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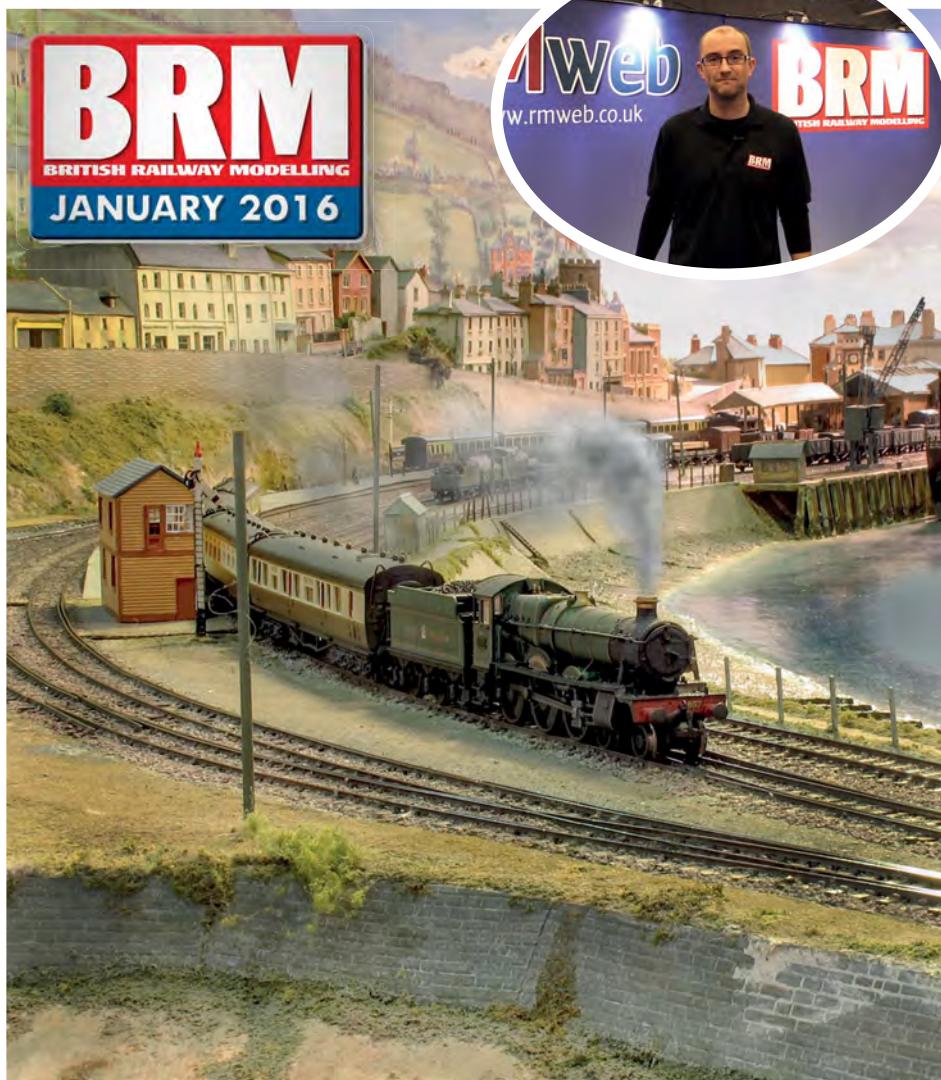
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BRM TV

WHAT'S ON THE DVD

In this episode, we look at our spectacular layout of the month 'Kingswear'. In the studio, **Phil Parker** guides you through building the first part of your free card kit and we check out a new compact rolling stock storage solution. Plus, we take a look at animated products for layouts.



- BRM LAYOUT OF THE MONTH**
Mervyn Seal's 'Kingswear'

- PRACTICAL BRM**
Phil Parker demonstrates card kit techniques

- BRM PRODUCT IN FOCUS**
Andy York interviews Alan Pearson from Nelevation

- PRACTICAL BRM**
Phil Parker shows animation products


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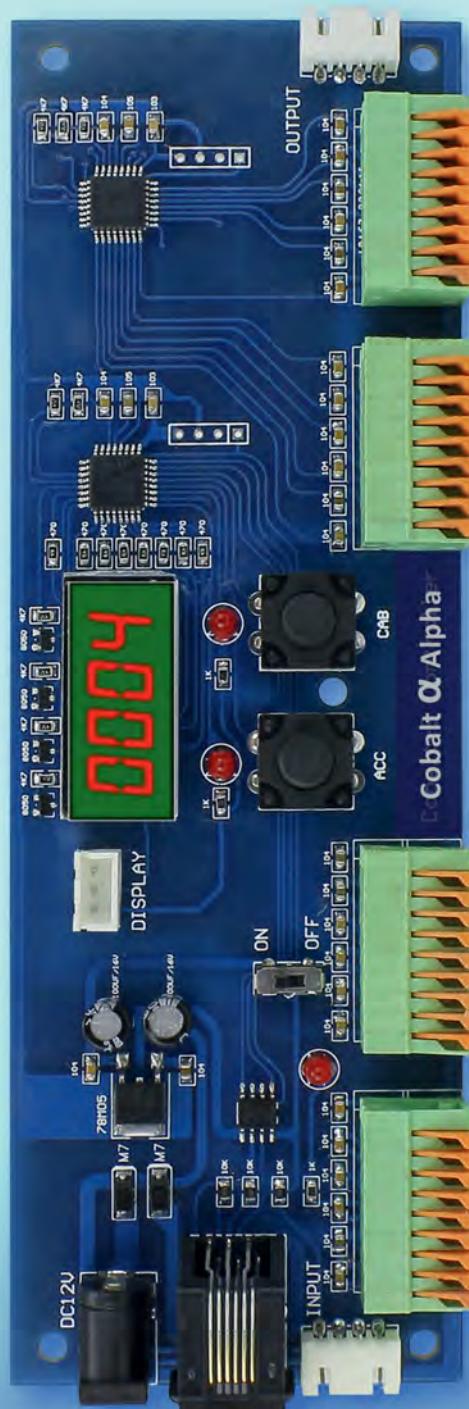
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WELCOME



Welcome to the January 2016 edition of **BRM**. Despite the cover date, it's actually our final issue of 2015; a tremendously successful year for this magazine. The turn of the year is traditionally a time to take stock of the preceding 12 months, and to look forward to the New Year.

Hornby has been the biggest ongoing story with major changes in the way it operates and interacts with customers. It's caused a great deal of chatter, but whatever your thoughts on this, the company has delivered some excellent new products in 2015.

We're unlikely to get the traditional set-piece unveiling of next year's new range around Christmas but does that matter? Is the Hornby catalogue a highlight of your year, or do you prefer the new methods of engaging us online? Whatever your view, bank on Hornby to continue pursuing more direct routes to its customers.

Moving on to Bachmann, 2014's concerns about price increases persist, but the company reports that sales are up by around 20% year-on-year. Several superb new models have been added to the Graham Farish N gauge range, but things have been considerably quieter in OO.

That is perhaps the greatest worry for Bachmann in the short to medium term. There are dozens of items in the pipeline, but not much that appears to be close to release. What can we expect to see in 2016? Certainties, if anything can be regarded as such, are the Wickham Trolley, 14/20t tank wagon and LMS Stanier 'Mogul', a sample of which is reported to be imminent.

Over in Chirk, Dapol reports that it is getting a grip on development and production. With its OO Class 73s due soon and Class 68s not far behind, N gauge modellers will be hoping that models such as the 'Schools' 4-4-0, Class 33, 50 and 142 are being prioritised too.

Two suppliers released their debut models in 2015. Oxford Rail's 7-plank wagon is said to be selling well but its flagship Adams Radial didn't quite make the promised third-quarter release date. However, the first model is out now, as you can see on page 106. By the end of January we should also have seen a working sample of

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Oxford's next locomotive project, which sources tell me is well advanced. Watch this space.

DJModels is still to release the first of its own models, but the signs look good for a spring release of the Hunslet 0-6-0ST (see page 104) and Class 71 to follow.

By the time you read this, further announcements will have been made at the Warley NEC show - my money is on Heljan to unveil another OO steam locomotive that continues a popular recent geographical trend. Next year should also be the year of the first British RTR narrow gauge locomotive as Heljan's Lynton & Barnstaple 2-6-2T rolls out.

A few more predictions for 2016; the growth of companies that provide 'added value' services will continue, certain marginal projects that have been announced in recent years and duplicated items will finally be 'killed off' as interest fades, O gauge will continue to grow as more RTR models at affordable prices arrive (see *Reviews*), Hornby will announce a model of the Hitachi Class 800/801, as the prototypes start to appear on test nationwide and Bachmann's announcements for 2016/17 are likely to be limited, as it works to deliver what is already promised.

I can also, with more certainty, predict that you'll see positive changes to **BRM**. Over the next four issues, we're introducing a new format, making the magazine easier to read, with greater clarity, less clutter and a more sophisticated look, but retaining all the same great articles that we know you like.

At the same time, we're also moving to a four-weekly schedule to give you an extra edition of the magazine and DVD each year, plus we're starting off the year with a free series of collectable card kits. Follow Phil Parker's guide to getting the best from them over the next four issues, both in print and on the DVD.

Finally, from all at **BRM** and **RMweb**, I'd like to wish you a happy and peaceful Christmas. Thanks for all your support this year and here's to an exciting 2016.



BRM

British Railway Modelling

is published by Warners Group Publications plc
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ISSN 0968-0764

SUBSCRIPTIONS

T 01778 392002

PRINTING

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



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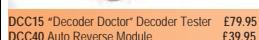
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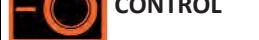
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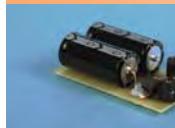


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DCC55 Prodigy Wired Computer Interface

DCC60 Spare plug for Prodigy

DCC61 Medium NEM 652 Socket (5)

DCC62 Prodigy Universal Lead (2m)

DCC63 Prodigy Adv Power Supply Unit

DCC64 Prodigy Power Pack Lead

DCC65 Prodigy Express Power Supply Unit</



STRUCTURES



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OO SCALE "FORDHAMPTON" PLASTIC KITS

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GM406 Fordhampton Locomotive Shed £19.95

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GM408 Fordhampton Village Store or Pub £17.95

Look out for more additions to Fordhampton as and when planning permission is granted!

STRUCTURES



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Look out for more additions to Fordhampton as and when planning permission is granted!

TOOLS



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TOOL

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GM668 Electrical Contact Oil Pen	£9.75

TOOL

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SWITCHES

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GAUGEMASTER

Limited Edition News



N SCALE



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73 142 Broadlands - ETA Jan 2016



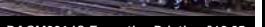
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OO SCALE



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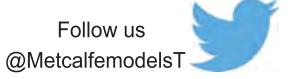
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Code PO247 - £13.99



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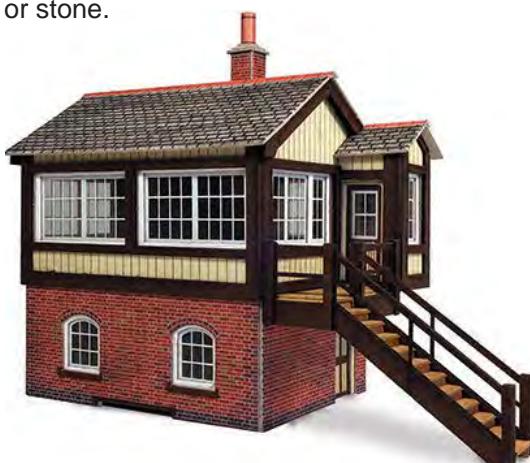
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(Image courtesy of Ben Brooksbank)

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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
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J9410 15 in Wemyss Private Railway lined brown

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31-089 Class 32xx 4-4-0 Dukedog 3214 in GWR green shirtbutton logo (Bac) £118.96



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R2882 Class 3P Jinty 0-6-0 tank loco 24 in S&DJR (Hor) (list £32.49) **BARGAIN** £21



R3301 Class 4073 Castle 4-6-0 5043 "Earl of Mount Edgcumbe" in BR green early emblem (Hor) **NEW** £134.25
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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



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



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R3234 Class D16/3 'Claud Hamilton' 4-4-0 62530 in BR black early emblem (Hor) £101.90



R3303 Class D16/3 4-4-0 62581 in BR black early emblem - weathered (Hor) £101.84



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R3507 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) (list £109.95) **BARGAIN** £80



R3507 Class E4 Brighton tank 0-6-2 473 in Southern green (as preserved) (Bac) (list £109.95) **BARGAIN** £80



R3507 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (list £109.95) **BARGAIN** £80



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



R3305 Class K1 2-6-0 62059 in BR black early crest - weathered (Hor) £120.36



R3227 Class O1 2-8-0 63663 in BR black late crest (Hor) £121.60



R3329 Class S15 4-6-0 30830 in BR black late crest (Hor) £124.99



R3328 Class S15 4-6-0 30843 in BR black early emblem (Hor) £124.99



R1171 Loco LNER Class A4 4-6-2 'Mallard' steam loco (unboxed) Split from Flight Of The Mallard train set (Hor) £55



R3297X RailRoad LMS 0-6-0 '1640' Jinty Class 3F - DCC Fitted (Hor) £44.99



R32954 Standard class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) (list £119.95) **BARGAIN** £74



R32508 Standard class 5MT 73049 in BR lined green late crest & BR1 tender (Bac) (list £129.95) **BARGAIN** £82

R32509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (list £129.95) **BARGAIN** £89



R3260DC WD Austerity 2-8-0 90448 in BR black with late crest. DCC On Board (Bac) (list £152.95) **BARGAIN** £109

Train packs

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



30-575 The Railway Children Train Pack GWR 57xx Panner in GNSR, 2 x GNSR Coaches & Scenecraft Oakworth Station Building (Bac) £14.71



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



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



R3283 Bagnall shunter in red - Railroad range (Hor) (list £29.99) **BARGAIN** £20



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



2503 Class 05 Hunslet shunter D2374 in BR green wasp stripes (Hel) £100



2523 Class 05 Hunslet shunter D2374 in BR green wasp stripes (Hel) £100



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



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



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



32-045 Class 20 diesel 2018 "Saltburn-by-the-Sea" in BR RailRoad red stripe (Bac) £93.46



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



2320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles - gloss (Hel) (list £129.95) **BARGAIN** £59

KEY: Bac = Bachmann UK, Bas = Base Toys, Cor = Corgi, Cre = Creative Master Northcord, Dap = Dapol, EFE = EFE Diecast, Gau = Gaugemaster

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



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



2308^ Class 23 Baby Deltic diesel D5900 in BR Green large yellow ends. (Hel) (list £119.95) **BARGAIN** £72



32-331 Class 25/1 25043 in BR Green full yellow ends - weathered (Bac) **NEW** £89.21



32-408 Class 25/3 diesel 25286 in BR blue domino headcode (Bac) £93.46

2664 Class 26/0 diesel D5002 in BR green small yellow panels (Hel) £95



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

2809^ Class 28 Co-Bo Diesel D5708 BR Green Full Yellow Ends. (Hel) (list £125) **BARGAIN** £89



2807^ Class 28 Co-Bo Diesel D5711 in Full BR Green modified windows. (Hel) (list £125) **BARGAIN** £89

2810^ Class 28 Co-Bo Diesel D5714 Full BR Green - modified windows. (Hel) (list £125) **BARGAIN** £89

R3067 Class 31 Diesel Electric 31256 BR Blue (Railroad Range) (Hor) **BARGAIN** £57

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

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



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



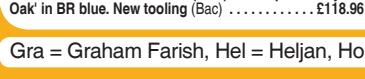
32-370 Class 37/4 diesel 37405 in DRS Compass (Bac) **NEW** £101.96



32-389 Class 37/4 diesel 37421 in Colas (Bac) **NEW** £101.96



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) £101.96

32-681 Class 45 D108 in BR green split centre headcode - weathered (Bac) £110.46

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) £137.20

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

4D-003-007 Class 52 diesel D1012 "Western Firebrand" in BR maroon small yellow panels (Dap) £119

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

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

R3267XS Class 60 60005 "Skiddaw" in Transrail triple grey - Sound fitted (Hor) **NEW** £229.90

R3345 Class 66 66504 in Freightliner Powerhaul (Hor) **NEW** £64.81

R3268 Class 67 67003 Arriva Trains Wales (Hor) (list £139.99) **BARGAIN** £121

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

R3348 Class 67 67016 in EWS (Hor) £129.62

R3349 Class 67 67024 in EWS (Hor) £129.62

31-588 Class 70 PowerHaul diesel 70005 Freightliner - weathered (Bac) £127.46

31-995 Class D16 LMS 10000 BR Brunswick green lined orange & black (Bac) £101.96

NEW

1509 D8204 in plain green numbers on front & rear (Hel) **NEW** £94

NEW

1510 D8208 in green small yellow panels & an additional yellow panel on 'B' end (Hel) **NEW** £94

NEW

1511 D8234 in green small yellow panels; gloss finish as Liverpool St. pilot (Hel) **NEW** £94

NEW

1512 D8242 in green small yellow panels serifed numbers & double arrows (Hel) **NEW** £94

NEW

1513 ADB968003 (Carriage pre-heat unit) in Sherwood green full yellow ends (Hel) **NEW** £94

T601 Class 16 North British diesel D8401 BR green small yellow warning panel. Ltd Ed of 750 (general release), (Hel) (list £134.95) **BARGAIN** £72

T602 Class 16 North British diesel D8404 BR green Stratford-style yellow warning panel. Ltd Ed of 750 (general release) (Hel) (list £134.95) **BARGAIN** £72

T603 Class 16 North British diesel D8407 BR green with full yellow ends. Ltd Ed of 750 (general release) (Hel) (list £134.95) **BARGAIN** £72

T604 Class 16 North British diesel D8409 BR green grey roof. Gloss finish. Ltd Ed of 750 (general release) (Hel) (list £134.95) **BARGAIN** £72

1718 D8523 in blue full yellow ends (Hel) **NEW** £94

1719 D8558 in green small yellow panels (Hel) **NEW** £94

NEW

1720 D8594 in green small yellow panels (Hel) **NEW** £94

NEW

4010- English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) **BARGAIN** £75

4011- English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95) **BARGAIN** £70

MM0222 Irish Class 201 diesel 22 in Intercity green and silver. (Mur) (list £139) **BARGAIN** £112

BARGAIN

8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55997 (Hel) (list £119.95) **BARGAIN** £69

8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (list £119.95) **BARGAIN** £69

BARGAIN

8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55997 (Hel) (list £119.95) **BARGAIN** £69

BARGAIN

8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (list £119.95) **BARGAIN** £69

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8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55997 (Hel) (list £119.95) **BARGAIN** £69

BARGAIN

8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (list £119.95) **BARGAIN** £69

BARGAIN

R3355 Sentinel 0-4-0 H103 in Wabtec (Hor) £51.84

R3353 Sentinel 4wDH in Balfour Beatty (Hor) £51.84

Electric locos

31-678 Class 85 (AL5) Bo-Bo Electric 85026 in BR Blue single pantograph (Bac) (list £112.45) **BARGAIN** £86

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

NEW

31-679 Class 85 (AL5) Bo-Bo Electric E3095 BR Electric Blue small yellow panel (Bac) £118.96

R3350 Class 90 90029 in DB Schenker (Hor) £64.81

NEW

9002 Metropolitan Bo-Bo electric 1 in wartime grey (Hel) £107

NEW

9000 Metropolitan Bo-Bo electric 20 in Metropolitan (Hel) £107

NEW

9001 Metropolitan Bo-Bo electric 9 "John Milton" in Metropolitan (Hel) £107

HSTs

R3366 Network Rail Measurement Train Drive Units (Hor) £189.99

DMUs

32-286 Class 101 2 Car DMU BR green yellow panel - weathered (Bac) £144.46

NEW

31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £119.95) **BARGAIN** £78.78

NEW

32-906 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) £127.50

32-905 Class 108 2-car DMU in BR blue & grey full yellow ends (Bac) (list £139.95) **BARGAIN** £72.50

NEW

32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £86

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

NEW

8993 Class 128 DPU in BR Blue full yellow ends and Midland style fronts M55990 (Hel) (list £119.95) **BARGAIN** £52

8992 Class 128 DPU in BR Blue small yellow panels and Midland style fronts M55990 (Hel) (list £119.95) **BARGAIN** £52

8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (list £119.95) **BARGAIN** £69

NEW

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

NEW

8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55987 (Hel) (list £119.95) **BARGAIN** £69

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

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8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55987 (Hel) (list £119.95) **BARGAIN** £69

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

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Prices valid until 13/01/16

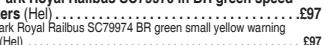
Orders received after this date for products that have increased in price will be given a refund



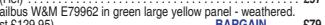
8752 Park Royal Railbus M79971 in BR green speed whiskers (H) £97



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



8751 Park Royal Railbus SC79974 BR green small yellow warning panels (H) £97



8704 Railbus W&M E79962 in green large yellow panel - weathered (H) £97



8803 Railcar W79978 in BR dark green speed whiskers (H) £94

EMUs



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

R3340 Class 2-HAL 2 car train pack in BR green yellow front (H) £120.60



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



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



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) BARGAIN £118

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



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



R3162A Class 401 2-BIL 2-car EMU 2142 in BR green DCC Ready (H) (list £123.99) BARGAIN £89



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

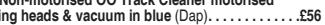


31-266 Class 419 Motor Luggage Van (MLV) in BR Southern Region yellow panel (Bac) (list £104.95) BARGAIN £64

Track Maintenance vehicles



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



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



31-577 Windhoff MPV Multi-Purpose master and slave units in 'Railtrack' (Bac) (list £148.95) BARGAIN £79

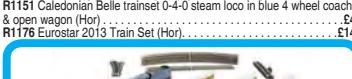
Train sets - analogue



R1174 Breakdown Hauler Train Set 0-0-0 loco, Breakdown Crane and Support Van (H) (list £119.99) BARGAIN £59

R1151 Caledonian Belle trainset 0-0-0 steam loco in blue 4 wheel coaches & open wagon (H) £49

R1176 Eurostar 2013 Train Set (H) £40



R1171 Flight Of The Mallard train set LNER Class A4 4-2 'Mallard' steam loco & 3 tank coaches (H) (list £149.99) BARGAIN £109

R1183 Master of the Glens Train Set (H) £166.66

Train sets - DCC



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



R4608 BR green Mk1 SK second corridor in lights (H) £33.80

R4673 BR Gresley Suburban Third Class Coach, Maroon (H) £37.27

39-577 BR Hawksworth Auto Trailer Crimson (Bac) NEW £58.61



39-575 BR Hawksworth Auto Trailer Crimson & Cream (Bac) NEW £58.61



39-576 BR Hawksworth Auto Trailer Maroon (Bac) NEW £58.61



39-571 BR Mk1 TSO tourist second open (H) £19



39-321 BR Mk1 BSP Pullman bar 2nd coach in blue/grey (with lighting) (Bac) (list £48.95) £24



39-291A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lighting) (Bac) (list £48.95) BARGAIN £24



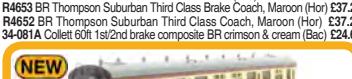
39-274A BR Mk1 GUV InterCity Motorail Blue & Grey - Weathered (NRA) £39.95



39-301A BR Mk1 SK Second Kitchen Grey Coach (H) £24



39-311A BR Mk1 SP Woman Second Parlour Grey & Blue (With Lighting) (Bac) (list £48.95) £26



39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) £18



34-131A Collett 60ft 1st/2nd brake composite in BR crimson & cream (Bac) NEW £24.61



34-078 Collett 60ft 1st/3rd brake composite in GWR chocolate & cream (Bac) £24.61

34-128 Collett 60ft 1st/3rd composite in GWR chocolate & cream (Bac) £24.61

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

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

34-128 Collett 60ft 9 Plank Gas Light and Coke 763 Weathered (Dap) NEW £10.80

4F-016-102 Banana Van Geest B882120 (Dap) NEW £9.40

4F-016-103 Banana Van Geest B882120 Weathered (Dap) NEW £10.40

P6473 BR Brown mineral wagon x 3 (Railroad Range) (Hor) £17.49

38-427 Bulk grain bogie hopper in 'Traffic Services Limited' (Bac) £46.71

38-427 Pack of 4 (Bac) (list £230.80) BARGAIN £17.2

38-427 Megapack of 8 (Bac) (list £479.60) BARGAIN £33.0

34-128 Collett 60ft 9 Plank Gas Light and Coke 763 (Dap) NEW £10.80

4F-090-105 9 Plank Gas Light and Coke 763 Weathered (Dap) NEW £10.80

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38-427 Megapack of 8 (Bac) (list £479.60) BARGAIN £33.0

34-128 Collett 60ft 9 Plank Gas Light and Coke 763 (Dap) NEW £10.80

4F-090-105 9 Plank Gas Light and Coke 763 Weathered (Dap) NEW £10.80

4F-016-102 Banana Van Geest B882120 (Dap) NEW £9.40

4F-016-103 Banana Van Geest B882120 Weathered (Dap) NEW £10.40

P6473 BR Brown mineral wagon x 3 (Railroad Range) (Hor) £17.49

38-427 Bulk grain bogie hopper in 'Traffic Services Limited' (Bac) £46.71

38-427 Pack of 4 (Bac) (list £230.80) BARGAIN £17.2

38-427 Megapack of 8 (Bac) (list £479.60) BARGAIN £33.0

34-128 Collett 60ft 9 Plank Gas Light and Coke 763 (Dap) NEW £10.80

4F-090-105 9 Plank Gas Light and Coke 763 Weathered (Dap) NEW £10.80

4F-016-102 Banana Van Geest B882120 (Dap) NEW £9.40

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4F-016-103 Banana Van Geest B882120 Weathered (Dap) NEW £10.40

P6473 BR Brown mineral wagon x 3 (Railroad Range) (Hor) £17.49

38-427 Bulk grain bogie hopper in 'Traffic Services Limited' (Bac) £46



Opening hours
Store: 09:00 - 17:00 Mon - Sat
10:00 - 16:00 Sun

07:00 - 20:30 Mon-Fri
07:00 - 18:00 Sat 09:00 - 17:00 Sun

DCC accessory decoders



R8247 DCC accessory decoder (for points and motors) (Hor) £32

DCC controllers



R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) £68



36-504 EZ Command Dynamis Ultima DCC system (Bac) £250.71

Point motors



R8243 Surface Mounted point motor (Hor) £7

Lighting equipment

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

Accessories

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

Cables & Wires

OOWIRE1 OO Catenary Wires 337 mm x 5 (Dap) £21.21

PL-80 Power feed joiners - Code 100/124 (4x pairs) (Pec) £5.50

Spares

36-026 10 x Mk2 Couplings mini type - long (Bac) £4.68



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

SL-111 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2



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

Wheel sets

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

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

Buildings - railways

PO213 2 Road Red Brick Engine Shed & Workshop Building (Card Kit) (Met) £12.50

NEW



44-0025 Brick Lineside Hut (Bac) **NEW** £6.76

44-574 Colour Light Signals (Bac) £11.86

LK-20X Double length overall arched station roof (Pec) £20

44-128 Fueling Point Pump House (164 x 72 x 37mm) (Bac) £25.46

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

NEW



44-573 Platform Monitors and Cameras- 1 x monitor and 1 x camera (Bac) **NEW** £14.41

44-0041 Rail over River Bridge (Bac) **NEW** £46.71

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

44-0019 Thatched Cottage (Bac) **NEW** £29.71

Man-made scenic structure - railway-related



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



LK-55 76ft Well type turntable (Pec) £38



R083 Box of 6 Buffer Stop (Hor) £8

R083 Single (Hor) £1.40



R070 Electrically Operated Turntable (Hor) £59



44-129 Fuel Storage Tank (110 x 55 x 60mm) (Bac) £25.46

LK-85 Lineside Field Fencing (1080mm) (Pec) **NEW** £3.50

LK-86 Lineside Gates & Gates (2 field gates, 2 gates, 1 wicket gate) (Pec) **NEW** £4

QO-CAT1 Overhead Mk3 High Speed Catenary Single Mast (Pack of 10) £11

5 long arm and 5 short arm easi-fix mounting system (Dap) £8

R514 Platform Canopy x 2 (Hor) £10

SL-40 Rail built buffer stop (Pec) £1.50

Signals



4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £22

Buildings - general

R9810 Skaledale Corrugated Iron Workshop (Hor) £26.84



44-0047 Corner Florist (Bac) **NEW** £29.71

44-040 Diesel fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) £13

44-025 Hampton Heath colliery - Pit Head Lift - Scenecraft range (comes in plain white box) (Bac) £23



44-265 Low Relief Block of flats (Bac) **NEW** £53.51

44-262 Low Relief Cinema (Bac) £33.95

44-0027 Rural Bus Depot (Bac) **NEW** £50.95

44-0045 Suburban Station (Bac) **NEW** £46.71

Man-made scenic structure - non-railway

44-016 Fuel Storage Tanks (Bac) £33.96

44-568 Quayside walls (Bac) £33.96

PO244 Retaining Wall in Red Brick - 4 sections per kit (Met) £11.00

PO245 Retaining Wall in Stone - 4 wall sections per kit (Met) £11.00

People - civil

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

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

Track - Code 100 Setrack

ST-244 Setrack curved double slip right handed point insulfrog (Pec) £14

ST-201 Setrack double straight (Pec) £2

ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9



ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £9

Track - Code 100 Streamline

ST-204 Box of 24 Setrack Quad Straight (Pec) £76

ST-204 Single (Pec) £3.50

Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100

Wooden-sleeper nickel silver flexible track (Pec) £66

SL-100 Single (Pec) £3

SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £70

SL-102 Single (Pec) £3

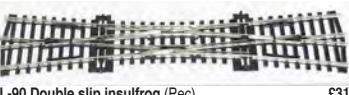
SL-103 3 way medium radius point insulfrog (Pec) £25

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



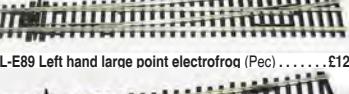
36-603 Box of 10 Long straight track nickel silver (same as R603) (Bac) (list £34) **BARGAIN** £24.80

36-603 Single (Bac) £2.76

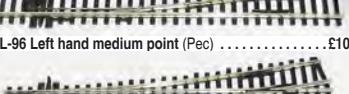


SL-90 Double slip insulfrog (Pec) £31

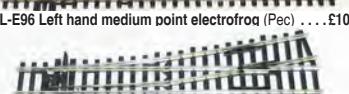
SL-E87 Left hand curved point electrofrog (Pec) £12.50



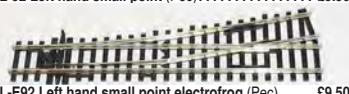
SL-E89 Left hand large point electrofrog (Pec) £12



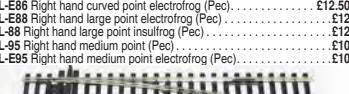
SL-96 Left hand medium point (Pec) £10



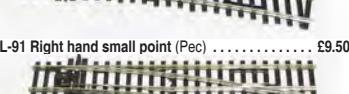
SL-E96 Left hand medium point electrofrog (Pec) £10



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



SL-E92 Left hand small point electrofrog (Pec) £9.50



SL-E86 Right hand curved point (Pec) £12.50



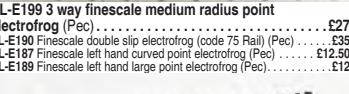
SL-E88 Right hand large point electrofrog (Pec) £12



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



SL-E95 Right hand medium point electrofrog (Pec) £10



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



SL-E91 Right hand small point electrofrog (Pec) £9.50



SL-199 3 way finescale medium radius point electrofrog (Pec) £27



SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £35



SL-E187 Finescale left hand curved point electrofrog (Pec) £12.50



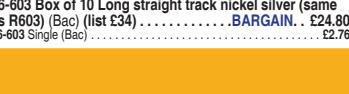
SL-E188 Finescale left hand point electrofrog (Pec) £12



SL-E195 Finescale right hand medium point electrofrog (Pec) £12



SL-E196 Finescale left hand medium point electrofrog (Pec) £12



R607 2nd radius double curve track (8 make a circle) (Hor) £2.25

R607 Circle of 8 (Hor) £1.80

R609 Circle of 8 3rd radius double curve track (8 make a circle) (Hor) £22

R609 Single (Hor) £3

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

R601 Circle of 8 3rd radius double curve track (8 make a circle) (Hor) £22

R601 Single (Hor) £2.25

R601 Box of 24 Double Straight (Hor) £49

R601 Single (Hor) £2.25

R8072 Left Hand Standard Point (Hor) £9

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

BARGAIN



R8073 Right Hand Standard Point (Hor) £9

R600 Standard Straight (Hor) £1.40

R600 Box of 24 (Hor) £33

ST-100 Starter Track Set (Pec) £54

Track underlay

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

Buses



760WB011 Bedford OWB MacBraynes (Oxf) **NEW** £12

16230 Bristol LS Hants & Dorset (EFE) **NEW** £28

33802EFE Bristol REL Coach 'Lincolnshire Road Car' (EFE) **NEW** £28



38124 Bristol VRT 'United Counties' (EFE) **NEW** £28



28608 GM Standard Atlantic 'First Greater Manchester' (EFE) **NEW** £28

76PD2001 Leyland Titan PD2/12 Maidstone & District (Oxf) £16

24822 Plaxton Minibus Norfolk Green (EFE) **NEW** £28

76IRZ005 Scania Irizar PB White (Oxf) £16

29807 Wright Dennis Lance Southend Transport (EFE) **NEW** £28



OM46710B Wright Eclipse 2, First Hampshire, E2 Fareham Bus Station (Cor) (list £29.99) **NEW BARGAIN** £24



OM46710A Wright Eclipse 2, First Hampshire, E2 Gosport Ferry (Cor) (list £29.99) **NEW BARGAIN** £24



OM46508B Wright Eclipse Gemini 2, Tower Transit, 25 Oxford Circus (Cor) (list £29.99) **NEW BARGAIN** £24



76AU001 Austin 1300 Bronze Yellow (Oxf) £4.75

76ACF001 Austin Cambridge Persian blue/white (Oxf) £5

76ASS001 Austin Seven RN in Salmon Fawn (Oxf) £4.75

76ASS003 Austin Seven RN Salmon Maroon (Oxf) £5

76JAG7005 Jaguar MkVII Twilight Blue (Oxf) **NEW** £5



76CA002 Bedford CA Ice Cream Walls (Oxf) **NEW** £5



76CA002 Bedford CA Ice Cream Walls (Oxf) **NEW** £5



DA94 Leyland Octopus Tipper - Charringtons (Bac) **NEW** £9.50



76FTC004 Ford Transit Connect British Gas (Oxf) **NEW** £4.75

76FT1001 Ford Transit Mk1 White (Oxf) £5

76DAF003 Leyland Daf 785CF Cabin Side Eddie Stobart (Oxf) £18

DA94 Leyland Octopus Tipper - Charringtons (Bac) **NEW** £9.50



76MB001 Mercedes Actros MP4 GSC Curtainside "Eddie Stobart" (Oxf) £21

76SLC003 Scania Crane Lorry Eddie

Visit

www.ehattons.com/new

for new releases



76SHL06WF Scania Highline - Eddie Stobart - A P
McCov (Oxf).....£18



76VOL4001 Volvo FH4 Curtainside Eddie Stobart (Oxf) ..£19
Farming & Construction

76MF001 Massey Ferguson 135 in red (Oxf).....£4.75

Military ground vehicles

NEW



76TIL009 Austin Tilly Bomb Disposal (Oxf) **NEW** ..£5
76MW006 Bedford MW10th Armoured Div 41st (Oldham) Royal Tank
Regiment as per Tunisia 1943 (Oxf) **NEW** ..£8

NEW



76QLB001 Bedford QLB 4th Infantry, UK 1942 (Oxf) **NEW** £12



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

NEW



76RAB010 Scammell Scarab Van Trailer Royal Navy (Oxf)
NEW ..£8

Public Service vehicles

NEW



76SET34 5 Piece British Rail Set K8/CA/Q25/LR (Oxf) ..£20
76LRD006 Land Rover Discovery 3 Cairns Blue Metallic (Oxf) **NEW** £4.50

NEW



76TN001 Thornycroft Nubian Major City of Birmingham
AFS (Oxf) **NEW** ..£12

N Gauge
Steam locos

NEW



ND095AD Britannia Pacific 4-6-2 70000 "Britannia" in
BR green late crest and original smoke deflectors. DCC
Fitted (Dap) ..£119
372-626 Class 2MT Ivatt 2-6-0 46440 BR lined black early emblem (Gra) ..£93.46
372-625 Class 2MT Ivatt 2-6-0 4652 in BR lined green late crest (Gra) ..£93.46
25-015-004 Class 2MT Ivatt 2-6-0 BR black early emblem - weathered (Dap) ..£57



2S-015-003 Class 2MT Ivatt 2-6-2 in BR black late
crest (Dap) ..£53
372-662 Class 4F 0-6-0 43875 BR black early emblem & Johnson
tender (Gra) ..£93.46
372-750 Class 4MT Fairburn 2-6-4 tank 2691 in LMS black (Gra) ..£97.71



372-182 Class 8P Duchess 4-6-2 46235 "City of Birmingham" BR green
late crest (Gra) ..£127.46
372-800B Class A1 4-6-2 60163 "Tornado" BR Express blue (as
preserved) (Gra) ..£135.96

372-385 Class A2 4-6-2 525 'A H Peppercorn' LNER Apple
green (Gra) ..£135.96

372-387 Class A2 4-6-2 60527 'Sun Chariot' BR lined
green black late crest (Gra) ..£135.96

372-388 Class A2 4-6-2 60532 'Blue Peter' BR lined green
late crest (Gra) **NEW** ..£135.96

372-386 Class A2 4-6-2 60537 'Bachelors Button' BR
Brunswick green early emblem (Gra) ..£135.96
25-008-004D Class A4 steam loco 60022 "Mallard" in BR dark blue early
crest & double chimney. DCC fitted (Dap) **NEW** ..£123

372-389 Class A4 steam loco 60022 "Mallard" in BR
green early crest & double chimney (Dap) **NEW** ..£105

2S-008-005D Class A4 steam loco 60022 "Mallard" in BR
green early crest & double chimney. DCC fitted (Dap) **NEW** ..£105

2S-008-005D Class A4 steam loco 60022 "Mallard" in BR
green early crest & double chimney. DCC fitted (Dap) **NEW** ..£123

372-079 Class B1 4-6-0 1040 "Roeder" in LNER lined black (Gra) ..£110.46

2S-020-002D Class B17 4-6-0 61664 "Liverpool" in BR
green early emblem. DCC Fitted (Dap) ..£110

372-932 Class N 2-6-0 31811 in BR black late crest (Gra) ..£106.21

372-931 Class N 2-6-0 31844 in BR black early emblem (Gra) ..£106.21

372-930 Class N 2-6-0 868 in SR Olive green (Gra) ..£106.21

372-932 Class N 2-6-0 31811 in BR black late crest (Gra) ..£106.21

372-931 Class N 2-6-0 31844 in BR black early emblem (Gra) ..£106.21

372-930 Class N 2-6-0 868 in SR Olive green (Gra) ..£106.21

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

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 4607 BR black early crest - DCC
Fitted (Dap) ..£82
25-007-011D Class 57xx Pannier 0-6-0 6746 in GWR green shirbution
emblem - DCC fitted (Dap) ..£88
25-019-001 Class 6800 4-6-0 6820 "Kingstone Grange" in GWR green
shirbution emblem (Dap) ..£100



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



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

Diesel locos



371-015C Class 08 08672 in BR blue wasp stripes (Gra)
NEW ..£76.46

371-021A Class 08 D3785 in BR green late crest (Gra) **NEW** ..£76.46



ND145G Class 26 diesel 26040 in BR blue discs,
snowploughs & stag emblem (Dap) ..£85



371-112 Class 31 diesel 31173 in BR blue full yellow
ends (Gra) ..£100.26



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



2D-018-003 Class 35 Hymek D7013 in BR green (Dap) ..£79

371-155 Class 37 diesel 37251 in BR blue, weathered (Gra) ..£106.21

371-166 Class 37/4 diesel 37406 'The Salfire Society' in Railfreight
Distribution (Gra) ..£89.21

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



371-828B Class 47/0 diesel 47096 in BR blue (Gra) £101.96

371-825 Class 47/1 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

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

371-636 Class 70 PowerHaul diesel 70003 Freightliner (Gra)
(list £119.95) ..**BARGAIN** ..£82.50

371-633 Class 70 PowerHaul diesel 70006 Freightliner (Gra)
(list £119.95) ..**BARGAIN** ..£82.50

371-630 Class 70 PowerHaul diesel 70008 Freightliner (Gra)
(list £119.95) ..**BARGAIN** ..£82.50

HSTs



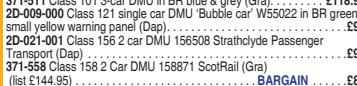
2D-019-001 Class 43 HST Book Set in BR blue & grey -
W43047, W43046 & two Mk3 coaches (coach numbers
are W41047 and W42069) (Dap) ..£135



2D-019-004 Class 43 HST Book Set in Intercity Swallow -
43075, 43106 & two Mk3 coaches (Dap) ..£135

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

DMUs

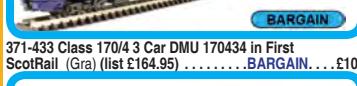


371-511 Class 101 3-car DMU in BR blue & grey (Gra) ..£118.96

2D-009-000 Class 121 single car DMU "Bubble car" W55022 in BR green
yellow warning panel (Dap) ..£90

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

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

EMUs



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

372-677 Class 411 CEP 4 car EMU in BR blue & grey (Gra) ..£137.02

Train sets - analogue



370-070 Cornish Riviera Class 42 D829 in BR green and BR
MK1 BCK & SO coaches in chocolate & cream (Gra) ..£157.21

Countryside Coal



370-080 Countryside Coal Digital Set Class 3F Jinty
No.23 in SDJR blue, Midland brake van, 7-plank wagon &
5-plank wagon (Gra) ..£140.21

Coaches

374-188 BR Mk1 BSK Brake Second Corridor Blue & Grey (Gra) **NEW** ..£24.61

374-185 BR Mk1 BSK Brake Second Corridor Crimson & Cream (Gra)
NEW ..£24.61

374-682 BR Mk2a BSK Brake Second Open Network South East (Gra) ..£24.61

2D-003-002 GWR B Set Coach Twin Pack GWR Shrubton (Dap) ..£20



374-187C Mk1 BSK Brake Second Corridor Maroon
Weathered (Gra) **NEW** ..£25.46

374-162 Mid1 PK first corridor in green (Gra) (list £28.95) **BARGAIN** ..£14

NPE008 Plaxton Elite Stagecoach Coaster (Oxf) **NEW** ..£7

Wagons

373-682 14 Ton Tank Wagon 'IC1' Maroon (Gra) **NEW** ..£13.56

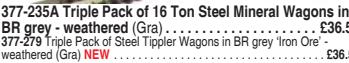
373-690 14 Ton Tank Wagon Large Filler 'Mex Lamp Oils' (Gra) **NEW** ..£13.56

373-043-035 21T Hopper NE 193265 (Gra) **NEW** ..£9.10

377-278 27 Ton Steel Tippler Wagon MSV in BR bauxite (Gra) **NEW** ..£11.86

2F-071-030 7 Plank BR P238835 (Dap) **NEW** ..£9

2F-071-031 7 Plank BR P238835 Weathered (Dap) **NEW** ..£10



377-235A Triple Pack of 16 Ton Steel Mineral Wagons in
BR grey - weathered (Gra) ..£36.51

377-279 Triple Pack of Steel Tippler Wagons in BR grey 'Iron Ore'
weathered (Gra) **NEW** ..£36.51

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

DCC decoders

DCC23 6-pin 2-function decoder (suitable for N gauge) (Gau) ..£24

PL-82 Power feed joiners - Code 55/80 (4 pairs) (Pec) ..£5.50

2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5
pairs (Dap) ..£17

Cables & Wires

36-558A 6-pin 2-function decoder (suitable for N & N
gauge locos and use on analogue track) (Bac) ..£15.26

PL-82 Power feed joiners - Code 55/80 (4 pairs) (Pec) ..£5.50

2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5
pairs (Dap) ..£17

Trees

GM127 Spring/Summer Trees (10) (Gau) **NEW** ..£7

Track - Code 80 Settrack

SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per
pack) (Pec) ..£2

ST-11 Double straight track (Pec) ..£1.50

ST-19 Settrack No. 4 radius double curve (Pec) ..£2.50

ST-17 N Settrack No. 3 radius double curve (3 form a circle)
298.5mm/11.75" radius (Pec) ..£2

ST-15 No.2 radius double curve (Pec) ..£1.50

ST-6 Settrack left hand point insulfrog (Pec) ..£8.50

ST-5 Settrack right hand point insulfrog (Pec) ..£8.50

ST-300 Starter Track Set (Pec) ..£44

UK P&P £4 PER ORDER

£2 per single diecast item

£7 guaranteed Next Day delivery (Orders before 2pm)



Track - Code 80 Streamline

SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64

SL-300 Single (Pec) £3

SL-E396 Left hand medium point electrofrog (Pec) £9



SL-396 Left hand medium point insulfrog (Pec) £9

SL-E395 Right hand medium point electrofrog (Pec) £9



SL-395 Right hand medium point insulfrog (Pec) £9

Track - Code 55 Finescale Streamline



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84

SL-300F Single (Pec) £3

SL-E399F 3-way finescale turnout (Pec) £26

SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11

SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11



SL-E390F Finescale double slip electrofrog (Pec) £35

SL-E389F Finescale left hand large point electrofrog (Pec) £11



SL-E396F Finescale left hand medium point electrofrog (Pec) £10



SL-E392F Finescale left hand small point electrofrog (Pec) £9

SL-E388F Finescale right hand large point electrofrog (Pec) £11



SL-E395F Finescale right hand medium point electrofrog (Pec) £10

SL-E391F Finescale right hand small point electrofrog (Pec) £9

SL-E383F Finescale scissors crossover grey electrofrog (Pec) £58

Track & Points

ST-45 Setrack N Gauge Curved Turnout L/H (Pec) £14

ST-44 Setrack N Gauge Curved Turnout R/H (Pec) £14

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O Gauge (1:43 Scale)

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6002 Class 60 diesel in EWS (Supplied un-numbered separate waterslide numbers, sector emblems and a selection of nameplates) (Hel) NEW £499

6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate waterslide numbers, sector emblems and a selection of nameplates) (Hel) NEW £499

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7F-031-004 6-wheel milk tanker in 'United Creameries' (Dap) £62



7F-031-000 6-wheel milk tanker in 'United Dairies' (Dap) £62

NEW



VA14002A Vauxhall Carlton 3000 GSi, Carmine Red, RHD (Cor) **NEW** £19.99

VA14004A Vauxhall Carlton GSi 3000, Starmist Black, RHD (UK) (Cor) (list £19.99) **NEW** £16

VA13604A Volkswagen Golf Mk2 GTI 16V, Oak Green, RHD (UK) (Cor) (list £19.99) **NEW** £16

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43ASV005 Austin Seven Van Daniel Doncaster (Oxf) **NEW** £12.50

43WM005 Whity Mondial Ice Cream Vines Ice (Oxf) **NEW** £12

G Scale

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L18444 LGB 2015 catalogue (LGB) **NEW** £4.99

Any or Multiple Scales

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

DS Double power controller brake simulator (Gau) £119



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



Q Quadruple 4 circuit power controller (Gau) £130

CDU Capacitor Discharge Unit (Gau) £11

PCU1 Electronic points control unit (Gau) £90

PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £52

PL-15 Twin Microswitch (Pec) £7

DCC decoders

10311-02-2 function 2-sided 0.50.8A Silver mini decoder NEM651 plug (Len) £29

10310-02-2 function 2-sided 0.50.8A Silver mini wired decoder (Len) £29

10321-01 21-pin 4-function 1-sided 1.1A Silver decoder (Len) £25



DCR-8PIN-Harness Mini Box of 10 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £99

DCR-8PIN-Harness Mini Single (Hat) £11

DCR-8PIN-Harness Mini Box of 5 (Hat) £50



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £94

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DCR-8PIN-Harness Single (Hat) £10

DCR-8PIN-Harness Box of 5 (Hat) £48



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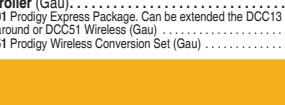
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60100 SET100 DCC amplifier and controller (Len) £260

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DCC-CB12IP Cobalt ip slow-action analogue point motor - pack of 12 (DCC) £146

DCC-CB1DIP Cobalt ip slow-action digital point motor * 1 (DCC) £17



DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC) £177

DCP-CB8DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC) £94



DCP-CB120MG Cobalt Omega slow-action analogue

£135

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

PL-10 Bag of 6 (Pec) £34



PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34

PL-10E Single (Pec) £6

PM10 Seep Classic solenoid point motor (Gau) **NEW** £6

BPPM10 Seep Classic solenoid point motor - Pack of 5 (Gau) **NEW** £26



PM-2 Seep point motor (Gau) £3.50

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



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



PL-11 Side/surface mounted point motor (Pec) £7.50



PL-13 Accessory Switch for fitting to turnout motor (Pec) £3



DCC-CBS12 Cobalt S - Lever all accessories - unpainted

£165

PL-26B Passing Contact Switch - Black Lever (Pec) £5.50

PL-26R Passing Contact Switch - Red Lever (Pec) £5.50

Wheel sets

DCF-WS1214-OO 14mm wheelset pickup for OO (16.5mm) gauge x

12 (DCC) £29.95



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



SYH25 Booklet - 'Shows You How' Series - Introducing DCC Sound (Pec) **NEW** £0.50

SYH42 Booklet - 'Shows You How' Series - Operating Points & Signals (Pec) **NEW** £1

PM-203 Your Guide to Modelling Narrow Gauge Railways (Pec) **NEW** £6.99

Tools

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DCM-RRA12 Rolling Road - Active Set - 12 Way - For OO, N, HO, TT Gauge (DCC) £95

DCM-RRA6 Rolling Road - Active Set - 6 Way - For OO, N, HO, TT Gauge - See Description (ex DCP101) (DCC) £65

SOUTH TOWN

Set around a busy terminus on the Norfolk coast, **Chris Trafford's** one-man project recalls the halcyon post-war years when British Railways moved millions of holidaymakers every summer.

