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50 **DECODING DCC PART 2: FITTING A SPEAKER** On a quest to settle the myths of 'going digital', **Howard Smith** continues his series for beginners as he installs decoder ancillaries.

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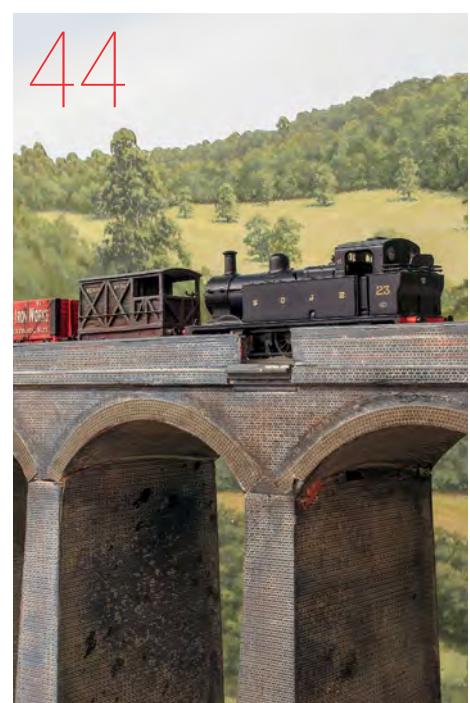
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BRM TV

WHAT'S ON THE DVD

In this episode of BRM TV, presented from a live model auction, we visit the spectacular OO gauge layout 'The Worlds End'. In the studio, **Howard Smith** looks at a range of modelling glues and **Phil Parker** adds a simple interior to the FREE BRM card kit.



'The World's End' - a slice of Yorkshire in OO gauge



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We visit a live model railway auction



A look at the Deluxe Materials range of glues

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Alpha-Box

Initially conceived as a way to bring the magic of Cobalt Alpha to ALL modellers, DC or DCC, Alpha-box is something special! In fact we think that Alpha-Box is the best power booster available! We really wanted maximum cross-brand versatility so Alpha-Box is very versatile ...and as a result it is perhaps best described as the 'Swiss Army Knife' of DCC power boosters because it offers so much more than ANY other power booster you can buy anywhere. Alpha-Box has inputs at track power and command bus level plus a powerful 5 amp output that's well protected by fast acting short circuit overload protection. As a result it is the perfect upgrade for ALL brands of DCC start set from Bachmann, EZ Command to other train-set DCC controllers as well as those from more specialised brands. NCE users really love it. Power Cab and Power Pro plug straight in, becoming fully "Cobalt Alpha" compatible systems with the addition of 5 amps of very clean track power. Other brand users really like it too... and "interface adapters" are available where needed!

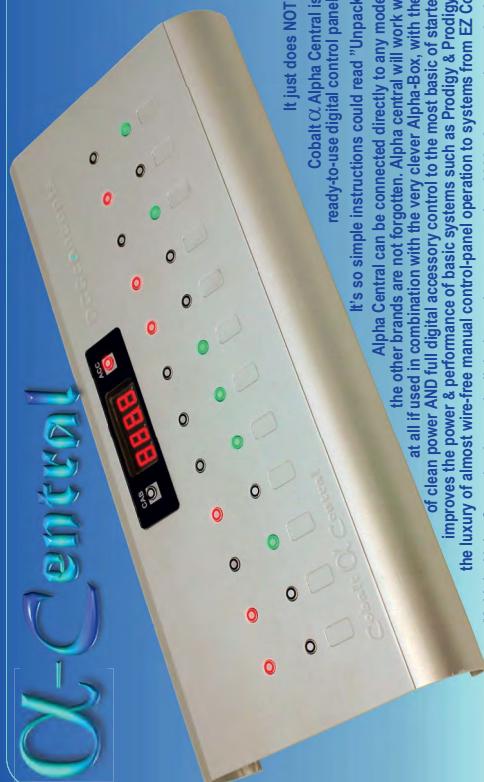
Alpha-Switch-D

Initially conceived as a way to bring the magic of Cobalt Alpha to ALL modellers, DC or DCC, Alpha-box is something special! In fact we think that Alpha-Box is the best power booster available! We really wanted maximum cross-brand versatility so Alpha-Box is very versatile ...and as a result it is perhaps best described as the 'Swiss Army Knife' of DCC power boosters because it offers so much more than ANY other power booster you can buy anywhere. Alpha-Box has inputs at track power and command bus level plus a powerful 5 amp output that's well protected by fast acting short circuit overload protection. As a result it is the perfect upgrade for ALL brands of DCC start set from Bachmann, EZ Command to other train-set DCC controllers as well as those from more specialised brands. NCE users really love it. Power Cab and Power Pro plug straight in, becoming fully "Cobalt Alpha" compatible systems with the addition of 5 amps of very clean track power. Other brand users really like it too... and "interface adapters" are available where needed!



Cobalt Alpha products are DCC compliant & are care the ground up to make wiring of your control panels reduce wiring between control panel and layout to a

The Cobalt Alpha range and all other DCCconcepts products are distributed world-wide by DCCconcepts products are distributed in the United Kingdom by Gaugemaster Controls Ltd.

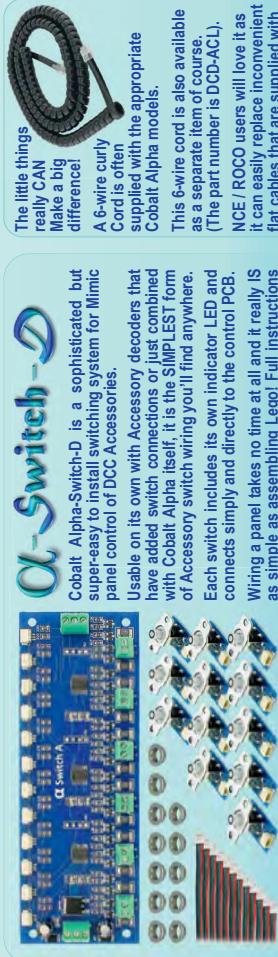


It just does NOT get any easier than this! Cobalt C Alpha Central is literally a complete and ready-to-use digital control panel for 12 points... in a box! It's so simple instructions could read "Unpack, Plug in-Change points" the other brands are not forgotten. Alpha central will work well with any DCC system - however at all if used in combination with the very clever Alpha-Box, with the combination adding 5A of clean power AND full digital accessory control to the most basic of starter sets. With Alpha-Box it improves the power & performance of basic systems such as Prodigy & Prodigy Express. They also add the luxury of almost wire-free manual control-panel operations to systems, from EZ Command to Z21 or ECOS decoders becomes incredibly simple once you have installed Cobalt Alpha in ANY of its forms as your DCC control interface.



Alpha

The very Heart of Alpha. Cobalt Alpha interprets commands from ANY momentary switch & turns them into a digital signal. Cobalt Alpha allows you to connect ANY form of switch from "Stud and Probe" to a simple push-button. Alpha is of course also ideally suited for Cobalt-S Levers and the sophisticated "Easy-to-Connector" Alpha-Switch-D shown below. No matter what choice you make for your switches, the wiring is greatly simplified and reduced as Alpha will digitise all of the switch commands, meaning that nothing needs long direct wiring. Because of this your ENTIRE Control panel could then need as little as ONE cable to connect it to the layout. For quality "Mimic" pads without soldering and no complex wiring if any kind, we recommend that you take a look at Cobalt Alpha and Alpha-Switch-D. It really IS as easy as using LEGO!



Alpha-Switch-D

Cobalt Alpha-Switch-D is a sophisticated but super-easy to install switching system for Mimic panel control of DCC Accessories. Usable on its own with Accessory decoders that have added switch connections or just combined with Cobalt Alpha itself, it is the SIMPLEST form of Accessory switch wiring you'll find anywhere. Each switch includes its own indicator LED and connects simply and directly to the control PCB. Wiring a panel takes no time at all and it really IS as simple as assembling Lego! Full instructions are supplied - we even show you a simple way to create a top quality control panel for them!

fully designed from very simple. Using single cable,



thinking outside the square

DCCconcepts Pty Ltd 3/13 Lionel Street, Naval Base WA 6165 Australia Ph. 61 8 9437 2471 www.dccconcepts.com Gaugemaster Controls Ltd are located at Gaugemaster house, Ford Rd, Arundel Ph. +44 1903 884488 - Online www.gaugemaster.com

WELCOME



What is it that draws people to particular railways, even those they never experienced first hand? This month we mark the 50th anniversary of the closure of the Somerset & Dorset Joint Railway. It's a railway that still fires the imaginations of enthusiasts and modellers, writers, photographers and preservationists; but why the S&D and not, for example, the M&GN or Cheshire Lines Committee?

Some reasons we know for certain; the countryside through which it ran, idyllic stations with evocative names straight out of a Thomas Hardy novel and the rose-tinted memories of summer Saturday holiday trains. Combining ex-LMS, SR and GWR locomotives, homegrown designs, plus a smattering of BR Standards, and rolling stock from all of the 'Big Four' companies, it offers opportunities that few other railway can match. Add to that the fact that it was never 'tainted' by modernisation or the dreaded diesels (not my words!) and you can start to see why so many still hold it in such high regard.

But there's more to it than that. As I hope you'll gather from the various articles in this issue, it was also the people that made it special. Built through the heart of GWR territory, the S&D had a sense of independence, even after being absorbed into the WR. A sense of community and pride comes through strongly in all the material published about it.

It could be argued that the line's closure in March 1966 guaranteed its cherished status. The mythology and mystique surrounding the S&D has grown in the decades since. Like movie stars and musicians taken from us too soon - Marilyn Monroe, James Dean, Jim Morrison and many others - the S&D will never have its appeal diminished by age or scandal - or in this case, modernisation and rationalisation.

Perhaps if it had stayed open as a basic single-track route with bus shelters replacing the stations and Class 153s, it would be no more notable today than the ex-GWR route to Weymouth with which it once competed.

As it is, the S&D is one of a select group of lost railways - the 'Waverley' and Woodhead routes being two others - that provide endless inspiration for modellers and enough 'what ifs' to fuel many more years of argument about whether their closures were justified. What cannot be argued though, is that it must have been a wonderful spectacle in its post-war summer Saturday heyday. Yet another reason to get working on that time machine! We hope you enjoy the issue, and look forward to seeing you in Doncaster Racecourse on February 13/14.



MANAGING EDITOR | Ben Jones



BRM

SPRING 2016 **BRM** ON SALE
MARCH 3 - SEE PAGE 153.

BRITISH RAILWAY MODELLING

is published by Warners Group Publications plc
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ISSN 0968-0764

PRINTING

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



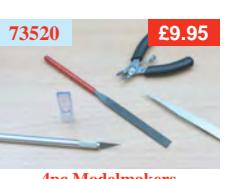
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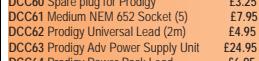
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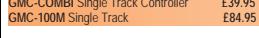
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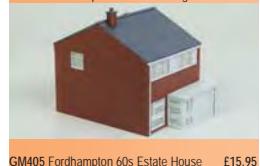
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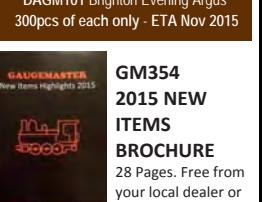
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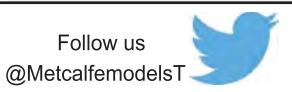
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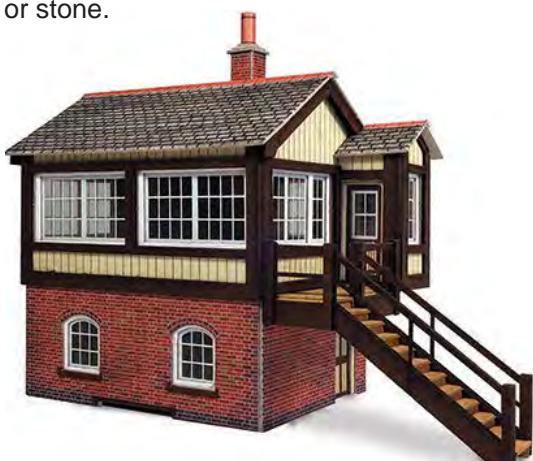
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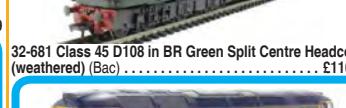
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4D-003-009 Class 52 diesel loco D1021 'Western Cavalier' in BR blue full yellow ends (Dap) £109



4D-003-012 Class 52 diesel loco D1026 'Western Centurion' in BR blue full yellow ends - weathered (Dap) £113



32-532 Class 55 55007 'Pinza' in BR Blue Finsbury Park White Cab Windows (weathered) (Bac) £113.01



32-532 Class 55 55001 'St Paddy' in BR blue (Hor) (list £52.49) **BARGAIN** £43

32-762DS Class 57/3 57312 'The Hood' in Virgin Trains Livery (Weathered & DCC Sound Fitted) (Bac) £203.96



5824 Class 58 58030 in EWS Livery (Hor) £125

5825 Class 58 58038 Mainline Blue Livery (Hor) £125

5821 Class 58 58045 Railfreight Coal Livery (Hor) £125

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



R3266 Class 60 60090 'Quinag' in Railfreight Coal sector (Hor) £146



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



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

R3272 Class 67 67008 Royal Sovereign EWS Livery (Hor) (list £139.99) **BARGAIN** £110



OLIV003 Class 73 141 'Charlotte' in First GBRf Livery - Olivia's Exclusive (Dap) **NEW** £140



OLIV002 Class 73 205 'Jeanette' in GBRf Livery - Olivia's Exclusive (Dap) **NEW** £140



OLIV001 Class 73 207 in Gatwick Express Livery - Olivia's Exclusive (Dap) **NEW** £140



4D-006-007 Class 73 73206 'Lisa' GB Rail Freight Blue/Yellow (Dap) **NEW** £119.51



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



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

Prices valid until 02/03/16

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



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

NEW



4D-006-003 Class 73 electro-diesel 73135 in BR blue full yellow ends (Dap) NEW £119.51

NEW



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

NEW



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

NEW



4D-006-006 Class 73/1 electro-diesel 73138 in Civil Engineers grey & yellow (Dap) NEW £119.51

NEW



4D-006-005 Class 73/1 electro-diesel E6039 in early blue with small yellow panels and double arrow logo (Dap) NEW £119.51

NEW

31-996 Class D16 LMS 10000 in BR Brunswick Green Part Eggshell Blue Waistband (Bac) £101.96



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



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

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 £107



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

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

DMUs

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



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



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



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



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



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



8992 Class 128 DPU in BR Blue small yellow panels and Midland style fronts M55990 (Hel) (list £119.95) BARGAIN £69



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



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



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



32-516A Derby Lightweight 2 Car DMU BR green speed whiskers (Bac) (list £123.21) BARGAIN £64



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



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



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



3290 Class 2-HAL 2 car EMU in BR green small yellow ends (Hor) (list £130.25) BARGAIN £96



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



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



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London R3215 Class 373 Eurostar 4 car EMU in latest 2014 Eurostar. (Hor) £157.40



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



32-915 Class 401 2-BIL 2 car EMU in BR blue - As preserved at the NRM (Hor) (list £130.25) BARGAIN £74



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



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



39-274A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lighting) (Bac) (list £48.95) BARGAIN £24



39-274A Pack of 4 (Bac) (list £159.80) BARGAIN £80

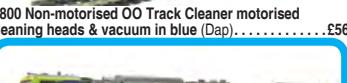


R4698 BR Mk1 Parcels Coach, Crimson and Cream (Hor) NEW £27

R4700 BR Mk1 Second Open Coach, Maroon (Hor) NEW £27



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



39-274A Pack of 4 (Bac) (list £159.80) BARGAIN £80



R4698 BR Mk1 Parcels Coach, Crimson and Cream (Hor) NEW £27



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



39-291A Pack of 4 (Bac) (list £159.80) BARGAIN £80



R4698 BR Mk1 Parcels Coach, Crimson and Cream (Hor) NEW £27



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

39-291A Pack of 4 (Bac) (list £159.80) BARGAIN £80

R4698 BR Mk1 Parcels Coach, Crimson and Cream (Hor) NEW £27

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R4698 BR Mk1 Parcels Coach, Crimson and Cream (Hor) NEW £27

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39-291A Pack of 4 (Bac) (list £159.80) BARGAIN £80

R4698 BR Mk1 Parcels Coach, Crimson and Cream (Hor) NEW £27

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

39-291A Pack of 4 (Bac) (list £159.80) BARGAIN £80

R4698 BR Mk1 Parcels Coach, Crimson and Cream (Hor) NEW £27

39-291A BR Mk1 FP



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

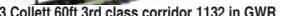
07:00 - 20:30 Mon-Fri
07:00 - 18:00 Sat 09:00 - 17:00 Sun



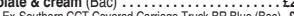
34-078 Collett 60ft 1st/3rd brake composite W6550 in GWR chocolate & cream (Bac) £24.61



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



34-056A Collett 60ft 2nd class corridor W553W BR crimson & cream (Bac) £24.61



34-053 Collett 60ft 3rd class corridor 1132 in GWR chocolate & cream (Bac) £24.61



39-528 Ev-Southern CCT Covered Carriage Truck PB Blue (Bac) £24.61



76IRZ006 Izizar PB Bullocks (Ox) NEW £17



39-460 LMS 57 ft Porthole Corridor Brake 3rd BR crimson & cream (Bac) £33.96



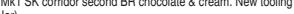
39-465 LMS 60 ft Porthole Corridor Composite BR crimson & cream (Bac) £33.96



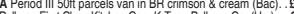
34-053 Collett 60ft 3rd class corridor 1132 in GWR chocolate & cream (Bac) £24.61



39-528 Ev-Southern CCT Covered Carriage Truck PB Blue (Bac) £24.61



76IRZ006 Izizar PB Bullocks (Ox) NEW £17



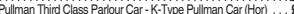
34-326A Period III 50ft parcels van in BR crimson & cream (Bac) £22.91



R4663 Pullman First Class Kitchen Car - K-Type Pullman Car (Hor) £46.29



R4662 Pullman Third Class Brake Parlor Car - K-Type Pullman Car (Hor) £46.29



R4660 Pullman Third Class Kitchen Car - K-Type Pullman Car (Hor) £46.29



R4661 Pullman Third Class Parlor Car - K-Type Pullman Car (Hor) £46.29



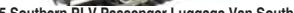
R4657 LMS Non-Corridor 57' Third Class Coach (Hor) £37.27



R4354 Mk1 SK corridor second BR chocolate & cream. New tooling for 2013 (Hor) £17



34-326A Period III 50ft parcels van in BR crimson & cream (Bac) £22.91



R4664 Pullman First Class Parlour Car - K-Type Pullman Car (Hor) £46.29



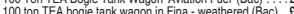
R4662 Pullman Third Class Brake Parlor Car - K-Type Pullman Car (Hor) £46.29



R4660 Pullman Third Class Kitchen Car - K-Type Pullman Car (Hor) £46.29



R4661 Pullman Third Class Parlour Car - K-Type Pullman Car (Hor) £46.29



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



R9293 Thomas and Friends - Annie and Clarabel (Hor) NEW £18



Wagons

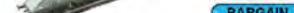
37-479 1 plank wagon in BR bauxite (Late) (Bac) £8.46



38-116 100 ton TEA Bogie Tank Wagon 'Aviation Fuel' (Bac) £35.66



38-115 100 ton TEA bogie tank wagon in Fina - weathered (Bac) £36.51



38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) £130



38-030B Single (Bac) £33.96



37-629 102 tonne gw Thirl BRA steel strip carrier in DB Schenker (Bac) £27.16



38-450A 10 ton Hytrel steel open sheet in BR bauxite (early) (Bac) £15.26



37-654A 14 Ton Tank Wagon 'Ronuk' (Bac) (list £15.95) BARGAIN £9



37-654A Pack of 4 (Bac) (list £53.80) BARGAIN £34



37-253B 16 ton mineral wagon without top flat doors in BR grey - weathered (Bac) £12.71



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



38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) £130



38-030B Single (Bac) £33.96



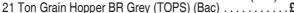
37-629 102 tonne gw Thirl BRA steel strip carrier in DB Schenker (Bac) £27.16



38-450A 10 ton Hytrel steel open sheet in BR bauxite (early) (Bac) £15.26



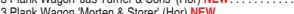
37-654A 14 Ton Tank Wagon 'Ronuk' (Bac) (list £15.95) BARGAIN £9



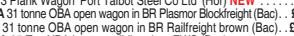
37-654A Pack of 4 (Bac) (list £53.80) BARGAIN £34



37-253B 16 ton mineral wagon without top flat doors in BR grey - weathered (Bac) £12.71



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



38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) £130



38-030B Single (Bac) £33.96



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37-654A 14 Ton Tank Wagon 'Ronuk' (Bac) (list £15.95) BARGAIN £9



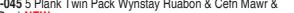
37-654A Pack of 4 (Bac) (list £53.80) BARGAIN £34



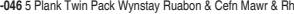
37-253B 16 ton mineral wagon without top flat doors in BR grey - weathered (Bac) £12.71



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



38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) £130



38-030B Single (Bac) £33.96



37-629 102 tonne gw Thirl BRA steel strip carrier in DB Schenker (Bac) £27.16



38-450A 10 ton Hytrel steel open sheet in BR bauxite (early) (Bac) £15.26



37-654A 14 Ton Tank Wagon 'Ronuk' (Bac) (list £15.95) BARGAIN £9



37-654A Pack of 4 (Bac) (list £53.80) BARGAIN £34



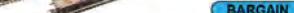
37-253B 16 ton mineral wagon without top flat doors in BR grey - weathered (Bac) £12.71



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



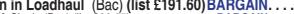
38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) £130



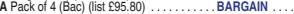
38-030B Single (Bac) £33.96



37-629 102 tonne gw Thirl BRA steel strip carrier in DB Schenker (Bac) £27.16



38-450A 10 ton Hytrel steel open sheet in BR bauxite (early) (Bac) £15.26



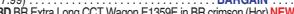
37-654A 14 Ton Tank Wagon 'Ronuk' (Bac) (list £15.95) BARGAIN £9



37-654A Pack of 4 (Bac) (list £53.80) BARGAIN £34



37-253B 16 ton mineral wagon without top flat doors in BR grey - weathered (Bac) £12.71



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



38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) £130



38-030B Single (Bac) £33.96



37-629 102 tonne gw Thirl BRA steel strip carrier in DB Schenker (Bac) £27.16

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37-654A Pack of 4 (Bac) (list £53.80) BARGAIN £34

37-253B 16 ton mineral wagon without top flat doors in BR grey - weathered (Bac) £12.71

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

38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) £130

38-030B Single (Bac) £33.96

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38-450A 10 ton Hytrel steel open sheet in BR bauxite (early) (Bac) £15.26

37-654A 14 Ton Tank Wagon 'Ronuk' (Bac) (list £15.95) BARGAIN £9

37-654A Pack of 4 (Bac) (list £53.80) BARGAIN £34

37-253B 16 ton mineral wagon without top flat doors in BR grey - weathered (Bac) £12.71

