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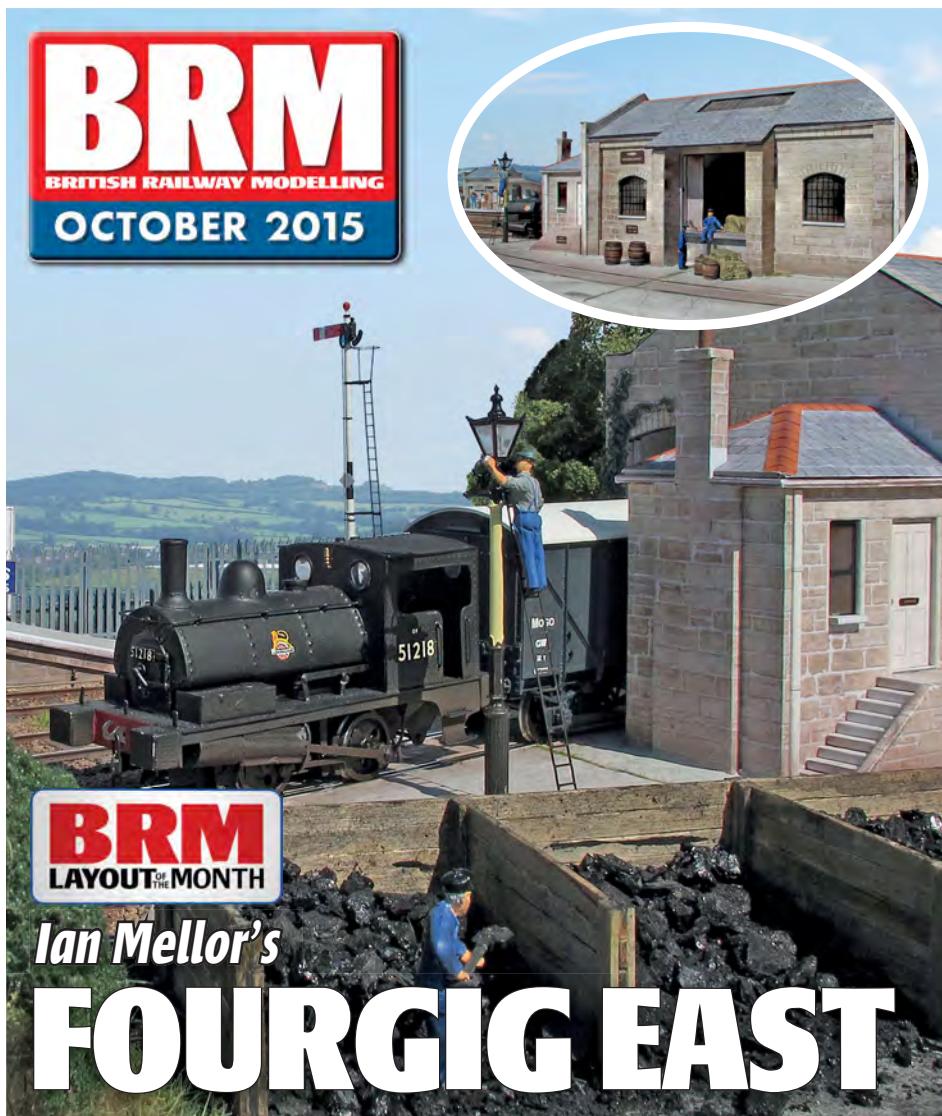
PS36 LNER 12T Fish Van...	£35.00

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BRM TV

WHAT'S ON THE DVD

This month's video is presented from Bewdley on the Severn Valley Railway. Our layout of the month 'Fourgig East' shows what can be done in a compact space with O gauge and in the studio **Phil Parker** offers practical advice on scribing stone walls and the benefits of Strip Magic from Deluxe Materials. Plus, we discover some products from Mr. Soundguy.



PRACTICAL BRM



Scribing Stone Walls with *Phil Parker*

BRM PRODUCT PREVIEW



Keith Pearson 'Mr Soundguy' speaks with
BRM Editor, *Ben Jones*

BRM BEHIND THE SCENES



A footplate experience on the Severn Valley
Railway

BRM TRIED & TESTED



'Strip Magic' from Deluxe Materials

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MONTH'S DVD**

Visit our facebook page
and get involved in
the conversation.



WATCH THE VIDEO HERE

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



PLAY

Cobalt Alpha

Never before in the history of the hobby has one small electronic device made such a difference...

Whether you choose to drive your trains with DC or DCC, the Cobalt **Α** Alpha Digital Encoder will allow you access to the advantages of digital accessories and let you create control panels fast and with incredibly easy wiring.

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With only TWO wires!



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WELCOME



If you're a regular user of social media you might not believe it, but model railways are, for most of us (most of the time), a relaxing and pleasurable pastime. For many, they're an escape from the stress of work, family or the troubles of the wider world. In most cases that's as far as the beneficial effects go, but over the years I've had dozens of conversations with readers who've freely admitted that their hobby helped them to recover from illness or cope with difficult periods of their life.

It's not an easy subject to tackle here, but it's clear to those who have experienced it that a creative, constructive, absorbing hobby like ours can have certain therapeutic benefits. I'm not qualified to comment on what they are, but the anecdotal evidence from readers and show visitors I've met is compelling. Without mentioning any names, all of us on the **BRM** team have met readers who have found their hobby helpful in tackling stress, trauma, depression, serious illness - including cancer and heart attacks. We also occasionally receive letters and e-mails from readers thanking us for helping them to continue their hobby during their recovery - that's the sort of feedback that makes us realise what a privileged position we're in. I'm not for a moment exaggerating our input, but when people take the time to express their appreciation like this, it's good to know that we can help, even in a small way.

Model railway clubs can be a good support network for modellers too; providing a place to meet like-minded individuals, a distraction from the outside world and, usually, a few laughs to lighten the mood. Railway modelling can often be a solitary pursuit, but clubs offer an alternative, more sociable approach and club nights usually include a session of putting the world to rights over a mug of tea.

In this issue we review Bachmann's new LMS 10000/01 diesels (below) for Rails of Sheffield.

As some of you may be aware, Rails' Dick Flower initiated this project some years ago. Sadly, he lost his battle with illness before they were released, but continued to be involved and remained a strong advocate for the models even while he was ill. I think he'd be pleased with how they've turned out.

The most important common factor in all these cases is that the people involved got stuck in and did some modelling. Even if it was just a bit of renumbering on RTR models or ballasting, it was the creative, productive process that helped to lighten the load and that's where the hobby is at its best.

To a lesser extent, I can vouch for the value of having the distraction of a layout in stressful times. Running my dad's layout at home undoubtedly helped me through my A Levels and University exams in the 1990s. Even now, when model railways are my day job, it's great to put some music on, run a few trains or make some progress on a building kit of an evening. I'm sure you have your own rituals - maybe you could share them with us and we'll publish the results?

With all these benefits, perhaps model railways should be offered as a form of therapy by the National Health Service, with **BRM** being available on prescription? The campaign starts now!

It's not long now until the National Festival of Railway Modelling in Peterborough on October 17/18. Turn to page 71 for a preview of what you'll be able to see over the weekend. If you haven't booked your tickets yet, go to www.model-railways-live.co.uk to obtain your discounted admission, early entry and free showguide. We hope to see you there.

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BRM

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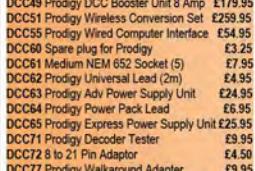


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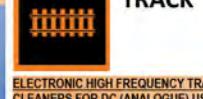


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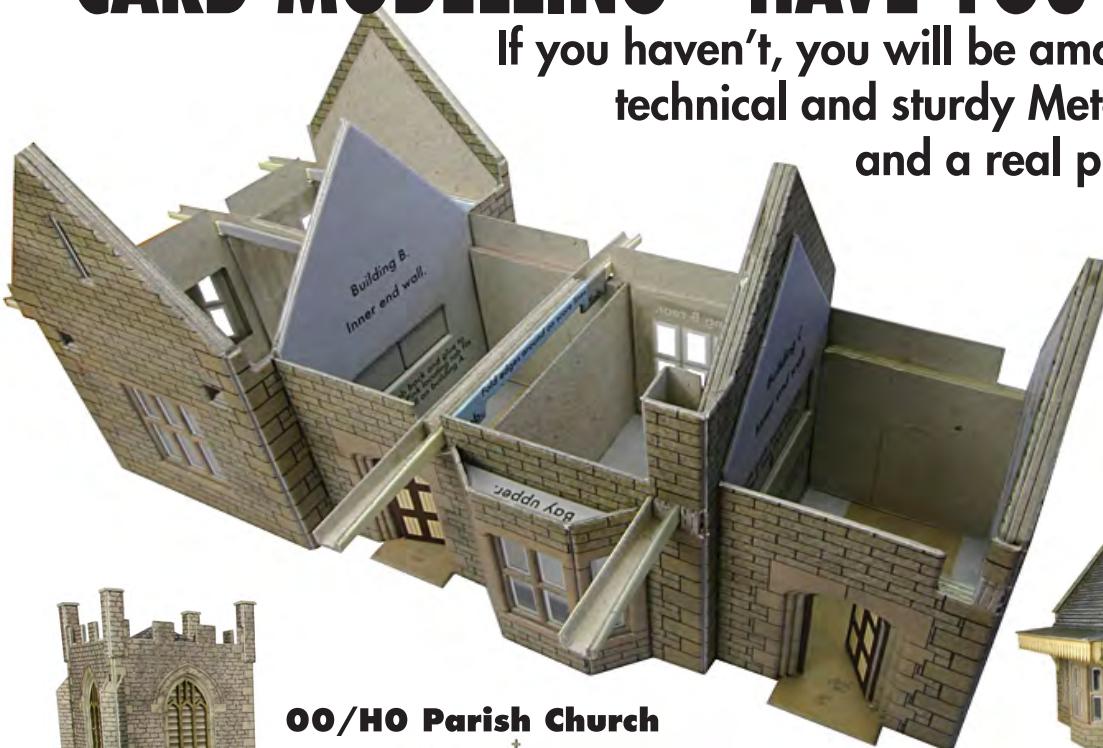
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H1409 14xx 1470 in BR lined black early emblem
H1410 58xx 5819 in BR unlined black early emblem
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H1414 14xx 1450 BR lined green late crest
H1416 14xx 1409 BR unlined green late crest

Lightly Weathered

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H1403 48xx 4871 in GWR unlined green Shirlington
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H1407 58xx 5802 in GWR unlined green G W R
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Heavily Weathered

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J9410 15 in Wemyss Private Railway lined brown

Lightly Weathered

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J9409 7 in NCB Littleton Colliery lined blue

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HK05 6018 "King Henry VI" in GWR lined green

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HK07 6027 "King Richard I" in BR/GWR lined green

HK08 6028 "King George VI" in BR lined blue with early crest



HK09 6023 "King Edward II" in BR lined blue with early crest
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HK01DCC - HK14DCC

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



31-783 Class 6959 Modified Hall 7904 'Fountains Hall' in BR black early emblem - weathered (Bac) £114.71



R3239 Class 700 0-6-0 30315 in BR late crest (Hor) £101.90



R3240 Class 700 0-6-0 30693 in BR early crest (Hor) £101.90 R3225 Class 72XX 2-8-2 7233 in Great Western green (Hor) £120.50



31-013 Class 7F 2-8-0 S&DJR 53808 in BR black late crest & Deeley tender (Bac) (list £134.95) BARGAIN £89



R3221 Class 8P Duchess 4-6-2 46233 'Duchess Of Sutherland' in BR green early crest & Mk1 support coach in BR maroon (Hor) £157.60



R3241 Class 8P Duchess 4-6-2 46236 'City Of Bradford' in BR Maroon late crest (Hor) £131.40



R3195 Class 8P Duchess 4-6-2 46247 'City Of Liverpool' BR green early emblem (Hor) £119



R3086 Class A1 'Flying Scotsman' in LNER Apple green. Upgraded to 3-pole motor flywheel (Railroad range) (Hor) (list £82.49) BARGAIN £64



R3284TTS Class A1 4-6-2 4472 'Flying Scotsman' in LNER green TTS Sound - Railroad range (Hor) £92.70



32-550B[^] Class A1 4-6-2 60163 'Tornado' in BR lined Brunswick green (Bac) (list £159.95) BARGAIN £95



R3245TTS Class A1 Peppercorn 4-6-2 'Tornado' in BR Blue (as running on mainline) - TTS Sound (Hor) £143.70



R3132 Class A3 4-6-2 2599 'Book Law' in LNER green (Hor) £141.80



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

31-137 Class D1/2 4-4-0 6385 'Lucie Muckleback' LNER black (Bac) £106.21



35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) £93.46



35-076 Class E4 Brighton tank 0-6-2 473 in Southern green (as preserved) (Bac) £93.46



35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) £93.46

31-320DC Class J11 Robinson (GCR 8J) 64325 BR black late crest. DCC Fitted (Bac) £93.46



32-154A Class N 2-6-0 31404 in BR lined black late crest weathered (Bac) (list £134.95) BARGAIN £79



R3208 Class V Schools 4-4-0 30915 'Brighton' in BR black early emblem & tender (Hor) (list £139.99) BARGAIN £105



R3297X RailRoad LMS 0-6-0T '16440' Jinty Class 3F DCC Fitted (Hor) NEW £44.99



31-980 Standard Class 3MT tank 82020 in BR green late crest - weathered (Bac) £110.46

31-881 Standard Class 3MT tank 82021 BR lined black early emblem (Bac) £101.96

32-954 Standard class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) (list £19.95) BARGAIN £74



32-990 Standard class 4MT 2-6-0 76109 in BR lined black late crest (Bac) (list £119.95) BARGAIN £74



32-955 Standard class 4MT 2-6-0 76109 in BR lined black early crest (Bac) (list £119.95) BARGAIN £74



32-508 Standard class 5MT 73049 in BR lined green late crest & BR1 tender (Bac) (list £129.95) BARGAIN £82



32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (list £129.95) BARGAIN £89



32-260DC WD Austerity 2-8-0 90448 in BR black wih late crest. DCC On Board (Bac) (list £152.95) BARGAIN £109



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) £140.20



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) £144.71



30-525 The Shakespeare Express Train Pack Hall Class 4965 'Rood Ashton Hall' in Great Western green, 2 x Pullman cars in umber & cream, BR Mk1 BSK coach in chocolate & cream & Stratford-Upon-Avon Open-top bus (Bac) £195.45

R3220 Tyseley Connection train pack Hall Class 'Pitchford Hall' in GWR green & 3 Mk1 coaches in chocolate and cream (Bac) (list £199.99) BARGAIN £149

Diesel locos



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



31-366 Class 03 0-6-0 diesel shunter D2016 in BR Green (Bac) £70.51

31-364 Class 03 0-6-0 diesel shunter D2383 in BR green wasp stripes - weathered (Bac) £76.46



2503 Class 05 Hunslet shunter "Cider Queen" in green wasp stripes (industrial) (Hei) NEW £100

2523 Class 05 Hunslet shunter 'Departmental 88' BR green wasp stripes (Hei) £100



2500 Class 05 Hunslet shunter D2574 in BR green (Hei) NEW £100



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



2502 Class 05 Hunslet shunter D2581 in BR green wasp stripes (Hei) NEW £100



2520 Class 05 Hunslet shunter D2592 in BR green wasp stripes (Hei) £100



2522 Class 05 Hunslet shunter D2595 in BR blue wasp stripes (preserved) (Hei) £100



2521 Class 05 Hunslet shunter D2600 BR green wasp stripes (Hei) £100



1405[^] Class 14 'Teddy Bear' (ex British Rail Green) Blue Circle Cement (ex D9526) (Weathered) (Hei) (list £115) BARGAIN £75



1406[^] Class 14 'Teddy Bear' British Steel '45' (Ex British Rail Green) (Weathered) wasp ends. (Hei) (list £115) BARGAIN £75

1600 Class 16 North British diesel D8400 BR green roof. Ltd Ed of 750 pcs (Hei) (list £134.95) BARGAIN £72



1601 Class 16 North British diesel D8401 BR green small yellow warning panels. Ltd Ed of 750 (general release). (Hei) (list £134.95) BARGAIN £72



1602 Class 16 North British diesel D8404 BR green Stratford-style yellow warning panels. Ltd Ed of 750 (general release) (Hei) (list £134.95) BARGAIN £72

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32-287 Class 101 2 Car DMU BR blue & grey "Cambridge/Norwich" (Bac) £135.96



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



1605 Class 16 North British diesel D8405 BR green small yellow warning panels. Weathered. Ltd Ed of 750 (general release) (Hel) (list £144.95) ... **BARGAIN** ... £72

2801 Class 28 Co-Bo Diesel D5705 BR Green Small Yellow Panels (as preserved). (Hel) (list £125) ... **BARGAIN** ... £89

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

32-814 Class 28 Co-Bo Diesel D5714 Full BR Green - modified windows (Hel) (list £125) ... **BARGAIN** ... £89



1603 Class 16 North British diesel D8407 BR green with full yellow ends. Ltd Ed of 750 (general release) (Hel) (list £134.95) ... **BARGAIN** ... £72

1604 Class 16 North British diesel D8409 BR green grey roof. Gloss finish. Ltd Ed of 750 (general release) (Hel) (list £134.95) ... **BARGAIN** ... £72

32-815 Class 47/8 47834 'Fire Fly' BR Intercity Swallow (Bac) (list £114.95) ... **BARGAIN** ... £78

40-003-010 Class 52 diesel loco D1010 "Western Campaigner" in BR blue full yellow ends (Dap) ... £109

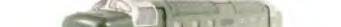


32-038DS Class 20 20124 in BR blue with indicator discs weathered. DCC Sound (Bac) ... £195.46

R3262 Class 31 311452 in DCR green (Hor) ... £150.40

R2963 Class 31 31439 diesel in Regional Railways North Yorkshire Moors Railway DCC Ready. (Hor) ... £109

32-906 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) ... **BARGAIN** ... £72.50



32-034A Class 20 20141 in BR green full yellow ends weathered (Bac) ... £97.71

3519 Class 35 Hymek D7064 in BR blue small yellow warning panels (Hel) ... £94

40-003-008 Class 52 diesel loco D1023 "Western Fusiler" in BR maroon small yellow panels (Dap) ... £109

32-907 Class 108 2-car DMU in BR blue full yellow ends (Bac) (list £169.95) ... **BARGAIN** ... £86

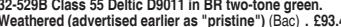
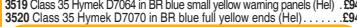
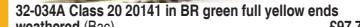


32-044 Class 20 D8028 in BR green indicator discs & tablet catcher (Bac) ... £93.46

32-786 Class 37/0 37174 in EWS domino headcode weathered (Bac) **NEW** ... £106.21

32-529B Class 55 Deltic D9011 in BR two-tone green. Weathered (advertised earlier as "pristine") (Bac) ... £93.46

8942 Class 128 DPU in BR blue - weathered M55995 (Hel) (list £129.95) ... **BARGAIN** ... £69



32-045 Class 20 diesel 20118 "Saltburn-by-the-Sea" in BR Railfreight red stripe (Bac) **NEW** ... £93.46

32-784 Class 37/0 37242 in Mainline blue centre headcodes - weathered (Bac) **NEW** ... £106.21

32-372 Class 67 67006 'Royal Sovereign' (Hor) (list £139.99) ... **BARGAIN** ... £110

8991 Class 128 DPU BR green small yellow panels & Midland style fronts M55989 (Hel) ... £94

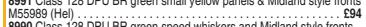


4D-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels & disc headcode box (Dap) £103

32-785DS Class 37/0 37254 in BR Departmental Civil Link Dutch - weathered. DCC Sound (Bac) **NEW** ... £203.96

32-334 Class 67 67024 in EWS (Hor) ... £129.62

32-938 Class 150/2 2-car DMU 150204 in Northern Rail (Bac) ... £140.21



4D-012-001 Class 22 B-B Diesel Hydraulic D6316 in BR Green. Small yellow panels and disc headcode box (Dap) ... £103

32-786DS Class 37/0 37255 in BR Departmental Civil Link Dutch - weathered. DCC Sound (Bac) **NEW** ... £203.96

32-395 Class D16 LMS 10000 BR Brunswick green lined orange & black (Bac) ... £101.96

32-256DC Class 251 Blue Pullman 6-car Midland set in Nanking blue full yellow ends. DCC Fitted (Bac) (list £349.95) ... **BARGAIN** ... £290



4D-012-002 Class 22 B-B Diesel Hydraulic D6327 in BR Green. Amended yellow panels and disc headcode box (Dap) ... £103

32-787 Class 37/0 37256 in BR Departmental Civil Link Dutch - weathered. DCC Sound (Bac) **NEW** ... £203.96

32-318 Class 70 PowerHaul diesel 70005 in Freightliner weathered (Bac) ... £127.46

32-928 Class 150/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered. (Bac) ... £148.71

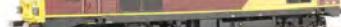


4D-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels & disc headcode box (Dap) £103

32-788 Class 37/0 37257 in BR Departmental Civil Link Dutch - weathered. DCC Sound (Bac) **NEW** ... £203.96

32-396 Class 67 67024 in EWS (Hor) ... £129.62

32-939 Class 150/2 2-car DMU 150204 in Northern Rail (Bac) ... £140.21



4D-012-001 Class 22 B-B Diesel Hydraulic D6316 in BR Green. Small yellow panels and disc headcode box (Dap) ... £103

32-789 Class 37/0 37258 in BR Departmental Civil Link Dutch - weathered. DCC Sound (Bac) **NEW** ... £203.96

32-397 Class 70 PowerHaul diesel 70006 in Freightliner weathered (Bac) ... £127.46

32-929 Class 150/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered. (Bac) ... £148.71



4D-012-002 Class 22 B-B Diesel Hydraulic D6327 in BR Green. Amended yellow panels and disc headcode box (Dap) ... £103

32-790 Class 37/0 37259 in BR Departmental Civil Link Dutch - weathered. DCC Sound (Bac) **NEW** ... £203.96

32-398 Class 67 67024 in EWS (Hor) ... £129.62

32-940 Class 150/2 2-car DMU 150204 in Northern Rail (Bac) ... £140.21



4D-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels & disc headcode box (Dap) £103

32-791 Class 37/0 37260 in BR Departmental Civil Link Dutch - weathered. DCC Sound (Bac) **NEW** ... £203.96

32-399 Class 67 67024 in EWS (Hor) ... £129.62

32-941 Class 150/2 2-car DMU 150204 in Northern Rail (Bac) ... £140.21

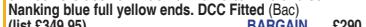
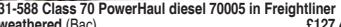


4D-012-001 Class 22 B-B Diesel Hydraulic D6316 in BR Green. Small yellow panels and disc headcode box (Dap) ... £103

32-792 Class 37/0 37261 in BR Departmental Civil Link Dutch - weathered. DCC Sound (Bac) **NEW** ... £203.96

32-400 Class 67 67024 in EWS (Hor) ... £129.62

32-942 Class 150/2 2-car DMU 150204 in Northern Rail (Bac) ... £140.21



4D-012-002 Class 22 B-B Diesel Hydraulic D6327 in BR Green. Amended yellow panels and disc headcode box (Dap) ... £103

32-793 Class 37/0 37262 in BR Departmental Civil Link Dutch - weathered. DCC Sound (Bac) **NEW** ... £203.96

32-401 Class 67 67024 in EWS (Hor) ... £129.62

32-943 Class 150/2 2-car DMU 150204 in Northern Rail (Bac) ... £140.21



4D-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels & disc headcode box (Dap) £103

32-794 Class 37/0 37263 in BR Departmental Civil Link Dutch - weathered. DCC Sound (Bac) **NEW** ... £203.96

32-402 Class 67 67024 in EWS (Hor) ... £129.62

32-944 Class 150/2 2-car DMU 150204 in Northern Rail (Bac) ... £140.21

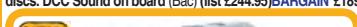
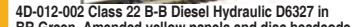


4D-012-001 Class 22 B-B Diesel Hydraulic D6316 in BR Green. Small yellow panels and disc headcode box (Dap) ... £103

32-795 Class 37/0 37264 in BR Departmental Civil Link Dutch - weathered. DCC Sound (Bac) **NEW** ... £203.96

32-403 Class 67 67024 in EWS (Hor) ... £129.62

32-945 Class 150/2 2-car DMU 150204 in Northern Rail (Bac) ... £140.21

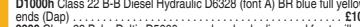


4D-012-002 Class 22 B-B Diesel Hydraulic D6327 in BR Green. Amended yellow panels and disc headcode box (Dap) ... £103

32-796 Class 37/0 37265 in BR Departmental Civil Link Dutch - weathered. DCC Sound (Bac) **NEW** ... £203.96

32-404 Class 67 67024 in EWS (Hor) ... £129.62

32-946 Class 150/2 2-car DMU 150204 in Northern Rail (Bac) ... £140.21



4D-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels & disc headcode box (Dap) £103

32-797 Class 37/0 37266 in BR Departmental Civil Link Dutch - weathered. DCC Sound (Bac) **NEW** ... £203.96

32-405 Class 67 67024 in EWS (Hor) ... £129.62

32-947 Class 150/2 2-car DMU 150204 in Northern Rail (Bac) ... £140.21

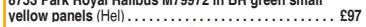
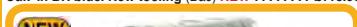


4D-012-001 Class 22 B-B Diesel Hydraulic D6316 in BR Green. Small yellow panels and disc headcode box (Dap) ... £103

32-798 Class 37/0 37267 in BR Departmental Civil Link Dutch - weathered. DCC Sound (Bac) **NEW** ... £203.96

32-406 Class 67 67024 in EWS (Hor) ... £129.62

32-948 Class 150/2 2-car DMU 150204 in Northern Rail (Bac) ... £140.21

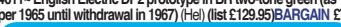


4D-012-002 Class 22 B-B Diesel Hydraulic D6327 in BR Green. Amended yellow panels and disc headcode box (Dap) ... £103

32-799 Class 37/0 37268 in BR Departmental Civil Link Dutch - weathered. DCC Sound (Bac) **NEW** ... £203.96

32-407 Class 67 67024 in EWS (Hor) ... £129.62

32-949 Class 150/2 2-car DMU 150204 in Northern Rail (Bac) ... £140.21

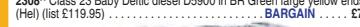


4D-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels & disc headcode box (Dap) £103

32-800 Class 37/0 37269 in BR Departmental Civil Link Dutch - weathered. DCC Sound (Bac) **NEW** ... £203.96

32-408 Class 67 67024 in EWS (Hor) ... £129.62

32-950 Class 150/2 2-car DMU 150204 in Northern Rail (Bac) ... £140.21





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R1174 Breakdown Train Set 0-4-0 loco, Breakdown Crane and Support Van (Hor) (list £119.99) **BARGAIN** £59.99
R1176 Eurostar Train Set (Hor) £140
30-077 Midnight Metropolitan 32-217 style London Transport maroon panier (different number to 30-076 version) (Bac) £89.24
30-160 Rural Commuter set Class 105 2 car DMU BR green small yellow panels (Bac) £84.99

Train sets - DCC

30-042 DCC starter train set 0-6-0 Saddle Tank loco & 0-6-0 Junior Diesel Shunter, 2 wagons & 36-500 controller (Bac) £127.49
R1173 e-Link DCC Western Master train set GWR Class 27/21 steam loco & 3 wagons (Hor) £120



8802 Railcar W79977 in BR dark green small yellow warning panels & white cab roofs (Hor) £94
8803 Railcar W79978 in BR dark green speed whiskers (Hor) £94

EMUs



R3290 Class 2-HAL 2 car EMU in BR green small yellow ends (Hor) (list £130.25) **BARGAIN** £96



31-030^a Class 350/1 Desiro 4 Car EMU 350 111 "Apollo" in Silver Link (unbranded) (Bac) (list £189.95) **BARGAIN** £99



31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) (list £189.95) **BARGAIN** £116



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) **BARGAIN** £118
R3215 Class 373 Eurostar 4 car EMU in latest 2014 Eurostar (Hor) £157.40



R3185 Class 395 Javelin 4 car EMU "Sir Chris Hoy" in Southeastern (Hor) £132



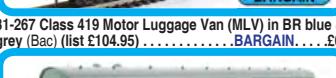
R3161B Class 401 2-BIL 2 car EMU in SR green (Hor) (list £130.25) **BARGAIN** £69



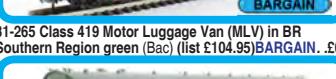
31-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £124.95) **BARGAIN** £72



31-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (Bac) (list £104.95) **BARGAIN** £64



31-265 Class 419 Motor Luggage Van (MLV) in BR Southern Region green (Bac) (list £104.95) **BARGAIN** £64



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

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £56

36-165A Plasser Tamper track maintenance machine (motorised) (Bac) £63.71

R4658 BR Non-Corridor 57' Composite Coach (Hor) £37.27
R4678A BR Non-Corridor 57' Third Class Brake Coach (Hor) £37.27
R4678A BR Non-Corridor 57' Third Class Brake Coach (Hor) £37.27



38-120B 35 Ton VAA box van sliding door Railfreight red & grey - weathered (Bac) £20.36
38-120B Pack of 4 (Bac) (list £95.80) **BARGAIN** £72
38-120B Megapack of 8 (Bac) (list £191.60) **BARGAIN** £136



38-126A Megapack of 8 35 Ton VBB box van sliding door in BR bauxite - weathered (Bac) (list £199.60) **BARGAIN** £136
38-126A Single (Bac) (list £24.95) **BARGAIN** £72
38-126A Pack of 4 (Bac) (list £99.80) **BARGAIN** £72



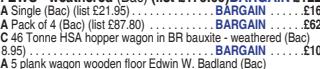
4F-040-007 4 Plank GWR #45583 (Dap) **NEW** £9.80



4F-040-008 4 Plank GWR #45583 - weathered (Dap) **NEW** £10
37-578A 45 ton TTA tank in ICI Methanol (Bac) £13.56



37-603A Megapack of 8 46 Tonne glw VGA sliding wall van in EWS - weathered (Bac) (list £175.60) **BARGAIN** £122
37-603A Single (Bac) (list £21.95) **BARGAIN** £16



37-603A Pack of 4 (Bac) (list £87.80) **BARGAIN** £62
38-005C 46 Tonne HSA hopper wagon in BR bauxite - weathered (Bac) (list £18.95) **BARGAIN** £10



37-062A 5 plank wagon wooden floor Edwin W. Badland (Bac) (list £12.95) **BARGAIN** £7



37-085A Pack of 4 7 plank end door wagon in North End (Bac) (list £57) **BARGAIN** £27



37-085A Single (Bac) (list £14.25) **BARGAIN** £7



37-082A Pack of 4 7 plank end door wagon in Park Lane Wigan (Bac) (list £57) **BARGAIN** £27



37-082A Single (Bac) (list £14.25) **BARGAIN** £7



37-187 7 plank wagon coke rails 'T. L. Hale (Tipton) Ltd' (Bac) (list £14.25) **BARGAIN** £8



37-162 8 plank end door wagon 'R. W. Hill & Son' (Bac) (list £14.95) **BARGAIN** £8



37-162 Pack of 4 (Bac) (list £59.80) **BARGAIN** £30



38-427 Megapack of 8 Bulk grain bogie hopper in 'Traffic Services Limited' (Bac) (list £479.60) **BARGAIN** £330



38-427 Single (Bac) (list £239.80) **BARGAIN** £172



38-425 Megapack of 8 Bulk grain bogie hopper in VTG 'Traffic Services' - weathered (Bac) (list £479.60) **BARGAIN** £370



38-350A Pack of 4 BZA steel carrier steel coils in EWS (Bac) (list £103.80) **BARGAIN** £52

38-350A Single (Bac) (list £25.95) **BARGAIN** £14

Train sets - DCC

R1174 Breakdown Train Set 0-4-0 loco, Breakdown Crane and Support Van (Hor) (list £119.99) **BARGAIN** £59.99
R1176 Eurostar Train Set (Hor) £140
30-077 Midnight Metropolitan 32-217 style London Transport maroon panier (different number to 30-076 version) (Bac) £89.24
30-160 Rural Commuter set Class 105 2 car DMU BR green small yellow panels (Bac) £84.99

30-042 DCC starter train set 0-6-0 Saddle Tank loco & 0-6-0 Junior Diesel Shunter, 2 wagons & 36-500 controller (Bac) £127.49
R1173 e-Link DCC Western Master train set GWR Class 27/21 steam loco & 3 wagons (Hor) £120

30-048 Highland Tourer Digital Sound Set Class 37/4
37418 in BR blue and Mk2 TSO & BSO coaches in Far North green & cream (Bac) £255

46382 1960s Brighton Belle 3 car pack in umber and cream (Hor) (list £148.99) **BARGAIN** £130

46413 BR blue & grey MK2 TSO tourist second open (Hor) £23.10
R4644 BR chocolate and cream MK1 TSO tourist second open (Hor) (list £24.99) **BARGAIN** £19
R4649 BR Gresley Suburban Composite Coach, Maroon (Hor) £37.27

R4648 BR Gresley Suburban First Class Coach, Maroon (Hor) **NEW** £37.27
R4650 BR Gresley Suburban Third Class Brake Coach, Maroon (Hor) £37.27
R4675 BR Gresley Suburban Third Class Coach, Maroon (Hor) £37.27
R4677 BR Gresley Maroon Mk1 BG full brake/parcels coach (list £24.99) **BARGAIN** £19
R4643 BR maroon MK1 SO second open (Hor) (list £24.99) **BARGAIN** £19
R4621 BR maroon MK1 TSO tourist second open (Hor) (list £24.99) **BARGAIN** £19

R4646 BR Gresley Suburban First Class Coach, Maroon (Hor) **NEW** £37.27
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NEW Opening hours
09:00 - 17:00 Mon - Sat
10:00 - 16:00 Sun

From 2nd Sep: 07:00 - 20:30 Mon - Fri
 07:00 - 18:00 Sat, 09:00 - 17:00 Sun



4F-060-009 Grampus BR DB990653 (Dap) NEW £13



4F-060-010 Grampus BR DB990653 weathered (Dap) NEW £14



4F-013-013 Gunpowder LMS Van 209014 (Dap) NEW £9



4F-013-014 Gunpowder LMS Van 209014 weathered (Dap) NEW £10

37-314 Pack of 4 Intermodal bogie wagon 2 x 45ft containers in Safmarine (Bac) (list £199.80) BARGAIN £108
37-314 Single (Bac) (list £49.95) BARGAIN £2938-200A Megapack of 8 JPA bogie cement hopper "VTG Lafarge Cement" (Bac) (list £287.60) BARGAIN £166
38-200A Single (Bac) (list £35.95) BARGAIN £22
38-200A Pack of 4 (Bac) (list £143.80) BARGAIN £85
B779 sh4 KQA Intermodal pocket wagon (weathered) 84 70 4907 052-2 (Dap) £26.95

37-672 Pack of 3 14 Ton tank wagons in British Tar weathered (Bac) (list £46.95) BARGAIN £28

37-671 Pack of 3 14 Ton tank wagons in Fins weathered (Bac) (list £46.95) BARGAIN £28
38-652 PCA Metalar Bulk Powder Wagon Grey - weathered (Bac) £15.26R8012 HM2000 High output power & speed controller, mains supply. (Hor) £74
36-560 Plug in 0.7 Amp transformer separate speed controller, track connector wires & power clip (Bac) £25.5436-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £12
DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110
DCR-21PIN-Direct Single (Hat) £12
DCR-21PIN-Direct Box of 5 (Hat) £5736-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50) BARGAIN £70
36-557 Single (Bac) £14.50

R8049 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £76



R8049 Single (Hor) £14

DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105
DCR-8PIN-Direct Single (Hat) £13
DCR-8PIN-Direct Box of 5 (Hat) £59
DCD-Z360 360 8-pin Direct 4-function 1.1A Decoder Stay Alive (14.2x12.5x3.5mm) (5 Pack) (DCD) £100

DCC accessory decoders

R8247 DCC accessory decoder (for points and motors) (Hor) £32
PC2 One Touch DCC Quad Point Controller x 4 (Tra) £32

DCC controllers

36-500 EZ Command DCC controller - boxed (Bac) £76.46

**DCC accessories**

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

Point motors

R8243 Surface Mounted point motor (Hor) £7

Lighting equipment

CL1 Standard Coach Lighting Strips - Cool White (Tra) £17
CL2 Standard Coach Lighting Strips - Warm White (Tra) £17

Accessories

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

SFX10 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) £37

Cables & Wires

SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2

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

Spares

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

SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2

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

RAIL JOINERS

HO/OO, O and OO-165

SL-10 Metal rail joiners/fishplates

SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.50

36-030 Mk2 Couplings NEM shaft (straight) pocket x 10 (Bac) £6

18KADEE NEM-362 Medium Coupler - 6.63 mm (11/32") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50

Wheels

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

R8264 14.1 mm coach wheels (pack of 10) (Hor) £5

Buildings - railways

GM407 "Fordhampton Carriage Platforms" (Gau) NEW £9

GM406 "Fordhampton Locomotive Depot" (Gau) NEW £18

44-086* Ash Plant (based on Camforth, Lancashire) (Bac) (list £79.95) BARGAIN £47

44-141 Double track 1970's & 80's diesel depot (Bac) (list £79.95) BARGAIN £49

LK-56 Loco inspection pit for normal code 100 track (Pec) £6.50

P0340 Platform canopy (Met) £12

P0216 Platform canopy in red brick - Makes up to 8ft (Card Kit) (Met) £12

SL-100 Pack of 25 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66

SL-100 Single (Pec) £3

SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3

SL-102 Pack of 25 (Pec) £70

SL-E99 3 way medium radius point electrofrog (Pec) £25

SL-99 3 way medium radius point insulfrog (Pec) £25

SL-90 Double slip insulfrog

SL-97 Left hand curved point (Pec) £12.50

SL-89 Left hand curved point electrofrog (Pec) £12.50

SL-89 Left hand large point insulfrog (Pec) £12

SL-89 Left hand medium point (Pec) £10

SL-89 Left hand medium point electrofrog (Pec) £10

SL-92 Left hand small point (Pec) £9.50

SL-92 Right hand small point (Pec) £9.50

SL-88 Right hand curved point (Pec) £12.50

SL-88 Right hand large point electrofrog (Pec) £12

SL-88 Right hand large point insulfrog (Pec) £12

SL-95 Right hand medium point (Pec) £10

SL-95 Right hand medium point electrofrog (Pec) £10

SL-91 Right hand small point (Pec) £9.50

SL-91 Right hand small point electrofrog (Pec) £9.50



R8009 Station Terminus (London Road) (Hor) £41

Man-made scenic structure - railway-related

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

LK-55 7ft Well type turntable (Pec) £38

R083 Buffer Stop (Hor) £140

R083 Box of 6 (Hor) £8

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Visit

www.ehatton.com/new

for new releases



B021A Leyland Leopard Duple Dominant II 'Midland Scottish' (Circa 1978 - 1990) Route: 39 - Callander (Bas) £16
26705 Plaxton Paramount 3500 - Stagecoach Caledonian Express (EFE) £26.50

NEW



36609 Plaxton SLF Dart 2 Door MK II 'Arriva South London' (EFE) **NEW** £28

NEW



OM46709A Wright Eclipse 2, Perrymans, 253 Edinburgh (Cor) **NEW** £29.99
OM46709B Wright Eclipse 2, Perrymans, 67 Berwick-upon-Tweed (Cor) **NEW** £29.99

Cars

NEW



76FTC001 Ford Transit Connect Royal Mail (Oxf) **NEW** £4.75
Commercial vehicles

NEW



76FCG002 Ford Cargo Box Van in white (Oxf) **NEW** £11
76FB6001 Fowler B6 Showmans Locomotive 'The Lion - Anderton & Rowland' (Oxf) £13



76SCL003 Scania Crane Lorry Eddie Stobart (Oxf) £14
76SHL02K Scania R Series Petrol Tanker 'W H Malcolm' (Oxf) £18

Military ground vehicles

76B004 Bedford OY 3 Ton GS '15th Scottish Infantry' (Oxf) £9

NEW



76DT001 Diamond T980 Tank Transporter TRC Western Desert 1942 GHQ Cairo (Cor) **NEW** £20

Public Service vehicles

76SET31 6 Piece London Fire Brigade 150th Anniv. WLF/TLM/Regent/F8/F106/AEC (Oxf) £70

Tools

BS-HO-01 HO/00 Scale Ballast Spreader (Pro) £11

N Gauge Steam locos

372-313 Class 21C1 Merchant Navy 4-6-2 35021 'New Zealand Line' in BR Malachite green (Gra) £135.96

372-311 Class 21C1 Merchant Navy 4-6-2 35023 Holland-Afrika Line BR green early emblem (Gra) £135.96

372-310 Class 21C1 Merchant Navy 4-6-2 35024 'East Asiatic Company' BR blue early emblem (Gra) £135.96

372-312 Class 21C1 Merchant Navy 4-6-2 35028 'Cain Line' BR green late crest (Gra) £135.96

25-009-004 Class 2884 2-8-0 3803 in GWR green GWR lettering (Dap) £105

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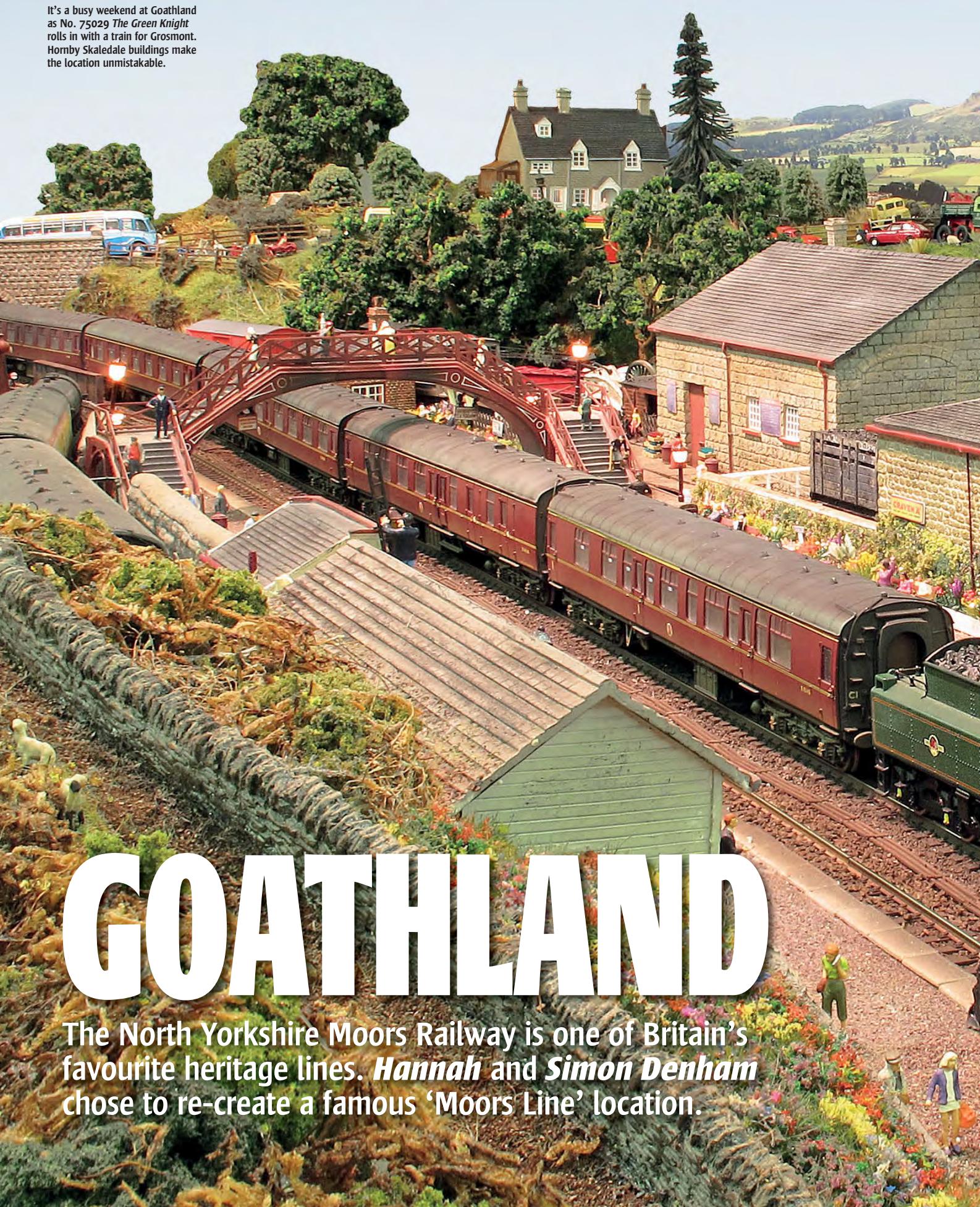
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VA14003 Vauxhall Lotus Carlton, Imperial Green, 'Vauxhall Heritage Centre' (Cor) **NEW** £19.99

Cars



It's a busy weekend at Goathland as No. 75029 *The Green Knight* rolls in with a train for Grosmont. Hornby Skaledale buildings make the location unmistakable.



GOATHLAND

The North Yorkshire Moors Railway is one of Britain's favourite heritage lines. **Hannah** and **Simon Denham** chose to re-create a famous 'Moors Line' location.

FACT FILE

- **Layout Name:** Goathland NYMR
- **Scale/Gauge:** 4mm:1' scale, 16.5mm gauge 00
- **Size:** 12'x8'
- **Era/Region:** Current, North Yorkshire Moors Railway
- **Location:** North Yorkshire
- **Layout Type:** Fiddleyard-to-fiddleyard
- **Words:** Hannah and Simon Denham
- **Photography:** Andy York



It all started over 30 years ago. My dad was (and still is) a volunteer on the North Yorkshire Moors Railway, an 18-mile line between Pickering and Grosmont, with a few stations in between.

At weekends we would accompany him. This was every young boy's dream; getting 'up close and personal' with some famous locomotives. These days, my wife and I both enjoy railway modelling. When we decided to model one of the NYMR's stations, there was one obvious candidate - Goathland.