Having completed a small shunting layout in 2010, I wanted to build something where I could run passenger stock for my next project, and find space for a locomotive shed and a junction.

I had no particular location in mind, but having looked at some of the trackplans in Ian Bolger's books Eastern and Midland Region steam motive power depots, I decided that Yarmouth South Town could be a suitable starting point. It had a junction and a shed in close proximity and although it was too large to model in its entirety, I was fairly sure I had enough space to accommodate a condensed version. So, I set about drawing a full size track plan on the back of a roll of wallpaper.

Having thought initially that an 8ft viewable section would suffice, it rapidly expanded to 15ft and with the longest cassette in place it has a footprint of about 23ft. I also realised at this stage that the turntable at South Town wasn't going to fit and so main line locomotives are dispatched down the branch for turning in the dock area, where there's an appropriate triangle.

BUILDING BEGINS

The two central boards are permanently hinged for storage and safe transportation. To simplify the electrics I wanted to have all the points and signals situated solely on these boards. The platform board clamps to the central section at one end, as does the fiddleyard board at the other. The board with the station building on it is a separate unit.

Frames are made of planed 3in by 1in timber with a top of 6mm thick MDF. I can't cut wood in a straight line so the MDF tops and backscenes were cut to size at my local B&Q store. Before fixing the cross braces, I worked out where the Fulgurex point motors would need to be sited. I'd seen these used on Tony Wright's 'Little Bytham' (October 2014 **BRM**). They are nearly all

FACT FILE

- SCALE/GAUGE 4mm:1ft OO finescale
- DIMENSIONS 23ft by 20in
- ERA 1950s
- REGION/LOCATION BR(E) Great Eastern Area, Great Yarmouth
- LAYOUT TYPE Terminus to cassette fiddle yard
- POWER/CONTROL 12V DC analogue
- PHOTOGRAPHS Andy York

'Sandringham' No. 61601 *Holkham* sets off with the 2.25pm express to London as a late-running secondary service arrives from Ipswich behind an elderly E4 2-4-0.







secondhand and although a bit noisy at times, they are robust and relatively easy to put right if they fail.

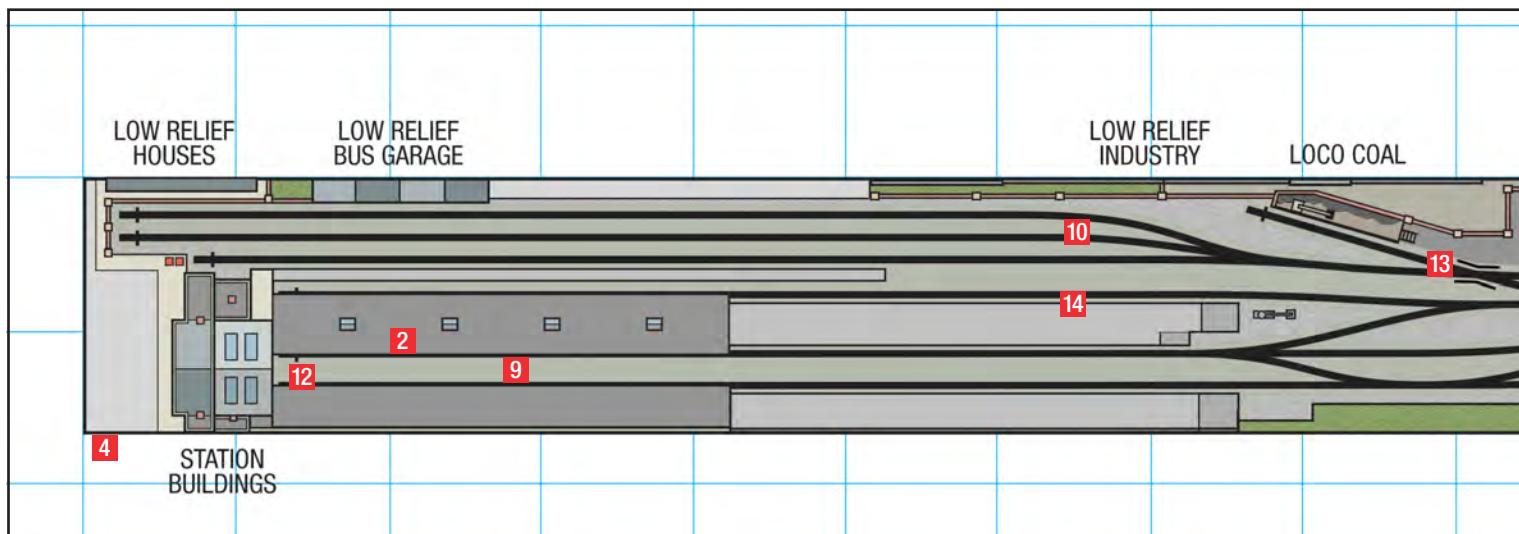
Plain track is SMP and the points are all handbuilt using copperclad sleepers and Code 75 rail. Until about six years ago, I'd never built a point, let alone a double slip, but someone had to build them for the club layout and I was 'volunteered'. I'd now quite happily have a go at just about any turnout.

Once all the points were built, the track was laid, point motors fitted, and the wiring completed. The layout is analogue; I'm still old school I'm afraid so

Having brought in the 7.59am from Ipswich, F6 No. 67239 makes its way towards the shed for servicing.

there's quite a bit of wiring. It is divided electrically into 11 separate sections. DPDT switches on the control panel allow each section to be switched between each of the three controllers, or isolated. In addition there are 26 other sections which can be individually isolated – this is quite useful for a terminus.

Once we had proved that the electrics and the track worked, the platforms were installed. Until about 18 months ago I'd never built a signal and probably never imagined that I would, but if you don't have a go, you'll never know what you can achieve. I would urge anyone





thinking about undertaking tasks they've never done before to at least try it, or look at what other modellers have achieved and just ask. At this stage I decided that the layout deserved point rodding and although it took nearly a month to do, I believe it was well worth the effort.

MAKING SCENERY

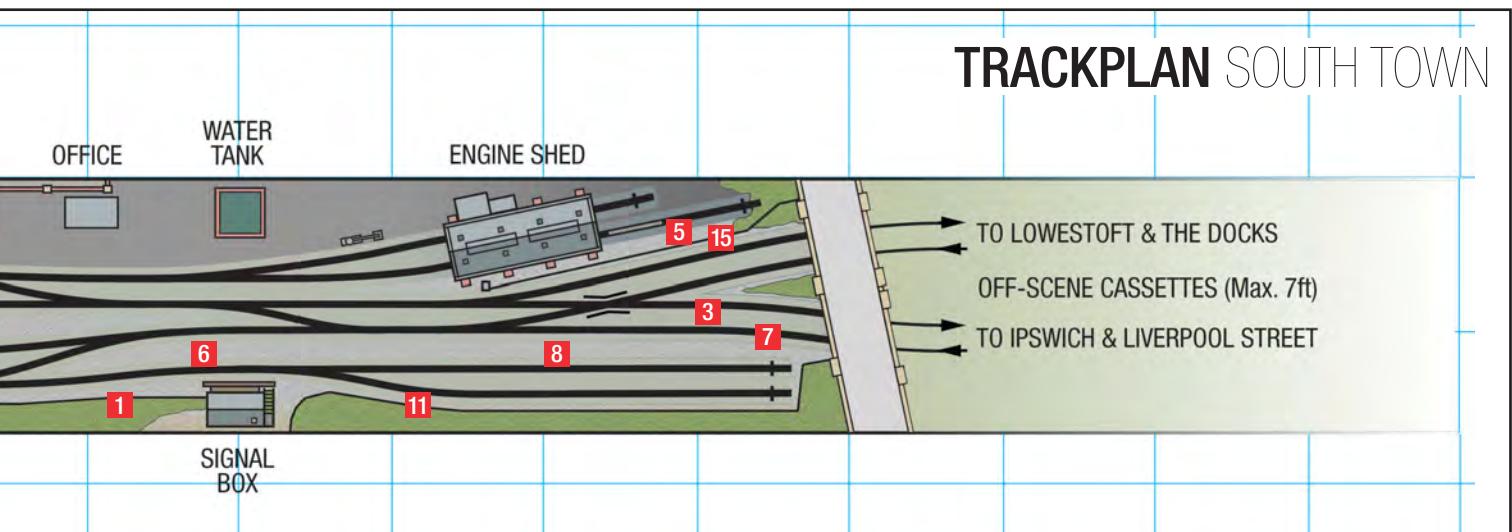
This is my least favourite part of layout building. Before 'South Town' I had built a few card kits but that was about the limit of my experience. Thanks to some useful advice and encouragement from Jeff at Bingham club,

A Derby Lightweight two-car diesel railcar departs from Platform 2 working an excursion.

I set about planning the three main structures; the locomotive shed with associated buildings, the 'end of scene' bridge and the station are all scratchbuilt.

The overbridge is based on a photograph of one at Aldeby. I had some images of the station building at Yarmouth as it was in the 1950s and decided that I would have a go at creating something with the same feel, albeit it not as large.

The basic structure of all the buildings - apart from the signalbox - is 2mm grey card onto which embossed plastic card has been bonded using solvent-free impact





ABOVE: Local buses wait on the station forecourt to take holidaymakers to nearby towns. Let's hope it's a nice day for those travelling on the open top AEC!

LEFT: A Derby Lightweight two-car DMU departs from Platform 2 working an excursion.

RIGHT: N7/3 No. 69708 leaves South Town with the evening parcels train. Note the detailed point rodding in the foreground and to the right of the locomotive.



adhesive. The buildings were initially brush-painted and then given final airbrushed overcoats to weather them down. The signalbox is essentially the Superquick kit slightly modified to make it better 'fit' the East Anglian scene. The 'box and water tower are both hollow so they fit over and hide the raised hinges which hold the two central boards together. The buildings are all removable for transportation.

I'm sure many readers will recognise the back scene, much of it being from the 'Townscene' range with some extra bits from old Bilteezi sheets, all of this coming

from Freestone Model Accessories.

The last project was to construct the signals. All the signals controlling access to the station are off-scene so I only required a few semaphores to handle departures. They are all built using parts from MSE and D&S and operate using servos controlled by MERG boards. They were a bit tricky to set up but now operate well, the only problem being some voltage spiking from some open frame motors which caused two of the signals to operate whenever a locomotive got anywhere near it. After some research by my friend David, small suppressors were installed in the offending models and this has cured the problem.

ROLLING STOCK

One of the attractions of having a layout set in East Anglia in the 1950s is the wonderful variety of stock,

Until about 18 months ago I'd never built a signal and probably never imagined that I would, but if you don't have a go, you'll never know what you can achieve.

ask the expert

Q What's the best way to add decorative point control rodding to a layout?

A I was very impressed by some point rodding I saw on a layout at DEMU Showcase in Burton-on-Trent some years ago, so decided to include some as a feature on one of my own layouts. The time spent

was well worth it. Most of it is from Colin Waite's long discontinued etches but I ran out and used Brassmasters etches for the final run. Wills' SS89/90 point rodding kits also offer a great way to add this often-overlooked feature.



LAYOUT I EASTERN REGION 1950s | OO Gauge

7



both locomotive and passenger. When I started 'South Town' Hornby hadn't even mentioned a J15 or a D16, so kit-built locomotives are much in evidence.

My coaches run in fixed rakes; intermediate couplings are a mixture but the end vehicles all have a Bachmann style coupling with a steel dropper attached which allows locomotives to drive into the platforms, remotely uncouple and pull forward to the buffers without the necessity of being manually uncoupled. Bar magnets are strategically placed at certain points under the track.

There are three five-coach sets of Thompson and Gresley stock for Liverpool Street express trains. At this time many services from London split at Beccles, usually with five coaches going to Yarmouth and a similar number to Lowestoft. These are usually handled by 4-6-0s and 'Britannias' although occasionally a D16 can substitute.

Local passenger trains are three-coach sets made up of ex-GE, ex-LNER and ex-LMS coaches, frequently but not exclusively hauled by E4 2-4-0s, J15 or J17 0-6-0s or N7 0-6-2Ts. There are also two pull-push sets, each with an auto-fitted F5 2-4-2T in charge. Most of the coaching stock is kit-built.

A 'Holiday Camp Special' occasionally arrives 'empty stock' having deposited happy holidaymakers at Gorleston-on-Sea. The B12 in charge is then sent off for turning and returns to take the set of coaches back to Gorleston to collect returning holidaymakers.

LEFT: J20 No. 64696 backs a train carrying Birds Eye insulated fish containers from the docks branch in to South Town for reversal.

RIGHT: One of the hand-built departure signals alongside the shed, controlling trains leaving the station and yard.

BELow: A four-car excursion set formed of early Metro-Cammell and Derby Lightweight railcars arrives at South Town.

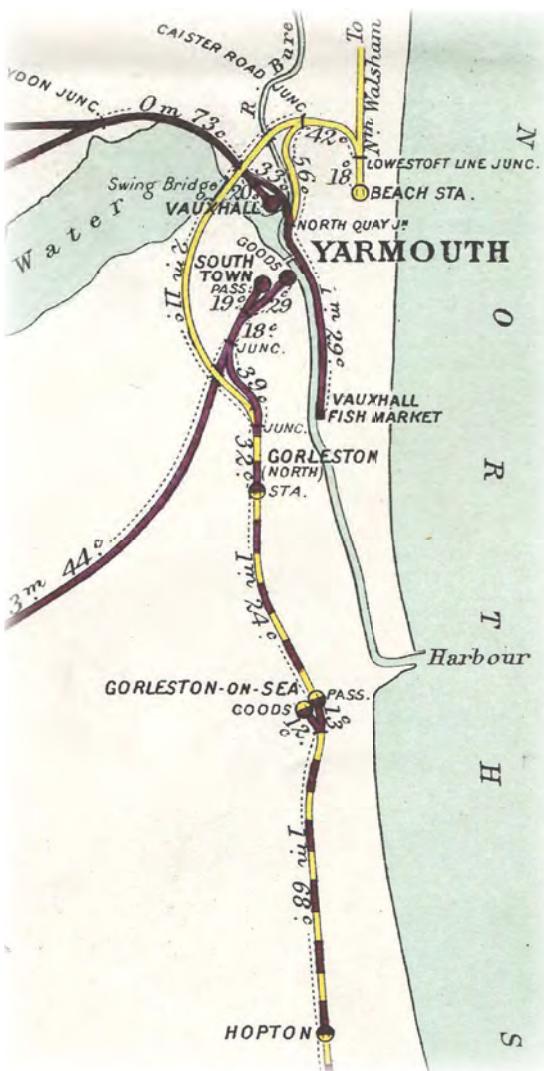


Building a layout on your own means you have to have a go at just about everything, and thereby accept that some elements of it might not be as good as others.

II my favourite models

DMUs, or diesel railcars as they were originally known, were a fairly major part of the railway scene when I was growing up. For years they seemed to be largely ignored by ready-to-run manufacturers and unloved by most modellers. I remember the excitement of seeing the first advert in the modelling magazines for the DC Kits Metro-Cammell DMU kit. I placed the order almost immediately and around the same time found a secondhand MTK Swindon 'Inter-City' Class 123 four-car unit in a local model shop. Thus began my personal crusade to model as many of them as I could. The Wickham Class 109 two-car units were elusive both in real life and as kits, so having finally tracked some down, my favourites have to be the DMUs, especially the Wickham.





LEFT: A Railway Clearing House map of central Great Yarmouth showing the town's three stations and harbour branches.

RIGHT: Kit-built E4 2-4-0 No. 62797 brings the 6.18pm arrival from Beccles past South Town 'box, with an Ian Kirk Gresley coach in 1950s BR crimson/cream coupled at the head of the short train.

DMUs are represented by Wickham, Derby Lightweight and early Metro-Cammell two-car sets. Some goods movements occur between the goods yard and the docks which necessitate wagons being hauled in to the sidings adjacent to the station for running round and then out the way they came.

FINAL REFLECTIONS

In retrospect I wish I had done more research before I started the project, rather than part way through it. At the outset I had tried to get hold of some literature on Yarmouth South Town but found very little. It wasn't until the layout was 75% complete that I started to find some useful resources. In one of those, Peter Swinger's *On Great Eastern Lines*, there was a picture of Hunstanton in 1955 - a busy Norfolk coast terminus station full of summer holiday traffic. It seemed to epitomise the East Anglian scene in the 1950s which 'South Town' hopefully manages to re-create in 4mm scale.

There are still a few unmade kits which could feature on the layout, most notably a Coopercraft F3 with a D&S ex-GE pull-push set, an Ian Rice J68 0-6-0T and another Wickham DMU. As with any layout there's always something else that could be added, but maybe it's just time to sit back and enjoy it for what it is.

Building a layout on your own means you have to have a go at just about everything, and thereby accept that some elements of it might not be as good as others. This was certainly the case with 'South Town', but I now know I can construct buildings, build points and signals that work and next time, thanks to the help and support of my good friend David Page, even the electrical side of the layout will no longer seem as daunting a prospect. ■

ask the expert

Q With so many conflicting movements, how is the layout operated to keep visitors entertained at shows?

A ‘South Town’ has attended a couple of local exhibitions since its completion in early-2015 and has some invitations for 2016/17. We operate a timetabled sequence with some 70+ moves. It usually takes between two-and-a-half and three hours to complete and is derived from the Summer 1959 public timetable. This demands three operators. The main ‘driver’ is responsible for most of the arrivals and departures. Route setting, signal operation and train movements are all directed

by the man in charge on the control panel, who can also drive a bit if he has the time. Our third operator is responsible for ensuring that there are cassettes, either full or empty for timetabled trains. He, too, has the occasional chance to do some driving when the opportunity arises.

At exhibitions it's always good to have a 'spare' operator. Talking to the viewing public is just as important as entertaining them but we're all getting older and multi-tasking isn't getting any easier.





LAYOUT I EASTERN REGION 1950s | OO Gauge

MEET THE BUILDER

My name is Chris Trafford. Having grown up with the sound of the East Coast Main Line on my doorstep, I suppose it was inevitable that I would become a railway modeller. Shortly after moving to Nottingham in 1983 I joined Bingham Model Railway Club and have been an active member ever since.

I was fortunate enough to be offered early retirement six years ago and determined that I would build my own exhibition layout set in the 1950s/60s - the era of my childhood. With the encouragement and support of many BMRC members, I have now completed two layouts. The third is already in my head!



ABOVE RIGHT: The 8.10am pull-push to Lowestoft disappears under the bridge, leaving the 8.35am to Liverpool Street simmering in Platform 3. Coupled behind the B17 is a kit-built ex-GER Composite coach, some of which survived into the late-1950s.

RIGHT: J20 No. 64696 sets off down the main line with a train of 'Conflats' loaded with insulated containers loaded with fresh fish.

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Effective point motor operation is vital to any layout. **Phil Parker** shows how he's equipped the points on 'Ruston Quays'.

As there are only two motorised points in the yard on 'Ruston Quays', I'm fitting some quality Cobalt point motors from DCCconcepts. These are slow-action units using motors and gears, unlike the solenoid motors sold by Peco and Hornby. If you watch a set of real points change, the process takes a few seconds. The motorised throw of the Cobalt units allows us to replicate this. It's also gentler on the track than the sudden change from a solenoid unit.

HOW TO FIT A...

POINT MOTOR

The Cobalt units have built-in electric switches, which are handy and reliable as I'll make the motor change the polarity of the frog rather than rely on the contact of the point blades. If we want to add lights on the control panel to show the route, it's another future option.

Aside from the cost, one downside with this sort of motor is its size. You need at least 7.5cm depth under your baseboards to accommodate them - ideally 8cm or more to avoid the risk of snagging the wiring.

I'll operate the points from DCCconcepts Cobalt S point levers. They look and operate just like the

real thing - squeeze the little lever that operates the catch, then push it across. Although the trains are DCC equipped, the point switches aren't. They are wired to operate either solenoid motors, requiring a pulse of electricity, or slow-action point motors that require a continuous supply of electricity. **BRM**

PHIL'S EXPERT TIP

When putting wires into the Cobalt motors, unless you have very thin fingers, use a small screwdriver to push open the catches on the electrical connections.

STEP-BY-STEP GUIDE

1



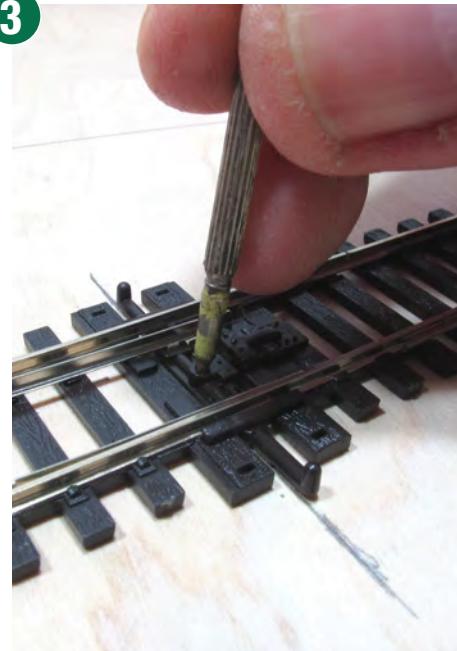
The first job is to make a hole for the operating wire to poke through the baseboard. With the point in position, I mark the ends of the tiebar (the long line) and the insides of each rail (short lines). These are then joined up to show where I'm making a hole.

2

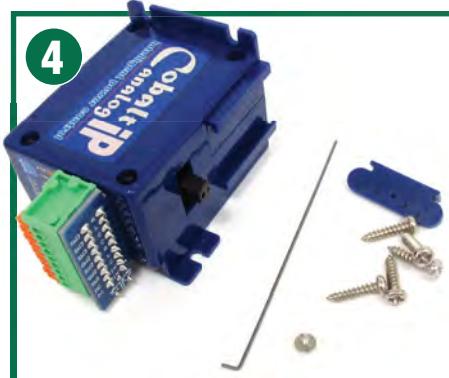


The smaller the hole, the neater the finished job will be. Instead of drilling something huge, I'm making a slot by drilling a series of 3mm holes and joining them up - a drill saw bit is perfect for this. If using a conventional bit, waggle it from side to side gently to join the holes. Finish with a file or coarse sandpaper.

3



Putting the point back in position, I'm making sure it can be operated with a wire or thin screwdriver through the hole in the tie-bar. If it touches the sides of the hole, I'll sand a little more away. Point motors are strong, but avoid unnecessary friction from operating wires rubbing on the sides of the holes.



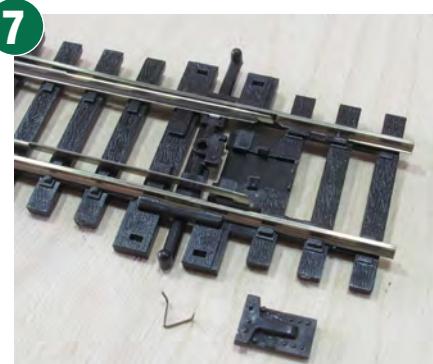
Cobalt motors are supplied requiring assembly, although this is nothing more than fitting the operating wire. A self-adhesive pad attaches to the top of the motor and large screws, including a spare, fix it to the bottom of the baseboard.



The wire pokes through a plastic pivot which can be slid up and down to reduce or increase the throw. In the middle of the casing is a join which represents the centre of the motor throw. I'm not gluing the pivot in place, friction is enough to hold it and will allow adjustment later if necessary.



Looking up from underneath the baseboard, I can mark the two positions of the hole in the tiebar. The motor should be screwed to the baseboard with the centreline half way between these. The pivot allows the switching to be off-centre a little, but the closer you can get it, the less strain on the mechanical parts.



Peco points are fitted with an over-centre spring to lock them in place. Because of this the blades fly over, defeating the benefits of a slow-action motor. I'm removing the spring by prising the cover from the tiebar and lifting it out with tweezers. The cover can then be replaced and the retaining clips bent back into place.



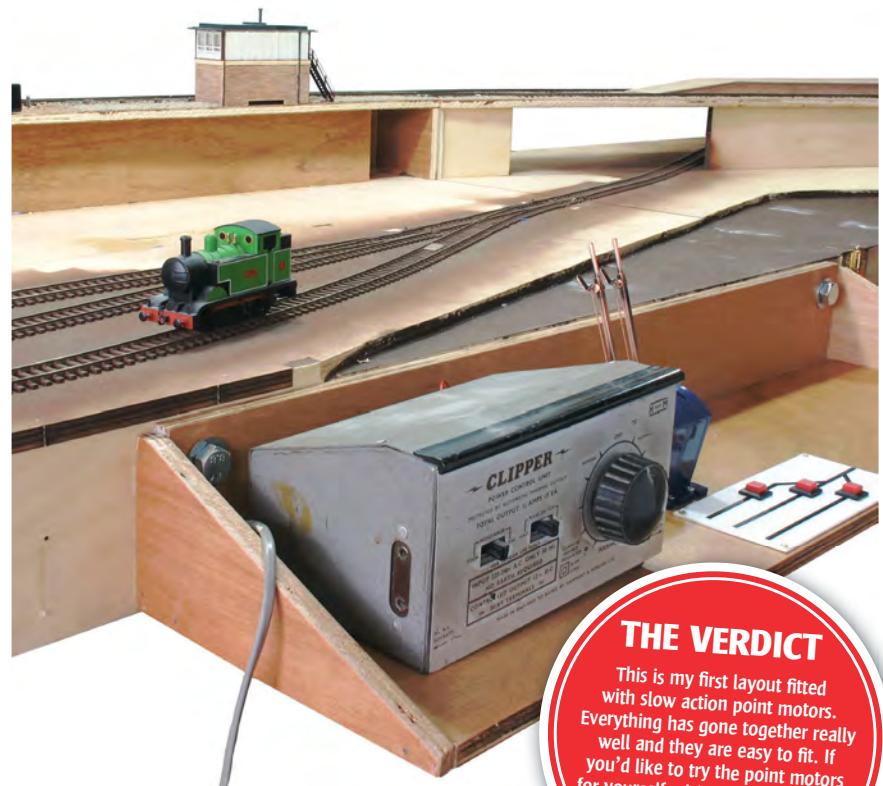
The operating wire is deliberately supplied too long and needs to be cut back close to the tiebar so that rolling stock doesn't catch on it. It's very tough so I'm using some strong cutters. Wear eye protection as the wire will fly off.



The control panel shelf is made from offcuts of 9mm plywood from my local hardware store. The dimensions aren't critical. This one is 60cm wide and 16cm deep. It needs space for the controller, point levers, a small diagram and a mug of tea.



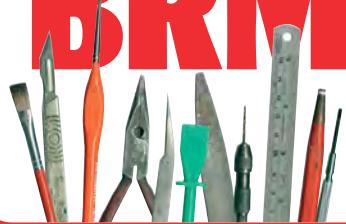
The levers are fitted at the back of the panel and wired underneath with connections made through a multiway plug. A plastic card panel holds the buttons to operate the electronic uncouplers. The lines used are from a car accessory store. The old H&M Clipper controller will soon be replaced with something 50 years younger.



I'm testing the points with a basic controller and the simplest locomotive, in this case one from the Bachmann 'juniors' range which I had to hand. I avoid testing with an expensive model as it's easy to damage the detail.

THE VERDICT

This is my first layout fitted with slow action point motors. Everything has gone together really well and they are easy to fit. If you'd like to try the point motors for yourself, visit the **BRM** stand at Doncaster show on February 13/14.



HOW TO MAKE A...

RUSTON &

WHAT YOU NEED

ARC MODELS

- RS&H 18" 0-6-0t kit - £37.00
(Search 'ARC Models' on Facebook)

GOLDEN VALLEY HOBBIES

- Taff Vale 0-6-0T - £49.99
www.goldenvalleyhobbies.com

247 DEVELOPMENTS

- Rossopop valves - £3.35
- LSWR Whistle - £3.00
- www.247developments.co.uk

EILIEENS EMPORIUM

- Short handrail knobs (LF4HRK3) - £3.50
- Smokebox Darts (LF4SB01) - £2.50
- 0.45mm brass wire, 10 lengths (BSW045A) - £3.00
www.eileensemportium.com
- Craft knife ■ Tweezers
- Abrasive sticks ■ Pin vice
- 0.6, 0.7 and 2mm dia. drill bits ■ Soldering iron (not essential)
- Superglue

This model is simple to build, just remove the body, fit handrails and place the new body on the chassis.



STEP-BY-STEP GUIDE

1



There aren't many parts in the ARC Models kit. A resin body, steps, chimney, cab roof, back and sandboxes. Plastic buffers are included. Even without instructions, it's not difficult to work out where everything goes.

2



The builder has to supply handrail knobs and wire, smokebox door handles, a whistle and safety valves.

3



I'm taking the drive mechanism from this Electrotren 0-6-0 saddle tank. Buying the version sold as a Taff Vale tank ensures that a tension lock coupling is fitted from the box.

HORNNSBY 0-6-0T



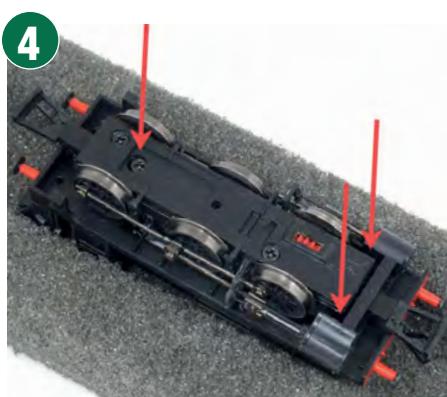
Phil Parker builds a resin kit of an industrial tank designed to fit on a reliable RTR chassis.

If you look at the results from polls that ask which locomotives RTR manufacturers should make, plenty of modellers are asking for industrial steam. Despite the enthusiasm from potential buyers, until Hornby announced its Peckett 0-4-0ST recently, manufacturers haven't been enthusiastic. The problem boils down to a simple question - which locomotive to produce?

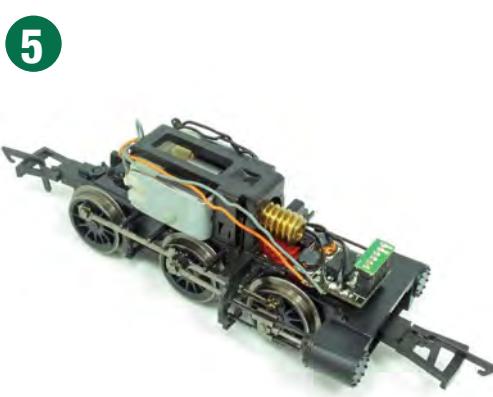
There are so many from which to choose - Britain was home to dozens of firms constructing small steam locomotives for industrial concerns, both here and around the world. To cater for the needs of the modeller, a number of cottage industries have sprung up offering all sorts of models in kit form for 4mm and 7mm scales in particular. All you need is a soldering iron, bags of confidence and a little skill. Many people get stuck at this early stage, so where do kit beginners start?

One option are the kits from Arc Models. Its resin bodies are powered by RTR donor chassis and if you can unscrew the plastic shell and replace it with the resin version; you're guaranteed a locomotive that works reliably.

I've chosen the Ruston and Hornsby 0-6-0T, which makes use of the very sweetly running Electrotren chassis. It's a typical chunky dockside locomotive with a short wheelbase to cope with sharp curves, but heavy for maximum tractive effort. **BRM**



The body is removed by three screws, two of which are behind the cylinders. Try not to remove the baseplate or stretch its wires when pulling back the insulation.



The chassis is DCC ready with a six pin in-line plug. The flanges are big, but the double reduction gears and two pickups per wheel make it a very sweet runner.



Some careful cleaning is required to remove flash in the doorways and windows, otherwise the body is very clean. I'm removing it with a sharp scalpel.

PRACTICAL BRM



STEP-BY-STEP GUIDE

TOP TIP

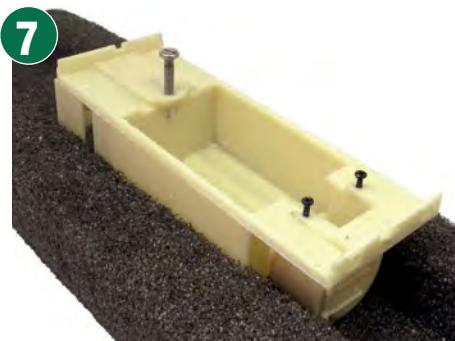
The resin body might be little light, but there is plenty of space in the tanks either side of the motor to put some lead.

12



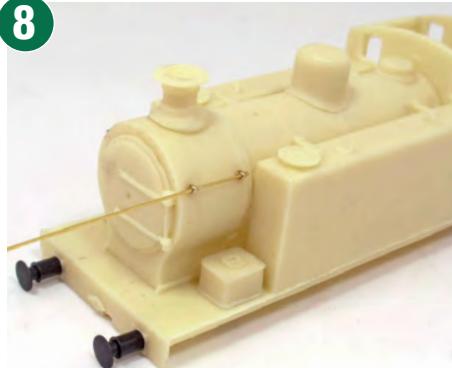
I haven't fitted cab handrails. They should be in-line with the sides and very difficult to fit both securely and neatly, nobody will notice. The back of the chassis appears empty when you look at the side of the model, so I need to do something about this.

7



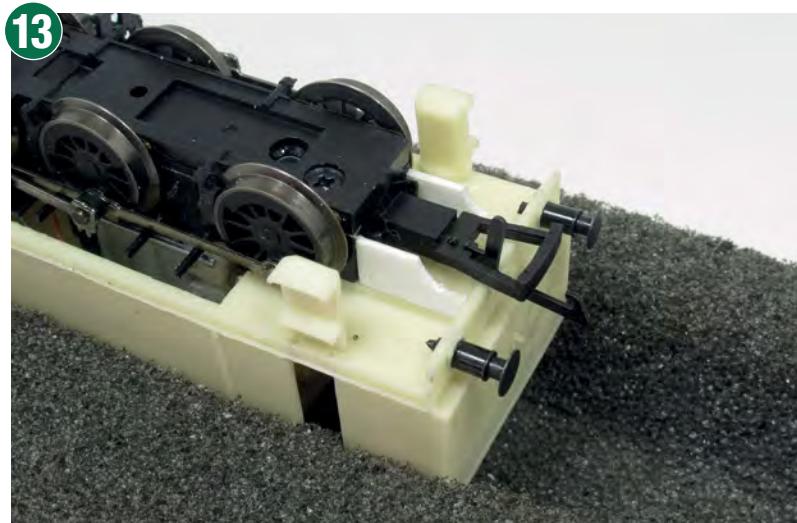
Holes slightly smaller than the fixing screws (2mm at the back, 0.6mm at the front) are drilled in the body. The screws can then be inserted. The resin is soft enough that the threads will cut when you screw them in.

8



Moulded dimples provide the positions for handrail knobs. I'm drilling these to add the short handrail knobs and threading some 0.45mm brass wire through. When happy, a few drops of runny superglue fix everything before the wire is cut to length.

13



I'm gluing some plastic chassis extensions to the underside of the body, taking care not to fix the chassis down as well. I'm guessing the shape, but rectangles with curved cut-outs look right.

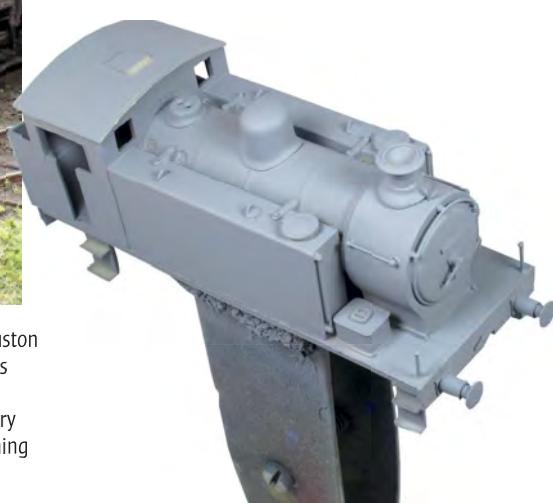
PAINTING YOUR LOCOMOTIVE

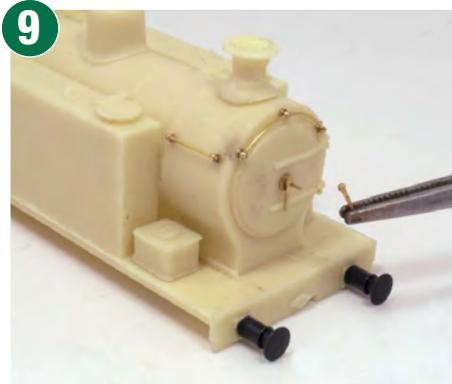


I'm painting this locomotive in a fictitious livery. We'll see plenty of BR green motive power on 'Ruston Quays', so I've chosen a nice bright blue. The fictitious company needs a name and by taking ideas from the likes of 'Port of London Authority' or 'Mersey Docks & Harbour Board', I've decided that 'Ruston Quays' is operated by the 'Barrow Union Docks Committee', shortened to BUDC. Since the livery is fictitious, I took the opportunity to use up some old transfers for the letters. If you don't have anything suitable, most transfer makers have alphabets, or you could use rub-down letters from a stationers.

1

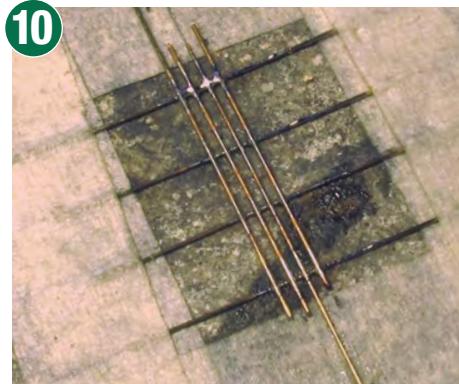
A spray of car primer prepares the body for paint and highlights areas that require filling. Once happy, the body is sprayed blue and the black parts are hand painted.





9

Drill a hole in the middle of the smokebox and fit the centre of the hands, followed by the handles. More superglue fixes these in position, before trimming them to length if required. Some locomotives had a single lever and wheel - a casting for this variant might be necessary.



10

Protective gratings over the rear windows are moulded as part of the body but I feel they look a bit flat. I'm making replacements from brass handrail wire. The dimensions are drawn up as a guide on some cardboard before soldering starts.



11

An alternative method of making these parts is to drill a series of tiny holes in the cab rear, then insert some bent wire. Doing this evenly is harder than making them away from the locomotive in my opinion.



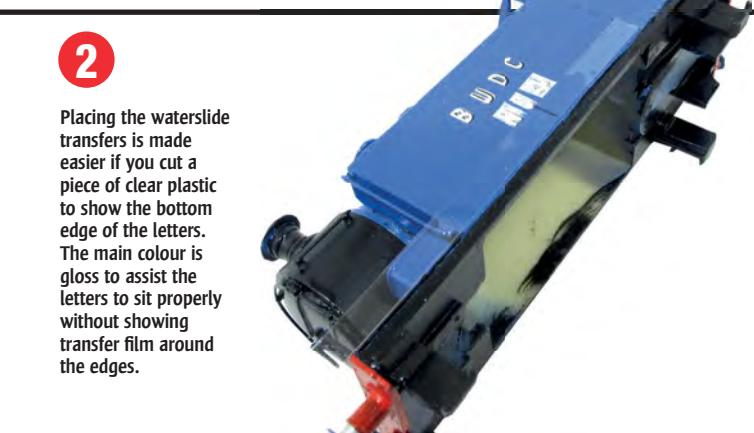
14



15

Left Finally, the front steps and sandboxes are glued into place. I'm leaving the cab roof loose at this stage.

Above Before painting, I'm scrubbing the model in soapy water, followed by a good rinse to remove grease and mould release.



2

Placing the waterslide transfers is made easier if you cut a piece of clear plastic to show the bottom edge of the letters. The main colour is gloss to assist the letters to sit properly without showing transfer film around the edges.



3

A quick coat of Testors Dullcote matt varnish protects the transfers and dulls the shiny paintwork down to a more realistic finish.



4

The cylinders are shiny but rather than mask everything on the chassis, I hand painted them with matt varnish.



5

Before weathering, I'm reassembling the locomotive. Some WD-40 is applied to the wheel treads with a cotton bud to stop the paint sticking when I spray it.

PRACTICAL BRM



Industrial locomotives work hard and are usually covered in dirt. My weathering method is pretty simple - spray well thinned paint over the model. Colours are earth for the lower areas, weathered black for the upper ones and dark brown all over. If you don't have an airbrush, the same effect can be achieved by applying washes by brush with plenty of weathering powders.



A really filthy machine. Work could stop at this stage, but I decided to take the process further still.



Surfaces that wear such as steps and handrails are picked out with a dry brush of gunmetal paint. The slightly shiny paint contrasts nicely with the dirty model. Don't overdo the effect - subtlety is the key.

CONCLUSION

If you're looking to develop your modelling techniques, I'd heartily recommend this kit. Whilst being simple, there's some work to do adding handrails, a smokebox dart and painting it. Once complete though, you'll have the satisfaction of a model you've built and something different.

Maybe the results aren't perfect - some compromises have been made to fit the chassis - but having shown the model to visitors at The National Festival of Railway Modelling in Peterborough a couple of months ago, everyone agreed that it looks good. If you want perfection, then the etched kit market is waiting for you, but for many, this kit will fill that industrial-sized hole in the locomotive stud. **BRM**

SIMPLE WEATHERING



I like to position models on a box when spraying to bring them to a comfortable height. It's important to spray from below the model to represent dirt thrown up from the ground.



Before the paint has hardened, a stiff brush damp with thinners removes most of the weathering. Working downwards as though the dirt has been washed away in the rain, the colour remains in nooks and crannies.



Weathering powders not only simulate dirt, they provide some authentic texture as well. I'm using Lifecolor pigment powder at the bottom of the smokebox door, around the bufferbeams and cylinder fronts.



While working, I'm turning the wheels occasionally or there'll be clean areas behind the rods and spokes. A 9V PP3 battery is handier than a 12V supply when in the booth. The wheels only need to rotate quarter of a turn to avoid problems.



Another quick blast in the spray booth and the locomotive now looks as though it's been cleaned, but dirt is returning.



Finally, the bunker gains some finely crushed coal. A little more weathering powder - Humbrol smoke - completes the effect.