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

38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) £130

38-030B Single (Bac) £33.96

Visit

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for new releases



N Gauge

Steam locos

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



NEW



2D-004-004 Class 56 diesel loco 56016 in Railfreight triple grey coal sector (Dap) **NEW** £113.80
2D-004-004D Class 56 diesel loco 56016 in Railfreight triple grey coal sector, DCC Fitted (Dap) **NEW** £134.70
2D-004-001 Class 56 diesel loco 56019 Railfreight red stripe (Dap) **NEW** £133.80
2D-004-001D Class 56 diesel loco 56019 in Railfreight red stripe, DCC Fitted (Dap) **NEW** £134.70

NEW



2D-004-003 Class 56 diesel loco 56022 in BR blue (Dap) **NEW** £113.80
2D-004-003D Class 56 diesel loco 56022 BR blue, DCC Fitted (Dap) **NEW** £134.70
371-396 Class 669 66731 'Interfluth GB' in GBRail Livery (Gra) £89.21
371-636 Class 70 PowerHaul 70003 Freightliner (Gra) **BARGAIN** £82.50
(list £119.95)

NEW



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

Electric locos

HSTs



ND099d Class 86 Bo-Bo Electric 86425 in Rail Express Systems Livery (Dap) (list £104.95) **BARGAIN** £67
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



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



372-675 Class 411 4 CEP 4 car EMU in BR green, (Gra) £137.02

Train sets - DCC

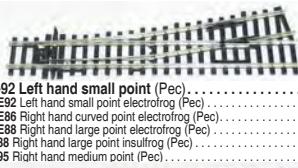


370-070 Cornish Riviera Class 42 D829 in BR Green and BR Mk1 BCK & SO Coaches in Chocolate & Cream (Gra) £157.21

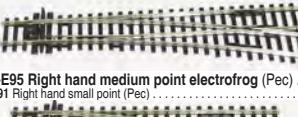
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www.ehattons.com/new

for new releases



SL-E92 Left hand small point (Pec) £9.50
SL-E92 Left hand small point electrofrog (Pec) £9.50
SL-E86 Right hand curved point electrofrog (Pec) £12.50
SL-E86 Right hand large point electrofrog (Pec) £12
SL-E88 Right hand large point insulofrog (Pec) £10
SL-92 Right hand medium point (Pec) £10



SL-E95 Right hand medium point electrofrog (Pec) £10
SL-91 Right hand small point (Pec) £9.50

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

Track - Code 75 FineScale Streamline



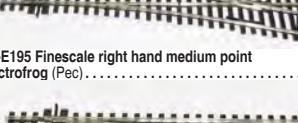
SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3
SL-E99 3 way finescale medium radius point electrofrog (Pec) £27
SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £35
SL-E89 Finescale left hand large point electrofrog (Pec) £12



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



SL-E192 Finescale left hand small point electrofrog (Pec) £10
SL-E188 Finescale right hand large point electrofrog (Pec) £12



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



SL-E191 Finescale right hand small point electrofrog (Pec) £10

Track & Points

R605 1st radius double curve (8 make a circle) (Hor) £2.50
R605 Circle of 8 (Hor) £15
R607 2nd radius double curve track (8 make a circle) (Hor) £2.25
R607 Circle of 8 (Hor) £18
R609 3rd radius double curve track (8 make a circle) (Hor) £3
R609 Circle of 8 (Hor) £22
R826 Double 4th radius curve (8 make a circle) (Hor) £3

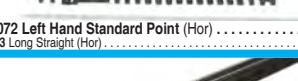


R601 Box of 24 Double Straight (Hor) £49
R601 Single (Hor) £2.25
R822 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606, 1 x R803 (Hor) £21



R8072 Left Hand Standard Point (Hor) £9
R603 Long Straight (Hor) £3.25

BARGAIN



36-603 Box of 10 Long straight track nickel silver (same as R603) (Bac) (list £34) **BARGAIN** £24.80
36-603 Single (Bac) £2.76



R8073 Right Hand Standard Point (Hor) £9
R621 Single (Hor) £3

BARGAIN



R600 Box of 24 Standard Straight (Hor) £33
R600 Single (Hor) £1.40

BARGAIN



ST-100 Starter Track Set (Pec) £54

Track underlay



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

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) £9

R638 Roll of foam track underlay Approx: 480mm (16ft) (Hor) £9

Railway publications



R1613 Hornby 2016 140-page handbook - replaces annual catalogue (Hor) **NEW** £6



Buses



760WB011 Bedford OWB MacBraynes (Oxf) £12
22914 Bedford TK short Boxvan - BR Rail Express Parcels (EFE) **NEW** £25



NEW

14017 Bristol FLF Lodekka 'Bristol Omnibus' (EFE) **NEW** £28



16539 Leyland MCW Atlantean 'City of Manchester' (EFE) **NEW** £28
17707 Leyland National MkII 'Colchester Transport' (EFE) **NEW** £28



NEW

17511 Leyland National MkII 1 Door 'Highland Scottish' (EFE) **NEW** £28
76SET38 Southdown Centenary Set Leyland Royal Tiger & Weymann Fanfare (Oxf) £23
OM46710A Wright Eclipse 2, First Hampshire, E2 Gosport Ferry (Cor) (list £29.99) **BARGAIN** £24
OM46507B Wright Eclipse Gemini 2, Delaine, 102 The Deepings (Cor) (list £29.99) **NEW** **BARGAIN** £24



Cars



76B72003 Bentley T2 Saloon Masons Black (Oxf) **NEW** £4.95
76DIS004 Land Rover Discovery 4 Baltic Blue (Oxf) **NEW** £4.50



NEW

76VW001 Vauxhall Vectra Rio Verde (Oxf) **NEW** £5
76VE001 Volvo 245 Estate Green (Oxf) **NEW** £5



Commercial vehicles



76FDE002 Ford 400E Minibus British Railways (Oxf) **NEW** £5
76L1AN1809 Land Rover AA (Oxf) **NEW** £4
76MB001 Mercedes Actros MP4 GSC Curtside Eddie Stobart (Oxf) £21
76SCL003 Scania Crane Lorry Eddie Stobart (Oxf) £14
76SHL06WF Scania Highline - Eddie Stobart - A P McCoy (Oxf) £18



NEW

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



Train packs



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



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 Shunter D2323 'Lloyd' in NCB Yellow (Gra) £72.21
371-015C Class 08 Shunter 08672 in BR Blue Wasp Stripes (Gra) £76.46



371-021A Class 08 Shunter D3785 in BR Green Late Crest (Gra) £76.46



2D-020-001 Class 153 DMU 153378 in Central Trains green (Dap) £79



371-021A Class 08 Shunter D3785 in BR Green Late Crest (Gra) £76.46

2D-020-003 Class 156 156403 Central Trains Express Livery (Dap) **NEW** £99
371-034 Class 20 1032 in BR Railfreight Red Stripe (Gra) £89.21

371-021A Class 08 Shunter D3785 in BR Green Late Crest (Gra) £76.46

371-086 Class 25/1 D5222 in BR Green (weathered) (Gra) £93.46
371-089 Class 25/2 25231 in BR Blue (weathered) (Gra) £101.96

2D-013-000 Class 27 diesel #27108 in BR blue (Dap) £62
371-112 Class 31 311173 in BR Blue Full Yellow Ends (Gra) £100.26

371-111 Class 31 D55956 in BR Green Small Yellow Panels (Gra) £100.26

371-166 Class 37/4 37406 'The Salting Society' Railfreight Distribution (Gra) £89.21

371-245 Class 47/7 47710 'Sir Walter Scott' in BR ScotRail Livery (Gra) £101.96

2D-004-002 Class 56 diesel loco 56001 in Railfreight triple grey construction sector (DCC Fitted) **NEW** £113.80

2D-004-002 Class 56 diesel loco 56003 in Loadhaul black & orange (DCC Fitted) **NEW** £134.70

2D-004-000 Class 56 diesel loco 56003 in Loadhaul black & orange (DCC Fitted) **NEW** £133.80

2D-004-000 Class 56 diesel loco 56003 in Loadhaul black & orange (DCC Fitted) **NEW** £134.70

371-111 Class 31 D55956 in BR Green Small Yellow Panels (Gra) £100.26

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

372-675 Class 411 4 CEP 4 car EMU in BR green (Gra) £137.02

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

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



Countryside Coal

370-080 Countryside, Coal Digital Set Class 3F Jinty No.23 in SDJR Blue, Midland Brake Van, 7 Plank Wagon & 5 Plank Wagon (Gra) £140.21

Coaches

2F-038-031 20T Steel Mineral BR B315752 (Dap) **NEW** £10.35



374-013C BR Mk1 SO Second Open Blue & Grey (Gra) £24.61
374-015 BR Mk1 SO Second Open Intercity (Gra) £24.61

Wagons

373-237 Bulk grain bogie hopper wagon 'Traffic Services Limited' (Gra) £33.96
2F-013-025 Gunpowder Van SR Improvised 59065 (Dap) **NEW** £8
2F-013-026 Gunpowder Van SR Improvised 59065 Weathered (Dap) **NEW** £9



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



373-786 Triple Pack 45 Ton glw TTA Tank Wagon Weed Killing Train (Gra) £40.76
377-235A Triple Pack of 16 Ton Steel Mineral Wagons BR grey - weathered (Gra) £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

Lighting equipment

NC040a Light Bar Coach lighting unit for modern coaches/multiple units (Class 156/MkIII 'Plug&Play') (Dap) £8

Accessories

GM59 Wheel Cleaning Brush (Gau) **NEW** £14.50

Spares

SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec) £1.50

2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) £18



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



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

Signals

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

Buildings - general

PN821 Wooden Pavilion (Mat) **NEW** £5

Man-made scenic structure - non-railway GM396 Roadside Crash Barriers (Gau) **NEW** £5.50

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.50

ST-17 N Setrack No3 radius double curve (8 form a circle), 298.5mm/11.75" radius (Pec) £2

ST-12 No.1 radius double curve (Pec) £1.50

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

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



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



ST-300 Starter Track Set (Pec) £44



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



SL-300 Single (Pec) £3



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



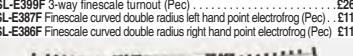
SL-E388 Right hand large point electrofrog (Pec) £10



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



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



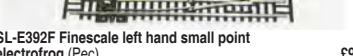
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84



SL-300F Single (Pec) £3



SL-E3997 3-way finescale turnout (Pec) £11



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



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



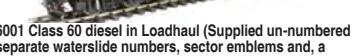
SL-E389F Finescale left hand large point electrofrog (Pec) £11



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



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



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



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

Track & Points

ST-45 Setrack N Gauge Curved Turnout LH (Pec) £14

Track underlay

GM201 Flexible grey ballasted N gauge underlay real granite stone (Gau) £18

Commercial vehicles

NWB006 Bedford OWB British Railways (Oxf) **NEW** £5.95

NLR001 Royal Land Royal Tiger RIB (Oxf) **NEW** £7

O Gauge (1:43 Scale)

Diesel locos

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



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

Coaches

4956 Mk1 BG full brake in Royal Mail red (Hel) £250

Wagons

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

7F-080-017 8 Plank Derbyshire Carrage 1945 (Dap) **NEW** £37

7F-080-017W 8 Plank Derbyshire Carrage 1945 Weathered (Dap) **NEW** £37

7F-080-018 8 Plank Stewart & Lloyds 6309 (Dap) **NEW** £37

7F-080-018W 8 Plank Stewart & Lloyds 6309 Weathered (Dap) **NEW** £37

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

7F-080-017 8 Plank Derbyshire Carrage 1945 (Dap) **NEW** £37

7F-080-017W 8 Plank Derbyshire Carrage 1945 Weathered (Dap) **NEW** £37

7F-080-018 8 Plank Stewart & Lloyds 6309 (Dap) **NEW** £37

7F-080-018W 8 Plank Stewart & Lloyds 6309 Weathered (Dap) **NEW** £37

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

7F-080-017 8 Plank Derbyshire Carrage 1945 (Dap) **NEW** £37

7F-080-017W 8 Plank Derbyshire Carrage 1945 Weathered (Dap) **NEW** £37

7F-080-018 8 Plank Stewart & Lloyds 6309 (Dap) **NEW** £37

7F-080-018W 8 Plank Stewart & Lloyds 6309 Weathered (Dap) **NEW** £37

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

7F-080-017 8 Plank Derbyshire Carrage 1945 (Dap) **NEW** £37

7F-080-017W 8 Plank Derbyshire Carrage 1945 Weathered (Dap) **NEW** £37

7F-080-018 8 Plank Stewart & Lloyds 6309 (Dap) **NEW** £37

7F-080-018W 8 Plank Stewart & Lloyds 6309 Weathered (Dap) **NEW** £37



4375 BR black DB983021 - Dogfish (Hel) £79

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

SL-700BH Double straight track (Pec) £1.50

SL-700BH N Setrack No3 radius double curve (8 form a circle), 298.5mm/11.75" radius (Pec) £2

SL-700BH No.1 radius double curve (Pec) £1.50

SL-700BH No.2 radius double curve (Pec) £1.50

SL-700BH Setrack left hand point insulfrog (Pec) £8.50



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

SL-700BH Double straight track (Pec) £1.50

SL-700BH N Setrack No3 radius double curve (8 form a circle), 298.5mm/11.75" radius (Pec) £2

SL-700BH No.1 radius double curve (Pec) £1.50

SL-700BH No.2 radius double curve (Pec) £1.50

SL-700BH Setrack left hand point insulfrog (Pec) £8.50

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

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

Cars

43DSP002 Daimler SP250 Royal Red (Oxf) £20

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

43JAGKK150006 Jaguar XK150 Coupe Bluebird Blue - D Campbell (Oxf) **NEW** £18

VA13207A Vauxhall Astra Mk2 GTE 16V, Arctic White, Vauxhall Heritage Centre, RHD (UK) (Cor) (list £19.99) **NEW** £16

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

G Scale

Train sets - analogue

90069 Percy and the Troublesome trucks train set (Thomas the Tank range) (Bac) £199

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

People - civil

22-179 Father and Son (Bac) **NEW** £10.95

22-176 Locomotive Crew (Bac) **NEW** £10.95

22-178 Standing Couple (Bac) **NEW** £10.95

22-177 Station Master and Porter (Bac) **NEW** £10.95

22-181 Teenagers (Bac) **NEW** £10.95

Trams

91405 Toby the Tram Engine (with moving eyes) (Thomas the Tank range) (Bac) £157.25

Any or Multiple Scales

Analogue controllers

DCP-CB11P Cobalt Alpha 3 Wire RGB Ribbon (5m) (DCC) **NEW** £8

DCD-ACL Cobalt Alpha 6ft 6 Wire RJ12 Curly Cord (DCC) **NEW** £9

DCD-AE2 Cobalt Alpha 3 Wire RGB Ribbon (5m) (DCC) **NEW** £8

DCD-AE3 Cobalt Alpha 6ft 6 Wire RJ12 Curly Cord (DCC) **NEW** £9

DCD-AE4 Cobalt Alpha 3 Wire RGB Ribbon (5m) (DCC) **NEW** £8

DCD-AE5 Cobalt Alpha 6ft 6 Wire RJ12 Curly Cord (DCC) **NEW** £9

DCD-AE6 Cobalt Alpha 3 Wire RGB Ribbon (5m) (DCC) **NEW** £8

DCD-AE7 Cobalt Alpha 6ft 6 Wire RJ12 Curly Cord (DCC) **NEW** £9

DCD-AE8 Cobalt Alpha 3 Wire RGB Ribbon (5m) (DCC) **NEW** £8

DCD-AE9 Cobalt Alpha 6ft 6 Wire RJ12 Curly Cord (DCC) **NEW** £9

DCD-AE10 Cobalt Alpha 3 Wire RGB Ribbon (5m) (DCC) **NEW** £8

DCD-AE11 Cobalt Alpha 6ft 6 Wire RJ12 Curly Cord (DCC) **NEW** £9

DCD-AE12 Cobalt Alpha 3 Wire RGB Ribbon (5m) (DCC) **NEW** £8

DCD-AE13 Cobalt Alpha 6ft 6 Wire RJ12 Curly Cord (DCC) **NEW** £9

DCD-AE14 Cobalt Alpha 3 Wire RGB Ribbon (5m) (DCC) **NEW** £8

DCD-AE15 Cobalt Alpha 6ft 6 Wire RJ12 Curly Cord (DCC) **NEW** £9

DCD-AE16 Cobalt Alpha 3 Wire RGB Ribbon (5m) (DCC) **NEW** £8

DCD-AE17 Cobalt Alpha 6ft 6 Wire RJ12 Curly Cord (DCC) **NEW** £9

DCD-AE18 Cobalt Alpha 3 Wire RGB Ribbon (5m) (DCC) **NEW** £8

DCD-AE19 Cobalt Alpha 6ft 6 Wire RJ12 Curly Cord (DCC) **NEW** £9

DCD-AE20 Cobalt Alpha 3 Wire RGB Ribbon (5m) (DCC) **NEW** £8

DCD-AE21 Cobalt Alpha 6ft 6 Wire RJ12 Curly Cord (DCC) **NEW** £9

DCD-AE22 Cobalt Alpha 3 Wire RGB Ribbon (5m) (DCC) **NEW** £8

DCD-AE23 Cobalt Alpha 6ft 6 Wire RJ12 Curly Cord (DCC) **NEW** £9

DCD-AE24 Cobalt Alpha 3 Wire RGB Ribbon (5m) (DCC) **NEW** £8

DCD-AE25 Cobalt Alpha 6ft 6 Wire RJ12 Curly Cord (DCC) **NEW** £9

DCD-AE26 Cobalt Alpha 3 Wire RGB Ribbon (5m) (DCC) **NEW** £8

DCD-AE27 Cobalt Alpha 6ft 6 Wire RJ12 Curly Cord (DCC) **NEW** £9

DCD-AE28 Cobalt Alpha 3 Wire RGB Ribbon (5m) (DCC) **NEW** £8

DCD-AE29 Cobalt Alpha 6ft 6 Wire RJ12 Curly Cord (DCC) **NEW** £9

BATH (GREEN PARK)

David Butcher shares the behind-the-scenes story of Taunton Model Railway Group's exceptional, award-winning layout based on the Somerset & Dorset's famous northern terminus.

The award-winning Bath (Green Park) model was created by members of the Taunton Model Railway Group. It is built to finescale 16.5mm OO gauge. It came about after TMRG decided in 1997 that a major project was required to complement our existing 'Tamerig Central' layout (to be featured in **BRM** later this year). By then it was already over a quarter of a century old, operating over four running tracks on a circular layout, to which we have since added two further tracks which act as return loops for 'BGP'.

'Tamerig' still runs well after four decades of constant use, but is now beginning to show its age with an increasing need for 'TLC'. Although built to be portable it became necessary to alter it to a fixed layout a decade ago after many years of exhibition visits. Hence the wish for another model to keep us active on the exhibition circuit. TMRG members wanted a worthwhile challenge - this aspiration has been more than met!

Unusually for a modelling group in the West Country, we had a weaker GWR interest, with stronger support for the LMS, LNER and SR. So, how to satisfy this? After much verbal indigestion a divine inspiration focused onto the jointly operated Midland and Somerset & Dorset Joint Railway station in Bath. It met our interests and became a real challenge! To summarise, it offered a double/single track junction, two goods yards, two locomotive sheds sharing a single turntable, siding loops, and a famous two-platform, four-track terminus with a magnificent overall train shed. We could operate stock from all four post-1923 main line railway groups, plus the earlier designs of BR stock.

The three main groupings mentioned above featured strongly through coaching stock, predominantly

FACT FILE

- SCALE/GAUGE
4mm:1ft scale, 16.5mm gauge OO
- SIZE
57ft by 12ft
- ERA/REGION
Late-1950s
- LOCATION
Bath Spa
- LAYOUT TYPE
Fiddle yard to terminus
- POWER & CONTROL
12V DC analogue
- WORDS
David Butcher
- PHOTOGRAPHY
Andy York

RIGHT: Busy times at Bath Green Park shed as locomotives are prepared for their next assault on the Mendip hills.

We try to portray a working sequence to showcase a variety of typical traffic. To operate a direct copy of an original timetable would be difficult, and would be boring for the average visitor.







ex-LMS and SR motive power, supported by limited appearances from ex-GWR and LNER types. Yes, LNER power did make it to Bath, we have recorded evidence to prove it!

As a terminal station with prototype potential for all four pre-BR company interests made Green Park unique, we believe. Other locations, such as Kensington Olympia and Oxford, offered through station workings, but created problems in locating such a layout in our clubroom if authentic operation was to be achieved. Thus, our first two key constraints could be satisfied - realistic operation and a terminus with the four main line railways represented.

HIGH STANDARDS

We planned for the highest practicable standards of construction; our aspiration was to create something by which others would judge us, which has the paradoxical effect of creating a third constraint - that second best would not do. The project gave scope for all members to become involved. The full-size railway was long gone, and, of great significance, had never been modernised. It retained many pre-1923 features until closure in 1966.

By great good fortune, the train shed structure and original buildings have survived virtually intact though. The project needed considerable research before physical construction began in 1999. Track

ABOVE: The layout's signature feature is the outstanding train shed roof, soldered together from thousands of brass components.

RIGHT: A BR Standard 4MT heads along the single track scenic section with a stopping train formed of Hornby Maunsell stock.

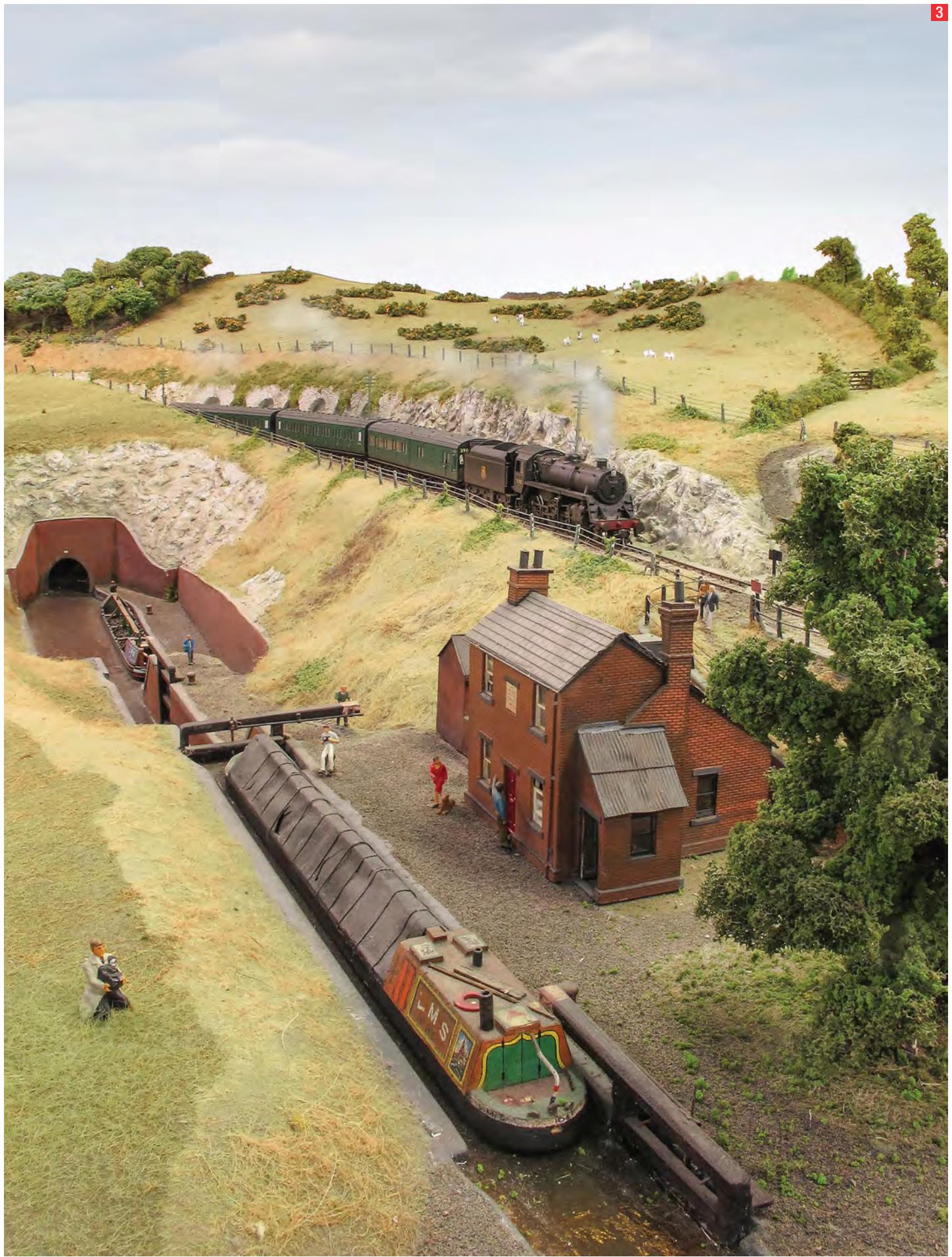
and building plans and many photographs were kindly loaned by many people for close examination.