This is the railway's most recognisable station, thanks to the filming of the Harry Potter films there (it doubles as 'Hogsmeade' station), Simply Red's music video for 'Holding Back The Years' and, of course, ITV's long-running series *Heartbeat*, where Goathland transforms into 'Aidensfield'. *Heartbeat's* vintage bus still runs today, with my dad sometimes at the wheel and an EFE model of the bus is on the layout.

As we already had some OO gauge items, we stuck to this gauge. In fact, we named the layout 'Goathland in OO'. However, there were quite a few other decisions to make before proceeding.

At first we decided to build a fixed layout in a spare bedroom. At around the same time we joined our local model railway club - Scarborough & District Railway Modellers. It focuses on building layouts that can be transported to exhibitions.

After helping transport some of these layouts to exhibitions around the country we were hooked. It was a great way to spend a weekend; the camaraderie, talking interested members of the public and hospitable host clubs, often in beautiful parts of the country.

So, if we wanted our layout to be part of the scene, it was back to the drawing board. We changed the fixed layout to one that would be portable! In hindsight, we should have started from scratch, but we wanted to save money and time already invested in the project.

Two of our boards, at 4' x 3', are really too big, making them difficult to transport. We now think that 4' x 2' is the best compromise.



Goathland stationmaster John Bruce is ready to exchange single line tokens with the crew of a train coming in from Pickering; a once-common sight on Britain's railways now limited to heritage railways and a few locations on the main line network.

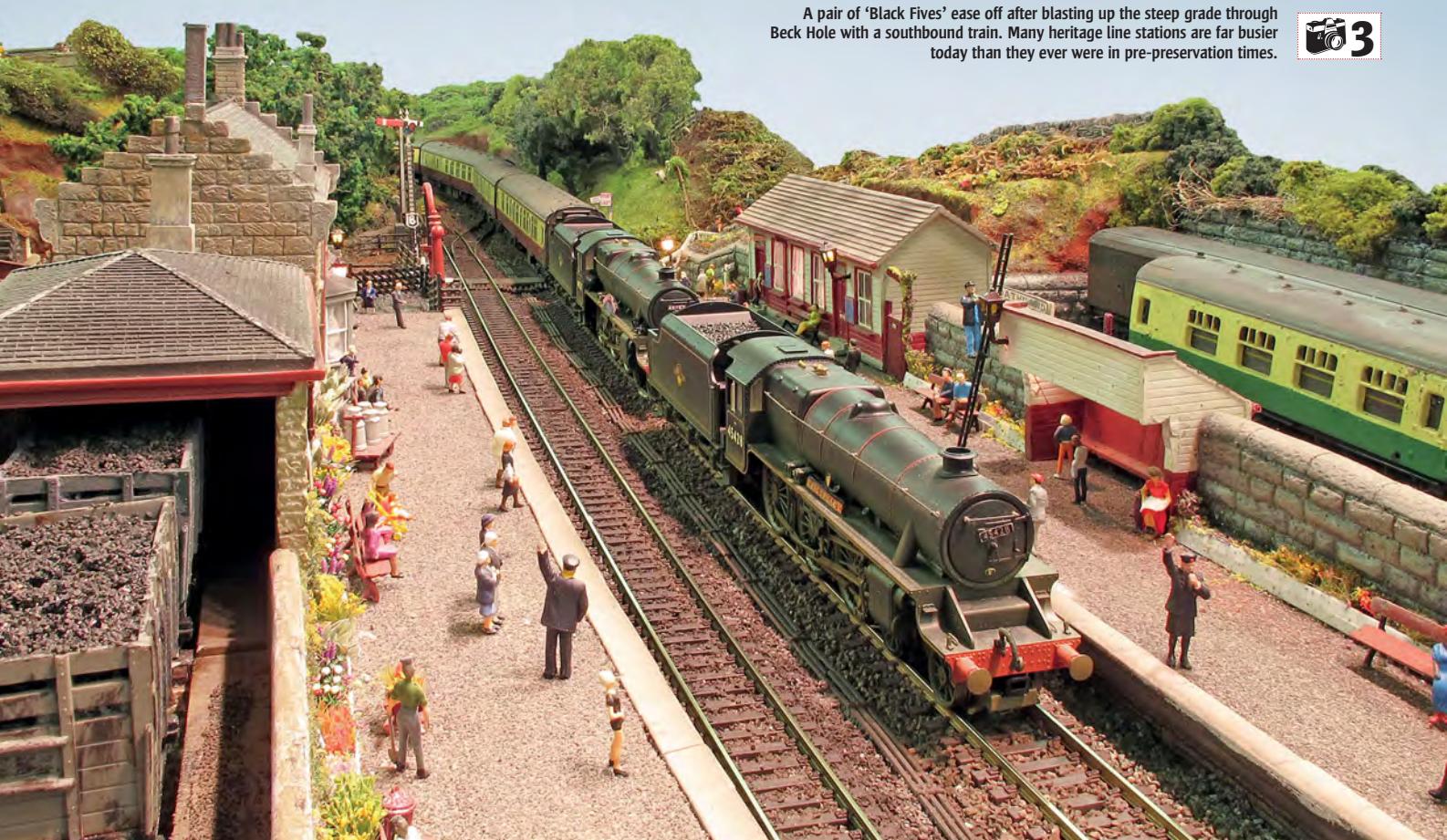
Next we considered whether to use analogue or DCC. Once again, the club gave us the opportunity to see what would work best for us. It has layouts featuring DCC with sound and we chose the Lenz system after seeing one of our club's exhibition layouts - 'Haymarket Cross' in action. Later on, we saw another member, Roland Wood, with his computer-controlled layout 'Computrains', and that really caught our attention.

We also met Simon Kohler at a local show, where he was demonstrating the 'eLink' DCC system, so we took the plunge and bought it. It is a DCC system that links to your laptop. For less than £80 we got the hardware and Hornby 'RailMaster' software.

The software is continually updated as the programmers develop new features and they get feedback from their user group. Some modellers may find this unacceptable but nowadays we're used to that with smartphones, tablets, apps and computer software constantly being updated. There is a lot to learn but Hornby's support team is very helpful. The Lenz system is now our back-up.

Operating the points took some working out. We chose SEEP motors to power our Peco Electrofrog points. These inexpensive solenoid point motors have an in-built switch to change the frog polarity. We have found them reliable and easy to source.

A pair of 'Black Fives' ease off after blasting up the steep grade through Beck Hole with a southbound train. Many heritage line stations are far busier today than they ever were in pre-preservation times.



As 'The Moorlander' dining train departs down the hill to Grosmont, a BR green Class 101 DMU gets the 'tip' to depart towards Levisham and Pickering.



LAYOUT FOCUS



A4 No. 60007 *Sir Nigel Gresley* is one of the NYMR's most famous residents and can be seen hauling trains there between its main line outings. In the background a 'Yorkshire Coastliner' bus makes its way from Whitby to York, following the vintage *Heartbeat* bus.



00
GAUGE





The NYMR's Class 24 has been a key part of the fleet since the late-1970s. Here it passes the much-photographed location of Darnholm.

6

We finally chose Digitrax DS64 stationary decoders after seeing how reliable they were on other club layouts. They operate with both Lenz and eLink systems too. The DS64s also work with Heathcote Electronics' circuitry and servo motors to operate the semaphore signals. Our thanks to Roland for help with the wiring and electrics!

ABOVE BOARD

While all this work was being done under the boards, Hannah was busy with the scenery. We used Hornby's Skaledale resin buildings, which included a full set of station buildings based on Goathland! They aren't exactly like the real thing (all the buildings have been reduced in scale) but a little customising soon had that corrected.

Mike Johnson, our club's chairman, helped with the weathering of scenery and rolling stock. He also made the fish and chip van (from a London taxi).

We had great fun setting up little cameos on the layout; including Mr and Mrs Salmon, founding members of the preserved railway, sitting on their favourite seat overlooking the railway, Philip Benham, the NYMR's Managing Director, photographing the trains, Goathland Stationmaster John Bruce exchanging the section token with the train driver and even Claude Greengrass (of *Heartbeat* fame) being stopped, yet



A perennial problem in the North Yorkshire Moors National Park - sheep on the road - causes traffic chaos in this usually peaceful part of the world. As many aspects of the real Goathland as possible have been brought together on the layout.

again, by the Police, with a camera crew filming the scene.

There's also a barrel organ with sound and lights in the station car park and cricketer Andrew 'Freddie' Flintoff with a fish and chip van! We are continually changing and updating these cameos to keep everyone's interests alive.

The rolling stock wasn't too difficult to assemble, as the basic prototypes have been released by the main model manufacturers. However, many of the locomotives running on NYMR have been modified. One example is SR 'Schools' 4-4-0 No. 30926 *Repton*, which has its tender sides raised to accommodate more coal as it was originally planned to do main line running. A little plastic card and a few hours work got the Hornby model looking like the modified *Repton*.

To model Southern Railway S15 4-6-0 No. 825 we use a repainted and re-lined Hornby N15 'King Arthur' with some modifications to the tender. This might soon be replaced with a proper S15 when Hornby releases its new model later this year.

Many of the RTR models have been re-named and renumbered by Ian Harper, another Scarborough club member. Sourcing some of the nameplates has been challenging, but we found a nameplate for *Sybilla* at Olivia's Trains in Sheffield. Model Master made nameplates for the Class 31 *Charybdis* while 247 Developments or Shawplan supplied most of the other nameplates. Nearly all our locomotives have been fitted with sound decoders, with sound files from Howes Models, Olivia's, Digitrains and South West Digital.

We can simulate many of the trains running on the railway today; even some of guest locomotives that appear at galas held throughout the year. The club has been invited to exhibit some of its layouts on the platform at Pickering during these galas, including 'Goathland'.

John Hodges, yet another club member, has been with us from the beginning. He helps with exhibiting the layout after spending many hours helping build it. He is part of the team now designing our next project - 'Grosmont' (the next station towards Whitby).

Hannah has a website - www.goathlandinoo.co.uk - where you can find more details, photographs and dates of forthcoming exhibition outings. **BRM**

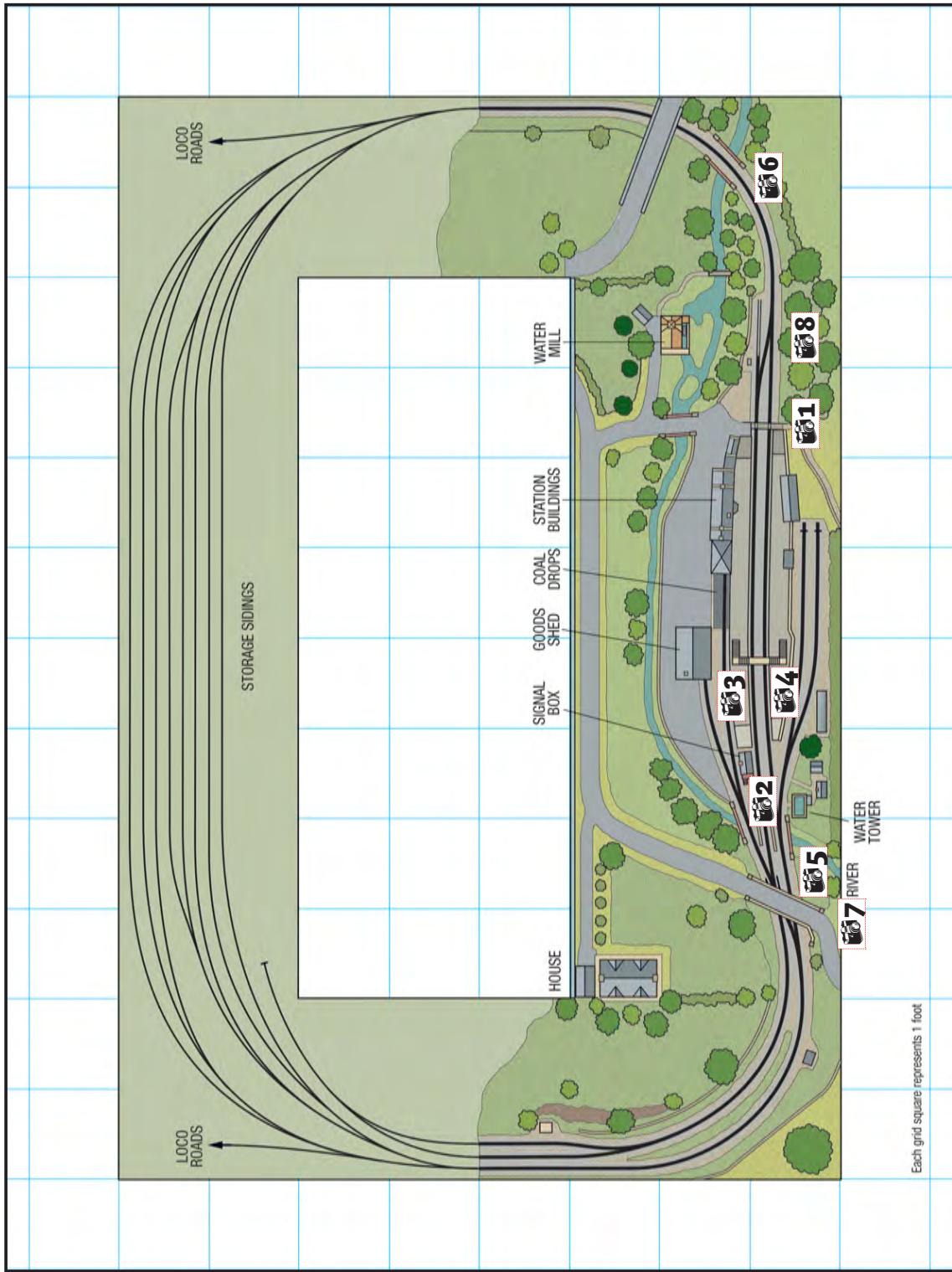
Although the site has been compressed to fit the space available, it manages to capture the look and atmosphere of this famous location, which doubled as 'Hogsmeade' in the Harry Potter films.



00 GAUGE

00 LAYOUT FOCUS GOATHLAND

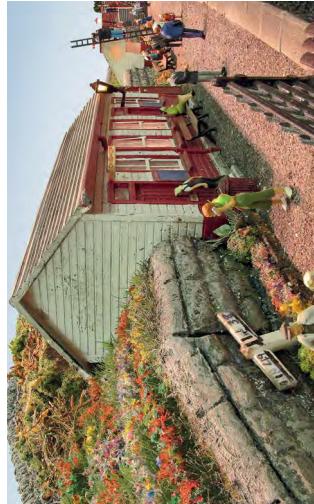
Janetton



A relic of the industrial era can be found behind the platforms. These NER coal drops were also produced by Hornby Skaledale.



Hornby Skaledale produced a series of North Eastern Railway buildings based on Goathland, which made the task of building the station much easier.



On the Up side, the gradient post shows how steeply inclined the railway is through Beck Hole and Goathland. Southbound trains have to work hard to get away from the station.

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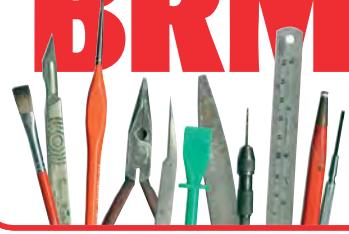
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SHOPPING LIST

- PVA glue ■ Static grass: Elmet Images
- Parched Grass (12mm beige), Noch Forest Floor, Javis spring mix ■ Brush bristles
- 3mm plywood ■ 2" x 1" timber
- Wood screws ■ Chicken wire
- Plaster bandage ■ 0.6mm steel wire
- Foamboard ■ Air drying clay
- Paint: Dark grey emulsion paint, grey car primer, enamel paint (various rust and sleeper colours), various acrylic paint shades (dark grey, brown, yellow, green)
- Polyfilla ■ Track ■ Play pit sand
- Johnson's Klear floor polish
- Rail joiners (C&L FP401A for 00 gauge)
- Powdered ash ■ Elmet Images 'post and tube' fencing' ■ Ready made seafoam trees, ■ Woodland Scenics 0.5mm E-Zline,
- Javis flock No. 17 'Heath Green'
- Impact adhesive

SEPTEMBER LINESIDE

If you're modelling a particular time of year, it's important to capture the right greenery, colours and atmosphere, as *Michael Russell* demonstrates.

We all lead busy lives and rarely have time to stop and smell the roses, unless we make a conscious effort to do so. As such, many of us have become out of touch with the seasons. This can be a problem when it comes to railway modelling, as it is important to set your layout at a certain time of year. This is even more vital when it comes to modelling unkempt areas, such as wasteground and verges. I had some time to observe the lineside last September and decided to model what I saw.

Nature never stays still, and studying a plant for a year gives you an appreciation of the different stages it goes through as it grows, flowers and seeds. This is particularly noticeable with plants that flower and

seed in one season or that disappear over winter, for example annual and herbaceous plants.

In winter, only the dried stalks of rosebay willowherb remain, at which point they don't look like any particular species. In spring, new growth appears and in late summer the flowers appear at the bottom of the inflorescence and then travel to the top.

There are a few common misconceptions about wild flowers and one is that 'weeds' often grow much taller than people think - depending of course upon the species.

You may think that nettles are low growing, but they can easily reach 5' in a favourable position. The key to making good scenery is observation and a few walks in the countryside with a camera will reap dividends.



BUILDING THE BASEBOARD

1

It is a good idea to build a mock-up of your landscape before building starts. I made a 1:10 scale model using cardboard from cereal packets. You can, if you prefer, make a virtual version using computer software.



2



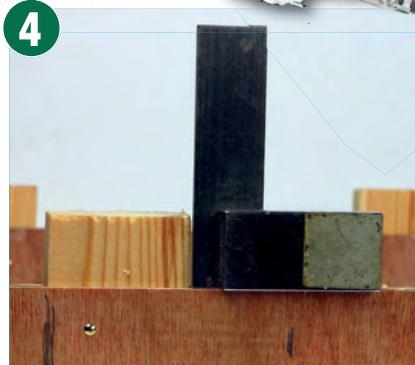
Since the baseboard measures only 36" by 18", I used 3mm plywood. The wood yard cut some of the board into strips to match the 2" x 1" timber I used for the rest of the framework.

3



The side and end runners were screwed and glued together. Ensure that the screws bite into the side and not the end grain of the 2" x 1" spacers. Pre-drill the holes to avoid splitting the wood.

4



Position some of the spacers so that they protrude above the plywood. This will give you a platform to which the plywood formers can be attached.

5



The plywood formers were cut out using a jigsaw. Screw and glue the finished formers to the spacer uprights.

6



Spread your chicken wire over the baseboard and drill holes around the edges and across the formers that marry up with the mesh size employed.

7



Use pieces of 0.6mm (approx.) wire to hold the chicken wire mesh in place. Twist the wire using a pair of pliers until the slack is removed.

8



When the mesh is secured, cut off any overhang and fold the end back to strengthen the outer edges.

9



I wanted a curved backscene to avoid any unsightly corners. I used a piece of wire as a former to work the chicken wire mesh to shape.

10



The trackbed is fixed in position using the same system as the wire mesh. Drill holes and use twisted wire to hold it in place at either end and at the formers.

TOOLS FOR THE JOB



PRACTICAL BRM



BUILDING THE BASEBOARD...

STEP-BY-STEP GUIDE

11



The wire mesh is covered in plaster bandage to form a light, but strong shell. I used two of the Javis packs to cover a 36" x 18" area.

12



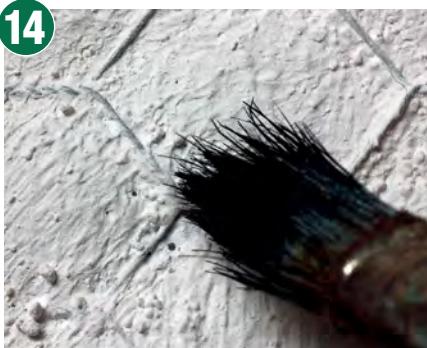
Cut the material to length whilst it's dry, then dampen with water using a paintbrush. Overlap each piece by an inch.

13



Wrap the bandage around any edges where you can to keep everything as neat as possible.

14



Once it's all dry, strengthen the bandage by applying a Polyfilla/PVA mix from below.

15



I formed the trackbed using foamboard cut to size and stuck with impact adhesive. A slope was added to the edge of the trackbed using air-drying clay.

16



Finally, I painted the trackbed and landscape using base shades of grey emulsion paint.

STEP-BY-STEP GUIDE

MAKING THE TRACK

4



Rail gaps can be lightly filed at scale 60° (24cm) intervals and cosmetic fishplates added. Paint the latter a dark brown colour to represent the lubricant used in real life.

I ballasted the track using play pit sand. Sprinkle it on and fix in place by adding Johnson's Klear floor polish from a dropper. Be careful not to disturb the sand. You can add acrylic paint to the Klear before to adjust the ballast colour to the desired shade. Adding black results in ballast that is a shade of grey.

STEP-BY-STEP GUIDE

BUILDING SCENERY

GRASS AND VEGETATION

4



While the glue is still wet, apply Noch 'Forest Floor' using the grass applicator. You can remove excess grass as soon as it has been applied. If possible, lift the baseboard and shake over some newspaper. Otherwise, you can use a vacuum cleaner with a suitable filter over the end of the nozzle. An old cotton shirt will do the job.

**1**

Fix the track using impact adhesive. This C&L track is very shallow, so raise it to represent the correct depth of ballast (see **BRM** December 2012).

**2**

Be sure to weigh it down until the glue is dry. Mask the top of the rails using Maskol and then spray with grey car primer.

**3**

I used Phoenix Paints 'Weathered Wood' for the sleepers. Paint the rail sides and chairs a rusty colour. Specialised tools can be used for this, but they're not really worth it unless a lot of track is being treated.

**5**

The ballast 'shoulder' is coated in PVA glue and play pit sand sprinkled on. When dry remove any loose sand by inverting the board.

**6**

Finish by spraying the track with matt varnish. When everything is dry, rub off the Maskol with your fingernail to reveal the unpainted rail surface beneath.

**7**

Paint the cess at the side of the track with PVA and sprinkle with powdered ash from a barbecue or fire.

**1**

The secret to making realistic grass is to use multiple layers. Rarely will one mix suit your requirements. Use separate packets or mix your own. The range of grasses from Elmet Images includes some very useful mixes suitable for a variety of locations.

**2**

Start by covering the entire ground area with a thin layer of PVA glue. Load your applicator with fibres; I used Javis spring mix. Connect the terminal close to the area to be covered. I find that this method means only about 50% of the grass stands upright – it looks better for it.

**3**

Most of the area I was covering was going to be open pasture. In such a situation, darker patches will be obvious where the grass has been better fertilised. For this, I started by brushing on some PVA in a random pattern.

**5**

Areas beside the track aren't cropped by animals and so the grass can grow rampant. Lightly brush PVA glue over the tops of the existing grass and add a straw colour. This time I used Noch 12mm beige.

**6**

To represent nettles, brush some of the long grass with PVA glue and sprinkle on some flock – yes, it still has its uses!

**7**

This method of making large areas of vegetation is much quicker than making individual plants and grouping them together afterwards.

PRACTICAL BRM



GRASS AND VEGETATION...

STEP-BY-STEP GUIDE

9



Add some short straw-coloured static grass using the applicator (Elmet Images Parched Grass). A lot of the grass will accumulate where it's not wanted. You can remove it using a vacuum cleaner.

8



Now go back to the areas of long grass and add PVA glue just to the very tops of the blades.

10



Add weeds to the long grass. I used dock seed heads and rosebay willowherb (see BRM July 2012) and plants from the *Umbelliferae* family. Pay attention to how the plants grow. Rosebay willowherb is often to be found in large clumps, like nettles.

11

Trees/bushes were made from seafoam. The secret is to trim them to remove the long stalk at the bottom. Most mature trees and shrubs have branches that stretch right down to the ground (unless local herbivores have trimmed them to their head height).



FENCING



The fencing is of the concrete and wire variety so prevalent at the side of railways in Britain. It is made from laser cut 'Post and Tube' fencing components produced by Elmet Images.

I attached the posts to a piece of card using double sided tape. After an initial coat of grey, various colours were flicked at them using a toothbrush. Dark greys, browns and yellow or green colours work best. Use acrylic paint as you don't have to wait long for them to dry between coats. Use a drill to make a hole for the posts in the baseboard. I used a spacing of 6cm; a little wide, but I only had a limited number of posts. You can secure them using a hot glue gun or impact adhesive. Thread the posts using 0.5mm Woodland Scenics E-Z Line. I used a rust colour as it was the best I could find.

CONCLUSION

One of my suppliers tells me that the majority of interest in scenic items at shows is from female modellers. That's a shame as most railway modellers are male and flora tends to be a weaker area on some layouts when compared to the more technical or industrial items. It may not be your preference, but in any worthwhile

discipline it is necessary to work on weaknesses.

Patience is needed to make scenery as often you need to wait for items to dry before continuing. As such, though, it is ideal for those with a busy itinerary who can only spare an hour or two for modelling here and there.

The techniques listed here are applicable to

MAKE YOUR OWN PLANTS

Many plants fit into the *Umbelliferae* family and although they vary in size and time of flowering, they look remarkably similar unless you're an expert. The seed heads are most distinctive and prevalent in the late summer/autumn. Ensure that you wait for the glue to dry between each of the following stages.

Take a paintbrush bristle and add a blob of PVA to the end. If you have a few bristles with split ends (the ignominy!) then so much the better as they look like plants that have divided stems.



2



Dip the bristle into some 2-3mm static grass (any colour will do) and immediately blow on the fibres with your mouth so that they form a fan shape at the end.

3



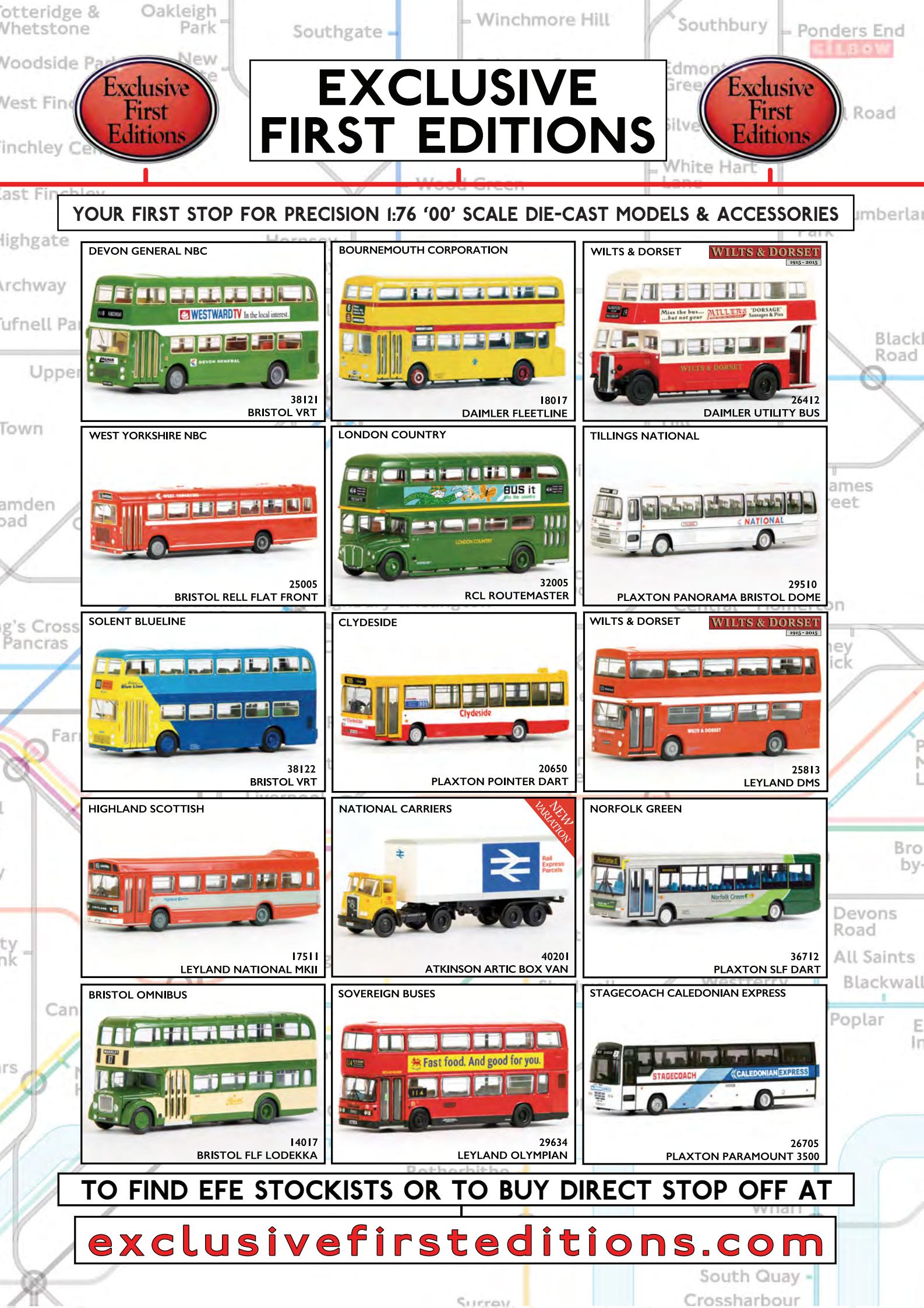
Dip the very tip of the plant into some PVA and then into flock (any colour) or tea leaves if you're feeling parsimonious.

4



Attach the plants to a piece of card using double sided tape. Spray the plants using an airbrush and a suitably dark grey/brown acrylic or enamel mix.

any season, so if you're not modelling September they are still relevant with a few appropriate adjustments. The key to success is observation. None of the techniques used here are difficult and all should be within the capability of even novice modellers. Why not have a go and give your flora a bit more attention? **BRM**



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THE HELJAN AC RAILBUS

In pursuit of perfection, **Phil Parker** details this recent O gauge release from Heljan to bring it to life.

Can any model be perfect? With a recommended retail price of nearly £500, what could be left for a modeller to do to an AC Cars diesel railbus from Heljan that's been freshly unboxed?

Leaving the discussion of perfection to others, I am firmly in the camp that says that any ready-to-run model can benefit from a little work by its owner, even one that costs nearly as much as my first car did many years ago.

Heljan's O gauge AC railbus is a lovely model. When Howard Smith reviewed it in the July issue of **BRM**, he was impressed. There are some niggles, but overall, you reap the benefit of plenty of research and development allied with modern manufacturing techniques. If nothing else, the baseboard bending weight of the model would suggest value for money.

I still thought that the railcar could be improved and more importantly, personalised with a little work. So, trawling through websites, books and magazine reviews, I drew up a list of desirable jobs that wouldn't be too taxing to do.

One of the most interesting tasks is covering the seats. Usually so long as they are the right colour, most people aren't worried. However, the large windows and bold seat patterns employed by AC Cars meant that on this 7mm scale model, the work would be worthwhile.

'TO DO' LIST

- Make coloured moquette for seats
- Add passengers and crew
- Flatten the rotund buffers
- Paint the axleboxes
- Match the internal walls above the waistline to those below
- Add silver edges to internal partitions
- Correct wonky handrails
- Add new destination blinds
- Weather the model
- Add a tail lamp



Even the latest and best models leave a little scope for tinkering by a keen modeller.

STEP-BY-STEP GUIDE

1



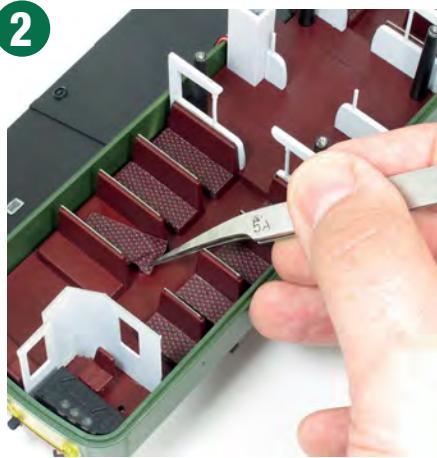
Above: Waiting to depart from Ardrossan for Kilmarnock. Below: AC Cars W79978 waits in the bay platform at Kempton Park in 1963. A. Swain/Transporttreasury.co.uk

loaded. As usual, there are plenty of staff around. Colour-Rail work a branch train to Tetbury on 12 June



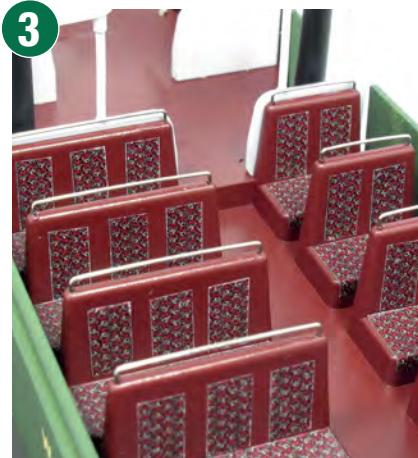
Research is the first step with many conversion projects. I spent plenty of time looking at photographs in books and online. If there are magazine reviews of the model on which you're working, it saves time to look at these as well. Of course, the final decision on the work required is down to you.

2



Sections of moquette measuring 25mm x 11mm were cut and fitted to the seats. Home-made transfers can be tricky, but I found that these slid away from the backing after only 15 seconds in water and folded around the seat fronts very easily. Don't get them too wet as even after sealing with matt varnish, the ink can still run.

3



The white edges of the transfers show in the photo, but aren't that apparent in real life. It would be nice to buy professionally printed transfers for seat backs, colour-matched to the Heljan maroon as they could be made on clear backing. These strips only measure 5mm wide.

4



Passenger traffic on the rural lines worked by the railcars was never heavy, so a set of four Preiser ready-painted figures (ref: 65351) will be enough. Nicely moulded, it's odd that neither male figure has any hair, mind you, since 50% of the BRM team is similarly affected, it seems appropriate.

WHAT YOU'LL NEED

- Experts-Choice™ White Decal film - £2.50
- Microscale Liquid Decal Film - £4.00
- www.modellingtools.co.uk



PRACTICAL BRM



Scouring books and the internet, I found a couple of photographs showing the railcar seats. Leather edges surround swirls of purple moquette panels. Sadly, the preserved examples have turned from maroon to brown. Worse, I couldn't find an image that would allow me to copy and replicate the pattern. Since the results would be printed very small, I decided to use a pattern of the right colour from a Class 103 DMU.

Once the images were turned into home-made transfers, I cut out each panel and fixed them to the seats. The job is time-consuming, but peeking through the windows, you can see the results.

The people inside are even easier to add. Some ready-painted passengers from Preiser, kindly supplied by Gaugemaster are in company of a whitmetal crew from Dart Castings. The biggest problem is that you can see the driver very clearly, so when the railcar runs in reverse, he's sat in the wrong cab. A driver in each cab (perhaps one of them is the guard?) would solve this, but to my eyes it looks just as odd.

The biggest complaint about the model is the handrails either side of the entrance doors. Intended to clip into place so you can remove them when taking the model apart to access the internals when fitting a decoder and speaker, they don't sit very well. A little work with some pliers improved matters and a couple of superglue spots held them to the footstep.

One of the advantages superglue offers is that it will hold the handrails, but should they need to be removed, the join will break cleanly and easily. I normally superglue chimneys on steam locomotives in the same way. If it gets dropped, the part will break off and hopefully be replaced without needing to touch up the paint.

I'm now happy with it and it's a fantastic addition to the world of O gauge - a complete train in a very short space. I can't be the only person dreaming of modelling a tiny section of 1960s branch line because of it. **BRM**

FURTHER READING

BR First Generation Diesel Railbuses, Evan Green-Hughes, Ian Allan
A concise history of the five types of lightweight diesel railbus including their operational lives from building to preservation.

Recycled Railcars - Home of Park Royal DMU M56160 and the cab of Metro-Cammell NE50211. The short history pages of the Class 103s include the excellent moquette image I used. www.recycledrailcars.com

STEP-BY-STEP GUIDE

5



The driver and guard are whitmetal figures from Dart Castings. The guard is actually a stationmaster, but he looked more like the images I found of railcar guards. You don't always have to do what it says on the packet.

6



Inside the railcar, the floor is raised to clear the mechanism which requires some surgery to the figures inside. All the passengers have their legs chopped off below the knee and the crew needed their legs removing too. Painting figures is much easier if they are glued to something. I find lolly sticks or chip forks ideal for this.

9



Changing the destination blinds starts by popping out the old ones. Push them from the inside with the end of a wooden paintbrush handle. It might be possible to lever the plastic out carefully from outside but there would be a risk of damaging the roof paint.

10



Printing replacements using a computer isn't too difficult. Use shiny photographic paper as the letters have to be very small indeed - 7 point. Make plenty of spares too. One benefit of this job is you can have any destination you like. This railcar can run to the fictional town of Melbridge where some of my layouts are set.

13



When the underframes are painted, the axleboxes were left black. They should be yellow with a central red stripe, those fitted with a speedo counter, pale grey.

14



Period images show many DRBs with clean bodies but dirty chassis. I held a piece of cardboard to protect the body and sprayed the chassis with thinned brown paint. Masking tape would give too sharp a line between the two areas. On the ends, the card was held higher to weather the yellow panels.

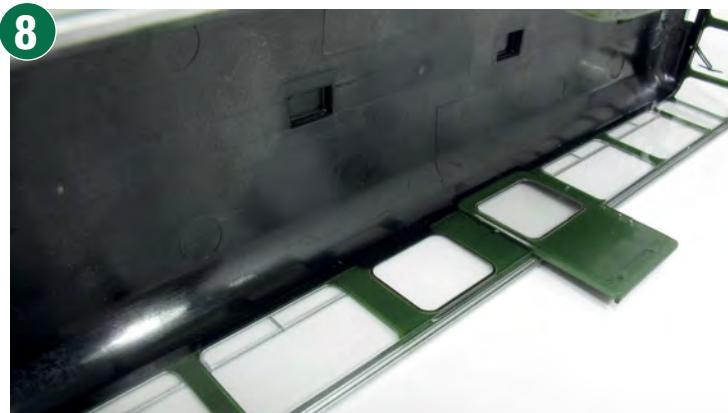
15



I re-bent the door handrails so the ends that locate in the body are at 90 degrees to each other. Dots of superglue finished the job. Whilst strong enough to hold the metal, they'll break cleanly if the handrails have to be removed to access the inside of the body.

7

To reduce the chance of my heavy guard breaking loose if the model is tilted, a length of brass wire is fitted in the bottom of his leg and into a hole drilled in the floor. You can't drill down more than a couple of millimetres as there is a cast weight under the plastic. While looking at the floor, a coat of matt varnish calms the shiny plastic down.

8

The first rule of detailing an RTR model is not to make anything worse than it already is. In this case, the inside of the glazing is flush, so painting the sides the correct pale grey would require accurately masking off the windows - incredibly difficult to achieve perfectly. Perhaps another job for a suitable waterslide transfer?

11

Heljan's destinations have nice rounded ends. Cutting these perfectly is fiddly but colouring the plastic with a CD marker pen avoids any white showing through if the job is less than perfect.

12

As supplied, the 'buffers' are too rounded. Pulling them away from the body and tweaking them with fine nosed pliers improves their look - the buffer furthest away is original, the nearest has been flattened. When they came into contact with anything on the prototype, a certain amount of bending changed the shape even further.

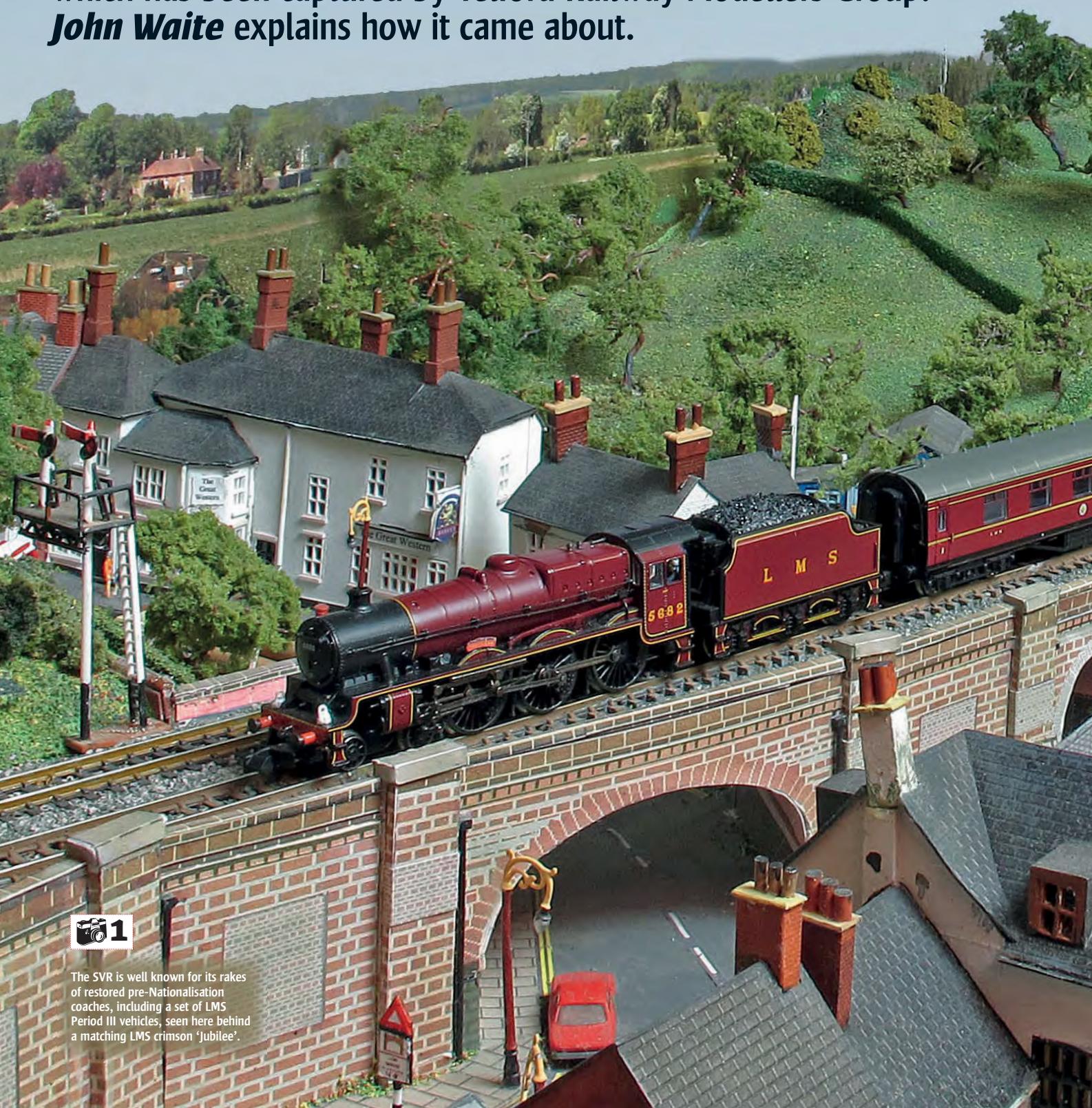
THE RESULT



The finished railcar takes its first spin on the L&WMRS layout 'Kimble'.

BEWDLEY

Regarded by many as Britain's premier heritage line, the Severn Valley Railway has many modelleable locations, one of which has been captured by Telford Railway Modellers Group. **John Waite** explains how it came about.



1

The SVR is well known for its rakes of restored pre-Nationalisation coaches, including a set of LMS Period III vehicles, seen here behind a matching LMS crimson 'Jubilee'.

FACT FILE

- **Layout Name:** Bewdley
- **Scale/Gauge:** 2mm to 1' scale, 9mm gauge N
- **Size (to include any fiddle yards):** 14' x 2'
- **Era/Region:** 1980s/90s preserved railway
- **Location:** Shropshire
- **Layout Type:** Continuous circuits with off-scene fiddleyard
- **Words:** John Waite
- **Photography:** Andy York



WATCH THIS
MONTH'S BRM TV
DVD, PRESENTED
FROM BEWDLEY
STATION



Unmistakably Bewdley: A GWR 'Hall' (Dapol) heads for Kidderminster, crossing a Bridgnorth-bound train. Even the cast-iron Gents lavatory has been included on the platform!

KEY DETAIL

PROTOTYPE

Bewdley is well known as the major passing station on the Severn Valley Railway between Kidderminster and Bridgnorth. In its main line steam days however it was a four-way junction with bi-directional running possible on all lines. A very interesting place to operate and signal! It also saw much coal traffic originating from Highley within the living memories of certain group members.



Shropshire N Gauge Society, is now located at the Telford Railway Modellers Group based in Telford. We started in 1995 and produced an interesting and unusual layout of the iron works at Horsehay and Dawley. The experience gained on this fairly modest outing prompted thoughts of a larger layout.

The recruitment of new members meant that we had essential extra resources. Thoughts began to bring into being an exhibition style layout; one where many train operations were to be visible at one time and also allow us to demonstrate the true merits of an N gauge layout. As we were fairly close to the Severn Valley Railway, with its pleasing scenery and the many different operations of a preserved line, it was an obvious subject to look at.

The other major consideration was that of space, especially to a club with no permanent clubhouse. We were fortunate that one of the members' parents offered the use of their garage - provided that room was made available to park. Hence we came to the following conclusions.

- 1) The main layout would be built on 3' x 2' boards with a maximum of 14' length available to work in the garage
- 2) Rather than rely upon physical electrical connection between the boards we would feed the electricity to each board individually

3) The layout would be contained in cases for storage which also gave a facility for transporting it to exhibitions

4) We wanted a continuous layout to give the number and variety of train movements but with sufficient sidings to marshal the number of trains.

SVR IN MINIATURE

Our station is a fairly accurate rendition of the buildings and track layout as first recorded in 2003. There have been major additions in the form of the extensive wagon repair depot and a multi-siding goods yard, these were added to provide extra visual and operational interest. The town area of Bewdley is a mixture of fact and lightly modified fiction. None of us wanted to include the modern housing estate at the rear of the station site and used modellers' license to create open countryside. The two 'watering houses' - 'The Great Western' and 'The Kings Head' were studied in great depth to ensure accuracy, as was Lowes' Rope & Twine Manufactory. This was a substantial industry now lost to the town. The most dominant feature on our layout is the viaduct which carries the line towards Bridgnorth.

