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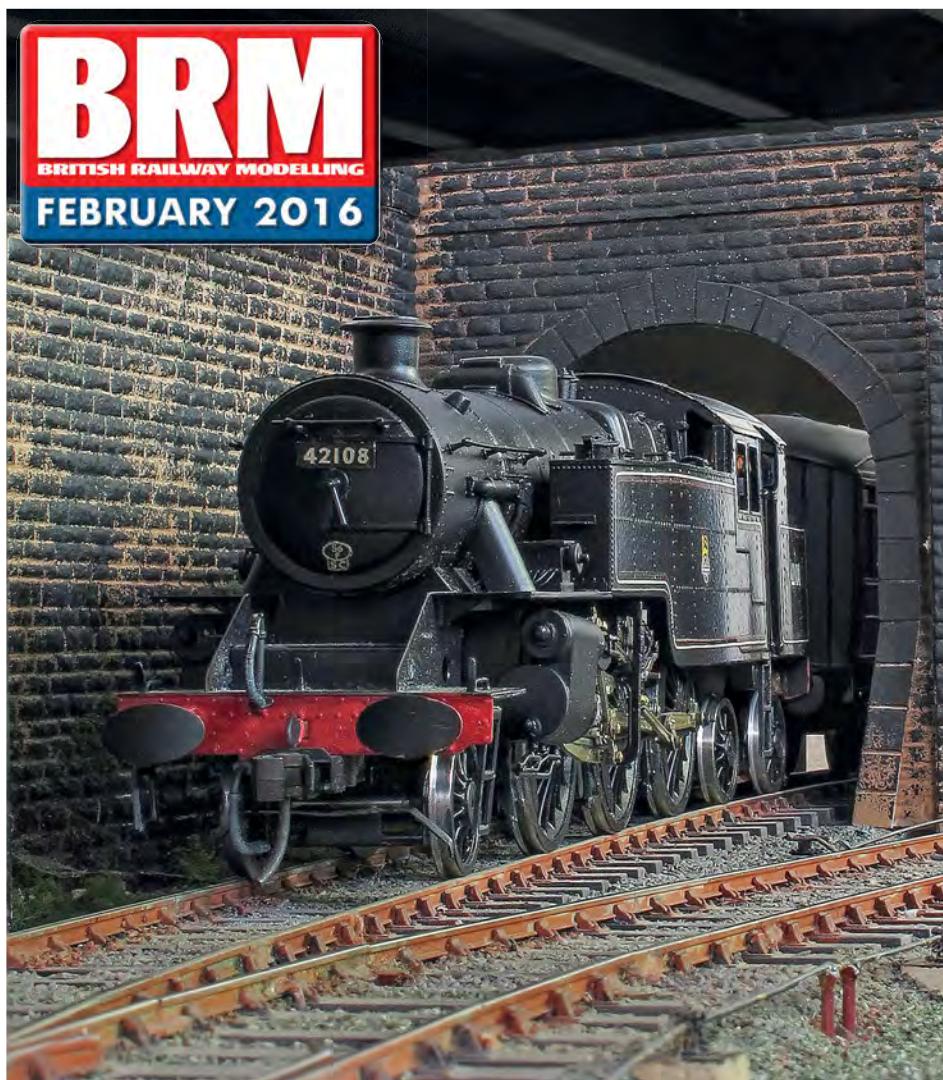
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BRM TV

WHAT'S ON THE DVD

On this month's DVD, presented from our layout of the month 'Kirkwood', **Phil Parker** takes you through adding lighting to our FREE card kit, whilst **Howard Smith** looks at a useful compressor kit. Plus, we go behind the scenes at the largest plastic kit show in the world.



Add lights to your free card kit.



Sparmax airbrush and compressor kit.



Behind the scenes at Scale Model World.



Behind the scenes at IMPS.

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WELCOME



The ink was barely dry on my welcome piece last month when Hornby surprised us by unveiling its 2016 range. That's the danger of making predictions in print! The big news was a completed LNER Q6 0-8-0 - expected in April - and an all-new B12/3 but with almost 300 new items announced it's a sign of greater confidence in its supply chain. However, the outlook appears less positive on the financial side, with Hornby reporting a half-year loss of £3.4 million in December (a £2m loss had been predicted) and a £1.9m year-on-year fall in sales. The loss is being blamed on delays to a new IT system and supply issues and restructuring in Europe. UK sales are said to be up by 9% from last year, but it's a worrying sign after the company looked to be turning a corner in 2014/15. Elsewhere, there was plenty of positive news to report after the Warley NEC show. Oxford Rail revealed that it was working on something very different for Golden Valley Hobbies - a Yorkshire Engine Co. 'Janus' industrial diesel in OO gauge. Industrial locomotives at last seem to be getting the attention they deserve. As a Sheffielder, it made my day to see a new model of something built in the city and still hard at work.

But, it was Dapol's display cases which held, arguably, the biggest surprise of the weekend. Its 'Black Label' LNER A4 promises a similar level of detail and working features to top-line European HO models - and a similar price tag. For half the price of the A4, you'll soon be able have an O gauge Class 08, which should encourage even more modellers to make the jump to 7mm scale. Also worthy of note were a first look at the Welsh company's superb H1A hopper and GWR railcar, Class 68s and a raft of N gauge samples.

It wasn't just RTR firms making headlines though, there were several examples of new generation kits employing 3-D print technology and high-quality resin casting. There's ample evidence that well-designed, well-manufactured and carefully chosen kits can find a receptive audience, despite the incursion of RTR into 'niche' areas traditionally inhabited by kit suppliers.

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DVD

Special mention must go to Jason Shron and Bill Schneider of Rapido Trains, who made the long journey over from North America to show off the latest samples of Locomotion's APT-E (due out in a few weeks) and the Class 390 and TEA tanks for Revolution Trains. The latter in particular showed the minute level of detail and fine decoration we can expect.

On the face of it, the big loser in all this appears to be DJModels, which has now seen several of its projects - the Q6, Class 59, Class 71 and GWR 1361/66 - overtaken by developments elsewhere. It has other 'irons in the fire' with Hatton's and Kernow but DJM will need to show tangible signs of progress quickly or risk a loss of faith from its patient customers.

A note of caution too; a couple of suppliers confided that projects had been postponed or cancelled because of concerns over pricing. Bluntly, those involved didn't think that British modellers would stand for the prices they would need to charge for models with their proposed specification. It's a delicate moment for the British hobby

- do we continue the progress we've made over the last 15 years, but pay more for the privilege, go backwards or, worse, lose out altogether as suppliers look to make a better return elsewhere?

Interestingly, over the same weekend, Rail Exclusive unveiled its high-spec Class 24/0, which starts at £175, but promises the kind of attention to detail that serious D&E modellers appreciate. Will enough people look beyond the price and see the value?

I must thank everyone who visited the **BRM** stand at the NEC to say how much they enjoy the magazine and DVD. We're confident that the new look will make it even better. Finally, have a very Happy New Year from all of us - here's to a successful and productive 2016. **BRM**



BRM

British Railway Modelling

is published by Warners Group Publications plc
T 01778 392059 E BRM@warnersgroup.co.uk

EDITORIAL

MANAGING EDITOR

Ben Jones

E benj@warnersgroup.co.uk

FEATURES EDITOR

Howard Smith

E howards@warnersgroup.co.uk

FEATURES WRITER

Phil Parker

E phil@pagenumberone.co.uk

RMWEB EDITOR & BRM PHOTOGRAPHER

Andy York

E info@rmweb.co.uk

TRACKPLAN ILLUSTRATOR

Ian Wilson at Pacific Studio

E ian@pacificstudio.co.uk

ASSOCIATE PUBLISHER

Steve Cole

E stevec@warnersgroup.co.uk

PUBLISHER

John Greenwood

E john@warnersgroup.co.uk

ADVERTISING

GROUP ADVERTISING MANAGER

Bev Machin 01778 392055

E bevm@warnersgroup.co.uk

SALES EXECUTIVE

Emma Hill 01778 395002

E emma.h@warnersgroup.co.uk

DESIGN AND PRODUCTION

HEAD OF DESIGN

Lisa Watson-Bailey

E lisawb@warnersgroup.co.uk

SENIOR DESIGNER

Andy Fletcher

E andrewf@warnersgroup.co.uk

ADVERTISING DESIGNERS

Sarah Machin

E sarahm2@warnersgroup.co.uk

Amie Carter

E amiec@warnersgroup.co.uk

James Teather

E jamest@warnersgroup.co.uk

PRODUCTION

Pat Price 01778 391115

E patp@warnersgroup.co.uk

DISTRIBUTION

TRADE ACCOUNT SALES

Natalie Cole 01778 392404

E tradeaccountorders@warnersgroup.co.uk

UK/OVERSEAS NEWSTRADE SALES

Keiron Jefferies 01778 395043

E keironj@warnersgroup.co.uk

NEWSTRADE DISTRIBUTION

Tom Brown 01778 391135

ISSN 0968-0764

SUBSCRIPTIONS

T 01778 392002

PRINTING

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



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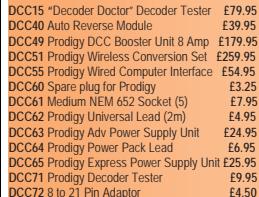
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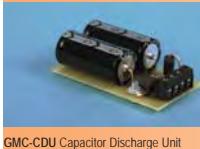
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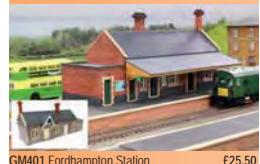
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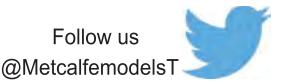
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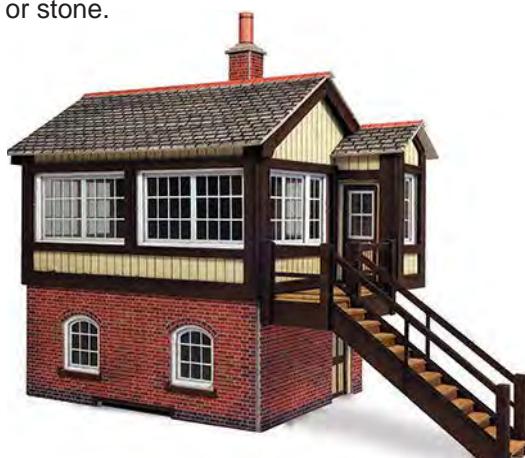
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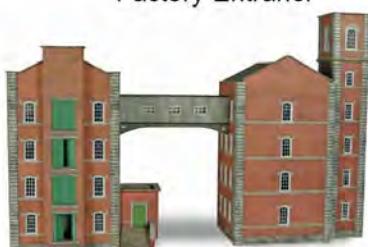


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H1414 14xx 1450 BR lined green late crest
H1416 14xx 1409 BR unlined green late crest

Lightly Weathered

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H1403 48xx 4871 in GWR unlined green Shirtbutton
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31-932DC Class 1000 Midland Compound 4-4-0 40934 in BR lined black early emblem. DCC On Board (Bac) (list £159.95) **BARGAIN** £89



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (list £139.95) **BARGAIN** £89
R3213 Class 101 Holden 0-4-0T 3102 in SR olive green - Hornby 2013 Collectors club limited edition (Hor) **NEW** £26



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



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (list £129.95) **BARGAIN** £80



31-089 Class 32xx 4-4-0 Dukedog 3214 in GWR green shirtbutton logo (Bac) £18.96



31-088 Class 32xx 4-4-0 Dukedog 9028 in BR black early emblem (Bac) £18.96



32-235 Class 3F Fowler Jinty 0-6-0 tank 47673 in BR black late crest - weathered (Bac) **NEW** £80.71



32-227B Class 3F Fowler Jinty 0-6-0 tank 7341 in LMS black (Bac) **NEW** £72.21



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) £134.25

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



R3313 Class 4F 0-6-0 4323 in LMS black (Hor) **NEW** £92.58

R3314 Class 4F 0-6-0 44341 in BR black early crest (Hor) **NEW** £92.58

R3276 Class 4P Compound 4-4-0 1072 LMS black Fowler tender - Railroad range (Hor) £69.50

R3315 Class 4F 0-6-0 4323 in LMS black (Hor) **NEW** £92.58

R3316 Class 4F 0-6-0 44341 in BR black early crest (Hor) **NEW** £92.58

R3277 Class 4P Compound 4-4-0 1072 LMS black Fowler tender - Railroad range (Hor) £69.50



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



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



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



R3224 Class 5XX 2-8-0 5239 in BR black late crest (Hor) £111.20



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



R3311 Class 6000 4-6-0 'King James' GWR (Hor) **NEW** £159.99



33-332 Class 6000 King 4-6-0 'King Edward VIII' BR Late Crest (Hor) **NEW** £159.99



R3370TTS Class 6000 King 4-6-0 'King Richard II' BR Early Crest featuring TTS sound (Hor) **NEW** £179.99



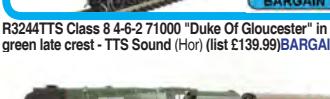
R3330 Class 6000 King 4-6-0 6000 "King George V" in Early BR green (as preserved) (Hor) **NEW** £148.14



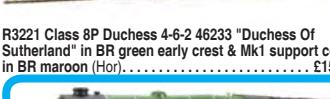
R3278 Class 6P Patriot 4-6-0 45518 "Bradshaw" in BR green early crest - Railroad range (Hor) £64.80



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



R3244TTS Class 8 4-6-2 71000 "Duke Of Gloucester" in BR green late crest - TTS Sound (Hor) (list £139.99) **BARGAIN** £94



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) £55

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



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



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



R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) (list £89.99) **BARGAIN** £56



31-528A Class A2 4-6-2 60529 "Pearl Diver" in BR lined green late crest. (Bac) **NEW** £144.45



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



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



R3306 Class A4 4-6-2 2509 "Silver Link" in LNER silver - The Silver Jubilees Collection (Hor) **NEW** £134.25



R3307 Class A4 4-6-2 2510 "Quicksilver" in LNER silver - The Silver Jubilees Collection (Hor) **NEW** £134.25



R3308 Class A4 4-6-2 2511 "Silver King" in LNER silver - The Silver Jubilees Collection (Hor) **NEW** £134.25



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



R3327 Class S15 4-6-0 824 in Southern Railway olive green (Hor) £124.99



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



R3209 Class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) (list £119.95) **BARGAIN** £74



35-078 Class E4 Brighton tank 0-6-2 32556 in BR black late crest (Bac) (list £109.95) **BARGAIN** £80

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

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

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

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



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



R3306 Class A4 4-6-2 2509 "Silver Link" in LNER silver - The Silver Jubilees Collection (Hor) **NEW** £134.25



R3307 Class A4 4-6-2 2510 "Quicksilver" in LNER silver - The Silver Jubilees Collection (Hor) **NEW** £134.25



R3308 Class A4 4-6-2 2511 "Silver King" in LNER silver - The Silver Jubilees Collection (Hor) **NEW** £134.25



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



R3327 Class S15 4-6-0 824 in Southern Railway olive green (Hor) £124.99



R3208 Class V Schools 4-4-0 30915 "Brighton" in BR black early emblem & tender (Bac) (list £139.95) **BARGAIN** £109



R3209 Class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) (list £119.95) **BARGAIN** £74



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R220 Tyseley Connection train pack Hall Class "Pitlochry Hall" in GWR green & 3 Mk1 coaches in chocolate and cream (Hor) (list £199.95) **BARGAIN** £149

Diesel locos

10001HAP- 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957, (Dap) (list £105) **BARGAIN** £94
2503 Class 05 Hunslet shunter "Cider Queen" green wasp stripes (industrial) (Hel) £100
2501 Class 05 Hunslet shunter D2578 BR green wasp stripes (preserved) (Hel) £100



2502 Class 05 Hunslet shunter D2581 in BR green wasp stripes (Hel) £100
2522 Class 05 Hunslet shunter D2595 BR blue wasp stripes (preserved) (Hel) £100
2521 Class 05 Hunslet shunter D2600 BR green wasp stripes (Hel) £100



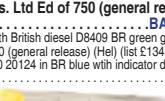
1601 Class 16 North British diesel D8401 BR green small yellow warning panels. Ltd Ed of 750 (general release). (Hel) (list £134.95) **BARGAIN** £72



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



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



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



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



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



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



32-045 Class 20 diesel 20118 "Saltburn-by-the-Sea" in BR Railfreight 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



D1000h Class 22 B-B Diesel Hydraulic D6328 (front A) BR blue full yellow ends (Dap) £104



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



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



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



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



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



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



3414 Class 33/0 diesel D6570 BR green full yellow ends and BR coach roundels (Hel) £95



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



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



R3266 Class 60 60090 "Quinag" in Railfreight Coal sector (Hor) **NEW** £146



R3268 Class 67 67003 in Arriva Trains Wales (Hor) (list £139.99) **BARGAIN** £112

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



4D-006-001 Class 73 electro-diesel 73105 in BR blue large logo (Dap) **NEW** £119.51



4D-006-002 Class 73 electro-diesel 73124 in BR blue full yellow ends (Dap) **NEW** £119.51



4D-006-000 Class 73 Intercity 73102 "Airtour Suisse" (Dap) **NEW** £119.51



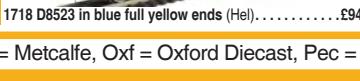
4D-006-004 Class 73/0 electro-diesel E6003 in BR green lower grey panels (Dap) **NEW** £119.51

31-995 Class D16 LMS 10000 BR Brunswick green lined orange & black (Bac) (list £129.95) **BARGAIN** £101.96

31-996 Class D16 LMS 10000 in BR Brunswick green part eggshell blue waistband (Bac) £101.96



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



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



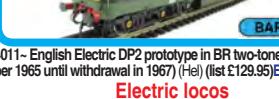
1719 D8558 in green small yellow panels (Hel) £94



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



4010- English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) **BARGAIN** £70



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



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



R3365 Class 91 91120 in East Coast Trains (Hor) **NEW** £83.32



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



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



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



R3270 Class 43 twin pack - Midland Mainline HST in teal green (Hor) .. £194.70



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



32-286 Class 101 2 Car DMU in BR green small yellow warning panel "Shrewsbury/Aberystwyth" (Bac) £135.96



32-288 Class 101 2 Car DMU in BR green yellow panel - weathered (Bac) (list £144.46) £144.46



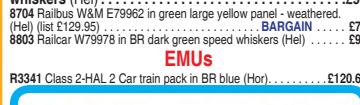
31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £119.95) **BARGAIN** £78

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



Prices valid until 10/02/16

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

32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £86R3259 Class 401 2-BIL 2 car EMU in BR blue - As preserved at the NRM (Hor) (list £130.25) **BARGAIN** £748942 Class 128 DPU in BR blue - weathered M55995 (Hel) (list £129.95) **BARGAIN** £6931-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £124.95) **BARGAIN** £728993 Class 128 DPU in BR Blue full yellow ends and Midland style fronts M55990 (Hel) (list £119.95) **BARGAIN** £5231-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (Bac) (list £104.95) **BARGAIN** £648992 Class 128 DPU in BR Blue small yellow panels and Midland style fronts M55990 (Hel) (list £119.95) **BARGAIN** £5231-266 Class 419 Motor Luggage Van (MLV) in BR Southern Region green yellow panel (Bac) (list £104.95) **BARGAIN** £648991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (list £119.95) **BARGAIN** £69B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) **BARGAIN** £568990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (list £119.95) **BARGAIN** £6936-151 Plasser OWB10 crane, Self propelled track maintenance vehicle (motorised) (Bac) **BARGAIN** £50.9631-256DC Class 251 Blue Pullman 6-car Midland set in Nanking blue full yellow ends. DCC Fitted (Bac) (list £349.95) **BARGAIN** £29031-577 Windhoff MPV Multi-Purpose master and slave units in 'Railtrack' (Bac) (list £148.95) **BARGAIN** £798752 Park Royal Railbus M79971 in BR green speed whiskers (Hel) (list £119.95) **BARGAIN** £69R1174 Breakdown Hauler Train Set 0-4-0 loco, Breakdown Crane and Support Van (Bac) (list £19.99) **BARGAIN** £79R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) **BARGAIN** £4930-170 Thames Clyde Express Midland Compound 1000, 2 x corridor composite & 3rd brake coach in LMS (Bac) **BARGAIN** £48.7130-080 The Western Wanderer Class 57xx Pannier 3650 in GWR shunter green and GWR Toad brake van & shunters truck in GWR gr (Bac) (list £84.95) **BARGAIN** £90R2928 Thomas Passenger and Goods Train Set (Hor) **NEW** £9031-030^ Class 350/1 Desiro 4 Car EMU 350 111 "Apollo" in Silver Link (unbranded) (Bac) (list £189.95) **BARGAIN** £99R9283 Thomas the Tank Engine Train Set (Hor) **NEW** £5431-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) (list £189.95) **BARGAIN** £11630-048 Highland Tourer Digital Sound Set Class 37/4 37418 in BR blue and Mk2 TSO & BSO coaches in Far North green & cream (Bac) **BARGAIN** £25531-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) **BARGAIN** £11839-001 2 x Mk1 coaches in 'Works Test Train' in BR blue & grey - weathered (Bac) **NEW** £72.91R3185 Class 395 Javelin 4 car EMU "Sir Chris Hoy" in Southeastern (Hor) **BARGAIN** £132

4F-052-030 5 Plank 9 ft Wheelbase Marshall Weathered (Dap) **NEW** £10.60
 4F-010-042.57 Ft Stanier Brake Non Corridor BR Lined Maroon M2525M (Dap) **NEW** £15.20
 C100D 57 Ft Stanier Brake Non Corridor BR Lined Maroon M2525M (Dap) **NEW** £11.10
 4F-010-041.57 Ft Stanier Comp Non Corridor BR Lined Maroon M1918M (Dap) **NEW** £15.20
 C099D 57 Ft Stanier Comp Non Corridor BR Lined Maroon M1918M (Dap) **NEW** £11.10
 4F-010-040 57FT Stanier Non Corr Brake 3RD LMS Maroon Lined 2526B (Dap) **NEW** £14.20
 C098D 57FT Stanier Non Corr Brake 3RD LMS Maroon Lined 2526B (Dap) **NEW** £11.10



76LRT007 Leyland Royal Tiger Coach North Western (Oxf) **NEW** £13
 39-460 LMS 51 Porthole Corridor Brake 3rd BR Crimson & cream (Bac) £33.96
 39-470 LMS 60 ft Porthole Corridor Brake 1st BR Crimson & cream (Bac) £33.96



39-465 LMS 60 ft Porthole Corridor Composite in BR crimson & cream (Bac) **NEW** £33.96
 R4677A LMS Non-Corridor 57" Third Class Brake Coach (Hor) £37.27
 R4662 Pullman Third Class Brake Parlour Car - K-Type Pullman (Hor) £46.29
 R4661 Pullman Third Class Parlour Car - K-Type Pullman (Hor) £46.29



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



38-502 Covhop covered hopper British Industrial Sand bauxite & black (Bac) **NEW** £18.28



38-502 Pack of 8 (Bac) (list £183.60) **BARGAIN** £66



38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) (list £159.80) **NEW** £135.83



38-030B Single (Bac) **NEW** £33.96



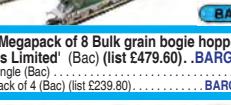
38-452A 13 ton Hyfit steel open wagon with sheet & highbar in BR bauxite (late) (Bac) **NEW** £15.26



38-450A 13 ton Hyfit steel open sheet in BR bauxite (early) (Bac) **NEW** £15.26



37-654A Pack of 4 14 Ton Tank Wagon "Ronuk" (Bac) (list £63.80) **NEW** £54



37-654A Single (Bac) (list £15.95) **NEW** £9



37-258B 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac) **NEW** £12.71



37-537D 20 Ton Brake Van BR Bauxite (Late) - Weathered (Bac) **NEW** £20.83



37-531 20 ton brake van in BR bauxite - weathered (Bac) **NEW** £20.83



37-530 20 ton brake van in BR grey - weathered (Bac) **NEW** £20.83



38-602 21 Ton Grain Hopper BR Bauxite (Late) (Bac) **NEW** £19.51



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



37-654A Pack of 4 14 Ton Tank Wagon "Ronuk" (Bac) (list £63.80) **NEW** £54

37-654A Single (Bac) (list £15.95) **NEW** £9

37-258B 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac) **NEW** £12.71

37-537D 20 Ton Brake Van BR Bauxite (Late) - Weathered (Bac) **NEW** £20.83

37-531 20 ton brake van in BR bauxite - weathered (Bac) **NEW** £20.83

37-530 20 ton brake van in BR grey (Bac) **NEW** £20.83

38-041B Megapack of 8 31 Tonne OBA open wagon in Railfreight (Bac) (list £175.60) **NEW** £116

38-041B Single (Bac) **NEW** £16.53

38-041B Pack of 4 (Bac) (list £97.80) **NEW** £60

37-064 Pack of 4 (Bac) (list £151.80) **NEW** £50

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

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

38-427 Single (Bac) **NEW** £46.70

38-427 Pack of 4 (Bac) (list £239.80) **NEW** £127

38-427 Pack of 4 (Bac) (list £239.80) **NEW** £127

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



38-427 Single (Bac) **NEW** £46.70



38-427 Pack of 4 (Bac) (list £197.80) **NEW** £60



37-064 Pack of 4 (Bac) (list £151.80) **NEW** £50



38-041B Megapack of 8 31 Tonne OBA open wagon in Railfreight (Bac) (list £175.60) **NEW** £116



38-041B Single (Bac) **NEW** £16.53



38-041B Pack of 4 (Bac) (list £97.80) **NEW** £60



37-064 Pack of 4 (Bac) (list £151.80) **NEW** £50



38-041B Megapack of 8 31 Tonne OBA open wagon in Railfreight (Bac) (list £175.60) **NEW** £116



38-041B Single (Bac) **NEW** £16.53



38-041B Pack of 4 (Bac) (list £97.80) **NEW** £60



37-064 Pack of 4 (Bac) (list £151.80) **NEW** £50



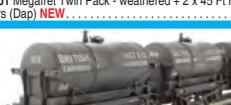
38-041B Megapack of 8 31 Tonne OBA open wagon in Railfreight (Bac) (list £175.60) **NEW** £116



38-041B Single (Bac) **NEW** £16.53



38-041B Pack of 4 (Bac) (list £97.80) **NEW** £60



37-064 Pack of 4 (Bac) (list £151.80) **NEW** £50



38-041B Megapack of 8 31 Tonne OBA open wagon in Railfreight (Bac) (list £175.60) **NEW** £116



38-041B Single (Bac) **NEW** £16.53

38-041B Pack of 4 (Bac) (list £97.80) **NEW** £60

37-064 Pack of 4 (Bac) (list £151.80) **NEW** £50

38-041B Megapack of 8 31 Tonne OBA open wagon in Railfreight (Bac) (list £175.60) **NEW** £116

38-041B Single (Bac) **NEW** £16.53



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R8211 Rolling road for all types of steam loco (utilises five rollers) (Hor) £48

Lighting equipment



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



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50) **BARGAIN** £70



36-557 Single (Bac) £14.50
X9659 4-pin decoder for some train set locos and Sentinels (Hor) £10
BPDC227 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10 mm) x 5 (Gau) £71



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



R8249 Single (Hor) £14



DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105
DCR-8PIN-Direct Single (Hat) £13
DCR-8PIN-Direct Box of 5 (Hat) £59

R8245 Sapphire digital decoder 1A current 1.5A stall (21 & 8-pin adapter included) (22x16mm) (5 Pack) (DCC) £100
DCD-Z2185 ZEN218 21 & 8-pin 4-function 1.1A Decoder Stay Alive (22x16mm) (5 Pack) (DCC) £100
DCD-Z3605 ZEN360 8-pin Direct 4-function 1.1A Decoder Stay Alive (14.2x12.5x5mm) (5 Pack) (DCC) £100

DCC accessory decoders



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

DCC controllers



R8214 DCC Elite unit digital controller (Hor) £205
R8213 DCC Select unit (boxed) (Hor) £90



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



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



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

Point motors



R8243 Surface Mounted point motor (Hor) £7

Electronic components

R2211 Rolling road for all types of steam loco (utilises five rollers) (Hor) £48

Lighting equipment



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

Cables & Wires

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

Spares

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

Metal Conductive RAIL JOINERS

HO/OO, O and O-16.5



The fixtures to the joiners.

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

Buildings - railways



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66

Wheel sets

SL-100 Single (Pec) £3

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

SL-102 Single (Pec) £3

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

Man-made scenic structure - railway-related



PO215 Platform kit in red brick - Makes up to 8ft (Card Kit) (Met) £9

R973 Platform Monitors and Cameras - 1 x monitor and 1 x camera (Bac) £14.41

44-002 Washing plant - Scenecraft range (Bac) £25.46



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



R083 Buffer Stop (Hor) £1.40

R083 Box of 6 (Hor) £8



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

LK-85 Laneside Flexible Field Fencing (1080mm) (Pec) £3.50

76L85 Laneside Gates & Stiles (2 field gates, 2 stiles, 1 wicket gate) (Pec) £9.54

SL-43 Loco Lift and storage unit (Pec) £11.58

R514 Platform Canopy x 2 (Hor) £12

Signals

R169 Home junction signal (Hor) £10

DS1 One Touch DCC Signal Home (R/G) (Tra) £22

Buildings - general

R9820 Skaledale Diesel Fuel Tank (Hor) £12.95

R9809 Skaledale Garage Outbuilding (Hor) £17.58

R9819 Skaledale High Brooms Platform Building (Hor) £33.32



R9818 Skaledale High Brooms Station (Hor) £46.29

R9814 Skaledale Platform Signal Box (Hor) £22.31

R9823 Skaledale Platform Subway (Hor) £17.58

R9824 Skaledale Station Office (Hor) £33.32



Man-made scenic structure - non-railway

44-016 Fuel Storage Tanks (Bac) £33.96



R9822 Skaledale Steam Shed (Hor) £46.29



Bridges, Tunnels & Walls

44-568 Quayside walls (Bac) £33.96

PO244 Retaining Wall in Red Brick - 4 sections per kit (Met) £11

PO245 Retaining Wall in Stone - 4 wall sections per kit (Met) £11

Bridges, Tunnels & Walls

44-568 Quayside walls (Bac) £33.96

44-568 Qu

Visit

www.ehattons.com/new

for new releases



2S-008-006 Class A4 steam loco 60029 "Woodcock" in BR green late crest. DCC Fitted (Dap) **NEW** £140.25

NEW



2S-008-007D Class A4 steam loco 60033 "Seagull" in BR green early crest & double chimney. DCC fitted (Dap) **NEW** £140.25

372-400 Class J39 6-0 1856 LNER Lined Black flat sided tender (Gra) £80.71

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

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

372-186 Princess Coronation Class 4-6-2 4626 "Duchess of Norfolk" in BR Express Passenger blue early emblem (Gra) £127.46

Train packs



370-500 Cumbrian Mountain Express Train Pack Coronation Class 46229 "Duchess of Hamilton" in BR maroon late crest, 3 x MK1 coaches in blue/grey & Scenecraft "Ais Gill" Signal box (Gra) £131.71



370-400 Longmoor Military Railway Train Pack WD Austerity Class No.400 "Sir Guy Williams" & 3 x MK1 suburban brake end coaches in LMR blue (Gra) £118.96

Diesel locos



371-054 Class 04 D2332 "Lloyd 2" in NCB yellow (Gra) **NEW** £72.21



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

2D-015-04 Class 122 diesel railcar W56000 BR green speed whiskers (Dap) £58

372-953 Class 14 diesel D9526 BR green wasp stripes - weathered (Gra) £72.08

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



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

371-455 Class 37 diesel 37251 in BR blue, weathered (Gra) £106.21



371-166 Class 37/4 diesel 37406 'The Saltire 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



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

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

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

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

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



2D-007-002D Class 66 diesel loco 66504 in Freightliner powerhaul green. DCC Fitted (Dap) £140.25

371-638 Class 70 PowerHaul diesel 70003 Freightliner (Gra) (list £119.95) **BARGAIN** £82.50

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

Electric locos

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

HSTs



2D-019-003 Class 43 HST Book Set in Intercity Executive - W43126, W43125 & two Mk 3 coaches (Dap) £135

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

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 small yellow warning panel (Dap) £90



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



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

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



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

EMUs

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



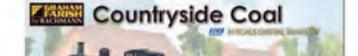
371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (list £169.95) **BARGAIN** £99

Train sets - analogue



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

Train sets - DCC



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

NDIESEL2 DCC train set Class 56 in LoadHaul, 3 x Telescopic steel wagons, Gaugemaster DCC23 decoder fitted (Dap) £232

Coaches

2F-039-032 20T Steel Mineral BR B31572 Weathered (Dap) **NEW** £112.50

374-083A BR Mk1 BCK Brake Corridor Composite (SP) Green (Gra) £24.61

374-081A BR Mk1 BCK Brake Corridor Composite Crimson & Cream (Gra) **NEW** £24.61

374-087 BR Mk1 BCK Brake Corridor Composite Intercity (Gra) **NEW** £24.61



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



76STOB038 Eddie Stobart Volvo FH Skeletal Trailer (Oxf) **NEW** £20

76STOB036 Eddie Stobart Volvo FH Walking Floor Trailer (Oxf) **NEW** £18



76STOB031 ERF EC14 Olympic Curtainside (comes in white box) (Oxf) **NEW** £17

76STOB023 ERF LV Flatbed Trailer (comes in white box) (Oxf) **NEW** £17

76FCG003 Ford Cargo Box Van Harris (Oxf) **NEW** £11

76SET004 Ford Transit 50th Anniversary Mk1, Mk3, Mk5 White (Oxf) **NEW** £13

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

76STOB020 Konecranes React Stacker - Eddie Stobart (Oxf) **NEW** £18

76STOB024 Leyland Daf FT85CF Curtainside (comes in white box) (Oxf) **NEW** £17

76STOB030 MAN L2000 (comes in white box) (Oxf) **NEW** £13

76STOB018 MAN L2000 Box Van (comes in white box) (Oxf) **NEW** £11



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

76STOB021 Scammell Pioneer Silcock Bros (Oxf) **NEW** £11

76STOB019 Scania 143 Curtainside (comes in white box) (Oxf) **NEW** £17

76STOB028 Scania 94D 6 Wheel Box Van (Oxf) **NEW** £13

76SCL003 Scania Crane Lorry Eddie Stobart (Oxf) **NEW** £14

76SHL06WF Scania Highline - Eddie Stobart - A P McCoy (Oxf) **NEW** £18



76STOB008 Scania Highline Horsebox (comes in white box) (Oxf) **NEW** £14

76STOB022 Scania Highline Skeletal Trailer & Container (comes white box) (Oxf) **NEW** £20

76STOB022 Scania R440 Drawbar (Oxf) **NEW** £22

76SBU003 Scania Topline Drawbar Eddie Stobart (Oxf) **NEW** £22

76SHL07WF Stobart - Paul Hanagan (Oxf) **NEW** £18

76SHL08WF Stobart - Ryan Moore (Oxf) **NEW** £17

76STOB004 Stobart AEC Ergo Tipper (comes in white box) (Oxf) **NEW** £10



76STOB005 Stobart LED Teletubby (comes in white box) (Oxf) **NEW** £14

76STOB005 Stobart Box Van (comes in white box) (Oxf) **NEW** £17

76STOB002 Stobart Scania Topline (Oxf) **NEW** £17

76STOB017 Stobart Volvo FH (Oxf) **NEW** £17

76STOB017 Volvo FH Box Trailer (Oxf) **NEW** £17

76STOB029 Volvo FH460 Walking Floor Trailer (Oxf) **NEW** £18



Military ground vehicles



76TIL009 Austin Tilly Bomb Disposal (Oxf) **NEW** £5

76MWD006 Bedford MWD 10th Armoured Div 1st (Oldham) Royal Tank Regiment as per Tunisia 1943 (Oxf) **NEW** £6



76LRL001 Bedford QLB 4th Infantry, UK 1942 (Oxf) **NEW** £12

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



76DOR001 Dorchester ACV (Armoured Command Vehicle) 8th Armoured Division (Oxf) **NEW** £8

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



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



UK P&P £4 PER ORDER £2 per single diecast item

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

Track - Code 80 Streamline

374-185C BR Mk1 BSK Brake Second Corridor Crimson & Cream (Gra) **NEW** £24.61
374-134 BR Mk1 GUV Blue Motorail (Gra) £24.61

NEW



374-013C BR Mk1 SO Second Open Blue & Grey (Gra) **NEW** £24.61
374-010C BR Mk1 SO Second Open Crimson & Cream (Gra) **NEW** £24.61

NEW



374-012D BR Mk1 SO Second Open Maroon (Gra) **NEW** £24.61
2P-003-002 GWR B Set Coach Twin Pack GWR Shirlinton (Dap) £20
374-536 Hawksworth 3rd Class Corridor GWR Chocolate & Cream (Gra) £25.46
374-511 Hawksworth Brake 3rd Class Corridor GWR Chocolate & Cream (Gra) £25.46



374-561 Hawksworth Corridor 1st/3rd Composite GWR Chocolate & Cream (Gra) £25.46

NEW



374-187C Mk1 BSK Brake Second Corridor Maroon Weathered (Gra) **NEW** £25.46
374-161 Mk1 Fk first corridor in green (Gra) (list £28.95) **BARGAIN** £14

Wagons

373-803 100 Tonne HHA Bogie Hopper Wagon Freightliner - weathered (Gra) £28.01
373-682 14 Ton Tank Wagon 'ICI' Maroon (Gra) **NEW** £13.56
373-776E 45 Tonne glw TTA Tank Wagon 'ESSO' (Gra) **NEW** £13.56
377-701 JJA Mk2 Auto-Ballaster Non-Generator Unit (Flat Top Profile) Railtrack (Gra) £33.96



2F-053-002 Megafret Wagon (3368 4943 055) + 2 Stobart Rail Containers (Dap) £25

NEW



373-786 Triple Pack 45 Ton glw TTA Tank Wagon Weed Killing Train (Gra) **NEW** £40.76

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

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

DCC decoders

DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24



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

Spares

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

Signals

2L-002-001 Signal - Motorised, LMS home upper quadrant (ex-NSIGN3) (Dap) £22

Buildings - general

42-297 Low Relief Cooling Tower (105x210x280mm) (Gra) £59.46

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.50

ST-17 N Setrack N03 radius double curve (8 form a circle) £2

298.5mm/11.75" radius (Pec) £1.50

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



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

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-305 Left hand medium point electrofrog (Pec) £9

SL-305 Right hand medium point electrofrog (Pec) £9

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

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

Track - Code 55 Finescale Streamline



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

SL-300 Single (Pec) £3

SL-390F Finescale double slip electrofrog (Pec) £10

SL-392F Finescale left hand small point electrofrog (Pec) £9

SL-395F Finescale right hand small point electrofrog (Pec) £10

SL-391F Finescale right hand small point electrofrog (Pec) £9

Track - Points

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

Buses

NPE008 Plaxton Elite Stagecoach Coasterider (Ox) **NEW** £7

NLAN180019 Land Rover Series 1 88" Hard Top AA (Ox) **NEW** £4

NTRAIL002 Mobile Trailer RAC (Ox) **NEW** £3.95

Commercial vehicles
O Gauge (1:43 Scale)



Diesel locos

6001 Class 60 diesel in Loadhaul (Supplied un-numbered separate waterside numbers, sector emblems and, a selection of nameplates) (Hel) £499

DMUs

8990 AC Cars Railbus W79976 in BR light green speed whiskers (Hel) £400

8991 AC Cars Railbus W79977 in BR dark green small yellow panels (Hel) £400

Coaches

7F-051-0235 5 Plank ICI Lime 75742 (Dap) **NEW** £36.30

7F-051-0235W 5 Plank ICI Lime 75742 Weathered (Dap) **NEW** £36.30

7F-071-0287 7 Plank SR 40045 (Dap) **NEW** £36.30

Wagons

7F-071-028W 7 Plank SR 40045 Weathered (Dap) **NEW** £36.30

4914 BR Mk1 SO 2nd open in SR green (Hel) £250

People - civil

22-186 Engineer and Shunter (Bac) **NEW** £10.95

22-188 Man and Woman Hikers (Bac) **NEW** £10.95

22-185 Service Person Minibac (Bac) **NEW** £10.95

22-183 Sitting Man and Woman (Bac) **NEW** £10.95

22-184 Sitting Young man and woman (Bac) **NEW** £10.95

22-187 Two Locomotive Staff (Bac) **NEW** £10.95

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £73

SL-700BH Single (Pec) £6.50

Wagons

SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £39

SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £39

ST-725 Setrack Bullhead 2D radius standard curve 410mm (16") radius 1020mm (40.5"), 16 make a circle (Pec) £6

Cars

43AH1002 Austin-Healey 100 BN1 (Tonneau) (Ox) **NEW** £20

VA13702 BMW 318i (E30), Design Convertible, Neon Green (Cor) (list £19.99) **NEW** £9.95

VA13402A BMW 325i Coupe (E30), Sport M-Tech 1, Dolphin Grey, RHD (UK) (Cor) (list £19.99) **NEW** £16

43SP002 Daimler SP250 Royal Red (Ox) £20

VA04116 Ford Cortina Mk2 1300 De Luxe, Manchester & Salford Police, Ford Demonstration Car (Cor) (list £24.99) **NEW** £9.95

Commercial vehicles

VA09518 Ford Escort Mk1 1300E, Amber Gold (Cor) (list £19.99) **NEW** £16

Commercial vehicles

43J008 Jensen Interceptor MkII Oakland Green (Ox) **NEW** £20

VA10207 Leyland Princess 2, 2.0 HL, Snapdragon Yellow, 40th Anniversary' (Cor) (list £19.99) **NEW** £16

VA14002B Opel Omega 3000 GSi, Carmine Red, LHD, German (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

Commercial vehicles

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

43WM005 Whitby Mondial Ice Cream Vines Ice (Ox) **NEW** £12

Commercial vehicles

43ASV006 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50

43WM006 Whitby Mondial Ice Cream Vines Ice (Ox) **NEW** £12

Commercial vehicles

43ASV007 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50

43WM007 Whitby Mondial Ice Cream Vines Ice (Ox) **NEW** £12

Commercial vehicles

43ASV008 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50

43WM008 Whitby Mondial Ice Cream Vines Ice (Ox) **NEW** £12

Commercial vehicles

43ASV009 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50

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43ASV010 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50

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43ASV011 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50

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43ASV012 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50

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43ASV013 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50

43WM013 Whitby Mondial Ice Cream Vines Ice (Ox) **NEW** £12

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43ASV014 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50

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43ASV020 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50

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43ASV021 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50

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Commercial vehicles

43ASV022 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50

43WM022 Whitby Mondial Ice Cream Vines Ice (Ox) **NEW** £12

Commercial vehicles

43ASV023 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50

43WM023 Whitby Mondial Ice Cream Vines Ice (Ox) **NEW** £12

Commercial vehicles

43ASV024 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50

43WM024 Whitby Mondial Ice Cream Vines Ice (Ox) **NEW** £12

Commercial vehicles

43ASV025 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50

43WM025 Whitby Mondial Ice Cream Vines Ice (Ox) **NEW** £12

Commercial vehicles

43ASV026 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50

43WM026 Whitby Mondial Ice Cream Vines Ice (Ox) **NEW** £12

Commercial vehicles

43ASV027 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50

43WM027 Whitby Mondial Ice Cream Vines Ice (Ox) **NEW** £12

Commercial vehicles

43ASV028 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50

43WM028 Whitby Mondial Ice Cream Vines Ice (Ox) **NEW** £12

Commercial vehicles

43ASV029 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50

43WM029 Whitby Mondial Ice Cream Vines Ice (Ox) **NEW** £12

Commercial vehicles

43ASV030 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50

43WM030 Whitby Mondial Ice Cream Vines Ice (Ox) **NEW** £12

Commercial vehicles

43ASV031 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50

43WM031 Whitby Mondial Ice Cream Vines Ice (Ox) **NEW** £12

Commercial vehicles

43ASV032 Austin Seven Van Daniel Doncaster (Ox) **NEW** £12.50



1

HORFIELD

Built to showcase a large collection of authentic WR trains from the 1955-61 period, this layout puts the emphasis firmly on action and entertainment for exhibition visitors, as **Chris Knight** explains.