Even now, fresh information still continues to appear. The model may never be finally completed - 98% is built, and fully working, but the final oddments remain a challenge! The backscenes required detailed research and attract much attention, especially from people who know the area. This includes a select few who have recognised their properties - a very satisfying outcome to our endeavours! We have not built any item not confirmed by photographs, and hence why a final few items remain to be constructed.

TRADITIONAL INFRASTRUCTURE

We chose to portray the BR era. Not all the features modelled existed together - it proved impossible to obtain a full record of a particular point in time. But, all existed in our chosen timespan, with most for the full period, but railway infrastructure is always changing and Green Park did likewise. Fortunately for us, it was only in minor respects, for example some upper quadrant signals replacing the old Midland lower quadrant design, and alterations to the shed facilities.

The original Victorian station masterpiece was built by the Midland Railway whose legacy of infrastructure and working practices survived long after its demise in 1922 through the run-down by BR from 1960 onwards and





eventual closure by the Western Region in March 1966.

Until 1962, the busy train service and variety of traffic handled was out of all proportion to the limited operating facilities. The S&D was a self-contained system operated almost entirely by its own staff, with minimal incursions by staff from other depots. It had a true 'family' atmosphere with everyone understanding how to work and manage it. The minimal infrastructure survived a

5

Western Region review, due largely to the enormous cost required to modernise the line.

This became another key feature of our model - the S&D did not require a plethora of lineside equipment such as was more normal on lines elsewhere, particularly in respect of signal provision. By the late-1950s it was rare, if not by then unique, for working distant signals to still be used into a terminal station. These were retained (against the wishes of the WR management) to facilitate traffic movement.

We believe we have captured the essential ambience and atmosphere of the location - a key aspiration of our group in deciding to re-create the route between Green Park station and Bath Junction in miniature.

The main model is fully portable but unusual in having a 'home' version for the clubroom and an 'away' version for exhibition display.

At home the layout connects into 'Tamerig Central' to avoid the need for a separate fiddleyard. The 'away' version has an extensive loop transit yard to allow out-and-home operations from/to the station with no intermediate handling or reversal of stock.

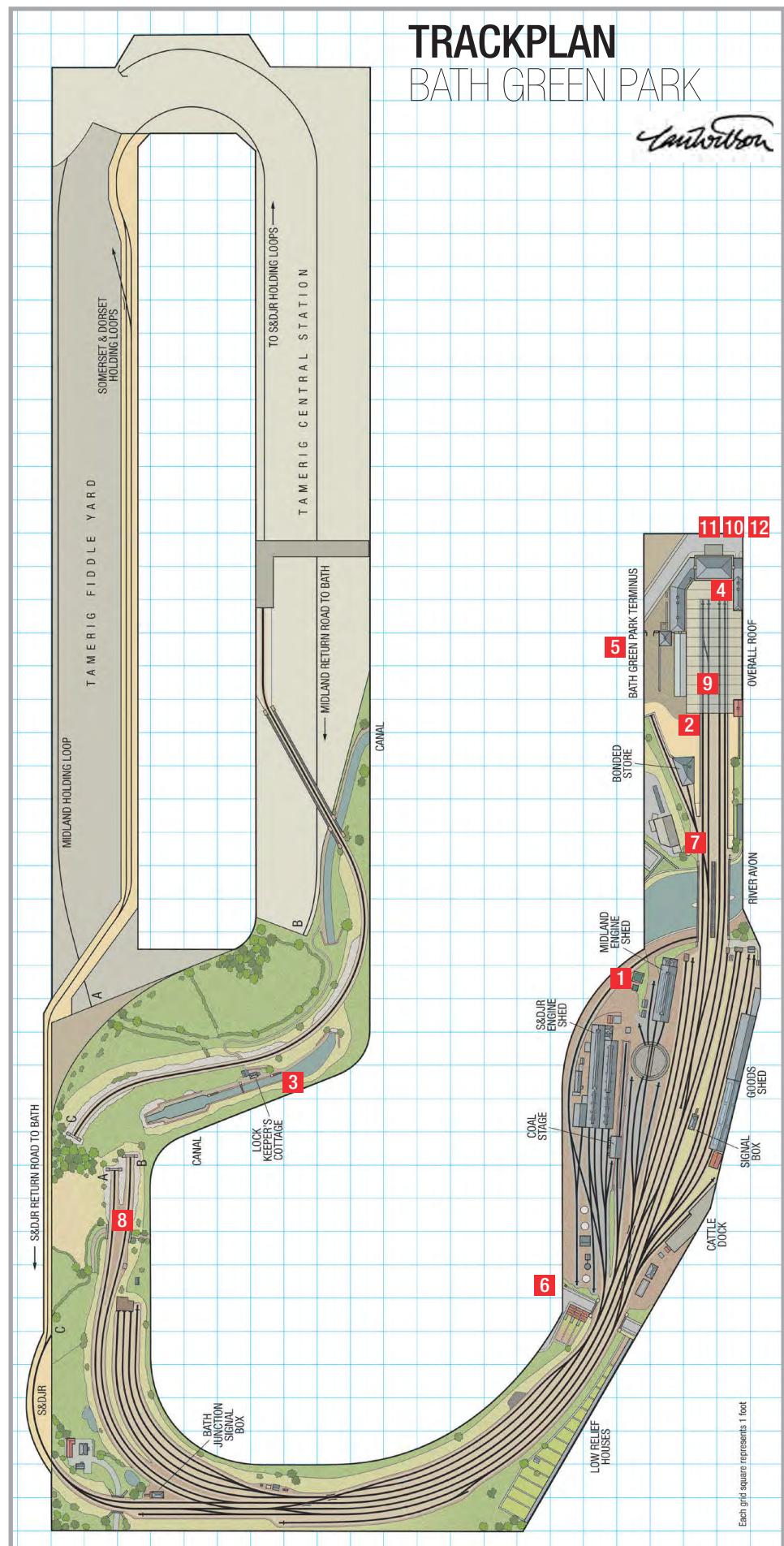
Four baseboards comprise the station, goods yard and locomotive sheds, common to both the 'home' and

ABOVE: A fine collection of BR road vehicles ready to make local deliveries.



ABOVE: Fowler 2P No. 40660 rests after piloting a Bulleid 'West Country' on a northbound express. To its right is a gas tank wagon used to replenish older vehicles with gas lighting or kitchen stoves.

BETWEEN: One of the Southern Region's Standard 4MT 2-6-0s rumbles into Bath, interrupting a busy street scene typical of the 1950s.





II ask the expert

Q How difficult was it to design such a large layout and ensure that it was practical to dismantle and transport to exhibitions?

A The design required provision for easy transport in a van fitted with a tail lift. This was achieved with a few redesigns as the scheme developed. We even drew the van 'footprint' on the clubroom floor and 'loaded' the baseboards into it to check our calculations - and nearly forgot the body height under the roller door was lower than the body roof!

The 'away' version has an overall 57ft by 12ft footprint, including safety barriers and operator space. Weight is important in such a large model, with the need to build it in manageable sections. This was achieved using good quality 9mm plywood throughout. Large holes cut

into the support bearers save weight and allow the wiring looms to be kept within the framework structure.

A ledge at one end of each section offers support to its neighbour with locating pegs and holes in the adjoining vertical edges to give precise positioning during bolt tightening as the sections join together. Multiple 25-pin jumper leads connect each board electrically, with up to six short jumper leads required between boards, plus up to nine considerably longer leads to each operator console. They all require careful handling when being both plugged in and disconnected to avoid potential damage.

ABOVE: As an inter-regional route, the S&D saw locomotives and rolling stock from the SR, LMR and, on occasions, the Eastern Region, such as this 'B1' 4-6-0 heading home with a cross-country express.

RIGHT: No. 53808 is one of several S&D 7F 2-8-0s in the layout's fleet, seen here heading a fitted van train through the country section.

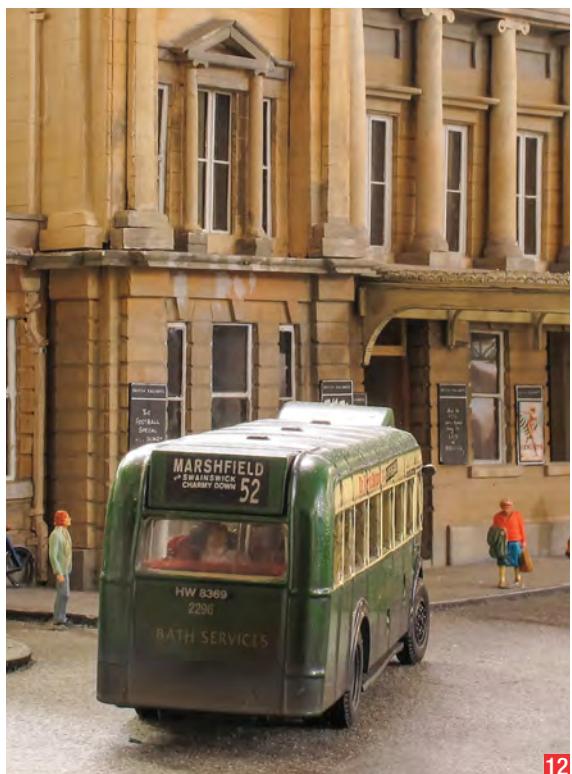
'away' modes. The rest has been built twice - the 'away' set is built in a semi-straight line to reflect the prototype, the 'home' set fits within our building in a curve and is fixed. This partial duplication has been well justified, even though we had to build Bath Junction signalbox and its entire track layout twice!

The wide variety of skills possessed by our small membership offered adequate scope for everyone to be kept well occupied. We were fortunate to have an excellent landscape painter for our backscenes, clever underboard and operator console wiring wizards, a gifted track builder who constructed very high quality trackwork, plus several who possess the modelling abilities so vital for the excellent quality required for the many structures. This included the very challenging design and construction of the station overall roof. All signals, main and ground, are fully operational and electrically lit.

Neither must we forget the members who undertook the extensive research of endless reams of maps, literally hundreds of photographs, and all the other resources so vital to enable the constructors to construct. Preliminary research took two years, including site visits. It has been and continues to be very much a total team effort.

Fourteen years after construction began in 1999 we reached the point where the layout was virtually finished. It is an ongoing process, but well worth the effort to see it all come together and in full operation.





12

AB E: 'BGP's' operating sequence requires a minimum of 12 trains and 16 locomotives, ranging from the 'Pines Express' to local trains such as this one to Bristol headed by Ivatt 2MT 2-6-2T No. 41252.

LEFT: A Bristol bus operated by Bath Services arrives on the station forecourt, providing onward connections for passengers.

AUTHENTIC OPERATION

We try to portray a working sequence to showcase a variety of typical traffic. To operate a direct copy of an original timetable would be difficult, and would be boring for the average visitor. By attempting plenty of movement in so far as the electrical configuration will permit, the aim is to represent prototype practice in the spirit if not the actual letter of the former BR documents issued to manage these.

We use the cab control principle whereby each of the three main operators can access most of the layout from each console panel as appropriate, with two smaller panels controlling the goods yard and exchange sidings - the timetable offers each operator a fairly demanding but equitable schedule of activity.

Our operating sequence requires a minimum of 12 train formations and 16 locomotives, with duplicates to keep spectators interested. Trains change locomotives at the station, mainly serviced by light engine movements to and from the sheds to portray the prototype operating and movement interest. Prior to 1962, the S&D had five basic traffic flows: 1) expresses between the north and Bournemouth that reversed in the station; 2) S&D locals between Bath and Evercreech Junction/



RIGHT: That first teasing glimpse of trains through the doorway of a big station heightens the excitement of any journey and, for many of us, led to a lifetime's interest in railways.

BELOW RIGHT: Despite what the chalked notice says, the fog seems to have lifted and hopefully our trains will run to time.



Bournemouth; 3) Midland locals between Bath and Mangotsfield/Bristol; 4) through S&D route goods to/from the Midland, principally to/from the North Somerset coalfields; and 5) terminating goods traffic from both the Midland and S&D into Bath goods yard and local private sidings.

Our schedule aims to reflect this diversity, but to achieve it proved more difficult than we had initially expected. The desired working pattern generated unacceptable operator activity level within the limitations of the electrical wiring circuitry and hand-held controllers. Greater success came when another operator was introduced to work two new mini-panels created to ease the workload of the other console operators outlined above.

The layout is operated to a pre-planned timetable sequence that is printed to read from bottom to top on the operator schedules. It repeats at roughly hourly frequency, using tinplate backed schedule sheets in a plastic envelope clipped to a folding angled wooden support frame. A magnetic strip is progressively moved up the outside surface of the envelope to hide completed moves, and leave the next ones readily visible.

DCC operation has been considered but practical reasons preclude its adoption. All stock is member owned and not kept at the clubroom, as it is also used on home layouts. It would be expensive and cumbersome to expect all our members to convert their stock.

We use the Kadee couplings, which are extremely reliable. All are checked regularly on the master gauge to ensure uniform coupling height. Likewise, regular checks on wheel back-to-back measurements ensure reliable running. Stock is verified and certificated for compliance by a nominated member.

TEAM EFFORT

We were fortunate to receive support from many individuals and organisations, duly acknowledged on a clubroom display board. We thank them for their generosity and assistance, all of which has been, and continues to be, very much appreciated. Special mention must go to the West Somerset Railway for its support since 1976.

Our members have achieved a real team effort that requires an ongoing long-term dedication and commitment. Regular running sessions are held on club nights to maintain operator skills between public events. It is also good fun to be able to relax a little in private!

Our over-arching aim throughout has been twofold; to showcase the model in its own right as a standalone attraction, and to provide a finescale fully working layout to enrich the experience. We think these aspirations have been achieved and invite visitors to judge for themselves. We also wanted to set ourselves a challenging project and it has amply achieved this in full measure! ■



PART THREE

ENHANCE YOUR CARD KIT

Phil Parker continues his simple, quick and cost-effective enhancements of the free **BRM** card kit, this month adding interior furnishings and décor.



ABOVE: One corner of the **BRM** card kit is known as the 'Old Station Tea Room' using signs and posters supplied on the DVD with last month's issue.

SHOPPING LIST

I Faller 180545 interior accessories, £20.00
 W www.gaugemaster.com

I Interior Detail Kit
 W www.scalescenes.com

Switch on the lights in the free **BRM** card kit building - I showed how to install them last issue - and you won't be able to resist taking a peek through the windows. Inside, you'll see nicely printed walls with wooden panelling and doors to link the rooms, but

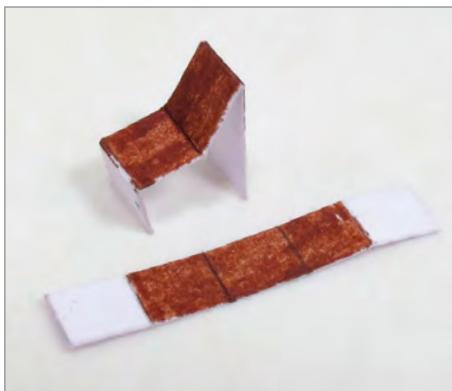
that aside, it's all looking a bit empty. The key to decorating the inside of a building is realising just how crude the modelling can be, yet still look great. You could spend hours fussing over miniature furniture, but when viewed through a tiny window - even with lights - it's difficult to pick out

detail. Models often suffer from a lack of space. The free **BRM** card kit has thin walls, but even so, the rooms scale out at 10ft wide and 20ft long - not large for a commercial building.

So, rather than leave your card kit and other layout buildings looking derelict, let's furnish them. ■

It's time to unleash the interior designer in you. Interior furnishings have evolved over the decades, as such they can easily reflect the era you model. Remember that your grandma's swirly wallpaper was once very fashionable and could be just the thing for the period of your model.

Add your own details



Using 6mm wide strips of thin card, I'm folding up simple chairs. You can only see the tops, so I'm not worried about complicated legs. Let's keep it simple.



Cakes and the plates they sit on are punched from various thicknesses of card using a leather punch. Icing is courtesy of felt tip pens - this all adds to the counter.



The signs displayed behind the counter were supplied with last month's issue. A felt tipped pen should be used to colour in the white edges and make them blend better.

Save time with kits



This domestic interior is designed to fit the Skaledale unpainted town house (ref R9644). It's not a large model, but it depicts a typical terraced home found across the country.



Available as a kit download in OO or N from its website, Scalescenes interior furniture pack can be adjusted to any scale using your printer settings.



The front room scene looks very 1950s/60s. Everything you see is part of the Scalescenes kit. Being a download, you can make as many copies as you like.



Some of the parts have to be glued to thick card. The layers of card are built up as shown on this month's DVD, then wrapped with parts printed on ordinary paper.



If card isn't for you, an alternative is this set from Faller. It contains plastic furniture for a modern house and office. Included is a pair of lighting units.

on your DVD...

Supplied on your FREE DVD with this issue of **BRM** is a backscene, pavement and fencing to make a diorama for your building.

On next month's DVD we'll show you how to use it.

Watch Phil modelling the interior on your free DVD!



The interior signs used in this article and demonstrated on this month's DVD were supplied with the February issue of **BRM**, still available to download as a digital edition today. Visit www.brmm.ag/FebCardKit



Some of the furniture is very detailed once assembled as you can see from these office chairs. It depends entirely on what era you model.



This room is far more modern. The back of the cupboards are open so if anything faces the viewer, as the TV did, a scrap of plastic should be fixed over the gap.



HOW TO...

MAKE A STATION CANOPY

Canopies once adorned many stations, providing much-needed shelter. **Phil Parker** wanted one for his **BRM** project layout 'Ruston Quays'.



ABOVE: Making a canopy from scratch can be a challenge. Using a kit saves time with room for customisation.

SHOPPING LIST

KIT & MATERIALS

- I Dapol platform canopy kit
- I 1 & 2mm thick plastic sheet
- I Slater's Microstrip
- I Embossed corrugated iron

TOOLS/ADHESIVES

- I Craft knife
- I Square
- I Small spirit level
- I Plastic cement
- I Liquid plastic glue
- I Canopy glue

When working on the design for 'Ruston Quays', I had a long conversation with Paul Lunn about the station. I knew we didn't have space to model all of it, but that created a problem - how would I hide the fact that most of it wasn't there?

Paul's solution involved using Airfix (now Dapol) platform canopies, assembled with the ridges at 90 degrees to the track. To the front would be a wall, so trains can partly disappear out of sight.

I was struggling to realise this in three dimensions. Paul suggested Dewsbury Market as inspiration. The alignment of the canopies is the same, but mine are on an island

platform and open at the sides, so I needed to make a curtain wall.

If you imagine passengers standing on a raised platform on a viaduct in an open area, I can imagine that pretty quickly they would demand protection from the wind. Any company hoping to build a successful terminus station would be wise to design a structure to solve the problem.

Unsure how the model would look, I built a couple of bays and the front wall, then displayed the results on the layout at the Warley show. If people felt it looked wrong only a few hours work would be lost and I could try something else. As it happened, visitors liked what they saw.

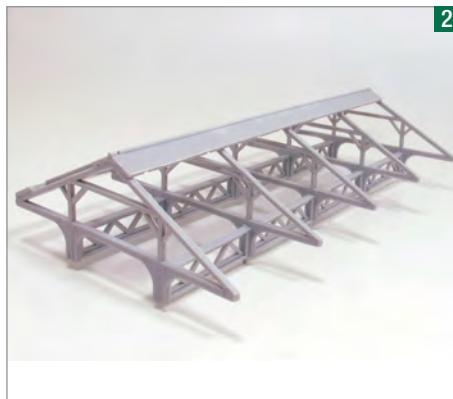
There's a lot to be said for assembling the main parts of a model and leaving the detailing for a while. A few days pause allows you to look at it with fresh eyes and see if you are still happy. Whether it's a good idea to try several thousand pairs of fresh eyes at the biggest show in the country is more questionable.

Now finished with heavy weathering, the station adds some useful height to the layout, balancing out the big warehouse at the other end of the model.

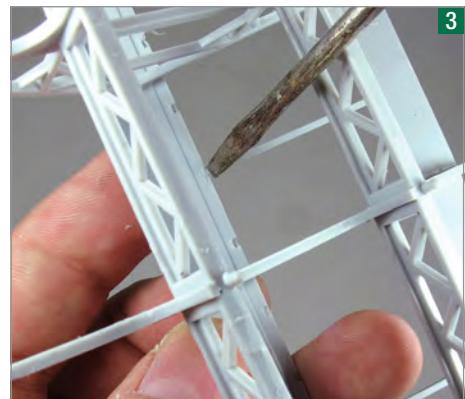
Just as importantly, it's great for hiding the shortened platforms and adds another point of interest to the gritty urban scene. ■



Paul Lunn's painting shows ridged canopies at right angles to the track. The high wooden wall at the end acts as a view blocker to hide the fact we don't have space to model all of the station.



The raw material for the canopy is the Dapol plastic kit. Introduced in 1959, the parts are now moulded in soft grey plastic to reduce wear on the tools. After a little cleaning up, the pieces still slot together well enough.



Glazing should be fitted early on, but painting the bars is fiddly. I'm glazing them after. Ensure the bars are flush with the underside of the supports. Prodding them with a screwdriver while the glue is still soft helps.



On our model, the front is supported by a tall wooden wall. This is made from a sheet of 1mm thick plastic, scribed to represent planks and cut to fit the profile of the canopies.



The baseboard end presented the biggest challenge as the canopies don't finish square with the edge. You can see just how much has to be removed from the end bay. This caused quite a bit of head scratching.