Baseboards use traditional 2" x 1" battens covered with 5mm ply. They are located using pattern makers dowels and pegs and held together with wing-nutted bolts located into screwed inserts. All the



3

An LMS 'Crab' 2-6-0 rumbles across the viaduct with a short local train. Although the site has been compressed, much of the character remains.



KEY DETAILS

BUILDINGS

Metcalfe card kits have been modified to represent the terraced houses and primary school. The remaining buildings have been scratchbuilt. Interestingly we have combined both plastic card and card buildings - the latter being developed using TurboCAD. All of these have come together to give a remarkably consistent appearance. At this point we have to give many thanks to the Severn Valley Railway for allowing us very extensive access to take photographs - outside of the operational timetable. These gave us the basis of the various models. We have received many compliments from the viewing public, particularly those who live in the town, on the accuracy of the results. We have also had complaints from some for not modelling their particular house!

'Bewdley' is primarily designed for exhibitions and we want to keep a variety of trains running at all times.

front baseboards are mounted on trestles. These have adjustable feet to allow the layout to be set up level, even where the floor isn't. The rear boards, carrying the extensive fiddleyard, are supported with single legs at the board joins.

The majority of trackwork is Peco Code 80, although the more complex pointwork formations such as double and single slips are finer Code 55. The entire visible trackwork is ballasted in the time-honoured way of spreading the ballast and then soaking it with a diluted PVA mix.

After studying many layouts at exhibitions we came to the conclusion that there should be lighting; that

it should be hidden from direct view and it should provide an even light source without shadows and finally it should provide the framework to the layout. To this end we decided to use lightweight neon tubes (in the days before LED lights were common) which were mounted in angled plywood boxes. These in turn are suspended from reinforced 'L' shaped brackets and supported at the ends by lengths of wood screwed into the boxes. The results surpassed our expectations!

OPERATION & STOCK

'Bewdley' is primarily designed for exhibitions and we want to keep trains running at all times. To this end

we provide three trains in each direction, normally including three five-coach trains with preserved steam locomotives plus a demonstration goods and two local trains hauled by tank locomotives. For some variety we also have GWR autocoaches and diesel railcars. The latter are a standing feature at Bewdley station on 'Rock' siding.

There are two isolation sections on the Up line platforms which allow the simulation of local trains stopping to allow passengers to connect with onward services.

The shunting facility is operated separately from the main lines. DG couplings have been used to allow a wide variety of shunting manoeuvres with the aid of electro-magnets operated by push buttons.

All stock is owned by members and as a result differs from one exhibition to the next. However, a fairly typical roster would include a Graham Farish 'Hall' 4-6-0 class hauling five WR chocolate and cream Mk 1 coaches; a Dapol 'Hall' with five GWR Collett coaches; Dapol BR No. 70000 *Britannia* hauling five maroon Mk 1 coaches; a Farish GWR 'Large Prairie' 2-6-2T on a pair of Mk 1 brakes and a Farish Stanier 2-6-4T tank with a similar short train. Finally, you might also see a Graham Farish 'Black Five' with a rake of mineral wagons. Shunting stock is all fitted with DG couplings, including a Graham Farish GWR 'Pannier' and LMS 'Jinty' similarly fitted to carry out their duties.

Standard 12V DC analogue operation is used with one controller for the fiddleyard and a handheld controller each for the Up and Down lines.

All points are fitted with Peco point motors and most have PL-13 switches installed to improve running over the points. The fiddleyard is fairly traditional but has a diode matrix operation at both ends of the ladder so that the operation of one point causes all others to switch to the appropriate position.

Modelling a preserved railway allows us to run almost anything we like, and with the superb new generation of N gauge models coming through we look forward to adding more famous locomotives to the fleet. **BRM**



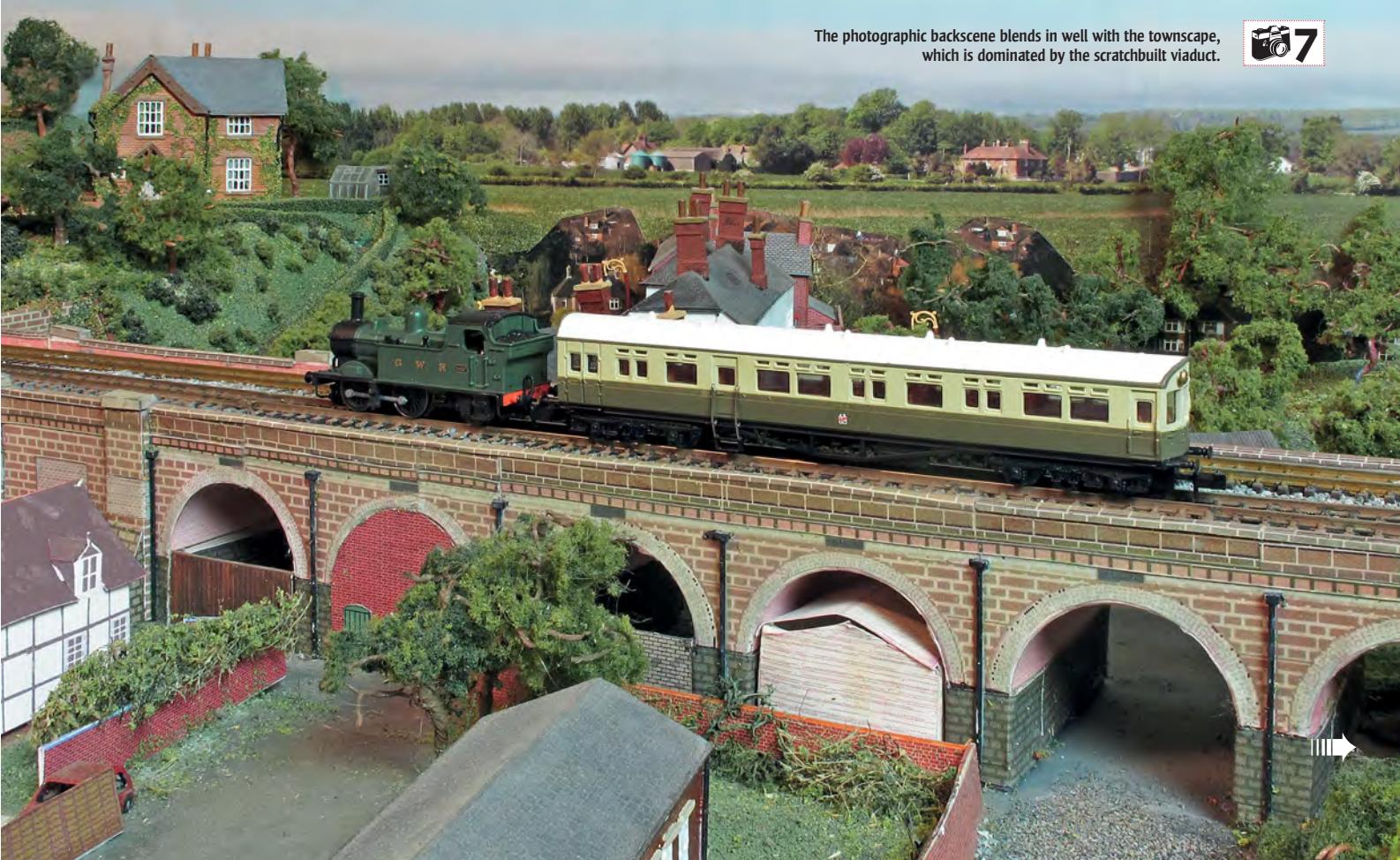
A Class 121 'Bubble Car' brings back memories of the final years of the Severn Valley line under BR ownership.



Although most SVR trains are much longer and busier than would ever have been the case in GWR/BR days, classic branch line atmosphere can still be achieved with the right stock.



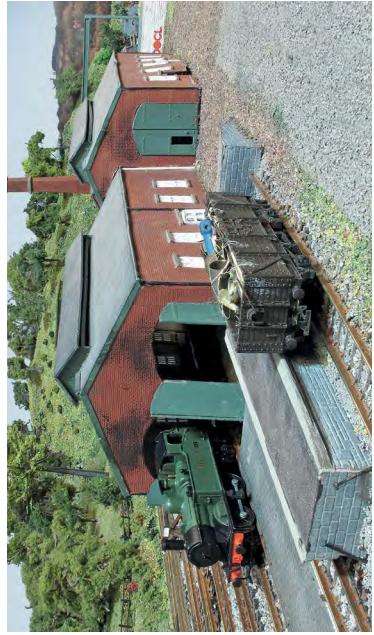
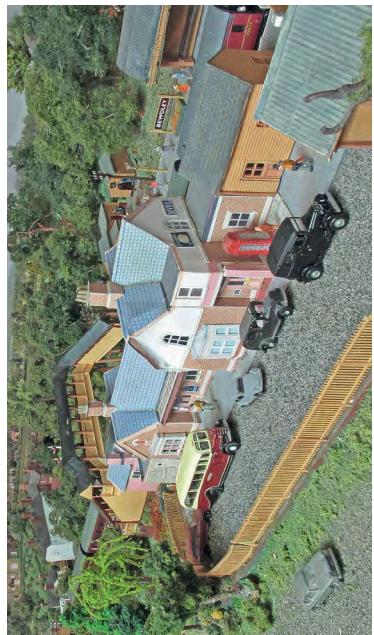
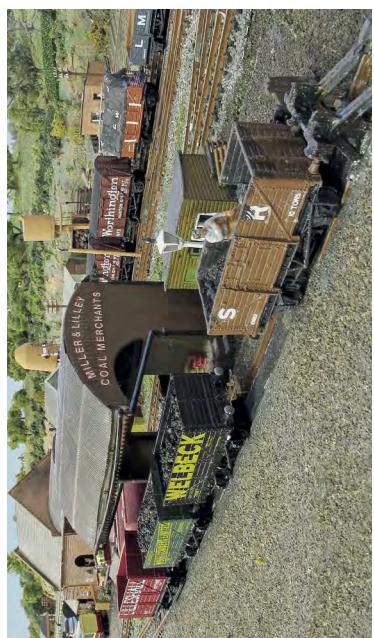
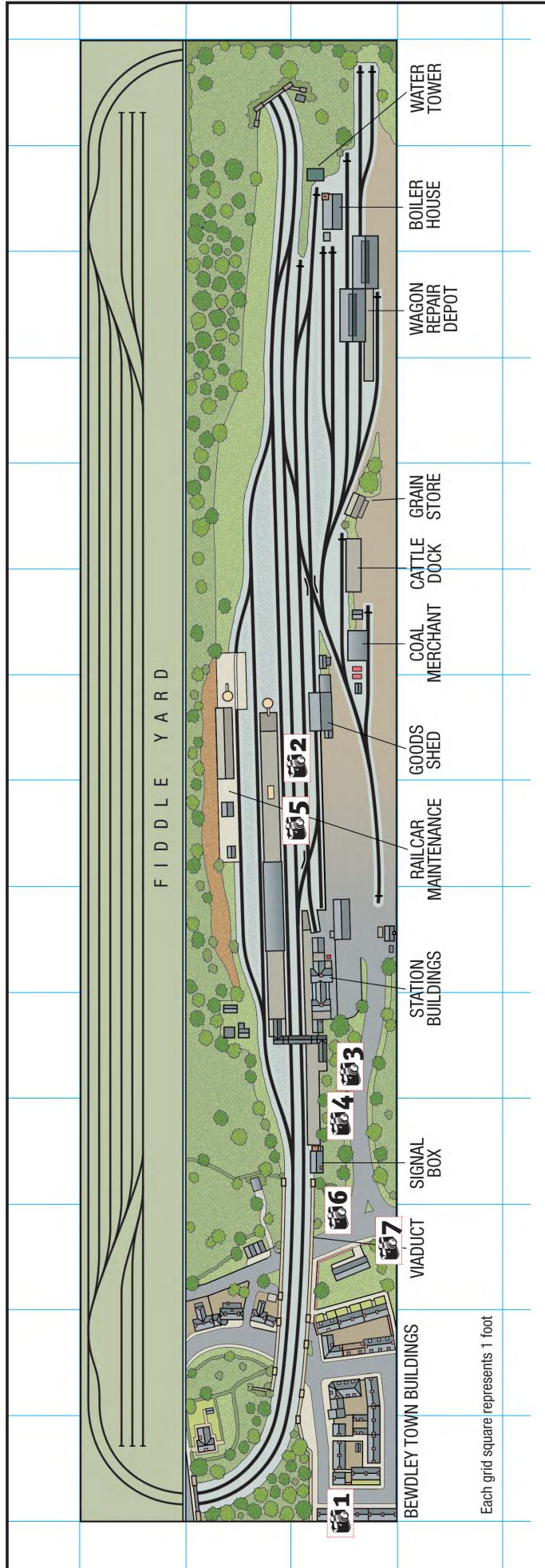
The photographic backscene blends in well with the townscape, which is dominated by the scratchbuilt viaduct.





N LAYOUT FOCUS BEWDLEY

Turbovision



Although most of the layout's buildings are scratchbuilt and based on local originals, the coal depot is a Ratio plastic kit providing added interest in the goods yard.

Thanks to the SVR allowing TRMG members extensive access to the railway, accurate replicas of the main buildings at Bewdley were designed and built using TurboCAD.

Replicas of Bewdley locomotive shed and goods yard add further visual interest to the layout and provide a home for the smaller locomotives and branch line trains.

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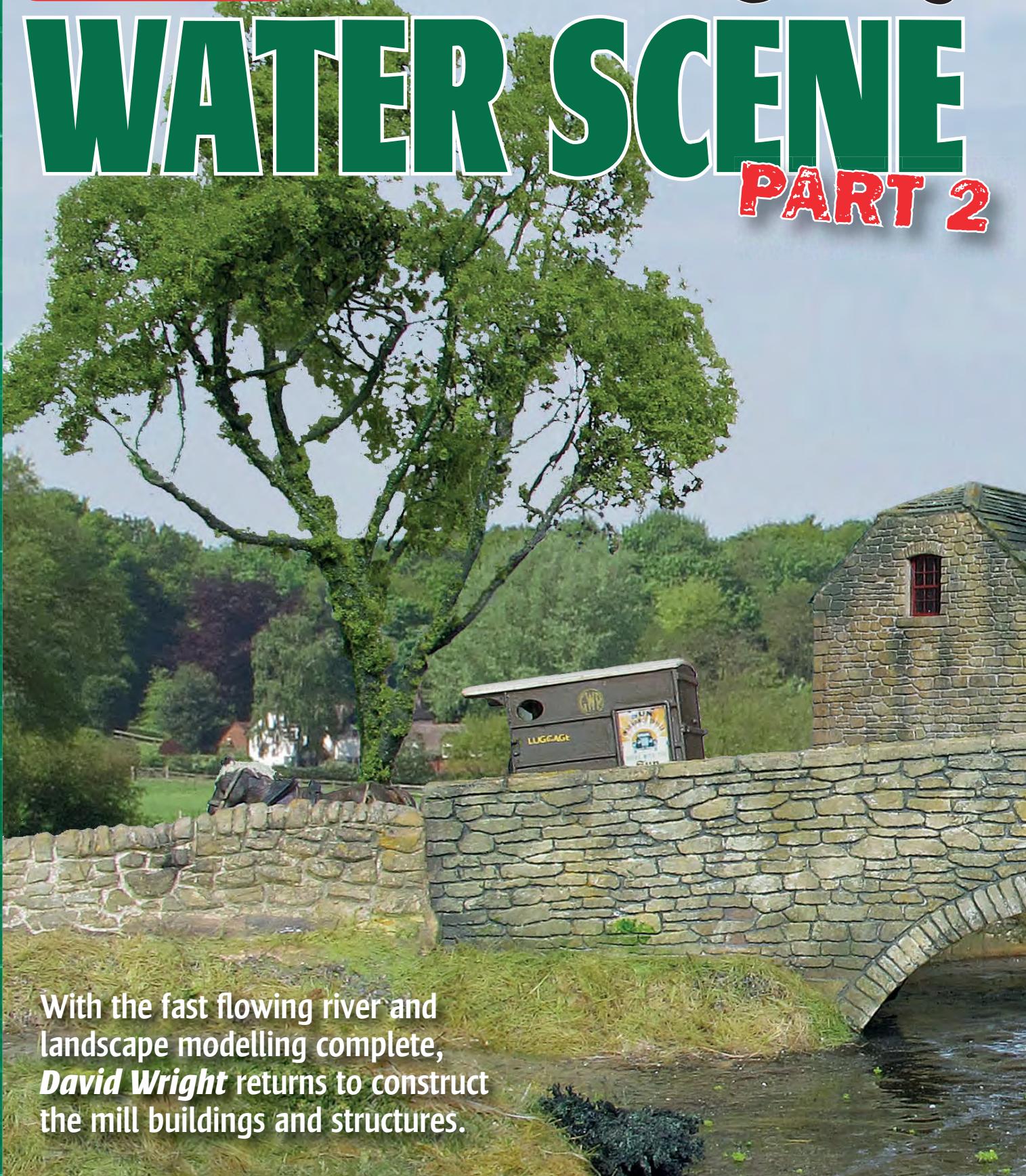
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A REALISTIC WATER SCENE

PART 2



With the fast flowing river and landscape modelling complete, **David Wright** returns to construct the mill buildings and structures.

BUILDING A BRIDGE

I wanted this diorama to have a bridge, and with the resin water added in Part 1 now dry, this was the next stage I could tackle - a gap was waiting for it. I chose to make the bridge from cardboard, with an added skin of DAS Modelling Clay to replicate masonry - once I'd scribed it. The card was obtained from a local picture framer as unwanted off-cuts. The strips of 'Corri-Cor' board were ideal for the construction of the bridge and were cheap too.

To create the underside of the arch, a piece of greetings card was cut slightly oversize. The curve was achieved by running a pencil across the card. Again, I used small blocks of balsa or card to make extra supports to secure the thin card. Using a sharp bladed scalpel, all the overhang card was cut off to leave a neat finish to the arch. For the copings on top of the parapets, I used strips of card, cut to length and glued into position.



The sides of the river are then marked on the card to give the width of the arch. I found a slate coaster just the right size to use for a template to trace the arch. If you can't find something to use as a template, use a compass cutter. This was repeated for the other side of the bridge cutting out both arches.

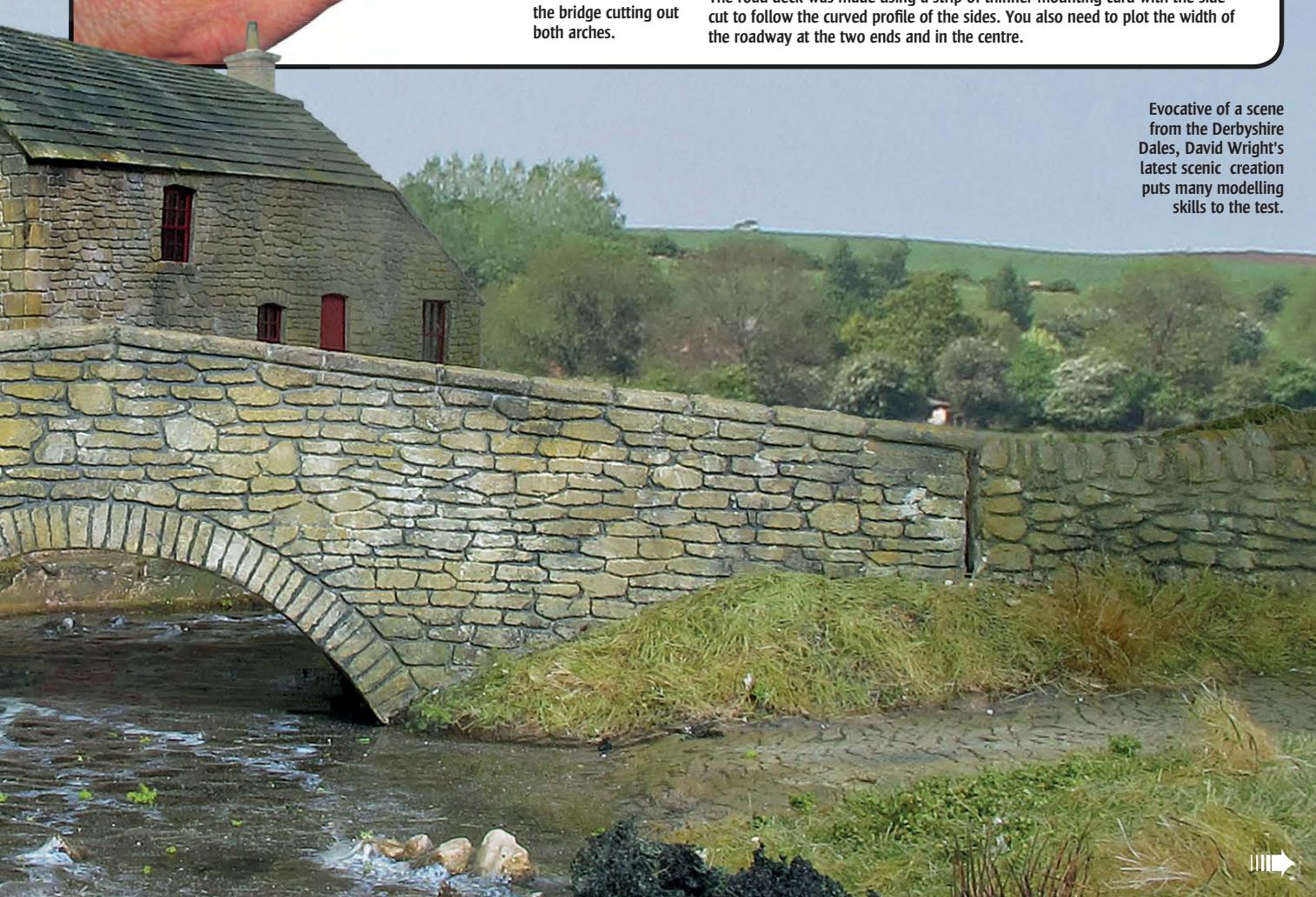


I'm using a strip of Corri-Cor cardboard that has been pre-cut to the fit the gap left for the bridge. This was placed into position to locate the centre, which was then marked ready for creating the arch.



The road deck was made using a strip of thinner mounting card with the side cut to follow the curved profile of the sides. You also need to plot the width of the roadway at the two ends and in the centre.

Evocative of a scene from the Derbyshire Dales, David Wright's latest scenic creation puts many modelling skills to the test.

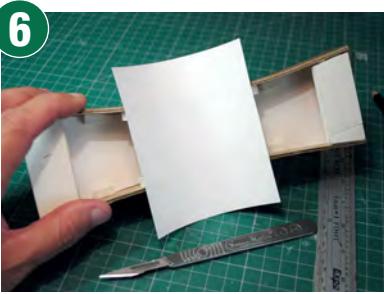


PRACTICAL BRM



STEP-BY-STEP GUIDE

THE BRIDGE *continued...*



The card road deck was fixed into position, supported and glued onto short strips of foam board.



The two sides of the bridge were bent to profile. These are placed into position and secured by cutting and gluing in a spacer made from 5mm foam board.



The card road deck was fixed into position, supported and glued onto short strips of foam board.



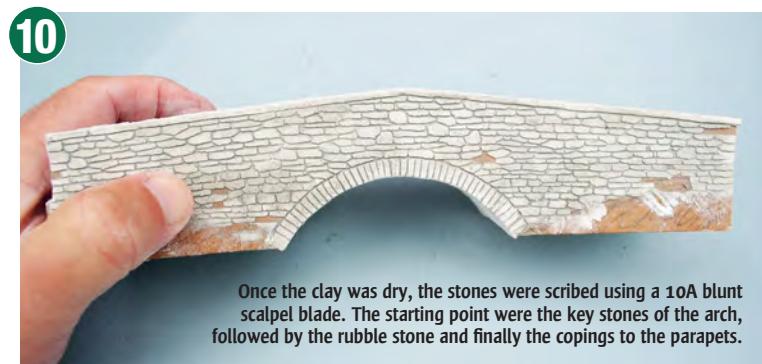
With the glue set, the excess card was cut flush to the sides with a scalpel to give the edges a neat finish.



The assembly was put back into position to check alignments and see how it looked.



The masonry of the bridge was created using DAS Modelling clay, applied into a coat of PVA glue to form a skin replicating the thickness of the stonework. When completely dry, it not only adds texture, but makes the model strong and ridged. The Das clay is left to skin dry for around 24 hours, followed by a little cleaning before the scribing out was attempted.



Once the clay was dry, the stones were scribed using a 10A blunt scalpel blade. The starting point were the key stones of the arch, followed by the rubble stone and finally the copings to the parapets.



A scene that was once familiar, now banished to the history books. Returning from a local market, a trader crosses the ford with his horse and cart.

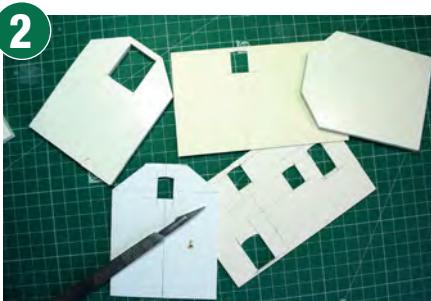
STEP-BY-STEP GUIDE

BUILDING THE MILL

With the mill race in place, I could turn my attention to creating the mill building. The mill features a mansard roof which is half gable and half hipped. I referred to prototype photographs to replicate the pattern of the stonework as closely as possible and as a reference when it came to painting and weathering the masonry. The technique for painting the walls was exactly the same as those applied when painting the bridge.



A selection of card materials set out for constructing the mill, a steel rule, pencil and scalpel with sharp blade.



The components are all cut out ready for assembly, with the two end elevations cut from foam board, and the sides from mount board. Note that all the window and door apertures have also been cut out before assembly.



I chose to use etched brass twelve pane sash windows produced by GT Models, which I acquired at an exhibition. These were measured for the cutting of the apertures, using a compass cutter for the curved tops.



Pictured here is the assembled shell of the mill located into the footprint left for it on the diorama. Note how off-cuts of foamboard have been used for corner and stretcher bracing as well as supports for fitting the roof.



The clay was applied in the same way as the bridge, until a skin covered all the walls. The clay was left for around 24 hours to dry before scribing it, starting with the corner quoins and the lintels over the windows and doors. The apertures can all be cleaned out with a small file later.



The masonry is scribed using a 10A blade in a metal scalpel. This takes time and patience.



Following the scribing process, the debris created needs brushing away as you go along. I use an old toothbrush which is ideal. Note the scribing of the corner quoins and the key stones forming the curved lintels.



I decided to paint the walls before fitting the windows. The mortar was applied using a wash of artist's oil paints. The stonework face was then replicated using dry oil paint and applied by dry brushing. All the painting techniques are explained in detail in my DVDs and books.

Right: The doors and windows from GT Models were spray painted with a primer, then a top coat of red oxide. I used small strips of double-sided tape to fix the frames to the clear glazing. The completed windows were then secured with a little PVA glue to the back of the apertures. I made the doors from pre-grooved styrene sheet.

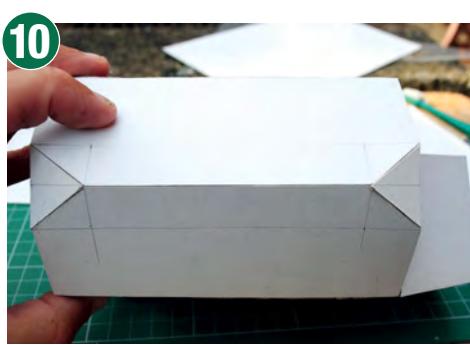


PRACTICAL BRM

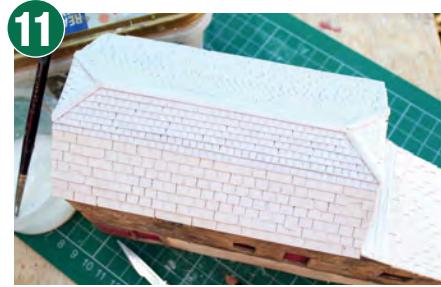


STEP-BY-STEP GUIDE

THE MILL *continued...*



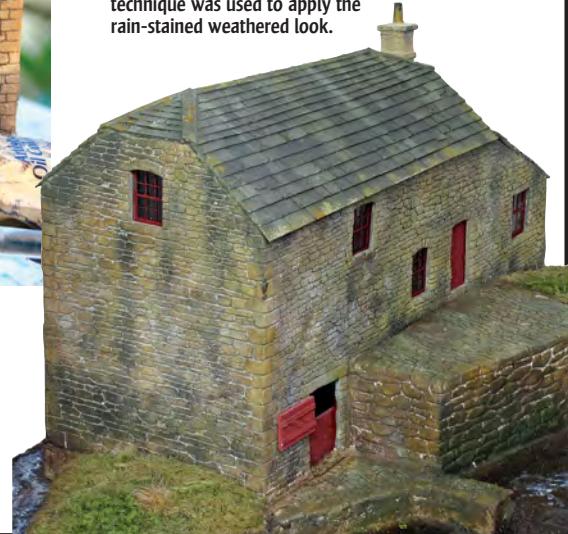
Looking down on the roof, the hipped end sub-bases resembling two triangles have been fitted and glued into position.



The slate rows were cut from old greetings cards and fitted them to the sub base with double-sided tape. Note the fitting of the slates, with the lower rows consisting of larger slates than those on the hipped top as per the prototype.



The roof was painted using oil paints, blending the shades to replicate the slates. A dry brushing technique was used to apply the rain-stained weathered look.



Above When complete with the slated ridge fitted, I coated the roof with a coat of PVA glue mixed with 'No More Cracks' plaster filler. This gave the roof slates texture and added extra strength to the model.

Left The chimney stack on the extension was constructed from two strips of 5mm foam board, faced with strips of mount board. I then coated it with 'No More Cracks' plaster filler to replicate a rendered finish before topping it with a pot from Langley Models.

PROTOTYPE INSPIRATION



Inspiration for the bridge came from Mill Dale and the Manifold Valley on the Derbyshire/Staffordshire border.



PAINTING THE MODELS

I could now commence painting the bridge and mill before locating them in their final position. My preferred medium for painting models is with artists' oil paints, as I mentioned in the previous article. A wash of paint was applied to the masonry to give a base colour and pick out the mortar. This was mixed to the consistency of 20% paint from the tube to 80% of turpentine thinners. The first

coat will only take a few minutes to dry as it'll soak into the modelling clay. I put the colours out onto a palette first, where I'll mix the shades and tones first, before applying them to the model. The stonework gets a dry-brushing treatment. Finally a little weathering and any lichens can be added, again by dry-brushing. The mill roof had a brownish grey colour applied as the first coat.

After this, I picked out a number of slates in lighter and darker shades of grey, before blending the colours. The last painting process was to weather the roof. This included the rain staining and the lichens found growing on and around the roof edge and on the ridge. All these were created by dry brushing techniques using photographs as reference points. I hope you like it. **BRM**

MISSED PART 1?
Download the August
BRM Digital Edition
today at bit.ly/1oN2TOI



Left The idea to create such a mill came from the one in the collection at St. Fagans National History Museum near Cardiff. Despite using similar colours and style, I've only based the model loosely on this prototype.



Right My point of reference for the water wheel was found on this mill at Cromford in Derbyshire.

STOKESAY

PART 6: ALLOTMENTS

If you've got an awkward corner on a baseboard, allotments are a great way to fill the space. **Peter Smith** of Telford Railway Modellers Group explains.



A quick, simple project ideal for a beginner is this small allotment diorama. It fills an awkward space on 'Stokesay'.

Allotment gardens have always been a feature on Britain's railway network. It was actively encouraged during the 1939-45 war under the 'Dig for Victory' slogan. This called on people to grow their own fresh vegetables to supplement their rather meagre official rations. After the war the practice continued widely and on the railways many small unused plots were cultivated, particularly near signalboxes and along the tops of embankments.

For railway modellers in any scale, allotments are a useful feature to fill unusually shaped gaps and anyone can build one. All you need are some appropriate scraps of material and imagination.

The first step is to cut a template from a piece of card of the site you are going to fill. This is the base. Then draw out in pencil what you plan to 'grow'. Usually down the centre of the plot lengthways you will need a path. This could be paving slabs, bricks or even cobbles. In Metcalfe kits, for example, there are usually plenty of spare pieces of card for all of these choices.

In railway modelling we never throw anything away; always keep those bits of printed card, plastic sheet and so on - you never know when it will come in handy and making allotments is the ideal opportunity to use many of them. Having decided on the location and type of path, you could possibly place a shed in one



corner - anything from 6' square upwards could be considered. If you're looking for inspiration get a local suppliers catalogue. Several manufacturers make suitable kits but a shed is an ideal starter's scratchbuild project.

Maybe in the opposite corner of the plot you could place a greenhouse. Kestrel Kits produces a pack of four giving you plenty of chances to build further gardens and allotments. They are easily made, but when complete don't forget to put some plants inside - I found that red tomatoes show up very well.

You can then divide the rest of the plot into different sections for planting, making soil patterns with corrugated card or plastic card with wood planking ridges. Then generously paint the whole of the soil sections with an 'earth' colour emulsion. Tester pots are very useful for this - look around for the cheapest - quality of paint isn't an issue.

One well known discount store does its own range offering exotic options such as 'Nutmeg Spice' or 'Java Bean'.

Allow the paint to dry overnight before 'planting up' your allotment. A number of firms produce coloured strips of flowers - look out for them at your local model shops or shows. Also useful are very small strips of green tufts which can be used to indicate rows of seedlings. Plant some little round clumps along the ridges using foliage clusters. Cauliflowers can be represented by painting the centre of the clump with white enamel.

Other areas of 'Stokesay' can be developed in the same way, such as this large scenic space between the signal box and houses.

To get a satisfactory balance, try the various plant items in different positions before finally sticking them in place with PVA. It's suggested that you plant some 'flowers' which will bring some height and colour to the plot - red tends to inject a bit of life into the scene. Decide how you're going to wall the plot - hedges, fences or stone or brick walls. Don't forget to add a gate, open or closed.

Runner bean sticks can be made from green or brown-coated copper wire. Cut a few lengths to about a scale 8' long (16mm in N scale). You can then arrange them either in a wigwam or tent shape.

When they're fixed, decorate with some light green foliage and then speckle them with red paint to represent the bean flowers.

Final details that help to make the scene could include placing a gardener outside the shed with a hoe in his hand - his trusty bicycle leant against the shed. You could even place a water butt or barrel to catch rain water from the shed roof. Maybe the gardener could be shown pushing a wheelbarrow along the path? Even an old pram, which used to be a common substitute for a wheelbarrow. Remember to use matt paint on your vegetation.



See the August 2015 issue of **BRM** for *Phil Parker's* alternative approach to modelling vegetable gardens - in 7mm scale.

This is a simple weekend project, taking just a few hours, so why not give it a go? Use a bit of imagination and some of those bits and pieces to fill a difficult gap on which viewers will always pass good comments. **BRM**





POPULATE YOUR HIGH STREET

Ian Lamb explains how a little thought when placing figures on a layout can go a long way in bringing a street scene to life.

There's no doubt that adding people to a model railway helps to bring the scene to life. However, it's so easy to overdo a setting, not least because the miniature populace are placed at random. It'll pay dividends to give time and thought to the setting before contemplating whether to buy ready-painted, off-the-shelf or basic mouldings in bulk to paint as required.

Within my town of 'Superquickton', examples of all available products have been used. It's also very important (if you intend to paint your own) that having determined what period is to be modelled, you ensure any human life complements the

relevant scene. For instance, the bank name chosen was that of Barclays because - being still in business today - it gave a much wider time period than if I had used Williams & Glynn's. Likewise, when I chose the facade for the Post Office it narrowed the model period down to around 1945-65.

The focal point of the layout is the relatively substantial SuperQuick terminal station kit, so all the other buildings had to fit in with that prominent structure. These kits are generic so it's left to the modeller to decide the location. In this instance the North East of England was chosen, with the town being very loosely based on Alnwick.

As a place to live or visit, a town had to be

created so that the people could 'feel at home'. This model was constructed to show how effective card kits could be, but primarily to encourage potential modellers to construct building kits rather than simply 'plant' off-the-shelf items.

Appreciating that there were still some road furnishing items to fit such as lamp posts and belisha beacons, it was time to consider the miniature figures that I'd use and the cameos in which they could be set. As with any venture of this kind, inevitably you will end up with more than you can use, but in many ways that is how it should be to be certain that overall the ideal balance will be achieved.



A high street scene typical of many provincial towns. The Scalescenes road markings really set the buildings off well. There is the feel of normal life and business in this mid-morning scene.

Like many ventures of this nature, you'll end up with more than you can use, but in many ways that's how it should be to ensure that the ideal balance will be achieved.

Take a walk up your own local High Street and carefully observe human behaviour that's commonplace. You'll end up with all sorts of cameos in mind - you can then go through your selection, eliminating any that might not be practical.

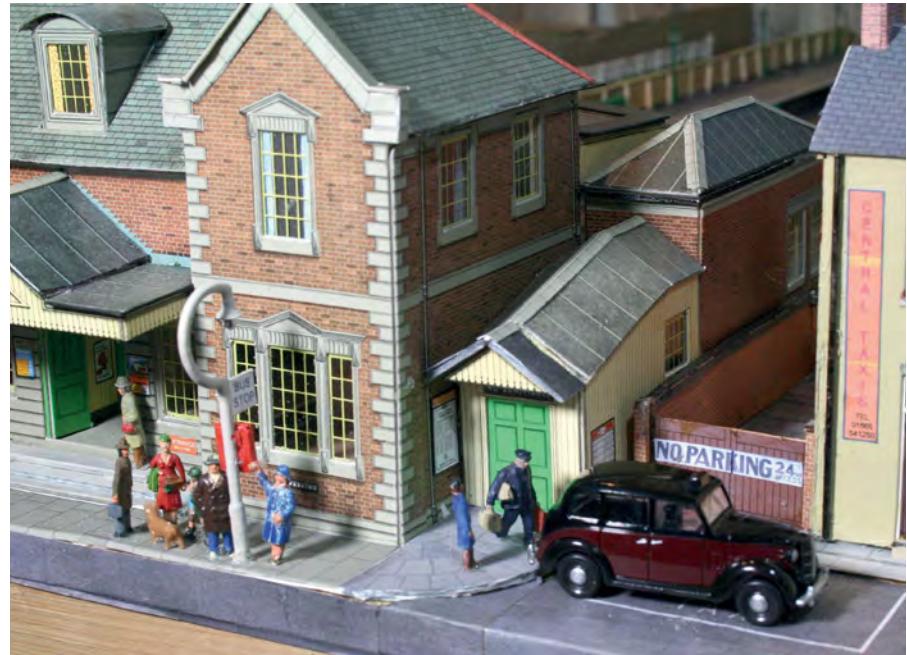
For the area of my High Street around the bank I chose three specific cameos. The first is a visitor not long off the early morning train from Newcastle, viewing the hotel menu board as a possible venue for lunch once he has explored the castle. The mother and child at the zebra crossing are timeless, like any parent or relative going through the ritual of training their offspring to cross the road safely. The gossip group outside the grocer's shop could be any village or city scene, never mind a town!

Waiting at the entrance to the station is a middle-aged lady who has already telephoned her husband to be picked up so now she patiently looks in the direction of his car. The bus stop group is very interesting; a businessman back from the city chats to a mother and child with their dog who are returning home from a day shopping in Newcastle.

Meanwhile, stood by the lamp post, a gentleman in a dark brown coat simply wishes that the bus would hurry up and arrive, whilst the elderly lady looks at the timetable to see what time the bus is due. No doubt two buses will arrive at the same time. The holidays are over for one lady to the right of the scene, as a station porter carries her luggage to the waiting taxi.

Most of the people were deliberately located near the front of the layout, with the exception of an individual who is viewing the outdoor and country shop at the other end of the High Street, so as to not infringe the illusion and depth of field that I very carefully was trying to seek in the distance.

This High Street layout is only 21" (54cm) long by 6" (15cm) wide and shows how a few figures can really bring a model to life. **BRM**



At the other side of the High Street, an opportunity arose to create a familiar scene – a late-running train resulting in missed onward bus connections. Passengers try to make their way home in whatever way is possible.



Rush hour pedestrian traffic is seen outside the station after the arrival of a train from Newcastle.

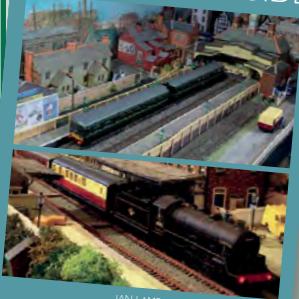


Three separate cameos in one small setting are more than enough without crowding the scene - 1) A day visitor to the town. 2) A mother explains to her offspring how to cross the road safely. 3) The gossip group outside the grocer's shop.

WANT TO KNOW MORE?

Ian Lamb is a regular contributor to the Hornby Collectors Club magazine and is the author of a new book from Crowood - **Modelling Railway Stations: A Practical Guide**, which is available from all good railway bookshops now and from [W www.crowood.co.uk](http://www.crowood.co.uk)

**Modelling Railway Stations
A PRACTICAL GUIDE**





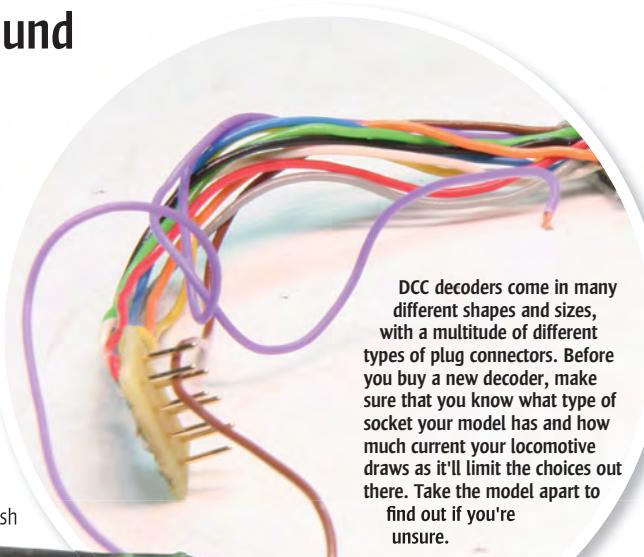
INTO A **DAPOL 'HALL'**

John Gymer of YouChoos fits Zimo Sound in a Dapol N gauge GWR 'Hall' 4-6-0.

It seems that N gauge steam locomotive model design has come almost full cycle. More than a decade ago, Graham Farish would routinely cram all the electrics and motor in a locomotive and leave the tender largely empty. In recent years, Dapol and Graham Farish reversed that trend by moving everything to the tender (although the latter has now gone back to locomotive drive), adding better pick-ups and providing maximum weight in

You might be surprised to discover how easy it is to fit a Zimo sound decoder and cube speaker.

the locomotive for traction. The current range of Dapol tender models take a hybrid approach, placing an ultra-smooth motor in the tender and mechanics in the locomotive with a drive shaft through the cab, meaning that half the tender is now empty in many cases. This gives DCC sound enthusiasts a chance to accomplish



DCC decoders come in many different shapes and sizes, with a multitude of different types of plug connectors. Before you buy a new decoder, make sure that you know what type of socket your model has and how much current your locomotive draws as it'll limit the choices out there. Take the model apart to find out if you're unsure.



THE AUTHOR

John Gymer is owner of YouChoos, one of the UK's leading DCC sound specialists, and has been fitting sound and other enhancements to models for almost a decade. For more information, visit the website.

W www.youchoos.co.uk

TOOLS FOR THE JOB

- Quality soldering iron with fine tip
- Hand files
- Small Phillips screwdriver
- Fine cutters
- Wire cutters/strippers
- Thick super-glue
- Electrical tape

SHOPPING LIST

- YouChoos GWR Hall Class sounds on Zimo MX648: £91
- YouChoos SugarCube7 speaker: £7
- Crushed Woodland Scenics Lump Coal

something we have been longing for since our OO friends first started showing off their wonderful sound-fitted locomotives - DCC Sound in our beloved N gauge equivalents.

You might actually be surprised to learn how much easier it is to fit a Zimo sound decoder and cube speaker to a Dapol 'Hall' 4-6-0 than it is to squeeze sound into most N gauge diesel models. **BRM**

This model of No. 4958 *Priory Hall* just cries out to be fitted with DCC sound. Adding it in such a small scale really makes each model a 'head turner'.

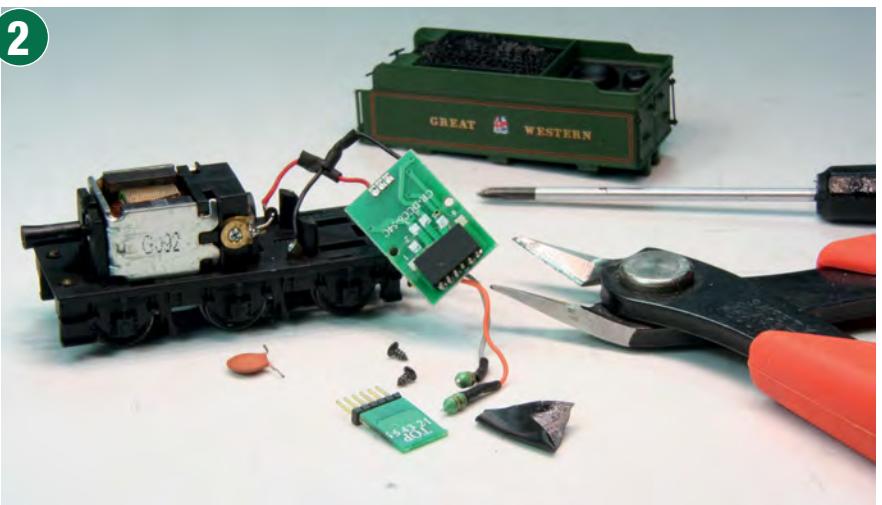
STEP-BY-STEP GUIDE

1



Pop off the tender body, being careful not to break the plastic retaining clips as it lifts off, pressing in from the sides to release the body clips. This reveals the six-pin DCC socket mounted at an angle in the rear of the tender space.