The running sequence opens in 1955 with ex-GWR locomotives such as 'Hall' No. 5941 *Campion Hall* carrying BR early emblem livery and early BR crimson coaching stock.



FACT FILE

- | SCALE/GAUGE
4mm:1ft scale, 16.5mm gauge OO
- | DIMENSIONS
35ft x 10ft
- | ERA
1955-61
- | REGION/LOCATION
Western Region, Bristol area
- | LAYOUT TYPE
Four continuous loops
- | POWER/CONTROL
12V DC analogue/DCC
- | PHOTOGRAPHS
Andy York

Don't think much of this one, it's just straight tracks without any points' started a conversation overheard whilst manning 'Horfield' at the 2014 Southampton MRS exhibition. His pal responded; 'Yeah, you're right. All that space wasted, it's one train after the other.'

As they moved away from the barriers I smiled inwardly as I recalled Tony Wright recounting a similar tale - probably over a beer or two - from his days operating the incomparable 'Stoke Summit'. A punter loudly complained about a perceived lack of variety on view saying: "Your layout is just loads of trains going round and round" or something similar. Tony, in his inimitable fashion, promptly grabbed the guy's hand, shook it vigorously and thanked him profusely, leaving one bemused customer to wander away shaking his head in utter confusion!

Now please do not think I am comparing our own efforts to the inspiring work of Tony's team, but it made me consider how we all seek something different from our own projects. It would be an awful shame to attend an exhibition with a plethora of samey exhibits on show. That would recall the 1970s when it seemed every other layout seemed to be a small GWR country terminus. Even yours truly, as a lifelong Swindon devotee, felt a deep sense of *déjà vu*. As an aside, the dalmatian on 'Horfield' is called 'Brunel' and the horses are 'Dean' and 'Gooch' if any further evidence were needed of my GWR allegiance!

Hopefully our two dissatisfied visitors at Southampton found a small 6ft by 2ft layout with a couple of locomotives operating a 15 minute shunting sequence more to their taste.

I am not denigrating this type of layout, far from it, as frequently the standard of modelling is very high, and naturally I can admire and appreciate that, but I am sure I would not enjoy operating such over a whole weekend, or indeed at my leisure at home. 'Horses for courses' as ever I suppose.

LAYOUT PRESENTATION

'Horfield' falls firmly in the tail-chasing category with the emphasis on watching the trains go by. I won't go into the 'nuts and bolts' story of construction and operation here as the story has been told before.





ask the expert

Q What advice would you give to a budding exhibition layout builder about layout lighting? Is it worth the effort?

A Exhibition venues vary from local village halls to purpose-built hangars for major events and the relative lighting facilities can vary enormously. I suspect most readers will have experienced the problems inherent with a poorly lit hall. Couple this with an layout lacking in any form of illumination and you can sometimes see b*gger all! My personal view is that even the most modest offering should boast its own lighting, even if it is only a couple of spotlights. Lighting rigs don't have to be expensive, they can range from self-adhesive LED strips to halogen spotlights or fluorescent tubes, depending on the area you need to cover.

ABOVE: GWR heavy goods power in the form of a '28XX' 2-8-0 passing a '42XX' 2-8-0 on banking duty.

B BELOW: A '47XX' 2-8-0 passes with a fast goods train formed of fitted vans.



Instead, this article focuses on the presentation aspects of our labours and also my own personal beliefs that some exhibitors could present their creations to better advantage.

Briefly however, a quick resume for those unfamiliar with the layout. It measures 35ft by 10ft. Track on the visible section is C&L Code 75, elsewhere Peco Code 100 is used, including the hidden pointwork.

The main feature is the small, rather unusually arranged suburban station (closed in 1964) on a busy four-track section of the Western Region main line heading north out of Bristol Temple Meads.

Our chosen period of 1955-61 allows us to run a pretty mixed bag of stock and liveries as does the location, which whilst primarily WR, hosted visitors from the other BR regions with holiday traffic heading west and returning northbound. The timescale also, of course, allows a depiction of the steam to early diesel transition era.

A 16-road storage yard supplies the required stock to keep things interesting out front.

My own modelling history reaches back some 35 years with 'Steam at Sonning', 'Treviscoe Viaduct' and 'Kensal Green' all having featured previously in **BRM**, and whilst the former was virtually all my work, the latter certainly were primarily down to my son Steve, with minor input from me. However it is gratifying to reflect that having been responsible for introducing him to both the GWR and railway modelling at a young age he now makes his



Express passenger trains take the headlines, but parcels trains often provide the most variety and interest, as demonstrated by this very mixed bag of ex-GWR, LMS, LNER and SR vans hauled by No. 1010 *County of Caernarvon*.



living via his business Model Railway Solutions.

All this rambling leads me to my rather self-indulgent pontificating over some aspects relating to the manner in which we modellers expose ourselves - in the nicest possible way - to the scrutiny of the great British public.

My experiences have convinced me that exhibitors often sell their efforts short by not presenting their labours as favourably as possible. Here, then, are a few thoughts and suggestions which are absolutely intended to be constructive but to promote discussion and dissent, as no doubt others will have a differing points of view.

Now that my head is over the parapet, let me mention a few niggles which seem to crop up with increasing regularity when I visit shows. Starting with backscenes, in my opinion the only thing worse than a poorly painted or grubby effort is in not providing this feature at all, seemingly a growing trend?

ABOVE: Two generations of heavy goods 2-8-0s plod along the main line. 'WD' No. 90152 has the extra fire iron tunnel along the running plate fitted by the WR.

RIGHT: Ex-LMS and LNER locomotives bring an inter-regional flavour to proceedings.

BELOW: 'Dukedog' No. 9011 passes on an SLS railtour.

As far I'm concerned moving trains essentially require a backdrop to rest the eyes against, give perspective and add to the scenic picture. It doesn't require a massive amount of work, even on a large exhibit, to provide this. Equally a fresh coat of paint to liven up a tired backdrop is surely not too much to contemplate prior to exhibiting?

I have been very impressed with the relatively recent idea of photo-montage backscenes recently seen on excellent layouts such as 'Rhyd-y-Clafdy', 'Albion Yard'

Our chosen period allows us to run a pretty mixed bag of stock and liveries as does the location which, whilst primarily WR, hosted visitors from other BR regions on inter-regional and holiday traffic.







ABOVE: Although primarily associated with the GWR, Bristol had a major Midland/LMS presence, hosting inter-regional expresses such as 'The Devonian', blasting through here with a 'Black Five' and a 'Jubilee' in charge.

RIGHT: As the 55 minute sequence moves on, more BR Standard types are seen, such as '9F' No. 92202 heading a lengthy parcels train.



I enjoy the sense of anticipation, wondering what is going to appear next, perhaps an express belting through behind an immaculate 'Pacific' or a long, slow goods with a dirty 2-8-0 at the business end.

and 'Black Country Blues'. These are, I realise, more expensive to produce, but they can really add to the whole picture when done well. It's certainly a finishing touch our group would be keen to see on any future project we consider.

Whilst on the this topic, we recently replaced all 32ft of backing boards on 'Horfield' with boards 3in higher. It's a slight disadvantage to the shorties in the group (including me) but more than outweighed by the advantage gained by the whole scene now being framed to meet the gantry-suspended full-length lighting boxes.

An average height viewer, say 5ft 10in tall, should see the whole as if in a theatre; I hope that doesn't sound too pretentious! Personally I don't want to be distracted by seeing the rear fiddleyard activities or the operators behind it.

Developing this theme, some in our team (not all!) used to be mildly miffed when curious members of the public wandered around the back to inspect the storage yard arrangement or look at the stock. I understand the point of view that having paid to enter it is reasonable



to expect to see everything - equally some modellers like to examine and question the methods involved. We were, and still are, of course very pleased to interact and discuss but would prefer to do so via the 'front of house'!

When I am watching similar 'tailchasers' I enjoy the sense of anticipation, wondering what is going to appear next, perhaps an express belting through hauled by an immaculate 'Pacific' or a long, slow goods trundling past with a dirty 2-8-0 at the business end?

This is doubtless a throwback to my 1950s spotting days, but I maintain the sense of mystery is a valid attraction and that is why we introduced screens in an attempt to hide all except that we wish to show.

Extreme? Maybe, but again I believe that we all trying to suspend belief when playing trains, perhaps transporting ourselves back to 1970s Scotland or a Cornish branch in pre-war summer days. Anything the builder can do to heighten that sensation should be welcomed.

It is also relevant that operators have a demanding job in the 16 road fiddleyard and it can be pretty awkward

LAYOUT SPOTTING

'Horfield' is due to appear at the following shows in 2016:

| **February 13/14**

Festival of British Railway Modelling, Doncaster Racecourse

| **September 10/11**

Swindon Steam Festival, STEAM Museum

| **October 1/2**

Wigan Finescale Exhibition

trying to sustain a conversation whilst keeping the 46 train sequence on course!

OPERATING SEQUENCE

We believe that there's one presentational feature to be seen on 'Horfield' which is unusual on a British model railway. We decided to represent our six-year time window progressing through a 40-odd train sequence lasting around 55 minutes.

It commences in 1955 with a BR lined black 'Hall' and early BR crimson non-gangwayed coaches, followed by the soon-to-be-extinct 'Star' 4-6-0 and '30XX' ROD classes. We move through the late-1950s changes to BR tender emblems and re-introduction of chocolate/cream coach livery before concluding the story with new diesel-hydraulics and a full eight-car 'Blue Pullman'.

We reinforce this spectacle with information panels displayed on purpose-made display boards which also act as crowd barriers. We hope these are useful and informative to visitors and enthusiasts alike.



LAYOUT | BR WESTERN REGION 1955-61 | OO Gauge



Also included as part of our presentation are historical site photographs, published photographs for comparison and brief layout notes, together with locospotters' lists of the motive power on display - these have proved to be popular with all ages!

These latter features are in no way novel of course, and many layouts incorporate similar ideas, but I think all should consider some basic information on their display as programme detail is sometimes sparse (to say the least) and occasionally merely a line or two.

You will also see that rather than the conventional matt black frontage we have framed all fascias in varnished walnut laminate. Again, we feel that improving the appearance and ending the tedious tidying up of paintwork prior to exhibiting is worth the effort.

I am convinced that all these features mentioned contribute to a more interesting exhibit.

HYBRID CONTROL

'Horfield' was built with analogue control, latterly we have converted the Bristol end to Digital Command Control (DCC), primarily to allow double-heading and banking seen on the 1-in-75 incline of the prototype.

I do not wish to discuss the relative 'pros and cons' of this ongoing debate on control methods except to say that apart from the particular benefits we required as noted above, we consider the presentation has been further enhanced by the limited introduction of locomotives fitted with authentic sound and steam/smoke.

I should conclude by saying that these observations primarily concern presentation, and naturally I accept that the basics of our wonderful hobby; good quality modelling in relation to motive power, rolling stock



LEFT: A pair of ex-GWR diesel railcars call with a local train to Bristol.

ABOVE: Letters of thanks, letters from banks. Letters of joy from the girl and the boy'. A 'Britannia' heads north with a TPO set.

BETWEEN: An immaculate No. 7018 *Drysllwyn Castle* races by with 'The Bristolian' - by now formed of Mk 1 stock in WR chocolate/cream.

and attention to detail when constructing buildings or installing track and scenery remain paramount. They must still be the primary considerations - after essential reliable running - when contemplating any venture into exhibiting.

The old saying that "those in glass houses shouldn't throw stones" reminds me that I should again state that we do not consider 'Horfield' to be anything extraordinary, not bearing comparison with the very best of past or present - but what we have sought to achieve is presented in the best possible light.

Perhaps readers who are frequent exhibitors or visitors may like to offer their thoughts on presentation with further suggestions on how we can all improve this aspect of the whole exhibition experience? ■





ABOVE: By the end of the sequence, diesel-hydraulics and BR railcars have taken over many workings. A 'Hymek' roars through as a suburban DMU makes a scheduled stop.

RIGHT: From 1958, 'Warships' started to replace 'Castles' on WR expresses. D801 *Vanguard* heads west with an inter-regional train, passing an eastbound 'Blue Pullman'.



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ILLUMINATE YOUR CARD KIT

Phil Parker shows how to add working lights to your free **BRM** card kit and other models.

SHOPPING LIST

- WOODLAND SCENICS 'JUST PLUG'
I WJP5772
UK Power supply
I WJP5700
Lights and Hub set
I WJP5725
Auxiliary Switch
All items available from Bachmann/WS stockists.

After painstakingly cutting out all the windows in the **BRM** card kit and adding the roof, it seemed sensible to add lights to the inside. After all, real buildings have lights and adding them to models is becoming more and more popular.

Many systems are available, but I used the latest 'Just Plug' system from Woodland Scenics, kindly supplied by Bachmann. This is a well thought out, flexible and most importantly, easy-to-use system. Everything is pre-wired so with a little planning then plugging the

components together, all is done. If soldering isn't for you, it's a dream come true.

Twenty years ago, most methods of adding miniature lights used 'grain of wheat' bulbs - tiny incandescent lights that run on 12v DC. Most people ran them on a lower voltage as this reduced the brightness and increased the lifespan of the bulb.

Today, we use Light Emitting Diodes (LEDs) that require less current and typically a lower voltage. They last for years and are available in different sizes and colours at very low cost. Once fitted

there's no need to allow for access to change them, nor to let heat escape as they don't generate any.

When fitting an LED you'll need a DC power supply and if it's greater than the voltage of the LED, you'll need a resistor to reduce the voltage to a safe level and avoid damage. Observe the polarities too as getting the wires reversed will also cause damage.

The Woodland Scenics kit takes care of this problem. With the lights on, it's obvious that the building is empty, so next month, we'll make an interior for it.



"Fitting lights adds an extra dimension to any model railway. Woodland Scenics' simple to install system gives you even more reasons to have a go."

See more on how to use Woodland Scenics 'Just Plug' equipment on this month's free 'BRM TV' DVD.





The 'Just Plug' lighting system centres around a hub box. Power from a transformer is fed in and lights plug into the back. Controls allow each LED to be switched on/off or dimmed.

You need a separate auxiliary switch to turn the LEDs on and off. This plugs into the control socket in place of the blanking wire which I've removed. I understand a DCC control interface will also be offered soon.

LEDs are available in different colours and sizes. Left is a yellow-coloured 'nano' next to a larger 'cool white' self-adhesive light. Both are pre-wired with 2ft of cable and both 'just plug' into the hub.



In our card kit I'm fitting a pair of warm white LEDs to the roof. With the dimmer set to half power, they provide plenty of light for our building.



Small off-cuts of aluminium kitchen foil stop the light glowing directly through the roof of the building. The wires are secured to the sides with masking tape.



Now lit, you can see the difference that it makes to the model. It gives it atmosphere and now looks like there is some activity occurring.

how lighting adds atmosphere



This atmospheric scene is helped by the warm glow through the signalbox windows. Signalboxes are good candidates for lighting because of the amount of glazing.



Lights aren't just for buildings. This HO scale VW van from Brekina is pre-wired with both head and tail lights. It creates an effective diorama in low lighting conditions.



This food van is a welcome sight for hungry workers in the morning. All you need is a warm yellow LED, carefully placed inside and connect it to the 'Just Plug' system.



As featured in the May 2015 issue of **BRM**, James Makin's service station is brought to life with lights. Note the different colour temperatures used throughout.

I ask the expert

Q I'm having problems with light showing through the walls of my card buildings. Is there an easy fix?

A Model walls aren't as opaque as we might like. Even thick resin-walled models can glow when you illuminate the interior, so those made of cardboard or plastic are guaranteed to be a problem. To solve this, a coat of paint inside the model blocks some of the light, but even this won't always cure the problem. If you add aluminium foil scavenged from the kitchen it's an excellent light stop, and the reflections boost the effects of your LEDs.



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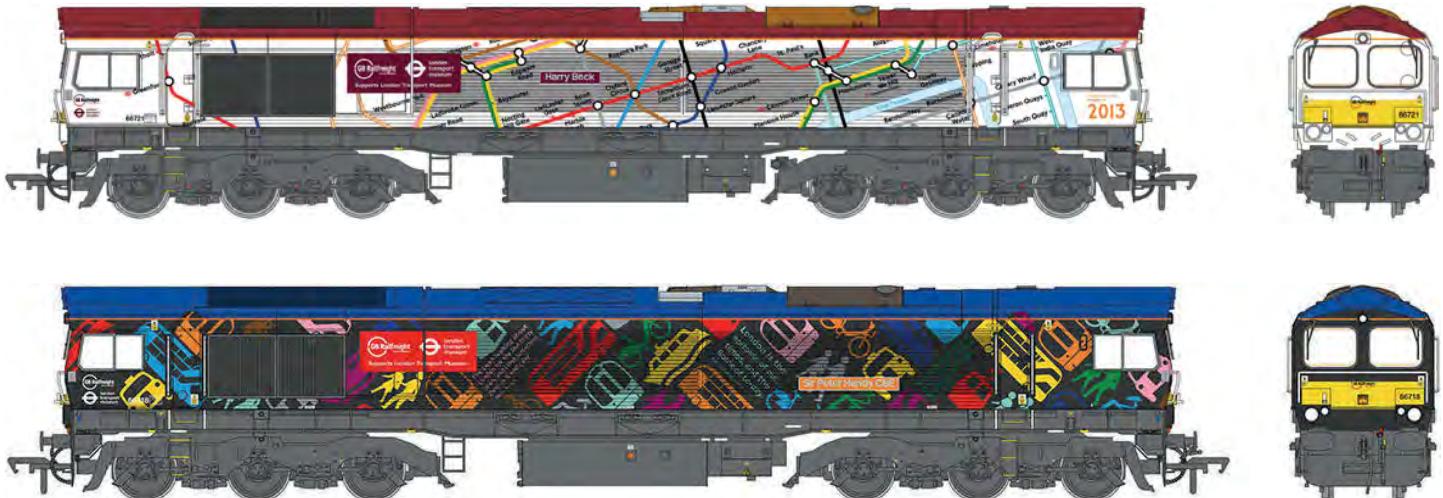
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london
transport
museum

London Transport Museum announces two new Bachmann Class 66 diesel locomotives

66718 Sir Peter Hendy and 66721 Harry Beck



London Transport Museum in association with Bachmann Europe plc announces two exclusive new Electro-Motive Diesel Inc. Type JT42CWR Class 66 diesel locomotive models due for release during Summer 2016.

To mark the 150th anniversary of the London Underground in 2013, and to celebrate GB Railfreight's partnership with London Transport Museum, two Class 66 locomotives with new liveries and names were dedicated to the former Transport for London Commissioner, Sir Peter Hendy CBE (No. 66718), and Harry Beck (No. 66721), the designer of the 1930's diagrammatic Tube map.

Both models are to 1:76 (OO) scale.

Advance orders can be placed as follows:

- Online at ltmuseumshop.co.uk
- By email to exclusives@ltmuseum.co.uk
- By visiting the shop for a form to pre-order
- Call **020 7565 7295** to order by telephone



HOW TO...

BEAT BRASS KIT PROBLEMS

Many of us have ambitions to build kits, but are deterred by their complexity and the time needed to do it well. **Michael Russell** explains how he overcame some common obstacles on the way to building a tiny GWR 0-4-0ST.

SHOPPING LIST

KIT

I Agenoria Models
7mm: 1ft scale Avonside
SS Class 0-4-0ST,
£160.00

TOOLS/ADHESIVES

I Soldering Iron
I Solder
I Tin snips
I Craft knife
I Files (various sizes)
I Drill

CONTACTS

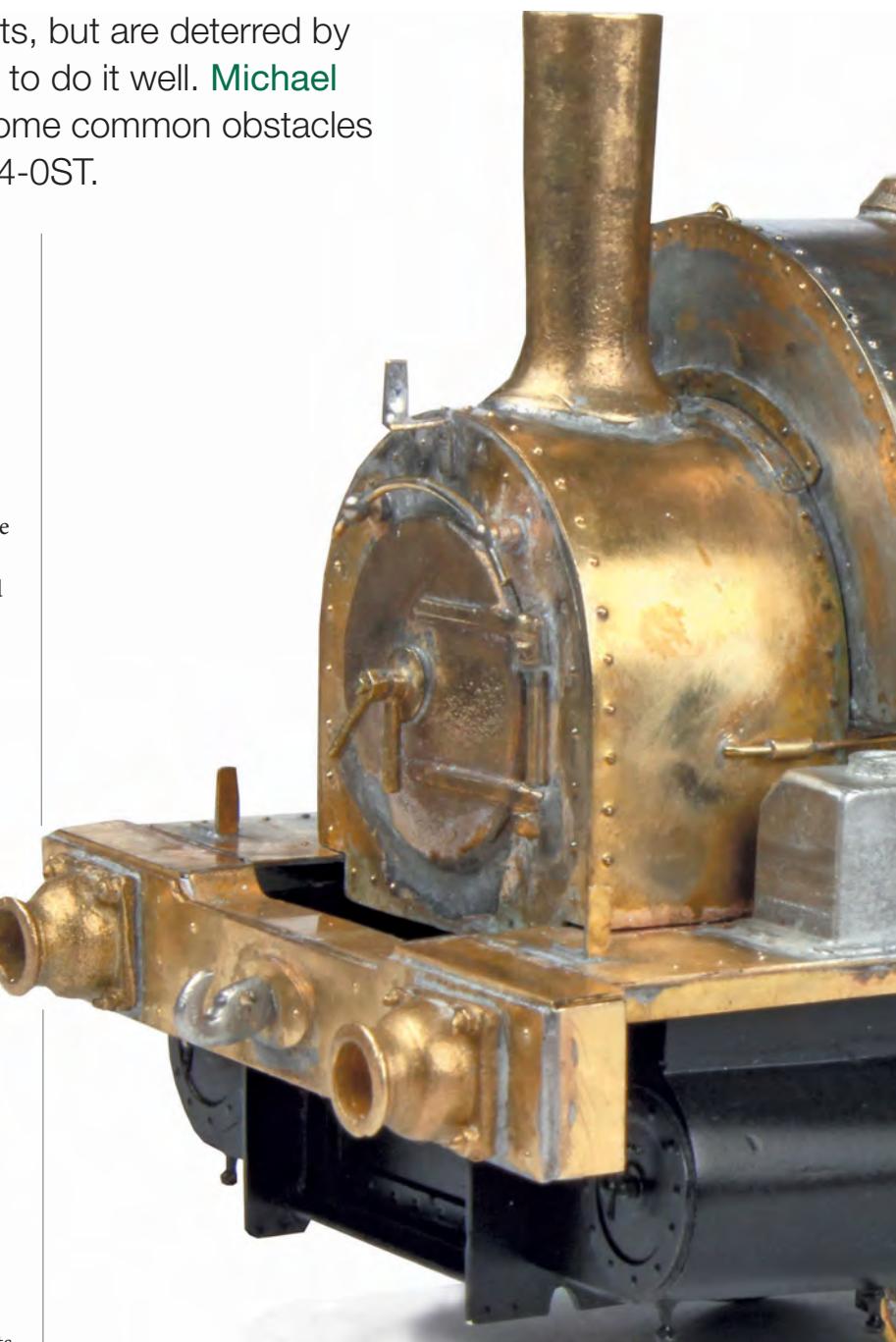
- **AGENORIA MODELS**
T 01514 748 080
W www.agenoria0gauge.com

This two-part article will show you some of the issues that arose and lessons I learned when building my first O gauge brass model. Although I have built numerous small brass fittings before, I had never tackled a complete brass locomotive kit of this scale and magnitude. While visiting a Gauge O Guild show I succumbed to the charms of the Agenoria range and bought the Avonside 'SS' 0-4-0 saddle tank shown here. I then visited Didcot Railway Centre to see the original, No. 1340 *Trojan*, which was absorbed by the GWR from the Alexandra Docks & Railway Company in Newport.

Sadly Agenoria has just discontinued this and all its other 7mm scale brass kits, but some stocks may still be available from the company's stand at exhibitions. They are also available ready-built and painted to order. But, the 'tweaks' shown here are applicable to almost any brass kit you'll come across.

Rather than go through all the construction steps which are covered by the manufacturer's instructions, I've tried to look at areas where novice kit-builders often struggle. Some problems lead to frustration and often to kits being abandoned.

Beginners are often put off by projects like this, concerned about how long they take and their complexity. I was certainly in this category; so do what I did and find a mentor! There's bound to be someone at your local model railway club who would be more than willing to offer advice. If not, visit one of the larger model



railway exhibitions and talk to the demonstrators, some of whom are bound to be building brass kits.

Experienced kit-builder Tony Wright will be attending the Festival of British Railway Modelling at Doncaster Racecourse on February 13/14 to answer questions and display some of his recent work.

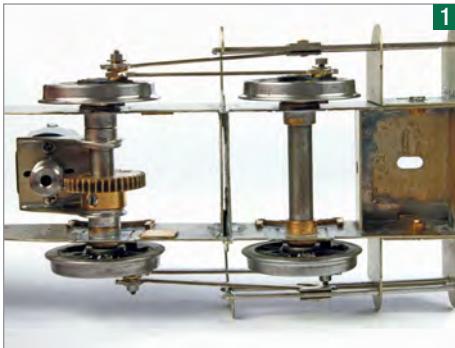
I would like to thank locomotive builder extraordinaire Graham Binns for his invaluable help and advice. He built a 'Duchess', a 'Black Five' and a '2P' in the time it took me to build this! Also to Didcot Railway Centre, who were so obliging when it came to photographing *Trojan*. ■



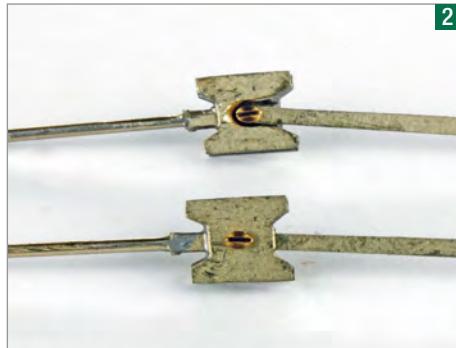
"Rather than go through all the construction steps, which are covered by the manufacturers' instruction in any case, I've tried to look at areas where novice kit-builders often struggle. Problems lead to frustration and often to a kit being abandoned part-way through."



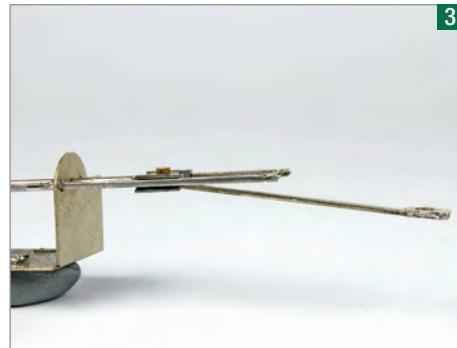
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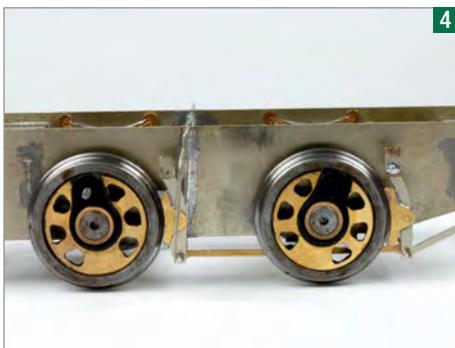
I fitted the wheels temporarily to check for smooth running. At this stage, the nuts are not soldered, so work over a tray to catch any bits. Investigate and correct any tight spots, but leave some slack to cope with imperfections in your build.



There was insufficient side play between the connecting rods and crossheads and so I removed material from the reverse using a milling cutter held in a rotary tool (top). The lower component is unmodified.



Note the lateral movement needed for the connecting rods to meet the wheels. Ensure that the crossheads are slack on the slidebars. They should move from one end to the other under the force of gravity when inverted.



Brake rigging needs to be added to the chassis before painting. Assemble with the wheels in place so that you can line the brake blocks up. Ensure that the brakes and rigging don't touch the wheels and cause a short circuit.



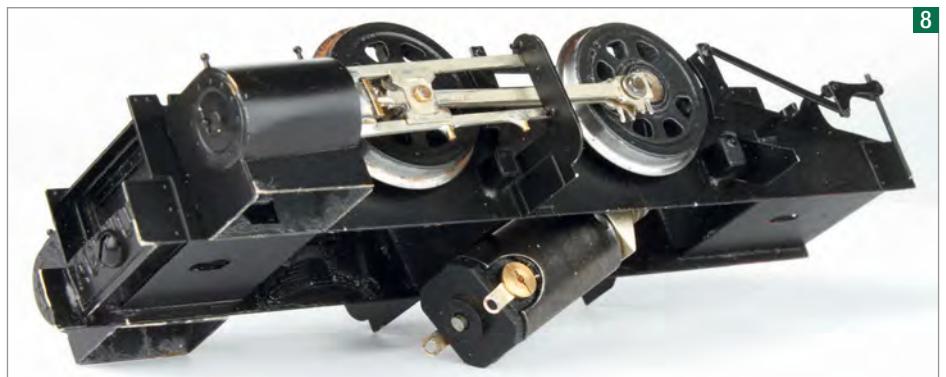
Brass pick-ups rub on the back of the wheels as I wanted them to be unobtrusive. They're soldered to blocks of paxolin soldered to the frames. I found that plunger pick-ups caused enormous drag and weren't hidden by the small wheels.



The Slater's wheels needed modifying to look like the prototype - brass overlays are provided. When fitted, it was obvious that the spokes showed through the gaps and I decided that I couldn't live with this.



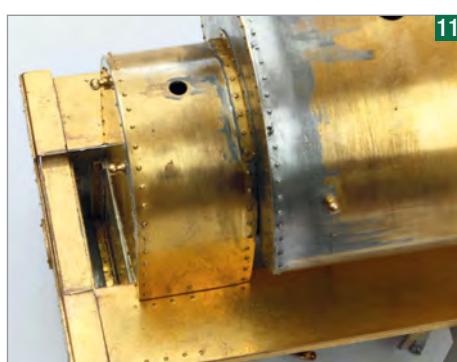
I pared away the offending spokes with a knife and soldered brass replacements onto the overlays. The overlays were glued into position with epoxy resin. Gaps were filled later with black Milliput. The result is worth the effort.



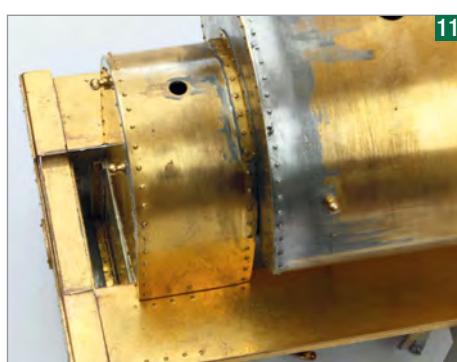
Once all the parts have been test fitted and the chassis given a shakedown, disassemble and paint the wheels and chassis separately. Then reassemble and solder the motion retaining nuts in place. Notice the boxed in brake hanger brackets and detailing added to the cylinders and slidebars.



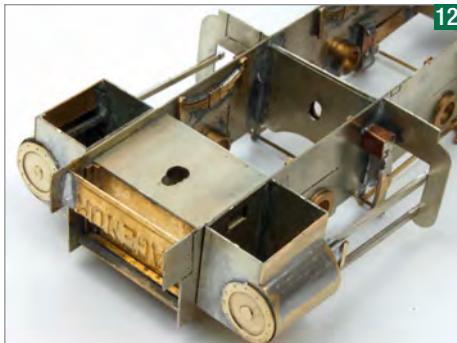
The Mashima motor has a double-ended shaft. One end needs removing so that it will fit into the firebox. I did this with a carbordum cutting disc in a rotary tool. Afterwards I turned the motor on its own to check that all was well.



I soldered top hat bearings into the gear housing to hold it in place on the axle. The housing does not allow enough clearance between the gear and the worm. I fixed this by reaming the holes out and soldering bearings at one end.



The kit doesn't match the GWR prototype in that there should be a gap between the rear of the front bufferbeam and the smokebox - I modelled the correct form on the model.



This was achieved by cutting back the crossmember and soldering in some spare sprue to represent the back of the bufferbeam. I strengthened the chassis by adding extra stretchers either side of the motion brackets.

I wanted to model *Trojan* in industrial guise, so scratchbuilt some cabside shutters. The hinge straps were too delicate to add the rivets using a rivet tool. Instead, I drilled on the reverse and stopped just before it reached the other side.

The kit lacks the left-hand coal bunker and boxed section on the right of the cab. I fabricated these from brass sheet. Notice the curved sheet on the bunker designed to stop coal falling in the space between the boiler and the bunker.



The boiler backhead detailing provided was crude so I scratchbuilt my own using spare materials and parts from the scrapbox. Handwheels were fitted in place after painting, as was the cab backsheet.

There were a few whitemetal items in the kit, but I discovered they could be soldered in place using 145 degree solder. Ensure that the iron only touches the brass and add a small amount of solder at a time working around the object.

Any excess solder was cleaned off using brass wire brushes of various forms held in a rotary power tool, such as the one provided with recent **BRM** subscription gifts.

I ask the expert

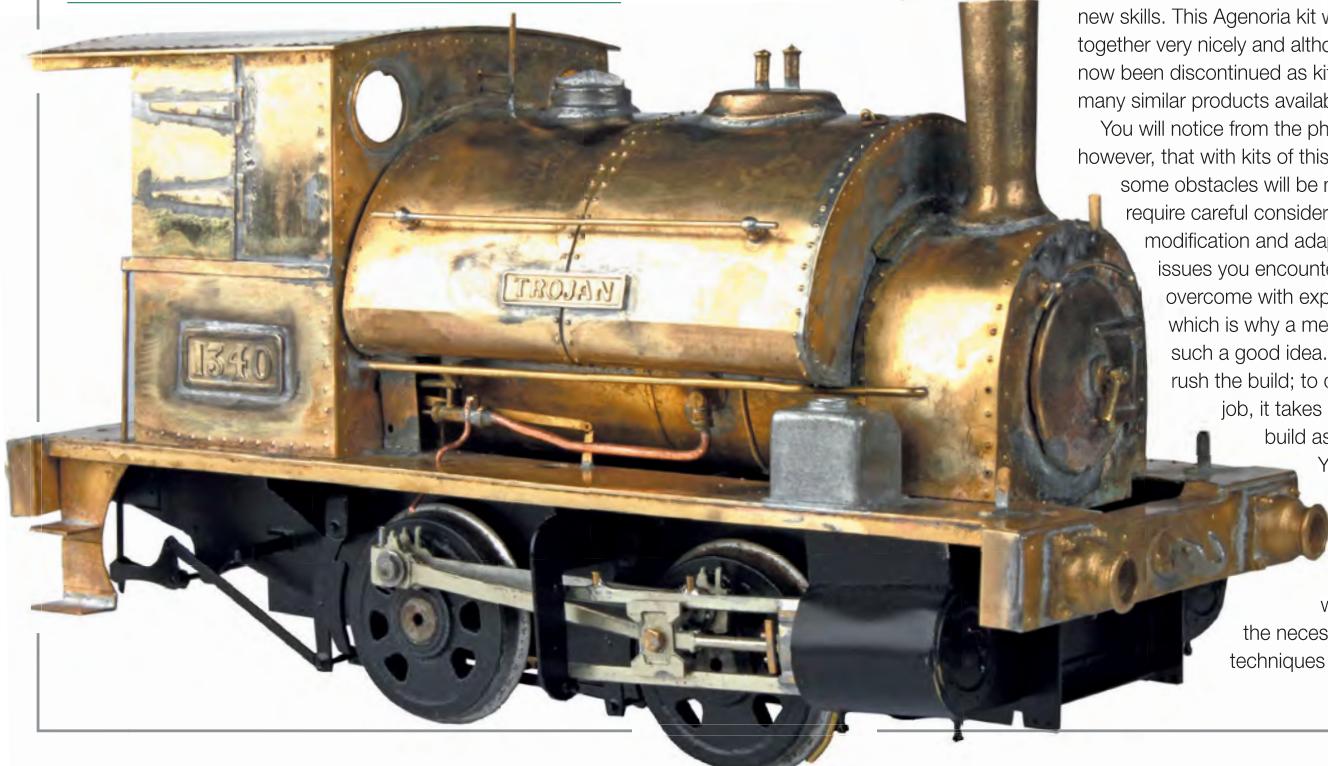
Q Why should I consider kit-building when there are so many good RTR models around now? What are the advantages to be gained from this sort of modelling?

