

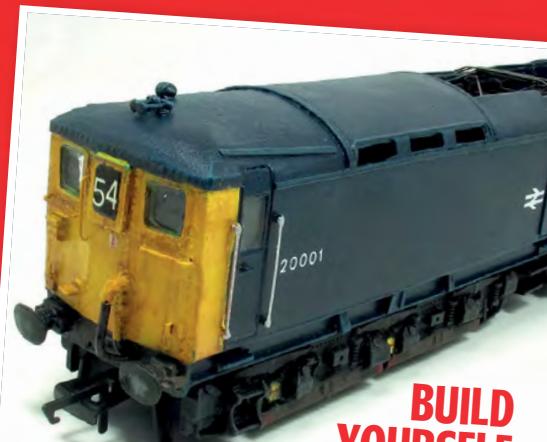
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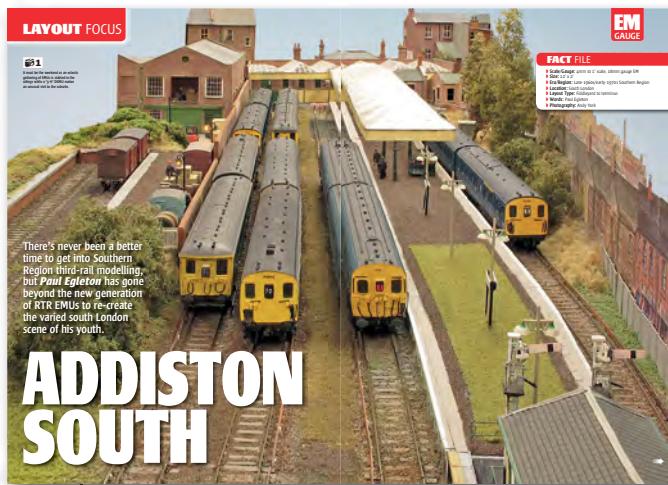
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There's never been a better time to get into Southern Region third-rail modelling. **Paul Egleton** re-created the varied south London scene of his youth.

BRM INTERVIEW

BRM MEETS... DIGITRAINS

Ben Jones goes behind the scenes at one of the country's leading DCC specialists.



Ben Jones goes behind the scenes at one of the country's leading DCC specialists.

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22 LAYOUT FOCUS: ADDISTON SOUTH

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32 PRACTICAL BRM: AYJAY CLASS 70
Resin kits can offer an easier alternative to brass when building complex models, as **Phil Parker** demonstrates with this Bulleid/Raworth 'Booster' electric by Ayjay Models.

38 BRM INTERVIEW: DIGITRAINS
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40 PRACTICAL BRM: MAKE A WATERFRONT DIORAMA

Phil Parker shows in a few simple steps how he made the industrial boats and canal basin at the front of the **BRM** project layout 'Ruston Quays'.

46 SHOW PREVIEW: WARLEY 2015
Howard Smith looks forward to the biggest model railway show of the year and picks out some highlights of the 2015 NEC gathering.

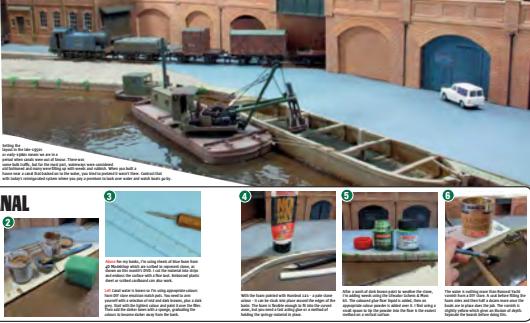
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HOW TO MAKE A... WATERFRONT DIORAMA

Phil Parker shows how he made the industrial boats and canal basin at the front of 'Ruston Quays'.



Phil Parker shows how he made the industrial boats and canal basin at the front of 'Ruston Quays'.



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22 LAYOUT FOCUS: ADDISTON SOUTH

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49 LAYOUT FOCUS: GLENBURN

Archie Brown describes Glasgow & West of Scotland MRC's depiction of a small Scottish village served by two railways.

58 PRACTICAL BRM: BUILD AN LMS 0-8-4T

Working in etched brass can be challenging, but the results are often superb. **Tony Wright** builds this eight-coupled goods tank from Brassmasters.

64 DIECAST IDEAS: GET ON THE RIGHT ROAD

Howard Smith looks at some of the latest die-cast models. There's no excuse to have empty streets on your layout.

68 PROJECT LAYOUT: STOKESAY GRANARY MILL

Telford Railway Modellers Group's **Peter Smith** explains how the layout's largest structure was researched, designed and built.

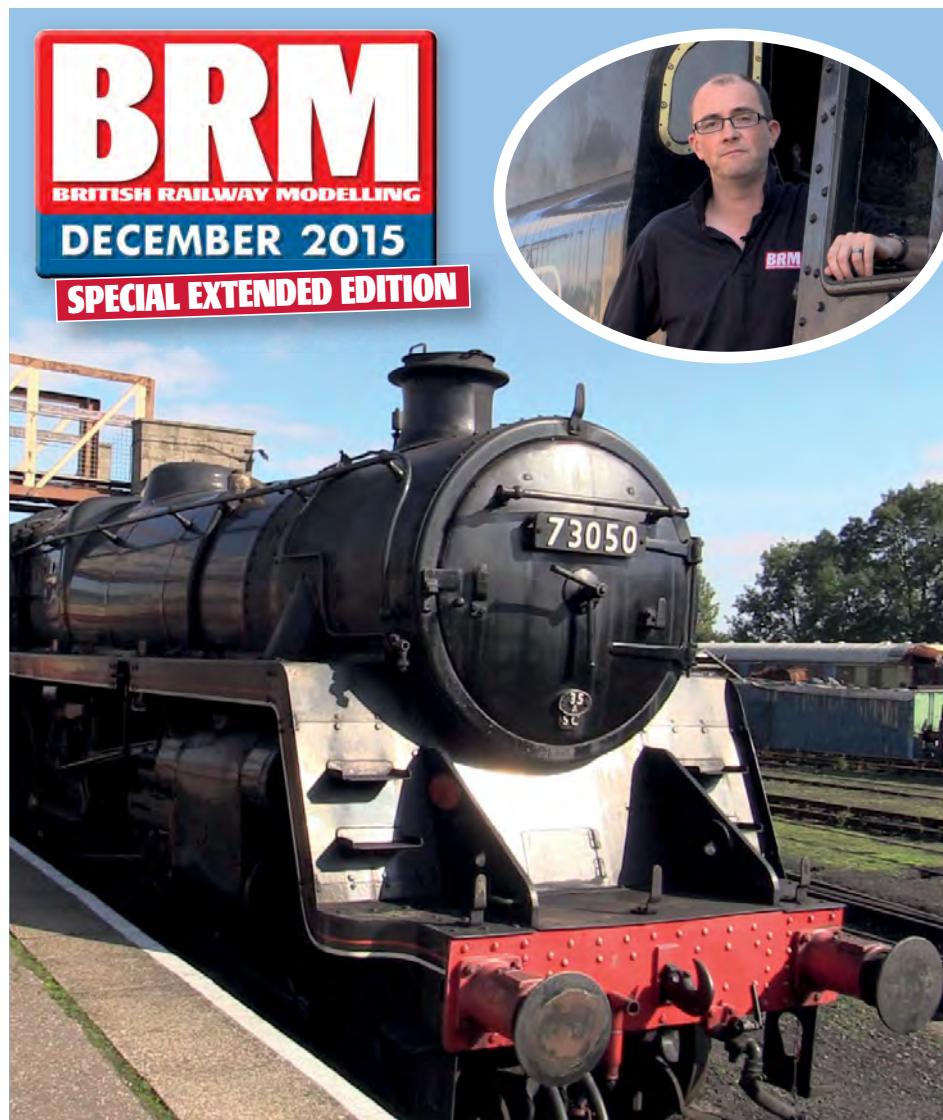
70 PROTOTYPE INSPIRATION: RETURN OF THE 'PROPER TRAIN'

A renaissance in locomotive-hauled passenger trains is happening. **Ben Jones** looks at what's working where and how you can model these interesting operations.

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WELCOME



You might assume that an editor's job is a fairly sedentary one; tied to a desk, peering into a computer screen filled with an endless stream of words and e-mails. While that's partially true, I also get the chance to go out to shows, meet advertisers, research features and film segments for our DVD programmes.

In recent weeks I've been out to see a number of advertisers across the country, both large and small, and their diversity, positivity and desire to promote our hobby has been extremely encouraging. On the face of it, businesses such as Hatton's Model Railways and Grimy Times in Warrington have little in common, but both have reason to be optimistic.

While no-one would deny that conditions are tough and the hobby faces serious challenges in the short, medium and longer term, the retailers who are doing well are taking an active approach to generating new custom, rather than sitting back and expecting people to walk through the door (both literally and figuratively). By responding to customer demand and changing trends, and by offering professional, reliable service they are better placed to deliver what people want. And, as a result, order books and till receipts look healthier.

In an ideal world, there would be a successful, well-organised and well-stocked model shop in every town and city across the country. Although the Beatties and ModelZone High Street chains both failed, there are good examples across the country of shops that prove it is possible to offer both specialist knowledge and a good retail 'experience' that attracts the general public as well as hobbyists. Has the time come to consider whether our hobby would be better served by a smaller number of more professional retail outlets?

Recent events have led to fears for 'traditional model railway shops' and, sadly, closures do happen as

businesses fail. But, new shops also open on a regular basis, as Grimy Times is proving, having taken the plunge after several years on the exhibition circuit. According to industry figures, the number of outlets has remained relatively stable over the last three decades, despite repeated predictions of doom.

There's no scope for complacency though; it's tough to build a successful business of any kind, let alone one in a competitive industry with a knowledgeable, price-sensitive and unusually particular clientele. From what I've seen on recent visits, it's the companies who dare to be different, offer much-needed services and deliver great service that stand out.

Whether it's Osborn's Models, tucked away up a steep lane in Bideford and now branching out into laser-cut kits having invested in the necessary technology, Kernow Model Rail Centre's numerous exclusive projects or Digitrains installing sound decoders in Lincoln, it's the 'added value' specialists that seem to be thriving. Finding your niche would appear to be the key in 2015, and that will increasingly be the case as 'just' selling RTR models gets harder for various reasons.

I've got even more outings planned over the coming weeks, not least the big Warley NEC show on November 28/29. Do come and see us at Stand A9 where we'll have some exclusive show offers to tempt you. Turn to page 46 for a preview of this year's highlights.

Finally, apologies if you were looking out for the Hatton's interview, which has been postponed until the New Year. However, we're planning to bring you something even more exciting about the retail giant and the people who make it tick. Look out for more information soon. **BRM**

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British Railway Modelling

is published by Warners Group Publications plc

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EDITORIAL

MANAGING EDITOR

Ben Jones

E benj@warnersgroup.co.uk

FEATURES EDITOR

Howard Smith

E howards@warnersgroup.co.uk / 01778 392059

FEATURES WRITER

Phil Parker

E phil@pagenumberone.co.uk

RMWEB EDITOR & BRM PHOTOGRAPHER

Andy York

E info@rmweb.co.uk

TRACKPLAN ILLUSTRATOR

Ian Wilson at Pacific Studio

E ian@pacificstudio.co.uk

ASSOCIATE PUBLISHER

Steve Cole

E stevec@warnersgroup.co.uk

PUBLISHER

John Greenwood

E johng@warnersgroup.co.uk

ADVERTISING

GROUP ADVERTISING MANAGER

Bev Machin 01778 392055

E bevm@warnersgroup.co.uk

DESIGN AND PRODUCTION

HEAD OF DESIGN

Lisa Watson-Bailey

E lisawb@warnersgroup.co.uk

SENIOR DESIGNER

Andy Fletcher

E andrewf@warnersgroup.co.uk

ADVERTISING DESIGNERS

Sarah Machin

E sarahm2@warnersgroup.co.uk

Amie Carter

E amiec@warnersgroup.co.uk

James Teather

E jamest@warnersgroup.co.uk

PRODUCTION

Pat Price 01778 391115

E patp@warnersgroup.co.uk

DISTRIBUTION

TRADE ACCOUNT SALES

I Natalie Cole

01778 392404

E tradeaccountorders@warnersgroup.co.uk

UK/OVERSEAS NEWSTRADE SALES

Keiron Jefferies 01778 395043

E keironj@warnersgroup.co.uk

NEWSTRADE DISTRIBUTION

Tom Brown 01778 391135

ISSN 0968-0764

SUBSCRIPTIONS

T 01778 392002

PRINTING

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



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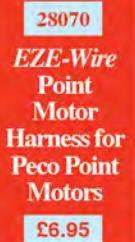
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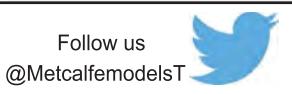
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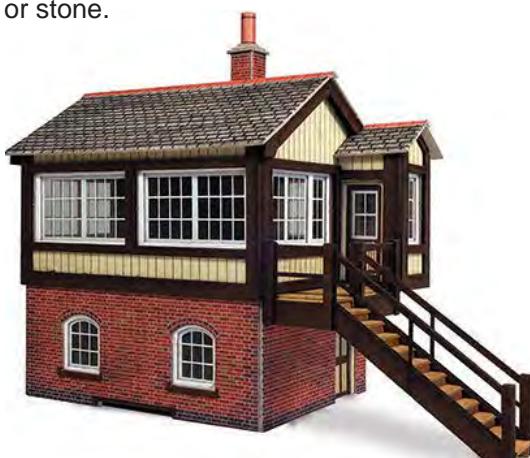
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H1409 14xx 1470 in BR lined black early emblem
H1410 58xx 5819 in BR unlined black early emblem
H1413 14xx 1444 in BR lined green early emblem
H1414 14xx 1450 BR lined green late crest
H1416 14xx 1409 BR unlined green late crest

Lightly Weathered

H1402 58xx 5814 in GWR unlined green Great Western
H1403 48xx 4871 in GWR unlined green Shirtbutton
H1405 48xx 4807 in GWR wartime black G W R
H1407 58xx 5802 in GWR unlined green G W R
H1411 58xx 5801 in BR unlined green G W R

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J9403 J94 68012 in BR black late crest
J9405 "Hurricane" in NCB Bickershaw Colliery lined green

IJ9409 7 in NCB Littleton Colliery lined blue

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HK05 6018 "King Henry VI" in GWR lined green

HK06 6025 "King Henry III" in BR ultramarine blue

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

HK10 6009 "King Charles II" in BR lined green with early crest

HK11 6017 "King Edward IV" in BR lined green with late crest

HK12 6026 "King John" in BR lined green with late crest

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31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (list £139.95) **BARGAIN** £89

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32-828A Class 2MT 4-6-0 46526 BR lined green late crest - weathered (Bac) **BARGAIN** £110.46

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31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) **BARGAIN** £80

NEW



31-088 Class 32xx 4-4-0 Dukedog 9028 in BR black early emblem (Bac) **NEW** £118.96

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31-628DC Class 3F 0-6-0 43620 in BR black late crest - weathered. DCC On Board (Bac) (list £119.95) **BARGAIN** £79

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



R3169 Class 4900 4-6-0 Hall 5972 'Olton Hall' in GWR (Railroad range). New tooling for 2013 (Hor) **BARGAIN** £67

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31-881 Class 4F 0-6-0 43875 in BR black early emblem and Johnson/Deeley tender (Bac) **NEW** £84.96

R2881 Class 5 Black 5 5112 in LMS lined black (Railroad Range) (Hor) £66



31-168 Class 5 L&YR 2-4-2T 10713 in LMS crimson (Bac) **NEW** £90.06

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31-169 Class 5 L&YR 2-4-2T 50795 in BR lined black early emblem (Bac) **NEW** £90.06

32-084 Class 56XX 0-6-2 6677 in GWR green (Bac) £76.46



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

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



R3278 Class 6P Patriot 4-6-0 45518 "Bradshaw" in BR green early crest - Railroad range (Hor) £64.80

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R3304 Class 700 Black Motor 0-6-0 30316 in BR black early crest - weathered (Hor) £101.84



R3226 Class 72XX 2-8-2 7218 in BR black early crest (Hor) £120.50



R3225 Class 72XX 2-8-2 7233 in Great Western green (Hor) £120.50



R31-013 Class 7F 2-8-0 S&DJR 53808 in BR black late crest & Deeley tender (Bac) (list £134.95) **BARGAIN** £89



R3244TTS Class 8 4-6-2 71000 "Duke Of Gloucester" in BR green late crest - TTS Sound (Hor) £129.80



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



R3086 Class A1 "Flying Scotsman" in LNER Apple green. Upgraded to 3-pole motor flywheel (Railroad range) (Hor) (list £82.49) **BARGAIN** £55



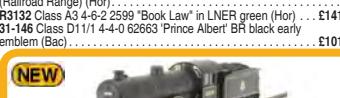
R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER green TTS Sound - Railroad range (Hor) £92.70



R3250B Class A1 4-6-2 60163 "Tornado" in BR lined Brunswick green (Bac) (list £159.95) **BARGAIN** £95



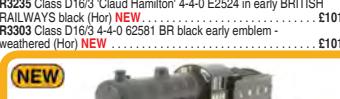
R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) £101.90



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



31-146 Class 1D1/1 4-4-0 62663 "Prince Albert" BR black early emblem (Bac) £101.96



32-234 Class D16/3 "Cloud Hamilton" 4-4-0 62530 in BR black early emblem (Hor) **NEW** £101.90



R3235 Class D16/3 4-4-0 6254 in early BRITISH RAILWAYS black (Hor) **NEW** £101.90



R3030 Class D16/3 4-4-0 62581 BR black early emblem - weathered (Hor) £101.84



35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) (list £109.95) **BARGAIN** £80



35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) (list £109.95) **BARGAIN** £80



35-076 Class E4 Brighton tank 0-6-2 473 in Southern green (as preserved) (Bac) (list £109.95) **BARGAIN** £80



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

31-320DC Class J11 Robinson (GCR 9J) 64325 BR black late crest. DCC Fitted (Bac) £93.46



R3242 Class K1 2-6-0 62015 in BR early crest (Hor) £120.50



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



R3227 Class O1 2-6-0 63663 in BR black late crest (Hor) £121.60



R3246TTS Class P2 2-8-2 "Cock O' The North" in LNER green - TTS Sound (Hor) £143.70



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R3238 Class S15 4-6-0 30843 in BR black early emblem (Hor) **NEW** £124.99

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) £44.99

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



32-954 Standard class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) (list £119.95) **BARGAIN** £74



32-955 Standard class 4MT 2-6-0 76109 in BR lined black late crest (Bac) (list £119.95) **BARGAIN** £72.50



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

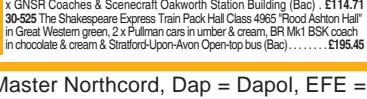


R2669 Class 08 diesel shunter in BR red, 2 x open

wagons and 1 x box van (Hor) (list £44.49) **BARGAIN** £29

35-076 The Railway Children Train Pack GWR 57xx Pannier in GNSR, 2 x GNSR Coaches & Scenefit Oakworth Station Building (Bac) £14.71

30-325 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) £19.45



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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) £105.00

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

2523 Class 05 Hunslet shunter "Departmental 88" BR green wasp stripes (Hel) £100

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

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

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

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

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

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

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

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

32-034A Class 20 201401 in BR green full yellow ends - weathered (Bac) £97.71

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

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4D-012-001 Class 22 B-Diesel Hydraulic D5316 in BR Green. Small yellow panels and disc headcode box (Dap) £103

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2321 Class 23 Baby Deltic D5901 green headcode discs and frost grilles (Hel) (list £129.95) **BARGAIN** £59

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2322 Class 23 Baby Deltic D5905 green headcode discs and no frost grilles (Hel) (list £129.95) **BARGAIN** £59

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2323 Class 23 Baby Deltic D5906 green headcode discs and frost grilles (Hel) (list £129.95) **BARGAIN** £59

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3344 Class 31 31285 in Network Rail (Hor) ... £150.23

3430 Class 33/0 diesel D6506 in BR blue full yellow ends (Hel) ... £95



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

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



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

32-067 Class 43 North British (NBL) Warship 842 Royal Oak in BR blue. New tooling (Bac) ... £118.96



32-066 Class 43 North British (NBL) Warship D835 'Pegasus' in BR green small yellow panel. New tooling (Bac) ... £118.96



32-065 Class 43 North British (NBL) Warship D865 'Zealous' in BR maroon small yellow panel. New tooling (Bac) ... £118.96



32-680 Class 45 45036 in BR blue split centre headcode (Bac) **NEW** ... £101.96



32-681 Class 45 45108 in BR green split centre headcode - weathered (Bac) **NEW** ... £110.46



32-656DC Class 47/0 D1677 'Thor' in BR green full yellow ends. DCC On Board (Bac) ... £106.21

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



32-817 Class 47/7 47745 'Royal London Society For The Blind' in RES red & grey (Bac) (list £114.95) **BARGAIN** £72



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



R3263 Class 50 50024 "Vanguard" in BR Large Logo blue (Hor) **NEW** ... £137.20



R3264 Class 50 50046 "Ajax" in BR Large Logo blue (Hor) **NEW** ... £137.20



4D-003-004 Class 52 D1058 "Western Nobleman" BR blue full yellow panel (Dap) ... £109

4D-003-005 Class 52 D1072 "Western Glory" BR blue full yellow panel (Dap) ... £109

4D-003-011 Class 52 diesel loco D1002 "Western Explorer" in BR green small yellow panels (Dap) ... £109



32-532 Class 55 55007 "PINZA" in BR blue Finsbury Park white cab windows - weathered (Bac) ... £113.01



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



R2879 Class 55 Deltic diesel 55001 "St Paddy" in BR blue (Hor) (list £52.49) ... **BARGAIN** ... £43



32-762DS Class 57/3 57312 'The Hood' in Virgin Trains - weathered. DCC Sound (Bac) ... £203.96

5825 Class 58 58038 Mainline Blue Livery (Hel) ... £125

R3272 Class 67 67006 Royal Sovereign (Hor) (list £139.99) **BARGAIN** ... £110

31-996 Class D/16 LMS 10000 in BR Brunswick green eggshell blue waistband (Bac) ... £101.96



32-680 Class 60 60101 in BR blue split centre headcode (Bac) **NEW** ... £101.96



32-681 Class 60 60108 in BR green split centre headcode - weathered (Bac) **NEW** ... £110.46



32-682 Class 66 66101 in BR blue split centre headcode (Bac) **NEW** ... £110.46



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32-684 Class 68 68101 in BR blue split centre headcode (Bac) **NEW** ... £110.46



32-685 Class 70 70101 in BR blue split centre headcode (Bac) **NEW** ... £110.46

31-678 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph (Bac) (list £114.95) ... **BARGAIN** ... £86

31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (list £139.95) **BARGAIN** ... £79

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

8992 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) ... **BARGAIN** ... £69



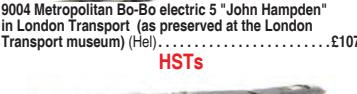
31-256DC Class 251 Blue Pullman 6-car Midland set in Nanking blue full yellow ends. DCC Fitted (Bac) (list £349.95) ... **BARGAIN** ... £290

32-516A Derby Lightweight 2 Car DMU BR green speed whiskers (Bac) ... £123.21



8752 Park Royal Railbus M79971 in BR green speed whiskers (Hel) ... £97

8753 Park Royal Railbus M79972 in BR green small yellow panels (Hel) ... £97



8750 Park Royal Railbus SC79970 in BR green speed whiskers (Hel) ... £97

8751 Park Royal Railbus SC79974 BR green small yellow panels (Hel) ... £97



8704 Railbus W&M E79962 in green large yellow panel - weathered. (Hel) (list £129.95) ... **BARGAIN** ... £79

8801 Railcar W79976 in BR light green speed whiskers, Matt finish (Hel) ... £94

8802 Railcar W79977 in BR dark green small yellow warning panels & white cab roofs (Hel) ... £94



8704 Railbus W&M E79962 in green large yellow panel - weathered. (Hel) (list £129.95) ... **BARGAIN** ... £79

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8802 Railcar W79977 in BR dark green small yellow warning panels & white cab roofs (Hel) ... £94



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8801 Railcar W79976 in BR light green speed whiskers, Matt finish (Hel) ... £94

8802 Railcar W79977 in BR dark green small yellow warning panels & white cab roofs (Hel) ... £94



8704 Railbus W&M E79962 in green large yellow panel - weathered. (Hel) (list £129.95) ... **BARGAIN** ... £79

8801 Railcar W79976 in BR light green speed whiskers, Matt finish (Hel) ... £94

8802 Railcar W79977 in BR dark green small yellow warning panels & white cab roofs (Hel) ... £94



8704 Railbus W&M E79962 in green large yellow panel - weathered. (Hel) (list £129.95) ... **BARGAIN** ... £79

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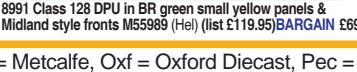
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8801 Railcar W79976



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
31-577 Windhoff MPV Multi-Purpose master and slave units in 'Railtrack' (Bac) (list £14.95) **BARGAIN** £79

Train sets - analogue

R1183 Master of the Glens Train Set (Hor) **NEW** £166.66
R1174 Breakdown Hauler Train Set 0-4-0 loco, Breakdown Crane and Support Van (Hor) (list £19.99) **BARGAIN** £59



R1176 Eurostar 2013 Train Set (Hor) £140
30-170 Thematics Clyde Express Midland Compound 1000, 2 x corridor composite & 3rd brake coach in LMS (Bac) £148.71

30-105 The Midland Marvel Midland 3F 3522 in LMS, brake van in LMS grey & 2 x 8-plank wagons (Bac) £110.46
Train sets - DCC

R1173 e-Link DCC Western Master train set GWR Class 2721 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

Coaches
4P-010-038 57 Ft Stanier Non Corridor Brake BR Carrine M20550 (Dap) **NEW** £13.50
C095D 57 Ft Stanier Non Corridor Brake BR Carrine M20550 KIT (Dap) **NEW** £9
4P-010-037 57 Ft Stanier Non Corridor Comp BR Carrine M16620 **NEW** £13.50
C095D 57 Ft Stanier Non Corridor Comp BR Carrine M16620 KIT (Dap) **NEW** £9
R4650 BR Gresley Suburban Third Class Brake Coach, Maroon (Hor) £37.27

R4619 BR Maroon Mk1 BG full brake/parcels coach (Hor) (list £24.99) **BARGAIN** £19
R4621 BR maroon Mk1 TSO tourist second open (Hor) (list £24.99) **BARGAIN** £19

R4622 BR Maroon Mk1 TSO tourist second open (Hor) £19
R4619 BR Maroon Mk1 BG full brake/parcels coach (Hor) (list £24.99) **BARGAIN** £19

39-320A BR Mk1 BSP Pullman bar 2nd 'The Hadrian Bar' (with lighting) (Bac) (list £48.95) **BARGAIN** £26
39-321 BR Mk1 BSP Pullman bar 2nd coach in blue/grey (with lighting) (Bac) (list £48.95) **BARGAIN** £24
39-291A BR Mk1 FP Pullman 1st coach in blue grey (with lighting) (Bac) (list £48.95) **BARGAIN** £24

39-274A Pack of 4 BR Mk1 GUV InterCity Motorail Blue & Grey - Weathered - NXA E93736 (Bac) (list £159.80) **BARGAIN** £80
39-274A Single (Bac) (list £39.95) **BARGAIN** £21
R4646 AB Mk1 Parcels Coach Express Parcels' (Hor) £23.14
39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £48.95) £24

39-500 Pack of 4 BR Mk1 SLF Sleeper Car in maroon (Bac) (list £171.80) **BARGAIN** £136
39-500 Single (Bac) £36.50
39-503 BR Mk1 SLSTP Sleeper Car in blue & grey 'Inter-City' (Bac) £33
39-503 Pack of 4 (Bac) (list £155.80) **BARGAIN** £122

39-502 Pack of 4 BR Mk1 SLSTP Sleeper Car in maroon (Bac) (list £155.80) **BARGAIN** £120
39-502 Single (Bac) £33

Prices valid until 09/12/15

Orders received after this date for products that have increased in price will be given a refund



R4662 Pullman Third Class Brake Parlour Car - K-Type
Pullman Car (Hor) £46.29
R4660 Pullman Third Class Kitchen Car - K-Type Pullman Car (Hor) £46.29
R4661 Pullman Third Class Parlour Car - K-Type Pullman Car (Hor) £46.29

NEW



39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) (list £39.95) **BARGAIN** £18
R4617A BR Mk2 First Class Open Coach (Hor) **NEW** £23.14
R4614A BR Mk2 First Class Open Coach, BR Blue & Grey (Hor) **NEW** £27.77

NEW



R4611A BR Mk2 First Class Open Coach, BR Blue & Grey, Working Lights (Hor) **NEW** £27.77
R4612A BR Mk2 Standard Open Brake Coach, BR Blue & Grey, Working Lights (Hor) **NEW** £27.77

NEW



R4616A BR Mk2 Standard Open Brake Coach, BR Blue & Grey, Working Lights (Hor) £27.77
R4610A BR Mk2 Standard Open Coach (Hor) £23.14
R4610A BR Mk2 Standard Open Coach, BR Blue & Grey, Working Lights (Hor) £27.77

NEW



39-525 Southern PLV Passenger Luggage Van Southern Railway Green (Bac) **NEW** £24.61
Wagons

Wagons

38-502 'Covhop' covered hopper British Industrial Sand bauxite & black (Bac) £18.28
38-502 Pack of 4 (Bac) (list £91.80) **BARGAIN** £66
38-502 Megapack of 8 (Bac) (list £183.60) **BARGAIN** £126

NEW



38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) £135.83
38-030B Single (Bac) £33.96

NEW



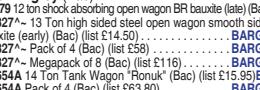
37-628B Megapack of 8 102 Tonne GLW Thrall BRA steel carrier in EWS - weathered (Bac) £143
37-628B Single (Bac) £19.95
37-628B Pack of 4 (Bac) (list £119.80) **BARGAIN** £74
37-780 12 ton mogo van in BR bauxite (Bac) **NEW** £12.71

NEW



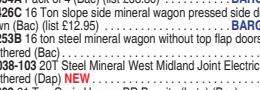
37-628B Megapack of 8 102 Tonne GLW Thrall BRA steel carrier in EWS - weathered (Bac) £143
37-628B Single (Bac) £19.95
37-628B Pack of 4 (Bac) (list £119.80) **BARGAIN** £74
37-780 12 ton mogo van in BR bauxite (Bac) **NEW** £12.71

NEW



37-904 12 ton planked shock absorbing van planked ends in GWR grey (Bac) **NEW** £13.56
37-879 12 ton shock absorbing open wagon BR bauxite (late) (Bac) **NEW** £13.56

NEW



34-056A Collett 60ft 2nd class corridor in BR crimson & cream (Bac) **NEW** £24.61

NEW



34-053 Collett 60ft 3rd class corridor in GWR chocolate & cream (Bac) **NEW** £24.61

NEW



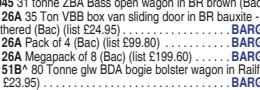
34-052 Ex-Southern CCT Covered Carriage Truck BR Blue (Bac) **NEW** £24.61

NEW



38-144 29 ton VDA sliding door box van in BR Railfreight - weathered (Bac) £21.21
38-042A 31 tonne OBA open wagon BR Plasmor Blockfreight (Bac) **NEW** £18.66

NEW



38-044 31 tonne OBA open wagon in BR Railfreight brown (Bac) **NEW** £18.66
38-041B 31 Tonne OBA open wagon in Railfreight (Bac) £16.53

NEW



38-041B 31 Tonne OBA open wagon in Railfreight (Bac) £16.53
38-041B Pack of 4 (Bac) (list £87.80) **BARGAIN** £60

NEW



38-126A 35 Ton VBB box van with sliding door in BR bauxite - weathered (Bac) (list £24.95) **BARGAIN** £20.36
38-126A Pack of 4 (Bac) (list £99.80) **BARGAIN** £72

NEW



38-126A 35 Ton VBB box van with sliding door in BR bauxite - weathered (Bac) (list £24.95) **BARGAIN** £20.36
38-126A Pack of 4 (Bac) (list £99.80) **BARGAIN** £72
38-126A Megapack of 8 (Bac) (list £199.60) **BARGAIN** £136

NEW



38-151B 80 Tonne gw BDA bogie bolster wagon in Railfreight (Bac) (list £23.95) **BARGAIN** £14
38-151B Pack of 4 (Bac) (list £93.80) **BARGAIN** £54

NEW



38-151B 80 Tonne gw BDA bogie bolster wagon in Railfreight (Bac) (list £23.95) **BARGAIN** £14
38-151B Pack of 4 (Bac) (list £93.80) **BARGAIN** £54
38-151B Megapack of 8 (Bac) (list £191.60) **BARGAIN** £106

NEW

R4673 BR Brown mineral wagon x 3 (Railroad Range) (Hor) (list £17.49) **BARGAIN** £12

NEW

38-427 Megapack of 8 Bulk grain bogie hopper in 'Traffic Services Limited' (Bac) (list £479.60) **BARGAIN** £330
38-427 Single (Bac) £46.71

NEW

38-427 Megapack of 8 Bulk grain bogie hopper in 'Traffic Services Limited' (Bac) (list £479.60) **BARGAIN** £330
38-427 Pack of 4 (Bac) (list £239.80) **BARGAIN** £172

NEW

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

NEW

38-951B Conflat wagon in BR bauxite BD container in Speedfreight (Bac) (list £13.56) **BARGAIN** £5.21
38-951B Pack of 4 (Bac) (list £63.80) **BARGAIN** £54.23

NEW

38-952 Conflat wagon in BR bauxite BD container in Speedfreight (Bac) (list £13.56) **BARGAIN** £5.21



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** £29



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 Fina - weathered (Bac) (list £46.95) **BARGAIN** £28



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



36-557 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
X9659 4-pin decoder for some train set locos and Sentinels (Hor) £10



BPDCC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23l x 27w x 10d mm) x 5 (Gau) £71



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1 peak) decoder (Hor) £76
R8249 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



36-500 EZ Command DCC controller - boxed (Bac) £76.46
TT300 Slow motion DCC point motor (Tra) £20



R8243 Surface Mounted point motor (Hor) £7
Accessories



SFX20 Diesel loco sound capsule (with built in battery, speaker & motion detector) (Tra) £37
SFX10 Steam loco sound capsule (with built in battery, speaker & motion detector) (Tra) £37



Cables & Wires
OWIRE1 OO Catenary Wires 135 mm x 10 (Dap) **NEW** £21.21
OWIRE2 OO Catenary Wires 138 mm x 10 (Dap) **NEW** £17.81
OWIRE3 OO Catenary Wires 152 mm x 10 (Dap) **NEW** £23.76
OWIRE4 OO Catenary Wires 200 mm x 10 (Dap) **NEW** £19.51
PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) £5.50

Visit

www.ehattons.com/new

for new releases



76BU002 Scania Topline Drawbar A. Pettifor & Son (Oxf) £23

76VOL4001 Volvo FH4 Curtainside Eddie Stobart (Oxf) £19

Farming & Construction

76SET36 3 Piece Farm Trailers (Oxf) NEW £14

76FARM06 Baler Blue (Oxf) NEW £5

NEW



76FARM05 Farm Trailer Green (Oxf) NEW £5

76FARM04 Livestock Trailer Red (Oxf) NEW £5

76MF01 Massey Ferguson 135 in Red (Oxf) £47.50

Military ground vehicles

76QLD002 Bedford QLD 1st Armoured Division 1941 (Oxf) NEW £11



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

Public Service Vehicles

NEW



76PB008 Commer PB Royal Mail (Oxf) NEW £5

76LR001 Land Rover FT6 Carmichael 'Cheshire County Fire Brigade' (Oxf) £8.95

NEW



76LR003 Land Rover FT6 Carmichael Forth Road Bridge (Oxf) NEW £8

Tools

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

N Gauge
Steam locos



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 'Cly Line' BR green late crest (Gra) £135.96
25-015-003 Class 2MT 1vtt 2-6-2 in BR black late crest (Dap) £53
25-009-005D Class 3800 2-8-0 3819 GWR green GWR lettering. DCC Fitted (Dap) £123
372-062 Class 4F 0-6-0 43875 BR black early emblem & Johnson tender (Gra) £93.46



372-752 Class 4MT Fairburn 2-6-4 tank 42073 in BR black late crest (Gra) £97.71
25-007-007D Class 5700 Pannier 0-6-0 4807 BR black early crest - DCC Fitted (Dap) £82



25-007-007 Class 57xx Pannier #4607 in BR black early crest (Dap) £61
25-007-009 Class 57xx Pannier #5724 GWR Green GWR Lettering (Dap) £61
25-007-011 Class 57xx Pannier 0-6-0 6746 in GWR green shirbutton emblem - DCC fitted (Dap) £88



25-019-002 Class 6800 4-6-0 6802 'Bampton Grange' in GWR green 'G & W' lettering (Dap) £100



25-019-006 Class 6800 4-6-0 6803 'Bucklebury Grange' in BR lined green late crest (Dap) £100



2S-021-001 Class Q1 0-6-0 33016 in BR black early emblem (Dap) £94

2S-021-002 Class Q1 0-6-0 33016 BR black early emblem. DCC Fitted (Dap) £110

2S-021-002 Class Q1 0-6-0 33018 in BR black late crest (Dap) £94

NEW



2S-021-002D Class Q1 0-6-0 33018 in BR black late crest. DCC Fitted (Dap) **NEW** £110



372-427 Class WD Austerity 2-8-0 90201 in BR black late crest - weathered (Gra) (list £144.95) **BARGAIN** £89



372-186 Princess Coronation Class 4-6-2 46226 "Duchess of Norfolk" in BR Express Passenger blue early emblem (Gra) £127.46

Train packs



370-500 Cumbrian Mountain Express Train Pack Coronation Class 46229 "Duchess of Hamilton" in BR maroon late crest, 3 x Mk1 coaches in blue/grey & Scenecraft 'Ais Gill' Signal box (Gra) £131.71



370-300 Landship Train Train Pack Class 4F 3848 in Midland Railway black, 3 x bogie bolster wagons in olive green & 3 x Mk1 tanks under tarpaulins (Gra) £89.21

Diesel locos

371-051C Class 04 D2295 in BR blue wasp stripes (Gra) **NEW** £72.21
2D-021-002 Class 156 2 car DMU 156419 in Provincial (Dap) £95

2D-021-001 Class 156 2 car DMU 156508 Strathclyde Passenger Transport (Dap) £95



371-033 Class 20 diesel D8011 in BR green small yellow panel - weathered (Gra) £97.71



371-088 Class 25/2 diesel 25231 in BR blue, weathered (Gra) £93.46



371-111 Class 31 diesel D5596 in BR green small yellow panels (Gra) £100.26



2D-018-004 Class 35 Hymek D7024 in BR green - weathered (Dap) £85

371-454 Class 37 diesel D6827 BR green centre headcode, weathered (Gra) £108.21

371-165 Class 37/4 diesel 37407 'Loch Long' in BR blue large logo (Gra) £83.21

371-168 Class 37/5 diesel 37506 Railfreight Red Stripe (Gra) £89.21



371-825B Class 47/0 diesel D1572 in BR green small yellow panel (Gra) £101.96

372-246 Class 47/7 diesel 47715 'Haymarket' BR Network South East (Gra) £101.96

371-287 Class 55 diesel 'Deltic' 55005 'The Prince of Wales' Own Regiment of Yorkshire' in BR blue (Gra) £93.46



371-286 Class 55 diesel "Deltic" D9002 'The King's Own Yorkshire Light Infantry' in BR green half yellow ends (Gra) £93.46

2D-004-009 Class 56 diesel 56105 Colas Rail freight (Doncaster built) (Dap) £101



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

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



371-396 Class 66/9 diesel 66731 'InterhubGB' in GBRf (Gra) £89.21



371-635 Class 70 PowerHaul diesel 70006 Freightliner (Gra) (list £119.95) **BARGAIN** £82.50

Electric locos

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

371-802 Class 91 electric 91201 'Archbishop Thomas Cranmer' DVT GNER, (Gra) (list £114.40) **BARGAIN** £49

HSTs



2D-019-002 Class 43 HST Book Set in First Great Western purple - 43177, 43165 & two Mk 3 coaches (Dap) £135



2D-019-004 Class 43 HST Book Set in Intercity Swallow - 43075, 43106 & two Mk 3 coaches (Dap) £135



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

DMUs



2D-009-000D Class 121 single car DMU 'Bubble car' W55022 in BR green small yellow warning panel (DCC Fitted) (Dap) £107

2D-009-001 Class 121 single car DMU 'Bubble car' W55027 in BR green speed whiskers (Dap) £90



371-558 Class 158 2 Car DMU 158871 ScotRail (Gra) (list £144.95) **BARGAIN** £89

371-433 Class 170/4 3 Car DMU 170434 in First ScotRail (Gra) (list £164.95) **BARGAIN** £100



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



371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £169.95) **BARGAIN** £99

371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (list £169.95) **BARGAIN** £99



371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (list £169.95) **BARGAIN** £99

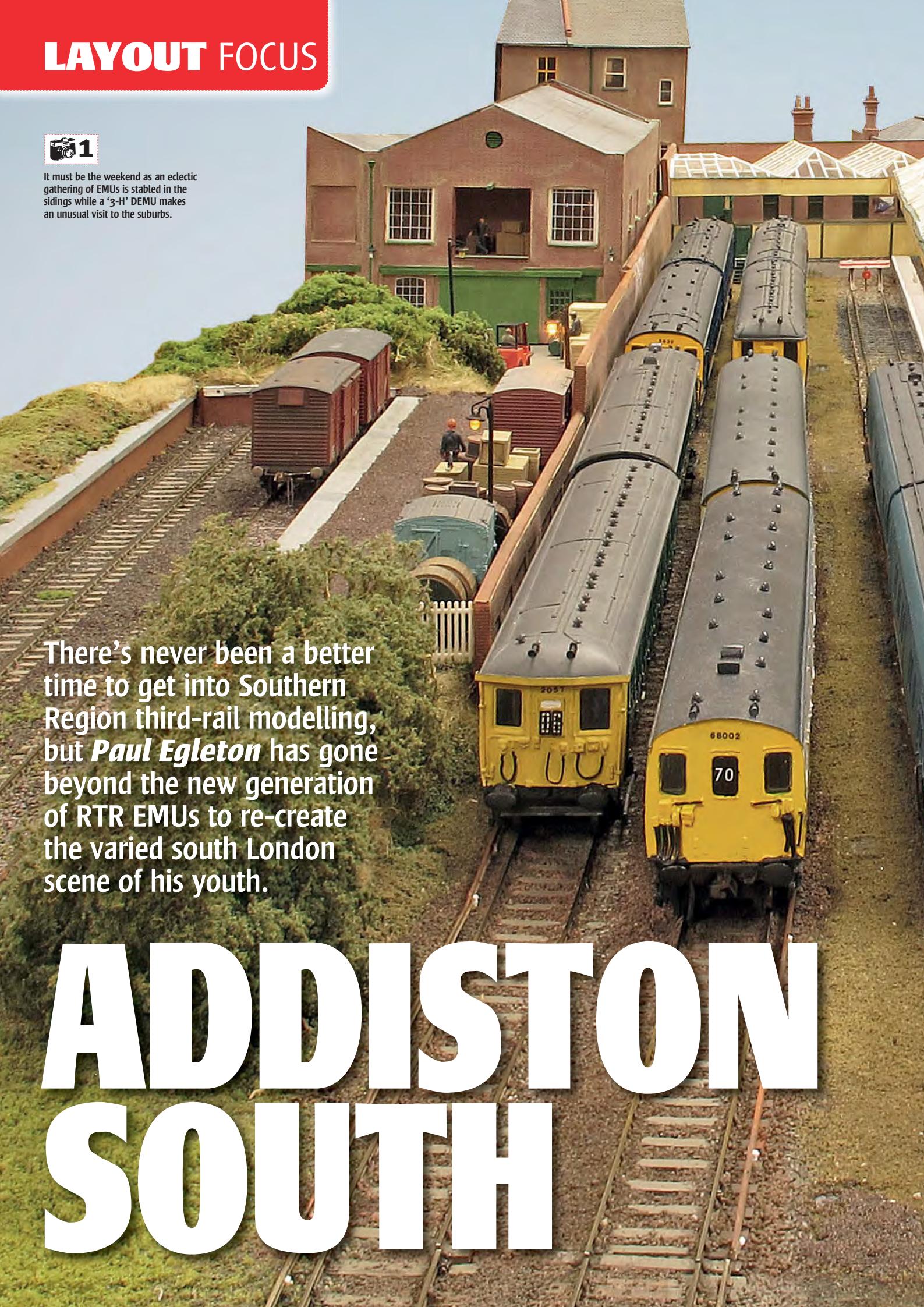
371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (list £169.95) **BARGAIN** £99



It must be the weekend as an eclectic gathering of EMUs is stabled in the sidings while a '3-H' DEMU makes an unusual visit to the suburbs.

There's never been a better time to get into Southern Region third-rail modelling, but **Paul Egleton** has gone beyond the new generation of RTR EMUs to re-create the varied south London scene of his youth.

ADDISTON SOUTH



FACT FILE

- **Scale/Gauge:** 4mm to 1' scale, 18mm gauge EM
- **Size:** 12' x 2'
- **Era/Region:** Late-1960s/early-1970s Southern Region
- **Location:** South London
- **Layout Type:** Fiddleyard to terminus
- **Words:** Paul Egerton
- **Photography:** Andy York





have always been a Southern Region fan. Having been born in Croydon in the 1960s I travelled many times between Thornton Heath and Norwood Junction or East/West Croydon on SR EMUs. Passing the major maintenance depot at Selhurst must have left an impression on me at an early age.

My parents moved to Basingstoke in the late-1960s and so my early trainspotting years were spent at that station watching 4-REPs and 4-TCs plying their trade between Waterloo and Bournemouth.

Although many spotting trips were later made all over the country with the Inter-City Railway Society, I have remained an SR EMU enthusiast. I am just too young to remember the pre-war Southern Railway EMUs, except the 4-SUBs which survived until 1983.

There was still a large variety of EMU designs running in the 1970s.

I joined Basingstoke Model Railway Club in 1974 and after a short while, along with other younger members, we started the club's junior group (we are all a bit older now!) and, with the help of Tony Woodforth, built an exhibition layout called 'Rusham Park' based on Bodmin North with third rail reaching all the way to Cornwall.

A change of personnel, plus one or two additions, saw the junior group renamed as the Modern Image Group and another layout was designed and constructed, this time based on Ilfracombe, but with third-rail and called 'Southcombe'.

In 1990 my thoughts turned to building my own layout. My grandmother had lived in Lower

Addiscombe Road in Croydon, just down the road from Addiscombe station. I'd visited the station many times in the 1970s to 'cop' two and four-car EPBs and it was my style of layout, much like 'Southcombe', a terminus with carriage sidings and a small yard, so a return trip was planned.

Not a lot had changed in the years since I had last visited, although the line to Woodside and Selhurst had closed in 1984. Woodside was the only intermediate station on the 2.5 mile branch from Elmers End.

Addiscombe was still a signing-on point for drivers and retained semaphore signals with a beautifully kept signalbox and a grand South Eastern & Chatham Railway (SECR) station building dating from 1898, plus carriage sidings full of EPBs, which by then had been in service for around 40 years.

I'd visited the station many times in the 1970s to 'cop' two and four-car EPBs' and it was my style of layout, much like 'Southcombe', a terminus with carriage sidings and a small yard, so a return trip was planned.



MY FAVOURITE MODEL

It's a difficult choice, but I'd have to choose my kit-built Hampshire three-car DEMU (3-H, parked in the right hand platform in this view), although my kit-built MTK 4-SUB comes a close second.



A day was spent photographing and measuring the station building and with this information I spent the next six months making my model of Addiscombe station building, but due to a lack of time and space my modelling stopped.

It was the announcement that the ageing 'EPBs' were to be withdrawn and replaced by new Class 465/466 'Networker' EMUs that revived my interest in Addiscombe.