2



De-solder the socket circuit board and remove the capacitor and resistors so that we are left only with the bare pick-up tabs and motor terminals. These components are only required for DC running and can cause issues with DCC, giving confusing 'Back EMF' results to the decoder. They need to be removed. Be careful when unsoldering from the motor brush pins as these have a habit of moving around when they're hot.

3



File down the circuit board mounts flat as this is where we'll mount the YouChoos SugarCube7 speaker. The speaker's 15mm x 11mm footprint fits perfectly between the pick-up tabs, and the total height of 7mm is a comfortable fit too - no modification required to the enclosure. You might find it useful to file an angle off the rear of the motor housing plastic to give the decoder wires space, but it's possible to get everything in without doing this if you're neat.

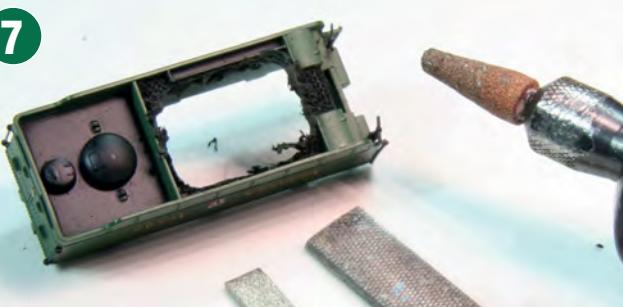
PRACTICAL BRM



CAN I DO THIS TO OTHER DAPOL STEAM LOCOMOTIVES?

The great thing about this technique for installing DCC sound into the 'Hall' is that the same process can be applied to many of Dapol's other tender locomotives. The Gresley A3, A4, BR 'Britannia' and 9F 2-10-0, for example, can all be given a similar treatment. As long as the tender is long enough to get the speaker behind the motor, and the coal load above the motor is long and wide enough for the MX648, it's no problem.

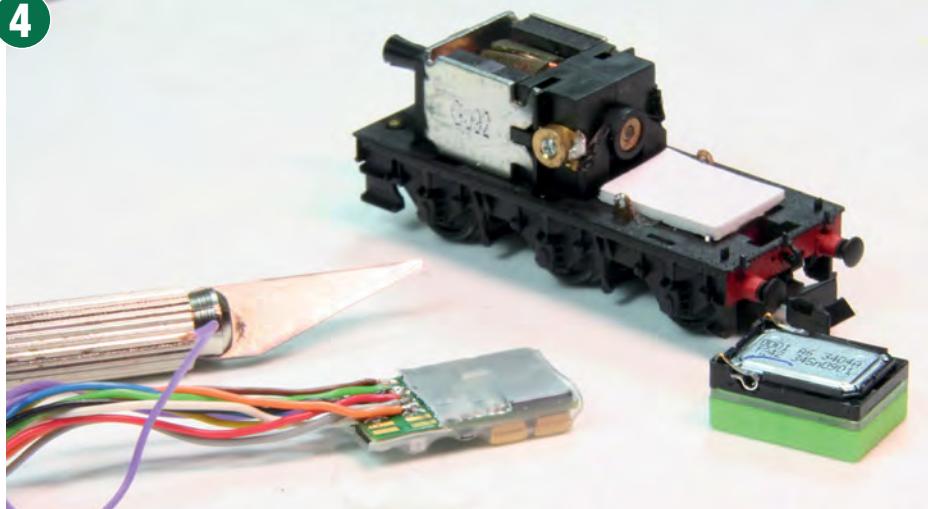
7



Cut and file the whole coal load area of the tender body, as the decoder will sit on top of the motor and eventually be covered in a new custom coal load. The whole of the coal moulding will need to be filed, as the MX648 is exactly the same size! Start with a mini-drill if you like, then move to hand files as you near the edges.

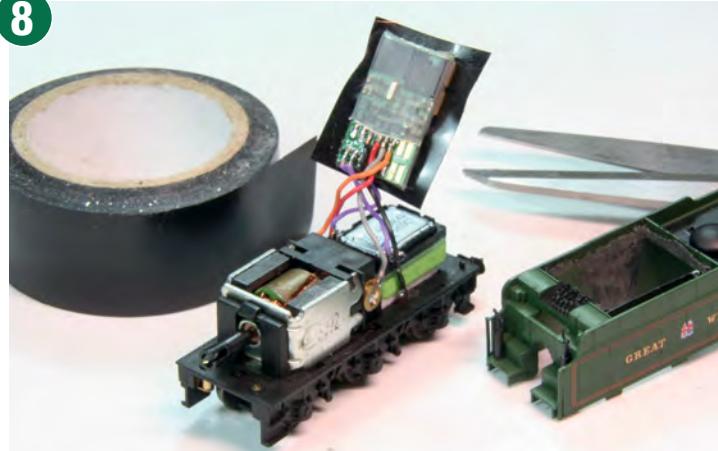
STEP-BY-STEP GUIDE

4



The Zimo MX648 decoder is prepared here, shortening the six wires as required (red + black for pick-ups, orange + grey for motor, 2 x purple for speaker).

8

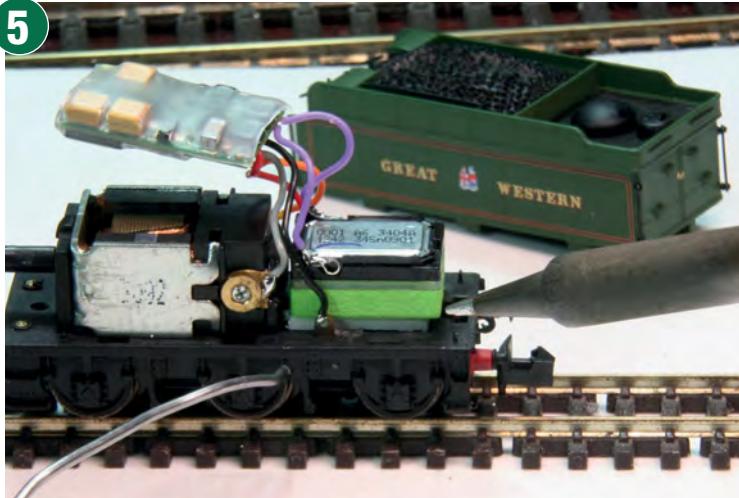


This is a great moment to test everything - first check that all electrical connections are clear of each other and test the direction of travel (if it is opposite to what you expect, swap the orange and grey wires around).

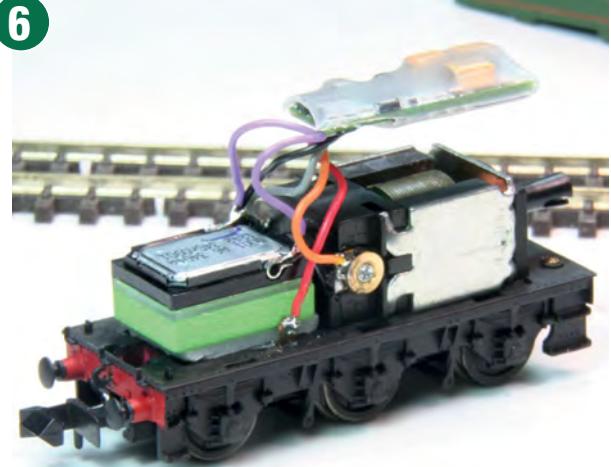


DCC sound
brings models
to life. I hope this
shows that
N gauge needn't
be a limiting
factor.

5



6



All other wires are de-soldered from the decoder so we have as few wires to fit in as possible (ask YouChoos to do this for you if you are not confident with your soldering). Solder the six wires - black to left pick-up, red to right pick-up, grey to left side of motor, orange to right side of motor and the two purple speaker

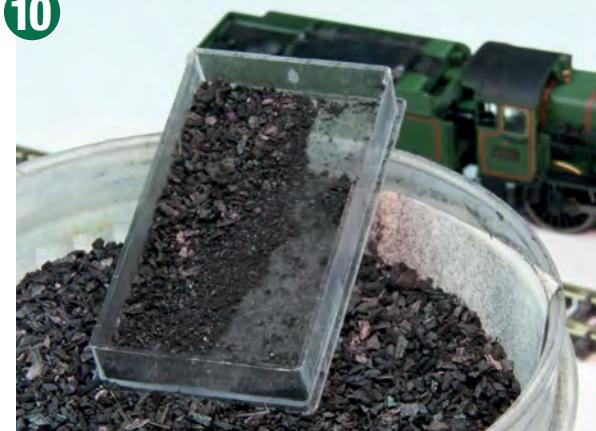
9



With the decoder covered in electrical tape (overlapping a little to cover the entire hole), press it right through so it sits flush on the motor top and click the tender body back into place. If you've filed the hole enough, it should go perfectly flush. You may need to adjust, or even flip the decoder over to get good motion out of the motor. Once you're happy with the fit, and the motion, reconnect locomotive and tender and test thoroughly before proceeding.

The speaker is mounted on a double-sided sticky pad.

10



If there is any gap between the decoder and the sides, fill it with Blu-tack. Then, using glue (a thick one that doesn't run too much, such as Loctite Ultra Gel), drop and smear across the tape and Blu-tack to cover the whole coal load area and generously sprinkle crushed coal ballast (we used crushed Woodland Scenics 'Lump Coal') and press into the glue gently, tipping off the excess and leaving to dry.

Now complete, this is one of the simplest DCC Sound installations you can do in N gauge. The Zimo MX64.8 decoder works fantastically well with the Dapol motor from the box, not to mention the volume from the superb SugarCube7 speaker - no need to compromise on speaker size.



FOURGIG EAST

This first foray into O gauge from *Ian Mellors* started life as a tracklaying demonstration, but has blossomed into a popular exhibition layout in its own right.



Most heritage railways have 'Thomas & Friends' events, but what about that other famous cartoon locomotive, Ivor the Engine? Pride of Ian's collection is the little Welsh engine, complete with authentic DCC sound!



SEE
'FOURGIG
EAST' ON
YOUR FREE
DVD

FACT FILE

- Scale/Gauge: 7mm to 1' scale, 32mm gauge O
- Size (to include any fiddle yards): 4' x 2' 6"
- Era/Region: Current, heritage railway
- Location: West Country
- Layout Type: End-to-end
- Words: Ian Mellors
- Photography: Andy York



Small locomotives are the order of the day at 'Fourgig' and the fleet includes this Sentinel 4w vertical boiler tank, based on Quainton Road resident *Isebrook*.

A fictitious GWR heritage railway setting allows me to run a variety of locomotives and stock and not be restricted to any particular time period, as long as the stock still exists!

It was never my intention to build a full-blown O gauge layout, well not at first anyway. I did however need to satisfy my desire to dabble in the 'senior scale'. A chance opportunity back in 2010 lead me to buying an O gauge LYR 'Pug' cheaply and I picked up some other bargains including a couple of old Waverley turnout kits. I set about putting together a 2' 6" by 4' demonstration display using the point kits and some additional track components from Marcway. This formed part of a tracklaying and ballasting demonstration at the 2011 Mansfield Show and also appeared alongside my OO layout 'Summat Colliery' at the **RMweb** Member's Day the same year.

It was not until I helped Ian Morton operate his 'Shake the Box' layout at Birkenhead Show the following October that it occurred to me that I had the makings of a similar trackplan. Until that show I had not thought that a small branch line terminus could keep me occupied over a weekend, but I was proved wrong and really enjoyed operating Ian's layout.

Now there was no way back; the plan was drawn using Templot and new baseboards constructed. Pointwork was produced, again from Marcway components, as a track building demo at the 2012 Mansfield Show. Progress was steady

over the following years until the **RMweb** Live Show in 2014, where the layout made its first appearance in its own right.

Very early on I decided to make 'Fourgig East' a fictitious heritage GWR railway set in the present day. This would allow me to run a variety of locomotives and stock and not be restricted to any particular time period - as long as the stock actually still exists!

A good deal of modeller's licence has been employed, one of the four-wheel coaches is currently being converted into a camping coach in Devon for example - but in my version of reality it has been brought back to full working order to run with the brake coach being restored at Dicot. As the Waverley turnout kits that started the whole thing off were GWR pattern, I decided to stick with a West Country location for the layout.

The whole layout is also an exercise in producing something in O gauge to a budget. All track is hand-built with rail soldered to copperclad sleepers. It's very satisfying and a fraction of the cost of buying ready-to-lay trackwork. Once ballasted and weathered the lack of chairs is not too noticeable. The baseboards are made from salvaged 15mm packing crate ply sourced from where I work. This proved thick



enough to screw together without the need for additional corner packing, so apart from the screws and glue it cost nothing. All the buildings are Scalescenes OO gauge downloadable kits which I printed out 75% bigger on a colour laser printer to produce the 1:43 scale needed. The card to build them was again salvaged from cereal packets and packing boxes.

I did have to splash out on two things though; there are over £100 worth of Preiser figures populating the platform areas and I commissioned Jon Fitness to build all the signals for me. I could have done these myself, but in order to get the layout ready for its first real show I needed to buy some time! He did a superb job and even included miniature LEDs in the lamps.

Unlike the Preiser figures, all the station staff are whitemetal castings from various sources and took quite a few hours to paint. Many more hours was spent arranging all the figures to try to tell a story throughout the layout - mothers being tested by errant children, a porter showing a lady to the waiting room and a member of the locomotive crew trying to shoo escaping sheep back into their field while passengers look on. I'm not sure why there is a visitor from *Top Gear* queuing at the newsagents kiosk - there's probably not much point in trying to ask him either!

DCC OPERATION

The layout is 100% DCC operated. Turnouts employ Traintronics TT300 slow-acting motors whereas the signals are servo driven using MERG drive boards and steady state decoders. MERG DC06 block cut-out boards are also included on each baseboard, making each of them separate DCC sections, so that if a short occurs on one baseboard, power is not cut to the others. The DCC signal to the turnouts is also not cut so they can still be operated if there is a track short.

If I were to start again I would also operate the turnouts using servos, but as I had used a single TT300 on the original demonstration board I took the decision to carry on with these



3
A few signs of the modern world encroach on what is otherwise a traditional railway scene. Over £100 worth of figures make the platform look busy!

for simplicity. They have the advantage of an option of a push button that toggles the throw of the turnout. I have the best of both worlds, being able to operate them from buttons on the baseboard edge or the DCC handset.

I am particularly pleased with the photographic backscene. This was produced from an image taken by **BRM's** Andy York and printed by a local company onto self-adhesive vinyl. The print included a clear secondary layer of vinyl over the image which once sprayed with matt varnish produced a very hard wearing finish. If it gets knocked or marked I simply clean it with thinners before applying another coat of matt varnish.

It was applied to painted 3mm ply backboards using a soap solution which allowed me to 'float' the sticky plastic into place. Once the air bubbles

were eased out with a soft cloth and left to dry it stuck in place without problem. I hope I can be forgiven for having the Staffordshire moorlands in the background of a West Country scene!

Another first for me with this layout was the use of static grass. I took a few days off work last summer whilst the family were away and really got stuck in with the scenics. Hanging basket liner was stuck down first then various different textures were added with horsehair being particularly good at resembling brambles.

A nice mix of different lengths and colours of static grass fibres were then applied using a powered applicator and a simple puffer bottle for the hard to get to areas. I found this quite addictive and am particularly pleased with the rough ground areas at the edges of the layout. All the trees were bought from Steve Bird at



Buildings are made from Scalescenes.com downloadable kits printed 75% larger than intended to make them 1:43 scale.



AYOUT FOCUS

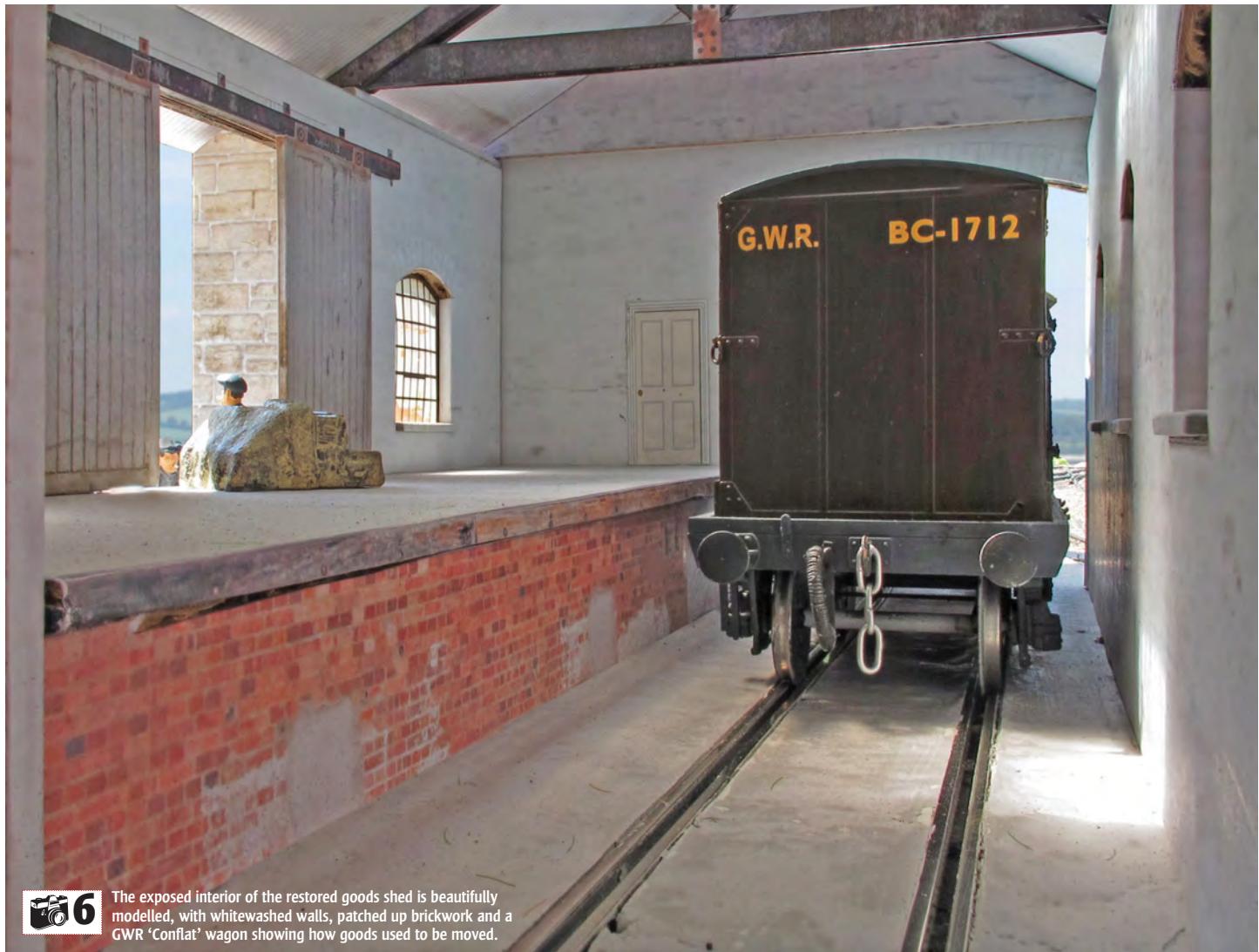
5

Staffordshire doubles for the West Country on the photographic backdrop, providing a convincing backdrop for this surprisingly small 7mm scale layout.



6

The exposed interior of the restored goods shed is beautifully modelled, with whitewashed walls, patched up brickwork and a GWR 'Conflat' wagon showing how goods used to be moved.



www.themodeltreeshop.co.uk and really set the non-railway areas off a treat.

To go with the scenic work I also undertook to include all the point rodding and signal wires that should radiate out from the signalbox to the turnouts and signals. A plan was drawn up for the various wheels and rods coming from the signalbox. These match the positions and colours of the levers so I hope it all passes inspection. Wizard Models components were used throughout, down to the extremely fine stainless steel wire used for the signal operating wires.

This is one of the advantages (or is it disadvantages?) of O gauge - you can really pack the detail in and I didn't want to scrimp on this particular area. Thanks to Dave Skipsey for assisting with both the signalling plan and the order of the signalbox levers.

The signalbox roof comes off to reveal a full interior made up from dolls house furniture and another card kit for the levers and equipment.

The whole layout is deliberately 'twee' and

overly pretty as many heritage railways seem to be these days. I quite enjoyed this part of the build being released from the normal constraints of railway modelling and completely different from the industrial grime of 'Summat Colliery'. A change is as good as a rest, as they say.

UNCONVENTIONAL FLEET

The locomotive operating fleet currently consists of the 'Pug' bought at very start, now completely rebuilt with a better motor, gearbox and smart BR paintwork. It is joined by a Sentinel 4wVBT steam locomotive which was built from a Warren Shephard kit using a Lima drive unit. Meteor Models castings were used to enhance the kit.

A PH Designs 'Ivor the Engine' kit is the star of the show and as well as the DCC decoder and Stay Alive capacitors it boasts sound too. Most people cannot help but stop to listen at shows as he "pssssti cuffs" into the station playing 'Land of my Fathers'. It is hoped to theme the layout as a 'Day Out with Ivor' in due course with appearances from Dai Station, Jones the Steam and Idris the Dragon helping out the station staff!

I also have a GWR 57XX 0-6-0PT kit that I hope to make a start on soon to further enhance the operating fleet - another bargain buy that will go very well with the GWR 4w coaches.

During the summer of 2014 I set about building a lighting rig. As both my current layouts share a set of baseboard legs it was logical to make the lighting rig work with both layouts too. This was complicated by the fact that the fiddleyards are at opposite ends and 'Fourig East' has a need for lighting along its full length.

A modular design was employed using LED strip lighting under 3mm ply pelmets that fit together to satisfy the lighting requirements depending on which layout is out on show. Despite all of this extra timberwork, either layout fits into my Subaru Impreza saloon car. This is something I take particular pride in and keeps Exhibition Manager's costs down as there is no need for van hire with my layouts!

So there you have it, an accidental O gauge layout in less than 12' which proves that you don't need a bottomless bank account or a vast room to build it in. And the name? Well, it's simply an anagram of 'first O gauge'. **BRM**

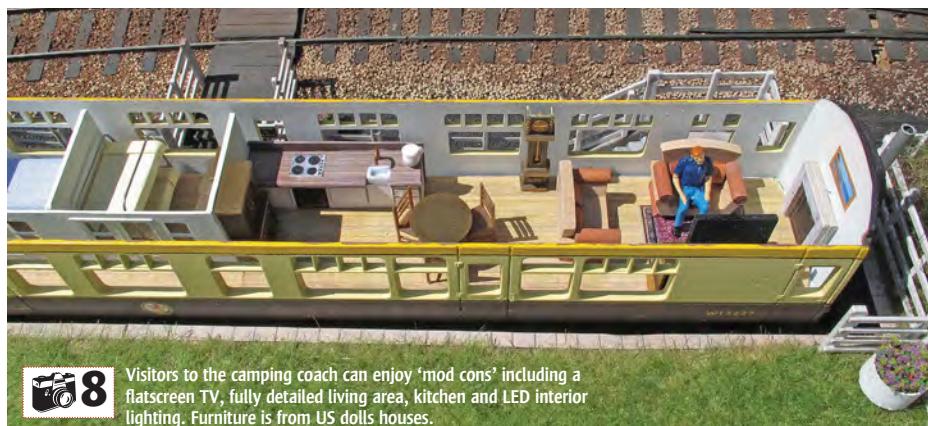
KEY DETAILS



Good use was found for this old Lima Mk 1, which provides on-site accommodation.

An unusual feature of the layout is the camping coach in the station area. This was built from a Lima Mk 1 and boasts a full interior including a flatscreen TV, beds, bathroom and modern kitchen. Most of the furniture is American dolls house furniture, in what they call 'quarter scale'. This is actually 1:48 scale, close enough to the 1:43 of O gauge. The bunk beds were simply scratchbuilt using paper clips, card and Post-It Notes for the blankets.

The occupants of the coach have their own private lawned area with picnic benches. The coach roof is removable to allow a better view of the detail. The roof also includes LED lighting that is powered from the DCC bus via the fixing screws that hold the coach onto its rails.

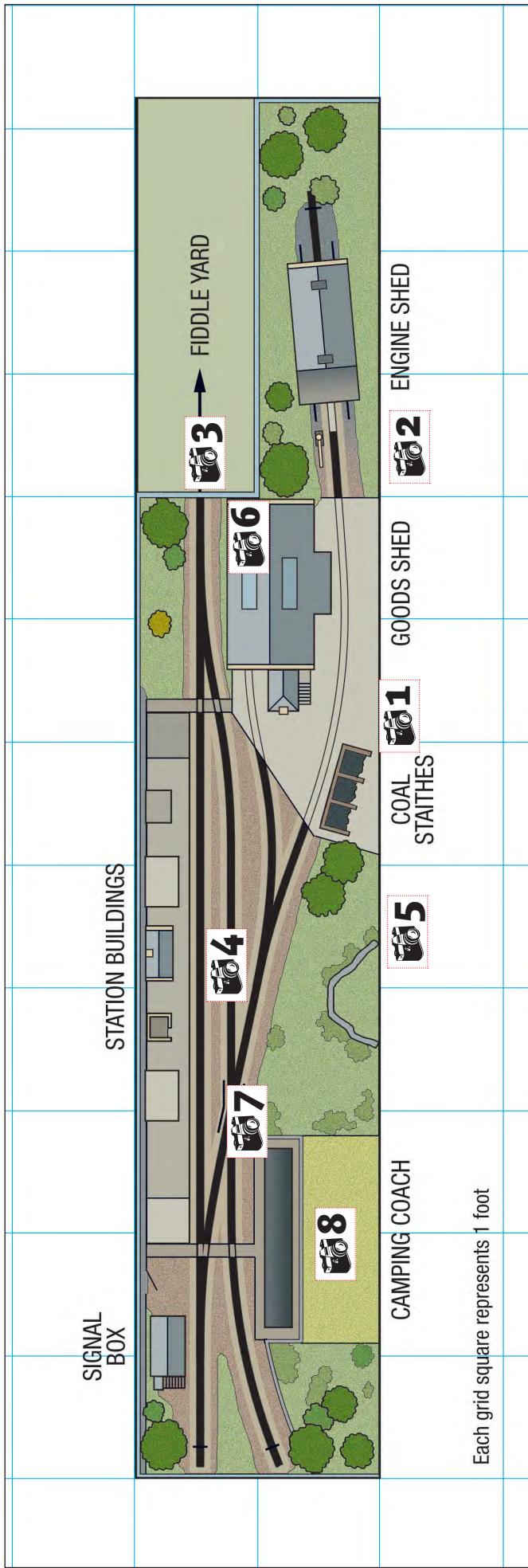


Visitors to the camping coach can enjoy 'mod cons' including a flatscreen TV, fully detailed living area, kitchen and LED interior lighting. Furniture is from US dolls houses.

0 GAUGE

LAYOUT FOCUS FOURGIG EAST

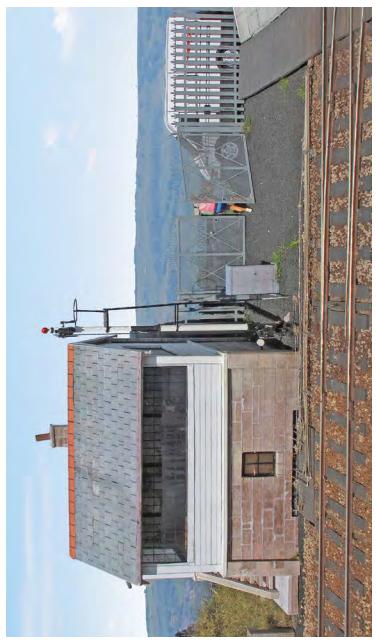
Tom's Layout



On many smaller heritage lines, money is tight and operations are limited. The single road engine shed was built to house one locomotive. Note the water tank on the roof and inspection pit below, both vital to ensure daily running of steam services.



The sun is shining and the tourists are out in their numbers. What attracts children to the layout are the more unusual platform characters like 'The Sigr'.



The signal box from Scalescenes.com was downloaded in 00 gauge, then enlarged to be printed in 0 gauge. A half-relief van can be seen parked behind the fence.

PETERBOROUGH

NATIONAL FESTIVAL

OF RAILWAY MODELLING

17TH & 18TH OCTOBER



The 2015 show will see a specialist village and locomotive clinic with Tony Wright.

The National Festival of Railway Modelling is back in Peterborough this October, offering a great model railway day out for all the family!

East Anglia's premier model railway exhibition will take place again in Peterborough on October 17/18. The National Festival of Railway Modelling will please visitors with a high standard of layouts (32 confirmed) and a large trade support. Model railway manufacturers large and small will be present to cater for all your modelling requirements. Pick up everything you want on the day and save postage.

Our venue, the East of England Showground, next to the A1, has free parking and a free bus service from Peterborough railway station on both days.

If you subscribe to **BRM** and book before October 16, you'll save 20% on ticket prices, get a free showguide and access an hour earlier. Book today and enjoy the extra benefits - we look forward to seeing you there. **BRM**

ESSENTIAL INFO

TICKET PRICES*

- Advance Tickets (save 10%) - £9.00 (offer closes 1200 on October 16)
- **BRM** Subscriber - £8.00
- Child (5 - 16) - £4.50
- Family (2+3) - £27.00

TICKET PRICES ON THE DOOR

- Adult - £10.00
- Child (5-16) - £5.00
- Family (2+3) - £30.00

* booking fees apply. £1 E-ticket, £2.50 Post



LAYOUTS

- Addiston South (EM) - *see it in BRM November 2015*
- APA Park (N)
- Battersby North End (OO)
- Billingham (OO)
- Bowlers Croft (OO)
- Hemyock (OO)
- Broadgate (OO)
- Burghead (N)
- Coniston Road Depot (N)
- Dundle (OO)
- Engaine-cum-Hardy (N)
- Fourgig East (OO)
- Grime Street (OO)
- Hambleden Valley Railway (G)
- Hoglington (N)
- Kingswear (2FS)
- Little Histon (OO)
- Minories (EM)
- Newcastle By The Water (N)
- Nictun 2000 (OO)
- Nictun Borrud (OO)
- Norman Crossing (G)
- Redwood Lumber (On30)
- Ruston Quays (OO) - *see p78*
- Shunters Mill (OO)
- Steiner Tor (Oe)
- Stokesay (N) - *see p56*
- Sutterton (EM)
- The Motive Power Depot (O)
- The Sheaf Valley Railway (N)
- Thornbury Hill (OO)
- Westford (OO)



HOW TO MAKE AN...

NEWS 37/7

An impulse purchase of a Bachmann Class 37/5 left me with a bit of a problem. Railfreight Metals sector livery 37514 was not the ideal traction for my 'Folkestone East' layout, no matter how much the model had been discounted. It sat in its box for some time whilst other projects were completed.

Only recently did I look at Class 37 allocation history for Stewarts Lane to verify my records, which suggested that '37/5's' were more common on the former Southern Region than one might expect. As I looked into which locomotives worked out of Stewarts Lane and Eastleigh in the 1990s, a project for a simple conversion and repaint to create one was started.

I was keen to keep costs down by utilising materials I had in my workshop. Whilst I was interested in modelling Class 37/7s with EWS markings, I did not have the correct transfers to hand. In the end I opted for one with later EWS lettering for which I had more than enough livery elements left over. Paint was not a problem as I had more than enough Phoenix Precision EWS gold and maroon paint left over from other projects. A little filling of footsteps and engine room windows together with removal of fuel tank foot steps would be all the conversion work required.

I usually prefer to model machines I have photographed; but on this occasion, it was not to be. Of all the Class 37/5s I have photographed in EWS livery, I couldn't find one with the newer EWS typeface in my archive.

A search on the internet located photographs

TOOLS FOR THE JOB

- Pin vice for holding small drills ■ Selection of small drills from 0.45mm to 1mm in diameter
- Grade 600, 800 and 1200 wet and dry paper
- Needle files ■ Modelling knife and new blades
- Tweezers ■ 20thou styrene card ■ 40thou styrene card - off-cuts are sufficient ■ Isopropyl Alcohol (IPA) ■ Squadron white putty ■ Tamiya masking tape ■ Round paint brushes size 00 to size 3 ■ Flat paint brush ■ Fine make up sponge
- A variety of clean trays and dishes ■ Air brush and other spraying equipment ■ Bow pen
- Spray booth or other fume extraction device
- Suitable protective gloves ■ Face mask

Nigel Burkin shows how simple, low-cost modifications and a repaint can transform the Bachmann refurbished '37/5' into a Heavyweight Class 37/7.



FACT FILE: EWS 37703



NEIL HARVEY

The full-size 37703 was allocated to Stewarts Lane between March 1994 and September 1997 before moving to Eastleigh, fitting my layout's time period very well. Formerly numbered D6767 and 37067; the locomotive was built at Vulcan Foundry in 1962 by English Electric and initially allocated to Thornaby. It took on its current identity after refurbishment in 1986 where it was ballasted up to 120 tonnes to become one of the

'heavyweight' locomotives intended primarily for heavy freight. At the same time, it lost its headcode boxes in favour of the flush bonnet fronts which characterise this sub-class. After a spell on hire in Spain, the locomotive returned to the UK to become a 'super shunter' for DRS, although it is currently resident at the Bo'ness & Kinnel Railway in Scotland.

PHOENIX PRECISION PAINTS
AND CONSUMABLES

- P148 Warning panel yellow (post 1984).
- P193 EWS Maroon (Gloss). ■ P194 EWS Gold (Gloss). ■ P219 Cant rail orange for lining.
- P960 'Frame Dirt'. ■ P963 'Brake Dust'.
- P975 Dull black. ■ P976 Dull white.
- P986 Oily steel. ■ PQ5 Grey general purpose primer for plastic. ■ PQ8 General purpose thinners. ■ PV62 Gloss varnish.
- PV72 Satin varnish.



'Heavyweight' Class 37/7s were not uncommon visitors to third-rail territory and Stewarts Lane hosted a small number of the sub-class in the 1990s before the mass reallocation of EWS Class 37s to Toton in 1998.

of a suitable candidate for the project - 37703 (see above). It included the desired livery markings and a match to the bonnet side grilles found on the base model.

Simple conversion projects such as this can completely change the appearance of the model, creating something unique and personal to your layout. It will not make difficult demands with regard to tools and materials. However, good equipment will be required to paint a model to a high standard. Even

the use of aerosol paints will demand somewhere in the home that is suitable for extended periods of spray painting. Do not be tempted to underplay the safety requirements of spray painting including good ventilation, proper protection of the surroundings and personal safety equipment including a face mask designed to cope with solvent fumes. An extraction and filter device is a great investment if you plan to undertake a large number of painting projects. Be properly equipped!



The basis for this low-cost conversion and repaint is the Bachmann Class 37/5 model which did not appear to be as popular as earlier releases. The model could be bought at heavily discounted prices for a time. This example of the Bachmann Class 37 is well modelled with flush fronted bonnets and two types of traction motor blower grille which would be applicable to the first half dozen or so Class 37/7 locomotives. The nearest grille has dividing bars whilst the one furthest from the camera has no dividing bars.



The bodyshell breaks down into convenient separate components including the bonnet fronts which can be conveniently worked on and repainted separately from the body.

PRACTICAL BRM



MODIFICATIONS

Dismantling the model was fairly straightforward, starting with the separation of the body and underframe. The latter was placed to one side for attention later. Bonnet mouldings were gently pinged from the bodyshell and also placed to one side. The radiator side grilles were removed too, and the body completely rubbed down to remove livery details and paint lines.

Stripping paint from the model using chemical strippers is not absolutely necessary with some models if you take the time to gently rub the body down with fine grade wet-and-dry paper.

The bodyshell was worked on first: the engine room windows being backed with 20thou styrene and filled with white Squadron putty filler. The bodyside steps were filled with tiny scraps of filler and the excess filler was removed before it hardened. Care was taken not to create a concave recess during finishing with wet-and-dry. The efficacy of your filling work can be tested by applying a light coat of general purpose grey primer or even a coat of rail grey paint. This highlights faults which can be treated before proceeding to the more complex livery application. I had to treat the filled window openings several times before I was satisfied with the result. Another detail which was specific to 37703 were the roof ribs on the roof panel located over the former boiler compartment. They were applied using thin strips of 10thou styrene.

During the painting of the body, or more precisely, in the time needed for paint to dry properly, I worked on the bonnet mouldings. I was happy enough with the factory applied paint finish and decided not to repaint them. I removed the black numbers using IPA and replaced them with EWS typeface numerals. The bonnet mouldings were examined for anything that prevented them from fitting the main body section snugly before satin varnishing them.

The underframe and chassis also received some attention including the removal of one footstep from each side of the fuel tanks. Replacement Ultrascale EM gauge wheelsets were fitted and painted 'frame dirt' colour. Exposed areas of the phosphor bronze current pick-up strip were also painted with weathering colour

to reduce their visual impact. Air brake hoses, a vacuum pipe and screw coupling were fitted to one end of the underframe whilst the other end was equipped with a Kadee No. 19 NEM-362 coupling.

STEP-BY-STEP GUIDE

1 Following a brief rub down with grade 600 wet-and-dry paper, the engine room window and footstep to be filled in are identified using reference photographs. The windows are blanked out with 20 thou styrene.



4



A second coat of grey primer is applied to the model which makes the perfect base coat for EWS gold paint which does not cover dark colours particularly well. Two light coats of EWS gold were applied, allowing at least 24 hours drying time between each. Particular care was taken to be sure the paint was completely hardened before applying masking tape to the body in preparation for EWS maroon.

8



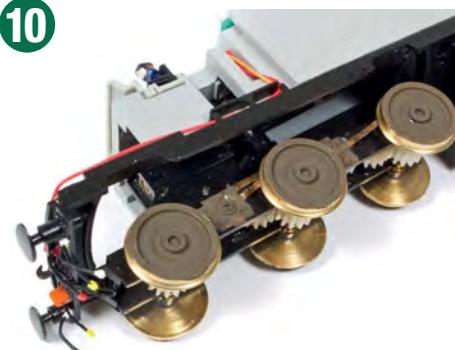
Grimy paint collects in moulded detail and along raised panel lines. It tones down the bright livery and highlights Bachmann's fine tooling work without making it appear too dirty. The grime wash was followed up with exhaust and frame dirt applied sparingly with an airbrush.

9



Bonnet mouldings can be worked on when the body is drying in the paint shop. A dab of Isopropyl Alcohol (IPA) is the perfect solvent for removing unwanted numbers, whilst preserving the original paint finish. They were replaced with EWS style numerals.

10



Bufferbeam detail including the air brake pipe, control and reservoir pipes was applied to one end before the underframe and bogies were weathered. Don't forget to paint the wheels and exposed pick-up strips.

Simple conversion projects can create something unique and personal.

2



Squadron white putty is applied to the unwanted detail and the window openings before being finished with grade 800 and 1200 wet-and-dry paper. Any filler which has entered the door seams is carefully removed with the tip of a modelling knife blade.

3

The first coat of general purpose primer soon shows where filling has not been completed properly on the redundant windows and footsteps (A, B & C). Several sessions with additional filler and grade 1200 wet-and-dry paper were required before I was completely satisfied.

6



7



Weathering starts once I am confident that the finishing coat of satin varnish is well and truly set and unlikely to be damaged by thinned weathering paint. A thin wash of roof dirt is applied, representing a layer of general grime all over the body. Further washes of grime were applied to the bodyside grilles using a size 3 paint brush.

11



The model came together very nicely after refitting of window glazing, windscreen wipers, handrails and the bonnet fronts. Features of the finished model include:
A: Bonnet fronts were not repainted to save time **B:** Electrification notices were applied to the cab roof and bodysides **C:** Roof ribs applied to the boiler compartment roof panel
D: Original oval buffers were retained **E:** Frame dirt and grime coloured paint was applied to the bogies and underframe **F:** Oily grime applied to the fuel tanks **G:** Rust colour applied to the brake shoes

PRACTICAL BRM



PAINTING AND LINING

Certain colours do not cover particularly well unless the model is suitably undercoated. Problem colours include yellow- and red-based paints which meant that careful preparation had to be undertaken for a thin and even coat of EWS maroon and gold. The model was undercoated in grey primer before being treated with EWS gold. Even that colour can have an impact on the top coat of maroon, so some masking was applied to keep the application of gold to a minimum.

After masking the mid-height band of gold, the model was treated to an overall coat of maroon - two coats being sufficient for an even colour density. Care was taken not to apply the paint in too heavy a coat and to keep paint from building up along masking tape edge.

I prefer gloss paints and the benefits of doing so become apparent when applying lining and transfers. Waterslide transfers stuck firmly to the model without a trace of carrier film. A bow pen was used to apply the cantrail and tumblehome lining. Once completed, the model was sprayed with a coat of Phoenix Precision satin varnish which gives a good eggshell finish.

Weathering was applied with a light touch, to produce a model with the appearance of having been worked hard. Phoenix Precision roof dirt paint was thinned to around 10:1 with general-purpose thinners. The resulting grimy wash was applied using a flat paintbrush to create streaking on the bodysides and to highlight moulded detail. It was allowed to collect in areas where grime would become lodged on the full size locomotive. Any excess was soaked away using kitchen towel. The wash was not allowed to puddle anywhere to prevent tide marks from appearing.

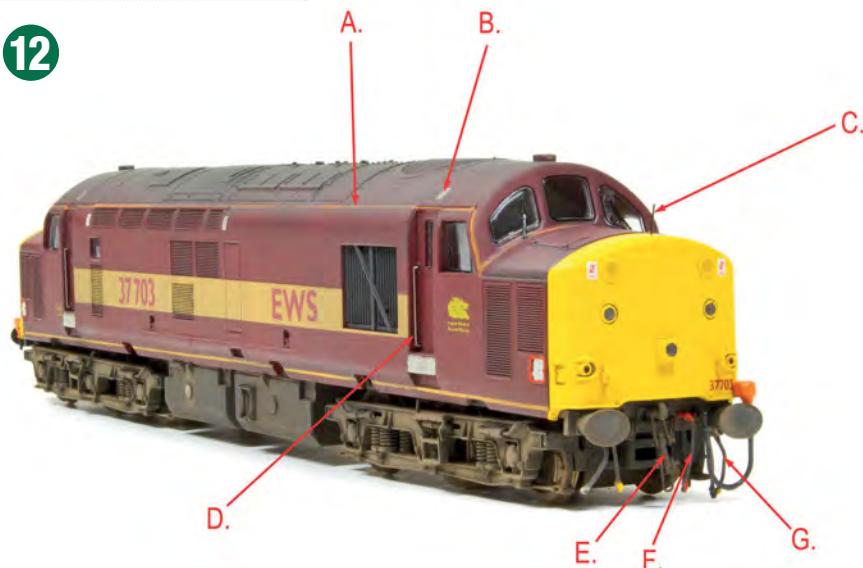
Once dry, the body was weathered further using an airbrush. Exhaust dusting was applied to the roof and a small amount of frame dirt to the lower bodyside.

After cleaning off excess grease and oil from the bogies, both underframe and bogies received an initial spray of frame dirt followed up with brown rust; the bogies being weathered separately from the underframe. Fuel tanks, brake cylinders and headstocks were picked out with some dirty black paint to represent oil and fuel staining. Additional rusting was applied to the brake blocks and shoes. A touch of oily steel was used to pick out those areas of metal where the paint wears off such as the bogie footstep.

Air brake hoses were painted dull black and the ends treated with spots of either red, yellow or white paint depending on their function. If you are unfamiliar with the colours applied to the cocks and ends of reservoir pipes, control pipes and the air brake pipe; use reference photographs to identify them before fitting and painting.

STEP-BY-STEP GUIDE

12



A simple conversion and repaint such as 37703 can take a little time to achieve the desired finish. A heavy application of weathering was not the main objective, only the appearance of a hard-worked freight locomotive. **A:** Orange cantrail stripe is toned down by dirt streaking **B:** Pre-2000 style electrification warning panels are applied **C:** Radio telephone antennae **D:** Steel wire cab door handrails **E:** Screw coupling

13



The model is ready for work on 'Folkestone East'. Traffic will consist primarily of infrastructure trains rather than revenue-earning heavy freight.

FINISHING

The model was reassembled fairly quickly including the fitting of the cab door handrails, glazing and the bonnet fronts. Part of the locomotive's lighting circuits are located in the bonnet mouldings with phosphor bronze contacts which match contact pads on the underframe. I cleaned the contacts carefully before the bonnets were glued to the body.

I refitted the assembled body to the chassis temporarily for testing on analogue power. I was particularly concerned to see that the lighting circuits were working correctly.

A DCC decoder was then fitted and further tests undertaken before adding a few last details: a small aerial to the top of both bonnets, multiple working jumper cables and windscreens wipers.

A last spot of frame dirt and brake grime weathering was applied to the body tumblehome using dry-brushing techniques before testing was concluded to see if it would happily negotiate curves and junctions - the back-to-back gauge was to hand should adjustments have been required. **BRM**

USEFUL INFORMATION

There are some very useful websites with a great deal of information regarding the allocation and livery history of individual Class 37s.