A There will always be a place for kit-building because of the sheer range of possible items that can be modelled. Building a kit such as this puts you in closer touch with what it's all about - modelling

- because a greater level of input is required by you. If you've only been used to opening boxes and putting items on a track, then a project such as this will open up a whole new world of possibilities and will teach you many new skills. This Agenoria kit went together very nicely and although it has now been discontinued as kit there are many similar products available.

You will notice from the photographs, however, that with kits of this nature some obstacles will be met that require careful consideration, modification and adaption. Any issues you encounter can be overcome with experience, which is why a mentor is such a good idea. Also, don't rush the build; to do a quality job, it takes as long to build as it takes.

You will speed up as you become proficient with the necessary techniques and skills.



HOW TO...

DETAIL A FARISH DELTIC

The latest Graham Farish 'Deltic' is super-detailed and repainted as an early-1980s celebrity machine by **Nigel Burkin**.

SHOPPING LIST

• DETAILING PARTS

- I Shawplan 55002 nameplates
- I Shawplan Class 50 detailing pack
- I Markits MnDAH-n2 2mm scale air horns
- I Replica Railways RTDB211 D-number transfers

• PAINTS/ADHESIVES

- I Phoenix Precision P101 BR green
- I Phoenix Precision P134 Signal Yellow
- I Satin varnish
- I White paint
- I Railmatch roof dirt and frame dirt
- I Cyano-acrylate (CA) adhesive

• TOOLS/MATERIALS

- I Pin vice
- I 0.45mm to 1mm drill bits
- I Splinter tweezers
- I Grade 1200 wet-and-dry paper
- I Needle files
- I Craft knife and new blades
- I 1mm styrene rod
- I 20thou styrene card (an off-cut)
- I Low tack masking tape
- I Printer paper

CONTACTS

• SHAWPLAN

A 2 Upper Dunstead Road, Langley Mill, Nottingham, NG16 4GR
T 01773 718648
W www.shawplan.com

• REPLICA RAILWAYS

A Unit 46 BSS House, Cheney Manor, Swindon, SN2 2PJ
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Graham Farish released an all-new Class 55 'Deltic' in 2014, bringing it completely up-to-date with a high quality mechanism, fine tooling and accurate body shape. Three versions were offered, including D9002 in 1960s two-tone green with small yellow warning panel (371-286).

As we know, the same locomotive regained two-tone green in 1980 making this model the perfect basis for an updating project with minimal painting. At a push, the project could be completed without resorting to an airbrush and would make a great project for a newcomer to N gauge super-detailing.

Bringing the model up to 1981 condition is one of those satisfying but undemanding projects that can be completed in a matter of days, especially if acrylic paints are used.

'KOYLI' retained its TOPS numbers when repainted in 1980, although the numerals were in keeping with the 1960s livery necessitating the use of D-style numerals from Replica Railways rub-on sheet RTDB211.

The main change was painting the bonnet fronts in pre-1984 warning panel yellow. I masked the main body section as carefully as possible with fine low-tack masking tape before applying warning panel yellow paint with an airbrush.

Work on the underframe was straightforward and comprised painting the fuel tanks black and fitting bufferbeam detail to one end using the parts supplied by Graham

Farish. CA glue was used in tiny quantities for this task by placing a small drop on a piece of foil and transferring it to the model on the end of a piece of 0.45mm brass wire.

Use reference photographs to ensure you fit the correct brake hoses and remember that by 1980 'KOYLI' was fitted with Electric Train Supply (ETS). The repainted bonnet front was detailed with ETS equipment using a scrap of 10thou styrene and a tiny piece of 1mm half round strip. Orange paint completes the picture. When the body is joined with the chassis, a piece of 0.3mm diameter brass wire will be fitted to represent the cable.

The headcode panel covers are not complete without marker light lenses. I cut a short length of 1mm diameter optic fire light and polished the flat end with abrasive paper before securing it with a spot of CA glue applied from the inside of the body. The guide should be cut to length on the inside to allow the headcode panel light guide assembly to be refitted. The tail light guides are reinstated as before.

It fits only a short period of BR operation, but is a satisfying project and at very little cost in materials and components. The same materials together with a Ratio headlight moulding could be used to model 55022 *Royal Scots Grey* in late-1990s main line condition. If you are yet to try a conversion or detailing project on an N gauge model, this should give you an idea of how to keep it straightforward. ■

"Bringing the model up to 1981 condition is one of those satisfying but undemanding projects that can be completed in a matter of days, especially if acrylic paints are used."



■ BACK STORY 55002 'KOYLI'

Withdrawn at the end of December 1981 (or January 2 1982, depending on the source consulted), 55002 *The King's Own Yorkshire Light Infantry* (or 'KOYLI' for short) was one of six Class 55s fortunate enough to escape the cutting torch. 'KOYLI' was secured for the nation in 1980 and remains part of the National Collection today. The event was commemorated with a repaint in BR two-tone green with full yellow ends, making 55002 a 'celebrity' in the final months of the class. It made numerous railtour appearances during 1981 including 'The North Briton' and 'The Deltic Fenman' as well as working normal '55' diagrams on the East Coast Main Line and occasional outings on the Newcastle-Liverpool route.

Despite the livery, other features of the locomotive were far from original including the plated-over headcode panel, Electric

Train Supply equipment, bonnet-mounted air horns and plated cab window quarter lights.

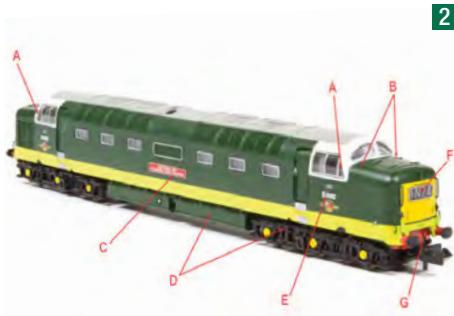
Careful examination of photographs from 1980/81 shows that 'KOYLI' became pretty grimy in everyday use. The usual rain streaking of oil and exhaust deposits can be clearly observed on the sides. The grey roof became very dirty at one stage during 1981. An interesting livery detail was the red bufferbeam and black applied around the buffer shank casings until the locomotive received some livery embellishments in the latter part of 1981. After that, red replaced black on the buffer shanks and white was applied to brake hoses, wheel tyres and bogie springs together with silver on the buffers. At some point in 1981, the axlebox covers were painted yellow with a thin horizontal red line.



PRACTICAL BRM I DETAILING I N Gauge



The starting point for this straightforward project is an Era 5 version of the latest Graham Farish Class 55 finished in 1960s BR two-tone green with small yellow warning panels as D9002 (later 55002).



Blanked out cab window quarterlights (A); air horns on bonnet top (B); etched 'plates (C); painting/weathering of bogies and underframe (D); renumbering (E); headcode panel plated over (F) fitting of bufferbeam details (G).



Start the dismantling work by carefully tweaking the clear plastic glazing unit and rear marker light guides out of the bodyshell. A pair of fine-nose tweezers is the ideal tool for the job.



Release the headcode panel light guide and light shield inside each bonnet using a jewellers cross-head screwdriver. Take care to store all the components you remove in a safe place.



A lot of care is needed to remove the front of the headcode panel without damaging the moulded frame. Again, a very fine pair of tweezers is the best tool to use.



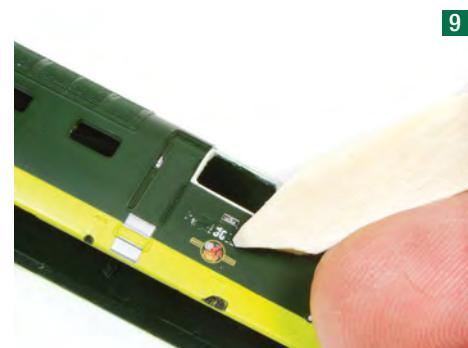
A piece of 20thou styrene cut to fit is inserted as a support for the new etched covers. Modified Shawplan Class 50 covers are needed as no bespoke Class 55 component is currently produced.



The etched covers are fitted with a spot of CA glue and carefully rubbed down with fine abrasive paper. Marker light positions were carefully drilled through for the fitting of optic fibre light guides.



Securing brass horns on the curved bonnet top is awkward so fix the rear of each horn to the cab windowframe. Plastic horns might look better, given that the brass ones appear slightly over-size.



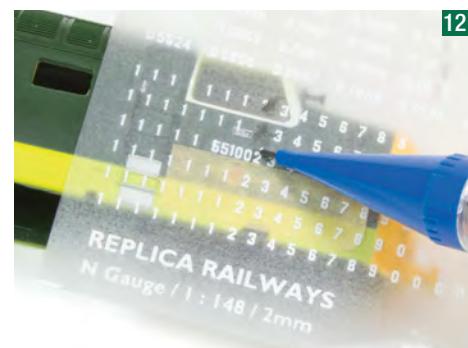
After carefully abrading the printed numbers away with the edge of a stirring stick without damaging the underlying paint, new ones are applied using masking tape as a guide.



With modifications completed, the bodyshell is cleaned of any grease and dust and masked for the application of warning panel yellow paint to each nose end.



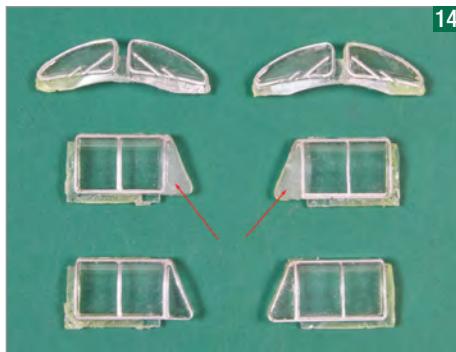
I'm using Replica Railways rub-on transfers. Sheet RTDB211 has a large proportion of the figure 5 compared to other numerals which allows room to make the odd mistake or two during application.



Use a piece of masking tape to help apply the digits straight and level and rub them into place with a propelling pencil. Mistakes are easily corrected by rubbing the numeral off the model.



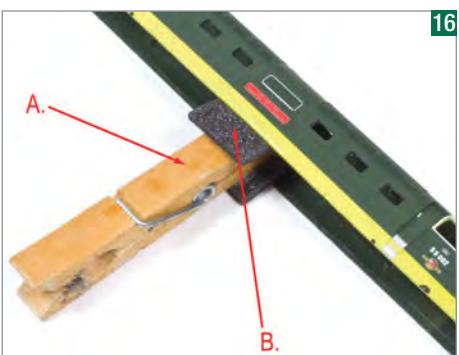
Fit etched nameplates after the printed ones have been rubbed off using the same technique as for the numbers. Any tags were tidied up before the 'plates were applied with a tiny spot of gloss varnish.



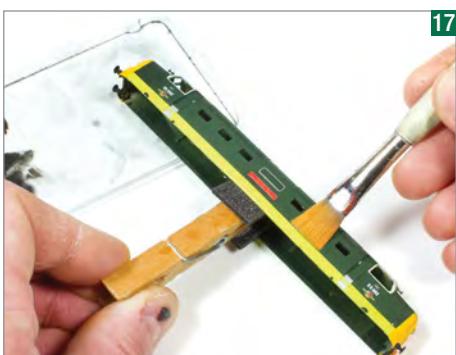
Another modification required for a 1980s look is to paint over to the cabside window moulding to represent the plated quarterlights (see arrows).



A dab of white paint finishes off the glazing and a blob of green will blend in the new horns. If speed is important, acrylic paint could be used. Apply a thin coat of satin varnish before weathering.



Handling the bodyshell is made easier with a wooden clothes peg (A) with its spring weakened a little and fitted with pads of track underlay foam (B).



Weathering consists primarily of a very thin wash of diluted dirty black paint, followed by some light airbrushing of the exhaust deposits on the roof.



Brake hoses and details supplied with the model are fitted to holes in the bufferbeam using tiny spots of CA glue. The chassis is weathered with a dusting of frame dirt paint.

get the weathered look

N gauge models really need a light touch when it comes to weathering. What looks filthy on full size locomotives often translates into a poor finish in this small scale. Paint doesn't scale and that becomes all the more noticeable in N.

The body, without glazing, is first toned down with a wash of thinned roof dirt colour. When using washes, avoid flooding the model and allow the thinned paint to pool on the surface of the body, yet allow enough to run into seam lines and detail to create depth to the model's appearance. Use a soft flat brush to gently streak the thinned paint on the sides in a downwards direction as if rain has caught the exhaust dirt and run it down the sides. A touch of frame dirt, thinned to the same level as the roof dirt can be used sparingly to introduce a little colour variation towards the tumblehome.

That is as far as I'm going with paint washes. The underframe, bufferbeam and bogies are gently sprayed with frame dirt. The same could be very lightly dusted to the tumblehome area if desired.

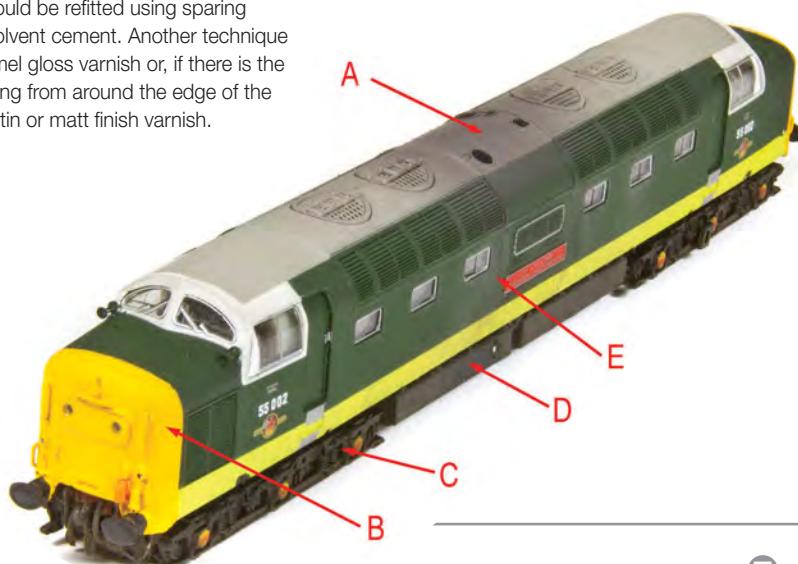
Once dry, the fuel tanks are streaked with roof dirt to represent fuel and oil spillage. The same colour is sparingly applied to the roof with an airbrush to represent exhaust dirt. Care is taken not to make the model look too dirty - less is more in this case. Dry-brushing of roof dirt to some of

the grille detail brings it out very nicely indeed. The same is done to the brake hose detail and buffer faces. Oily steel colour can be used to represent areas of wear such as bogie footsteps, applied using dry brushing technique.

It may be necessary to apply another thin coat of varnish to the bodyshell to protect the weathering paint. After that, leave everything to dry for a couple of days before handling again.

Glazing should be refitted using sparing amounts of solvent cement. Another technique is to use enamel gloss varnish or, if there is the risk of it seeping from around the edge of the glazing, try satin or matt finish varnish.

Painting and weathering N gauge models is challenging at the best of times. Paint particles are the same size regardless of the scale of the model, so care is needed to avoid overdoing the weathering and a 'grainy' appearance. Exhaust carbons are sprayed on the central roof panel (A); warning panel yellow to the bonnet front (B) which was left relatively untreated with grime; frame dirt to the bogies (C); oily grime to the fuel tanks (D) together with oily grime streaking to the sides (E).



KIRKWOOD

As a former employee of Doncaster Works, **John Medley** was set on modelling the West Riding area of Yorkshire. His layout recalls the days immediately before the diesels arrived.



'B1' No. 61110 rolls in with the Bradford portion of a King's Cross to West Riding express as the driver of a 'J39' watches on.

Watch it now...

See 'Kirkwood' operating on this month's free
'BRM TV' DVD and digital edition.

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After 42 years of modelling European and American prototypes I decided in 2006 that it was time to concentrate my efforts towards homegrown subjects.

I worked at Doncaster Works for 27 years until privatisation and felt a strong connection with its past products. A few books came into my possession which paid attention to the ex-Great Northern Railway lines in the West Riding of Yorkshire. It's an area which is seldom modelled, but it boasted an array of industries and serious civil engineering to help the railway overcome the hilly terrain.

The West Riding was home to the British wool trade; its products were sold worldwide at the time, so there were large mills in most towns and cities. There were also many businesses allied to this industry; dye works, wool waste companies, chemical producers and of course, massive requirements for coal as the main energy source, supplied by local collieries. In addition to frequent passenger services these industries generated huge amounts of goods traffic.

FACT FILE

- | SCALE/GAUGE
7mm:1ft scale, 32mm gauge O
- | DIMENSIONS
16ft by 2ft 4in
- | ERA
1956/57
- | REGION/LOCATION
Eastern Region, Yorkshire
- | LAYOUT TYPE
End-to-end
- | POWER/CONTROL
Lenz DCC
- | PHOTOGRAPHS
Andy York

'Kirkwood' is based on the route from Wakefield Westgate to Bradford Exchange via Dewsbury and Batley. I've set it in the late-1950s, so in addition to local passenger services, there are also through coaches from Bradford Exchange to Kings Cross which join or leave the Leeds portion at Wakefield Westgate. The period chosen is two weeks before local services were handed over to Metro-Cammell two-car DMUs. These had to have both cars powered to deal with the fierce gradients along the line. Bradford's ex-GN shed has closed and the remaining locomotives have been transferred to the ex-Lancashire & Yorkshire Railway shed at Low Moor. This means that ex-LMS types show up occasionally too.

The small but adequate freight facilities at Kirkwood are constantly kept busy with small shipments of goods. None of the stations on the line have a permanent shunting locomotive assigned, shunting operations being performed by pick-up goods locomotives usually based at Bradford or Ardsley and drawn mainly from ex-LNER and GNR types.



LAYOUT STRUCTURE

I don't have anywhere to keep the layout in its assembled state, so it's stored and assembled at the clubroom in Doncaster when required. This is kept to a minimum as space is limited, but it's a good facility and one of the benefits of being a club member.

The trackwork is Peco with bullhead rail and I've found this to be the most satisfactory solution. It looks good once ballasted with rails painted a rust colour. I glued it over $\frac{1}{8}$ in cork sheet underlay, which was glued to the baseboard surface. At baseboard joints, the rail ends are soldered to brass screws which give a solid and stable alignment and protect them when the boards are moved. When the layout visits shows, a 6mm MDF

It's an area which is seldom modelled but full of railway interest. It boasted an array of industries and some serious civil engineering help the railway overcome the hilly terrain.



ABOVE: Kirkwood's scratchbuilt Great Northern Railway signalbox, complete with interior detail.

LEFT: GNR 'N1' 0-6-2Ts were synonymous with local passenger trains on the company's West Riding lines until diesel railcars were introduced in the late-1950s.

BELLOW: Fairburn 2-6-4T No. 42108 represents a much more modern tank design, seen in the area until the end of steam in 1967.

ask the expert

Q Can you fit sound in large locomotives without spending a fortune?

A I use SoundTraxx DSX sound decoders in parallel with a Lenz control decoder. This means that if either decides not to work, the cost of a replacement is minimised. A friend found a source of these decoders online and at one time we were paying as little as £25 for them. The SoundTraxx 'British L1 tank' decoder has the same combination of a 2-cylinder locomotive with LNER whistle and subject to the type of speaker used and its placement in the locomotive, different levels of exhaust sound can be achieved. The sounds add a vital missing element and are well received at exhibitions. Our Fairburn 2-6-4T (below) has an ESU Loksound decoder which handles sound and control functions and is realistic although considerably more expensive at more than double the cost of the Lenz/SoundTraxx combination. Whilst I have both the push-button LH100 controllers and the LH90 rotary types, I have found that on an end-to-end layout with a lot of shunting, the LH90 is more effective.



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5



ABOVE: No Yorkshire layout of the BR era would be complete without a 'WD' 2-8-0. No. 90156 clanks through with a short goods.

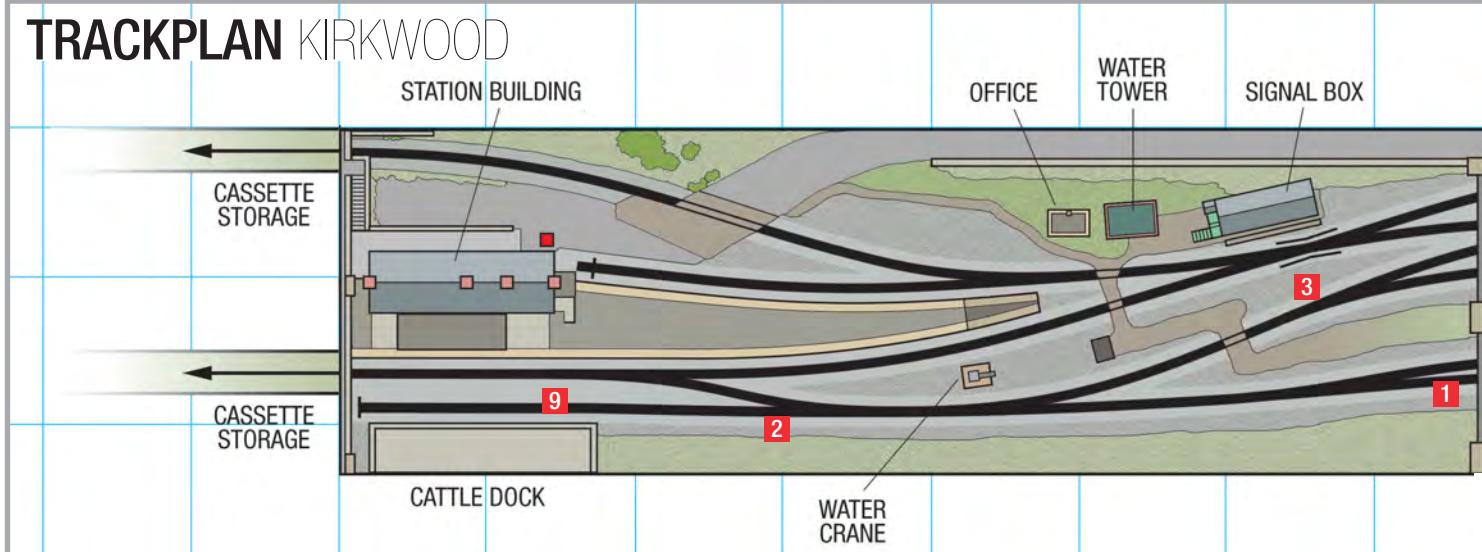
LEFT: Kirkwood's goods yard remains busy and is served by a daily pick-up goods hauled by Bradford or Ardsley-based 0-6-0s.

piece is screwed over the board ends to protect the track and scenery. The points are operated by the excellent Tortoise point motors. These are slow moving machines which are quite expensive but reliable.

YORKSHIRE WOOLLEN DISTRICT

I wanted the scenery to portray the dirty smoke-filled atmosphere of a Yorkshire woollen mill town and I've tried to replicate that wherever possible. Most of the buildings and retaining walls are made from thin plywood or MDF and are covered with Slater's stone embossed Plastikard. The station building is based

TRACKPLAN KIRKWOOD





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loosely on the one that stood at Tingley, whereas the goods shed is vaguely similar to that at Stanley on the Methley Joint Line. The water tower is a freelance design, but it tries to follow the same generic looks. The signalbox is pure GN and is the only card kit I possess.

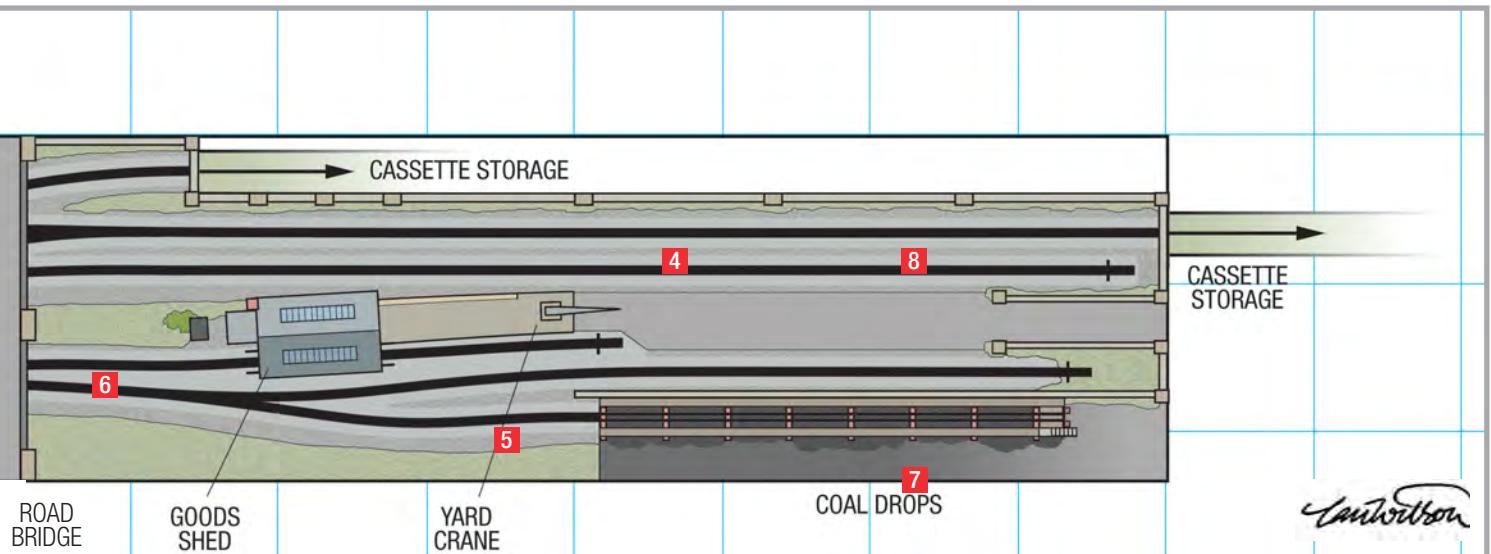
Track is ballasted with a variety of granite chippings from a few different sources and dummy point rodding is in place for those that would have been operated from the signalbox. Dummy hand levers are used for the yard points. The road bridges at either end of the layout are made from MDF or thin plywood and are covered with Slater's stone embossed Plastikard. They're intended

ABOVE: Another class inextricably linked with the West Riding is Gresley's distinctive 'J50' 0-6-0T, seen here shunting the goods yard.

RIGHT: A BR 16t mineral wagon sits over the coal drops, typical of the type seen across the region.



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mainly as a scenic break. The heavy plate girder bridge in the middle of the layout carries the Dewsbury Road and is made entirely from Plastikard.

DIGITAL OPERATION

I planned for 'Kirkwood' to have sound from the start. The trains are operated by a Lenz DCC system which I've found to be excellent. I first took the DCC route in 2003 whilst working in a model shop. I installed the system on my O scale American layout 'Piedmont Lines' which was shown at Alexandra Palace in 2006. I was converted, not by the simplicity of the wiring - I've never had a problem with that - but because it gave me the opportunity to install realistic sound.

I think that when building a layout based on a particular area every effort should be made to ensure that the locomotives and rolling stock are accurate. They should be drawn from those that were allocated to local depots. Many books are available to confirm allocations, but there were also those types that were sent to work out their last few weeks without being officially transferred. This is where memory has to be relied upon - I hope my fleet illustrates this point.

My earlier-built locomotives have Slater's plunger pick-ups, but after the Peterborough show in 2010 erratic running occurred because of dirt behind the driving wheels. Continuous cleaning became the order of the day but it was quite difficult to effectively clean the plungers. This resulted in a change of plan when

ABOVE: Local industries relied on regular deliveries of coal. A Robinson 04 2-8-0 heads back to the colliery with a train of empties.

RIGHT: 'B1' No. 61110 snakes into the platform with a through portion formed of Thompson and BR Mk 1 stock.

I was building the Great Central 'O4' 2-8-0 and instead of plungers I fitted brass wires to wipe on the wheel treads which I hope will be better as they clean the wheel treads when in use.

It was my initial intention that three-link and screw couplings would be used except on main line coaches that would have buckeyes, as per the prototype. It soon became clear that something less labour intensive would be needed. I had seen the superb 'Vine Street' several times and was impressed with the operation. It wasn't until I spent a lengthy period at the first Peterborough show that I noticed that it only used Kadee couplings. Having used these for many years on my American layout I had no qualms about changing over. They've made shunting a pleasure without having to use hands. It's been an enjoyable project from start to finish for myself and my fellow club members. I'm satisfied that I've achieved what I set out to do and that it looks the part. Like every project, I've learnt much along the way, about modelling and the railways of West Yorkshire. ■

I wanted the scenery to portray the dirty, smoke-filled atmosphere of a 1950s Yorkshire woollen mill town and I've tried to replicate that wherever possible on the buildings, landscape and rolling stock.



HOW TO...

MAKE A DISPLAY CABINET

Phil Parker builds a custom case to store models and keep them dust-free.

What do you do with your models when they aren't running on the layout? Keeping them in boxes hidden away in a cupboard seems a shame when you've invested so much time and money in buying, building and detailing them. We all have locomotives and rolling stock that we're proud of and want to enjoy. A well-made display case is a good way to view a collection and keep dust at bay.

Several firms supply excellent quality dust-free display cases, such as Picture Pride, but construction of your own bespoke unit isn't out of reach to the average DIY enthusiast. Producing a nice looking case for myself could be a quite a challenge, but when I spotted some deep display frames in my local Hobbycraft store, I wondered if they could be modified. The hardest part - making the front - was done, so could I extend the back?

After taking the frame apart I realised that by replacing the inner frame with a deeper section of wood from a DIY store I could provide enough depth for a rolling stock display. I decided that my case should accommodate O gauge stock, so the shelves are 70mm wide. If you want to display OO gauge models only, a 48mm wide strip is enough. The shelves are set 120mm apart, but reducing them allows an extra shelf for smaller scales.

As delivered, the frame and wood strip are unpainted and unvarnished, so to give a brighter look inside and protect the wood I gave it all a good coat of bright white emulsion. Almost everyone will have a tin of that somewhere around the house, so it shouldn't add to the cost of the project. If not, it'll always come in handy for household DIY somewhere else!

The finished case looks great and provides somewhere nice and dustproof to show off a few cherished models. ■



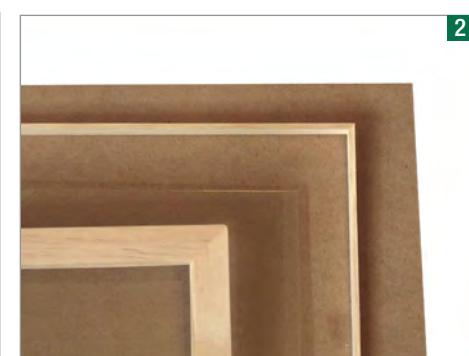
This deep box frame is designed for collectors to show off shells and other similar memorabilia. It measures 400mm square and 24mm deep, so you might squeeze N gauge stock inside, but it's too shallow for anything else.



Holding everything together are these bendable metal tags. They get in the way and are no longer required, so I'm pulling them out of the wood with a pair of pliers. They leave little damage behind as they're not glued.



The original hanger might be strong enough to hold a football shirt, but I don't trust it with my locomotives, especially considering how easily it pulled off. I'll hang the box from a couple of screws in the back.



Taking the case apart is simple and inside is a frame, sheet of glass, inner frame and hardboard backing sheet. The inner frame can be discarded but I'm using everything else for this project. There's little waste.



Using lengths of strip wood 70mm wide and 5mm thick, a new inner frame is made. I'm pinning and gluing the parts together with short lengths of angled wood before painting them with three coats of white emulsion.



The front frame slides over the inner box and is retained with a screw in each side. It allows the front to be released while leaving the box containing the exhibits still fixed to the wall.

"The woodwork is simple enough as I'm only reducing stripwood to length. Just take care to produce accurate right-angled corners - a mitre saw helps."



gadget spot

Self-adhesive LED strips are available from some model railway suppliers and can be powered by 12V supply, 9V battery or a mains transformer. Or see www.ledhut.co.uk



CONTACT

- **HOBBYCRAFT**
- T** 0330 026 1400
- W** www.hobbycraft.co.uk

SHOPPING LIST

- **TOOLS/MATERIALS**
- I Hobbycraft pine box frame (ref: 567516)
- I 70mm x 5mm wood
- I Quadrant moulding
- I PVA glue
- I 15mm pin nails
- I Small hammer
- I Craft knife
- I Emulsion paint
- I Clear varnish

ask the expert

Q How can I make accurate cuts with wood strip, either straight or at an angle?

A A cheap mitre saw from your local DIY store is ideal for accurately cutting wood strip. For under £20, this one has been invaluable for making baseboards and all sorts of general DIY. It took me just over an hour to cut all the parts - I've mentioned my lack of woodworking skills in the past. In fact, the most time-consuming job was painting the inside with white emulsion.



SOCIAL HISTORY

This new series follows Leamington & Warwick Model Railway Society's 2mm scale group as it develops a new exhibition layout from inception to its first public showing - planned for March 2017. **Mike Collins** sets the scene.

Leamington & Warwick Model Railway Society is a thriving club with approximately 70 members and numerous exhibition layouts covering N, 4mm finescale, OO and O gauges.

During the past ten years the main N gauge layout, 'Meacham', has been enthusiastically received at shows across the country. However, as is often the case with established exhibits, it is an analogue 12V DC layout with extremely complex wiring that requires an ever-increasing amount of maintenance.

Given that most of the team that built 'Meacham' are no longer members, it is hardly surprising that the current group is keen to move from maintaining a layout developed by others to developing something new that reflects their own interests and aspirations whilst adopting more up-to-date technology.

SETTING OBJECTIVES

Discussions about the new layout have been taking place for two years, during which time it was decided to opt for an actual, rather than a fictitious, location. Over the 12 months the N gauge group has grown and to maintain the interest of new members it was essential to share existing experience across the group. Equally, existing members wanted to develop their own skills by tackling things they had not attempted before. Therefore, the group decided it would relish the challenge of building to 2mm finescale standards.

Designed from the start for exhibition, the operation of the layout must keep the watching public interested at all times. On a quiet country branch this might prove difficult to achieve and therefore it was decided that the chosen location would be a block point with facilities allowing two trains to meet and cross. It should also



have a goods facility providing the ability to drop off and shunt wagons.

We decided to consider locations on what is commonly known as the Stratford-upon-Avon & Midland Junction Railway (SMJ), although its name changed frequently during its existence. Originally this line opened as the East & West Junction Railway (EWJR), existed as the 'SMJ' from 1909, became part of the LMS in 1923 and was taken over by BR in 1948. Indeed, the 'SMJ' can truly be described as the club's local railway, as it was located within a mile of the clubhouse. After careful consideration we chose Kineton as the focus of the project.

Kineton lies just five miles from the clubhouse and was opened as part of the SMJ's predecessor, the EWJR, in June 1871. A modest little station, it consisted of a good sized ticket hall, a signalbox, goods shed and five sidings that (in addition to regular goods traffic) accommodated the transportation of livestock and coal. With the Warwickshire hunt kennels located less than a mile from the station, Kineton was also home to one of those rare entities known as a 'hound van', and on days when the hunt met, the sidings would be packed with horseboxes.

Kineton closed to passengers in 1952, although goods trains continued until 1963. With the exception of a short section still used by the Ministry of Defence (MoD), all through services were finally withdrawn in 1966. Today the entire location has been redeveloped as a business park, and the only remnant of the original station is the bridge carrying the Kineton to Wellesbourne road over the former railway cutting.

DETAILED RESEARCH

Although several books have been published about the 'SMJ', only a limited amount of information about Kineton could be gathered from them, so more in-depth research was required by members in order to provide the level of detail required. Given the range of information required a number of different avenues were pursued, all of which will remain ongoing throughout the project.

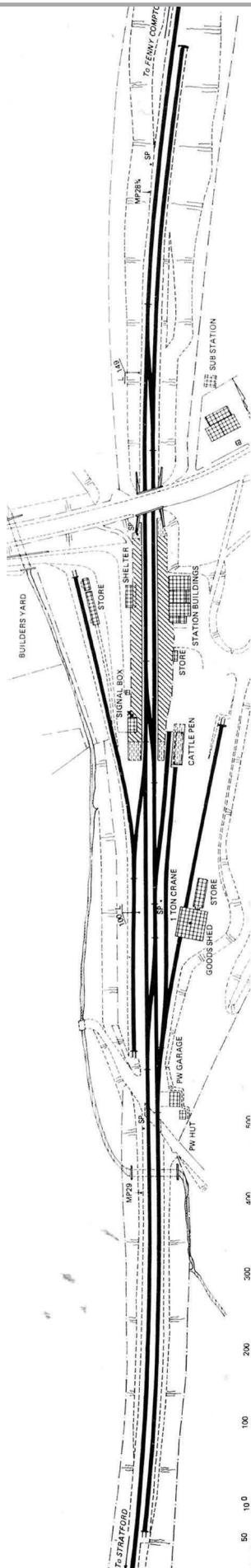
Warwickshire County Archives proved to be a useful source of information on the 'SMJ', but much of the data gathered was not as specific to Kineton as we had hoped. It frequently raised more questions than it answered. However, whilst information about the station was limited, we identified a range of useful material that will contribute to our understanding of the social history linked to the site.

For example, at the time the East & West Junction Railway Company purchased the land used for the construction of Kineton station, it was being used for allotments. The pre-building survey, dated 1863, includes a list of over 90 local people who tended those allotments, several of whom have been identified by local residents as being their direct ancestors.