My solution began by cutting away the bottom girders and installing a strip of thick plastic. A card template was cut to fit the roof line and I transferred this to plastic sheet and fitted it in place.



The model was spray painted and then individual glazing strips fixed in place. In keeping with the run-down look, not all the panes are glazed and some have been replaced with Slater's embossed corrugated sheet.

I ask the expert

Q When I stick glazing in place, it always goes cloudy. How can I stop this?

A I suspect you are using superglue. The fumes are attracted to any grease on the clear plastic where they settle and become opaque. Avoid this by using canopy glue designed for the job. It is a high-quality PVA which dries clear. Any excess can be rubbed away with a cocktail stick.



from the archives

When building a model, I like to find a photograph for inspiration. In this case, it's a picture of a 'Derby Lightweight' diesel railcar at Banbury Merton Street. The modern motive power contrasts with a wooden building and platform. Overhead, the canopy is open to the elements. It epitomises the down-at-heels atmosphere I wanted for the station.



Banbury Merton Street in its last days. Although the structure is (just about) standing, the canopy glazing is a distant memory. Scenes like this inspire me, providing the atmosphere of a steam-era railway in a run-down state. BRIAN STEPHENSON/RAS

HOW TO...

BUILD AN S&D SENTINEL

Phil Parker pulls out all the stops to re-create a Radstock Sentinel, one of the quirkier members of the S&DJR fleet.

SHOPPING LIST

KIT

• CSP/Agenoria Models
CSAG20 LMS Sentinel
0-4-0VBT kit

TOOLS

• 45W Antex soldering iron
• Resistance soldering unit
• Small gas torch
• 145 degree solder
• Rolling bars
• Rivet punch
• Piercing saw
• Various pliers
• Pin vice
• Selection of small drill bits
• Cutting broaches
• 6in flat file
• Needle files
• Scissors
• Fibreglass burnishing sticks

CONTACT

• CSP/AGENORIA MODELS
www.cspmodels.com
T 01305 751 544

• HELP AND ADVICE
www.RMweb.co.uk

• LONDON ROAD MODELS
www.traders.scalefour.org/LondonRoadModels

Kit design is a very personal process. Builders often need to get into the mind of the designer; there are few standard ways of doing things, so every model has its quirks. Many modellers have favourite ranges as they like the way things are designed. Since most kit manufacturers are cottage industries, you can get to know the kit designer and chat to them either at shows or by e-mail - handy for clearing up queries.

Kitbuilding is more than just a way to acquire a model, it's a process full of pleasures and frustrations, hopefully resulting in a model to be proud of, whatever the standard.

Quoting the instructions by Roger Slade from CSP, while he hopes modellers enjoy building this Sentinel kit, "it will not be a cakewalk."

I agree. This might be a small locomotive but it's not suitable for a beginner. If you've got a couple of other etched kits under your belt and are willing to work methodically, it's possible to produce an incredibly detailed model.

The kit is supplied with all the parts in the box. There's no need to source a motor, gears or wheels as you do for other models and all the parts are top quality.

A High Level Models gearbox is as good as it gets and since there aren't any coupling rods, a gear train is provided to share the drive to both axles. Instructions include copious exploded diagrams from the designer's

CAD system, lots of text and for extra assistance, several pages of notes from an early builder. The latter also covers building the model with compensated axles for P4.

For OO gauge, I didn't feel it was worth the extra effort, but if your track is more industrial in nature, it might be worth considering.

For this build, I've opened up the toy box and pulled out all sorts of equipment - three types of soldering iron (conventional,

resistance and gas torch), a rivet press, rolling bars and a selection of cutting broaches. You could get away with less equipment, but not much.

Flat material needs to be rolled and personally I've never had much success with bending tubes - the result always ends up a series of flats. That's why I own rolling bars.

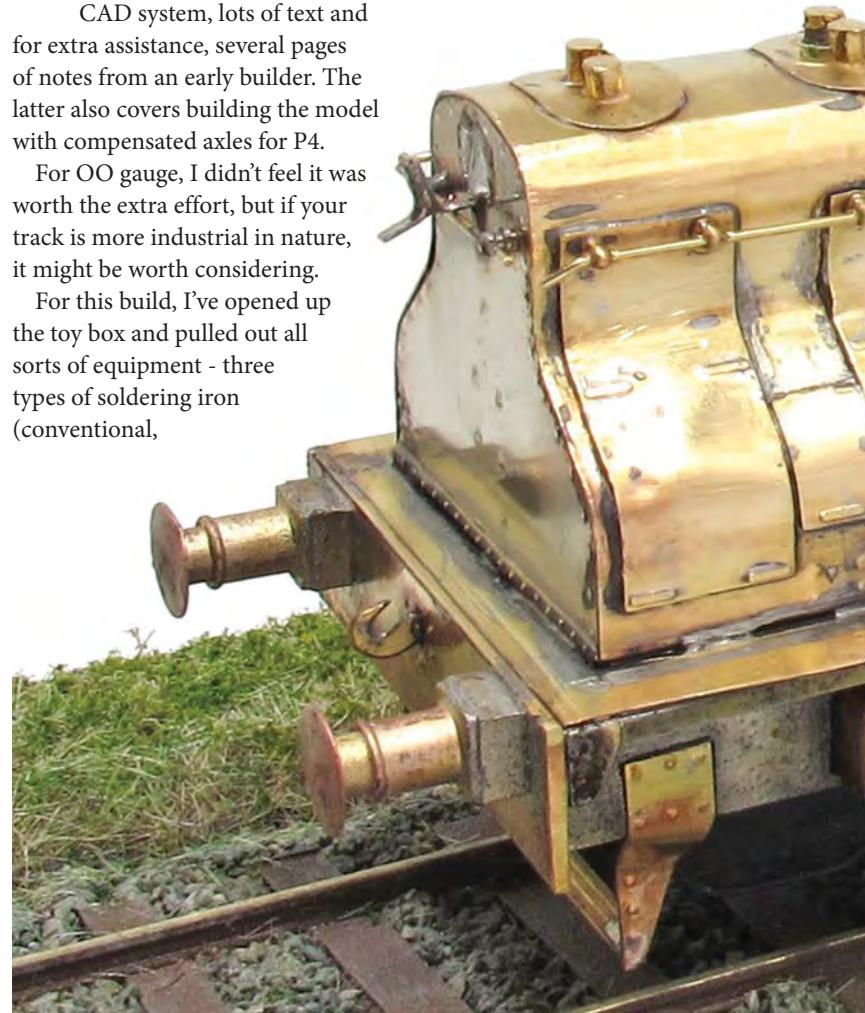
The rivets need to be pressed out and you could use a blunt nail or a drop hammer but a proper rivet press is a joy to use. Each of these costs the same as a mid-range RTR locomotive, but they should last forever. ■



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There is an awful lot of modelling packed into this tiny locomotive. Building it requires more than a quick shake of the box, but the result is a famously quirky piece of S&D motive power.

■ BACK STORY S&DJR SENTINELS

Two chain-driven 200hp Sentinel shunters were delivered in 1929 to the S&DJR to be used at Radstock replacing more conventional life-expired saddle tanks.

For those used to 'normal' locomotives, the Sentinel machines would have seemed quite alien. The vertical boiler filled half the cab making it incredibly hot and cramped to work in. Under the bonnet, a pair of vertical steam engines drove the wheels through a combination of chains and gears. Two speeds were available, selected via gear levers in the cab.

Both Sentinels proved to be powerful for their size and economic in coal consumption, but neither survived into preservation, being cut up in 1959 (47191) and 1961 (47190). However, Croydon Gasworks No. 37 Joyce, a very similar machine, is under restoration at Midsomer Norton station.



COLOUR RAIL



PRACTICAL BRM | KITBUILDING | OO Gauge



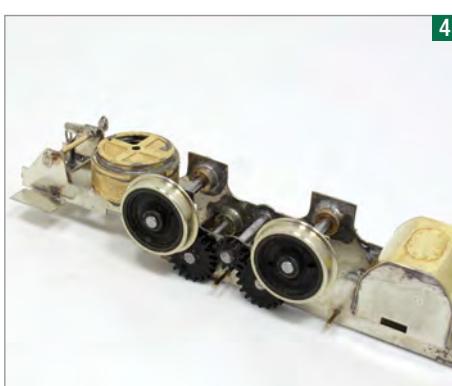
For a locomotive just 10cm long there are lots of etched parts making this a very detailed model. Helpfully, all are numbered on the etch.



There are no whitemetal parts, instead, all the castings are brass and probably the cleanest examples I've ever seen in a model locomotive kit.



The drive is shared between the two axles by a gear train so there are a lot of bearings to fit in the chassis sides. I'm using the 2mm axles to aid lining up the sides.



Each gear is a push fit on the end of its axle. The instructions recommend holding them with Loctite, but they are a tight enough fit. A quick test is required.



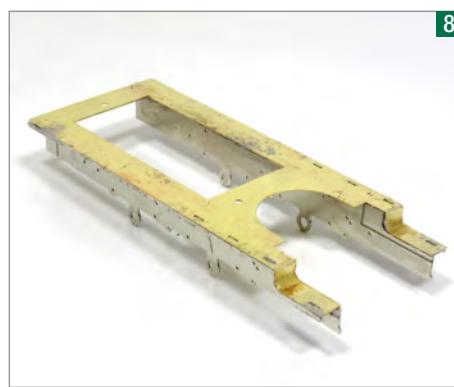
A High Level Models gearbox is provided to power the front axle. Once happy it all works, the chassis is sprayed with primer then matt black using car aerosol paints.



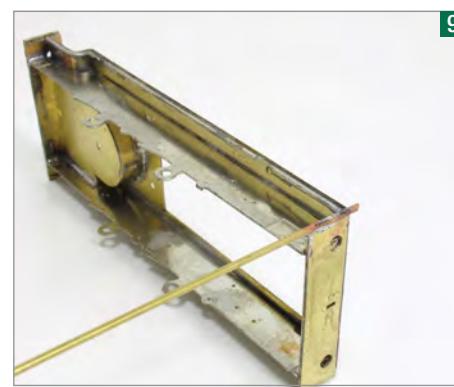
The brake pull rods are quite chunky in the kit, as with the prototype. There's only a millimetre clearance between the sides. Make sure your wheels don't wobble.



Spare etch is drilled to fit wires attached to the bottom of the brake hangers. I can't clean the chassis easily now, so I'm using DCCconcepts' Sapphire non-corrosive flux.



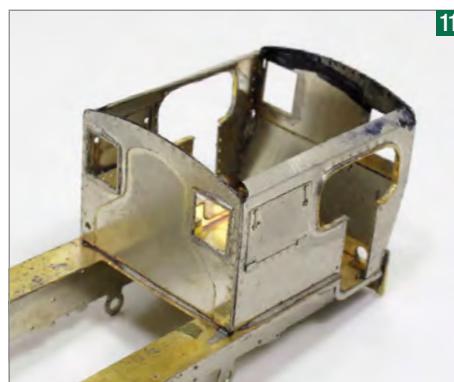
The very fine footplate valances are soldered against half-etch lines on the underside. The curved parts nearest are separate and bent to fit.



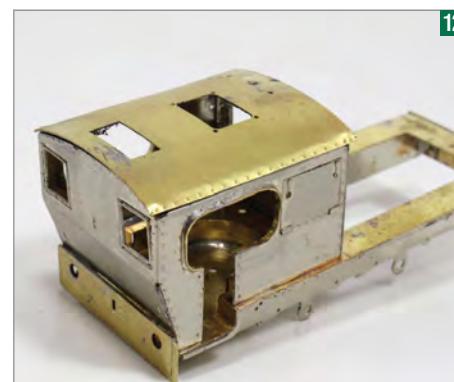
Both bufferbeams seem to be slightly narrow. Some square brass rod soldered to the side and filed to shape fill the gap. Layers of scrap etch would work just as well.



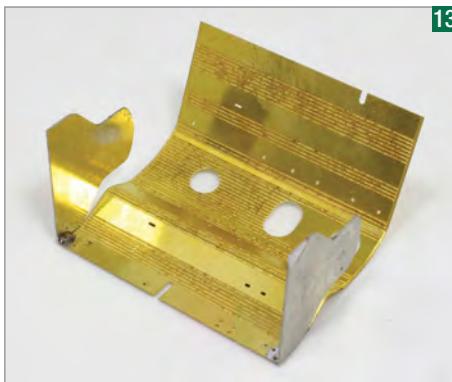
The locomotive is covered in rivets and these have to be formed using the half-etched marks on the back of the metal. I'm using a GW Models punch for this job.



The windows and side shutters are fitted before folding the part. The beading is supplied as an etched strip. Tack one end in place and then follow around the edge.

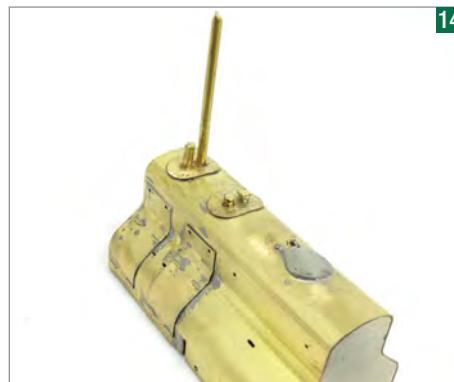


Form the gentle main bend in the roof followed by the sharper bends at the edges. Ignore the instructions to punch the rivets first - you'll flatten them when bending.



13

Forming the bonnet looks harder than it is. Tack the ends in place then push the cover around, tack soldering it as you go. The half etch lines make it easy to bend.



14

Four cylinder end caps are fitted in holes in the oval plates at the end. A 1.5mm rod is soldered in place, then cut roughly to length. The parts are then tidied with a file.



15

Keeping all the handrails in-line is easier if the knobs are fitted to a single length of wire. Solder each one from inside, securing it with superglue. Cut it to form the gaps.



16

Both the cab front and bonnet back have to be opened out to fit over the motor. A combination of filing and work with a piercing saw worked, but care needs to be taken.



17

The detailed boiler requires many parts to be rolled accurately from flat sheet. I'm using a set of GW Models rollers, but if all else fails, brass tube could be used.



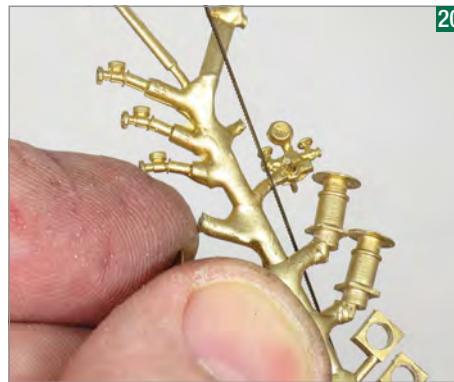
18

The boiler is a useful place to add weight. Although the instructions suggest filling it at this stage, I made a hole in the top to add liquid lead once the model is finished.



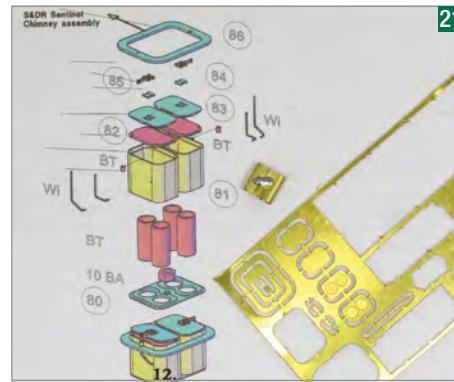
19

Castings and etched parts decorate the basic vertical boiler. Some of the brackets are hidden so I'm leaving them off. I'm soldering them in place with an RSU.



20

Although the cast brass is quite soft, cutting it from the sprue is best done with a fine bladed piercing saw. Not all of the parts supplied are used.



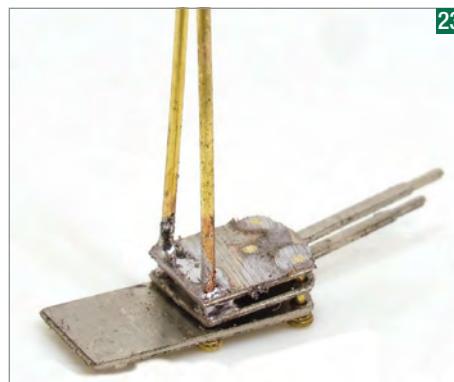
21

The most complicated parts are the chimneys. You have to accurately bend and form parts, but they are slightly too tall and need to be reduced in height to fit.



22

A cover over the chimneys is supported on lengths of wire. It hides the missing chimney - I'm sure some modellers will enjoy adding detail that can't be seen.



23

The control levers are a struggle - I can't relate the parts to the instructions. The layers of the mechanism and levers are held together with brass pins, then soldered.



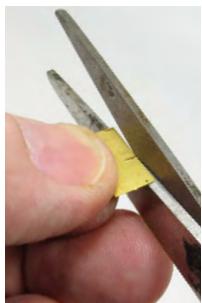
24

Bends are usually formed with the half etch line inside a corner, but in this case the coal bunker would be inside out. The sides are broken and re-soldered in place.



QUICK FIX

CLEANING UP ETCHED EDGES



Rather than file away etched part tabs, I prefer to cut straight lines using a pair of scissors. It's far quicker than using a file and leaves a perfect edge.

ask the expert

Q What is a Resistance Soldering Iron (RSU) and do I really need one?

Q What advantages does it offer over a standard soldering iron?



A RSU stands for Resistance Soldering Unit. Instead of heating solder with a hot iron, the device uses electricity. While not an essential tool, it's useful if you're planning on a lot of etched kit building as the device makes adding overlays and castings a breeze.

The anonymous box has a black negative connection and three red positive ones. The black lead is attached to the model with a crocodile clip. The red lead is plugged into one of the sockets, the choice depends on the power required for the job.

The component to be attached is tinned with a thin layer of solder. It's then held in place with the carbon probe attached to the red lead. A foot



switch turns the current on and the solder between the probe and earth is heated up. Releasing the switch turns the power off and the solder cools. Using the probe to hold the part in place should ensure it doesn't move, something harder to do with a conventional soldering iron.

RIGHT: Finished in BR black as No. 47190, CSP's Radstock Sentinel is a powerful and controllable shunting locomotive. These weren't high-speed machines which must have made the trips to Bath Green Park and Derby interesting. Most of the time, the model will potter around good yards.



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INSTALL ACCESSORY DECODER ADAPTORS

Nigel Burkin discovers a solution for operating slow-action point motors from conventional DCC accessory decoders.



ABOVE: The slow-action motors that control this junction were chosen over solenoid motors for reliability. They can now be operated via the layout DCC power bus using Cobalt adaptors from DCCconcepts.

SHOPPING LIST

PRODUCT

I DCC CONCEPTS SDC Decoder Adaptor (Three pack) £11.25

CONTACT

• DCC CONCEPTS

W www.gaugemaster.com
T 01903 884 321

More modellers are discarding traditional solenoid point motors in favour of slow-action types for a more realistic look and greater reliability. Many DCC layout accessory decoders can operate solenoid point motors or slow-action machines, but rarely both. Changing from one type of point motor system to another has often meant changing the accessory decoders on DCC layouts and this adds to the conversion cost.

Solenoid point motors such as SEEP or Peco have three terminals, one for each pole of the solenoid

(+ and -) and a common wire (C). Accessory decoders designed to work with these motors have the necessary three terminals and deliver a timed pulse of power to throw the solenoid when activated.

Slow-action point motors such as 'Tortoise' and 'Cobalt' work with a constant supply of DC power through two wires. They are controlled by reversing power polarity using a double pole, double throw (DPDT) switch. At the end of travel they stall and lock the point blades. The outputs of a decoder designed to power solenoid motors won't suit a slow-action type.

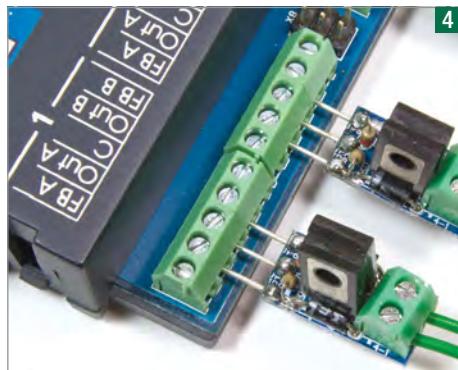
To solve this, DCCconcepts offers a solution that allows slow-action point motors to be controlled by solenoid accessory decoders.

Its 'SDC Decoder Adaptor' converts popular accessory decoders (such as the Lenz LS150 and ESU 'Switch Pilot') from a three- to two-wire output.

Just plug the three prongs of the SDC adaptor into the output terminals of the solenoid accessory decoder - the middle one being the common. Then, wire up the two-wire stall motor point machine to the output terminals of the SDC adaptor. Simple, but effective. ■



DCCconcepts offers SDC adaptors to enable solenoid accessory decoders to be used to power stall motor point machines such as the Cobalt.



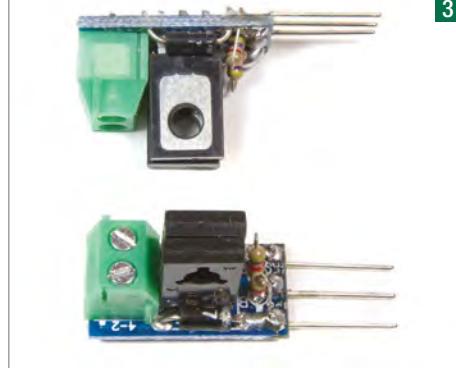
To install, just plug the adaptor into the output terminals of the accessory decoder - the middle pin is the common terminal. The pins can be shortened if required.



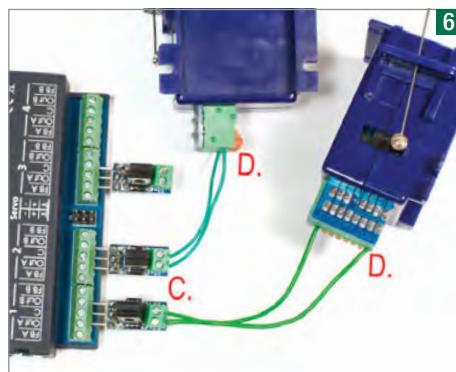
I'm testing them with an ESU SwitchPilot with four three-wire output terminals. A switch selects either pulse power for solenoids or constant power for signalling.