- The Class 37 Locomotive Group: www.c37lg.co.uk
- English Electric Growl: www.12csv.com
- Martin Bray's website: www.margam-depot.co.uk

Narrow Gauge track H0m



85127
Three-rail flexi-track
HO-H0m



85187
Dual Gauge
track straight
exchange
HO-H0m L to R

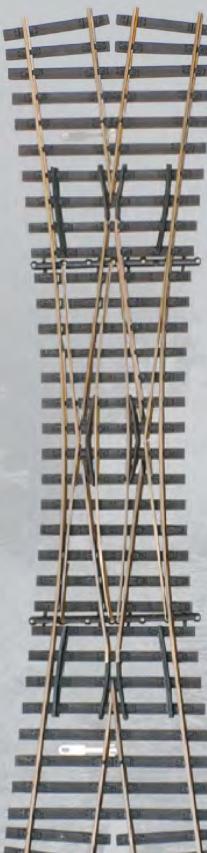


85333
Curved point right



85140
Curved track R
366/30°

00/HO Standard Gauge track



85390
Double slip I/15°



85130
Straight track G3
64 mm, Track
bedding dark



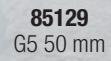
85118
G1 228 mm



85124
G2 114 mm



85128
G5 53 mm



85129
G5 50 mm



85131
Straight track
G4
57 mm, Track
bedding light

00/HO Flexi Track



85125
Wooden-sleeper
flexi-track



85136
Steel-sleeper
flexi-track



85134
Concrete-sleeper
flexi-track

Narrow Gauge track H0e/009



85637
Straight point H0e



85354
Straight point 3 left

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Monks Bar Model Shop

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Spot On Models

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Train Terrain

199 Plumstead Road, Norwich NR1 4AB 01603 304379

Trains4u

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01733 895989

Wellingborough Models

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01933 274069

Widnes Model And Craft Centre

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01983 406616

UK Importer – Golden Valley Hobbies

01981 241237

www.goldenvalleyhobbies.com



WHAT YOU'LL NEED

- Gaugemaster SS1 Super Shuttle - £34.95
- Combi controller - £39.95
- 1Amp diodes (GM74) - £2.35 (pack of 20)
- Toggle switches - £2.70

*Our thanks to Gaugemaster for supplying the above items

- Peco ST-290 Platform straight edge
- Peco ST-296 Platform ramp
- Slater's Plastikard brick
- 1mm and 0.5mm styrene sheet
- Wills Point rodding kit (SS89)

W www.gaugemaster.com

HOW TO CREATE...

A HIGH LEVEL STATION

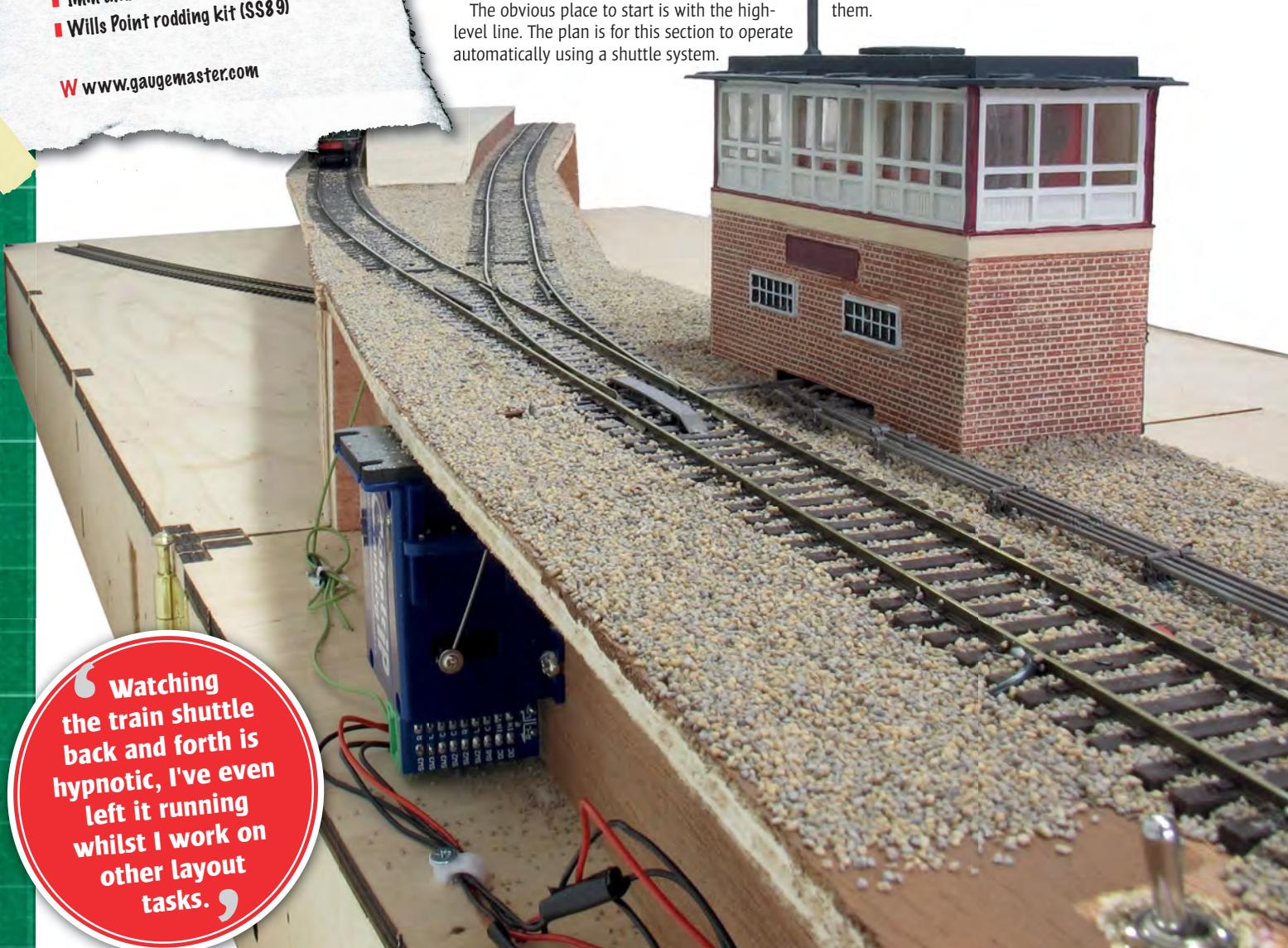
Phil Parker follows a clever plan to create a high-level passenger line for 'Ruston Quays'.

With many layout builds, you risk losing interest in the project. One way to overcome this is by getting some trains running as soon as you can. Our new **BRM** project layout 'Ruston Quays' is hardly a large model, but getting trains moving still seems like a good idea.

The obvious place to start is with the high-level line. The plan is for this section to operate automatically using a shuttle system.

This will move a train in and out of the platform, hiding it behind tall buildings on the left hand side of the layout.

The layout needed a station platform and Paul Lunn included a signalbox in his plan to control the single point and possibly more off-stage. It's all simple enough, but it made sense to work from the back to the front of the model otherwise there was a danger of damaging models while reaching over them.



• Watching the train shuttle back and forth is hypnotic, I've even left it running whilst I work on other layout tasks. •

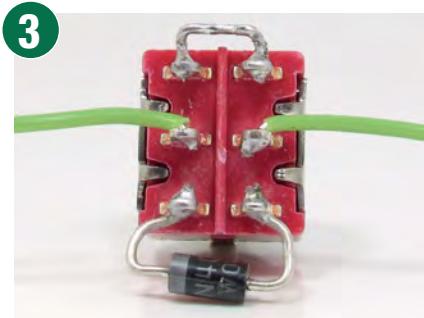
SHUTTLE SYSTEM

Operating a train without manual intervention ought to be difficult but as it turns out installing a shuttle system for DC is simplicity itself. No modifications are needed to the trains themselves, which is handy as at exhibitions we'll be able to run anything that appeals to us including new models and those brought along by friends.

The system operates over a single track of any length. All that is required is a diode-protected section at each end of the run. One limitation of the system is that trains have no momentum, so dead stops and instant starts are the order of the day. This sounds worse than it is as my test model, a Hornby Class 101 DMU, runs slowly when set to 25 on the controller so the abruptness isn't noticeable, but some sort of electronic or mechanical flywheel would solve this and we'll investigate this in the future.



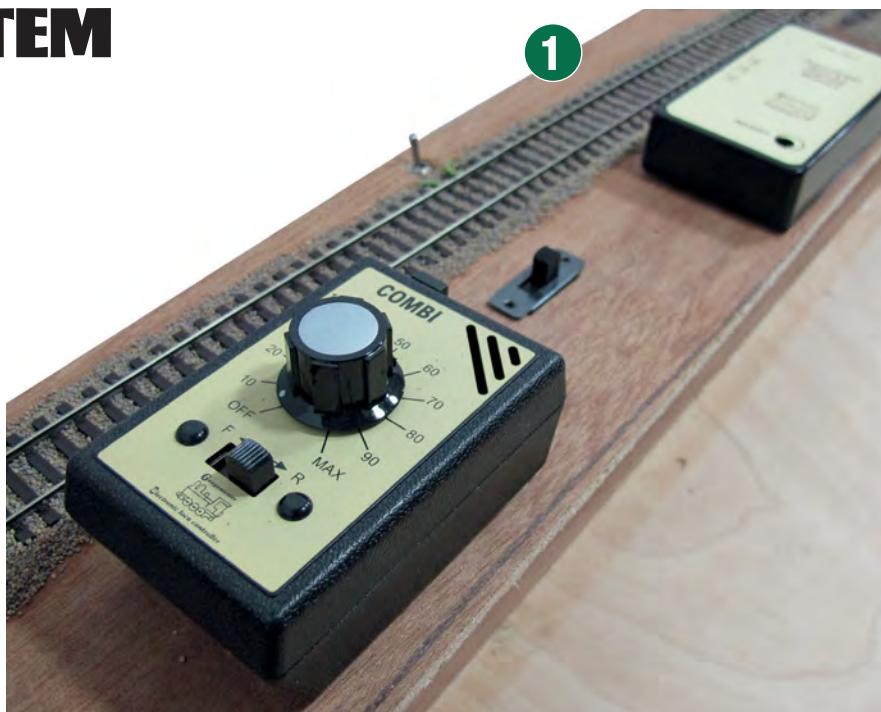
The trains stop when they cross a break in one rail bridged by a diode. This allows them to reverse out of the dead section under control of the shuttle. The Tillig trackwork has chemically blackened rail sides which need to be cleaned before soldering. Mounting the diode beside the track looks ugly, so in areas where it can be seen I've dropped a couple of wires through the baseboard and secured it underneath.



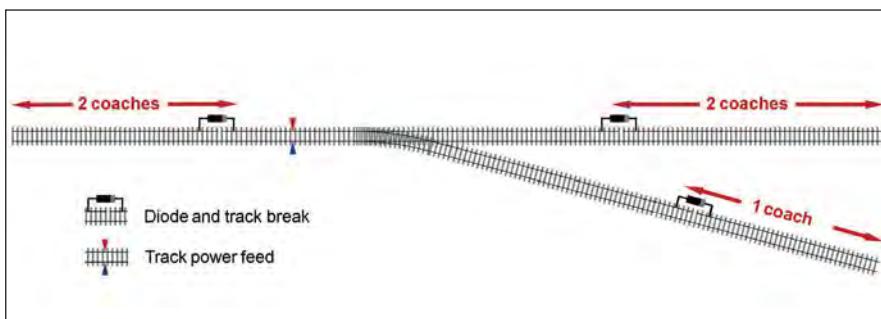
Using a Double Pole Double Throw (DPDT) toggle switch, I connected a diode across one pair of contacts and a wire on the others. The centre ones are connected either side of the break in the rail. This way the diode can be switched on or off as required.



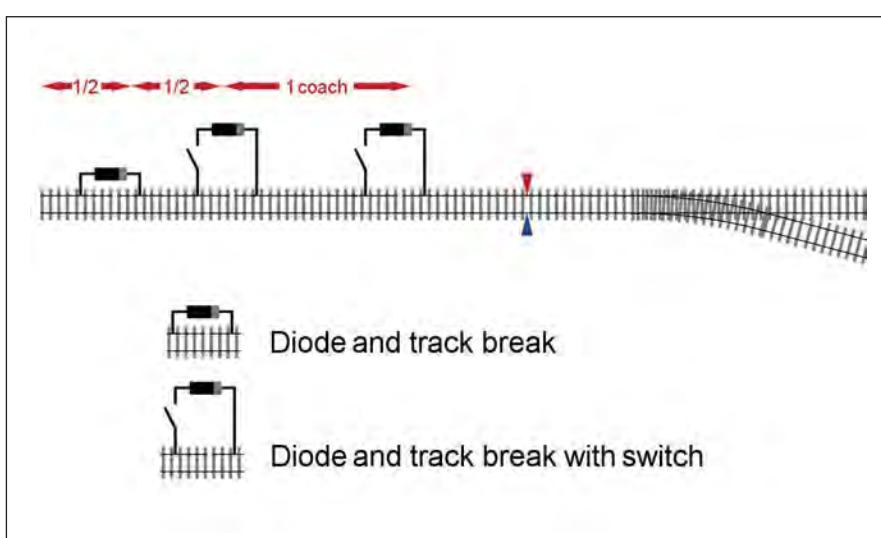
The delay between trains can be set from 20 to 70 seconds by twiddling a control under the sticker in the shuttle unit. A small cross-head screwdriver is required for this. The instructions recommend operating the unit before adjustment which seems a good idea.



Here's the Gaugemaster control system for the upper level. Nearest the camera is a standard 'Combi' controller. Beyond it is the box containing the SS1 shuttle unit. The shuttle includes wiring instructions - basically connect the 16V AC and track outputs from the controller into the shuttle box. It uses screw connectors so that no soldering is required. The track is fed from the shuttle unit. I've mounted the system to the baseboard to save the effort of making a separate control panel. It'll be hidden behind a tall building and during a show I shouldn't need to touch the controls.



The basic wiring diagram for the high level station. Positioning the diodes varies depending on the trains to be run. Our station will be served by a mix of two-car DMUs and railbuses. These stop as soon as the last pick-up wheels pass the diode, but by varying the position of the breaks in each platform, as long as the correct trains run into each, everything will look natural.



The fiddle yard area is more of a problem. We need each train to stop when it is hidden behind the tall building. Older DMUs picking up off only one bogie will travel right to the end where they'll find a short section. Modern units that pick up on four bogies require a break closer to the point, so I've arranged for breaks protected by diodes that can be switched on or off. This means that the stopping points can be changed depending on the train in use.

PRACTICAL BRM



SEE 'Ruston Quays' at the National Festival of Railway Modelling at Peterborough on October 17/18. Turn to page 71 for more details.

STATION PLATFORM

The station platform at 'Ruston Quays' isn't a shape easily produced using either RTR or kits, so I had to scratchbuild something. This is a job made easier by using Peco platform sides as they sit at the right height and include nice edge stonework.

With a grimy run-down station look in mind, I decided that the platform surface should use paving stones. A selection of prototype pictures

show platforms finished in different ways - many use tarmac which can be represented by painting card or fine emery paper. Even paving slabs seem to lack uniformity with the long edges running both along and across platforms depending on stations. I scribed plastic sheet for the top surface which probably seems like a dull job but it's actually one of those monotonous tasks that I found quite relaxing.

1

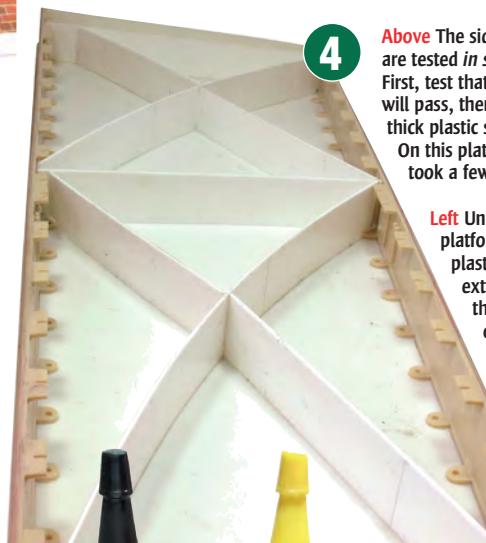
Peco's platform system comprises sides and tops sold separately. The tops match the company's track system and are nice to build. The sides are designed to be covered with sticky-backed printed brick or stonework.



2



4



Above The sides clip together and are tested *in situ* using Blu-Tack. First, test that the rolling stock will pass, then cut out some 1mm thick plastic sheet for the top.

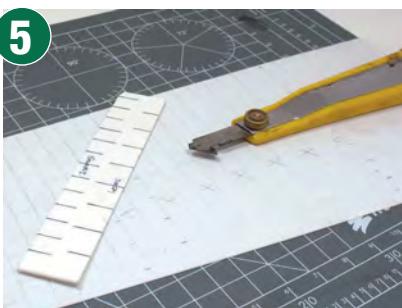
On this platform, getting it right took a few attempts.

Left Underneath the platform, more strips of plastic sheet provide extra support in case the surface is leaned on. All this is stuck together with plastic cement and solvent but left overnight upside down for the solvent to evaporate.

3

Rather than the printed bricks, I'm using Slater's embossed brick Plastikard. Normal solvents can be too strong for laminating parts together, but DL-Limonene from Wizard Models is a weaker solvent that won't damage anything. If you'd rather use a low-odour glue, you can consider using Roket Plastic Glue from Deluxe Materials.

5



The 0.5mm thick top surface is scribed with scale 3' by 2' paving slabs using an Olfa cutter. The job is made quicker if you mark a guide with the appropriate dimensions rather than trying to measure using a ruler. Scribing sounds time consuming but a couple of hours saw it complete.

6

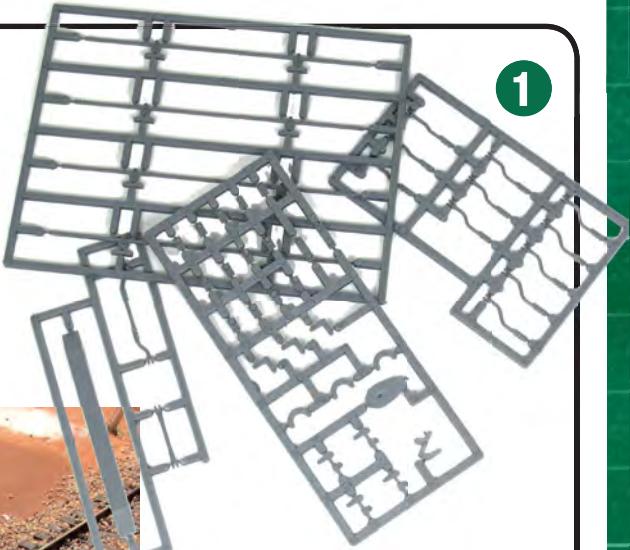
The platform on our previous layout 'Edgeworth' kept falling off the baseboard during transit resulting in damage. Keen to avoid this, I fixed this one down with two-part epoxy glue and weighted it well while drying. An alternative would be to use small but long screws and hide the heads under piles of sacks and other platform paraphernalia.

POINT RODDING

Operating points from a traditional signalbox requires long lengths of metal rods connected together with cranks. It's an important part of the railway scene, but has been largely absent from models as anyone looking to model it found themselves faced with the prospect of soldering etched parts together.

The introduction of Wills plastic point rodding kit has made it an awful lot easier.

'Ruston Quays' only signal box is on the upper level and the rodding is mostly hidden from view, but I'm expecting to photograph trains on the model from many angles so a representation of the mechanical linkages is a good idea. The 'box itself is a BR(M) Type 15 based on an old Tri-ang model. Its detailing was described in May 2015 **BRM**.



Above Wills kit has two sprue sets with enough parts to connect to two turnouts. Straight rodding is available as a separate kit. Basic instructions for assembly are provided with the kit and are useful if you aren't a signalling expert.

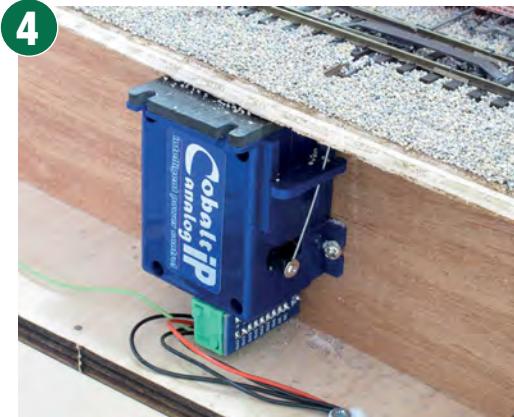


Left Real points have to be locked to hold them in position so there are two connections, one to move the switch rails and one attached to a facing point lock. Peco points incorporate a moulding to represent this, but Tillig track has a plain tiebar and needs the Wills moulding. Before fixing it in place, check that the tiebar moves freely underneath it, a little plastic carved away above the moving sleeper was needed here. The connection to the tiebar for operation just hangs over the top of it. Extra cranks and rods have been added heading offstage in the direction of imaginary pointwork.



Left The kit parts are moulded in pale grey which isn't a bad match for newly painted and installed equipment. A wash of thinned Humbrol track colour gave a more in-service look. Some thinned dark grey around all the moving parts would finish the look as this equipment is well greased for smooth operation.

Right The plastic rodding is non-operational, but the point itself is operated by a Cobalt motor which is mounted to the side of the turnout thanks to a badly positioned support beam.



SEE the complete catalogue of Tillig track on the extras menu of this month's DVD!

A FINAL NOTE

The upper level might be small, but it's given me the chance to try two products in which I've been interested for some time. First, the Gaugemaster shuttle unit which is simple to set up and works perfectly. Secondly, Tillig Code 83 trackwork. Up to now, this had been referred to in hushed tones by modellers as an excellent system, but has not been easy to obtain in the UK.

Thanks to Golden Valley Hobbies, we've had an opportunity to try it and I can see the appeal. Post-1990 RTR rolling stock runs well and the darkened rail sides look great. Look out for the free Tillig catalogue on this month's DVD and a more detailed review next month. **BRM**

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!

MEMORIES FROM YESTERYEAR



Here's my model of Crook station in County Durham, inspired by a photograph my father took in 1959. In it, a group of us are leaving the station having just returned from Wembley after seeing Crook Town beat Barnet in the FA Amateur Cup Final. I can be seen to the left in the yellow hat.

The other building is interesting in that the entrance to the stable area was inside one of the level crossings at Crook, the gate being interlocked with the crossing. I took some photographs just as it was being demolished.

It was an unusual crossing in that the road crossed the track on a skew. It was protected by three gates, and the stables sat on the crossing with access inside the crossing - its gate being interlocked with the main gates.

I built the structure with a mixture of brick and rubble stone, which is fairly common in

our area. I represented this on the model with the use of plastic card embossed brick and random stone.

The painting was nothing dramatic. For the stonework I used a black wash to fill the mortar courses and cover the stone. The colour was then rubbed off the stone to varying degrees to reveal the original colour of the plastic card. This was

enhanced in certain areas where the stone was dirtier. A similar procedure was used for the brickwork, but with a light mortar wash and some dry brushing with various shades of reds, greys and black to highlight certain areas.

This is my first attempt at modelling a building and I am quite pleased with the result.
Dennis Mawson, via e-mail

MODELS

TAMIYA WEATHERING KIT

I've seen numerous articles on weathering locomotives and thought the readers might like to see my latest attempt on a Heljan Class 15.

All the photographs I've seen of the class, bar one taken when new, are very grubby looking. I purchased a 'Tamiya Weathering Master' kit, but hadn't used it. This is my first

attempt using this type of kit.

Before, I used thinned down enamels, or poster paint. The weathering blocks are oily and have different shades of rust, grease and grime. They can be rubbed on with a foam-ended applicator, or dampened and streaked with the applicator, a small brush or a digit.

John B Harrison, via e-mail



PARK ROYAL RAILBUS FOR £9



I built the Airfix railbus kit back in the early-1960s and found the same kit re-issued under Dapol. I had intentions of building a static model, but a few months later I found the Lima shunter secondhand for three pounds which looked about right for the conversion.

When home, I dug out the kit and found that apart from a slight difference in the wheelbase I had found my chassis. After some initial fiddling, the motor fitted in the centre vestibule so I could build an interior. As I usually fit windows after painting I decided to make the interiors on a sub-floor that could be removed easily. I've filled the roof with lead

shot to improve running and made it removable.

The corner windows were like looking through a goldfish bowl making the driver look like a monster. I replaced these after a lot of effort with clear plastic, heat-formed to shape. I can't be sure if the interior colours are correct - another reason for making it removable if more information becomes available later.

I later found out that an RTR version is to appear but I was too far into the job to abandon it and I had the satisfaction of building it for a fraction of the cost. The kit was £6.20 and the shunter just £3.

Ian Collins

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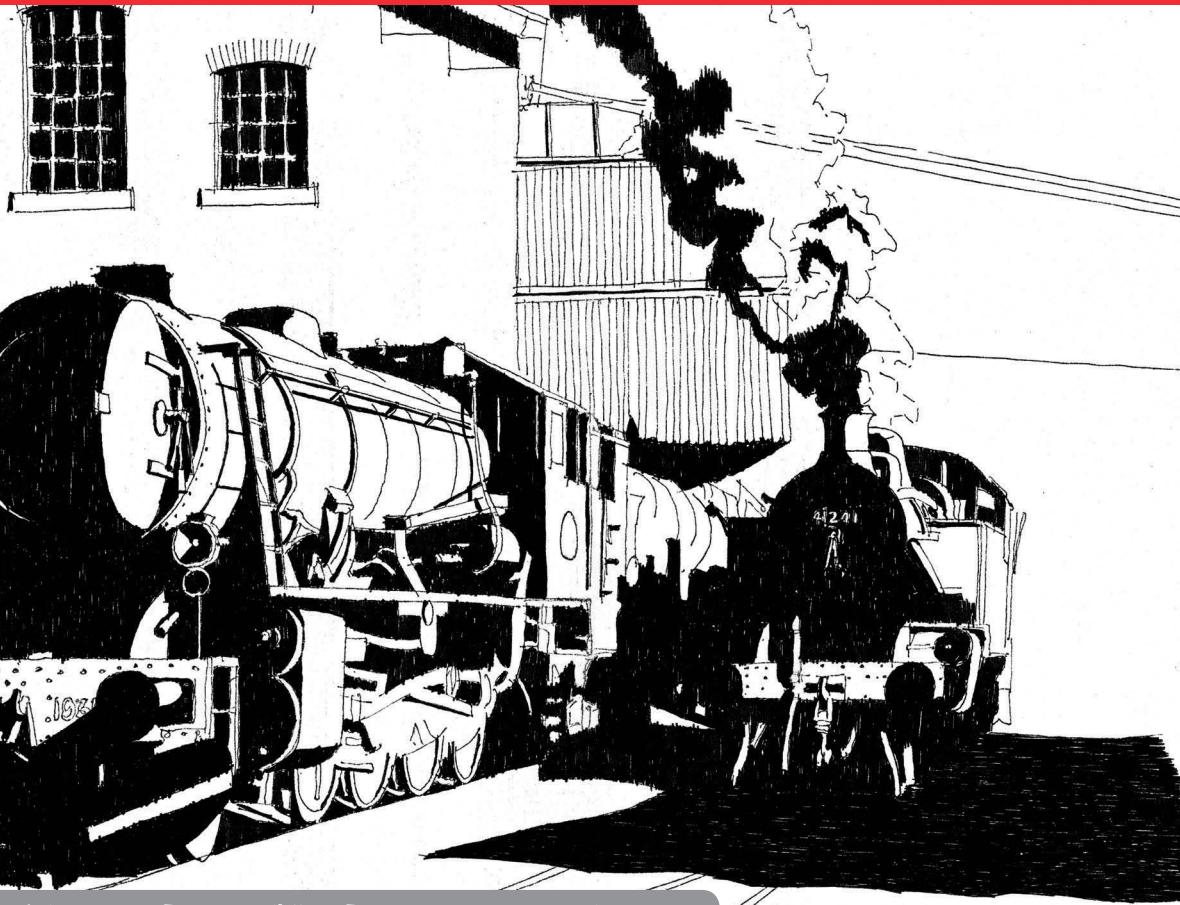
North Yorkshire

DL8 1BZ



INSIDE TRACK

Three Keighley & Worth Valley Railway stalwarts. From left to right; 'Black Five' No. 45212 built in 1935 and one of the last steam locomotives in BR service, a Swedish WD 2-8-0, sent to Europe at the time of the Second World War now rebuilt as No. 90733 and Ivatt 2MT 2-6-2T No. 41241. The trio can be seen in front of the original goods shed before expansion and demonstrate the diversity that can be justified on a preserved layout.



PRESERVATION POTENTIAL

Layout design guru **Paul A. Lunn** shows why you might want to base your next layout around a heritage line. Here are some of his top tips and ideas for suitable projects.

There appear to be mixed feelings about the worthiness of modelling a preserved railway. Recent examples of such work have often been half-hearted affairs, an excuse to put together a disparate collection of leftover stock, without any thought of reality. What's clear is that the one-time poor relation of railway modelling seems to have grown in stature over the past few years. We can have a good guess as to why this might be - many preserved railways, particularly those with regular steam operation, have been around for longer than BR steam and, with the decimation of the national network, have found favour amongst the railway fraternity. Furthermore, their history and ever changing face in positive development has brought an interest not seen elsewhere.

I've found that original slides and negatives of the prototype railway from sources such as eBay usually command a good price, with exorbitant limits for rare or unusual examples. Images from preserved railways are usually 'ten-a-penny'. However, there's been a growing interest in examples from the early days of preservation, and whilst modest, it certainly shows an interesting shift. There's a wealth of inspiration to choose from within the field of preservation, from compact industrial locations, to substantial linear running length. With almost something for everyone - and most of us have our favourites - there's never been a better time to model a preserved railway.

KEY COMPONENTS



Duffield, at the southern end of the Ecclesbourne Valley Railway, is a junction station in waiting - most elements are in place, except for the main line connection. On July 10 2011, a three-car DMU set consisting of green Class 101 DMU E50107 and TS E59303, plus Pressed Steel Class 117 DMBS W51360 in blue, provide a colourful variety.



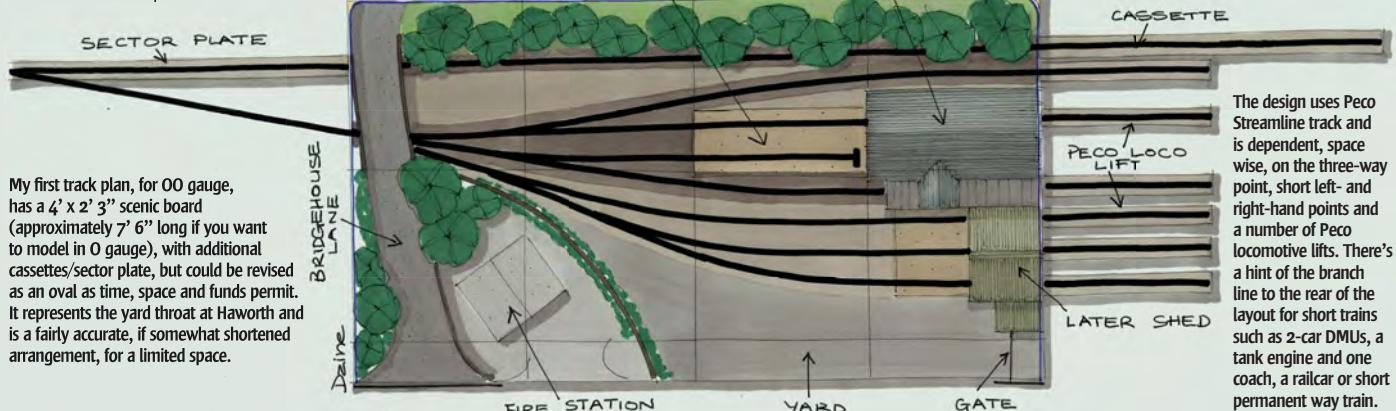
I wonder how many preservationists have been faced with tracks lost in the undergrowth? This is Middlepeak exchange sidings at the head of the Wirksworth branch. Beyond the stone arched bridge, a junction went to Middlepeak Quarries. The one-time link to the Cromford & High Peak Railway is behind the camera. I'd make every effort to include a short cameo section of track treated in this way with some suggestion of future expansion - a sign describing the proposed work or volunteers starting to remove the vegetation.



APPLYING THE KEY COMPONENTS

Option 1: HAWORTH END

Minimum Scenic Space



The original goods shed at Haworth is a substantial size and in the early years provided covered accommodation for maintenance via a single line, seen left of the LNWR 'Coal Tank'. Keep an eye out for detail that might increase interest - a water tank on the bricked-up lean-to, the red and white reduced clearance sign, the light near the large window with missing pane and pattern in the upper gable end stonework.



Ivatt 2MT No. 41241 rests in front of the recently added covered accommodation in 1986. It's a useful facility, but must have caused some consternation to the visual effect of the original structure. This sort of necessary compromise has occurred at a number of sites and in model form can create an unpleasant composition restricting the view of an otherwise pleasant part of the layout - see Buckfastleigh, later on in the Ashburton branch. Alternatively, you could model the layout prior to the modern addition. If accuracy is paramount accept the limitations of stock to that time.



Clutter can bring real atmosphere to any layout. This scene is from Grosmont on the North York Moors Railway and gives an idea of what could be done with the foreground yard area on the track design.

One consistent practice for preserved railways is the idea of a base - somewhere for storing and restoring stock, a place the public will recognise as a 'visitor centre'. It can be quite rudimentary, others the very epitome of a customer experience. Many preserved lines had little running line in their time - some haven't changed, with yards rather than miles of track! All aspire to expand, whether it be with a new locomotive shed, a restored station building or the reopening of a disused track bed. Some of these schemes involve vast sums of money, professional skill and a long wait.



It's possible to re-create any kind of ambience on your layout, as shown here at Wirksworth on July 11 2011. This could easily be a preserved railway or a period branch line junction, with Derby Lightweight railcar M79900 Iris departs along the main line whilst DMBS Gloucester RCW Class 122 M55006, sets off down the branch. There's plenty of operational potential to be had.

Most important, from my point of view, is the concept of having a working link with Network Rail and in this respect a junction can provide a substantial design feature. They come in many different shapes and sizes - as I write, connections are being made between heritage lines and the mainline network, not just for convenience, but for the potential boost to local economies. In the same vein, a number of preserved railways have had freight trains traverse their lines from the network - there are perhaps more than you might think.

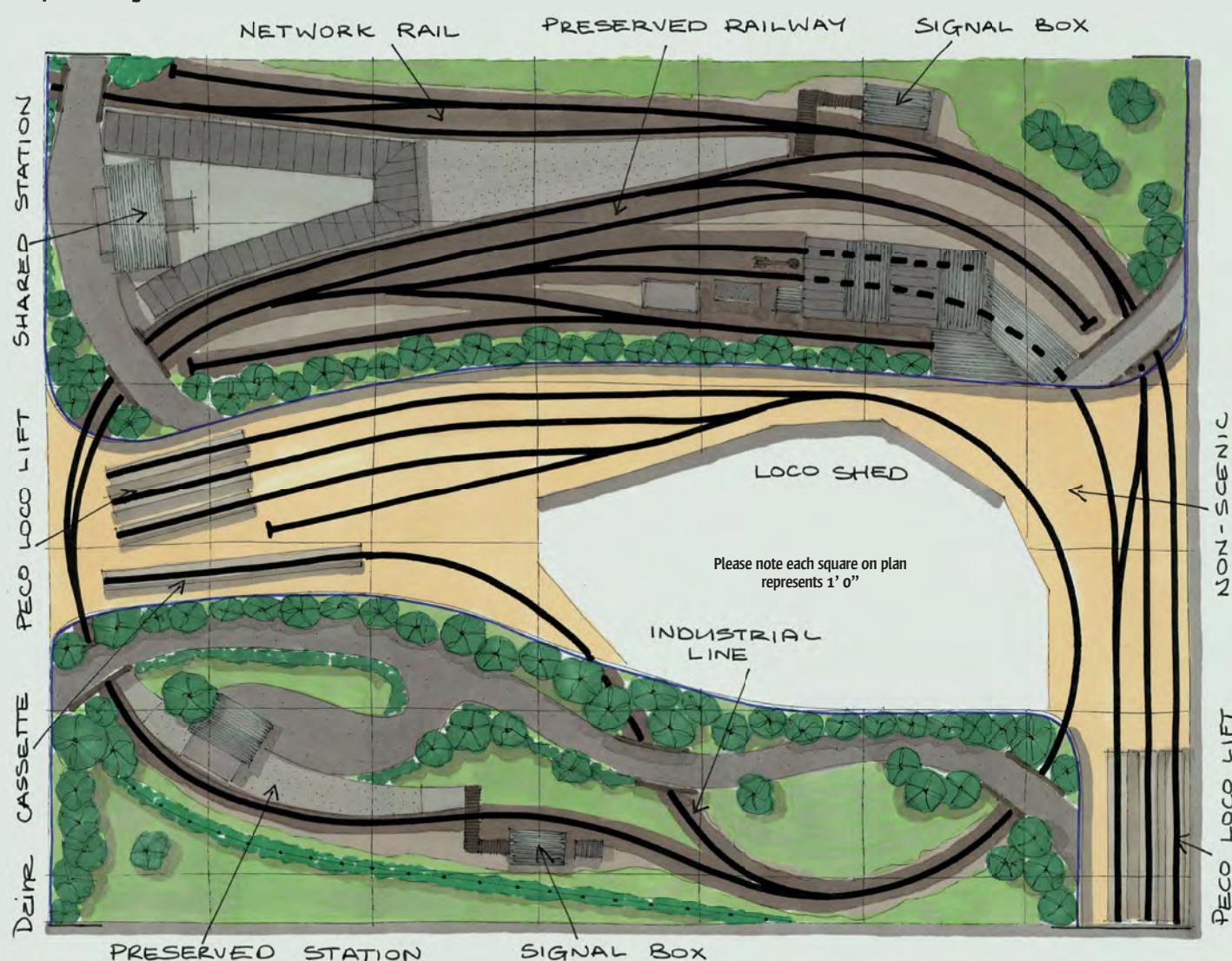


If you want to create the real atmosphere of steam, I like the idea of using a static smoke unit, perhaps hidden in one or both of the inspection pits, to replicate this sort of scene of No. 45212 outside the original goods shed at the KWVR.

INSIDE TRACK

Option 2: FACTUAL INSPIRATION, FICTITIOUS SETTING

Composite Design



This OO gauge plan at 7' x 5' 4" is a completely fictitious take on key components - a joint junction station, used by Network Rail and a heritage group, with depot and sidings for the latter and a visitor centre in the old station buildings. Note the industrial siding with network access, whilst the basic through station gives access to nearby walking trails. Although a baseboard shape normally associated with an oval arrangement, this end-to-end format makes use of the space saving Peco locomotive lift and one short cassette. Note that the latter and some of the locomotive lifts are accessed from a gap in the backscene at one end. The design of layout requires access all round, so I've provided a small well for maintenance.



Not all junctions with the national network take place at a station site. The Middleton Railway in Leeds joins NR just behind the building to the right, having passed through a security gate. Whilst not in operation at the moment, modellers licence will offer greater operational scope.



Albeit largely opposite handed, the locomotive shed at Grosmont, seen here, inspired the trackplan. From a modelling point of view there's a whole wealth of contrasting and complimentary surfaces, textures and colours well worth replicating in model form.



If you model a basic preserved station, they're not always accessible museum pieces. Often property has been sold on for domestic use, as here at Idridgehay, both station house and station building have been turned into dwellings. Note the experimental, railway related solar panel unit, left of the crossing gates.

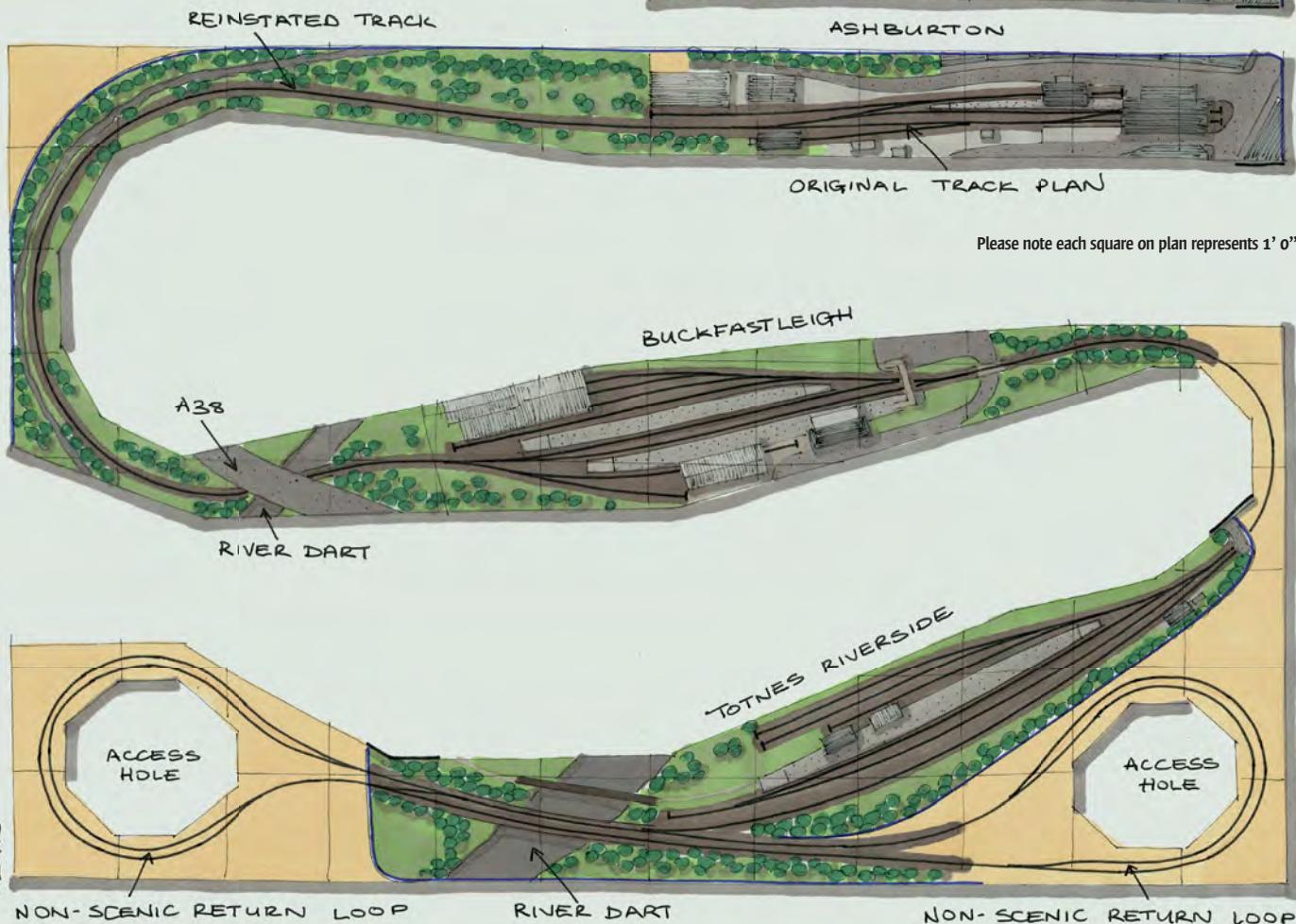


Whatever preserved location you model it's essential that you capture this scene at least once - not the glorious locomotive and train, wonderful though it is, but a group of enthusiasts with cameras vying for that perfect shot of a B1 at Northern Rail's Battersby station. PETER SALMON

Main line trains have operated on a number of preserved railways over the years; Bodmin, the GCR (North), Wensleydale and the West Somerset Railways particularly spring to mind and I'm sure there are others. During the late-1990s, YCV 'Turbo' low-sided wagons, hauled by EWS Class 37s, to move stone for sea defence improvements at Minehead. If you're looking for something with even more traffic of this type, check out my design in the Peco OO Setrack Planbook with Plan 25 on pages 54 and 55, for the Wensleydale Branch.

Option 3: ASHBURTON EXPANSION

Second Time Around



The final, and largest plan at 12' x 8' for N gauge, is included as a scheme that reflects a considerable amount of one prototype and in part has a truly up-to-date concept. Based on the South Devon Railway, Buckfastleigh line, I have included the main rail centre with covered accommodation. Note again how practical developments can obscure a model view and the originality of a station. Have a look at Google Maps and you'll see how the site has been almost encircled by additional railway buildings. I've tried to cut out or reduce some of the structures to resolve the issue and compromise on some of the route, most noticeably missing out Staverton. I've done so to include Totnes Riverside and the main line junction to replicate the time when heritage trains ran into the original Totnes Station, and to include the now-severed section to Ashburton. My trackplan shows this but I've suggested two lift-in/out 6' sections, one showing a full rebuild in normal operational status, the other as a part rebuild with permanent-way trains and incoming bulk materials by train. I've had to 'guesstimate' the new route, so apologies for any inaccuracy. Both of these short baseboards would be great to take to exhibitions as indeed would be the Buckfastleigh 6' station unit.



The town of Ashburton gave its support to save the original station buildings, no longer required as a garage, but it now looks unlikely that trains will ever run to the town again. In July 1970 GWR tanks Nos. 1420 and 4555 take shelter under the overall roof, a year before the line from Buckfastleigh was severed.



Matters have come to a head in recent months as Dartmoor National Park made a decision on redevelopment of the station site for commercial use, dashing hopes for future expansion of the South Devon Railway back to Ashburton. One can't help but feel that economic success, brought about by the presence of a preserved railway in the town, could only have been for the greater good.



For our model, it may well be that servicing facilities have to be re-sited nearer the station, or even dispensed with altogether, settling for those already at Buckfastleigh. Basing a model on real locations usually requires certain compromises.

If none of the plans illustrated take your fancy why not preserve your own disused railway? Look for an example near you and let your imagination run riot! My favourite would be the ex-Midland minimum space branch from Barnoldswick to Earby. What would you choose?

A FINAL WORD

There's fantastic potential with a preserved layout and in my mind the genre should be seen as a natural follow-on to what's gone before, but let's keep it in context. Model such locations with the same accuracy and standards we apply to traditional layouts - don't let it be an excuse for just throwing together whatever happens to be at hand. I look forward to the day when we might see an exhibition of preserved layouts at a preserved railway - what better way to promote the sector?

BRM MEETS...

CLASSIC TRAIN & MOTOR BUS

Phil Parker visits a tiny, but traditional shop in Leamington Spa that provides a comprehensive selection of modelling products.