THE NORTH'S PREMIER MODEL RAILWAY SHOW

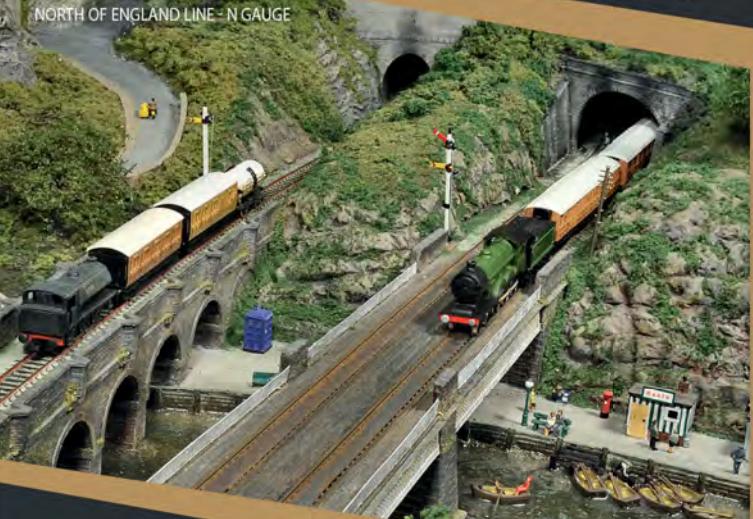
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HOW TO BUILD...

YOUR FREE CARD KIT

PART 1

Download your
free 2mm, 4mm or
7mm scale kits at:
www.modelrailway-scenery.com/brm

The finished building requires an area of 220mm x 82mm.
We've included signs for different businesses that can operate the
building if no longer in railway use with in next month's issue.



Phil Parker
guides us through the
assembly of this month's free card
kit, the first in a series of four kits that you
can build into an impressive diorama.

WHAT YOU NEED

- Sharp craft knife & spare blades
- Steel rule ■ Cutting mat
- Grey and brown felt tip pens
- Glue stick ■ Solvent glue

We've designed this station office kit to be suitable for as many layouts as possible. If you're not a steam-era modeller, you can still use it. It could be transformed into the offices for a scrapyard or a tea room, with signs for both coming in a future issue.

Hopefully you'll find it easy to build and we've tried to keep the assembly simple. All the instructions are on the pages with the kit parts.

A model building is simply a box. How complicated you make that box is your choice. If you want, you could open up the window panes on the kit and glaze them with some clear plastic scavenged from old packing. You might also want to cut out the recessed brickwork and set it back with more card to give the model more depth.

If this is at the back of a layout you could cut the sides in half and only use part of the roof, turning it into two half-relief models. The choices are limited only by your imagination. **BRM**

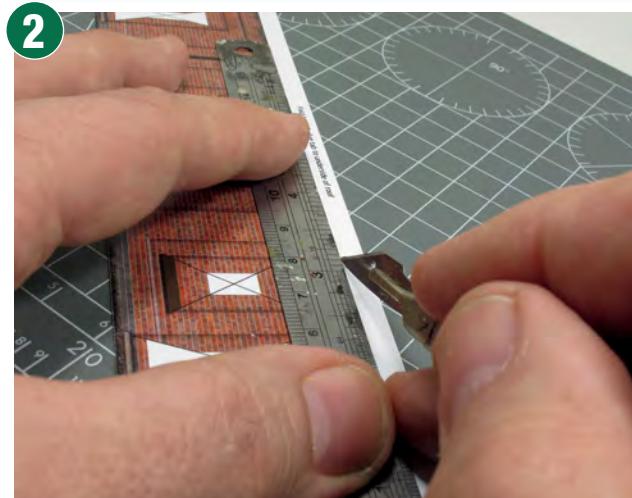


STEP-BY-STEP GUIDE

WE'D LOVE TO SEE PICTURES OF YOUR FINISHED KITS. Send photographs to brm@warnersgroup.co.uk for a chance to win a prize bundle worth £200!



Cutting card is easy, use a sharp blade and work against a steel rule, but keep your fingers away. Don't try to cut through in a single action, use two or three strokes. If you push too hard, the card can bend either side of the cut. Change the blade when it loses its edge - I went through three just building this kit.



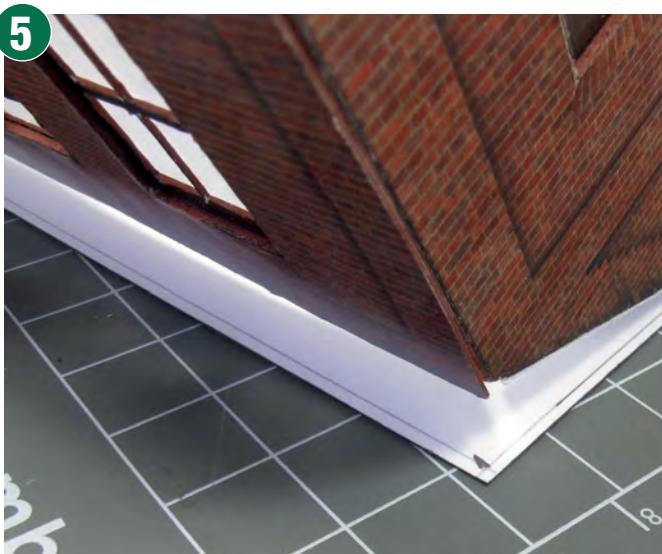
For parts to be folded, gently score a line with the knife first for a neat result. A blunt blade is a good idea, just to break the top surface. If the blade is fresh, use the back of it as shown here so you don't cut too deeply.



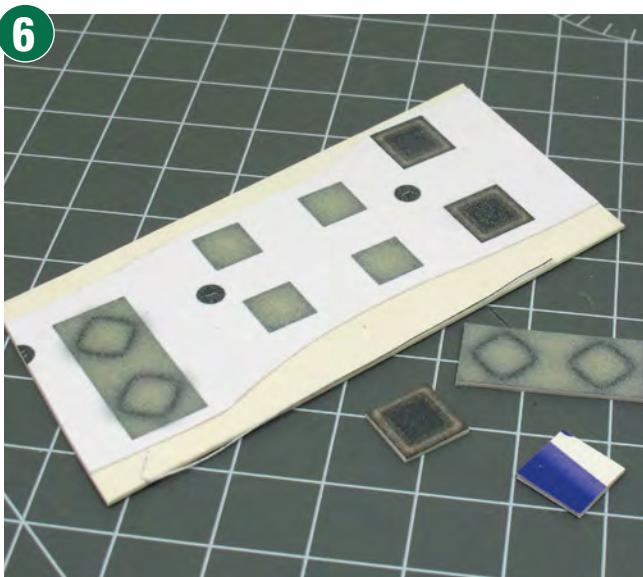
Where the card is cut or folded, white material will show through. Colour it with either a brown or grey felt tip pen. An exact colour match isn't required, anything looks better than white and eyes are surprisingly forgiving over slight differences.



To strengthen the walls, formers are included to fit inside. If you want an even stronger model, stick the formers to cereal packet card using a stick of glue. Sandwiching them while they dry in a pile of old magazines stops them from curling when drying.



Sticking the roof in place is made a lot easier if you measure and mark a line on the inside of the part to show where the walls should fit. There is an overhang of around 2mm all round. Colouring this with a felt tip would be a good idea.



All flat chimney parts should be stuck to cereal packet card, then cut out. Don't do this for stacks that are folded into square tubes.

PRACTICAL BRM



LOOK OUT for Phil's card building tips on this month's DVD.

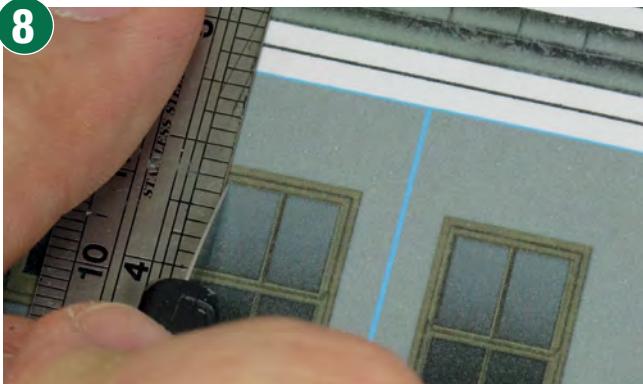
STEP-BY-STEP GUIDE

7



Chimney parts ready for assembly. Don't forget to colour the scored lines and edges.

8



The kit windows are printed. More advanced modellers might like to cut them out. To avoid cutting into the frame, I'm doing this in eight cuts, starting from each corner and finishing half way along.

9



The printed windows are on the left, the windows I'm glazing with clear plastic on the right. It's up to you if this improves the look. You'll be able to see the interior, but the central glazing bars are only 1mm wide, so you'll need a steady hand.



COMPLETED MODEL

We'll be adding to the model over the next few months. As you might expect, the back of the building is plainer than the front, but still has some windows to break up the otherwise plain brick wall.

Next month on...

BRM TV

We show you how to easily detail the interior and add lights.

TOP TIP

Solvent based glues work best when sticking printed parts together. PVA glues don't soak in and won't provide a good join on this card model.

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PEAFORE YARD

Combining main line and goods yard operations in a small area is a tough task, but Bristolian **Rob Owst** managed it successfully with this gritty slice of his home city in the late-1970s.

One of the most satisfying aspects of building a new layout is trying out new skills and techniques, challenging myself to try something previously considered as 'too difficult'. A long term fixture on my list had been building my own track.

I noticed that the layouts drawing my attention at shows were those with hand-made track. In my eyes its appearance turned a good layout into a great one.

Searching for inspiration for a design that would meet my requirements (see p54), I came upon some 1970s photographs of Avon Street Yard in my home city of Bristol. This was located in the shadow of the raised viaduct to the north-east of Temple Meads station. Located at the end of a branch from the main line at Lawrence Hill, the line was operated by Class 03s in later years due to a weight restriction. Traffic was cement in 'Presflo' wagons, molasses tankers and scrap from Habgood's yard.

The clincher was a photograph of a weatherbeaten 03382 on Avon Street level crossing, traffic being held by pilotmen with flags while a Class 08 shunted Mk Is on the line above. It just cried out to be modelled.

While the layout is not an exact reproduction, a number of real structures, vehicles and cameos that I encountered in my research have been reproduced. Nothing remains of the yard now, the area being completely redeveloped as trendy dockside apartments - a far cry from the gritty, industrial area of the 1970s.

I chose to set the layout in 1977 as I wanted to reuse the stock from my last layout and I think it's a very interesting period in BR history.

GETTING STARTED

I decided early on that I wouldn't be able to model the exact trackplan and went instead for my own design. For operational interest I wanted to model part of the main line station at a higher level. It would be independent of the lower level yard to enable two trains to operate at the same time if required.

I settled on a baseboard length of 4ft by 2ft as it would fit easily in most mid-sized hatchback cars. I tried various ideas before settling on the current design and decided to lay the tracks curving along the length of the layout, both for aesthetic and practical reasons - the curves extend the length of the sidings. Points were set out to avoid reverse crossovers and any potential buffer-locking issues.

I applied some modellers' license and although the real Avon Street branch joined the main line to the north,

FACT FILE

■ SCALE/GAUGE
4mm: 1ft scale, 16.5mm gauge 00
■ DIMENSIONS
4ft by 2ft (plus 4ft fiddleyard)
■ ERA
1977
■ REGION/LOCATION
Western Region, Bristol
■ LAYOUT TYPE
Split-level end-to-end
■ POWER/CONTROL
12V DC analogue
■ PHOTOGRAPHS
Andy York

incoming trains here arrive from the opposite direction. This arrangement was dictated by wanting both track levels to use the same fiddleyard.

I was determined to learn from the experience of my previous layout, 'Pallet Lane', re-using ideas that worked well, and improving in other areas. As I wanted a layout that could quickly be assembled, I designed it with integral lights and control panel to reduce the number of boxes/items to be carried.

The legs are 2in by 1in timber, with one set of legs having castors mounted on the side. When the layout is packed up, the legs are laid horizontally and the layout stacked on top, enabling the ensemble to be wheeled out to the car in one go - where ramp access allows!

For the fiddleyard, I used cassettes as an experiment to save space. All of my previous fiddleyards had been a ladder of sidings. The cassettes work well in operation, but the trains are short and the longest is just under 3ft.

Electrics are not my strongest skill and are kept simple; the layout is DC operated via a Gaugemaster handheld feedback controller, although the layout is wired to allow DCC operation in the future. Each level is wired independently with the control panel hidden behind a large removable building.

BUILDINGS & SCENERY

The advent of ready-to-place (RTP) structures has been a positive development in many ways but in my view has encouraged 'Pay and Display' modelling where the same building appears on numerous layouts. I was determined that I would use kits or scratchbuild wherever possible and if I did use RTP buildings they would be modified.

All buildings here are based on those seen in and around Avon Street. The black building to the front right corner belonged to the Redscraft scaffolding company and is a slimmed-down replica, its size making it ideal to conceal the control panel and partially screen the fiddleyard exit.

I built the viaduct using Wills stone arches and Vari-Girder for the bridge over the culvert. I scratchbuilt windows and doors for the scrapyard office and storage units under the arches. The scrapyard is based on Habgood's and in

RIGHT: Inspired by elements of the area around Bristol Temple Meads, this tiny layout is really packed with authentic period detail.

Nothing remains of the yard now, the area being completely redeveloped as trendy dockside apartments - a far cry from the gritty, industrialised area to be found there in the 1970s.

Read more at...

Discover much more about this layout on
Rob Owst's blog at www.rmweb.co.uk

1





reality was located between the main line and the Redscuff building, but has been moved it to the other end of the layout to fit it in. Habgood's ceased to send scrap out by rail by 1977 but I decided that to add operational interest I would stretch reality a little, especially as its trains were only four or five wagons long.

The cement terminal is a smaller version of Avon Street with a maximum capacity of five wagons, although this is prototypical as trains were split at Lawrence Hill before working down the branch. The silo is the only RTP structure - it's a heavily modified Hornby item with added platework and new ladders/walkways. A scratchbuilt control/pump building was based on one at Exeter as I couldn't find any clear images of the Avon Street building.

In the middle of the layout is a culvert, which adds depth to the layout on an otherwise flat baseboard. I used Woodland Scenics ready-mixed 'Realistic Water'; like many elements of the layout this was a first for me although in hindsight I wish I had placed the culvert at an angle rather than square on to the board edge.

The backscene is made from images of Bristol taken in 1977, resized and repositioned to suit. Photographs are often fine for representing a skyline/horizon but it can be difficult to get foreground shots at the right angle. To get around this a train is placed at the back of the layout, held at a signal to form the lower part of the backscene. In some ways it's a dynamic scene as the rolling stock changes from show to show. I claim no credit for the idea, having seen it used to great effect on Mike Anson's layout 'Western Road'.

ABOVE: One of the layout's two Bachmann Class 03s shunts the yard as Cardiff Canton's 47077 *North Star* heads a main line train out of the station.

■ ask the expert

Q How did you go about building your own track for the first time, and what products did you use?

A I researched myriad options but settled on C&L 'Point In A Bag' kits. These have the advantage of pre-assembled crossing vees and switch blades, saving me from two of the jobs about which I was most apprehensive. I constructed the points off the layout to the template, enabling them to be thoroughly tested before installation. It was with some trepidation that they were secured and

a few hours later the first locomotive ran through with no major problems.

Despite the name, the layout is to OO rather than P4 standards, primarily as I didn't have enough confidence in my ability to produce points and track to the tolerances required for reliable running in P4. With more than 100 items of stock - which are also used on other layouts - to re-gauge I was reluctant to make that jump. It is worth noting that the supplied C&L track gauges are to Double O Gauge Association 'DOGAfine' standards and all back-to-back dimensions should be increased from 14.2mm to 14.4mm. I didn't realise until I read about the difference on **RMweb**. Most of my stock is unmodified but runs perfectly well through the points.



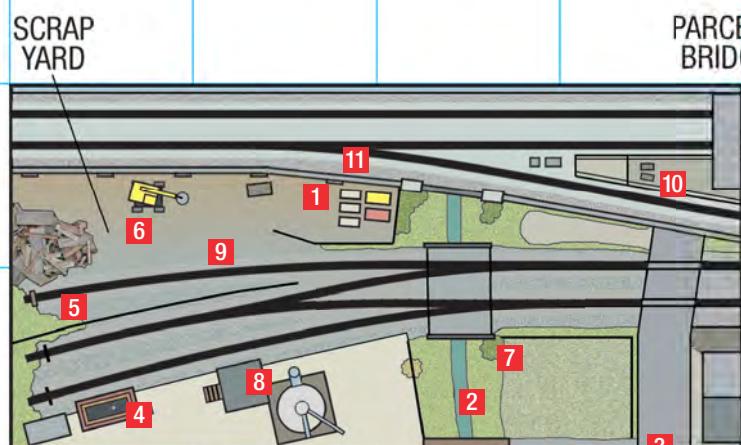


how did they do that?

The scrap mountain was built piece-by-piece, each item being individually weathered to avoid a uniform look. The iron fences are made from Wills corrugated glazing sprayed with grey primer and weathered, the glazing sheet being much thinner than Wills' corrugated iron cladding sheets.



TRACKPLAN PEAFORE YARD



BUILDING HIDES
CONTROL PANEL

Each grid square represents 1 foot



LAYOUT | BR WESTERN REGION 1977 | 00 Gauge

Everything on the layout is weathered to varying degrees; typically I use six or seven colours applied as a wash or dry-brushed accordingly. I find that using a broader palette of colours is much more effective.

I believe that the presentation of non-scenic parts of a layout is as crucial as the scenery. They should not detract from drawing the viewer's eye into the scenic section. To aid this, I have a proscenium arch which narrows the field of view by 6cm on each side, creating a TV screen effect. It also protects the edge of the scenic section from damage. A folding cover is fitted to the front to protect the layout in transit and doubles up as an information panel.

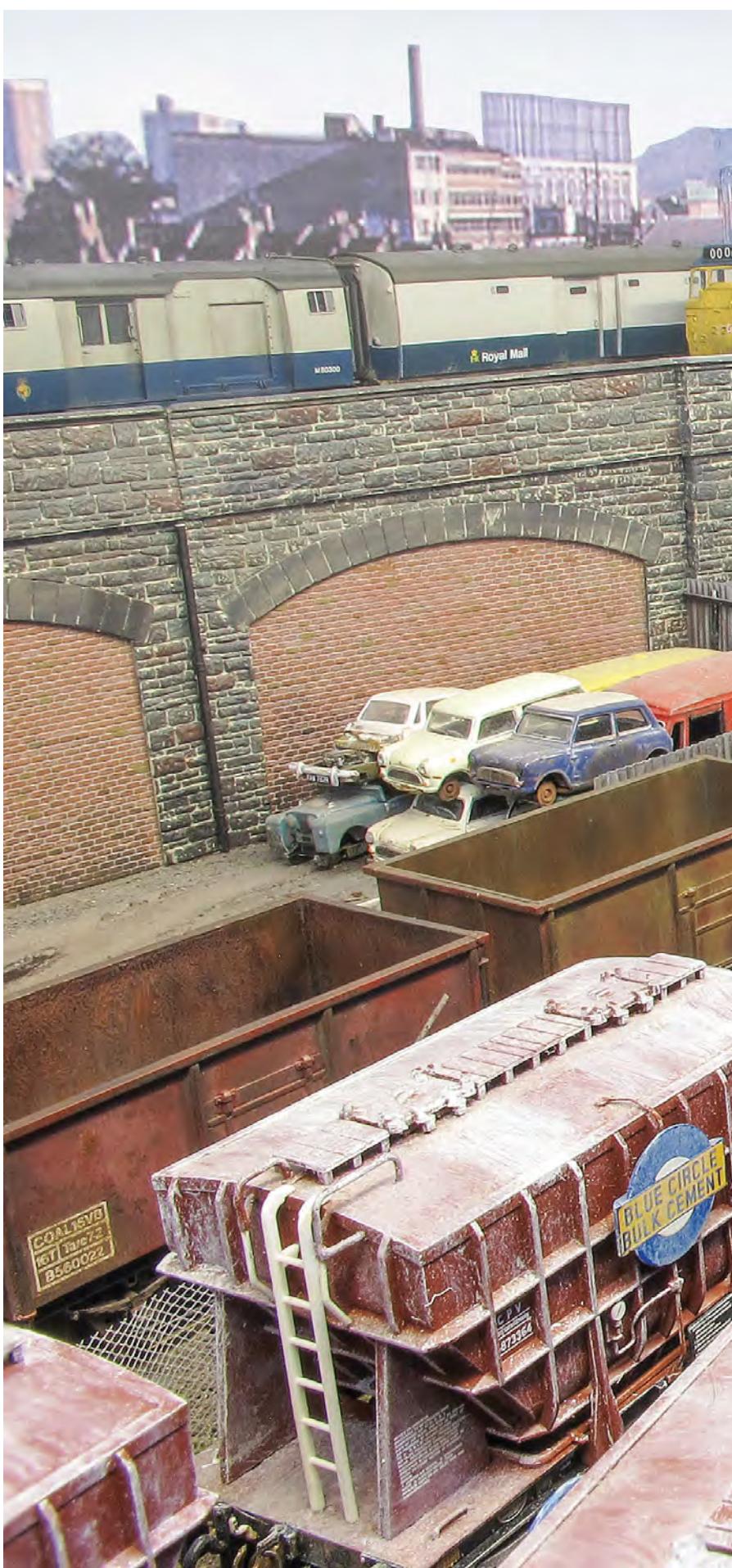
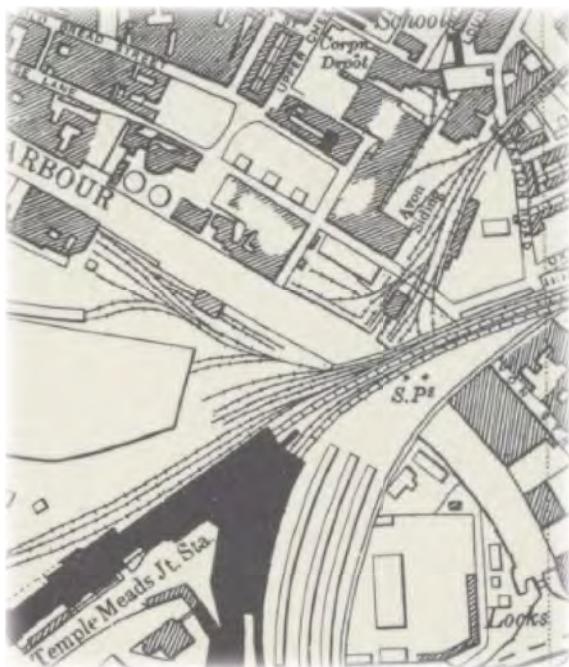
I enjoy the social aspect of exhibiting, sharing ideas and thoughts with the public. I therefore decided to make 'Peafore Yard' front-operated, putting me among the viewing public and meaning that I get to see the scenic side rather than the back of buildings.

SIMPLE OPERATION

While I was keen to have the main line operational, full-length trains were not an option with only 4ft of scenic space. Instead trains arrive with only a locomotive and one carriage visible. The locomotive uncouples and runs round via the other platform road. DMUs also use the platform and Class 08s occasionally add a BG to the back of a train in the station.

Lower level operation is relatively simple; wagons arrive and are swapped for those in either the scrapyard or the cement terminal. In addition, a van or coal train sometimes appears to run around, assumed to be from further down the branch. The Avon Street branch will always be associated with 03121 and 03382, and both appear. The latter was one of only three '03s' to receive TOPS numbers while still in BR green. In a slight deviation from reality to add further interest, low level trains can be worked by anything smaller than a Class 37. I like shunting, but I am really a 'big locomotive' fan! ■

BELOW: OS map of the north end of Bristol Temple Meads in 1902.





Scenes like this perfectly capture the sort of railway atmosphere that could still be found in many British towns and cities in the 1970s.

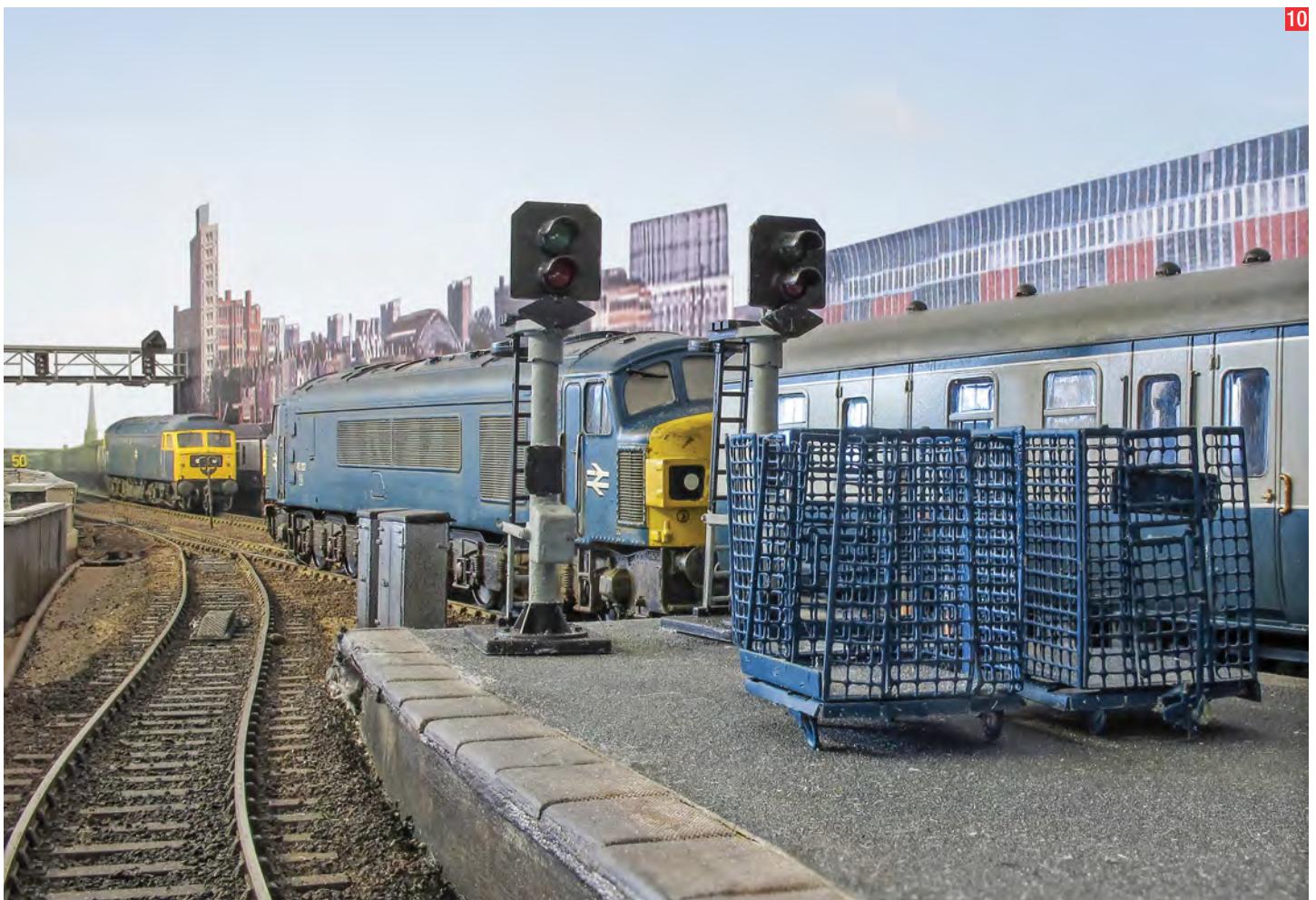


LAYOUT I BR WESTERN REGION 1977 | OO Gauge



LEFT: The backscene is made from images of Bristol taken in 1977. It can be difficult to get foreground shots at the right angle, so a train is placed at the back of the layout, held at a signal to form the lower part of the backscene.

BELLOW: No BR blue era station would be complete without BRUTEs on the platform end, providing somewhere for spotters to perch and watch the action!





raising the standard

My main interest is building and detailing rolling stock and my early modelling years were spent reworking and respraying Lima models. Rapid advances in the quality of locomotives from Bachmann and Hornby have been welcome but there are certain models that still don't capture the prototype as well as they could. Putting my early skills to use, quite a few of my locomotives have received extensive modifications, some even using Lima donor parts.

Bachmann's Class 25 has a number of shortcomings; the chassis is too two-dimensional and the cabs have the wrong roof and windscreens profile. The list of modifications to my model of 25191 (top) include:

- Original Bachmann chassis cut away to remove the unprototypical solebar
- New underframe tanks built from scratch using some details from the originals.
- Cabs exchanged for 3-D printed replacements which I was given to 'road test' by an RMweb member
- Full respray into BR Blue

I felt the Lima Class 31 (above right) was one of its better models, but let down by poor running. I decided to graft the Lima body on to the high-spec Hornby chassis and motor. The Hornby chassis screws into new mountings in the Lima shell with only the bufferbeams from the Lima model reused. The donor model was actually a Class 30 so the exhaust ports were replaced along with all the roof handrails (all 23 of them!). The cab fronts had connecting doors scribed on and new hinges added made from brass. As the cabs are fairly open I scratchbuilt interiors and replaced the glazing with Shawplan 'Lazerglaze'. Using predominantly second hand bits meant that I had change from £70 after completing this project.

Although Bachmann has evolved its Class 37s over the years to produce very passable models they can still benefit from further detailing. My models of 37029/032 (below) underwent the following 'mods':

- Bogies sideframes remounted closer to the body
- Underframe tank corners cut out and mounting brackets added
- PH Designs bogie steps fitted – a fiddly job but careful assembly is rewarded
- Bufferbeam skirts reprofiled and new buffers fitted
- Shawplan Extreme etched window surrounds and Lazerglaze
- Shawplan EE roof fan and grilles fitted

My Class 40 (below) uses Bachmann cabs sandwiched between a Lima centre section and Lima nose ends which were reduced in height by 1mm. The chassis was also further detailed with bogie pivots and pipework. The roof was modified with re-drawn Shawplan boiler roof etches.

I have a soft spot for Motorail trains and in the absence of ready-to-run models of a Motorail flats I kitbashed/scratchbuilt three models. As the prototypes were built on old Mk 1 coach underframes, I chose the same route using Coopercraft kits and Bachmann BR1 bogies. The decking was from Wills sheet cut to size while the uprights were made from plastic card using a jig as I had to make more than 75 of them. The wheel chocks were also made in the same way as each wagon needs 32! Once complete the wagons were sprayed BR blue and weathered. The plates with the numbers were cut out from old photographs (see left).

The wagon fleet is predominantly Bachmann Blue Circle 'Presflo' hoppers, 16t mineral wagons and Parkside Dundas 12t vans. I intend to build the molasses tanks using Airfix/Dapol kits as the basis.

'Peafore Yard' has achieved what I set out to deliver, namely a testbed for hand-made track which has proved reliable at exhibitions. I am a builder of layouts rather than an avid operator so I am already planning the next one, which will again try some new skills and in a departure from my core interests will be a narrow gauge 009 layout.

A number of people have assisted in developing the layout, in particular Kevin Redwood and Andy Kirkham who provided operational information and photographs of Avon Street Yard and Dave Spencer who helped with the scenic. I must also thank the good folk of RMweb who have provided encouragement and ideas throughout the layout build. ■



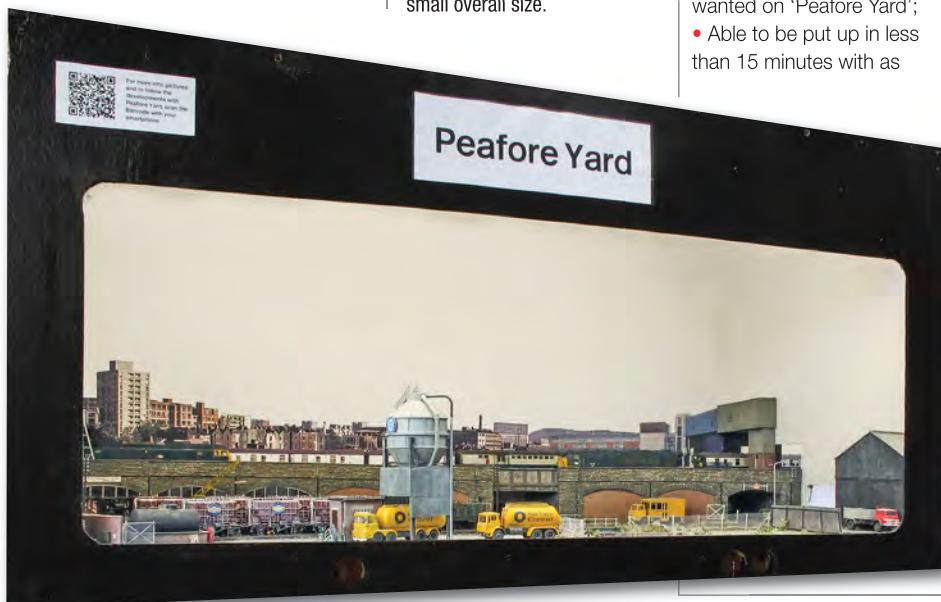
CLOCKWISE FROM TOP:
Kitbashed Motorail flat,
heavily modified Lima
Class 31/1, hybrid Lima/
Bachmann Class 40,
'25' with new cabs, two
Bachmann Class 37/0s.



I wanted to create a feeling of space with plenty of interest to keep the viewer's interest, despite the layout's small size.

ABOVE: The recently demolished Royal Mail bridge at Temple Meads gives a scenic break over the north end of the platforms.

BETWEEN: Placing buildings at the front of the layout forces the viewer to look around them and distracts from its small overall size.



■ ask the expert

Q When building a layout in a restricted space, how did you decide what to include and leave out?

A I always set out with a list of criteria I wish to achieve. Here's what I wanted on 'Peafore Yard':

- Able to be put up in less than 15 minutes with as

few parts as possible so it would be suitable for both exhibition and home use.

- Enough operational interest to keep me entertained over a two-day exhibition
- An element of main line operation so I could use my coaching stock and locomotives in a realistic setting
- At least two types of freight operation, to include cement
- A water feature
- Fit in a medium-sized car with room for a passenger
- Create a feeling of space with plenty of interest to keep the viewer's attention.

A number of these conflicted with each other so it was a challenge to produce a layout that ticked all the boxes.



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WORKING TABLE LAMPS

Nigel Burkin equips a Hornby Mk 3 First Open with DCCconcepts working table lamps in a few simple steps.

A feature of First Class accommodation in many vehicles is the provision of reading lights in compartments and table lamps. Air-conditioned stock such as ex-BR Mk 2s and Mk 3s are fitted with table lamps as are some classes of express multiple units. Refurbishment of many locomotive-hauled coaches and HST trailers saw the installation of modern T-shaped table lights. DCCconcepts' DML-MTL table light pack represents this modern design seen in hauled and HST stock used on West Coast Main Line and CrossCountry services until the mid-2000s.

In model form, interior lighting can look convincing and adds to the atmosphere, suggesting human activity. However, it's important to add interior detailing such as painted table tops and curtains. The typical interior moulding for OO gauge coaches is pretty basic, and as the base model used to demonstrate the use of the table lamps shows, the colour may be inappropriate too - the bright

red of the Hornby model being pretty wild! Other considerations include constant illumination of the lights on analogue power, current pick-up to power the lighting circuits and the current draw if you have a large number of coaches fitted with such circuits.

DCCconcepts supplies the table lamps in packs of 12, which seems a logical number until you consider the number of seating bays in a single FC coach. Mk 2FO coaches have seven seating bays which line up with the windows, so you'll need 14 lamps. A Mk 3 FO coach has eight seating bays so 16 lamps are required.

For this project, I'm using a factory weathered Hornby FO coach in de-branded Virgin Trains livery. The weathering applied to the flush glazing makes

the interior barely visible. I decided to use just one pack of lamps and made cosmetic ones for the remainder of the tables from 60thou by 80thou styrene. Not all of the lamps would be switched on at any one time in a full-size coach.

The finished coach has an attractive pool of light at the illuminated tables - the lamps work really well regardless of the coach type. The use of reference photographs will help with identifying the type of table lamp used in any particular coach or the First Class compartment of a multiple unit such as a Class 170 or Virgin Voyager. It is worth remembering that some charter train operators have exchanged their standard table lamps for more stylish ones with shades more in keeping with the type of traditional at-seat service being offered. **BRM**

Well-designed lighting with the correct light colour can look very convincing and adds to the atmosphere, suggesting human activity.



For DC analogue users, these LEDs will only illuminate when the coach is operated in one direction. For constant illumination with analogue power, you could use a DCCconcepts' 'Flickerfree' device. It provides constant illumination and directional control and reduces the number of pick-ups required, reducing wheel drag.

PROTOTYPE INSPIRATION



The same type of table lamps are fitted to ScotRail Class 158s and 170s as shown in this picture of the First Class section of 158719. As this view shows, only three lamps are required! NIGEL BURKIN

SHOPPING LIST

- DCC Concepts DML-MTL table lights
12 pack - £45.50
- DCC Concepts DCF-WS1212-00
12mm diameter wheelsets 12 pack - £30.00
- www.gaugemaster.com

TOOLS YOU NEED

- Soldering iron ■ Solder ■ Acid-free solder flux ■ Pin vice ■ HSS drills
- Modelling scalpel ■ Miniature screwdrivers ■ Xuron cutters ■ Tweezers
- Fine nose pliers ■ Wire cutters ■ Cyanoacrylate glue and accelerator
- 10thou styrene ■ 60 by 80 thou styrene strip (optional) ■ copper clad sleeper strip (optional) ■ Insulation tape
- 2mm 2:1 heat shrink insulation sleeve



STEP-BY-STEP GUIDE

1



Take one pack of DCCconcepts table lamps, a set of low friction wheelsets with axle pick-up springs together with a Mk 2 or Mk 3 coach and you have the makings of an interesting afternoon's project.

2



The DCC Concepts DML-MTL modern table light pack is ideal for certain Mk 2/Mk 3 FO vehicles together with some Class 158 and 170 units. Twelve lamps, copper tape, pick-up springs and fine flexible wire are included.

3



For good current collection, consider replacing the standard Hornby wheels with DCCconcepts DCF-WS1212 wheels which are fitted with low friction pick-up springs.

4



Hornby air-con Mk 2/Mk 3 coaches are easy to dismantle using off-cuts of styrene to release the body to chassis clips. The Mk 3 RFM coach is a different matter however – the roof and glazing is one moulding which takes some care to remove!

5



This former Virgin West Coast coach, FO 11021, was weathered and including the glazing. I'm removing it and cleaning it with Isopropyl alcohol (IPA) to make the view into the coach clearer.

6



The seat moulding of the Hornby model needs some enhancement if lighting is to be installed. The simplest way of mitigating the bright red interior is to repaint it or fit new table-tops.

7



I'm fitting white table tops from 100thou styrene and drilling mounting as close to the window edge as possible. A small 0.5mm pilot hole helps with the accurate drilling of a 1.8mm hole for the lamps.

8



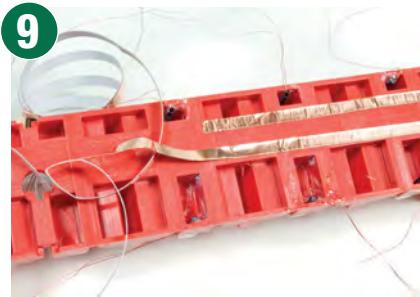
The lamps are carefully slotted into each hole with the flat side facing outwards. A spot of cyanoacrylate glue assisted with some accelerator secures them.

PRACTICAL BRM

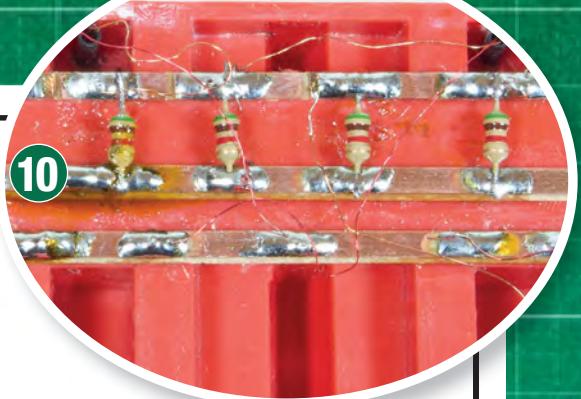


RESISTANCE IS (NOT) FUTILE

The table light pack offers a choice of resistors: ten each of 1K, 5K and 10K rated resistors - one for each table light which should be wired in series with the table lamp leads. The choice of resistors effectively gives you a choice of lighting levels: from 1K resistors for bright illumination to 10K resistors for more subdued lighting. The photographs of the completed model show the level of illumination when the 1K resistors are used - the bright level of light being needed for studio photography. Ordinarily, I would consider the 10K resistors for more subtle lighting.



9



10

Two lengths of copper tape are applied to the underside of the interior moulding. Care is needed to locate all the wires and resistors in the central section where there is room to accommodate them.

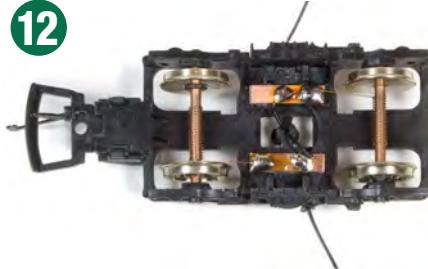
The completed lighting circuits fitted with 5K resistors and using copper clad strip instead of copper tape. Whatever you do, be absolutely sure you include a resistor in the circuit or the lamp LED will be destroyed.

11



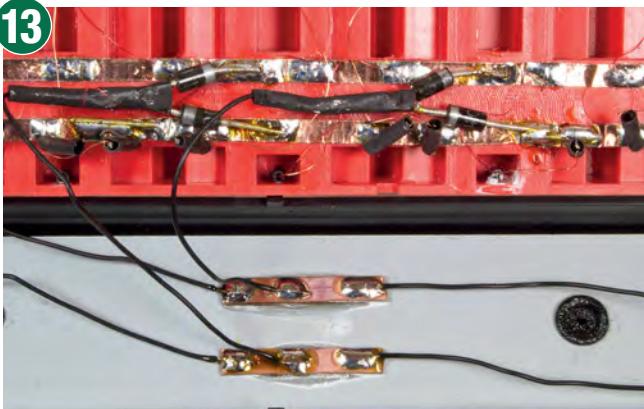
Use the pick-up springs supplied with the lamps to convert the existing wheelsets for current collection. Clean the wheel treads and use a back-to-back gauge to set the wheels to the correct gauge.

12



An alternative to modifying the original wheels is to change them for DCCconcepts wheelsets with low friction pick-ups.

13



I'm using diodes when connecting the table lamps to the pickups so they light on analogue power, regardless of direction of travel. Heat shrink sleeve was used to insulate the resistor leads.

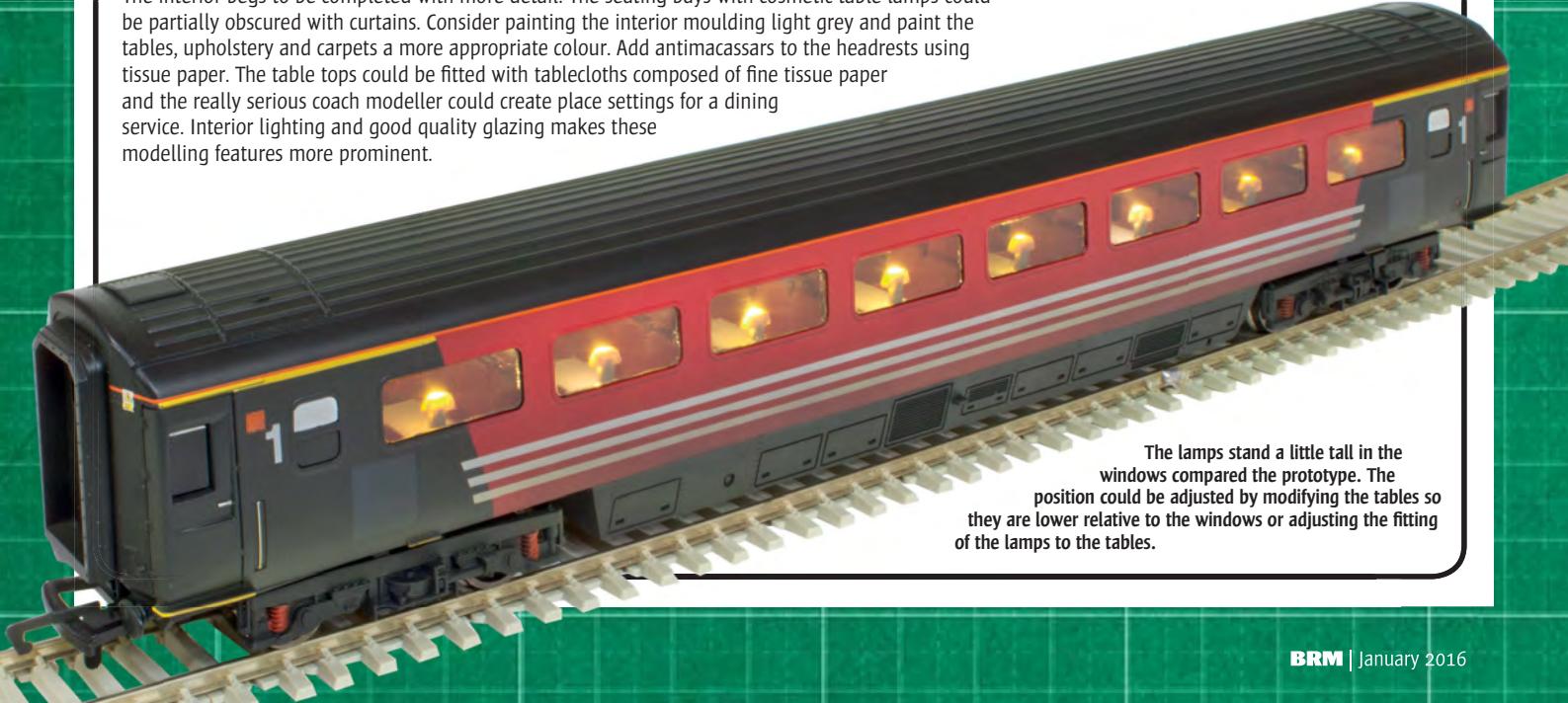
14



The lamps look very effective and illuminate the interior brightly when a 1K resistor is used in the circuit. A 10K resistor gives a more subtle lighting.