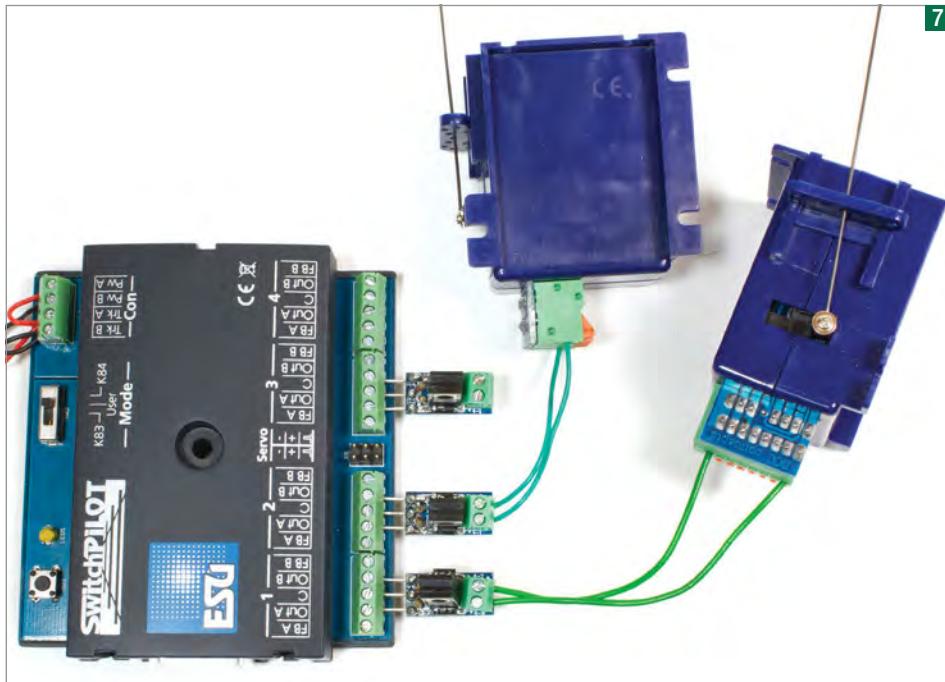
Note the power supply input from the track power bus or a separate DCC power bus dedicated to accessory decoders (A) and the user mode selection switch (B).



The adaptor circuits convert a three- to two-wire output for use with slow-action point motors. They don't change the power-on or pulse duration.



With the SDC adaptors installed, note the two-wire connections to terminals 1 and 8 of the Cobalt slow-action point motors.



The key to the use of these converters is setting the 'pulse duration' of standard solenoid accessory decoders to the maximum allowing the motor sufficient time to throw the points. Some stall motor point machines may 'ease' off after the power switches off which is a potential problem with Tortoise models based on experience. For more information on the SDC adaptors, visit DCC Concepts' website.

The price for a pack of three SDC adaptors is an attractive option over purchasing new accessory decoders for the budget conscious modeller.

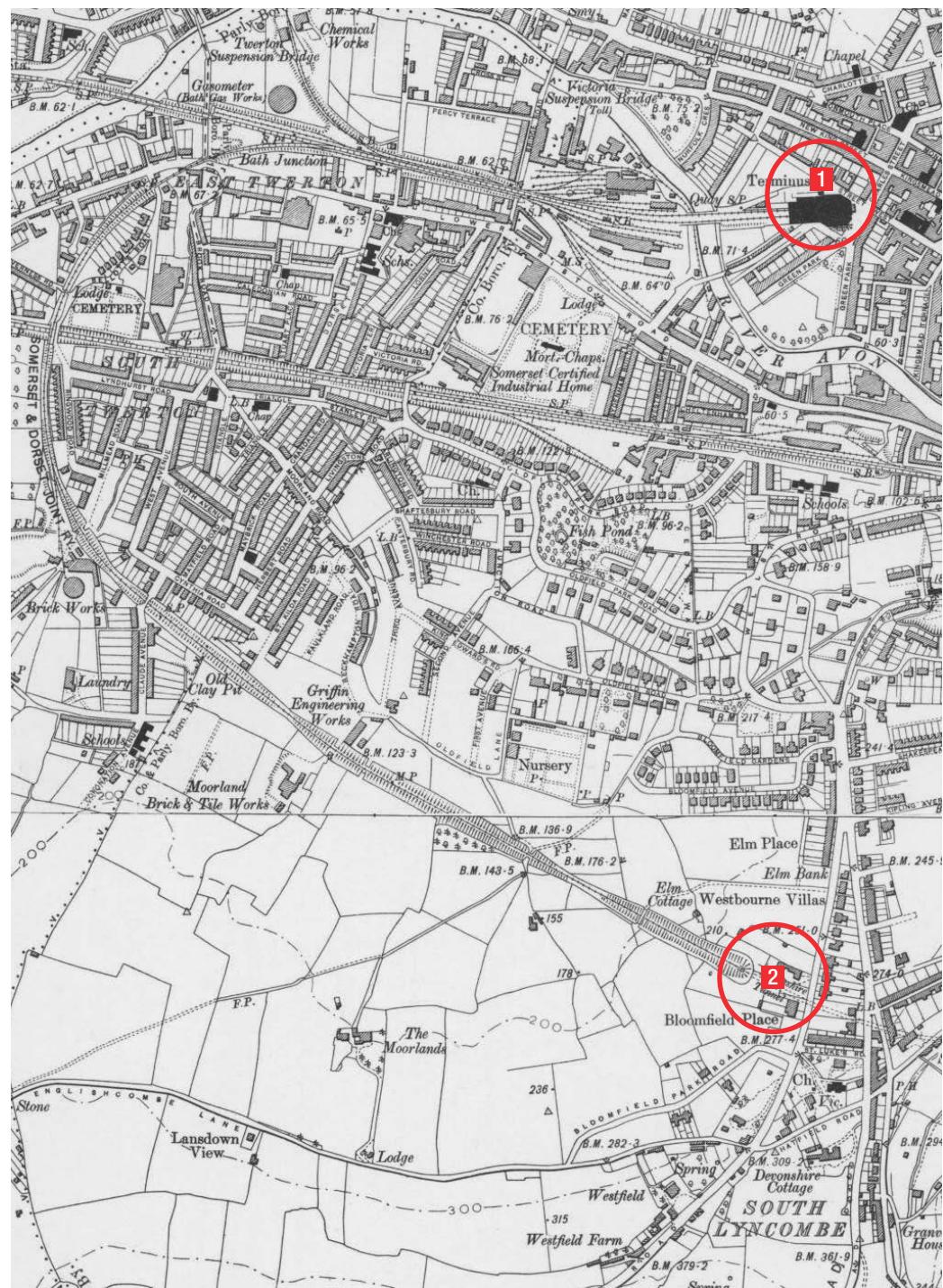
SOMERSET & DORSET

Few railways can claim to have been as so extensively copied in model form as the S&D. **Andy York** takes us on a modelling journey from Bath to Bournemouth.

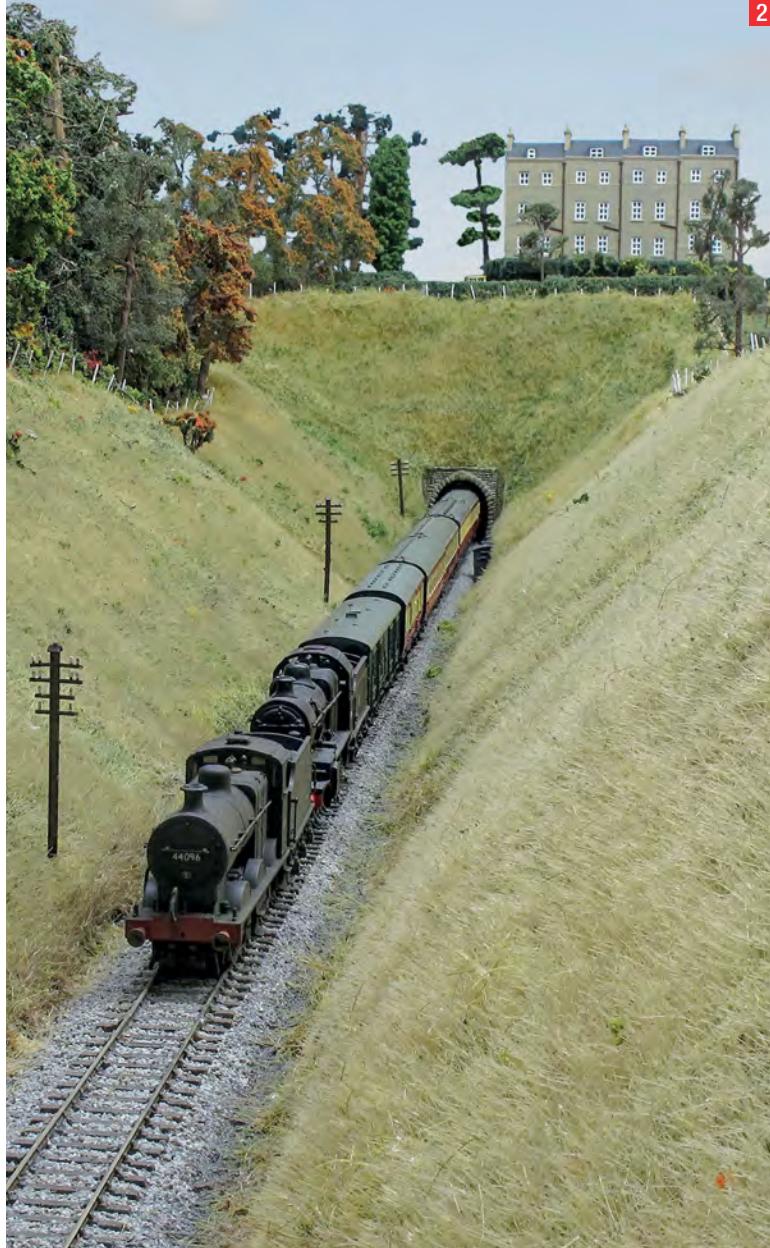
We have started our journey somewhat illogically - chronologically speaking - in Bath with the Taunton Model Railway Group's 'Bath Green Park' and Jerry Clifford's 'Bath Queen Square' (1) representing the northern end of the route. The Midland Railway opened the station in 1870 and the Somerset & Dorset Joint Railway started to run, via its Bath Extension, from Evercreech Junction in 1874. However, the history of the line started more than a decade earlier with the opening of the Dorset Central Railway from 1860.

As the S&DJR left the Midland at Bath Junction it immediately began a steady 1-in-50 climb for two miles, simultaneously turning through almost 180 degrees to head south-eastwards away from the city. Small wonder that the northern reaches of the S&D became known for pilot locomotives and bankers. Towards the top of the gradient the railway entered the small single bore of Devonshire Tunnel (2), a fearsome environment for a steam locomotive crew at the start of a hard journey.

The railway levelled out after reaching Combe Down Tunnel at the summit of the climb and began a descent of 1-in-100 towards Midford where the single line became twin track. This part of the S&D did not follow the topography in the way earlier railways did, it was quite a civil engineering feat with tunnels, gradients and major



A MODEL JOURNEY

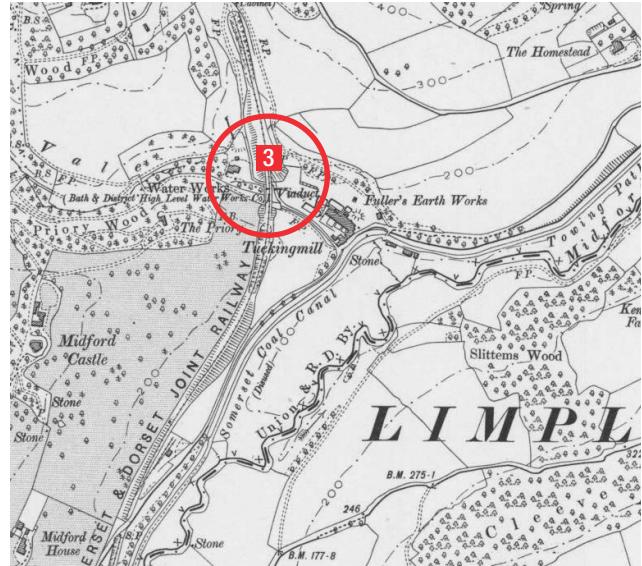


viaducts spanning the valleys.

The viaduct at Midford is immortalised in the opening sequence of *The Titfield Thunderbolt* as an air-smoothed 'West Country' storms over the viaduct while the '14XX' passes below on the Great Western's Camerton branch. Once again the line begins to climb and undulate in short bursts towards Radstock, a significant centre of coal mining. This was the origin of much of the mineral traffic over the line.

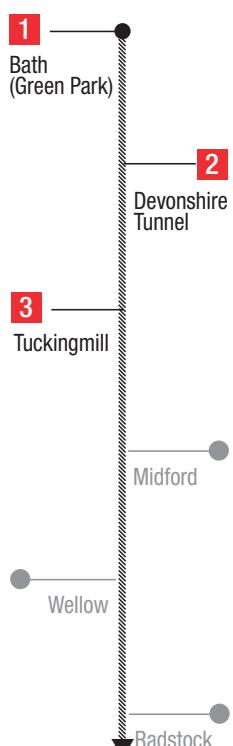
After Radstock the line again climbs for over three miles towards Chilcompton Tunnel with a brief respite of 1-in-300 through the platforms at Midsomer Norton, another settlement that flourished during the Industrial Revolution thanks to its Duchy of Cornwall collieries.

At the top of this severe gradient was Chilcompton Tunnel with its distinctive twin bores. Maybe one day we'll be able to see trains working on this section of line



LEFT: Paul Stephens' N gauge model of the bank climbing to Devonshire Tunnel showing a 4F piloting a 7F 2-8-0 on an inter-regional service making a controlled descent towards Bath Junction.

RIGHT: A 'Bagnall' - the local nickname for Fowler 3F 0-6-0Ts - banks a goods train over Tuckingmill viaduct on Jerry Clifford's 2mm finescale layout.



again as the Somerset & Dorset Railway Heritage Trust, based at Midsomer Norton (4), hopes to extend its line up to the tunnels eventually.

A further three miles on and the line reaches its summit at Binegar, 810ft above sea level, a climb of some 750ft over the 17 miles from Bath. It was here that bankers on heavier workings dropped off and returned to Bath. Past Binegar and its quarry sidings the route descended through Masbury

ROUTE PROFILE | S&DJR | 1860-1966

to Winsor Hill. Paul Stephens and Jerry Clifford are currently building a model of the section of the line passing the quarry sidings by the tunnel at Winsor Hill, which we hope to show you in BRM in the future.

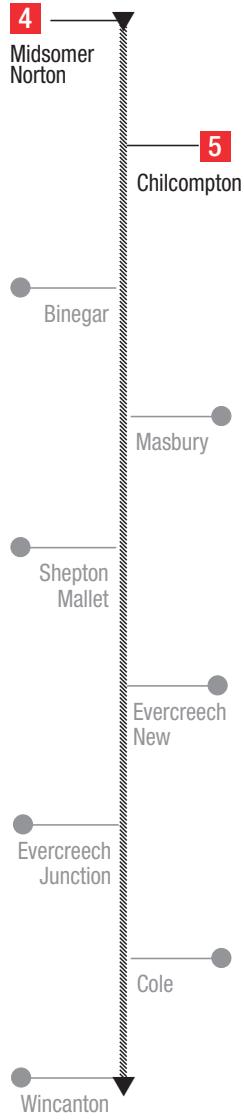
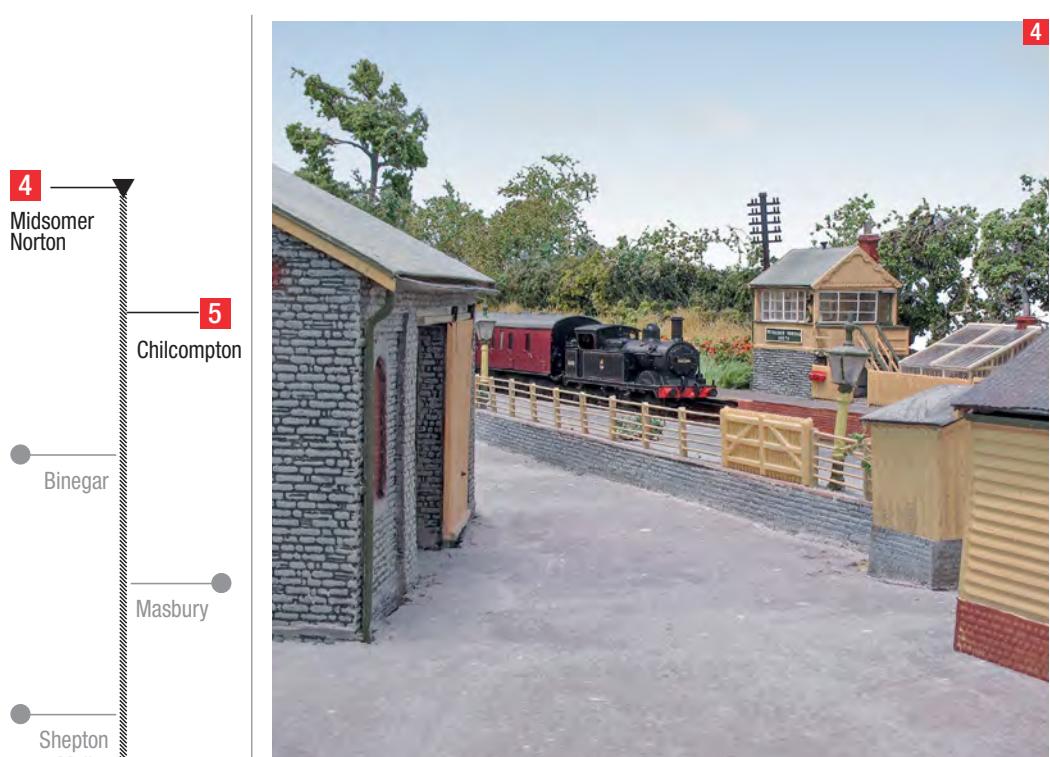
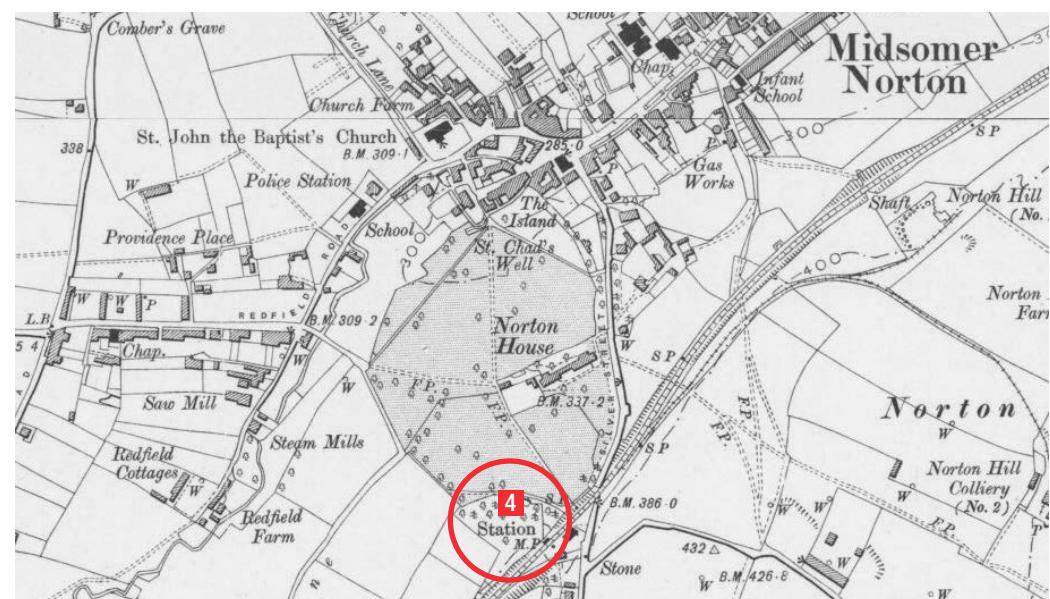
The line continues to drop toward Shepton Mallet, an agricultural market town. As the nature of originating traffic changes from industrial to agricultural, so the station facilities move more towards small goods yards, provender stores and cattle docks. Here the line goes under the Great Western's branch to Wells and on through gentler curves and gradients to Evercreech Junction with its yards and shed. We join the earlier Somerset & Dorset, the original main line, from Wimborne in Dorset to Highbridge and Burnham on the Bristol Channel.

Heading from Evercreech Junction towards Highbridge the line heads west across the Somerset Levels skirting around Glastonbury Tor. Before the railway became the Somerset & Dorset Joint it was the Somerset Central Railway, which started at Highbridge and made its way via Glastonbury to Wells. The section between Glastonbury and Cole, a few miles south of Evercreech, was completed in 1862 to join up, end on, with the Dorset Central Railway and form the basis of the Somerset & Dorset as we know it.

In BRM April 2013 we featured 'Bleakhouse Road' which although fictional, beautifully captures the feel of the remote stations alongside the rhynes of the Somerset Levels. Also turn to page 66 to see our article on Alistair Knox's 'Burnham on Sea' layout, which also touches on the history of the route to the Bristol Channel.

In August 2014 BRM featured 'Florinstone' as a Somerset & Dorset layout by Andrew Butler, a clever design showing how your layout's location can be changed with intelligent structure planning using ready-to-plant buildings - in this case based on Shillingstone.

From Evercreech Junction the





ABOVE: A Midland 2P pilots a rebuilt 'West Country' on its climb from Bath as a Johnson 0-4-4T coasts in with a stopping service on Paul Stephens' 'Midsomer Norton' layout.



RIGHT: All fit locomotives were called into action on summer Saturdays, as demonstrated here at Chilcompton on Paul Stephens' layout.



ROUTE PROFILE | S&DJR | 1860-1966

route ran south, crossing the Great Western's line to Weymouth at Cole, through Wincanton and on to Templecombe where it passed under the London & South Western Railway's main Waterloo-Exeter line - the only interchange station along the S&D route.

The locomotive shed within the junction triangle at Templecombe performed an important function, servicing pilot and banking locomotives required between here and Bath.

Onwards through Stalbridge and Sturminster Newton to the now preserved Shillingstone and, featured on page 72 of this issue, Blandford Forum. After Spetisbury and Bailey Gate, the location chosen for a forthcoming model by the New Blandford Railway Club, and Corfe Mullen, the line originally headed to Wimborne Junction and Wimborne itself where trains reversed to reach Poole. The Somerset & Dorset later constructed a cut-off chord to avoid the reversal and with running rights over the L&SWR services ran through to Poole and beyond to their destination at Bournemouth West (7).

And so we complete our journey along the Somerset & Dorset at the destination of its most celebrated service, the 'Pines Express', which ran daily between Manchester and Bournemouth until the early-1960s.

Having visited several locations along the route and talked to modellers whose work is featured in this issue it is evident the Somerset & Dorset may now be 50 years gone but it is alive and well in the memories and modelling of many. ■

LEARN MORE ABOUT THE S&D

I SOMERSET & DORSET RAILWAY TRUST

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W www.sdrtr.org

I THE SOMERSET & DORSET RAILWAY HERITAGE TRUST

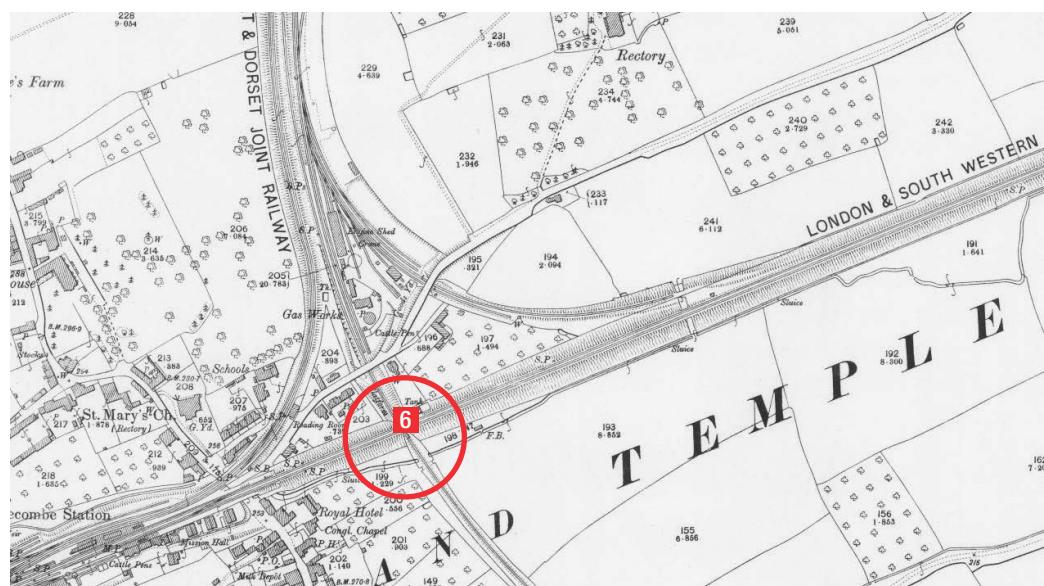
Midsomer Norton BA3 2EY

W www.sdrtr.co.uk

I THE NORTH DORSET RAILWAY TRUST

Shillingstone Station, Shillingstone, Blandford Forum DT11 0SA

W www.shillingstone-railway-project.org.uk



ABOVE: Pre-1923
Ordnance Survey map of
Templecombe.