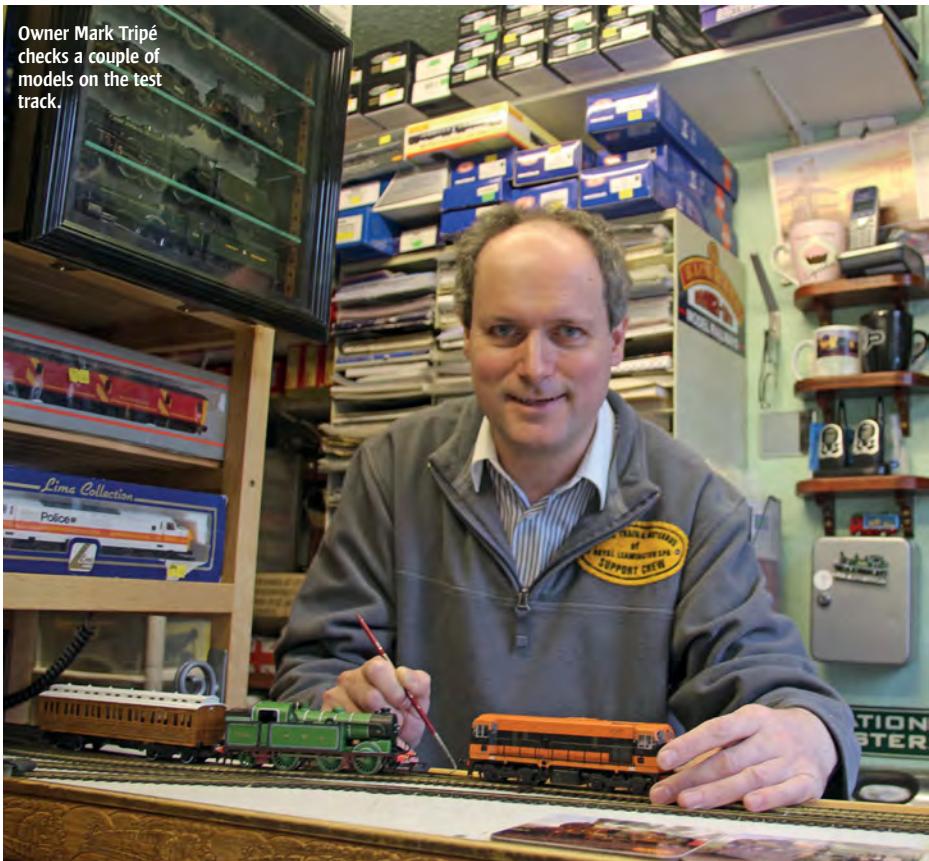
To be a successful model shop owner, you need to be close to your customers. For Mark Tripé, a shop only 14' long and 11' wide and stuffed full of stock means he has little choice in the matter.

George Street in Royal Leamington Spa is a ten minute stroll from the main shopping centre, but only five minutes from the station. It's handy for customers from the rail industry who make up a sizeable proportion of visitors along with enthusiasts who know that, thanks to Chiltern Railways, Leamington is a stop on one of the few locomotive-hauled passenger services in the country. For the rest of us, there's a good chance of getting a free parking space within a few feet of the shop doorway, so if you leave with an armful of goodies, you won't have far to go.

The shop's edge-of-town location is due to Mark's old school friend who owned the building. At the time, the tenant, a cobbler, was looking to move to larger premises, so he offered it at a reasonable price. For Mark, redundancy beckoned from his job as a guard with BR as work moved to smaller depots run by smaller rail companies.

Over 30 years modelling experience had lead him to look at buying existing businesses in Bristol and Plymouth, but the offer of the shop in Leamington coinciding with the closure of the town's large toy and model shop persuaded him to set up in the Midlands. The door was opened in 1999 and he's hasn't looked back since.

Is this the smallest model railway shop in the UK?



There is a customer for everything, we just have to find him or her.



In the age of the Internet, this is a traditional model shop. A simple website provides location details but nothing more. Although there is a mail order service, you have to ring up and see what is available. The approach is based around getting customers through the door, then keeping them happy with the range of products and quality service.

Entering the shop usually requires squeezing past someone paying for their latest purchases in the entrance after

which you find yourself in the main shop surrounded by model railway goodies from floor to ceiling.

On the left is a wall stacked with kits and bits, mostly in 4mm scale with a significant amount of N gauge. At the end of the shop are the RTR models with stocks of Bachmann and Hornby rolling stock. To the right is a large range of ready-to-plant buildings. These continue on a shelf above. Shorter customers can be helped to retrieve items displayed higher up - handy as what the shop lacks in length, it makes up in height.

Around the corner, past the boxes of track, is a stock of secondhand items and drawers full of smaller



One of the display cases, this one full of N gauge items scenic items.

bits and pieces. If you enjoy a good rummage, it's your sort of shop. Those in a rush will appreciate the owners' ability to put his hand on most things quickly. If you can't see what you are looking for, it's worth asking.

Of course, no shop can stock everything but with 60 different agencies being dealt with, there's a pretty good chance that if it's made, Mark can get it for you. Aside from the normal channels, he'll also look to buy in items from auctions and dealers to fill holes in the range.

I asked about the best selling products and was surprised that top of the list, especially at Christmas time, were secondhand LNER *Flying Scotsman* locomotives. Maybe it's a traditional item or just that people love the real locomotive, but at least ten a year find new owners during the festive period.

After this, predicting customer demand is more of a challenge. New release locomotives sell well but only in the popular scales. Anything continental in HO is harder to move on, but as Mark says, "There is a customer for everything, we just have to find him or her."

Prices are keen, but you can't keep everyone happy. You might pay a few pounds more than a box shifter, but all models can be tested before purchase and if there's a problem it can be returned or repaired. A list of trusted people is available to fix or modify models for customers. If the idea of changing the identity of a model makes you nervous, this is one of the simpler services that can be provided. A stack of obsolete parts means that most broken models can be brought back to life, even if some modification or repair is required.

Renumbering models has proved to be a useful service for real railway companies. Many Chiltern employees have retirement presents personalised here - Class 67s and Class 168 DMUs being particularly popular. Those 'big railway' contacts have seen models dispatched to industry training schools as well as London Midland, First Group, Tyseley Works and the West Somerset Railway.

Regular customers can have models put by while they save for them, or make use of a saving scheme to pre-pay against future purchases. While I wait, a



Above Don't forget to look up. In such a small shop, every inch of space is utilised.

Right To celebrate the shop's tenth birthday, they commissioned this spa water tanker.

customer buys a couple of items and asks for the change to be put against their box. Details are noted on an extensive card index and soon another model will be heading back home with its new owner.

This process started with the crews from the local bus operator, but was quickly offered to all and has proved very popular. For those with families not sure what to buy, gift vouchers are also available.

The length of time a model can be 'put by' is at the owners' discretion but getting to know customers is an essential part of the business. Regulars might find that fresh stock will be offered to them first as their particular interests become known. In landlocked Leamington, it's a surprise to find that a sea captain



If what you want isn't in stock on the day, Mark can call on 60 different companies to supply it.



and harbour pilot are among those who drop in, as is the chief judge on a TV dance competition who makes sure his BBC car diverts this way occasionally.

Like many model shops, Classic Train and Motor Bus has commissioned some limited edition models. To celebrate its first decade in business, a six-wheel tanker in regal purple became available to transport the spa water the town is famous for. Having tested the real thing, I can't imagine anyone buying a bottle of it, never mind a tanker full, but the model still raises a smile and certainly stands out in a collection.

One of the latest commissions comes from Bachmann and developed from a conversation in the shop with a 90-year-old guard. It seems that Stratford-upon-Avon had a GWR 'Toad' brake van that was fitted with carpets and armchairs. He remembered working it many times and can now have a model for his layout. Interior furnishings are left for the owner to fit and supply, but thanks to some research, at least the exterior has the correct number.

Classic Train and Motor Bus has been my local model shop since it opened and has saved my bacon on many occasions when I suddenly need an item for a project article. Mark, Michael and the friends who operate the shop have had to put up with me rushing in and asking for unusual items in a hurry many times and only rarely have they not been able to help out. Next time you're in the area, why not pop in and say hello. **BRM**

PLANNING A VISIT?

- A:** Classic Train and Motor Bus, 21b George Street, Leamington Spa CV31 1HA
- T:** 01926 887 499
- Opening Hours:** Tuesday to Saturday - 1000-1700

WHAT'S NEW?

News and Events from the model railway trade

LOCOMOTION MODELS 'KING'



Received in the office just before this issue went to press was a non-motorised sample of the new Hornby GWR 'King' 4-6-0, which is due for release shortly. Decorated as No. 6000 *King George V* it is being produced for Locomotion Models and presented with a gloss finish. The 250 models have been commissioned from Hornby as a limited edition series, each with a limited edition certificate individually signed by Brian Greenwood, Chairman of the Locomotion Joint Management Board and Simon Kohler, Locomotion Models manager. The models are priced at £159.99. To order yours, visit the Locomotion Models website, or telephone the Locomotion shop in Shildon.

W www.locomotionmodels.com
T 01388 777999

QUICK REVIEW What We Liked...

- Improved looks and shape
- Fine bolthead detail
- Excellent backhead detail in cab
- Brass bell

And liked less...

- The shade of BR green
- Daylight visible above the front bogie
- Large screw head visible in the middle of the inside motion.
- Printed cabside numberplate, smokebox plate and shedcode plate

N COACH LIGHTS

Train-Tech has new N gauge light packs in stock with cool white strip lights (ref: CN1) and warm white (ref: CN2) at £20 each. They measure 100mm in length by 8mm in width. Other new sets at £25 include flashing tail lights in cool white (ref: CN21) and warm white (ref: CN22), and sets with flickering tail lights in cool white (ref: CN26) and warm white (ref: CN27). Visit its website for full details.

T 01953 457 800
W www.dcpmicro.com

ALSO OUT THIS MONTH...

HELJAN METROPOLITAN BO-BO ELECTRIC

Heljan's five offerings in different guises of these popular veteran electric locomotives should arrive with retailers during September. On their way now are No. 20 in Metropolitan Railway red (ref: 9000), No. 9 *John Milton* in Metropolitan Railway red (ref: 9001), No. 1 in Wartime Grey (ref: 9002), No. 8 *Sherlock Holmes* in London Transport red and No. 5 *John Hampden*, as preserved in London Transport red (ref: 9003). Look out for a review of them in **BRM** soon.

Price: £139.95, **W** www.heljan.dk

HORNBY RAILROAD BR 2-10-0 FRANCO-CROSTI 9F

Hornby's re-creation of the ten Franco-Crosti boilered 9F 2-10-0 experimental freight locomotives are now with some retailers. Available in early BR (ref: R3273) and late BR (ref: R3274) black.

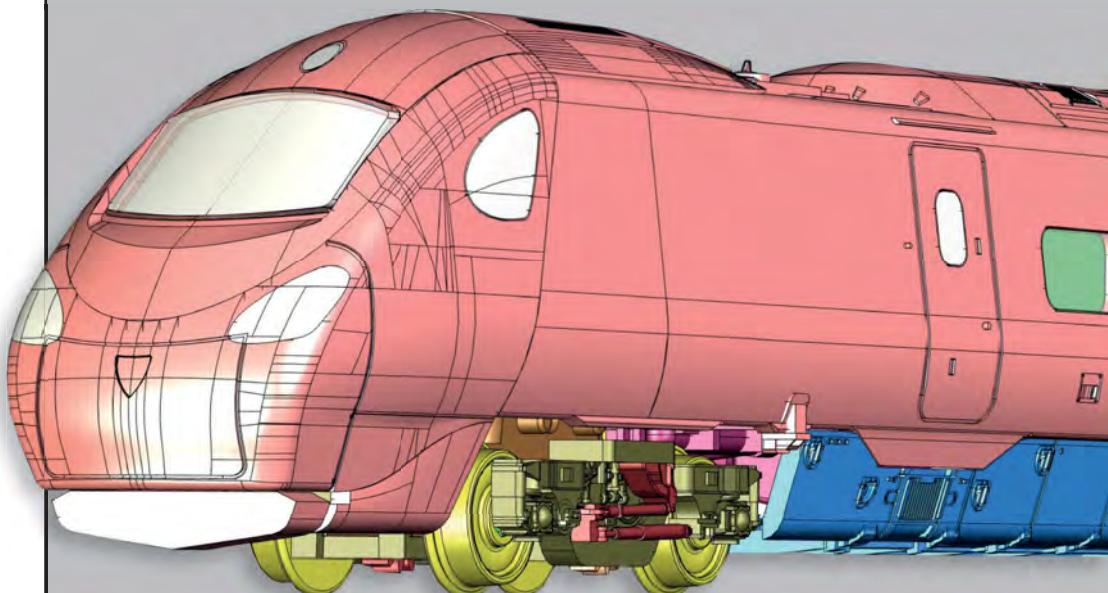
Price: £119.99



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



REVOLUTION 'PENDO' MAKING PROGRESS



Rapido Trains has released images of the new N gauge Class 390 Pendolino EMU and TEA bogie tank wagons it is producing for Revolution Trains. In a statement, Rapido Trains has said that elements including windscreens, panel details and the lower front air dam are still to be completed, but that the majority of the design is now complete. The CAD images released also show details of the otherwise hidden tilting mechanism.

Samples of the prototype models are expected to be on display at The International N Gauge Show (TINGS) at Warwickshire Exhibition Centre on September 12/13, with a working model on display at the Warley

National Model Railway Exhibition at the NEC on November 28/29.

After a vote among its customers, the models to be produced are nine-car sets 390001 *Virgin Pioneer*, 390005 *City of Wolverhampton*, 390006 *Tate Liverpool*, 390045 101 *Squadron*, and 11-car sets 390104 *Alstom Pendolino* (with Alstom promotional branding), 390114 *City of Manchester*, 390122 *Penny the Pendolino*, 390138 *City of London* and 390151 *Virgin Ambassador* (Business is Great Britain livery).

British Legion Poppy-liveried 390103 *Virgin Hero* has also been selected, with a donation being made to the Royal British Legion for every set sold. Revolution Trains claims to

have raised over £1,000 with this initiative, with order books still open.

CAD artwork for Revolution's contemporary TEA tank wagon is also undergoing final modifications before approval for tooling. It will be offered in a variety of liveries and again it is hoped to have samples in time for TINGS.

This model will feature etched catwalks, prototypical differences between types and is expected to retail in the £20-£30 price range, depending on decoration and detail f.

W www.revolutiontrains.com

(Orders for Europe)

W www.rapidotrains.com (Rest of the World)

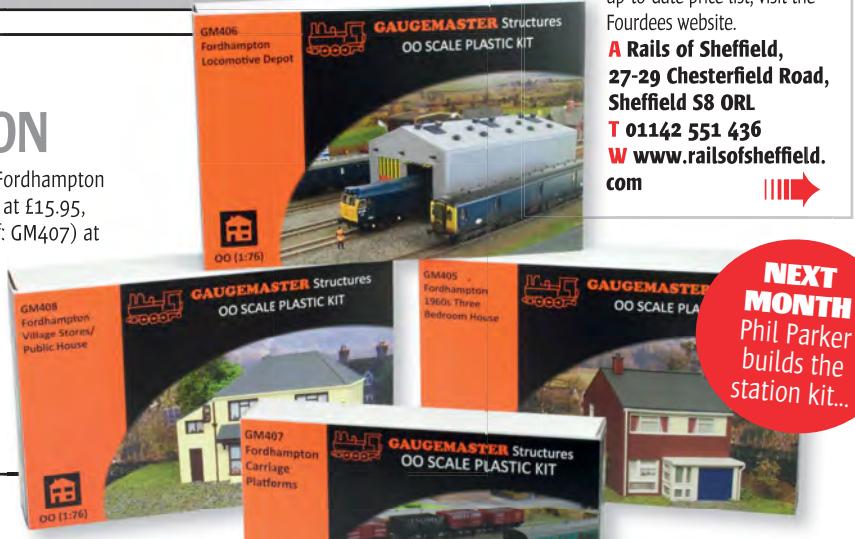
GAUGEMASTER EXPANDS FORDHAMPTON KIT SELECTION

This month, Gaugemaster released four new plastic kits in its Fordhampton buildings range. A 1960s three-bedroom house (ref: GM405) at £15.95, locomotive shed (ref: GM406) at £19.95, coach platforms (ref: GM407) at £9.95 and public house (ref: GM408) at £17.95 are now on sale.

The pre-coloured plastic kits require assembly with basic modelling tools and are a way for modellers of all skill levels to add buildings to layouts easily.

For a limited period, Gaugemaster is offering a free cutting knife and blades pack (ref: GM616), as well as two packs of spare blades (ref: GM656) with any order of Fordhampton kits (GM401-408).

W www.gaugemaster.com/Fordhampton



NEXT MONTH
Phil Parker builds the station kit...

NUMBER NEWS

3

new figures have been produced by Dart Castings. A seated gentleman with hat, scarf and bags (ref MCV38) a lady housewife with tied headscarf and apron smoking (ref MLV39) and an AA or RAC motorcycle patrol man (ref MLV40). The figures are supplied as unpainted white metal castings at £1.65 each.

A Dart Castings, 17 Hurst Close, Staplehurst, Tonbridge, Kent TN12 0BX

T 01580 892 917

W www.dartcastings.com

2

short etched brass footbridge kits designed for placing across streams were released this month by Peedie Models. The N gauge items each measure 14mm in length and are identical, bar the wooden planks on one (ref PMPE33084) and metal tread plate on the other (ref PMPE33083). Each costs £1.65.

T 01856 252 510

W www.peediemodels.com

2.95

is the price for the latest 2015/2016 o0g models catalogue from Fourdees. The new publication is on sale from Rails of Sheffield. It contains the full selection of RTR narrow gauge locomotives offered by the manufacturer. For the full up-to-date price list, visit the Fourdees website.

A Rails of Sheffield, 27-29 Chesterfield Road, Sheffield S8 ORL

T 01142 551 436

W www.railsofshfieeld.com

CHANGE OF DATE MANCHESTER MRE 2015

Manchester Model Railway Exhibition has changed its annual exhibition date to December 5/6, 2015. The exhibition will be held in Manchester City Centre at the University's Barnes Wallis Building. Further details can be seen on the club's website.

A Barnes Wallis Building, Manchester M1 3NL
W www.mmrs.co.uk/exhibition

GRIMY TIMES OPENS PREMISES



Model railway weathering services studio Grimy Times has opened a new model shop in Warrington. Following a re-brand to 'Grimy Times Model Railways', the new premises will allow the previously home-based business to expand.

Founder Steve Johnson will still specialise in weathering and customising models alongside the new display of all major brands of locomotives for purchase in the refitted shop.

Grimy Times Model Railways is open - except Thursdays and Sundays - from 1000-1730.

A 87 Orford Lane, Warrington WA2 7BA
T 01925 632 209
W www.grimytimes.co.uk

SCALEFORUM 2015

Scaleforum 2015, the annual showpiece of the Scalefour Society takes place on September 19/20. With a dozen layouts, demonstrations and over 50 traders, it's the best annual gathering dedicated to the scale.

Tickets cost £9 for adults or £6 for members and are valid both days. Open Saturday 1030-1730 and Sunday 1000-1630.

A The Stoke Mandeville Stadium, Stadium Approach, Mandeville Road, Aylesbury HP21 9PP
W www.scalefour.org

TOWER WARSHIP EXCLUSIVE UPDATE

Blackpool's larger scale modelling specialist, Tower Models, has received exclusive livery samples of its forthcoming Heljan diesel-hydraulic 'Warship' locomotives. The O gauge models are being examined for possible modifications before the final production can commence, with an expected delivery date during the second quarter of 2016. Joining the five versions being made by Heljan for its general release, Tower Models has commissioned a further six exclusive liveries (50 of each), all un-named and un-numbered, and priced at £550.00 each.

The liveries are BR plain green without yellow panels (as built), BR green with small yellow panels, BR maroon with small yellow panels, BR maroon with yellow fronts, BR blue with yellow ends and twin double arrows (Pre-TOPS) and BR blue with yellow



ends with single double arrows (TOPS). Tower Models can supply any of the locomotives fully finished to customers' specifications for an additional charge. The 'Warships' can also be fitted with ESU Loksound v4.0 XL DCC sound

decoders by the shop if desired for an additional £310.00.

A 44 Cookson Street, Blackpool, Lancashire FY1 3ED
T 01253 623 799
W www.tower-models.com



The Sparmax SP-35C airbrush is back in stock with Airbrushes. com. Formerly known as the 'Premi-Air G35', this airbrush now comes with a pre-set handle on the trigger.

POPULAR AIRBRUSH RETURNS

The SP-35C is a dual-action airbrush with control over air and fluid - the trigger is pressed down for air and back for fluid.

Suitable for beginners, the airbrush costs £45 and has a two

year warranty. The previous version was very popular with modellers. Full technical details can be found on the Airbrushes.com website.

W www.airbrushes.com
T 01903 767 800

ALSO OUT THIS MONTH...

Artitec is a well-known Dutch firm that specialises in model architecture and military items in multiple scales. Its range is distributed in the UK via John Ayrey Diecasts Ltd.

T 01274 594 119 **W www.ayrey.co.uk**



OLD FASHIONED ROWING BOATS

Scale HO/00 (1:87), Ref 38708, £14.99



LADDER CART

Scale HO/00 (1:87), Ref 38724, £12.99



OLD FASHIONED BICYCLES

Scale N (1:160), Ref 31602, £9.99

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STOKESAY - N GAUGE
ENGAGINE-CUM-HARDY - N GAUGE

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KERNOW/DJM ADAMS 02

Kernow's follow-up to the popular Beattie 2-4-0WT is another vintage LSWR design that soldiered on into the 1960s. It's also a first chance to assess a locomotive developed by DJModels - how will it fare?

Over the last few years, Kernow Model Rail Centre has built up a reputation for delivering quality exclusive models, often with a strong Cornish connection. The Beattie 2-4-0WT released a couple of years ago was its first venture into bespoke tooling, and proved very successful. The follow-up is another London & South Western Railway class from the Victorian era

with a career spanning nine decades and two centuries. Like the 'Beattie', William Adams' O2 0-4-4T worked in Cornwall for many years, but is perhaps best known for its use on the Isle of Wight, where steam operation lasted until March 1967 (see page 96).

For various reasons, including a change of supplier part way through the process, delivery



of the O2 has been slower and more complicated than expected, but now that it's here we have the chance to assess what level of quality, fit and finish and performance DJModels is capable of delivering to the UK market. Will it be a strong debut for DJM or a 'difficult second album' for Kernow?

The sample shown was kindly rushed to **BRM** HQ just before this issue went to press. First to arrive is Southern Railway No. 225, decorated in unlined black with Bulleid era 'Sunshine' lettering. It's a 'mainland' locomotive with standard coal bunker, Westinghouse air pump and pull-push gear. Other versions will cover Southern green and various BR liveries, standard and pull-push locomotives and Isle of Wight O2s with extended bunkers, etched nameplates and larger Westinghouse air brake pumps. In total, the first batch includes seven different versions to suit most requirements. KMRC's tooling allows for a variety of period-specific smokebox doors, pull-push equipment and bunkers to suit the chosen prototypes.

All versions have a six-pin DCC decoder socket in the boiler, revealed when the smokebox door is pulled away, a five-pole motor powering both

driving axles and electrical pick-up on all eight wheels. Other standard features include NEM coupler pockets and a bag of optional detailing parts, which includes SR headsignal discs and bufferbeam hoses. There's even a little 'RCTS' headboard to mount on the front of the locomotive so that you can run a 1950s/60s railtour.

VICTORIAN CHARACTER

Pre-production samples of the O2 have been around for some months, so in terms of looks and detail we had a good idea of what to expect. However, there have been some tweaks to improve certain aspects, including the wheels, which are now painted black and look much better for it. Head-on, the character of the prototype has been well captured, including the shape and depth of the smokebox door, fine door handles, rivet detail and SR disc brackets. The large, tapered chimney is similar to the Beattie 2-4-0WT, but looks more at home on this later design.

Overall, the shape and detail is convincing. Immediately evident on this and the other pull-push fitted models is the tangle of fine tubing around

From this angle, the wealth of separately fitted parts on and around the boiler is obvious. Neatly executed and robust, they would nevertheless benefit from a little weathering to tone down the bright colours and give a more workaday appearance.



the Westinghouse pump and reservoir tanks on the running plate. In fact, at a time when others are cutting back on production costs, there's a remarkable amount of separately fitted external detail, from the pull-push control gear to the area around the safety valves and whistle, intricate cab/boiler backhead arrangement and numerous wire handrails. All of this was securely fitted and robust - surprisingly so, considering how fragile it looks. The pump is a detailed model in its own right, topped by a tiny, delicate safety valve.

The cab side sheets are somewhat thicker than the slender sheet steel of

the original, and thicker than similar locomotives from other suppliers. Beading around the cabside opening and cab door handrails are picked out in silver to represent unpainted steel, appropriate for an ex-works locomotive but worth weathering down to make them less prominent. The same applies to the steel bands and copper pipework around the air pump.

Cab doors are fitted, and while this is appropriate to IoW 02s, there's no evidence that any mainland locomotives ever had them.

We were particularly interested to see what standard of decoration DJModels' Chinese factory could deliver. Earlier pre-production samples had a few flaws, but this Southern black edition looks smart. The shaded multi-colour SR 'Sunshine' lettering and numerals are printed to a good standard onto a convincing matt black base. But it's not just the obvious elements that are well executed; neat printing can be seen in areas such as the Westinghouse pump and associated copper



'Mainland' 02s have this original style bunker. Note the numerous separate detail parts.

FACT FILE

► **MODEL** Kernow Model Rail Centre/DJModels K2105 Southern Railway black 02 0-4-4T No. 225

► **RRP** £124.99 each

► **AVAILABILITY** Exclusive to KMRC
T: 01209 714099
W: www.kernowmodelrailcentre.com

► **REVIEW** Ben Jones

► **PHOTOGRAPHY** Tony Wright

FACT FILE: LSWR O2

Sixty of these compact 0-4-4T passenger locomotives were built in 1889-95 by the LSWR's Nine Elms works to a William Adams design. Introduced to cope with ever-increasing suburban traffic on the LSWR's intensive network out of London Waterloo, they replaced earlier Beattie 2-4-0WTs, which could no longer cope as demand from commuters from the city's south-western suburbs exploded from the 1880s onwards.

That same growth led to the O2s themselves being usurped after just a few years, and replaced by Drummond's larger and more powerful M7s and T1s. As a result, the class was dispersed to less demanding duties across the LSWR system, including in the West Country. By the early-1920s, they had been further marginalised by suburban electrification and the cascading of newer locomotives such as the M7s.

The Isle of Wight Central Railway had enquired about obtaining some O2s in the early-20th century, but it was not until 1923 that the first two were shipped across the Solent for trials. Increasingly redundant on the mainland, they proved to be highly effective replacements for elderly IoW locomotives and between 1923 and 1949, 23 were modified with Westinghouse air brakes (to make them compatible with IoW coaching stock) and transferred. Coal capacity was found to be a problem and in 1932, W19 had its bunker significantly extended at Ryde Works. The higher, longer bunker was subsequently adopted as standard and applied to all IoW O2s.

Passenger operation on the island continued until December 31 1966, when the Ryde-Ventnor line was closed for electrification, but W24 *Calbourne* and W31 *Chale* were retained to haul engineering trains until March 1967. Fortunately, *Calbourne* was



COLOUR-RAIL

preserved and is still resident at the Isle of Wight Steam Railway.

Mainland operation ceased somewhat earlier, with No. 30225 being the last to go in 1962. In the BR era, the class worked a steadily decreasing range of rural branch line duties, particularly in Devon and Cornwall. Regular workings included Bere Alston-Callington and Bodmin-Wadebridge-Padstow. However, as lines closed or diesel railcars were introduced elsewhere, more modern types such as the M7s and Ivatt 2MT 2-6-2Ts were drafted in to replace the remaining O2s.



Cab interior is nicely detailed and neatly decorated, including numerous separately fitted components and gauges/controls picked out in the relevant colours.

pipework and inside the cab. The only decorative flaw on our sample was what appeared to be a fingermark smudging the 'SOUTHERN' lettering on the right hand tank.

Below the running plate, there's more delicate copper tubing under the cab on each side and plenty of other detail to enjoy. In contrast to many RTR steam locomotives, there's a representation of the riveting around the firebox and ashpan area and the frames ahead of the leading wheels. The curve of the frames up towards the bufferbeam has also been modelled, although the improved visual effect is lost when the NEM pocket is in place. However, it is simple to unscrew the pocket if you're fitting the bufferbeam details. Buffers are neatly moulded in

plastic but not sprung.

Other separate details include the external brake rigging, sandboxes and sandpipes and brake shoes in line with the wheel treads. Compared to the original, the brake rigging and cranked mechanism under the left hand side of the cab is over-scale. While this helps to make it robust, it's also much more prominent than it should be.

Wheels have plastic centres with metal tyres and are now painted black. The coupling rods - unusually - are graphite grey, which look quite smart on this pristine ex-works model.

The coal load in the bunker is removable, exposing a space designed to accommodate a small 'sugar cube' speaker. If you wish to fit sound, the model is pre-wired for the task, with red and black wires visible in the coal space.

Performance is another area where new suppliers are subject to close scrutiny and Kernow's O2 scores high marks in this respect. Our sample ran beautifully straight from the box, in no small part due to having pick-ups on all eight wheels. It happily ambled around our test track with four or five bogie coaches - as much as the prototype would have handled - and negotiated complex Code 75 trackwork without derailment or hesitation.

With any new supplier, there's speculation about whether the products can be delivered to match the standards we now expect. DJModels has not been exempt from that, but this little LSWR tank delivers good performance, quality fit and finish and a wealth of fine detail that ought to please all but the pickiest observer. We've mentioned a couple of our reservations, but the O2 has bags of character and features that should endear it to Southern and BR modellers alike. **BRM**



This 'exploded' view of the model shows how the components come apart and the wiring provided if you wish to install a DCC sound speaker.

BACHMANN SOUTHERN PLV/CCT

Two classic SR 4w vans for OO gauge.

This latest OO gauge release by Bachmann adds two essential Southern Railway vehicles to its range for the price of one. The 4w Passenger Luggage Van (PLV) - Parcels & Miscellaneous Van (PMV) after Nationalisation - and SR 'Van U', later reclassified as Covered Carriage Truck (CCT) were virtually identical, but for the latter having end doors for loading and unloading road vehicles. Bachmann has taken advantage of this to offer both types and, for the first time, produce a ready-to-run model of the standard SR PLV. An SR 'Van U'/CCT has been available for many years, passing down from Hornby-Dublo to Dapol via Wrenn. It's a model that has served us well, but a replacement is long overdue.

This family of vans was introduced in 1919 by Richard Maunsell for the South Eastern & Chatham Railway (SECR), but construction continued throughout the 1923-48 period and until 1951 under BR in some cases. Over the years, the designs were relatively unchanged, except that initial SECR examples did not have the four ventilators protected by steel hoods on each side of the later versions and also there was a progression from even to uneven planking and eventually plywood bodywork with planked doors. Many survived in regular use as parcels and newspaper vans into the 1970s, with some lasting into the early-1980s and many others even longer in departmental service. Their use was not



limited to the SR either with vans being spread far and wide, especially after Nationalisation. It was not uncommon to see ex-SR PMVs in parcels trains across northern England and Scotland into the late-1970s.

Supplied for review by Bachmann are Southern Railway green PLV No. 2186 with pre-war even planking and BR blue PMV S1733, which is based on a vehicle converted from a CCT to a PMV, evident from the sealed end doors

with four vents at each end and features the uneven planking used during and after the Second World War. Also due out soon are even-planked PMVs in BR(S) green and pre-1956 BR crimson. With numerous detail differences catered for by Bachmann's tooling, we expect to see variations on all these themes over the coming years.

From the side, the vehicles could easily be mistaken for each other but the closer you look, the more differences become evident. While the CCT has end doors with - unusually - four air vents, the PLV/PMV has fixed, planked ends with a single vent and four 'torpedo' vents on the roof. Will Bachmann also offer the PMV with BR pattern shell vents, as fitted to those built after Nationalisation?

SR green PLV No. 2186 also has steps below each set of doors and high level vacuum brake pipes, while BR blue S1733 has neither. Underframe detail is excellent with lots of fine, separately fitted parts, including

the trussing and brake gear. On the bodies, separate components are limited to the wire handrails on each end, although this doesn't prevent them from being superbly crisp. Overall the body shape, most notably the distinctive SR van roof profile, is extremely convincing.

FACT FILE

- **MANUFACTURER** Bachmann Branchline
- **PRODUCT** 39-525 Southern Railway green Passenger Luggage Van (PLV) No. 2186, 39-528 BR blue PMV ex-SR Covered Carriage Truck (CCT) S1733
- **PRICE** RRP £28.95 each
- **AVAILABILITY** Bachmann stockists
- **WORDS** Ben Jones
- **PHOTOGRAPHS** Tony Wright

While the attention to detail is excellent throughout, arguably the biggest step forward from the old Wrenn/Dapol model is the correct length wheelbase, which makes a big difference to the look of the vehicle.

Modellers of the SR - and beyond - are now extremely well served for luggage and parcels vans, with these new vehicles complementing Hornby's superb Bogie 'Van B' and 4w 'Van C'.

In terms of price, the overall execution of Bachmann's vans compare well with the 'Van C'. However, in view of their greater numbers, longer lives and wider use, the PLV/PMVs and potential future 'Van U'/CCTs are an even more valuable addition to the OO gauge non-passenger coaching stock fleet. **BRM**



Numerous differences between the PMV (top) and Southern PLV are evident.

OXFORD RAIL 7-PLANK

Howard Smith assesses whether Oxford Rail's 12 ton RCH mineral opens have been successful in their aim of delivering excellence at a reasonable price.

A ready-to-run Private Owner seven-plank coal wagon hardly sounds all that interesting. They're a bread-and-butter product and have been around in numerous guises for decades. There's something about the colourful liveries of pre-BR PO wagons that has always generated interest amongst collectors and period modellers alike.

FACT FILE

- **MANUFACTURER** Oxford Rail
- **MODEL** OR76MW7001 Fear Bros., Staines red 12t RCH 7 plank mineral open, OR76MW7002 Leamington Priors, OR76MW7003E Welford & Son
- **RRP** £8.95
- **AVAILABILITY** Oxford Rail stockists
- **REVIEW** Howard Smith
- **PHOTOGRAPHS** Tony Wright

And of course, they were once the most numerous items of rolling stock in Britain and perennially in demand for steam-era layouts.

This first release from Oxford Rail is a little different though. The Oxford Rail brand is new – an expansion by Oxford Diecast into the model railway market. This wagon is an indicator of what we can expect from this manufacturer in terms of quality, price and detail.

Three generic Railway Clearing House (RCH) standard 12 ton mineral opens with different company liveries were kindly – and promptly – supplied for review by Oxford Rail. These are in the liveries of coal merchants – Fear Bros. of Staines (OR76MW7001), Leamington Priors (OR76MW7002) and E. Welford & Son (OR76MW7003). Not usually of interest on a model release is the packaging, but with a new company comes different colours, a different logo and a fresh identity. Oxford Rail

has chosen to adorn its boxes with the familiar BR coaching stock colours of crimson and cream – commonly referred to as 'Blood and Custard'. The top of the box is aptly coloured a shade of coach roof grey. The industry standard clear plastic insert holds the model securely inside.

A press release accompanying the wagons states; "We believe at Oxford Rail that these private owner wagons herald a new level of detail for the most discerning of model railway enthusiasts." A bold statement from the newcomer.

We expect modern RTR wagons to meet certain criteria. Standard NEM coupling pockets, a correct ride height of both chassis and couplings and for them to run straight and true, for instance. With its first release, Oxford Rail has met these standards – NEM pockets are provided with tension lock couplings as standard and a slight amount of play in the pin-point metal axles keeps them free running whilst

ironing out any minor irregularities in the trackwork. When on test, the wagons coupled with ease to current Hornby and Bachmann rolling stock – no issues with compatibility then.

The wheels are a scale 3' 1" (12mm) with nicely moulded split spoke axles. With whitewalled tyres, you can't really miss them. The plastic centres are clean, even behind the wheels where the eye can't see, with minimal flash. I think the wheel tyre treads are too wide, but they're exceptionally well turned without any evidence of imperfections likely to accumulate track dirt. A word of warning if you decide to replace the wheelsets though – Oxford Rail's axles are 1mm longer than the Hornby or Romford equivalents, which would leave them slopping in the axleboxes.

The 'W' irons, axleboxes and springs are exceptionally well moulded with each leaf clearly discernible. The frames of these wagons have a lot going for them – the brake gear with 'V' iron and lever is separately applied, as are the



FACT FILE

RCH WAGONS

The Railway Clearing House was set up in 1842 to handle charges for rolling stock working over other company's lines. Over the years it introduced standard specifications for wagons by which builders had to abide, ensuring compatibility and minimum standards. Specifications included buffer and coupling design, springs, oil lubrication, brakes and principal dimensions.

The 12t coal wagons built to the RCH standards of 1923 were assembled in their tens of thousands by dozens of manufacturers. Numerous configurations of side, end and bottom doors were permitted, but the unladen weight was not to exceed 7t 5cwt. The RCH was dissolved in 1955 and its powers transferred to the British Transport Commission.

RCH-style buffer housings with turned metal head inserts. And, the buffers are some of the nicest I've seen in OO by an RTR manufacturer. Despite all of this additional detail, it feels sturdy. There's no creaking plastic and it's well glued into place with multiple fixing points.

Looking at RCH specifications, the wagon is dimensionally accurate, bar the width of the body. It measures a correct 32mm (8') at the ends, but the sides warp slightly inwards at the top on all the samples we saw. It's noticeable, but not a major visual issue. Just as with the chassis, the bodies are nicely detailed, with clear lines in the planking, both inside and out and the strapping and corner supports have a good level of definition to them. The rivets and top capping are very fine. If I had to pick two favourite areas though it would be the bottom discharge doors inside, complete with strapping and rivets and the moulded chains that hold

the retaining pins for the end door.

The livery application seems to be the weakest aspect of these models. All three are painted red with black and white printing. The black overlay is too thin around the rivet detail and solebars allowing the red undercoat to show through. The same applies to the white lettering over the black strapping.

Fear Bros. wagon No. 95 is based on a prototype built by Harrison & Camm of Rotherham. The livery is a faithful copy of the markings carried by the prototype in Keith Turton's book *A Third Collection of Private Owner Wagons*. The photograph, taken in 1938 apparently shows a Harrison & Camm worksplate on the solebar alongside a Wagon Repairs Ltd. plate. The date underneath is hard to decipher, so small is the lettering, but the date 1922 is just about visible. Although based in Middlesex (as Staines was until 1965), Fear Bros. traded with New Hucknall, Bentinck and Annesley Collieries in Nottinghamshire and Derbyshire.

Leamington Priors Gas Company No. 10 sports Gloucester Railway Carriage & Wagon Co. plates on both the body and solebars. The lettering is clearly legible under a loupe. This would suggest the builders owned the wagon and that it was on lease to the gas company. Less is known about Oxford coal merchant E. Welford & Son and its wagon No. 44. No builders, ownership or registration plates have been applied to this model.

As far as generic RCH mineral wagons go, Oxford has produced a good equivalent of what is already out there. The printing isn't quite the standard of Bachmann's PO wagons, but the price is extremely competitive by comparison (£8.95 as opposed to an RRP of £14.25 for a similar Bachmann model). There's little evidence to support the company's claim that this new PO wagon sets new standards for detail in OO gauge, but Oxford Rail has succeeded in offering an alternative to existing models. **BRM**



ALSO OUT THIS MONTH...



LOCOMOTION MODELS/BACHMANN 32-522NRM EE PROTOTYPE DELTIC

1:76 scale, 16.5mm gauge OO, from £130.00, W: www.locomotionmodels.com
Bachmann's DP1 returns to mark the 60th anniversary of the locomotive's entry into service with BR in October 1955. Three options are offered; pristine (£130.00, 250 pcs), weathered (£140.00, 100pcs) and fitted with DCC sound (£250.00, 150pcs). All are presented in a 'National Collection in Miniature' sleeve and will initially be available at the 'Diamond Deltic' event in Shildon on October 24/25.

LOCOMOTION MODELS/BACHMANN 32-525 BR BLUE CLASS 55 DIESEL 55002 KINGS OWN YORKSHIRE

LIGHT INFANTRY 1:76 scale, 16.5mm gauge OO, from £125.00, W: www.locomotionmodels.com
Also due for release on October 24/25 at Locomotion in Shildon is this new edition of the NRM's Class 55 as currently preserved in BR blue. Again, three options are being offered - pristine (£125.00, 250 pcs), weathered (£135.00, 100pcs) and fitted with DCC sound (£250.00, 150pcs). All models are presented in an NRM 'National Collection in Miniature' sleeve. A twin pack containing both DP1 and 55002 in pristine condition will also be available from locomotionmodels.com in October (Price TBA).



GRAHAM FARISH 374-560 BR CRIMSON/CREAM HAWKSWORTH CORRIDOR COMPOSITE W7804 1:148 scale, 9mm gauge N, RRP £29.95

WR modellers can also now add the superb Farish Hawksworths to their 1950s trains. As with the GWR chocolate/cream models reviewed last month, decoration is outstanding for this scale and further embellishes what are already highly detailed, accurate models of an attractive pre-BR design. Recommended.

LOCOMOTION MODELS/BACHMANN 32-027NRM EE TYPE A BO-BO DIESEL D8000 1:76 scale, 16.5mm gauge OO, from £109.95, W: www.locomotionmodels.com

Further expanding the 'National Collection in Miniature' series is this pristine model of diesel pioneer D8000 in an appropriate high gloss ex-works finish. The model has also been modified to include ladders on each side of the bonnet, as carried in the early years of the class. Models are available DCC Ready (21-pin socket) or sound-fitted (£209.95) now from www.locomotionmodels.com, telephone 01388 777999.

GRAHAM FARISH LNER A2

Continuing a recent trend for express passenger 'Pacifcs', Graham Farish has added this popular post-war LNER design to its range. **Tony Wright** finds out how it measures up.

Just released in N Gauge by Bachmann/Graham Farish is this beautiful model of Peppercorn A2 4-6-2 No. 525 in original LNER green livery. It complements the same firm's Peppercorn A1, which has been available for some time and

FACT FILE

- **MANUFACTURER** Graham Farish by Bachmann
- **MODEL** 372-385 LNER apple green Peppercorn A2 4-6-2 No. 525 A.H. Peppercorn
- **RRP** £159.95
- **AVAILABILITY** Graham Farish/Bachmann stockists
- **REVIEW & PHOTOGRAPHS** Tony Wright

also the OO gauge versions of the same classes. As with these larger brethren, it makes good sense to produce an A2, as many parts are common to both classes, including the complete tender (for Doncaster-built locomotives), cab, firebox, Cartazzi truck, boiler, smoke deflectors, bogie, cylinders and crosshead/slidebars. The resultant model is exceptional.

This is yet another splendid locomotive from the Graham Farish stable and represents the locomotive in 'as-built' condition; that is in full post-war LNER apple green. On checking against all the appropriate drawings, the locomotive is as near to dead scale dimension/proportion as this small scale allows and fully captures the powerful appearance of these large machines. Everything about it just looks 'right'. Nothing is over-stated and the number

of what must be separately applied parts is enormous.

All the handrails are individually applied (one has to look particularly closely) and the turned safety valves are exquisite, as too are the lubricators, sandbox fillers, buffers and electric lighting equipment, amongst many other fitments. With regard to the last-mentioned, it might seem churlish to point out that the conduit is missing on the right hand side of the firebox, as too is the cylinder drain cock actuating rod. It's just that with the standard of detail elsewhere, you could almost expect these things to be present. As appropriate for this Doncaster-built locomotive (as with all the A2s), the tender and cab have snap-head rivets represented - all perfectly! The smoke deflectors are commendably fine, despite being plastic.

It's in the livery application where this beautiful model excels. I've rarely, if ever, seen a more competent application of this complex LNER apple green livery, both in its comprehensiveness of lining and quality of finish, in any scale. Many 4mm (and larger) models don't come near this. Everything is perfectly-represented, down to the delicate white lining around the cab windows, washout plugs, centres and rims of the wheels and the ultra-fine red 'piping' around the axleboxes, cylinders, footplate valance and frames.

Even where there are two adjacent separate white lines such as on the tender sides and boiler bands, these are perfectly executed. In the past (even in larger scales), a single white line sufficed; that's not the case now, and it shows how standards have improved. The application of the numbers and lettering is equally perfect, in the correct non-shaded Gill Sans applied to this particular locomotive. Even the bufferbeam decoration is perfectly applied, but you'll need good eyes (or a very powerful camera) to be able to read 'Doncaster' correctly as No. 525's



FACT FILE: PEPPERCORN A2

After Edward Thompson retired as Chief Mechanical Engineer (CME) of the LNER, his place was taken by Arthur Peppercorn; a man much more in the Gresley tradition than his predecessor. Soon after his taking office, the order for a further 15 Thompson 6' 2" A2/3s was altered to 15 of a revised design, which became class A2. Though the boiler, firebox and the divided drive were much the same as the A2/3, the position of the outside cylinders, the perforated steam collector dome and the (in part) 'V'-fronted cab were much more in the LNER tradition making the Peppercorn A2s visually better-proportioned. Indeed, they were very handsome locomotives.

Strangely, given the excellence of the Kylchap double blastpipe arrangement, Peppercorn reverted to a single chimney - a fitment which restricted the locomotives' steaming throughout their lives, with the exception of the five which later got Kylchaps and the last one built (No. 60539) which had it from new.

No. 525 A.H. Peppercorn was completed right at the end of the LNER's existence, in December 1947. All the others were completed in 1948 by BR. All were originally painted in LNER green, but only Nos. 525/526 had 'LNER' on

their tender sides. Nos. 527-531 had an 'E' prefix and Nos. 60532-39 had full BR numbers from new; all of these carrying 'British Railways' on their tenders.

During 1949 and 1950 the class was painted BR green and Nos. 60526/529/532/533/538 were fitted with Kylchap double blastpipes (with multiple valve regulators) at the same time.