FIT AND FINISH

The interior begs to be completed with more detail. The seating bays with cosmetic table lamps could be partially obscured with curtains. Consider painting the interior moulding light grey and paint the tables, upholstery and carpets a more appropriate colour. Add antimacassars to the headrests using tissue paper. The table tops could be fitted with tablecloths composed of fine tissue paper and the really serious coach modeller could create place settings for a dining service. Interior lighting and good quality glazing makes these modelling features more prominent.



The lamps stand a little tall in the windows compared the prototype. The position could be adjusted by modifying the tables so they are lower relative to the windows or adjusting the fitting of the lamps to the tables.

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CHOOSE A DECODER WITH THE RIGHT CAPACITY

Fitting an underpowered decoder can result in premature failure. To find how much power a model consumes, place it on the rails against a solid object - such as a bufferstop - and force it to stall. Place an ammeter in series between one rail and a terminal on the DC transformer. This determines what the locomotive consumes in a 'worst case' scenario, should it stall or accidentally run into a bufferstop and its wheels spin. Turn up the power on the transformer slowly from a crawl to maximum speed, noting the maximum amount of current consumed. Add to this figure a 'safe margin' of around 20% and this is your locomotive current consumption.

Look for a decoder that can handle this amperage on a 'continuous' cycle, not 'peak'. The peak output of a decoder is the maximum current it can handle, but only for short periods of time before it overheats.

Most accessories connected to decoders consume little current, especially modern LEDs - the margin of 20% will more than handle them. Beware if fitting a smoke unit, as the resistor heater element and fan motor - if fitted - will consume far more current than an LED. In this case, refer to the manufacturers' manual for its amperage and add this to the sum total.

DECODING DCC

PART 1

Setting up a DCC decoder properly can be simple, as **Howard Smith** shows in the first of a series of DCC lessons for beginners.

I think DCC decoders are marvellous, but there appears an element of mystery surrounding their installation and how they work. If you're a newcomer to DCC, then you might have a few questions of your own.

When talking with modellers about Digital Command Control (DCC), I've noticed that they tend to fall into two categories. Some can't get enough of it, looking forward to their next acquisition, but others won't go near it, claiming it's too much hassle and plagued with problems. Few people seem undecided, even newcomers.

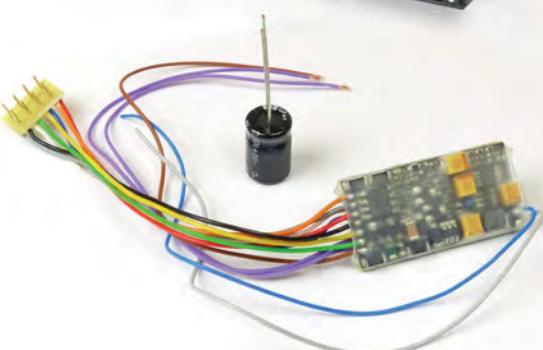
Converting non-DCC users who have heard tales of puffs of smoke and expensive replacement bills isn't easy, but you have to ask if the equipment was being used correctly in those cases. Hopefully this short series can dispel such myths and encourage you to embrace the prevailing direction of the hobby - for a beginner, it's not as difficult as you might think. **BRM**



Jobs such as fitting a Zimo MX645 sound decoder from YouChoos into the tight confines of this Bachmann Class 08 and configuring it properly might deter non-DCC users, but it's actually quite simple.

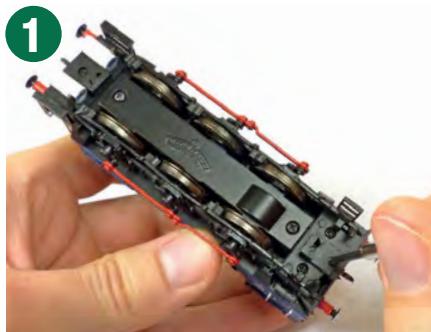
MORE ADVICE?

If you're still unsure and have more DCC-related questions, ask your local model shop or retailer who should be able to point you in the right direction. You can also ask on our forum **RMweb**.
W www.rmweb.co.uk

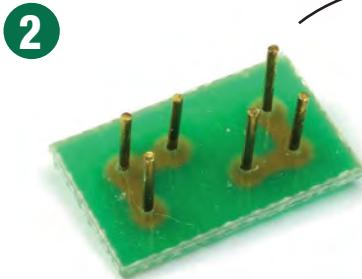


STEP-BY-STEP GUIDE

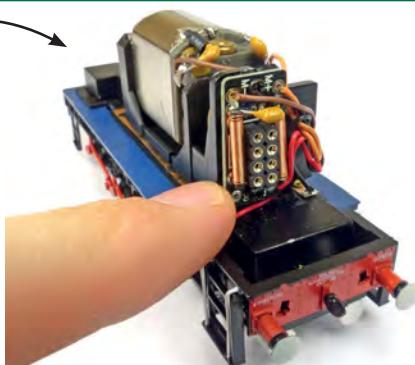
INSTALLING A DECODER



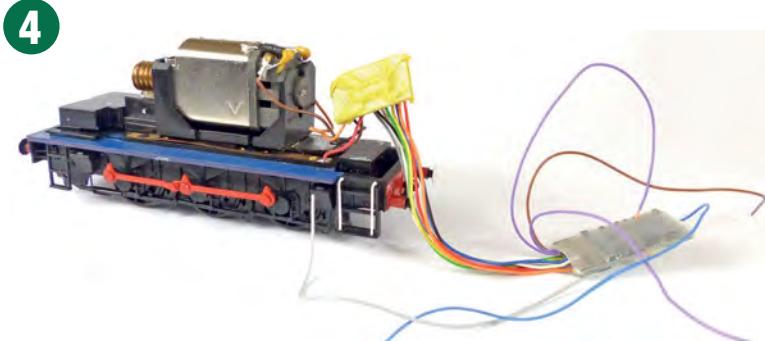
Installing a decoder into this Bachmann Class 08 and setting it up is a five-minute job. The chassis is parted from the top by removing a single screw under the cab.



At the front of the chassis is an eight-pin DCC socket. Before installing a decoder, remove the 'blanking plug' which links pins one, two and eight as a group and four, five and six as another. It connects each motor terminal to a rail and without it, the locomotive won't move on DC power.



Above The only way to install a Zimo MX645 sound decoder in this compact locomotive is to remove part of the chassis and flywheel with a small hacksaw. Many locomotives have room for such a decoder, but this one hasn't. It's a 'worst case' scenario, but at least you'll know what to do if you try the same.



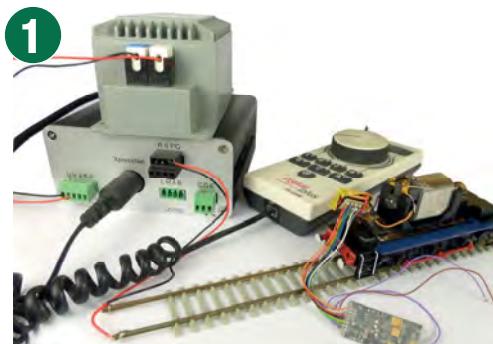
Avoid using glues when installing decoders as they're messy around electronics. I prefer to use masking tape - it's much neater and doesn't leave the same sticky residue as insulation tape. Double check that everything fits before going any further. Look out for wires that might pinch, interference with moving parts and any non-insulated wires is likely to cause short circuits.

STEP-BY-STEP GUIDE

BASIC DECODER PROGRAMMING

If you're new to, or considering DCC, you might wonder why you need to program each decoder. Put simply, it customises the running characteristics of each locomotive. Imagine a pigeon loft - this represents a decoder. Each hole changes a characteristic of the decoder, for example its top speed or time to reach its top speed. These holes are known in DCC language as 'CVs' or Configuration Variables.

Using the word 'programming' shouldn't provoke an instant fear of computer illiteracy. DCC simplifies many things, but having to program each decoder isn't one of them. Nevertheless, once you get the hang of it, you'll be surprised at the difference it makes.



Many DCC systems are available and all perform differently when programming. In my case it's a Lenz Set 90. The programming track is connected to terminals 'P' and 'Q'. It should be an electrically separate section, such as a siding.



To access programming mode, the 'Om' button is pressed to get 'Pro' on screen. Continually pressing the button will cycle through the menu options.

DID YOU KNOW?

You don't need a DCC socket to install a decoder, although it makes the process much easier. You can 'hard wire' it in place by soldering the correct wires together.

PRACTICAL BRM



STEP-BY-STEP GUIDE

BASIC DECODER PROGRAMMING

continued



The Lenz system is good at informing the user what it is doing. When the command 'read' on a CV is given, it clearly notifies us on screen.



If the 'A' button is pressed to validate our choice, the command station will ask us what we want to access - in this case CVs, noted 'C'.



Validating again with the 'A' button will ask us which CV we would like to read. Reading a CV is like seeing what is inside the pigeon holes referred to earlier. Here, we have selected CV1 which stores the model's address or 'ID' if you like. This will identify it from other decoders. The Zimo MX645 decoder has 428 CVs, most of which we don't need to touch.



The value of CV 1 is now returned, in this case its factory default value '3'. That means that this locomotive's address is 3 - a default industry standard with DCC. The decoder hasn't been touched, so all CVs contain their default settings. These are included in the instruction manual, no matter what your make of decoder.



We need to change this CV because if we run two locomotives with CV1 set to address '3', they'll both set off at the same time. This is done by putting a number - or value - different to 3 in the CV. I'm choosing 8, since it's an '08', but you can enter anything in this CV from 1-127. The values you can enter will be specified in your manual.

TABLE OF CVs TO CHANGE

This is the first step to programming DCC decoders, so I'm keeping it simple, but below are a list of CVs for the Zimo MX645 and the values to which I'm changing them. These are the most important aspects that should be changed. The result will see our Class 08 run at a realistic scale top speed no matter how enthusiastic the operator. It'll have its own address different from the default and will accelerate and decelerate better too.

CV Number	What does it do?	Default Value	Modified Value	
1	Locomotive Address	3	8	Changes the locomotive's default address
2	Start Voltage	2	1	Improves crawl ability of the locomotive
3	Acceleration Rate	2	4	Makes the locomotive slower to accelerate to its top speed
4	Deceleration Rate	1	2	Gives the locomotive more inertia
5	Top Speed	1 (=255)	130	Limits top speed to scale
6	Medium Speed	1 (=1/3 of CV5)	65	Resets to half of top speed



We'll fit some sugarcube speakers designed for small spaces.

NEXT TIME...

In the next episode, we'll look at more advanced decoder features - 'stay alive' capacitors, speakers and how you can get the most out of them. We'll also exploit the Zimo decoder to its fullest and explore some of its unique features it offers.

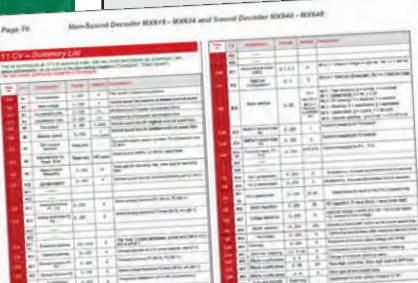
So, join us onboard the DCC train and discover the sound possibilities it can offer.

Whether you fit a standard or sound decoder to a locomotive, it'll offer numerous advantages, not just freedom of movement around your layout without isolation switches, but smoother motor control, fine tuning of speeds and more realistic operation.

WHO SETS CV STANDARDS?

The standards for CVs and what they represent are set out by the NMRA (National Model Railroad Association) in the USA. It keeps standards between manufacturers consistent, so many of the basic CVs are responsible for the same functions, regardless of decoder brand. Beware though, not all decoders follow NMRA standards, so always refer to your manual and never assume a CV is responsible for a setting unless you're absolutely sure.

Left This is the CV table in the Zimo decoder manual. It's usually found at the rear and gives a list of what each one does. Without it you might be stuck, so keep it in a safe place. I keep mine in the locomotive boxes, keeping note of changed CV values.



SEE
THE DCC
SOUND DECODER
ARTICLE IN THIS ISSUE!

ZIMO decoders are designed and made in Vienna, home to Beethoven, Mozart, Schubert and Strauss. Would you risk trusting your sounds to anyone else?



Products for all scales

DCC decoders suitable for models ranging in size from 'N' to 'O' gauge, and larger, including garden railways.



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Functionality is paramount at ZIMO. Plenty of function outputs are always provided for greater play value.



Unrivalled motor control

Low-noise, high-frequency drive options with back-EMF sampling. Optimal performance from all motor types.



High current ratings

Plenty of capacity provides peace of mind, plus there are thermal cut-outs and overload protection on all outputs.



Superb sound quality

Powerful amplifiers, large memory and high sample rates means sounds need to be heard to be believed.



Stay alive technology

Many decoders incorporate energy storage circuitry that will improve running over poor or dirty trackwork.



Easy software updating

Our decoders can be easily updated with new software without the need to disconnect or disassemble locos.



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Chosen by premium brands like Roco & Fleischmann. Widely respected in continental Europe and the USA.



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All decoders are made in our own hi-tech production facility in Austria and are surprisingly affordable.

ZIMO has been at the cutting edge of DCC for more than 30 years, offering a range of technologically advanced sound, motor and function decoders.

The pinnacle of digital sound technology...

MX644 & MX645 sound decoders

With 1.2 Amp motor rating, 3 Watt audio amplifier, eight function outputs, built-in 'stay alive' circuitry and the revolutionary 'smart stop' technology, these are the decoders of choice for 4mm scale modellers.

Miniature 'sugar cube' speakers

Matched to ZIMO's pre-wired loudspeaker outputs and designed for the tightest of spaces. Three sizes are available, complete with resonator boxes, right down to an amazingly small 8 x 12 mm footprint!

'Stay alive' supercapacitors

Improve running characteristics and avoid sound interruption and lighting flicker by using an energy storage module wired directly to your decoder. ZIMO's SC68 'Supercapacitor' is the ideal solution.

At the forefront of digital command control since 1979

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ZIMO decoders, sugar cube speakers and accessories are available ONLY from these approved retailers:

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EDM MODELS
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COASTAL DCC
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BRONZE

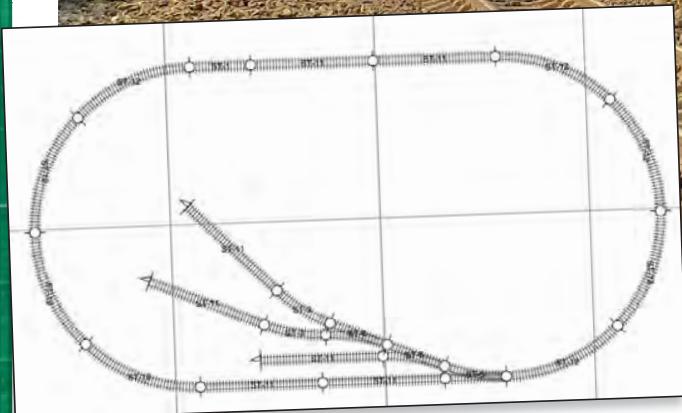
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BUILDING YOUR FIRST N GAUGE MODEL RAILWAY

N gauge modeller *Ian Wigglesworth* takes you through the process of choosing, buying and building a first model railway in this smaller scale.



It's becoming increasingly apparent when showing my N gauge layout at exhibitions that parents sometimes regret buying a OO train set for a birthday or Christmas present. It turns out to be so big that they have to dismantle and build it every time it's needed. This becomes a chore so it ends up back in the box and there it stays collecting dust until it's sold!

When they see my layout they can't believe how small it is and how it

would fit under a single bed to be used whenever they like.

Hopefully, by showing you that different suppliers and gauges can be used, when you come to buy that Christmas or birthday present you will be able to make an informed choice.

Before buying any trainset check how much space you have available, and be realistic; a traditional oval OO layout can take up a lot of room! Bachmann - under its Graham Farish brand - and Dapol offer train sets in N

Steve Purves' 'Apa Park' (October 2014 **BRM**) is a great example of how you can build an N gauge layout in a much smaller space than is required for a traditional OO starter layout.

gauge and these can be conventional 12V DC analogue or digital. There are so many to choose from it's difficult to know which one to go for!

ANALOGUE OR DIGITAL?

Analogue, or traditional DC, is how most people remember train sets being operated. You have a DC controller connected to the track, powered from the mains by a transformer.

If the speed control knob is at zero then there is no voltage on the track so the train doesn't move, but as you turn the speed control knob more voltage is applied to the track and the faster the train goes. However, if you

have lots of trains on the track at the same time, they will all move! This can be prevented by using isolating sections, which can turn off the power to a length of track and prevent the locomotive on that bit of track from moving. The more isolating sections you have, the more switches and the more wiring you'll need to do.

Digital Command Control (DCC) gives much more potential for realistic operation, as you are not actually controlling the voltage to the track. Each train has a little electronic decoder fitted which is given its own unique address (see page 60). By selecting an address you will only control the train with that address.

Result: no more isolation sections or switches or the extra wiring.

Most DC models can be converted to run on DCC by fitting a decoder, but they do cost money so it can become expensive to convert lots of trains to DCC. Although N gauge is a little way behind OO in terms of DCC provision, the latest generation of British models are designed for simple plug-and-play installation of small decoders. There are no models with factory-fitted sound yet, as there are in OO, but Graham Farish has announced the first British N gauge model with sound - a Class 108 DMU due for release in 2016.

If you're just getting into the hobby I would go for a DCC system from the start. The play value and control is much better in my opinion and as you don't have a stud of locomotives to convert, it won't be an issue.

WHAT'S IN A SET?

All trainsets come with an oval of sectional track and some have points so that you can add a siding or a passing loop. They also include a simple controller, DC or DCC, and a locomotive to haul a few coaches or wagons. It's a great way to start in the hobby and can be **VERY** cost effective.

Sectional track has all the joining clips (known as fishplates) pre-fitted so it can be just pushed together. There are several radii of pre-formed curves and lots of different lengths of straight sections of track available to extend your trackplan when you're ready. Various types of points are also available to allow crossovers and turns into sidings. Sectional track allows the layout to be laid very quickly and dismantled quickly if required.

First radius curves are the smallest, but why is this important? The tighter the curve, the shorter the wheelbase of the locomotive has to be to get around it. Very long coaches or wagons can lock up and/or derail on curves if they're too tight. But, as the radius of the curves gets larger, the more space you'll need for your layout.

Points are essential to the operation of anything beyond a simple oval. Points in sectional track systems, such as Peco Setrack are all known as 'Insulfrog', but what does that mean?

When you switch an 'Insulfrog' point it acts just as a switch, the power flows out of the point depending on which way the switch is set. The other side is electrically dead so anything on the track beyond that point will not move. The biggest issue comes from short and small-wheeled locomotives running slowly over these points and becoming stranded.

With careful tracklaying and choice of models they can be made to work satisfactorily. But, let's get back to the start of the process.

For this article I'm going to buy an N gauge train set and build it into a simple little model railway.

BASEBOARD



Above Even with basic woodworking skills you can assemble a sturdy baseboard, or you can use a spare table at home or even get your boards professionally built.

Below Track temporarily laid out on the board to confirm that everything fits as planned. At this stage you can indulge in a little test running of your stock too.

First and most important is to provide a solid base. Usually the box is opened and the track laid on carpet! While it's tempting to jump straight in, this makes for very poor running and carpet fibres can get into mechanisms and cause serious damage.

Peco's layout plan book gives a very useful baseboard size guide for all the featured layouts, it also includes a grid to make sure you can position the track on to the baseboard in the correct place. For this layout I'm building a very simple baseboard; a frame of timber with a plywood top. I've also built the legs, but as it's so small it could be just left on a dining room table or even left on the floor.

First job is to get the wood from a local DIY centre. If I end up short of anything I can always nip back there and pick up items as I need them. Most DIY centres will cut the wood to size if you don't have the means to do this yourself.

The track plan for our layout fits onto a baseboard of 106cm x 68.5cm. I worked out how much wood I would need and bought 18mm x 69mm x 2,400mm timber for the framework and a 5.5mm plywood top.

Before fitting the centre cross struts I laid the track out to make sure the frame wouldn't interfere with the positioning of the point motors later. All joints and the baseboard top were screwed and glued into place. The legs were made using two lengths of the 18mm x 69mm timber cut to the

required length then screwed and glued down one edge. They are fixed into the corners of the baseboard with 6mm set screws and wing nuts so they can be removed easily.

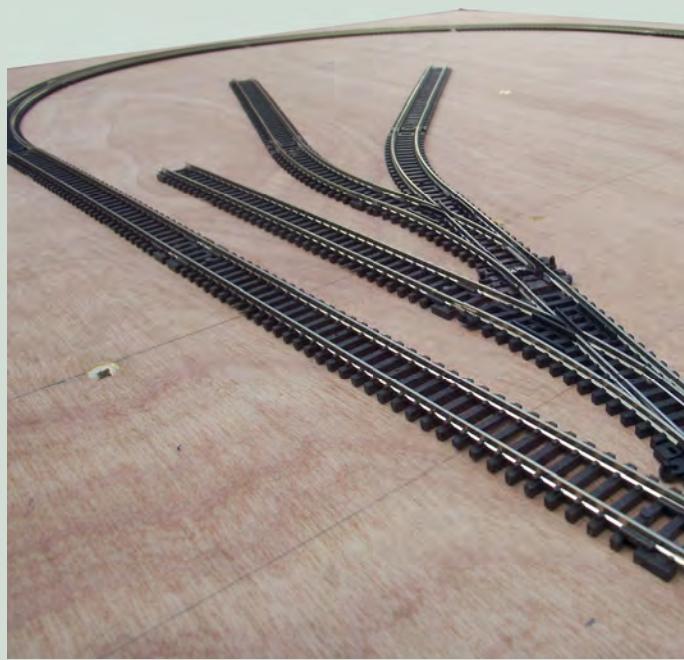
Using this type of leg on a small layout like this makes for a solid structure and you don't have to put cross braces in for the legs.

I have to say, if you're feeling down or need a bit of a jumpstart, buy a train set, the excitement you can get when opening it up for the first time will turn you straight back to being a 10-year-old!

We can now lay the track and see how it's going to sit on the baseboard. I use track pins at each end of the track sections, not in every hole, just to hold them in place I can then remove the pins once I've finished the ballasting.

As you may remember I said that trainsets come with 'Insulfrog' points, and so with just the power clips connected from the controller, when we switch a point the sidings from that point will either be electrically 'live' or 'dead', so if we switch the main point to go round the oval, nothing will run on any of the inner sidings as there will be no power.

Hornby OO gauge digital trainsets overcome this by including a packet of point clips, which slot into the point and make both directions live at all times. They're simple, but they do work and these clips can be made from a staple or even using the Hornby ones bent to fit the N gauge points if you're using DCC, as we are.



PRACTICAL BRM



ELECTRICS



POINT MOTORS

Once you've proved that the train will run round the track reliably, draw around the track in its final position and mark the tie bar of the point (the part you push back and forth to change the point), along with its fixing slots. This allows us to remove the point

and drill holes for mounting the point motor.

You don't have to actually fit the motor at this stage, depending on the type being used, but preparing the baseboard before ballasting is a very good idea!

There are numerous types of point motor available, all basically doing the same job of moving the point tiebar left or right. You can cut a big square hole in the baseboard and attach the point motor directly to the point or you can drill holes and mount the motor below the baseboard.

Above A couple of views under the board showing the continuous 'power bus' and the droppers to every section of track.

In N gauge I prefer to drill holes as the point is quite small and the hole quite big, so it can cause the point to be a little unstable.

With some DCC systems you are able to control these point motors from the controller via an accessory decoder - again every decoder has its own unique ID or address. There is a range of different accessory decoders to choose from, some of which will still allow the point motor to be operated via a switch and the DCC controller. I prefer to use traditional switches or levers, there are many to choose from.

WIRING THE LAYOUT

I prefer to solder my wires to the track for a more reliable connection. I also make use of what is known as a 'power bus'. Basically this consists of two wires around the layout below the baseboard carrying power from your controller to the track. Your controller output cable is connected to these two wires.

I now solder wires to the rails and drop them through small holes in the baseboard. These are known as 'droppers' and they connect to the two wires creating your power bus.

BALLASTING

Once I've wired up the layout, I run a locomotive round just to make sure all is still OK. Then, using the longest locomotive or coach that will be used on the layout, mark out the ballast outlines. By holding a pen to the outside corner edge of the vehicle and running it around the layout a mark is left all the way round the outside of the track, I use this as a

guide to where I will ballast. I know that anything past this line will not interfere with the locomotive or coach when running. To give the inside guide line I put the pen on the inside middle of the vehicle.

This is where it comes down to personal choice what

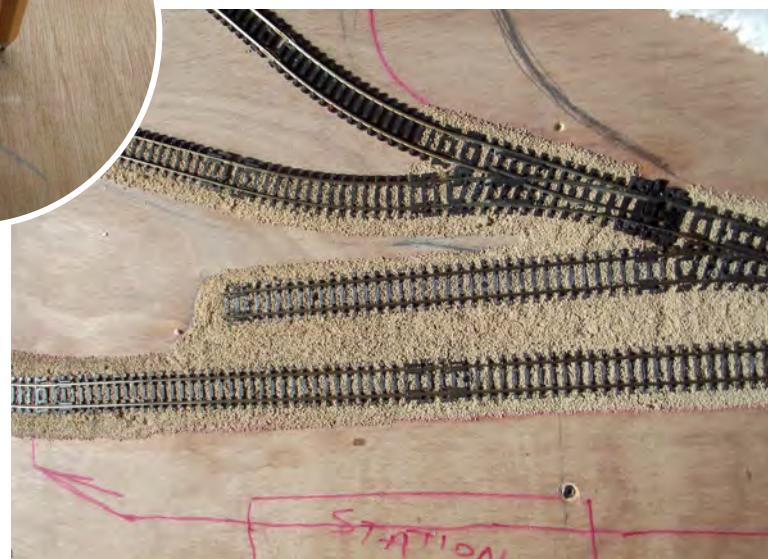
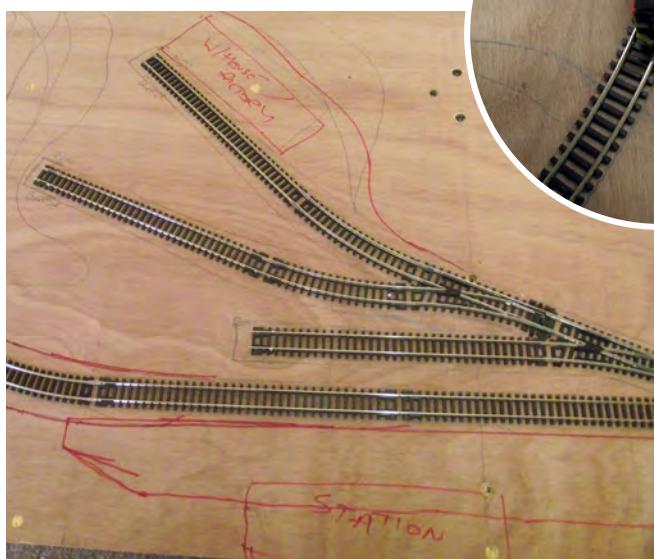
you want to put under the track to support it and deaden wheel noise. There is a wide choice of materials available; you can use thin cork sheet, Gaugemaster ready-ballasted foam underlay or lay track directly to the baseboard surface.

The foam underlay can give very smooth and quiet

running and if you intend to change the layout within ten years, it makes it very easy for the track to be lifted and reused.

For this layout I'm going to use granular ballast and fix the track directly to the baseboard.

Once the tracks are down I can sprinkle on the ballast and gently brush it so it's level with the line all the way round.



Once the track is laid and clearances set, mark out the locations of important buildings and features, preferably using the model as a template to ensure you get the footprint right.

SCENERY

You need to make sure that all droppers connected to the left hand rail go to one of the power bus wires and all of the droppers connected to the right hand rail go to the other. Swapping these anywhere will create a short circuit. However, once you're connected up you'll have a much more reliable power supply than if you relied only on the metal rail joiners.

If you have a large layout and get confused about which side of the track is which, I use a wagon with red sticker on one side and black on the other. I push the wagon around the layout and make notes on the baseboard about which colour is on which side, this means you can make sure you have the same coloured wire for each side of the track and avoid any problems later on.

I use a wagon labelled with stickers to remind me which wires go where.



Once everything is in the correct position, I use a mist bottle to spray the whole layout with water then apply the 75/2- PVA glue and water mix, with a drop of washing up liquid (to break the surface tension) using a small pipette.

Be very careful around your points as you don't want to glue these together. A drop of lubricating oil around the moving parts prevents the glue from sticking, but really take care not to cover the whole point with glue.

It will look a complete disaster when you're finished, but just leave it for at least 24 hours for the glue to set. Next, clean the tops of the rails and remove any ballast that has moved when you were applying the glue!

Check the inside of the rails and around your point blades to remove any small particles of ballast that could derail your trains. Also check that the points still work!

Once you've cleaned up, test a locomotive over every part of the layout to make sure everything is still in full working order. If not, trace the fault and rectify before proceeding. It's much easier to fix it now than after more scenic work has been done.

When you've tested a locomotive over the track and checked that the points still operate freely then it's time to start adding some of the main scenery items. I start with the bridges.

On this layout there are three bridges. I've used Scalescenes.com downloadable bridge kits as they give a great result and will fit the layout really well. I had already bought them for another layout so there was no need to buy any more.

I fitted the bridges in the position as shown from the layout plan and once in the correct position I ran a locomotive around the track to make sure it wouldn't hit them as it's a tight fit. Make sure that any alterations are done now before fixing them in place.

I used Metcalfe card buildings for this layout as they are widely available and give a very good result. Follow the excellent supplied instructions and take your time - if you rush you will see the flaws and they will always be there staring at you!

By placing the buildings on the layout at this stage you can move them around and make sure you are happy with their positioning. Once happy I mark their position on the baseboard and store them away safely for later. However, the bridges were glued down into their final positions.

Once the glue for the bridges had set I used cardboard and scrap foam packing to build up the basic shape of hills and roads, all the time making sure I left enough room to bring the landscape down to baseboard level.

At this point make any adjustments or alterations as required, as it'll be too



Above We're starting to build up the scenery using expanded polystyrene foam and stiff card for the roadway. Note that the track has been ballasted now too.

late when you've moved to the next stage.

I used rolled up newspaper to give some contours to the landscape, this will not be seen once it's been covered with strips of newspaper covered in PVA glue or using the bandage impregnated with plaster. Again, it's down to personal choice; you can use plaster bandage - often known as Mod-Roc - or strips of newspaper covered with glue to make basic *papier maché*.

I've used both and they can give great results. Plaster bandage dries more quickly and seems to form a harder shell, but *papier maché* is cheaper and easier to source.

There can be issues though; if you cut the bandage into thin strips it tends to clump up on itself and becomes unusable, so the strips have to be fairly broad. It's also white and if some bits drop off onto existing scenery they will be seen.

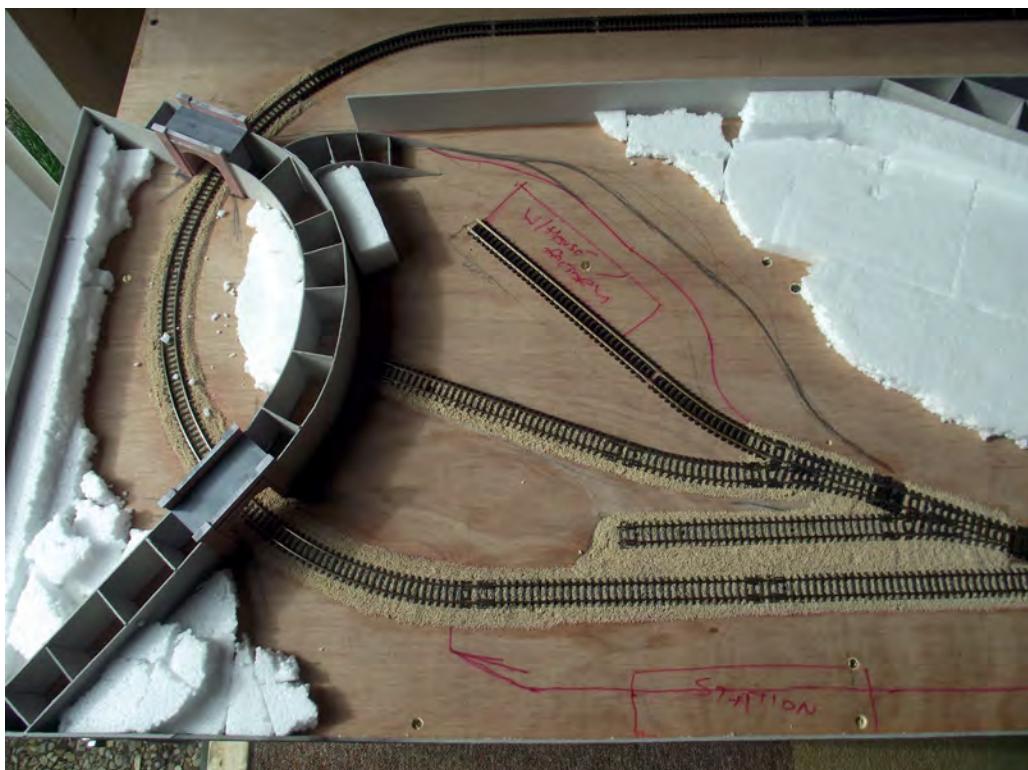
On the other hand, strips of newspaper and glue are good for getting in the nooks that are left around bridges and structures. Also, as it's PVA glue, it dries clear - another bonus.

You will need to put down plenty of layers and even then it can still flex where it sits on the rolled-up newspaper.

For this layout I've used strips of newspaper, which I coat both sides with the PVA/water mix.

The strips are laid over the top of the polystyrene/rolled up newspaper balls to create the landscape. I usually do about three layers running the strips across each other at 90 degrees to create a stronger structure. I then leave it to dry for 24 hours.

The day after I add more layers, but this time apply the neat PVA glue on the pre-formed landscape and put the strips on the glue, I then brush more glue on top of that.



When you have a small, flat layout, scenic breaks such as bridges can really help to break up the space and improve the visual effect.

PRACTICAL BRM



It's not completely solid and does flex a little, but for supporting grass scatters, hedges and the like it's perfectly acceptable.

Once the landscape has been formed and allowed to dry it can all be painted. I paint the roads black, but they will be covered with some sort of scatter to add some surface texture. The rest of the landscape I usually paint brown, before covering with different grass/soil scatters.

Once the paint has dried, I cover the landscape with PVA glue. The paint will lift a bit, so make sure you use a small pot of PVA as dipping the contaminated brush into a large pot will add unwanted colour or scatters as you progress. To keep the cost down, I buy a large tub of PVA and decant small amounts into another pot as I need it.

The first layer of ground cover is a mix of what I call standard scatters, the fine particles that are sprinkled on. I leave this to dry and then vacuum off any excess scatter that is still loose. I have a small dedicated hand-held vacuum cleaner for this so the scatter collected can be reused.

Once clean, I then dot PVA glue over the surface at various points. I don't brush as this will remove the



Once you're happy with the position of all your structures, papier mache is one way to form the contours of your landscape. Other options include plaster-impregnated bandage (also known as Mod-Roc) and Polyfilla, although these are much heavier materials.

scatter, but just dotting blobs of PVA glue all over to cover the area works quite well.

I then use static grass applied from either a puffer bottle or one of the many static grass application devices, which cause the grass fibres to stand up like real blades of grass.

I add more static grass of different lengths and shades to build up the landscape, again just dotting blobs of PVA glue over the area to be covered

When making a start on the landscaping I put the fencing, hedges and bushes in position first. There's no plan to it, I just add little bits here and there and glue them into position. It gradually starts to come together, but it's not until the trees are added that it really comes to life.

I like to add a lot of trees, and try to place them as minimum groups of three, plus one or two standing alone. To me it looks better doing it this way.

Once all this is dry I then start to add different shades and lengths of static grass and different grades/shades of Woodland Scenics turf to add more depth and texture to the fields. I just add a little at a time randomly over the layout. It's very easy to overdo it so it pays to take your time, add a little bit then stand back, run the train around the layout for a while and you will start to notice gaps or areas that need more greenery. It's a gradual, but ultimately satisfying process.

Once you're happy, then the fine details can be added around the station and factory. People, belongings, furniture

tools and so on can all be added at your leisure.

Take your time at this stage, run your trains and enjoy the layout. It's easy to add a few detailing parts, at least now the 'train set' has become a model railway that you can add to.

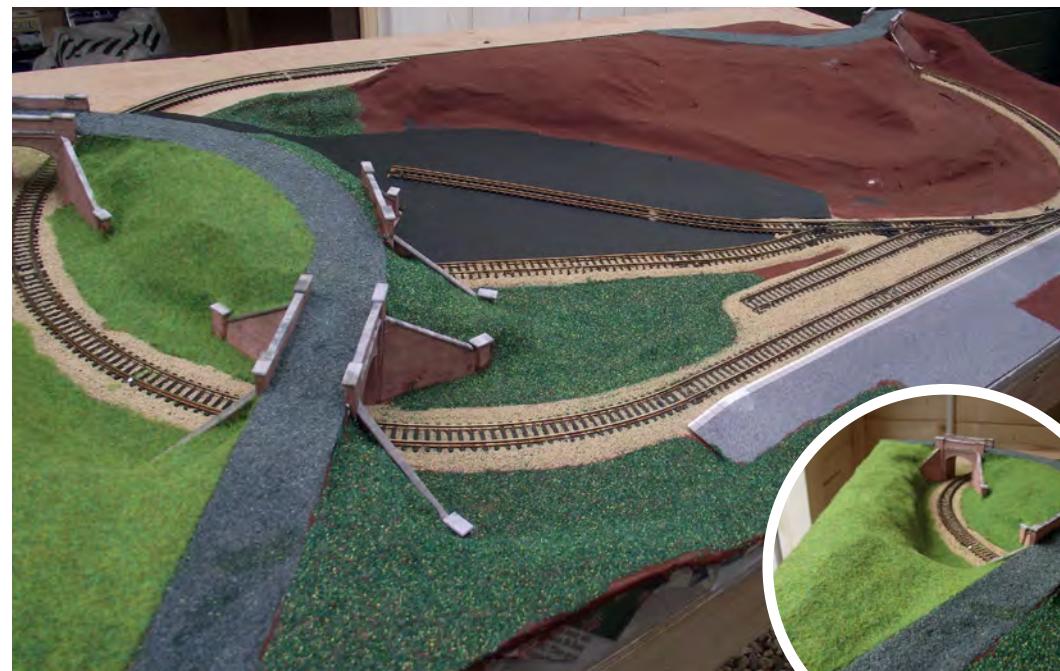
The layout is virtually complete, just a few detailing bits to put on, and the buildings to glue down.

I didn't keep all of the receipts but from what I can remember the total cost to build the layout to this point is approximately £380. This includes the Graham Farish train set with controller, locomotive and coaches, plus some of the track. Hopefully this project will be useful to someone and might inspire others to have a dabble at a quick and easy layout in N gauge. **BRM**



BACKSCENE

The backscene is just 2mm thick grey cardboad, which I painted using matt emulsion from a tester pot – the colour was easy to choose, it was called 'Sky'. I've glued ribs to the back of the board to help it stand upright. Across the bottom of these ribs I glued in some more strengtheners. Making a hole in these through the baseboard means I can hold it in place with tight fitting wooden dowels. If these become worn and loose I can always fit them more securely with bolts.



With the landscape dry and painted, you can cover it with scatters and grass materials, plus a tarmac surface for the roads and platforms. In the background is the painted, but un-grassed landscape.

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LAYOUT | LMS 1930s 100 Gauge



VALE OF LUNE

A good model railway is a moving picture, drawing the viewer into the scene. **Alan Ronalds** describes his methods for creating a convincing illusion.

FACT FILE

- **SCALE/GAUGE**
4mm: 1ft scale, 16.5mm gauge OO
- **SIZE**
20ft by 15ft
- **ERA/REGION**
1930s LMS
- **LOCATION**
Cumberland/Westmorland
- **LAYOUT TYPE**
Continuous loops
- **WORDS**
Alan Ronalds
- **PHOTOGRAPHY**
Andy York

model railway layout is a moving picture. The efficacy of the layout lies in the quality of the pictures. In other words, sophisticated prototypical movements should be reproduced on a regular

basis. Many such movements or 'set pieces' involve short travel, and so it is necessary to balance the schedule by including large runs of simpler movement. Too many layouts do not achieve this balance.

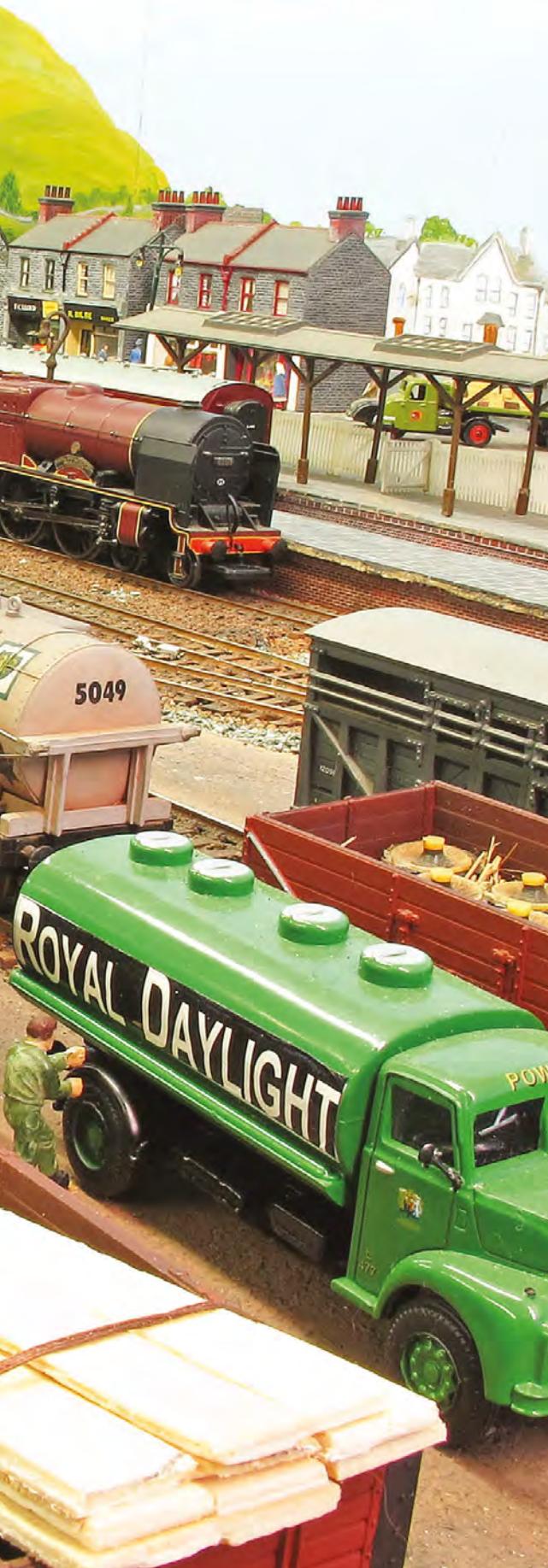
Ideally, schedule planning should start at the track design stage. Good plans ensure that there are plenty of holding areas out front. There is little satisfaction for me in running a train out from the fiddleyard and having to run it back again. On a quick count there are nine holding areas on my layout. The arrangement is therefore versatile and permits a wide variety of movements or set pieces. The examples that I give are for a layout based on the LMS main line in the Lake District.

The size of the space available limits the trackplan. In turn the plan limits the number of trains, the choice of trains should therefore be carefully planned, so as to represent the prototype's characteristics; for example, steam era South Wales equals lots of coal trains.

Everything needs to be balanced; work out your best range of block trains, such as petrol, cattle, milk, iron ore (in my case), horseboxes and so on. Similar thought should be given to the choice of coaches and locomotives. Locomotive types will be obvious enough, starting with express passenger and working down to shunting types. As for coaches, consider local rakes, push-pulls, ordinary, secondary and express trains. Investigate the relevant coach formations for your location.

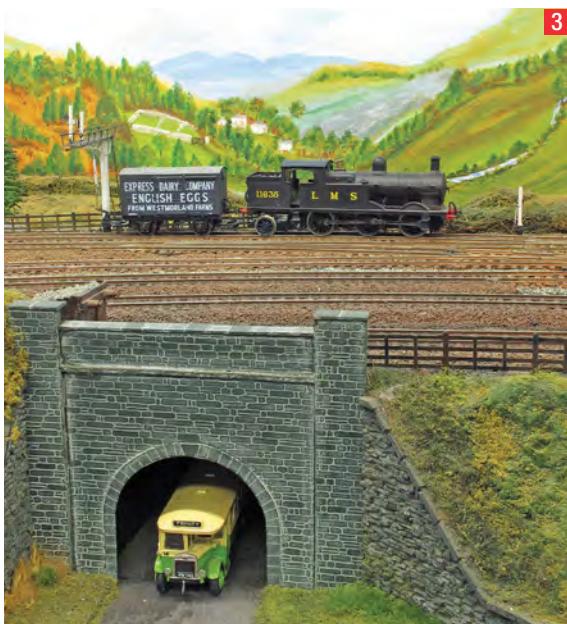
On my layout I need to represent ex-LNWR stock, Midland clerestories, 'Tatty' old Midland stock and Gresley coaches. The LMS era is covered by panelled and flush sided Period I to Period III vehicles.

Operators like challenges and they like variety. It is the responsibility of the owner to train, motivate and challenge operators, and also to entertain the visiting



A prototypical balance of express, secondary, local and goods trains is essential, as is careful planning of through portions, loaded and empty trains and Up and Down workings.





public. Most of us will have observed failures on both counts. Probably the best layouts are those with a strong prototypical influence, but with one or two concessions to operators and/or the viewing public.

Single operator layouts with a terminus have similar responsibilities. These layouts are obviously smaller with a simpler trackplan, but this does not preclude a detailed schedule.

EFFECTIVE PRESENTATION

Small layouts of diorama size don't have to be static. Recently I viewed two small layouts, both beautifully presented. One layout, 'Polpendra', was a hive of activity, the other was static. I visited it three times

ABOVE: An ex-LNWR 'Cauliflower' 0-6-0 heads for the turntable. These lightweight, but useful veterans were retained for use on secondary lines into the early BR era.