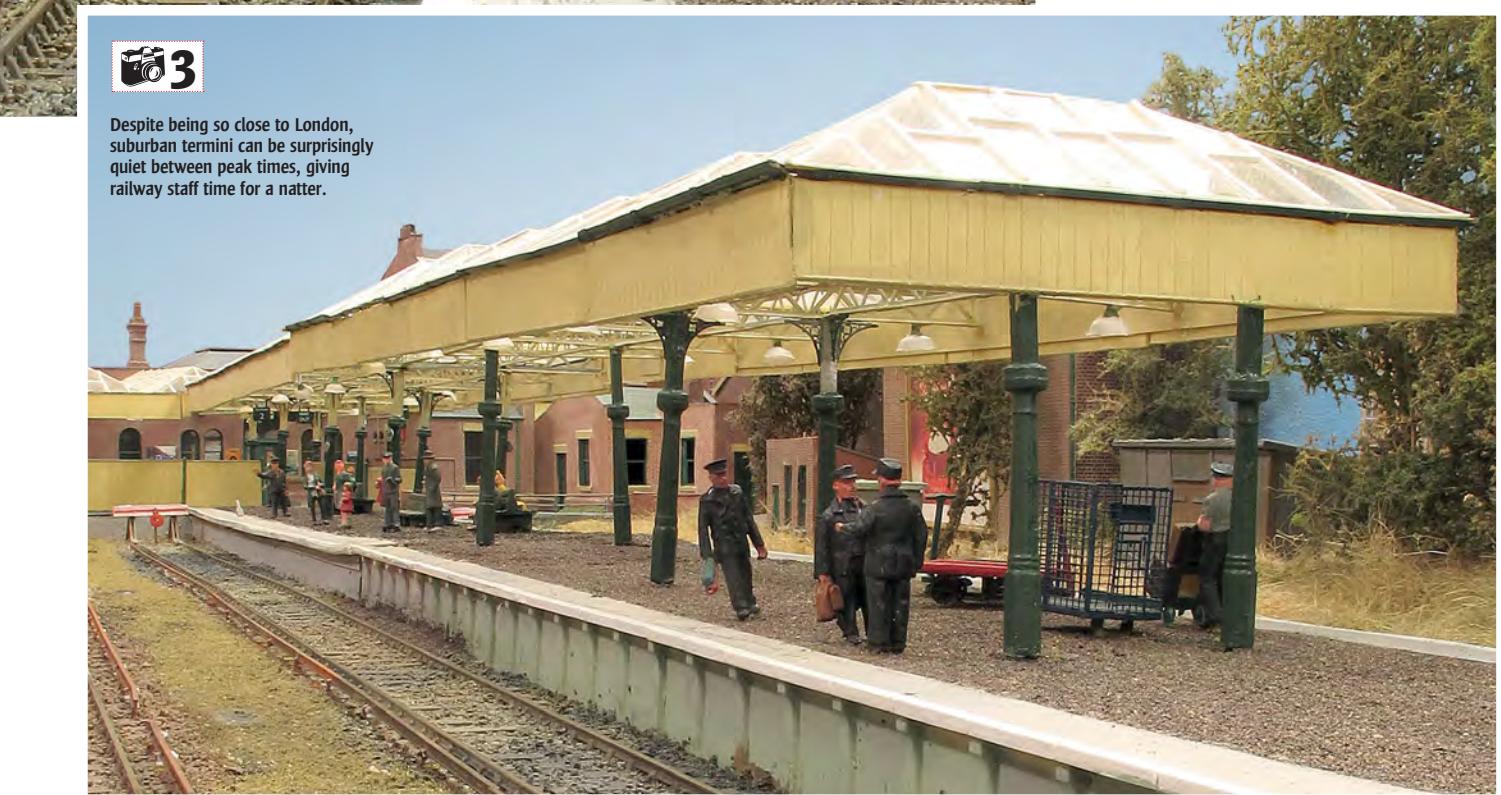
A number of trips to photograph the last of the 'EPBs' was made in 1995, but their replacements were not to be serviced at Addiscombe, so I witnessed the slow demise of this once proud station. The final 'EPBs' were withdrawn on March 31 1995 and an air of gloom quickly fell over Addiscombe. The signalbox burnt down in 1996 and when a decision was finally made to use the route for Croydon Tramlink, the end was in sight.

I was on the last train in and out of Addiscombe formed of a pair of 4-VEPs on May 31 1997. I lost count of how many photographs I took but the last one was of a very sad looking station two weeks before it was levelled to become a housing estate.

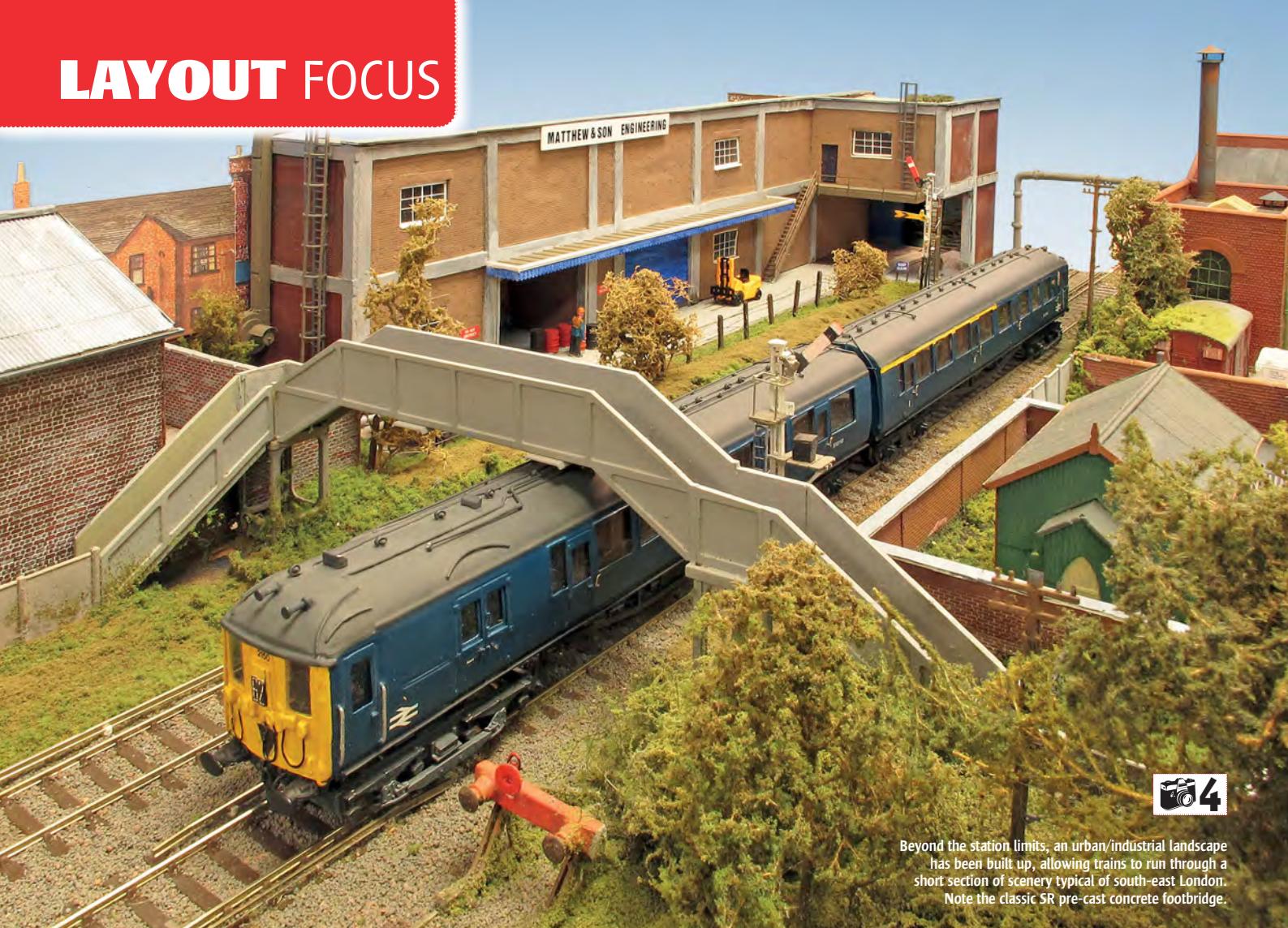
It wasn't until 1999 that I found time to continue my project, the layout was always planned to be exhibited and transporting a layout is usually a factor in its size. Mine is no different; all the boards are 3' x 2' and



Paul's collection includes several older designs of Southern EMU and BR designs such as the 2-HAP built from kits before the launch of RTR models such as the Bachmann 'EPB' and 4-CEP.



Despite being so close to London, suburban termini can be surprisingly quiet between peak times, giving railway staff time for a natter.



Beyond the station limits, an urban/industrial landscape has been built up, allowing trains to run through a short section of scenery typical of south-east London. Note the classic SR pre-cast concrete footbridge.

designed to fit into an estate car.

It was clear I would not be able to use the real Addiscombe trackplan as the train stabling shed was restricting, and I would have to compress the length of the platforms. The shed was replaced by a goods yard, hence the change of name to 'Addiston South'.

BASICS

The baseboards are of a standard solid top design. I used MDF for the tops with a 2" by 1" framing. I am no carpenter, but at least the boards are flat. A well-known Swedish furniture store provided the legs.

I had previously completed scale drawings for the station building, concourse, platform and signalbox to enable me to position them at the correct angle as the

trackplan was on a curve. By this time I'd joined the EM Gauge Society and the original idea of constructing the layout in OO was dropped to give the trackwork a better appearance. As I was planning to build all the points, this seemed like the time to change.

All the points have copper-clad sleepers and soldered rail construction as I found that C&L points aren't so easy to produce. All the plain track is a mixture of SMP and C&L flexible track laid onto a cork base with copper-clad sleepers at the end of the boards for added strength. Wiring for the section was completed using the common return method.

The next step was the point motors. I decided on Tortoise point motors which, although expensive, looked the easiest to install and have proved to be

reliable as the motors are quite big. I had to add skirting to the baseboards to hide them, but this had the added bonus of tidying up the front of the layout and incorporating the backscene.

Wiring for the point motors was completed in stages to make it easier to follow. The DC method can get a bit like spaghetti, but different coloured wires were used to help with fault finding. I built my own hand controller using a design from the EM Gauge Society (EMGS) which again has proved to be reliable. With the control panel finished the layout was fully tested and any problems were quickly resolved.

Ballasting was tackled using granite chippings sprinkled dry over the track, teased into place between the sleepers, with care taken around the points. The ballast was then wetted using a spray gun - the type used for watering plants - and a mixture of diluted PVA and a small drop of washing up liquid was added using a pipette.

Once this had dried, the ballast was weathered and the third rail was fixed into place. I used Peco components as they are reasonably easy to fit, if somewhat time-consuming because of the number of holes that have to be drilled. The finished result does look good though.

URBAN LANDSCAPING

The road and platform level was built up using MDF and hardboard. Plastic card was used to form the pavement, concourse and platform flagstones, with fine cinders from Woodland Scenics to represent the tarmac on the platform.

The backscene was painted using acrylics with the townscape coming from the Townscape range. Scenery is polystyrene blocks cut to shape and covered with a mixture of filler and brown powder paint with a little sawdust. Trees are sea moss and the foliage



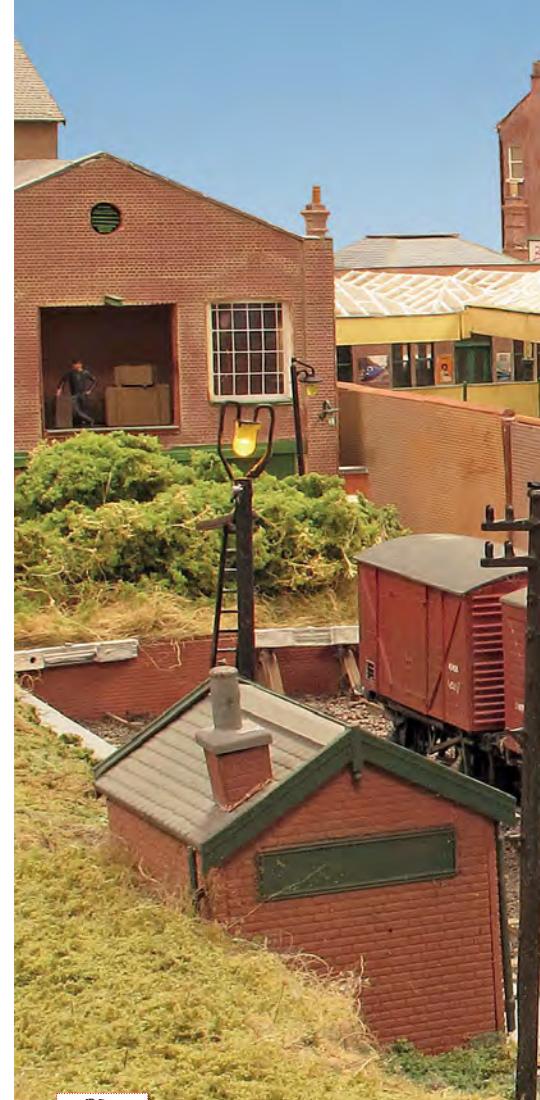
'Slim Jim' 6591 - one of 12 Class 33s built to the narrower Hastings loading gauge - chatters aways with a short newspaper train, making a change from the usual diet of EMUs.





Two visitors from the Western Region - Dapol Class 22s - thread through the urban scene. BR blue 6356 arrives with a train of 6w milk tanks, while one of the few '22s' to receive blue with small yellow panels shunts the yard.

7



9

Retaining a goods yard allows a greater variety of trains to be displayed on the layout, from an '08' to main line locomotives such as a 'Western' on a parcels train.

KEY DETAILS - LOCOMOTIVES & MULTIPLE UNITS



The collection has grown over the years; far too many for a layout of this size. Classes 08, 22, 25, 33, 42, 52 and 73 all make appearances at exhibitions. All EMUs are kit-built and form the passenger and empty stock movements - the main reason for building a layout based on Addiscombe. Classes include 2-BIL, 2-HAP, 2-SAP, 2-EPB and a 3-H DEMU, all powered by 'Black Beetle' motor bogies.

I used Sprat & Winkle couplings on the goods stock for hands-free operation. They can be fiddly to fit and are not prototypical.



8

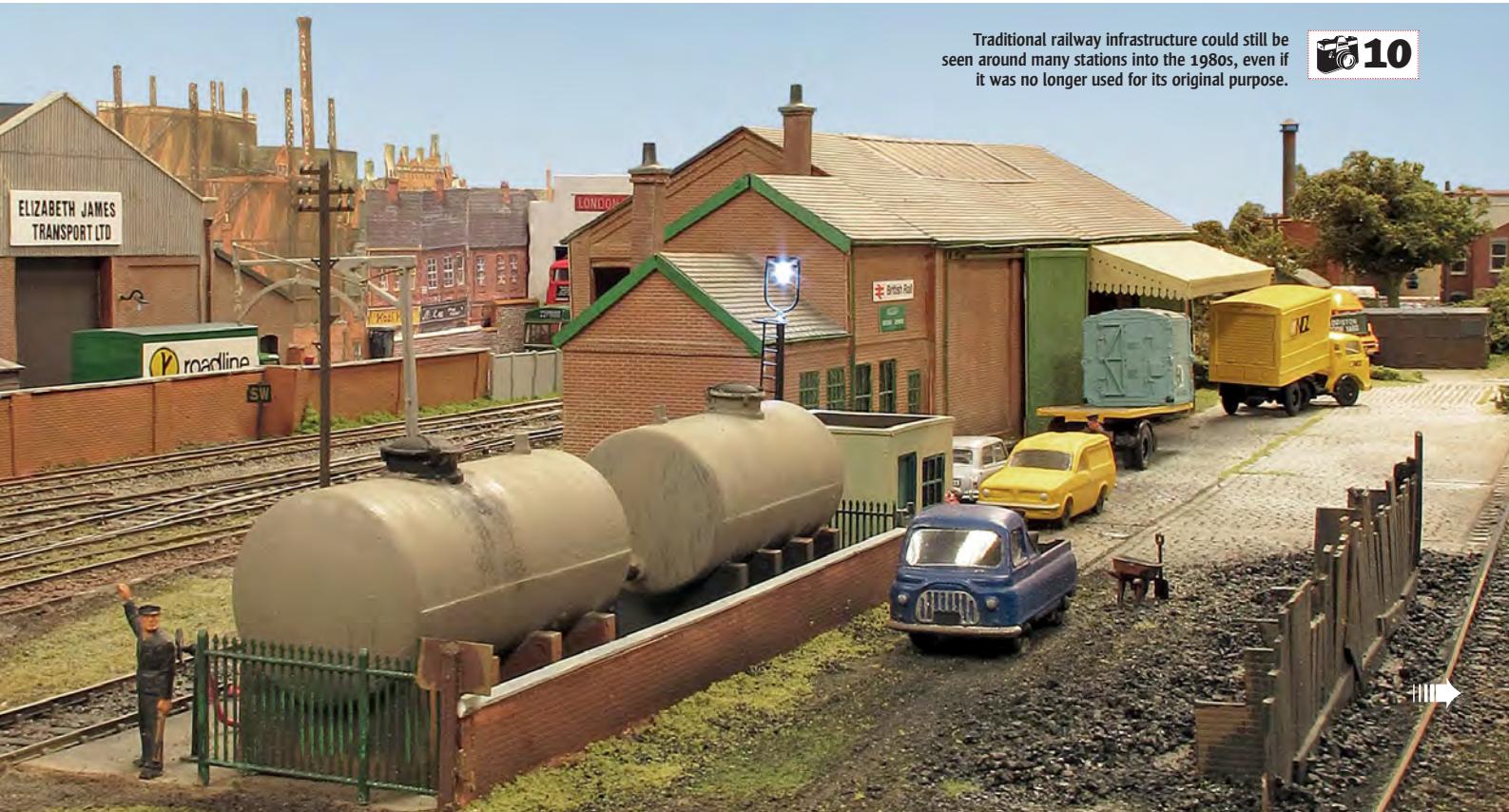
is from Greenscenes and Woodland Scenics. The previously built station building was added and with reference to the numerous photographs taken, the rest of the station building along with the canopy was completed. The SECR signalbox, like the station building, is scratchbuilt in plastic card. Larger buildings are constructed out of 2mm MDF to form a shell, then overlaid with brick embossed plastic card. The warehouse is based on one near East Croydon station, while the goods shed is a smaller version of the one at Chichester. Semaphore signals are operated by servos, after unsuccessful ventures with memory wire.

The layout is designed for one-person operation and is fun to run at exhibitions. I enjoy chatting to visitors, receiving comments both good and bad, but all helpful. I have tried to re-create a part of Addiscombe as I remember it; sidings full of EMUs with their compressors ticking away, the smell of warm oil, the peacefulness of the station and the friendly staff who always had time and a coffee for you.

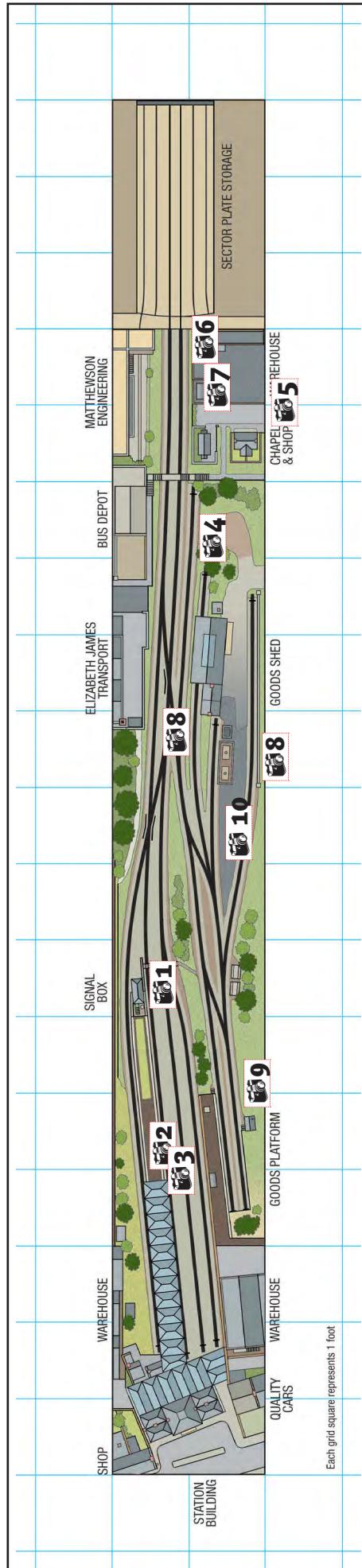
'Addiston South' is now over ten years old and is beginning to show its age, so the future is possibly a Mk 2 version, but this time with DCC and sound. My thanks go to the men and women of Addiscombe for their help, to John Smerdon for his invaluable assistance over the years, his wife Tracy and my partner Gaynor Bassett, who appears to run the layout's fish and chip shop, for her understanding. **BRM**



Traditional railway infrastructure could still be seen around many stations into the 1980s, even if it was no longer used for its original purpose.



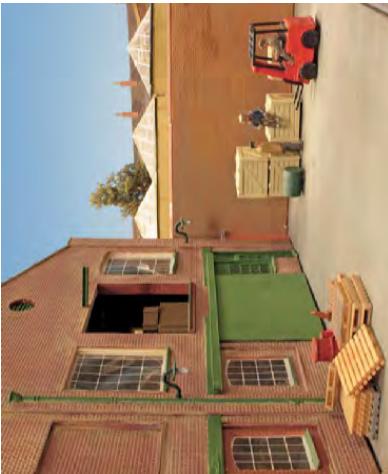
EM GAUGE LAYOUT FOCUS ADDISTON SOUTH



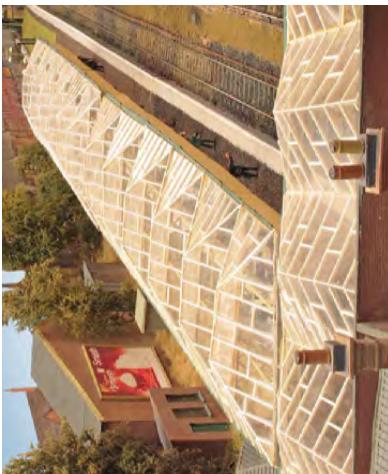
Tom Ashton



Road vehicles of the right type and in correct liveries are important if you're trying to achieve an authentic period look - there are plenty of 1970s and 1980s vehicles available now.



Evidence of human activity can be detected at various points around the layout, including in the factory yard. Stacks of pallets and carefully positioned figures help to give an authentic look.



The station's glass canopy is the most intricate and distinctive feature of the layout - it is based on the South Eastern & Chatham Railway original which stood at Addiscombe until the late-1990s.

FACT FILE

Paul Egerton

I am a member of the Basingstoke & North Hants Model Railway Society (B&N MRS), part of the Diesel & Electric Group which I visit once a week. This, along with any spare time at weekends, is when I tend to do my modelling.

The club is a good source for help with most problems. Over time I have learnt many skills as a member including point-building and kit-building. I visit or attend a number of exhibitions during the year and as I enjoy kit building I tend to buy from the more specialised traders, but always lookout for the bargains.

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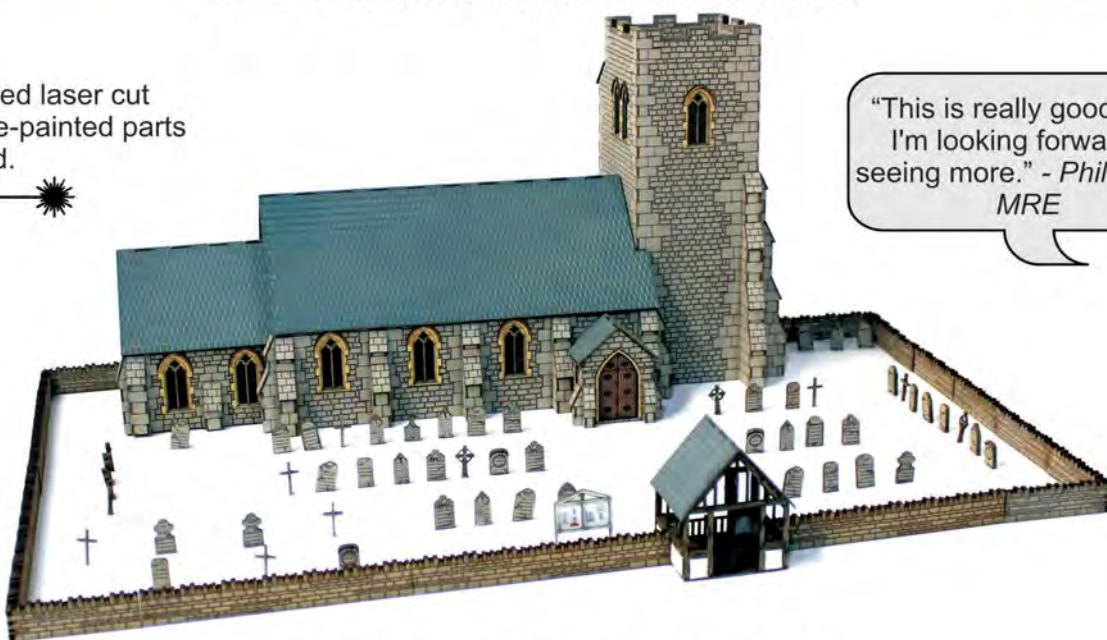
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Short handrail knobs (LF4HRK3) x 2 - £3.50,
0.45mm Brass wire (BSW045A) - £3.00
W www.eileensemporium.com
- **Replica Railways**
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Standard Arrow waterslide transfers - £1.45, Rub down number transfers - £3.45
W www.replicarailways.co.uk

Resin kits can offer an easier alternative to brass when building complex models, as **Phil Parker** demonstrates with this Bulleid/Raworth 'Booster' electric by Ayjay Models.

Building a large electric locomotive might seem a challenging job, but Ayjay Models has made it quite simple by using RTR chassis components and fitting them inside a resin body. All the potentially scary mechanical work is reduced to unclipping components from a donor model and clipping them into the kit parts. If the donor model runs well, so will the finished kit. All that the modeller really needs to work on is the body and as that is a single piece moulding, it just needs detailing - adding handrails and a pantograph.

This kit limits you to either a very early version of these pioneering SR

electrics - nicknamed 'Hornbys' - or a late one, as I've done here. The ends don't have marker lights and adding them would be a challenge. On a more complex brass kit I'd expect the option to open up a wider range of possibilities.

Having said this, painting was the most painful part of the job. I doubt there are many modellers who would struggle with the building part. Costs can be kept down by raiding secondhand stalls for the chassis and pantographs.

You might even have something suitable around the layout which has been replaced with a better model, so you will only need to buy the body kit. **BRM**

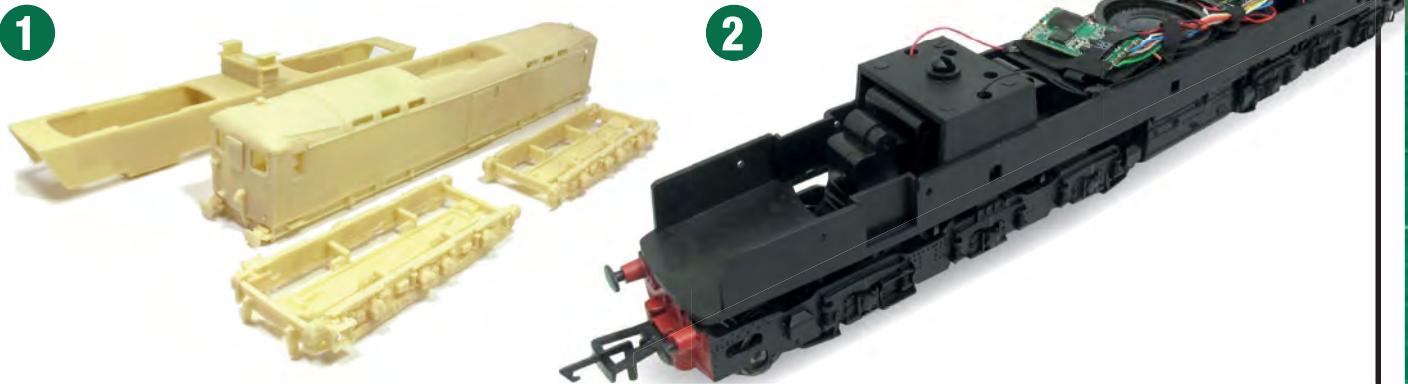


Painting was the most painful part of the job. I doubt there are many modellers who would struggle with the assembly.

While resin has its limitations, the kit is relatively straightforward to assemble and runs well thanks to its RTR chassis components.

'HORNBY'

STEP-BY-STEP **GUIDE**



Moulded in resin, the kit consists of a body, chassis and bogie sides. They are all quite sizeable with little flash to remove. There's also a bag of staples to be used as handrails and some clear glazing.

2



Before starting work, the instructions recommend giving the resin parts a good scrub in washing up liquid to remove mould release agent. Warm but not hot water is the order of the day as resin can deform if heated enough. Rinse and dry the parts after cleaning.

6



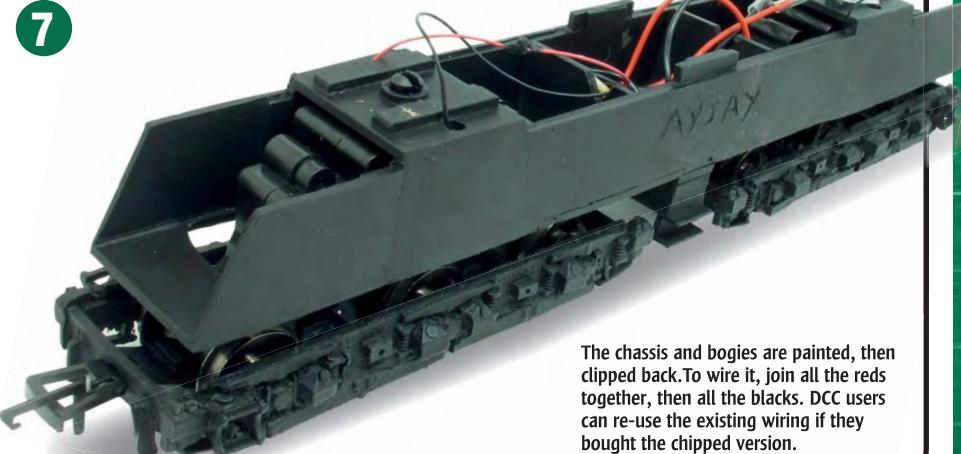
No provision is made for couplings, but drilling a 2mm diameter hole in the front of each bogie and opening it to a rectangle with a knife and file allows the tension lock to be glued. I didn't use the NEM box, just the tail of the coupling. Check the height against another item of rolling stock before drilling.

4



Fitting the new bogie sides simply involves unclipping the plastic ones and replacing them with the resin versions supplied which clip into place.

7



If the centre wheels fall out of the bogie when transplanting it, make sure you put them back the right way around. Only one wheel per axle is insulated, the plastic ring is easily seen. Make sure the insulated and uninsulated wheels are all on the same side.

5



The chassis and bogies are painted, then clipped back. To wire it, join all the reds together, then all the blacks. DCC users can re-use the existing wiring if they bought the chipped version.

PRACTICAL BRM



STEP-BY-STEP GUIDE ➤

12



On the sides are more brass wire handrails. Before fitting, I draw a pencil line for the handrail and use it to drill a hole for a support half way along. The support wire is pushed through from the inside to touch the handrail and is superglued to it, then cut flush inside the body.

8



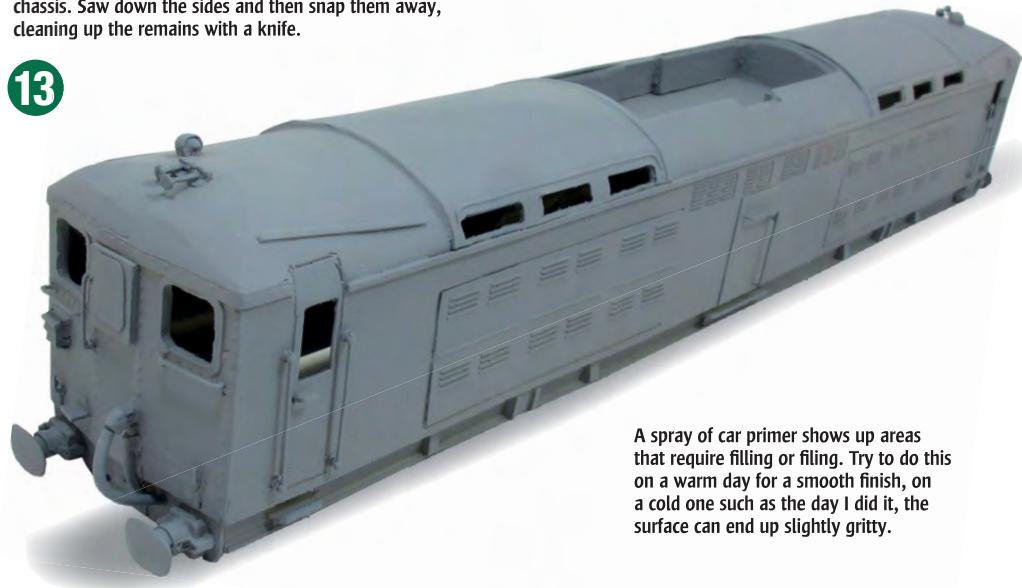
Bodywork starts by removing two spacers moulded inside. These are used to keep the body straight when moulding takes place, but they are now in the way of the chassis. Saw down the sides and then snap them away, cleaning up the remains with a knife.

9



A few small blow holes in the moulding are dealt with using fine filler. It's best to leave it to dry fully overnight before sanding it back to a smooth finish.

13



A spray of car primer shows up areas that require filling or filing. Try to do this on a warm day for a smooth finish, on a cold one such as the day I did it, the surface can end up slightly gritty.

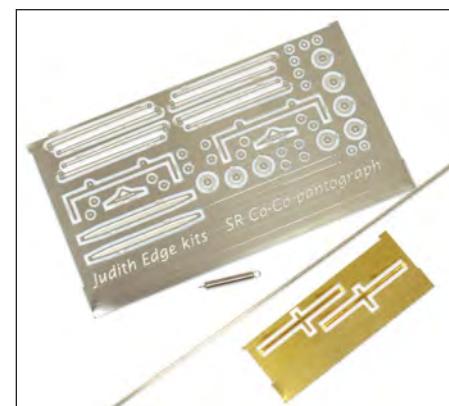
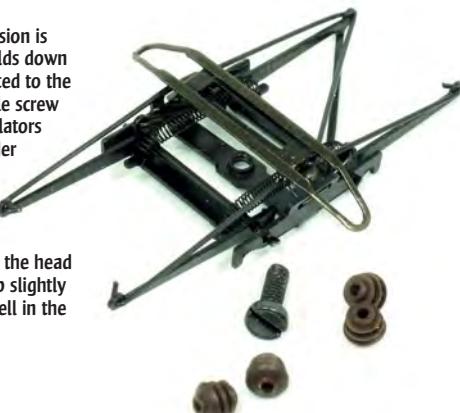
PANTOGRAPH OPTIONS

The locomotive requires a diamond shaped pantograph, which isn't supplied. Although an option is suggested, I found a couple of other possibilities.



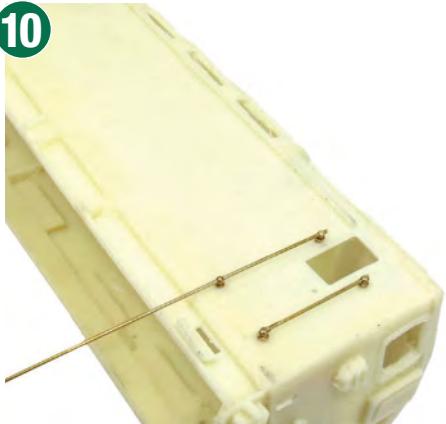
Identical in size to the DC Kits version, the Pocher HO scale French class CC7107 has two pantographs. With large numbers of these locomotives produced, finding a tatty second hand one shouldn't be too difficult or expensive. Look in the boxes under secondhand stalls. This one has a smashed bogie making it worthless and a good source of spares.

The suggested version is from DC Kits. It folds down correctly and is fitted to the model with a single screw in the centre. Insulators locate on lugs under the metalwork. To make the mechanism fold down properly, the outer edges of the head need to be bent up slightly and overlap the well in the roof.



The most accurate choice would be a kit from Judith Edge Kits. This is an advanced option as producing a working model demands excellent soldering skills. The top half is built from wire, so it's not an easy option but at £7 plus P&P, it's the cheapest.

10



Left Staples don't look as bad as handrails, but those either side of the cab doors should have handrail knobs. Some short knobs and 0.45mm brass wire is the best way to do this. Dimples are moulded into the bodysides to guide a small drill bit.

14



After painting, the windows need glazing. Vac-formed inserts for the cab windows are provided and these need to be cut out and glued in place. Oddly, nothing is included for the cab doors or side window, so for consistency, I'm using Micromark Krystal Klear all round.

Right I'm adding the front handrails from round section. The vacuum hose is a length of electrical wire with the last 2mm stripped and fitted to a hole in the pipe bend. The horns are plastic spares from Replica Railways. Not all were fitted to this location.

15



Fox Transfers produces two types of destination blind numbers. The clear version is for black painted blinds. The black versions are for anyone who has cut out the centre of the box and installed lighting. I didn't have time to do this although using a square, white LED, it shouldn't be too difficult.

11



PAINTING

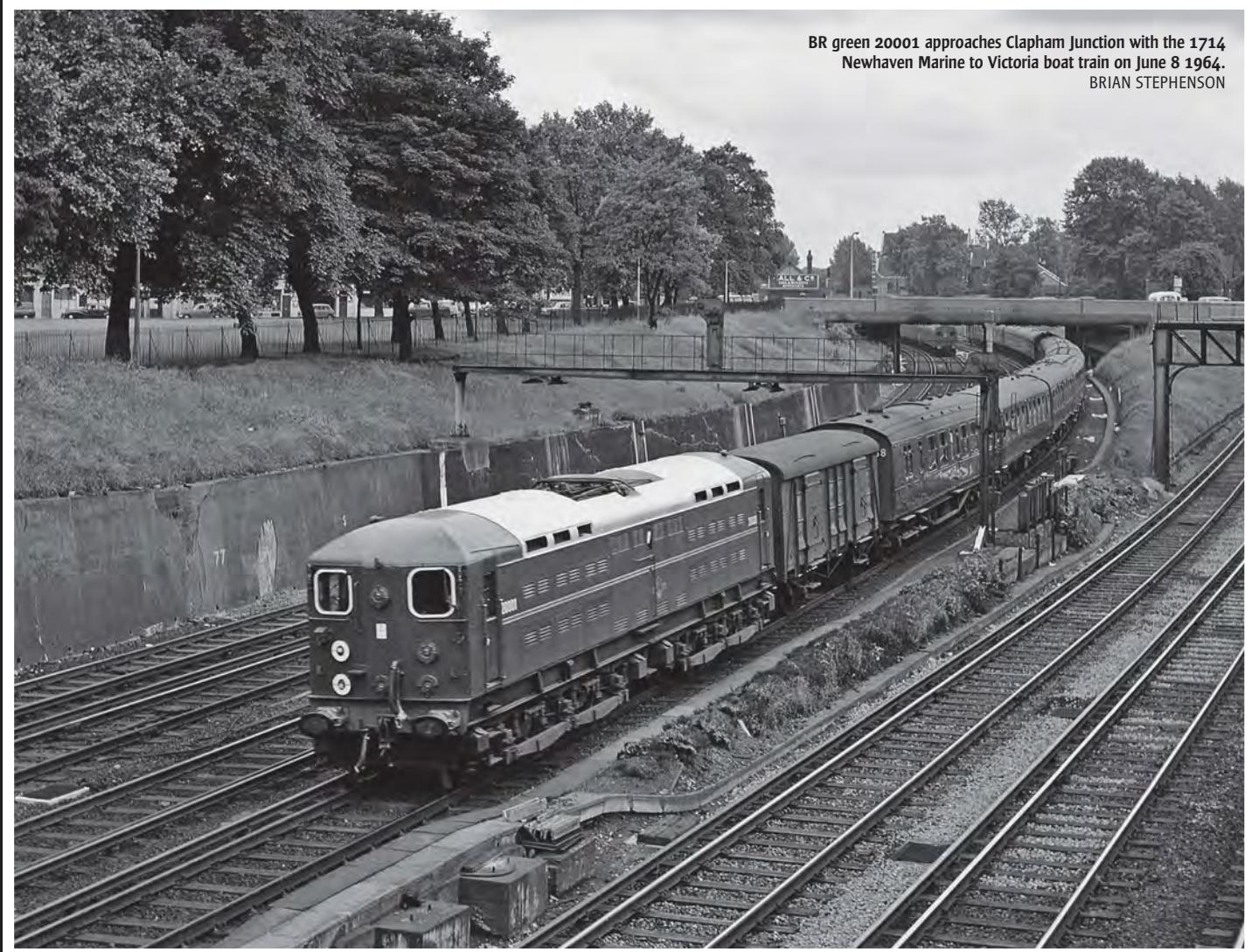
As it is, I chose to model the locomotive found on the cover of *The Southern Way* book which is BR Blue. With a deadline approaching, I decided that Humbrol Acrylic paints were a fast drying option. Sadly, this wasn't the wisest of choices - over grey primer, the blue looks very dark. A coat of satin varnish then made it even darker. Even using a fresh pot, it sprayed poorly needing lots of thinners and consequently, many, many thin coats. Next time I'll go back to enamel paints.

Livery options are limited by the version chosen, which has route code panels. Extensive remodelling work is required for BR black or green locomotives.



THE VERDICT

Compared to a modern RTR locomotive, my model loses out as the moulding detail isn't as fine. However, trundling along on a layout, it will look the part and give you something different in the locomotive stud. Just remember to memorise its history as the class isn't well known and people will want to know more. Turn over for a potted history and archive photographs of this unusual subject.



BR green 20001 approaches Clapham Junction with the 1714 Newhaven Marine to Victoria boat train on June 8 1964.
BRIAN STEPHENSON

SR 'BOOSTER' ELECTRICS

Phil Parker looks back at this trio of pioneering main line electric locomotives and discovers a fascinating story for modellers and enthusiasts.

The Southern Railway invested heavily in electrification to handle EMU commuter traffic. Although these trains made up the largest number of services on the system, longer distance main line passenger and goods trains also operated. In 1935, the SR board began investigations into electric locomotives to operate these trains.

Designing a machine suitable for use on the SR third-rail system wasn't easy. The conductor rail isn't continuous, there are large gaps - around pointwork for a start. EMUs had collector shoes along the length

of the set and there was always at least one in contact with the 'juice'. Not unlike model railways, the more pick-ups, the more reliable the operation. A locomotive is shorter and so could potentially find itself stranded in longer gaps.

To resolve this, initial thoughts involved installing batteries, but eventually a mechanical solution was found with a flywheel - called a 'booster' - to power a generator in the locomotive and keep the motors going when no power was available. Once 'back on the juice', the generator acted as a motor and brought the flywheel back up to speed. The specification called for the locomotives to be able

to travel 100' at 12mph. It's reported that when running around boat trains at Newhaven Marine, they were good for 10-15 minutes of independence.

In yards it wasn't desirable for shunters to be tripping over high-voltage live rails, so each locomotive was also fitted with a pantograph to collect power from an overhead wire.

CC1 was completed at Ashford Works in 1941 and CC2 in 1945. Superficially to the same design, the second machine incorporated some refinements. Both operated goods trains in the Central Section from Brighton to Norwood or Redhill. A third locomotive was commissioned in 1948, this time built by Brighton

Works. With EMU design having moved on, No. 20003 had austere slab-like ends in contrast to the domed cab roofs of the first two.

In use, the trio proved very reliable with 80% availability, impressive for a non-standard class maintained on a steam-era railway. They quickly gained the nickname 'Hornbys' after the model train manufacturer.

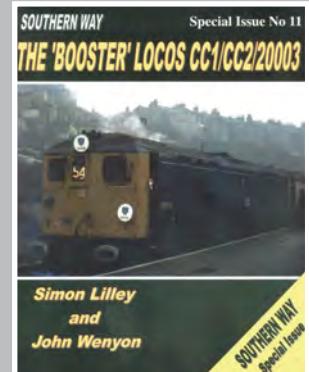
Under the new BR numbering scheme, the locomotives became 20001-003. They were later allocated TOPS Class 70, but none survived long enough to carry the numbers.

While the 'Hornbys' might have spent most of their time working goods trains, as that traffic declined

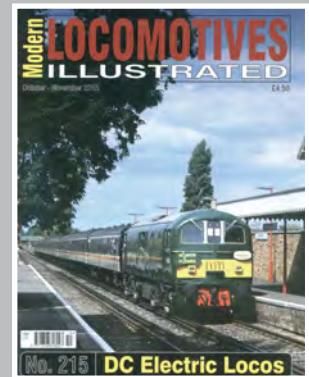
FURTHER READING



In 1950s BR black with silver trim, 20001 departs from Chichester Yard with a goods for Bricklayers Arms on April 12 1952. Note the disc headcode system. RL COLES/RAIL ARCHIVE STEPHENSON



*Southern Way Special Issue No. 11
The 'Booster' Locos CC1/CC2/20003,
Noodle Books.*



*Modern Locomotives Illustrated No. 215,
DC Electric Locos, Key Publishing*

they were also deployed on Newhaven boat trains and occasional Royal Trains for the Epsom Derby. For these the locomotives would be 'bulled up' with gleaming white handrails and paintwork.

For modellers, even though this is a really small class, there are pitfalls and it's essential to look for images of your chosen example.

LIVERY HISTORY

The livery was initially dark grey with yellow bands, but this soon changed to Southern green. BR initially chose SR multiple unit green with a large emblem but in 1950 this gave way to mixed traffic black with a 4" silver band like the prototype diesels. In 1956, the BTC changed the livery to green with a red/white waistband. Initially this was light grey, but these were quickly abandoned and replaced with black as it didn't show the dirt. The red and white lining disappeared when 20002/003 were repainted. In 1967, 20001 gained full BR blue with yellow ends.

DETAIL DIFFERENCES

Bodywork changed throughout the locomotives' lives. CC1 was built with a two-character destination blind but CC2 was fitted with headcode lights. Later, CC1 was modified to match.

In the mid to late-1960s, all three locomotives lost their lights and gained, or regained, two-character headcode displays during overhauls. Bodyside handrail arrangements also changed, although it's difficult to see

these in the relatively small number of published photographs. By 1969, Class 71s, 73s and 74s could handle what freight, parcels and locomotive-hauled passenger traffic remained on the SR and, as

with so many non-standard classes, the trio was deemed surplus to requirements and scrapped in the autumn of that year. They were cut up at Cashmore's in Newport and Cohen's in Kettering. **BRM**

CC1 runs light through Chichester in 1947.
RL COLES/RAIL ARCHIVE STEPHENSON



BRM MEETS... DIGITRAINS

Ben Jones goes behind the scenes at one of the country's leading DCC specialists.



Nicole and Jeremy Fairlie-Smith own Digitrains and provide expert DCC advice from their shop in Lincoln, which has been open since April 2014.

In the shadow of Lincoln's superb cathedral, close to where the famous Pelham Street level crossing used to be, sits a group of typical light industrial/retail units. One of these is home to Digitrains, one of the country's leading specialists in digital command control (DCC) for model railways. It's been the company's HQ since April 2014 and is just a short walk from Lincoln Central station - quite a contrast to Digitrains' original home in a small village.

It's been a good move for Jeremy and Nicole Fairlie-Smith, who took full control of the business

this year after the retirement of the other founding partner, Chris Town. Visits to the shop have increased greatly and despite long-term roadworks around the area, Digitrains is fast becoming another 'destination' for railway modellers looking for a day out.

With Nicole and Georgia busy fielding enquiries in the shop, I distract Jeremy from fitting sound decoders for a few minutes to talk about how it all got started.

"I was originally a motor mechanic" he starts. "I've always been into anything with engines,

wings or wheels, and I loved being a mechanic, but it's a physical, young man's job. I was in the pub one night with Chris, who was frustrated by the shortage of good DCC stockists, and we said 'we can do that'.

"Until the business really got up and running I continued to do my day job, but by 2008 we were so busy that I gave up and went full time with our business. Nicole was drawn into it gradually by helping at shows, setting up and running the IT side and the stock control system.

"When Chris retired we needed new premises

We also attend a lot of model railway shows, to demonstrate equipment so that people can 'try before they buy'.

as the previous site was at his house" Jeremy continues. "Moving into Lincoln has increased the footfall, given us more space and encouraged many more people to come and see us."

These days there are plenty of companies advertising themselves as 'DCC specialists'. What makes Digitrains different?

"We've specialised in DCC support from day one, something which daunts many others and they soon drop away. We learned the difficult stuff first, and provide knowledge, support and advice that most places just can't match. In this way, we've built up a solid base of regular customers, particularly amongst older modellers who struggle with the complexities of DCC. We don't laugh if you make a basic mistake - everyone has to start somewhere."

At this point Nicole adds; "If we don't know, we won't waffle, we will find out the answer for you. We never make a promise we can't keep or tell you a product is cheap when it's not. We look after people in the way we would want to be treated.