Nos. 60533/536/538/539 remained in England, working turn and turn about with Thompson A2 types until withdrawal in 1963. Scottish Region A2s worked mainly between Glasgow and Edinburgh and Aberdeen or Edinburgh and Carlisle (over the 'Waverley' route). In the main they lasted longer than their English sisters, with Nos. 60530/532 being the last LNER 'Pacifics' in action, until the end of 1966.

There were slight variations of detail/livery throughout their lives, including different styles of LNER numbers/lettering, styles of double chimney, positions of numberplates and electric lighting equipment retained or not. The A2s, particularly those with double chimneys, were fast, strong and reliable, though they often worked on duties well within their capacity. Three were based at Polmadie in 1963/64, but there was little work for them on the West Coast Main Line.

Decoration is outstanding - you'll need good eyes to read No. 525's home depot printed on the bufferbeam!



home shed. Though only printed-on, the nameplates and worksplates look the part.

The sample shown performed extremely quietly and smoothly on our test track. With its drive in the tender (further evidence of commonality with the A1) and plenty of weight it should have no trouble in taking prototype-equivalent loads. The chassis is very free

running and the valve gear is not overscale for its size. Because of restricted clearances, the connecting rods have to be joggled slightly but this is an inevitable compromise.

All wheels are true-round and have consistent (and correct) back-to-backs. Provision is made in the tender for a six-pin DCC decoder, and there are comprehensive instructions as to how

this is to be fitted. Standard N gauge couplings are provided front and rear. There is a range of add-on detail provided for the purchaser to fit, should they wish. These include front steps, cylinder drain cocks, valve guides, cab doors and cosmetic coupling hooks.

This is a perfectly proportioned, accurate and sweet running model of a Peppercorn A2 in the smaller scale.

It's as good as it gets, and I thoroughly recommend it. I've not seen better in this scale.

Also available are three BR lined Green A2s; No. 60537 *Bachelors Button* with the early emblem, No. 60527 *Sun Chariot* with the post-1956 late crest and No. 60532 *Blue Peter* with the late crest, double chimney and multiple valve regulator. **BRM**

No. 525 was one of only two A2s to carry full LNER livery - superbly applied here by Graham Farish.



Bachmann has tooled two new bodyshells to cater for the detail differences on these frequently modified prototypes.



BACHMANN LMS 10000/01

Exclusive to Rails of Sheffield, these new editions recall the early years of Britain's first main line diesel locomotives. **Ben Jones** gets an early look at the Ivatt 'Twins'.

FACT FILE

- **MANUFACTURER** Bachmann Branchline
- **MODEL** Bachmann 31-999X BR black/chrome Co-Co diesel 10001, 31-999Z LMS black/chrome Co-Co diesel 10000
- **RRP** £134.99 each
- **AVAILABILITY** Exclusive to Rails of Sheffield T: 0114 2551436 W: www.railsofshfieeld.com
- **REVIEW** Ben Jones
- **PHOTOGRAPHY** Tony Wright

In December 1947, the London Midland & Scottish Railway introduced Britain's first main line diesel-electric locomotive, No. 10000. It was one of a pair of 1,600hp demonstrators built at Derby Works to test the capabilities of diesel traction against existing steam locomotives. Over the following decade, 10000 and its sister 10001 (delivered to BR in 1948) were instrumental in the development of thousands of diesel locomotives ordered by British Railways following the 1955 Modernisation Plan.

Bachmann released an award-winning trio of 1950s/1960s BR green models in late-2013, but we've had to wait a little longer for models in the stunning black and chrome finish in

which the 'twins' were delivered. This is not, as you might think, because of delays at the factory, but rather a result of the many changes and new tooling required to model these early locomotives accurately.

By definition, prototype locomotives are subject to alteration as experience is gained and designs develop, and the LMS 'Twins' underwent numerous modifications in their early years, some of which led to external changes. Although outwardly similar to their later incarnations, these new editions display various detail differences from the standard Bachmann models, appropriate to the late-1940s/early-1950s.

Rails of Sheffield allowed **BRM** an exclusive first look at the models,

which feature 10000 in black and chrome with LMS lettering and 10001 in its original guise of black/chrome without any company branding. The pair is also being offered in a commemorative twin pack with a wooden presentation case and limited edition certificate, priced at £299.99.

NON-IDENTICAL TWINS

Bachmann's engineering team have gone to considerable lengths to ensure that 10000/01 are as correct as possible for the period modelled. Although proudly carrying LMS livery, 10000 is not quite in as-delivered condition. The oval boiler water filler aperture at the No. 2 end is plated over and the bogies and bufferbeam are also modified (see right). Other



Although outwardly similar to the previous batch, these new editions display numerous authentic detail differences for the late-1940s and early-1950s BR period.

variations from the BR green models include the original roof arrangements, which are significantly different to the modified style modelled previously.

Correctly, there are prototypical differences between 10000 and its sister too, such as the two additional, raised transverse panels on the No. 2 end cab roof of 10000 and the position of the small domed protrusions on the No. 1 end cab. The as-built cowling covering the bufferbeam connections is also absent on both locomotives, confirming that they are in late-1948 to March/April 1951 condition, prior to the application of BR lion and wheel emblems.

As before, nose shape, body and roof are excellent, and compare well with original source material in David Hunt's *LMS Locomotive Profiles No. 9 – Main Line Diesel-Electrics Nos. 10000 & 10001*. The locomotives are modelled with great finesse throughout and this is particularly noticeable around the nose and cab. We were impressed by the attention to detail, and aspects such as the rivet heads around the nose end lights and grilles/panels and the excellent bogies and underframe.

Look out underneath for the vacuum reservoirs and outstanding bogie detail. In our photographs you'll see that the axlebox covers even carry the legend 'LMS TIMKEN'. The bogies on both

Each model comes with a pair of superb 'Royal Scot' headboards.





The satin black and silver finish is excellent - striking but not garish.

locomotives are in modified condition, with additional strengthening webs fitted in September 1948 (and from new on 10001). Another impressive feature is the modelling of riveted strengthening plates on the top of the bogie frames - an area which rarely sees any attention in model form.

Separate metal components include the horn on each cab roof, wire handrails and buffer heads. The buffers aren't sprung, but have been chromed to give an ex-works appearance. Noticeable by their absence are the extra lamp/headcode brackets added when the pair were working on the Southern Region.

Both models are beautifully decorated in the black and silver finish. A fine balance has been struck, capturing the striking silver roof, bogies and trim perfectly without it being 'over the top'. The raised numerals and LMS lettering are actually moulded as part of the body, rather than being separate etched characters, further emphasising that two different sets of body tooling have been necessary.

Each model also comes with a pair of superb 'Royal Scot' headboards, a set of white headcode discs and a pack of optional bufferbeam detailing parts.

UNDER THE BONNET

All six axles are powered via drive shafts to gear towers on each bogie. Eight of the 12 wheels have pick-ups collecting current via brass bushes on the axles (the middle axle on each bogie is omitted) and the axles run in brass bearings. We've had reports of mechanical issues with the BR green Bachmann 10000/01, including drive shafts becoming detached, but both the samples shown here ran perfectly on test.

At around 500g each, they're not as heavy as many modern OO gauge



Even between the two 'twins', numerous detail differences have been captured by Bachmann.

diesels, but they are capable, quiet and powerful performers, especially when deployed as a pair, as the full-size machines often were in their early years.

As with previous editions, the LED

marker lights can be configured for fast goods (F) or express passenger (P) train use using a sliding switch between the bogies. A second switch allows the red tail lights to be turned off when hauling a train.

DCC users can switch the marker and cab lights on and off using F0 and F1 respectively. Cab interior lighting is also provided as standard.

A standard NEM 21-pin DCC decoder is located on the chassis. Access to it requires the removal of no fewer than eight screws under the body! An illustrated instruction sheet explains how to do it. Detachable couplers are fitted in NEM pockets and if you're

fitting the bufferbeam details, there's a handy protection plate that plugs into the pocket and tidies up the front end.

In the period modelled, the locomotives were put to the test on a wide variety of passenger and goods work on the Midland Main Line between St Pancras and Derby and on the West Coast Main Line. These models will look superb either separately or in multiple, paired with Bachmann Period III 'Porthole' coaches and Hornby LMS Period III stock for late-1940s/early-1950s express passenger operations, or on express goods duty coupled to trains of fitted wagons.

Rails' diesel pioneers are a fine addition to the OO gauge early diesel fleet and will stand as a lasting tribute to Dick Flower, the driving force behind this project at Rails, who sadly lost a long battle with illness during its development. He would have been delighted to see them finally released and running on layouts all over the world. **BRM**



This month's **OXFORD** New Releases



1:72



DH Sea Hornet F20 Royal Navy -
VZ-708, 801 Squadron,
HMS Implacable, 1950
72HOR004 1:72

1:18



Messerschmitt KR200 Bubble
Cabrio - Mimosa Yellow
18MBC002 1:18

1:76



Scania Highline Walking Floor -
A W Jenkinson
SHL03WF 1:76



Ford Cargo Box Van - White
76FCG002 1:76



Diamond T980 Tank Transporter -
TRC Western Desert 1942 GHQ Cairo
76DT001 1:76



Plaxton Panorama -
Flight's Tours
76PAN002 1:76

1:43



Jaguar V12 'E' Type Coupé -
Regency Red
JAGV12003 1:43



Austin Seven RN
Saloon - Fawn/Black
76ASS001 1:76



Austin Seven
RN Van - Primrose
76ASV001 1:76



Ford Transit Connect -
Royal Mail
76FTC001 1:76

1:148

Bedford CA Van -
Wall's Ice Cream
NCA002 1:148



Scania CP31 Pump Ladder -
West Sussex Fire & Rescue
NSFE002 1:148

**NEW
Tooling!**



Ford Transit SWB
Low Roof - RAC
NFT003 1:148

**NEW
Tooling!**



Land Rover Defender
LWB Hard Top - BR
NDEF007 1:148

**NEW
Tooling!**



AEC Matador - British
Army RA (France)
NAEC008 1:148

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Commer Commando - RAF
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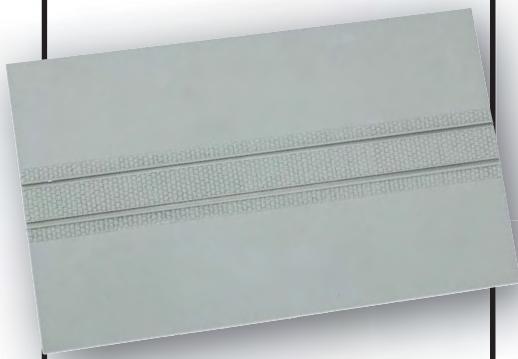
These sheets of HO/00 gauge moulded plastic track with cobbles from Kibri can't be powered, for obvious reasons, but they make a cheaper alternative for laying cosmetic embedded track in sidings. Each sheet measures 120mm x 200mm and can be assembled in rows to form longer lengths of track.

Product Kibri cobblestone sheet

(KIB34125)

Price £2.90

W www.goldenvalleyhobbies.com



From manufacturer Busch, this pack of two pre-printed brick card walls with heavily weathered render effect are ideal for modelling a neglected corner or derelict building. The fairly generic nature of the printed sheets makes them easy to adapt to make car park walls, backs of sheds or anything built of brick.

Each sheet measures 210mm x 148mm.

Product Busch printed brick card (7415)

Price £1.70

W www.goldenvalleyhobbies.com



WORKSHOP ACCESSORIES



This set of HO/00 scale vehicle tyres of assorted sizes with tyre stands, compressed air bottles and advertising signs from German manufacturer Auhagen is perfect for fitting inside a garage, leaving around farm buildings, or abandoned around disused warehouses, sidings or scrapyards. The signs won't be of much use as they are in German, but the tyres and other injection moulded items are all very good with sharp detail to the tyre treads in particular.

If you can't see tyres fitting in on your layout, then you could perhaps look at the 4mm scale oil drum kit from Proses. Set HL-K-07 contains 24 turned aluminium barrels and three laser-cut crates, all unpainted. For modellers, a few of these barrels could easily be justified near a diesel fuel depot, or even around a later-era steam shed to store lubricants.

Both packs are imported and sold in the UK by Golden Valley Hobbies.



Above The tyres and tyre stand pack can be assembled in minutes with some plastic glue. Also included is a transfer sheet in German.



The turned aluminium drums and crate kit (right) can be justified on many layouts.

FACT FILE

- **PRODUCT** Proses HL-K-07
24 x Oil Drums, £11.90
- **Auhagen 42590 Tyres with stands and cylinders, £4.10**
- **AVAILABILITY** Golden Valley Hobbies & stockists
- **REVIEW** Howard Smith



N GAUGE VEHICLES FROM B-T



B-T Models (formerly Base Toys) produces a whole host of N and OO scale road vehicles. Of use to N gauge modellers are these plastic models of two buses, suitable for the periods circa 1979/1980 to 1994/1995. The 'Tyne & Wear Transport' Leyland Atlantean is priced at £8.75, whilst the 'Maidstone and District' Leyland Leopard is priced at £7.95.

For steam era N gauge modellers,

an Albion Caledonian tanker in the colours of 'National Benzole' circa 1959-1969 at £5.00 is available.

All three vehicles have a reasonable appearance when viewed from a distance and are meant to be viewed from a distance. As such, their level of finish isn't comparable with die-cast items, but represents good value for money nevertheless. The livery of the Tyne & Wear Leyland Atlantean isn't pin sharp, and the wheels on these

vehicles are reluctant to turn. They do have minor imperfections, but as far as placing them on a layout, when viewed from over a foot they look ideal and most importantly, represent great value for money. For what they are, I have no problems recommending them.

A Osborn's Models, 7 Honestone Street, Bideford EX39 2DL

T 01237 423 453

W www.osbornsmodels.com

FACT FILE

► PRODUCT B-T Models NANO05 TWPT Leyland Atlantean, £8.75. NB005 NBC Leyland Leopard coach, £7.95. No34 Albion Caledonian tanker £5.00

► SCALE 1:148

► PHOTOGRAPHY Brett Caines

► REVIEW Howard Smith

FOGMAN'S HUT

It wasn't much fun being a railwayman on duty during foggy weather. To counter the reduced visibility for enginemen looking out for signals, staff were called in to place detonators on the line as warnings. As they had to be replaced every time a train passed, someone had to stay there and replace them.

The only comfort provided by railway companies during such a cold and lonely duty was a tiny hut for shelter. Fogman's huts were mass-produced to standard designs and set near signals in preparation for poorer weather.

Lasercraft Devon's model is of the GWR standard version in 7mm scale. Produced in laser-cut MDF with cardboard hinges, for such a tiny building, there's plenty of detail with interior bracing included, so the door can be left open. Assembly takes less than an hour using PVA glue. The finished model is 63mm tall and 35mm square.

All of the parts are ready to use, being pre-cut from MDF. Glazing and roof felting material is included too. It pays to measure and draw lines to indicate exactly where the bracing should fit to ensure it's parallel to the sides and exactly in the middle of each wall. This allows the walls to drop into place precisely.

Such boxes sat with the doors firmly closed. As the instructions suggest, if you model them open, don't forget a warming tea can for the unfortunate fogman.

FACT FILE

► PRODUCT Lasercraft Devon 7FOG GWR Fog Hut, £4.50

► REVIEW Phil Parker

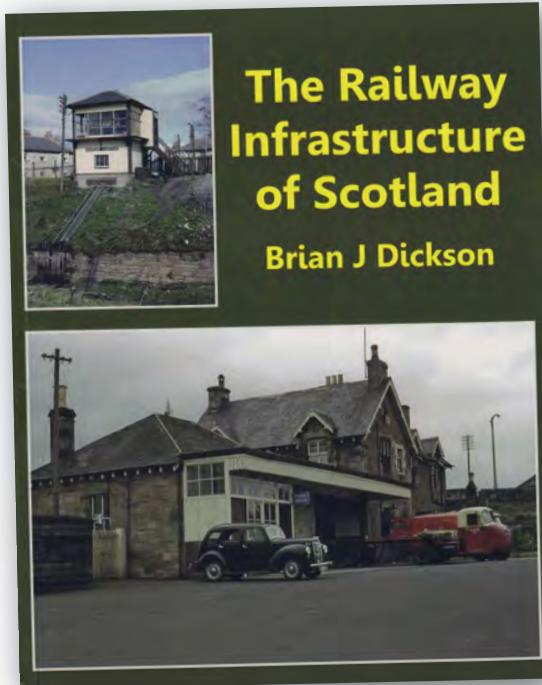
► AVAILABILITY

www.lasercraftuk.com



BOOK REVIEWS

Ben Jones looks at a few recent railway reference book releases

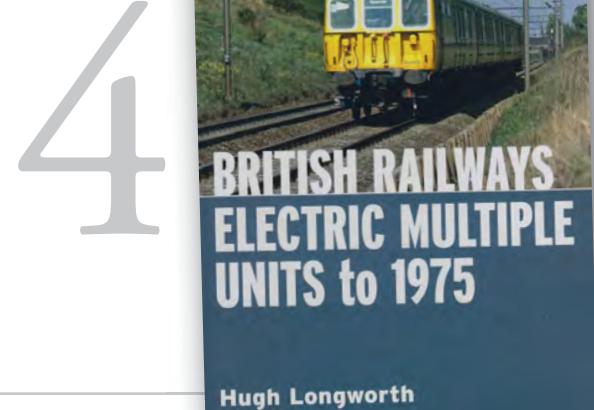


THE RAILWAY INFRASTRUCTURE OF SCOTLAND

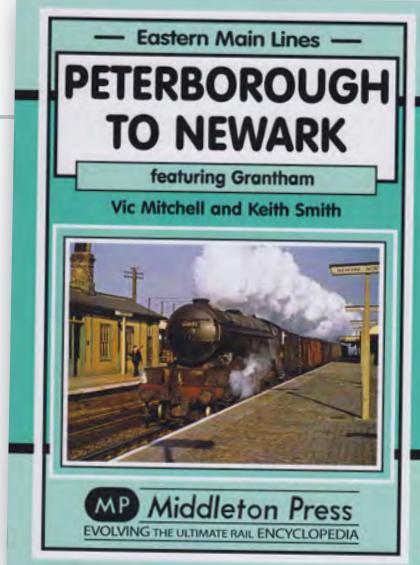
Brian J Dickson

For anyone interested in Scottish railways and scenic modelling, this new book from Kestrel offers a comprehensive pictorial tour of Scotland's railways in the steam era, illustrating the architectural styles and materials used by railway companies. Organised into chapters for each of the pre-Grouping railways, the book works its way south from the Highland Railway to the GSWR, taking in signalboxes, locomotive and goods sheds, station buildings and more. Unless you're looking for buildings that lasted beyond the 1960s, there's nothing for the modern image modeller here, despite the all-encompassing title. Captions are brief, but offer some insight to the various building styles, materials and features seen, although modellers inspired by the photographs will need to look elsewhere for drawings, dimensions and further detailed information. The sheer volume, variety and quality of the images will doubtless inspire many with an existing interest in Scottish railways.

Kestrel Railway Books ISBN 978-1-905505-37-1 £16.95



1



2

EASTERN MAIN LINES: PETERBOROUGH TO NEWARK

Vic Mitchell & Keith Smith

One of two new volumes in this extensive series features the historic East Coast Main

Line racetrack, scene of *Mallard*'s record-breaking run in July 1938. As usual, the book takes a detailed look at the significant locations along the featured route, setting the railway into its social, historical and geographical context. This volume will be of particular interest to the many modellers interested in ECML 'Pacifc' and the trains they hauled, as well as more mundane services, right through to the modern era. Ordnance Survey maps, diagrams and archive photographs with informative captions all help to tell the story.

Middleton Press ISBN 978-1908-174-72-7 £18.95

3

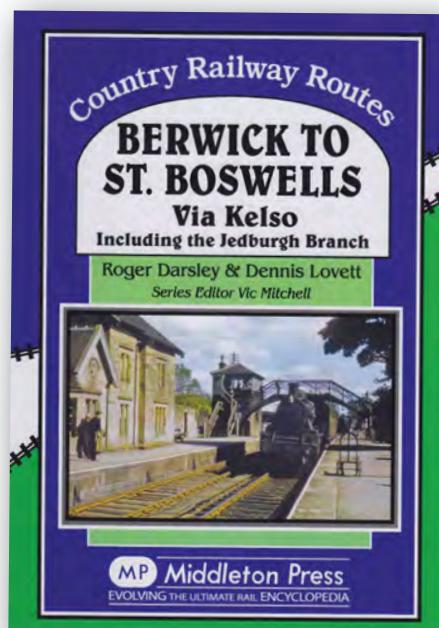
COUNTRY RAILWAY ROUTES: BERWICK TO ST BOSWELLS

Roger Darsley & Dennis Lovett

Middleton's regional series on the railways of the Scottish Borders continues with a look at the small system of rural lines linking Berwick, Kelso, Jedburgh and St Boswells, served by the North Eastern and

North British Railways. The book follows the standard Middleton Press format and features a number of highly modellable locations, operations and structures – not least the dilapidated wooden coach body used as a store at Rutherford. Look out also for interlopers in the form of GWR *City of Truro* and an LBSCR 'Terrier'!

Middleton Press ISBN 978-1908-174-75-8 £18.95



BRITISH RAILWAYS ELECTRIC MULTIPLE UNITS TO 1975

Hugh Longworth

This volume is the third part of Hugh Longworth's coaching stock trilogy. The format follows that used in previous books, giving, in the first section, regional grouping of units in class order. Under each class heading is given a front profile drawing, unit ID, vehicle ID, to service and withdrawal dates.

The second half deals with individual vehicles and gives side and overhead views, delivery and withdrawal dates and details of which units they were in. The outstanding feature of this title is the vast amount of information given about pre-BR units, much of which your reviewer has not seen previously. However, no disposal details are given – a major omission in such a reference work.

With all this detail and a fine selection of photographs this is well up to the standard of previous Longworth efforts. The £40 price tag is on the high side, but given the amount of detail it's an essential research tool for any serious enthusiast or railway historian. (David Jones)

OPC ISBN 978-086093-66-88 £39.95

BRM NEXT MONTH

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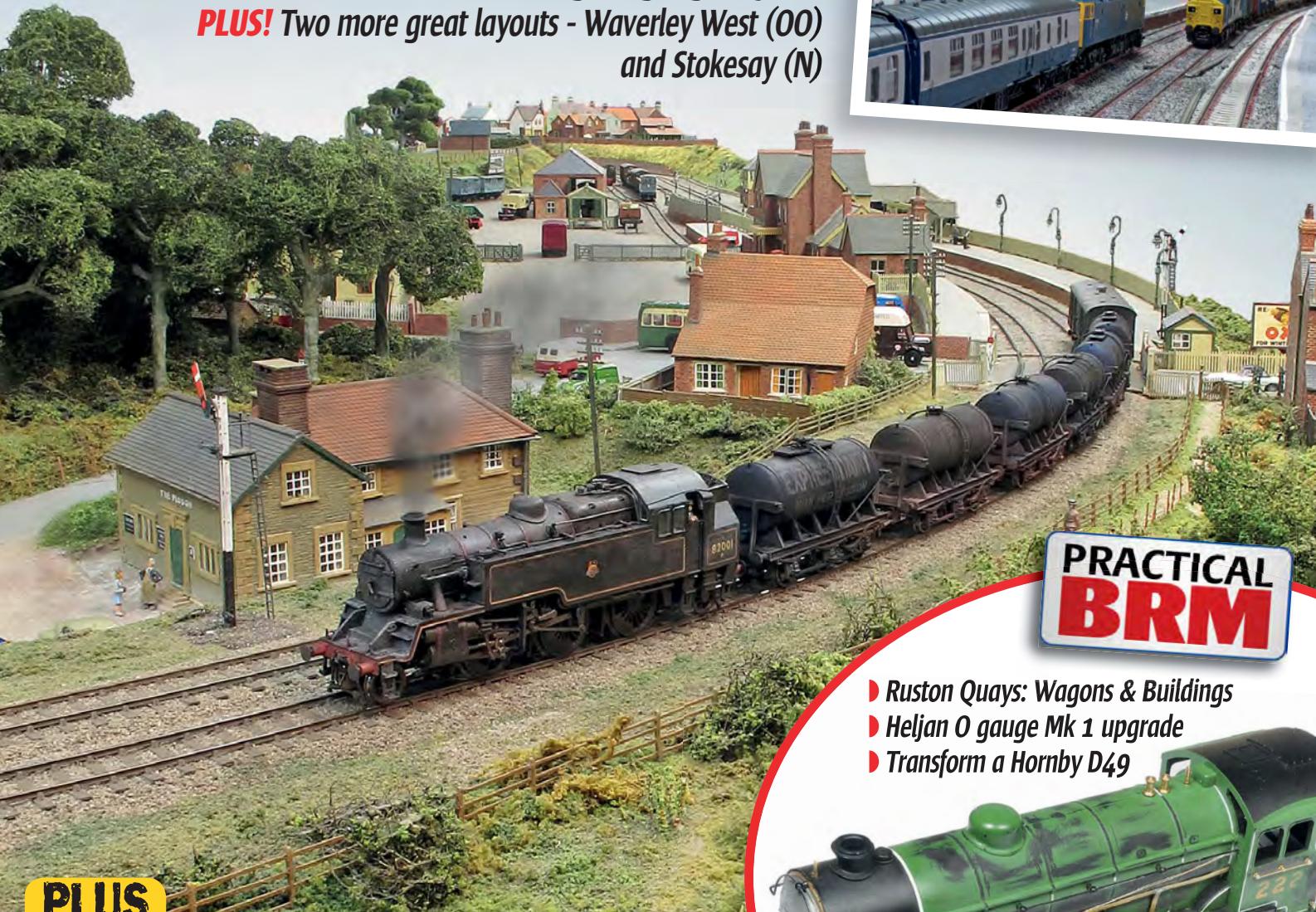
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Diary Dates entries are published free of charge to bona fide model railway clubs and societies.

PLEASE SEND FULL DETAILS OF FORTHCOMING EVENTS TO
Diary Dates, **BRM**,
The Maltings,
West Street, Bourne,
Lincolnshire. PE10 9PH
EMAIL diarydates@warnersgroup.co.uk
WEBSITE Enter them on our website at www.model-railways-live.co.uk

MODEL RAILWAYS LIVE

Closing date for the December issue is October 1

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

12TH SEPTEMBER

Bishops Stortford Railway Society MRE
Birchwood High School, Parsonage Lane, Bishop's Stortford, CM23 5BD
Saturday: 1030 - 1630
Prices: £5.00 adult, £2.00 child, £12.00 family (2+2)
Tel: 077336 308696
Web: www.tinyurl.com/bsralsoc

3mm WestFest Ilton Village Hall (Merryfield Hall), Nr Ilminster, Somerset TA19 9HG
Saturday: 1000 - 1700
Prices: £3.00 adult
Tel: 01460 259718

Bury St Edmunds Model Railway Exhibition Village Hall, Risby, Bury St Edmunds, Suffolk IP28 6RT
Saturday: 1000 - 1600
Prices: £5.00 adult, £4.00 concessions
Tel: 01284 700219
Web: www.burystedmundsmrc.com

Faversham Model Railway Exhibition West Faversham Community Centre, Bysing Wood Road, Faversham, Kent ME13 7RH
Saturday: 1000 - 1630
Prices: £4.00 adult, £2.00 child, £3.00 OAP
Tel: 07931 589001
Web: www.favershammrc.org.uk

Romiley Methodist Railway Modellers
Exhibition Romiley Methodist Church, Hill Street, Romiley, Stockport, SK6 3AA
Saturday: 1030 - 1630
Tel: 0161 406 7572
Web: www.rmmr.urwick.co.uk

12TH-13TH SEPTEMBER

Grantham Rail Show Walton Girls High School and Sixth Form, Kitty Briggs Lane, off Harlaxton Road (A607 Melton Mowbray Road), Grantham, Lincolnshire NG31 7JR
Saturday: 1000 - 1700
Sunday: 0930 - 1630
Prices: £4.00 adult, £2.00 child, £3.00 OAP, £10.00 family (2 + 3 (under fives)

expoEM North 2015 Partington Sports Village, Chapel Lane, Partington M31 4ES
Saturday: 1030 - 1730
Sunday: 1000 - 1630
Web: www.emgs.org

Railway Enthusiasts' Club Model

Railway Exhibition Woking Leisure Centre, Kingfield Road, Woking, Surrey GU22 9BA
Saturday: 1030 - 1730
Sunday: 1000 - 1700
Prices: £7.00 adult, £3.00 child
Tel: 01252 542 574
Web: www.rec-farnborough.org.uk

13TH SEPTEMBER

Late Summer Model Railway Show The Campus, behind Morrisons, Highlands Lane, Weston Super Mare
Sunday: 1000 - 1630
Prices: £6.50 adult, £2.00 child, £2.00 OAP, £15.00 family
Tel: 01934 425075
Web: www.westonsupermaretrainshow.com

19TH SEPTEMBER

Foulsham Church Fund-Raising Show Holy Innocents' Church, Foulsham, NR20 5RX
Saturday: 1000 - 1640
Prices: £3.00 adult, £1.00 child

Erne Model Railway Club Cathedral Hall, Enniskillen, County Fermanagh
Saturday: 1000 - 1700
Prices: £4.00 adult, £3.00 child, £3.00 OAP, £10.00 family
Tel: 028 6632 9050

Lichfield Model Railway Show The Life Church, formerly Emmanuel Christian Centre, Netherstowe, Lichfield WS13 6TS
Saturday: 1000 - 1630
Prices: £4.00 adult, £3.00 OAP, £11.00 family (2+2)
Tel: 07810 701366
Web: www.tvmrs.org.uk

Culm Valley Model Railway Exhibition Willand Village Hall, Willand, Cullompton, Devon EX15 2PL
Saturday: 1000 - 1630
Prices: £4.00 adult, £1.50 child
Tel: 01844 840369
Web: www.cvmrc.co.uk

Oxford & District Model Railway

Exhibition United Reformed Church Halls, Collinwood Road, Headington, OX3 8HH
Saturday: 1030 - 1700
Prices: £5.00 adult

34th Annual Model Railway

Exhibition Cardinal Allen High School, Melbourne Avenue, Fleetwood, FY7 8AY
Saturday: 10.00 - 1700

Sunday: 10.00 - 1600

Prices: £5.50 adult, £2.50 child (5-15yrs), £5.00 OAP
Tel: 01253 823951
Web: www.blackpoolandnorthfylde.mrc.co.uk

19TH-20TH SEPTEMBER

Shipley Model Railway Society
Exhibition Baildon Recreation Centre, Green Lane, Shipley, West Yorks BD17 5JH
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £6.00 adult, £2.40 child, £11.00 family
Tel: 01274 593031
Web: www.shipleymrs.org.uk

Scaleforum 2015 Exhibition Stoke Mandeville Stadium, Stadium approach, Aylesbury, Buckinghamshire HP21 9PP
Saturday: 1030 - 1730
Sunday: 1000 - 1630

Prices: £9.00 adult
Web: www.scalefour.org/scaleforum/2015

Worthing Model Railway Club

Exhibition Durrington High School, The Boulevard, Worthing, W.Sussex BN13 1LA
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £5.00 adult
Tel: 07970 633908
Web: www.worthingmrc.co.uk

Dartford Model Railway Exhibition

The Leigh Academy, Green Street, Green Road, Kent DA1 1QE
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £5.00 adult, £2.50 child, £4.50 concessions, £13.00 family (2 + 2)
Tel: 07736 560956
Web: www.erithmrs.ukmodelshops.co.uk

26TH SEPTEMBER

Loddon Vale Model Railway Club
Exhibition St Peters Church Hall, Church Road, Earley, Reading, Berkshire RG6 1EY
Saturday: 1000 - 1630
Prices: £3.00 adult, £2.00 child, £7.00 family
Tel: 0118 988 2035
Web: www.lvmrc.co.uk

Tri-ang Society Vintage Trains Event

Village Hall, 268 Stockport Road, Timperley WA15 7UT
Saturday: 1030 - 1630
Prices: £3.50 adult, £1.50 child, £5.00 family
Web: www.tri-angsociety.co.uk

WIGAN 2015

MODEL RAILWAY EXHIBITION

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NORTH WEST FESTIVAL OF DIESEL & ELECTRIC LAYOUTS



NEW DATE

THE WORLDS END by Peter Goss

Photograph courtesy of Peter Goss.

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EVENT DIARY

Enfield Whitewebbs Railway Modellers

Exhibition Whitewebbs Museum of Transport, Whitewebbs Road, Enfield, Middlesex EN2 9HW
Saturday: 1030 - 1700
Prices: £4.00 adult, £3.00 child, £3.00 concessions, £10.00 family (2+2)
Tel: 020 8508 1938

Festival of Model Railways Cranleigh Village Hall, Village Way, Nr Guildford, Surrey GU6 8AF
Saturday: 1000 - 1700
Tel: 01483 277199

Plymouth Model Railway Show Plymstock Community Centre, Broadway Car Park, Plymouth, Hampshire
Saturday: 1030 - 1600
Prices: £2.50 adult, £1.00 child, £2.00 OAP
Tel: 01752 361687

Leigh Model Railway Society
Annual Model Railway Exhibition St Josephs Parish Hall, Chapel Street, Leigh, Lancashire WN7 2DA
Saturday: 10am to 5pm
Sunday: 10am to 5pm
Prices: £5.00 adult, £4.00 child (5 to 15yrs), £4.00 OAP, £4.00 concessions, £12.00 family (2 adults & 2 children)
Tel: 01942 681764
Web: www.leighmrs.weebly.com

26TH-27TH SEPTEMBER
Shipley Model Railway Society
Exhibition Baildon Recreation Centre, Green Lane, Shipley, West Yorks BD17 5JH
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £6.00 adult, £2.40 child, £11.00 family
Tel: 01274 593031
Web: www.shipleymrs.org.uk

Elsecar Gaden Railway Show Elsecar Heritage Centre, Wath Road, Elsecar, Barnsley S74 8HJ
Saturday: 1000 - 1630
Sunday: 1000 - 1630
Prices: £4.00 adult

Forest of Dean Model Railway Club The Dean Academy, Lydney GL15 5DZ
Saturday: 1100 - 1700
Sunday: 1000 - 1600
Prices: £5.00 adult, £2.50 child, £4.50 concessions, £12.00 family (2+3)
Tel: 01594 837473
Web: www.fdmrc.co.uk

Halifax Model Railway Club Exhibition North Bridge Leisure Centre, North Bridge, Halifax, West Yorkshire HG3 6TE
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £6.00 adult, £3.00 child
Tel: 01422 3711489
Web: www.halifaxmrc.co.uk

27TH SEPTEMBER
Banrail 2015 Ruskin School, Ruskin Road, Banbury, Oxfordshire OX16 7HY
Sunday: 1000 - 1700
Tel: 01295 250463

3RD OCTOBER
Mickleover Model Railway
Exhibition Mickleover Community Centre, Uttoxeter Road, Mickleover, Derby, Derbyshire DE3 0DA
Saturday: 1000 - 1700

Sunday: 1000 - 1600

Prices: £4.00 adult, £2.00 child (5-14yrs), £4.00 OAP, £4.00 concessions, £10.00 family (2 adults + 2 children)

Tel: 01332 512580

Web: www.mmrug.org.uk

Sudbury Model Railway Exhibition St Peters Market Hill, Sudbury, CO10 2EA

Saturday: 1000 - 1630
Prices: £4.00 adult, £2.00 child, £3.00 concessions

Tel: 01787 461224

Web: www.sudburymrc.org.uk

Aylsham Model Railway Exhibition The Jubilee Centre, Norwich Road, Aylsham, Norfolk, NR11 6BW

Saturday: 1015 - 1630
Prices: £4.00 adult, £3.00 child, £3.00 concessions

Bradford Model Railway Club - Autumn Show St Winefride's Church Hall, St Paul's Avenue, Wibsey, Bradford, BD6 1ST

Saturday: 1000 - 1630
Prices: £3.00 adult, £3.00 concessions

Tel: 01274 698861

Web: www.bradfordmrc.org.uk

Model Railway Show Yealmpton Community Centre, Stray Park, Yealmpton, Plymouth, Hampshire PL8 2HF

Saturday: 1000 - 1630
Prices: £2.50 adult, £2.00 OAP, £6.00 family (2+2)

Tel: 01752 880668

Web: www.plymraill.co.uk

Daventry Model Railway Club

Exhibition Parker Academy, Ashby Road, Daventry, Northamptonshire NN11 0QF

Saturday: 1000 - 1700
Prices: £5.00 adult, £2.50 child, £4.00 OAP, £10.00 family (2 + 2)

Tel: 01327 438279

Web: www.daventrymrc.org

Chippenham Model Railway Show

Sheldon School Sports Hall, Hardenhuish Lane, Chippenham SN14 6HJ **Prices:**

£4.50 adult, £3.00 child

Tel: 01249 657283

Web: www.chippenhammrs.org.uk

3RD-4TH OCTOBER

Folkestone Model Railway Exhibition

Leas Cliff Hall, The Leas, Folkestone, Kent CT20 2DZ

Saturday: 1000 - 1700

Sunday: 1000 - 1700

Prices: £5.50 adult, £2.50 child, £4.50 OAP, £13.00 family

Web: www.folkestone-mrc.com

Wigan Model Railway Exhibition 2015

Robin Park Sports & Tennis Centre, Loire Drive, Wigan, Lancashire WN5 0UH

Saturday: 1000 - 1730

Sunday: 1000 - 1630

Prices: £10.00 adult

Tel: 01744 894441

Web: www.wiganfrm.org.uk

Fareham Railex Fareham Leisure Centre, Park Lane, Fareham, Hampshire PO16 7JU

Saturday: 1000 - 1730

Sunday: 1000 - 1630

Web: www.fareham-mrc.org.uk/railex-2015

OPEN DAYS

12TH SEPTEMBER

Club Open day Club Rooms, Unit 3, Park Works, Heywood/Rochdale, OL10 4AB
Open day: 1000 - 1600
Tel: 07710 229450

Web: www.hmrg.co.uk

20TH SEPTEMBER

Chichester Model Engineers Final
Steam on Sunday Blackberry Lane, off Bognor Road, Chichester (East), PO19 2FS
Sunday: 1400 - 1700
Web: www.cdsme.co.uk

26TH SEPTEMBER

Cleveland Model Railway Club
Autumn Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, TS12 2LQ
Saturday: 1000 - 1600
Prices: £1.00 adult, £0.50 child
Tel: 07864 880242
Web: www.cmrc.club

26TH-27TH SEPTEMBER

Spalding Model Railway Club Open Weekend Pinchbeck Village Hall, Knights Street, Pinchbeck, Spalding, PE11 3RC
Saturday: 1000 - 1600
Sunday: 1000 - 1600
Web: www.spaldingmodelrailwayclub.org.uk

27TH SEPTEMBER

G Scale Society Kent Autumn Indoor Meet Pratts Bottom Village Hall, Norsted Lane, Rushmore Hill, Orpington, BR7 7PQ
Sunday: 1100 - 1600
Prices: £2.50 adult, £1.00 child
Tel: 01689 871604
Web: www.gscalekent.co.uk

4TH OCTOBER

Small Trains Day East Anglian Railway Museum (EARM), North London (Enfield Branch), First Floor Meeting Room, The Drill Hall Spor, Enfield, EN2 6PJ
Sunday: 1000 - 1630
Prices: £8.00 adult, £4.00 child, £7.00 concessions
Tel: 01206 242524
Web: www.earm.co.uk

Croydon Model Railway Society

Exhibition Warlingham School, Tithepit Shaw Lane, Warlingham, Suffolk CR6 9YB
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £5.00 adult, £2.00 child
Tel: 020 8657 2292
Web: www.croydonmrs.org.uk

Swansea Railway Modellers Group

Model Railway Exhibition National Waterfront Museum, Swansea SA1 3RD
Saturday: 1100 - 1600
Sunday: 1100 - 1600
Web: www.srmg.org.uk

10TH OCTOBER

Club Open day Club Rooms, Unit 3, Park Works, Heywood/Rochdale, OL10 4AB
Open day: 1000 - 1600
Prices: £0.00 adult, £0.00 family (0)
Tel: 07710 229450
Web: www.hmrg.co.uk

11TH OCTOBER

Wyre Forest Model Railway Club
Open Day 1st Floor, 101 Comberton Hill, Kidderminster, Worcestershire DY10 1QH
Sunday: 1100 - 1600
Tel: 01902 843760
Web: www.wyreforestmrc.com

17TH OCTOBER

Rotary Club of Poynton Family Fun Day St Georges Church Hall, Poynton, Cheshire SK12 1EU
Saturday: 1000 - 1600

Risborough & District Model Railway Club
Community Centre, (adj Springs Pool), Wades Park, Princes Risborough, HP27 9AX
Saturday: 1100 - 1600
Tel: 01844 275748
Web: www.rdmrc.org.uk

31ST OCTOBER

Coventry & Warwickshire O Gauge Modellers Church of the Holy Cross, St Austell Road, Wyken, Coventry CV2 5EA
Saturday: 1000 - 1500
Tel: 02476 313221

Felixstowe Area 'N' Gauge Model Railway Open Day The Welcome Hall, High Road, Trimley St Mary, IP11 0TN
Saturday: 1100 - 1600
Tel: 01349 277211
Web: www.felixstowengauge.org.uk

Hillingdon Railway Modellers - Test Track Yiewsley Baptist Church, Cornerstone Centre, 74 Colham Ave, Yiewsley, UB7 8HF
Saturday: 1000 - 1600
Prices: £4.00 adult
Tel: 020 8368 4090
Web: www.hillingdonrailwaymodellers.co.uk

4TH-5TH OCTOBER

Gainsborough Model Railway Society
Florence Terrace, (Near Tesco car park), Gainsborough, Lincolnshire DN21 1BE
Sunday: 1.30 to 6pm
Prices: £4.00 adult, £3.00 child, £3.00 OAP, £10.00 family (2+2)
Tel: 01427 615871
Web: www.gainsboroughmodelrailway.co.uk

10TH OCTOBER

Shirehampton MRC Exhibition The Public Hall, Station Road, Shirehampton, BS11 9TX
Saturday: 1000 - 1600
Prices: £3.50 adult, £1.50 child, £3.00 OAP, £7.00 family (2 + 2)
Tel: 0117 9094915



Liskeard
RAILWAY MODELS

Station Road, Liskeard, Cornwall PL14 4BX

TEL: 01579 349950

www.liskeardrailwaymodels.co.uk

Email: info@liskeardrailwaymodels.co.uk

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Sunday
18th October

HORNBY **METCALFE** **WOODLAND SCENICS** **LEHIGH GARDEN** **GRAHAM FARISH** **BY BACHMANN** **PECO**

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Sun, 4th Oct 1000 ~ 1630

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www.fareham-mrc.org.uk/railex-2015

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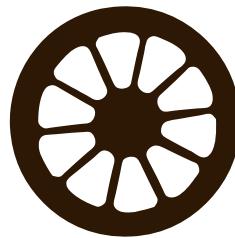
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All information subject to change, correct at time of printing.