LEFT: 'Spotting' wagons for loading and unloading is a great way to add operational interest to your goods yard.

BELLOW RIGHT: An LMS pull-push set, converted from old Airfix/Dapol non-gangwayed coaches is used for the branch train.

I ask the expert

Q What's the best way to add operational interest and variety to branch line passenger trains?

A Pre-Nationalisation companies kept fixed sets (two or more semi-permanently coupled coaches). The companies gave them a letter for identification purposes. The most famous of these was the Great Western Railway 'B' set. The set is, of course, available in model form in N and OO. At busy times they would be strengthened by adding extra coaches to the middle. Spare coaches - strengtheners - could be stationed on your layout, and

the changing of the formation would be a useful set piece.

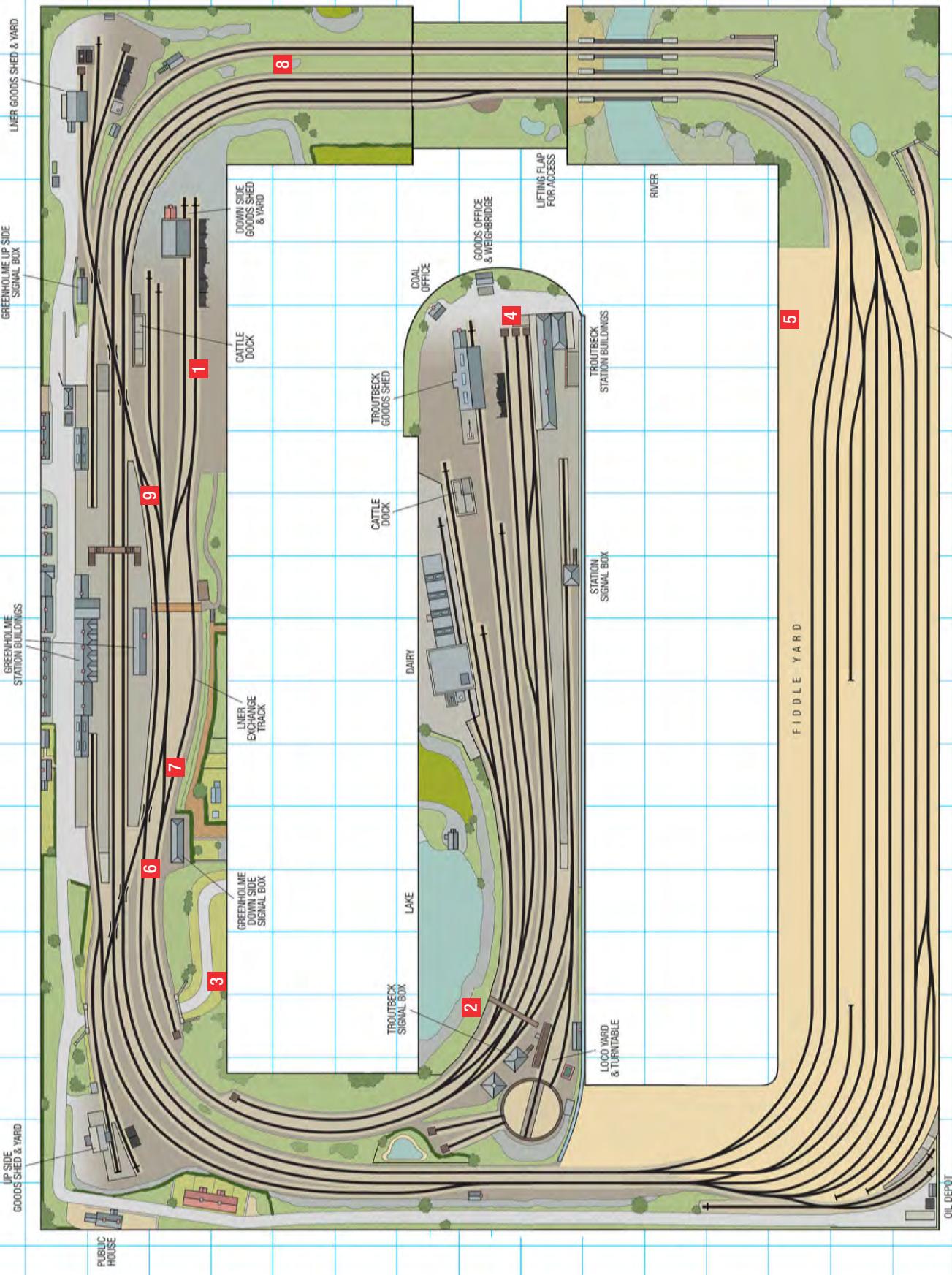
Another handy way to add operational interest is by running 'through coaches'. These front-rank vehicles were different from the mundane branch coaches, usually having through gangways and being much more modern. In most cases the coaches would have been attached to the branch train, but I think it reasonable for a bigger locomotive to work the 'through' to its destination on occasions.



Like this?

For more on layout planning for realistic operation, see
Paul A. Lunn's bi-monthly 'Inside Track' column.

TRACKPLAN VALE OF LUNE



without seeing a rail movement. The difference? Concept and trackplan.

Larger model goods yards can have a wagon distribution plan: vans to the goods shed siding, a tank wagon siding, a milk depot, coal staiths and a miscellaneous siding to include all the surprise visitors. I like to have an empties siding.

North American modellers are good at 'spotting' - the placing wagons alongside appropriate lineside fixtures. BP road tankers, on my layout, appear on two of the goods yards, and operators are required to spot the BP tank wagons alongside them. I also spot a coal wagon for the milk factory and designate an empties siding.

I am familiar with the argument that the viewing public only lingers for ten minutes, but in my experience visitors will circulate the hall several times before leaving. Rotation means handling, and I realise that there may be objections from the 'hands off' brigade, but I can honestly say that handling damage has been absolutely minimal over a period of some 35 years. We railway modellers are usually careful people.

ask the expert

Q How did you design the layout to allow authentic operations for main line trains?

A I am an advocate of central reversing loops for circular layouts, what goes north should eventually come south. On my layout, my favourite locations are the 'Y' points that give access to the reversing road. This is long enough to take two trains at a time. Basically, Operator 1 drives

the train into the far end of the road, and Operator 2 carries out the reversal. During the course of the schedule all trains with 'identity' are reversed, this includes goods trains and famous named trains such as the 'Coronation Scot' (see below) and the 'Royal Scot'.

6



ABOVE: All fiddleyards, both portable and fixed, should have sufficient storage to allow stock rotation. This gives variety for the operators, and presents a fuller picture to visitors.

RIGHT: In the steam era, coaching stock fleets were constantly in transition and uniform rakes were unusual. Vehicles were cascaded down the 'pecking order' to mundane duties as they reached the end of their working lives, exemplified by the clerestory coaches in the centre of this photograph.

Operators should be supervised as some will need extra training and motivation. Additional motivation comes from work variety and challenge. I have seen the opposite: demotivation through monotony and inactivity. Give them set pieces such as changing locomotives 'out front', splitting trains or shunting exercises.

MAKING IT CONVINCING

How long is the schedule? Instructions for 'Vale of Lune' are written on 5in by 3in cards, which are placed in cut-down ring binders. The master file, used by the 'Fat Controller', started with three ring binders. The master file lists all the movements for the five control panels. It gradually grew from three to six files, as new trains and new ideas came into being.

I now come to the 'improbabilities', or in other words model situations that do not exist in real life. Locomotive sheds are required when trains start and finish from the location depicted. Some model sheds have large locomotives displayed. The adjacent stations can best be described as countryside and no trains start or finish there.

On circular layouts, 'out front' goods yards are too often poorly presented. No goods trains call to set down or pick up. No shunting by the station pilot takes place to illustrate the assembly of a goods train, or its distribution. At best a little 'shuffling' may take place. Sometimes the sidings don't even have road access!

Scenery and buildings need careful thought regarding their placing. There are some conjunctions which have been exhibited which are unbelievable, and are certainly wrong in terms of spatial relationships. Given that fiddleyard-to-fiddleyard layouts, like their fiddleyard-to-terminus brethren, do not require central

Scenery and buildings need careful thought with regard to their placing. Some conjunctions seen on exhibit are unbelievable, and certainly wrong in terms of spatial relationships.





8

reversing roads, other efforts to develop set pieces should be made.

On the freight side facilities for end loading vehicles are an option, as is a cattle dock. A provender store would be suitable for 'spotting' wagons. Keep thinking about development and ideas will flow.

Reverting to passenger stock, on my layout I have several ways of splitting and joining trains. A Glasgow express arrives on the Down Main with through coaches from Manchester to Keswick. The Keswick portion is uncoupled, and the Glasgow train departs. A 4-4-0 located at the back platform (light engine movement from shed) backs onto the remaining

ABOVE: An LNER J72 passes the small locomotive shed as it shunts a pair of Gresley non-gangwayed brakes used for the branch train from Greenholme.

BELLOW: Greenholme sees trains splitting and joining, with smaller locomotives used to haul portions to and from Keswick. This can add operational interest and variety to a layout.



9

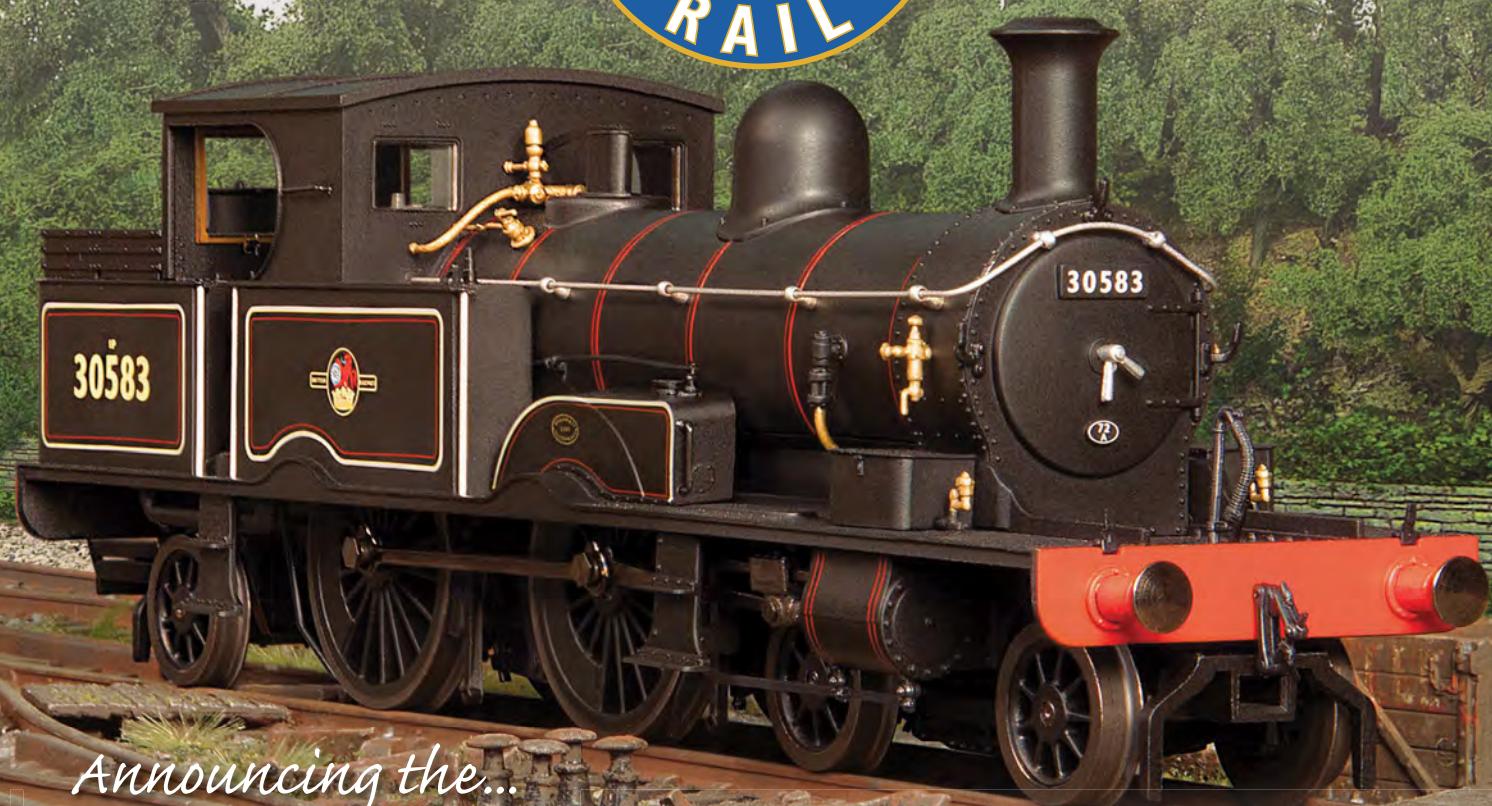
portion. The Keswick then follows the Glasgow express and diverts. The Down 'Lakes Express' also splits, but this time the rear portion is drawn back by the station pilot and shunted to couple with a 4-4-0 waiting at the head of the back platform. The trains leave together, side-by-side. In the Up direction the two portions are coupled on the Up Main.

The back platform is used to house local passenger trains which are due to connect with expresses. This occurs in both Up and Down directions.

Bay platforms are underused on many layouts. Local passenger trains can convey an assortment of vehicles which can be detached and deposited in the bay. Bays are often used by push-pull trains or, in more modern times, railcars.

As another set piece idea, how about a heavy coal train with a banker at the rear? Or attaching a banker whilst 'out front' if the train locomotive is 'steaming poorly'. Ballast and other engineering trains are useful for causing diversions whilst they work.

A final example of a set piece on 'Vale of Lune' is the 'Dundee and Durham'. The Durham portion enters down the LNER branch and travels wrong road into the Up Main. It is deemed to be a 'stopper'. The Dundee portion follows and runs past the Durham on the Down Main. It then crosses to the Up Main and reverses to couple with the Durham. An LMS locomotive, waiting at the back platform, couples so as to take the train in the Up direction (a reversal). The train leaves for Blackpool and the two LNER locomotives head back to home territory. ■



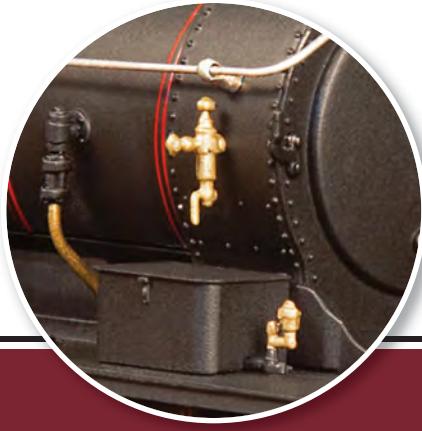
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In Pursuit of Excellence

To write a personal story on our interest in railways and modelling, as an introduction, before relating the design and structure of 'Kingswear', is an interesting challenge. Other writers speak of a lifetime of dedicated railway enthusiasm, showing skilled technical knowledge of trains and railway modelling at an early age.

This is the mantel that truly belongs to my fourth and youngest son Alex Seal. Without his unbounded drive, energy, exceptional dedication and infectious enthusiasm, 'Kingswear' would not have left the drawing board. These words are dedicated to his early tenacity and constant devotion to railways.

Whilst I am sure he would not approve of all the contents of this article, an older person late in life is happy to confess the errors of the past. To write is an excuse to rummage amongst the remembrances of life, to dish up experiences, sometimes only barely associated with railways, convinced that everyone will be interested.

HISTORICAL INFLUENCES

At home, my childhood bedroom window overlooked the City of Bath and its railway station. Below were the extensive goods sidings. These were blocked from view, but annoyingly could be heard. At bedtime the noise of shunting was not music to my ears, trying to sleep I laid in bed, counting the number of trucks as each was bounced into the next, wondering when it would end, and what was the purpose of this late night activity! Despite this, I was still happy to receive my first trainset, a Hornby tinplate O gauge set, for Christmas 1939.

By the early-1950s, I was studying architecture in Bristol. In the long summer holiday of 1952, chance created renewed interest in historic railway transport. On a disused railway line near Bath, Ealing Studios was filming *The Titfield Thunderbolt*, so I decided to cycle out and visit the set.

On arrival the star, John Gregson, was being filmed loading fruit into a guards van. Edging closer, I was able to speak to friends who were being paid as extras. After arranging an interview with casting, I eventually received a telegram accepting me as an extra too.

The pay was unbelievable, but more memorable was the daily issue of neat lunchboxes. It was still a time of rationing, so every lunch was like Christmas! The film work seemed negligible, providing plenty of time for sunbathing and playing cards.

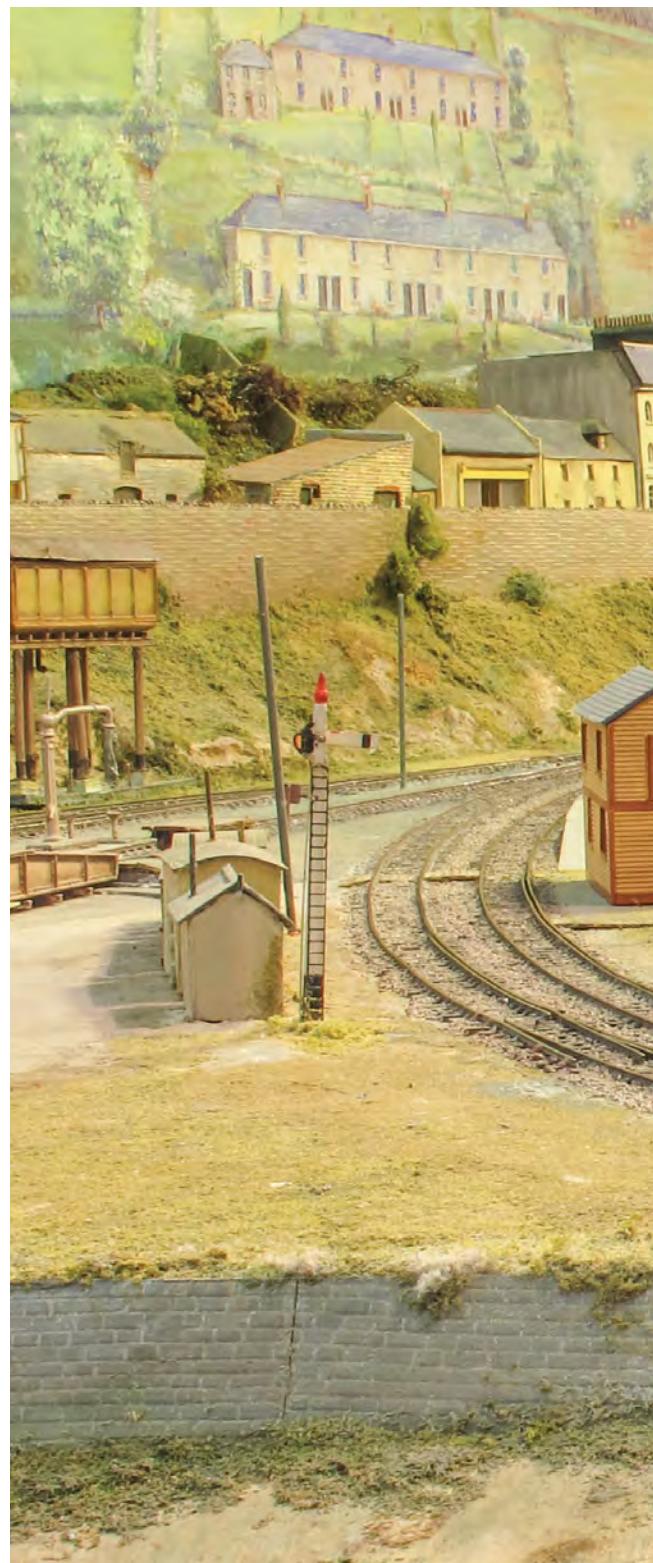
We did not meet the stars, except for *Lion* alias the 'Titfield Thunderbolt'. Days were spent being paid to sit in the historic carriages pulled by this beautiful wonderful steam locomotive through the glorious scenic countryside.

On one occasion though, I was asked to a stand-in for John Gregson for a distance shot of the train. On the slopes of the hill the cameras were rolling when suddenly Gregson's large hat blew away. Petrified, I stood motionless, not knowing what to do. Talking out of the corner of my mouth to the Cockney assistant in

FACT FILE

SCALE/GAUGE	1:152 scale, 9.42mm gauge 2FS
DIMENSIONS	37ft by 11ft 6in
ERA	1930s/40s GWR
REGION/LOCATION	South Devon
LAYOUT TYPE	Fiddle yard to Terminus
PHOTOGRAPHS	Andy York

MAIN IMAGE: A 'Hall' 4-6-0 departs with a train of Collett stock. In the background, the goods yard is busy as preparations are made for the D-Day landings in June 1944.



the van, did not relieve my dilemma. My work was for the cutting room floor, nothing of my film career has been identified on the silver screen!

This encounter with the 'Titfield Thunderbolt' brought me closer to the history of our railways, with a greater appreciation.

In the 1980s my fourth son Alex was born; at the time I had no idea he would bring me back to railway modelling. One of our first visits to a model railway exhibition was the 'Brunel 87' event in Bristol.

See more on the DVD

Look out for a video feature and interview
with Mervyn Seal on this month's **BRM** DVD.

1

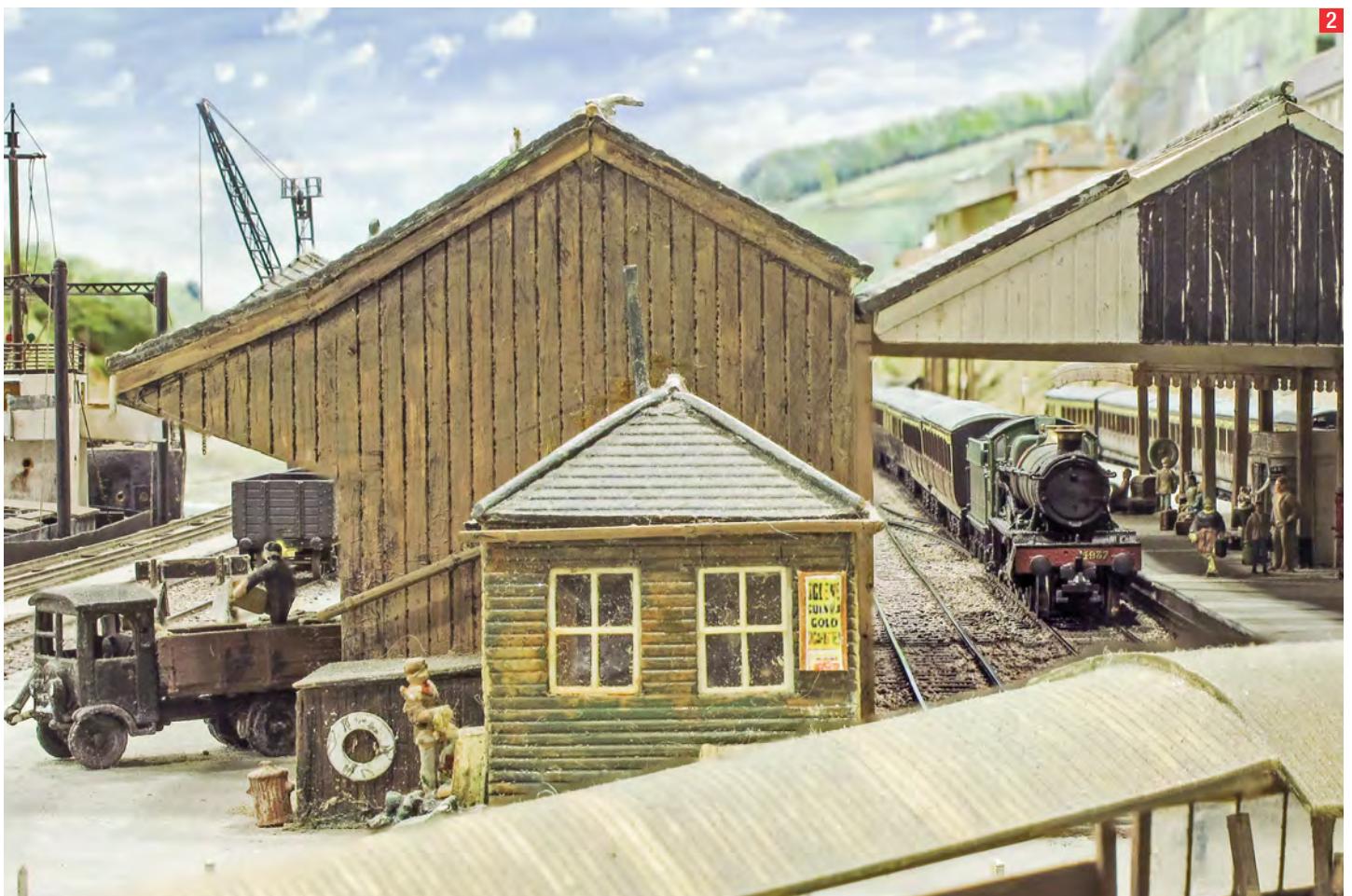
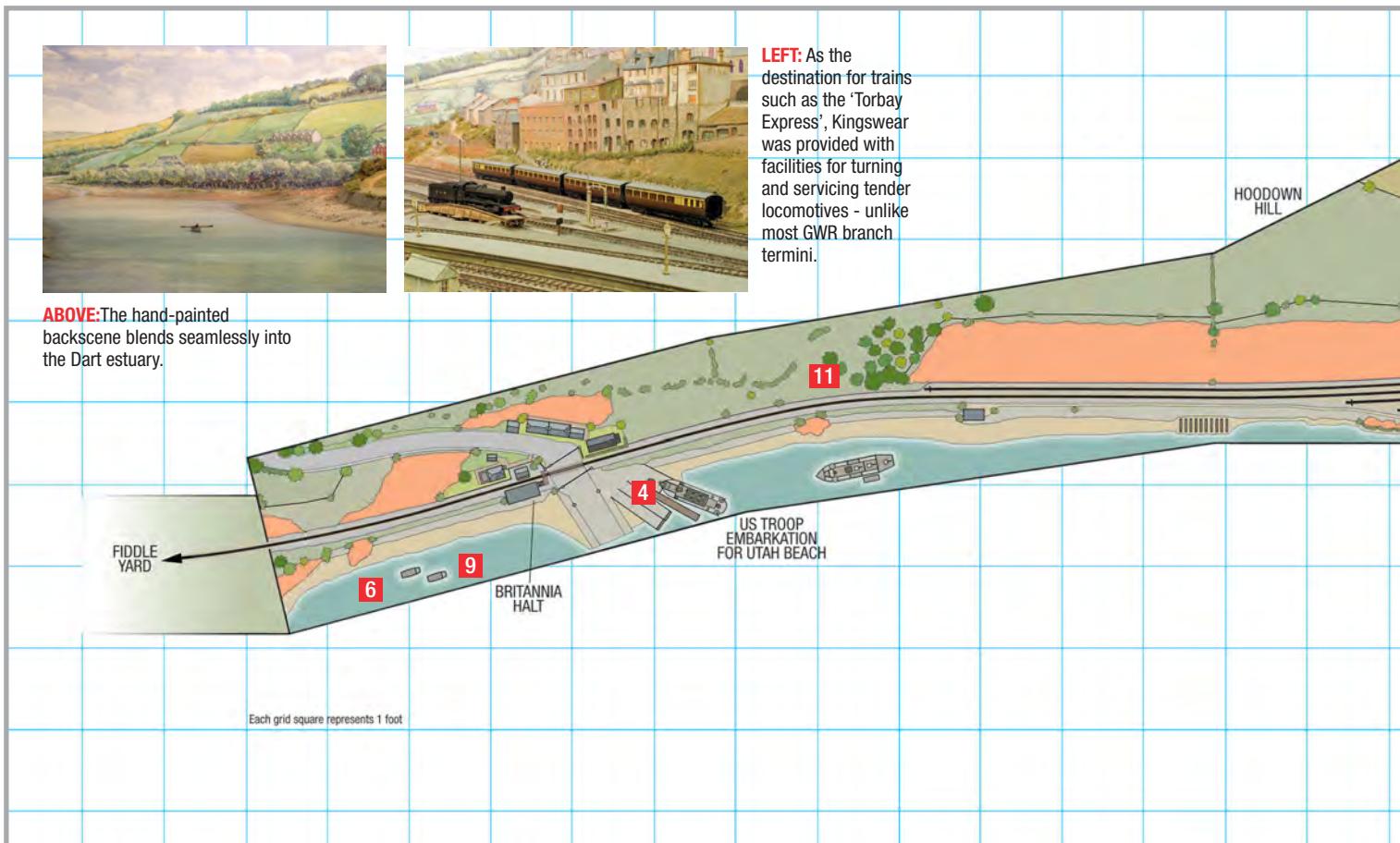


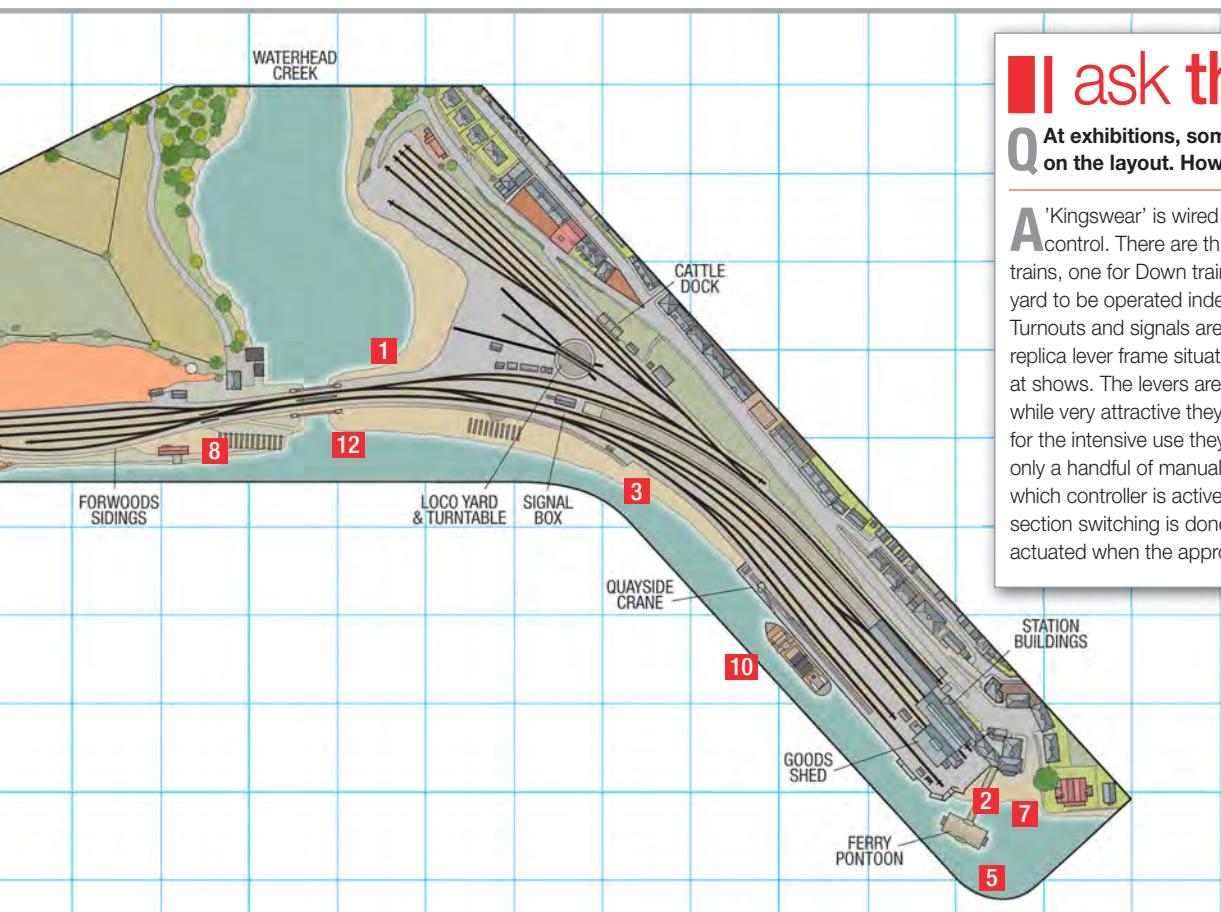
KINGSWEAR

Mervyn Seal charts the long journey that eventually led to the construction of this outstanding exhibition layout.



LAYOUT | GWR 1940s | 2mm Finescale





I ask the expert

Q At exhibitions, something is always happening on the layout. How is it controlled?

A 'Kingswear' is wired for traditional analogue (DC) control. There are three controllers, one for Up trains, one for Down trains and a third allows the goods yard to be operated independently of the main line. Turnouts and signals are controlled from a miniature replica lever frame situated at the front of the layout at shows. The levers are from a Brassmasters kit, and while very attractive they are not quite strong enough for the intensive use they get at exhibitions. There are only a handful of manual section switches to select which controller is active in which section. Much of the section switching is done through a system of relays actuated when the appropriate levers are pulled.

The modelling, to us, was very impressive, but there was no thought that one day we would embark on a similar project. The model that gave greatest inspiration was 'Exbridge Quay', by Dave and Shirley Rowe. Exquisitely detailed with a working hoist and seagulls, it took a formidable 7,500 hours to construct.

There was never a thought, or wish to compete by constructing a model ourselves, only to admire the very competent workmanship. We became regular visitors to the Brunel exhibitions. A truly inspirational model was of 1930s Burnham-on-Sea, in 2mm Finescale by Denys Brownlee. In my ignorance I said; "Oh, this is N gauge" only to be politely corrected by Denys, who went on to explain the finer points of 2mm Finescale modelling. Denys went on to become a great influence on our own modelling.

CHOOSING KINGSWEAR

Alex's constant enthusiasm led to the decision that it was time to build a genuine model and design a layout. Alex was constantly drawing out potential track layouts. At first we were over-enthusiastic in selecting Brunel's 1864 Tamar Bridge including Saltash station and sidings. Research in Plymouth Library was disappointing revealing little or nothing of modelling value. A visit to Swindon to research GWR records, gave no further encouragement.

Alex's criteria for a layout was to be able to carry out shunting as well as main line running. It therefore seemed logical to choose the our home location of Kingswear

with its three groups of sidings, Wharf coal sidings, Waterhead Creek and Forwoods sidings at Hoodown.

Alex's stock at the time was OO gauge but when we drew the plan of the station building and calculated the length of the platform in 4mm scale it was an astonishing 11ft 6in long. The station and sidings would have been in excess of 30ft and trains would never have left the station. It seemed ambitious for a first genuine model but Alex suggested building it in N gauge, allowing the station layout to be reduced to around 16ft. Unbeknown to us at the time, it would be a stepping stone to eventual move into 2mm Finescale modelling.

As a father, the educational benefits of the hobby were obvious, to cultivate skills of carpentry, electrical, painting and modelling for ourselves, and personally to deflect my ignorance of computer technology, to be mastered much later on.

GETTING STARTED

By now I must admit to a great excitement for the forthcoming project, constantly fired by Alex's single-minded enthusiasm and critique if I had not substantially progressed on my part of the project during the week. Eager to start on the real modelling, the design and construction of baseboards was deferred to assemble the 69in long curved platform, drawn on an old piece of hardboard.

But, it was essential to think about baseboards. Their size was determined by the unknown challenge

LEFT: Despite its size, there's great attention to detail throughout the layout, not least in this view of the goods shed and distinctive train shed behind.

■ I ask the expert

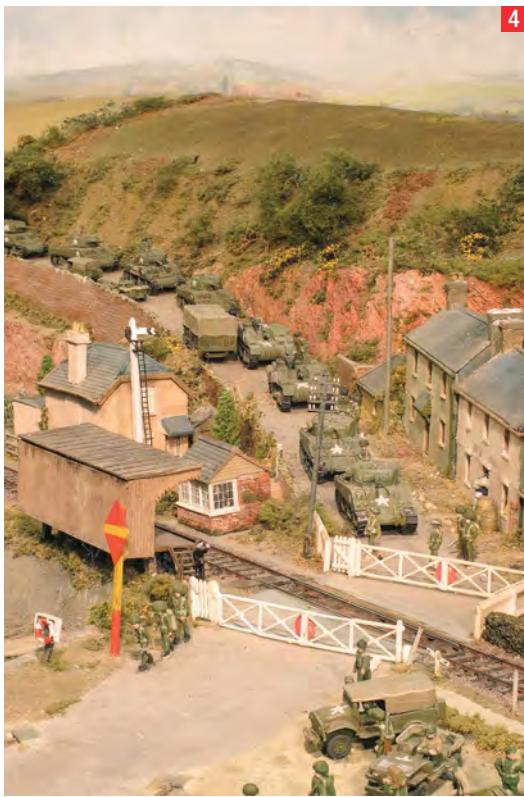
Q Why did you decide to change from conventional N gauge to 2mm Finescale (2FS)?

A If there was a time, a place, a person that set the course for our change from N to 2mm Finescale it was a visit to the West of England Exhibition in the 1990s. We saw a small, delightful 2mm exhibit, by Mathew Wald. I remember particularly the fine post and wire fence, with amazing perfectly taught wire, and my the desire to emulate such details.

Mathew was offering a hands-on experience specifically for young people. He had set up a track assembly jig with rail, sleepers and roller gauges to show the ease of 2mm track construction. What was most impressive the genuine, friendly way he involved any passing young person, encouraging them to solder and construct their own track to take home. Alex took up the offer with enthusiasm, soldering a length of track with aplomb. Naturally there was then serious discussion of the merits of 2FS and the feasibility of changing over from N gauge track.

This was unknown territory, I awaited to see if the interest would remain, or be forgotten. However fate set the course of action when Alex met a modeller wishing to sell his 2mm track assembly jig and other items. We had to decide whether to start from scratch and rebuild boards 1-3 with new track and rebuild the existing village and landscaping afterwards.

In hindsight, the final decision was probably the wrong one. We built the new 2mm track on 9mm plywood, cut out the old N gauge track base and part of the structure, to later insert the sections of new track boards aligned, levelled and screwed to the original framework with the sceneries. It was a mammoth construction project in 2mm; with the hand-made turnouts, single and double slip, and lengths of subtly curving track made to faithfully replicate the 1930s track layout.



and the fear of alignment of up to six tracks crossing board joints. Basic baseboard size evolved from the requirement to be light enough for one person to carry through a doorway and transportation in a Mini Metro car. This determined a length of 5ft 11in by 2ft.

To maintain lightness I resisted the ease of 2in by 1in timber framing, using more expensive planed timber at 45mm by 12mm. Strength was achieved by forming an angle, with two lengths glued together for the outer framing.

As time passed the support trestles increased in height twice, at the instigation of Alex. Eventually the optimum height was determined at 46½in for the River Dart level, with the track on embankments at a higher level for viewing.

The volunteer stationmaster at Kingswear was very helpful, lending us a British Railways scale plan of the track layout, which was re-scaled for accurate setting out of the track.

This important part of the model was Alex's forte, his task was to decide on suitable standard N gauge points. Despite great efforts he was unable to replicate all the subtle layout turnouts of the prototype using proprietary track without some compromise and poor alignment. These problems were not to be properly resolved until the freedom of design provided by hand-built track was realised in 2mm Finescale.

2MM INSPIRATION

In the mid-1990s, probably 1994, a visit to the Railwells exhibition provided some interesting thoughts. There were the usual varied scale models but notably we saw eight models in 2mm finescale (2FS), and an expert demonstration by Neil Ballantine.

Our model of Kingswear in N gauge was progressing well at this time. I must confess that whilst full of admiration, I did not at the time appreciate the expense - or purpose - of altering locomotive stock and labouring to construct track for a minor dimensional adjustment. This was another world.

Denys Brownlee was exhibiting again, which gave





"'Kingswear's' debut was an experience best forgotten. In reality it was a valuable lesson, revealing a multitude of do's and don'ts for our future outings."

another opportunity to admire his fascinating 2mm model 'Burnham-on-Sea' and importantly to study his supreme quality plywood buildings, to wonder again how he achieved cutting the window openings so neatly.

When I related my initial thoughts on 2FS to Alex, he did not demur, but I sensed that he did not agree, he spent a long time studying the exhibits. The seeds were sown, we were growing up from toy trains to scale realism.

EARLY DAYS

The model progressed, my enthusiasm soared, eager to have a first public display. Alex was not so keen, he was right. My motive was to set a target date, to get the track and locomotives running.

We were still amateurs, the suitable informal venue was an offer to exhibit the embryonic model in the booking hall of Paignton station.

The model was far from finished, so there was a last minute rush to enhance the scenics. Alex had a video showing how to ballast, illustrating laying very liberal amounts of diluted PVA. It was a great error to ballast at the last minute without ample time for cleaning and testing. Also previously Alex had spent many hours on carefully constructing the first control box.

For the event, Alex crawled under the boards to connect about 30 loose wires from the connecting





6

LEFT: In the late-1990s, the layout was extended to include the Higher Ferry and Britannia Halt, being passed here by a branch train hauled by a 57XX 0-6-0PT.

BOTTOM LEFT: The grand station buildings at Kingswear overlooking the Dart and covered walkway down to the ferry.

BELOW: Extensive research and field visits greatly enhanced the quality and detail of the model, leading to features such as the old Noss Creek timber trestle supports seen here in the foreground.

blocks on the model to the control box.

In the end, 'Kingswear's' debut was an experience best forgotten. In reality it was a valuable lesson, revealing a multitude of do's and don'ts for future outings.

A second outing brought an offer by Paul Edwardes to bring his greater expertise to assist on the electrics, so we arranged weekly model evenings. This then led to our use of first names: Mervyn, Alex and Paul, as founder members, to create our little group's title, MAP Model Railway Group.

EXHIBITION EXPERIENCE

The first genuine exhibition for 'Kingswear' was in 1997 at Newton Abbot, as part of an exhibition to celebrate 150 years of railways in the town. A hidden loop with a gradient for returning trains proved to be a big error and had to be abandoned in favour of a fiddleyard.

Unfortunately, the usual size of van was not available so a spacious 'Luton' was provided instead. This gave plenty of room to spread out the boards but after the exhibition, board two was leaned against one side of the van. Some erratic driving caused it to fall face first on to a box. The damage was horrendous requiring a complete rebuilding of the dented, twisted rail and points.

Around the same time we decided to extend the model by two further boards to include Britannia Halt adjoining the Higher Ferry.

The next exhibition was in 1998, in my old home town of Bath. We were bettered prepared, having

Ask the expert

Q There's a great deal of authentic detail in the model. How was it researched and what archive sources were used?

A The Historical Model Railway Society encourages railway related education for young people through its Education Award Fund. The worthwhile cash awards are designed to cover costs of films, maps and travel to complete a thesis suitable for publication in the HMRS Journal.

Alex's application was readily approved by the HMRS. The scheme proved very interesting to research libraries, archives, drawings from the 1860s and field studies. Progress on the model slowed as interest in the research by Alex, and myself as assistant, became a priority. It was of great interest obtaining information, photographs and plans from the National Railway Museum, local museums, libraries, county records and Swindon Railtrack archives. The studies gave meaning to incidental finds abandoned along the track, as our knowledge of Kingswear and the surrounding area increased.

It was most exciting to discover remains of the 1864 Noss timber viaduct, consisting of 13 spans supported on timber piles set deep in the mud of Noss Creek. Our field study identified the remains of the original timber trestles still protruding from the mud after 130 years.



8

We also discovered various artefacts from the Second World War hidden in vegetation, some of which were eventually incorporated into the model. Alex's article on the history of the Kingswear line was published as a series in the *HMRS Journal*. The knowledge gained, greatly authenticated our modelling.



constructed a stacking frame for transportation of the regular shaped boards. These house the boards like a drawer unit, sliding in and out on their previously built angle side frames.

On the new boards - 4 and 5 - buildings were initially outlined in grey block form for detailing later but the 2FS track was laid and landscaping was complete. In a change to design policy the outer boards had a higher backscene, and boards 1-3 were soon changed to match.

We were surprised to be approached by exhibition scouts, saying they would like to invite the layout to York and Warley shows, both prestigious events. At the time this seemed an extraordinary recommendation; perhaps they had not noticed the hesitant running on the N gauge track and some problems on the 2mm finescale track on the new boards. Afterwards the decision was made not to exhibit again until the changeover to 2FS was complete and testing was finished.

This gave us a year and a few months for the requisite conversion, requiring an amazing 12,000 soldering joints in total for a complete change to 2FS.

My son Julian was, at the time, a very keen military modeller with a particular interest in the Second World War. His interest encouraged the decision to finally complete the new boards as they might have looked in June 1944. He built landing craft replicated in every detail, US troops and armoured vehicles embarking to land on Utah Beach on D-Day. It is one

of my favourite areas of the layout, recording a famous day in our history.

But, despite all this work we were not ready for York. We were positioned next to the 2mm Scale Association stand and its experts had a good view of 'Kingswear' all weekend. The running of the converted locomotives was seriously tragic. Whilst it was somewhat embarrassing, the saving grace was the loan of two locomotives to exhibit reasonable running.