"We also attend a lot of shows to demonstrate equipment so that people don't have to come us to 'try before they buy'" adds Jeremy. "As well as that, we also offer an extensive decoder fitting and sound service, including our own exclusive recordings produced with Paul Chetter.

"Nobody knows more about Zimo than Paul. He can make its decoders do more than anyone thinks they're capable of." he adds. "Our sound recordings use four microphones over an eight-hour shift, recording everything. We then have to condense those 32 hours of sounds into three to six minutes of sound packages for the decoder."

As anyone who has encountered DCC will know there are hundreds of product lines and an almost endless variety of decoders, control systems and accessories. What are the most popular lines in the shop?

Without hesitation Jeremy responds: "NCE PowerCab and Zimo decoders. ESU's ECos is the second most popular control system, along with the basic Digitrax Zephyr, but PowerCab outsells all the others put together. It's the cheapest system that does everything properly and it's easy to use.

"Digitrax from the USA is hugely popular too. It's



The well-stocked shop features much more than just DCC equipment - almost everything the busy modeller needs.

robust, cheap and has a good warranty. It's basic, but it works well and quality kit sells all day.

"On top of that we sell lots of Bachmann locomotives, Metcalfe kits and the latest Hornby models are great too. Although it's popular with a few users, Lenz DCC equipment moves slowly these days."

Digital technology is constantly evolving, often rendering equipment obsolete almost before it has taken root, and that applies to some aspects of model railways too. How do Jeremy and Nicole see the hobby, and their business, evolving over the coming years?

"From our point of view it's all about sound. That really sells DCC" confirms Nicole. "Once you've got one sound locomotive you want more and the novelty hasn't yet worn off. If anything it's growing. Every new release stimulates new demands from customers for the right sounds."

Nicole adds: "The shop is going to evolve now that Chris has retired. Our knowledge base will

change. We take a couple of calls a week about high-end automation but it's not one of our specialities. There are a serious complexities and high costs involved in full automation. Although beginners sometimes come in with grand ideas about what they want to achieve, they often get put off by the difficulties. It's really for a small, dedicated hardcore of tech enthusiasts."

"As for the future, DCC works so well as it is, especially now with smaller and more powerful 'Stay Alive' units that we can't see anything replacing it for some time yet."

Jeremy goes on to say: "There's not much clamour for radio control at the moment, except perhaps for garden railways where DCC and sound is required."

What about the wider hobby? Do they see any trends developing amongst their customers?

"Fewer people are building kits or from scratch, DIY painting and renumbering seem to be dying out, but scenery products are increasingly popular. We sell a lot of Woodland Scenics products" says Jeremy.

"We stock what people ask for - we're customer-led" he continues. "It's not quite so easy at shows because we physically can't take everything, but if we don't have it we will get it to you asap."

And you can't ask for more than that from a model shop, wherever you live. **BRM**

CONTACT DETAILS

Visit the shop at:

A 15 Clifton Street, Lincoln LN5 8LQ

T 01522 527731

W www.digitrains.co.uk

Please note, the shop will be closed from 1400 on December 24 until 1000 on January 4 2016.

OR See them at the following exhibitions

► November 28/29 - Warley NEC (see page 46)

► February 6/7 - Stafford

► February 13/14 - Festival of British Railway

Modelling, Doncaster Racecourse

► February 26-28 - Model Rail Scotland, SECC

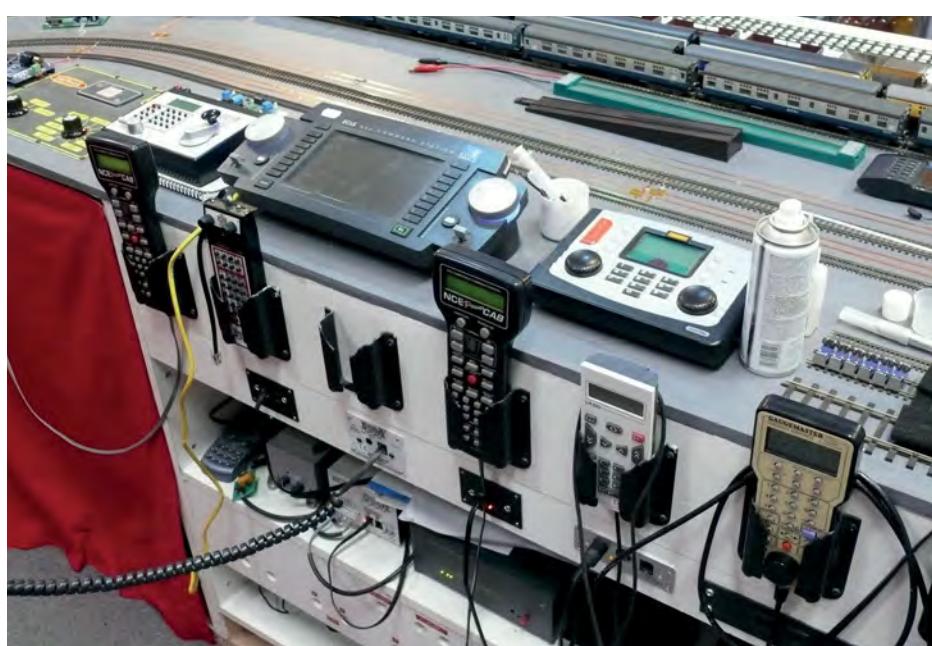
Glasgow

► March 5/6 - Preston

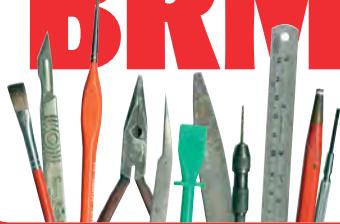
► March 19/20 - London Festival of Railway

Modelling, Alexandra Palace

► March 26-28 - York Racecourse



Examples of all the major DCC systems are available in the shop so that customers can test them before purchasing.



Phil Parker shows how he made the industrial boats and canal basin at the front of 'Ruston Quays'.

The last couple of instalments of the 'Ruston Quays' saga have seen me working from the back to the front of the layout. Now it's time to get cracking on the front. To date this has been a dumping ground for tools, but I'll have to be tidier as I'm now filling the canal basin with water and boats.

Our basin isn't used for trans-shipping loads from water to road or rail, it's really just a wet hole poking into an industrial area. The real action is happening on dry land. Even though it's in reasonably good shape, for the time, maintenance is reduced and decay is starting to set in.

In places such as this, sunken boats were common. Those with no more work and no value would be left to rot. Photographs show the cabins poking forlornly out of the water surrounded by weeds. That's a bit too grim for me, so instead I've brought in a dredger and supporting vessels for visual interest. So, it's on with the Wellington boots and time to add the wet looking stuff. **BRM**

STEP-BY-STEP GUIDE

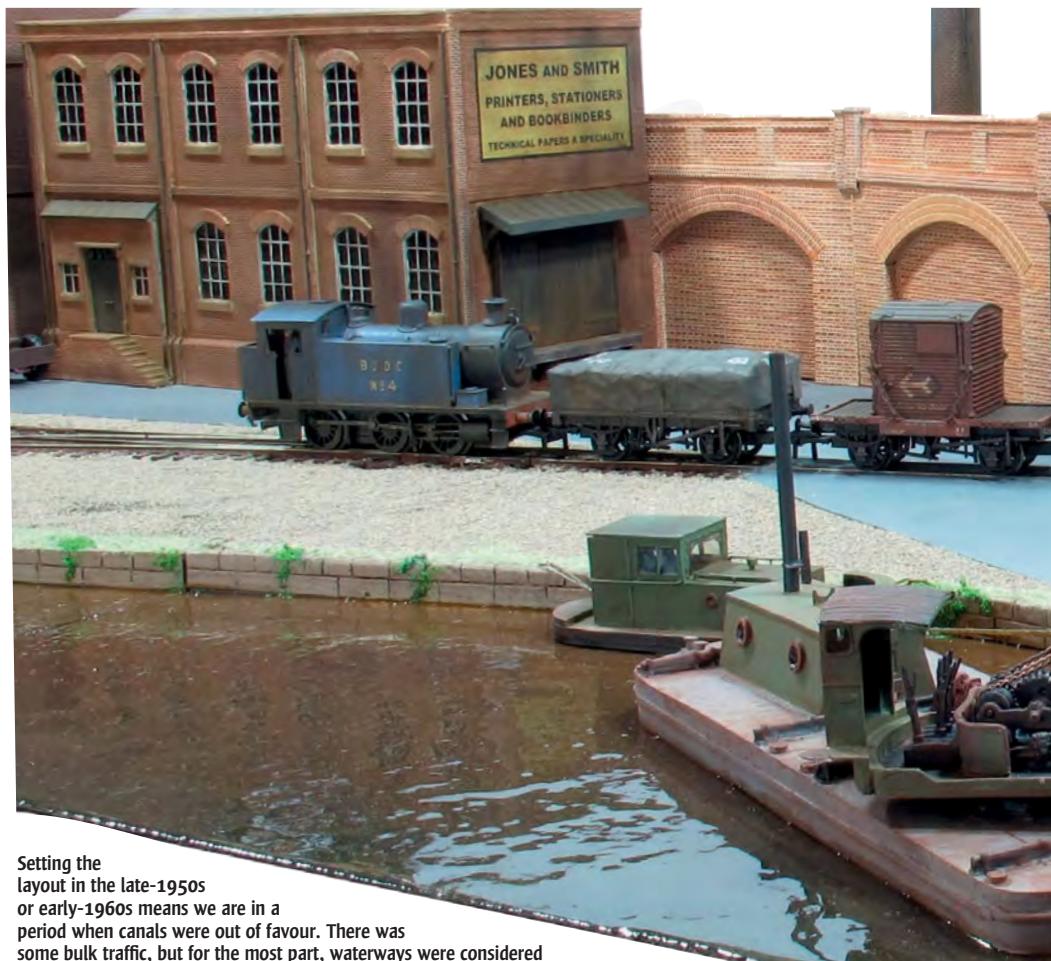
CREATE A CANAL



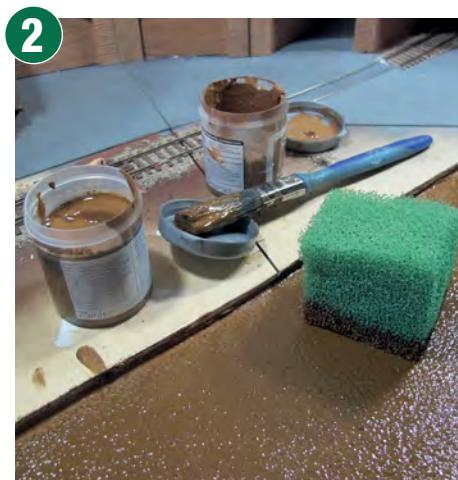
Water on a calm day is flat, so the wooden canal base is covered with a generous coat of household wall filler and sanded down. Any dips are then filled and re-sanded. It's a messy job, best carried out in the garden on a warm day.

HOW TO MAKE A...

WATERFRON



Setting the layout in the late-1950s or early-1960s means we are in a period when canals were out of favour. There was some bulk traffic, but for the most part, waterways were considered old fashioned and many were filling up with weeds and rubbish. When you built a house near a canal that backed on to the water, you tried to pretend it wasn't there. Contrast that with today's reinvigorated system where you pay a premium to look over water and watch boats go by.



Above For my banks, I'm using sheets of blue foam from 4D Modelshop which are scribed to represent stone, as shown on this month's DVD. I cut the material into strips and emboss the surface with a fine tool. Embossed plastic sheet or scribed cardboard can also work.

Left Canal water is brown so I'm using appropriate colours from DIY store emulsion paint pots. You need to arm yourself with a selection of mid and dark browns, plus a dark grey. Start with the lightest colour and paint it over the filler. Then add the darker tones with a sponge, graduating the colours to become darker away from the bank.

LET'S DIORAMA

Are well-worn working boats ugly or beautiful? Whatever your feelings, these are certainly eye-catching at the front of the layout.



4



With the foam painted with Humbrol 121 - a pale stone colour - it can be stuck into place around the edges of the basin. The foam is flexible enough to fit into the curved areas, but you need a fast acting glue or a method of holding the springy material in place.

5



After a wash of dark brown paint to weather the stone, I'm adding weeds using the Lifecolor Lichens & Moss kit. The coloured glue fixer liquid is added, then an appropriate colour powder is added over it. I find using a small spoon to tip the powder into the fixer is the easiest method on a vertical surface.

6



The water is nothing more than Ronseal Yacht varnish from a DIY store. A coat before fitting the foam sides and then half a dozen more once the boats are in place does the job. The varnish is slightly yellow which gives an illusion of depth. Separate the boards before doing this.

PRACTICAL BRM



WHAT WE USED

Langley Models

www.langleymodels.co.uk

MB24 - Grafton Steam Grab Dredger - £42.45

MB25 - 62ft Canal Barge - £31.00

Wills - see your local stockist

SS91 - Lever/Ground Frame - £7.50

STEP-BY-STEP GUIDE

continued...

7



Wind some wire around a screwdriver and then cut it to form rings. These are anchored to the ground by a second length of wire folded back on itself and poked into a glue-filled hole. The ring needs to be free to move when the boats are tied up.

8



Using some thin thread, I'm tying each end of all the boats to the mooring rings. To stop the threat becoming hairy, it's rubbed on a wax block. Knots should be tied so the boat can be cast off from on-board. I fix each one by running superglue into it.

STEP-BY-STEP GUIDE

DREDGER & LIGHTER

In my opinion, the most interesting things afloat on the canal system are dredgers used to keep the waterways clear of silt and rubbish. Building one of these is a serious challenge, but Langley Models has released a kit for a Grafton 45 ton steam dredger.

Made from resin and whitemetal, many castings from its existing range have been used to keep the price sensible - the cab is from an AEC lorry. The

prototype has a single large boiler in the cabin, but the model includes an optional small boiler to fit on the swivelling platform. I left this off my version - it will find a new home elsewhere on the layout.

Removing the spoil dug up by the dredger requires another barge, or lighter. For this I've used a Langley kit as it's an ideal companion.

1



Inside the box is a one-piece moulded hull and whitemetal parts - some in bags as they are small and easy to lose - plus chain and thread. The hull is scrubbed in water to remove the mould release left on it. The whitemetal parts should be cleaned of flash, although there was hardly any on the ones I received.

2



Around the winch is a guard which splayes out and doesn't wrap around the raised area. I'm using low melt solder. Epoxy resin glue is just as good, but slower. To bring the model closer to the prototype, I'm covering the roof with thin corrugated iron sheets.

3



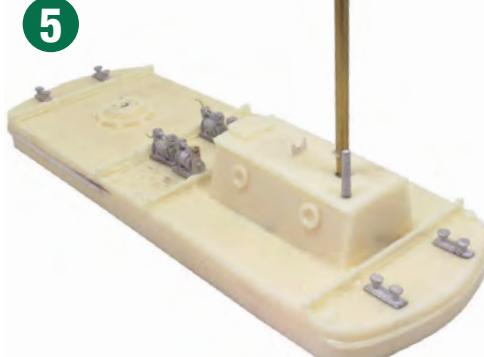
The winch gear starts with fitting a side to the floor, then trapping the spool with the second one. I'm checking that the whitemetal shafts fit thorough the holes, then threading the cogs on. I found one cog needed to be trimmed to fit properly. Superglue placed on the end of a pin fixes everything.

4



A hole has to be drilled through a large block for the grabs to hang on. Everything is located with brass wire and cut to length once all the parts are fixed. A Y-shaped yoke keeps the grabs closed, but with some modification you could have them open.

5



On the prototype, a tall cabin chimney is prominent. A length of brass tube replaces the whitemetal parts. To represent the hinge that allows the boat under low bridges, a slot is cut in the tube and filled with a square of plastic sheet. More plastic makes a rest for the folded pipe.

6



No controls are provided for the operator. They look like signal levers, so I'm modifying the Wills plastic ground frame kit to do the job. It fits in behind the shield. From the little information I have to work on, it seems there were four levers, which is handy what the kit

7

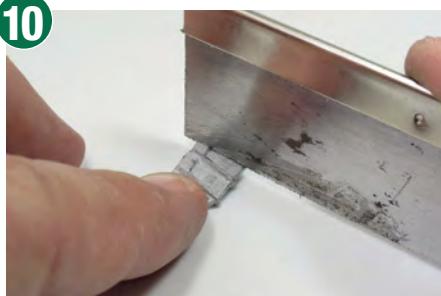
A simple glue joint holding the heavy metal cabin and boom to the resin hull isn't going to last long when the layout is bounced around, but drilling a hole and using a nail to hold the two together along with a dollop of epoxy does the job.

**8**

Thread is provided for ropes, but I find 0.5mm elastic thread sold for bead jewellery easier to use. It can be pulled tight when tying, then relaxes but doesn't sag. A drop of superglue on each knot is recommended and using tweezers helps.

9

There isn't much to do with this kit, whitemetal cross pieces and posts are superglued into the resin hull. I trimmed a couple for a good fit, but it's only a few minutes work.

10

Only the rudder needed modification as it sticks below the waterline when fixed to the sloping stern post. A trim with a razor saw or coarse file takes care of this.

11

After a scrub in the washing up bowl to remove traces of mould release agent, a spray with car primer paint shows any joints that need a touch of filler.

12

Painting anything to look like old wood is a challenge. The Weathered Wood set from Lifecolor is an excellent start. Starting with a base coat of 'Cold Base' over the model, I'm applying a wash of Warm Base, finishing off by dry-brushing Cold Light Shade along the wood grain and around the vertical posts where ropes would wear the surface.

ARE THESE KITS ANY GOOD?

The completed models look the part and to produce something more accurate would require a much greater investment of time and a higher level of skill. I can recommend them. The instructions recommend five-minute epoxy glue or superglue for assembly, but for the larger castings I prefer low-melt solder for speed and strength.

DID YOU KNOW?



Bantam tugs were built by E.C. Jones & Son (Brentford) between 1951 and 1969. At peak production in the 1950s they were launched at the rate of eight per year and 91 boats were produced in total. Each boat was fitted with a hand-cranked two-cylinder Lister diesel engine producing between 21 and 40 horsepower.

Despite being called tugs, they were designed to push boats as this is nearly twice as efficient as pulling them. To do this they had a large metal fender on the front with wooden posts to protect the steel. A small towing eye was fitted under the rear doors.

British Waterways was the largest customer for Bantams with 20 vessels of various designs on the books. They were particularly popular for working with dredgers.

Several tugs survive in preservation. The best known, and most colourful, is *Bantam IV* to be found at the London Canal Museum, near St Pancras station. To read more about these interesting vessels, visit www.bit.ly/1VDnpqh



Boats provide a perfect counterpoint to land-based rail and road operations at the front of layout, as well as being a fascinating subject in their own right.



HOW TO...

SCRATCHBUILD A BANTAM TUGBOAT

Both the dredger and lighter in the canal basin are unpowered. They need a small tugboat to move them around but there is nothing suitable available in model form. This is a great opportunity to try scratchbuilding something from styrene sheet.

Scratchbuilding is a term that terrifies modellers. I'm sure there are people reading this who think I'm nuts for even suggesting it. But when your model needs to look OK and not actually work, it's a great opportunity to mess around with some plastic and glue. The materials are cheap so if something doesn't look right, make it again until you're happy. Don't forget that a coat of paint covers a

Bantam tugs were the shunting workhorses of the waterways. Rugged little machines very capable of all types of work.

multitude of sins too and these boats worked for a living, so were often battered and dented.

Working in plastic requires very few tools - a sharp knife, ruler and some fine sandpaper being the main ones. You'll also need plastic cement and liquid glues. I used 0.5, 1 and 2mm thick plain white sheet and a length of Plastruct tubing for the circular vents.

The biggest problem is finding an accurate plan. My boat is based on a side view

drawing found at the London Canal Museum, a cardboard kit (sadly the wrong scale) from the souvenir shop and lots of photographs. From this I made up a rough mock-up and when it looked right, I decided it was right. Fortunately, designs of the real tugs varied enormously.

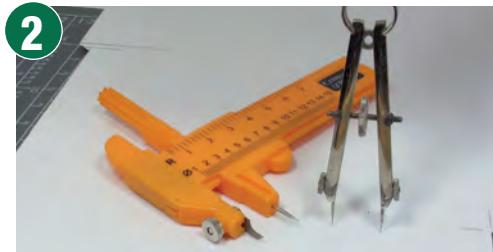
The plan included in this article is drawn from my model so I can't claim it to be perfect, but it's a good starting point for anyone who fancies having a go themselves. Fortunately, we only need a waterline model since the full hull is a very strange inverted pyramid shape that really would be a challenge to build. **BRM**

See Phil's photographs of *Bantam IV*. Visit www.bit.ly/1JNKR34

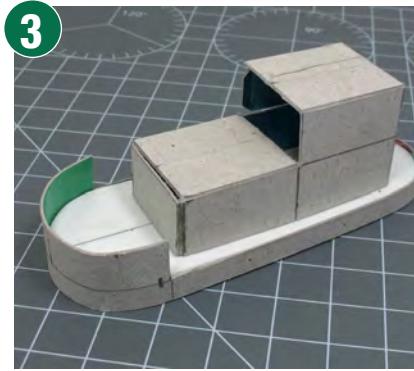
STEP-BY-STEP GUIDE



Bantams are very tail heavy when not pushing a load, so I'm starting the model with two layers for the base, separated at the front by a strip of 2mm thick sheet. The top layer is made slightly oversize and sanded back to match the bottom one.



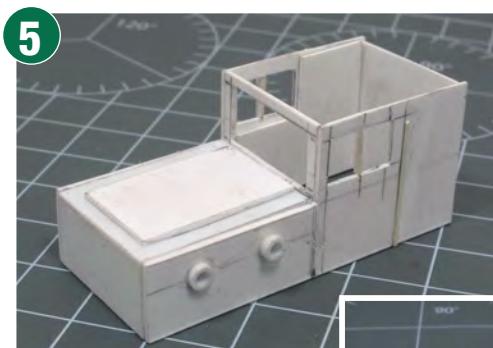
Cutting smooth curves in plastic is made easier by buying a plastic compass cutter (Expo Tools £4.50) or a pair of compasses from your old school geometry set fitted with two points. Either way, scribe halfway through the plastic and then snap the sheet along the line.



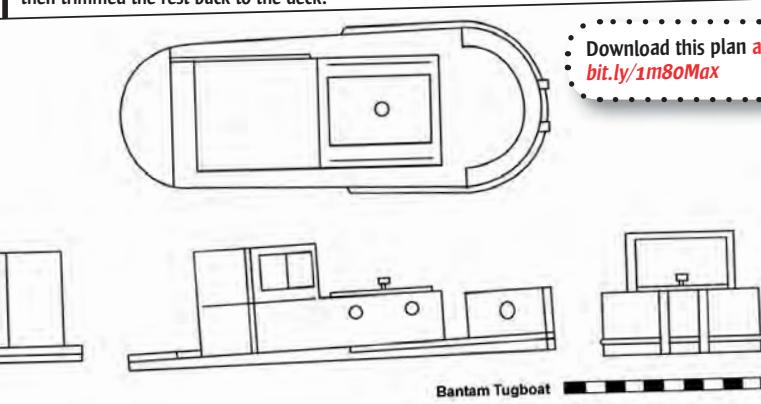
Above If I'm not certain how large the model should be, I make a cardboard mock up, chopping the bits around until the proportions are correct. My first attempt at the cabin was too tall but some scissors and sticky tape sorted this out.



A wrapper around the hull is made from 0.5mm sheet. I've cut it roughly to shape for the front and then trimmed the rest back to the deck.



Left The circular vents (not portholes according to boat buffs) are slices of tube slid into holes in the sides, fixed in place with cement and a wash of solvent. Once dry, sand them back so they are just proud of the surface.



The handrails are bent from 0.45mm brass wire superglued into holes in the top and sides. The detail is limited as it's only a scenic feature, but there's potential for lots more work if you are enjoying the build.

CANAL BOATS AND THEIR SURROUNDINGS

Not all boats on the canal are pretty leisure cruisers or traditional narrow boats loaded with coal. There are many vessels that keep canals working and make interesting projects for modellers.

With rudimentary superstructures, scratchbuilding from card or plastic shouldn't be difficult. The hardest job is often the hull, but most of that is hidden under the water. A less than perfect paint job is ideal too - these are hard working boats, so dirt, rust and dents are part of their appeal.



Towpath edges on canals vary enormously from grassy banks to brick, concrete or stone blocks such as these in the centre of Birmingham. Some of these blocks measure up to four feet in length, so must weigh a fair amount, especially considering they would have been laid by hand.



Boats must be tied up if they aren't to float away. In the countryside barges would carry metal stakes to drive into the ground as anchors, but on hard surfaces, metal rings were commonly provided. Basins accommodating large vessels would have cast bollards but these weren't required for lighter narrowboats.



The Canal and River Trust, previously called British Waterways, has many boats like this. It's square ended to allow workmen to get up close to lock gates and has a large well area to carry equipment. The boat is powered by a hydraulic outboard engine - essentially a tiller with some pipes around the base at the stern.



Travelling through the centre of Birmingham, this skip boat is shorter than most and might be used for carrying spoil away from worksites without road access.



With its HIAB crane and enclosed wheelhouse, this is a very modern workboat. The square-topped hull would be simple enough to build, especially with all those tyres to hide the shape. Some tools and hi-vis clad workmen on the deck would provide colour to otherwise drab scenes.



This London tugboat looks remarkably like a shortened coal hauler. You might want to start with a kit hull and cut it down. Try Skytrex or Langley Models for spares.

SHOW PREVIEW

Hassell Harbour Bridge is manned by several operators and its locomotives rack up some mileage as they complete each circuit. Look out for the shunting activities on the inclines surrounding the colliery, a complete contrast to the lengthy express trains that circulate on the main lines.

O GAUGE Stand number: D51



WARLEY 2015

Howard Smith looks forward to the biggest model railway show of the year and picks out some highlights of the 2015 NEC gathering.

The Warley model railway show has traditionally been about putting on a great representation of our hobby, with a large selection of the finest layouts from both this country and overseas. Many of the common scales and gauges are covered, with some of the more obscure ones thrown in, all accompanied by good trade support. This year's event looks set to be no different with over 80 layouts attending. It'll be a busy show too, with visitor numbers up year upon year - a good sign of the strength of our hobby. Come along and show your support for the hobby this year and visit our **BRM** stand at the same time - we've got some great subscription offers available. With so much to see and do, here's a small selection of the highlights that'll be on display. Don't miss this great model railway event - we'll see you there. **BRM**

BRM AT WARLEY

Visitors to **BRM** at stand A9 can take advantage of the following offers:

- Subscribe to **BRM** at Warley and get a free M&S voucher.
- Buy the new **BRM** Guide to Building Your First Model Railway, by Phil Parker.
- Pick up the December issue of **BRM**.



- Get a copy of Ramsay's Guide to Model Trains 8th Edition for the 'show-only' price of just £14.99.



SHEAF VALLEY RAILWAY

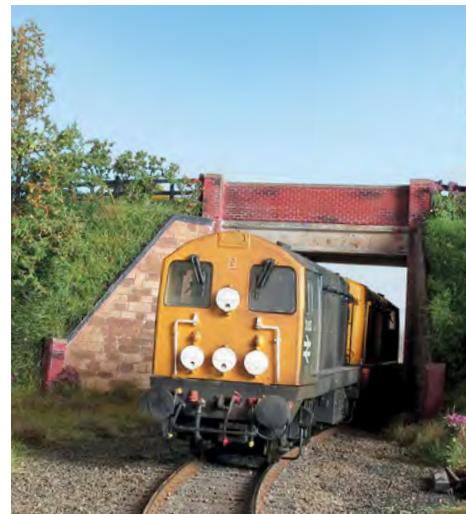
Ollie Reading's recreation of a preserved railway allows him to mix models of different eras. It's also proof that you don't need loads of space to build a model railway.

N GAUGE Stand number: C62



WARREN LANE

'Warren Lane' is popular with crowds as there's nothing quite like it. It portrays a busy container handling depot alongside a main line and its activities are fascinating to watch. This is its last exhibition, don't miss it.
00 GAUGE Stand number: A44



TOWCESTER

If you've ever wondered how lines closed by Dr. Beeching might have looked in the BR Blue era, then take a look at this layout by John Norton and George Woodcock set in Northamptonshire.

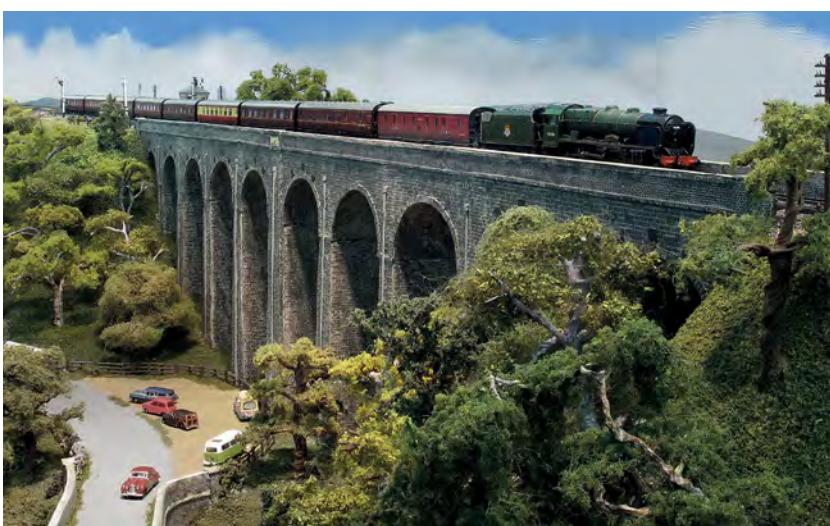
00 GAUGE Stand number: A33

'COAL TANK' CENTREPIECE



LNWR Coal Tank No. 1054 at Keighley in August 2014. BEN JONES

Every year the Warley show has a centrepiece display of a full size locomotive to help raise funds for new-build locomotives or simply provide entertainment. This year LNWR Webb 'Coal Tank' No. 1054 will travel to the event from its home on the Keighley & Worth Valley Railway where it is maintained by the Bahamas Locomotive Society at Ingrow Locomotive Museum.



DENTDALE

This Settle to Carlisle-themed layout shows how much landscape you can incorporate into an N gauge layout. Look out for the impressive Pennine architecture and lengthy trains.

N GAUGE Stand number: C63

HORFIELD

The scenically accomplished 'Horfield' is able to show prototypical length trains due to its length and four-track main line. Look out for the wonderfully weathered rolling stock and weeds growing around the platforms. See much more of 'Horfield' in February 2016 edition of **BRM**.

00 GAUGE Stand number: D46

ESSENTIAL INFORMATION

OPENING TIMES Saturday November 28 (0945-1800),
 Sunday November 29 (0945-1700)

Early entry (0915) for advance ticket holders both days.

For more information on the Warley show, including ticket prices and booking, visit www.thewarleyshow.co.uk

GETTING THERE Hall 5, NEC, Birmingham (SatNav B40 1NT)

PRICES £14.00 (Adult) (£12.50 Advance), £8.50 Child (£7.00 Advance)



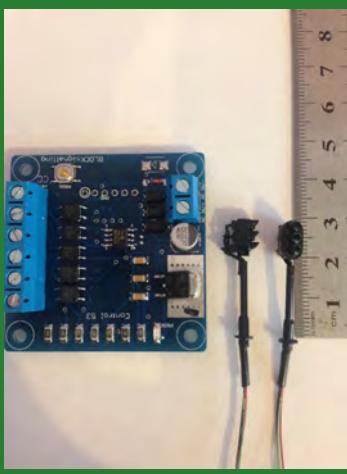
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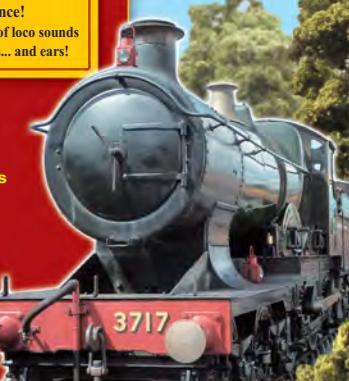
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GLENBURN

Archie Brown introduces us to Glasgow & West of Scotland MRC's depiction of a small Scottish village served by two railways.

FACT FILE

- **Layout Name:** Glenburn
- **Scale/Gauge:** 2mm to 1' scale, 9mm gauge N
- **Size:** 20' x 8'
- **Era/Region:** BR 1950s, Scottish Region
- **Location:** East Coast of Scotland
- **Layout Type:** Continuous circuits with off-scene fiddleyard
- **Words:** Archie Brown
- **Photography:** Archie Brown



Fierce competition between the North British and Caledonian meant that many towns in lowland Scotland were served by both, in close proximity.





The former 'Caley' line is the less important of the two railways in Glenburn, but is carried across the NBR main line and Sauchie Burn on a five-span viaduct. A WD 2-8-0 rumbles over with a short pick-up goods.

It's a model of a time period on the Scottish Region, namely 1955 to 1965, rather than any specific place.

'Glenburn' represents a small village near the east coast of Scotland which has two railways passing through it. The lower, main line is ex-North British Railway (NBR), which appears from the viewer's left near to a quarry, passes two loop lines on a convenient flatter area, and then curves round the side of the Sauchie Burn through Glenburn station and on towards the Edinburgh and Glasgow line. The loops used to have NBR signalboxes at either end, but during the Second World War an LNER ARP style 'box was built at the north end. LNER style searchlight signals were installed at the same time.

The higher line is an ex-Caledonian Railway single track branch, dating back to the time when, in Central Scotland, the NBR and 'Caley' were forever making incursions into what the other saw as 'their' territory. Occasionally, they obtained running powers over the other company's lines.

In this case, the lure was the possible gain of coal traffic from Sauchieburn Colliery, beside which a small single platform halt was built. This is followed shortly after by Glenburn Upper station, which has a passing loop, a small goods shed and two sidings with a

coaling and watering stage. After leaving the station, trains cross over the NBR line and the Sauchie Burn on the Sauchie viaduct and continue on towards the industrial central belt of Scotland.

The signalling is semaphore, with LMS upper quadrant signals replacing the older CR lattice post lower quadrant signals. The line remains a backwater but has, however, survived.

Our period is mainly late-1950s and early-1960s and BR steam locomotives abound, with the occasional visit by a green diesel or DMU. That is the fictitious history of our club's current N gauge layout but there is much more to the story of its construction.

CONSTRUCTION

Until January 2015 our club had, for over 20 years, been based in a room which measured only 20' by 12'. As good as it was for our main purpose of constructing and operating layouts, the small size of these premises meant that we could only really build or erect one layout at a time. For exhibitions we had one layout in storage elsewhere and those owned and constructed by various members to call upon as needed. Only a small handful of our members actively model

in N gauge and the same small layout had been used by them for over 15 years when, in 2007, we resolved that it was time to sell it and begin work on a much larger N gauge layout. This meant that the OO gauge layout in the club had to be stored and the space given over to this new venture.

When we began planning 'Glenburn' we resolved that it would be a layout where the scenery and buildings played a major part and where simply watching the trains go by was integral to its enjoyment. The layout had to be of exhibition quality, easily transportable and with plenty of movement.

'Glenburn' is a model of a time period rather than a specific place, namely 1955 to 1965. The station and town are entirely fictitious but care has been taken to model buildings appropriate to their location.

We wanted it to be a continuous run with two levels, a townscape and large viaduct at one end and a colliery pit head at the other. When the trackplan was being developed it was reasonably simple to fit the plan to the space available. We discussed the possibility of an interchange between the two levels but chose instead to keep the main line on the lower level entirely separate from the upper branch line. The



branch line would serve a small halt at the colliery and a two platform through station further up the line. Just as the line left the station it would traverse a viaduct over the main line and curve back into the fiddleyard.

On the main line level there would be a set of long passing loops and at the right-hand end a main line station on the curve round into the fiddleyard. This separation also meant the control panel could have two distinct sets of controls for the main and the branch. A fault on one would not necessarily curtail operations on the other.

One of the benefits of N gauge is that there's scope for large scenic areas, but with a width of less than 20' in which to work (so that there was also space for us to get into the clubroom) we needed a solution which would allow the layout to be extended for shows but reduced to fit the clubroom.

The solution we devised was to ensure that, in the middle of the scenic area at the front and at the same place in the yard at the rear, the tracks would all cross the baseboard joint at exactly 90 degrees. This enabled us to construct an additional 4' long baseboard to extend the scenic area and fiddleyard for exhibition use. In addition, we built four scenic boards to extend the left and right hand ends of the layout so that there was a lot more scenery to reflect a rolling landscape with the railway meandering through it.

The extra scenic board allowed us to add the branch line sidings and goods shed and on the main line we modelled an area of embankment which had suffered a landslide and is temporarily supported by engineering works to hold back the earth. Both these features add an additional element of interest for viewers.

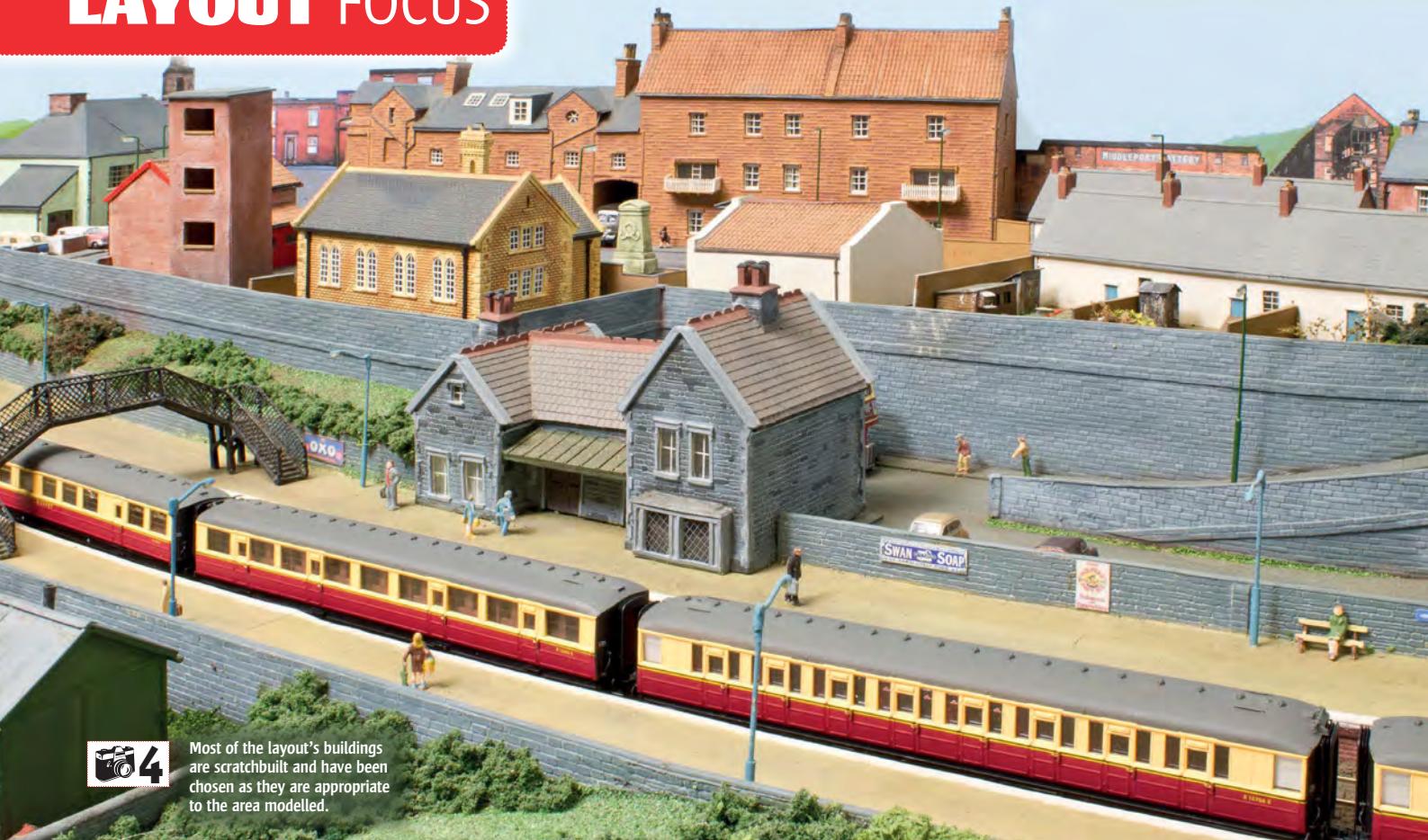
SCENERY & BUILDINGS

Most of the buildings on the layout are in the town area around the station. With the exception of the school, the signalbox and one of the pit



Ex-LNER classes still dominate on the old North British main line, such as this B1 4-6-0 passing through the impressive townscape with a Pullman Car train.





Most of the layout's buildings are scratchbuilt and have been chosen as they are appropriate to the area modelled.

head buildings, which are resin cast models, all the structures are scratchbuilt. A hand-painted backscene completes the picture and since the area is near the coast this includes a bay with a lighthouse.

A small hole is drilled through the backscene at the top of the lighthouse and by means of a small electronic kit from MERG and a brilliant white LED inserted behind the backscene the lighthouse lamp flashes four times then pauses at set intervals.

Points on the scenic section are operated by Tortoise point motors and in the fiddle yard by Peco point motors.

Scenery is of standard construction but we have used static grass extensively throughout. The surface of the grass is highlighted in a number of areas by the addition of a sprinkling of Noch leaf flock over sprayed photo-mount adhesive. This helps to disguise some of the baseboard joints. Many areas have had

scenic detailing to represent bushes, weeds, flowers and vegetables.

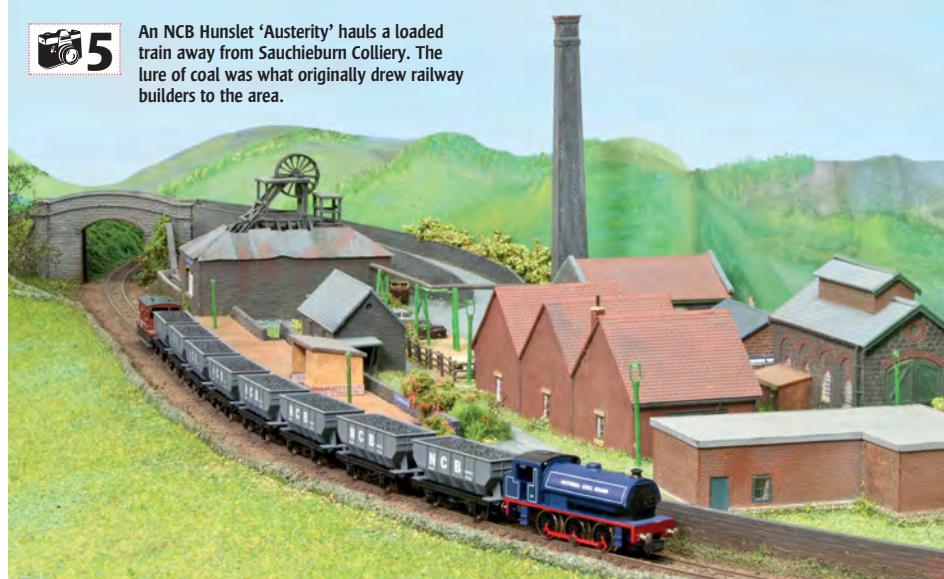
When the additional scenic board was constructed we had to bear in mind that the scenery had to match not only at both ends when it was in place but there also had to be a match when it was not in place and the gap closed up. Likewise the track and baseboards had to align perfectly whether the additional boards were in place or not. This is done by the use of engineering dowels and other metal brackets so that there is both horizontal and vertical alignment at main line and branch line level.

POWER & CONTROL

We pride ourselves in producing a very high quality control panel for all the layouts we build and 'Glenburn' was no exception. The surface of the panel is made from a sheet of 3mm thick clear acrylic.



An NCB Hunslet 'Austerity' hauls a loaded train away from Sauchieburn Colliery. The lure of coal was what originally drew railway builders to the area.



KEY DETAILS - LNER 'SEARCHLIGHT' SIGNALS



Semaphore signals on the branch are from Dapol but no-one manufactures the LNER style searchlight signals we wanted for the main line. The prototype of these signals had a single head behind which was a moving baffle with a lamp behind it. The baffle had three coloured lenses, red in the middle, green on one side and yellow on the other. When a yellow signal was changed by the signalman to green the baffle had to move through red to get to the green. This gave a short flash of red as the aspect changed and we wanted to replicate this on the model. The signals were constructed using a tri-colour LED in the head and are operated on the panel using rotary switches. It was relatively simple to ensure that the rotary switch contacts for the red, green and yellow aspects have the red contact in the middle meaning that when the signal is changed from yellow to green there is a short flash of red, exactly as on the prototype.



A Graham Farish Fairburn 2-6-4T leaves Glenburn Upper with a local formed of elderly ex-LMS non-gangwayed stock.



After Nationalisation, locomotives from once-fierce rivals began to be seen on each other's routes, such as this Gresley J39 passing Glenburn Upper on a pick-up goods.

Once the trackplan has been finalised it is drawn out full size but in reverse and attached to one side of the acrylic sheet. Three millimetre wide LetraLine adhesive strip is then stuck on the other side of the acrylic sheet following that diagram. When the strip has been applied the whole of that side is sprayed with paint.

We usually use blue car paint and one aerosol can will cover a large panel with two coats. When the blue has been left to dry completely, over several days, the LetraLine strip is gently lifted off, with a cut where the section breaks are located. A small piece is left at each break between sections. Paint of various colours is then applied over the lines where the strip was removed, ensuring no two electrical sections of the same colour meet anywhere on the panel. Finally when that paint is dry the small section joint strip is removed and black paint applied so that each section is separated clearly from any other. When the drawing is removed and the panel turned over we then have a smooth surface with all the paint on the reverse so it will not be worn away with constant use of the panel and can be easily wiped clean. And since the plan was drawn in reverse it is then the proper way round when viewed from the smooth side!

Holes are then very carefully drilled for all switches and push buttons required on the panel. A slip of the drill can result in a bad score on the smooth side of the panel or, at worst, a split in the acrylic which will then be beyond repair so patience is required.

Happily we have now secured much more spacious clubrooms and can erect all of our layouts at the same time. You can see 'Glenburn' at Model Rail Scotland's 50th anniversary show at the SECC in Glasgow in February 2016. **BRM**

► *Our grateful thanks go to Nigel Burkin for his excellent photographs of the layout.*



N gauge gives greater opportunities for showing railways in the landscape than larger scales, and the chance to create multi-layered scenes such as this.



The ex-NBR main line is designed to show off a procession of express passenger, goods and parcels trains running through the landscape.