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EVENT DIARY

10TH-11TH OCTOBER

Furness Model Railway Club 53rd Model Railway & Transport Exhibition
6th Form College, Rating Lane, Barrow-in-Furness, Cumbria LA13 9LE
Saturday: 1000 - 1700
Sunday: 1000 - 1700
Prices: £5.00 adult, £2.50 child, £4.00 OAP
Tel: 01229 588082
Web: www.furnessmrc.webs.com/

Corby and District Model Railway Society SS Peter & Andrew Church Hall, Beaufield Avenue, Corby, NN18 0EH
Saturday: 1030 - 1700
Sunday: 1100 - 1630
Prices: £4.00 adult, £2.00 child, £3.00 OAP, £10.00 family (2 + 2)
Web: www.cdmrs.co.uk

19th Wilmington Charity Model Railway Exhibition St Michael's Church Hall, 2 High Road, Wilmington, Dartford, Kent DA2 7EG
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £4.00 adult, £3.00 child, £3.00 concessions, £11.00 family (2 + 2)
Tel: 01322 220561
Web: www.stmichaelswilmington.org.uk

Shildon Model Railway Club Exhibition Locomotion: the National Railway Museum, Shildon, Durham DL4 1PQ
Saturday: 10.00am - 5.00pm
Sunday: 10.00am - 5.00pm
Tel: 01325 310899
Web: www.shildonmrc.com

The Elizabethan Railway Society Model Railway Exhibition The Summit Centre, Lowmoor Road, Kirkby in Ashfield, Nottinghamshire NG17 7LL
Web: www.elizabethanrailwaysociety.co.uk

Farnham & District Model Railway Club Exhibition Connaught Leisure Centre, Tongham Road, Aldershot, Hampshire GU12 4AS
Saturday: 1100 - 1700
Sunday: 1000 - 1630
Prices: £5.00 adult, £2.00 child
Web: www.farnhammrc.org.uk

Dundee MRC's Hobbies Extravaganza & Swapmeet Dundee International Sports Complex, Mains Loan, Dundee DD4 7AA
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £4.50 adult, £3.50 child, £3.50 OAP, £12.00 family
Tel: 01382 644342
Web: www.dundeemrc.talktalk.net

The Haywoods Permanent Way Railway Society Model Railway Show Memorial Hall, Great Haywood, ST18 0SU
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £3.50 adult, £2.00 child, £9.00 family (2 + 2)
Tel: 01889 881561

Caistor Model Railway Show Caistor Town Hall, High Street, Caistor, LN7 6TX
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £3.00 adult, £2.50 child, £2.50 OAP, £7.50 family

11TH OCTOBER

Keighley 7mm Festival Keighley Business Centre, Knowle Mills, South Street, BD21 1SY
Sunday: 1000 - 1630
Prices: £3.50 adult, £2.50 child
Web: www.keighley-mrc.org.uk

15TH-18TH OCTOBER

The Midlands Model Engineering Exhibition Warwickshire Exhibition Centre, Nr. Leamington Spa CV31 1XN
Thursday - Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £10.00 adult, £5.00 child, £9.00 OAP, £15.00 family
Tel: 01926 614101
Web: www.meridienneexhibitions.co.uk

17TH OCTOBER

Scotgog O Gauge Show 2015 Low Port Centre, 1 Blackness Road, West Lothian EH49 7JZ
Saturday: 1000 - 1600
Prices: £5.00 adult
Tel: 07470 360014

3mm Scale Model Railway Exhibition Celebrating 50 years of 3mm Society Gainsborough House Hotel, Bewdley Hill, Kidderminster, Worcestershire DY11 6BS
Saturday: 1000 - 1700
Prices: £4.00 adult
Web: www.worsleyworks.co.uk/3mm/3mmexhibition.htm

17TH-18TH OCTOBER

Greenock & District Model Railway Club 30th Annual Show Union Street Building, 31 Union Street, Greenock PA16 0TG
Saturday: 1000 - 1700
Sunday: 1100 - 1700
Prices: £4.00 adult, £3.00 concessions, £12.00 family
Web: www.greenockmrc.co.uk

National Festival of Railway Modelling East of England Showground, Oundle Road, Alwalton, Peterborough PE2 6XE
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £10.00 adult, £5.00 child, £30.00 family
Tel: 0844 581 0816
Web: www.model-railways-live.co.uk

Warrington Model Railway Club Exhibition Warrington Collegiate, Winwick Road, Warrington, Cheshire WA2 8QA
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £5.00 adult, £1.00 child, £12.00 family
Tel: 07892 877020
Web: www.warringtonmodelrail.co.uk

Uckfield Model Railway Exhibition Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex TN22 1AE
Saturday: 1000 - 1700
Sunday: 1000 - 1700
Prices: £6.00 adult, £5.00 OAP
Tel: 01903 745759 (evenings)
Web: www.uckfieldmrc.co.uk

24TH OCTOBER

Chelmsford Model Railway Club Exhibition St John Payne School, Patching Hall Lane, Chelmsford, Essex CM1 4BS
Saturday: 1000 - 1630
Prices: £4.50 adult, £2.00 child, £4.00 OAP

Tel: 01245 283622

Web: www.chelmsford-and-district-mrc.webs.com

Ickenham & District Society of Model Engineers The Village, 33 Swakeleys Road, Ickenham, Middlesex UB10 8DG
Saturday: 1000 - 1600
Prices: £2.50 adult, £1.00 child, £5.00 family (2 + 2)
Web: www.idsme.co.uk

MRE - Proceeds to Little Giants Youth Centre Charity Shaftesbury Youth Centre, Coppice Street, Shaftesbury SP7 8PF
Saturday: 1000 - 1700
Prices: £2.00 adult, £1.50 child, £1.50 concessions, £5.00 family (2 + 2)
Tel: 07870 515807

Mid Wales Model Railway Show The Town Hall, High Street, Welshpool, Powys SY21 7JQ
Saturday: 1030 - 1630
Prices: £3.00 adult

Rail-Ex TAUNTON Taunton School, Staplegrove Road, Taunton, TA2 6AD
Saturday: 10.00 to 5.00
Sunday: 10.00 to 4.00
Prices: £6.50 adult, £3.50 child (5 to 16 yrs), £5.50 OAP, £15.00 family (2 + 2)
Tel: 07891 041026
Web: www.somersetrmc.org.uk/Rail-EX/index

Stephenson Model Railway Group Exhibition Guide House, Stoney Lane, Rainhill, Merseyside L35 9JY
Saturday: 1000 - 1700
Prices: £2.50 adult, £1.50 child
Web: www.stephensonmrg.org.uk
Model Railway Show St. Cuthbert's Church, Lichfield Road, Copnor, Portsmouth PO3 6DE
Saturday: 1000 - 1700
Prices: £3.50 adult, £1.00 child
Tel: 07583 877725

24TH-25TH OCTOBER

Rail-Ex Taunton Taunton School, Staplegrove Road, Taunton, TA2 6AD
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £6.50 adult, £3.50 child, £5.50 concessions, £15.00 family (2 + 2)
Web: www.somersetrmc.org.uk/Rail-EX

Hartlepool Model Railway Show Stockton Street, Hartlepool TS24 7LB
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £6.00 adult, £4.00 child, £5.00 concessions, £18.00 family (2 + 3)

Cheltenham Great Western Modellers Group Autumn MRE St. Margaret's Hall, Coniston Road, off Windermere Road, Cheltenham, GL51 3NU
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £3.50 adult, £2.50 child, £8.00 family (2 + 2)
Tel: 01242 517788
Web: www.cheltmodrail.org.uk

Cathcart Model Railway Exhibition Pollokshaws Burgh Hall, 2025 Pollokshaws Road, Glasgow G43 1NE
Saturday: 1000 - 1700
Sunday: 1000 - 1700
Prices: £4.50 adult, £2.00 child, £4.00 concessions, £11.00 family
Web: www.clydesidemrc.com/cathcart-exhibition

AMRC Exhibitions RGU Sport, Garthdee Road, Garthdee, Aberdeen, AB10 7GE
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £5.00 adult, £2.50 child, £4.00 concessions, £12.50 family (2 + 2)
Email: stuart@aberdeenmrc.co.uk

MEETINGS & TALKS

17TH SEPTEMBER

Lutterworth Railway Society - Doncaster Station United Reformed Church, George Street, Lutterworth LE17 4EF
Thursday: 1930
Tel: 01455 203307
Web: www.lutterworthrailwaysociety.co.uk

28TH SEPTEMBER

Nantwich & Market Drayton Railway Society - History of Railways in East Shropshire King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH
Monday: 2000
Web: www.the-gingerbread-line.co.uk

1ST OCTOBER

Lutterworth Railway Society - Engine Shed Part 2 United Reformed Church, George Street, Lutterworth LE17 4EF
Thursday: 1930
Tel: 01455 203307
Web: www.lutterworthrailwaysociety.co.uk

5TH OCTOBER

Mirfield Railway Enthusiasts Society - 50 Years Photography, Part 1 The Navigation Tavern, Station Road, Mirfield, West Yorkshire WF14 8LG
Monday: 20.00
Web: www.the-gingerbread-line.co.uk

15TH OCTOBER

Lutterworth Railway Society - Paignton, Penzance & Pwllheli GWR Holiday Resorts United Reformed Church, George Street, Lutterworth LE17 4EF
Thursday: 1930
Tel: 01455 203307
Web: www.lutterworthrailwaysociety.co.uk

26TH OCTOBER

Nantwich & Market Drayton Railway Soc - Railways of IoM & Ireland King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH
Monday: 20.00
Web: www.the-gingerbread-line.co.uk

FOLKESTONE 2015



Folkestone Model Railway Club MODEL RAILWAY EXHIBITION

Leas Cliff Hall, Folkestone

Sat 3rd & Sun 4th October, 10am-5pm

ADULT: £5.50 SENIOR: £4.50
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www.folkestone-mrc.com

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November 14th 2015

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**Squires will be exhibiting at the following shows in 2015 –
Diary updated as bookings are confirmed.**

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.

Sept 19 - CRAWLEY Seaboard-Southern Railroad Club American Model R/Way Exhib Claris Centre, West Green Drive, Crawley, RH11 7EL. *New Venue* Saturday 10-5.

Sept 19/20 - AYR Model Railway Exhibition, The Citadel Leisure Centre, Ayr KA7 1JB. *Modern Venue with easy access & FREE car parking.* Sat 10-5, Sun 10-4.

Sept 26/27 - HALIFAX Model Railway Exh, North Bridge Leisure Centre, Halifax HX1 1XH. Sat/Sun 10-5.

Sept 26/27 WORTHING Mod Rwy Ex, Durrington High School, The Boulevard, Durrington, Worthing BN13 1LA. Sat 10-4.30 **Enlarged show - Extra Hall of Exhibits and layouts**

Oct 3 - ABINGDON IPMS MODEL SHOW Larkmead School, Farringdon Rd, Abingdon, OX14 1BB, 10 - 4

Oct 3 - CHIPPENHAM Model Railway Exhibition, Sheldon Sports Hall, Hardenhuish Lane, Chippenham, Wiltshire, SM14 6HJ. Sat 10-5.

Oct 3/4 PORTSMOUTH Fareham Mod Railway Ex, Fareham Leisure Centre, Park Lane, Fareham, Hants PO16 7JU. Sat 10-5.30, Sun 10-16.30. *NEW Bigger Venue*

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, Mod Rwy Ex, 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.

Oct 17/18 - UCKFIELD Model Railway Exhibition, Uckfield Civic Centre, Uckfield TN22 1AE Sat/Sun 10 - 5.

Oct 17/18 - CHRISTCHURCH C/church Mod/Rwy Club Exhib. Bournemouth School for Girls, Castle Gate Close, off Castle Lane West, Bmth BH8 9UJ. Sat 10-5, Sun 10-4.

Oct 24/25 - ABERDEEN Mod Rwy Ex RGU, Garthdee, Aberdeen AB10 7GE. Sat 10-6, Sun 10-4.

Oct 24/25 - STOCKPORT Hazel Grove Model Railway Exhib, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire SK7 5JX. Sat 10-5, Sun 10-4.

Oct 31/Nov 1 - LEEDS Model Railway Exhibition, The Grammar School, Alwoodley Gates, Harrogate Road, Leeds LS17 8GS. Saturday 10-5, Sunday 10-5.

Oct 31/Nov 1 - WIMBLEDON Model Railway Show, Carshalton Boys Sports College, Winchcombe Rd, Carshalton, Surrey. Cars/SM5 1QS Pedes/SM5 1RW. Sat/Sun 10-5.

Nov 7 - HIGH WYCOMBE - WYCRAIL 15 Model Railway Exhibition, Cressex Community School, Cressex Road, High Wycombe Bucks HP12 4UD. Saturday 10-5.

Nov 7 - LANCING West Sussex Area Group N Gauge Society Model Railway Exhibition, The Parish Hall, South Street, Lancing BN18 8AJ. Saturday 10-5.

Nov 7/8 - TELFORD IPMS Scale Model World 2015 The Telford Exhibition Centre, St. Quentin Gate, Telford TF3 4JH. Sat 10-6, Sun 10-4. Free Entry for IPMS Members.

Nov 7/8 - BARNESLEY Model Railway Exhibition, Hoyland Leisure Centre, West St, Hoyland, Barnsley, South Yorkshire S74 9HE. Sat/Sun 10-5. www.barnsleymrc.org.uk

Nov 14/15 SPALDING Model Railway Exhibition, Springfields Event Centre, Camelgate, Spalding PE12 6ET. Sat 10-5, Sun 9.30-4.30.

Nov 20-22 - WAKEFIELD 53rd Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield WF2 8TY. Fri 5.30-9, Sat 10-6, Sun 10-5.

Nov 21 - PORTSMOUTH South Hants Model Rail Exhibition, The Admiral Lord Nelson School, Dundas Lane, Portsmouth PO3 5XT. Sat 10.30-4.30 **Plenty of Free Parking**

Nov 21/22 - WORKINGTON Mod Rail Show, University of Cumbria, Energen Building, Blackwood Rd, Lilliby Hall Estate, Workington, Cumbria CA14 4JW. Sat 10-5, Sun 10-4.

Nov 29/20 BIRMINGHAM - Warley National Model Railway Exhibition, Hall 5, NEC Birmingham B40 1NT. Coming to Warley? Come on Sunday the show is less busy, see more of the layouts and a lot easier to get to our stand!! :-) Please please please help us!!!! If you would like us to assemble an order for collection at Warley, which we are pleased to do, please help us and place your order at least a week before the show :-)

Centrepiece Loco at Warley sponsored by Squires LNWR Coal Tank No 1054

Dec 5 - ISLINGTON - The Toy Soldier Show London, The Islington Business Design Centre, 52 Upper Street, London N1 0QH. Sat 10.30-4pm.

Dec 6 - ISLINGTON - The London Plastic Modelling Show "Mind The Gap", The Islington Business Design Centre, 52 Upper Street, London N1 0QH. Sun 10.30-4.

Dec 12/13 - NORTH SHIELDS Railex NE Model Railway Exhibition, Quorum Business Park, Newcastle-upon-Tyne NE12 8BS. Sat 10-5, Sun 10-4. **New Dates New Venue**

Dec 12/13 - KNOCKHOLT Model Fest 2015, Coolings Garden Centre, Rushmore Hill, Knockholt, Kent, TN14 7NN. Featuring Model Railways, Boats, Planes & Military Modelling. Sat/Sun 10-4.

EXHIBITIONS & SHOWS IN 2016

Jan 17 - GUILDFORD Astolat Model Railway Exhibition, Guilford County School, Farnham Road, Guildford GU2 4LU. Sat 10-5. www.astolatmrc.co.uk

Jan 30/31 - KENDAL Model Railway Exhibition Leisure Centre, Burton Rd, Kendal, LA9 7HX. Sat/Sun 10-5.

Jan 31 - BRISTOL - Bristol 'O' Gauge Group Exhibition University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, BS34 8QZ. Sunday 10 - 4.

Feb 26/27/28 - GLASGOW Model Rail Scotland 50th Aniversay Show, Scottish Exhibition Centre, Glasgow, G3 8YW. Fri 10.30 - 6, Sat 9.30 - 6, Sun 9.30 - 5. Coming to Glasgow?

Why not try Saturday or Sunday? The show is less busy see more of the layouts AND a lot easier to get to our stand!!!

Mar 5 - ABINGDON ABRAL 2016 Model Railway Exhibition, White Horse Leisure & Tennis Centre, Audlett Drice, Abingdon, Oxon, OX14 3PJ. Saturday 10 - 5.

New Tools Shop Extension Opening Soon.

New Printed Mail Order Catalogue to be published soon – reserve your copy now.

Exhibition Invitations always welcomed.

EVENT DIARY

25TH OCTOBER

Liphook & District Model Railway Club
Milland Valley Memorial Hall, Iping Road, Milland, Liphook, Hampshire GU30 7NA
Sunday: 1000 - 1600
Prices: £1.50 adult
Web: www.millandvalleyrailway.co.uk

24TH-26TH OCTOBER

Model Railways & Hobbies Exhibition
Blackrock College, Co. Dublin
Saturday: 1100 - 1700
Sunday: 1100 - 1700
Monday: 1100 - 1700
Tel: 00353 86812 6112
Web: www.sdmrc@hobbybsites.met

31ST OCTOBER

Expo Narrow Gauge 2015 White Oak Leisure Centre, Hilda May Avenue, Swanley, Kent BR8 7BT
Saturday: 1000 - 1700
Prices: £8.00 adult, £1.00 child
Web: www.expong.org

Abingdon Model Railway Club

Exhibition Didcot Civic Hall, Britwell Road, Didcot, Oxfordshire OX11 7JN
Saturday: 1000 - 1700
Tel: 01235 523524
Web: www.robots.ox.ac.uk/Aadmrc/

Chiltern Hills Vintage TrainGroup

Classic Model Train Show St John's Methodist Church Hall, 60 Woodside Road, Amersham, Buckinghamshire HP6 6AJ
Saturday: **Prices:** £4.00 adult, £2.00 child, £10.00 family (2 + 2)
Tel: 01895 672251

Wirral 2015 - Merseyside Model

Railway Exhibition Mosslands School, Mosslands Drive, Wallasey, CH45 8PJ
Saturday: 10.00 - 1700
Sunday: 1000 - 1700
Prices: £5.00 adult, £2.00 child (6-15yrs)
Tel: 07712 140422
Web: www.merseysidemrs.co.uk/events15.htm

Nottingham Woodthorpe Model

Railway Club Annual Show Sherwood Community Centre, Mansfield Road, Sherwood (opposite Woodthorpe Park), Nottingham, Nottinghamshire NG5 3FN
Saturday: 1000 - 1700
Prices: £4.00 adult, £3.00 child, £3.00 concessions, £12.00 family (2 + 2)
Tel: 0115 9621153

Seaford Model Railway Show

Seaford Baptist Church Hall, Belgrave Road, Seaford, East Sussex BN25 2EE
Saturday: 1000 - 1700
Prices: £4.00 adult, £1.00 child, £3.50 OAP
Web: www.newhavendmrc.com

Birmingham Model Railway Club

Exhibition Arden Hall, Water Orton Road, Castle Bromwich, Birmingham B36 9PB
Saturday: **Prices:** £4.00 adult, £2.00 child, £10.00 family

Seaford Model Railway Show 2015

Seaford Baptist Church Hall, Belgrave Road, Seaford, East Sussex BN25 2EE
Saturday: 1000 - 1700

Prices: £4.00 adult, £1.00 child, £3.50 OAP, £3.50 concessions
Tel: 07775 772246
Web: www.newhavendmrc.com

31ST OCTOBER-1ST NOVEMBER
Leeds Model Railway Society Annual Exhibition The Grammar School at Leeds, Alwoodley Gates, Harrogate Road, Leeds, LS17 8GS
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £6.00 adult, £0.00 Child
Web: www.leedsmrs.org

TRAIN & TOY FAIRS

13TH SEPTEMBER

SRP Toy Fairs - Brighton The Grandstand & Paddock Hall, Brighton Racecourse, Fresh-Field Road, Brighton, East Sussex BN2 9XZ
Sunday: 1000 - 1400
Prices: £2.00 adult
Tel: 07739 998012/01322 662729
Web: www.srptoyfairs1.co.uk

17TH SEPTEMBER

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
Tel: 07866 641215

19TH SEPTEMBER

Nottingham Toy & Train Fair Bluecoat Academy, Aspley Lane, Nottingham, Nottinghamshire NG8 5GY
Saturday: 10.00-14.00
Prices: £2.00 adult
Tel: 07951 072790/01623 722115
Web: www.ttf.co.uk

20TH SEPTEMBER

Tony Oakes Fairs - Kidderminster Gilt Edge Leisure Centre, Zortech Avenue, Kidderminster, Worcestershire DY11 7DY
Sunday: 1030 - 1400
Prices: £1.50 adult
Tel: 01270 652773

Sidcup Toy Soldier & Warhammer Show Chislehurst and Sidcup Grammar School, Hurst Road (A222), Sidcup, Kent DA15 9AG
Sunday: 1000 - 1500
Prices: £3.50 adult

Tel: 07739 998012/01322 662729
Web: www.srptoyfairs1.co.uk

Train & Toy Fair Newton Abbot Newton Abbot Racecourse, Devon TQ12 3AF
Sunday: 10.00am - 3.00pm
Prices: £2.00 adult

Tel: 01823 480097/07717 278420
Web: www.srptoyfairs1.co.uk

26TH SEPTEMBER

Tony Oakes Fairs - Stoke-on-Trent Fenton Community Centre, Manor Street, Fenton, Stoke on Trent ST4 2PT
Saturday: 1030 - 1400
Prices: £1.00 adult
Tel: 01270 652773

27TH SEPTEMBER

Carlisle Model Transport Fair Borderway Exhibition Hall, Rosehill CA1 2RS
Sunday: 1030 - 1500
Prices: £2.50 adult
Web: www.carlisletoyfair.com

Carlisle Model Transport Fair Borderway Exhibition Hall, Rosehill CA1 2RS
Sunday: 1030 - 1530
Tel: 07594 035955

SRP Toy Fairs - Herne Bay The Kings Hall, The Beacon Hill, Herne Bay, Kent CT6 5BA
Sunday: 1000 - 1400

Prices: £2.00 adult
Tel: 07739998012 / 01322662729
Web: www.srptoyfairs1.co.uk

29TH SEPTEMBER

SRP Toy Fairs - Tonbridge Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF
Tuesday: 1830 - 2030
Prices: £1.00 adult
Tel: 07739998012 / 01322662729
Web: www.srptoyfairs1.co.uk

3RD OCTOBER

Tony Oakes Fairs - Chester Northgate Arena, Victoria Road, Chester, Cheshire CH2 2AU
Saturday: 1000- 1500
Prices: £2.50 adult
Tel: 01270 652773

4TH OCTOBER

SRP Toy Fairs - Chelmsford Chelmsford City Football Club, Salerno Way, Chelmsford SM1 2EH
Sunday: 1000 - 1400
Prices: £2.00 adult
Tel: 07739 998012/01322 662729
Web: www.srptoyfairs1.co.uk

Ashfield Toy & Train Fair Festival Hall, Hodgkinson Road, Kirkby-in-Ashfield, Nottinghamshire NG17 7DJ
Sunday: 10.00am - 3.00pm
Prices: £2.00 adult
Tel: 07951 072790/01623 722115
Web: www.ttf.co.uk

7TH OCTOBER

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
Tel: 07866 641215

10TH OCTOBER

SRP Toy Fairs - Hawkinge Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP
Saturday: 1000 - 1400
Prices: £2.00 adult
Tel: 07739 998012/01322 662729
Web: www.srptoyfairs1.co.uk

11TH OCTOBER

SRP Toy Fairs - Rayleigh Swayne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ
Sunday: 1000 - 1400
Prices: £2.00 adult
Tel: 07739 99801 / 01322 662729
Web: www.srptoyfairs1.co.uk

14TH OCTOBER

Hoddesdon Toy & Train Fair Sheredes School, Cock Lane, Hoddesdon, Hertfordshire EN11 9JY
Wednesday: 7.00pm - 9.00pm
Prices: £1.00 adult
Tel: 07866 641215

17TH OCTOBER

Toy & Train Fair Gateshead Gateshead International Stadium, Neilson Road, (off the Felling bypass), Tyne and Wear NE10 0EF
Saturday: 1000 - 1530
Tel: 07594 035955

18TH OCTOBER

SRP Toy Fairs - Worthing Charmandean Centre, Forest Road, Worthing BN14 9HS
Sunday: 1000 - 1400
Prices: £2.00 adult
Tel: 07739 998012/01322 662729
Web: www.srptoyfairs1.co.uk

21ST OCTOBER

Burton Upon Trent Toy & Train Fair Town Hall, St Georges Square, Burton-on-Trent, Staffordshire DE14 2EB
Wednesday: 1830 - 2030
Prices: £2.00 adult
Tel: 07951072790 / 01623722115
Web: www.ttf.co.uk

25TH OCTOBER

Tony Oakes Fairs - Reading Vintage Toyfair & Exhibition Rivermead Leisure Centre, Richfield Avenue, Reading, Berkshire RG1 8EQ
Sunday: 1030 - 1530
Prices: £3.50 adult
Tel: 01270 652773

SRP Toy Fairs - Orpington Crofton Halls, Station Road, Orpington, Kent BR6 8PR
Sunday: 10.00am - 2.00pm
Prices: £2.00 adult
Tel: 07739 998012/01322 662729
Web: www.srptoyfairs1.co.uk

29TH OCTOBER

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
Tel: 07866 641215

29TH NOVEMBER

SRP Toy Fairs - Midhurst The Grange, Bepton Road, Midhurst, W.Sussex, GU29 9HG
Saturday: 1000 - 1400
Prices: £2.00 adult
Tel: 07739 998012/01322 662729
Web: www.srptoyfairs1.co.uk

SWAPMEET

31ST OCTOBER

Mickleover Model Railway Group Derby (Trains Only) Swapmeet Our Lady of Lourdes Parish Centre Centre, 36 Uttoxeter Road, Mickleover, DE3 9GE
Saturday: 10.30am - 2.30pm
Prices: £1.00 adult
Tel: 01332512580 / 07786260523
Web: www.mmrg.org.uk

Keighley 7mm Festival

SUNDAY, 11th OCTOBER, 2015

10.00am-4.30pm

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Keighley Business Centre, Knowle Mills,
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www.aberdeenmrc.co.uk

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Saturday 10am - 5pm • Sunday - 10am - 4pm

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Admission: Adults £5, Concession £4, Child £2.50 and Family £12.50

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Hartlepool Model Railway Show

24th & 25th October 2015



Bridge of Muir. Photo: M Wild/Hornby Magazine

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Photo: Steve Flint courtesy Railway Modeller

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Sunday 29th November 2015

Sat 28th 9.45am - 6pm & Sun 29th 9.45am - 5pm

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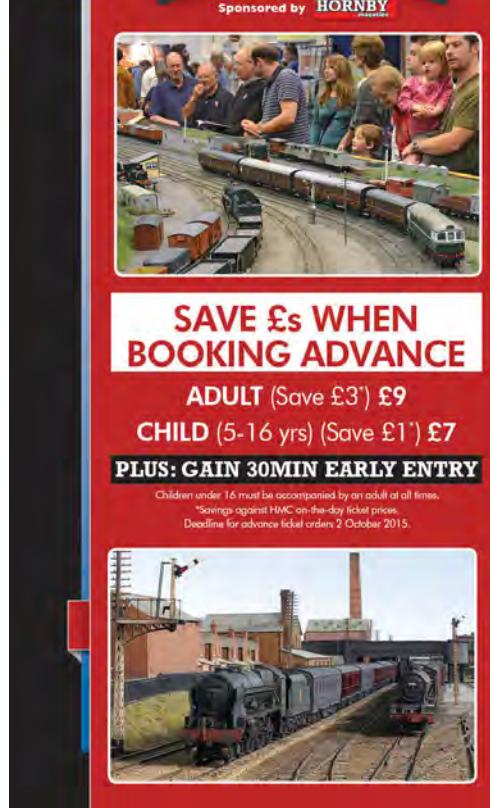
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Announcing the ACE.....

.....an exciting new controller, to be launched at the Warley exhibition (NEC, Birmingham) on 28/29 November 2015 - see us on Stand C029!



- ★ Can provide DCC or DC output!
- ★ Up to 3.5amp track current available (5A optional)!
- ★ Up to 9999 train - and 2044 accessory - addresses!
- ★ Up to 128 train and accessory details can be stored!
- ★ Decoder setup via main or programming track!

(E&OE - specifications subject to change during final product development.)

.....and, for control of accessories on your layout, we recommend these:-

The IMP (part no: DSI1001) - drives a model control servo with either DCC commands or a remote switch. Provides easy control of semaphore signals, crossing barriers, etc!



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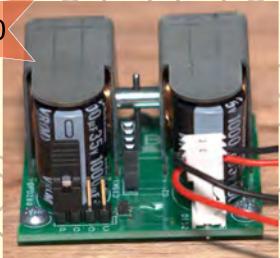
★ Compact - only 69 x 33 x 20 mm!

RCS0009 - Servo

Recommended for use with the IMP

- ★ Both products operate from DCC or DC!
- ★ DCC decoder and drive electronics built-in!
- ★ Push-button input & outputs for LED indicators!
- ★ Up to 48 DCC addresses may be stored for route setting!
- ★ Easy setup, on layout, without CV programming!
- ★ NMRA "service mode" also supported!
- ★ Single unit designs - minimise cost and wiring!

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- ★ Compact - only 43 x 40 x 28 mm!

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....drive trains from the panel

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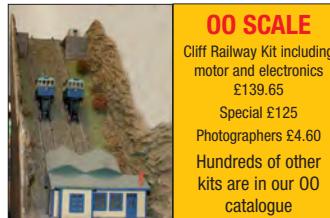
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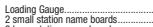
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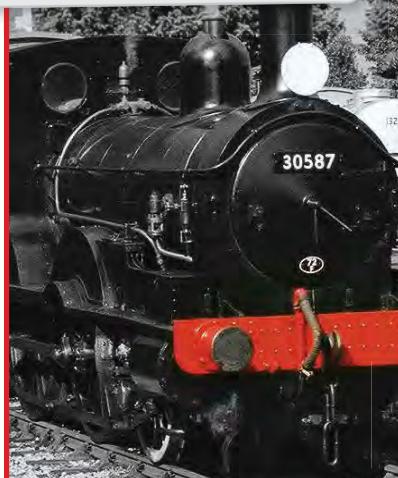
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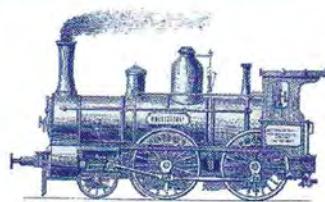


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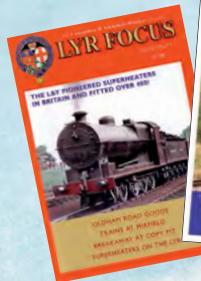
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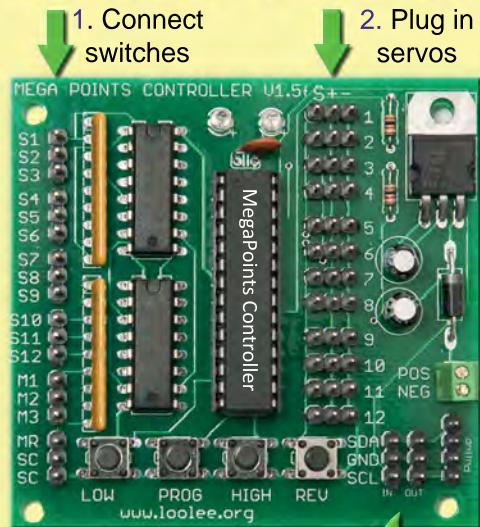
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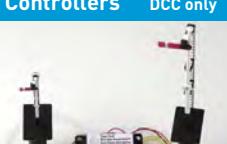
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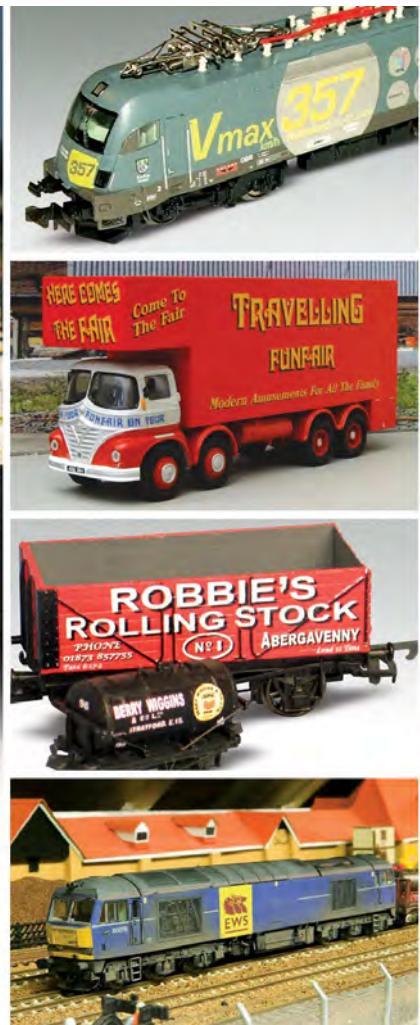
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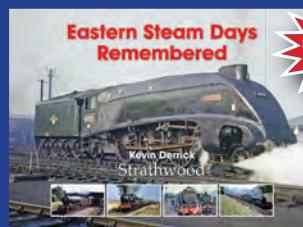
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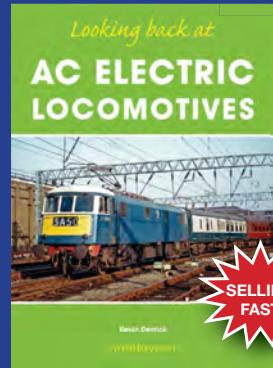
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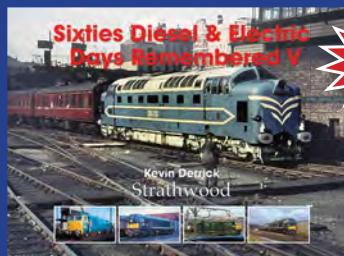
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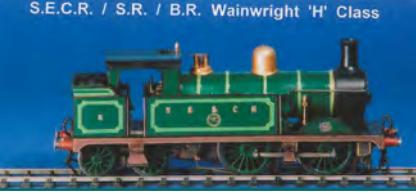
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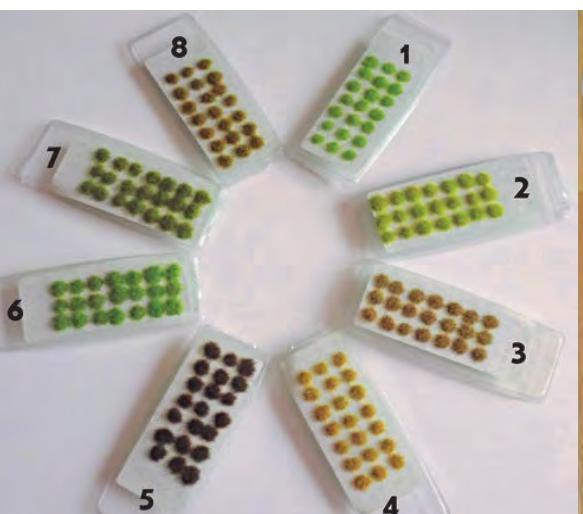
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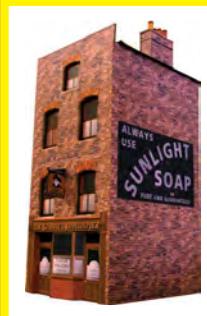


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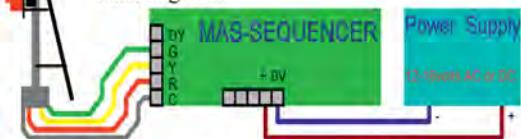


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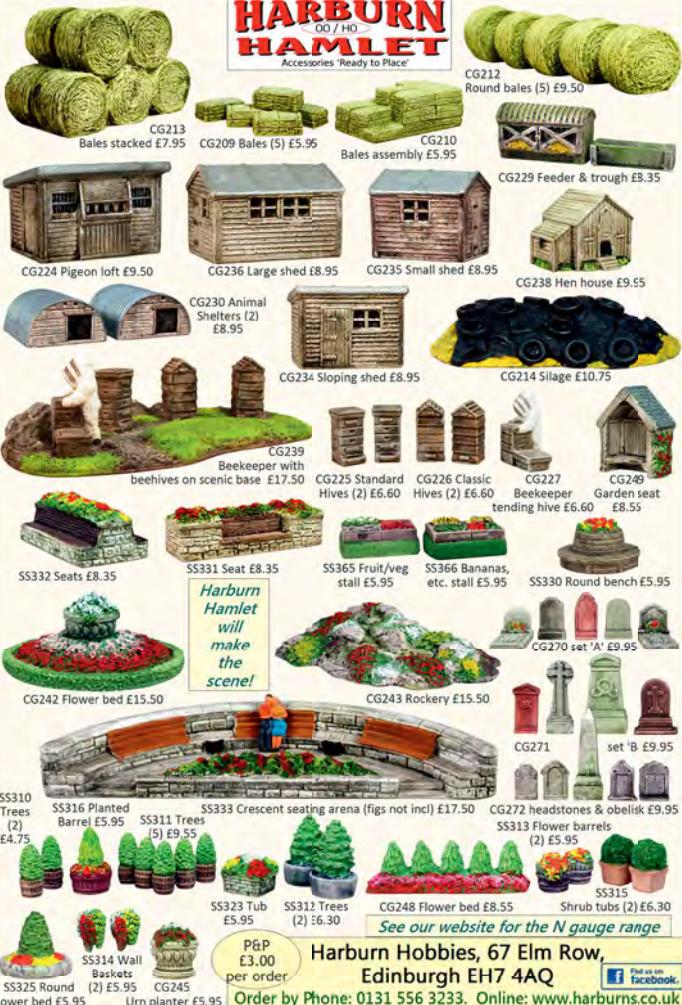
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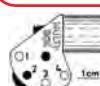
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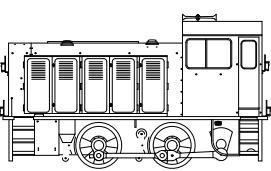
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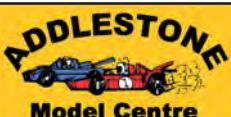
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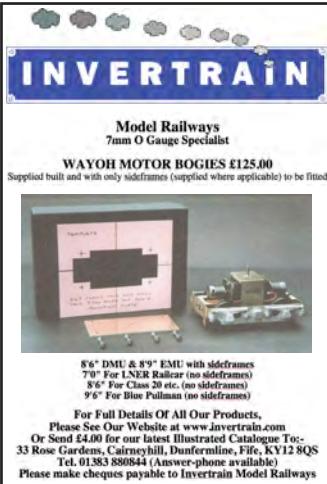
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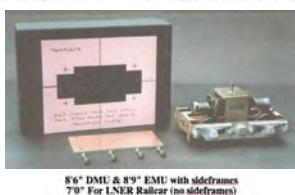
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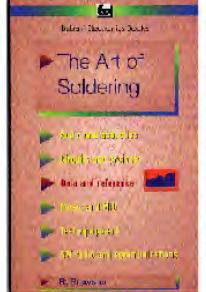
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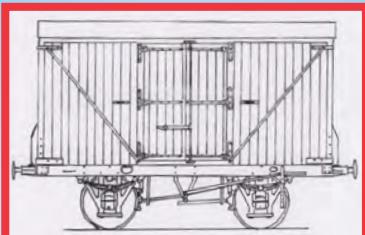
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The other day I received a notification that a particular item I had ordered via the internet was no longer available. I was disappointed but accepted the reasons given and got on with my life. Similarly, the bank I use for controlling my very meagre investments advised me that they were no longer able to offer the service that I once enjoyed. Both events were slightly annoying but neither of them moved me to spend hours venting my annoyance on consumer forums. Neither did I feel that I knew better than either of the companies who obviously had sound financial reasons for their decisions.

I may have mentioned before that forums are more often than not a great place for obtaining reference material and an even better resource for finding out what is happening in the world of model railways. While searching for some information recently I came across a posting from a well-meaning retailer advising that a particular resource offered by a major manufacturer to its retailers was to be suspended for a few months while a new system was being installed.

Our well-meaning retailer felt it was important enough for model railway enthusiasts at large to be aware. Quite a simple thing really and very public spirited, however I am sure that even they were surprised at the number of negative responses that followed. Some of these 'experts' thought that the old system should be kept running until the new was ready, others believed that both systems should be kept operating side-by-side while others found it unbelievable that the new system was not available to be switched on immediately.

I did appreciate some of the sentiments but what I found difficult to comprehend was the fact that those that commenting in the negative felt that

they knew better than the manufacturer in question. Do these people believe that the company had not considered all the various options before making the decision? Do those who commented consider they have a greater knowledge of the complexities involved in a large operation's internet, intranet and extranet IT operation than those who actually own it?

If not, then why do they feel that their views have any bearing on a decision made by people who possess a greater knowledge and understanding than they do? At least this particular manufacturer took the time to convey the changes to retailers rather than just switch the service off. If that had been the case then I believe we would all have a right to pass comment.

So why is it that there are some who always have an opinion whether they are qualified or otherwise? I am sure psychologists would have a field day with some contributors to forums, however I am not so sure the effort would be worthwhile.

There will always be so-called experts in this hobby who feel that they must pass comment on every topic and rarely do they have the knowledge or expertise to support their views. Sadly the world of model railways seems to have more than its fair share and it does nothing for the credibility of the hobby. For the manufacturer trying to do the right thing, these people are just one of several daily irritations to be endured but they could well do without it.

To those who feel that they must comment on subjects of which they have no knowledge I would ask that they think twice before sharing ill-founded opinions as no-one is that interested and nothing positive can come from it. **BRM**

'Industry Insider' wonders why some modellers feel the need to challenge decisions about which they have no knowledge.'

dapol

model railway company

Dapol Limited, Gledrid Industrial Park, Chirk, Wrexham, LL14 5DG

Tel: 01691 774455
Fax: 01691 778866
e-mail: sales@dapol.co.uk
www.dapol.co.uk

September Releases

N GAUGE

Q1



2S-021-001 - Q1 BR Black Early Crest 33016
2S-021-001D - Q1 BR Black Early Crest 33016 DCC
2S-021-002 - Q1 BR Black Late Crest 33018
2S-021-002D - Q1 BR Black Late Crest 33018 DCC

A4



2S-008-002 - A4 Sir Nigel Gresley LNER Blue Dbl Chmny 4498
2S-008-002D - A4 Sir Nigel Gresley LNER Blue Dbl Chmny 4498 DCC
2S-008-004 - A4 Mallard BR Green Early Crest 60022
2S-008-004D - A4 Mallard BR Green Early Crest 60022 DCC
2S-008-005 - A4 Mallard BR Green Early Crest 60022
2S-008-005D - A4 Mallard BR Green Early Crest 60022 DCC
2S-008-006 - A4 Woodcock BR Green Late Crest 60029
2S-008-006D - A4 Woodcock BR Green Late Crest 60029 DCC
2S-008-007 - A4 Seagull Brunswick Green Early Crest 60033
2S-008-007D - A4 Seagull Brunswick Green Early Crest 60033 DCC



2F-013-021 - Gunpowder Van - GWR W105738
2F-013-022 - Gunpowder Van - GWR W105738 Weathered

Also released this month include;

2S-020-001 - B17 Liverpool Wartime Black 2864
2S-020-001D - B17 Liverpool Wartime Black 2864 DCC
2S-020-002 - B17 Liverpool BR Early Crest 61664
2S-020-002D - B17 Liverpool BR Early Crest 61664 DCC
2S-020-003 - B17 Manchester City LNER Apple Green 2871
2S-020-003D - B17 Manchester City LNER Apple Green 2871 DCC

OO GAUGE



4F-017-015 - Lime Wagon - Whitecliffe
4F-017-016 - Lime Wagon - Whitecliffe Weathered



4F-036-009 - Grain Hopper - B885348
4F-036-010 - Grain Hopper - B885348 Weathered



4F-032-015 - Rectangular Tank - Butler 73
4F-032-016 - Rectangular Tank - Butler 73 Weathered

Also released this month include;

4D-006-000 - Class 73 Airtour Suisse 73102 Intercity
4D-006-001 - Class 73 73105 Large Blue Logo
4D-006-002 - Class 73 73124 BR Blue
4D-006-003 - Class 73 73135 BR Blue
4D-006-004 - Class 73 E6003 SR Green with Light Grey Lower Panels
4D-006-005 - Class 73 E6039 Early Blue with SYP and Double Arrow Logo
4D-006-006 - Class 73 73138 'Dutch' Yellow and Grey Civil Engineers
4D-006-007 - Class 73 73206 'Lisa' GB Rail Freight Blue / Yellow
4F-014-011 - Fruit D - BR W2036
4F-014-012 - Fruit D - BR W2036 Weathered

All product release dates correct at time of going to press

APPROVED

DAPOL GOLD
STOCKISTS

The following retailers carry stocks of all new monthly products

ALTON: **Alton Models** tel:01420 542244

ARUNDEL: **Gaugemaster** tel:01903 884321

AXMINSTER: **Buffers Model Railways** tel:01297 35557

AYLSHAM: **Bure Valley Railway** tel:01263 733858

BARROW-IN-FURNESS: **Crafty Hobbies** tel:01229 820759

BIDEFORD: **Osborn's Models** tel:01237 423453

BRISTOL: **Model Railways Direct** tel:01275 774224

BURTON-ON-TRENT: **The Tutbury Jinny** tel:01283 814777

CARLISLE: **C & M Models** tel:01228 514689

CHELTENHAM: **Cheltenham Models** tel:01242 523117

HEREFORD: **Hereford Model Shop** tel:01432 352809

KIDDERMINSTER: **DMB/Footplate Models** tel:01562 750076

LIVERPOOL: **Hattons** tel:0151 733 3655

NANTWICH: **Trident Trains** tel:01270 842400

NORTH LANCING: **Morris Models** tel:01903 754850

SHEFFIELD: **Rails of Sheffield** tel:01142 551436

STROUD: **ANTICS** tel:01453 825381

SHEPTON MALLET: **East Somerset Models** tel:01749 880651

WORCESTER: **DCC Supplies** tel:01905 621999

YORK: **Monk Bar Model Shop** tel:01904 659423



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

0151 733 3655
364-368 Smithdown Road
Liverpool, L15 5AN

Phone opening times Shop opening times
Mon to Fri 7am-8.30pm Mon to Sat 9am-5pm
Sat 7am-6pm Sun 9am-5pm
Sun 10am-4pm

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
E4 Brighton tank	ehattons.com/e4	£93.46	Mar 2013							
Modified Hall class	ehattons.com/mh	£106.21-£114.71	Mar 2012							
Class 43 NBL Warship	ehattons.com/c43	£118.96	Mar 2013							
Hawthorn Autocoaches	ehattons.com/hac	£58.61	Mar 2013							
Wickham trolley car	ehattons.com/wtc	£67.96	Mar 2013							
Class 5MT	ehattons.com/5mt	£85 (EST)	Mar 2015							
LNWR Webb coal tank	ehattons.com/wct	£102.00 (EST)	Sep 2014							

Birdcage coaches, Class 5P4F Stanier Mogul, Class 24/1, Class 90, J72, 6P, V2, 3F, J39, K3, 94xx, H2 Atlantic - view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 73	ehattons.com/c73	£105.00	March 2012							

GWR Railcar, Class 68, Class B4, IDA flat, Turbot - view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
J94	ehattons.com/j94	£82.00	Aug 2014							
14xx	ehattons.com/14xx	£99.00	Sep 2014	Feb 2015						
Hatton's King	ehattons.com/king	£169.00-£179.00	Aug 2014	Nov 2014						

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 05	ehattons.com/c05	£100.00	Jun 2013							
Metropolitan Bo-Bo	ehattons.com/mbb	£107.00	May 2014							

Park Royal railbus, Class O2/3, Class 1366 - view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 700	ehattons.com/c700	£101.90	Dec 2013							
Class 9f Crosti-boiler	ehattons.com/9fcb	£111.20	Dec 2013							
D16	ehattons.com/d16	£101.90	Dec 2103							
Class S15	ehattons.com/s15	£124.99	Dec 2014							
King	ehattons.com/horking	£148.14 - £179.99	Dec 2014							
Hornby Adams Radial	ehattons.com/horar	£111.10	Dec 2014							
Class J50	ehattons.com/j50	£74.06	Dec 2014							
Merchant Navy	ehattons.com/mn	TBC	Mar 2015							

LMS Coaches, K-Type Pullmans - view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
7 plank wagons	ehattons.com/oxcw	£9.00	Jan 2015							
Adam's Radial	ehattons.com/ar	£88.00	Jan 2015							
Hatton's ICI hopper	ehattons.com/ici	£24.00 / £25.00	Mar 2015							

Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

www.ehattons.com/projectupdates

Information correct at the time of going to press. All information subject to change