Whilst local archives proved less fruitful than was hoped, one member made numerous visits to both the National Archives at Kew and the British Library and unearthed a wealth of useful information including

LEFT: Photographs of Kineton in BR days are scarce, but on April 24 1955, ex-GWR 'Dukedog' 4-4-0 No. 9015 paused there with the REC's 'South Midlander' railtour. Obscure for most of its life, the 'SMJ' became popular for railtours in its later years, even getting a visit from a Southern 'N' 2-6-0 and Bulleid Q1 on another occasion. A.W. CROUGHTON/RAIL ARCHIVE STEPHENSON

TRACKPLAN KINETON



FACT FILE

- SCALE/GAUGE
2mm:1ft scale, 9.42mm gauge 2FS
- DIMENSIONS
12ft by 2ft, tapering to 1ft
- ERA
1948-52
- REGION/LOCATION
LMR, South Warwickshire
- LAYOUT TYPE
End-to-end
- POWER/CONTROL
DCC
- PHOTOGRAPHS
Andy York



timetables, schedules and SMJR staff records. Another valuable source proved to be the SMJ Society (www.smj.me) which has nearly 300 members gathering items of interest as well as written, anecdotal and photographic records, and who contribute to online discussions on a variety of related topics.

As passenger services ceased more than 60 years ago it is not surprising that it has been difficult to locate those with direct experience of the station. However, through an appeal within the local community and by taking a stall at the local farmers' market to stage a display of our research material, a number of leads were turned up, including friends and relatives of people who had worked on the line and at the station. Due to the age of some of our 'sources' we have made a point of recording some of the discussions to preserve their memories for posterity. Whilst much of this information is anecdotal it has added considerably to the local and social history aspect of the project.

OPERATING STANDARDS

The 'SMJ' offers numerous interesting locations for the railway modeller. There are many small local stations, interesting landscapes and geographical features. At various times there have been other historically interesting subjects such as the Edgehill Light Railway and ropeway and a large military ordnance depot with

ABOVE: Attending local events such as farmer's markets and model railway exhibitions has given the team an opportunity to talk to local residents who remember the line or whose families may have worked on it.

an internal railway system extending to over 90 miles. The lady members of our group drew attention to some particularly interesting landscape features including the meanderings of a stream with a railway bridge over a track bridge over the stream. Although not a particularly interesting railway feature, it is an unusual landscape which they expressed a desire to tackle.

From the outset, flexibility was identified as an important characteristic to be considered during the design phase. It was obvious that some may want to work at home to create their own section of the 'SMJ'. Consequently portability, interconnectivity and control had to be defined before construction commenced.

It was concluded that Kineton would be the core of an extendable layout. For most of its length the 'SMJ' was a single line with passing places. Kineton was one of the larger, more interesting station layouts and to provide operational interest it was obvious that the layout would be controlled using DCC and other suitable electronics.

When connecting individual location feature baseboards together, a DCC bus allows for the track power to feed through the length of the display while individual location features such as point switching and signalling will be independent of the main control system. A standard baseboard end was clearly required and this and the method of operation led to an investigation of European FREMO standards for interconnection of baseboards. An order for the manufacture of the baseboards has been placed with a supplier with access to laser cutting technology using a modified design for the accurate replication baseboard ends.

SOCIAL HISTORY

One of the key issues under consideration from the outset was how to ensure that the completed model would provide an enriched viewing experience for the public, both at model railway shows and at local history events. Consequently we plan to be able to include historic material alongside the model, placing Kineton into its historic and social context. Indeed, at some events the model may even be relegated to the 'supporting act'. This approach will enable us to reach out to the broader community, helping the club as a whole to achieve its educational objectives as a registered charity.

As our club has members who rely on wheelchairs, we are all too aware of the problems users have with viewing many displays at model railway shows. Consequently, consideration was given to occasionally displaying Kineton at a wheelchair friendly level (thus also making it more accessible to children). Having purchased legs that can be set at different heights, variable height viewing is now possible, although displaying at a lower level poses additional problems - for example, ensuring that the lighting gantry still fulfils its role when the space between the lights and model is increased.

You will be able to read more about various aspects of the development of Kineton as work progresses, including how we are using prototyping techniques to solve problems encountered before committing track to baseboards. ■

the concept

- | Create an N gauge model of a 'lost' local station on a long-lost local line
- | Work to 'finescale' standards in order to create a quality exhibition layout facilitating club members to develop their modelling skills
- | Embrace the benefits of DCC and use the latest techniques to build prototypical track, points and signalling systems
- | Work in modular form to facilitate the addition of other locations from along the SMJ route (Burton Dassett, for example, has been started by a member)
- | Use standardised baseboard ends that will facilitate connection to other members' layouts as well as enable attendance at FREMO events
- | Assemble an archive of material that can be displayed alongside the model and which places Kineton station in its full historic and social context.



ABOVE, LEFT AND BELOW: Examples of the limited selection of period photographs of Kineton the group has unearthed from various sources.



BACK STORY 'SMJ'

The Stratford-upon-Avon & Midland Junction Railway line ran roughly east to west, crossing and connecting with a number of major lines running south-north. It ran through sparsely populated farming country and was never capable of sustaining itself through its passenger services. In the east it connected with trains to Northampton and London via Blisworth, and then ran through Towcester. Heading west, the next town of any significance was Stratford-upon-Avon where it had its own station just south of the river. It eventually continued to connect with the GWR at Broom Junction.

Goods traffic was more successful, both supporting local agriculture, and also as a through route between the Midlands, Wales and the South West. Once passenger services ceased the platforms were cut back to allow



larger locomotives to pass, local goods traffic faded away, and the line was at its time of greatest commercial success as a through route, largely for mineral trains. Heavy, slow moving coal and ironstone trains to/from South Wales could use the line, freeing up capacity on busier trunk routes. A military depot was built near Kineton during the Second World War, and is still in use, the line from the ex-GWR Leamington-Banbury route at Fenny Compton being retained to serve the depot. We decided to model the line as it was in the final years before closure to passengers in 1952.

PART ONE

A WAGON IN EVERY SCALE

A recent resurgence in wagon kit-building prompted **Phil Parker** to start this new series of 'how to' articles, tackling common British wagons in different scales.

SHOPPING LIST

KIT

- | 2mm Scale Society - BR Diagram 1/108 16t steel mineral wagon Kit & sample of 2FS Easitrac
- | Fox Transfers FRH2950 16t mineral wagon markings

PAINT/TRANSFERS

- | Humbrol 33 and 64

TOOLS

- | Modelling knife
- | Abrasive sticks
- | Needle files (flat & round)
- | Cutting broaches
- | Soldering iron
- | Solder paste
- | Superglue
- | Plastic cement & solvent

The building of wagon kits is seeing something of a resurgence at the moment. Several traders tell me they're struggling to keep up with demand. It seems that with the rise of RTR prices, modellers looking for a train to hook up to the latest locomotive are returning to the workbench to build it themselves.

I love assembling wagon kits - they don't cost a huge amount but can provide a pleasant few hours entertainment culminating in a model you can be proud of - and something personal that no-one

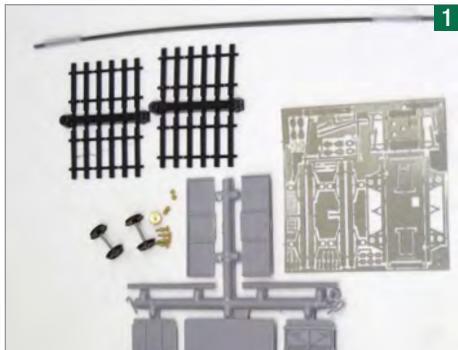
else will have on their layout. But with so many to build, which ones should you look at first?

The main criteria is that your finished model has to be the same scale as your layout, or at least the scale you fancy building the layout in. This gave us a problem - which scale should we try? The answer - all of them. This series of articles will look at building standard gauge wagon kits in every scale from 2mm to Gauge 1. We'll try to pick something interesting and show a few techniques along the way so that even if you don't work in the

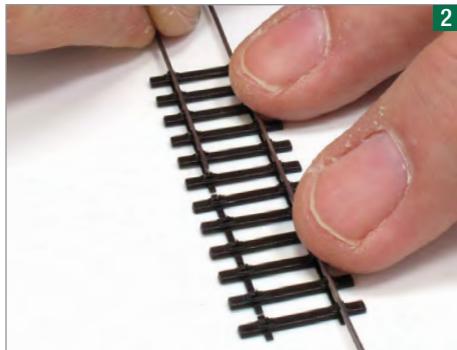
■ IS SOLDERING THE ONLY WAY?

Normally when assembling etched parts I'd say yes, but there is nothing in this kit that couldn't be assembled with careful use of good quality superglue. I'd suggest placing a pool of glue on a piece of plastic and picking up drops with a pin to keep the amount on the model to a minimum. Solder has many advantages though. It's quicker to undo a joint if anything goes wrong. The results will also be stronger, but this probably doesn't matter with these etches.





For such a small model, there are lots of parts in six different materials. A length of track for testing and display is included too. Because they're tiny but vital, five axle bearings are included, just in case you lose one!



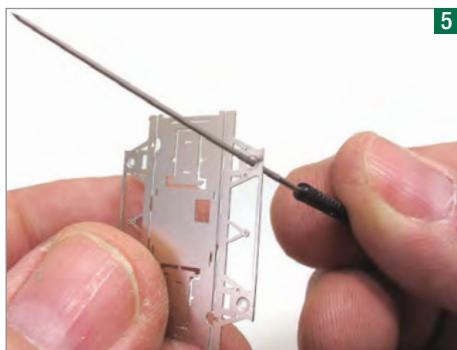
The rail slides into the sleeper base smoothly. The fatter section of the bullhead rail should be at the top. The first rail can be slid in with the sleepers attached to their sprue. For the second, hold them on to a firm surface.



Wagon assembly starts with the body. The mouldings are clean but a dry run is advised to make sure the fit is perfect. Tack the parts together with plastic cement and leave to dry with something to ensure they are perfectly square.



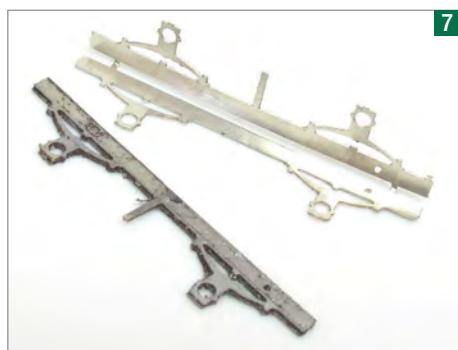
A small amount of work with an abrasive on each side makes the body a perfect fit. Spots of polystyrene cement hold it in place, then liquid solvent is run into the corners from inside the body.



Bearing holes are etched slightly undersize so have to be opened out with a round file or cutting broach so the brass bearing just drops in. The sides are folded along the half-etch lines, then the bearings are soldered in place.



Fitting the bearing first makes it harder to grip the sides. Check the chassis is flat by placing it on its back on a mirror. Fit wheels and test on the track to make sure it runs freely. If the axles are tight, pull the chassis sides apart.



Cosmetic sideframes are removed from the etch and folded together, making sure they are aligned. Smearing solder paint between the two parts and heating both with a hot iron makes a clean join.



The brake gear folds up and slots into place. Fill the holes in the baseplate with paste and heat to hold in place. The shoes are close to the wheels, as they should be and I didn't find any problems with binding.



Axleboxes are folded in the same way as the solebars but this time there are three layers. Brake handles are folded and fixed over the central wire. They are handed - notice this side is missing a clutch at the bottom of the lever.



Body and chassis are superglued together. The chassis has to be trimmed to length with a file for best fit. Don't force it or the metal will twist and not all the wheels will sit on the track. Turned brass buffers fit into the holes in the beam.



The wagon is sprayed with Humbrol No. 64 grey and 33 black, both in can format. It would be easy to obscure detail with a thick coat applied by brush. The markings are from Fox Transfers.



scale now, you can use them in your own modelling. We're starting small with 2mm finescale.

The 2mm Scale Society offers advice and a comprehensive shop. Amongst its products, it produces a pack containing a simple to assemble, yet sophisticated multimedia kit and a length of the Societies' track system – Easitrac. Don't be fooled by the small size or modest price. The finished wagon has the sort of underframe detail that 20 years ago we'd have been impressed with under a OO wagon.

Obviously the size of the model presents some challenges but nothing insurmountable. I would recommend spray painting it to avoid obscuring fine detail with too heavy a coat of paint. The colours for this wagon are available in rattle cans, so you don't even need to own an airbrush.

I'm sure many people worry that ageing fingers and eyesight



■ I ask the expert

Q I've never heard of solder paint before. What is it, how does it work and what benefits does it offer over traditional solders?

A Solder paint or paste is a liquid flux containing suspended solder. It appears a dull grey but when heated, the flux boils away and the solder turns a bright silver colour.

Simply paint it where you need to make a join, or between two parts being laminated together and heat. The key to neat soldering is to use the minimum amount of solder required for a good join. For small components, solder paint needs little or no cleaning up afterwards.

However, for optimum results it's vital to stir your paint thoroughly before use as the solder tends to settle when the tin is stored.



preclude their trying such a tiny model. Don't worry, with this kit, the excellent design of the parts makes construction a joy. If you choose to solder, you'll need to be careful, but using solder paint solves many problems. ■

CONTACTS

- 2MM SCALE SOCIETY
- W www.2mm.org.uk

■ I WHAT IS 2mm SCALE?



N gauge is 1:148 scale and 2FS is 1:152. Not a huge amount of difference but if you place two models that should be the same size next to each other, the N version will appear larger.



The track gauges are slightly different too. N gauge is 9mm (that's where the N comes from) and 2mm 9.42mm. As you can see, wheel standards are quite a bit different too.

Despite this, there is a quite a lot of cross-fertilisation between the scales. Some N gauge modellers use 2mm scale wheels and there are 2mm scale modellers who have

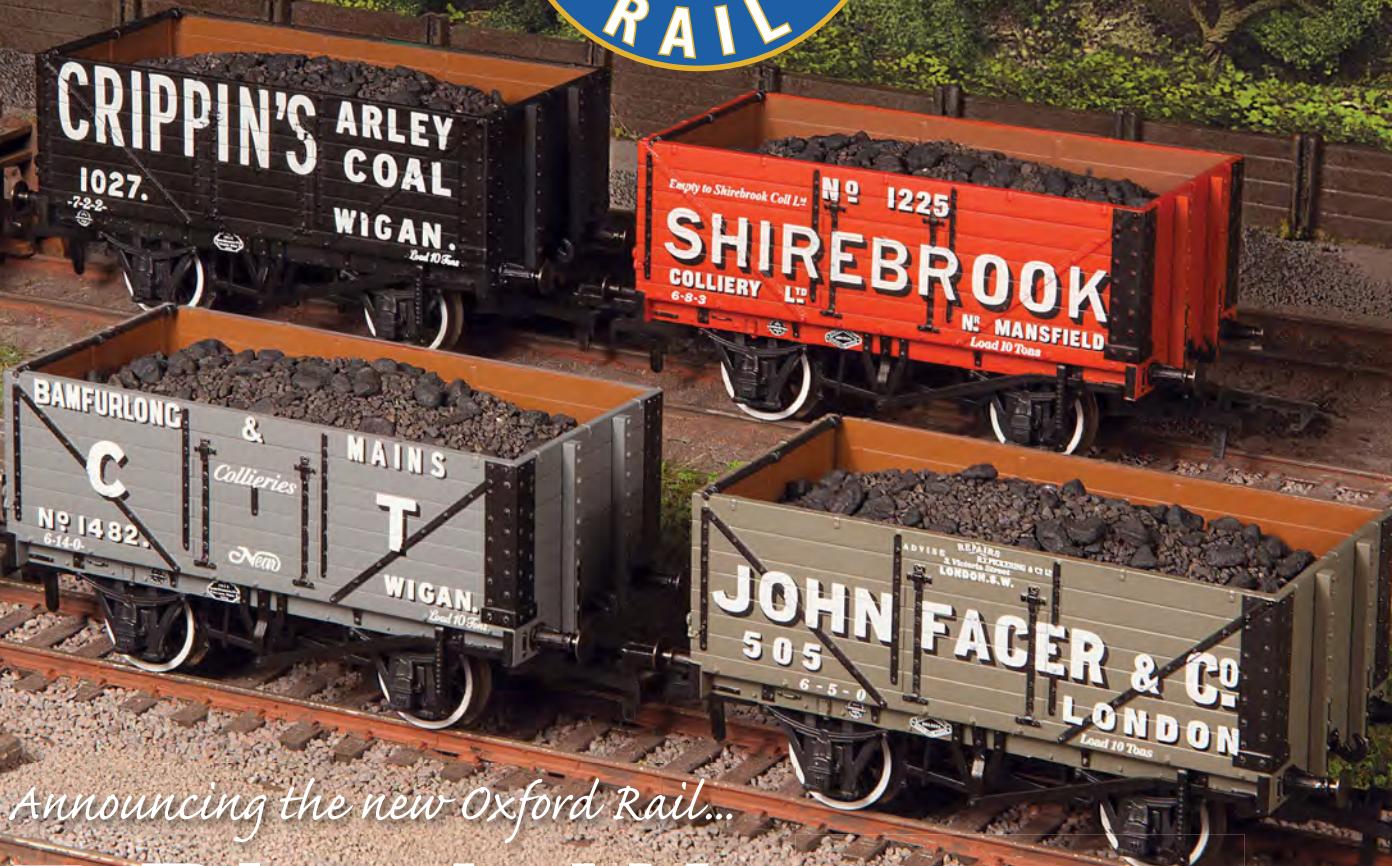
taken advantage of modern N gauge models and re-wheeled them as a quick solution for motive power. The 2FS Society provides drop-in wheelsets for Graham Farish diesels, for example.

Even if you don't think 2mm Finescale is for you, I'd recommend trying this starter pack just for the fun of it.

00 GAUGE



RAILWAYS



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7 Plank Wagons



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- Pin point axles
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- NEM Couplings



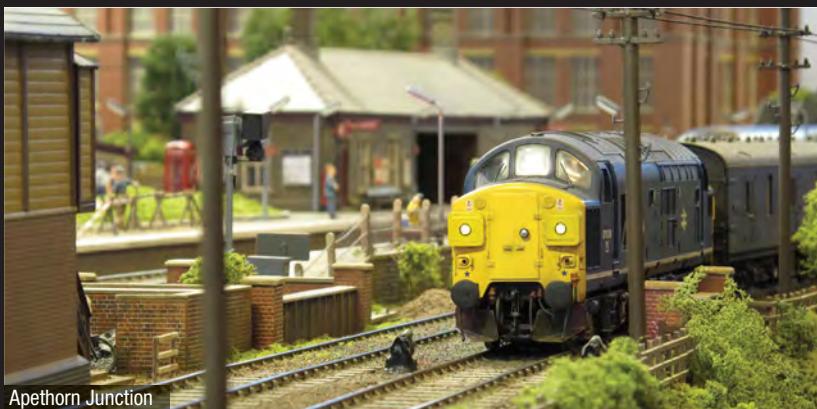
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Apethorn Junction

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BRM subscribers can book in advance to receive £2 off admission, a free showguide and 30 minutes early entry.

BRM Subs: £7.00

In advance: £8.00

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W www.model-railway-shows.co.uk

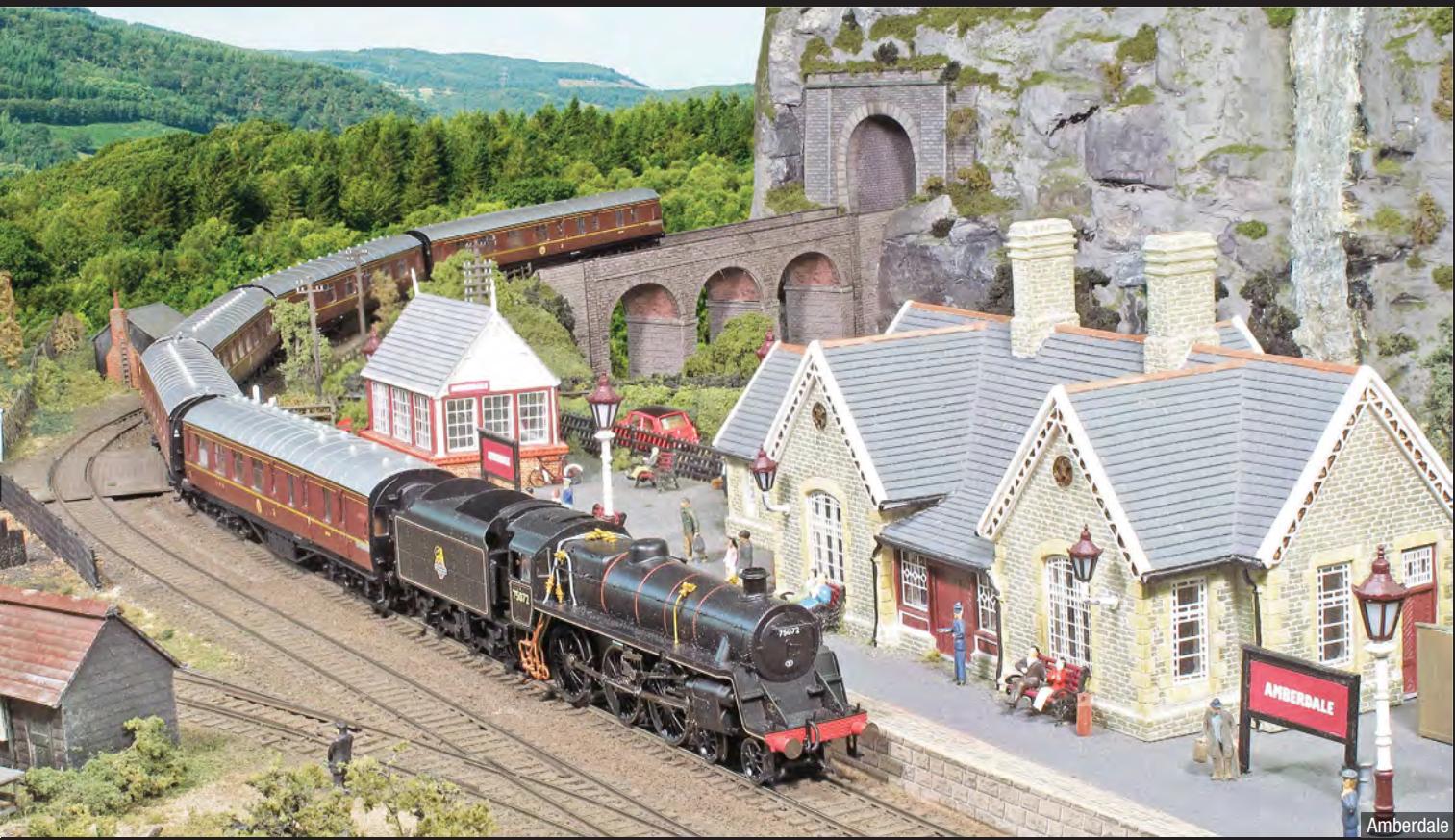
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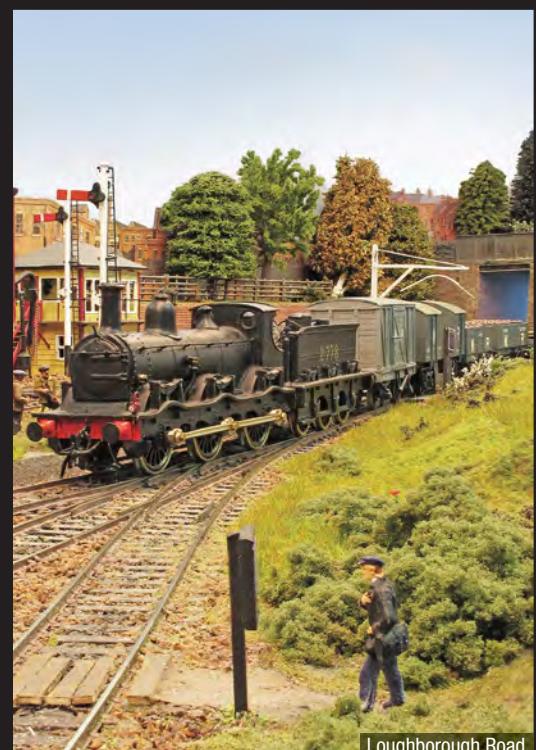
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INSIDE TRACK

NOOKS AND CRANNIES

FINDING SPACE FOR A SMALL LAYOUT

Dedicated rooms for railway modelling can be hard to come by, particularly with today's small houses. I often hear people say they have no room for a layout and my answer is always the same. If you look really hard you'll always be able find a bit of space, even if somewhat small and a small layout is infinitely better than no layout at all.

I've tried to take advantage of the available space, working into the window recess and stairs for a narrow non-scenic cassette and an operators' chair or stool, recognising the back door is available if the front is partially blocked. The layout height is governed by the height of the window bottom and the most useful step, in this case the fifth, at 40in high. If you're happy with something higher go up a step or two, extending the layout even further. You could model part of a rope-worked incline, perhaps Cromford and High Peak style, at somewhere between 1 in 8 and 1 in 30, partly up the slope of the stairs, for increased running length. The gradient would start immediately left of the window recess and slope upwards in a prototypical fashion. The track plan consists of three sidings into a traditional goods yard, ideal for countryside freight. Alternately, one could interpret the arrangement as a wagon works, or engineers' sidings with buildings removed.

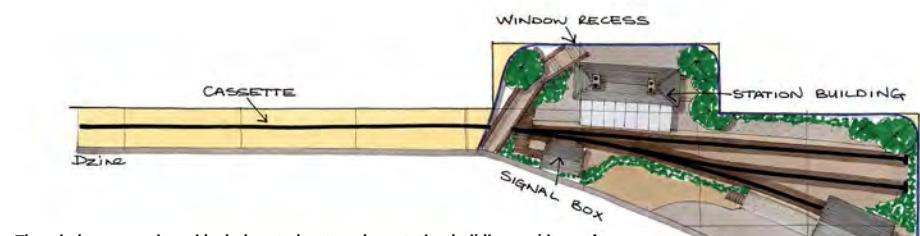
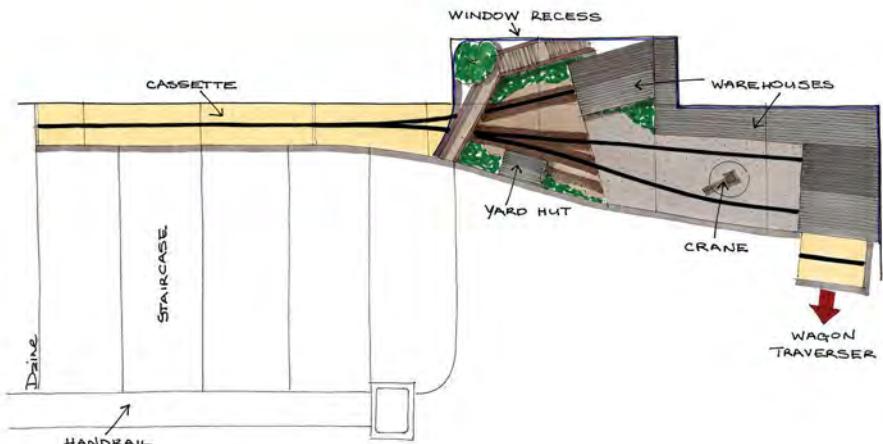


ABOVE: Here's a rarely used space in our household - we store shoes in the up-ended crates and sit on the steps when answering our telephone. It's simple to assess potential without inflicting hardship on others. I start by thinking about how people navigate the area and what's needed to keep a free flow for all users. Then you can identify a potential baseboard size and shape with somewhere for an operator to sit without creating difficulty for others. I'd set the baseboard height so that it rests on the window bottom and continues to the nearest height step on the stairs.



The scene above at the terminus on the Derwent Valley Light Railway is a nice scenario for a small compact layout. A small diesel shunter and a few wagons is all you'll need to get started. Depending on scale, this could be made to fit in a very small space.

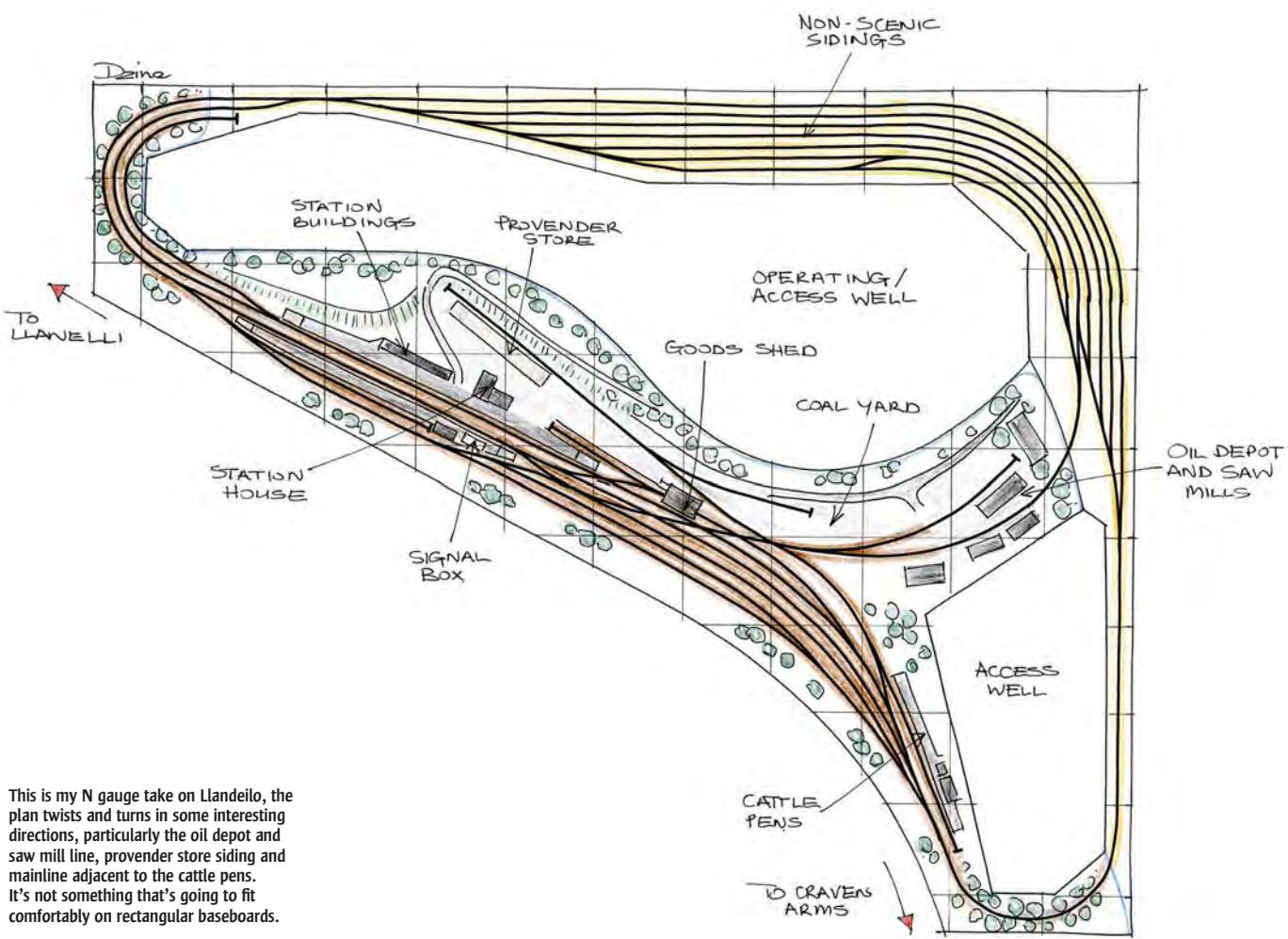
The plan below has been calculated on the basis that if you develop an effective plan for O gauge, anything smaller will be easier. With the advent of new, short-wheelbase O gauge locomotives like the Dapol 0-6-0 'Terrier' and Class 08 shunter, there's never been a better time for a minimum space layout in this largest of commercially well-supported scales.



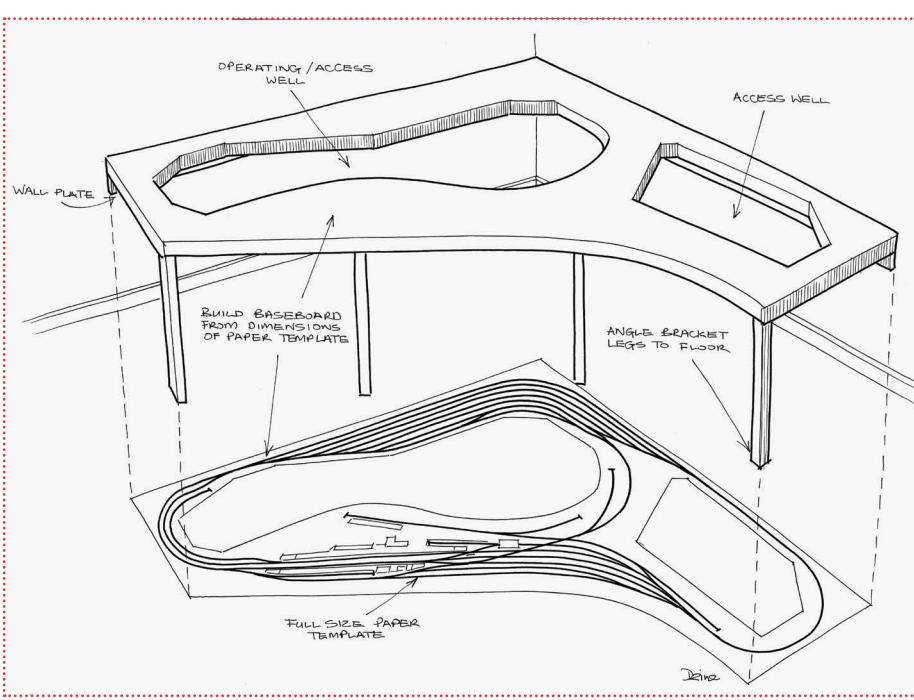
The window recess is an ideal place to locate a deep station building and it won't be too difficult to mask the window reveals and accompanying sharp corners with a backscene and judicious positioning of trees. In the absence of a run-round loop I've imagined a shed off-stage supplying a locomotive to release the train. When the platform road is vacant there are three sidings to shunt on this rural branch line. There are many other locations that can be used with similar trackplans: Isle of Wight, Colonel Stephens lines, freight only with a derelict station or even a preserved railway - the terminus of the Derwent Valley Light Railway springs to mind.



CREATIVE BASEBOARDS



This is my N gauge take on Llandeilo, the plan twists and turns in some interesting directions, particularly the oil depot and saw mill line, provender store siding and mainline adjacent to the cattle pens. It's not something that's going to fit comfortably on rectangular baseboards.



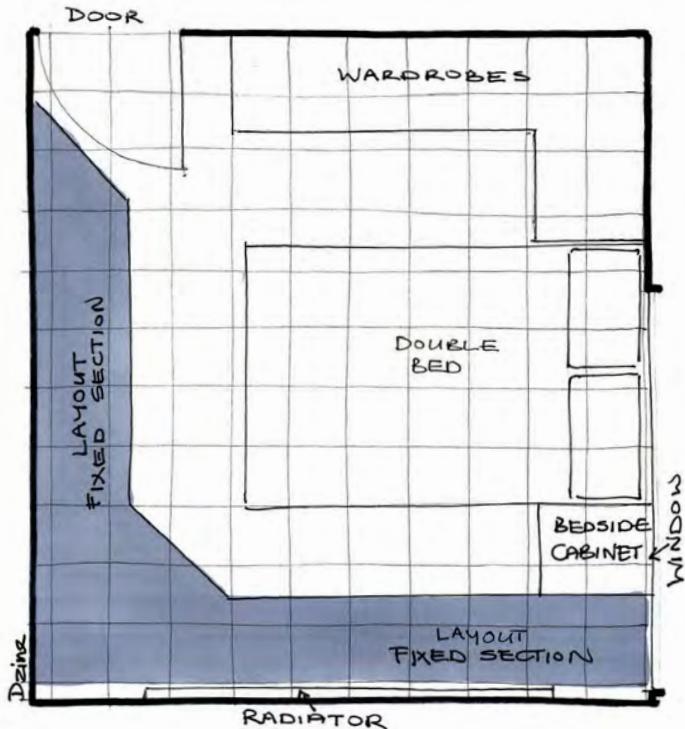
I'm sure many of us have made or bought a baseboard to some predetermined size, usually in standard unit widths, with 1 and 2 foot being particular favourites. Having done that, we then progress to fill the space with track and structures. To many it's one of those traditional unquestioned practices – 'We've always done it this way, so let's carry on!' I want you to think about designing your layout first, then build or buy a board that fits it. You'd be surprised how much better it makes the designing process by reversing the procedure.

LEFT: My suggestion is to map out your trackplan, on lining paper at full size, using templates, pieces of track and so on. You can check how buildings look in relationship to the railway and test train lengths. At the same time, decide where you want to pitch the edge of the baseboard, based on what looks right and meets your needs. You can then project this upwards to the baseboard in the knowledge that what you've made will be an exact copy of what you drew. Carefully lift the plan out from under the baseboard legs, place it on top of the baseboard and use it for plotting the track and scenery.

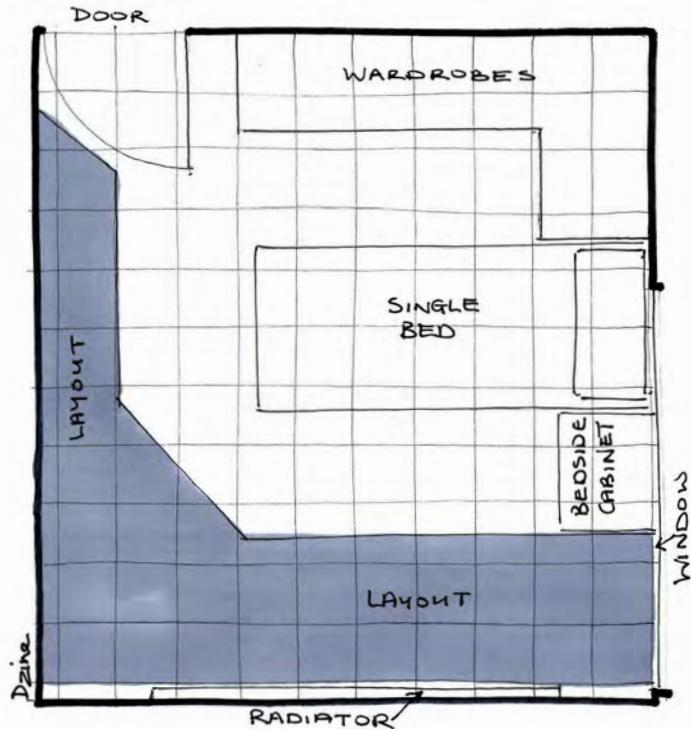
INSIDE TRACK

A MULTI PURPOSE ROOM

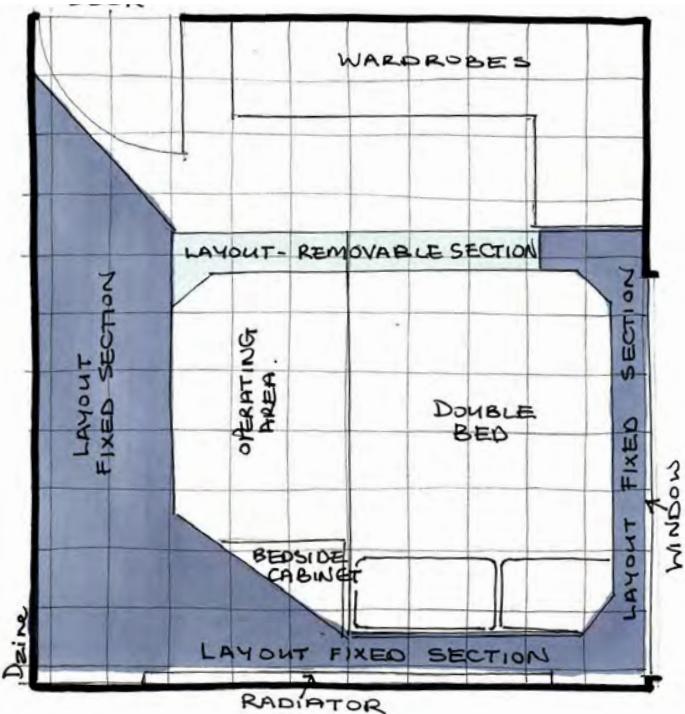
GETTING THE BEST DEAL FOR BOTH



ABOVE: I start by factoring the 'givens', the things you can't change without expending time and money. In this room, these are the fixed 'L' shape wardrobe, radiator (see notes below), door and window. Leaving those things in place, here's the solution for a double bed arrangement. By meeting the bedroom function you're left with space for a narrow, 10' x 9', 'L' shaped layout. The gap between bed and baseboard is equally narrow, but manageable.