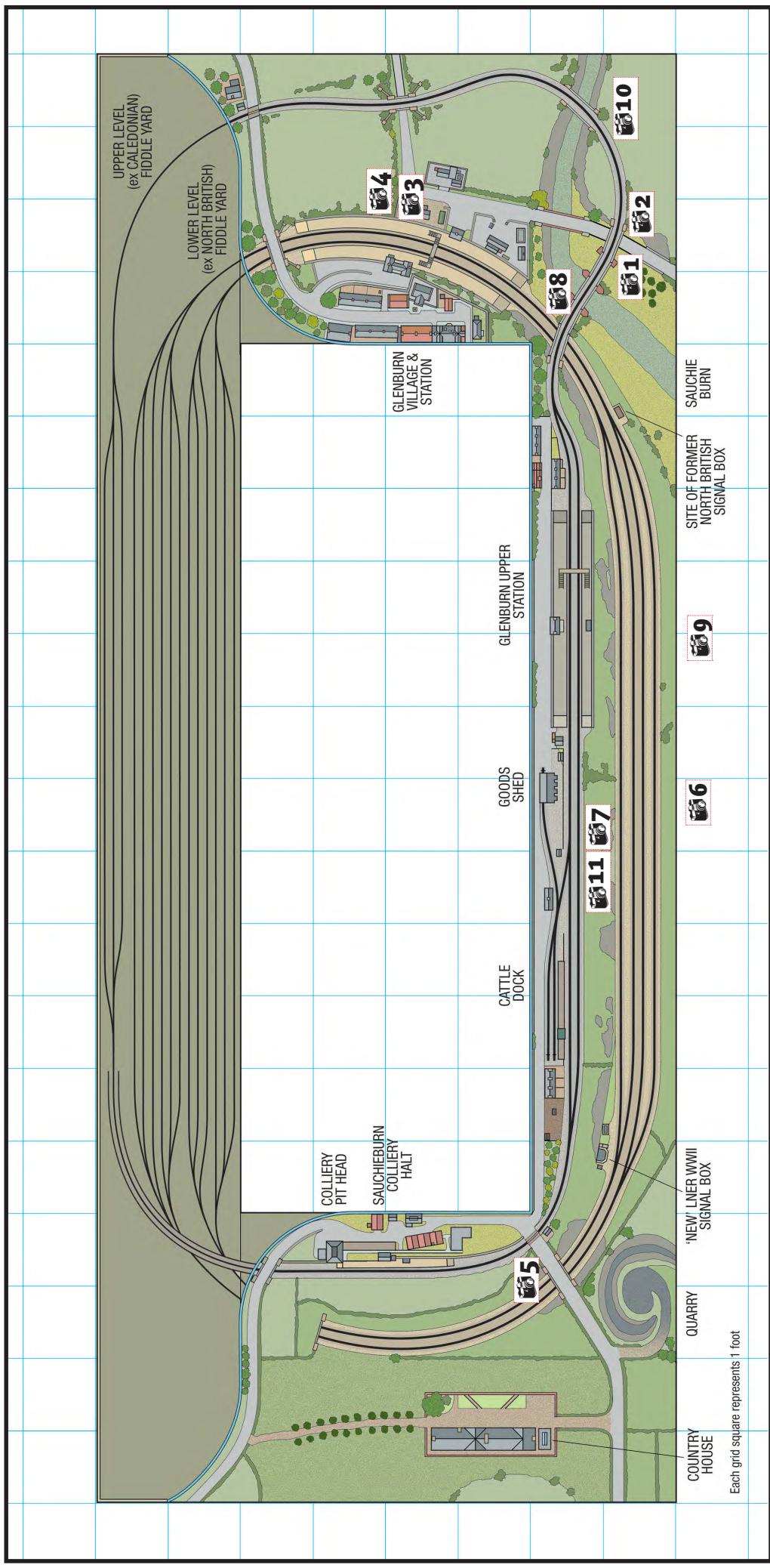




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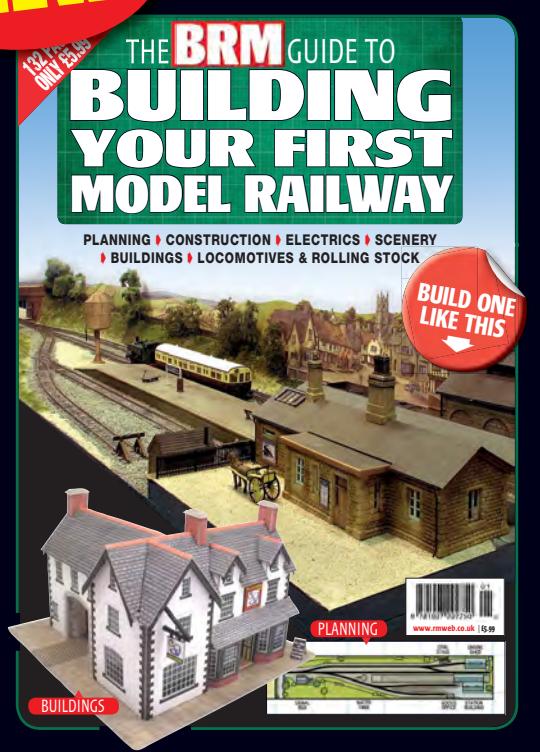
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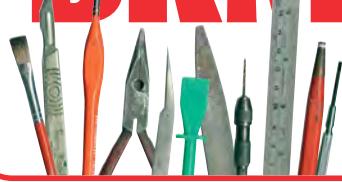
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**FACT FILE:
BEAMES 0-8-4T**

Designed by the last Chief Mechanical Engineer of the LNWR, H.P.M. Beames, the first of these powerful 0-8-4Ts was not built until early-1923, by which time the company had become part of the newly-formed LMS. They were basically a tank version of the famous G2 0-8-0, with a superheated boiler and round-top firebox. Obviously, there was a strong family resemblance to the earlier 0-8-2T. A total of 29 were built in 1923, plus one more in 1924, numbers being 7930-59. The first 13 were delivered in lined black, with 'LMS' on the tanksides and LNWR-style cast plates on the bunker. Nos. 7943-48/55/56 were delivered in full LMS lined crimson, and the rest appeared in unlined black. All eventually carried plain black and all had been withdrawn by the end of 1951. Nos. 47931/937 were the only two to receive BR numbers. Many of the class worked on heavily-graded ex-LNWR routes in South Wales, but others were allocated (at times) to Bromsgrove, Buxton, Carnforth, Liverpool, Nuneaton and Shrewsbury. Several detail changes were made during their lives and provision is made for these in the kit. Prior to and during the construction, I consulted the works of Essery and Jenkinson, and Ted Talbot, though absolute accuracy is difficult because these locomotives were a little 'camera-shy'.

Painting was done by Geoff Haynes of Market Deeping, a friend now branching out into model-making and painting. Subsequent further research might indicate that the red-painted 0-8-4Ts had Ross pop safety valves rather than the Ramsbottom type. If so, it won't be a problem because they're only whitmetal and can be easily modified.

BRM LOCOMOTIVE

HOW TO BUILD AN...

LMS 0-8

Working in etched brass can be challenging, but the results are often superb, as **Tony Wright** discovers with this imposing eight-coupled goods tank from Brassmasters.

This impressive kit is quite complex and was designed by Allan Sibley for Brassmasters. At source, in my opinion, it is designed for the more accurate gauges in 4mm, rather than OO. My brief was to build it in EM, though I deviated from the prescribed path in many areas, as will be described. It's certainly not a kit for the beginner or the builder without access to some quite complex tools. There are also aspects of it which I found were not to my personal taste, and these will be mentioned

Because of the relative obscurity of the class it's unlikely to ever be available RTR, so this is the way to go.

in the captions. Bearing this in mind, it can still make up into a successful representation of these unusual giants.

Though I'm happy with the appearance of the finished model, as intimated in the piece, it's my view that the kit is unnecessarily complex in certain areas. Sprung chassis are far more difficult to make than simple rigid ones, so why not make the chassis a simpler design?

The more skilled amongst us should have no problem adapting it as necessary. I admit that it's probably my lack of ability in getting articulated rods to work properly which results in lumpy running,



BUILDING CHALLENGE 2015

4T

SUPPLIERS

- Brassmasters L008 LNWR 0-8-4T kit for 4mm:1' scale, £100.00
- www.brassmasters.co.uk
- A PO Box 1137, Sutton Coldfield B76 8FU
- www.markits.com (wheels)
- www.cometmodels.co.uk (motor/gears)

but why not give the end-user the option - rigid or articulated as other manufacturers do?

The need for machine tools of a high order also militates against this kit for the less experienced, and why not employ the usual tabs and slots for accurate construction found in most other modern etched kits? That it can be made into a reasonable model there is no doubt, and I suppose that's the bottom line really. Because of the relative obscurity of the class, it's never going to be mainstream and probably never to be available as RTR. So, without resorting to scratch-building, this is the way to go. **BRM**



STEP-BY-STEP GUIDE



As always, I began by building the chassis, and here are the component parts laid out prior to assembly. Markits wheels and components were my choice, and a Comet motor/gearbox combination.



It's my view that a 4mm locomotive chassis should be designed as rigid, with provision for compensation/springing for those more able to contemplate such complexities. Preferring a rigid chassis, I fitted all the hornblocks, checked for squareness using one-eighth steel rods (reading the shadows) then soldered everything up solid.



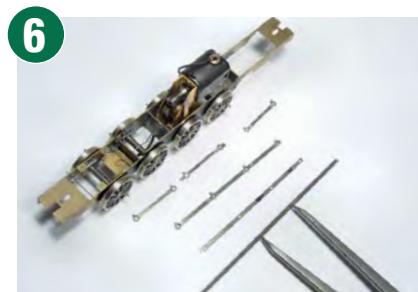
The frames are designed for springing, and the horn guides had to be cleared of a slight cusp before the hornblocks would slide freely. This was a tricky operation indeed, requiring the most careful filing.



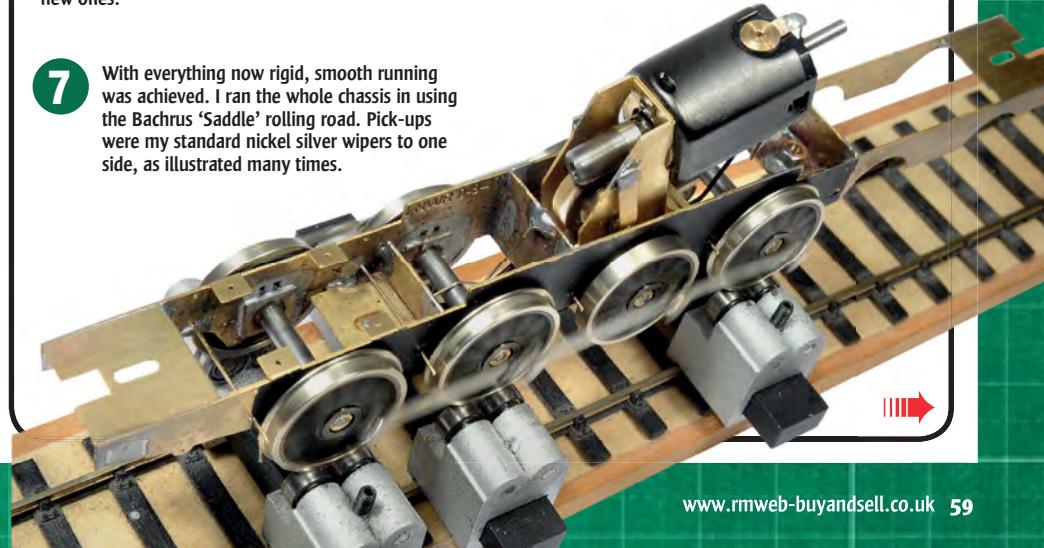
Despite having used the correct frame spacers and fitted the hornblocks the right way round, there was nowhere near enough clearance for any side-play. The easiest way to achieve clearance was to vigorously rub the whole assembly against some coarse emery paper, glued securely to strip wood.



Despite having built hundreds of locomotives, I cannot get on with articulated rods. I made up the rods as prescribed, but the thing ran like a lame dog. I tried soldering them solid, but to no avail. I thus made new rods from filed-down Code 75 bullhead rail, plotting the crankpin positions using spring dividers. Holes were then drilled as appropriate. I then snipped off the redundant bosses from the articulated rods and soldered these to the new ones.



7 With everything now rigid, smooth running was achieved. I ran the whole chassis in using the Bachrus 'Saddle' rolling road. Pick-ups were my standard nickel silver wipers to one side, as illustrated many times.

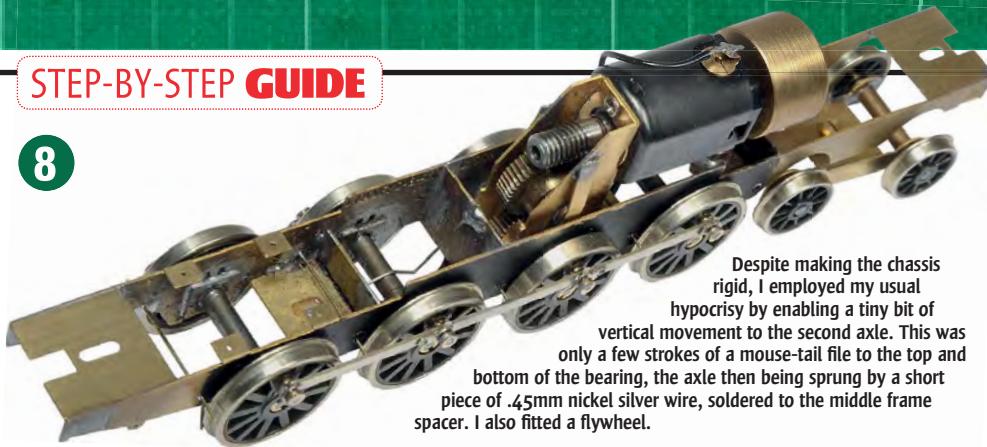


PRACTICAL BRM



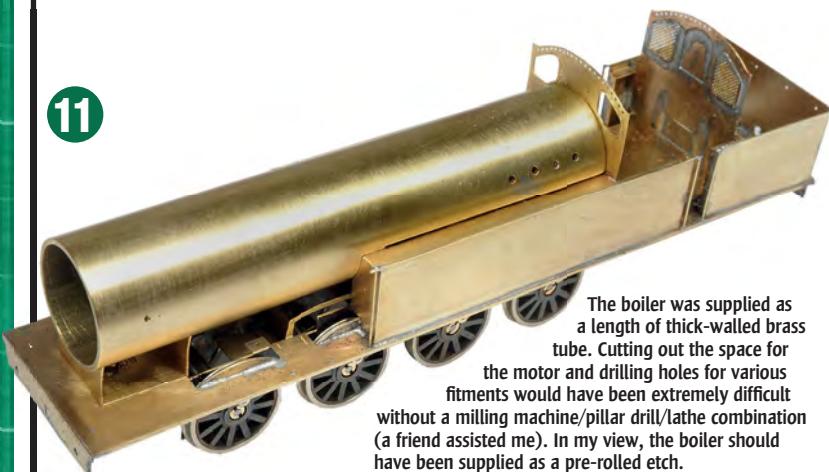
STEP-BY-STEP GUIDE

8



Despite making the chassis rigid, I employed my usual hypocrisy by enabling a tiny bit of vertical movement to the second axle. This was only a few strokes of a mouse-tail file to the top and bottom of the bearing, the axle then being sprung by a short piece of .45mm nickel silver wire, soldered to the middle frame spacer. I also fitted a flywheel.

11



The boiler was supplied as a length of thick-walled brass tube. Cutting out the space for the motor and drilling holes for various fittings would have been extremely difficult without a milling machine/pillar drill/lathe combination (a friend assisted me). In my view, the boiler should have been supplied as a pre-rolled etch.

12



Because of the thickness of the boiler, some substantial heat (a 75W iron) and asbestos fingers were needed to solder the smokebox wrapper in place. A piece of brass wire was used to line everything up (removed before immediate adjacent soldering).

15



16



The model will run on Rob Kinsey's 'Merthyr Riverside', a representation of a modest South Wales terminus in EM. At the Stafford show in early 2015 the layout was exhibited, and I took the opportunity of doing some initial testing. Apart from a stray short (easily cured), all worked fine. I'd fixed on the sandboxes as they fitted; wrongly, as it turned out. The tops should be vertical.

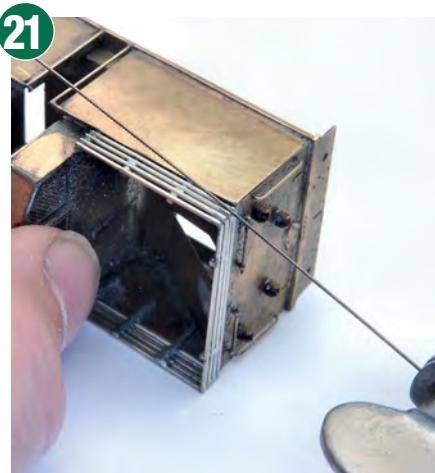
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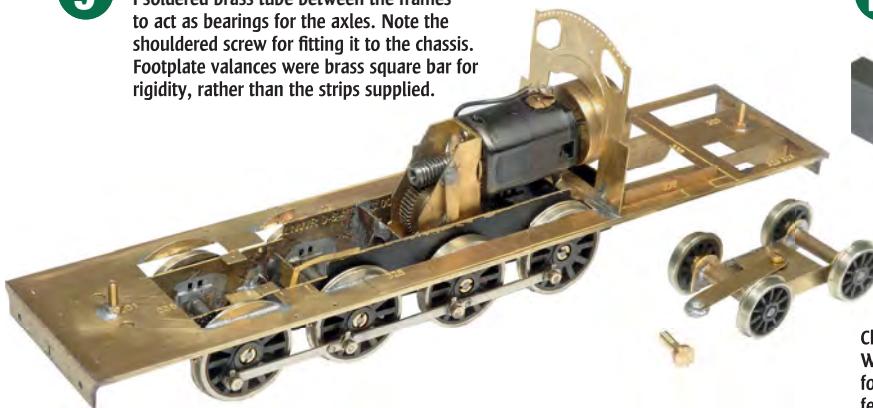
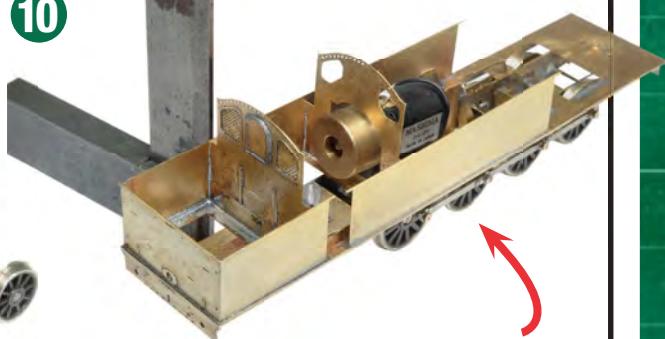
21



Surely something like a four-rail coal bunker top cries out for an etching? No, it had to be made from strips of .9mm nickel silver bar, soldered to eight uprights. The sides were done first, cut to length and then the ends. Because the corners were soldered together (they should be open), I had to separate them with a piercing saw.

9

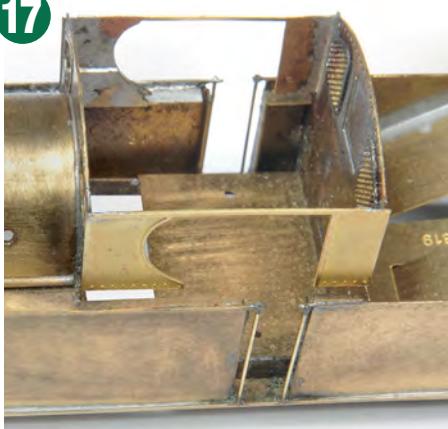
To make the bogie more substantial, I soldered brass tube between the frames to act as bearings for the axles. Note the shouldered screw for fitting it to the chassis. Footplate valances were brass square bar for rigidity, rather than the strips supplied.

**10**

Checking the bunker for squareness against an engineer's small square. Why it was supplied in three separate pieces defeats me; why not a simple fold-up, three-sided etch? Tabs and slots would have been a handy design feature as well, rather than just grooves for fixing vertical parts.

13**14**

A slight gap was present between the boiler/firebox and the tank tops, but this was covered when the pipework on both sides was fitted.

17

How the cabsides were supposed to fit bamboozled me, for a large gap appeared to be left. I filled it in with scrap etch and solder.

18

Coming along quite nicely now with much more in the way of additions. Because I'd only superglued the sandboxes in place, these easily broke away, were filed to the correct shape and refitted.

22

Finally, cleaning up with emery paper and a scalpel. Other firms provide such items as substantial nickel silver etches, so it can be done.

23**24**

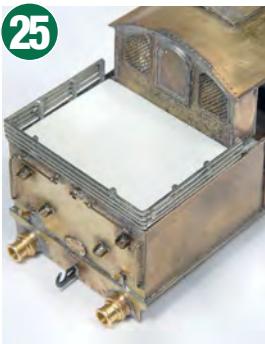
Because each brake block is sandwiched between two 'banana' shaped pieces, I decided to 'jig up' for this procedure, dropping two lengths of .45mm brass wire into pre-drilled holes in a hardwood block, the correct distance apart. The sandwiches were then soldered up, the wires cut off flush and the procedure repeated. 

PRACTICAL BRM



— STEP-BY-STEP GUIDE —

25



I topped off the bunker with thick plastic card, though at this stage I'd made no provision for filling in the space between the bunker rails and the back of the cab.



All but complete, though washout plugs, boiler bands, steps, the bunker gaps, buffers, odd pipe runs, wheel balance weights, bogie springs, rear sandboxes and guard irons have yet to be fitted. It rests on an image in Ted Talbot's brilliant work on the LNWR eight-coupled locomotives.

27

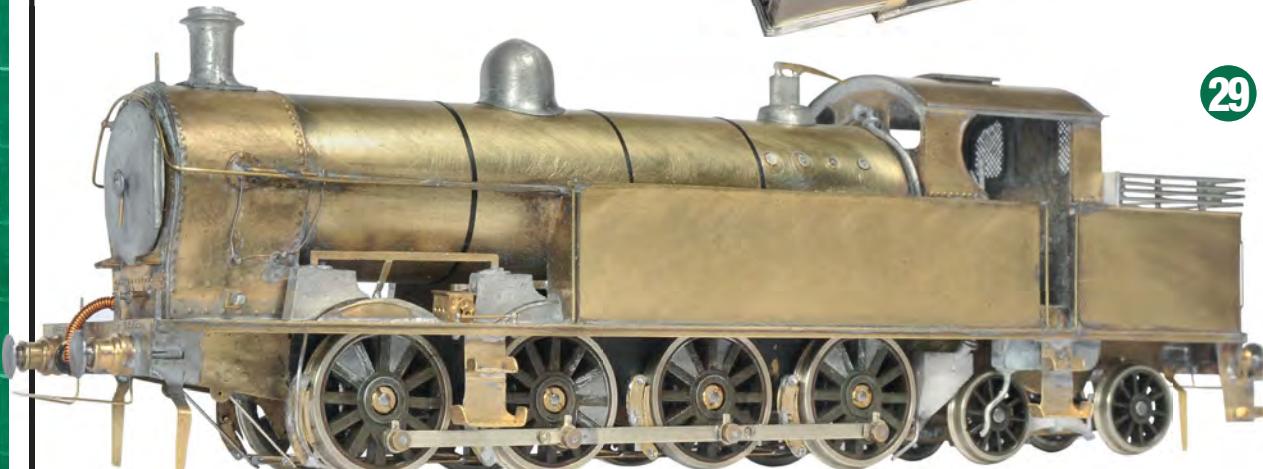


The finished chassis, with all the trimmings added. Balance weights between the spokes were formed of Plastic Padding, forced in when fluid and trimmed smooth when cured.

28



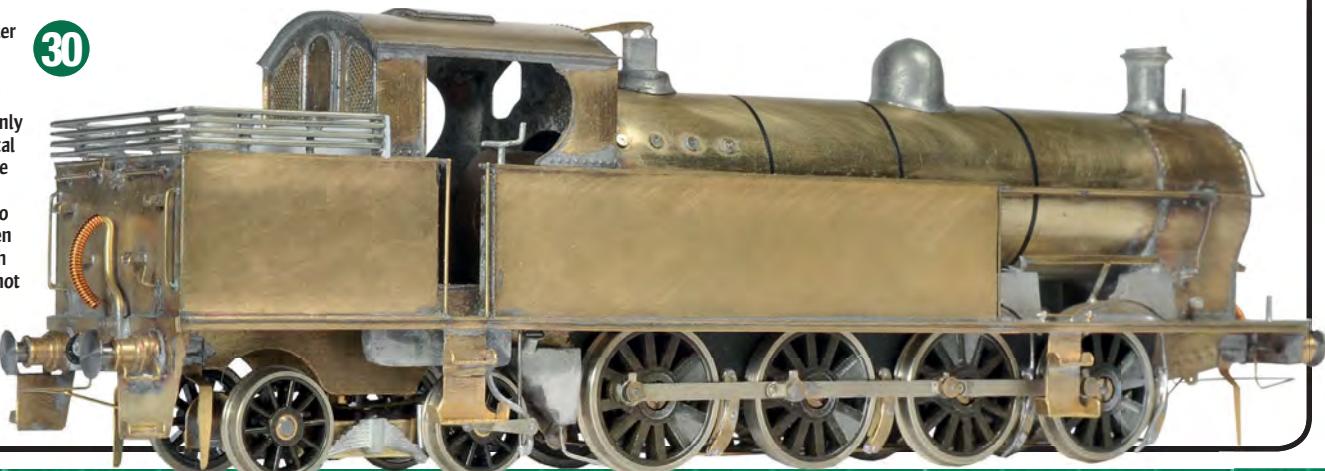
The underside completed, showing the various attachments. Because of the presence of the flywheel, there's no place for the backhead. However, from normal viewing angles this is invisible anyway.



Complete and ready for painting. The bunker gaps were filled in with plastic card and the boiler bands were made from self-adhesive PVC insulation tape cut to the correct width. The buffer heads supplied were far too small and were replaced from my spares box.

30

The tank filler should be a substantial rounded-off 'box', but only the cylindrical one from the 0-8-2T was provided. No matter, when covered with coal this is not noticeable.



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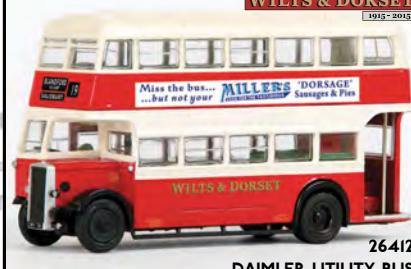
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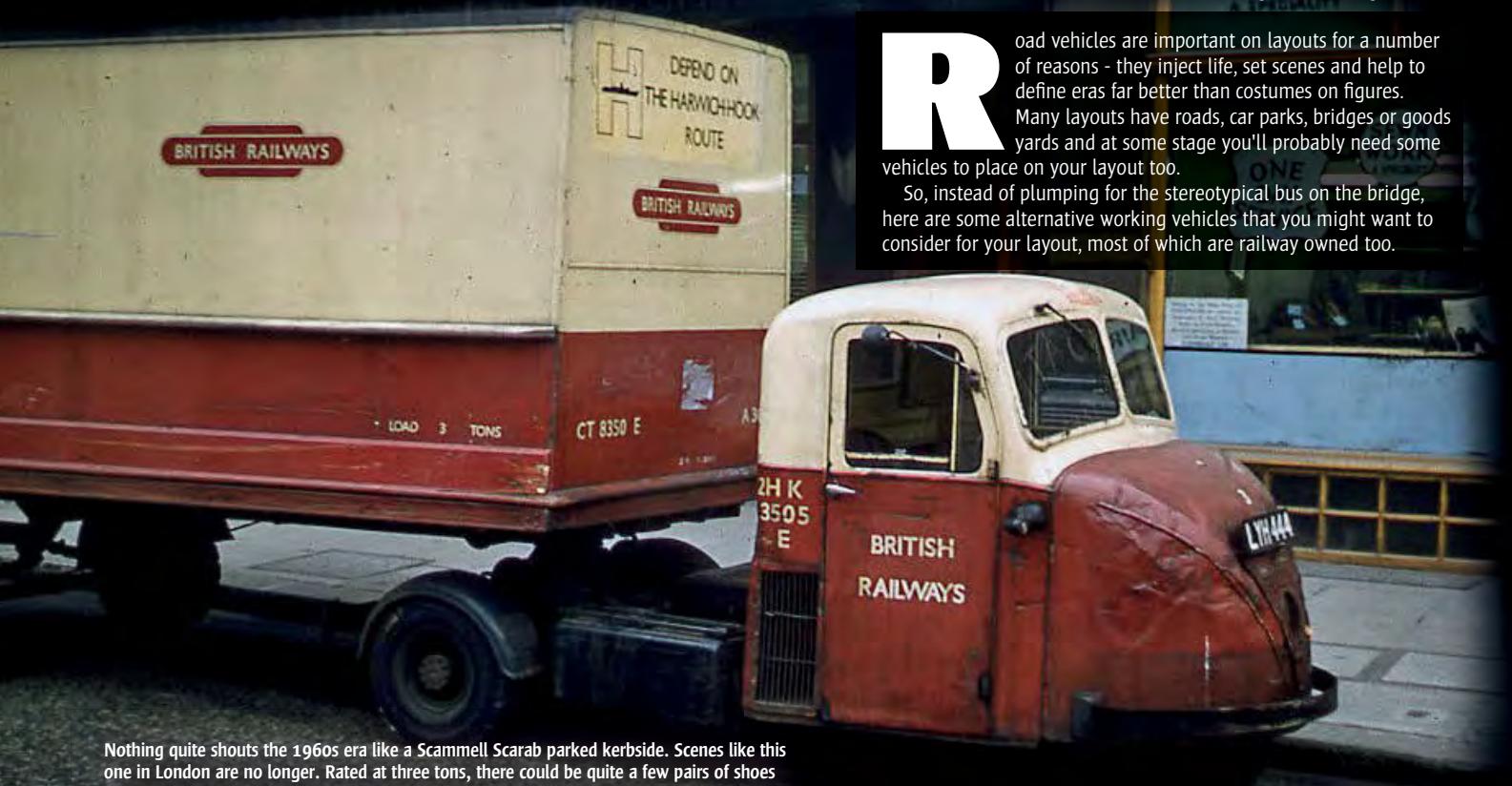


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GET ON THE RIGHT ROAD

Howard Smith looks at some of the latest diecast models that are ideal for modellers. There's no excuse to have empty streets on your layout.



Nothing quite shouts the 1960s era like a Scammell Scarab parked kerbside. Scenes like this one in London are no longer. Rated at three tons, there could be quite a few pairs of shoes inside being delivered to the store in the background. A perfect layout diorama?



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MANUFACTURER B-T MODELS
W www.ayrey.co.uk

Seen at delivery points and rail termini from the mid-1930s onwards, KARRIER BANTAMS were used on railways for short distance goods deliveries to clients. The name KARRIER was kept until 1979, albeit being merged with the Rootes group in 1934 when it moved vehicle production from Huddersfield to Luton due to financial problems. Some of these vehicles have survived into preservation in museums nationwide.

FODEN DG

VEHICLE FODEN DG BALLAST & LOW-LOADER – PICKFORDS
SCALE OO Gauge (1/76 scale)
ERA late 1940s - 1950s
MODEL DA92
MANUFACTURER B-T MODELS
W www.ayrey.co.uk



A household name that's synonymous with removals – Pickfords. The history of the company is an interesting read and can be traced as far back as the 1690s. In direct competition with rail transport, this exceptional road hauler can be seen in archive photographs carrying boilers, road cranes and even boats. This 'ballast' tractor, aptly named because of the extra weight to help with traction would make an interesting diorama being loaded with a heavy load from a bogie bolster, before final delivery to the customer.

AEC MERCURY

VEHICLE AEC MERCURY FLATBED – BRITISH RAILWAYS
SCALE OO Gauge (1/76 scale)
ERA 1960s
MODEL DA81
MANUFACTURER B-T MODELS
W www.ayrey.co.uk



AEC (Associated Equipment Company) is another manufacturing name that is no longer. Founded over 100 years ago in 1912, the company ultimately halted vehicle production in 1979 when its parent company, British Leyland Ltd closed the last factory.

Its road vehicles carried such names as Majestic, Mammoth, Mandator, Marshall, Militant, Mogul and here, the Mercury. The AEC society exists to support the exchange of information on AEC – a good source of information for modellers too. Perhaps these boxes are due for a rail depot somewhere?

FORD 400E

VEHICLE FORD 400E VAN – BRITISH RAILWAYS/MINIBUS
SCALE OO Gauge (1/76 scale)
ERA Late 1950s - Mid 1960s
MODEL 76FDE001 (VAN) / 76FDE002 (MINIBUS)
MANUFACTURER OXFORD DIECAST
W www.oxforddiecast.co.uk



The Ford 400E, or 'Thames' was Ford's pre-Transit-era utility van. Around 187,000 were built between 1957 and 1965 and were typically bought by tradesmen, corporate firms or contractors, but they were also used as mobile shops or ambulances, as they were easy to convert. One even starred in the cult 1960s film *The Italian Job* starring Michael Caine. It's hardly surprising that diecast models of this popular prototype exist in numerous liveries. Here are two British Rail owned versions for you to consider - park them outside your station.

See other brandings carried by these vans, visit bit.ly/1EgmuUK

5 TOP TIPS FOR LAYOUT VEHICLES

- 1 Look at prototype photographs for reference. Photographs of real life never lie and might reveal some unusual things about the roads in the area you model and the typical sort of vehicle to be found.
- 2 Unless the steering actually works on the model, forward-facing wheels look out of place around bends. You can either cut them and re-position them to suit, or only place them on straight parts of road.
- 3 Don't glue your vehicles to the layout. Glue is messy and can be quite visible around wheels. If you have an exhibition layout, screwing through the baseboard from underneath and into the chassis of the model is a much safer option for transport.
- 4 Respect your eras - trunk roads of the 1920s and 1930s were quite bare compared with today. There would be more horses and carts too.
- 5 Choose your regional branding carefully. Especially the less obvious 'British Railways' era models, where it is highly unlikely that a small 'S' for 'Southern' on the side of a van would be seen in Scotland.



LEYLAND FG

VEHICLE LEYLAND FG VAN – RAIL EXPRESS PARCELS
SCALE OO Gauge (1/76 scale)
ERA Late 1960s/Early 1970s
MODEL DA82
MANUFACTURER B-T MODELS
W www.ayrey.co.uk

For larger loads, you might be tempted by one of these – a Leyland FG van. Also known under different guises such as Morris and BMC, the FGs were widespread throughout the 1960s, despite having a reputation for being slow - put one at the front of a queue.

DIECAST IDEAS

LAND ROVER DEFENDER

VEHICLE LAND ROVER DEFENDER – BRITISH RAIL / NETWORK RAIL
SCALE 00 Gauge (1/76 scale)
ERA Mid-1980s - 2000s
MODEL 76DEF007 (BR) / 76DEF008 (NR)
MANUFACTURER OXFORD DIECAST
W www.oxforddiecast.co.uk

One of the most popular off-road utility vehicles worldwide, the Land Rover Defender is a classic design that is easily recognisable for its rugged no-nonsense design and lack of frills. From farmers, to armies, roadside rescue firms, utility companies, airports and railways, all have had their fair share out of them and many post 1983/84 model railways can justify at least one somewhere. Just make sure you buy the right version for your era.

This year marks the end of production for the current Defender, but a new version has been promised. Will it be as popular and rugged?



FIVE PIECE SET

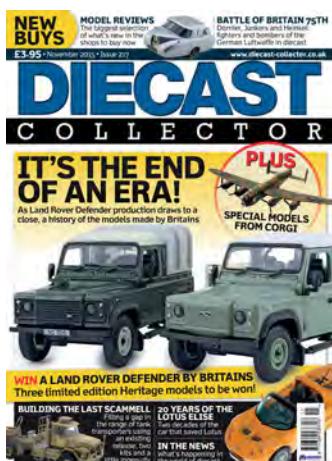
VEHICLE FIVE PIECE SET – BRITISH RAILWAYS
SCALE 00 Gauge (1/76 scale)
ERA 1950s - Mid 1960s
MODEL 76SET34
MANUFACTURER OXFORD DIECAST
W www.oxforddiecast.co.uk

Every so often a diecast manufacturer releases a boxed set containing a few road vehicles, most of which have a common theme - this one being British Railways. If your layout is set between 1948 and the late-1960s, this could be an effective bulk purchase of a few vehicles for a British Railways' owned carpark, depot or goods operation.



WANT TO SEE MORE DIECAST?

Take a look at our sister publication 'Diecast Collector'. It's written and edited by collectors and includes a comprehensive selection of features and supplements on models old and new, with emphasis on 'the model and the real thing' and collectors' own collections.



November 2015 issue - Out now!

- 'Britains' Defender model history.
- Building the last Scammell tank transporter.
- 20 years of the Lotus Elise.
- Battle of Britain diecast models.
- All the latest model reviews.

W www.collectors-club-of-great-britain.co.uk

CUSTOMISE YOUR VEHICLES

Phil Parker shows how to make diecast models more realistic in a few simple steps.

1

Placed on a layout, die-cast models look like toys. The cure is a quick coat of matt varnish. A spray is preferable if you can strip the model down. Careful brush painting will work nearly as well as long as you only apply a thin coat.



AUSTIN SEVEN

VEHICLE AUSTIN SEVEN RN VAN -

LMS

SCALE 0 Gauge (1/43 scale)

ERA 1922 - 1948

MODEL ASV004

MANUFACTURER OXFORD DIECAST

W www.oxforddiecast.co.uk

If you model the days of the 'Big Four' then roads weren't as busy, nor were there numerous motorways or dual carriage ways. That said, cars were steadily increasing in numbers - a noose tightening around the neck of the railways.

This 0 gauge model of the popular Austin Seven just cries to be left outside a station somewhere in LMS territory.

**THAMES TRADER**

VEHICLE THAMES

TRADER TIPPER -

BRITISH RAILWAYS

SCALE N Gauge

(1/148 scale)

ERA 1957 - Mid 1960s

MODEL DA87

MANUFACTURER B-T

MODELS

W www.ayrey.co.uk

**IS THIS AN IDEAL CONVERSION PROJECT?**

A little scratchbuilding might be required to create this obscure British Railways road crane. Note the hydraulic rams on the rear and the protective bars fitted to its front to prevent damage from loads.

A tipper isn't the most obvious item that springs to mind when you think of British Railways' vehicles, but they did exist.

This example of EFT 7111 is attached to the Chief Civil Engineer at York and would be used for small lineside jobs and maintenance duties where a train wouldn't be necessary or accessible. Sand, spoil or even gravel would make a suitable load, sometimes being delivered to clients in and around towns and non-rail served areas of the countryside.

The braver modeller might want to convert it into the vehicle opposite. Seen in British Railways colours, the 'Trader' has been fitted with a small crane for use around depots or goods yards.

2



On many models, the glazing is held in place with metal rivets. Remove these with a large diameter bit first.

3



To provide some in service dirt, dust the model with weathering powders and then wash these downward with a damp cotton bud or a wet finger. Old cars tended to look their age far more than modern vehicles, many being really grubby.

4



Re-branding vehicles doesn't need to involve a re-paint. The transfers can be burnished away with a fibreglass pencil. Finish off with some Brasso to leave a smooth surface.

5



Replacement transfers can be obtained from many sources. These come from modelrailwayscenery.com and match the signs supplied free with the August of BRM.

STOKESAY

PART 9: GRAIN MILL

Telford Railway Modellers Group's **Peter Smith** explains how the layout's largest structure was researched, designed and built.





Above Dozens of reference photographs of the prototype mill at Newport in Shropshire before work started.



The key to making an accurate model of a real building is research. Collect as much information and as many photographs as possible. If it's feasible visit the building and talk to those who use it, or if not now used try to find someone that has.

For the area behind the station and yard on 'Stokesay' (see October **BRM**) it was decided to build a grain mill based on one that still exists (although is now disused) in Newport, Shropshire. In itself this building is of interest because it was served by the railway that used to run from Wellington (Salop) to Stafford. It has a generic similarity to those that used to exist in Craven Arms.

Because at the time of our research the building was still in use we were able, with the permission of the owner, to take a large number of photographs and measurements to enable scale drawings to be made.

MAKING IT IN 2MM SCALE

The Newport installation was built by the Ministry of Food in 1939, in preparation for the Second World War. It was one of about 40 built to a standard design. This means that there was roughly one for each county, quite deliberately served by a rail connection. The Newport mill had been considerably modernised and is now one of only three left in existence. Each wing consists of six silos, in three pairs. The roof height is 62', while the building is 150' long by 27' wide.

It was decided to build the structure using Slater's Plastikard. Both brick and planking effects were used as a considerable amount of the building is clad.

The central tower was the first part to be built. This is square in shape and the front fascia has windows with a door and landing on each of the six floors. On the rear face there is a brick stairway tower which has windows on each floor level. There is also a lift shaft, slightly higher than the tower because it contains the lift mechanism.

Building commenced by cutting the four sides of the building to size and then removing the apertures for the doors and windows. These were then added using Scene Setters glazing bars (Ref. W21). Remember also to add window and door sills. The tower was constructed by gluing the sides together and then the staircase and lift shaft

structures were added to the rear of the tower using a similar approach. Next, the two wing buildings were made. These were constructed from 1mm card. Each rectangular box was reinforced on the inside so that the shape was maintained. They were both attached to the central tower block and the complete building mounted on 2mm card.

The fascia of both wings was covered with wood strip Plastikard which gives a very good impression of the aluminium cladding that now adorns the building. There are extensions on both wings of the building which were made in the same way and then glued on. Roofs for the two wings were made from 4mm balsa wood attached to the buildings and then the edges rounded off by sanding. In all cases contact adhesives were used for the plastic to card interface.

Having made the core of the building, the next step was to add the front and rear ground floor buildings using brick effect Plastikard. Again, the various apertures for windows and doors were cut out before assembly and the relevant frames and other details were then added to the buildings. These were finally assembled and then glued onto the base and appropriate building.

On the right hand side at the rear there is a single external silo. This was cut from 1" plastic tube. There is a small shed like structure on top of the silo which was made from wood effect Plastikard. On the roof there are two ventilators which were made from a combination of 7mm diameter plastic pipe and Milliput filler to simulate the bend.

When the buildings were complete all the small details were added using the photographs as guidance. Firstly the landings and ladders at the front of the tower were fitted. Then various pipes at both the front and rear, using various sizes of plastic rod, were installed. Commercially available staircases and handrails were used to finish off the additions.

All brick structures were finished using Brick Red (Humbrol No. 70). The cladding was covered with concrete colour (No. 28), with bands denoting each floor added in buff (No. 110). The various pipes were painted with metallic silver (Met 53) as were the roof ventilators. Downpipes were left white and the doors and roller shutters were painted pale blue (No. 87).

The final touch was to attribute the ownership of the business to the 'Stokesay Farmers' Co-operative'. **BRM**

Around 40 of these installations were built in preparation for the Second World War. Just three are left.

The rear of the silos, showing the stairwell and lift tower.



RETURN OF THE 'PROPER' TRAIN

Recent years have seen a renaissance in locomotive-hauled passenger trains in various parts of the country. **Ben Jones** looks at what's working where and how you can model these interesting operations.





One of the stars of DRS/Northern operations on the Cumbrian Coast is recently reactivated 37401 *Mary Queen of Scots*. On a glorious August 12, heads the 0842 Carlisle-Barrow at Lowca, near Parton with 37402 on the rear. STEVEN BRYKAJLO



Since the 'Sprinter Revolution' of the mid-1980s, multiple units have become the default choice for new trains in the UK. Traditional locomotive-hauled trains were gradually replaced by a wide range of designs built for suburban, regional and express duties, from 'Pacer' railbuses to 125mph 'Voyagers', 'Meridians' and 'Adelantes', not to mention the plethora of EMU designs.

A few routes have resisted the move to unit operation, such as East Coast's IC225 sets powered by Class 91s, Abellio Greater Anglia's Liverpool Street-Norwich Class 90 + Mk 3 formations and the few remaining sleeping car trains, but these are notable as exceptions to the rule. From a modelling point of view, they're also some of the longest passenger trains on the network, making it difficult for most to run authentic full-length sets.

But, in recent years, there's been a slow revival in locomotive-hauled trains, prompted by a general shortage of DMUs to cater for increasing passenger numbers and greater frequencies on the busiest lines. Since privatisation in the mid-1990s, there have been sporadic instances of Train Operating Companies (TOCs) hiring in locomotives and stock to cover short-term requirements, whether it's a shortage of DMUs or special events requiring additional capacity. A wide range of traction has appeared, hired from freight and charter operators and the world of preservation. But, in recent years, some TOCs have

made locomotive-hauled trains a more permanent part of their operations.

One of the first TOCs to make use of spare coaching stock and hired-in locomotives on regular scheduled services was Wessex Trains with top-and-tail Class 315 used on Cardiff/Bristol to Weymouth/Brighton in 2002-04. Similar sets were also used by First North Western to Blackpool around 2004.

Arriva Trains Northern employed EWS Class 37/4s and rebranded ex-Virgin Mk 2f coaches on Leeds-Carlisle trains in the mid-2000s. Another pioneer was Arriva Trains Wales on Holyhead-Cardiff/Manchester trains.

While it may not have lasted too long, Wrexham & Shropshire Railways' open access operations linking North Wales and London Marylebone paved the way for Chiltern Railways' current much more extensive locomotive-hauled service (see page 76).

It's also worth mentioning FGW's Cardiff-Taunton/Paignton summer-only services using top-and-tail EWS/DBS Class 67s. The '67s' were later replaced by hired Virgin Class 57/3s sourced through GB Railfreight.

Another established locomotive-hauled operation is ScotRail's 'Fife Circle' trains, which went over from DBS Class 67 to DRS Class 68 haulage in 2015. Used to bolster the peak hour service between Edinburgh and the towns of Fife, they are traditional locomotive-hauled sets, without a driving trailer or second locomotive in 'top and tail' formation. For most

TOCs, the convenience of push-pull operation is essential on an otherwise unit-only railway, where turn-round times at destinations are often short and shunting staff are in short supply.

Three interesting operations have been added to the list more recently, covering for DMUs in the south-western, eastern and north-western extremities of England. In Summer 2014, First Great Western introduced a return working between Penzance and Exeter St David's on high summer weekends, employing Mk 3 day coaches from the 'Night Riviera' sleeper. This ran again in 2015 and was joined by two operations using DRS Class 37s and Mk 2f stock.

What makes all these operations interesting to modellers is that the formations are relatively short - between three and seven coaches - and in most cases easily modellable. New models due for release over the next 12 months, such as Dapol's Class 68 and Bachmann's Mk 2f coaches in N and OO will make them even more accessible to modellers of the contemporary scene. And with passenger numbers increasing all over the country and no new DMU designs coming through, we look set to see more routes regaining locomotive-hauled trains over the next few years. Let's take a look at what you need to recreate the current operations. **BRM**

► **Thanks to DRS, Pip Dunn, Simon Barratt, Richard Cinnick and Antony Christie for their assistance in the compilation of this article.**



FACT FILE

- **AREA** Devon/Cornwall
- **OPERATOR** First Great Western
- **ROUTE** Par-Exeter St Davids-Penzance (summer weekends only)
- **FORMATION:** FGW/DRS Class 57 + 3/4 x Mk 3
- **MODEL** Bachmann/Farish Class 57, Hornby FGW Mk 3 (OO), Dapol/Farish FGW Mk 3 (N)

CUMBRIAN COAST



FACT FILE

- **AREA** North West England
- **OPERATOR** Northern Rail
- **ROUTE** Preston-Barrow-Whitehaven-Carlisle
- **FORMATION** DRS Class 37 + 4 x DRS Mk 2f + DRS Class 37/4 OR DRS Class 37/4 + 3 x Mk 2f TSO + Mk 2f DBSO
- **MODELS** Bachmann/Farish DRS Class 37, Re-liveried Hornby Mk 2e TSO/BSO (OO), re-liveried Graham Farish Mk 2d (N). New Bachmann/Farish Mk 2f TSO/BSO/DBSO due in 2016.



GWR green 57604 Pendennis Castle rolls into Dawlish with the 1750 Exeter St Davids-Penzance on July 19 2014. On this high summer Saturday, the formation has been lengthened to four vehicles and includes two of the three Mk 3 BFOs in between an RFM catering car and Mk 3 TSO. ANTONY CHRISTIE

SOUTH WEST ENGLAND

This novel solution to providing extra capacity on stopping services in Devon and Cornwall started in summer 2014. It employs the locomotive and seated coaches from FGW's 'Night Riviera' sleeper and runs only on weekends in the height of summer (June

to early September). Normally formed of three or four Mk 3 coaches (Unclassified Open + Brake First Open + Restaurant First), it was frequently hauled by a hired-in DRS Class 57/3 in 2015, but is more normally worked by one of FGW's fleet of four '57/6s' (57602-605). A second

BFO is added on the busiest days (see photograph).

For modellers, most of the necessary vehicles are available in RTR form, with the exception of the rare Mk 3 Brake First Open (BFO), only three of which were built - 17173-175. Hurst Models

offers 4mm scale replacement sides for the BFO and RFM vehicles if you want to ensure your trains are as accurate as possible.

Mk 3 vehicles used by FGW:
TSO - 12100/161, BFO - 17173-175, RFM - 10219/225/232

Fans of Class 37s were delighted in May 2015 when Northern Rail, DRS and the Department for Transport completed a deal to provide two locomotive-powered sets to replace DMUs on the Cumbrian Coast route. Initially these were worked in top-and-tail formation with at least one ETS-fitted Class 37/4 on each set. However, various usually freight-only Class 37/0s, 37/5s and 37/6s were attached at the other end over the first three months. By August, DRS had introduced ex-ScotRail, ex-Anglia Mk 2f Driving Brake Second Open (DBSO) vehicles 9705/07, eliminating the second locomotive. A third DBSO, 9710, is expected in November and DRS is planning to refurbish two more DBSOs for passenger operations, either with Northern or Abellio Greater Anglia.

The DRS Mk 2f vehicles used by Northern differ slightly from those

employed by AGA in having DfT branding beside each passenger door and bars on the droplight windows (required due to tight clearances on the Cumbrian Coast route). However, from a modelling point of view, it is a similar situation to that for the DRS/AGA operation (see p76). Bachmann is working on Mk 2f DBSOs in N and OO, but no DRS version has been announced.

Prior to the introduction of the DBSOs, sets were formed of three TSOs and BSO, the latter including a vehicle still in tatty ex-Virgin red/grey.