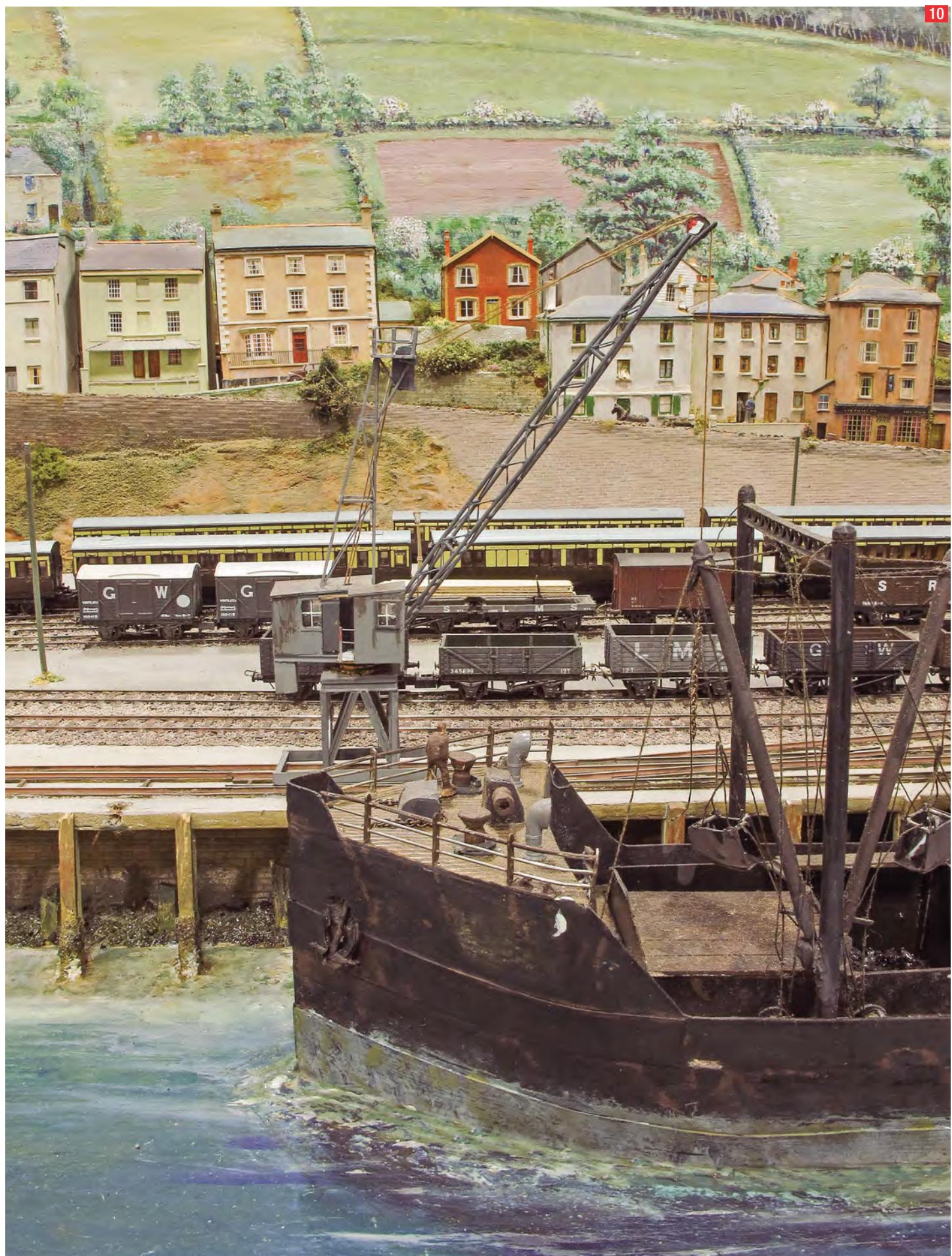
LOCOMOTIVE FLEET

In the very early days Graham Farish locomotives were used, converted to finescale standards using Neil Ballantine wheels, then available from the 2mm Scale Association. These wheels had steel tires on plastic centres and were prone to distortion with changes in temperature and humidity. Later the association introduced conversion kits using all-metal wheels, running in bearings mounted on PCB sideframes overlaid on the Graham Farish chassis block.

This was applied to an old Graham Farish GWR 57XX pannier tank which proved to be a good runner. Our own home-made version of this conversion was later applied to a Farish 8F chassis, forming the basis of the 28XX 2-8-0 and to a 41XX 'Large Prairie'. The revolution in motive power came with introduction of the Dapol 'Hall'. It was possible to turn the cast metal wheels on a lathe to reduce the thickness of the flanges, suitable spacers being added to bring the axles to the correct

ABOVE: US Army troops practice landing manoeuvres as a GWR 28XX 2-8-0 coasts down the gradient with another load of supplies, including a couple of gunpowder vans.

RIGHT: Every available resource was called into action prior to D-Day and many normally quiet locations were transformed into hives of activity.



ABOUT US

If you are interested in inviting 'Kingswear' to your exhibition please contact us at kingswear@hotmail.co.uk

gauge. A second advantage of the Dapol models was the square axles that meant setting the quartering, often a difficult task in 2mm, was not necessary. This method of conversion has been applied to two Dapol 'Halls' and a 57XX 0-6-0PT, with a new 'Grange' in the process of being converted.

The majority of the carriages in the early days were generic Graham Farish 'suburban' and 'main line' types and we still have quite a few of these in service. They have been re-wheeled using 2mm Association axles which simply clip in place of the originals. These are supplemented by some kit-built coaches including those once available from Ultima, now available again from Etched Pixels. Ultimately the old generic coaches will be replaced by more accurate models of GWR coaches including models built from Worsley Works etched brass components as well as converted ready-to-run items such as the Dapol Collett coaches now in service.

Goods stock is mostly converted Peco and Graham Farish models mixed with a number of both N and 2mm plastic, resin and etched kits from various sources. We are also in the process of weathering much of the stock.

We have found that by following National Model Railroad Association (NMRA) recommended practice (RP20.1) as closely as possible for the ideal weight of goods and passenger vehicles we have experienced much better running, fewer derailments, and more reliable coupling and uncoupling. It is not always possible to get the recommended weight into our tiny 1:152 scale rolling stock, particularly open wagons, but nevertheless the improvement has been outstanding.

OPERATING SEQUENCE

For many years at exhibitions we tried to run a sequence based on the real train movements at Kingswear in the 1930s. We found this was enjoyable to operate but with such a long single line layout there were long periods with nothing happening while coaches were shuffled around the station and other shunting took place. So several years ago we adopted a simplified operating scheme where much of the shunting was eradicated and trains run on a kind of 'ping-pong' system when one arrives at the terminus the next is already waiting to depart and starts as soon as the arriving train is clear of the single line.

This provides much better entertainment for the public at exhibitions, but relies on the concentration and co-ordination of two operators at all times! On top of this we have a few prototypical 'set pieces' which we run from time-to-time, including the 'Torbay Express', goods trains, coal trains and even an armoured train powered by an ex-Great Eastern F5 2-4-2T commandeered from the LNER.

In the very early days of the layout in 2mm scale guise it was lucky if a train made it from one end of the layout to the other without derailing or stalling. It has taken a great deal of time to ensure reliable operation there is no room for the 'that'll do' approach. Only perfect is good enough, especially with the minute tolerances encountered with 2mm scale modelling.

PLANS & IMPROVEMENTS

The layout is over 20 years old now and sometimes shows its age. As a result there is a steady stream of repairs and renewals to be carried out to keep things running. The layout was fully re-wired in 2006/07 eradicating some of the 'spaghetti' within the control panel and beneath some of the boards stemming from the early days of the layout.

We are continually adding new features. The signalbox is currently nearing completion and there are plans for the footbridge, a feature missing for many years, plus a model of the famous ferry 'The Mew'.

As a showpiece for exhibitions to accompany the signalbox lever frame will be a replica of the electric key token machine on the operating desk. This will function in conjunction with a similar simplified machine behind the scenes so that a key/token must be 'out' before a train can be sent onto the single line section.

As our model trains cannot carry a physical token, a form of virtual token is planned whereby a 'token out' lamp must be illuminated before a train can proceed onto the single line, and the lamp may only be illuminated providing it is 'released' by the signalman as in real life. Other plans are to make the turntable operational and add working crossing gates and their associated distant signals at Steam Ferry Crossing by Britannia Halt. There are other possibilities too; lighting in the buildings, day/night lighting, ambient sound effects an interactive display for exhibitions, and much more! ■

RIGHT: No Second World War layout would be complete without a couple of Spitfires.

OPPOSITE PAGE: Modified RTR models are gradually replacing the older kit-built and generic stock, such as this Dapol 'Hall' departing with a set of Collett coaches from the same supplier.



11

"We are continually adding new features. The signalbox is nearing completion and there are plans for the footbridge and the famous ferry 'The Mew'. There's also a steady stream of repairs and renewals."

See more on the DVD

Look out for a video feature and interview
with Mervyn Seal on this month's **BRM** DVD.





A clean ballast wagon is a rare sight. This wagon – DB983000 – would probably never look as good again. Note the 'E SC' marking, denoting the Engineers Department, Scottish Region, and its allocation to Aberdeen. It is the first 'Dogfish' wagon built to lot 2939 in April 1957, emerging from the works of Charles Roberts in Wakefield. PAUL BARTLETT

GONE FISHING

With new releases from Heljan of both the 24T 'Dogfish' and 19T 'Catfish', **Howard Smith** looks back at the career of these small engineers' wagons.

When we romanticise about railways of the past, it's the impressive stations, named express trains and main line locomotives that are the most evocative. The humble ballast wagon rarely gets its moment in the limelight, despite being essential to the smooth operation of the railway. Other than the odd squeak, creak and groan as they go about their business, they're largely taken for granted, even by those with a deep interest in railways.

So, let's overlook locomotives for a moment and celebrate the humble ballast wagon - the underdog of

Britain's railways. Here's to the two main small variants used during the nationalised era of BR - the 'Catfish' and 'Dogfish'.

TRUSTY DESIGN

Following the Nationalisation of Britain's railways in 1948, more than a million wagons from the GWR, Southern, LNER and LMS fell under the control of the newly formed British Railways. The engineers' fleet it inherited was one of the most under-invested areas. Many of the vehicles were outdated, in poor condition after the Second World War, had low payloads and more importantly, many weren't equipped with train brakes.

Rationalisation and a much better, more standardised fleet of modern wagons was urgently required. This would simplify maintenance, reduce costs and improve efficiency, but required a major investment.

In its early years, BR took the best wagon designs of the 'Big Four' and continued to build them as they were, or adapted the most useful types for use on the railways of 'modern Britain'. In 1951, a new batch of two-axle 17t ballast hoppers derived from the LNER 'Trout' was introduced. Known as 'Mackerels', they were built by Metro-Cammell. Four years later, in 1955, the same builder rolled out a further evolution of the design. Built

to lot 2682, and given the designation 'Catfish' these 14' wheelbase wagons with vacuum brakes had an increased payload of 19t and were of fully welded construction, unlike their riveted predecessors. The same centre chute discharge was retained, the opening of which was controlled by a large wheel at one end. At the other end, beneath the hopper, was a vacuum cylinder and at chassis level a handbrake wheel eliminated the need to chock wheels when not in use, reducing the risk of runaways.

The 'Catfish' design was a success, but like its predecessors it could only drop ballast between the rails and the only effective way to evenly distribute

Let's overlook locomotives for a moment and celebrate the humble ballast wagon - the underdog of Britain's railways



Waste ballast, known as slag, was often re-used by the Eastern and North Eastern Region on secondary routes. During the 1960s, almost a fifth of 'Dogfish' had 9in side extensions fitted to the hopper bodies for carrying slag. DB992796 was one, photographed at Hitchin on March 3 1983. PAUL BARTLETT

it was to use ballast ploughs, such as those on the 'Shark' brake vans. An alternative design was required to overcome this, so in 1955/56, a batch of 24t capacity wagons was built by Charles Roberts in Wakefield. These had the same underframe and running gear as the 'Catfish', but a deeper hopper body and three discharge chutes instead of

one, allowing ballast to be dropped onto the outside of the rails on both sides. This arrangement required three separate door wheels on the platform end, one per door. Under the traditional 'fishkind' naming system used for departmental vehicles, they were known as 'Dogfish'.

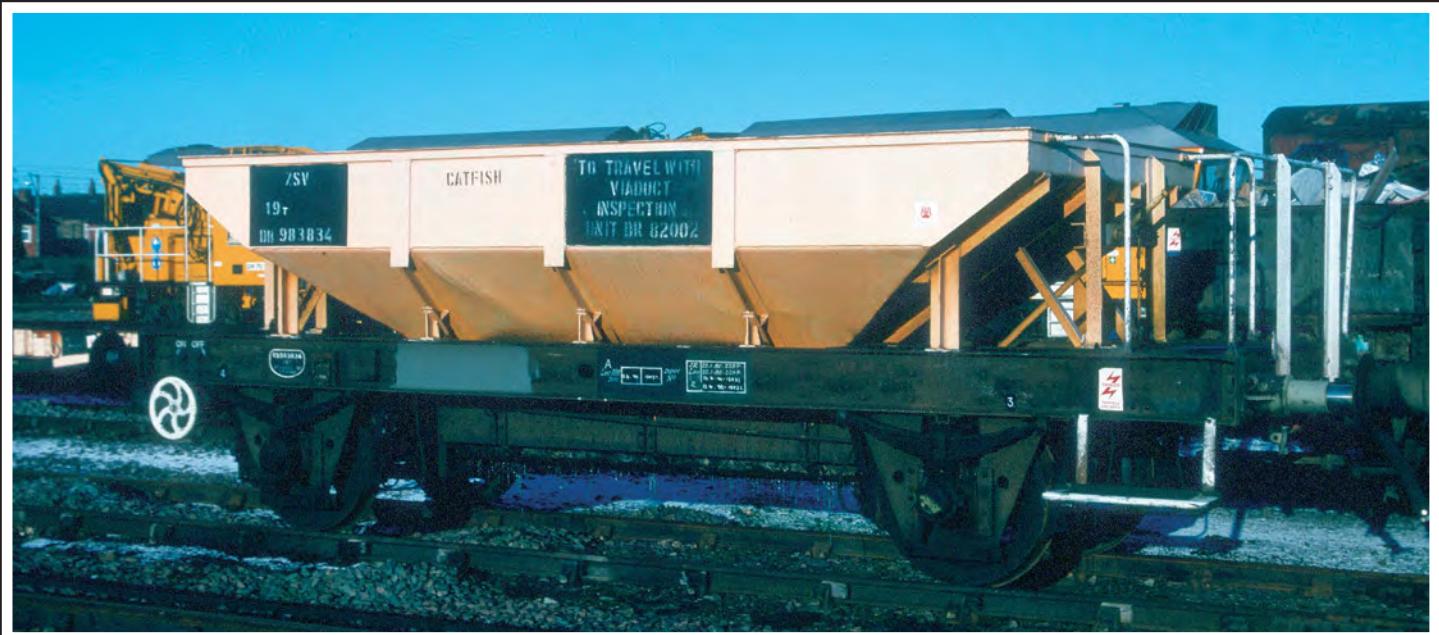
Under the Total Operations Processing System (TOPS), introduced

from the late-1960s, the 19t hoppers gained the TOPS code ZEV, while the 24t 'Dogfish' became ZFVs. Batches of both 'Catfish' and 'Dogfish' were built side-by-side and the design changed little over numerous batches built over a six-year period. In total, 716 'Catfish' and 1,249 'Dogfish' were eventually built and distributed across every BR region.

Originally fitted with simple grease buffers and oil axleboxes, later batches were fitted with Oleo OP12 hydraulic buffers and a combination of roller bearing axleboxes from either Timken or Skefco. Combinations of these weren't uncommon as the years progressed and although oil axleboxes were generally replaced with roller-bearing types during major



Following a general repair at Marcroft Engineering in March 1994, ZEV DB993466 is captured at the end of a rake of engineers' wagons in 1980/90s 'Dutch' livery at Longport Junction on June 5 of that year. These are amongst the last wagons to be repainted in this livery. PAUL BARTLETT



Re-coded as a ZSV – a miscellaneous service vehicle, DB 983834 is seen at York wagon repair yard on January 1, 1995. Note the icicles hanging from the bay door. The overall yellow livery was non-standard for a 'Catfish' – this one is lettered specifically for use with viaduct inspection unit DR82002. PAUL BARTLETT

WHY TWO AXLES?

By the 1940s and '50s, the use of bogie wagons with higher payloads was widespread elsewhere in the world. Unfortunately, the facilities to handle such wagons in this country weren't available and few users were willing to make the investment required, so wagon designs that had changed little since the Victorian era lingered on for a few more decades.

overhauls, the grease buffers only tended to be upgraded if damaged. Other small changes between batches include the hopper side supports on 'Dogfish' - welded triangular sections for some and square box section for others. As always, it pays to look at photographs before you commit to choosing a number for your model and for this purpose an internet search will turn up a good selection of wagons from many different eras. A good selection of books on the wagons is also available.

MODIFICATIONS AND DEMISE

Other than a batch of 221 randomly selected 'Dogfish' modified with extended side chutes in the late-1960s to transport waste ballast - known as slag - the 'Catfish' and 'Dogfish' fleets remained largely unmodified throughout their careers – a testament to the success of the original design. However, as the use of air-braked vehicles became more widespread in the 1980s, 13 'Dogfish' were fitted with through air pipes from 1989, allowing them to run in air-braked trains. Under

TOPS, these wagons were reclassified ZFW - the 'W' denoting a vacuum-braked vehicle with through air pipes.

At least one ZEV 'Catfish' was modified with wooden planks blocking the hopper doors in the 1980s. Painted yellow it served as a mobile skip around Bescot depot until at least 1995. A certain number of 'Dogfish' were fitted with extended side chutes, allowing them to work on Southern Region third-rail lines without damaging conductor rails. The last and only major conversions



Engineers' wagons didn't live a life of luxury. Seen in its original olive drab livery, DB 992545 has many markings of interest to the modeller. Note the raised OLE warning plates, black and Gulf red patch painted sides and the chalk marking in pigeon English 'Bad door not shut'. Carnforth sidings, August 25 1979. PAUL BARTLETT

POST-BR MARKINGS

took place in 2000, when a batch of 50 'Dogfish' were fitted with air brakes at Doncaster Works and re-coded HPA. However, this short-lived exercise only gave the wagons a few more years of service - all remaining vacuum-braked wagons were withdrawn in 2001 and by 2006, the air-braked 'Dogfish' were also withdrawn. Towards the end of their lives the ZFVs were allocated to 'no maintenance' pools and withdrawn as faults arose.

Ultimately, the fate of these wagons was determined by a combination of factors. Healthy numbers of higher capacity 'Seacow' and 'Sealion' bogie hoppers were still in use and became the preferred choice for permanent way gangs. The two-axle wagons were labour intensive to operate, requiring more operators to unload a train compared to more modern types. And, as much more efficient vehicles, such as the innovative HQA autoballasters and MRA side-tipping sets were introduced from the late-1990s, the antiquated, inefficient four-wheel wagons became an anachronism.

Even before this, the lower capacity 'Catfish' fleet was steadily reduced. By 1999, 289 wagons were recorded on the TOPS system, two years later, just 63 were listed, all of which were stored. Whilst they were outlasted by the 'Dogfish', it wouldn't be for long. In 1999, 775 ZFV/ZFWs were recorded and by 2001 this was down to 444, three-quarters of which were stored. However, the designs are still proving their worth, with dozens of wagons still employed by preserved railways for PW duties around the country.

USING YOUR HOPPERS

The two types of wagon were widely distributed throughout the country and generally used together in mixed rakes. Between the 1950s and 1980s, they could be seen marshalled into trains with many other types of departmental wagons. In later years though, they tended to be formed into block rakes as most of the other vacuum-braked vehicles had been withdrawn. As such, whether you model the mid-1950s or the beginning of the 21st century, these wagons can be justified on many layouts, stretching from Cornwall to the Far North of Scotland. Don't forget to include a ZUV/ZUW 'Shark' brake van/ballast plough - an essential companion for such trains.

In OO gauge, Cambrian produce a plastic kit for both types and Heljan offers an RTR model of the 'Dogfish'. In N gauge, Dapol has produced a 'Dogfish' too. In O gauge, etched brass kits of both the 'Catfish' and 'Dogfish' are available from M&M Models, whilst Modern Motive Power has kits of both, although the 'Catfish' was out of stock as this issue went to press. The new RTR additions from Heljan of both

From 1994 onwards, the 'Catfish' and 'Dogfish' fleets were divided between the three newly-created regional Trainload Freight companies – Transrail, Mainline and Loadhaul. Liveries changed little, as withdrawals were taking place, but new ownership markings were applied to wagons after repairs. This helped identify the owner and avoid 'wagon pinching'. It was short-lived as all three companies were re-grouped in 1997 under EWS.

Mainline applied its stencilled logo hastily to wagon sides. Occasionally, axle boxes would be painted all-over blue too as seen on withdrawn DB 983192 on August 19, 2007. Note the 'Mainline' logo applied twice, one on a black background, the other on a blue.

ANDY JUPE



Transrail, formerly known as Trainload Freight West, was the most efficient at applying markings to its wagons. Seen at Penmaenmawr on August 30, 1995 is DB983006, one out of a rake of 35 wagons. Note the recently applied health and safety vinyls for OLE and dust masks to be worn. Handrails and other trip hazards are picked out in white. This wagon has different buffers at each end.

TREVOR SMITH



Loadhaul received the smallest share of the wagons, but still repainted a few 'Dogfish' in its striking house colours of black and orange with capped white highlights. On June 25 2008, DB 983184 was spotted on the Itstil Works branch on the Isle of Sheppey. These liveries were short-lived as all three companies were bought out Wisconsin Central in 1997, falling under the umbrella of the newly formed EWS in 1997. RICHARD JONES

prototypes in scale (see page 106) are a welcome addition. PR Model Railway Products can supply a 7mm scale etched brass kit of a 'Shark' to complement them.

Using a mix of RTR models and kits, it's possible to assemble authentic engineering trains for all eras in which the 'Dogfish' and 'Catfish' operated. In

OO gauge, Hornby offers an excellent 'Shark' brake van and 'Trout' 4w hopper in various liveries and 'Seacow' bogie hopper for later years, Bachmann can supply the 'Sealion' variant of the bogie ballast hopper and Footplate produces a 'Mermaid' side-tipping wagon. For kit builders, Cambrian also has a good selection of OO gauge departmental

wagons which make ideal companions to the RTR models.

Careful study of photographs in books and on internet sites such as Flickr will reveal tremendous variety of ballast trains formed of 'Catfish' and 'Dogfish' hoppers, and plenty of potential for modelling projects. Just observe and replicate.

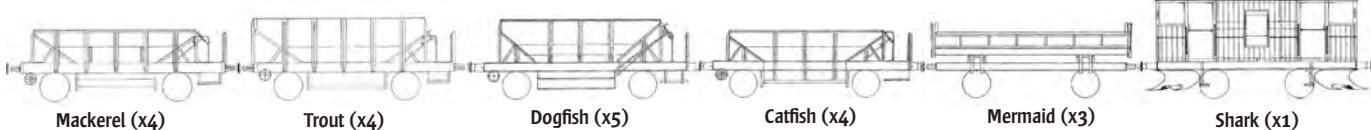
WAGON FORMATIONS

'Dogfish' and 'Catfish' hoppers were partnered with many different wagon types throughout their lives. Below is a selection of wagon consists observed, containing examples of 'Catfish' and 'Dogfish' wagon partners to help you assemble wagon rakes.

I've compiled a list of 'Catfish' and 'Dogfish' build dates, lot and running numbers with the help of David Larkin and Paul Bartlett. If you're thinking of renumbering a wagon, take a look at them on our website.
www.bit.ly/1m8oMax

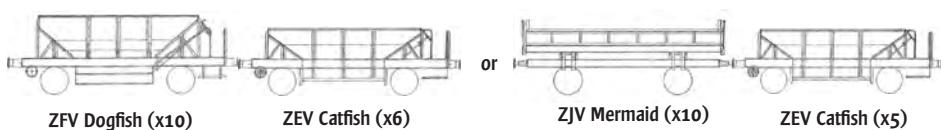
Mid-1950s-1970s

Various wagon types in formations, randomly distributed



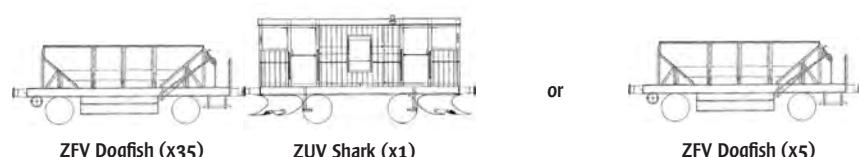
1980s

Fewer early types, with wagons often grouped in clusters.



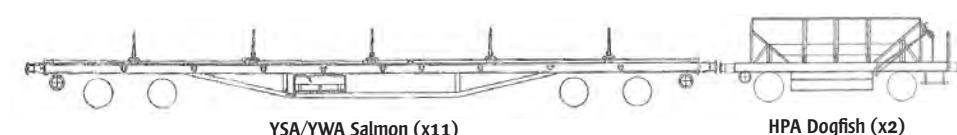
1990s

Single wagon type formations of various lengths more common by this stage.



2000s

A few wagons used at the end of a general engineers train, or left unused in a siding



Emerging from Hillfield Tunnel on June 12, 1989, 37158 crosses from the Up Main to Up Relief on the approach to Newport station. The train is the 1110 Newport Alexandra Dock Junction Yard to Tidenham Quarry, formed of ZEV 'Catfish' and ZFV 'Dogfish' hoppers. Note only the 'Dogfish' are visible, grouped together at the front. ADRIAN NICHOLLS



A short engineer's train of the 1960s personified. A BR Standard Class 4 4-6-0 passes through Rylstone on the Skipton-Grassington quarry branch with a train of empty ballast hoppers. The old goods yard sidings can be seen on the left. Amongst the mixed wagon types, the first is a 'Dogfish' accompanied by examples of 'Trout' and 'Mackerel' hoppers. DAVID HEY

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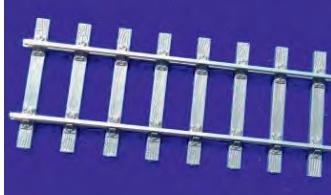
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BOGHAMPTON

VISIT
**TONY'S
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www.boghampton.com



Boghampton' is a fictitious terminal station somewhere on the south coast between Portsmouth and Ramsgate. Set in the mid- to late-1960s, the station is now mainly used by holidaymakers and commuters to London and other south coast towns. What parcels traffic remains is handled by a small team on Platform 4

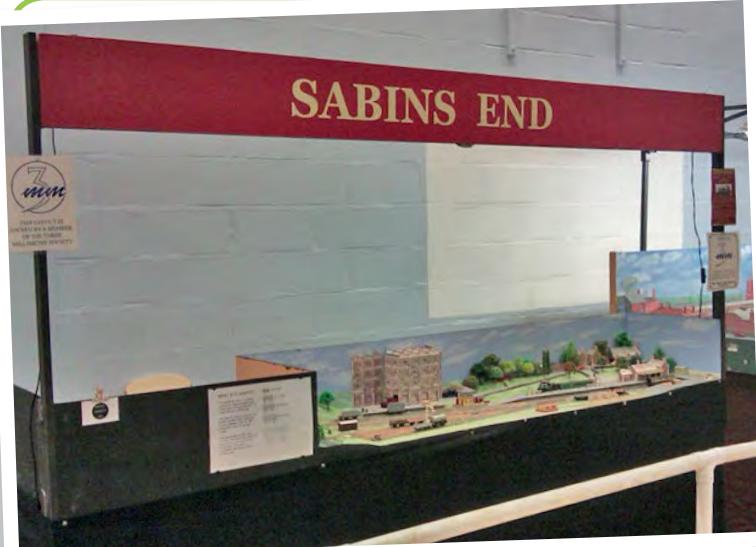
but only two or three parcels trains a day now run.

Occasional excursion trains arrive from London and Thames Valley towns, but these usually run only on Bank Holidays.

The layout is OO gauge and DCC controlled using a laptop with Hornby Railmaster software and an E-link module. Made up of three boards, the layout is 14' long and 18" wide.

Although still under construction, the layout is ready for exhibition and based in the East Midlands. Its first public exhibition was at the South Notts exhibition in April 2015. You can see it in action at the Syston Exhibition at Sileby Community Centre, High Street, Sileby Leicestershire on February 20/21 2016.

Tony Forward, Newton, Nottinghamshire



TT TERMINUS

Sabins End' is an exhibition layout, depicting a small country terminus somewhere in England. The buildings are all built of stone, so if the rolling stock is Southern or Great Western it could be set in Dorset or if they are LMS or LNER maybe it's Yorkshire?

The station has a main platform and bay which gives access to the mill siding. The small goods yard is opposite the platform. The layout is built to TT gauge (3mm:1ft scale) running on 12mm gauge track. It's in a modular form on two baseboards measuring 4' x 18'. Trackwork is by GEM, and the locomotives are whitemetal kits running on Tri-ang chassis. The rolling stock is modified Tri-ang RTR, with kits from Peco, GEM, Essenal, K's, Kitmaster, BEC and The 3mm Society. The buildings are mostly kits by Bilteezi and the mill is a Scalescenes.com warehouse, re-scaled to 3mm. The platform edging and road bridge are both modified from Peco N gauge.

Kevin West, Banbury, Oxon

AYOUTS

ADLESTROP



My interest in model railways started in the 1950s and 1960s upon receipt of Tri-ang trainsets as Christmas presents. I own more than 40 OO gauge steam locomotives manufactured by Hornby and Bachmann, all with hand-painted footplate crews. They represent the BR steam period of 1948-66. The models are displayed and occasionally run on temporary laid track.

This layout was first conceived as a retirement project. There's no convenient space in my house to permanently locate a layout, so the solution was to build it in modular sections, supported by 'A' frame trestles. As I have limited space, my next project will be a BR locomotive shed on one board with fiddleyards accessing the shed from different directions.

What a wonderful hobby this is where the creative modelling that interests me today reminds me nostalgically of those trainsets gratefully received as Christmas presents in the 1950s - beware this hobby is addictive.

Trevor Hillman, by e-mail



WRITE TO Readers' Layouts, BRM, The Maltings, West Street, Bourne PE10 9PH

OR E-MAIL brm@warnersgroup.co.uk and title your email Readers Layouts



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North Yorkshire

DL8 1BZ





Lighting is vital for Underground trains, so **Phil Parker** tests an easy-to-fit new light and sound pack by Train-Tech.

HOW TO...

LIGHT YOUR 'S' STOCK

The new Bachmann 'S' Stock produced exclusively for the London Transport Museum has had many positive reviews. While directional lighting is fitted at the ends, the coach interiors remain unlit and the prototypes don't run like this when in service.

To fit lighting, there's no need for fiddly soldering or complicated wiring because Train-Tech has developed a custom-made lighting system that lights each coach. It has four circuit boards, one for

each coach, with a battery holder for CR2032 cell batteries. The electronics are switched on and off by a motion sensor, so if a train is running, the interior lights are lit. Battery power means constant lighting and no flickering. Left in store or immobile, the lights switch off to save power after a few minutes.

When the model stops, a pause followed by warning tones for the doors opening and closing can be heard from the board. If you're happy to modify the driving coach interiors, a flashing LED to simulate collector shoe arcing can be fitted too. **BRM**



WHAT YOU'LL NEED

■ Train-Tech CL150 London Underground 'S' Stock 4-car Train Pack lighting & sound set - £89.00

A DCP Microdevelopments, Bryon Court, Bow Street, Great Ellingham, Norfolk NR17 1JB

W www.train-tech.com



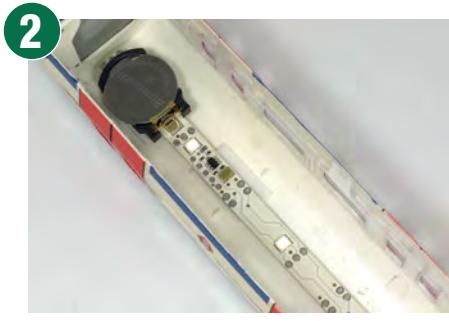
‘The results look so great you'll want to run your layout in the dark.’

All the lighting bars are supplied ready-made, the only work the builder has to do is plug in the LEDs for the pick-up shoe flash if required. Coin batteries are included.

STEP-BY-STEP GUIDE



The worst part of the job is taking the bodies off the chassis. I'm using a fine screwdriver and care must be taken to avoid scratching the paintwork. Protecting the body side with masking tape might be a good idea.



Starting with a ceiling light only unit, I'm inserting the battery into the holder, and fixing it in place. Blu-tack is recommended but I think double-sided self-adhesive foam pads from a stationers are a safer bet.



Fitting the lights/sound unit in the second car is no harder. The speaker can't be seen from rail level but is still audible. You even hear it when it's back in its box.



Opening the power cars requires the removal of three cross-head screws - two at the back and one at the front. Next repeat the fingernail/screwdriver action to release the bodyshell.



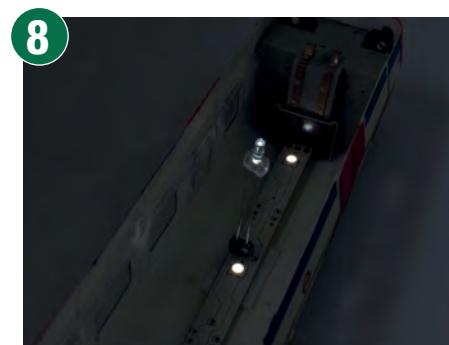
If the flashing collector shoe LED is to be fitted then the speaker opening moulded into the interior is cut out to make things easier. I'm cutting the three moulded nibs holding the disk in place.



The flash LED is plugged into the circuit board, the longer leg nearest the edge. Fit the battery, if it doesn't flash when the roof lights are on, it's plugged the wrong way around.



At the corridor end of the coach, there is a short moulded tube dangling from the roof. I've no idea what it's for, but fortunately the circuit board bends enough that it can be stuck in place without removal.



Gently shaking the coach should result in the lights coming on and the flashing LED illuminating randomly.



The flash LED pokes through one of the speaker holes. The leads are too long for the hole directly below the socket but if the hole nearest the bogie is used the leads can be bent to fit.



On a layout, the flash reflects off the track. It's not apparent that the light comes from the wrong place when the train is moving. The results look so great you'll want to run your layout in the dark. Now with the lights on, the temptation is to start painting a few hundred commuters to place inside.

ALSO FROM TRAIN-TECH

AL23 - Spark-arc electric effect LEDs and constant light outputs - £20.00



WEATHERED DEPARTMENTAL WAGONS

James Makin gives a brief introduction into how he gives his eclectic fleet of ex-BR infrastructure wagons an authentic 'used and abused' look.



Faded Mainline blue OCA 112001 is a Bachmann model. It was painted a pale sky blue, followed by coats of neat white and light grey enamels then wiped with cotton buds in a vertical motion. It mutes the colour, fading some areas more than others.

Recent years have seen a surge in the number of RTR air-braked wagons to replicate post-1970 freight operations. It's easy to let our imaginations run wild and add fictitious weathering to a wagon, but finding a photograph of a precise prototype and creating an exact replica is often more straightforward.

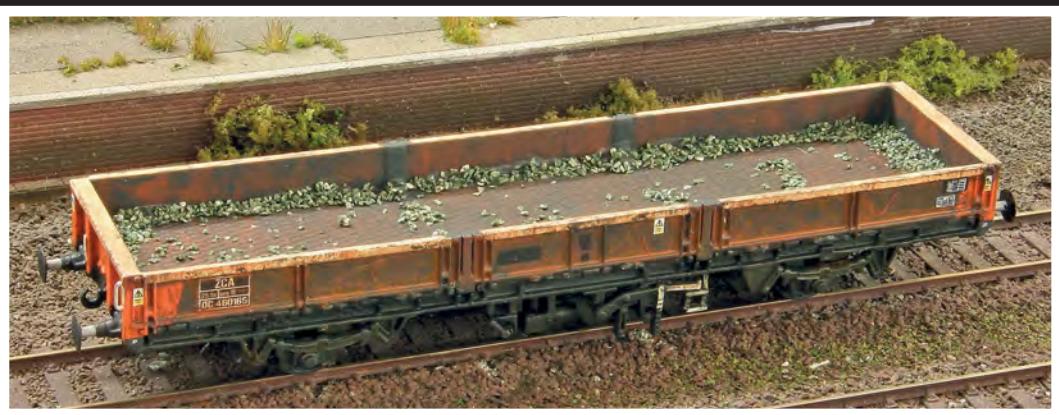
Here's a selection of my wagons from Bachmann and FTG Models that I've customised. They show how a few hours painting and weathering can add individuality to a fleet. All of these and many more now run on Worthing MRC's 'Loftus Road' layout. **BRM**

JAMES'S TOP TIPS FOR PAINTING

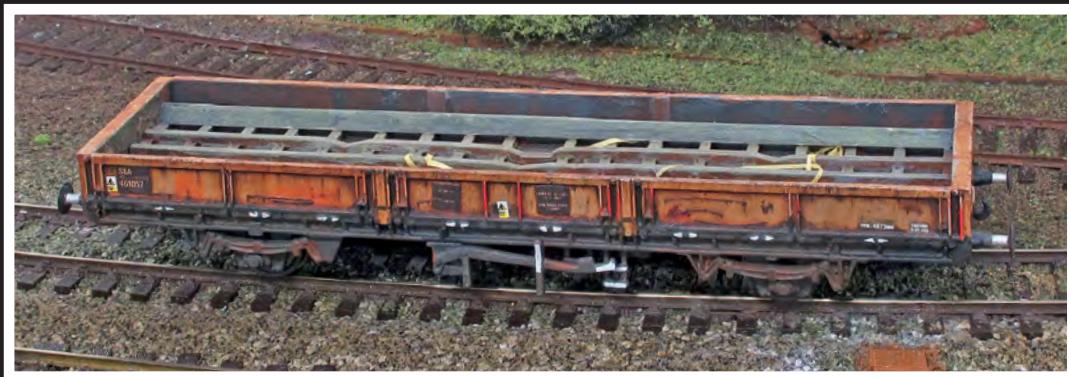
Wagon liveries can be applied by hand - I don't use airbrushes. I paint each wagon in muted tones to ensure a faded finish. My Loadhaul black is actually a dark grey. Other colours are added on top to represent details and patch-painted areas, such as body repairs or white capping.

Many of today's wagons have lost their original

BR-style data panels and carry simple stencils. Using a 'Gunplay' font, custom stencil TOPS panels can be created in CorelDraw on a computer, then printed onto ultra-thin photographic paper. These are then cut out and glued to the wagon sides. Each wagon is then treated to a final coat of matt varnish - I use aerosols from Humbrol and Testors Dullcote.



This ZCA ballast wagon - a converted FTG Models product - had a small amount of fine ballast added to the wagon corners. Many have this as they are unloaded with mechanical grabs rather than opening the side doors to clear the wagons properly.



The SEA steel coil wagon was the most interesting to model. The weight of a steel load has often smashed the heavy wooden framework to pieces. Pliers were taken to the floor bracing to crush it into a suitable shape, before gluing it to the bottom of the wagon.

Photo-sharing websites such as Flickr and Smugmug contain thousands of photographs of railway wagons. Suitable prototypes were chosen for reference purposes.

SEE MORE!

- **James Makin's website**
www.wellsgreen-tmd.co.uk
- **James Makin on RMweb**
www.bit.ly/1Fvpizj
- **Loftus Road on RMweb**
www.bit.ly/1g6W1gU



Many of these steel-sided wagons have scars from loading and unloading and frequent rough treatment. I replicated these with a scalpel blade, following prototype photographs to ensure correct positioning.



Above Sometimes, the load strapping is discarded in the wagons after the steel coil is removed. Tamiya masking tape was sliced into 1mm thin strips and placed inside the wagon, just as on my prototype. One weakness of RTR models is the thickness of the durable plastic sides. These were gently thinned using emery boards to give a more scale appearance before painting.



My approach to underframes is to open a number of Humbrol tinlets into a tin foil dish, and mix an *ad hoc* selection of suitable shades.



Right In front of the OCA is one of two FTG Models SPA steel wagons, this one converted to ZCA 460165 in Loadhaul's striking black and orange. The other has been converted to an SEA steel coil carrier 461057 in battered Railfreight red - as shown above.

WHAT'S NEW?

News and Events from the model railway trade

LOCOMOTION AND RAPIDO JOIN FORCES ON PROTOTYPE HST



BEN JONES

DIARY DATES

16-17

15-17

30-31

Things to
SEE & DO
in January

ST ALBANS ANNUAL EXHIBITION

More than 20 high-quality layouts with demonstrators, static exhibits, society and trade stands. Open Saturday 1000-1730 and Sunday 1000-1630. Advance tickets available.

T 01727 844 488

W www.cmra.org.uk

A Alban Arena, St Peters Street, St Albans AL1 3LD

LONDON MODEL ENGINEERING EXHIBITION

Celebrating miniature engineering, displays of steam locomotives, traction engines, lorries, boats, aeroplanes, helicopters and robots will be present. Open 1000-1700 Friday, 1000-1630 Saturday and Sunday.

T 01926 614 101

W www.londonmodelengineering.co.uk

A Alexandra Palace, London, N22 7AY

SOUTHAMPTON SHOW

More than 20 layouts from N to 0 gauges including some narrow gauge with good trade presence.

Open Saturday 1000-1700 and Sunday 1000-1630. See the website for further details.

A Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire SO50 5ZA

W southamptonmodelrailwaysociety.wordpress.com

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



In a widely expected follow-up to their APT-E collaboration, Locomotion Models and Rapido Models are working together on a 00 gauge model of the Class 252 High Speed Diesel Train (HSDT).

As the forerunner to the iconic Inter-City 125, the train was rolled out in 1972 and spent several years on test prior to the introduction of the production trains in October 1976. Power car 41001 eventually became part of the National Collection and was returned to working order by the 'Project Miller' team in 2014.

As this issue of **BRM** went to press, no final decision had been made on whether the prototype Mk 3 trailers would be produced as well as the two power cars. As a consequence, expected prices and delivery dates cannot yet be confirmed.

Brian Greenwood, Chairman of the Locomotion Management Board said; "When we first sat down with Rapido, we all agreed that once the production of the APT-E had started we should move straight into the development of the HSCT. It was obvious to us that one iconic train should follow the other."

Bill Schneider, Rapido's Product Designer added: "This unit is a natural progression and we are excited about what we can build in to what we know will be an amazing model."

Of the original train, just one power car remains, after 41002 was scrapped in 1990. However, all but one of the ten prototype Mk 3 trailers is still service with five in daily passenger use as part of the HST fleet (41170-174) with Virgin Trains East Coast and FGW, two as test cars in Network Rail's New Measurement Train (975814/984) and two more in the Royal Train fleet (2903/04).

An N gauge version of the HSCT was announced by Dapol in September, with release expected in late-2016.

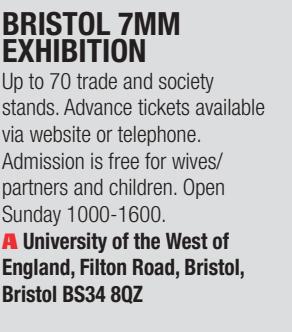
W www.locomotionmodels.com

31

BRISTOL 7MM EXHIBITION

Up to 70 trade and society stands. Advance tickets available via website or telephone. Admission is free for wives/partners and children. Open Sunday 1000-1600.

A University of the West of England, Filton Road, Bristol, Bristol BS34 8QZ



HARRY PATCH TRIBUTE



Exclusively available now from Locomotion Models is this Hornby Class 43 pack representing Great Western Railway HST power cars 43172 *Harry Patch* and 43154. The 500 limited edition packs are decorated with vinyls along both sides honouring the fallen of the First World War. Each pack includes a signed and numbered certificate and costs £220.00 (plus P&P).

It can be obtained from the NRM online or the Locomotion.com shop in Shildon. As with the prototype, the complex livery depicting troops, poppies and words from Laurence Binyon's poem 'Ode to Remembrance' has been applied with a vinyl sticker.

GWR has commissioned the specially designed livery as part of its commemoration of the centenary of what became known as 'The Great War'. The name 'Harry Patch' stems from the last survivor of the trenches, who passed away

on July 25 2009 at the age of 111. GWR 43172 was unveiled in its new guise by Harry's Grandson, Roger Patch at Bristol Temple Meads on November 6.

Timed to co-ordinate with the naming, the pack marks a branching out from the 'National Collection in Miniature' Series of preserved prototypes which is proving so successful. Prompt ordering is recommended as much of the run had been sold as this edition of **BRM** went to press.

W www.locomotionmodels.com
T 01388 771413



CAMBRIDGE TRANSFERS

Cambridge Custom Transfers has produced Sheet BL155 containing various iterations of BLUE CIRCLE roundels to be used in conjunction with existing Sheet BL27 - BR Diagram 1/272 PRESFLO cement hoppers. For prices and scale availability, visit the website.

W www.cctrans.org.uk

PENNINE WAGONS

Pennine Wagons' latest N gauge special commission is a steel-bodied van in the livery of Mersey Docks & Harbour Board. Made by Dapol of Chirk, the limited editions cost £12.95 or £35.25 for three including postage.

A Pennine Wagons, 34 Leith Court, Dewsbury, West Yorkshire WF12 0QP
W www.penninewagons.co.uk

NUMBER NEWS

1,585

visitors attended Rail-Ex Taunton on October 24/25 organised by Somerset Railway Modellers. The figure was a 16% increase on numbers in 2014.

W www.somersetrmc.org.uk

3

new locomotive body kits have been added to the 3-D printed items available from Connor & Butler Ltd. The publisher previously known for its Street Level Models range of

East End printed card kits, now has 3-D printed bodies for North Staffordshire Railway 2-4-0T as used on the North London line, an LTSR 4-4-2T and a GWR 0-6-0PT with condensing gear.

W www.connorandbutler.co.uk

50

per cent of Irish Railway Models production run of two-axle ballast wagons had been pre-ordered as this issue went to press. To secure your packs, visit the website.

W www.irishrailwaymodels.com

2

sets of larger scale figures are to be released by Bachmann Europe in a new range of 16mm:1ft scale accessories. A locomotive crew with Driver and Fireman (ref: 16-701) and Stationmaster and Porter (ref: 16-702) will complement its existing 16mm locomotives and rolling stock. The packs have a recommended retail price of £24.95 each and are expected to arrive in the first quarter of 2016.

W www.bachmann.co.uk

N SCALE TREES



Released by Gaugemaster this month is pack GM127 containing 10 assorted N scale trees. With plastic trunks covered with foam and flock, the each pack retails at £7.95. Contact your local Gaugemaster stockist for more information or visit Gaugemaster.com

W www.gaugemaster.com

T 01903 884 488

MODEL AWARDS REVAMP FOR 2016

RMweb and **MREmag** have re-launched their annual model railway awards scheme for 2016. Voting for the new 'British Model Railway Awards' will take place as usual on **RMweb** where you can choose your favourite models of 2015 in many different categories.

New awards will recognise the country's best retailers, websites, exhibitions and layouts, acknowledging the contributions they make to the UK hobby.

Nominations can be made before December 19 by visiting the dedicated pages on **RMweb**. Visit the website for further details.