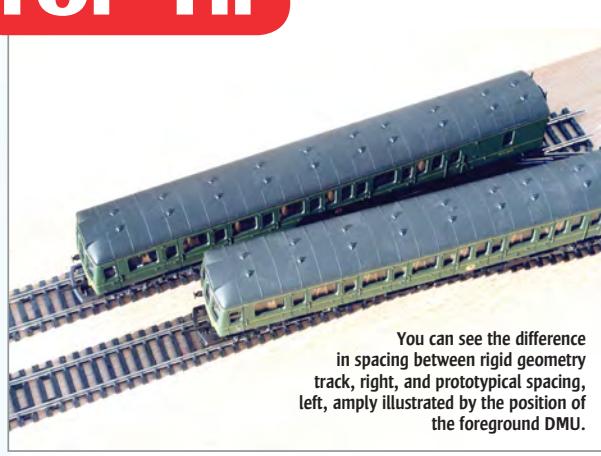


ABOVE: Similar to the double bed design but with a single bed, you have more space; wider walkways and a main scenic board. The compromise is in only being able to accommodate one guest at a time. Only you will know your requirement.



LEFT: By changing the position of the double bed you can have a much larger oval layout; comprising of a wide scenic board for your main feature and potentially a double track run around the room. There's a more substantial operating well and when the removable section is stored away, under the main baseboard, you'll have a fairly decent area around two sides of the bed. If there's a weakness with this plan it's in the fact that you have to climb over part of the bed to get to the window side.

TOP TIP

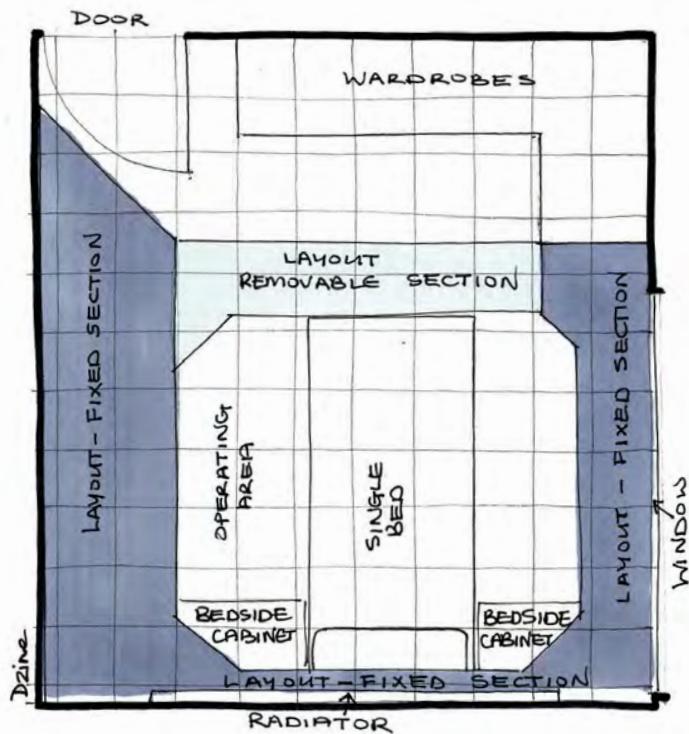


You can see the difference in spacing between rigid geometry track, right, and prototypical spacing, left, amply illustrated by the position of the foreground DMU.

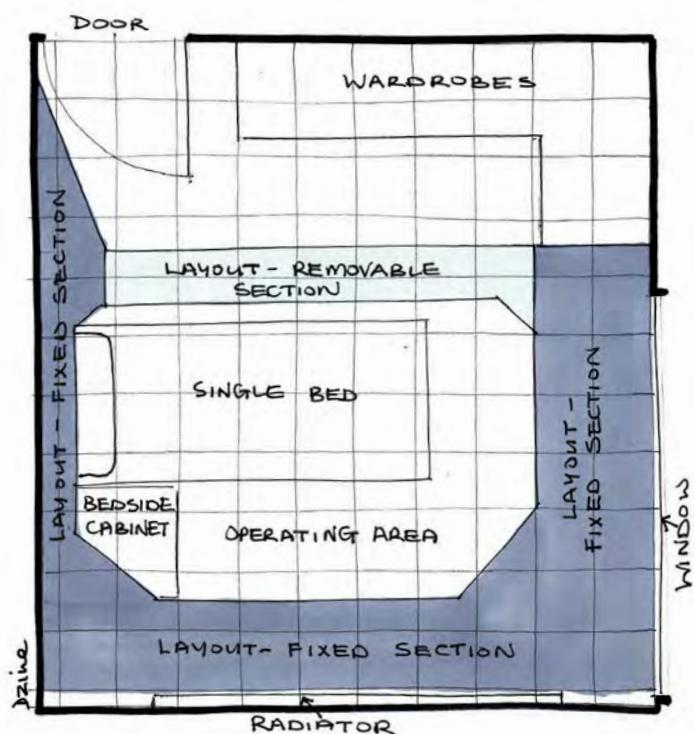
Many of us don't have a dedicated modelling room, the less space available - the greater the problem. Railway modelling is a series of compromises. As a layout designer, it's bad enough trying to squeeze a prototype 'quart' into a modelling 'pint pot', but if you haven't got space for a layout in the first place it would appear that you're snookered. This part is

about sharing a room, with two completely different uses, with potentially conflicting expectations on the part of the principal stakeholders. In this case they're a husband and wife, one wants a guest bedroom, the other a layout. I hope you'll be surprised by the number of ideas that can be offered so that neither party feels excluded or outdone. **BRM**

See **Paul Lunn** at
The National Festival of Railway
Modelling at Doncaster on
February 13/14. See page 146.



ABOVE: Here is the single bed version of the large oval layout, note how the removable section and the board next to the window have increased considerably in width. When the removable section is stored away you have access to all principal sides of the bed. Make sure you keep the bed headboard away from the radiator - for comforts sake and to allow heat to circulate.



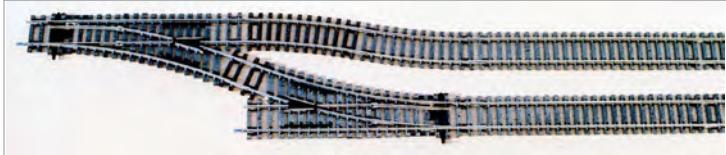
ABOVE: This last design is a variation on the large oval layout. By moving the single bed you have a much wider 'L' shaped section. Previous comments apply to the removable section.



- Each gridded square represents 1ft
- Where the radiator is underneath a baseboard it's important to provide either a heat baffle or ventilation up the back of the board. Alternately, you could move the radiator higher up the wall above the layout for minimum cost.

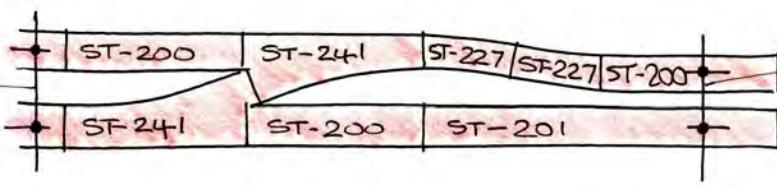
NARROWING THE RIGID GEOMETRY GAP

Reducing track centres by manipulating the geometry can improve visual appearance and avoid the expense of selling up and changing to flexible systems.



If you're using Peco components you'll need two x ST-227 curves as shown in the plan. They still leave plenty of clearance between two passing vehicles.

FORMATION
MAINTAINS
STANDARD
SET RACK
CENTRE LINE
SPACING



FORMATION
MAINTAINS
50 mm (2")
CENTRE LINE
SPACING

“We can produce some really special models.”

Ben Jones talks to Simon Kohler and Brian Greenwood about their ambitions to commission further high-quality models based on artefacts from the National Collection.

Iconic. It's a greatly over-used word these days, but the National Railway Museum is custodian to some of the world's most famous railway vehicles, some of which can rightly be regarded as 'iconic'.

Flying Scotsman and *Mallard* immediately spring to mind, but the term applies just as equally to legends such as the prototype *Deltic*, BR 9F No. 92220 *Evening Star*, the prototype HST and Victorian flyers like GNR Stirling 'Single' No. 1 and LNWR 2-4-0 *Hardwicke*. Such historic vehicles fire the imaginations of enthusiasts, modellers and collectors and create demand for miniature replicas.

From small beginnings in 2008, NRM retail spin-off Locomotion Models is maturing into a major player in the UK model railway market. Based at the museum's outstation in Shildon, County Durham, Locomotion Models has grown steadily from working with manufacturers on NRM editions of existing models to commissioning and investing significant sums in exclusive tooling from the likes of Bachmann and Rapido Trains.

Perhaps the clearest sign of Locomotion's growth was its recruitment of ex-Hornby marketing manager Simon Kohler, who is now bringing his experience and expertise to help develop the company even further.

A couple of days before Shildon's big 'Diamond Deltic' event, and with the star of the show, worryingly, yet to be loaded for its journey across the Pennines from Preston, I meet Simon and Brian Greenwood, Chairman of Locomotion's management board, to find out how they plan to continue their 'National Collection in Miniature'.

Finding somewhere quiet to chat proves difficult while the museum is open to the public, but the solution proves to be appropriate for Locomotion's next new model release. Making ourselves comfortable in the small seated area of APT-E – a rare treat in itself – I first ask Simon how he became involved with Locomotion Models.

"I've known Brian for many years and his ambition and passion for the museum always shone through. I started in 2014 as a consultant and we work well together. I love the people, their passion and felt I could make a contribution.

"Locomotion Models is a brand, and my first task is to establish that by building relationships, working with the

FACT FILE

COMPANY NAME	Locomotion Models
LOCATION	Locomotion: The NRM at Shildon
ADDRESS	Shildon, Co. Durham, DL4 1PQ
TELEPHONE	01388 777999
WEBSITE	www.locomotionmodels.com
PHOTOGRAPHS	Andy York

press and our suppliers. Obviously I have some experience in that area, but you're never too old to learn! Progress on building those relationships has been exceptional over the last six months."

After leaving Hornby, what made Simon jump straight back into the model railway trade with Locomotion?

"Our collection has a genuine USP [unique selling point], and that's that all the profits we make are ploughed back into supporting Locomotion and ensuring that its artefacts are preserved for future generations. There are opportunities here to produce some really special models that will delight collectors and contribute to the conservation of important exhibits."

A commendable ambition, but haven't all the best bits of the collection already been done – over and over again?

"There are lots of opportunities for us, for example the 'NRM 40' HST power car, which Hornby will be producing for us in 2016. But, we've got to look beyond 2016 and see how the brand will develop in 2017/18. An awful lot depends on what the manufacturers have planned over the next three years."

"As we've just shown with the 'Harry Patch' HST power cars, there are also opportunities for special items from outside the National Collection. We're well placed to work with the rail industry on models of locomotives or vehicles – it doesn't have to be in the NRM."

"The complex decoration of the 'Harry Patch' model really stretched Hornby's capabilities but it showed what could be done and it sold very well."

"We have some models planned that can't be shared with you yet, but they will be soon. We've confirmed that we will be producing the prototype High Speed Train with Rapido [see January BRM], but others are in the pipeline."

"One thing I can say for sure is that there will be new limited edition models of *Flying Scotsman* to celebrate its return to steam this year. One will be a pack containing a gloss BR green No. 60103 and Mk 1 support coach, as it will look when it returns. We proved with *King George V* that gloss finish models are a popular option, but we don't want to use it all the time. It's for special occasions."

They're obviously the 'stars' of the show, but the NRM collection is much more than just locomotives. Is there any



Brian Greenwood (left) and Simon Kohler in front of GNR Stirling 'Single' No. 1, now being developed as a OO model by Rapido.



possibility that we might see models of some of the more interesting items of rolling stock?

"There are some unusual bits in the collection that would make great models" says Simon enthusiastically. "The good thing about some of the suppliers we're working with is that the production runs don't have to be as large, so less mainstream vehicles become a possibility."

"My job now is to present what I feel would work for Locomotion Models over the 2016-19 period. What's exciting are the items that haven't yet been announced that we can use and help them to spread the tooling costs. When they're planning their ranges I want us to be part of their thinking. It's early days, but the signs are good so far."

Developing models is a long and complicated process. How easy is it to keep all those plates spinning?

Simon chuckles knowingly, before continuing: "Locomotion Models currently employs four people, myself plus three staff based in Shildon. We have a good, solid team but each project has to be manageable for two people. Sandra Rewcastle is the backbone of the business. She knows how to develop good relationships with our regular customers. Delivering a good experience is key to getting them to come back and buy more from us. I must also mention Stuart Brown, who is our back-up and IT expert and, of course, Brian [Greenwood] who gives us great support and fantastic contacts on the modern railway."

Simon continues: "We take each model as an individual. At the moment we're heavily involved with Rapido Trains on the APT-E. By the time this interview is published we should be just a couple of weeks away from receiving them. The model is amazing, the Stirling 'Single' is coming along well and we're looking forward to working with them to produce the prototype HST. Interestingly, we've pre-sold more APTs with DCC sound than without - the balance is around 60:40, and we've sold hundreds of extra trailer car packs, which was a surprise to us all."

"Rapido puts a different spin on the hobby with its unique approach. They're a small team too, but with full control of their manufacturing process which makes a big difference."

"But", adds Brian, "we've got to keep our focus. We're not trying to be a shop or a manufacturer. We've got to keep asking ourselves how we can continue to produce

ABOVE: A gloss finish version of Hornby's BR King George V proved to be extremely successful with collectors.

BETWEEN: It's not just the big, famous locomotives in the collection that get the attention - LYR 'Radial' No. 1008 has just been produced by Bachmann as a Locomotion exclusive.

museum quality models. As models like the GNR 'Atlantic' prove, we're not at the 'Railroad' end of the market.

"It was probably the best model we've done to date, but it was very difficult to deliver that quality at an affordable price. Everything should be as accurate as we can manage within the limitations of what's possible at a realistic price."

He continues: "we've had tremendous support from Graham Hubbard at Bachmann over the last ten years. Without him there would have been no prototype *Deltic*, no *City of Truro*, LMS 'Compound' or *Butler-Henderson*. Our relationship with Hornby is still developing, but we're making progress. On the other hand, Rapido is coming to us with ideas!"

And then suddenly the lights go out. The museum is closing and we need to disembark from the APT before we are locked in for the night. As we make our way out into the light, I ask why Locomotion is the base for this rather than the 'mother ship' in York.

Without a moment's hesitation, Brian says: "We have a bit more freedom here. Locomotion is a 50:50 joint venture with Durham County Council and we value that enormously."

"This museum has to trade its way out of the budget cuts so we have to be extremely business focused. We're here to make money but the museum is free to enter and we're under pressure on two fronts. It's not easy to make money out of model railways in the current climate." ■



CROYDON NORTH STREET

Jumping in 'head first' led to **Peter Sharps** completing this tribute to the Network SouthEast era in an impressive 16 weeks.



By concentrating on a small area, Peter has been able to include lots of authentic period detail in a very short space of time.





Croydon North Street' is one of those little layouts that was thought about for some time and then built in a flash. From bare boards to "I think I've finished" in about 16 weeks.

"A layout's never finished", I hear you say, and you're absolutely right. There are endless little details that can be added, but after just a short time in this hobby, I find myself chanting the 'less is more' mantra. Knowing when to stop is often a good thing.

As a train driver during Chris Green's Network SouthEast era, I think it's fair to say that the garish livery and 'paint everything red' philosophy made a mark on me. I joined BR in the early-1980s, which I've been told was just like the 1970s; everything was just a little run down and held together with string. Network SouthEast (NSE) seemed to breathe new life into my corner of the railway and it had a big effect on staff morale too. A new era indeed, and one well worth capturing for posterity.

Now, I'm a lazy modeller, full of admiration for those that painstakingly research the prototype and spend hours scratchbuilding the finest of details. But I like to crack on and rectify mistakes as they're made. 'Head first' and 'in at

ABOVE: Sectorisation in action: civil engineers' 'Dutch' livery 33002 *Sea King* sits in the siding as an NSE '2-EPB' departs under the bridge.

RIGHT: The Network SouthEast rebranding team has clearly paid a visit, although the lampposts haven't been repainted red yet!

the deep end' spring to mind. 'Croydon North Street' was my first foray into Digital Command Control (DCC). Just two wires to the track - really?

I fell for that but soon realised that even a small layout could consume half a mile of spaghetti-like wiring. That said, I like DCC; I've still got a lot to learn but I will get there. DCC sound is calling me too and will be explored in the not-too-distant future.

For a OO gauge end-to-end layout, 'North Street' is probably fairly typical, measuring 12ft by 18in on two boards. Having relied on luck when joining baseboards in the past, I did it properly this time, soldering the track to copperclad and using brass dowels for alignment. I used 12mm throughout with a little softwood for extra bracing and 50mm by 50mm softwood legs, with the fiddleyard board piggy-backing off of the main board on a single set of legs.

The legs have adjustable feet as none of the floors in my 130-year-old house are level enough. I have a bit of a dislike of printed backscenes and have suffered several disasters in the past when trying to stick them with wallpaper paste or PVA. This time, the backscenes are hand-painted 9mm MDF using primer and then a coat of tester pot sky blue with some clouds stippled on. It doesn't bear close scrutiny, but is OK.

Layout wiring is not my forte, so after some head-scratching about how to switch polarity on the crossings, I purchased a couple of Tam Valley 'Hex Frog Juicers'. These excellent gadgets fall into the 'fit-and-forget' category and I were well worth the expense (see page 81). Point motors

I like to crack on 'head first' and 'in at the deep end' and rectify mistakes as they're made. This was my first foray into DCC and I fell for the myth that just two wires were needed to the track!



2

FACT FILE

SCALE/GAUGE
4mm:1ft scale, 16.5mm gauge OO
DIMENSIONS
12ft by 18in
ERA
Late-1980s
REGION/LOCATION
NSE Southern Region, South London
LAYOUT TYPE
Urban terminus, end-to-end
POWER/CONTROL
DCC
PHOTOGRAPHS
Andy York



■ 30 YEARS ON

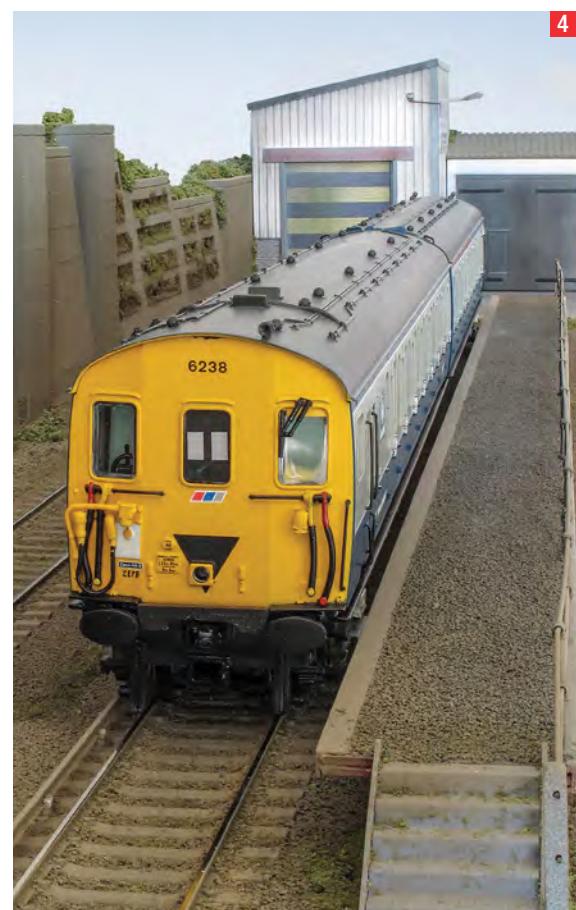
NETWORK SOUTHEAST

June 10 2016 marks the 30th anniversary of the launch of Network SouthEast, one of BR's most successful rebranding exercises. Under the leadership of former ScotRail boss Chris Green, the disjointed London & South East sector of BR was unified with a fresh new identity covering its trains, stations, advertising material, timetables and much more. The infamous NSE red lampposts spread far and wide, with the sector's territory stretching from King's Lynn to Exeter and Oxford to Dover.

During the late-1980s and early-1990s, NSE firmly established itself, boosting passenger ratings and staff morale by introducing new trains to replace life-expired BR rolling stock and new routes such as Thameslink. Despite its success, NSE fell victim to the privatisation of BR in the mid-1990s, with the various routes being franchised out separately. However, evidence of the sector's branding can still be found at many locations across its former network. For much more information, read *The Network SouthEast Story* by Chris Green and Mike Vincent (Ian Allan, 2014).



3



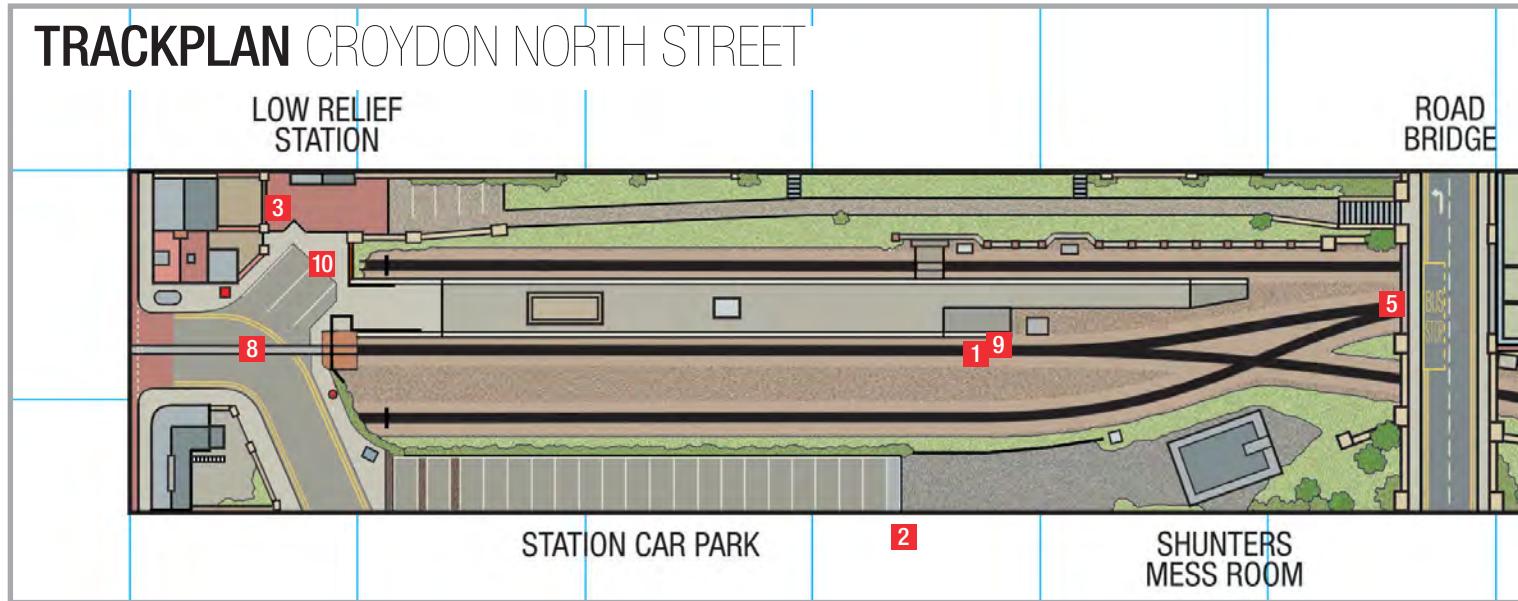
4

ABOVE RIGHT: Attention to detail extends well beyond the railway - a house undergoing renovation makes an unusual subject for a model.

RIGHT: Bachmann's excellent '2-EPB' was one of the catalysts for the construction of the layout and several are employed in BR and NSE liveries.



TRACKPLAN CROYDON NORTH STREET





I ask the expert

Q How did you achieve such realistic looking Southern Region third-rail track?



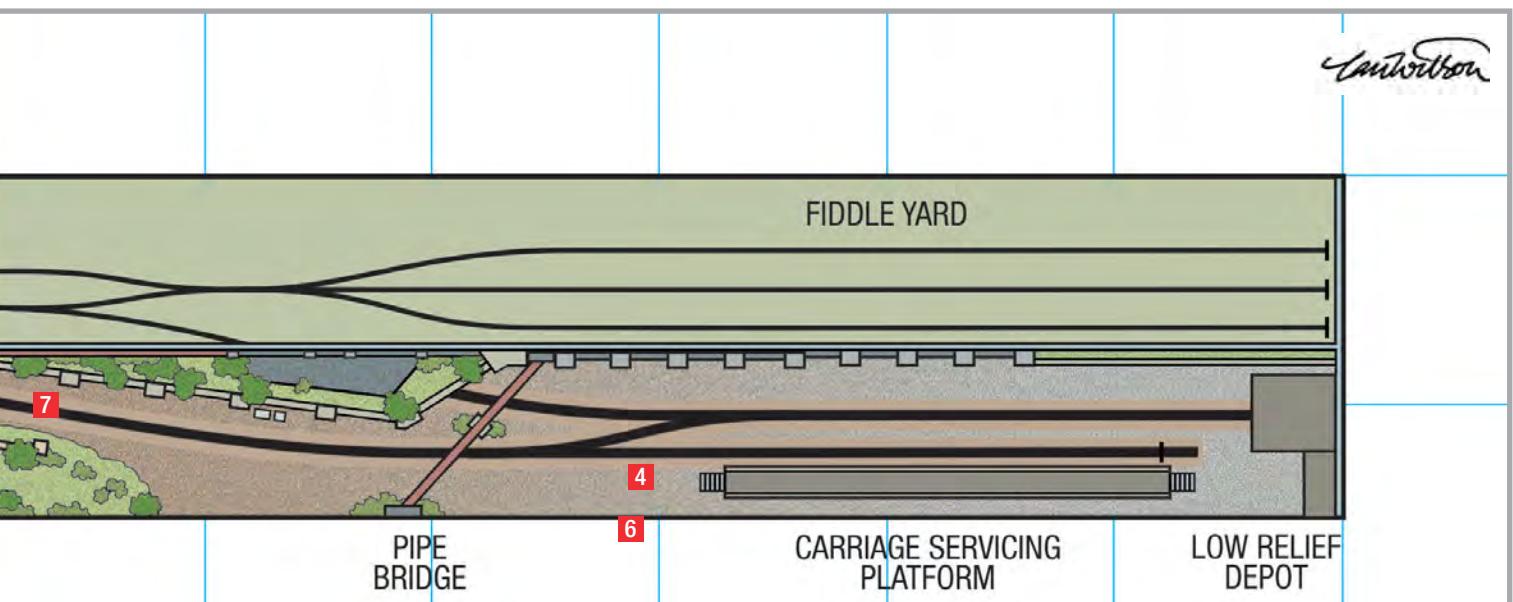
A All trackwork is Peco Code 75 with live frog points. The third-rail and insulators are also from the Peco range. Third-rail is never shiny nor is it rusty. In fact it appears to have an oily black look to it. Before threading the rail into the plastic insulators, it was chemically blackened.

LEFT: A four-car Hornby 'VEP' just fits in the platform, which is of typical Southern Region concrete construction.

ABOVE: Urban and suburban environments offer interesting opportunities for scenic modellers wanting to add heavy civil engineering features.

are standard Peco PL-10 solenoids, fitted below the baseboard on the scenic part of the layout and above board in the yard. Ah, the fiddleyard; three roads, each capable of holding four coaches and not an axle more.

In hindsight I would have added extra roads and greater length but the whole layout had to be 12ft long and not an inch more. I had it in my head that a 6ft scenic section might not be enough to look at, so the decision was made early on to have something to look at along the whole length of the layout. A quick look at the trackplan reveals that I have managed to fit in a run-round loop although it's not immediately obvious. A short siding and a track leading to a low-relief depot entrance add further operating interest. Once the track was laid, clearances checked and wiring tested, it was time to ballast.





'Croydon North Street' takes inspiration from various commuter branches in south and south-east London, some of which have now been converted to light rail operation.



Well, almost. I don't like green stuff. Rolling hills and cows in fields don't do much for me, so in an attempt to recreate a thick layer of urban grime, the track had to be heavily weathered. Life is far too short to paint the rail sides with a brush, so concrete sleepers were masked, and everything attacked with Humbrol No. 29 Dark Earth aerosol spray.

Ballast is Woodland Scenics fine grey with the cess being represented with the same Woodland Scenics ballast but this time in beige, or is it buff? When everything was dry, the whole lot (sleepers and rails) were given another shot of No. 29 to blend everything together. I then had a sleepless night worried that everything was too dirty! Tough really. It was time to move on.

ABOVE: A commuter's eye view of the station with 'EPBs' awaiting their next trip into central London.

LEFT: Working semaphore signals protect departures from the terminus. Note the ground signal, cable trunking and point motor cover - all essential details for the modern railway.

II gadget spot

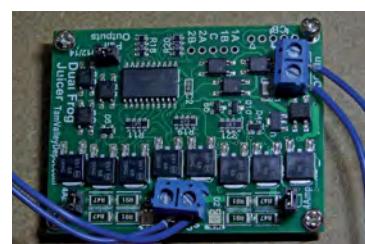
TAM VALLEY DEPOT 'HEX FROG JUICER'

This fit-and-forget device is designed to overcome electrical issues on DCC layouts with reversing loops, triangles and live frog diamond crossings. Installation is extremely simple, requiring just two wires from the marked screw terminals to your track power bus and two further wires to the rails. Remember to isolate both rails at both ends of the loop or one side of your triangle. Once wired in, it provides seamless operation without the need for complicated switching or wiring. Please note, it is not suitable for use on non-DCC layouts.

Price: Around £25.00

Availability: DCC specialists, including Digitrains of Lincoln, www.digitrains.co.uk

W: www.tamvalleydepot.com



■ I ask the expert

Q What's the best way to make authentic looking platform and tarmac surface textures for post-steam era stations?

A The platform surface, road surfaces and pavements were made using a very thin skim of plaster. This can be coloured easily and various 'repair' patches were added to give some detail. The road markings were an eBay purchase and are cut vinyl graphics - a fantastic find as they saved a lot of work with masking tape and white/yellow paint.



TRACTION MATTERS

I decided early on that what I really wanted from a layout was to run a couple of Bachmann's superb 2-EPBs on a shuttle service. Thinking this might be a bit boring, the track leading into the main platform was extended as a potential freight-only line leading to industrial estates on the outskirts of Croydon.

The bay platform was also extended and can 'just' hold a 4-VEP, 4-CEP or similar four-car train. The aforementioned run-round loop and headshunt also allow for the odd short engineers train.

With track laid, work on scenics could commence. I could think of nothing better for the scenic break than a road bridge, so one was duly made up using parts from various Wills kits. A bus on a bridge is absolutely essential in my view, so I added a bus stop. Then I wondered how anyone alighting from the bus would get down to the station so the pedestrian walkway that runs along the backscene was added.

I had originally wanted to model the backs of terraced houses tight up against the backscene, but limits on baseboard width scuppered that idea. The ultra-minimum space alternative was just to model the various run-down back garden fences. One or two posher folk have a brick wall at the bottom of their garden for variety.

The low relief station building was originally intended to be a butchered Scalescenes download kit but in the end I used the Scalescenes dimensions and made the small modern ticket office from plastic sheet. This was actually the first thing I'd built from scratch (the low relief depot was the second) having relied exclusively on

RIGHT: SR concrete lamps, an 'EPB', Network SouthEast platform furniture and new departure screens all combine to deliver late-1980s/early-1990s south London atmosphere.

resin buildings from Bachmann Scenecraft and Hornby Skaledale in the past. There are still plenty of these in evidence.

With all the main structures and surfaces in place, the time had come to add a variety of small details. Everything from skips to postboxes and car park ticket machines to departure boards. A particular favourite is the portable toilet, a common sight back in the 1990s, perhaps less common now.

My major curse is that when a layout nears completion, my mind wanders and I begin to think about what to build next. I fully own up to getting more enjoyment from building a layout than I do from operating it. Knowing this, the stock roster for 'North Street' was kept deliberately simple; a Heljan Class 33 'Crompton' with a few 'Seacow/Sealion' ballast hoppers, a pair of Bachmann 2-EPBs and a Hornby 4-VEP. It's far from the biggest layout in the world and as fiddleyard space is a bit tight that seemed ample.

Any other stock you can spot in the photographs is courtesy of Andy York, who I'd like to thank for the superb photographs. Whoever said the camera doesn't lie is a complete fibber, as Andy has made the layout look so much better than I think it actually is!

Thanks are due to everybody on **RMweb** that has offered advice and support during the construction of this little layout. I can wholeheartedly recommend creating a layout topic on the forum if you're thinking about having a go at something. As a lone modeller who has never been involved with a club, it's a great way to get feedback and ideas for when your mind goes blank - as mine does at least three times a day! There's usually a good laugh to be had too!

Since this piece was written, 'North Street' has been sold to Darren Johnson (**RMweb's** 'NSE DAZ') and will hopefully live on to attend an exhibition or three.

Please look out for it on your travels and say 'Hi'. Darren won't mind me saying that he's another NSE fanatic and I'm thrilled that the layout has gone to such a good home.

I actually miss it much more than I thought I would, so a Mk 2 version may be on the cards, just as long as I can come up with a name. Putney High Street? Selsdon Road? Hmm, I might have an idea. ■



I don't like green stuff. Rolling hills and cows don't do it for me, so everything had to be covered in a thick layer of urban grime and the track had to be heavily weathered.



SERVICE HISTORY

BR Class 73



STRATHWOOD COLLECTION



Electric locomotives with small diesel engines for 'Last Mile' operations are currently all the rage in Europe, but BR's Southern Region realised their potential more than 50 years ago. Andy York charts the still unfolding story of the 'EDs'.

Electrification of suburban rail routes south of the River Thames was established well before Nationalisation in 1948 but main line passenger

ABOVE 'JB' E6024 in original BR blue sits at the country end of the platforms at London Waterloo on February 25 1967. Alongside is a '4-COR' Portsmouth line express EMU. STRATHWOOD

services to the south-west of the capital, goods trains and engineers workings remained firmly in the hands of steam traction across the region.

Planned withdrawal of steam locomotives under BR's Modernisation Plan dictated that replacement motive power must be sought. It would have been impractical, financially prohibitive and unsafe to install 750V DC third-rail on all routes and sidings across the SR system, so some form of alternative was required. A conventional diesel would have been a universal



solution for non-electrified routes but it would have been financial folly to use another form of propulsion where a ready supply of energy was already in place. Therefore it seemed that a dual-powered electric locomotive with auxiliary diesel engine would be the most appropriate for the needs of the Southern Region.

PROTOTYPES: THE 'JAs'

February to July 1962 saw the introduction of six prototype Bo-Bo locomotives, classified as 'JA' under

the SR system and numbered E6001-06. The initial batch was built at BR's Eastleigh Works using English Electric equipment and an EE 4SRKT auxiliary diesel engine generating 600hp.

Their boxy appearance was a result of being built to the narrow profile required for the restricted Tunbridge Wells-Hastings line. Standard SR high-level jumper cables were mounted below the windscreens at a similar height to those on the ends of BR(S) multiple units, giving them a unique appearance.

The SR classed all its locomotives and multiple units as 'traction units' that must be able to work in multiple as required and so, unusually, the 'JAs' had the ability to operate air, vacuum and electro-pneumatic braking systems. This meant that a formation of an EMU (of post-1951 BR stock) operating a 'JA' locomotive with a tail-load of vacuum-braked coaching stock was operationally possible. Retractable collector shoes were fitted, allowing the locomotives to work on DC third-rail but also avoid damage when operating away from it.

After a period of successful operation with E6001-06, a production batch of electro-diesels was ordered from EE as part of the final elimination of SR steam. E6007 to E6049 were built at EE's Vulcan Foundry and delivered between October 1965 to January 1967. Internally and externally this production fleet, designated 'JB', was largely the same. One distinguishing feature of the 'JBs' was large round Oleo buffers, retractable for use with buckeye couplings when working with EMU stock as opposed to the oval buffers originally fitted to E6001-03. The 'JBs' also had a small window missing behind the cab on the 'B' side next to the louvred panels (and a different arrangement of small grilles on the opposite side) and slightly simplified MU cabling at the right hand side of the front of the cab. Traction motors and gearing were modified to give a higher maximum speed of 90mph compared to the 80mph 'JAs'.

BR OPERATIONS

The prototype 'JA' fleet was tested on a variety of passenger, parcels and freight work utilising their vacuum and air braking so it's perfectly legitimate to deploy your model on vacuum-braked general merchandise trains, mineral workings, oil tanks, parcels vans and EMUs.

After delivery, the production 'JBs' could frequently be found on the Waterloo-Bournemouth line, electrification of which was completed in 1967, with '4-REP' and '4-TC' sets or Mk 1 coaches. Their versatility could take them anywhere on the SR network operating short engineers' trains through to boat train expresses to Southampton and Bournemouth (for Weymouth Quay); even operating with brake tenders behind the locomotive on heavier freights around south-west London.

Other notable operations included numerous overnight newspaper trains between the capital and towns across the SR system, some of which carried



SERVICE HISTORY

BR Class 73

STRATHWOOD COLLECTION



passenger accommodation and, in 1977-80, replacing Class 71s on the 'Night Ferry' between London Victoria and Dover Western Docks.

Their 27-way multiple unit cabling meant that the two sub-classes could operate with Classes 33/1 and 74. Although operations were largely confined to Southern metals there were occurrences in the 1980s/90s of them straying off region on inter-regional workings. On one occasion in August 1982, 73108/134 took a Brighton-Manchester working as far as Birmingham New Street!

From 1974 the class was renumbered to become Class 73/0 and 73/1. The 'JAs' became 73001-006 and 'JBs' 73101-142. Only E6027 never received a TOPS number having been scrapped in February 1973 after a serious collision.

Apart from Gatwick services between 1984 and 2005, the '73s' had little regular passenger work for most of their lives. However, in 1988/89 they provided a useful stopgap when the '4-REP' EMUs were withdrawn to give up their traction motors for re-use in the new Class 442 '5-WES' sets. Class 73/1s were used singly and in pairs on Waterloo-Bournemouth trains, powering '4-TC' trailer sets.

Although not known for epic performances the '73s' were capable of substantial sustained speeds when working on the third-rail. Records show almost ten miles of 100mph running of a double-headed service from Waterloo to Southampton Airport in 1988.