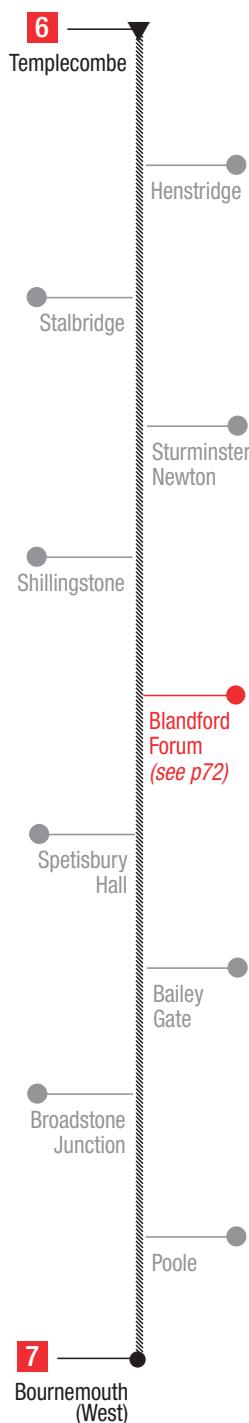
RIGHT: Andrew Butler's
S&D inspired 'Florinstone',
featured in **BRM** August
2014.

BETWEEN: Tim Maddocks'
'Engine Wood', based
around the Somerset
coalfields and featured in
BRM May 2014.



RIGHT: Alternative history also comes into play with Tim's other S&D layout, 'Bleakhouse Road', inspired by the S&D's original line to the Bristol Channel at Highbridge. Channel at Highbridge.

BELOW: Roger Sunderland is working on an exhibition layout of Bournemouth West (7) and its approaches, which we will feature in a year or two when work is complete. It promises to be an excellent model with superb buildings which really capture the essence of the now-closed terminus.



FITTING A SPEAKER

On his quest to settle the myths behind 'going digital', **Howard Smith** shows how to install DCC sound and a useful 'Stay Alive' device.

SHOPPING LIST

PARTS

- 1 Zimo LS10X15S 'Sugar Cube' speaker
- 1 Zimo capacitor (included)

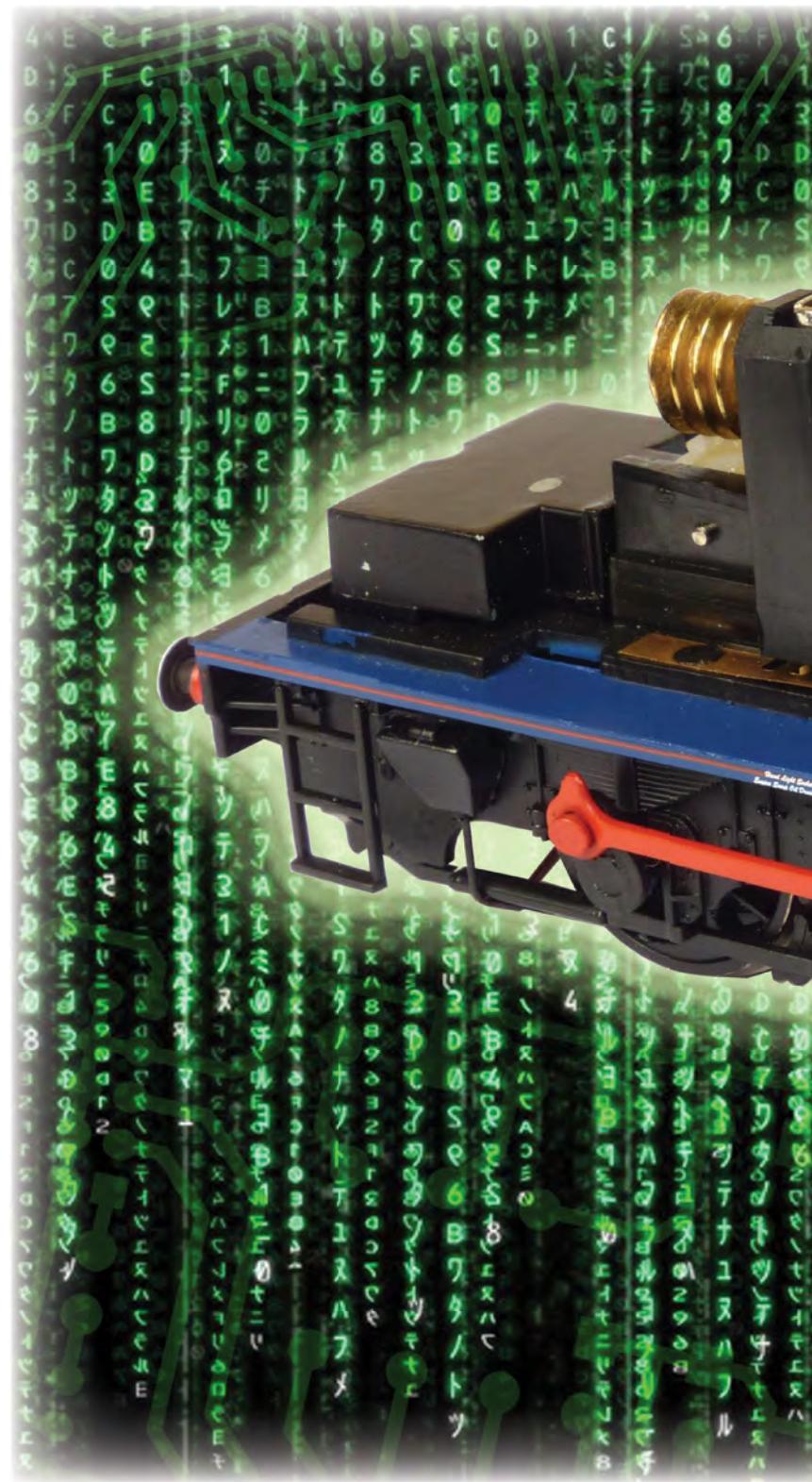
CONTACTS

- 1 Zimo UK distributor
 - W www.zimo-digital.co.uk
 - T 01780 470 086
- 1 YouChoos
 - W www.youchoos.co.uk
 - T 08447 725 052

No matter what sound decoder you use, to fully appreciate DCC sound it needs to be reproduced through a good speaker. Most sound decoders are sold with a speaker, but if yours isn't and you're considering options it'll need to meet certain criteria - don't rush in and buy the first thing you see.

Your speaker must fit in your locomotive and leave enough room for the sound to 'bounce around' without being stifled or distorted. Always choose the largest speaker you can comfortably fit in a locomotive - the quality of the sound will be better for it.

An important consideration when choosing a speaker is to match its impedance to that of the amplifier on your decoder. Measured in Ohms, this value determines how much resistance your speaker(s) place on your amplifier. The lower the value, the higher the demand. Mis-matching values can create a distorted sound



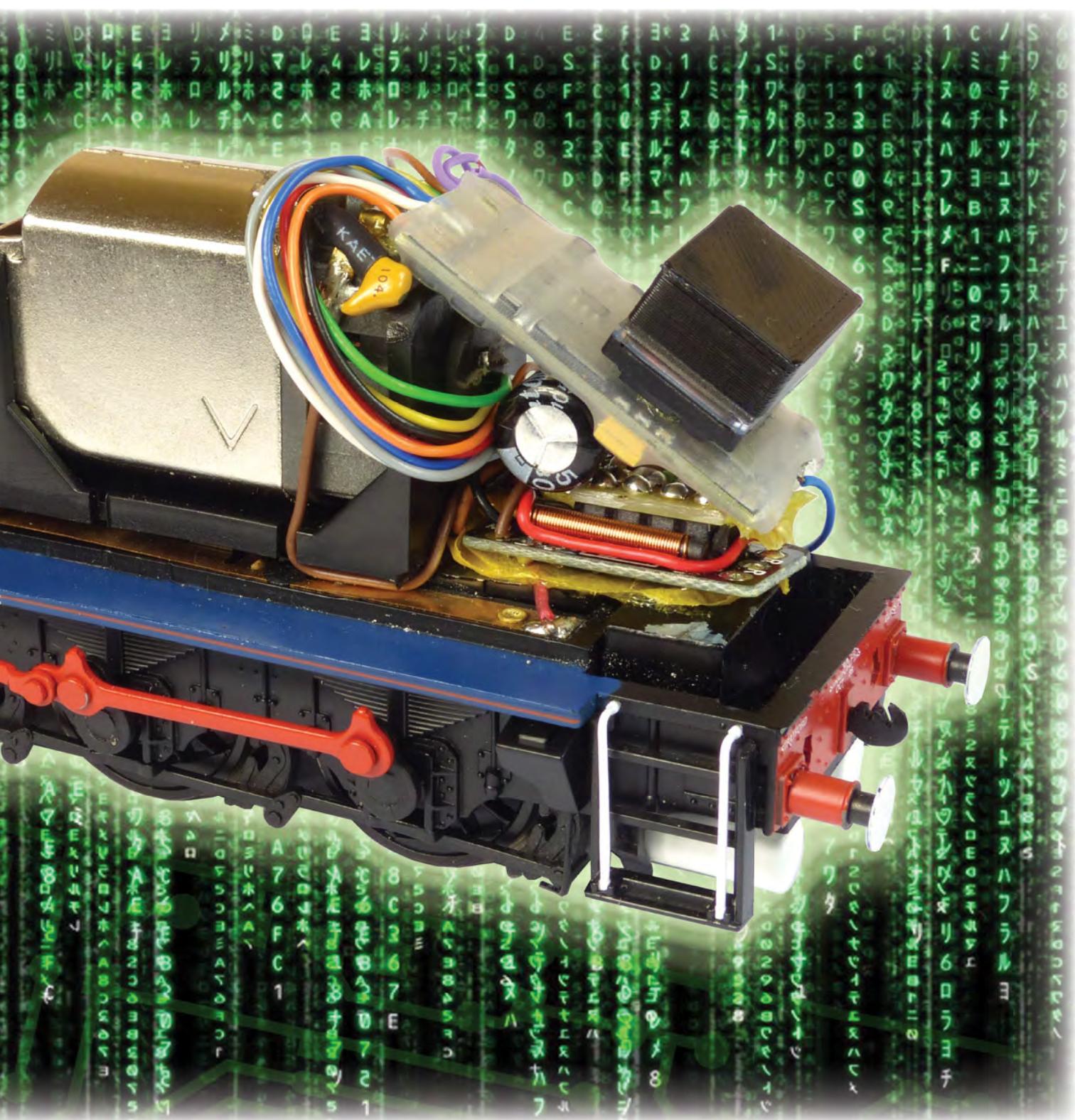
I gadget spot

Decoders need a constant supply of power in order to receive signals. On poor or dirty track, and especially with short wheelbase locomotives, this can be a problem. Capacitor circuits known as 'Stay Alives' store power which is released in short bursts to help locomotives cross these gaps. Most high-end decoders support the use of 'stay alives', but the Zimo MX645 has an integrated 'Stay Alive' circuit. A capacitor of your choice can be soldered in place.

and overheat the amplifier on the chip before it either cuts out - if fitted with a thermal cut-out - or burns out. Most DCC decoders handle speakers with an impedance of 8 Ohms, but check first to avoid problems later on.

The maximum output of the decoder - measured in Watts - determines its power rating, although not all of this power can be utilised unless your speaker has the same rating.

Luckily, most DCC decoders are supplied with speakers, but on the

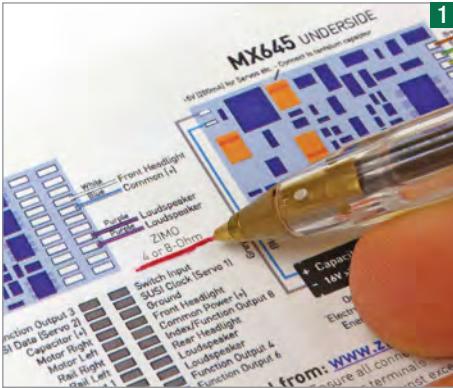


off-chance that you want to swap the speaker provided for another, be it larger or smaller, check first.

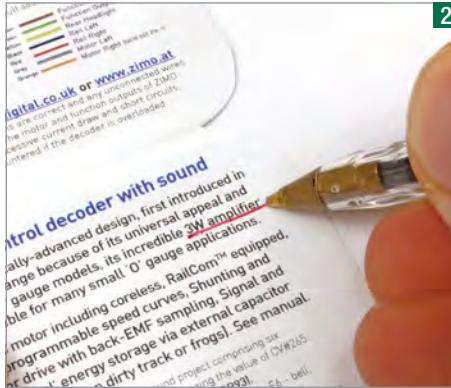
When fitting DCC sound, particularly in smaller locomotives, it's wise to add a 'Stay Alive' device (see left) for extra reliability. ■

Many modellers concentrate solely on decoders when fitting DCC sound, but your choice of speaker makes an audible difference. We now have a much better selection of brands, sizes and shapes of speaker to suit different budgets, scales and models.





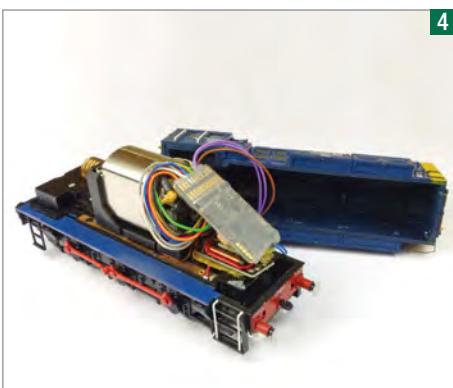
Check your decoder manual for details on the type of speaker you can fit. The Zimo quick guide manual states that the decoder can handle either 4 or 8 Ohm speakers.



The other page gives details about the decoder speaker output. The Zimo MX645 decoder has a 3W amplifier which for its size is actually quite powerful.



Space is at a premium inside our Class 08. 'Sugar cube' speakers can be fitted in such cases. YouChoos and Zimo stock various sizes to suit such applications.



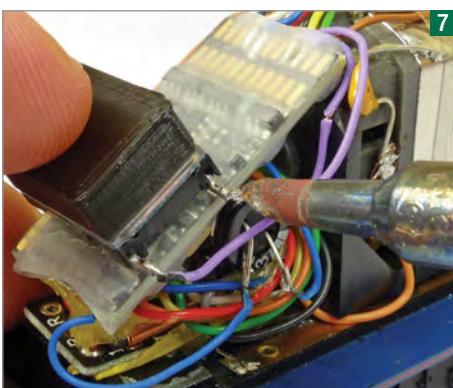
The only way to fit the decoder in is to install it at an angle. Inside the speaker is a magnet, so try to keep it away from the motor as this may cause interference.



I've chosen to use a Zimo LS10X15S loudspeaker. The small sprung terminals are difficult to solder as they are, so I'm carefully teasing them out with fine tweezers.



To fit the speaker, I've no choice but to glue it above the decoder with some multi-purpose contact adhesive. I want to keep the cab empty so I can add lights and crew.



I'm carefully soldering the purple speaker wires into place with a minimum of heat. The speaker case is 3-D printed in plastic, so won't take kindly to a hot iron.



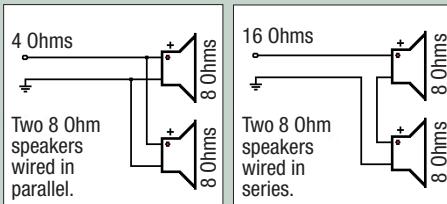
Let's add a capacitor to help the locomotive cross dirty track. The Zimo MX645 has an onboard 'Stay Alive' circuit unlike most decoders - the capacitor is included.



Ready for testing on the rolling road, this little 'Gronk' now has authentic rattles, clanks, bangs and squeals - proof that lack of space doesn't mean you can't have sound.

Ask the expert

Q What happens if I want to install more than one speaker into my model?
Q How should I wire them and what difference will it make?



A If the output of one speaker isn't enough you'll need to add another matching one. This will affect the speaker circuit, so to avoid damage, you'll need to follow some rules. Amplifiers like to have a resistance load - as a rule of thumb, avoid going below 8 Ohms.

Wiring speakers in series will double the impedance (the resistance). So, two 8 Ohm speakers

wired in series act as a single 16 Ohm speaker. If you are wiring two speakers, this is the safest choice.

are wiring two speakers, this is the safer choice. Wiring speakers in parallel halves the impedance. So, two 8 Ohm speakers wired in parallel act as a 4 Ohm speaker. This isn't a problem for the Zimo MX645 I'm using because it can handle the reduced resistance of 4 Ohms. Not all decoders can handle this though, so check first.

SEE
THE DCC
SOUND DECODER
ARTICLE IN THIS ISSUE!

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



Products for all scales

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Incredible specification

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



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



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



Superb sound quality

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



Stay alive technology

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



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



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



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

The pinnacle of digital sound technology...

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

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

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

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LARGE SCALE ONLY

JERRY CLIFFORD

Andy York talks to the well-known 2mm Finescale modeller and S&D devotee about how he got interested in the line and his 'project of a lifetime'.

Many readers will know of Jerry Clifford's work through his stunning exhibition layouts 'Highbury Colliery' and 'Tucking Mill', or through his role as Chairman of the 2mm Finescale Association. But, these are just the tip of the iceberg for this talented and experienced modelmaker. With the 50th anniversary of the sad closure of the S&D approaching, I visited Jerry to talk about what motivates him and how he is getting on with his latest, and largest, project.

1 Tell us about your 'project of a lifetime', Bath Queen Square.

I built my first version of Bath around three walls of my 15ft by 8ft teenage bedroom, complete with Minitrix 9Fs, Farish 'Black Fives', 'West Countries' and a Compound with the outside cylinders removed to vaguely resemble a 2P!

I've long been attracted by the former Midland and S&D station in Bath which most people will know as Green Park. The Midland, and Bradshaw's, called it Queen Square but BR renamed it in 1952. For me it has everything. It's a reasonably compact joint station with attractive buildings and a wide variety of stock.

It was predominantly a local station but had numerous through workings from the north to the south coast, particularly on summer Saturdays, including a daily named express, the 'Pines'. Goods traffic was also heavy and varied with two yards and two locomotive

"This unique railway slicing through the heart of GWR territory appealed to the rebel in me."

sheds, reflecting the station's joint status.

The current incarnation of Queen Square was, I'm ashamed to say, started about 25 years ago and remains far from finished, although it's only in the last few years that it has had a permanent home in a 20ft by 10ft workshop. This long timespan is partly down to my choosing to set the model in the early-1920s so that almost everything needs to be kit or scratch-built. My being regularly distracted by other projects is also a major factor in its glacial progress!

The idea was always that I would build bits of the layout, buildings, stock, whatever took my fancy and that when the time came it would be like putting a big kit together. This is sort of working out, although I'm now realising just how many more bits there are to make. Still, I'm enjoying the journey even if the destination remains a long way off!

2 What first drew you to model the Somerset & Dorset in 2mm Finescale?

I suppose being local played a part but I do remember one of the first proper railway books I was bought, other than my Ian Allan 'Locoshed' and 'Combined Volumes', was *Steam on the Somerset and Dorset* by G.A. Richardson. Like thousands of other enthusiasts, before and since, the line captivated me with its wide variety of motive power, often double-headed, slogging its way through beautiful countryside. Most of my mates who liked steam were GWR fans so the fact that this unique railway sliced through the heart of Western territory appealed to the rebel in me.

We used to go on regular shopping trips to Bath and it was quite a revelation that there had once been two stations there. I dragged my long suffering Mum off to find the other station which, by the mid-1970s was in a pretty sorry state although much of the goods yard was still there having not long been closed.

3 Why did you choose the pre-Grouping era for this major project?

Oh that's easy. Peter Denny's 'Buckingham', which remains my all-time favourite layout. I loved the elegance of the period, the colourful liveries and the individuality of the numerous companies.

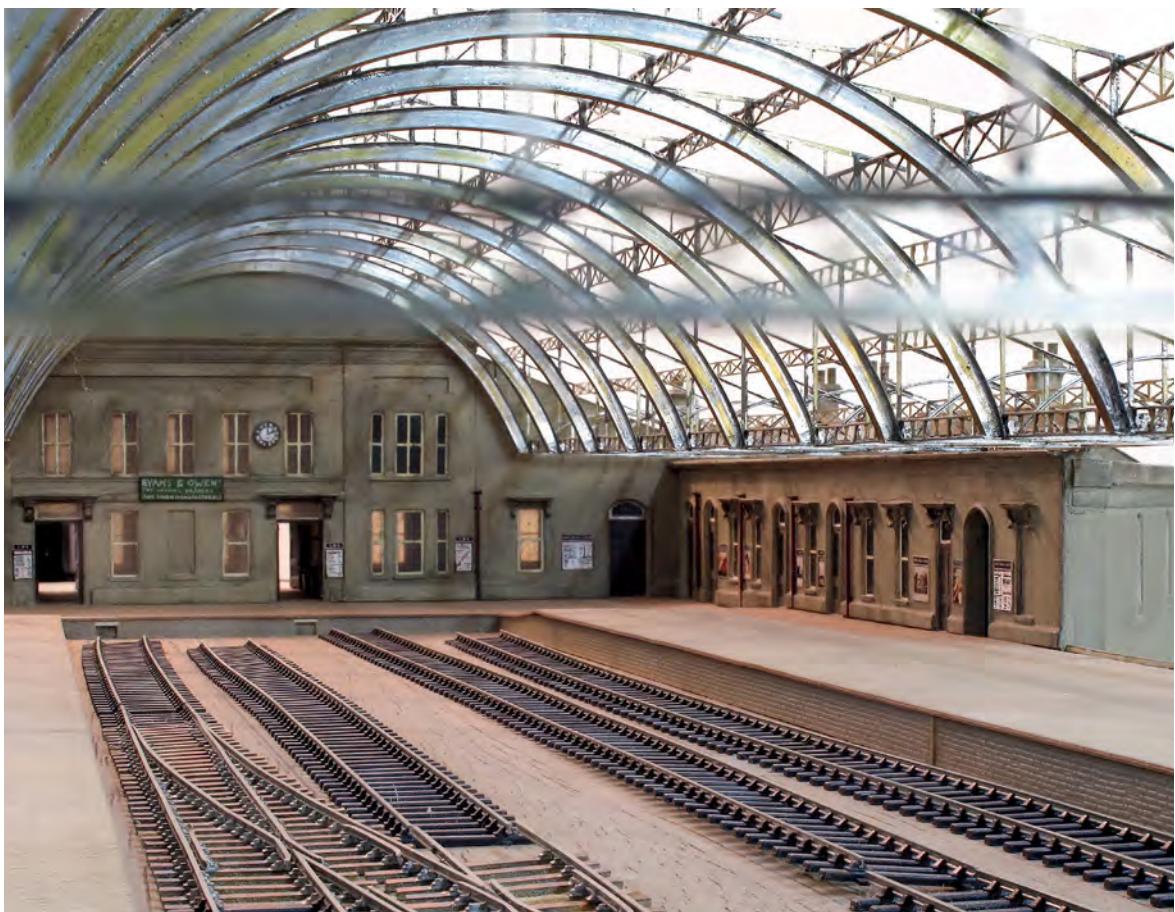
What a sight Bath must have presented with Midland crimson lake and SDJR blue locomotives and stock rubbing shoulders. Throw in the occasional LNWR or LSWR coach and what's not to like, other than years of work to try and reproduce it!