W www.rmweb.co.uk

DELUXE CATALOGUE



Deluxe Products' 2016 catalogue is now available. For an up-to-date and complete list of its products with details, enquire about a copy at your local Deluxe materials stockist. Deluxe products are available from most model railway shops or direct from Deluxe Materials.

W www.deluxematerials.com

T 0800 298 5121

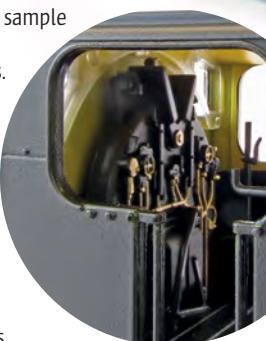
DECORATED DJM J94



DJModels has unveiled a decorated sample of one of its Hunslet J94 0-6-0STs. Expected to arrive during the first quarter of 2016, the models will be available in five liveries from DJM, with a further ten versions exclusive to Hatton's Model Railways. The models feature prototypically accurate dished wheels, a heavy tungsten split frame chassis, coreless motor with flywheel though a 50:1 gear ratio. Cab designs and bunkers vary depending on running numbers. The models are DCC ready with NEM couplings, sprung buffers and fully modelled cab interiors.

One of Hatton's exclusive liveries, No. 68012 in weathered BR black with late crest has been mocked up by Mercig Studios of Surrey to act as a guide for the factory finish. Photographs of the weathered model can be found on **RMweb**.

DJM has also added several more N gauge models to its development plan. Claiming that it has received cheaper rates from a new Chinese factory, five new N gauge wagons are to be produced, all of which have already been designed in CAD. A 20t 'Shark' brake van/ballast

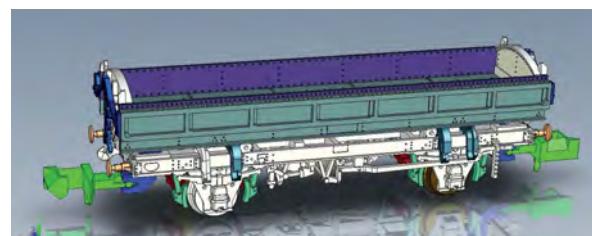


plough is awaiting tooling, along with a 'Mermaid' side-tipper. The bogie 'Turbot' bogie wagon is at the design stage with a 'Bogie Bolster E' and LSWR Road Van. All are planned for release during the first half of 2016. The first to arrive should be the side tipping ZJ0/ZJV 'Mermaid' ballast wagon in March.

With an anticipated price of £19.95, the 'Mermaid' will be available in both GWR and BR versions. The wagons will feature NEM couplers with a close coupling mechanism, partially see through chassis, fully detailed interior and exterior and darkened wheels.

Some 14 different running numbers are to be offered across four different liveries - black with straw lettering, Indian red, olive green and engineers grey/yellow.

The unusual LSWR 'road van' is a follow on from the OO gauge version being developed for Kernow Model Rail Centre. The model will feature darkened wheels, NEM close coupling and, where possible, separate handrails. Six variants are being



The side-tipping 'Mermaid' wagons were built by the GWR and BR. DJ Models to produce both variants. The models should arrive during early 2016.



A 'Shark' ballast plough will be an ideal companion for DJM's other departmental wagon releases. To date, no RTR model of the long-lived prototypes has been produced in N gauge. With numerous liveries announced, there will be plenty of choice for modellers of all BR and post-BR eras.

promised – three in BR grey and three in SR Brown. The models will retail for £22.50 each.

The 'Shark' is a good companion for ballast trains and like its other counterparts will have darkened wheelsets. Also promised are replacement ploughs and detailed verandahs with separate control wheels. The models will cost £19.95 with some 18 liveries promised.

The 'Turbot' is expected to arrive in stores mid-2016 with an RRP of £25.95. The final stages of CAD are being worked on. The models will be available in eight liveries. However, DJM has ruled out adding this wagon to its OO gauge range as a version has already been announced by Dapol.

The 'Mermaid' and 'Turbot' will benefit from DJM's new quick-load ballast system. The loads can be removed by a magnetic stick without the wagon leaving the rails.

Further updates on these new models will appear in **BRM**, DJ Models' website and on our forums at **RMweb.co.uk**.

W www.djmodels.co.uk

W www.ehattons.com

BATCH BUILT FROM DJH

Expected during December is a selection of new batch-built O gauge LMS Ivatt 2MTs and LNER Gresley D49/2 4-4-0s from kit manufacturer DJH.

The manufacturer is using batch-building techniques to manufacture ready-to-run at prices lower than its 'kit-built' models, whilst maintaining levels of detail and performance. All models are built in-house by professional model makers. Optional extras to be specified when ordering include DCC, sound and weathering. Included with the sale of each model is a 12-month parts and labour warranty. Orders are being taken, visit its website for further information

T 01207 500 050

E sales@djhmodelloco.co.uk

W www.djhmodelloco.co.uk



LMS IVATT 2MT 2-6-0

K342A: LMS unlined black £1,499.00

K342B: BR mixed traffic lined black £1,599.00 (early emblem or late crest)

K342C: BR lined green £1,599.00 (late crest only)

K342D: BR unlined black £1,499.00 (late crest only)



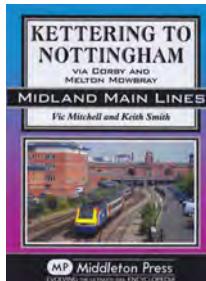
LNER D49/2 ('Hunt' Class) 4-4-0

K343A: NE/LNER/BR unlined black £1,599.00 (BRITISH RAILWAYS on tender)

K343B: LNER lined apple green £1,799.00

K343C: BR mixed traffic lined black £1,699.00 (early crest /late emblem)

NEW RAILWAY READING



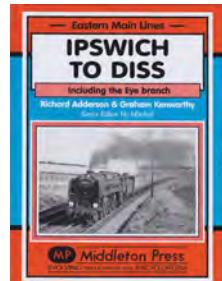
Kettering to Nottingham

Price: £18.95

Authors: Vic Mitchell and Keith Smith

ISBN: 978-1-908174-82-6

Publisher: Middleton Press
Price £18.95



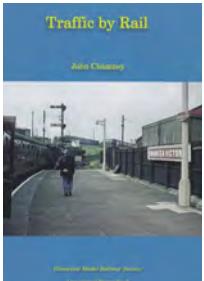
Ipswich to Diss

Price: £18.95

Authors: Richard Adderson and Graham Kenworthy

ISBN: 978-1-908174-81-9

Publisher: Middleton Press
Price £18.95



Traffic by Rail

Price: £10.00

Author: John Chamney

ISBN: 978-0-902825-33-7

Publisher: HMRS
W www.hmrs.org.uk
T 01773 745959

If you're interested in narrow gauge railways, take a look at our sister magazine, *Narrow Gauge World*.

NARROW GAUGE NEWS

HELJAN L&B TANK BREAKS COVER

Heljan's eagerly-awaited Lynton & Barnstaple Railway 2-6-2T made its public debut at ExpoNG in Swanley on October 31. The initial engineering prototype of the OO9 locomotive, the UK's first RTR narrow gauge locomotive, features extensive use of metal components - most notably the cab and side tanks - plus a turned brass chimney and fine cab detail. A video clip of the prototype working can be seen on **BRM's** Facebook page. The first three releases are expected in late-2016, with an RRP of £189.95 each.

W www.heljan.dk



A1 MODELS 3-D PRINT BODIES

A1 Models is offering a selection of 3-D printed narrow gauge diesel locomotive body kits. Featuring a selection of prototype and freelance designs, the bodies can be used with RTR chassis from Graham Farish and/or Kato for use on OO9 gauge railways. These join the company's existing etched brass narrow gauge diesel kits. Contact the company for more information and prices.

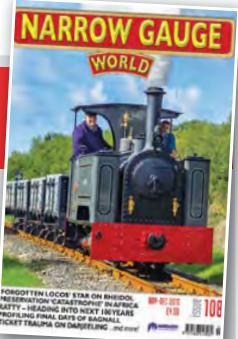
W www.a1modelsuk.com

T 07584 620638



NEW NARROW PLANET KITS

A Hudson-Hunslet 24hp light diesel (above) is the latest addition to Narrow Planet's innovative range of 4mm:1ft scale kits. The tiny 4w diesel features a 3-D printed brass chassis, plastic body and etched nickel-silver detail parts. It comes complete with motor, wheels, gears and a driver figure for £80.00. Several



designs of etched nickel-silver cab will be available separately soon. Look out for an article on building this kit in **BRM** in the New Year. NP has also just released a 3-D printed peat wagon kit based on an Irish prototype.

W www.narrowplanet.co.uk



NO NONSENSE NARROW GAUGE

No Nonsense Kits has re-released several kits of narrow gauge vehicles. Most interesting are four 'body line' kits of County Donegal Railways Joint Committee (CDRJC) 3ft gauge diesel railcars. Whitemetal body, roof and floors parts and some - but not all - chassis components are included. Three kits for early style small railcars cost £32.50 each. One, based on the CDRJC's two final articulated vehicles, Nos. 19/20 now resident on the Isle of Man is available with either a short or long cab (£15.50 each) to accompany the saloon body (£40.00).

Three Isle of Man Railway style bogie coach body kits have also been released, covering a Full Brake, five-compartment Third and a Brake Composite (£15.50 each).

No Nonsense's parent company Phoenix Precision Paints has released 12 new narrow gauge railway paint colours to match the kits, including CDRJC red and cream and ten Ffestiniog Railway colours in 14ml tinlets at £2.90 each. All are available with No Nonsense kits from Phoenix Precision.

T 01268 730549

W www.phoenixprecision.co.uk



EXCLUSIVE FIRST REVIEW!

OXFORD RAIL ADA

The first of two OO gauge models of these charismatic Victorian passenger tanks is now on general release, giving **Ben Jones** a rare chance to study a debut product from an all-new supplier.



It's been a vintage year for Southern devotees, and for the former London & South Western Railway in particular. Hornby's 700 Class and S15 4-6-0, Kernow's Adams O2 0-4-4T, Graham Farish 'Merchant Navy', 'N' Class 2-6-0 and the Dapol O gauge 'Terrier' have all made their debuts and there are more SR items bubbling under the surface. That includes two rival attempts at the lovely, charismatic LSWR 0415 'Radial' 4-4-2T plus some ex-LSWR coaches.

We now have the first of those to examine, from Oxford Rail. It's a rare chance to assess a maiden locomotive release

from an all-new supplier and see how well it meets the expectations of contemporary OO gauge modellers. Although Oxford Rail is a relatively new name to us, the company has been keen to state that its Chinese factory has produced RTR models for other suppliers over the last decade, so doesn't come to this project without experience.

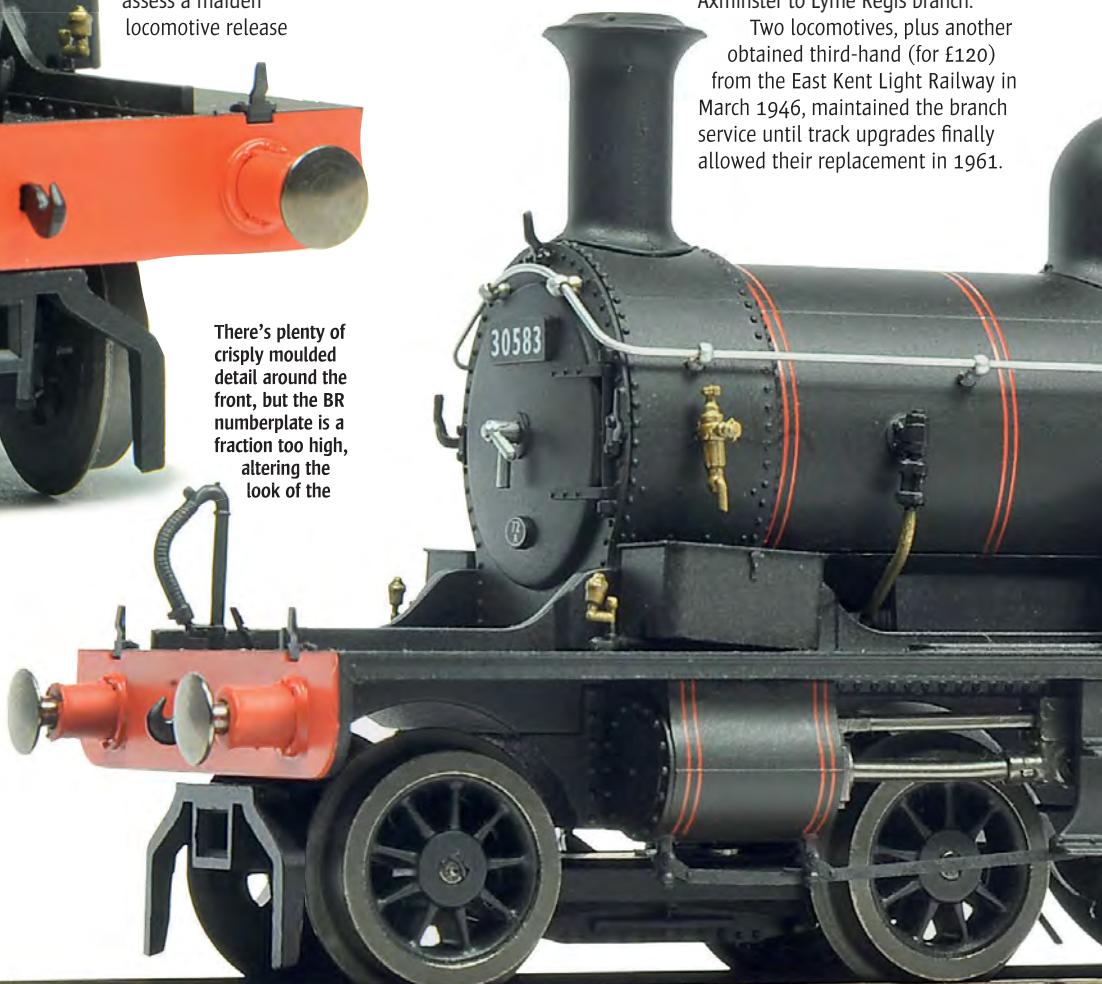
Oxford Rail has also made a great deal of the lengths to which it has gone to produce the numerous detail differences found on these vintage 'Atlantic' tanks over a career of almost 80 years. According to company sources, the available tooling for different boilers, wheels, chimneys, cabs and other details gives Oxford 96 possible different detail combinations.

A trio of models will be available initially, featuring BR late crest No. 30583 (out now), BR lined black No. 30584 with the early emblem (due December) and 'as preserved' LSWR green No. 488, which is expected in January. But first, a little background history.

Designed for suburban passenger work by William Adams, 71 '415' Class locomotives were introduced in 1882-85, built by Robert Stephenson & Co. (28), Dübs (20), Neilson (11) and Beyer, Peacock (12). Having been replaced by more powerful T1s, O2s and M7s, many were scrapped after the First World War and all should have gone by 1929. However, the flexibility of the 'radial' trailing truck made them ideal for the tightly-curved Axminster to Lyme Regis branch.

Two locomotives, plus another obtained third-hand (for £120) from the East Kent Light Railway in March 1946, maintained the branch service until track upgrades finally allowed their replacement in 1961.

There's plenty of crisply moulded detail around the front, but the BR numberplate is a fraction too high, altering the look of the



FACT FILE

- **MODEL** Oxford Diecast OR76AR001 BR late crest lined black Adams 'Radial' 4-4-2T No. 30583
- **PRICE** RRP £99.95
- **AVAILABILITY** Oxford Diecast stockists
- **REVIEW** Ben Jones
- **PHOTOGRAPHY** Tony Wright

MS 'RADIAL' 4-4-2T

No. 30583 was saved by the Bluebell Railway and still resides today at Sheffield Park, as LSWR No. 488, although it has not steamed for many years.

Reviewed here, and kindly delivered at short notice by Oxford Rail's Tim Mulhall, is BR late crest black No. 30583, based on the locomotive's final BR condition between 1957 and withdrawal in July 1961.

Oxford's crimson and cream packaging is attractive, and will be familiar to anyone who buys OO gauge RTR models on a regular basis. Printed on the outer sleeve is a QR code, which if scanned with a smartphone will take you to the relevant product page on Oxford's website. There you can find information about the model and prototype and instruction sheets.

UNDER THE BONNET

It's always tempting with a new model to immediately dismantle it and see what's inside. However, in this case, we wanted to run it first. We were pleased to see the sample running smoothly straight from the box. Whilst not quite as silent as some models from other suppliers, performance was consistent and reliable thanks to brass wiper

pick-ups on three of the five axles (the leading bogie is the exception) and an open frame, five-pole skew-wound motor housed towards the front of the boiler. The motor and flywheel drive via a worm and gear train to the second driving axle. Unfortunately, the motor mounting sits in the space between the leading splasher and smokebox, obscuring the small area of 'daylight' under boiler that is visible on the full size machine.

Gearing has been set to allow smooth slow-speed running but this sample happily trotted around at a scale 40-50mph with a short train in tow (see **RMweb** for a video clip). The model weighs in at 220g, thanks to a die-cast running plate and good internal weight distribution which help this dainty locomotive to pull loads that would have been beyond the 1P rating of the prototype.

The floating rear axle does not swing as per the radial truck that gave the prototype its nickname, but it offers plenty of movement in all directions to maintain wheel contact with the rails. It also slides from side



The cab gauges and controls are among the best we've ever seen on an RTR model.

to side, pressing on the pick-ups. The front bogie is sprung and is able to slide and pivot around the retaining screw. The model will, at a push, negotiate first radius curves, but the recommended minimum is R2.

An eight-pin DCC decoder socket is housed under the coal bunker. Space is fairly limited, so a small direct plug-in decoder is one possibility. A set of illustrated instructions explains

how to dismantle the model. Three body retaining screws hold the bodyshell on, but you'll need to remove the front bogie to expose the one at the front of the locomotive.

Oxford Rail reports that it is working with ESU on a specific sound decoder for the 'Radial', based on original recordings taken on the Lyme Regis branch in BR days. Further information should be available in the New Year.

ELEGANT LOOKS

Even at first glance, it's clear that Oxford has captured the elegant Victorian character of the 'Radial'. Overall looks and shape are excellent and there's lots of separately fitted detail throughout.

No. 30583 shown here is a Neilson-built locomotive in final condition with an Adams boiler and chimney, Ramsbottom safety valves, single slidebars, filled-in coal rails, nine spoke trailing wheels, 18-spoke driving wheels, BR smokebox door numberplate and shedcode plate.

A little background reading will quickly give some sense of the myriad variations across this class, and even among the three locomotives that

Oxford has done a very good job in capturing the shape and elegant character of this popular Southern passenger tank.



survived into BR days. Oxford has tooled two different running plates with alternative styles of front frame extensions, two sets of wheels with different numbers of spokes, Adams and Drummond boilers with different pipework runs, at least two chimney designs, two heights of water filler, bunkers with no coal rails, open rails and filled-in coal rails (as shown), double or single slidebars, different smokebox doors appropriate to era and two designs of safety valve.

Separate components include neat lifting eyes on top of the water tanks, shifting valves either side of the boiler and two more brass-painted valves either side of the smokebox, plus lamp brackets and toolboxes alongside the smokebox. These didn't sit quite flat on our sample, possibly a result of the slot on the underside being too narrow to fit over the adjacent lamp bracket. However, they are fine on other samples we've seen.

When compared to photographs of the prototype - there's an excellent portrait of No. 30583 at Lyme Regis in June 1959 in *LSWR Locomotives: The Adams Classes* by D.L. Bradley (Wild Swan, 1985) - it's evident that the front numberplate sits a fraction too high, detracting from the otherwise excellent 'face'. However, the raised shedplate (72A Exmouth Junction) gives a better effect than the usual printed solution in this case.

Other features include sprung metal buffers, wire boiler handrails and separate smokebox door handles. The two latter items are painted silver, which looks a bit 'fairground' for a BR locomotive and would look better in black. Fine 'brass' pipework



With the body off, the space provided for a DCC decoder is visible along with the chassis arrangement.

above the firebox around the whistle and safety valves is extremely well executed. Coupling and connecting rods are also blackened metal and authentically slender. Correctly, Oxford has assembled the coupling rods outside the connecting rods to the pistons.

Perhaps the *pièce de résistance* though is the cab interior, including separate clear plastic on the gauge glasses and beautifully detailed controls. Barely visible to the naked eye, the printing on the boiler backhead gauges is the best we've seen on an RTR OO gauge model. The graduations on the white faces are almost legible when magnified on screen (see previous page).

Wheels are plastic centres with blackened metal tyres. The flanges are noticeably deeper than those adopted by other manufacturers but this did not affect performance on finescale track during our tests.

Optional accessories are limited to a set of brake rigging and dummy coupling hooks to slot into the bufferbeam. NEM coupler pockets are provided at both end; the front pocket is moulded into the bogie frame while the rear one is on a flexible mount.

As you'll see in the photographs, Oxford's factory has done a good job, particularly with the BR mixed traffic lining. Red, white and grey bands are crisply printed and accurate on the tanks, bunker and splashes. The BR late crest is equally fine with several different colours and shading clearly visible on the lion and wheel device in the middle. Although the numbers are printed in Gill Sans, they are too heavy and a set of replacement transfers from Fox or Modelmaster would give a superior look. Again though, it's a relatively minor criticism when the overall quality of the decoration is considered.

For anyone modelling after 1929,

Safety valves, pipe runs and cab designs will vary according to model and livery.

the range of this class is limited to the Lyme Regis branch (with visits to Exmouth Junction for servicing) but we suspect that won't stop many from finding a way to justify a purchase. For this late BR version, a single Hornby Maunsell Brake Composite in BR(S) green is the perfect companion, but Hornby's ex-LSWR non-gangwayed stock will also be useful.

We've yet to see the finished version of Hornby's rival 'Radial', but we do know that it will have an RRP of £119.99, £20 more than Oxford's version. Based on this sample, it's difficult to see how much more detail could be included to justify that extra cost, but it might have the advantage in other areas. Whatever happens this is a solid start by Oxford and we look forward to seeing more soon. **BRM**

SEE IT RUNNING

For an exclusive video of this model running on Tony Wright's 'Little Bytham' layout, buy the **BRM** digital edition or go to www.rmweb.co.uk

Pretty looks are well captured from every angle, although the lack of daylight under the boiler is a slight disappointment.



KERNOW

IoW 02



As Southern Railway suburban electrification cascaded locomotives such as M7s and T1s to outlying areas, an opportunity arose to replace the Isle of Wight's ageing locomotive fleet with Adams O2 0-4-4Ts. A total of 23 locomotives was moved to the island in small batches between 1923 and 1949. Small and capable, they were ideal for the island's railways, but a few

modifications were made to suit their new role. Larger Westinghouse pumps were fitted along with increased capacity air reservoirs now mounted on the top of the tanks to provide air-braking for passenger trains. The coal capacity was almost tripled too, with a longer and taller bunker added by Ryde Works, as now offered by Kernow.

All of the island's locomotives, now numbered W14 to W36, were named after island towns and villages and retained these numbers until their retirement in 1966.

W24 *Calbourne* is modelled with IoW modifications and also differs from earlier releases in having a riveted smokebox front, brass edged spectacle cab windows and a representation of the sliding roof ventilator.

The nameplates and oval Southern Railway numberplate on the bunker are printed but are barely discernible



from the best etched brass plates. The Ryde (71F) smokebox shedplate is neatly printed within a raised moulded surround. This places the model with its early emblem livery in the 1950-54 timeframe, before Ryde's shedcode was changed to 70H. This is the livery currently worn by the sole preserved O2 at the Isle of Wight Steam Railway, as scanned by Kernow to produce the model.

The level and accuracy of detail to produce this variant is commendable and excellent, it's evident that Chris Trerise and his sources have spent many hours researching and capturing detail which has been well captured by DJ Models and its factory in China.

The back-to-back measurements of the wheelsets are all in the 14.5mm to 14.6mm range and the review sample ran reliably through short radius crossovers and around second radius curves.

For modellers wishing to own further Isle of Wight O2s, KMRC will shortly be releasing W16 *Ventnor* in BR late crest lined black. **BRM**

FACT FILE

- **MANUFACTURER** Kernow Model Rail Centre
- **MODEL** K2101 BR early emblem lined black Adams O2 0-4-4T 24 *Calbourne*
- **PRICE** RRP £124.99
- **AVAILABILITY** Kernow Model Rail Centre
- **REVIEW** Andy York

HELJAN CLASS 60

This heavy freight hauler was BR's last new diesel locomotive design. Even in 7mm scale it's a real giant, as **Ben Jones** discovers.

In 1986, Somerset quarrying company Foster Yeoman took delivery of four diesel locomotives designed to haul much heavier loads and deliver far greater reliability than BR's most powerful diesels of the time. The Electro-Motive Division (EMD) Class 59s proved so successful at hauling vast chunks of the Mendips to London that BR soon realised it needed a machine with similar capabilities to make its Railfreight heavy-haul operations more competitive.

Although EMD's design had proved its worth, ordering from the USA was politically difficult for BR to justify and so Brush of Loughborough was selected to build a fleet of 100 locomotives powered by 3,100hp Mirrlees MB275T engines. The first locomotive was rolled out in June 1989; at 70ft long and 129 tonnes it was an impressive machine, but the maximum tractive effort of 106,500lbf (474kN) gave the



Strikingly modern (for the late-1980s) cab design has been very well captured, right down to the riveted windowframes.

biggest clue as to the new design's capabilities. At almost double the limit of Class 56/58 (61,800lbf) it was intended to enable a leap forward in train weights for the Railfreight sector.

After lengthy trials and various modifications to correct numerous design faults, the fleet was slowly delivered between 1990 and 1993, replacing a large number of older diesels, including Class 20s, 26s, 31s, 33s, 37s and 47s, in many cases eliminating the need for double-heading of heavier trains. Class 60s also replaced '56s' and '58s' on the heaviest bulk freight work for Railfreight's Coal, Construction, Metals and Petrochemicals sectors.

Three versions have been released in the first batch, although there's the potential for many more over the coming years. Reviewed here is the post-1996 EWS red/gold model, but there are also versions in mid-1990s Loadhaul

black/orange and original Trainload Construction sector grey. As usual for Heljan, the models are unnumbered and unnamed but the specific livery variants limit your choice of locomotives to a few machines each. However, selecting a suitable subject should be straightforward as there is no shortage of source material on the internet and books such as *Power of the Class 60s* by Gavin Morrison.

Decoration of all three versions is excellent, with an appropriate satin sheen, neat application of lettering/logos and crisp lines where the various colours meet. Our sample carries revised EWS red/gold, with the simplified lettering and no ampersand, as applied to a substantial proportion of the Class 60 fleet from the mid-1990s.

The angular shape of the prototype has been superbly captured by Heljan's design team. A first glance it would be easy to think that this is a fabricated box on wheels, but there are a number of areas where close attention to detail has been shown to subtle curves and angled panels. Not least of these is the cab roof, which is detailed and accurate. Other areas worthy of special mention include the cab windows and windscreens, which



FACT FILE

- **MANUFACTURER** Heljan A/S, Denmark
- **MODEL** 6002 EWS red/gold Class 60 Co-Co diesel
- **PRICE** RRP £649.00
- **AVAILABILITY** Heljan stockists
- **REVIEW** Ben Jones
- **PHOTOGRAPHY** Bryan Robertson

feature extensive rivet detail, the roof panels and see-through mesh grilles, which show off the traction motor blower equipment inside.

There's lots of fine detail to enjoy all over the model, from the 'SKF' branding stamped on the axlebox covers to the tiny rivets around the roof panels via the authentic arrangement of the bufferbeam mounted snowploughs.

A couple of areas are a slight disappointment; the horns on each cab roof are fairly rudimentary and replacement after-market parts would give a better visual effect. Equally, there's some scope for keen modellers to significantly improve the look of the bogie frames by adding separate pipework runs, which are very flat on the model as delivered.

The cab interior, highly regarded by drivers, has been modelled in some detail and is very visible thanks to the large cab windows. A little attention from a paintbrush to pick out the controls and gauges would reap dividends, as would the addition of a driver.

Physically, this is an imposing machine, even at 1:43.5 of its original size, and so the mechanical aspects of the model have to be heavy duty too.



Prototypical 'daylight' and traction equipment is visible through the grilles - a key feature of a Class 60's character.

Weighing in at 2.7kg, it has a substantial die-cast metal chassis block, two large five-pole motors driving two axles on each bogie in A1A-A1A configuration, sprung buffers and screw link couplings. The model is capable of negotiating Peco second radius (1,020mm) curves.

To enable the trademark see-through grilles at the No. 1 end, Heljan has designed an entirely new mechanism with the motors and flywheels mounted horizontally inboard of the bogies, rather than vertically above them. Each motor powers three axles via a low-profile drive shaft and gear train within the bogie itself. It's a neat arrangement that provides the necessary 'grunt' as well as the required view of internal equipment through the large bodyside grilles.

Other operating features include LED directional head and tail lights and a fan compartment light. A row of five switches on the chassis allows the lighting to be configured for daytime or night-time running with side and tail lights on or off according to your requirements. However, these cannot be controlled independently on DCC unless you're brave enough to re-wire the circuit board.

As is standard for Heljan O gauge diesels, there's no DCC decoder socket, but the model is pre-wired to accept a high-capacity decoder, for example a Lenz Gold Maxi. There's also plenty of space for a sound decoder, such as the ESU LokSound XL or Zimo MX695, and a large speaker.

Heljan's '60' model marks its first move away from first generation BR classes and smaller mixed traffic types towards a more recent heavy freight specialist. How many O gauge modellers will have the space for a train of 45 HAA coal hoppers or 30+ 100t bogie oil tanks is debatable, but it would make an impressive sight. With Heljan's bogie Cargowaggons coming soon and HAA/HEA hoppers promised by Dapol, there will eventually be a good selection of air-braked wagons for the '60s' to haul. Nevertheless, this is a high-quality addition to the O gauge diesel fleet and a welcome move towards the more contemporary railway. **BRM**

● **Thanks to Bryan Robertson for his assistance with this review.**



Big impressive and well-finished, this 'Tug' is another 7mm scale hit for Heljan, although keen modellers will be able to find plenty of detailing to improve it further.

HELJAN BALLAST HOPPERS

Howard Smith takes a look at Heljan's new 'Catfish' and 'Dogfish' ballast wagons to see how they measure up.



Heljan's RTR O gauge locomotives have little to pull if buyers aren't building wagon kits as well. These two latest two additions to its O gauge range will certainly help.

A few years ago when I heard Heljan was to produce a 'Catfish' and 'Dogfish' in O gauge, it caught my interest. I've built at least eight in this scale from brass kits and having had to add lots of extra detail, I can appreciate how deceptively complex the designs are. Both wagons have now arrived and each is available in four liveries – BR black, early olive, late olive and grey/yellow, all with a recommended price of £99.95.

From the quality of RTR products now released, it's evident that many hours have been spent in front of screens by CAD engineers, designing each component. To get this stage

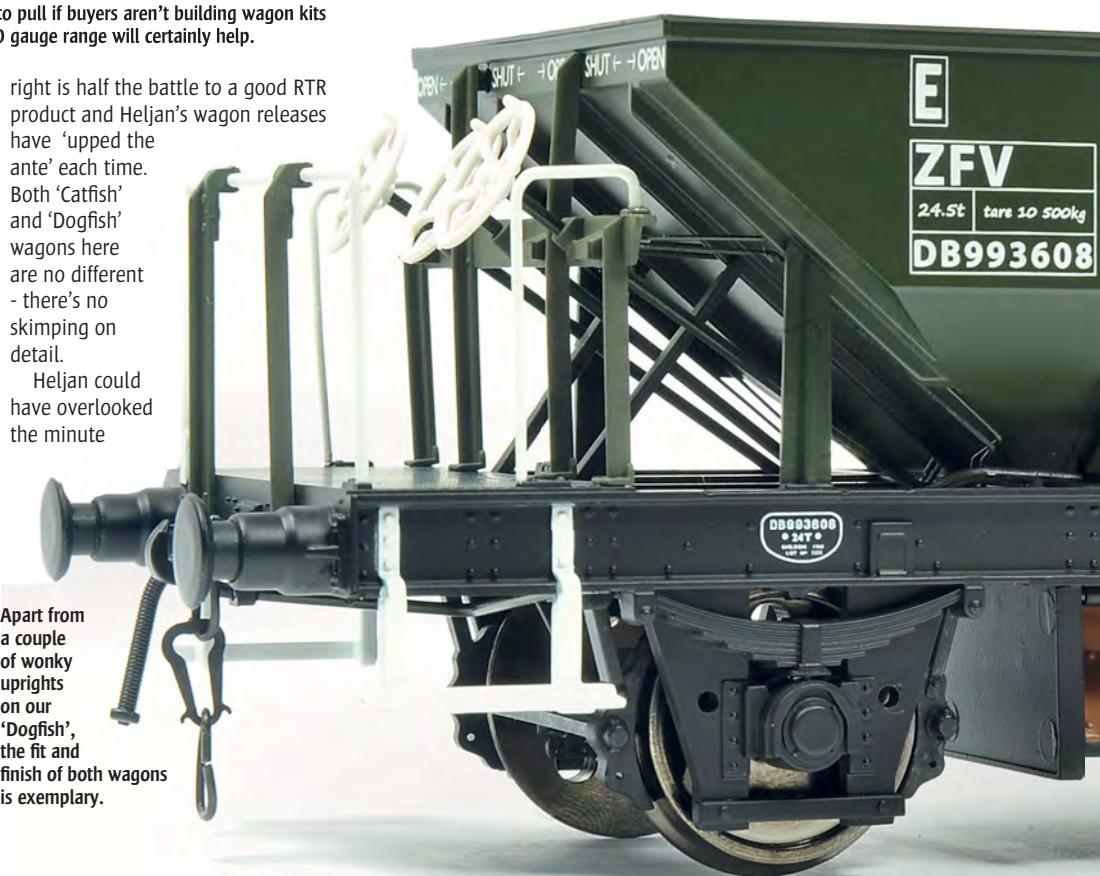
right is half the battle to a good RTR product and Heljan's wagon releases have 'upped the ante' each time. Both 'Catfish' and 'Dogfish' wagons here are no different – there's no skimping on detail.

Heljan could have overlooked the minute

FACT FILE

- **MODELS** Heljan A/S Catfish and Dogfish ballast hoppers
- **RRP** £99.95 each
- **AVAILABILITY** Heljan stockists
- **REVIEW** Howard Smith
- **PHOTOGRAPHY** Tony Wright

Apart from a couple of wonky uprights on our 'Dogfish', the fit and finish of both wagons is exemplary.



lubricating pipes that run from the filler boxes adjacent to the door wheels, down to the door opening mechanisms, but it hasn't. Nor has it ignored the vacuum brake pipe that runs the length of one side of the hopper behind the side supports. At a glance or in a passing train you'd never notice them, but when you study it more closely it's important. The brake 'V' hangers are present too. Every component has to be designed separately, but also have to be applied separately too. This is where I differentiate an average RTR product from a good one and these certainly fall into the latter category. The wagons dimensionally are spot on, the narrow chassis with wider hopper overhang when seen from above has been captured well.

Despite being made from numerous large pieces of plastic neither wagon creaks and they are surprisingly rigid. Again, this is largely down to good design work from the outset. Where components have been glued together, they've been done so neatly with no visible gaps or overruns of glue. The rivets around both models aren't bad either.

I might have designed the platform steps differently - Heljan has moulded them with the chassis and made the supports quite chunky - no doubt to make them sufficiently robust. It's a wise choice as they are vulnerable

parts, but given the equally fragile handrails and wheels and detail on the rest of the wagon, I think these could have been more slender mouldings and made to scale as separately applied parts. It would have made the painting of them in the factory easier too.

Above the steps on the platform tops, the chassis tread plate has been wonderfully reproduced with all the right things in the right places - the base of the handrails with rivets and the foot operated door locking mechanism. Protruding from either end of the tread plates are the sprung buffers and couplings, each with the perfect sprung weight.

As with other recent rolling stock releases in 0 gauge, Heljan has given both models sprung axles. But, the springs remain compressed when the wagons are on their wheels, even when empty.

Other than to pick the wagon up, push the axles up and down and comment 'that's clever', it makes me question their purpose. Perhaps a stiffer spring should be specified on the next batches.

The wagons are weighty, the 'Dogfish' coming in at 195g and the 'Catfish' 125g. A removable cast weight between the sloping hopper doors keeps the 'Dogfish' firmly planted, something not possible due to the exposed underframe centre



Above The Timken roller bearing axleboxes on the 'Dogfish' differ from the oil types on the 'Catfish'. Perhaps Heljan will produce a model of each with alternate axleboxes. Both are interchangeable if you're willing to separate the bottom of the axle guards.

section of the 'Catfish'. To overcome this it has added discreet diecast metal weights under each platform end, extending the length of the chassis rails. It makes the 'Catfish' slightly lighter than the 'Dogfish', but then so were the prototypes.

DECORATION

The application of the livery - in this case, olive drab - is as good as we've come to expect from Heljan. The only niggle I could find was with the fonts chosen for the numbers, which aren't true railway fonts, but then the prototypes hardly followed strict rules with many of the numbers roughly painted, some using stencils, others not. I like the painted elements which many manufacturers don't tend to bother applying to wagons - the 'P5' wheel profile, the words 'shut' and 'open' above the opening wheels, the handbrake 'on' with arrows above the handbrake wheel. They all count towards a strong overall showing.

The wagon interiors were never painted and Heljan has chosen to paint them uniformly in a generic rust



Included with both hoppers are two moulded ballast loads to represent a half-filled and fully-loaded wagon.

colour. It's not the best as rust is never just one colour, but it's better than painting it the same colour as the external bodywork. The handrails, steps, lamp brackets and handbrake wheels are correctly picked out in white.

FURTHER ENHANCEMENTS

'Dogfish' hoppers are one of the main staples for my layout 'Penmaenmawr' and I can see some of these being acquired. They're excellent, but I'm not known for leaving RTR products alone, no matter how good. I can see a few short evening projects - some bent wire into 'hoops' would make good brakegear retainers and replacing the steps with something finer like an etch with strips of thin wood for the planks would really set these wagons off. As you'd expect from an RTR product, both are very clean, so a bit of weathering is required, but you'll be able to do that to your taste.

I can happily recommend both models and I think Heljan can be proud of what it has achieved - two good products that represent value for money. Compare the price of them to kits. Now, how about a 'Seacow' or a 'Shark' to go with them? **BRM**

SEE PAGE 93
FOR A BRIEF
HISTORY OF
THESE CLASSIC
BR BALLAST
HOPPERS





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Closing date for the March issue is January 4

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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.

DATES FOR YOUR DIARY

EXHIBITIONS

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

Railex North East 2015 The Quorum Business Park, Benton Lane, Newcastle upon Tyne NE12 8BS
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £6.00 adult, £3.00 child, £15.00 family (2 + 2)
Tel: 07900431042
Web: www.btmrs.co.uk

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

27TH-28TH DECEMBER

Gainsborough Model Railway Society Florence Terrace, (Near Tesco car park), Gainsborough, Lincolnshire DN21 1BE
Sunday: 1.30pm to 6.00pm
Monday: 1.30pm to 6.00pm
Prices: £4.00 adult, £3.00 child, £3.00 OAP, £10.00 family (2 + 2)
Tel: 01427 615871
Web: www.gainsboroughmodelrailway.co.uk

2ND JANUARY

North Wales N Gauge Group Show Saint Michaels Church, Rosemary Lane Conwy LL32 8HY
Saturday: 1000 - 1600
Prices: £2.00 adult, £1.00 child
Tel: 01492 572633

9TH-10TH JANUARY

The Pratts Bottom Model Railway Show The Pratts Bottom Village Hall, Norsted Lane, Rushmore Hill, Orpington, Kent BR6 7PQ

Saturday: 1000 - 1700

Sunday: 1000 - 1700

Prices: £3.50 adult, £1.50 child

Tel: 0773 3461 477

Web: www.orpingtonmodelrail.org.uk

9TH-10TH JANUARY

Kidlington Scoutrail 2016 Exeter Hall, Kidlington, Oxfordshire OX5 1AB
Saturday: 1000 - 1630
Web: www.scoutrail.org.uk

10TH JANUARY

Weston Super Mare Model Train Show The Campus, Highlands Lane, Locking Castle, Weston-Super-Mare, Somerset BS24 7DX
Sunday: 1000 - 1640
Web: www.westonsupermaretrainshow.com

15TH-17TH JANUARY

London Model Engineering Exhibition Alexandra Palace, Alexandra Palace Way, Wood Green, London N22 7AY
Friday: 1000 - 1700
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £9.50 adult, £3.00 child (5-14yrs), £8.50 OAP, £8.50 concessions
Tel: 01926 614101
Web: www.londonmodelengineering.co.uk

16TH JANUARY

Astolat Model Railway Circle Exhibition Guildford County School, Farnham Road, Guildford, Surrey GU2 4LU
Saturday: 1000 - 1700
Prices: £6.00 adult, £3.00 child, £12.00 family
Tel: 01483 722098

OPEN DAYS

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

28TH DECEMBER

West Wiltshire Model Railway Circle - Club Open Day Steeple Ashton Village Hall, BA14 6EW

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

23RD JANUARY

Milton Keynes Railway Society North House, 1 Bond Avenue, Bletchley MK1 1SW
Saturday: 1100 - 1600
Web: www.mkmrs.org.uk

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Sun 27th and Mon 28th December 2015 -

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**Squires will be exhibiting at the following shows in 2015 –
Diary updated as bookings are confirmed.**

Dec 12/13 - **NORTH SHIELDS** Railex NE Model Railway Exhibition, Quorum Business Park, Newcastle-upon-Tyne NE12 8BS, Sat 10-5, Sun 10-4. **New Dates New Venue**

Dec 12/13 - **KNOCKHOLT** Model Fest 2015, Coolings Garden Centre, Rushmore Hill, Knockholt, Kent, TN7 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, Guildford County School, Farnham Road, Guildford GU2 4LU, Sat 10-5. www.astolatmrc.co.uk

Jan 23 **EGHAM & STAINES** Model Railway Exhibition, Manorcroft School, Wesley Drive, Egham, Surrey TW20 9LX, Sat 10.30 - 5.00 **Close to Egham Town Centre, 5 Mins walk Egham Station**

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. Bartholomews 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 20 - **TONBRIDGE** Model Railway Exhibition, The Angel Centre, Tonbridge, Kent, TN9 1SF, Sat 10 - 5pm. www.tonbridgejmrcc.com

Feb 19/20/21 - **BRIGHTON** Model World 2015 Brighton Centre, Kings Rd, Brighton, BN1 2GR 10-5pm. **We are in our Normal Postion in the EAST WING - Beat the queues! - enter via the Pay Desk at East Wing**

Feb 26/27/28 - **GLASGOW** Model Rail Scotland 50th Anniversay Show, Scottish Exhibition Centre, Glasgow, G3 8WY. 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, NN16 6PB. Sat 10 - 4.00.

Mar 5/6 - **PRESTON** Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, 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 12/13 - **NOTTINGHAM** East Midlands Model Railway Exhibition Hadden Park High School, Harvey Road, Bilborough, Nottingham, NG8 3BB. **Plenty of FREE Parking.** Sat 9.30 - 5.30, Sun 10 - 5.00.

Mar 12/13 - **BASINGSTOKE** Model Railway Exhibition, Aldworth Science College (formerly The Richard Aldworth School), Western Way, Basingstoke, RG22 6HA Saturday 10 - 5, Sunday 10 - 4.

Mar 19 - **ABINGDON ABRAL 2016** Model Railway Exhibition, White Horse Leisure & Tennis Centre, Audlett Drice, Abingdon, Oxon, OX14 3PJ 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. Y023 1EX. Saturday/Sunday 10 - 5, Monday 10 - 4.30.

Mar 26 - **28 - YORK** Model Railway Show, The Knavesmire Stand, Racecourse Road York. Y023 1EX. Sat/Sun 10 - 5, Monday 10 - 4.30. **Advance Tickets Now Available from Squires** T & C's Apply**

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, Lysaghts Institute Building, Orb Road, Newport, NP19 0RA. 10am - 4.30pm

April 23 **LEIGH O SCALE NORTHWEST** Leigh Sports Village, Sale Way, Leigh, Lancs WN7 4JY10 - 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 - **MIDDLESBOROUGH** 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**

Jun 4 - **DONCASTER** Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, DN4 7PD. Sat 10 - 4.00. **NOTE - New Venue & New Date**

Aug 13 - **BEXHILL** Model Railway Exhibition, St. Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex, TN40 1SE Sat 10 - 5pm

Sept 3/4 - **TELFORD GUILDEX 2016** O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Saturday 10 - 5, Sunday 10 - 4. Coming to Telford??? - Why not try Sunday??? - the show is less busy - see more of the layouts AND a lot easier to get to our stand!!! :-)

Sept 24/25 - **HALIFAX** Model Railway Exhib, North Bridge Leisure Centre, Halifax, HX1 1XH. Sat/Sun 10 - 5.

Oct 1/2 - **PORTSMOUTH** Fareham & District Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire, PO16 7JU. Saturday 10-5.30, Sunday 10.00 - 16.30. ***50th Anniversary***

Oct 8/9 - **ALDERSHOT** Farham Model Railway Club Exhibition, Connaught Leisure Centre, Tongham Road, Aldershot, Hants, GU12 4AS. Sat 10-5, Sun 10 - 4.30

Oct 29/30 - **HAZEL GROVE STOCKPORT** Hazel Grove & District Model Railway Society Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire, SK7 5JX Sat 10 - 5, Sun 10 - 4. **50th Anniversary - larger show with an extra hall - plenty of FREE parking** - www.hgdmrs.org.uk

Nov 5 - **HIGH WYCOMBE - WYCRAIL** 16 Model Railway Exhibition, Cressex Community School, Cressex Road, High Wycombe Bucks HP12 4UD. Saturday 10 - 5

Nov 12/13 - **TELFORD IPMS SCALE MODEL WORLD 2016** The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Sat 10 - 6, Sun 10 - 4.00. Free Entry for IPMS Members.