ABOVE: A remarkable photograph of all three SR electric locomotive designs at Stewarts Lane depot in 1963. Leading the line is 20001, one of the three Bulleid/Raworth 'Booster' locomotives (see December 2015 *BRM*), followed by Class 71 E5014 and E6003, one of the six 'JA' prototype electro-diesels in original SR green without yellow warning panels.

FACT FILE

■ BUILT	1962/1965-67 at Eastleigh and Vulcan Foundry
■ NUMBER BUILT	Class 73/0: 6 Class 73/1: 43
■ POWER RATING	Electric: 1,420hp Diesel: 600hp
■ WEIGHT	77t
■ LENGTH	53ft 8in
■ ROUTE AVAILABILITY	RA6

Regular running up to 80mph on Gatwick Express intensive shuttle services show that they could deliver regular and reliable performance.

Away from the third-rail, performance is very much more limited, by power, coolant and fuel range. However, in the 21st century, their range has widened considerably with examples being seen at locations that would have been unthinkable in BR days. As this article was being written, those boundaries were being pushed further still (see below).

By the late-1980s, the six '73/0s' were dedicated to weekend departmental duties, but otherwise largely redundant on the SR. In an unexpected move, 73001/002/005/006 (plus 73004 for spares) were transferred to Merseyrail in 1993 to haul engineering trains and act as depot shunters on the area's third-rail network. Sandite discharge equipment was fitted and the quartet became '73/9s' until withdrawal and sale for preservation in 2002. But that wasn't the end of the story.

LIVERIES

The story of liveries on Class 73s is an extremely complicated one, especially from the mid-1980s onwards. More than 35 different colour schemes have been carried, before we consider minor variations in application, special embellishments and the like.

When delivered the 'JAs' carried SR multiple unit green with a BR coaching stock roundel. E6001 was outshopped with a small yellow warning panel but E6002-06 were plain green with E6003-06 having a pale grey band along the bottom of the bodyside. The numbers were of a condensed serifed style applied on all four cabsides.

The 'JBs' arrived too late to receive BR green and were delivered in matt rail blue with small yellow warning panels. E6007-12 also had the pale grey band along to the bottom of the bodyside but from E6013 onwards the band was omitted. Standard BR Blue livery and full yellow ends was applied to all locomotives between 1969 and 1972.

As a trial for warning visibility E6018 received wraparound yellow panels around the cabsides for around a year in 1968 before reverting to standard BR blue.



For the first two decades of their career, the '73s' lived an unremarkable life, largely out of the limelight. This April 1974 view of 73133, by now in standard BR blue, shunting vans in diesel mode at Clapham Junction is typical of how they would have been observed by the few people who paid them any attention.

STRATHWOOD COLLECTION

Little then changed until 1983 when 73131 emerged from Eastleigh in 'large logo' BR blue. The launch of Gatwick Express in 1984 saw the first Class 73/1 painted in Inter-City Executive livery – the first of several variations on this theme. Rather than list the locomotives which carried each of these liveries it's always best to consult photographs for the period you are modelling as different locomotives went on to wear varieties of Network SouthEast livery, General grey, two-tone grey, 'Dutch' grey/yellow and from 1994, Mainline blue. The most eye-catching livery applied to a Class 73/1 must be the Pullman umber/cream applied to 73101 for the 150th anniversary of the Victoria to Brighton route.

Gatwick express

Continued growth of passenger traffic at Gatwick Airport saw the introduction of a much-improved Victoria-Gatwick service from 1984 using rebuilt Mk 2f sets with additional luggage capacity. The trains operated with a Class 73/1 at the southern end of the train and a Class 489 Gatwick Luggage Van (GLV) at the London end. The sets were painted in Inter-City Executive colours and branded 'Gatwick Express'. After sectorisation, GE became a separate business unit and eventually a standalone Train Operating Company (TOC). Originally, any '73/1' could be used but a dedicated fleet, supposedly drawn from the best locomotives, was renumbered in the Class 73/2 series. Twelve machines, 73201-212 were later joined by 73112/135 becoming 73213 and 73235 respectively. Class 73 operation finally ceased in 2005.



STRATHWOOD COLLECTION

ABOVE: The kind of duty for which it was designed; 73002 shunts Waterloo & City Line stock on to a non-electrified siding at Waterloo on April 6 1978. Until the early-1990s, W&C vehicles were taken in and out of their tunnels by lift and transported by rail to Eastleigh Works for overhaul.

After a steady decline throughout the 1990s and into the 2000s, which saw most of the fleet withdrawn after passing into the ownership of EWS, the privatised railway has once again recognised the versatility and reliability of the Class 73s. Privatisation allowed them to spread their wings around the network in diverse fashion from 'Thunderbird' roles, ferrying Eurostar sets, infrastructure roles including test trains and charter work.

Private operators have included Railtrack, Network Rail, Fragonset/FM Rail, South West Trains, GB Railfreight, European Passenger Services, Southern, RT



COLOUR-RAIL

Shortly before the 'Brighton' side of London Victoria was buried under an office development, 73123 *Gatwick Express* (in its unique version of InterCity 'Executive' livery) and large logo 73129 *City of Winchester* get ready for their next dash to Gatwick. Note the duty numbers carried on the front lamp brackets.



SERVICE HISTORY

BR Class 73

COLOUR-RAIL



Rail and Gatwick Express with the panoply of liveries and numerous variations which that entails.

After 73142 was used to haul the empty stock of the Earl of Mountbatten's funeral train in 1979, it was named *Broadlands* after the late Earl's home. It was the first '73' to be named, and was also chosen to haul the Prince and Princess of Wales' honeymoon train in 1981, but the floodgates soon opened. From the mid-1980s the majority of the class received diverse names, normally at least relevant to the geography or history of the area the locomotives operated in until almost 50 names have been carried by the class over the years, and they are still being applied sporadically.

NEW LIVES

For a time in the early-2000s, it looked as though electro-diesels could disappear from the main line

BELOW: Not counting detail variations, almost 40 liveries have been applied to Class 73s so far, with the most colourful period being from the mid-1980s to late-1990s. On August 1 1991, an immaculate 73133 *The Bluebell Railway* (with blue-backed nameplates) shows the livery off to good effect at Ashford.



network for good. However, several developments have conspired to bring them back into vogue. The life of the humble Class 73 looks set to continue for many years yet thanks to two significant re-engineering projects.

Wabtec Rail (Brush) at Loughborough is in the process of completely rebuilding and modernising 11 GB Railfreight Class 73s (73209/204/206/205/208, 73005/006, 73117/105/103, 73207) as 73961-971. Internally they have been wholly re-worked and feature MTU 1,600hp V8 diesel engines to make them even more versatile. External visual evidence of the modernisation includes the modern light clusters and large bodyside ventilation grilles.

As well as using 73961-95 on Network Rail engineering/test trains on the former Southern Region and beyond, GBRf has selected them as the new traction for the non-electric legs of 'Caledonian Sleeper' services to Fort William, Aberdeen and Inverness. As this article was being compiled, tests were underway with 73966/967, taking them to hitherto unheard of destinations such as Glasgow, Aberdeen and Fort William.

In parallel, Railway Vehicle Engineering Limited (RVEL) of Derby chose a different approach to modernising Class 73s for Network Rail. Having stripped 73104 and 73211 right back to bare metal bodyshells, it has replaced the EE 600hp power unit with a pair of 750hp Cummins QSK19 diesel engines, modern control gear and electronics to make what it calls the 'Ultra 73'. The two locomotives, 73951/952, were also on test as this article was being written, and should provide improved performance and economy over NR's veteran Class 31s on ultrasonic test trains.

This process has seen a number of Class 73s previously acquired by preservationists sold back to main line operators. However, 73001-003, 73110,

COLOUR-RAIL

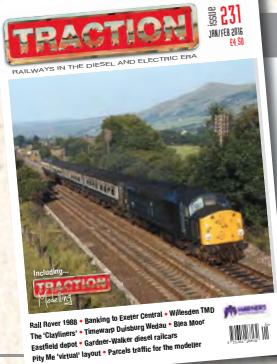


ANDY YORK

The potential of electro-diesels has once again been realised and previously redundant Class 73s are undergoing two quite different major re-engineering and modernisation projects. RVEL's 'Ultra 73' for Network Rail uses two 750hp diesel engines allied to modern electronics to produce a more efficient and more powerful 'genset' machine. In spring 2015, 73952 underwent running tests at the Severn Valley Railway. ANDY YORK

73129/133/140 and 73210 remain in the preservation world for the moment.

Of the original total of 49, just ten have been scrapped (E6027, 73004, 73106/108/111/115/126/127/131/132). Not many classes can boast that after a 53-year career, let alone the prospect of many more years to come working duties and routes never envisaged when the electro-diesel concept was first considered. ■



CLASSIC TRACTION

Interested in classic BR diesel and electric locomotives? Take a look at our sister magazine

Traction, on sale in all good newsagents and as a digital edition at www.pocketmags.co.uk



After a steady decline in active numbers during the 1990s and early-2000s, there's been a gradual revival of the fleet to active main line use, led by GB Railfreight. Although the company is investing heavily in rebuilding its 'EDs' it still has a small number of standard locomotives. On August 25 2015, 73136 was named *Mhairi* at London Victoria, along with 73107 *Tracy*, joining several other '73s' named after female members of the GBRf team. BEN JONES

WHAT'S NEW?

News and Events from the model railway trade

'Q6' HEADS HORNBY 2016 RANGE



Above Raven Q6 0-8-0 is expected in April.

Almost 300 new items have been announced by Hornby for release in 2016, with a North Eastern 'Q6' and an LNER 'B12/3' 4-6-0 joining the company's range. The Raven 0-8-0 is complete and should be released in April, while the 'B12' will follow later in the year, along with two all-new wagons - LMS/BR 20t coke hopper and Southern Railway cattle van (below). These items are in addition to the Peckett 0-4-0ST, BR Class 71, SR air-smoothed 'Merchant Navy' and Adams 'Radial', SR Maunsell 58ft coaches and GWR Collett 57ft bow-ended stock announced during 2015.

Other highlights include the 'Sir Nigel Gresley Collection' which features four of the engineer's most famous locomotive designs - A1, A3,

A4, P2 - all in LNER apple green (RRP £549.99), the addition of TTS Sound options for Class 47, 60 and 67 diesels and Class 43 HST Power Cars (Virgin East Coast livery), plus a Franco-Crosti '9F' 2-10-0, BR '2P' 4-4-0, '4F' 0-6-0 and 'Castle' 4-6-0 with TTS sound.

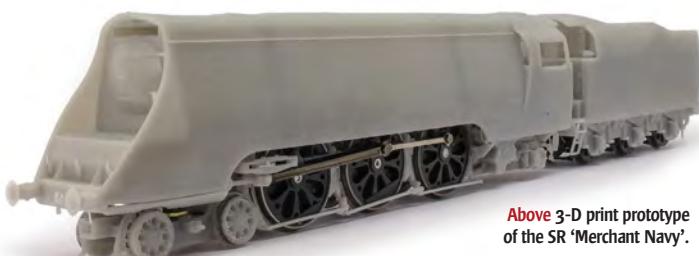
New train packs include a pair of original BR livery Inter-City 125 power cars to celebrate the train's 40th anniversary in October 2016, the LNER 'Queen of Scots' Pullman, a pack commemorating the last steam-hauled run of the 'Golden Arrow' and a Virgin Trains East Coast IC225 pack with additional VTEC Mk 3 and Mk 4 coaches available separately.

For a full list of the new items for 2016, visit the website or consult your local Hornby stockist.

W www.hornby.com



Above All-new B12/3 4-6-0



Above 3-D print prototype of the SR 'Merchant Navy'.



Above Peckett 0-4-0ST 3-D print prototype.

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

VOTE NOW: 2015 BRITISH MODEL RAILWAY AWARDS

Voting is now open in our revamped 'British Model Railway Awards' for 2015, celebrating the best models, websites, exhibitions and customer service in the UK hobby over the last year. You can choose your favourites across more than 15 categories covering RTR models in N, OO and O gauge, as well as several new awards covering the more human aspects of the hobby.

Voting is open until January 16 at on **RMweb** and the results will be revealed in the March issue of **BRM**, and on **RMweb** from February 1.

W www.rmweb.co.uk

NOTE: The voting period is shorter than in previous years - don't miss your chance to have your say!

GOLDEN VALLEY 'JANUS'

The rise of ready-to-run industrial locomotives continues with the announcement that Oxford Rail is to produce a OO gauge model of the widely-used Yorkshire Engine Co. 'Janus' 400hp 0-6-0DE.

Commissioned by Golden Valley Hobbies, the models will be available nationwide through that company's many stockists. The model is already at the tooling stage and first releases are expected in winter 2016. Four liveries will form the first batch; British Steel, National Coal Board (NCB) blue, Port of London Authority and BP, although many others will be possible in the future. A total of 102 locomotives was built between 1956-65, mainly for the UK steel industry, but others went to ICI and the NCB as well as exports to Jamaica, British



Scunthorpe 'Janus' 92, still in service on Tata Steel's extensive internal railway at the former Appleby-Frodingham steelworks in north Lincolnshire. PIP DUNN

Guyana and India. A demonstrator was tested by BR in 1961, but no orders were forthcoming. In 2008, 23 were still in industrial service, with seven others in preservation.

The GVH model will feature fine detail, a five-pole skew-wound motor, NEM couplers, a DCC decoder interface and provision for the

installation of DCC sound. You can pre-register for the first four models now on its website www.goldenvalleyhobbies.com

GVH has also commissioned matching triple packs of 7-plank wagons for each of the first four 'Janus' models.

W www.goldenvalleyhobbies.com

FIRST LOOK: HATTON'S '14XX'

Hatton's Model Railways has released the first images of its exclusive OO gauge GWR '14XX' 0-4-2T, which is due for release in mid-2016.

The photographs show numerous detail variations across the different models covering GWR and BR

periods and both '14XX' and non push-pull '48XX' locomotives. Highlights include a highly detailed cab and boiler backhead, different designs of whistle shield, locomotives with and without top feeds and dozens of separately applied components.

A full list of the models being produced by DJModels for Hatton's is available at www.ehattons.com, where advance orders can also be placed. Also see our advertisement pages.

W www.ehattons.com



TAKING NUMBERS

380 new models released by Oxford Diecast in 2015, more than one new item per day in various scales.

W www.oxforddiecast.co.uk

2,000

garden railway enthusiasts are expected at the Warwickshire Exhibition Centre near Leamington for the Midlands Garden Rail Show on March 12/13. Features will include 15 layouts and more than 35 traders.

W www.largescalemodelrail.co.uk

35 mile route of London Overground's orbital route walked by author Iain Sinclair in a single day. Join him for a talk about his adventure at the LT Museum, Covent Garden from 1900 on January 20. Tickets £10. **W** www.ltmuseum.co.uk

2 road modular diesel depot building for 7mm scale being investigated by Heljan as a possible future release. Long enough to hold a Type 5 diesel, the company is looking at an RRP of £100 or less.

W www.heljan.dk

41 votes for the lowest polling OO gauge choice in the 2015 Wish List (see p95) - a Class 505 'Altrincham' EMU. The least popular N suggestions gained just two votes each!

457 votes in the same poll for the most requested OO gauge item - a working level crossing, compared to 110 votes for Mk 1 TPO vehicles, the winning N gauge suggestion.

W www.rmweb.co.uk

Warley NEC show always brings a raft of new models to see and the 2015 event was no exception. Here are some of the highlights...

1



4



3



6



9





2

1 Bachmann Thompson stock
A 3-D printed fragment of the all-new OO gauge LNER Thompson coaches being developed for release in 2017.

2 Graham Farish 'Castle'

Now at the design stage is the Farish N scale GWR 'Castle' 4-6-0. A 3-D printed prototype was on display to give an idea of what to expect. First deliveries should be in late-2016.

3 Heljan GWR '1361'

The first hand-assembled EP of Heljan's GWR 0-6-0ST, which is expected to be released in late-2016, along with its close cousin...

4 Heljan GWR '1366'

...the '1366' 0-6-0PT, also due later this year. Note the wire handrails and die-cast running plate.

5 Bachmann Wickham Trolley

Final decorated sample of the OO gauge inspection trolley, which is expected to be released in Spring 2016 in BR maroon or yellow.

6 Bachmann Stanier 'Mogul'

A 3-D print prototype of the OO gauge mixed traffic 2-6-0, which is expected to be released in late-2016.

7 Oxford Diecast IoM Tramcar

Oxford has produced a static 1:76 scale/12mm gauge model of Manx Electric Railway tramcar No. 21 (£24.95).

8 Graham Farish Thompson BG

A pre-production EP of the N scale LNER/BR passenger brake. Decorated samples will come next, followed by first releases later this year.

9 Graham Farish '64XX'

Another model ready for production is the N scale version of the GWR '64XX' 0-6-0PT, shown here in BR lined green, GWR green and BR black.

10 Oxford Diecast IoM 2-4-0T

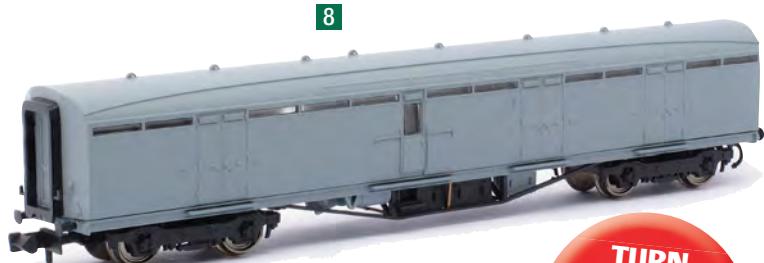
Also out now is No. 12 Hutchinson, one of the famous Beyer Peacock 2-4-0Ts used by the Isle of Man Railways (£19.95). Both models are available now from railway and bus stations on the Isle of Man. Buy both for £42.00 (plus £7.00 P&P) from www.rail.im



5

7

8



10



TURN
OVER FOR
MORE NEC
HIGHLIGHTS



11 Dapol Class 68

Engineering prototypes of Dapol's OO gauge Class 68 diesel were on display along with a pre-production bodyshell of its N scale sister. Features include etched metal grilles, numerous separately-fitted components and accurate shape, thanks to 3-D laser-scanning.

12 Dapol GWR Railcar

A first look at the OO gauge streamlined railcar. A working, but unfinished engineering prototype with lots of parts still to be added.

13 Dapol 0 Gauge Class 08

After a wait of several years, Dapol unveiled the first EP sample of its 7mm scale 0-6-0DE, which looks very promising and will retail for £199.99. Lots of separate details, accurate shape and working features including LED marker lights, poseable radiator shutters and brass sprung buffers.

14 Dapol 'Black Label' A4

Dapol's big surprise was the unveiling of an all-new OO gauge LNER A4 'Pacific' with a host of working features, including DCC, sound, synchronised smoke, LED headlamps and a die-cast bodyshell. RRP is £399.99. More details at www.rmweb.co.uk

15 Dapol HIA hopper

An impressive OO modern bogie hopper wagon used by Freightliner Heavy Haul. Heavy die-cast chassis and fine discharge chute detail.

FOR MORE
DAPOL
IMAGES SEE
RMWEB

SPEEDY PROGRESS FROM REVOLUTION TRAINS

Revolution Trains is making excellent progress with its crowd-funded Class 390 and TEA bogie tank wagon models in N scale. The first, hand-built, engineering prototype cars for the 'Pendolino' EMU were received in late-November and displayed at the Warley NEC show, along with fully decorated samples of four TEAs in contemporary liveries. The deadline for ordering the latter is the end of January and only those models ordered by that date will be produced. Revolution has also received around 500 expressions of interest for the OO gauge versions so far - well on the way to the minimum required level.



First shots off the tooling for Revolution's N scale Class 390 Virgin Pendolino.

The '390' is now undergoing an extensive debugging process to ensure the working models operate as they should, and to ensure the fit of parts is even neater - especially around the lower front air dam of the driving car. The deadline for

ordering the '390' is March 31 for an estimated June delivery.

Of the two other proposed N scale models, the Class 320/321 EMUs are gathering momentum and a decision on whether to proceed will be taken at the end of January, but the North



Factory decorated samples of the modern TEA bogie tanks in Freightliner Heavy Haul and Greenergy colours.

British Class 21/29 diesel is faring less well and anyone wanting it to go ahead is encouraged to express their interest before the end of January or risk the project being abandoned.

W www.revolutiontrains.com



LONDON TRANSPORT '66s'

London Transport Museum has further extended its range of exclusive OO gauge models with two limited editions featuring Class 66s in unique liveries.

GB Railfreight's 66718 *Sir Peter*

Hendy and 66721 *Harry Beck* currently carry vinyls applied in 2013 to celebrate the 150th anniversary of London's transport system past and present, not least Harry Beck's iconic tube map of 1931 and its modern descendent. Advance orders

The distinctive, and highly complex, vinyls honour achievements of London's transport system past and present, not least Harry Beck's iconic tube map of 1931 and its modern descendent. Advance orders

for both models, priced at £153.95 each, can be placed via the LT Museum shop in Covent Garden, London.

T 020 7565 7295

W www.ltmuseumshop.co.uk

PROTOCAB: AN END TO WIRING?

Fed up with having to install complex and time-consuming wiring to make your layout work? Acc+Ess Protocab's wireless control system might be the solution you're looking for.

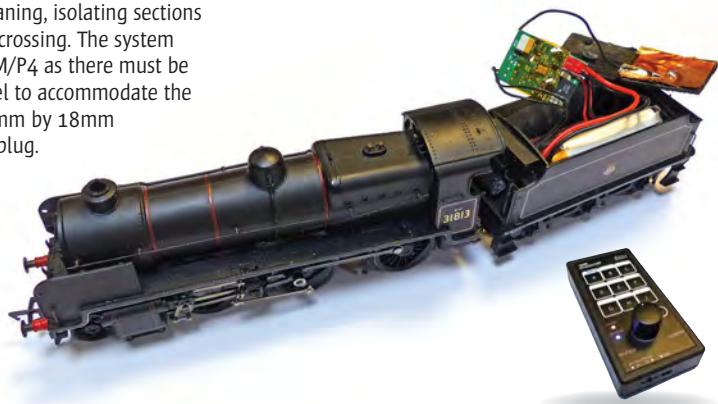
Employing rechargeable batteries, a wireless control unit and easy-to-install components, the new system dispenses with current collection from your rails. This eliminates the need for track cleaning, isolating sections and the insulation of points and crossings. The system is designed for 4mm scale OO/EM/P4 as there must be sufficient space inside each model to accommodate the lithium-ion/polymer battery, 25mm by 18mm control unit (LCU) and charging plug.

Up to eight locomotives can be controlled from one handset. Expansion into other scales, including N, O and 3mm scale is also planned.

For more information, see the Protocab facebook page and website below. Designed and manufactured in Scotland

by Acc+Ess, Protocab will be demonstrated at the Festival of British Railway Modelling in Doncaster on February 13/14 (see page 64). We'll also be showing how to install and use the system in **BRM** later this year.

W www.protocab.com



OO WORKS GOES IRISH

Making its first venture into Irish railways, OO Works is to produce small batches of RTR OO gauge models depicting two long-lost Great Northern Railway (Ireland) steam locomotives.

First to arrive will be a 'U' Class 4-4-0 (pictured) in the first half of 2016, which will be offered as No. 205 *Down*



in GNR(I) blue and scarlet, one of the 1948-built batch of five locomotives named after Irish counties. The class holds something of a record with two batches to the same design being built no less than 33 years apart in 1915 and 1948 by Beyer, Peacock in Manchester. The OO Works model will be delivered fully finished and ready-to-run for £265.00 (plus P&P).

Following it in the second half of the year will be a 'UG' 0-6-0, the goods version of the design utilising many common parts. This will be offered in Ulster Transport Authority lined black as No. 49 for £255.00. Look out for a review in **BRM** when the models are delivered.

T 01580 882185
E ooeworks@btinternet.com

'ALPHA CENTRAL' BY DCCconcepts

DCCconcepts has released three more products in its 'Cobalt Alpha' range designed to improve and simplify the control of model railways. The flagship 'Alpha Central' promises a plug-and-play solution for the control of points and/or accessories and features 24 LED illuminated push-button switches controlling accessory decoder outputs on DC or DCC layouts. Housed in a high-quality brushed aluminium case, it can be connected to your command bus anywhere via a flexible cable. Multiple units can be linked together for larger layouts and etched brass signalbox style number plates are provided to finish off your unit. UK price is £155.00

Also out now is the Cobalt Alpha 'Black Box', a semi-intelligent 5Amp digital control booster interface that allows DC or AC-powered layouts to take advantage of digital control without converting entirely to DCC. Designed for use with other Cobalt products, as well as NCE power cab and other DCC systems, it is also securely housed in an aluminium case and costs £125.00.

To provide regulated power to the 'Black Box', DCCconcepts has also just introduced a split-rail transformer and adaptor (DCP-SPS12, £39.95), which is available now. These products are available via Gaugemaster and DCCconcepts stockists nationwide, see www.gaugemaster.com. Look out for a free 16-page supplement about these new products with the March issue of **BRM** and for forthcoming articles about installing and setting up a control panel using Cobalt equipment.

W www.dccconcepts.com / www.gaugemaster.com



NEW KITS

RT VANGUARD

The latest complete 4mm scale kit from RT Models features the Thomas Hill 'Vanguard' 4w diesel shunter (£95.00). Etched in nickel silver with whitemetal parts it comes complete with pick-ups, gearbox, Mashima motor and wheels for OO, EM or P4 gauge. These locomotives were 1960s diesel rebuilds of Sentinel 100hp steam locomotives and used widely at industrial locations.

W www.rtmodels.co.uk



AYJAY CLASS 508

BR's 1970s generation of EMUs have long been overlooked in model form, but Ayjay Models is now offering a 4mm scale resin kit of the three-car Class 508. Available either in kit form (£210.00) or as a fully finished RTR model (POA), the EMU is designed to be powered by a Black Beetle or Tenshodo motor bogie. A four-car version for SR operations in 1979-84 can also be obtained on request for £275.00.

W www.southernregionmodels.co.uk



ANDREW BARCLAY 0-6-0T

ARC Models has just launched its latest high-quality resin kit for 4mm scale/OO gauge. This distinctive Andrew Barclay 18in 0-6-0T with sloping side tanks is, like previous kits, designed to fit an Electrotren outside-cylinder 0-6-0T chassis. Kits are available via eBay for £35.00 plus £3.90 UK P&P, or see the company's facebook page for more information. Also see Phil Parker's article in January **BRM**.

W www.ebay.co.uk



TWO MORE HELJAN DIESELS IN O



In response to requests from O gauge modellers, Heljan is to introduce a centre headcode version of its Class 37/0. The model will be released in late-2016 and will allow locomotives from D6819-6999 and D6600-08 to be modelled, greatly broadening the scope for modelling this popular class. The models will be in as-built condition with bufferbeam cowling intact and will be offered in BR green with small yellow warning panels or full yellow ends, BR blue and large logo blue. RRP will be £649.00

Looking further ahead, Heljan is also working on a Hunslet Class 05 0-6-0DM shunter, upscaled from the OO gauge model released in 2015. Liveries are yet to be announced, but are likely to be similar to the OO models. Delivery is expected to be in mid to late-2017. Several other RTR O gauge projects are

also in progress, with Brush prototype D0280 *Falcon* due first, in the first quarter of 2016. Following it will be the Class 42 'Warship' in mid-year and the Class 25/1 towards the end of the year.

Work is continuing on the GWR 61XX 'Large Prairie' 2-6-2T, which will now feature a flickering firebox effect, factory-fitted ESU decoder and provision for easy installation of DCC sound.

Also announced at the Warley NEC show in November was a OO gauge version of the 1950s-1970s 'B Tank' wagon in various Esso and Mobil liveries. With an RRP of £21.95 it should be released in 2016 and the 'Class A' variant will also be offered in Esso colours.

As this edition of **BRM** is published, the first versions of the LNER/BR Gresley O2 2-8-0 (pictured left) should be arriving. Look out for a comprehensive review in our March issue.

W www.heljan.dk

LASER-CUT GOODS SHED



Osborn's Models of Bideford is now offering an exclusive laser-cut kit of the famous GWR goods shed at Tetbury in 2mm:1ft scale. Superbly designed and produced, the kit is manufactured in micro-plywood and card and costs £29.00 (plus P&P). See the website for more details of this and Osborn's other laser-cut kits for N scale.

W www.osbornmodels.com
T 01237 423453

WISHLIST 2015: YOUR MOST WANTED MODELS

For the second year in succession, a working accessory has topped the 'most wanted' list for new OO gauge models. An operating, steam-era gated crossing polled more than 100 votes ahead of the nearest locomotive, a BR Standard 2MT 2-6-0. In fact, mixed traffic 'Moguls' took the top three spots behind the winner, with a Standard 3MT 2-6-0 and Maunsell 'U' moving up the list this year. The most popular non-steam item was a BR Class 120 DMU in ninth place. However, D&E era subjects fared poorly overall, taking just seven of the top 50 places.

In N scale, D&E items occupied six of the top ten spots and 22 of the Top 50. BR Mk 1 TPO vehicles came top, followed by Class 92, a working level crossing and Class 117/118 suburban three-car DMUs.

OO Gauge Top 10

- 1: Level Crossing: Steam era, gated, single/double track
- 2: BR Standard 2MT 2-6-0
- 3: BR Standard 3MT 2-6-0
- 4: SR Maunsell 'U' 2-6-0
- 5: Working 70ft Turntable
- 6: GWR 'Manor' 4-6-0
- 7: SECR 'H' 0-4-4T
- 8: BR Standard 2MT 2-6-2T
- 9: BR Mk 1 POS/POT/BPOT Travelling Post Office vans
- 10: BR Class 120 Cross-Country DMU

N Gauge Top 10

- 1: BR Mk 1 POS/POT/BPOT Travelling Post Office vans
- 2: Class 92 electric
- 3: Level Crossing: Steam era, gated, single/double track
- 4: Class 117/118 DMUs
- 5: BR Breakdown Crane with staff & tool vans
- 6: LMS 10000/01 diesels
- 7: BR Mk 2d stock
- 8: BR Class 158 DMU
- 9: LSWR/SR 'King Arthur' 4-6-0
- 10: BR Mk 2b/c stock

For a full list of how the votes were cast, overall and in each category, go to www.rmwweb.co.uk



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is better than this denglish.

For smaller stuff (N gauge): www.dm-toys.de

DMTOYS

DAPOL CLASS 73/1



A new Class 73 to modern standards has been a long time coming. With all due respect to Dapol, it was long overdue even before the Welsh company announced it a few years ago. Over the last decade, we've seen new models of most BR diesel and electric locomotives, from the mass-produced types to one-off prototypes, but Southern Region modellers had to content themselves with the Lima/Hornby '73' dating from 1987. Reasonably good for its time, that model is no match for more contemporary products and so it's good to see this popular class finally getting the attention it deserves.

Kindly supplied by Dapol for review is 73138 in late-1980s/1990s 'Dutch' grey/yellow livery, as applied to departmental sector locomotives in the final years of BR. However, the initial batch of models includes many other options, ranging from original BR(S) green through various versions of BR blue, InterCity and Pullman umber/cream to privatisation era liveries such as Gatwick Express,

GB Railfreight and Network Rail yellow. Many are on general release via Dapol stockists, but several others are exclusive to certain retailers - see www.dapol.co.uk and our advertisement pages for more information.

Like its Lima predecessor, the 'ED' is being offered either as one of the original six 'JA' (Class 73/0) prototypes or 'JB' (Class 73/1) production locomotives built a few years later. For a detailed history of the full-size machines and some superb archive photographs of them in action, turn to page 84.

IMPROVED DETAIL

Lifting the model out of its sturdy packaging, it's immediately evident how much extra detail there is on Dapol's model compared to the old Lima/Hornby '73'. Gone are the days of moulded-on jumper cables, handrails and underframe equipment compromised by the presence of

Ben Jones takes a first look at this much-needed new model of the Southern Region's versatile and long-lived electro-diesel.

a large steel ballast weight between the bogies.

Instead, we now have a superbly detailed underframe composed of separately fitted fuel tanks, AWS receiver, vacuum exhauster and motor generator set, each neatly moulded and with separate pipe runs/conduits where appropriate. Either side of this are the outstanding bogies, which have several layers of detail representing the primary suspension detail, traction arms and vertical dampers, cab footsteps, separate sandboxes and sandpipes, third-rail shoegear, guard irons and brake actuators. Impressive stuff.

Moving up, the bodyshell also features plenty of extra detail that should encourage SR modellers to 'trade up'. It sits squarely on the bogies with an authentically small gap between the body and bogies.

Overall shape is generally very good, although the slightly dimpled cab roof profile doesn't match the dome of the real locomotives. Otherwise, our impression was very positive; it would be easy to regard the design as a 'box on wheels' but as with many other classes there are plenty of subtle curves and angles to catch out the unware. One area apart, Dapol appears to have captured the character of the design extremely well.

That impression is reinforced by the inclusion of features such as etched metal grilles, of which there are seven on the bodysides and roof of a '73/1'. In each case there is some representation of the equipment visible behind through the fine mesh, whether that's a scavenger fan or the starting resistances and angled framework behind the lower bodyside grilles. The use of separate components for





Bogies and ends are excellent, as is much of the other separate detail.

the SR 27-way control cables on each cab front also makes a huge visual improvement over earlier models. These have been well depicted, right down to the small retaining pockets above the bufferbeam.

Bodyside details such as the battery box doors and catches, access doors, smaller grilles and ventilation slots are all present and correct.

Two-tone horns, pantograph style windscreen wipers and wire

handrails are also fitted as finely rendered separate components. The roof matches published drawings and photographs closely, although the riveted transverse plate adjacent to the diesel engine exhaust port is thicker than it should be and more prominent than on any of the full-size locomotives we studied.

Cab interiors have been neatly modelled, albeit as entirely in grey plastic. Driver and secondman chairs, control desk and partitions are all

included and all would benefit from a little attention from a paintbrush.

As you'd expect with a class that has been active for more than 50 years, a number of modifications have been made over the years and Dapol has catered for these in its tooling. The model shown is in early-1990s condition with sprung metal Oleo round buffers and a centrally-positioned high-intensity headlight, as fitted from mid-1990 onwards. A February 1993 photograph of 73138 shows it with a cab-to-shore radio aerial clumsily fitted on the

right-hand side of the cab roof - a simple modification for anyone wanting to personalise their model.

DECORATION

Until the mid-1980s, Class 73s went about their business almost unnoticed. All were painted BR blue, and only 'Royal' locomotive 73142 *Broadlands* gained any notoriety before the advent of Gatwick Express. But since then, more than 40 different liveries and dozens of names have adorned the class, presenting model manufacturers



Roof detail is good, as are the etched metal grilles, but the roof should be a darker grey.



FACT FILE

- **MANUFACTURER** Dapol
- **MODEL** 4D-006-006 BR departmental grey/yellow Class 73/1 Bo-Bo electro-diesel 73138
- **PRICE** RRP £140.60
- **AVAILABILITY** Dapol stockists
- **REVIEW** Ben Jones
- **PHOTOGRAPHY** Tony Wright

with huge opportunities, but also endless difficulties in pinning down the correct combinations of detail and decoration.

Unnamed 73138 is, on the surface, one of the simpler tasks for Dapol but even here there are pitfalls. Application of the grey/yellow/black livery is relatively neat and includes authentic details such as the thick orange warning stripe below the contrail gutter. However, we feel that the grey on the lower bodyside is too dark, the roof should be 'executive' dark grey rather than the mid-grey applied by Dapol and that the yellow warning panel looks closer to current Network Rail 'lemon' yellow, rather than the more orangey shade applied by BR. Even with the usual caveats about weathering and fading of paint,

light conditions and reproduction quality, the shades don't match the sources we consulted.

The application of cabside BR arrows and Stewarts Lane depot plaques has been corrected from the initial sample shown, but they are printed in white rather than the usual silver. This is very easily resolved by covering them with etched metal replacements from Shawplan. Finally, and more specific to 73138, our sources show the cabside numbers and BR arrows to have been slightly higher on the real locomotive, although again this is easily cured.

Finally, although the correct style BR overhead line warning 'flashes' have been applied to the cab fronts, a stray Network Rail Group Standard notice has been printed at cantrail level on the 'A' side, No. 1 end - a small, but avoidable error.

Anyone wishing to add a little extra touch of decoration should invest in a set of etched Stewarts Lane (73A) oval shedcode plates for the cab fronts, as fitted to 73138 and many other SL locomotives in the later BR years.

Two more areas where Dapol will expect its new model to score over its predecessors are performance

and features. Certainly, the headline specification is up to the standards OO gauge D&E modellers have come to expect in recent years. A five-pole motor drives all four axles with a heavy die-cast chassis providing plenty of haulage power with the need for traction tyres.

FEATURES

Our sample ran beautifully on both DC and DCC, over Code 100 and Code 75 track, negotiating complex pointwork without any problems and handling gradients with ease. On level track, a test train of ten bogie coaches was handled with ease.

Electrical current is gathered from the wheels via inside brass bearings for every axle. As well as providing traction current, this supplies the excellent LED lighting. The warm glow of the SR two-character headcode panels is the best treatment we've seen of this feature we've seen to date. DCC users can further improve it by dimming the lights via the CV settings of the installed decoder. Various authentic headcodes have been selected across the first batch, but 73138 has just two white blanks at each end. Cab interior lights are also provided, although there are no switches for DC users to turn them off, nor can they be switched on/off

as a separate function on DCC. This is trickier to modify as some cutting and re-routing of wires will be needed.

Unfortunately our sample also had a wiring fault that only became evident when a decoder was fitted. The headlight and headcode panel lit up at the opposite end to direction of travel but was correct under DC analogue control. Dapol is aware of the problem and is working on a solution. In the meantime, a quick fix is possible by altering CV29 on your decoder.

A 21-pin decoder socket is fitted, along with space for a speaker should you wish to install sound. However, in a first for UK OO gauge models, Dapol will be offering all versions with a sound-fitted option in due course.

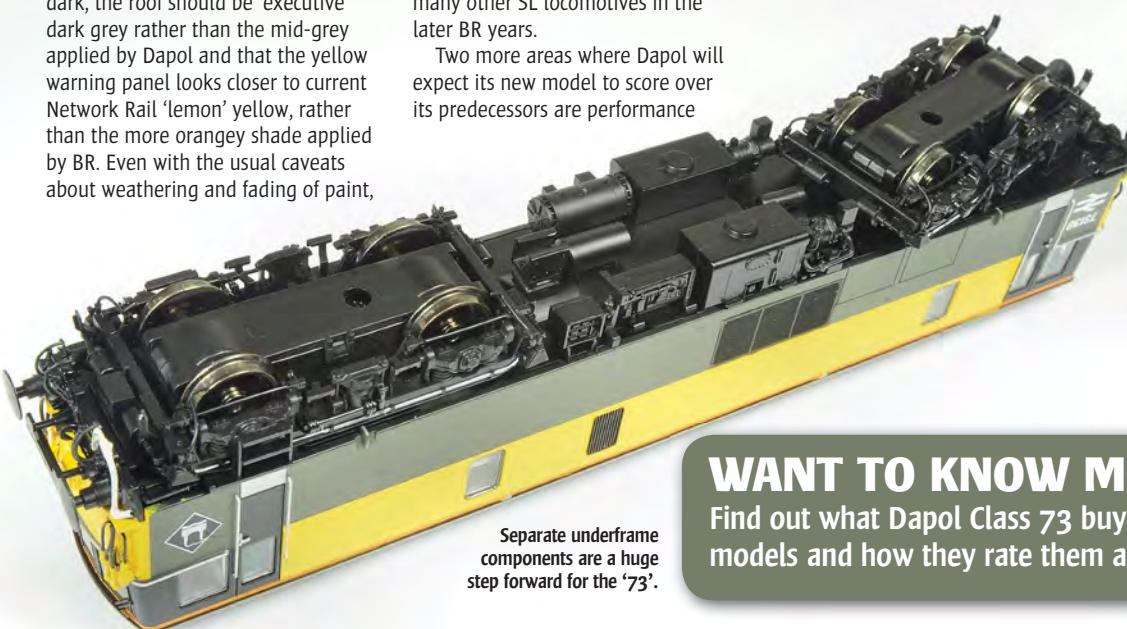
A bag of detailing parts is included, containing numerous bufferbeam hoses and dummy couplers to fit if you're not using tension lock or other NEM socket-mounted couplings. It's worth noting that the NEM socket itself, moulded as part of the bogie frame, is rather shorter than usual. But, that doesn't appear to prevent it from working as required.