DRS Mk 2 used by Northern: Mk 2f TSO - 5919/71/95, 6001/08, DBSO - 9705/07/10, Mk 2f BSO - 9527 (Virgin livery), Mk 2d BFK - 17159

Sample formations, July/August 2015:
37423+17159+6173+5810+6122+37604

37409+9527+5995+6001+5971+37218

37423+6001+5995+5971+9707



Window bars and safety notices have been added to the Cumbrian Coast Mk 2s as the route features tight clearances, low and short platforms in various locations. BEN JONES



Above Mk 2f TSO 6173 displays the additional Northern and Department for Transport (which is sponsoring the operation) branding at Preston on July 20. RICHARD CLINNICK

Right An oddball DRS vehicle used in the early weeks of the Cumbrian Coast service was Mk 2d Brake First Corridor 17159, one of the few remaining air-conditioned Mk 2 BFKs. RICHARD CLINNICK



PROTOTYPE INSPIRATION

For the first few weeks, DRS 37405 and 37425 *Sir Robert McAlpine/Concrete Bob* were the regular traction for the AGA 'short set'. On July 3, 37405 sits at Norwich (Thorpe) during its lunchtime pause between trips to Yarmouth and Lowestoft. BEN JONES



WALES



There's a long tradition of extending locomotive-hauled trains beyond Norwich to Great Yarmouth in the summer months, providing extra capacity for holidaymakers to the Norfolk seaside town. In previous years this usually employed a short set of Anglia Mk 2/Mk 3s hauled by hired Class 47s. However, in May 2015, a more regular operation was introduced, using top-and-tail DRS Class 37/4s (37405/422/425) and short sets of DRS Mk 2s (TSO+TSO+BSO) in place of a DMU on a single, six days per week diagram.

The ensemble shuttles between Norwich, Yarmouth and Lowestoft all day Monday-Friday until December 11 and had a Summer Saturday-only diagram between Norwich and Yarmouth between May and September 5. It's not known if the weekday operation will continue after December.

DRS Class 37/4s are relatively easy to obtain in N and OO, but at the moment, the necessary Mk 2f TSO/BSO vehicles can only be re-created by repainting Hornby Mk 2d or Mk 2e coaches. The arrival of the Bachmann/Farish Mk 2f models in 2016 should make life easier, especially if the company produces DRS versions.

An interesting aspect of the operation is that the coaching is through wired,



DRS Brake Second Open (BSO)
9525 provides the brake and
guards accommodation in the AGA
set. BEN JONES

FACT FILE

- **AREA** Norfolk/Suffolk
- **OPERATOR** Abellio Greater Anglia
- **ROUTE** Norwich-Great Yarmouth/Lowestoft
- **FORMATION** DRS Class 37/4 + 3 x DRS Mk 2f + DRS Class 37/4
- **MODELS** Bachmann/Farish Class 37/4, Re-liveried Hornby Mk 2e TSO/BSO (OO), re-liveried Graham Farish Mk 2d (N). New Bachmann/Farish Mk 2f due in 2016.

enabling both locomotives to power in both directions and providing astonishing acceleration away from station stops!

DRS Mk 2f used by AGA: TSO - 6046, 6117, BSO: 9525

Sample formation in July 2015:
37425+5919+6117+9525+37405



Arriva Trains Wales Mk 3 DVT 82308 leads a Holyhead-Manchester working towards Winwick Junction. Arriva blue 67001, on hire from DB Schenker, is powering at the rear. MIKE SARGENT

FACT FILE

- **AREA** Wales/NW England
- **OPERATOR** Arriva Trains Wales
- **ROUTE** Holyhead-Cardiff, Crewe-Manchester-Holyhead/Llandudno
- **FORMATION** DB Schenker Class 67+Mk 3a RFM+Mk 3 TSO+Mk 3 TSO+Mk 3 TSO+Mk 3 TSO+Mk 3 DVT
- **MODEL** Hornby/Dapol Class 67, Hornby ATW Mk 3/DVT (OO), Dapol ATW Mk 3/DVT (N)

Arriva Trains Wales has operated a small number of locomotive-hauled trains linking north Wales with the Welsh capital for several years, using both Class 57/3s hired from Virgin West Coast and EWS/DB Schenker Class 67s. The current 'Premier Train' workings use Class 67s and a set of six refurbished Mk 3s in push-pull formation, while the Crewe/Manchester-Holyhead/Llandudno set is formed of three/four Mk 3 TSOs plus a DVT. Both diagrams are Monday-Friday only. Interestingly, all the Mk 3 TSOs were rebuilt from First Class vehicles and now have 2+2 seating.

In contrast to some of the other trains described here, ATW has been well served by RTR manufacturers with both Dapol (N) and Hornby (OO) producing the correct liveries locomotives and coaches to form authentic looking sets. This is probably the easiest of these trains to model accurately in 2015.

Locomotives and Coaches used by ATW

ATW turquoise Class 67s: 67001-003. Other push-pull Class 67s also used include 67014/020/022/023/029 in various liveries

ATW Mk 3s: TSO -12176-185 (converted from Mk 3 FO), Restaurant First - 10249/259, rebuilt Mk 3b DVT - 82306-308

Sample formation August 2015:
67002+12177+12179+12176+10259+82307.



Proudly displaying their new ScotRail colours, 68006 *Daring* and its six-coach train of hired DRS Mk 2s thread through Princes Street Gardens on May 11. Two '68s' and two sets of stock now have ScotRail vinyls and are hired to work peak hour trips around the Fife Circle to/ from Edinburgh. STEPHEN BRYKAJLO

FIFE CIRCLE

Another well established locomotive-hauled operation is the pair of weekday peak hour ScotRail commuter trains linking the towns of Fife with Edinburgh Waverley. For several years these employed EWS/DBS Class 67s and Mk 2 stock, but since the ScotRail franchise switched to Abellio in mid-2015, DRS Class 68s and ScotRail-branded DRS Mk 2f coaches have taken over.

Two sets work the 0637 Edinburgh-Edinburgh (via Glenrothes) and 0735 Cardenden-Edinburgh and 1708 Edinburgh-Edinburgh (via Glenrothes) and 1720 Edinburgh-Cardenden, running to/ from Motherwell or Mossend to lay over during the day and after their evening trips.

Both ScotRail Class 68s are included in Dapol's OO gauge range for 2016. For the moment, there are no RTR coaches

in any scale, but R3 Sprays can supply both transfers (£9.00 per pack, £24.00 triple pack) and professionally redecorated Hornby Mk 2e coaches (£60 each) in ScotRail's attractive Saltire livery. It also plans to offer the same options for Bachmann's Mk 2f coaches when they are released in 2016.

Locomotives & Stock used by ScotRail
ScotRail Class 68s: 68006/007 (plus other

DRS livery '68s' as required)
ScotRail Mk 2e TSO - 5810,
Mk 2f TSO - 5945/65/76, 6001/64,
6122/73/76/77/83, Mk 2f: BSO - 9521/39

Sample formations August 2015:
68006+6176+5976+5945+9539+
6177+6183
68007+6027+5952+5965+9521+
5987+5957



Class 68s hired from DRS took over from DBS '67s' in Spring 2014. On April 6, 68010 calls at Leamington Spa with the 1255 Birmingham Moor Street-Marylebone. NEIL HARRISON



FACT FILE

- **AREA** Edinburgh/Fife
- **OPERATOR** Abellio ScotRail
- **ROUTE** Edinburgh-Inverkeithing-Cardenden-Edinburgh
- **FORMATION** DRS Class 68+ Mk 2f TSO+Mk 2f TSO+Mk 2f BSO+Mk 2f TSO+Mk 2f TSO+Mk 2f TSO (two sets)
- **MODELS** Dapol Class 68 (OO, due 2016), Re-liveried Hornby Mk 2e TSO/BSO (OO), re-liveried Graham Farish Mk 2d (N). New Bachmann/Farish Mk 2f TSO/BSO due in 2016.

Hornby Mk 2e TSO
re-liveried using R3
Sprays decals.
R3 SPRAYS



When 68006/007 are not available, standard DRS livery locomotives stand in on the Fife Circle trains. All four weekday Fife Circle trains cross the stunning Forth Bridge, seen here from the North Queensferry side with a northbound evening service. JAMIE MCEWEN

Chiltern's initial involvement with locomotive-hauled trains was as part of the failed Wrexham & Shropshire open access venture in 2008-11. When those services were cut back in December 2010, one of the four W&S sets was hired to Chiltern to increase peak hour capacity on the Marylebone-Birmingham route. Once W&S operations ceased, its other vehicles switched to Chiltern and locomotive-haulage became a major part of CR's daily service. Today, it operates five weekday diagrams, two on Saturdays and one on Sundays, all powered by Class 68s leased from DRS (68010-015). These replaced DB Schenker Class 67s in March-May 2015.

Branded as 'Chiltern Mainline', the four sets of refurbished and modernised Mk 3s have powered plug doors rather than the standard slam type and new seats. They were rebuilt in 2011-13 and are painted in an attractive silver/grey livery. The exception is the BR blue/grey 'commuter set, formed of unrefurbished

FACT FILE

- **AREA** West Midlands/Warwickshire/Oxfordshire/NW London
- **OPERATOR** Chiltern Railways
- **ROUTE** London Marylebone-Banbury-Birmingham Moor Street-Kidderminster
- **FORMATION** Class 68+Mk 3 TSO+Mk 3 TSO+Mk 3 TSO+Mk 3 TSO+Mk 3 TSO+Mk 3 RFM+Mk 3b DVT (four sets, all refurbished and modernised)
- **MODELS** Dapol Class 68 (OO, due 2016), Hornby or Dapol blue/grey Mk 3 (commuter set), modified Hornby/Dapol Mk 3, modified Hornby/Dapol Mk 3b DVT

ex-Cargo D Mk 3s, previously used by W&S. Chiltern's six Mk 3b Driving Van Trailers (DVTs) have also been rebuilt with generator sets and have an additional large ventilation grille on each side.

All of this complicates the situation for modellers, as no RTR models or conversion kits are currently available for the modernised sets and Dapol's Class 68 is not due until 2016. Keen modellers could undertake the extensive modifications required to replicate the changes to the passenger doors and the

DVT. However, another option is to model pre-2012 operations using EWS/DBS Class 67s and unrefurbished ex-W&S Mk 3s, using Hornby and Dapol models.

Vehicles used by Chiltern Mainline:

Class 68s: 68010-015 (plus 68008/009 in DRS livery as required)
Modernised Chiltern Mk 3s with 'plug' doors: Kitchen Buffet First - 10271-274, TSO - 12602-627, Mk 3b DVT - 82301-305/309
Blue/grey 'commuter' set: FO - 11029/031, TSO - 12017/043/054/119

SUPPLIERS

R3 SPRAYS SCOTRAIL SALTIRE DECAL SETS

W www.r3sprays.co.uk
T 07879 511403

HURST MODELS CONVERSION KITS

W www.hurstmodels.com

RAILTEC TRANSFERS DRS 'COMPASS' MK 2 DECAL SETS

W www.railtec-models.com

DAPOL

W www.dapol.co.uk

HORNBY

W www.hornby.com

BACHMANN/GRAHAM FARISH

W www.bachmann.co.uk

GAUGE ONE IN THE GARRET

What's the best way to fill a redundant farm building?
Alan & Wendy Ridley opted for a radio-controlled
Gauge 1 model railway!



FACT FILE

- **Layout Name:** Fearn LMS
- **Scale/Gauge:** 10mm:1ft scale, 44.45mm gauge
- **Size:** 72'x10'
- **Era/Region:** Flexible
- **Location:** Stone shed
- **Layout Type:** Indoor
- **Power/Control:** Spectrum 2.4GHz system

Although the number of RTR Gauge 1 locomotives is fairly limited, a fleet of seven LMS, LNER and GWR locomotives has been assembled from kits and RTR brass models.



Having built and operated a minimalist Gauge 1 layout at a two-day show we found that, whilst popular with the paying public, we needed something more challenging for the operators than 'Granny Wendy's Railway'.

So, 'Fearn LMS' was born. We are fortunate in having a redundant stone-built farm building as a garden shed. This gave us an attic room 72' long and 10' wide. The longest layout our two-day show could cope with was 63', should we be invited again.

We began by calculating that we could fit all but one siding in an area 40' long by a maximum of 4' wide, with space at the ends for cassettes. A start was made building eight baseboards 5' long by 2' 6" wide and a further five 18" wide giving an overall width of 4'. These were built of 90mm x 20mm timber braced at 15" intervals covered with 9mm hardwood ply.

The corners were dovetailed and the cross bracings housed in rebates, glued and screwed, perhaps a case of overkill, but it will support a large adult male. But, like all the best-laid plans, when it came to tracklaying another two 3' long boards had to be inserted.

Track and points are Tenmille brass bullhead rail on plastic sleepers. As they are intended primarily for live steam operation there is no provision for track supplied power. Vast quantities of Phoenix Precision paints have been used to colour the track and sleepers, as a result the brass of the track is barely noticeable.

The points are operated by Tortoise motors; as advised by the manufacturer we have replaced the activating wire with heavier piano wire. Control is from a central control panel using centre-off switches. Once the point has been set it is possible to return the switch to 'off'. We have found a little

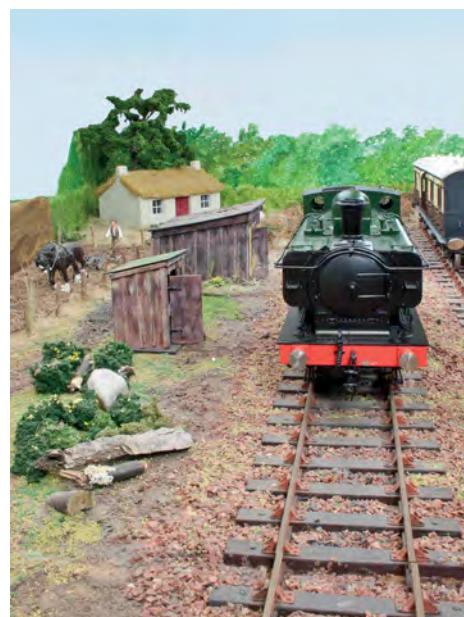


Above The Bachmann Brassworks 'Black Five' is one of three locomotives fitted with 'MyLoco' sound units, controlled from the DX6i radio handset (see below).



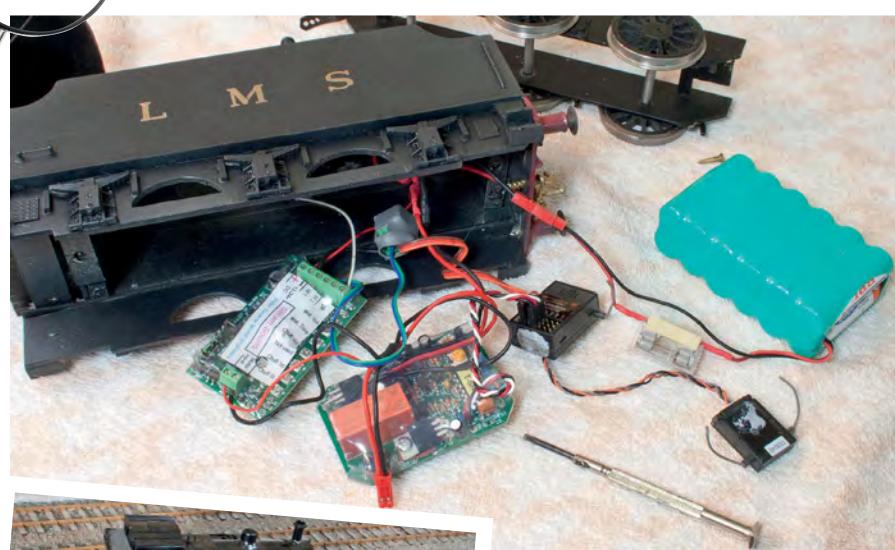
Above Goods wagons are mainly from Tenmille kits and feature a number of Highland Railway vehicles.

Right Although it's well off its home patch, the Brassworks GWR 57XX comes out to operate the 'heritage' line alongside the LMS and LNER steam locomotives.



light oil aids operation and adds a touch of realism. Ballast is a mix of proprietary grades of granite and ash for 4mm and 7mm scales. Signalling will be fitted eventually, once again using Tortoise motors.

KEY DETAILS - RADIO CONTROL



Gauge 1 and other large scales are more suited to radio control thanks to the greater space available inside bodyshells for the necessary equipment and battery packs. For more information see:

Gauge 1 Model Railway Association:

www.g1mra.com

Peter Spoerer Model Engineers:

www.peterspoerermodelengineers.com

Tenmille Products:

www.tenmille.com



LOCOMOTIVES AND ROLLING STOCK

Unfortunately there is nowhere near the variety of ready-to-run or kit locomotives and rolling stock available in this scale, and certainly not for the smaller companies such as the Highland Railway, so we have to make do, or build it ourselves.

We have seven locomotives; a Fowler 2P 4-4-0 by RPM (Malcolm Mills), a Johnson 1P 0-4-4T from the same stable, which stands in as a branch line locomotive; an Ian Cherry 4F 0-6-0 - they were used north of Inverness - a Bachmann Brassworks 'Black Five' 4-6-0 and 'Jinty' 0-6-0T, two of which were used as yard pilots in Inverness. There are two further tank locomotives - both by Bachmann - a J94 0-6-0ST and a GWR 57XX 0-6-0PT. Neither has any relevance to the Fearn layout, but can be used on the smaller heritage line.

All locomotives with the exception of the Johnson 1P, which is still on FM, are controlled with the Spectrum 2.4GHz system with a 14.4V battery pack in each locomotive. We have both the DX6i (pictured) and the DX5e controllers, the former is programmed to control up to ten locomotives, whereas the latter does not have this facility and can be used to control as many locomotives as you wish or can afford.

The beauty of the DX6i is that it can be set up to control individual locomotives to suit their purpose. The DX5e has the facility to reduce top speed by a



Spring is in full swing at 'Fearn' as the LNER 194 0-6-0ST trundles through the countryside with a short goods.



with a variety of wagons, although how I justify an intended LBSCR egg van I am at a loss, but it is an attractive little van.

SCENICS

The scenic side is the handiwork of Wendy, although I produced the basic form of the buildings using 4mm ply. The station house is some 700mm long and required a solid foundation for the Daler mounting card which had one face stripped off and the rubble wall scribed on it. It was then painted with acrylics and stuck onto the ply. The goods shed is also built of 4mm ply with weather strips laid over the supposed joints of the wall boards. Slates were individually cut from card and glued to the roof. I am experimenting with producing genuine lead flashing using rolling bars. Windows are built of plastic card. Our daughter has been dragged into painting the backscenes of both layouts during her annual holiday visits.

What now? Our club chairman looked at the layout and said; "I'm not renewing my HGV licence just to move that." Also, the two day show we were aiming for has moved to another location with insufficient room to display it, so it will be a case of playing trains at home.

Whilst we are fortunate in having the steading in which to house the layouts it is possible to have a modest G1 layout in the home. We erected 'Balmuchy Halt', all 30' of it in the dining room across the hall and into the study/playroom, going to bed was something of a challenge though. If you've always fancied moving into the larger scales, our advice is 'go for it'. **BRM**



Above Passenger stock includes a Kennedy HR coach and four Curlew Coaches LNWR vehicles, as seen here behind the Brassworks LMS 'jinty'.

Above right Wendy has developed the scenic side of the layout, including a number of authentic steam era railway scenes such as the cattle dock and coal depot.

Left The Fowler 4F 0-6-0 was built from an Ian Cherry kit and, along with the 'Black Five' is probably the most appropriate locomotive for the north of Scotland in LMS days.

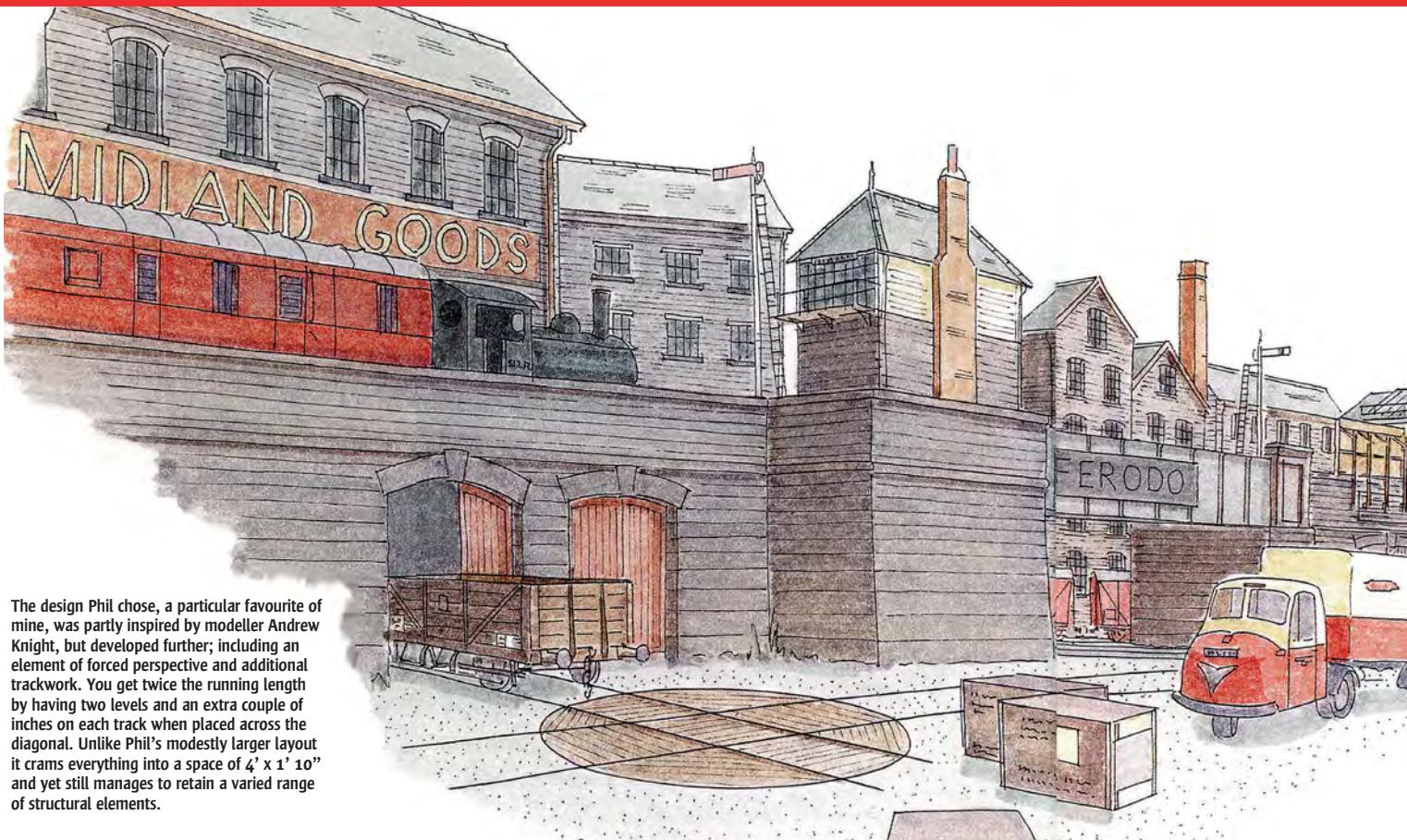
and a rake of four LNWR vehicles by Curlew Coaches.

I doubt that it was me alone badgering Andrew Copp of Lochgorm Kits but he has produced two excellent 10mm:1' scale HR six-wheel coach kits. I have built one and have another for the dark winter days. I have, I hope, sown the seeds for 10mm kits of his double-deck HR sheep vans too.

Goods rolling stock is a mixture of kit-built wagons, mostly by Tenmille, and my efforts at scratchbuilding. These enable us to run goods trains

very small margin. The three tender locomotives are fitted with 'Myloco' sound cards, supplied by Peter Spoerer. These give the gentle hiss of escaping steam, a good solid chuff when in motion and, best of all for five-year-old grandson, a whistle. It was then the advantage of the DX6i controller was demonstrated, he had the throttle and whistle wide open and the 'Black Five' ambled along at a scale 25mph. Rolling stock is a mix of kit coaches built by myself, one Kennedy-built Highland Railway coach

INSIDE TRACK

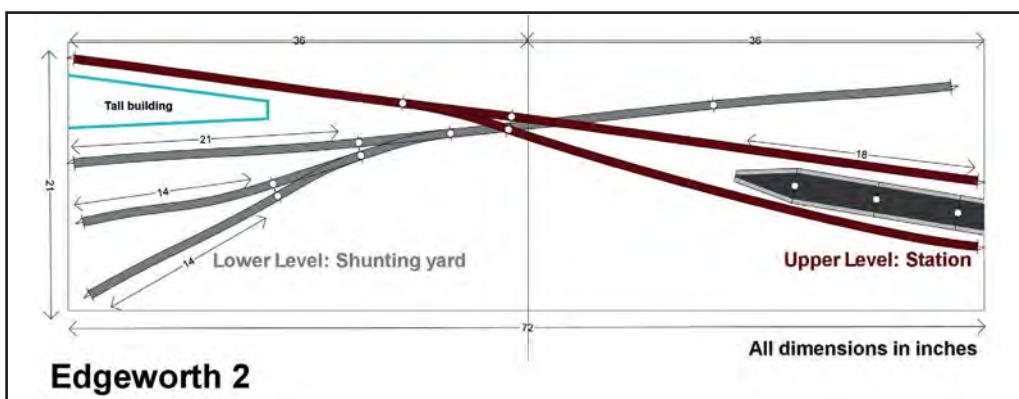


The design Phil chose, a particular favourite of mine, was partly inspired by modeller Andrew Knight, but developed further, including an element of forced perspective and additional trackwork. You get twice the running length by having two levels and an extra couple of inches on each track when placed across the diagonal. Unlike Phil's modestly larger layout it crams everything into a space of 4' x 1' 10" and yet still manages to retain a varied range of structural elements.

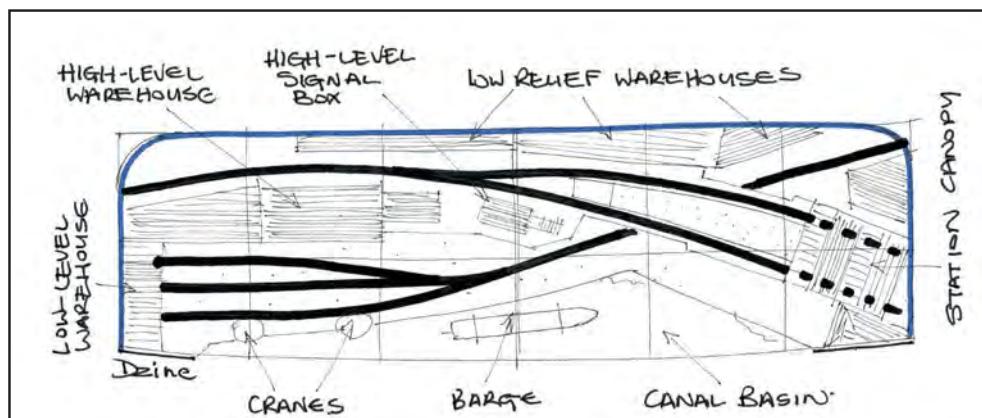
MINIMUM SPACE - MAXIMUM EFFECT

Paul Lunn looks at the art and craft of small layouts, where every square inch requires careful consideration and planning.

Some time ago at Barrow Hill Live, Phil Parker was exhibiting 'Edgeworth', a starter layout. In a rare quiet moment, he expressed hopes for his next design, more intensive, perhaps dual level. Always keen to inspire, I suggested he looked at 'Across the Diagonal', on pages 50 and 51, from my book *Building Micro Layouts*. The design seemed to strike a chord and it subsequently became the starting point for 'Ruston Quays' in **BRM**.



Edgeworth 2

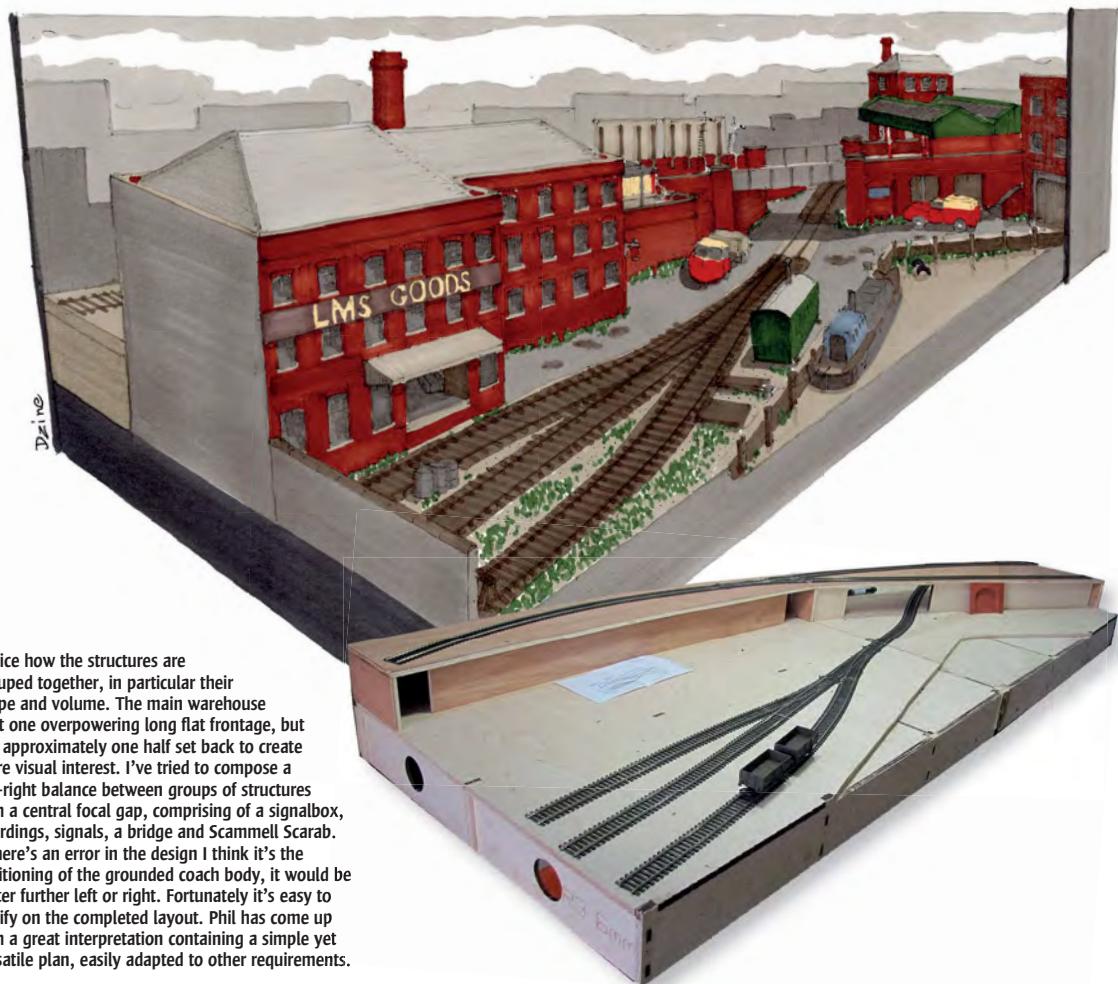


My concerns with the initial trackplan included; short length sidings at lower level and available depth for a large warehouse. These were relatively easy to resolve, by moving the right hand point up to the central baseboard joint, with a knock-on effect of lengthening sidings. The increased length allowed me to keep the sidings parallel, rather than splayed, creating much needed space for suitable structures - compare the two plans and you'll see what I mean.

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

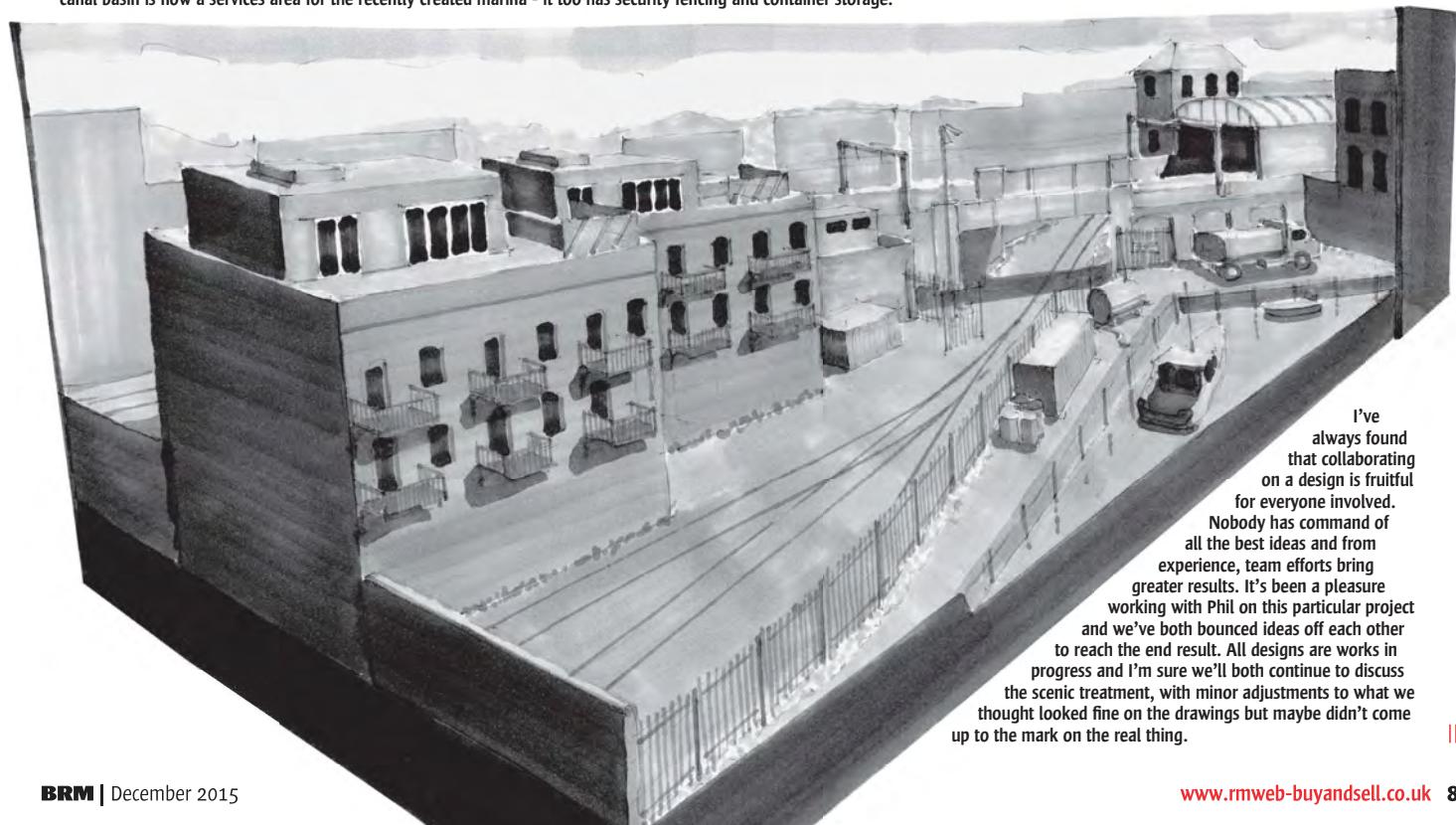


As with all my designs, they're a starting point, not the end result and there's no greater satisfaction than watching modellers develop an idea to suit their own need. In due course Phil's iteration emerged - an elongated twin height 'X' formation, benefiting from increased space and the addition of a canal basin. Phil passed his trackplan back for comment and there was little to say save for a few minor changes, designed to improve operation.



Notice how the structures are grouped together, in particular their shape and volume. The main warehouse isn't one overpowering long flat frontage, but has approximately one half set back to create more visual interest. I've tried to compose a left-right balance between groups of structures with a central focal gap, comprising of a signalbox, hoardings, signals, a bridge and Scammell Scarab. If there's an error in the design I think it's the positioning of the grounded coach body, it would be better further left or right. Fortunately it's easy to rectify on the completed layout. Phil has come up with a great interpretation containing a simple yet versatile plan, easily adapted to other requirements.

With this monochrome variation on Phil's design I've brought the interpretation up-to-date, retaining the general theme and converting the warehouses into balconied apartments with penthouse suites overlooking the canal basin. I've substituted the Dapol canopies with a Peco overall roof, the signalbox has been replaced with a portable building, the high-level line is electrified, the overbridge improved with modern girders and the lower yard has been given over to engineers' sidings with a yard container for storage plus lighting and a security fence. The canal basin is now a services area for the recently created marina - it too has security fencing and container storage.



I've always found that collaborating on a design is fruitful for everyone involved. Nobody has command of all the best ideas and from experience, team efforts bring greater results. It's been a pleasure working with Phil on this particular project and we've both bounced ideas off each other to reach the end result. All designs are works in progress and I'm sure we'll both continue to discuss the scenic treatment, with minor adjustments to what we thought looked fine on the drawings but maybe didn't come up to the mark on the real thing.

INSIDE TRACK

THREE REASONS TO GO 'MINIMUM SPACE'

I love minimum space layouts, they're easy to construct, store and gentle on the family budget. Furthermore, they give the opportunity for greater variety - to build, use, enjoy, sell-on and start again. That said, they're something of an art form; getting the look right and having enough operational interest is something of a skill. I've touched on some of these whilst working on Phil's design, but I want to explore them in more detail relevant to three layouts in the principal gauges.

BARROW HILL 'BACKYARD' N GAUGE

We live down the road from Barrow Hill Roundhouse and are frequent visitors. I occasionally get permission to have a look at those areas normally out of bounds to the public and it's provided an idea for a smaller layout based on current working practice - HNRC's overhaul facilities and Rampart's restoration shed, not to mention the shuttle DMUs from Chesterfield to major events. This unusual take focuses on what might be seen as less glamorous facilities and represents the industrial area, created by the 'V', between the shed roads and the main line connection.

The non-scenic back-feed lines, through most of the sheds, are a convenient way of changing stock off-stage, using a cassette and the foreground traverser has been kept at a minimum; two-car DMU or 'Pacific' and support coach, but could be longer if space permits, which shouldn't be a problem with a layout measuring 4' x 4' 6".

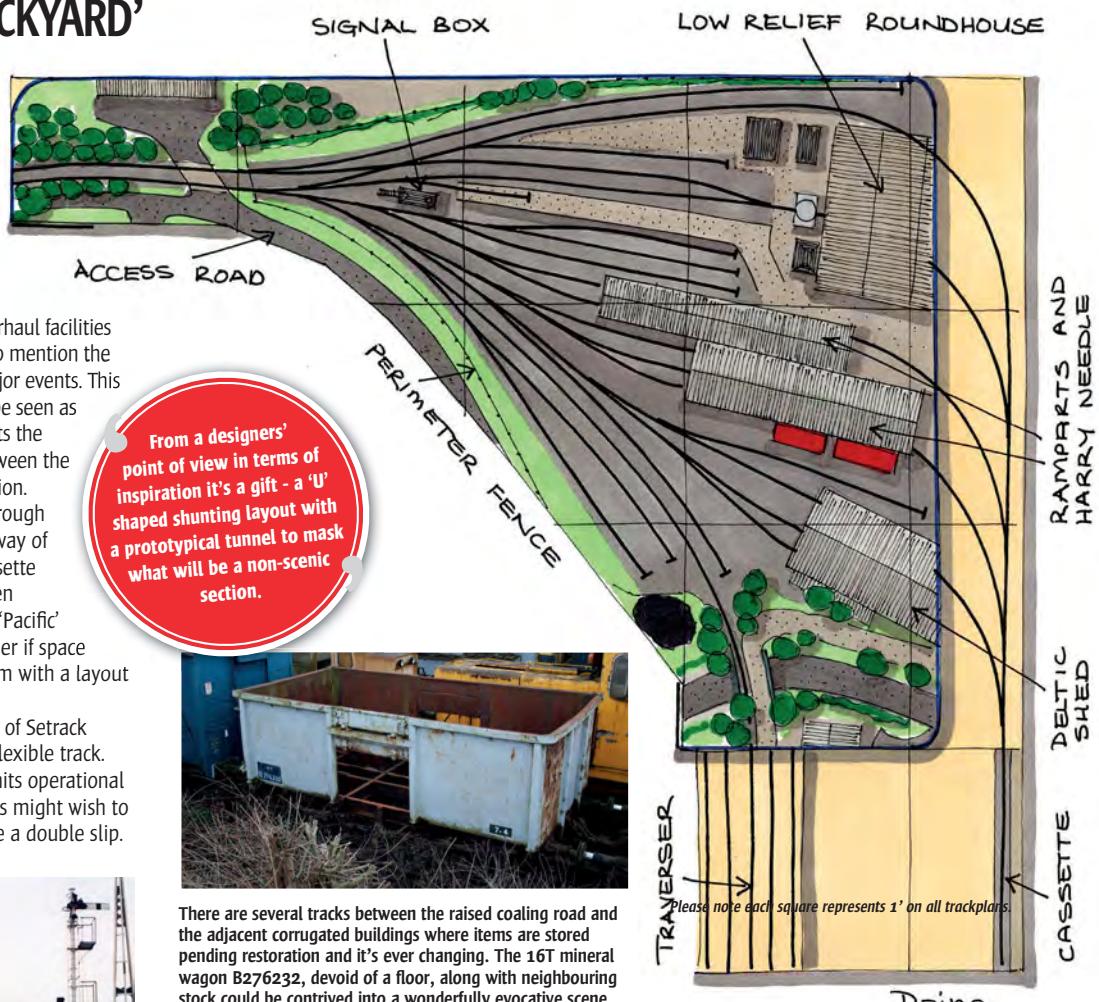
The design makes widespread use of Setrack components along with compatible flexible track. Note the diamond crossing which limits operational movement. More advanced modellers might wish to adjust the geometry to accommodate a double slip.



Since 2008, Pinoxton signal box, seen here in its Network Rail setting, has been re-sited at Barrow Hill. Whilst there's a ready-to-plant version in 4mm scale, modellers in N gauge would do well with a modified Ratio kit (ref: 236). I particularly like how its position provides hard structural surfaces in what might be seen as the organic left-hand end of the layout, which in itself balances the vegetation, seen at the lower right.



If you're really strapped for space this little cameo, of 37419 in DB Schenker traffic red, could form the focal point of a much smaller micro-layout in N or OO. If you place another shed to the left, forward from the locomotive you'll be able to neatly contain the composition in a couple of feet, whilst providing a view block for a cassette at that end.



RADSTOCK WAGON WORKS O GAUGE

This wagon works was a particular favourite of mine and I was pleased to have struck up a relationship with some of the staff who kindly provided much of the information. Marcroft was founded by Ernest Marcroft at Radstock in 1909 on a site that had already been a wagon works since the late-1800s. As a result of a reduction in the wagon fleet by BR, the works closed in 1967, only to reopen two years later to repair privately-owned wagons. The company continued to trade under different owners but succumbed to final closure in 1988.

In reality the prototype occupied a considerable area and in a minimum space design for O gauge something has to give. The trackplan is a much reduced version comprising sidings to shunt, the weighbridge line for static display of a larger locomotive and relevant wagons. From a scenic perspective it's very much a view over the front hedge and through the main gate, with buildings on either side providing viewing blocks and compositional balance.

Operationally, the layout is self-contained, but would benefit dramatically by the use of additional non-scenic cassettes at both ends.



The main works building is on the right, with 31260 and Non-Pool 'Prestlo' hoppers 8661 and 8670, nearest the camera, seen on October 28, 1983. Of note are the staff group, Marcroft and traincrew, and the varied ground surfaces and textures worth replicating on the layout.

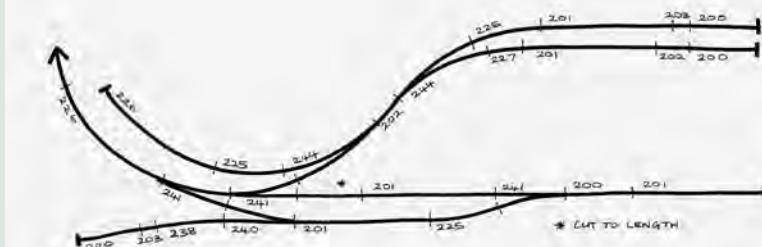
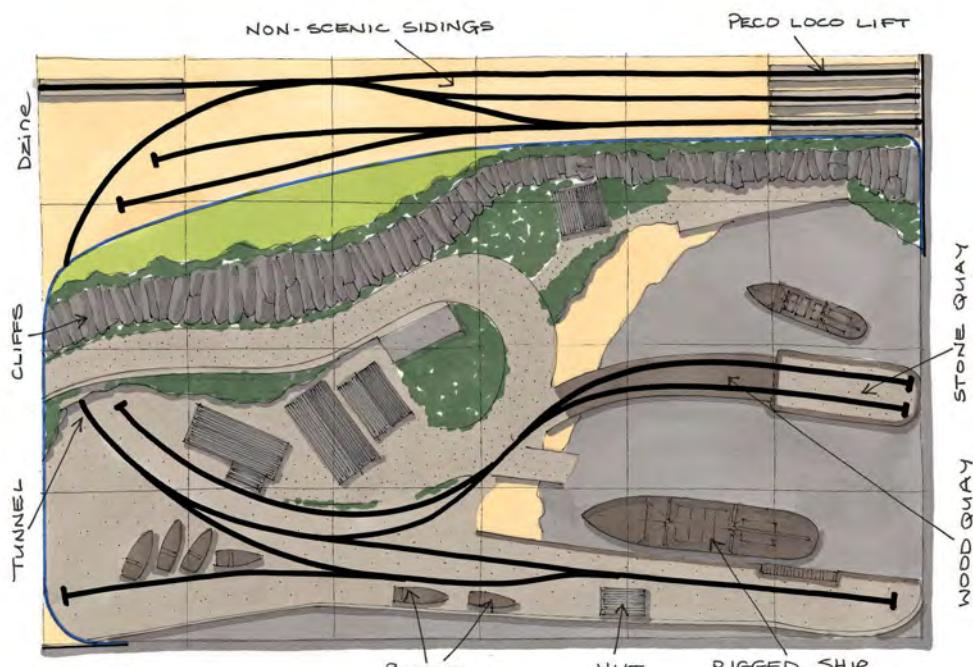
NEWQUAY HARBOUR OO GAUGE

I'm quite surprised how often a gem of inspiration passes by. Whilst trawling for material to support another article I came across this wonderful period postcard. Whilst the railway has long since been removed, much of the infrastructure remains.

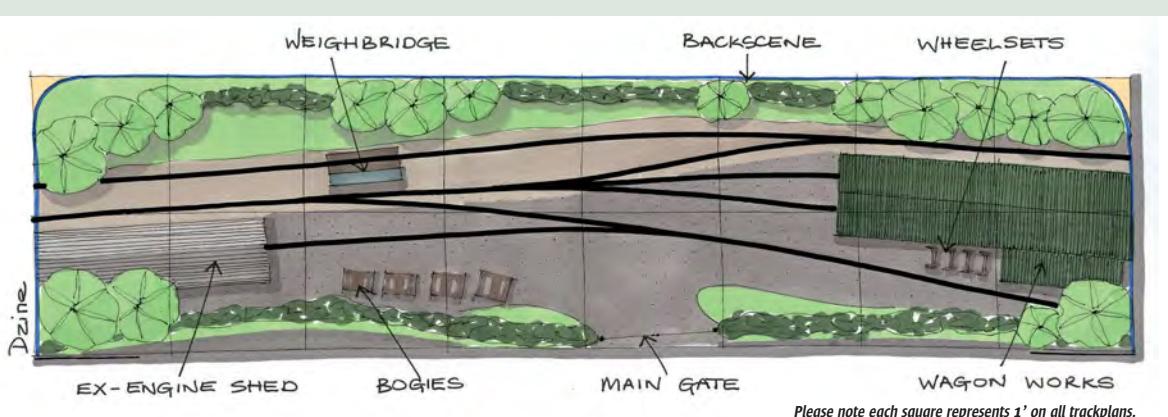
Newquay harbour dates back to the mid-1400s, flourishing in the mid-1770s, with the railway laid in 1849. It was a short line, around 4,000' long, from Newquay station down to the harbour, with a cable hauled 1-in-4.5 incline through the tunnel. The last train is said to have been around 1924/25 and the rails were lifted in 1926. Principal commodities were iron ore, china clay, china stone and processed fish, with the last ship delivering cargo in 1921. Perhaps the most noticeable missing feature is a 150' long timber trestle linked to the central, now isolated, stone quay.

I've found no records as to how the wagons were shunted after being winched down the incline, though I suspect horses were used. For the benefit of operation I'm suggesting locomotives and wagons representing the earliest period are used.

Please note each square represents 1' on all trackplans.