'Buckingham' also made me realise that a reasonably



Like this?

See Jerry's 'Tucking Mill' layout at the London Festival of Railway Modelling, Alexandra Palace on March 19/20. Book tickets now at www.world-of-railways.co.uk



LEFT: Jerry working 'Highbury Colliery' from his usual position at the front of the layout.

TOP: Jerry's long-term project features Bath Queen Square (as it was prior to 1952) in the pre-Grouping SDJR era.

BOTTOM: Queen Square's delicate train shed roof has been soldered together from hundreds of brass components.





sized terminus with all the facilities could provide everything a modeller needs in terms of operational scope. I also found the Reverend Denny's philosophy of self-reliance liberating in that if I wanted something, the answer was to make it.

4 You scratchbuild all of your structures; how do you go about converting reference sources into plans and what materials do you use to construct the buildings?

For the main station building and roof I managed to get a set of architect's drawings and worked from those. If no drawing is available I generally prepare my own using whatever information I have. Large-scale Ordnance Survey (OS) maps are useful for overall dimensions and much can be gleaned from photographs, particularly if a few dimensions are known. A standard door opening is about 6ft 6in and adult humans tend to be between 5ft 6in and 6ft tall. Of course, if the building still exists, a quick survey with tape measure, notebook and camera is all that is required.

For the models I use plastic card, both plain and embossed, almost exclusively although card and paper also have their uses. Large structures will often have a plywood or thin MDF carcass for strength with a plastic card skin. I like etches for windows if I can find something suitable, otherwise I use a combination of self-adhesive paper labels for the frame with glazing bars scribed onto the clear plastic and filled with paint.

ABOVE: 'Highbury Colliery' can be displayed in SDJR guise, as shown here, or as a 1960s layout with BR green diesels.

LAYOUT SPOTTING

- MARCH 5/6 - Leamington & Warwick MRS - 'Tucking Mill' and 'William Smith's Wharf'
- MARCH 19/20 - London Festival of Railway Modelling, Alexandra Palace - 'Tucking Mill' and 'William Smith's Wharf'
- MAY 7/8 - Wilton, Salisbury - 'Tucking Mill' and 'William Smith's Wharf'
- MAY 28/29 - Railex, Aylesbury - 'Bath Queen Square' demo
- JULY 16 - Larkrail - 'Bath Queen Square' demo
- AUGUST 13/14 - RailWells - 'Bath Queen Square' demo
- SEPTEMBER 10/11 - Swindon STEAM Museum - 'William Smith's Wharf' and demo
- NOVEMBER 20 - Portsmouth - 'Bath Queen Square' demo
- NOVEMBER 27/28 - Warley NEC Show, plastic card structures demo

5 How did you go about modelling the fantastic overall roof of Queen Square?

Building the roof was not as difficult as it looks, although it was a bit of a soldering marathon. The curved main girders and lattice beams are Bill Blackburn etches. I made up simple card and ply jigs and soldered strips either side of these to form 'H' and 'T' sections. The first few strips I cut from sheet brass with a Stanley knife but was rescued from this mind-numbing task by a club member who cut everything I required on his guillotine.

With the 16 main girders fabricated I made another jig on a formica base to assemble the complete roof with the aid of numerous card formers and lumps of Blu-tack. Gradually, as more and more solder joints were completed, what started as a very flimsy structure emerged as a remarkably strong frame ready for the slatted cladding to be added either side and glazing down the centre - jobs that will largely hide around 200 hours of work. Oh well!

6 Exhibition goers may know you for your recent layouts, 'Highbury Colliery' and 'Tucking Mill'; where do these fit into the scheme?

'Highbury' came about because I wanted something small that we could exhibit and would be finished in a reasonable time. There was also the added bonus that any stock built for 'Highbury' could be used on Bath. Coal from the Radstock area of North Somerset was an important source of traffic for the S&D, although 'Highbury', whilst typically North Somerset, is actually based on Camerton which was served by the GWR.

Whilst researching the North Somerset coalfield I became increasingly interested in the other industries in the area and 'Tucking Mill' is partly a result of that, along with a desire to do something with a Colonel Stephens flavour. I came up with the fictional North Somerset Light Railway, an alternative history to the Great Western's Cam Valley line serving the local collieries, quarries and, at Tucking Mill itself, the Fullers Earth works.

So, whilst 'Highbury' can be justified in the grand scheme 'Tucking Mill' and the NSLR are a complete diversion. If, like the good Rev. Denny, I had been more focussed and disciplined, Bath may well have been nearly finished by now!

7 Can you explain the principal differences between 1:152 scale 2FS and N gauge, and what advice can you give to someone wanting to take their first steps into 2mm Finescale?

The fact that 2mm scale and British N are slightly different is one of those unfortunate accidents of history. In truth, the visual difference is minimal, less than 3%, and I, like many 2FS modellers am happy to ignore it. In the past many N gauge models were stretched and distorted to squeeze in a mechanism or make them fit an inappropriate chassis or underframe. Today, things are very different and the quality of models from the likes of Bachmann/Farish and Dapol is stunning.

The principal difference between 2FS and N is in the track and wheel standards. N uses a track gauge of

BELOW: 'Tucking Mill' depicts the fictitious North Somerset Light Railway, a country railway with a Colonel Stephens flavour.

9mm with comparatively coarse wheels, although these have made huge leaps forward from the 'pizza cutters' of just a few years ago.

2FS uses a track gauge of 9.42mm and much finer track and wheel standards with a consequent vast improvement in appearance and performance, particularly over the all-important points and crossings. Dimensions to two decimal places may sound demanding but the 2mm Association produces a comprehensive set of jigs and gauges along with 'Easitrac' plain track and a growing range of point kits.

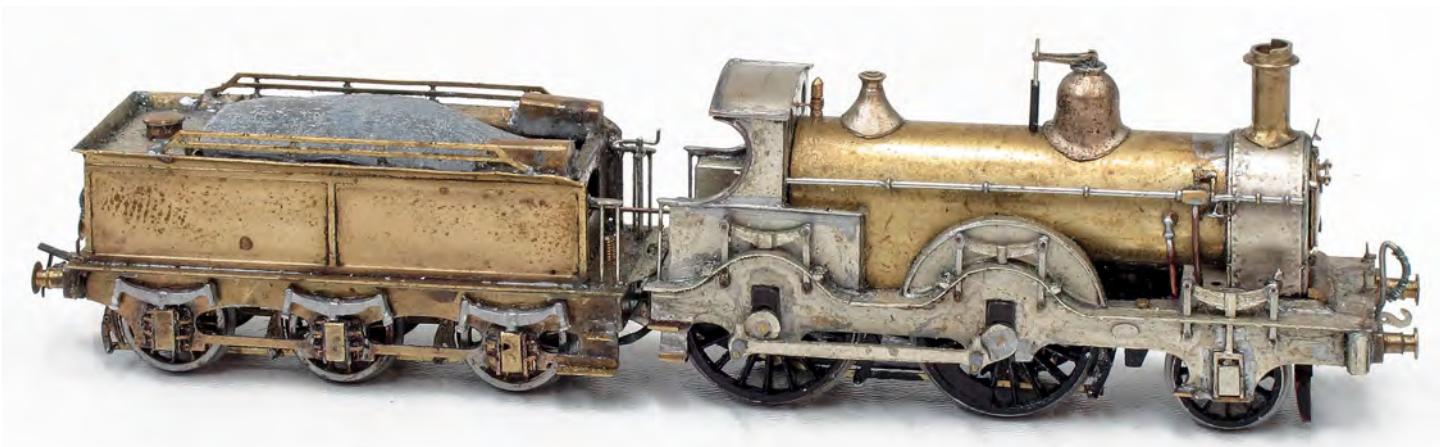
In addition, the Association also produces drop-in wheelsets for many of the latest Graham Farish diesels as well as stock for them to haul, making conversion possible in a matter of minutes. It also offers a wheel turning service for those not covered by the drop-in range.

Steam is now also catered for with drop-in conversion kits for the latest Farish 'Jinty' and 4F 0-6-0s as well as replacement chassis kits for many others.

My advice to anyone who fancies giving 2FS a try is first to join the Association and seek out one of the many area groups up and down the country. Then start with something simple, a small micro-layout with one or two points, a yard or so of track and a converted locomotive.

If the smooth passage of the finer wheels through pointwork appeals then move on to one of the comprehensive range of wagon kits available and eventually, a replacement locomotive chassis. There is no denying that working to 2FS is more demanding than N but it is hugely satisfying.





8 You hand-paint your backscenes which complement the layouts beautifully. What materials do you use?

I have a bit of a thing about backscenes. I think they are vitally important in any scale, but particularly so in N/2mm, where the individual models are so small. Their job is to focus the viewer's attention on the model and help blot out any distractions and other visual noise. I'm always very flattered by comments I receive about my backscenes, but I'm certainly no artist, I follow the methods taught to me by John Birkett-Smith ('Totnes', 'Ashburton') whose backscenes truly are works of art.

The basis is a sky board, as tall as possible, in smooth hardboard or MDF, curved at the rear corners to ensure there is no shadow. Just in front of this is the landscape board, again in thin MDF, cut to follow the profile of the horizon. The scene itself is copied from photographs. These can be printed out in black and white at fairly low resolution as they are simply a guide. All painting is done using good quality acrylics and artist's brushes using a fairly limited palette.

For grass I use sap green and yellow ochre with a touch of raw sienna and lots of white. For trees I use hookers green and burnt sienna with a touch of blue for the deep shadows, adding yellow ochre and white for the highlights. As distance increases tonal contrasts reduce and colours move toward the blue/violet and become much paler.



ABOVE: A scratchbuilt Midland Railway Kirtley 2-4-0 destined for use on 'Bath Queen Square'.

BELOW: Queen Square's distinctive station building - compare it with the 4mm scale version on page 31.

Paint is applied in thin washes or 'glazes' and gradually built up, trying to avoid any texture. John's advice when buying paint was get twice as much white as any other colour! My advice would be, as with all modelling tasks, take inspiration from the real thing. Observation is key.

9 You undertake modelling work as a professional too; what sort of projects have you tackled?

I've been doing bits of commission work for over 20 years now, but have been full time for about six. As some wag once said, if you want to make a small fortune as a professional modelmaker, start with a big one!

I'm incredibly lucky to be able to do something I enjoy for a living and over the past few years have worked on all sorts of projects. I've built several complete layouts ranging from big trainsets to scale models of actual locations, including a couple of S&D subjects. I've also built locomotives in all the popular scales from 2mm to 7mm - including 3mm - but, so far, nothing in S scale.

In addition, I do the DCC decoder fitting and provide a repair service for my local model shop, The Gas Cupboard in Trowbridge, run by my old school mate Dave Simpson.

10 You attend shows as a demonstrator as well as exhibiting the layouts; is there an increasing interest in 2mm Finescale?

Demonstrating at shows is something we enjoy - spending the day with my wife Kim and chatting to fellow enthusiasts is great fun, although it can be hard on the vocal chords!

There is no doubt that there is an increasing interest in 2FS. I would put this down to three key factors. Firstly, the growing number of finescale layouts on the circuit, demonstrating just what is possible. Secondly, the huge leap in quality of N in the last decade or so has had a major impact and finally, the fantastic work carried out by the products team of the 2mm Scale Association. Innovations such as Easitrac and drop-in wheels for both steam and diesel have made the scale so much more accessible and encourage modellers to give it a go.

Interestingly, in my experience, the majority of newcomers to 2FS are from the larger scales looking to exploit the scenic possibilities. The 2mm scales, both 2FS and N, cannot offer mass but there is no better way to present the railway in the landscape. To that end I'm currently working on a book for Wild Swan entitled *Railways in the Landscape: Modelling in the 2mm Scales*. ■

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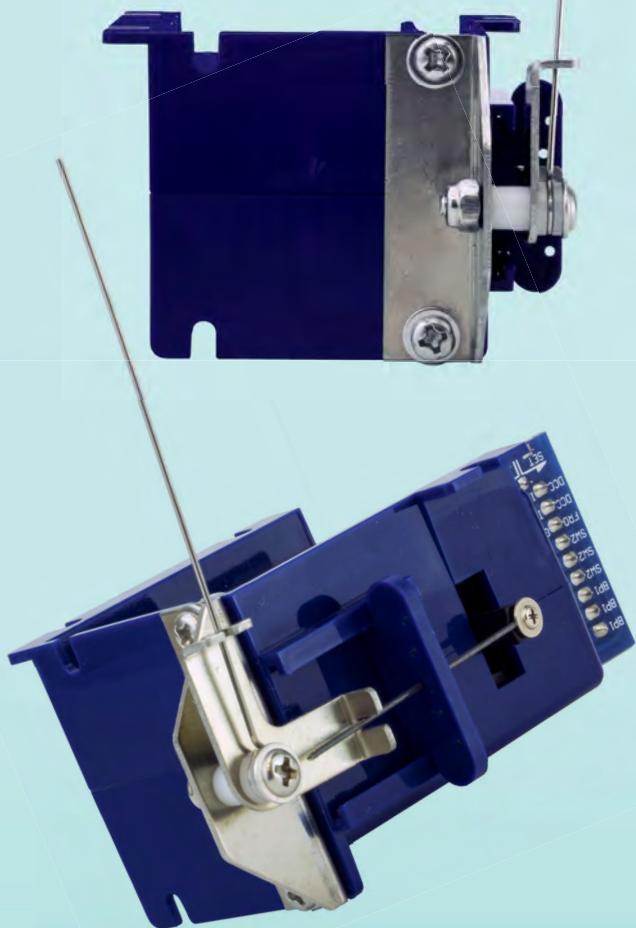
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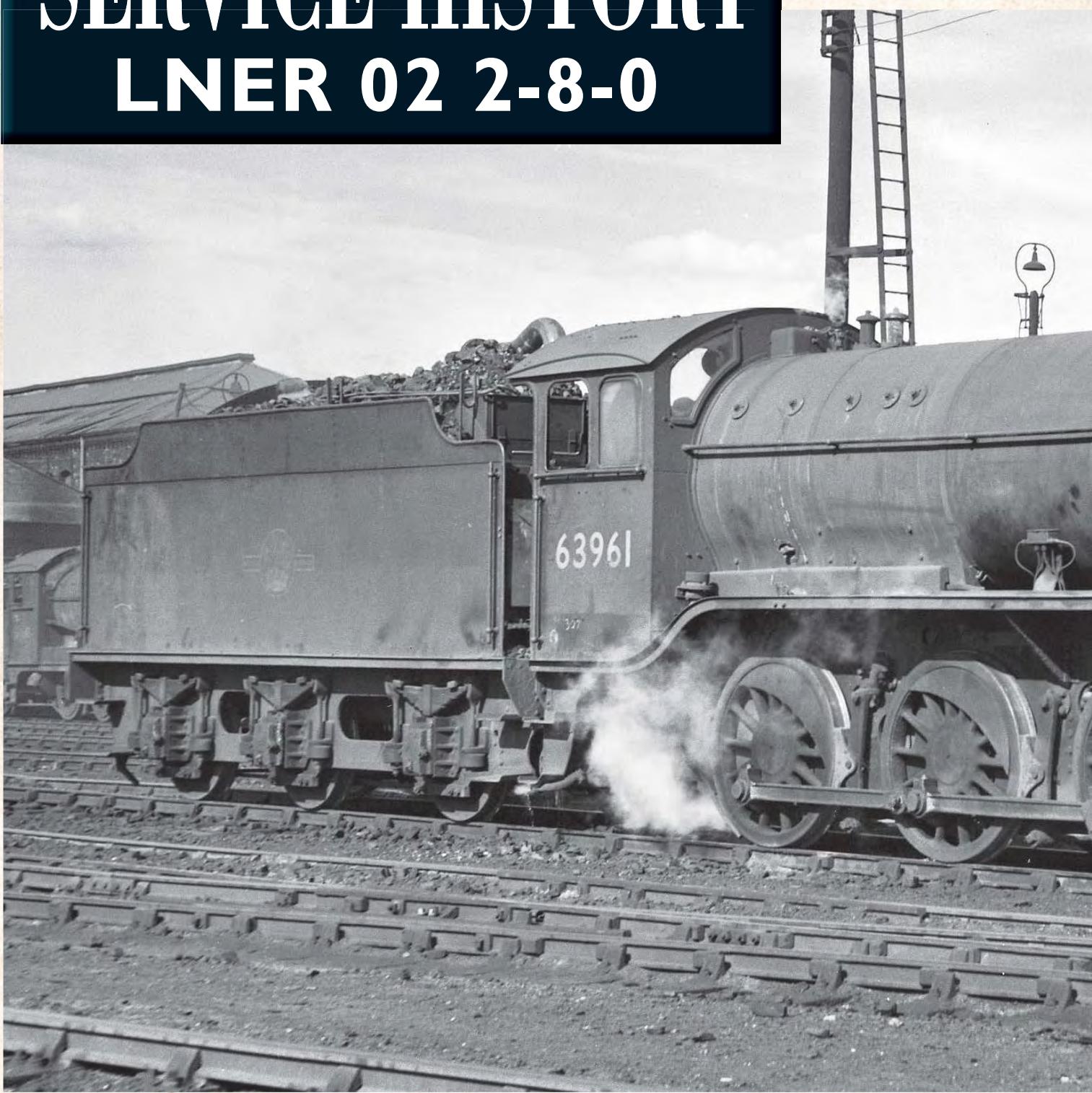
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SERVICE HISTORY

LNER 02 2-8-0

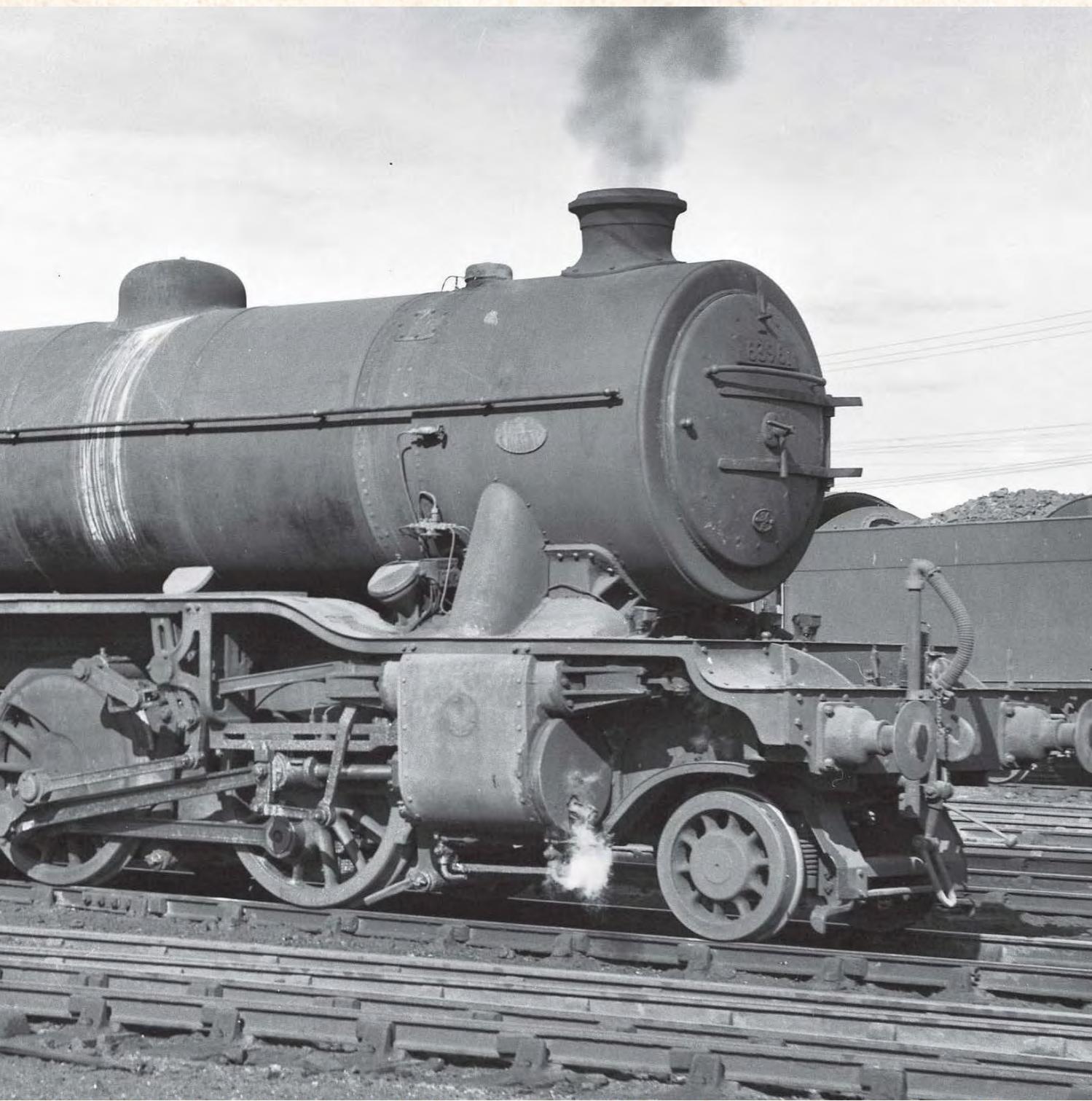


With several batches built over a 25-year period, Nigel Gresley's heavy mineral machines have a complicated history. Luckily, *Tony Wright* is on hand to explain the many differences and modifications made over the years.

The first of Gresley's three-cylinder 2-8-0 freight locomotives was completed by the Great Northern Railway at Doncaster Works in May 1918. It featured three inclined cylinders, a rocking shaft to actuate the inside valve gear, large-diameter pony wheels, a long central running plate, Ramsbottom safety valves and tall

boiler fittings and cab. The latter were made possible by the GNR's more generous loading gauge compared to other parts of what would later become the LNER. It was classified O2 and was a large, modern, ground-breaking machine compared to the many types of goods 0-6-0s that had preceded it.