As you'll see from our article on page 84, the '73' opens up a wide range of possibilities for modellers across six decades. In this guise, it's the ideal traction for SR departmental trains of the late-1980s through to withdrawal in October 1999, as well as more unusual duties such as railtours, nuclear flask trains to Dungeness, the Dover-Manchester TPO and short Speedlink freights. Despite a couple of areas where it doesn't quite match the prototype, most notably the cab roof profile, in terms of fine detail and overall shape

Dapol's Class 73 has a lot going for it. The bogies and underframe in particular are excellent, as is the performance and certain aspects of the lighting. In many ways it's a significant step forward from previous 'ED' models but it could have been even more desirable if the decoration and execution of certain features were up to the standards we know are possible at this price point. ■

WANT TO KNOW MORE?

Find out what Dapol Class 73 buyers are saying about their models and how they rate them at www.rmweb.co.uk



Separate underframe components are a huge step forward for the '73'.

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LIMITED EDITIONS

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

NEW RELEASES

R3004	BR Serby Hall weathered	£116.45
R3004X	BR Serby Hall weathered	£133.45
R3266	Class 60 Subsector Quinag	£139.45
R3371	Mallard Railroad Version	£74.00
R3313	4F LMS	£87.45
R3314	4F BR Early	£87.45

HORNBY

R3303	D16/3 BR Early	£100.95
R3233	D16/3 LNER	£100.95
R3234	D16/3 BR Early	£100.95
R3235	D16/3 British Railways	£100.95
R3284	LNER Flying Scotsman	£87.90
R3276	LMS Compound	£66.45
R2881	LMS Class 5 Black	£65.95
R3229	British Monarch	£119.25
R3245TTS	A1 Tornado	£135.75
R3114A	B1 BR Late	£118.95
R2744	Schools Blundells BR	£84.95
R2843	Schools Dulwich SR	£94.45
R2916	CL2800 GWR	£93.45
R2917	2800 Class BR	£103.99
R2917X	CL2800 BR	£106.45
R3010	N15 Sir Sagamore	£119.45
R3010X	N15 SR	£133.95
R3016A	Standard 4MT BR Black	£109.00
R3017	BR Patriot	£108.50
R3088X	LNER Class 01	£109.50
R3025	J94 LNER	£55.45
R3206	BR Blue Tornado	£98.45
R3228	Austerity NCB	£65.75
R3225	GWR 72XX	£114.45
R3226	BR 72XX	£114.45
R2844	Schools 'St. Lawrence' BR/E	£93.75
R3194	Schools 'Epsom' BR/E	£111.95
R2740	J94 WPR	£41.95
R2784X	Mallard Green	£85.00
R3005X	28XX BR Wthd	£116.50
R3005	28XX BR Wthd	£102.95
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31-088	BR Black Earl	£118.95
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R3355	Sentinel Wabtec	£49.95
R3263	Class 50 Vanguard	£129.75
R3346	Class 92 DB Schenker	£70.45
R3275	Class 31 Dutch livery	£55.45
R3287TTS	Class 47	£74.45
R3291XS	CL56 Colas	£217.50
R3181	BR Class56	£123.95
R3384	EWS CI67	£123.95
R3344	Class 31 Yellow	£142.45
R3350	Class 90 Schenker	£61.45
R3161B	SR 2 Bil Green	£120.60
R3290A	BR 2 Hal Green	£113.90
R2508	CL121	£47.50
R2508A	CL121	£47.95
R2646X	CL56 BR Grey	£83.95
R2647X	CL56 BR Grey	£83.95
R2755	CL86 BR Les Ross	£43.95
R3177	BR 2BII SR Green	£123.99
R3180	Tarmac Sentinel	£44.95
R3268	Class 67 Arriva	£122.90
R3283	Bagnall Shunter	£25.75
R3267	CL67 Arriva	£111.95
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R2962	Cl. 56 BR Grey 'Oystermouth'	£96.50
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R660	Elevated Track Side Walls	£16.45
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R044	Point Switch	£8.75
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R602	Power Connecting Clip	£1.50
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32-084	Class 56XX GWR	£76.45
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32-260DC	WD Austerity	£125.29
32-500	5MT Class BR - 73068	£70.99
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32-509	BR 5MT Early Crest	£104.55
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32-955	4MT BR Late	£87.50
31-465	C Class BR	£93.46
31-138	D11/2 Black Early	£106.20
31-189	Jubilee 'Falkland Islands'	£113.95
32-129A	Prairie BR Black	£112.20
32-154A	N Class BR Black Wthd	£99.10
32-233	3F SDJR Blue	£62.00
32-508	5MT BR Green	£104.55
32-828A	Ivatt 2MT BR Green	£89.20
32-954	4MT BR Black Early	£87.50
32-955	4MT BR Black Late	£87.50
31-979A	3MT BR Black Wthd	£80.75
31-626A	3F BR Black Early	£76.45

HORNBY TRACK ACCESSORIES

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R659	High Level Pier Set	£5.60

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32-762DS	Virgin Class 57 Hood	£203.95
32-763	DRS Class 57	£106.95
31-265	MLV Green	£62.45
31-266	MLV Green with yellow panel	£62.45
31-267	MLV Blue/Grey	£62.45
31-268	MLV NSE	£83.26
31-269	MLV Jaffa	£83.26
31-326	CL105 BR Green	£79.45
31-327	CL105 BR Green	£79.45
31-377	CL416 2EPB	£85.99
31-425A	CL411 Green	£103.99
31-426	CL411 BR Green	£103.99
31-535	CL105 BR Blue Power Twin	£84.45
31-537	CL105 Small Yellow Panel	£84.45
31-575	Windhoff MPV NWR	£104.00
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32-786 Class 37 EWS...

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32-906 CL108 Green 2 car...

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32-910 CL108 Blue/Grey...

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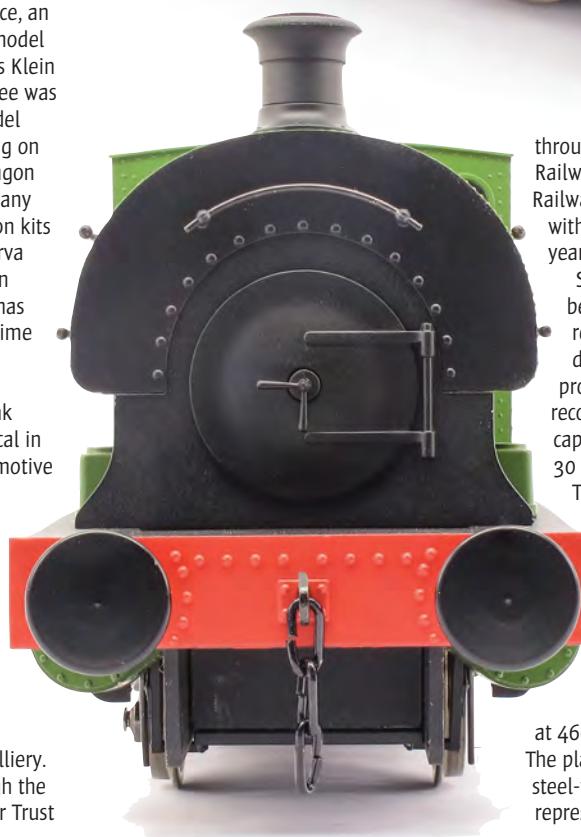
MINERVA PECKETT 'E'

The barriers to modelling in O gauge continue to fall as more new budget price locomotives appear. **Andy York** checks out the debut model from this new supplier.



Minerva Model Railways is a new name to the marketplace, an O gauge model manufacturer founded by Chris Klein and Chris Bastein. Their pedigree was established through Ixion Model Railways, which is now focusing on Australian prototypes, and Dragon Models which has produced many locomotive, carriage and wagon kits in 7mm and 4mm scale. Minerva made its first announcement in March and nine months later has delivered its first product, on time and on budget.

Peckett & Sons' 'E' Class, a 15in cylinder 0-4-0 saddle tank industrial design, is quite typical in appearance for a Peckett locomotive and 52 examples were built in Bristol between 1903 and 1940. A quarter of the type was delivered to Ebbw Vale Iron & Steel Company with the balance to assorted industrial users from Llanelli to Lanarkshire, including seven locomotives for Woolwich Arsenal and one exported to a New Zealand colliery. Six locomotives passed through the ownership of Swansea Harbour Trust



through to the Great Western Railway and, in turn, to British Railways. No. 1143 was finally withdrawn in 1960 after 52 years service.

Sadly none survived to be preserved but diligent referencing of works drawings by Minerva has produced an accurate and recognisable model which captures the character of the 30 ton machine very well.

The injection moulded plastic body captures fine detail well with superbly defined rivets whilst the die-cast chassis contributes to the solid feel of the model which weighs in at 460g.

The plastic-centered and steel-tyred wheels are good representations of the 3ft 7in

A high-torque motor and flywheel provide smooth operation. There's also an eight-pin DCC decoder socket.

wheels but may benefit from the addition of aftermarket cosmetic balance weights. Finescale wheels lead to it being marketed as suitable for 36in radius curves but it may be possible to reduce this. The model picks up current from wipers on the rear face of all four wheels and delivers power to the high-torque motor attached to a brass flywheel. Drive is via a 40:1 gearbox to the rear axle which gives very smooth slow running.

Three-link couplings attached to a sprung draw hook are fitted, which along with the lightly sprung buffers give pleasurable shunting operation. The wire handrails and knobs are correctly angled into the tank cladding and piping below the saddle tanks is picked out in red on the version reviewed here. The safety valves and whistle are plastic parts with a dull brass paint finish. In total, the model is assembled from more than 200 individual components.

0-4-0ST

A superb selection of extra detailing parts is provided with the model.



FACT FILE

► **MANUFACTURER** Minerva Model Railways
 ► **MODEL** MOS-PLGL Peckett 'E'
 Class 0-4-0ST, lined green
 ► **PRICE** RRP £255.00
 ► **AVAILABILITY** www.minervamodelrailways.co.uk
 ► **REVIEW** Andy York

a warning bell for working on tracks at the side of roads. Minerva provides such a bell which requires a small hole to be drilled in the top of the tank 8mm forward of the cab.

Two brass etch sheets are included, the larger one includes GWR cabside numberplates for three of the locomotives either with GWR or BR numbers and smokebox door numberplates for Nos. 1141/43/45. On the same etched sheet are squares for the cabside window shutters and lamp brackets for the owner of the model to fit as appropriate. The second sheet has five pairs of worksplates with different numbers

and build dates. Lettering and numbering is raised on the oval etched plates whereas it should be engraved characters with an oval border. However, it would be difficult to notice the difference under normal viewing and if anyone wishes to replace the plates or choose different numbers I note that Narrow Planet can supply worksplates with your choice of number and build date for just £3.00 a pair. A toolbox is also included for GWR/BR versions and should be placed on the driver's side running plate just in front of the cab.

Six small screws need to be removed to take the body and

running plate off the chassis. It felt a tight squeeze but with gentle leverage and a little wiggling the body comes off giving easy access to the decoder socket mounted over the flywheel. Our cutaway photograph shows that there is space inside the bodyshell to include other equipment such as 'Stay Alive' capacitors or a smoke generator. Space for a 20mm diameter speaker for DCC sound is provided in the chassis with a chamber between the cylinders.

Minerva supplies the model ready-lubricated and its operation was very smooth even before any running-in. However, a 30 minute run

is recommended in each direction to bed the mechanism in. A six-month warranty is standard on all new models. The Peckett is also available in unlined black and GWR unlined green, all of which provide ample scope for detailing and weathering.

I liked the model as soon as I opened the box, now I've looked closely, run it and referenced material I absolutely love it. This year has been a good one for O gauge products which are likely to encourage newcomers into the scale. It will be interesting to see the result when Minerva's Peckett meets the Dapol 'Terrier' in the British Model Railway Awards! ■

► Thanks to David L.O. Smith of the Industrial Locomotive Society and Martyn Bane for their assistance with this review.



Classic Peckett looks have been well-captured but there's scope for keen modellers to 'gild the lily'.



CONTACT US

Diary Dates entries are published free of charge to bona fide model railway clubs and societies.

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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.

EXHIBITIONS

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
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 2016 Alexandra Palace, London N22 7AY
Friday: 1000 - 1700
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £11.00 adult, £4.00 child, £10.00 OAP
Web: www.eventageouspr.co.uk

16TH-17TH JANUARY

2016 St Albans Model Railway Exhibition Alban Arena, St. Peters Street, St. Albans, Hertfordshire
Saturday: 1000 - 1730
Sunday: 1000 - 1630
Prices: £8.00 adult
Tel: 01438 715580
Web: www.cmra.org.uk/stalbans.html

16TH JANUARY

Bridport & District Model Railway Club Exhibition Beaminster Public Hall, Fleet Street, Beaminster, Dorset DT8 3EF
Saturday: 1000 - 1600
Prices: £3.00 adult, £1.00 child
Tel: 013078 861754

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
Web: www.astolatmrc.co.uk

17TH JANUARY

SNCF Society Model Rail Show & Winter Rendezvous Lenham Community Centre, Groom Way, Lenham ME17 2QT
Sunday: 1000 - 1700
Prices: £4.00 adult, £1.50 child

23RD JANUARY

Egham & Staines Model Railway Exhibition Manor Croft School, Wesley Drive, Egham, Egham, Surrey TW20 9LX
Saturday: 1030 - 1700
Prices: £5.00 adult, £2.50 child, £4.00 OAP, £12.50 family (2 + 2)
Tel: 07826 724063
Web: www.esmrs.co.uk

23RD-24TH JANUARY

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

Calne Model Rail Show 2016

Calne Leisure Centre, (follow signs to 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

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: 01489 799809
Web: www.southamptonmodelrailwaysociety.wordpress.com

30TH-31ST JANUARY

Kendal Model Railway Exhibition Leisure Centre, Burton Road, Kendal, LA9 7HX
Saturday: 1000 - 1700
Sunday: 1000 - 1700
Prices: £5.60 adult, £3.00 child, £4.60 OAP, £15.20 family (2 + 2)
Tel: 01539 731738
Web: www.kendalmrc.org

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

Longfield Model Railway Exhibition

2016 Longfield Academy, Main Road (B260), Longfield, Kent DA3 7PH
Saturday: 1000 - 1700
Saturday: 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

31ST JANUARY

G Scale Society Kent Group - Winter Meet Teynham Village Hall, Belle Friday Close, Teynham, Sittingbourne, ME9 9TU
Sunday: 1100 - 1600
Prices: £2.50 adult, £1.00 child
Web: www.gscalekent.co.uk

Bristol 7mm Exhibition

UWE Bristol Exhibition Centre, Filton Road, BS34 8QZ
Sunday: 1000 - 1600
Prices: £7.00 adult
Web: www.bogg7mmexhibition.com

6TH-7TH FEBRUARY

Stafford Model Railway Exhibition Stafford County Showground, A518 Weston Road, Stafford, Staffordshire ST18 0BD

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EVENT DIARY

Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £9.00 adult, £1.00 child, £9.00 OAP, £9.00 concessions
Tel: 01785 211992
Web: www.staffordrailwaycircle.org.uk

FEBEX 2016 Model Railway Exhibition Eggars School, London Road, Alton, Hampshire GU34 4EQ
Saturday: 1030 - 1700
Sunday: 1030 - 1600
Prices: £4.50 adult (16yrs)
Tel: 01730 301115
Web: www.altonmrg.co.uk/febex

12TH-13TH FEBRUARY
The Salvation Army South Shields - Model Rail 2016 The Salvation Army Hall, Wawn Street, South Shields NE33 4EB
Friday: 1300 - 2000
Saturday: 1000 - 1700
Prices: £3.00 adult, £1.50 child, £7.00 family
Tel: 0191 4553710

13TH FEBRUARY
Blackpool and North Fylde MRC Open Day Cleveleys Community Centre and Church, Kensington Road, Cleveleys, Lancashire FY5 1ER 1000 - 1630
Prices: £2.50 adult, £2.00 child (5-15yrs), £2.00 OAP, £7.50 family (2 + 2)
Web: www.blackpoolandnorthfylde.mrc.co.uk

Warminster Model Railway & Transport Exhibition Warminster Leisure Centre, Woodcock Road, Warminster, Wiltshire BA12 9DQ
Saturday: 1000 - 1700
Prices: £5.50 adult, £2.00 child, £4.50 OAP, £13.00 family (2 + 2)
Tel: 01985 213458

Newbury Model Railway Club Exhibition St Bartholomew's School, Andover Road, Newbury, Berkshire RG14 6JP
Saturday: 1000 - 1630
Prices: £5.00 adult, £2.50 child, £4.50 conc
Tel: 07765 807617
Web: www.newburymrc.co.uk

G Scale Society West Midlands Area Group - Model Railway Exhibition St Mary's Church Hall, Hobbs Meadow, Solihull, West Midlands B92 8PN
Saturday: 1000 - 1600
Prices: £3.00 adult, £1.00 child
Tel: 01299 403548

Sodbury Vale Model Railway Show St Mary's Church and Church Hall, Church Road, Yate, Gloucestershire BS37 5BG
Saturday: 1000 - 1630
Prices: £5.00 adult, £2.00 child, £5.00 conc
Tel: 01454 327611
Web: www.sodburyvalemrc.co.uk

13TH-14TH FEBRUARY
Cale Rail & GLR 11th Annual Railway Exhibition Gartell Light Railway, Common Lane, Yenston, Nr Templecombe, BA8 0NB
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £4.00 adult, £3.00 concessions
Tel: 07970 113270
Web: www.glr-online.co.uk

The Festival of British Railway Modelling Doncaster Racecourse, Doncaster, DN2 6BB
Saturday: 1000 - 1700
Sunday: 1000 - 1630

Tel: 0844 581 0816
Web: www.model-railway-shows.co.uk

14TH FEBRUARY
ALSRM North Wythenshawe Lifestyle Centre, Portway Road, Wythenshawe, Greater Manchester M22 1QW
Sunday: 1000 - 1600
Web: www.alslrm-events.co.uk

20TH FEBRUARY
The Small & Delightful Narrow Gauge Model Show Whitstone School, Charlton Road, Shepton Mallet, Somerset BA4 5PF
Saturday: 1000 - 1630
Prices: £7.00 adult, £1.00 child, £6.00 OAP, £14.00 family (2 + 2)

Kenavon Railway Society - Reading Exhibition The Warehouse, 1A Cumberland Road, Reading, Berkshire RG1 3LB
Saturday: 1000 - 1700
Prices: £4.00 adult, £2.00 child, £2.00 OAP, £9.50 family (2 + 2)
Tel: 07760 285383
Web: www.kenavon.org.uk

East Beds Model Railway Society Exhibition Stratton School, Eagle Farm Road, Biggleswade, Bedfordshire SG18 8JB
Saturday: 1030 - 1700
Prices: £5.00 adult, £3.00 child, £4.00 concessions, £13.00 family (2 + 2)
Tel: 01626 864943
Web: www.ebmrss.org.uk

Tonbridge Model Railway Club's 35th Annual Exhibition The Angel Centre, Vale Road, Tonbridge, Kent TN9 1SF
Prices: £6.00 adult, £1.00 child
Tel: 01892 527199
Web: www.tonbridge.mrc.com

St James Church & Northants Group 3mm Society Model Railway Exhibition & St. James Church, St. James Road, Northampton, Northamptonshire NN5 5LE
Prices: £3.00 adult, £2.00 child
Tel: 07775 096705

RISEX 2016 Model Railway Exhibition Community Centre, (adjacent to Springs Swimming Pool), Wades Park, Princes Risborough, Buckinghamshire HP27 9AX
Saturday: 1000 - 1700
Prices: £3.00 adult, £2.00 child
Tel: 01296 415107
Web: www.rdmrc.org.uk

Saffron Walden Model Railway Club 2016 Exhibition United Reformed and Salvation Army Halls, Abbey Lane, Saffron Walden, Essex CB10 1AG
Saturday: 1000 - 1630
Prices: £3.00 adult, £1.00 child, £2.50 family
Tel: 01799 521029

20TH-21ST FEBRUARY
The Diesel & Electric Show The Telford International Centre, Shropshire TF3 4JH
Saturday: 1000 - 1645
Sunday: 1000 - 1645
Prices: £9.50 adult
Tel: 01507 529529
Web: www.dieselandelectricshow.co.uk

Leicester Model Railway Exhibition Sileby Community Centre, High Street, Sileby, Leicester, Leicestershire LE12 7RX
Saturday: 1000 - 1630
Sunday: 1000 - 1630
Prices: £4.00 adult, £0.00 child (0-14yrs),

OPEN DAYS

23RD JANUARY
Milton Keynes Railway Society Open Day North House, 1 Bond Avenue, Bletchley MK1 1SW
Saturday: 1100 - 1600
Web: www.mkmrs.org.uk

20TH-21ST FEBRUARY
King's Lynn Model Railway Club Open Days Grimston Village Hall, Pott Row, King's Lynn PE32 1BY
Saturday: 0900 - 1600

Sunday: 0900 - 1600
Tel: 01553 631335

20TH FEBRUARY
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

Club Exhibition Trowell Parish Hall, Stapleford Road, Trowell, NG9 3QA
Sunday: 1000 - 1630
Prices: £3.00 adult
Tel: 01773 712648

TRAIN & TOY FAIRS

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: 0773 9998012 / 01322 662729
Web: www.srptoyfairs1.co.uk

16TH JANUARY
J & J Fairs Ltd - Brentwood The International Hall, Brentwood Centre, Doddington Road, Brentwood, CM15 9NN
Saturday: 1000 - 1430
Prices: £3.00 adult, £2.00 child, £2.50 OAP
Tel: 01522 880383
Web: www.j-webbtoysfairs.com

17TH JANUARY
Barry Stockton Fairs - Warrington Warrington Collegiate, Winwick Road, Warrington, Cheshire WA2 8QA
Sunday: 1030 - 1500
Prices: £2.00 adult, £0.50 child
Tel: 015 334 3362
Web: www.barrystocktonfairs.co.uk

SRP Toy Fairs - Brighton The Grandstand & Paddock Hall, Brighton Racecourse, Fresh-Field Road, Brighton, East Sussex BN2 9XZ
Sunday: 1000 - 1400
Prices: £2.00 adult
Tel: 01322 662729 / 07739 998012
Web: www.srptoyfairs1.co.uk

Lincoln & District MRC Exhibition Lincoln Showground, Grange-de-Lings, Lincoln, LN2 2NA
Saturday: 1000-1600
Sunday: 1000 - 1600
Prices: £6.00 adult, £3.00 child, £15 family (2+3)
Web: admrc.wix.com/ladmrc

28TH FEBRUARY
Ilkeston (Woodside) Model Railway

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Sunday 28th February






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www.liskeardrailwaymodels.co.uk
Email: info@liskeardrailwaymodels.co.uk

Year End Toy Fair



**Sat 13th and Sun 14th February 2016 -
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**Squires will be exhibiting at the following shows in 2016 –
Diary updated as bookings are confirmed.**

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.tonbridgegmrc.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 Aniversay Show, Scottish Exhibition Centre, Glasgow, G3 8YW. Fri 10.30 - 6, Sat 9.30 - 6, Sun 9.30 - 5. Coming to Glasgow? Why not try Saturday or Sunday? The show is less busy see more of the layouts AND a lot easier to get to our stand!!!

Mar 5 - KETTERING Gauge 'O' Guild Spring Show, Kettering Leisure Village, Thurston Drive, Kettering, NN15 6PB. Sat 10 - 4.00.

Mar 5/6 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, 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 - ABBINGDON ABRAIL 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, Middlesborough, 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, 0 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.hgdmrss.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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Exhibition Invitations always welcomed.

2016

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www.staffordrailwaycircle.org.uk/exhibition



EVENT DIARY

20TH JANUARY

Hoddesdon Toy & Train Fair Sheredes School, Cock Lane, Hoddesdon, Hertfordshire 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, GU29 9HG
Sunday: 1000 - 1400
Prices: £2.00 adult
Tel: 01322 662729 / 07739 998012
Web: www.srptoyfairs1.co.uk

26TH JANUARY

SRP Toy Fairs - Tonbridge Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF
Tuesday: 1800 - 2000
Prices: £1.50 adult
Tel: 0773 9998012 / 01322 662729
Web: www.srptoyfairs1.co.uk

30TH JANUARY

Tony Oakes Fairs - Chester The Cheshire County Sports Club, Plas Newton Lane, Upton CH2 1PR
Saturday: 1000 - 1500
Prices: £2.00 adult
Tel: 01270 652773

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: 0773 9998012 / 01322 662729
Web: www.srptoyfairs1.co.uk

4TH FEBRUARY

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

6TH FEBRUARY

Tony Oakes Fairs - Stoke-on-Trent Fenton Community Centre, Manor Street, Fenton, Stoke on Trent ST4 2PT
Saturday: 1030 - 1400
Prices: £1.00 adult
Tel: 01270 652773

7TH FEBRUARY

Tony Oakes Fairs - Kidderminster Gilt Edge Leisure Centre, Zortech Avenue, Kidderminster, Worcestershire DY11 7DY
Sunday: 1030 - 1400
Prices: £1.50 adult
Tel: 01270 652773

Barry Stockton Fairs - Haydock Park Haydock Park Racecourse, Exhibition Centre, Haydock Park, Merseyside WA12 0HQ
Sunday: 1030 - 1500
Prices: £2.00 adult, £0.50 child
Tel: 0151 334 3362
Web: www.barrystocktonfairs.co.uk

J & J Fairs Ltd - Lincolnshire The Exhibition Centre, Lincolnshire Showground, Lincoln, Lincolnshire LN2 2NA

MEETINGS & TALKS

7TH JANUARY

Lutterworth Railway Society - Illustrated Talk Cutting Edge United Reformed Church, George Street, Lutterworth LE17 4EF
Thursday: 1930
Tel: 01455 203307
Web: www.lutterworthrailwaysociety.co.uk

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

18TH JANUARY

Plymouth Railway Circle - Steven Andrews "The Classic Traction Review of 2015" St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG
Monday: 1930
Prices: £2.00 adult
Tel: 01752 791977

21ST JANUARY

Lutterworth Railway Society - Illustrated Talk - Going For Scrap United Reformed Church, George Street, Lutterworth LE17 4EF
Thursday: 1930
Tel: 01455 203307
Web: www.lutterworthrailwaysociety.co.uk

IRRS "What Lay Behind the 1957 GNR (1) Closures - Steve Rafferty + AGMM The Cock Tavern, 23 Phoenix Road, London NW1 1HB
Thursday: 1900
Prices: £5.00 adult
Web: www.irrs.ie

Sunday:

1000 - 1430
Prices: £2.50 adult, £1.50 child, £2.00 OAP
Tel: 01522 880383
Web: www.j-jwebbttoyfairs.com

SRP Toy Fair - Worthing

Charmandean Centre, Forest Road, Worthing BN14 9HS
Sunday: 1000 - 1400

Prices: £2.00 adult
Tel: 0773 9998012 / 01322 662729
Web: www.srptoyfairs1.co.uk

14TH FEBRUARY

SRP Toy Fairs - Orpington Crofton Halls, Station Road, Orpington, Kent BR6 8PR
Sunday: 1000 - 1400
Prices: £2.00 adult
Tel: 07711 357567
Web: www.srptoyfairs1.co.uk

21ST FEBRUARY

Tony Oakes Fairs - Reading Vintage Toyfair & Exhibition Rivermead Leisure Centre, Richfield Avenue, Reading, Berkshire RG1 8EQ
Sunday: 1030 - 1530
Prices: £3.50 adult
Tel: 01270 652773

25TH JANUARY

Nantwich & Market Drayton Railway Society - Hist. Gloucs & Warks King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH
Monday: 2000

1ST FEBRUARY

Plymouth Railway Circle "The Railways of France, Ireland & Albania." St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, PL3 4PG
Monday: 1930
Prices: £2.00 adult
Tel: 01752 651014

Midfield Railway Enthusiastic Society - Barry Laycock

Navigation Tavern, Station Road, Mirfield, West Yorkshire WF14 8NL
Monday: 1930

2ND FEBRUARY

The Enfield Transport Circle - Roger Elkin "Trams of the UK & Europe" First Floor Meeting Room, The Drill Hall Sports Club, Old Park Avenue, Enfield, EN2 6PJ
Tuesday: 2000 - 2230
Prices: £3.00 adult
Tel: 020 8363 0697

Southern Electric Group - South Hants Meetings Eastleigh Railway Institute, Romsey Road

Tuesday: 1930
Prices: £3.00 adult
Tel: 023 8067 0028
Web: www.southernelectric.org.uk

4TH FEBRUARY

Lutterworth Railway Society - Illustrated Talk - Andy Moyes United Reformed Church, George Street, Lutterworth LE17 4EF
Thursday: 1930
Tel: 01455 203307
Web: www.lutterworthrailwaysociety.co.uk

SRP Toy Fairs - Rayleigh

Sweyne Park School, Sir Walter Rayleigh Drive, Rayleigh, Essex SS6 9BZ
Sunday: 1000 - 1400
Prices: £2.00 adult, £2.00 child, £2.50 OAP
Tel: 01522 880383
Web: www.j-jwebbttoyfairs.com

27TH FEBRUARY

Gateshead International Stadium - Toy & Train Fair Gateshead International Stadium, Neilson Road, (off the Felling bypass), Gateshead, Tyne and Wear NE10 0EF
Saturday: 1000 - 1500
Prices: £3.00 adult, £2.00 child, £2.00 OAP, £2.00 concessions
Tel: 0750 359955

SRP Toy Fairs - Crowborough

Crowborough Community Centre, Pine Grove, Crowborough, East Sussex TN6 1FE
Saturday: 1000 - 1400
Prices: £2.00 adult
Tel: 01322 662729 / 07739 998012
Web: www.srptoyfairs1.co.uk

28TH FEBRUARY

J & J Fairs Ltd - Huntingdon Wood

8TH FEBRUARY

Southern Electric Group Sussex Branch - Annual General Meeting etc Southwick Community Centre, BN42 4TE
Monda: 1930 - 2200

15TH FEBRUARY

Plymouth Railway Circle "Somerset & Dorset Steam Memories on Film" St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG
Monday: 1930
Prices: £2.00 adult
Tel: 01752 651014

18TH FEBRUARY

Lutterworth Railway Society - David Holton Illustrated Talk United Reformed Church, George Street, Lutterworth LE17 4EF
Thursday: 1930
Tel: 01455 203307
Web: www.lutterworthrailwaysociety.co.uk

IRRS "Planning Ireland's Rail Network at the Beginning" - Dr D O'Dwyer The Cock Tavern, 23 Phoenix Road, London NW1 1HB
Thursday: 1900
Prices: £5.00 adult
Web: www.irrs.ie

29TH FEBRUARY

Nantwich & Market Drayton Railway Society - Railways of the Swiss Alps King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH
Monday: 2000

Plymouth Railway Circle "Winnenden's Wandering Ways" St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG
Monday: 1930
Prices: £2.00 adult
Tel: 01752 651014

Green Animal Charity Centre, The Britannia Arena, King's Bush Farm, Huntingdon, Cambridgeshire PE29 2NH
Sunday: 1000 - 1430
Prices: £3.00 adult, £2.00 child, £2.50 OAP
Tel: 01522 880383
Web: www.j-jwebbttoyfairs.com

SRP Toy Fairs - Herne Bay

The Kings Hall, The Beacon Hill, Herne Bay, Kent CT6 5BA
Sunday: 1000 - 1400
Prices: £2.00 adult
Tel: 0773 9998012 / 01322 662729
Web: www.srptoyfairs1.co.uk

OTHER EVENTS

18TH FEBRUARY

Southwark Model Railway Club Training Sessions St Phillip and St Marks Church Hall, Avondale Square off Old Kent Road, Bermondsey SE1 5PD
Tel: 02077 329675
Web: www.southwarkmrc.wordpress.com

50th Anniversary Show

Model Rail Scotland

The Association of Model Railway Societies in Scotland
SECC Glasgow 2016
 Fri 26th, Sat 27th and Sun 28th February

50+ LAYOUTS ■ FREE EXHIBITION GUIDE ■ 150 EXHIBITOR STANDS ■
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Admission Prices: (at the door): Adult £12 + Guide FOC Child £6
 Family (2+2x1 day) £27 + Guide FOC.
 Advance Ticket Prices: Adult £11 + Guide FOC Child £5 Family (2+2x1 day) £26 + Guide FOC.
 Advance ticket holder can enter 30 minutes prior to official opening times.
 Tickets may be bought at the show or in advance by visiting our website www.modelrail-scotland.co.uk.
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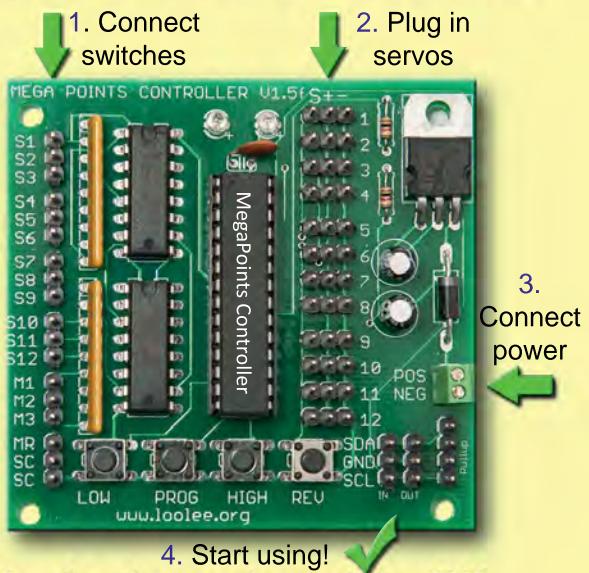
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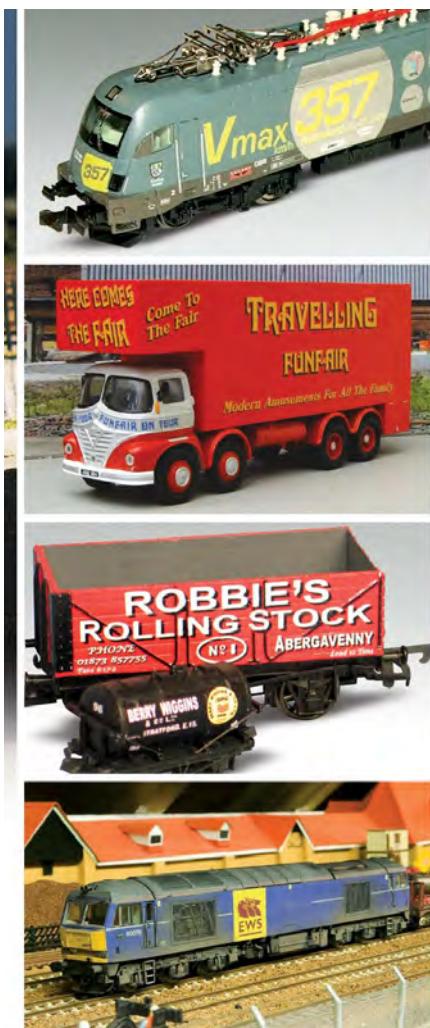
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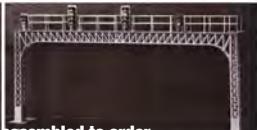
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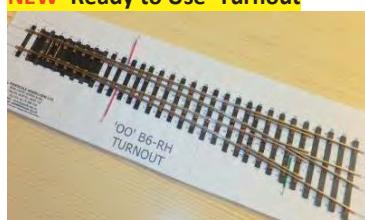
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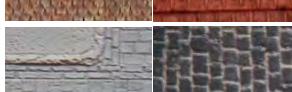
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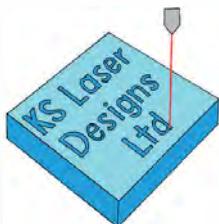
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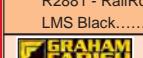
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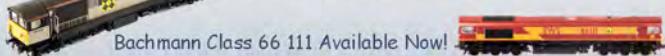
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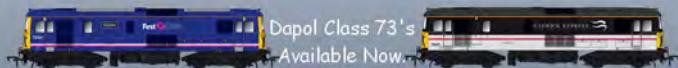
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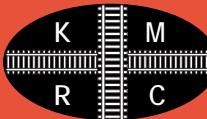
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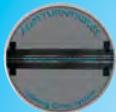
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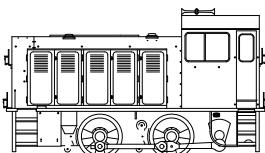
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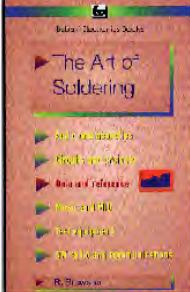
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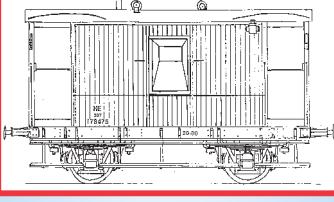
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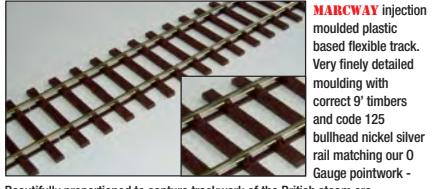


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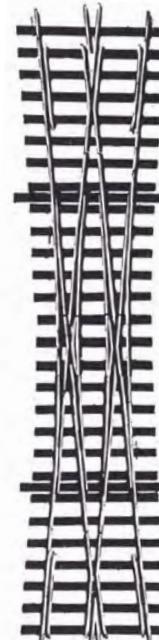
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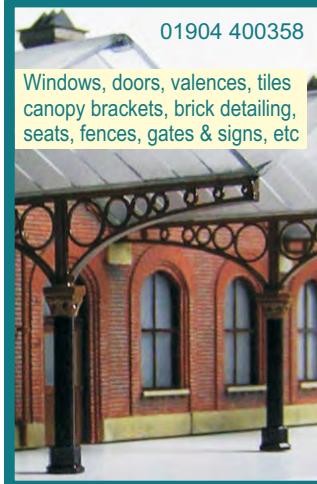
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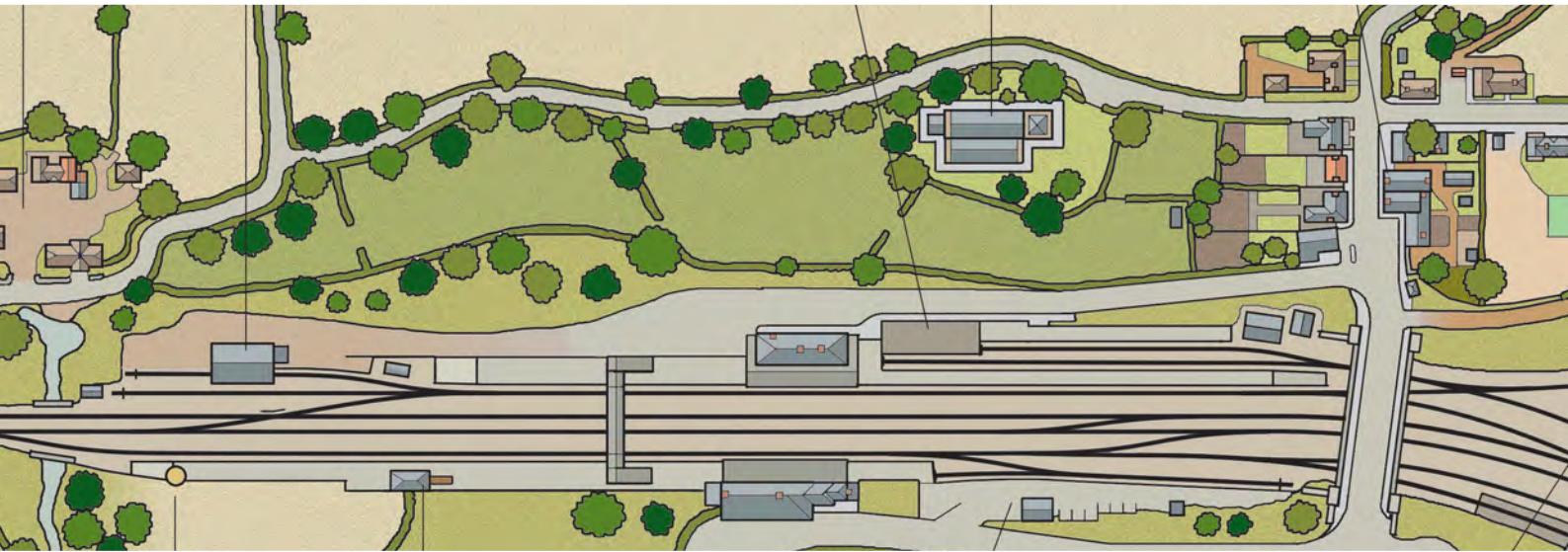
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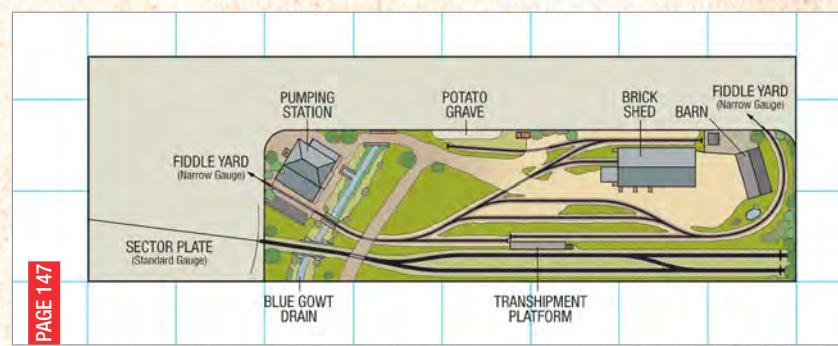
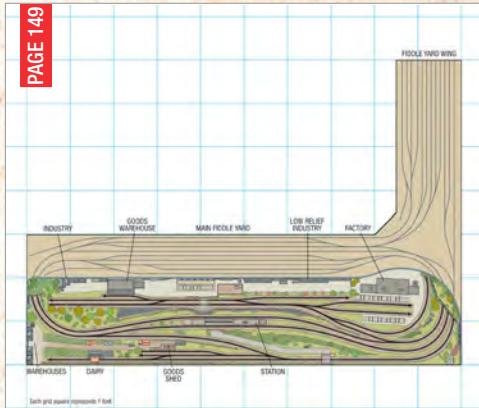


This unique new section gives you the chance to build up a library of trackplans and layout ideas. See all this month's layouts in action at the Festival of British Railway Modelling at Doncaster Racecourse on February 13/14.