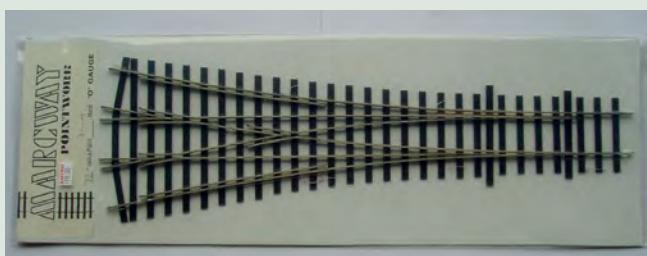


This layout is designed entirely from OO gauge Setrack components, though some cutting might be required. There are five sidings, a short run-round loop on the scenic section and due to the widespread use of curved points, I've included a detailed drawing to aid construction. Note that the 'ST' prefix on the Peco track components has been omitted.

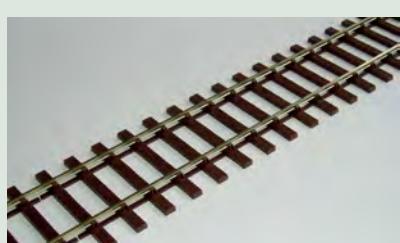


PAUL'S TOP TIP

I've tried to provide considerable design variety both with Phil's layout and those in the principal gauges, showing what's possible even within severe space limitations. My grateful thanks to all who have helped with this feature.



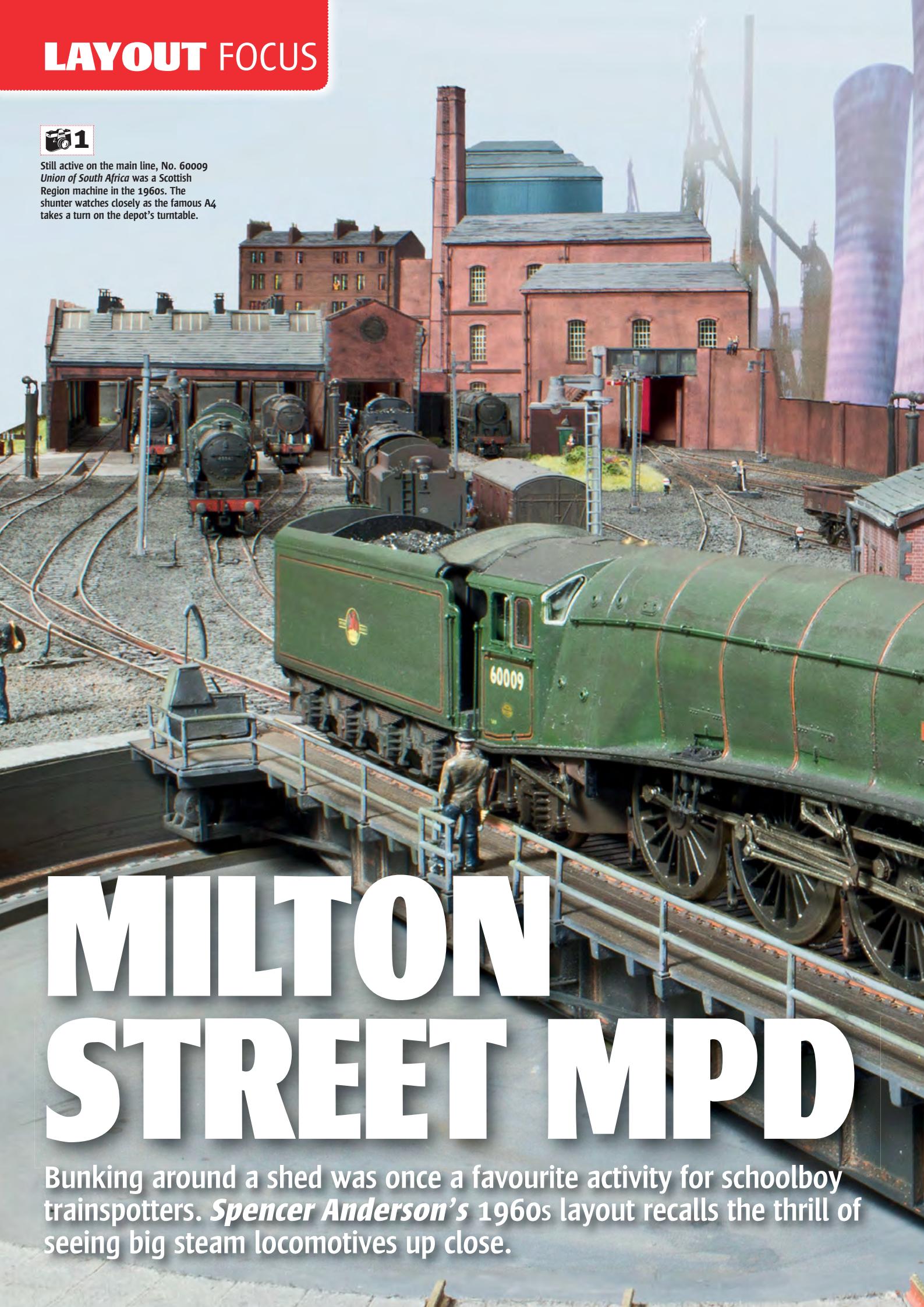
Three-way points are important on micro-layouts as a space saving device. This ready-built unit from finescale specialist Marcway is an ideal solution.



New bullhead track from Marcway is an ideal partner for the three-way point and it looks really good even straight out of the pack. Photograph reproduced with kind permission from Mark at Marcway.



Still active on the main line, No. 60009 *Union of South Africa* was a Scottish Region machine in the 1960s. The shunter watches closely as the famous A4 takes a turn on the depot's turntable.

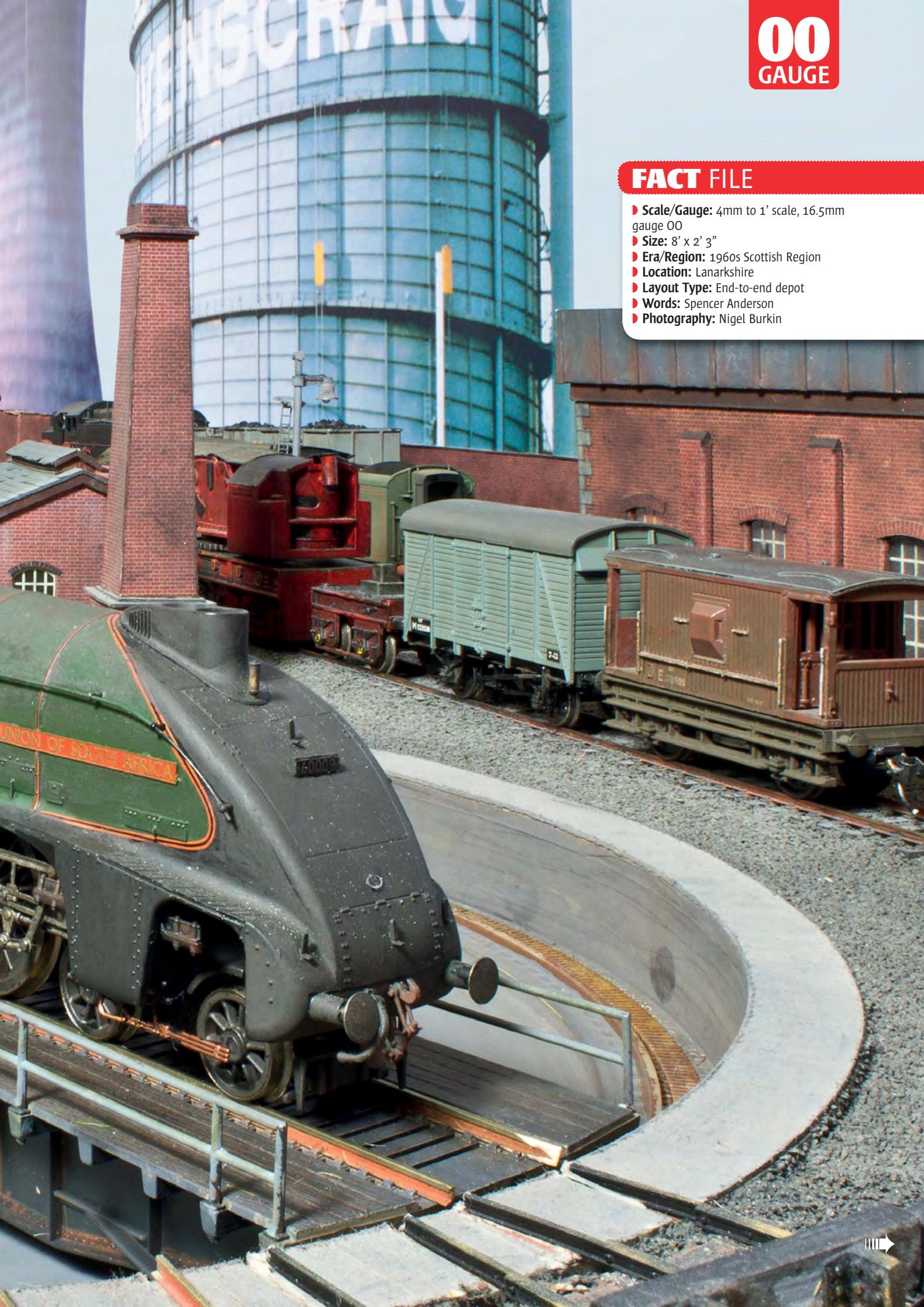


MILTON STREET MPD

Bunking around a shed was once a favourite activity for schoolboy trainspotters. ***Spencer Anderson's*** 1960s layout recalls the thrill of seeing big steam locomotives up close.

FACT FILE

- **Scale/Gauge:** 4mm to 1' scale, 16.5mm gauge 00
- **Size:** 8' x 2' 3"
- **Era/Region:** 1960s Scottish Region
- **Location:** Lanarkshire
- **Layout Type:** End-to-end depot
- **Words:** Spencer Anderson
- **Photography:** Nigel Burkin





A group of lucky schoolboys get a guided visit around the shed, taking the number of 8F 2-8-0 No. 48062 as it stands over the ashpit awaiting attention.

Milton Street Motive Power Depot (MPD) is a purely fictitious layout born from my memories of the last days of BR steam. It was also heavily influenced by working days in the 1980s when I was employed at the now-demolished Ravenscraig steelworks, affectionately known as 'The 'Craig'.

Being born and bred in the steel town of Motherwell, ten miles south of Glasgow on the West Coast Main Line, and a pupil at Muir Street Primary School, which afforded me a great view of the locomotive shed, I suppose it was only natural that trainspotting would play a large part in my life.

In the final years of BR steam I was privileged to have seen some of the finest locomotives ever to grace our railways; Stanier 'Duchesses', Gresley A4s, 'Britannias', 'Black Fives', the beautifully proportioned BR 'Clans', rebuilt 'Royal Scots' and 9Fs, to name just a few of the many classes I 'copped'.

When I decided to take up model railways around 14 years ago it was inevitable that any layout I constructed would be set in the late steam era. At first, I planned to construct a branch line terminus, but I suppose this was doomed from the start as my ever-increasing stud of locomotives leaned towards the main line variety which I remembered so fondly. After a year working on this project I decided to scrap it and rethink the type of layout that I would need to display the collection.

As space at home is limited, my thoughts turned to the construction of an MPD layout with buildings based on real structures from the area. A plan was drawn up, which at 8' x 2' 3" was just enough to fit into the smallest bedroom in the house. I decided to feed all the shed roads from a turntable, an arrangement used at Lancaster shed, to have a more spacious effect.

Originally two baseboards, each measuring 4' x 2' 3" were constructed along with a scenic board 2'

3" x 2' 3". But after the layout's first outing it was decided to build another scenic board at the coaling stage end of the layout to allow locomotives access to the scenic section from either end of the layout.

The track is Peco Code 75 Streamline with large and medium radius Electrofrog points, operated by the stud and probe method. Because slow running is a priority I decided to opt for DCC control, using a Gaugemaster Prodigy controller.

BUILDING INSPIRATION

My MPD is based on Polmadie in Glasgow, but with the workshop from Grangemouth attached to the right hand side of the main building. The sand house is also from Grangemouth, while the coaling stage/water tank is of Lancashire & Yorkshire Railway origin. The small office block was built by Jimmy Anderson.

Buildings forming the background at the Milton Street end are purely fictional and have been

Being born and bred in Motherwell, I suppose it was only natural that steelworks and railways would play a large part in my life.



KEY DETAILS - THE TURNTABLE



My Heljan turntable, which is critical to the operation of the layout, has been modified by removing the control cabin and replacing it with a steam vacuum pump based on the one at Carlisle Kingmoor. Heavy weathering completes the modifications. After the layout's first exhibition I came to realise just how important the performance of the turntable is. It has been stripped on numerous occasions to be thoroughly cleaned and reassembled as the slightest bit of dirt can seriously affect the operation. We used to remove the deck for transportation but it is now secured in place when in transit using a length of 9mm ply with a section of 10mm thick foam glued to protect the track. Two 4mm bolts are inserted and secured to recessed nuts on the underside of the baseboard. The control unit is recessed into the main control panel and is lit by two LEDs. The cable is stored in a custom built compartment situated within the baseboard frames when the layout is in transit.

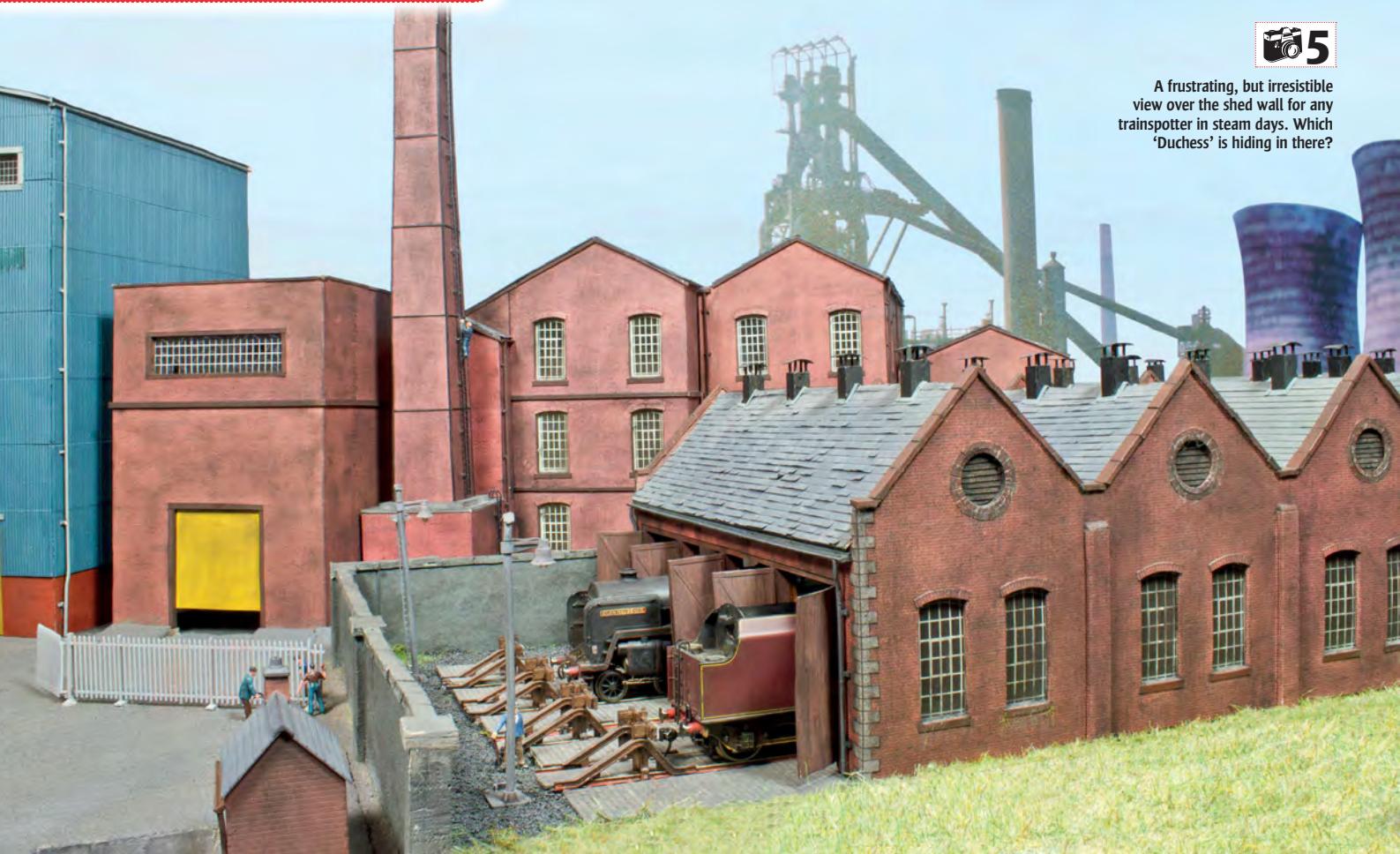


Photographic representations of the long-gone Ravenscraig steelworks tower over a Fairburn 2-6-4T shunting locomotive coal wagons.

AYOUT FOCUS

5

A frustrating, but irresistible view over the shed wall for any trainspotter in steam days. Which 'Duchess' is hiding in there?



6

The steelworks looms over a tenement block, typical of those once seen all over industrial Lanarkshire.



angled to improve the aesthetics of the layout. These, along with the railway structures, are constructed from various thicknesses of card covered with Metcalfe brick paper. All roofs are covered with overlapping strips of paper scored to represent the individual slates and all have been completed with Ratio gutters and downpipes and heavily weathered to represent the industrial atmosphere of the time.

Locomotive access to the scenic section is via cassettes hidden off-scene and placed into a recess under the buildings at either end. The idea for this came from a layout I saw at Model Rail Scotland in Glasgow a few years ago. These can hold a small tank locomotive and two coal wagons which are shunted up to the coaling stage and emptied behind the scenes before being collected. I am looking to fit lighting to this area of the layout in the future.

The Ravenscraig backscene was created using photographs taken during my time there during the 1980s. Although the period of the layout is around 20 years earlier, there was never any doubt that the 'Craig would dominate the backscene, as it did the skyline of Motherwell for so many years. It was produced for me by C.A. Mediaprint in East Kilbride and is mounted on 5mm thick foamboard.

After it was secured to 9mm thick plywood with heavy duty double sided tape I decided to build a frame onto the ply for rigidity. These are removable for transportation. During exhibitions they are held in position by the lighting brackets which are mounted on the frames at the baseboard ends.

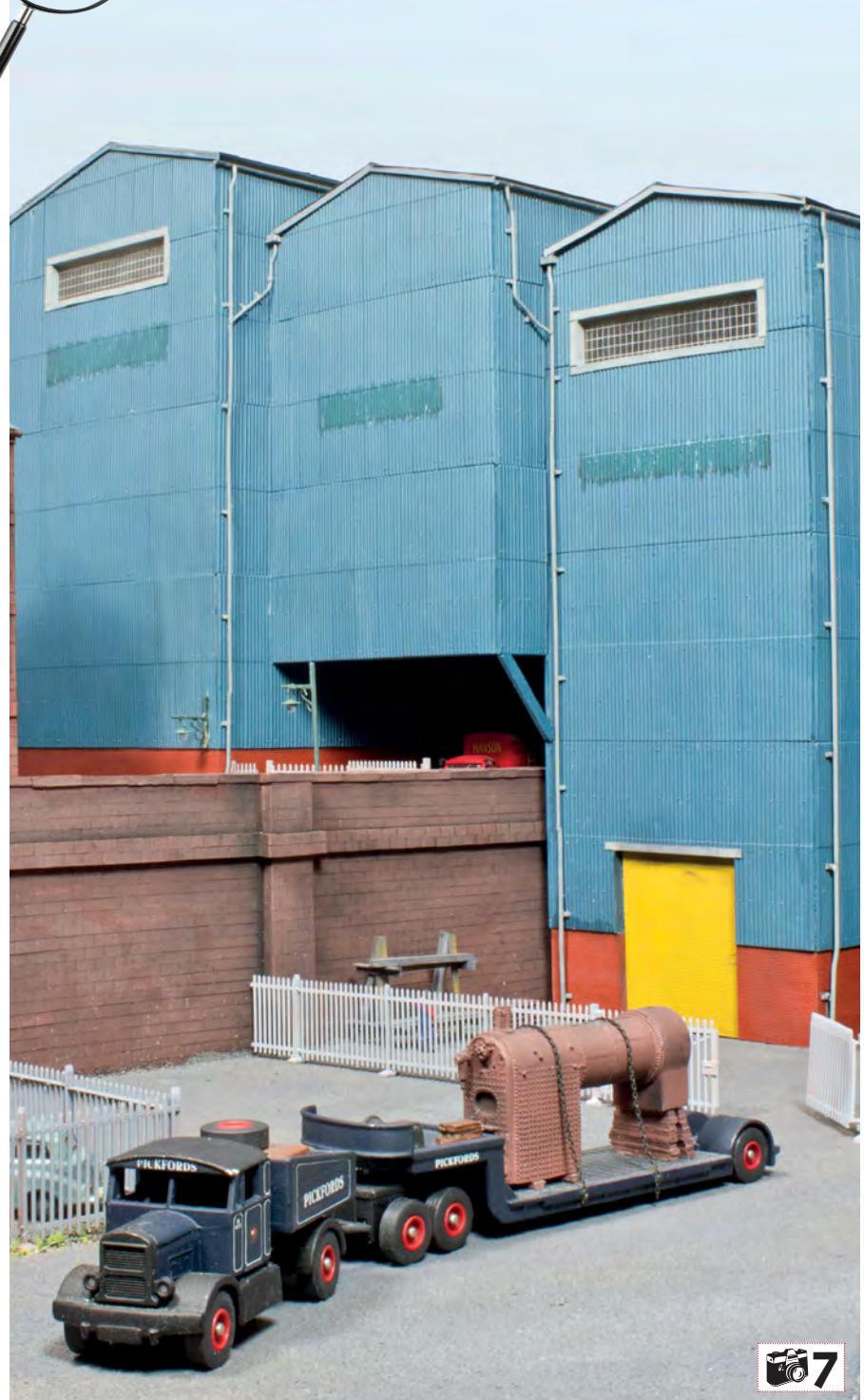
The scenic baseboard comprises Milton Street (the name comes from the street where I grew up in Motherwell's Daisy Park), a large industrial corrugated building and the Glasgow tenement block complete with washhouse (locally known as a 'steamie') to the rear. The elevated road breaks up the overall flatness of the layout.

The large retaining wall, tenement - with individual stones added - and washhouse are all painted in a close approximation of the red sandstone of the area. Advertising hoardings on the gable end of the tenement are for my favourite tipple (the black stuff from Ireland) and a concert headlined by The Jimi Hendrix Experience. A second-hand car dealer and weighbridge complete the scene.



Although purely fictitious, the steelworks buildings are inspired by real structures from Ravenscraig and Clydebridge.

KEY DETAILS - HEAVY INDUSTRY



7

Industrial buildings were made from 5mm thick foamboard and covered with Wills corrugated sheets on both walls and roofs. This was not the most time-consuming building to construct but it was the most awkward. The design came about by accident as Milton Street didn't blend into the backscene as anticipated. To hide it, I decided to have the buildings span the road and have access through the gates which form the works boundary.

The decision to build the extra board came about because of a lack of space for locomotives under the coaling stage.

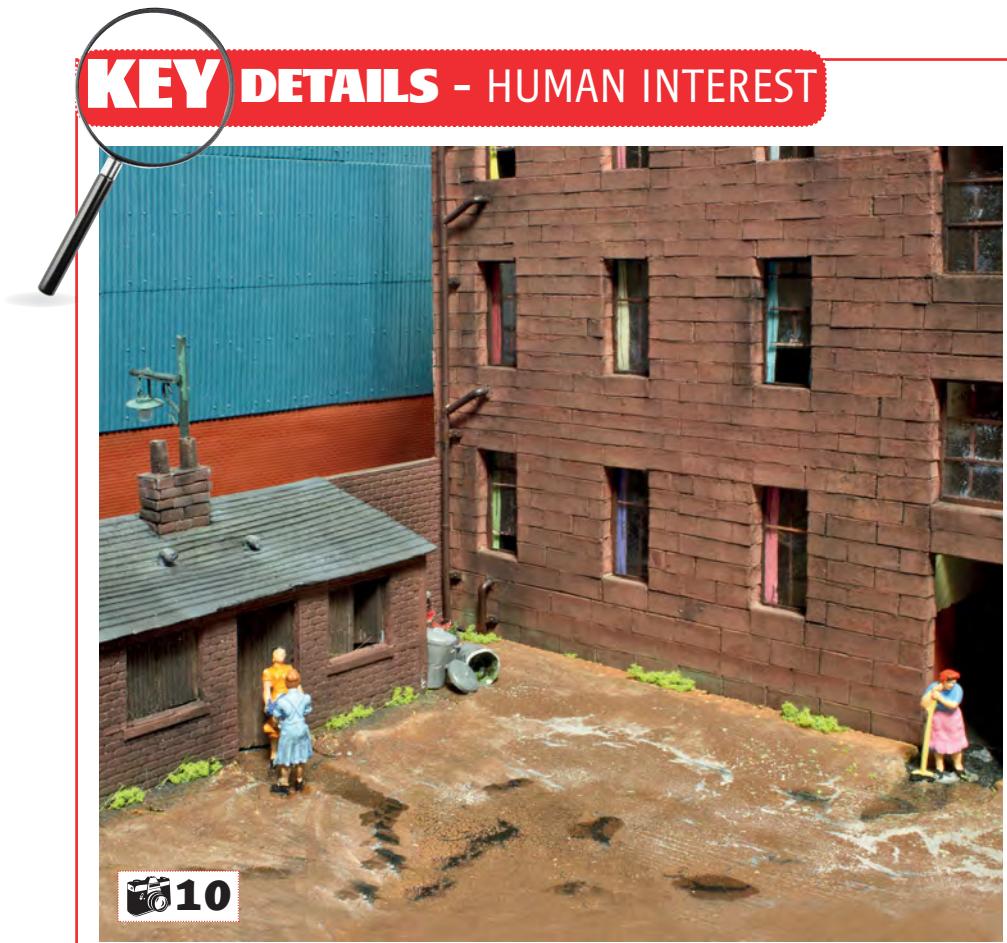
After some thought I decided to model part of the Clydebridge steelworks building in Cambuslang, again using foamboard covered with corrugated sheeting on both walls and roof. The walkway was constructed from the excellent Knightwing kits. The tracks from the turntable were extended to a small wagon repair shop complete with a small lean to shed built for me by Michael Johnston - an embankment with a disused railway line was added to complete the scene.



9

Framed by water cranes, A1 No. 60164 *Robert Reekie* - a tribute to Spencer's uncle - rests between duties. A visiting 9F has also called in for servicing.

KEY DETAILS - HUMAN INTEREST



10

Cameo scenes add to the overall atmosphere of the layout - the Glasgow housewife (wifey) cleaning her windows in the tenement, the women gossiping at the 'steamie', the car salesman trying to seal the deal, trainspotting school kids at various locations and the workmen at the wagon repair shop. It's important when positioning figures to try and suggest human activity without having people frozen in mid-run or other unrealistic poses.

LOCOMOTIVE FLEET

My locomotive stud numbers around 30 - and counting, with examples of ex-LMS, ex-LNER and BR Standard classes seen in and around Glasgow in the final years of steam. All are steam outline but not all are ready for exhibition as some need to be fitted with decoders. Others need to be weathered and some are awaiting repairs. Some are based on locomotives I remember seeing in my trainspotting days, most notably A4 No. 60012 *Commonwealth of Australia*. I saw it outside Motherwell MPD, shorn of nameplates and valve gear awaiting its final journey to McWilliams' scrapyard. A sad sight if ever there was.

The pride of my fleet is Peppercorn A1 No. 60164 *Robert Reekie*; a locomotive which never existed. It is named in memory of my late Uncle Bob who was more like a father figure to me. As with all my locomotives, it has been suitably adapted for exhibition with the addition of a footplate crew, weather sheet, headlamps and weathering.

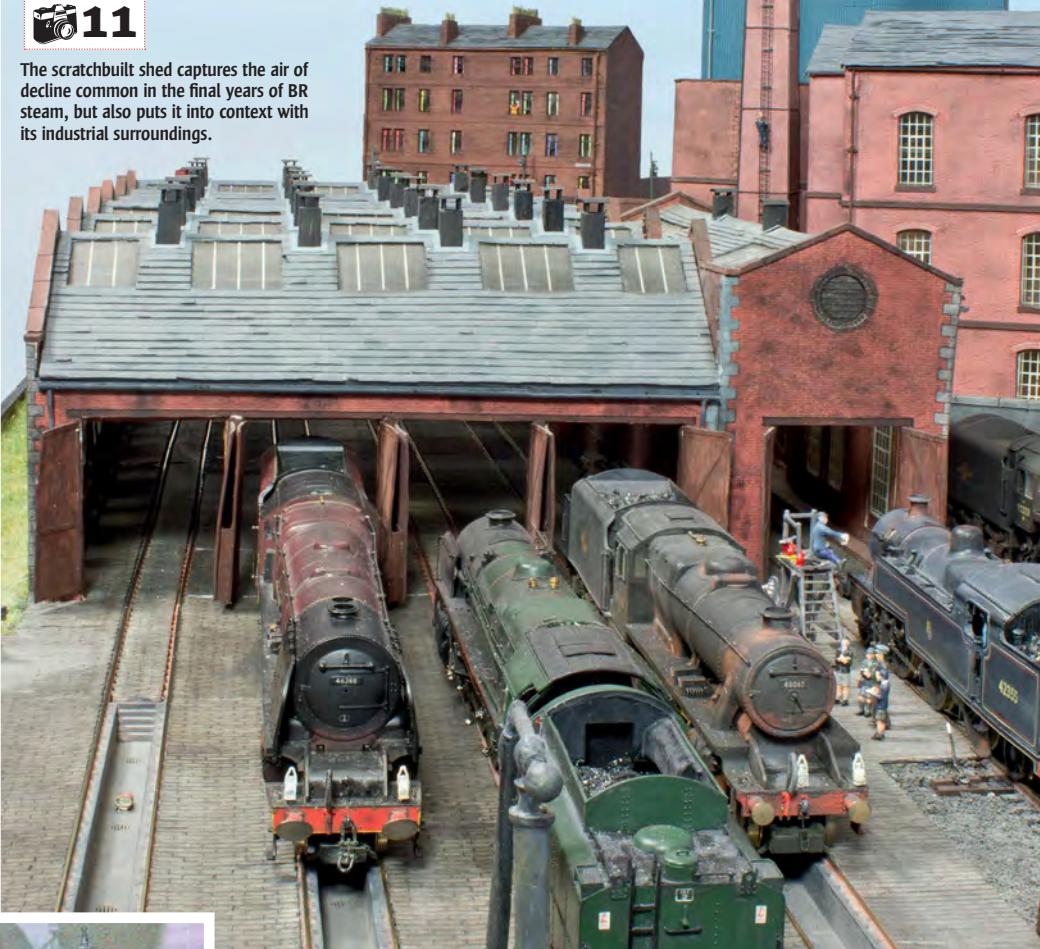
My Hornby 75 ton breakdown crane required a lot of modification before being ready for exhibition. First of these alterations was to change the wheels on the crane wagon. This was followed by the removal of the lifting gear and replacement with cotton to represent the steel cables and various bits and bobs to represent pulleys and other associated parts. A tarpaulin sheet and folded down chimney were also added.

The jib runner had toolboxes added both above and below the deck. A spreader bar, chains and sleepers completed the extra details on this section of the crane. All the vehicles have had extra weight added and the model was repainted and heavily weathered.

The crane, along with a couple of engineers vehicles, is usually parked beside the coaling stage purely as a static attraction. A lack of space precludes any shunting moves with it!

11

The scratchbuilt shed captures the air of decline common in the final years of BR steam, but also puts it into context with its industrial surroundings.



During the five years or so it has taken to build the layout I have learned that like most, if not all modellers, there are some aspects I would either have done differently or changed completely. As it stands I am generally satisfied with the final result. There's still plenty to do, mainly detailing and adding 'clutter' in the right places, although as with all layouts, it will never really be finished.

Special thanks must go to my long suffering wife Jess, my 'twin' Michael Johnston, Jimmy Anderson and Craig at CA Mediaprint in East Kilbride which produced the excellent backscene and signage.

I feel at this point I must also give sincere thanks to my fellow members of 12AD Model Railway Group - all of whom have their special skills. Bill Auld for his woodwork and electrics, Joe Loftus for his weathering and also electrics (he is also responsible for the group's website) and Keith Brown, the youngest member of the group whose weathering skills are proving to be of the highest standard. They have been a tremendous help and inspiration for me and continue to be so. I'm sure that the layout would not have been at the standard it has reached without their input. Thanks guys. Thanks also to Nigel Burkin for the excellent photographs. **BRM**

More details of the layout can be found on our group's website www.12admrg.co.uk

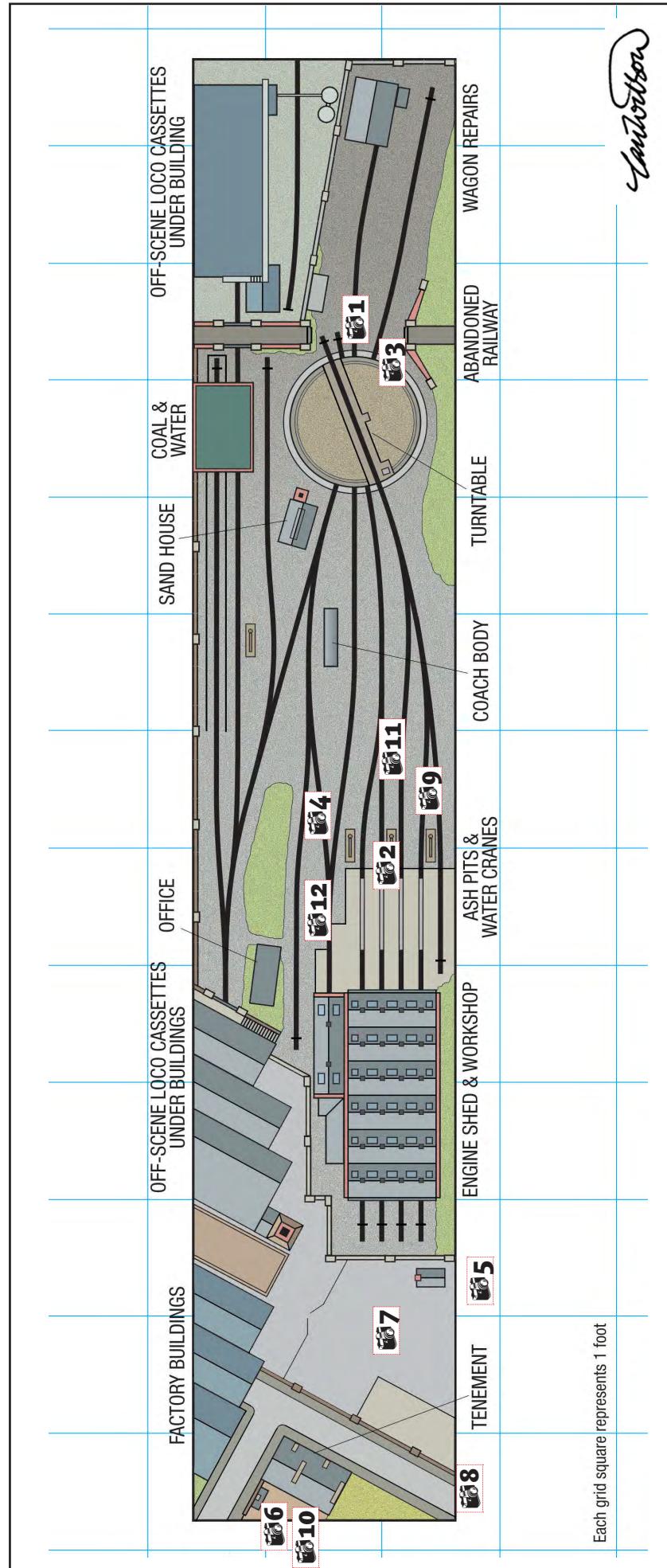


12

Ex-LMS designs dominate as a 'Patriot' 4-6-0, Stanier 8F and Fowler 2-6-4T await attention.



00 LAYOUT FOCUS MILTON STREET MPD



This month's **OXFORD** New Releases



1:72

Gloster Gladiator with Skis - Fl 19
Fänrik Karlsson, 1940
AC056 1:72



1:43

Daimler SP250 - Royal Red
DSP002 1:43

Mini Car - Just Divorced
MIN022 1:43



1:76

Land Rover Series 1 88" - Post Office Telephones
LAN188006 1:43



Volvo FH4 Curtainside - Eddie Stobart
76VOL4001 1:76

NEW Tooling!

Mercedes Actros MP4 GSC Curtainside - Eddie Stobart
76MB001 1:76

NEW Tooling!

Scania Topline Drawbar - A. Pettifor & Son Ltd
76DBU002 1:76

Scania 110 Flatbed Trailer - James McBride
76SC110003 1:76



Leyland Royal Tiger Coach - Lough Swilly
76LR006 1:76

Thornycroft Nubian - City of Birmingham AFS
76TN001 1:76

NEW Tooling!

Land Rover FT6 Carmichael - Westland Aircraft Ltd
76LRC002 1:76

CMP LAA Tractor - 1st Canadian Div. 1945
76CMP008 1:76

Massey Ferguson 135 - Red
76MF001 1:76



Ford Transit Mk I - White
76FT1001 1:76

NEW Tooling!

Ford Transit Mk 3 - White
76FT3001 1:76

NEW Tooling!

Ford 400E Van - British Rail
76FDE001 1:76

NEW Tooling!

MGTC - Black
76MGT004 1:76

Austin Cambridge A60 - Persian Blue/White
76ACF001 1:76

NEW Tooling!

Ford Cortina Mk III - Noel Edmunds
76COR3001 1:76

Messerschmitt KR200 Cabrio - Mimosa Yellow
76MBC002 1:76

1:87



1965 Ford Mustang Convertible - Tropical Turquoise
87MUG5002 1:87

1957 Mercury Turnpike - Moonmist Yellow/Classic White
87MT57002 1:87

1941 Lincoln Continental - Paradise Green
87LC41005 1:87

1956 Ford Thunderbird - Raven Black/Colonial White
87TH56006 1:87

Fowler 86 Showmans Loco (Dorset) Supreme
76FBG002 1:76

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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!

KEEPING IT IN THE FAMILY



My dad worked in a signalbox as a 'signal lad' in 1937. He was a great enthusiast for most things, one of which was making a model railway

out of scrap, even using parts of an old piano! I wish I had taken more notice of what he was doing at the time.

When he passed on I inherited a lot of model equipment and when I retired I fitted out my

shed as he had done with his. I tried various layouts until I settled for the mixture that I have at the moment. My grandchildren love coming into the shed and they still think the best bit is when the trains crash! I really don't mind as I quite like going in the shed the next day and putting it all back as I like it.

I just hope the young ones remember the good fun and who knows they may have their own layouts to 'play' with when they are older.

I like to think that they will get the enjoyment that was passed to me from my dad.

Ray Williams



AN MPD ON BOOKCASES

This is a small MPD that I was inspired to build following the release of the Bachmann locomotive maintenance shed.

I've dabbled in model railways since the early-1970s. However, marriage and children were a lovely distraction, and so trains were put on hold until my children discovered 'Thomas'. A number of house moves resulted in unfinished layouts. This time I decided it was time to build something portable, so 'Rectory Lane' was

created. It was inspired by my visit to the Festival of British Railway Modelling in 2011 when I saw a small DCC layout with sound. I work from home and it sits in my office on top of a wall of bookcases. It is just 6' x 15". Points are operated using old bicycle spokes. I was looking for something a little urban and gritty, and so there is still lots to do with detailing, although I'm quite pleased with the scale plastic bags and newspapers which litter the depot!

Neil Redeyoff

AYOUTS

GWR FLAVOUR



This is 'Dart Valley Junction' yard, with two 64XX locomotives awaiting shunting duties. I got back into model railways after visiting

Dartmouth and travelling on the Kingswear to Paignton line. The layout is ongoing and is giving a lot of pleasure to myself and friends.

Eric Austin

DEVIL'S BRIDGE

I attended the Warley NEC show last November and signed up to receive the oog Society magazine. I've recently completed this layout in oog gauge and it measures 2' x 2'.

The track is Peco and it took me a week to lay it and get the gradients correct. The main body of the layout consists of a rock foundation and slate walling. The walling is made from cardboard and each piece has been cut by hand, laid and weathered.

The layout has two stations, 'Aberystwyth' and 'Devil's Bridge'

Halt'. There are two tunnels which makes the running of the trains more interesting. The layout has been challenging to undertake and I gained a great deal from its construction. I hope I'll have the opportunity to show it around many railway shows.

I feel sure that the layout will give people ideas and they'll be encouraged to undertake a project which can be created with little space. I gain a lot of knowledge from **BRM** and you don't need a lot of space to have a model railway.

Robin Griffiths



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MEET THE BRM EXPERTS

WHAT THEY'VE BEEN UP TO THIS MONTH



BEN JONES

The power feeds are installed and point motors are going in on the lower deck. I've also started work on the main control panel. There's still lots of wiring and soldering to do before I can run trains properly though!



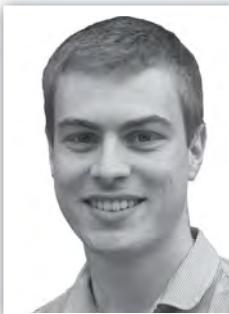
ANDY YORK

Andy is apparently slapping emulsion paint and hanging basket liner around in his garage. He won't show anyone what he's up to though. He muttered something about mills, bombs and sandbags. Perhaps it's a clue.



PHIL PARKER

I'm trying to compile lists of all the pieces I'll need to see me through the winter months and the long dark evenings. The trouble is, I always seem to spot extra goodies that I want and make more work for myself!



HOWARD SMITH

Part of this month has been spent getting back to my O gauge layout. Now that winter is here it's harder to set it all up outside, but I can get on with some smaller locomotive and rolling stock-related projects in the evenings.

GOT A MODELLING QUESTION? BRM'S EXPERTS CAN HELP!

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Q&A

Top advice from our modelling experts

SOLENOID PROBLEMS



Is there a trick I'm missing when fitting solenoid type point motors? I've tried marking the baseboard with the point in mid-position, drilling a 10mm hole and fitting the motor with the plate but there's a lot of messing round to get the thing to work correctly. I don't want to fit the motors directly to the points although I think this is probably the best way.

Michael Draper, London

Phil Parker says: For a start, let me disagree that fitting motors directly to the points is the best way. I like mine under the baseboard where I can get at them easily for maintenance.

Having fitted a good few solenoid motors, there are a few tricks. I'm going to assume that you are using Peco motors but most of this will apply to other types too.

Make sure the motor can throw the point before screwing it to the board. Hold it in position and move the pin and check that the point can change. The motors' centre of throw should align with the centre of the point throw.

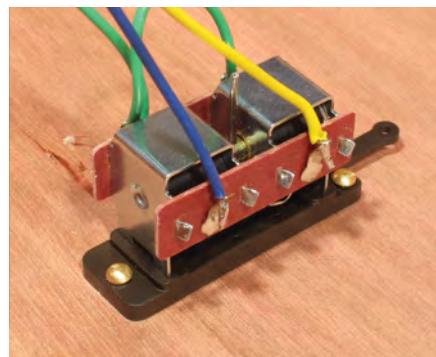
Don't screw the fixing screws too hard into the wood. If they're too close, the plastic adaptor base can bend and increase friction in the system. Many of my motors hang down by a

couple of millimetres and work fine.

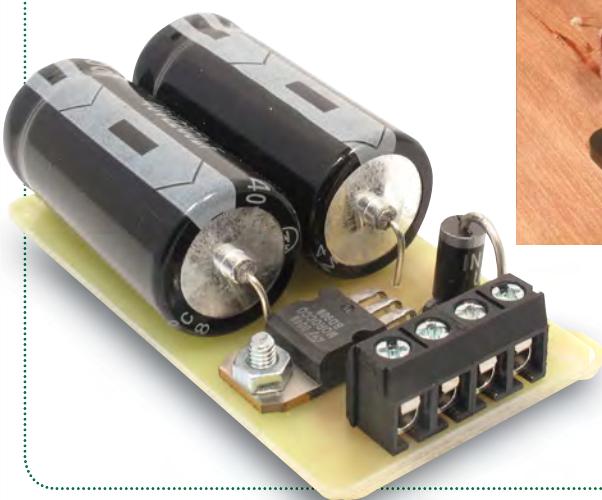
If you're using Peco points and the Peco adaptor base to mount the motor to the baseboard, there are two over-centre springs in the system. These clever springs holds the point over when you push it and there's a second one in the adaptor base to do the same thing for the motor. You only need one, so take the spring out of the adaptor base - this halves the effort the motor needs to make.

Are you using a Capacitor Discharge Unit? If not, buy one and wire it in - you only need a single unit for the whole layout. It works by storing a charge and releasing it when you press the operating button. Instead of getting a weedy dose of electricity from the controller, the point will get a blast of power for a fraction of a second which will overcome a lot of stickiness. Once fitted, waggle the motor back and forth by hand to make sure it can change the point. If it can't work by hand, it won't work with a motor.

Finally, a spray of WD-40 can work wonders for sticky motors but it won't fix basic faults such as misalignment.



Above Under the baseboard. A Peco solenoid point motor and plastic baseplate.



Left A Capacitor Discharge Unit (CDU) stores an electric charge and releases it instantly when a point switch is changed. At least one CDU per layout is recommended if you have solenoid type point motors.

HIGH-FREQUENCY TRACK CLEANING



Would the Gaugemaster HF-2 track cleaning unit be suitable for my model railway which occupies

my 18' x 6' loft space?

Rick Grindle, Monmouth

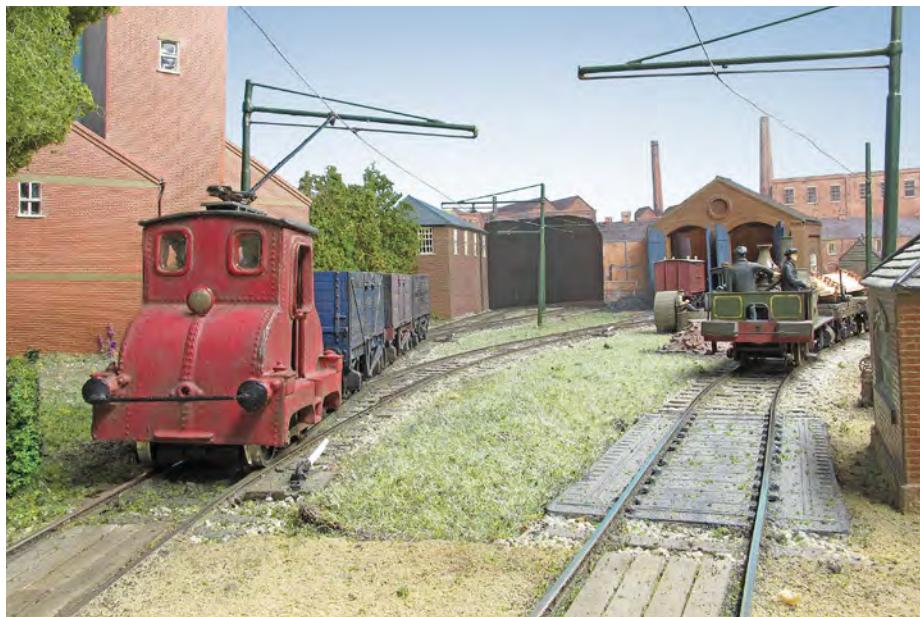
Phil Parker says: High-frequency track cleaning units work by superimposing a high frequency signal over the track power. When resistance is detected due to poor contact between wheels and the rail surface, a high frequency signal is automatically turned on, ionising the air gap between the two and burning off dirt and residue. Sometimes you'll hear a slight crackle as the dirt is ionised and the loco might slow slightly.

The device fits between the controller output and the track and afterwards you'll be rewarded by perfect running, or at least fewer problems caused by dirty trackwork.

The overhead wiring on my model of Hellingly Hospital Railway (pictured right) made cleaning the rails with a conventional rubber awkward, so



To clean track, most people tend to use track rubbers such as this one, sold by the Double O Gauge Association.



High-frequency track cleaners can make a big difference to the performance of small locomotives on DC layouts.