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EVENT DIARY

Sports Centre), White Horse Way, Calne, Wiltshire SN11 0SP
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £4.50 adult, £3.00 child
Tel: 01249657283 / 01249819160
Web: www.bmrg.org.uk

City of Canterbury Model Railway Society Annual Exhibition
St Anselms School, Old Dover Road, Canterbury, Kent CT1 3EN
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £5.00 adult, £3.00 child, £4.00 OAP, £13.00 family (2 + 2)
Tel: 01227 738789
Web: www.ccmrs.co.uk

30TH JANUARY

Southampton Model Railway Exhibition Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire SO50 5ZA
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £7.00 adult, £3.00 child (5-15yrs), £17.00 family (2+2)
Tel: 1489799809
Web: www.southamptonmodelrailwaysociety.wordpress.com

30TH-31ST JANUARY

Longfield Model Railway Exhibition 2016 Longfield Academy, Main Road (B260), Longfield, Kent DA3 7PH
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £7.00 adult, £3.00 child (5-15yrs), £6.00 concessions (2 + 3)
Tel: 07736 560956
Web: www.erithmrs.ukmodelshops.co.uk

Kilmarnock & District Model Railway Club Exhibition Volunteer Rooms, 19 High Street, Irvine KA12 0BA
Saturday: 1000 - 1700
Sunday: 1200 - 1600
Prices: £4.00 adult, £3.00 concessions, £12.00 family (2 + 2)
Tel: 01563 533393
Web: www.kilmarnockmrc.com

Pontefract Model Railway Exhibition NEW College, Park Lane, Pontefract, West Yorkshire WF8 4QR
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £5.00 adult
Web: www.nprms.org

31ST JANUARY

Bristol 7mm Exhibition UWE Bristol Exhibition Centre, Filton Road, Bristol, Avon BS34 8QZ
Sunday: 1000 - 1600
Prices: £7.00 adult
Web: www.bogg7mmexhibition.com

OTHER EVENTS

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

TRAIN & TOY FAIRS

12TH DECEMBER

J & J Fairs Ltd - Brentwood International Hall, Brentwood Centre, Doddington Road, Essex CM15 9NN
Saturday: 1000 - 1430
Prices: £3.00 adult, £2.00 child, £2.50 OAP
Tel: 01522 880383
Web: www.j-jwebbtoyfairs.com

13TH DECEMBER

J & J Fairs Ltd - Lincoln The Exhibition Centre, Lincolnshire Showground, Lincoln, Lincolnshire LN2 2NA
Sunday: 1000 - 1430
Prices: £2.50 adult, £1.50 child, £2.00 OAP
Tel: 01522 880383
Web: www.j-jwebbtoyfairs.com

13TH DECEMBER

SRP Toy Fairs - Wallington Phoenix Centre, Mollison Drive, Wallington, Surrey SM6 9NZ
Sunday: 1000 - 1400
Prices: £2.00 adult
Tel: 07739998012 / 01322662729
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

J & J Fairs Ltd - Huntingdon Int. Indoor Arena, Kings Bush Centre, Wood Green Animal Shelters, Godmanchester PE29 2NH
Sunday: 1000 - 1430
Prices: £3.00 adult, £2.00 child, £2.50 OAP
Tel: 01522 880383
Web: www.j-jwebbtoyfairs.com

Train & Toy Fair North Petherton

Venue, Junction 24 Marketway, North Petherton, Somerset TA6 6DF
Sunday: 1000 - 1500
Prices: £2.00 adult
Tel: 01823480097 / 07717278420

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

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 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: 10.30am - 3.00pm
Prices: £1.50 adult, £0.50 child
Tel: 0151 334 3362
Web: www.barrystocktonfairs.co.uk



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MEETINGS & TALKS

10TH DECEMBER

IRRS - "The West Clare Railway" by Michael Walsh Function Room, Rugby Tavern, 19 Great James Street WC1N 3ES
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

4TH JANUARY

Mirfield Railway Enthu. Society - Steve Armitage Navigation Tavern, Station Road, Mirfield, West Yorkshire WF14 8NL
Monday: 1930
Navigation Tavern

Plymouth Railway Circle

St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG
Monday: 1930
Prices: £2.00 adult
Tel: 01752 651014

5TH JANUARY

Southern Electric Group - South Hants Meetings Eastleigh Railway Institute, Romsey Road, Eastleigh SO50 9FE
Tuesday: 1930
Prices: £3.00 adult
Tel: 023 8067 0028
Web: www.southernelectric.org.uk

TETC - Presentation by John Rayment (Rail Discoeries) First Floor Meeting Room, The Drill Hall Sports Club, Old Park Avenue, Enfield, Middlesex EN2 6PJ
Tuesday: 20.00 - 22.30
Tel: 020 8363 0697

11TH JANUARY

Southern Electric Group - Sussex Meeting Southwick Community Centre, BN42 4TE
Monday: 1930 - 2200

13TH JANUARY

North London Railway Historical Society Meeting - London Railway Memories Keen House, 4 Calshot Street, London N1 9DA
Wednesday: 1400
Prices: £3.00 adult
Tel: 01235 511044

21ST JANUARY

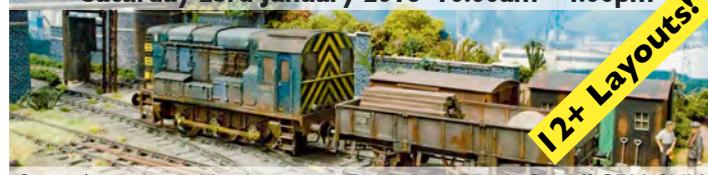
IRRS What Lay Behind the 1957 GNR Closures - Steve Rafferty + AGMM The Cock Tavern, 23 Phoenix Road, London NW1 1HB
Thursday: 1900
Prices: £5.00 adult
Web: www.irrs.ie

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All information subject to change, correct at time of printing.



EVENT DIARY

J & J Fairs Ltd - Spalding Springfields Events Centre, Camel Gate, Spalding, Lincolnshire PE12 6ET
Monday: 1000 - 1430
Prices: £2.50 adult, £1.50 child, £2.00 OAP
Tel: 01522 880383
Web: www.j-jwebbttoyfairs.com

29TH DECEMBER

SRP Toy Fairs - Rayleigh Swayne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ
Tuesday: 1000am - 1400
Prices: £2.00 adult
Tel: 07739998012 / 01322662729
Web: www.srptoyfairs1.co.uk

1ST JANUARY

J & J Fairs Ltd - East Midlands Newark & Notts Showground, Winthorpe, Newark NG24 2NY
Friday: 1000 - 1500
Prices: £3.50 adult, £2.50 child, £3.00 OAP
Tel: 01522 880383
Web: www.j-jwebbttoyfairs.com

Tony Oakes Leisure Centre, Hightown, Bridgnorth, WV16 4ER
Friday: 1030 - 1500
Prices: £2.00 adult
Tel: 01270 652773

3RD JANUARY

SRP Toy Fairs - Dartford Dartford Science & Technology College, Heath Lane, Dartford, Kent DA1 2LY

Sunday: 1000 - 1400
Prices: £2.00 adult
Tel: 07711 357567
Web: www.srptoyfairs1.co.uk

6TH JANUARY

South Croydon Toy & Train Fair St John's Community Hall, Upper Selsdon Road, South Croydon CR2 8DD
Wednesday: 1830 - 2030
Prices: £1.00 adult
Tel: 07866 641215

9TH JANUARY

SRP Toy Fairs - Hawkinge Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP
Saturday: 1000 - 1400
Prices: £2.00 adult
Tel: 0773 9998012 / 01322 662729
Web: www.srptoyfairs1.co.uk

10TH JANUARY

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

16TH JANUARY

J & J Fairs Ltd - Brentwood The International Hall, Brentwood Centre, Doddington Road, Essex CM15 9NN
Saturday: 1000 - 1430
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Tel: 01522 880383
Web: www.j-jwebbttoyfairs.com

17TH JANUARY

SRP Toy Fairs - Brighton The Grandstand & Paddock Hall, Brighton Racecourse, Fresh-Field Road, Brighton BN2 9XZ
Sunday: 1000 - 1400
Prices: £2.00 adult
Tel: 01322 662729 / 07739 998012
Web: www.srptoyfairs1.co.uk

Barry Stockton Fairs - Warrington

Warrington Collegiate, Winwick Road, Warrington WA2 8QA
Sunday: 1030 - 1500
Prices: £2.00 Adults £0.50 Children

20TH JANUARY

Hoddesdon Toy & Train Fair Sheredes School, Cock Lane, Hoddesdon, EN11 9JY
Wednesday: 1900 - 2100
Prices: £1.00 adult
Tel: 07866 641215

23RD JANUARY

SRP Toy Fairs - Henfield Henfield Hall, Henfield, West Sussex BN5 9DB
Saturday: 1000 - 1400
Prices: £2.00 adult
Tel: 01322 662729 / 07739 998012
Web: www.srptoyfairs1.co.uk

24TH JANUARY

SRP Toy Fairs - Midhurst The Grange, Bepton Road, Midhurst, West Sussex GU29 9HG

Sunday: 1000 - 1400
Prices: £2.00 adult
Tel: 01322 662729 / 07739 998012
Web: www.srptoyfairs1.co.uk

31ST JANUARY
SRP Toy Fairs - Colchester
 Marks Tey Parish Hall, Old London Road, Marks Tey, Colchester CO6 1EN
Sunday: 1000 - 1400
Prices: £2.00 adult
Tel: 07739 998012 / 01322 662729
Web: www.srptoyfairs1.co.uk

PLEASE SEND FULL DETAILS OF YOUR FORTHCOMING EVENTS TO

ADDRESS Diary Dates, **BRM**,
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EMAIL diarydates@warnersgroup.co.uk

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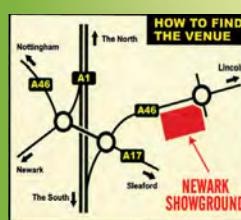
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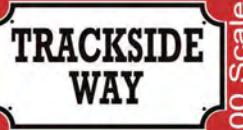
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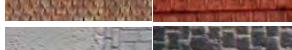
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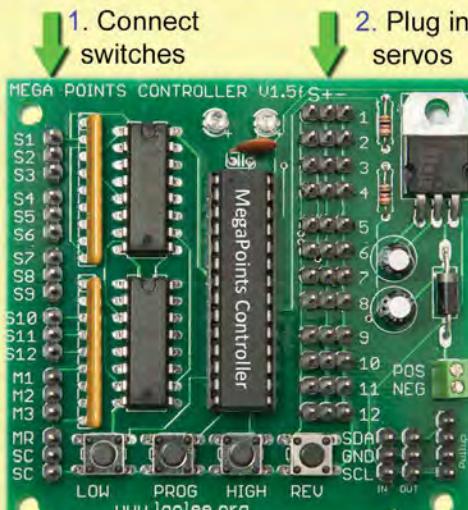
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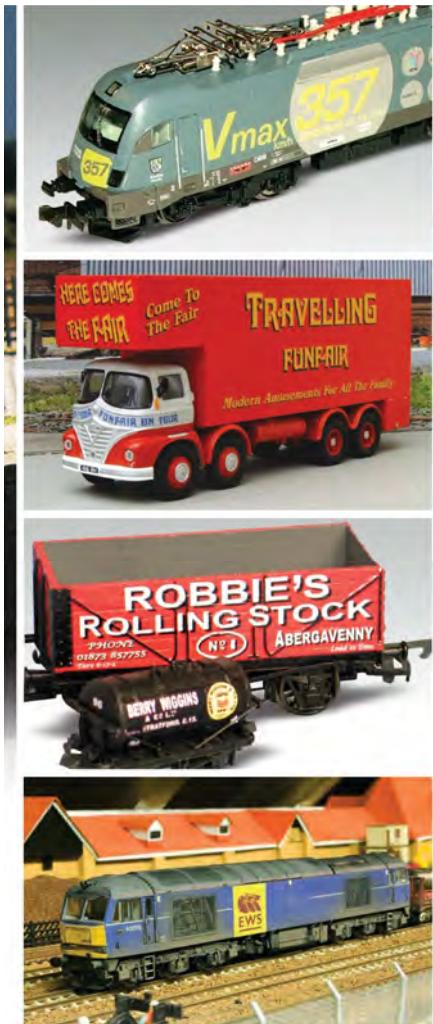
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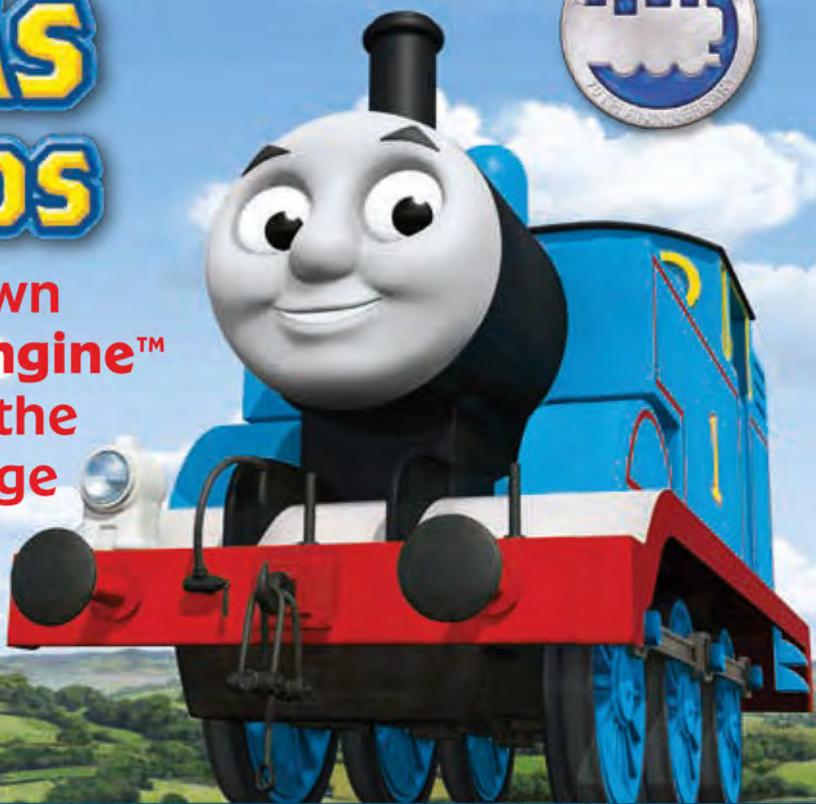
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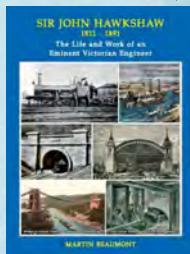
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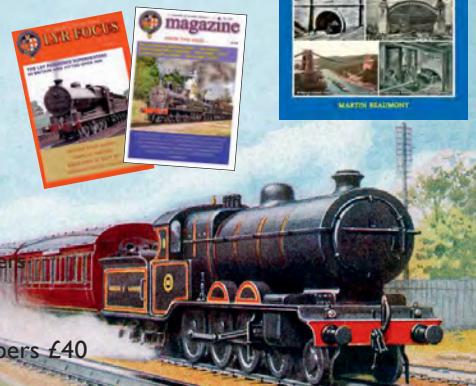
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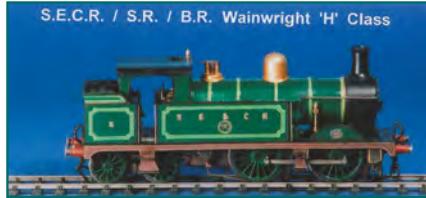
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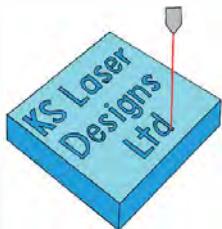
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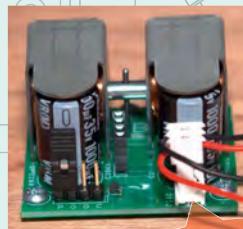
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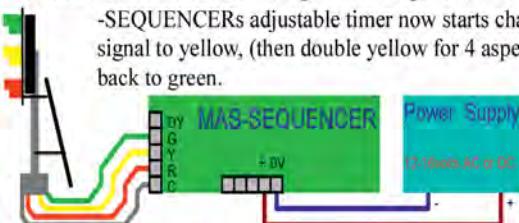
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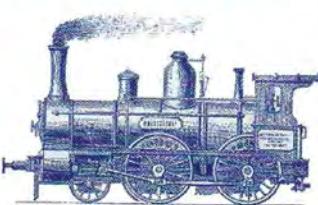


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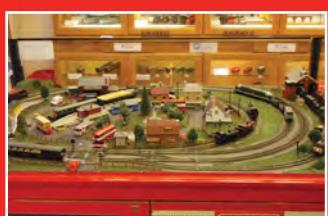


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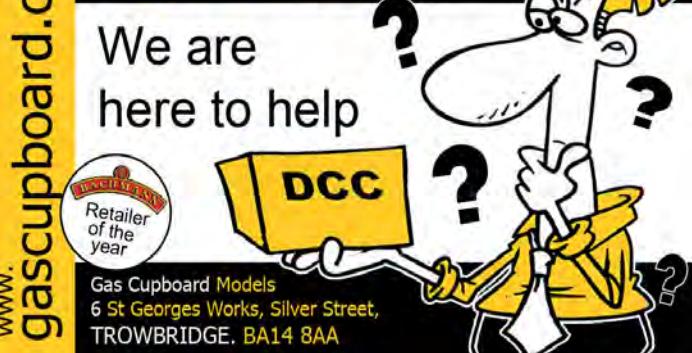
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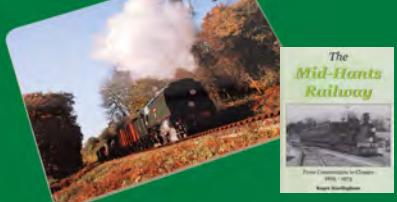


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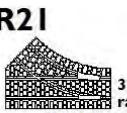
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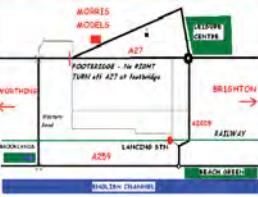
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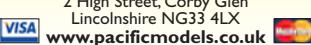


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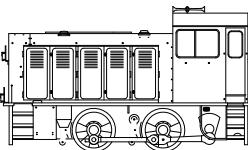
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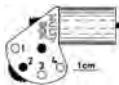
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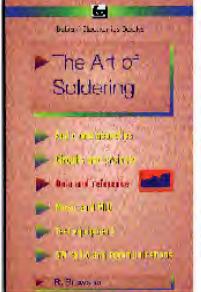
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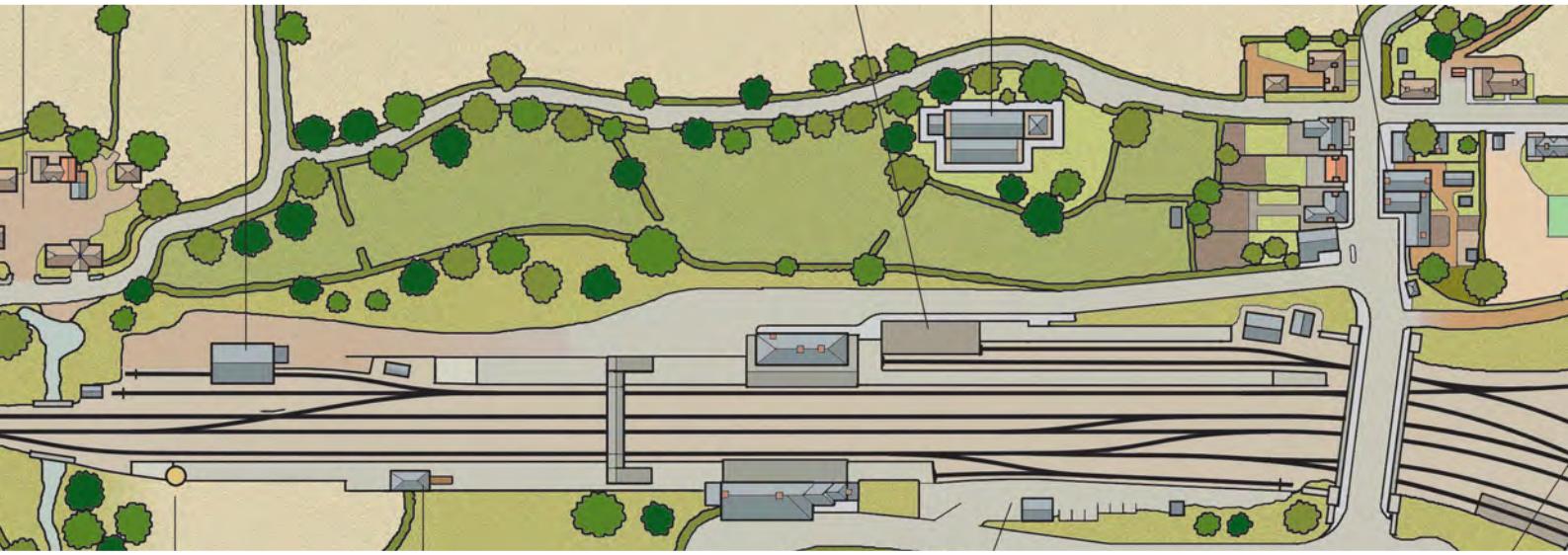
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This unique new section of **BRM** will give you the opportunity to build up a useful collection of proven trackplans and layout ideas to inspire your own projects. Here are three diverse plans to get you started.

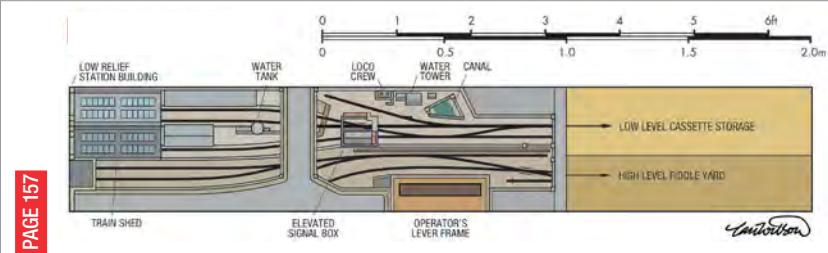
II how it works

Every issue of **BRM** will now include at least three trackplans to cut out and keep (or scan/photocopy if you prefer), building into a unique resource for railway modellers. As all the layouts have been built and completed, you can guarantee that they work and fit into the advertised space. We'll bring you model railways of all shapes and sizes, from tiny micro-layouts in boxfiles to giant exhibition layouts, covering all scales, gauges, eras, regions and types of location.

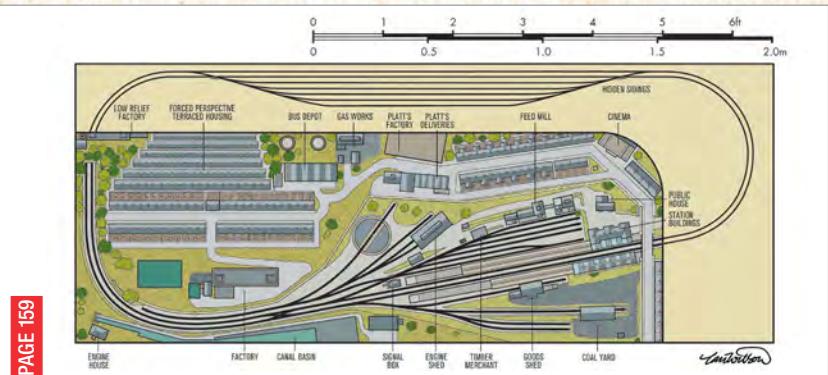
155 | OXMINSTER
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PAGE 157



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SMALL LAYOUT | SOUTHERN REGION 1960s | OO Gauge

OXMINISTER

Stephen Sinden's space-saving layout packs as much action as possible into an area typical of modern spare bedrooms.

A

lmost every budding layout builder will find that they have a finite amount of space in which to build. This will inevitably limit what can be achieved, but careful planning and design to optimise your space is essential. Stephen Sinden wasn't happy to pick and choose what he had to have on his layout, preferring a bit of everything. British Railways. You might be fooled into thinking that you need a large space to house this style of layout, but take a look at the compact nature of the trackplan overleaf and you'll see that it is possible. Clever use of space has resulted in locomotive sheds, two stations and a carriage shed amongst other items, all squeezed into this 8ft square template. It has most of the elements you'd need for an involving and enjoyable steam/diesel transition era layout.

The vast majority of house rooms are either square or rectangular, hence every layout that spans a full room needs to negotiate four corners. When planning your own layout, don't forget about them. You don't have to have a shed or station on the straight areas of track, instead look at the central station of 'Oxonminster' where the station has been pushed back, making full use of an otherwise neglected corner. In doing so, more room has been made for the station approach, at the same time freeing space for a carriage shed.

What this layout lacks in surface area, it makes up for in height. The far end of the room is staged on three tiers, in the foreground a low-level station, behind it the high-level platforms and to the rear of that, an elevated street scene. If you're short of space, extra levels can add further operational potential and help you to get away from the 'flat earth' effect that affects many small layouts. Adding different levels of height (each increasing with distance), fools the eye into thinking that a layout is actually wider than it is. **BRM**

FACT FILE

- SCALE/GAUGE 4mm: 1ft scale, 16.5mm gauge OO
- SIZE 8ft by 8ft
- ERA 1960s
- LOCATION Southern Region
- CONTROL 12V DC
- LAYOUT TYPE Continuous ovals with high-level end-to-end branch.

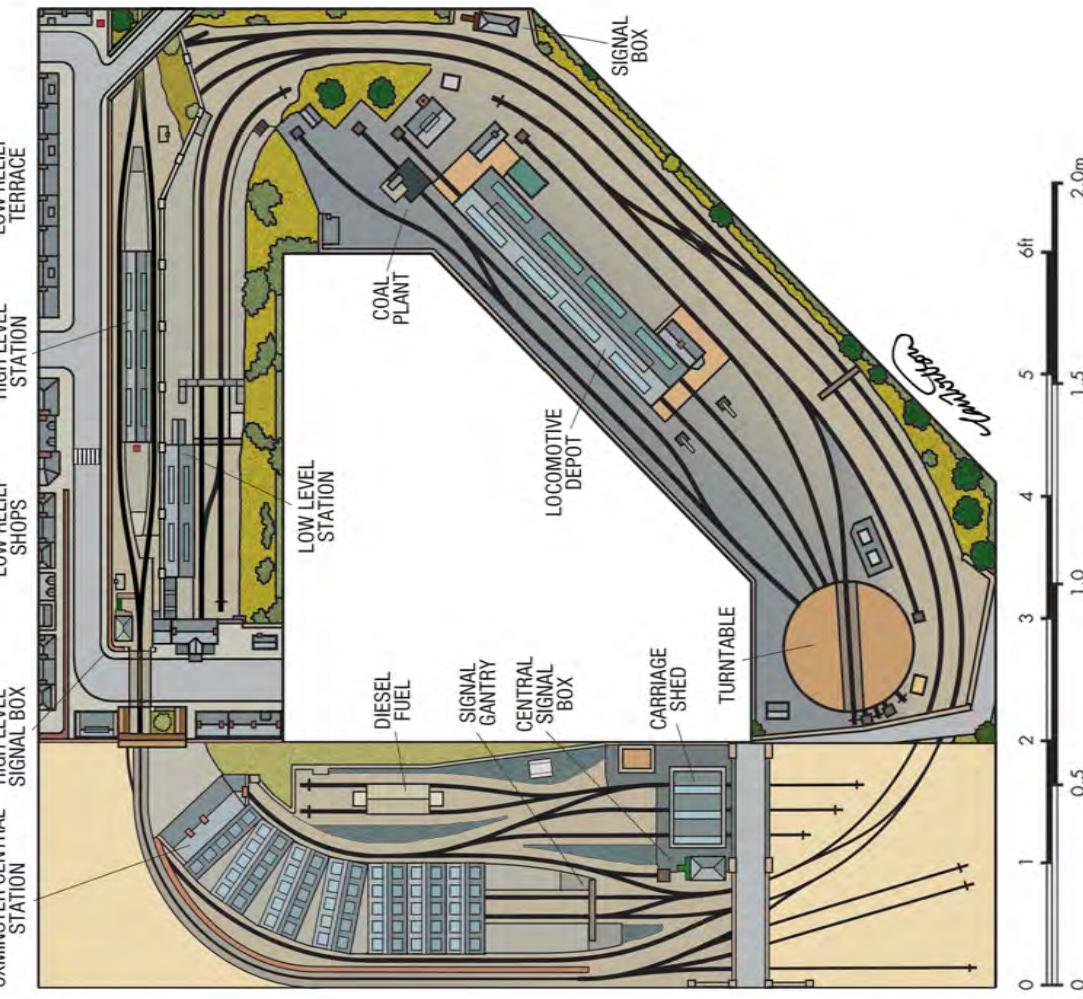
PROS

- Minimum space, maximum action layout
- More than one station allows for shuttle services
- Enough points to allow different operations
- Clever use of multiple levels

CONS

- Tight scenic space
- Little room for storage both on and off-scene
- Limited room for backdrop scenery
- Beware of tight curve radii

Clever use of space has resulted in this layout having locomotive sheds, two stations and a carriage shed, all in a footprint of just 8ft by 8ft. It has most of the elements anyone needs for an involving and enjoyable steam/diesel transition era layout in OO gauge.



OXMINSTER

ERA



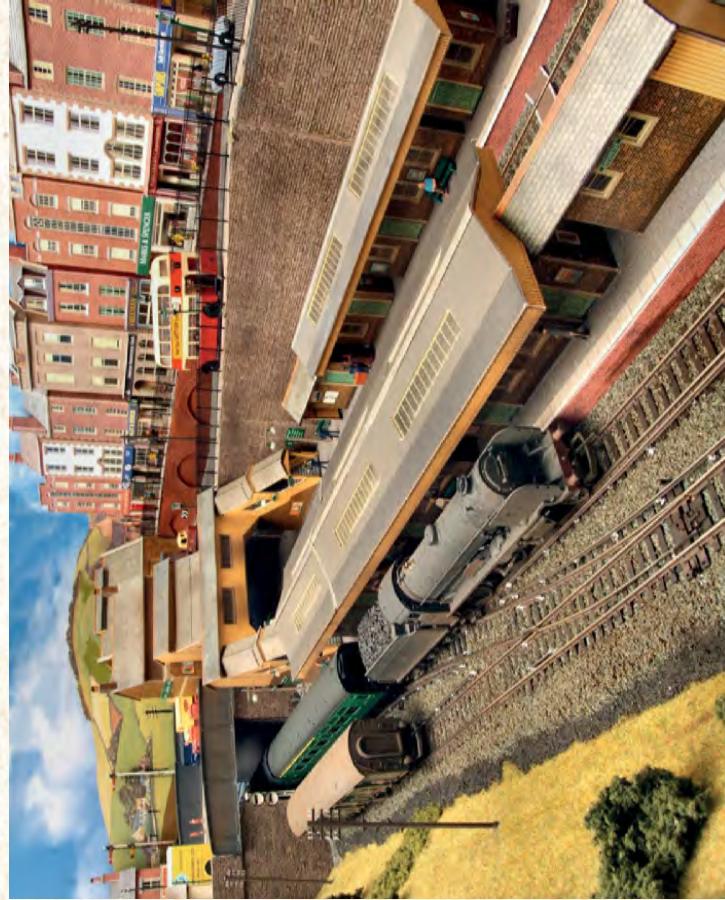
GAUGE



SIZE



CONTROL



SMALL LAYOUT | SOUTHERN REGION 1960s | OO Gauge



SMALL LAYOUT | BR EASTERN REGION 1955 | EM Gauge

TOWER PIER

Central London is one of the less obvious areas in which to site a station of small proportions. But this compact layouts proves that it is possible.

If you are lured by the idea of modelling a railway set in the 'big smoke', then here's one that can get you thinking creatively - Geoff Ashdown's 'Tower Pier'. Attempting to re-create the inner-city 'muck and grime' of the mid-1950s, when coal fires burned a plenty, the layout is uniformly weathered using sooty tones. It is also very busy architecturally, making the most of every square inch of space. At only 10ft long by 20in wide, the trackplan really does employ the space available on the baseboards to its fullest, placing all other items into a secondary position.

What makes it so appealing? The urban architecture. Correctly weathered bridges and archways built with London brick adorn all sides of the layout, ridding the need for a backscene. Every item on the model has to fight for space. The water tower is sandwiched between the track, a canal, a locomotive crew building and a retaining wall, whilst the signalbox that controls the station entrance is elevated above the rails - its metal frame and stairway being a little different. The short station canopy effectively takes up the most space on this layout, being just under half a metre long in length, but still, it has enough room in width to accommodate two platforms - one even being an island.

What makes London, London? Evidently, the amount of room on this layout is limited, but with some clever design, Geoff managed to incorporate a road bridge, allowing him to place two red buses - a strong hint that this is the London scene and an area not immune to bustling public transport.

'Tower Pier' is built to EM gauge, chosen by a need for the trackwork to fit the surrounding area, rather than let the track dictate the situation and placement of structures and other architectural features. This works for Geoff, but whether or not this fits your specific criteria, only you can decide. [BRM](#)

FACT FILE

SCALE/GAUGE 4mm: 1ft scale, 18mm gauge EM
SIZE 10ft by 20in
ERA 1955
REGION ER (GN Area)
LOCATION Central London
CONTROL 12V DC analogue



PROS

- Compact prototype with track filling almost every square inch
- Very little additional scenery required
- Plenty of rolling stock variety as most BR Regions used these lines, if only for goods
- Easy to run off-scene as the railway is in a cutting.

CONS

- Restricted view due to nature of cutting arrangement
- Little space in which to add additional scenery for variety
- Gritty and grimy - not for those who like pretty scenery!

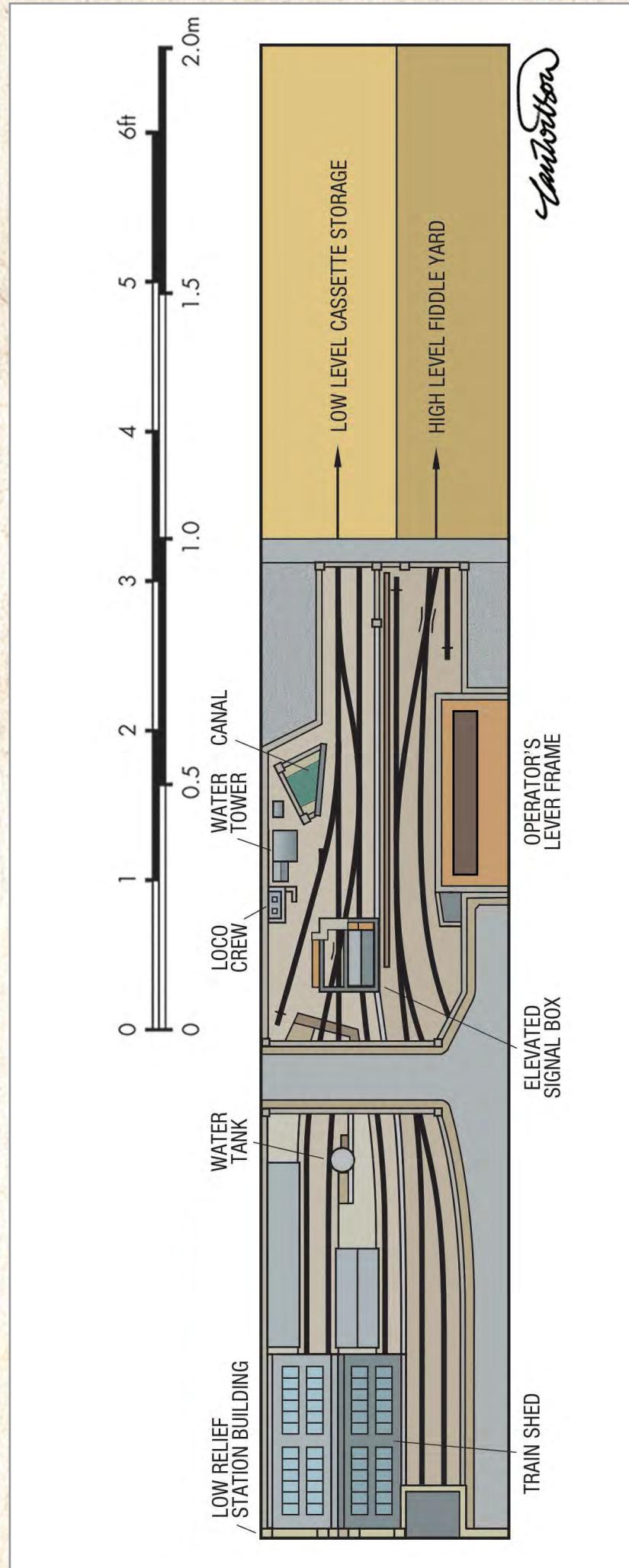
At only 10ft long by 20in wide, this trackplan really does employ the space available to its fullest, placing all other items into a secondary position.

Every item on the model has to fight for space, just as it would in a real urban environment.

ERA GAUGE SIZE CONTROL

4 EM S DC

TOWER PIER 1955



SMALL LAYOUT | BR EASTERN REGION 1955 | EM Gauge



MEDIUM LAYOUT | LONDON MIDLAND REGION 1950s IN Gauge

OWDHAM CENTRAL

N is the scale of choice for a layout that focuses on the bigger picture of railways in the landscape. But what if you want to achieve more?



So much can be achieved in the smaller scales, on both architectural and scenic levels. Elements that would otherwise have to be omitted due to their size or sheer intricacy in scales from OO upwards needn't be when you're working in 1:148 scale - that is what attracts many modellers to it. However, you can go further and decide to fit more on a layout than the scale or space provided will usually allow.

A technique that's becoming increasingly popular is the use of forced perspective - using multiple scales that decrease the further away they are from the viewing point. This offers the viewer an impression that the model is in fact larger than it actually is. Like most modelling techniques, it needs to be used in the right situation.

On a layout measuring no more than 1ft in width, for example, there is little to be gained. 'Owdham Central' however, at 4ft in width, is the perfect candidate and here it has been used to full effect. You'll see from the photograph that the rows of houses seemingly 'disappear' the further away they are. The first row of houses has been modelled at 2mm:1ft, but the rows decrease in scale progressively until the furthest row is at a scale of just 0.75mm:1ft. Looking at it from the front, you'd never guess!

Having smaller buildings to the rear helps the transition between three-dimensional objects and two-dimensional photographic backscene. You may notice that the colours darken in tone gradually towards the rear of the layout. This takes into account how you would most likely see them through the industrial smog. You'll also note that the backscene has a faded haze.

Despite depicting an industrial town, the quantity of scenic materials used is quite surprising. Undeveloped or unkempt areas that have been neglected over the years are plentiful, from the vegetation creeping over the motive depots retaining walls to the land surrounding the mill pond, this layout is surprisingly green. 

FACT FILE

SCALE/GAUGE 2mm:1ft scale.

9mm gauge N

SIZE 10ft by 4ft

ERA late 1950s

LOCATION LMR, Lancashire

CONTROL DCC

LAYOUT TYPE Continuous loop

PHOTOGRAPHY John de Freyssinet

PROS

- ✓ A lot of track and detail in a smaller space
- ✓ Good use of forced perspective modelling
- ✓ A well-balanced layout with enough elements to justify different operations

CONS

- ✗ More could be done with the space to the right of the layout
- ✗ Gritty industrial scenes require more intensive modelling

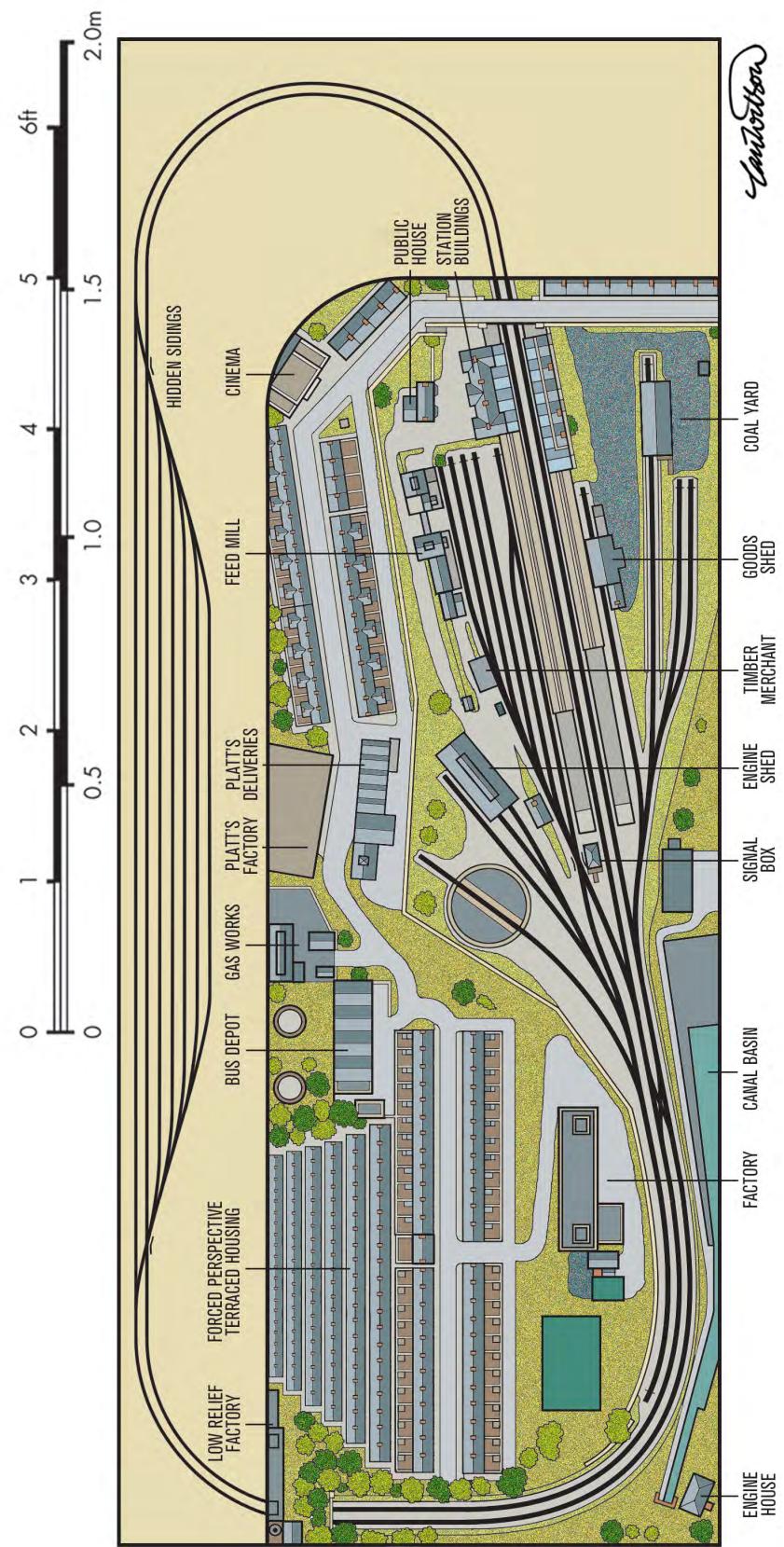
A densely-packed industrial town is the perfect candidate for using forced perspective techniques to create a feeling of greater space,

OWDHAM CENTRAL

ERA GAUGE SIZE CONTROL

N **M** **DOC**

4



MEDIUM LAYOUT | LONDON MIDLAND REGION 1950s IN Gauge

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I consider myself very lucky to have been born in the time I was. I missed the rationing of the post-war years - just - and my parents did not appease my occasional tantrums by plying me with sweets or sitting me in front of a television. They just left me alone to get on with it. Amusing oneself was what you did when I was younger, by playing football in the park or entering the Saturday morning pictures as a normal seven-year-old and emerging a couple of hours later as a swashbuckling buccaneer. Life, as they say was much simpler then.

The model railway bug first bit me when I was invited to a friend's house to see his train set. His father had hinged the layout board to my friend's bedroom wall so that it could be stored in a vertical position but the support legs dropped vertically when it was lowered and 'hey presto' all was ready. I was absolutely bowled over by it.

Thinking back, the layout was simply two ovals with a couple of sidings and an assortment of buildings but to me then the whole thing looked magical. My friend soon had a couple of trains running around, one small goods train pulled by a little red locomotive while the other was a large American type passenger train with a big headlight on the front. We watched those trains go round and round and I was thoroughly mesmerised. I thought the whole thing was wonderful and I was captivated.

When I got home I told my parents what I had seen and excitedly told them all about the trains, the track and how my friend's Dad had fixed the board to the wall so it did not take up any space in the bedroom. I finished by adding that I really, really wanted a train set for Christmas. I was reminded that it was only July, but both parents said that they would think about it, which was adult speak for; 'We will see if he feels the same way in November'.

As it happened I did feel the same way and come Christmas morning I got my wish and received a wonderful *Princess Elizabeth* train set. Admittedly it was secondhand but did I worry about that? Not a chance.

From then on my love for model trains grew until I entered the years of clubs, cars and girlfriends, at which point I sold the lot to buy my first car.

So why do I believe that I am lucky to be born when I was? Well, consider this. How many children do you know aged eight or nine who place a model railway at the top of their Christmas wish list? Today they are more inclined to demand the latest smartphone or the current 'must have' gaming console rather than a Hornby 'Flying Scotsman' set.

There will be those who will disagree and say they know children who are 'mad keen on trains' but as I was told the other day 'One swallow does not a summer make'. So to answer my own question, if I were a child today the chances are slim that I would see or understand the wonderment of model railways.

Much is said about attracting youngsters to the hobby and has been for decades but to what effect? None, absolutely no effect whatsoever! If you do not believe me have a good look the next time you are at an exhibition and estimate the average age of those around you. No better still, count the youngsters and you will struggle to get to double figures at the average club show.

Perhaps we should stop kidding ourselves. Model railways are now the preserve of the middle aged and above. There is nothing in our hobby that is attractive to the vast majority of youngsters and as much as we may argue the point, perhaps it is time that we face facts and stop kidding ourselves. All things must pass, so what makes modelling railways any different?

Merry Christmas!

Is it time for us to face up to the fact that model railways are now a predominantly adult pastime?

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Haworth Autocoaches	ehatton.com/hac	£58.61	Mar 2013							
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GWR Railcar, Class B4, IDA flat, Turbot - view these projects at www.ehatton.com/projectupdates

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