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.

147 | TATES
149 | DUNKOW ROAD
151 | APETHORN JUNCTION

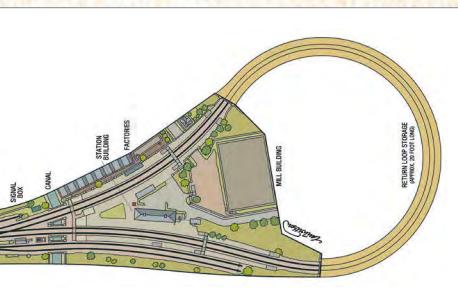
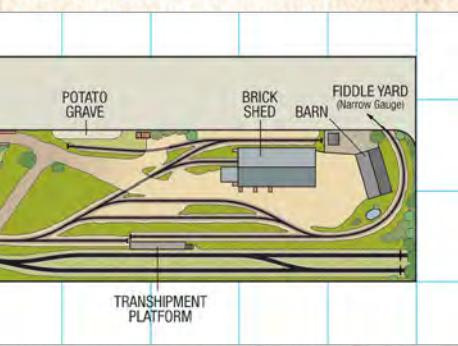
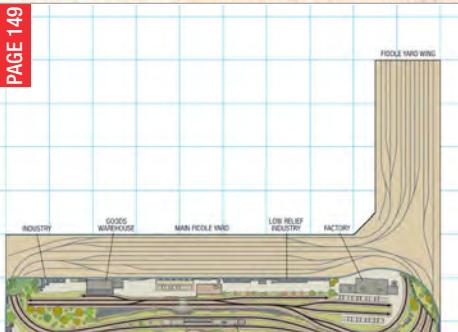


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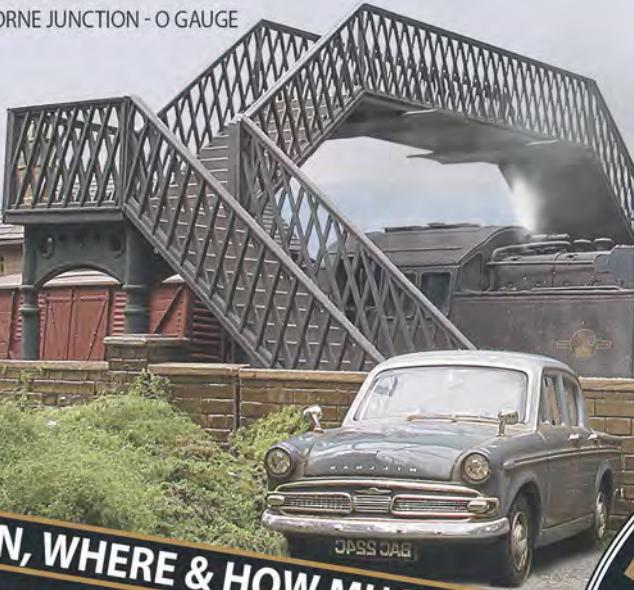


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THE NORTH'S PREMIER MODEL RAILWAY SHOW

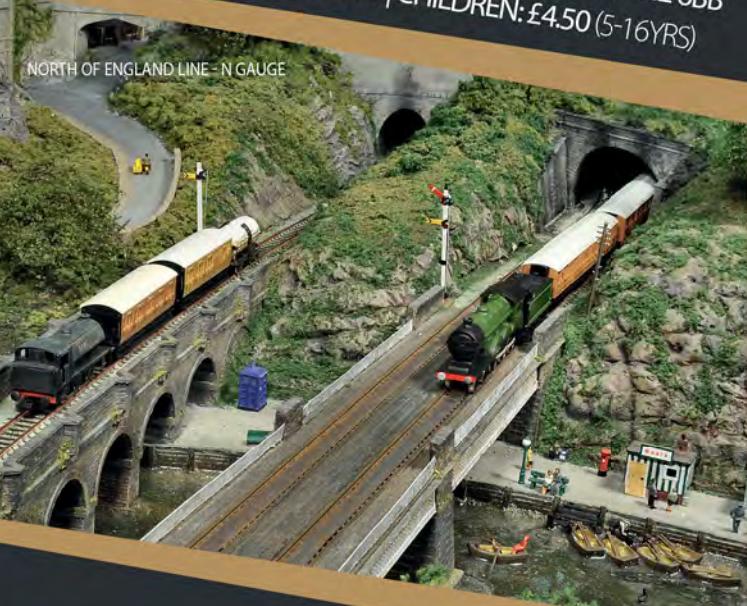
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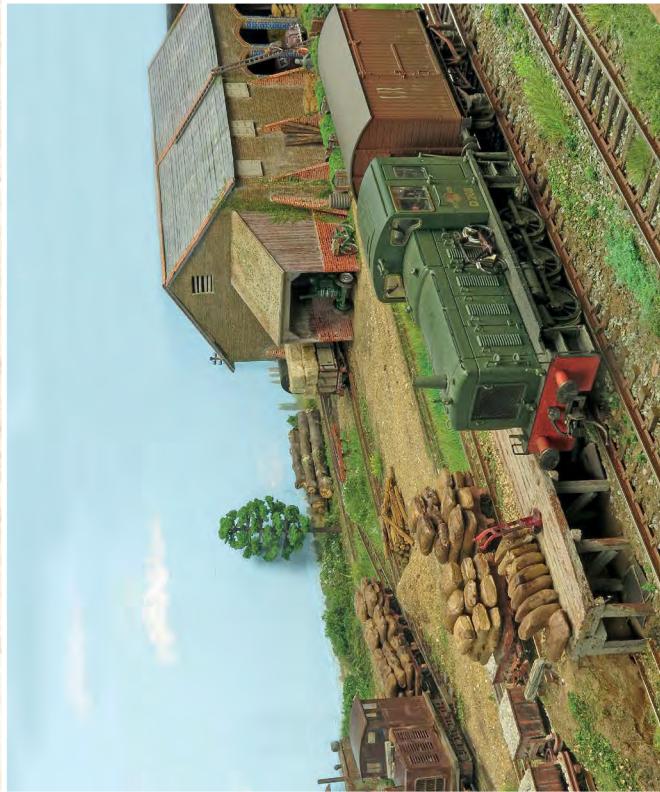


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TATES

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Based around exchange sidings for a Lincolnshire potato railway, **Graham Morfoot's** layout recalls a long-forgotten source of railway goods traffic.

Ask anyone what Lincolnshire is famous for and potatoes will probably be high on the list. The almost endless fields of England's second largest county produce millions of tonnes of spuds, known locally as 'tates', every year, and have done for more than a century. But, getting them from field to market has always been a labour-intensive operation. Today, it's all done by road, but for several decades after the First World War, networks of narrow gauge railways were used to ferry potatoes from fields to the closest main line railhead. At their height, there were 128 miles of railway at 35 locations across the county, employing army surplus 2ft gauge equipment from the field railways of the 1914-18 war. Some railways survived after the move to greater mechanisation during the Second World War, most had gone by 1960, with one remaining until 1969, by this time, small petrol locomotives were used instead of horses.

‘Tates’ was inspired by the final years of the potato railways and combines the terminus of a standard gauge goods branch with the railhead of a narrow gauge railway in steady decline. Short trains are the norm on both railways, making this an ideal layout if space is limited but you want something more operationally interesting than a conventional small branch line terminus.

The layout consists of a standard gauge, ex-Great Northern Railway branch which terminates at an interchange dock with the narrow gauge farm railway. The branch line brings in coal, seed potatoes, fertiliser and timber for the farm. Potatoes and other crops are loaded onto standard gauge wagons via the wooden loading dock. The plan could be adapted for other lost locations where transhipment facilities between narrow and standard gauge railways were needed, such as Welsh slate, sand pits, small collieries and quarries or factories. **BRM**

FACT FILE

SCALE/GAUGE	4mm: 1ft scale, 16.5mm gauge 00/9mm gauge 009
SIZE	8ft by 2ft 6in
ERA	1960s
LOCATION	Lincolnshire
CONTROL	12V DC analogue
LAYOUT TYPE	Fiddleyard to goods terminus with narrow gauge branch

PROS

- ✓ A great way to combine standard and narrow gauge modelling
- ✓ Plenty of interest in a small area
- ✓ Fits in an average spare room
- ✓ Ideal, achievable first exhibition project

CONS

- ✗ Fairly esoteric subject
- ✗ Not suitable if you prefer to run long main line express trains
- ✗ Performance of 009 locomotives can be a little hesitant if track and wheels are not clean.

‘Tates’ consists of an ex-Great Northern Railway branch which terminates at an interchange dock with the narrow gauge farm railway. The branch brings in coal, seed potatoes, fertiliser and timber for the farm and crops go out in the opposite direction.

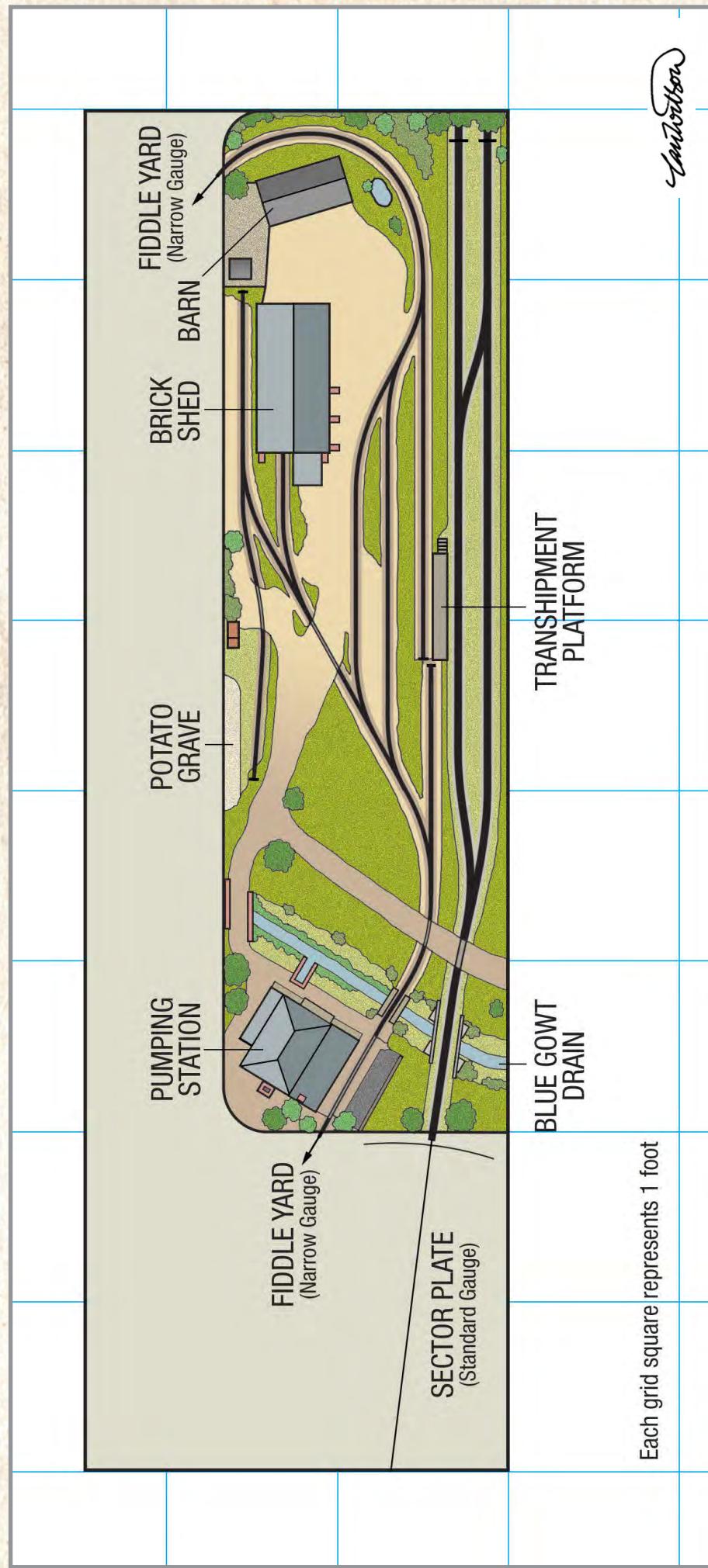
TATES

ERA 4

GAUGE OO

SIZE S

CONTROL DC



SMALL LAYOUT | EASTERN REGION 1960s | OO/009 Gauge

DUNKIRK ROAD

MEDIUM LAYOUT | WESTERN REGION 1965-76 | N Gauge

Inspired by a brief encounter with WR diesel-hydraulics, [Andy Small](#) designed his layout for maximum entertainment and operational interest.

If you're modelling in N gauge and want the maximum operational interest in a relatively small space, this plan could be for you. Set in the late-1960s when diesel-hydraulics still dominated the Western Region fleet, the layout takes advantage of the latest generation of high-quality N gauge diesels from Dapol and Graham Farish. See June 2015 issue of **BRM** for the full story.

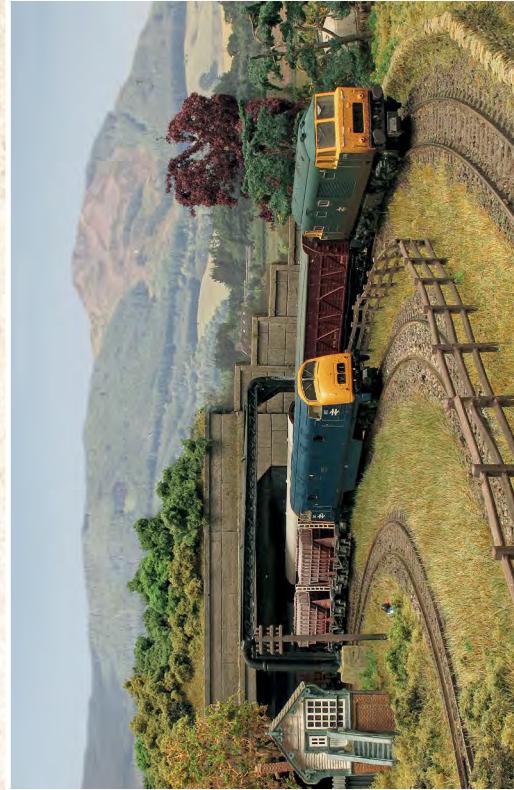
However, the plan could be adapted for almost anywhere in the country to suit your own interests and locomotive fleet. The 10ft by 2ft scenic section features a factory, a large dairy and warehouses, all served by private sidings to increase operational possibilities through shunting, trip workings and various types of freight train.

The trackplan consists of two main lines running through an island platform which has been reduced to a request stop for local workers. There's also a single track branch serving the dairy which provides a diversionary route if required. Access to and from the yards is by reversing from the main line into a head shunt with control retained by the main line operator until the line is clear. Storage sidings at the rear of the main layout can hold ten trains with a further five trains held for the branch on the storage yard wing.

Full operation can be achieved by four people with three control panels covering four separate controllers. The layout breaks down into four 3ft by 2ft 6in sections which bolt together to form two units which can be transported in two large cars. It was specifically designed to entertain both the operators and the viewing public with two main lines to showcase the rolling stock fleet and various sidings to be shunted as required. Isolation sections enable locomotives to be held at various points whilst other pass or shunt. Hands-free uncoupling is possible using SEEP magnetic uncouplers and Dapol or Peco couplings. [BRM](#)

FACT FILE

SCALE/GAUGE 2mm: 1ft, 9mm gauge N
SIZE 10ft by 3ft (plus 4ft fiddleyard wing)
ERA 1965-76
LOCATION Somerset
CONTROL 12V DC analogue
LAYOUT TYPE Continuous loops with 'L' shaped dead-end storage yard



PROS

- Lots of operational interest
- Plenty of off-scene storage
- Fits in an average-sized spare room
- Offers continuous running and shunting to keep you occupied
- Possible to run from anywhere to anywhere

CONS

- Tight curves at each end
- Lots of track in scenic section

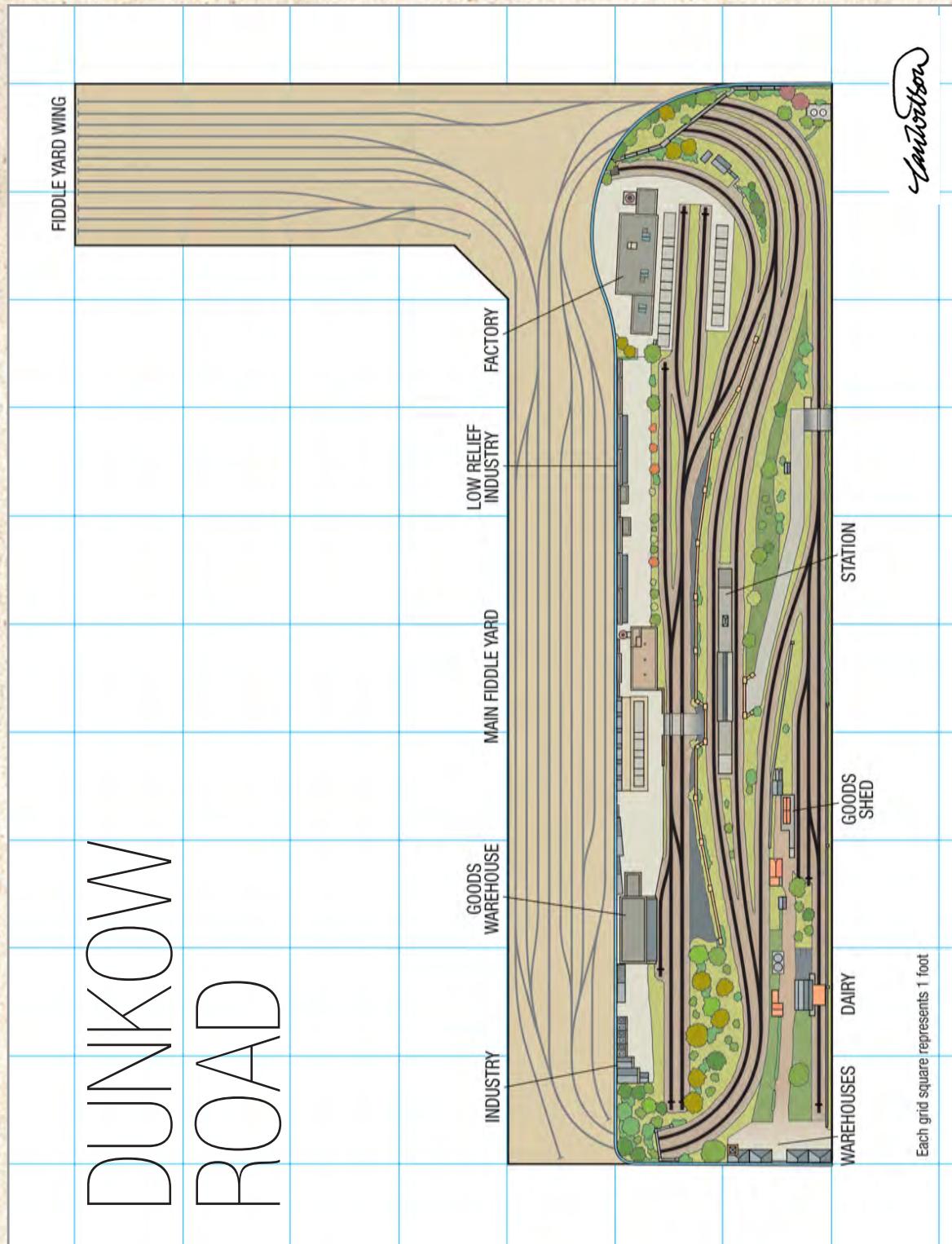
Full operation can be achieved by four people with three control panels covering four separate controllers.

ERA 5

GAUGE N

SIZE M

CONTROL DC



MEDIUM LAYOUT | WESTERN REGION 1965-76 | N Gauge



APETHORN JUNCTION

EXTRA LARGE LAYOUT | LONDON MIDLAND REGION 1957-66 | O Gauge

A substantial exhibition favourite built by [David Hapson](#) and [Keith Harrison](#), this layout has an unusual design based around a main line junction.

Set in the Oldham area towards the very end of the steam era, but with enough flexibility to allow 1970s BR blue diesels to appear, 'Apethorn Junction' was first exhibited just 18 months after work commenced. Not unusual you may think, but at 50ft by 16ft this is no simple micro-layout.

Consisting of no fewer than 19 boards - ten scenic, two fiddleyard and seven for the loop - it took around 2,000 hours of work over a year-and-a-half to get to that first show, and many more hours since to complete the layout you'll see at Doncaster Racecourse on February 13/14.

The boards are a made up from 18mm MDF bases then two 50mm sheets of polystyrene topped with 9mm ply. They were all glued and weighted and left for two weeks to set. A void of 100mm squared was left at the rear to accommodate wiring and components for points and signals, so everything would be on view. Easy access for maintenance and repair is essential on a layout of this magnitude.

What makes it stand out from the crowd, apart from its size, is that 'balloon' loop design which allows the large fleet of DCC sound-fitted trains to run out-and-back from the fiddleyard. It's an interesting contrast to the more conventional fiddleyard-to-terminus or yard-to-yard designs that are common on the exhibition circuit.

It means that scale-length O gauge trains can be accommodated easily and given a decent length run, providing greater entertainment for visitors and operators alike. The four-platform junction station, inspired by Royton Junction on the Oldham Loop (now part of the Metrolink light rail system) also provides something a little different from the usual layout designs. If you can't quite manage 50ft at home, the design could easily be translated and adapted to 4mm or 2mm scale to produce a layout that provides plenty of operational and scenic interest. [B&W](#)



FACT FILE

SCALE/GAUGE	7mm: 1ft, 32mm gauge O
SIZE	50ft by 16ft
ERA	1957-66/1970s
REGION	London Midland
LOCATION	Oldham, Lancashire
CONTROL	DCC
LAYOUT TYPE	Out-and-back main line with 'balloon' loop

PROS

- Allows scale length trains to be run in O gauge
- Lots of action to entertain viewers at exhibitions
- Unusual depiction of a main line junction on a layout

CONS

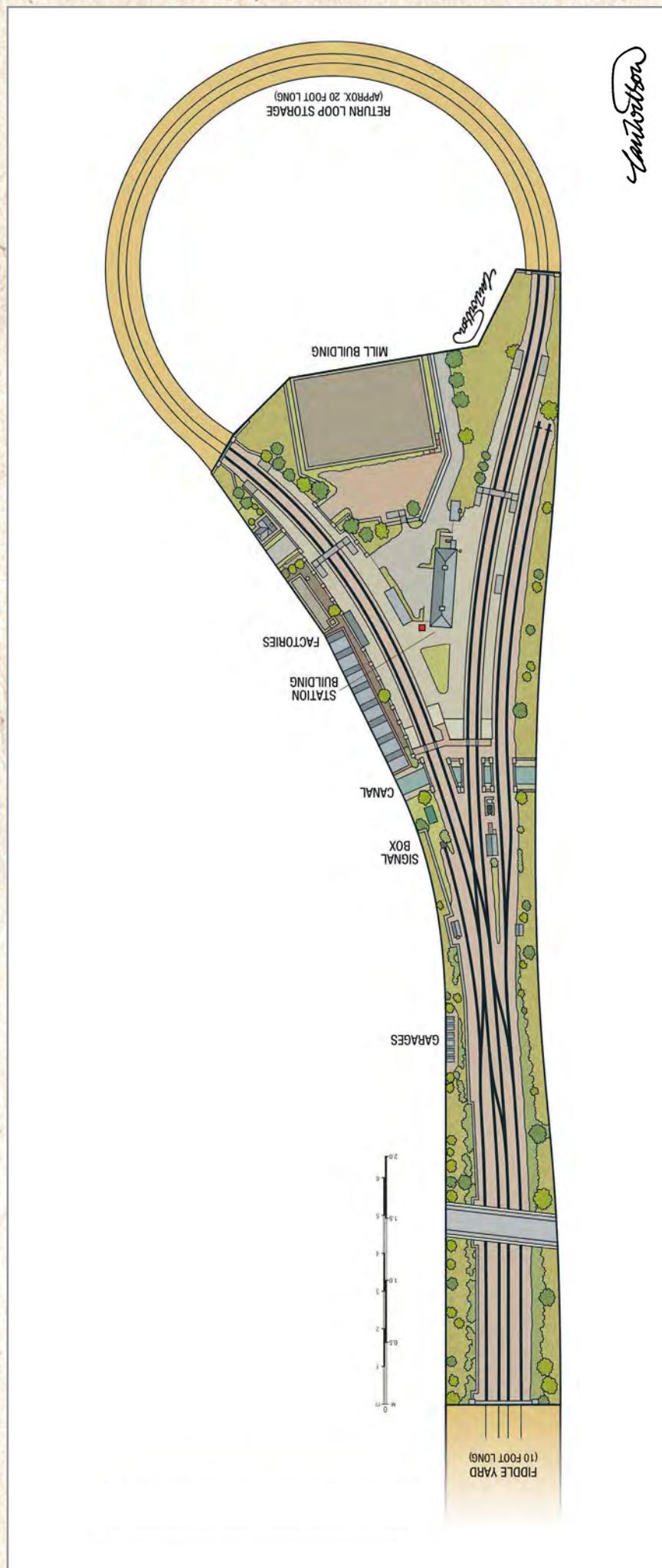
- Requires a huge space to set up
- Better suited to clubs than individuals

Scale-length O gauge trains can be accommodated easily and given a decent length run to entertain visitors and operators alike.

[B&W](#)

APETHORN JUNCTION

ERA 4/5
GAUGE O
SIZE XL
CONTROL DCC



EXTRA LARGE LAYOUT | LONDON MIDLAND REGION 1957-66 | O Gauge



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TAIL LAMP



I know I am old-fashioned. How do I know? Because my wife and children tell me so as they tap away on their smartphones. The children pay bills, turn on and off lights and lower their heating which, incidentally, they didn't do when they lived at home! As for my wife she seems to have an endless 'Twitbook' dialogue with hundreds, if not thousands of people whom she has never met, while still finding time to order and return goods and chattels that look alluring on screen but do not live up to their promises when seen in the 'flesh'. Me, well I have a mobile 'phone; goodness knows how old it is but I use it for the old-fashioned job of making telephone calls. Yes, I know, how 20th century!

And yet there are other times that I embrace the evolution of things that have not altered for years. Take, for example, the changes that have occurred in our hobby over the last few years. It was not so long ago that the Warley NEC show tended to mark the end of the modeller's year and the start of the 'silly season' of speculation, focusing on what the main manufacturers might be offering the following year. Many of the rumours were debunked once the announcements were made at the start of the New Year. For years this was a model railway tradition, as mince pies are to Christmas, but I suspect it was our friends at Barwell that first broke the mould. Before the end of the 2000s, Bachmann decided that its New Year did not start until March, when announcements started to be made at the Model & Hobby Show. Some may argue it was a tactical decision but all the same it set a precedent.

Later it became apparent that the newbies in the business ignored the traditions and announced their new offerings as and when they felt the need. Before too long there was only one bastion of tradition left and that was Hornby, which stuck steadfastly to the old ways, announcing its new ranges either pre- or post-New Year, depending on which magazine or website leaked the information first.

Industry Insider considers how the announcement of new models has evolved over the last few years.

Recently, Hornby has moved dramatically away from its old ways with a steady stream of announcements designed to make the most ardent traditionalist's mouth water. For me, the symbolic end to the old ways happened on the Thursday prior to the Warley 2015 show.

I'm sure I am not alone in being slightly, but not completely surprised that Hornby chose that day to present its 2016 range. 'Present' is arguably not the right word as it seemed that the list posted on the website had no real order, rather resembling a jumble of products dumped onto the website. In truth, there were very few images and in some cases rather vague descriptions, but full marks to Hornby as it absolutely stole a march on those who like to speculate about what the Kent company will or will not offer in the year to come, and on those who had carefully prepared their own announcements for the big weekend.

So what of 'Warley' 2015? Well, it seems that the NEC is now the place to announce new models and show what progress is being made.

Personally, I lost count of who was making an announcement of what new model and in what scale as the Saturday wore on. Don't

get me wrong, I am sure it is good for the hobby but I must admit to being a little punch drunk by the end of the day from the sheer volume of new items. I struggled to keep pace, and even Hornby kept a couple of locomotive surprises up its sleeve.

That night I had to rely on my favourite forum, and the support of a single malt, to help me assimilate the impressive list of what had been announced during the day (see *Welcome and What's New for all the announcements*. -Ed.)

With all this in mind I am left with the thought that maybe the New Year releases have been replaced by the 'Warley' releases. Is this a good thing or have we simply swapped one period of speculation for another? Or maybe I'm just being old-fashioned again? Perhaps our new suppliers and instant communication tools are leading to a 365-days-a-year 'silly season' for the speculators?

dapol

model railway company

Dapol Limited, Gledrid Industrial Park, Chirk, Wrexham, LL14 5DG

Tel: 01691 774455

Fax: 01691 778866

e-mail: sales@dapol.co.uk

www.dapol.co.uk

'N' releases in January

Autocoach



2P-004-005 - Autocoach GWR 192

2P-004-006 - Autocoach GWR 187



2P-004-007 - Autocoach BR Maroon W183W

2P-004-008 - Autocoach BR Crimson & Cream W194W

Also released this month include:

2F-013-025 - GPV - SR Improvised 59065

2F-013-026 - GPV - SR Improvised 59065 Weathered

2F-071-046 - 7 Plank - Gresford Wrexham 224

2F-071-047 - 7 Plank - Gresford Wrexham 224 Weathered

2P-003-001 - B Set Coach Twin Pack BR Maroon W6936W & W6937W

2P-005-060 - MK3 TGS Blue Grey Eastern Region 44098

2P-005-061 - MK3 TGS Intercity Blue Grey Western Region 44031

2P-005-160 - MK3 TGS Intercity Swallow 44055

2P-005-260 - MK3 TGS Intercity Executive 125 44028

2P-005-360 - MK3 TGS First Great Western 44039

2P-005-460 - MK3 TGS Virgin 44091

2P-005-660 - MK3 TGS Cross Country 44052

2P-005-760 - MK3 TGS East Midlands 44073

2S-012-007 - Terrier Portishead GWR Shirtbutton

'OO' releases in January



4F-051-045 - 5 Plank Twin Pack - Wynnstay Ruabon & Cefn Mawr & Rhosymedre

4F-051-046 - 5 Plank Twin Pack - Wynnstay Ruabon & Cefn Mawr & Rhosymedre Weathered

Also released this month include:

4F-010-001 - JNA Falcon Network Rail NLU29006

4F-010-002 - JNA Falcon Network Rail NLU29023

4F-010-003 - JNA Falcon Network Rail NLU29149

4F-010-004 - JNA Falcon Network Rail NLU29239

4F-031-025 - 6 Wheel Milk Tanker - CWS

4F-031-026 - 6 Wheel Milk Tanker - CWS Weathered

4P-010-043 - 60FT Stanier Corridor Comp LMS Lined Maroon 3942

4P-010-044 - 57FT Stanier Corridor Brake LMS Lined Maroon 5535

C101D - 60FT Stanier Corridor Comp LMS Lined Maroon 3942

C102D - 57FT Stanier Corridor Brake LMS Lined Maroon 5535



4F-071-130 - 7 Plank - Gresford Wrexham 224

4F-071-131 - 7 Plank - Gresford Wrexham 224 Weathered

'O' releases in January



7F-080-017 - 8 Plank - Derbyshire Carriage 1945

7F-080-017W - 8 Plank - Derbyshire Carriage 1945 Weathered



7F-080-018 - 8 Plank - Stewarts & Lloyds 6309

7F-080-018W - 8 Plank - Stewarts & Lloyds 6309 Weathered

All product release dates correct at time of going to press



The following retailers carry stocks of all new monthly products

ALTON: **Alton Models** tel:01420 542244

ARUNDEL: **Gaugemaster** tel:01903 884321

AXMINSTER: **Buffers Model Railways** tel:01297 35557

AYLSHAM: **Bure Valley Railway** tel:01263 733858

BARROW IN FURNESS: **Crafty Hobbies** tel:01229 820759

BIDEFORD: **Osborn's Models** tel:01237 423453

BRISTOL: **Model Railways Direct** tel:01275 774224

BURTON-ON-TRENT: **The Tutbury Jinny** tel:01283 814777

CARLISLE: **C & M Models** tel:01228 514689

CHELTENHAM: **Cheltenham Models** tel:01242 523117

HEREFORD: **Hereford Model Shop** tel:01432 352809

KIDDERMINSTER: **DMB/Footplate Models** tel:01562 750076

LIVERPOOL: **Hattons** tel:0151 733 3655

NANTWICH: **Trident Trains** tel:01270 842400

NORTH LANCING: **Morris Models** tel:01903 754850

SHEFFIELD: **Rails of Sheffield** tel:01142 551436

STROUD: **ANTICS** tel:01453 825381

SHEPTON MALLEY: **East Somerset Models** tel:01749 880651

WORCESTER: **DCC Supplies** tel:01905 621999

YORK: **Monk Bar Model Shop** tel:01904 659423



Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

0151 733 3655
364-368 Smithdown Road
Liverpool, L15 5AN

Phone opening times Shop opening times
Mon to Fri 7am-8.30pm Mon to Sat 9am-5pm
Sat 7am-6pm Sun 9am-5pm
Sun 10am-4pm

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Wickham trolley car	ehatton.com/wtc	£67.96	Mar 2013							
Class 5P4F	ehatton.com/5p4f	£131.70 (EST)	Mar 2013							
Class 90 Electric	ehatton.com/c90	£119.00 (EST)	Jul 2014							
LNWR Webb coal tank	ehatton.com/wct	£102.00 (EST)	Sep 2014							
Class 117 3-Car DMU	ehatton.com/c117	£170.00 (EST)	Sep 2015							
Class 121 "Bubble Car"	ehatton.com/c121	£127.50 (EST)	Sep 2015							

Birdcage coaches, Class 24/1, J72, 6P, V2, 3F, J39, K3, 94xx, H2 Atlantic - view these projects at www.ehatton.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 73	ehatton.com/c73	£105.00	March 2012							
Class 68	ehatton.com/c68	£118.00 (EST)	April 2014							
GWR Railcar	ehatton.com/gwrrc	£102.00	July 2014							

Class B4, IDA flat, Turbot - view these projects at www.ehatton.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
J94	ehatton.com/j94	£82.00	Aug 2014							
14xx	ehatton.com/14xx	£99.00	Sep 2014	Feb 2015						
Hatton's King	ehatton.com/king	£169.00- £179.00	Aug 2014	Nov 2014						

Class 4700, Class 1366 - view these projects at www.ehatton.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
King	ehatton.com/horking	£148.14 - £179.99	Dec 2014							
Hornby Adams Radial	ehatton.com/horar	£111.10	Dec 2014							
Class J50	ehatton.com/j50	£74.06	Dec 2014							
Class Q6 Raven	ehatton.com/Q6	£118.99	Nov 2015							
Class 71	ehatton.com/c71	£127.50	Nov 2014							
Merchant Navy	ehatton.com/mn	TBC	Mar 2015							
Class B12 Holden	ehatton.com/B12	£123.00	Nov 2015							
SR Maunsell Coaches	ehatton.com/exsrmaun	£39.99	Jun 2015							

Collett coaches - view these projects at www.ehatton.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Adam's Radial	ehatton.com/ar	£88.00	Jan 2015							
Hatton's ICI hopper	ehatton.com/ici	£24.00 / £25.00	Mar 2015							

Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

www.ehatton.com/projectupdates

Information correct at the time of going to press. All information subject to change.