I installed a Gaugemaster unit to see if it made life at exhibitions any easier – the locomotives have small wheels and run slowly, so we were cleaning the track at least twice a day. Afterwards, I think there was an improvement, but I wasn't confident enough to abandon cleaning with a Double O Gauge Association track rubber at the start of each day with occasional rubs in high-traffic areas. The HF-2 unit didn't

make things worse, but it's difficult to say how much it improved them. Some people report excellent results though, so it's worth a try.

High-frequency track cleaners can only be used with conventional DC powered layouts as the signal can interfere with DCC and damage locomotive decoders. If your layout is DCC, look out for suitable cleaners, such as DCCconcepts' Electrak.

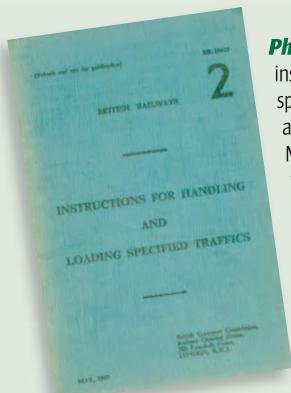
WAGON LOADS WITH A DIFFERENCE



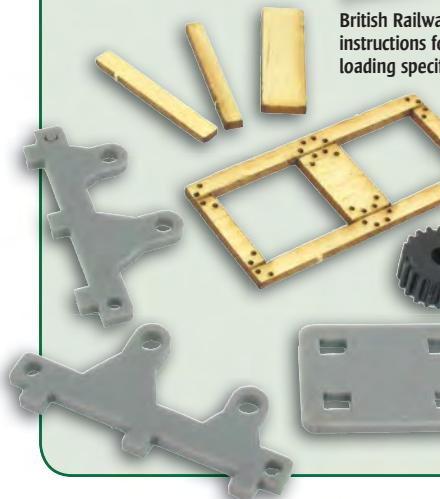
I tend to see the same old wagon

loads on flat wagons, usually a girder or a section of pipe. Surely there is something else that wagons transported, preferably something slightly unusual, but justifiable. Can you help?

John Black, by e-mail



British Railways booklet on instructions for handling and loading specified traffics.



Phil Parker says: If you need inspiration for wagon loads and you can't spot anything in old photographs, then pay attention to lorries you see on the motorway. Most of the items transported by road today would have travelled by train in the past.

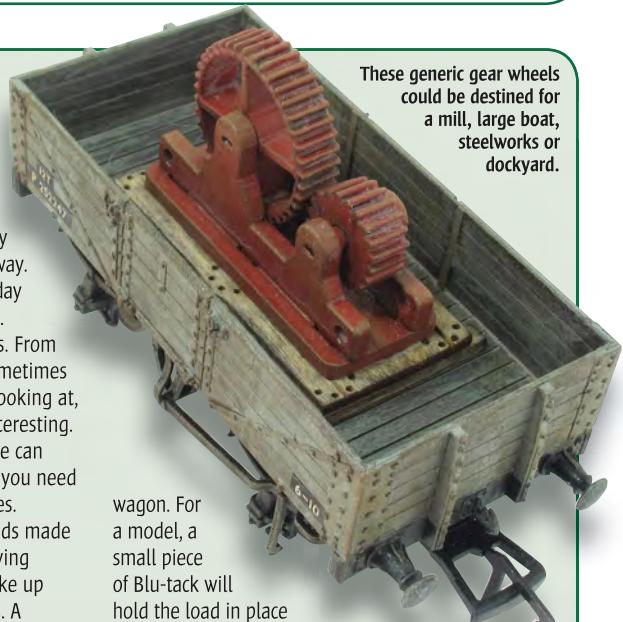
My favourites are engineering items. From odd-shaped castings to machinery, sometimes it's difficult to work out what you're looking at, but that makes them all the more interesting. Reproducing these loads in miniature can involve some scratchbuilding, but if you need a quick result, try this kit from Proses.

Containing a pair of identical loads made up from a couple of gear wheels, carrying cradle and wooden supports, they make up with superglue in a matter of minutes. A coat of red-oxide car primer from an aerosol, followed by a wash of dark brown paint finishes the model.

Loading a wagon on the prototype was governed by the rules laid out in the British Railways booklet entitled *Instructions for Handling and Loading Specified Traffics*. It's pretty vague on securing engineering items and much clearer on standard items such as sacks and barrels, but it appears that the wooden supports would be nailed to the floor of the

Proses loads are easy to assemble from plastic and laser-cut wood components.

These generic gear wheels could be destined for a mill, large boat, steelworks or dockyard.



wagon. For a model, a small piece of Blu-tack will hold the load in place and allow it to be removed if the wagon is to run empty.

On that basis, I've used a Bachmann five-plank wooden vehicle which conforms to the rule 'a suitable vehicle must be used'. The wooden packing is essential. Loading and unloading would be carried out using a crane, the item being lifted by straps attached to the hook. These had to pass under the load so it couldn't sit directly on the floor, hence the use of wood to raise it. All you need is a suitable crane at each end of the journey, so make sure your goods yard is suitably equipped.

W www.goldenvalleyhobbies.com
Proses wagon load kit (2pcs)



No. 62517 stands in the works yard at Stratford in August 1959, a month before withdrawal. During its BR career it was based at all three of Great Yarmouth's sheds (South Town, Vauxhall and Beach), plus short periods at Lowestoft, Norwich Thorpe and March before withdrawal from March in September 1959. Note the tablet catching equipment attached to the tender, a reminder of its work on former Midland & Great Northern lines. STRATHWOOD COLLECTION

LNER D16/3 4-4-0

These elegant Great Eastern 4-4-0s were the ultimate development of a series of highly successful passenger locomotives, as *Ben Jones* discovers.

In the pre-Grouping era, 'standard' classes were usually limited to the larger companies and incremental improvements to existing designs were often the norm. Among the smaller and less wealthy railways, locomotives were more normally built in small batches for specific duties or as-and-when companies could afford to renew or expand their fleets.

An archetypal case is the family of 'Claud Hamilton' 4-4-0s, introduced by the Great Eastern Railway in March 1900. A total of 121 graceful, handsome and effective locomotives was eventually built, in no fewer than 13 batches (the prototype, No. 1900 *Claud Hamilton*, followed by 12 batches of ten) over a 24 year period.

As experience was gained with the type, improvements were steadily introduced including better cabs, oil or coal burning, larger capacity tenders, Belpaire rather than round-topped fireboxes and deeper frames on later locomotives. Later batches were nicknamed 'Super Clauds'. Modifications were also made to some locomotives by the GER and, from 1923, by the LNER, which complicated the picture still further.

From 1923, largely original locomotives became LNER class D14, while those with modifications were designated D15, D15/1, D15/2 and D16, D16/1 and D16/2 'Super Clauds'. The LNER also continued the improvement programme started by the GER throughout the 1920s

and early-1930s, with locomotives changing sub-classes depending on whether they received extended smokeboxes or superheating. All 121 locomotives were subjected to at least one major rebuild and in some cases several. See Yeadon's *Register of LNER Locomotives, Volume 14* for a full summary of the class.

However, the biggest development occurred in May 1932 when the first of Nigel Gresley's D16/3 rebuilds emerged. These extensively modernised locomotives featured new round-topped boilers and improvements to the front end, including new piston or slide valves. Great Northern Railway cast iron chimneys were also fitted in place of the more elegant GER type, which had

originally featured a polished copper cap. With a couple of exceptions, those rebuilt from D15s had the decorative valances over their driving wheels removed, while 'Super Claud' rebuilds from June 1938 retained them. GER short-wheelbase tenders, of a similar type to those attached to B12 4-6-0s were also supplied.

A dramatic improvement in performance was reported and between 1933 and 1949, 94 'Claud' rebuilds as D16/3s. Those not involved were steadily withdrawn and the introduction of new Thompson standard locomotives in the late-1940s and early-1950s rendered them surplus. All had gone by 1952.

Although the new Thompson locomotives, particularly the large



At the height of the summer season, No. 62597 departs from Hunstanton with a train for London Liverpool Street in August 1959. Several rakes of coaching stock give a clue to how busy the lines to East Coast resorts were in the post-war years. If this scene interests you, look out for Chris Trafford's 'South Town' layout in next month's **BRM**. COLOUR-RAIL (BRE866)



Those D16/3s rebuilt from D16/2 'Super Clounds' generally retained valancing over the driving wheels, including No. 62618, captured at Sudbury in July 1956. Behind the tender is an ex-LNER horsebox, followed by a Thompson non-gangwayed Composite (CL) and a Gresley wooden-panelled non-gangwayed coach, all of which are in the Hornby range. All are painted in BR crimson. COLOUR-RAIL (BRE1949)



Built by the GER as a D56 in 1908 and rebuilt by the LNER from a D15 after 1933, Cambridge's D16/3 No. 62567 retains its Westinghouse air-brake equipment in this undated view. Not all D16/3s were lined out when painted BR black, many retained plain black until withdrawal. STRATHWOOD COLLECTION

influx of B1 4-6-0s, had displaced them from front line work in East Anglia by the late-1940s, the D16/3s continued to play an important role on secondary and cross-country passenger duties until the late-1950s.

OPERATIONS

Prior to the Second World War, D16/3s were used alongside B12 and 'Sandringham' 4-6-0s on GE main line expresses between London Liverpool Street and the ports and resorts of Essex, Suffolk and Norfolk. By 1947 the class was spread widely across the former GER system with Norwich, Cambridge and Stratford having the largest allocations. However, by 1950, the class was being pushed to the margins of East Anglia and was becoming rare in London, except for visits to Stratford Works for repair.

From the late-1940s they were increasingly used on cross-country work, including Midland & Great Northern Joint lines radiating from Melton Constable. Eight piston-valve D16s were despatched briefly to the Cheshire Lines (CLC) in north-

west England between October 1949 and autumn 1952 to replace ex-Great Central D9s. All but one was then transferred back to the ER at Peterborough Spital Bridge (the city's ex-Midland depot), from where they were employed on secondary passenger trains to Rugby, Northampton and Leicester until 1958. Other regular cross-country haunts included the Cambridge-Bedford-Oxford route between 1950 and 1957, Lincoln-Nottingham/Derby in 1957/58 and, from the mid-1930s until final withdrawal in 1960, the GN&GE Joint line from March to Lincoln via Spalding.

Although 90 locomotives were still active in January 1954 from Norwich (19), Great Yarmouth (11), King's Lynn (14), Melton Constable (7), Cambridge (16), March (9), Bury St Edmunds (7) and Peterborough Spital Bridge (7), this had been slashed to just 14 by April 1959 and a single machine, March's No. 62613, by March 1960. The lone survivor eventually succumbed in December of that year. East Anglia was the first BR area to go over to diesel traction and the surviving D16/3s were among the many victims of BR's Modernisation Plan. Surprisingly, considering how relatively well-represented GER classes are in preservation, no 'Clauds' were saved, denying future generations the chance to admire this classic design.

COMPLEMENTARY MODELS

Hornby's new D16/3 complements a number of excellent models

already on the market. Over recent years LNER/ER modellers have been relatively well-served by Hornby in particular. The recent J15 0-6-0 (BRM April 2015) and B17 4-6-0 are ideal companions for LNER and BR days, while Hornby's Thompson B1 4-6-0, L1 2-6-4T, O1 2-8-0 and Peppercorn K1 2-6-0 (BRM February 2015) worked alongside the D16/3s from the late-1940s. Although it hasn't been available for some years, Hornby also has the ex-Tri-ang B12 4-6-0 in its range. Dare we hope for an all-new version before too long?

From other manufacturers, Bachmann's K3 2-6-0 and B1 4-6-0 are suitable, as are original versions of the English Electric Type 3 and Type 4 (later Class 37/0 and 40) which appeared in the final months of the class. Heljan's BTH and North British Type 1s (Class 15/16) and Hornby's Brush Type 2 A1A-A1A (Class 30) were also in the vanguard of diesel traction in East Anglia.

Passenger stock is less well-served but there are good RTR options available if you wish to keep things simple. Hornby's Gresley teak stock, both gangwayed and non-gangwayed, is available in LNER and BR colours. Hornby also offers Thompson steel-panelled non-gangwayed stock in LNER and BR colours. As will be obvious from contemporary photographs, a mix of these types was often seen in cross-country trains from the 1930s onwards.

From Bachmann, Thompson gangwayed express stock is another

option, especially if you can obtain any of the shorter 52' 6" vehicles. But, for 1950s modellers, there are other, non-LNER options from further afield. Archive photographs show D16/3s hauling rakes of ex-LMS Stanier Period III coaches on M&GN, Lincoln-Nottingham/Derby and Peterborough-Leicester/Rugby services. Hornby offers gangwayed P.IIs and non-gangwayed ex-LMS coaches as seen on Cambridge-Bedford-Oxford services in BR colours, while Bachmann has produced Period III 'Porthole' stock in BR crimson/cream. As you'll see from this article, Bachmann Mk 1s in crimson/cream or maroon are also suitable for the final years of the class.

However, for the LNER period, right through to the late-1950s, there was a great deal more variety in passenger stock than is catered for by RTR manufacturers. Kit manufacturers such as Ian Kirk (available from www.cooper-craft.co.uk) can supply a wide variety of LNER designs in 4mm scale. Unfortunately, passenger vehicles of GER origin are in shorter supply, despite many lasting well into the BR era. Look out for kits from Bill Bedford (Mousa Models), Worsley Works, D&S. Some are no longer in production, but can be obtained via online auction sites if you're lucky.

As can be deduced from the list above, there's no shortage of companions for Hornby's new D16/3 and plenty of opportunity for the keen modeller to re-create East Anglian operations between the early-1930s and 1960. BRM

WHO WAS CLAUD HAMILTON?

Lord Claud Hamilton was a director of the GER for more than 50 years, until it was absorbed into the new London & North Eastern Railway (LNER) in 1923. He joined the board at the age of 29 and took over as Chairman in 1893.

FACT FILE

For many years, 'Clauds' were the preferred traction for Royal Trains to and from Sandringham, near King's Lynn. In July 1950, one of the 'Royal' trio, No. 62614, shows off its trademark white cab roof, apple green livery and BR emblem at its home depot (31C). COLOUR-RAIL



D16/3 LIVERIES

Lined LNER apple green was the standard livery for the 'Clauds' from 1923-28, when as a second-rank class they were demoted to lined black. Of the D16/3s, No. 8900 *Claud Hamilton* regained it, as one of a trio selected for Royal Train duties. No. 8900 was withdrawn in 1947 but Nos. 8783 (later 2614) and 62618 were also lined green in the late-1940s and early-1950s. No. 8900's nameplates were transferred to

No. 62546, which carried them until withdrawal in June 1957. As the photograph above shows, No. 62614 unusually carried apple green with BR lion and wheel emblems. BR livery was very slowly applied by Stratford Works to the D16/3s with some only ever carrying unlined black. Others did gain the full mixed traffic lined black with the early emblem, but only a few survived long enough to receive the post-1956 late crest. See *Yeadon's Register of LNER Locomotives, Volume 14* for more details.



By the time this photograph was taken at South Lynn on August 9, 1960, No. 62613 was the only 'Claud' left in BR service. Based at March, it would survive until November of that year, but was scrapped just two months later. Completed as late as June 1923, the locomotive was one of those rebuilt from D16/2 to D16/3 after 1938 which retained its decorative valancing. COLOUR-RAIL

WHAT'S NEW?

News and Events from the model railway trade

DAPOL: PROTOTYPE HST AND '59' ADDED TO 2016 PROGRAMME



ARC mustard yellow/grey is one of several liveries promised for Dapol's Class 59. On June 22 1996, 59103 was captured at Merehead depot. RAIL-ONLINE

After a lengthy period of reorganisation, Dapol has given a progress update and added two more models on its 'to do' list.

A OO gauge Class 59 diesel locomotive heads the list, with an N gauge version to follow. According to Dapol, the model will "mark a new standard in OO RTR, offering improved detail and usability". It

will be sound-ready and feature an optional diesel-specific smoke unit.

All three variants - Yeoman, ARC and National Power/EWS - are planned, along with different bogie configurations. DCC users will have access to fully controllable lighting and switchable control for DC users. Also in the pipeline is an N gauge model of the Class 252 prototype High Speed Train (HST). This will be a special limited edition with

all profits being donated to 'Project Miller', which has restored power car 41001 to working order. Delivery is expected in mid-2016.

Dapol says both new models will soon move to the tooling stage. Many other projects are said to be in varying stages of production, and will be announced on an ongoing basis throughout the year.

Managing Director Joel Bright said: "A year of consolidation is drawing

to a close, during which Dapol has doubled the size of its UK factory and brought two new Chinese production facilities into use. The Chirk factory re-organisation and expansion is part of a long-term plan to increase our output.

"Much progress has been made in releasing delayed models. Behind the scenes, quality control and production improvements have been implemented and are proving successful."

COMING SOON FROM BACHMANN...



FARISH 12T PIPE WAGON

Three liveries: Early/Late bauxite and olive green.

Expected Jan/Feb

RRP £17.95



BACHMANN OO GAUGE CLASS A 14T TANK WAGON

Expected Jan/Feb

RRP £19.95

www.bachmann.co.uk

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



Surviving prototype HST power car 41001 outside Neville Hill depot in July 2013. BEN JONES

Other new developments include several new signals with rail-built, lattice and GWR round post types awaiting decoration approval. All feature increased detail such as counterbalancing and etched ladders. A new mechanism has been developed for O gauge and bracket signals with speed and dimmer controls.

Modular AC catenary gantries are being designed, permitting differing widths to be configured as required.

Mr Bright added: "A new mechanism is being designed which will allow us to incorporate a number of extra features and improvements into all our future models. One such benefit will be that wherever practicable, locomotives will be

designed for sound fitment as well as a number of 'under the bonnet' changes. The first model to be produced with this mechanism will be the [N gauge] 'Battle of Britain' 4-6-2."

The forthcoming Class 73 is the first model to feature Dapol's quieter diesel/electric mechanism and 'hi-torque' motor. This has been further refined for the OO gauge Class 68 and will feature in all future OO releases. A working sample of the '68' was on display and decorated examples are expected in time for the Warley NEC show on November 28/29, with N gauge models around three months behind.

W www.dapol.co.uk

DAPOL PRODUCTION UPDATE

- O Gauge Class 08: Tooling complete, first shots on display. Engineering prototype (EP) due soon
- OO Class 73: In production, expected shortly
- OO Gauge GWR railcar: Test mouldings due late October. First EP approximately 3-4 weeks later
- N Gauge Schools: Decorated samples due for Warley exhibition
- OO Adams B4 0-4-0T: In design
- OO Class 68: Working EP received, decoration in progress, samples due for Warley
- N Class 68: Due three months after OO model
- N Class 50: Tooling underway
- N Class 33: Working EP received. Decorated samples in progress
- N Class 252 HSDT: CAD approved
- N Valanced LNER A4: Production pending, decorations corrected
- N Class 142: Second EPs due late-2015

Rolling stock

- N Mk 3 TGS: In production
- N Maunsell four-compartment Brake Third/Brake Composite: In production
- N/00 MJA bogie open: Design stage
- OO IDA 'super low' intermodal flats: Tooling to commence shortly
- OO H1A bogie hopper: In tooling, N gauge at design stage
- OO 'Turbot' bogie open: Design stage
- O HEA/HAA: In tooling shortly
- O 10ft wheelbase BR wagons: In tooling

Dapol Club exclusives for 2016

- N Gauge: SR 'Schools' 4-4-0 Stowe
- OO Gauge: Foster Yeoman 59002 Yeoman Enterprise
- O Gauge: BR Class 08 13308 Charlie

WARLEY 2015

The largest annual model railway exhibition in the UK will be held in Hall 5 at the NEC in



Birmingham on November 27/28. Don't miss this incredible family-friendly event, with plenty of things to see. Advance booking closes on November 13, so book in advance to save money on the day. Turn to page 46 for more information, or visit the website.

T 07576 320 676

W www.thewarleyshow.co.uk

OBSCURE LIVERY FOR 'WARSHIP'



Lord and Butler is producing an odd variation of Bachmann's Class 43 'Warship', featuring D864 Zambesi in pristine (£174.99) and weathered (£194.99) BR Blue and dark brown/maroon livery, uniquely carried from November 1966 until withdrawal in March 1971.

W www.lordandbutler.com **T** 02920 667 225

NUMBER NEWS

50 pence to £5 is the price range of vintage transport documentation and memorabilia from British Transport Treasures. The website offers printable downloads of facsimile books, souvenirs and documents, some of which make interesting wall art. Take a look at its range for some light-hearted comic books too.

W www.britishtransporttreasures.com

2 new transfer sheets have been released by Cambridge Custom Transfers. Sheet BL153 covers BR (ex-GWR & LMS) 4 and 6-wheeled Palethorpes sausage vans to GWR Diagram 046 & LMS Diagrams 1955 and 1958, with lettering and logos for 4 vans. Sheet BL154 is for BR (ex-LMS) bogie Palethorpes sausage vans to LMS Diagrams 1957 and 2001 with full lettering and logos for 2 vans.

The prices per sheet with postage are 2, 3, 3.5 & 4mm scales - £14.00, S scale - £28.00.

W www.cctrans.org.uk

2016

will see Recreation21 - creator of inset cobbled track parts - tour model railway exhibitions nationwide. It intends to demonstrate the use of its 3D-printed range of inset plastic track pieces for gauges OO, O and 1. New track designs are also being added to both code 100 and code 75 track ranges.

W www.rue-d-etropol.com

600

figures and counting are now available from Kenneth Clark. Using a combination of body parts, a whole host of crews and platform staff now form part of the range. A list of the whitmetal figures can be obtained via e-mail.

E kennclark@btinternet.com

A Kenneth Clark, 4 Harrow Road, Aberdeen AB24 1UN

DJM PROPOSES ‘74’

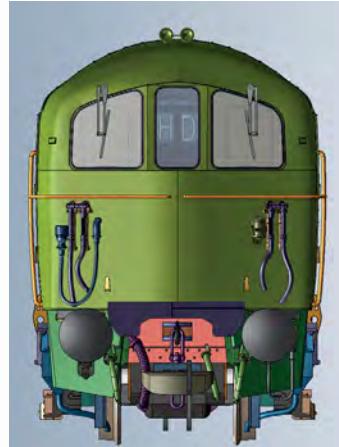


DJModels has revealed the first complete engineering prototype of its Class 71 electric. As the photographs illustrate, progress to date has been significant, and the specification of the model is now clearly visible.

The models feature posable pantographs and numerous etched details such as lamp brackets, front steps, builders' plates and the pantograph head. The models are currently in tooling in China, however

the crowd-funding cut-off date of October 1st was extended by 90 days, so you can still place your pre-orders until December 29.

In other news, DJ Models has announced its intention to produce a Class 74 electro-diesel in OO (above right), following on from its Class 71 electric. The Class 74 is a logical next step for the manufacturer, as the two locomotives share many common body features – the Class 74s



funded and DJModels has released its pricing structure. The Class 74 RRP is £159.99, but for those that back the project upfront, the price is reduced to £139.99, with a limited edition weathered version also available at £149.99. A special price of £119.99 is being offered to those who have also subscribed to the Class 71 model.

The models are expected to be released by the fourth quarter of 2016 and pre-orders are being taken via Kernow Model Rail Centre's website.

Look out for project updates on both the Class 71 and 74 in **BRM**.

W www.kernowmodelrailcentre.com

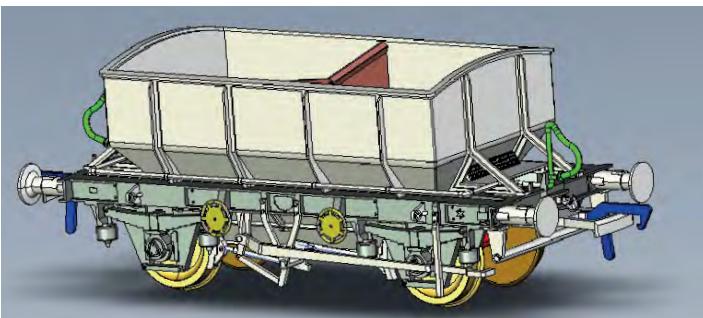
NEW RTR IRISH WAGONS

New OO gauge supplier, Irish Railway Models is partnering with DJ Models to produce a selection of much-needed Irish freight wagons.

Its first release will be a CIÉ/Irish Rail two-axle mineral/ballast wagon, built between 1969 and 1977, measurements for which have already been taken. The wagons

will be manufactured in China with promises of high-quality detail, finish and accuracy. The ballast wagons will be sold in triple packs priced at £110.00 from mid-2016 and advance orders are now being taken. For more details and to place your order, visit the website.

W www.irishrailwaymodels.com



DIARY DATES

4

5-6

12-13

Things to SEE & DO in December

DIGITAL TASTER DAY

Free entry event hosted by Great Eastern Model Railways from its Norwich store. Digital demonstrations, experts on hand, workshops and refreshments. Opening times: 1000-1500. Pre-booking recommended as places are limited.

T 01603 431 457

A 199 Plumstead Road, Norwich, Norfolk NR1 4AB

W www.greatereasternmodels.co.uk

MANCHESTER SHOW

A friendly show with 18 layouts and good trade support to celebrate the 90th anniversary of the Manchester Model Railway Society. If you have time after the show, visit the Christmas street markets around Manchester. Open Saturday 1000-1730, Sunday 1000-1630.

A The Barnes Wallis Building, Altrincham Street, Manchester M1 7JR
W www.mmrs.co.uk

SANTA SPECIALS EAST LANCASHIRE RAILWAY

Get the festive season to a flying start with 'Santa Specials' on the East Lancashire Railway with trains departing every 50 minutes. An ideal family day out. Pre-booking is advised to avoid disappointment.

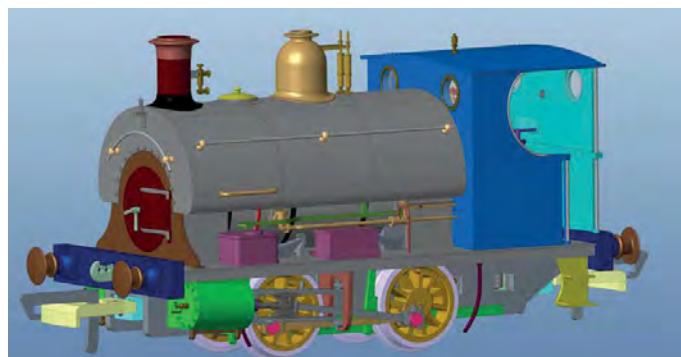
A Bolton Street Station, Bury, Lancashire, BL9 0EY
W www.eastlancsrailway.org.uk

HORNBY INDUSTRIAL 'LEAKED'

Hornby has announced a new industrial shunter - a Peckett & Sons W4 0-4-0ST. The manufacturer may not have wanted the news to go public this early but, when an engineering prototype model was spotted posing in the background of a promotional video, news of the project soon spread, forcing the manufacturer to go public on its website.

The prototype commonly operated around collieries, ironworks and other heavy industrial sites and were manufactured by Peckett in Bristol between 1885 and 1906. A total of 140 W4 type locomotives were built, some surviving today in preservation.

The majority of the model's design has been completed, with an



early 3-D printed running sample prototype in existence. Hornby has asked its customers what liveries it should produce via its website, acknowledging any help given.

Progress updates on the model have been promised on the Hornby website, with an expected release date in late 2016.

W www.hornby.com

MICRO CONNECTORS

Squires Tools is now stocking miniature power connectors for connecting electronic components or providing electronic continuity through items of rolling stock. The 75mm leads are rated at 2A at 50V DC and are available with male or female connectors at one end.



When both the plugs are connected they measure 7mm x 4mm x 2mm as a block. The new plugs are available individually male (560-001) or female (560-002) at £1.65 each, or as a pair (560-004) at £2.99.

A 100 London Rd, Bognor Regis
P PO21 1DD
T 01243 842 424



LIGHT AND SOUND FOR TUBE STOCK

In partnership with the London Transport Museum, Train-Tech has launched a light and sound kit to fit the S Stock tube train, produced by Bachmann Branchline.

The integrated light and sound strip costing £89 has been developed to add interior lighting, under-train sparking effects and authentic door noises to all cars. A single car option is also available (CL151) at £20.

Each strip is powered by a small, readily-available coin cell battery and uses motion-sensing technology to automatically switch on and off.

They can be easily fitted to roofs of the S Stock sets without using pick-ups, switches or wires. The lighting sets are available from the London Transport Museum shop and its online store.

W www.ltmuseumshop.co.uk

GAUGEMASTER POINT MOTOR

Gaugemaster has unveiled a new solenoid point motor - the first in a new range of track-related products. Announced this month, the GMC-PM10 point motor, priced at £6.95, fits directly under standard



Peco points, without modification. Competitively priced, it is compatible with OO, HO and O gauges and has screw terminals to make wiring quicker and easier.

The motors require a 16-24V (AC or DC) power input, and require a

capacitor discharge unit such as the Gaugemaster GMC-CDU.

Value packs of five motors at £29.95 will soon be available, and a digital-compatible variant is promised too.

W www.gaugemaster.com

- 1** SCREW TERMINALS - NO SOLDERING REQUIRED
- 2** GREAT VALUE FOR MONEY
- 3** MOUNTING SCREWS AND EXTENSION PIN INCLUDED

12-13

RAILEX NORTH EAST

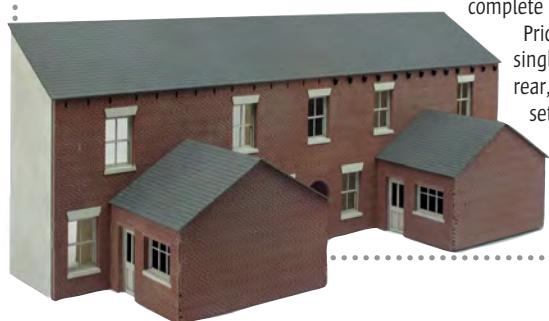
One of the North East's largest exhibitions, RailEx 2015 will see a gathering of over 40 layouts from gauges Z to 1. A good selection of traders is also expected. This year sees a new venue for the show. Open Saturday 1000-1700 and Sunday 1000-1600.

A Quorum Business Park, Newcastle-upon-Tyne, Tyne & Wear NE12 8BS

T 07900 431 042
W www.railexne.com

TERRACED HOUSES

Model railway scenic supplier Green Scene is to launch a range of half-relief laser-cut terraced housing kits at the Warley NEC show. The wooden structural elements feature mortar courses, window frames and tiles with a choice of modern extensions or traditional outhouse toilets to the rear. If required, front and rear kits can be joined to create a complete house.



Prices range from £12.99 for a single terraced house, front or rear, to £38.99 for a quadruple set of houses, either front or rear. A single rear yard at £6.99 or an alleyway with arch at £8.99 is also sold.

T 01905 24298
W www.green-scene.co.uk



BRM Charity Auction 2015

We've raided the **BRM** cupboard and chosen four models to auction for a good cause. All proceeds will go towards re-creating a lost diesel class.

Look out for these four fantastic models at bargain prices on **RMweb Buy and Sell**. For a chance to own one of them, all you need to do is bid. Search under the 'Auction' category.

Search for **Auction**



RMweb
BUY & SELL

www.rmweb-buyandsell.co.uk



Heljan Royal Mail Class 128 (00 gauge)

This fine model by Heljan is ideal for the late-1980s/early-1990s modeller and is seen in Royal Mail Letters red/yellow, arguably one of the most striking and attractive liveries ever carried by a BR diesel railcar. As with previous editions, the model is impressively detailed, most notably on the underframe and ends, where there are dozens of separately-fitted components including wire handrails, sprung buffers, engines, exhaust systems and all manner of other essential items.



Bachmann Mk 1 TPO sorting van (00 gauge)

Complete with its cosmetic nets for the collection of mailbags, this Mk 1 TPO coach featured in September 2015 issue of **BRM**. The model, now sold out, is suitable for modellers of late BR steam and early diesel era, before the TPO nets were removed in the mid-1960s. A nice addition to a Travelling Post Office train.

THE 'BABY DELTIC' PROJECT

BRM is donating the proceeds from this auction to The Baby Deltic Project to help raise funds to complete the new-build English Electric Type 2 Bo-Bo. Although rebuilding of the locomotive is progressing well, the group needs your help to complete the project and bring a Class 23 back to the rails for the first time since 1975. Visit the website for more information.

W www.thebabydelticproject.co.uk



Hornby Thompson L1 (00 gauge)

The Hornby L1 first appeared in 2010 and over the last few years several versions have appeared, covering just about every variation. These have included original as-built in LNER apple green through to the contract-built locomotives with their open front foot plating and plate steps. This model has outstanding attention to detail including, as appropriate, open front steps, Westinghouse pump and 'limousine' cab doors (to reduce draughts).



Graham Farish 'Landship Train' pack (N gauge)

Containing the latest Graham Farish 4F in Midland Railway black with gold-painted numerals on its Deeley tender and three War Department bogie bolster wagons, the pack recalls how the railway was used to move tanks during the First World War. A trio of early tanks is also included, moulded in resin, and wrapped in tarpaulins. The items make an interesting train that should appeal to collectors and military enthusiasts alike.

'REFURB' INTERCITY MK 1s



Brake Composite Corridor (BCK) 21269 is one of five new Mk 1s in mid-1980s InterCity livery.

In the mid-1980s, BR extensively refurbished a small batch of later-build Mk 1 coaches to extend their working lives. Despite the steady reduction in locomotive-hauled services and greater reliance on the HST fleet and air-conditioned Mk 2 coaches for front-rank IC services, the sector identified a continuing need for Mk 1s for secondary express work, relief trains and charters. As well as internal refurbishment, the coaches were repainted in the then current InterCity 'Executive' livery - widely regarded as one of the

smartest colour schemes of the BR era. Many will remember these coaches well as they were often employed on railtours and summer Saturday extras hauled by a wide range of traction.

Graham Farish has used its excellent Mk 1 tooling to produce a family of five

IC vehicles, allowing N gauge modellers to assemble reasonable representations of mid to late-1980s charter/relief sets. Shown here are the essential Tourist Second Open (TSO) - which made up the majority of the refurbished vehicles - and a Brake Composite Corridor

(BCK). A Brake Second Corridor (BSK), First Corridor (FK) and a 100mph Full Brake (BG) on B4 bogies are also being produced.

The latter will be especially useful as Mk 1 BGs were widely used by InterCity to provide van space and guard's



Tourist Second Opens (TSOs) formed the majority of refurbished vehicles, as represented here by M4946.

SPACE-SAVING SOLDERING IRON

Temperature controlled soldering irons are usually bulky devices with a base unit connected to the iron. Antex claims to have combined everything in a single piece. Does this mean that kitbuilders can save space on the workbench?

This new iron is a similar size to the existing 45W model but with a slightly fatter triangular body that's very easy to hold. It feels well-made and my experience with

Antex tools is that they hold up well in use.

On the yellow handle is a backlit digital temperature display and two buttons for increasing and decreasing the temperature. Pushing either button displays the desired setting, reverting to the actual bit temperature when they are released.

The tip supplied is a 2.3mm chisel shape, nickel plated and good for 30,000 operations according to Antex, although it's not clear what an 'operation' is. The bit slides on and off easily enough and replacements are available from 0.12mm to 6mm.

Power is from the mains via a 110cm long, very flexible, and apparently burnproof silicone cable.

Temperature range is from 200 to 450 degrees celsius. From cold, top



temperature is reached in around 90 seconds. Cooling is pretty quick too so if you need to change the temperature during a project, you won't be waiting too long.

For modellers building kits, the limitation is the bottom end of the scale. Ideally, I'd have preferred to see 70 degrees to make it suitable

for the low-melt solder used when working with whitemetal. However, Antex is launching a soldering station with a temperature range of 30-200 degrees that meets the needs of whitemetal modellers towards the end of this year.



FACT FILE

► **PRODUCT** Antex TCS 50W soldering iron

► **RRP** £69.99

► **AVAILABILITY** Antex stockists and www.exptools.com

► **REVIEW** Phil Parker

FACT FILE

- **PRODUCT** Graham Farish 374-015 InterCity Mk 1 Tourist Second Open (TSO) M4946, 374-087 InterCity Mk 1 Brake Composite Corridor 21269
- **RRP** £26.50 each
- **AVAILABILITY** Graham Farish stockists, www.bachmann.co.uk
- **REVIEW** Ben Jones

accommodation for Mk 2/Mk 3 sets into the 1990s. The only omission is some form of catering vehicle. Although the most commonly-seen type, the 1600/1700 series Restaurant Buffet (RBR), has not yet been produced by Farish, examples of the 1800 series Restaurant Miniature Buffet (RMB) did carry IC livery and might have provided a useful extra option.

However, that should not detract from these superbly finished models, which capture the stylish 'Executive' livery perfectly. Printing is neat and accurate throughout and the colours used are 'spot on' - something not always guaranteed with RTR models in this livery. If Graham Farish is considering any extensions of its Mk 1 family, an RBR and a First Open (FO) would allow further variations on the InterCity theme, including the famous luxury charter sets with white roofs, amongst many others.

An attractive and well-executed addition to the N gauge Mk 1 family that opens up numerous opportunities for modellers of the colourful BR Sectorisation era. Highly recommended.



FALLER PUMP TROLLEY

If your steam era permanent way crew need to travel a distance to their work, you might like to provide them with a hand-operated pump trolley.

Faller's kit is moulded in brown plastic with 11 parts. No instructions are provided apart from an exploded diagram on the front of the bag. I assembled the model quickly and neatly with liquid plastic cement.

This is a European pump trolley and includes features not seen on most British examples such as the safety hoops back and front and extensions to the frame to act as buffers. Removing these would be easy

FACT FILE

- **PRODUCT** Faller 180926 Hand Pump Trolley
- **RRP** £3.50
- **AVAILABILITY** www.gaugemaster.com
- **REVIEW** Phil Parker

with a sharp knife, but as designs vary, you could leave well alone.

Cheap and simple to assemble. This makes a nice little project painted and weathered, then placed at the side of the track. It's also an ideal first kit for novices and youngsters wanting to make a start in modelling.

TUBE CUTTING JIG

Gripping small diameter tubes so they can be cut can be tricky. Stick them in a vice and by the time you've gripped the thing firmly enough to hold it, it's squashed. You could try an engineers V-block but they are really designed for tubes bigger than we tend to use.

Expo Tools has come to the rescue with a neat and well-engineered metal clamp featuring a V-block with a finger lever that swings over the top of the tubes up to 5mm diameter.

An adjustable end stop and two saw guides - 90 and 45 degrees - make using the tool quick and simple. A stout handle

on the bottom allows the jig to be held in one hand, leaving the other to work the saw. A very useful addition to the arsenal of any serious kit or scratchbuilder.



FACT FILE

- **PRODUCT** Expo Professional Tube Cutting Jig
- **RRP** £19.95
- **AVAILABILITY** www.expotools.com
- **REVIEW** Phil Parker

IN SHORT



BACHMANN 39-527 BR(S) GREEN EX-SR 4W PMV S1101S, 1:76 scale OO, RRP £28.95

The third of four variations in Bachmann's new SR 4w CCT/PMV family is likely to be the most sought-after by OO gauge modellers of the Southern Region and far beyond. PMV S1101S carries BR(S) green, as applied from the mid-1950s (although often difficult to distinguish under a thick layer of grime). Superbly printed and finished - a fine model of a versatile, widely-used and long-lived general purpose van. A BR crimson PMV is also now available as an option for the early-1950s onwards (39-526).

JWT 3AMP ELECTRICAL CONNECTORS, IN-LINE OR 'T', £4.95/£5.95 (PACK OF 5)

All Components is now offering packs of these useful electrical connectors as an alternative to soldering or taping jointed wires. Available as in-line or 'T' junction connectors, they simply snap closed, stripping the wire and providing a secure connection. Well-designed and easy to use they are ideal for modellers who struggle with electrics or soldering, although much cheaper options are available.



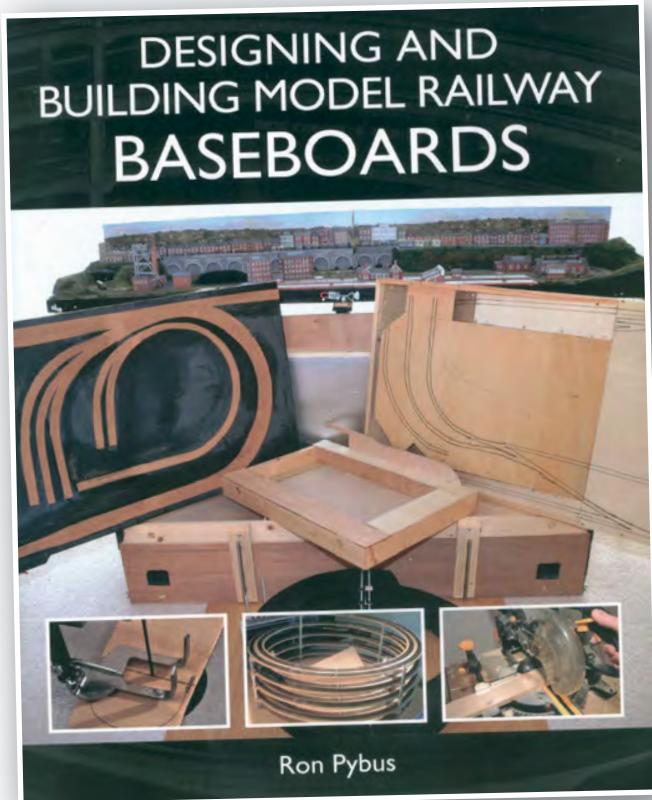
ROCO MINITANKS 00615 EXTENDED NISSEN SHELTER KIT, 1:87 SCALE, £5.95

A useful corrugated steel general purpose building that could be adapted to various military, industrial or commercial roles on a model railway. This very simple kit portrays an extended Nissen shelter with side windows, although a basic building is also offered (00614) for the same price. Quick and easy to build, decorate and modify as required it's a good option for novice modellers wanting to develop their skills.



BOOK REVIEWS

Phil Parker selects some useful modelling and prototype books to expand your library.



1 DESIGNING AND BUILDING MODEL RAILWAY BASEBOARDS

Ron Pybus, Crowood Press

There's nothing more important to the operation of a model railway layout than a well-made set of baseboards. Fortunately, you don't need to be a time-served cabinet maker to produce them and in this book, Ron Pybus takes you through various methods of building boards without vast amounts of equipment.

Starting with planning layout sizes, the book moves on to where it can be housed and trackplan designs. Different types of baseboard construction follow along with the tools required to build them. Good practical ideas inside will suit the vast majority of modellers - initially we see flat-top boards being made, but consideration is given to dropping the scenery below the board top - even the use of insulation foam as part of the board structure is explained.

Those working around a room at home will be pleased to see plenty on constructing lifting flaps to avoid crawling under boards. Trestles and leg systems are covered as are different options for illuminating the model.

Should all this really sound too daunting, chapter 15 is entitled 'Baseboards for the less practical' and covers making the best use of commercial service such as woodcutting offered by major DIY stores supported by screw-in legs designed for breakfast bars. There is even a nifty method of using board alignment dowels without recourse to specialised drilling equipment.

To finish with a flourish, the author explains how to build a helix to raise the track from one level to another. Illustrated with 350 colour photographs, there's much in here for both the home layout builder and anyone planning to attend exhibitions. Baseboard building is one area where the basics have remained largely the same for several decades meaning this book can be considered an investment for many layouts.

Price: £18.99 ISBN: 978-1-84797-869-1

2 ELECTRIC RAILWAYS OF LIVERPOOL AND MANCHESTER



ELECTRIC RAILWAYS OF LIVERPOOL AND MANCHESTER

Graeme Gleaves

The main line railway story started with a steam-powered line between Liverpool and Manchester, but many might be surprised to know that the history of electric railways began in the same place.

Graeme Gleaves, a train driver working out of Charing Cross, takes the reader through the history of electric railways, beginning with the pioneering Liverpool Overhead Railway and covering the spread of both overhead wiring and surface contact rail for both passenger and freight working right up to the modern day with Manchester's tram system.

Illustrated by 90 black and white photographs, it shows the changes in rolling stock from early American-influenced wooden coaches, through steel-clad LMS vehicles, Class 503 and 507/508 units and current stock.

Several histories are contained in one book - the development of electric traction for railways, the rise and fall of different companies and changes in the areas served affecting transport needs. All of this contributes to an interesting and informative read.

Price: £12.99 ISBN: 978-1-4456-3989-5

3 HERITAGE DMUS: THE FINAL YEARS

Roger Marks

The 1980s saw a revolution in local railway services. Ageing DMUs built in the 1950s/60s were quickly replaced by 'Sprinters' and 'Pacers'. These new modern units promised clean and rattle-free travel with modern benefits such as push-button sliding doors.

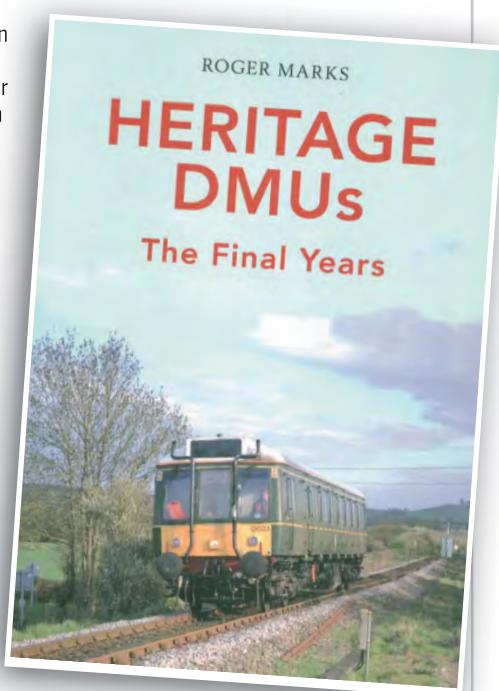
Needless to say, the rout wasn't complete and a small number of older units survived. These were given the cheeky title 'Heritage Units' and some continued operating into the 21st century.

Roger Marks documents the units run by First North Western, ScotRail, Silverlink, Arriva Trains Wales, Connex and Chiltern Railways with 172 large and well reproduced colour photographs showing both the exteriors and interiors of these machines.

For modellers, there's plenty of information on the visible changes that took place such as automatic door locking on Chiltern's 'Bubblecars'. Units that were converted to departmental duties such as Sandite spreading enjoy their own chapter. The final chapter covers underframe detail.

Those looking for inspiration will find plenty in Roger's book.

Price: £14.99 ISBN: 978-1-4456-4020-4



INDUSTRIAL RAILWAYS OF SOUTHERN ENGLAND IN COLOUR



Compiled by Jeffery Grayer

INDUSTRIAL RAILWAYS OF SOUTHERN ENGLAND IN COLOUR

Jeffery Grayer, Noodle Books

Mention industrial railways and most will immediately think of the massive systems found at collieries, quarries or steelworks in the Midlands and the north. However, there were numerous smaller concerns in the South West that also enjoyed rail services and taking an area bounded by the M4 corridor to the north, Bristol Channel to the west and coast to the south and east, Jeffery Grayer has compiled photographs of many of these.

The variety of industries covered is impressive: cement, paper, timber, engineering, gypsum, coal, wharves, chalk, cables, military, a trading estate, asylum, power stations, gas works, biscuits, animal feed, watercress, oil, a pier tramway, stone and chocolate.

Many of the lines will be familiar to those interested in non-main line railways and there are plenty of new photographs - I'd never seen the ones of Hellingly Hospital before despite having amassed a large collection when building my layout.

Each photograph is captioned, and most repay careful study. There's a lot of infrastructure on show too, making this invaluable for the industrial modeller. The reproduction is good although some images have a high contrast and aren't perfectly sharp, probably due to the limitations of early colour film stock.

It's not a comprehensive survey of any one line, but for the industrial enthusiast there is plenty to enjoy and I can see that some lines could inspire layouts that are quite different. Modelling railways 'off the beaten track' is becoming increasingly popular as the range of suitable models grows.

Price: £18.50 ISBN: 978 1 906419 81 3



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RAILWAY MODELLING SKILLS

Peter Marriott, Crowood Press

In his latest book, scenic specialist Peter Marriott sets out by explaining that by trying to cover all aspects of railway modelling, he'd need at least 500 pages rather than the 224 available, so he's concentrated on the modern aspects of the hobby. You won't find pages of wiring diagrams telling you how to connect up a point motor, but Peter uses some of the more unusual items that you might not have seen already.

The book starts with a brief discussion of the various skills modellers acquire and then more practically, the tools you'll need. Choosing your scale and designing a layout appear next. The author acknowledges that there are plenty of books specifically focusing on design and points readers in this direction rather than cover old ground.

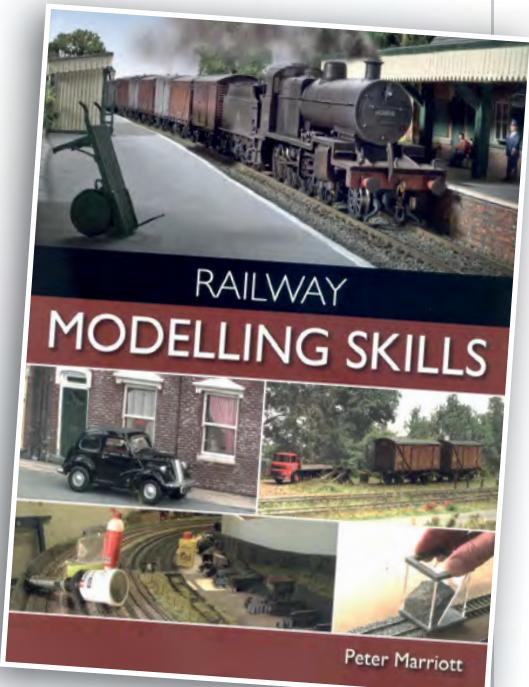
Baseboards, track-laying and landscaping follow next. Train control is mentioned, but largely provides an overview of DCC.

Detailing individual models again focusses on attaching separate parts supplied with RTR models instead of more radical rebuilds. The weathering section doesn't assume that the reader owns an airbrush, so concentrates on powders and dyes instead.

Finally we look at model photography, and three appendixes that point the reader towards supplies and resources. It's not a book for the raw beginner, but helps people who are looking to move beyond the basics and become more competent and experienced modellers. The focus on modern methods is welcome and the book should act as a reference rather than a one-time read.

Price: £22.00

ISBN: 978 1 847 97955 1



Peter Marriott

4

5

HORNBY D16/3-4-4-0

Tony Wright runs the rule over Hornby's latest LNER locomotive.

These handsome 4-4-0s were post-1933 LNER rebuilds by Gresley of the original Great Eastern 'Claud Hamiltons' built from 1903. They had round-top fireboxes in place of the original Belpaire, larger boilers than the original Holden D14s/D15s and long-travel valves. They were a great success, the final example being withdrawn in March 1960. Unfortunately none were preserved as, at the time, museum authorities prioritised the saving of more original pre-Grouping classes.

Kindly loaned for examination by Ian Wilson of Pacific Models, the example shown here represents Cambridge-based No. 62530 in fully lined BR mixed traffic livery with the earlier BR emblem, representing the period from the late-1940s to the mid/late-1950s. It fully captures the lines of these pretty locomotives and the livery is very well applied, particularly the lining. However, the front numberplate numerals are too big, more closely matching the ex-GW/BR Standard size. Cream

lining is missing at the bottom of the locomotive valances on this version.

Also available now are LNER black No. 8825, early BR unlined black E2524 with 'BRITISH RAILWAYS' lettering and unlined BR early emblem black No. 62581 with sandy-brown 'weathering'.

Separate detail is well applied, though the offside boiler handrail on our sample was a bit wobbly (it could be prototypical). Wheels are good, and no trouble was encountered running through 'scale' and Peco OO gauge pointwork. That said, the performance was not as smooth as the same company's J15 0-6-0, as there was evidence of a slight tight spot. This might disappear with the recommended period of running-in.

A typical load of around six carriages was handled with ease and we've had reports of up to nine bogie coaches being hauled.

No. 62530 represents a slide-valve locomotive, with lower

frames at the front end while the LNER and weathered BR black versions are based on piston-valve machines with deeper frames at the front.

A version with the more elaborate valancing, as retained by many D16/3s until withdrawal, would be a good future consideration.

The locomotive body is almost all metal, giving the model decent weight for adhesion. The tender is mainly plastic and is correctly configured for a right-hand drive locomotive with the fire-iron tunnel on the left-hand side. This suggests that Hornby hasn't just re-used the B17 4-6-0 tender body.

Standard features include

NEM couplings, a three-pole motor powering the two driving axles although the specification has changed from the original announcement, which promised flywheel drive. Unlike the J15, there is no flywheel attached to the motor. An eight-pin DCC decoder in the tender, cab detail, metal safety valves, adjustable tender coupling bar and a removable coal load in the tender bunker are also fitted. Models are available now from your local Hornby stockist. **BRM**



FACT FILE

- **MANUFACTURER** Hornby Hobbies
- **MODEL** R3234 BR early emblem lined black D16/3 4-4-0 No. 62530
- **PRICE** RRP £109.99
- **AVAILABILITY** Hornby stockists
- **REVIEW & PHOTOGRAPH**

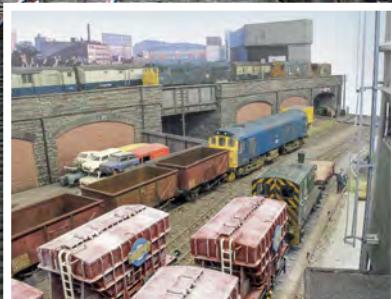
Tony Wright

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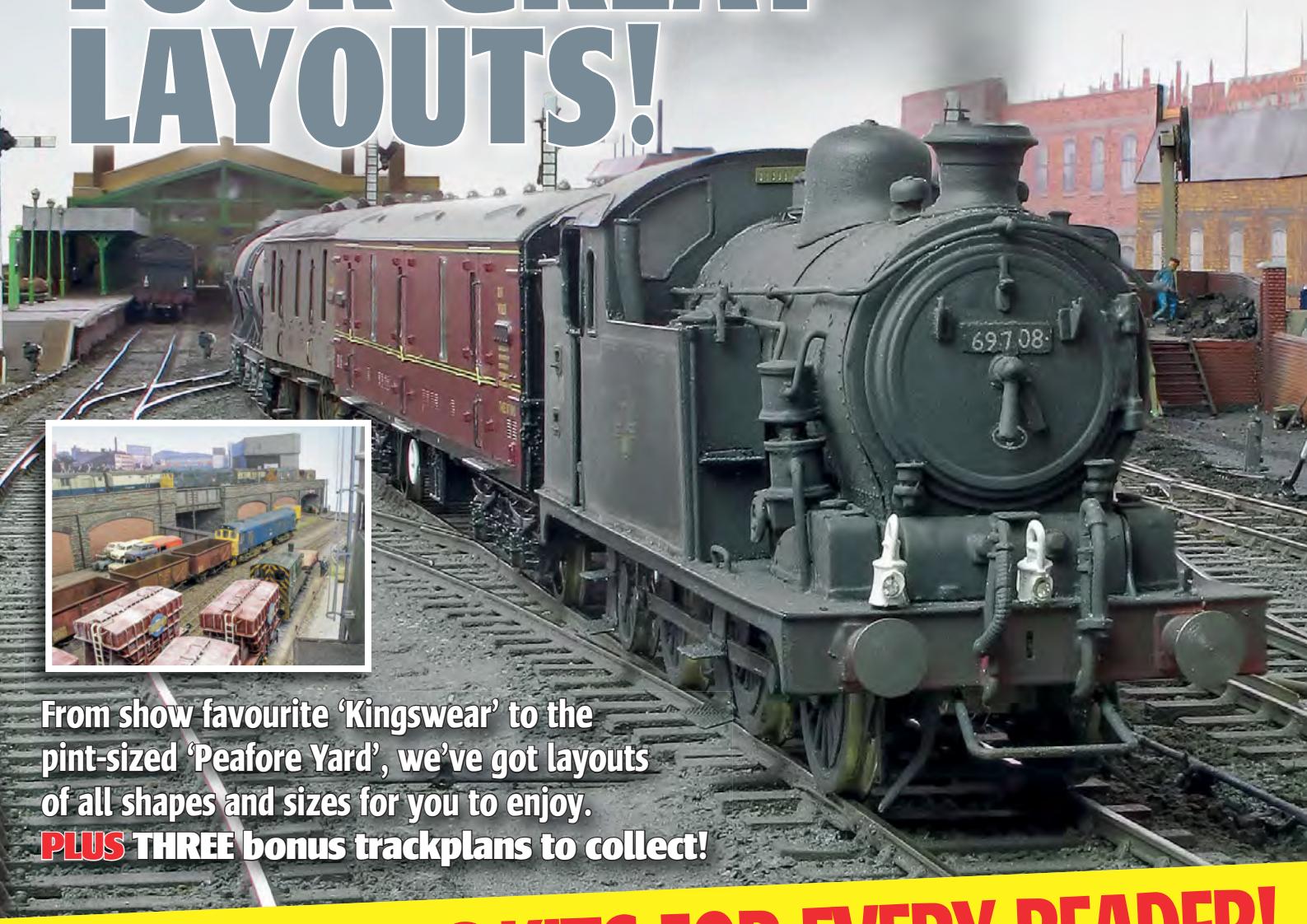
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PLEASE SEND FULL DETAILS OF FORTHCOMING EVENTS TO
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Lincolnshire. PE10 9PH

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 February issue is 1 December

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

14TH NOVEMBER

Weston on Trent Model Railway Show

Weston on Trent Primary School, Forrester Avenue, Derbyshire DE72 2HX
Saturday: 1030 - 1630
Prices: £3.50 adult, £2.00 child, £3.00 OAP, £10.00 family (2 + 3)
Tel: 07711 318489

Barry & Penarth Model Railway Club Exhibition Cadoxton Conservative C, Vere Street, Barry, South Glamorgan CF63 2HU
Saturday: 1100 - 1630
Prices: £3.00 adult, £2.00 child
Web: www.bpmrc.org.uk

Solihull Model Railway Circle St Marys Church Hall, Hobs Meadow, Solihull, West Midlands B92 8PN
Saturday: 1000 - 1630
Prices: £2.50 adult, £1.00 child (5-15yrs), £2.00 OAP, £2.00 concessions, £6.00 family (2 + 2)
Tel: 07817 093264
Web: www.solihullmrc.org

Model Railway Exhibition Park High School, Venables Ave, Colne, Lancs BB8 7DP
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £4.00 adult, £2.50 child (5-16yrs), £3.50 OAP, £3.50 concessions, £12.00 family (2 + 2)
Tel: 07770 331348
Web: www.pfmr.org.uk

14TH-15TH NOVEMBER

Sedgemoor Rail Exhibition King Alfred School, Burnham Road, Burnham-on-Sea, Somerset TA9 3EE
Saturday: 1100 - 1600
Sunday: 1000 - 1500
Prices: £4.00 adult, £4.00 child, £4.00 OAP
Tel: 01278 782121
Web: www.burnhamanddmrc.co.uk

Bassetlaw (North Notts) Railway Society Exhibition Retford Town Hall, Market Square, Retford, DN22 6DQ
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £4.00 adult, £2.50 child (6 - 14yrs), £10.00 family
Tel: 07768 347456
Web: www.bnrs.net

DATES FOR YOUR DIARY

Spalding Model Railway Club Exhibition

Springfields Events Centre, Camel Gate, Spalding, Lincolnshire PE12 6ET
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £7.00 adult, £6.00 OAP
Web: www.spalding.modelrailwayclub.org.uk

Tolworth Showtrain Tolworth Recreation Centre, Fullers Way North, Tolworth, Surrey KT3 6NX
Saturday: 1000 to 1730
Sunday: 1000 1700
Prices: £6.00 adult, £3.00 child (5-under 16yrs), £15.00 family (2 adults + 2 Children)
Tel: 020 8949 3413
Web: www.tolworthshowtrain.co.uk

Pendle Forest Model Railway Society

Exhibition Park High School, Venables Avenue, Colne, Lancashire BB8 7DP
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £4.00 adult, £2.50 child, £12.00 family (2+2)
Tel: 07770 331348
Web: www.pfmr.org.uk

Millbrook Model Railway Show

Brightmont Army Reserve Centre, Millbrook Road West, Southampton, SO15 0AJ
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £4.50 adult, £2.00 child, £3.50 concessions, £10.00 family (2 + 2)
Web: www.tsgmrc.co.uk

20TH-22ND NOVEMBER

Wakefield Railway Modellers Society
54th Model Railway Show Thornes Park Athletic Stadium, Horbury Road, WF2 8TV
Friday: 1730 - 2100
Saturday: 1000 - 1800
Sunday: 1000 - 1700
Prices: £7.00 adult, £2.00 child, £5.00 OAP, £15.00 family (2 + 3)
Tel: 07549 149051
Web: www.wakefieldrms.org

21ST NOVEMBER

Falmouth Society of Railway Modellers pre-Christmas Exhibition
Budock Village Hall, Budock Water, Falmouth, Cornwall TR11 5DR
Saturday: 1000 - 1600
Prices: £2.00 adult, £1.00 child
Web: www.fsrms.weebly.com/

Portsmouth Model Railway Exhibition

The Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hampshire PO3 5XT
Saturday: 1030 - 1630
Prices: £5.00 adult
Tel: 01329 847989
Web: www.shmrc.org.uk

Railshow 2015 Hampton The White House Community Centre, 45 The Avenue, Hampton, Middlesex TW12 3RN
Saturday: 1030 - 1700
Prices: £5.00 adult
Tel: 020 8892 3924

21ST-22ND NOVEMBER

Workington Model Railway Exhibition Energus Building, Blackwood Road, Lillyhall, Workington, Cumbria CA14 4JW
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £5.00 adult, £1.00 child
Web: www.solrail.co.uk

Thornbury & South Gloucs Model

Railway Exhibition The Chantry, Castle Street, Thornbury, Nr. Bristol BS35 1HB
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £4.50 adult, £2.00 child, £3.50 concessions, £10.00 family (2 + 2)
Web: www.tsgmrc.co.uk

Scunthorpe & District Model Railway Club Show Sunshine Hall, Ashby High Street, Ashby, Scunthorpe, Lincolnshire DN16 2ND
Saturday: 1000 - 1700
Sunday: 0930 - 1600
Prices: £2.50 adult, £2.00 concessions, £7.00 family

Shoeburyness Model Railway Club

Exhibition Garons Tennis & Leisure Centre, Eastern Avenue, Southend-on-Sea, SS2 4FA
Saturday: 1000 - 1700
Sunday: 1000 - 1700
Prices: £6.00 adult, £4.00 child, £15.00 family (2 + 2), **Tel:** 01702 294926
Web: www.shoeburynessmrc.co.uk

22ND NOVEMBER

Northampton & District Narrow Gauge Modellers Open Day 2015 Weedon Bec Village Hall, West St, Weedon Bec NN7 4QU
Sunday: 1030 - 1530, **Price:** £5.00 adult
Tel: 01788 579744



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**Squires will be exhibiting at the following shows in 2015 –
Diary updated as bookings are confirmed.**

Nov 7 - HIGH WYCOMBE - WYCRM 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 BN15 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 - BARNSLEY 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, Carmelgate, 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, Enerquis Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria CA14 4JW. Sat 10-5, Sun 10-4.

Nov 28/29 - BIRMINGHAM - Warley National Model Railway Exhibition

Hall 5, NEC Birmingham B40 1NT

Squires Stand Number A81 - As you enter the hall and turn right, our stand will be straight ahead - in our normal position.

Coming to Warley - why not come on Sunday?? The show is less busy, see more of the layouts and a lot easier to get to our stand :-)

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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, Quorom 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 9/10 - BOGNOR REGIS Model Railway Exhibition, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex PO22 8EL. Sat 10 - 5, Sun 10 - 4.30 *Free Parking*

Jan 16 - GUILDFORD Astolat Model Railway Exhibition, Guilford County School, Farnham Road, Guildford GU2 4LU. Sat 10-5. www.astolatmrc.co.uk

Jan 23/24 - CALNE MODEL RAILWAY EXHIBITION Calne Leisure Centre, White Horse Way, Calne, Wiltshire, SN11 0SP *Free parking at the Show*, Sat/Sun 10-5

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 13 NEWBURY MODEL RAIL SHOW St. Bartholomew's School, Andover Rd, Newbury, Berks RG14 6JP. 10 - 4.30pm. 13 Layouts - Free Parking, Close to Newbury Railway Station.

Feb 14 - MANCHESTER ALSRM NORTH 'O' Gauge Show, Woodhouse Park Lifestyle Centre, Portway, Wythenshawe, Manchester, M22 1QW Sun 10 - 4pm Free Parking - Test Track, 16 layouts.

Feb 19/20/21 - BRIGHTON Model World 2015 Brighton Centre, Kings Rd, Brighton, BN1 2GR 10-5pm. **We are in our Normal Position in the EAST WING - Beat the queues! - enter via the Pay Desk at East Wing**

Feb 26/27/28 - GLASGOW Model Rail Scotland 50th Anniversary 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 - KETTERING Gauge 'O' Guild Spring Show, Kettering Leisure Village, Thurston Drive, Kettering, NN15 6PB. Sat 10 - 4.00.

Mar 5/6 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fulwood, Preston, Lancashire, PR2 8UR. Sat/Sun 10 - 5pm.

Mar 12/13 - HUNTINGDON East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, PE29 2NH Sat 10 - 5, Sun 10 - 4. *FREE Parking*

Mar 19 - ABINGDON ABRAIL 2016 Model Railway Exhibition, White Horse Leisure & Tennis Centre, Audlett Drive, Abingdon, Oxon, OX14 3PZ. Saturday 10 - 5pm. *Note CHANGE of DATE*

Mar 20 - STAFFORD G Scale Society Show, Stafford County Showground, Weston Rd, Stafford, ST18 0BD. *FREE Parking* Sunday 10 - 5. *Features Normal Squires Stand for all Scales*

Mar 26 - 28 - YORK Model Railway Show, The Knavesmire Stand, Racecourse Road York. YO23 1EX. Saturday/Sunday 10 - 5, Monday 10 - 4.30.

April 2 - NORWICH Model Railway Exhibition, Hellesdon High School, Norwich NR6 5SB. Sat 10 - 4.30pm.

April 9/10 - HORSHAM Crawley MRS Model Railway Exhibition, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, RH12 1SR. Saturday 10-5, Sunday 10-4.30. **PLenty of FREE PARKING**

April 16 - NEWPORT - NEWGOG South Wales Show 'O' Gauge Show, Llysaghts Institute Building, Orb Road, Newport, NP19 0RA. 10am - 4.30pm

April 23 LEIGH O SCALE NORTHWEST Leigh Sports Village, Sale Way, Leigh, Lancs WN7 4JY 10 - 4.30.

May 7 - READING The Association of Larger Scale Railway Modellers Trade Show and Exhibition, Rivermead Leisure Centre, Reading. RG1 8EQ. Sat 10 - 4.30

May 14 - PORTSMOUTH Victory Model Railway Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, PO3 5XT. Saturday 10 - 4.

May 21 BOGNOR REGIS South Downs 7mm NGA Group SWING M/Railway Exhibition, Felpham Community College, Felpham Way, Bognor Regis, PO22 8EL. 10-4.30. New Venue www.swing.model-railway.org.uk.

May 21/22 - MIDDLESBROUGH Model Rail Exhibition, Settlement Community Centre, Union Street, Middlesbrough, TS1 5NQ. Sat/Sun 10 - 5.

May 28/29 - GLASGOW 'O' Gauge Model Railway Ex, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow, G43 1NE. Sat 10 - 4, Sun 11 - 4. **Free Parking** - Close to Railway Station** - *NOTE Change of Date**

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EVENT DIARY

28TH NOVEMBER

St Andrew's Model Railway

Extravaganza St Andrew's Church, Cheadle Road, Cheadle Hulme, Cheadle, Cheshire SK8 5ET

Saturday: 1000 - 1500

Tel: 07736 609462

Letchworth Model Railway Society

Exhibition Etonbury Academy, Stotfold Road, Arlesey, Bedfordshire SG15 6XS

Saturday: 1000 - 1630

Prices: £5.00 adult, £4.00 concessions

Tel: 01438 725707

Web: www.letchworthmrs.org.uk

Rainhill Model Railway Club Exhibition

Rainhill Village Hall, Weaver Avenue, (behind shopping precinct, off Warrington Roa, Rainhill, Merseyside L35 4LU

Saturday: 1000 - 1700

Prices: £2.00 adult, £3.00 child

Tel: 01925 226266

Web: www.rainhillmrc.org.uk

28TH-29TH NOVEMBER

Isle of Thanet Railway Society

Exhibition St. Georges School, Westwood Road, Broadstairs, Kent CT10 2LH

Saturday: 1000 - 1700

Sunday: 1000 - 1600

Prices: £4.50 adult, £2.50 child, £12.00 family (2 + 2) **Tel:** 01843 835587

28TH-29TH NOVEMBER

Warley Model Railway Exhibition

National Exhibition Centre (NEC), Birmingham B40 1NT

Saturday: 0945 - 1800 **Sunday:** 0945 - 1700 **Tel:** 0844 5810737

Web: www.thewarleyshow.co.uk

5TH DECEMBER

G-Wizz It's Christmas Again!

St. Margaret's Church Hall, St. Leonard's Road West / off Clifton Drive, St. Annes, Lytham St. Annes, Lancashire FY8 2JW

Saturday: 1000 - 1600

Prices: £2.50 adult, £1.50 child

Web: www.g-wizz-group.co.uk

March & District Model Railway Club

Show Whittlesey Scout Hut, Inhams Road, Whittlesey PE7 1TT **Saturday:** 1000 - 1600 **Prices:** £2.00 adult, £2.00 child **Tel:** 01733 204997

6TH DECEMBER

Hayle Model Railway Club Exhibition

Hayle Day Care Centre, Commerical Road, Hayle, Cornwall TR27 4DE

Web: www.haylemrc.org.uk

Gainsborough Model Railway Society

Florence Terrace, (Near Tesco car park), Gainsborough, Lincolnshire DN21 1BE

Sunday: 1330 - 1800

Prices: £4.00 adult, £3.00 child, £3.00 OAP, £10.00 family (2+2)

Tel: 01427 615871

Web: www.gainsboroughmodelrailway.co.uk

12TH DECEMBER

First Bangor Model Railway Club

Christmas Exhibition First Bangor Presbyterian Church Halls, Main Street, Bangor, County Down BT20 4AG

Saturday: 1000 - 1700

Prices: £3.00 adult, £1.00 child, £2.00

concessions, £6.00 family
Web: www.firstbangormrc.co.uk

12TH-13TH DECEMBER

The Model Show Poynton Leisure Centre, Yew Tree Lane, Poynton, Stockport, Cheshire SK12 1PU **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1630

Prices: £5.50 adult, £3.50 child, £15.00 family (2 + 3) **Web:** www.modelshow.co.uk

RailEx North East The Quorum Business Park, Benton Lane, Newcastle upon Tyne, Tyne and Wear NE12 8BS **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1600

Prices: £6.00 adult, £3.00 child, £15.00 family (2 + 2) **Web:** www.railexne.com

27TH-28TH DECEMBER

Gainsborough Model Railway Society

Florence Terrace, (Near Tesco car park), Gainsborough, Lincolnshire DN21 1BE

Sunday: 1330 - 1800

Monday: 1330 - 1800

Prices: £4.00 adult, £3.00 child, £3.00 OAP, £10.00 family (2+2)

Tel: 01427 615871

Web: www.gainsboroughmodelrailway.co.uk

TRAIN & TOY FAIRS

15TH NOVEMBER

Retford Train & Toy Collectors Show

Buttermarket Hall, Town Hall Square, Retford, Nottinghamshire DN22 6DE

Sunday: 1030 - 1530

Prices: £2.00 adult, £0.50 child, £1.50 OAP **Tel:** 01427 611225

Tony Oakes Fairs - Kidderminster Gilt Edge Leisure Centre, Zortech Avenue, Kidderminster, Worcestershire DY11 7DY

Sunday: 1030 - 1400

Tel: 01270 652773

Barry Stockton Train & Toy Fair - Haydock Park Racecourse Haydock Park Racecourse, Exhibition Centre, Haydock Park, Merseyside WA12 0HQ

Sunday: 1030 - 1500

Prices: £2.00 adult, £0.50 child

Tel: 0151 334 3362

Web: www.barrystocktonfairs.co.uk

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

Ashfield Toy & Train Fair Festival Hall, Hodgkinson Road, Kirkby-in-Ashfield, Nottinghamshire NG17 7DJ

Sunday: 1000 - 1500

Prices: £2.00 adult

Tel: 07951 072790/01623 722115

Web: www.tttf.co.uk

17TH NOVEMBER

SRP Toy Fairs - Tonbridge

Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF

Tuesday: 1830 - 2030

OPEN DAYS

14TH NOVEMBER

Club Open day Club Rooms, Unit 3, Park Works, Heywood/Rochdale, Greater Manchester OL10 4AB

Open day: 1000 - 1600

Prices: £0.00 adult, £0.00 family (0)

Tel: 07710 229450

Web: www.hmrg.co.uk

28TH NOVEMBER

St. Andrew's Model Railway

Extravaganza St. Andrew's Church, Cheadle Road, Cheadle Hulme, Stockport, Cheshire SK8 5ET

Saturday: 1000 - 1500

Prices: £0.00 adult

Tel: 07736 609462

29TH NOVEMBER

New Forest Model Railway Society

Club Open Day Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY

Sunday: 1000 - 1630

Prices: £3.00 adult, £2.00 child, £8.00 family (2 + 2)

Web: www.nfmrs.co.uk

12TH DECEMBER

Club Open day Club Rooms, Unit 3, Park Works, Heywood/Rochdale, Greater Manchester OL10 4AB

Saturday: 1000 - 1600

Prices: £0.00 adult, £0.00 family (0)

Tel: 07710 229450

Web: www.hmrg.co.uk

19TH DECEMBER

Hillingdon Railway Modellers Test

Track Open Day Yiewsley Baptist Church, Cornerstone Centre, 74 Colham Avenue, Yiewsley, Middlesex UB7 8HF

Saturday: 1000 - 1600

Prices: £4.00 adult

Tel: 020 8368 4090

Web: www.hillingdonrailwaymodellers.co.uk

30TH DECEMBER

Wimborne Railway Society Open Day

United Reformed Church Hall, Chapel Lane, Wimborne, Dorset BH21 1PP

Wednesday: 1000 - 1600

Prices: £2.50 adult, £0.50 child

Tel: 01202 874735

Web: www.wimrail.org.uk

Prices: £1.00 adult

Tel: 07739 998012/01322 662729

Web: www.srptoyfairs1.co.uk

Prices: £2.00 adult

Tel: 07951072790 / 01623722115

Web: www.tttf.co.uk

28TH NOVEMBER

Tony Oakes Fairs - Stoke-on-Trent

Fenton Community Centre, Manor Street, Fenton, Stoke on Trent, Staffordshire ST4 2PT

Saturday: 1030 - 1400

Tel: 01270 652773

Prices: £2.00 adult

Web: www.srptoyfairs1.co.uk

29TH NOVEMBER

SRP Toy Fairs - Midhurst

The Grange, Bepton Road, Midhurst, West Sussex GU29 9HG

Sunday: 1000 - 1400

Prices: £2.00 adult

Tel: 07739 998012/01322 662729

Web: www.srptoyfairs1.co.uk

SRP Toy Fairs - Fontwell

The Racecourse, Fontwell Avenue, Fontwell, West Sussex BN18 0SX

Sunday: 1000 - 1400

Prices: £2.00 adult

Tel: 07739 998012/01322 662729

Web: www.srptoyfairs1.co.uk

Barry Stockton Train & Toy Collectors

Fair - Warrington Warrington College, Winwick Road, Warrington, WA2 8QA

Sunday: 1030 - 1500

Prices: £2.00 adult, £0.50 child

Tel: 0151 334 3362

Web: www.barrystocktonfairs.co.uk

2ND DECEMBER

South Croydon Toy & Train Fair

St John's Community Hall, Upper Selborne

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Autumn Toy & Train Fair

Sun 27th and Mon 28th December 2015 -

Year End Fair

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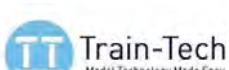
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EVENT DIARY

Road, South Croydon CR2 8DD
Wednesday: 1830 - 2030
Prices: £1.00 adult
Tel: 07866 641215

5TH DECEMBER
Gateshead International Stadium
- Toy & Train Fair Gateshead International Stadium, Neilson Road, (off the Felling bypass), Gateshead, Tyne & Wear NE10 0EF
Saturday: 1000 - 1500
Prices: £2.50 adult, £1.50 child, £1.50 OAP

Nottingham Toy & Train Fair Bluecoat Academy, Aspley Lane, Nottingham, Nottinghamshire NG8 5GY
Saturday: 1000 - 1400
Prices: £2.00 adult
Tel: 07951 072790/01623 722115
Web: www.tttf.co.uk

6TH DECEMBER
Barry Stockton Fairs - Warrington Warrington Collegiate, Winwick Road, Warrington, Cheshire WA2 8QA
Tel: 0151 335 3362

Barry Stockton Train & Toy Collectors Fair - Holmes Chapel Holmes Chapel Leisure Centre, (1 mile from M6 Junc.18), Selkirk Drive, Crewe, Cheshire CW4 7DZ
Sunday: 1030 - 1500
Prices: £2.00 adult, £0.50 child
Tel: 0151 334 3362
Web: www.barrystocktonfairs.co.uk

SRP Toy Fairs - Chelmsford Chelmsford City Football Club, Salerno Way, Chelmsford SM1 2EH
Sunday: 1000 - 1400
Prices: £2.00 adult
Tel: 07739998012 / 01322662729
Web: www.srptoyfairs1@co.uk

Train & Toy Fair Newton Abbott Newton Abbot Racecourse, Newton Abbot, Devon TQ12 3AF
Sunday: 1000 - 1500
Prices: £2.00 adult
Tel: 01823 480097/07717 278420

9TH DECEMBER
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: 07951 072790/01623 722115
Web: www.tttf.co.uk

13TH DECEMBER
SRP Toy Fairs - Wallington Phoenix Centre, Mollison Drive, Wallington, Surrey SM6 9NZ
Sunday: 1000 - 1400
Prices: £2.00 adult
Tel: 07739 998012/01322 662729
Web: www.srptoyfairs1.co.uk

17TH DECEMBER
Theydon Bois Toy & Train Fair Theydon Bois Village Hall, Coppice Row (B172),

Theydon Bois, Essex CM16 7ER
Thursday: 1900 - 2100
Prices: £1.00 adult
Tel: 07866 641215

19TH DECEMBER
SRP Toy Fairs - Hawkinge Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP
Saturday: 1000 - 1400
Prices: £2.00 adult
Tel: 07739998012 / 01322662729
Web: www.srptoyfairs1.co.uk

20TH DECEMBER
SRP Toy Fairs - Orpington Crofton Halls, Station Road, Orpington, Kent BR6 8PR
Sunday: 1000 - 1400
Prices: £2.00 adult
Tel: 07739 998012/01322 662729
Web: www.srptoyfairs1.co.uk

Train & Toy Fair North Petherton The Venue, Junction 24 Marketway, North Petherton, Somerset TA6 6DF
Sunday: 1000 - 1500
Prices: £2.00 adult
Tel: 01823 480097/07717 278420

27TH DECEMBER
Llandudno Toy & Train Fair Cymru, Seafront, Llandudno LL30 1BB
Sunday: 1030 - 1530
Prices: £2.00 adult
Tel: 01492 545053
Web: www.llantransfest.co.uk

SRP Toy Fairs - Worthing Charmandean Centre, Forest Road, Worthing, Sussex BN14 9HS
Sunday: 1000 - 1400
Prices: £2.00 adult
Tel: 07739 998012/01322 662729
Web: www.srptoyfairs1.co.uk

28TH DECEMBER
Barry Stockton Fairs - Haydock Park Racecourse Haydock Park Racecourse, Exhibition Centre, Haydock Park, Merseyside WA12 0HQ
Monday: 1030 - 1500
Prices: £1.50 adult, £0.50 child
Tel: 0151 334 3362
Web: www.barrystocktonfairs.co.uk

29TH DECEMBER
SRP Toy Fairs - Rayleigh Sweeney Park School, Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ
Tuesday: 1000 - 1400
Prices: £2.00 adult
Tel: 07739 998012/01322 662729
Web: www.srptoyfairs1.co.uk

30TH DECEMBER
SRP Toy Fairs - Chessington The Atrium, Chessington Sports Centre, Garrison Lane, Surrey KT9 2JS
Wednesday: 1000 - 1400
Prices: £2.00 adult
Tel: 07739 998012/01322 662729
Web: www.srptoyfairs1.co.uk

OTHER EVENTS

21ST NOVEMBER
World of Motion Wrexham Memorial Hall, Wrexham LL12 7AG
Saturday: 1030 - 1600
Prices: £3.50 adult, £1.00 child
Tel: 0151 638 3915
Web: www.worldofmotion.co.uk

6TH DECEMBER
Chichester & District Society of Model Engineers Meet Santa & Train Ride Blackberry Lane, off Bognor Road, Chichester (East), West Sussex PO19 2FS
Sunday: 1300 - 1600
Prices: £4.00 adult
Tel: 07954 051594
Web: www.cdsme.co.uk

MEETINGS & TALKS

12TH NOVEMBER
IRRS - Keeping Irish Steam Alive - the Work of Heritage Engineering Ireland The Cock Tavern, 23 Phoenix Road, London NW1 1HB
Thursday: 1900
Prices: £5.00 adult
Web: www.irrs.ie

16TH NOVEMBER
Plymouth Railway Circle - Branches/Byways/Mainlines of Sussex Steven Andrews St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG
Monday: 1930
Prices: £2.00 adult
Tel: 01752 651014

19TH NOVEMBER
Lutterworth Railway Society - The Great Central in WW1 United Reformed Church, George Street, Lutterworth LE17 4EF
Tel: 01455 203307
Web: www.lutterworthrailwaysociety.co.uk

30TH NOVEMBER
Plymouth Railway Circle - Annual Photographic Competition St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG
Monday: 1930
Prices: £2.00 adult
Tel: 01752 651014

Nantwich & Market Drayton Railway Society King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH
Monday: 2000
Web: www.the-gingerbread-line.co.uk

1ST DECEMBER
TETC - David Alison "The 2015 RW (Bob) Todd Memorial Presentation First Floor Meeting Room, The Drill Hall Sports Club, Old Park Avenue, Enfield, Middlesex EN2 6PJ
Tuesday: 2000 - 2230
Prices: £3.00 adult
Tel: 020 8363 0697

12TH-13TH DECEMBER
Gresley & Wychnor Model Railway Group - Mince Pie Weekend Gresley Social Centre, Park Street, Castle Gresley DE11 9QE
Saturday: 1000 - 1630
Sunday: 1000 - 1600
Prices: £3.00 adult, £2.50 concessions, £6.50 family

13TH DECEMBER
Chichester & District Society of Model Engineers Meet Santa & Train Ride Blackberry Lane, off Bognor Road, Chichester (East), West Sussex PO19 2FS
Sunday: 1300 - 1600
Prices: £4.00 adult
Tel: 07954 051594
Web: www.cdsme.co.uk

Southern Electric Group - Eastleigh Meetings Eastleigh Railway Institute, Romsey Road
Tuesday: 1930
Prices: £3.00 adult
Tel: 02380 670028
Web: www.southernelectric.org.uk

3RD DECEMBER
Lutterworth Railway Society - Grantham to March via Peterborough United Reformed Church, George Street, Lutterworth LE17 4EF
Thursday: 1930
Tel: 01455 203307
Web: www.lutterworthrailwaysociety.co.uk

7TH DECEMBER
Mirfield Railway Enthusiasts Society - Big Four To BR Days The Navigation Tavern, Station Road, Mirfield, West Yorkshire WF14 8LG
Monday: 1930
Tel: 01924 498451

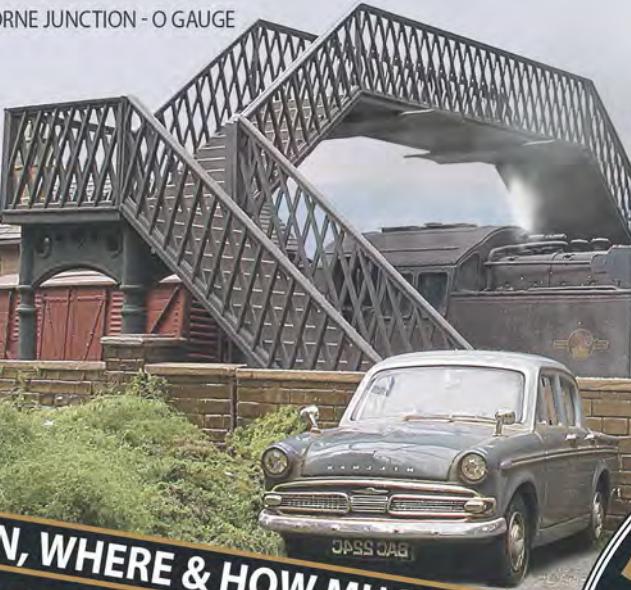
10TH DECEMBER
IRRS - "The West Claire Railway" by Michael Walsh The Cock Tavern, 23 Phoenix Road, London NW1 1HB
Thursday: 1900
Prices: £5.00 adult
Web: www.irrs.ie

14TH DECEMBER
Plymouth Railway Circle - Mills Railway Year 2015 St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG
Monday: 1930
Prices: £2.00 adult
Tel: 01752 651014

17TH DECEMBER
Lutterworth Railway Society - Scotland 59 - 68 End of Steam United Reformed Church, George Street, Lutterworth LE17 4EF
Thursday: 1930
Tel: 01445 203307
Web: www.lutterworthrailwaysociety.co.uk

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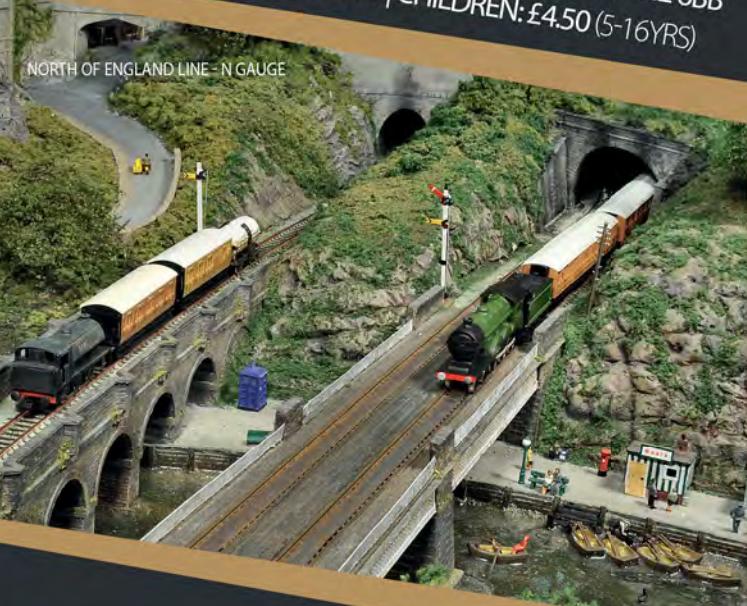
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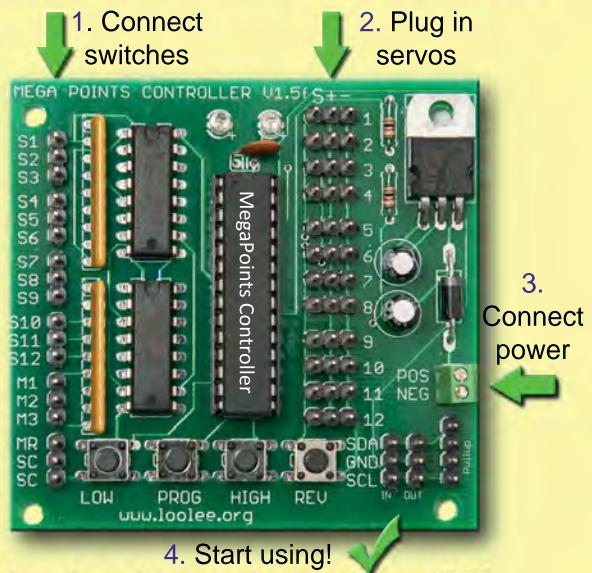
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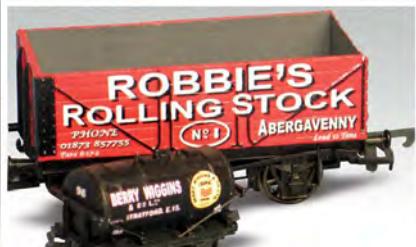
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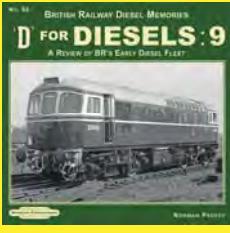
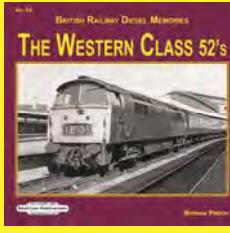
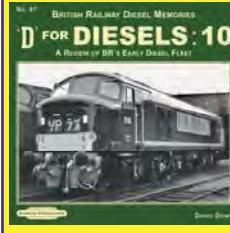
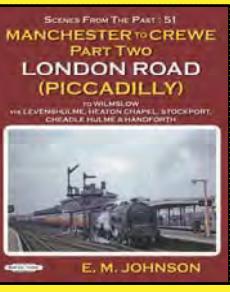
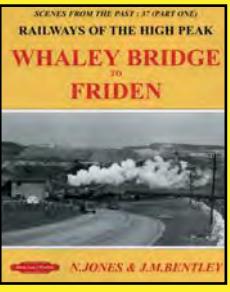
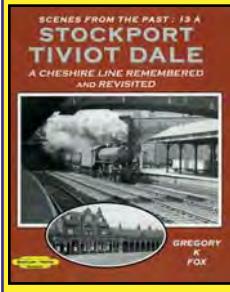
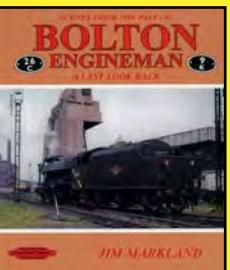
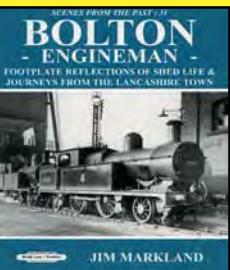
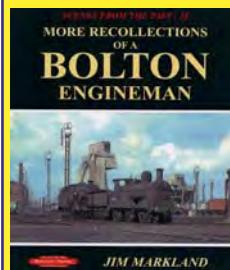
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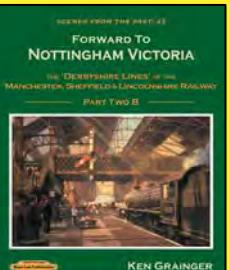
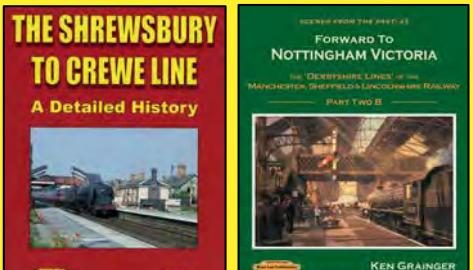
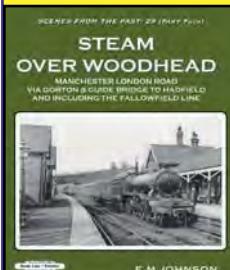
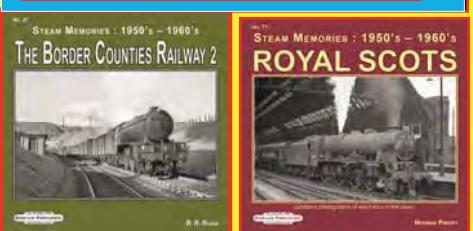
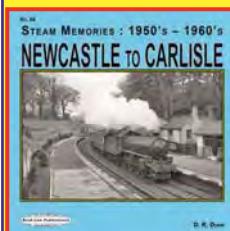
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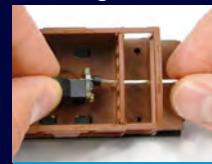
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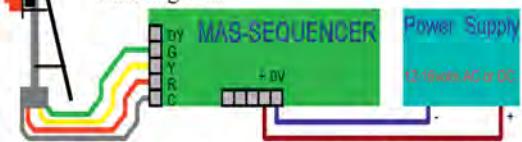


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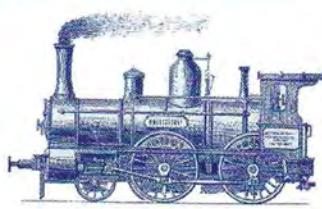


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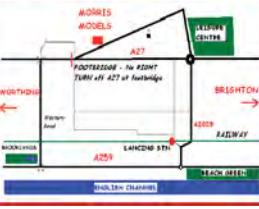
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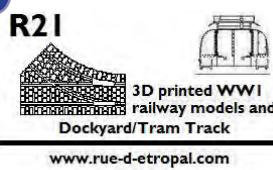
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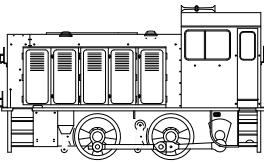
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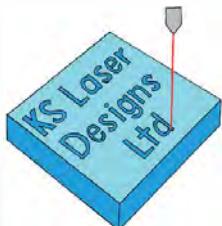
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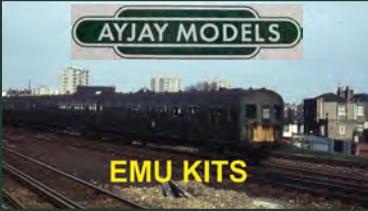


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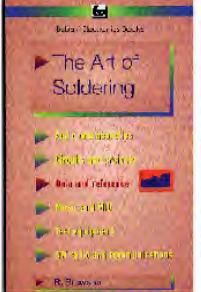


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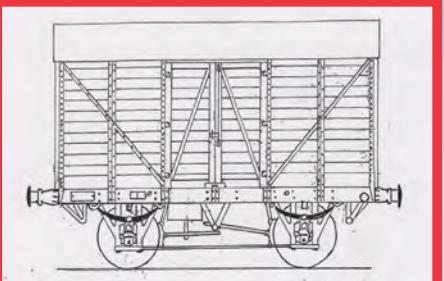
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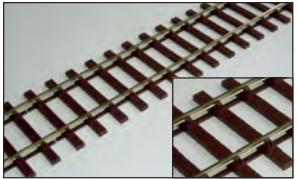
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Recently I was invited to dinner by a friend who - I suspect - took pity on me as he knew my wife was on the other side of the world visiting relations while I stayed at home to feed the cat!

I also suspect that I was invited to make up the numbers because on arrival I found myself seated next to a very attractive young lady who had recently moved into the area and worked with my host's wife. There were eight of us around the table and as the conversation moved from one topic to the next and the wine flowed I was asked by 'mine host' how I enjoyed being a temporary bachelor.

I replied that I was slowly working through a list of jobs left for me by my wife but added that I had also been able to spend time working on my model railway. On hearing this the attractive dinner guest turned to me and exclaimed that she did not think that I looked like a 'trainspotter'. I resisted the temptation to ask her what she thought one looked like and instead explained to her the differences between someone interested in model railways and someone who registers the movement of locomotives and trains.

I then went on to describe the many aspects of modelling railways, stressing how this multi-faceted and amazingly creative pastime was enjoyed by many, no matter what their background or demographic. Having had the various aspects of the hobby explained to her, my young friend apologised and said that she was amazed that such a hobby and those who enjoyed it should be so misrepresented.

It was not the first time that I have had to defend my interest in model railways and I know I am not alone in doing so but why should I have to? Do those who spend hours on riverbanks hoping to catch a fish, and having done so put it straight back, have their hobby derided? Or what about those who spend hours on a sailing boat getting nowhere fast? Of course they don't so why do we? Why does

our interest create so much negative comment and ridicule? Why does it seem that when those who make TV dramas are writing for a loner or an 'oddball' they often seem to portray such characters as model railway enthusiasts?

Could it be that the fault lies with us? We are not very good at marketing our interest to those outside of the hobby. There are some high-profile model railway enthusiasts in the world of entertainment. Although they have no reservations about commenting on their interest they are

understandably reticent about actively promoting the hobby to a broader audience, which in the circumstances is understandable.

We have a very active model press and some well-known and established model railway producers - one of which is a household name - so why do these businesses not do more to raise the profile of the hobby? Should they not be marketing model railways to a much wider audience as something that is an incredibly rewarding and satisfying hobby?

Surely it has to be in their interest.

The simple answer is that they seem quite happy to just plod along as they always have done, not worrying about changing the general public's perception of modelling railways or even trying to make the hobby more credible to the uninitiated.

It seems that those involved with the promotion of model railways, especially the manufacturers, wish only to cater for 'the converted' by continuing to produce more and more models but not attempting to expand the market.

What they fail to understand is that the market is slowly but surely shrinking - fact! In short unless we change the general public's perception of the hobby and make it more appealing by broadening the interest base there could be no UK model railway industry to speak of in 20 years time and probably a decade after that, no hobby. **BRM**

BRM's industry voice calls for a coordinated effort to overcome ingrained prejudices against our hobby and broaden its appeal to the general public.

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Haworth Autocoaches	ehatton.com/hac	£58.61	Mar 2013							
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Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

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