In fact, although it was a development of the O1 2-8-0, No. 461 was much more significant in being the first Gresley locomotive to employ three-cylinders with conjugated valve gear, an arrangement that would go on to be used in much more famous classes, including the



K3 2-6-0, A1/A3 and A4 'Pacifc' and the V2 2-6-2s.

Though successful, it remained a one-off until a further ten locomotives were built by North British in 1921. These differed in having less-inclined cylinders, simplified conjugated valve gear, small diameter pony wheels and Ross 'pop' safety valves. However, the tall GNR fittings were retained. These were classified O2/1.

Soon after the Grouping in 1923, a further 15 O2s were ordered, built to the lower composite LNER loading gauge. The cab roof profile was altered, the whistle repositioned on the firebox rather than the

ABOVE: Breathing up at Doncaster 'Carr Loco' shed on September 26 1959, No. 63961 is an O2/4 with an LNER Group Standard 4,200gal tender and 100A boiler. Heljan is producing an O2/4 in its first batch of models.

cab roof and a shorter chimney was fitted. These were classified O2/2. All the three types had GNR-style cabs without side windows, short-travel valves, right-hand drive and GNR pattern tenders, albeit with small detail variations amongst them.

Between 1932 and 1934 a further 16 locomotives were built. These differed substantially from the earlier examples in having left-hand drive, long-travel valves (necessitating a raising of the central running plate section), larger side-window cabs, a lower dome (to clear the restrictive ex-Great Eastern Railway



SERVICE HISTORY LNER O2 2-8-0



ABOVE: With its small cab and tender, O2/2 No. 63935 presents a more traditional GNR look at Doncaster shed on May 5 1957. This second batch of O2s was built to the composite LNER loading gauge, which allowed them to work beyond former GNR routes which had more generous clearances.

BELLOW: Just to confuse matters, No. 63922 is an O2/1 with a Gresley boiler and GN tender but with a later style side-window cab. Coupled behind at Doncaster depot on September 26, 1959, is an ex-works No. 70000 *Britannia*.

loading gauge), steam brakes (instead of vacuum), cut-away portions to the bottom corners of their front bufferbeams and larger capacity Group Standard (GS) 4,200gal tenders, both stepped-out and flush-sided. These were classified O2/3.

A further 25 O2/3s were built in 1942/43, but reverted to vacuum brake on locomotive and tender. Both types of GS tender were fitted. In 1939 a decision was made to lower the fittings of the original O2 and O2/1s, in both cases a side-window cab was added although GNR tenders were retained.

In 1943 Edward Thompson (the new LNER Chief

Mechanical Engineer) fitted his standard 100A (B1) boiler to an O2/1, reclassifying it as O2/4. The shorter boiler required an extra saddle to support it and the smokebox was extended backwards to fit the snifting valve. Right-hand drive was retained, but the vacuum ejector pipe was fitted above the boiler handrail rather than behind it. An O2/3 was converted in 1944 to O2/4 and then it was left to BR to fit a further 28 O2s (of all sub-classes) with B1-type boilers.

All conversions were classified O2/4 whatever their origin and all had the vacuum ejector pipe above the handrail whether right or left-hand drive. BR



Automatic Warning System (AWS) was fitted to several locomotives towards the end of their lives and in 1961/62 seven O2s had their GNR tenders replaced by GS tenders from withdrawn K3 2-6-0s.

LIVERY HISTORY

The GNR-built O2s were turned out in grey with white lining. From 1923, LNER black with red lining was applied, initially with the numbers on the tender. From 1928, lining was abandoned and the numbers appeared on the cabsides. Various styles of 'LNER' lettering and numerals could be observed over the years and during the Second World War just 'NE' was applied to the tenders. British Railways painted the whole class plain black and added the usual mix of ownership brandings on the tender, gradually settling down to the early emblem from 1948-56 and the late crest thereafter. With the exception of the original O2, all received BR smokebox door numberplates.

As is usual with LNER numbering, there was a rather jumbled selection, filling gaps in the sequence as required. The numbering went in four series; Nos. 3461-3501 (built 1918-24), 2954-61 (built 1932), 2430-37 (built 1933/34) and 3833-57 (built 1942/43). In 1946 the LNER rearranged the numbers in order of build from Nos. 3921-87. BR then added 60,000 to the LNER's 1946 numbers.

These elegant, powerful goods locomotives saw widespread service on the ex-GNR East Coast Main Line and many routes across the East Midlands,

complementary models

Designed to haul heavy mineral trains loaded with coal or ironstone, the O2s spent their lives dragging long rakes of unfitted open wagons between collieries, quarries and marshalling yards. From the 1920s until the early-1950s, these would largely have consisted of wooden-bodied five, seven and eight-plank wagons in a myriad of private owner (PO) liveries. Many models of suitable PO wagons are offered in OO gauge by Bachmann, Dapol, Oxford Rail and Hornby. If you're looking for something more specific to a particular area, many more wagons are available as kits from the likes of Cambrian, Slater's and Parkside Dundas.

However, from the late-1940s, steel-bodied LNER/BR mineral wagons began to be filtered into service, gradually replacing the wooden-bodied vehicles absorbed by BR when the 'Big Four' railway companies were nationalised in 1948. Most numerous of these were the 16t wagons with side and end doors, several types of which are produced by Bachmann with either vertical or sloping sides. Several other variants are available in kit form from Parkside Dundas. Steadily throughout the 1950s the balance between wooden and steel-bodied mineral wagons changed and by the early-1960s the older types had been almost entirely phased out of regular service.

Particularly appropriate for BR O2s are the Bachmann and Hornby 27t steel-bodied tipplers, as used on ironstone traffic from the 1950s until the use of domestic iron ore died out in the mid-1970s. But, the class wasn't entirely limited to unfitted mineral trains. Photographs also show O2s on general merchandise trains (both fitted and unfitted) and steel trains, amongst others.

An important feature for any O2-hauled train is a brake van, and several good RTR vehicles are available to accompany Heljan's new model. Both the short type of LNER 'Toad' and the longer 20t version which eventually became BR's standard goods brake van are available from Bachmann. Hornby also offers an excellent model of the latter in its BR form. Kits are also offered by Dapol (ex-Airfix), Parkside Dundas and Cooper Craft for alternative versions.

From a situation a few years ago, where no LNER/ER 2-8-0s were available in RTR form, we now have Heljan's O2 joining an impressive line-up which features Bachmann's Robinson O4 and 'Austerity' and the Thompson O1 from Hornby. Heljan's choice gives LNER/ER modellers another heavy goods option as well as a first RTR depiction of this powerful, ground-breaking Gresley design.



C.J.B. SANDERSON, COURTESY DAVID DUNN

Another variation on the O2/4 theme takes water at Frodingham shed in Scunthorpe on September 26 1959. No. 63945 has been rebuilt with an LNER 100A boiler (like the O4/8 alongside) but retains a GNR style tender.

SERVICE HISTORY LNER O2 2-8-0

RIGHT: The sheer filth and neglect of the final years of BR steam is almost palpable in this view of Retford (GC) shed yard on September 22, 1962. 02/2 No. 63936 heads a collection of ex-LNER types, including ex-GC and GN 2-8-0s, a B1 and what appears to be a withdrawn V2. The O2 is AWS-fitted and has received OHLE warning flashes.



W. SKINNER

MIDDLE: A further tender variation was the flared top version of the LNER Group Standard 4,200gal type, as attached to No. 63961.

Yorkshire and Lincolnshire, ex-GER main lines across East Anglia and ex-Great Central routes, particularly in the East Midlands. They could also be observed on ex-North Eastern Railway (NER) lines and occasionally even as far north as Edinburgh.

In LNER days they formed the backbone of the heavy coal runs at the southern end of the ECML and via the GN&GE Joint and ex-GER lines to London. Post-war their use on the main line south of Peterborough diminished with the advent of 'Austerity' 2-8-0s and ultimately BR 9Fs, but they still saw widespread use in Lincolnshire, Nottinghamshire and South Yorkshire.

A particular stronghold was Grantham, where O2s monopolised ironstone workings from the High Dyke branch to Scunthorpe's steelworks for decades,

BELOW: Grantham was home to many O2s, providing power for ironstone trains from pits on the High Dyke branch. This July 1963 view of Nos. 63987 and 63941 shows both GNR and LNER cabs. No. 63987 is fitted with AWS - note the battery box under the cab and the magnet protection plate holding up the screw-link coupler.



C.J.B. SANDERSON, COURTESY DAVID DUNN

serving pits at Colsterworth, Stainby and Sproxton. They were fitted with tablet catchers on their tenders for negotiating the long single-track branch. Other sheds with significant allocations in the BR era included Frodingham (Scunthorpe), Doncaster and Mexborough, serving the all-important coal and steel industries in those areas. However, O2s were also recorded at locations as varied as Bridlington, Tyneside and even on the Northallerton-Hawes line on one occasion in 1957.

GNR pioneer No. 461 (LNER No. 3921) was withdrawn in 1948, but all the others continued in service until the 1960s. No fewer than 40 were withdrawn in 1963, with the final five soldiering on until November of that year. A year later, several were still to be seen dumped, but they ran no more. Sadly, none were saved for future generations to admire. ■

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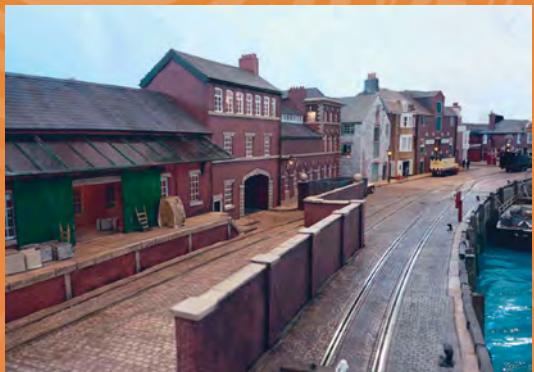
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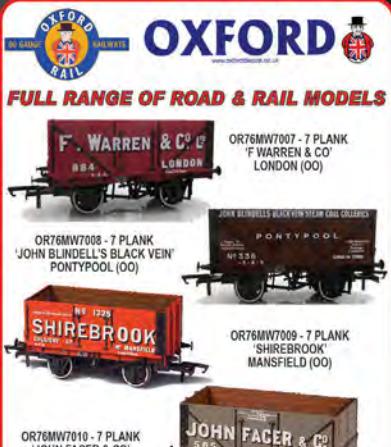
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BURNHAM-ON-SEA

Although best-known for its main line over the Mendips, the S&D's first ambition was to reach the Bristol Channel and tap into coastal traffic, as **Andy York** finds out.

In the December 2011 issue of **BRM** Alistair Knox described his making of 'Burnham-on-Sea' in N gauge; a compressed but recognisable interpretation of the Somerset & Dorset Joint Railway's coastal venture.

The railway ran as far as Highbridge Wharf by 1854 but significant goods income encouraged extension westwards in search of greater passenger and goods receipts through access to shipping along and across the Bristol Channel to South Wales. The railway ran onto a 900ft long slipway sloping down at 1-in-21 to allow access alongside steam ships (see below). Goods wagons were wire-rope worked onto the slipway whilst passengers had a clear walking route to the station whose buffers reached the Esplanade.

The slipway's construction cost £20,000, but the expected traffic did not really materialise after opening in 1858. Once the Bath Extension opened from Evercreech Junction to Bath in 1874 the line



FACT FILE

- | **SCALE/GAUGE**
2mm:1ft scale, 9mm gauge N
- | **SIZE** (to include any fiddle yards): 12ft by 2ft
- | **ERA/REGION**
Post-Grouping LMS
- | **LOCATION**
Somerset
- | **LAYOUT TYPE**
Fiddleyard to terminus
- | **POWER & CONTROL**
12V DC analogue
- | **WORDS**
Andy York
- | **PHOTOGRAPHY**
Andy York

to Highbridge and Burnham became very much the branch to the new main line. Steamers to Cardiff ceased in 1888 and thus the branch to Burnham settled into a quiet life serving local trade and holidaymakers to the resort.

The cost of expanding the Somerset & Dorset Joint Railway's routes left no money to operate the railway and so the line was leased jointly to the Midland Railway and the London & South Western Railway, who set up a Joint Committee to run it. Put simply, the L&SWR looked after the infrastructure whilst the Midland provided the locomotives and rolling stock. After the Grouping into the 'Big Four' in 1923 the arrangement effectively continued with the LMS providing the stock and the Southern responsible for the engineering, track and signalling.

Alistair sets his scene of Burnham in the post-1923 period; an interesting time for followers of the Somerset & Dorset. The smart Prussian Blue livery for passenger locomotives persisted until around 1930 before the simple black livery of the LMS started to take over. Although Southern and BR(S) locomotives may have been seen on the Wimborne to Bath line they were not known to operate on the branch to Highbridge and Burnham.

Burnham-on-Sea's original station was a short single platform with trainshed over part of the platform road. The longer 'excursion' platform was added later when visitor traffic started to increase. A small goods yard and goods shed completed the town's railway facilities. There was no locomotive shed as the S&DJR's main depot was only a mile and a half away at Highbridge.

Re-creating the trackplan of the real location in model form therefore gives a simple but interesting layout which is operationally entertaining and could be made more taxing by re-creating a busy summer Saturday in a relatively small area.

The scenic boards are angled to include the gentle curvature of the line's formation and Peco Code 55 track has been used with large radius points apart from

Burnham-on-Sea, the railway brought you prosperity a century ago. In ten years time when the roads are so full of traffic we'll all be going by train again. You'll be grateful you still have a railway to your town, don't let Doctor Beeching take it away from you.

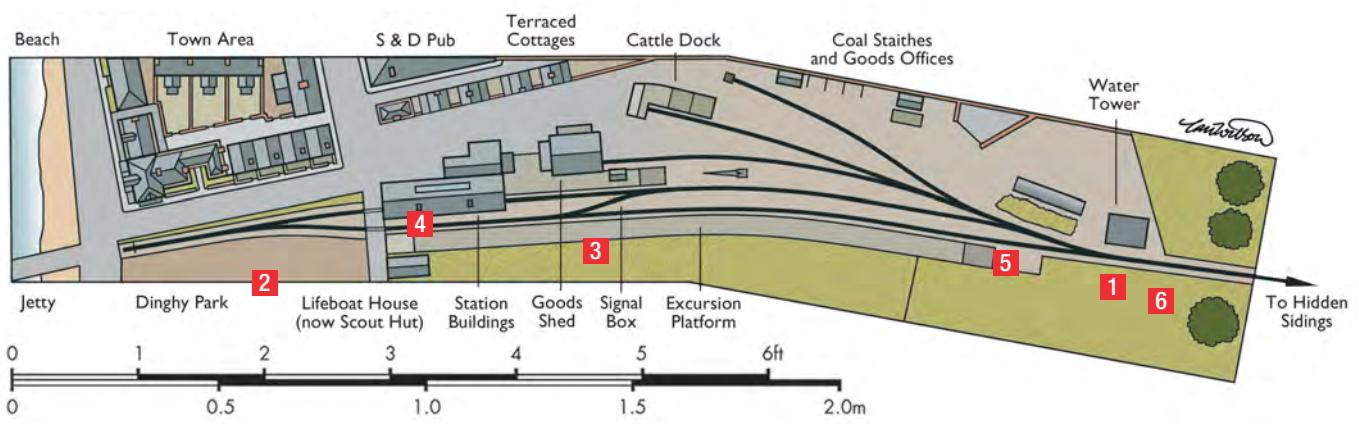
John Betjeman, Branch Line Railway, 1962





TRACKPLAN BURNHAM-ON-SEA

Carl Wilson





one medium radius point in the goods yard.

Off-scene there are two interchangeable traverser plates, each with six roads which means a wide variety of trains can be prepared. Intelligently, Alistair also has a short test track to run locomotives in before use on the layout at exhibitions, stock will always run more reliably if it has been checked before running in public.

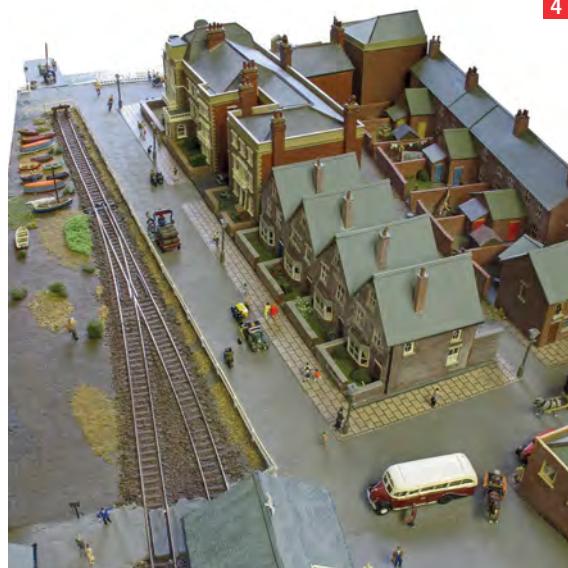
SCENIC MATTERS

The town scene of the layout is a great representation of the site with many recognisable buildings set out to reflect the positioning relative to the railway including the aptly named Somerset and Dorset Hotel. The most distinctive building is the Queens Hotel which sits on the Esplanade at the head of the shortened slipway which was made by Ken Ball for Alistair. Low relief buildings along the backscene are a mixture of adapted Metcalfe kits and scratchbuilt plastic card based structures.

ABOVE: An ex-Midland 3F rolls in with LMS/LNER vans, possibly delivering racing pigeons to Burnham for their next race.

OPPOSITE: With the Bristol Channel as a backdrop, Stanier 2P 0-4-4T No. 6402 pauses in the headshunt before running around its train.

RIGHT: The Somerset & Dorset Hotel occupies a prime location at the end of the street.



■ ask the expert

Q How easy is it to assemble a realistic fleet of N scale locomotives and rolling stock to model S&D operations in the LMS/early BR era?

A Alistair's locomotives include a mix of re-liveried Graham Farish 4F 0-6-0s, 2P 4-4-0s and 'Jinties' (known as 'Bagnalls' on the S&D), Union Mills 2P and 3F locomotives, a Peco 'Jubilee' 4-6-0 adapted to become a 'Black Five'. The exception to the PTR 'rule' is a delightful hand-built LMS 0-4-4T built by John Greenwood. Coaching stock is an appropriate mixture of modified Graham Farish plus Ultima and N Gauge Society kits.

The beach and sea are sculpted with Pollyfilla, painted with poster paints and the sea varnished. The pier is truncated, it was used previously not only for shipping but also to launch the lifeboat, down the rails inset to take wagons to the ships. In the period modelled the lifeboat station was no longer used for its original purpose and had become the headquarters of the 3rd Burnham-on-Sea Scouts. The track is removed through where he has modelled the boat yard.



ABOVE: Sandwiched between two driving trailers, a Fowler 3F 0-6-0T powers the Highbridge branch shuttle.

BETWEEN: An LMS 4F on branch goods duty.

Regular trains to Burnham-on-Sea finished in 1951 with a few specials running until 1962. Irregular goods traffic continued until the line finally closed, along with the rest of the Somerset & Dorset on March 7 1966.

John Betjeman rode the branch from Evercreech to Burnham in a wonderful BBC documentary *Branch Line Railway* filmed in 1962. His typically superb narrative delivery can be enjoyed online at www.brmm.ag/BetjemanDocumentary ■



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31-932DC	BR Compound	£127.75
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32-500	5MT Class BR - 73068	£70.99
32-550A	A1 Tornado Apple Green	£109.45
32-509	BR 5MT Early Crest	£104.55
32-954	4MT BR Early	£87.50
32-955	5MT BR Late	£87.50
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BLANDFORD FORUM

Andy York visits an award-winning layout built to give museum visitors an authentic sense of how this Dorset market town looked 50 years ago, before its railway was closed.

Maybe we cannot take the slow train to Blandford Forum today but it is possible for visitors to Blandford Town Museum to see what the railway looked like before it closed. If you are ever near the fine market town of Blandford it is certainly worth a visit, not just to see the model, but to absorb the railwayana and the history of this part of the Somerset & Dorset.

A group of local railway modellers joined forces in 2006 to form the Blandford Museum Railway Club. Their aim was to create a realistic representation of the station environment - within space limitations - and record the educational and historic value of the scene. More than a year's research, utilising plans, diagrams, large scale maps and old photographs allowed the group to build up a picture demonstrating not only the railway but the traffic and associated businesses once active in this Dorset agricultural centre.

As a real community project with funding assistance from the town's museum trust, the project has brought forth further reference material from local historians and photographers. A general appeal was made for local people who worked on or around the railway and passengers who used the trains. This solicited a positive input and in this article we show that the model gives a good idea of how the railway looked in the post-Nationalisation years. Thanks to photographers such as John Blanchard and Tim Chapman, we also have a permanent record of the S&D at Blandford in those years, which was made available to the club and museum.

COUNTRY LIFE

Much of the goods traffic to and from Blandford was agricultural. In the yard we see the cattle docks which were well used at weekly livestock markets and the buildings of Blandford & Webb Ltd, a well-known local agricultural merchants. It took deliveries of animal feedstuffs from ports such as Avonmouth for local distribution.

FACT FILE

- SCALE/GAUGE
4mm:1ft scale, 16.5mm
Gauge OO
- SIZE
17ft 6in by 6ft
- ERA/REGION
BR LMR/SR/WR 1948-66
- LOCATION
Dorset
- LAYOUT TYPE
Tailchaser
- WORDS
Andy York
- PHOTOGRAPHY
Andy York/Blandford
Museum Railway Club

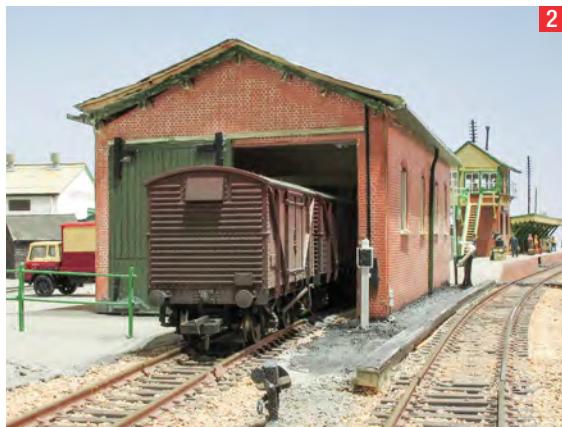
RIGHT: One of the many charms of the S&D was its combination of Southern and Midland locomotives working inter-regional expresses - exemplified by this 2P and Bulleid 'West Country' heading south.





LAYOUT | BR 1948-66 | 100 Gauge

RIGHT: As a largely rural community, Blandford took in deliveries of fertiliser, animal feeds and coal by rail, sending fresh produce and livestock out to markets in cities such as Bristol.



The large brick-built building was a railway-owned corn store where seed was processed and prepared for local farms. Four coal merchants accepted deliveries by rail through the yard or via the coal yard spur adjacent to the main platform. The yard includes a stable block where five horses rested after local delivery work and one used for yard-shunting work.

The model occupies a prominent position behind protective screens on the first floor of the museum. It can function as an operating exhibit even if none of the club members are present thanks to its automatic sequencing; a motor-driven 25-way switching

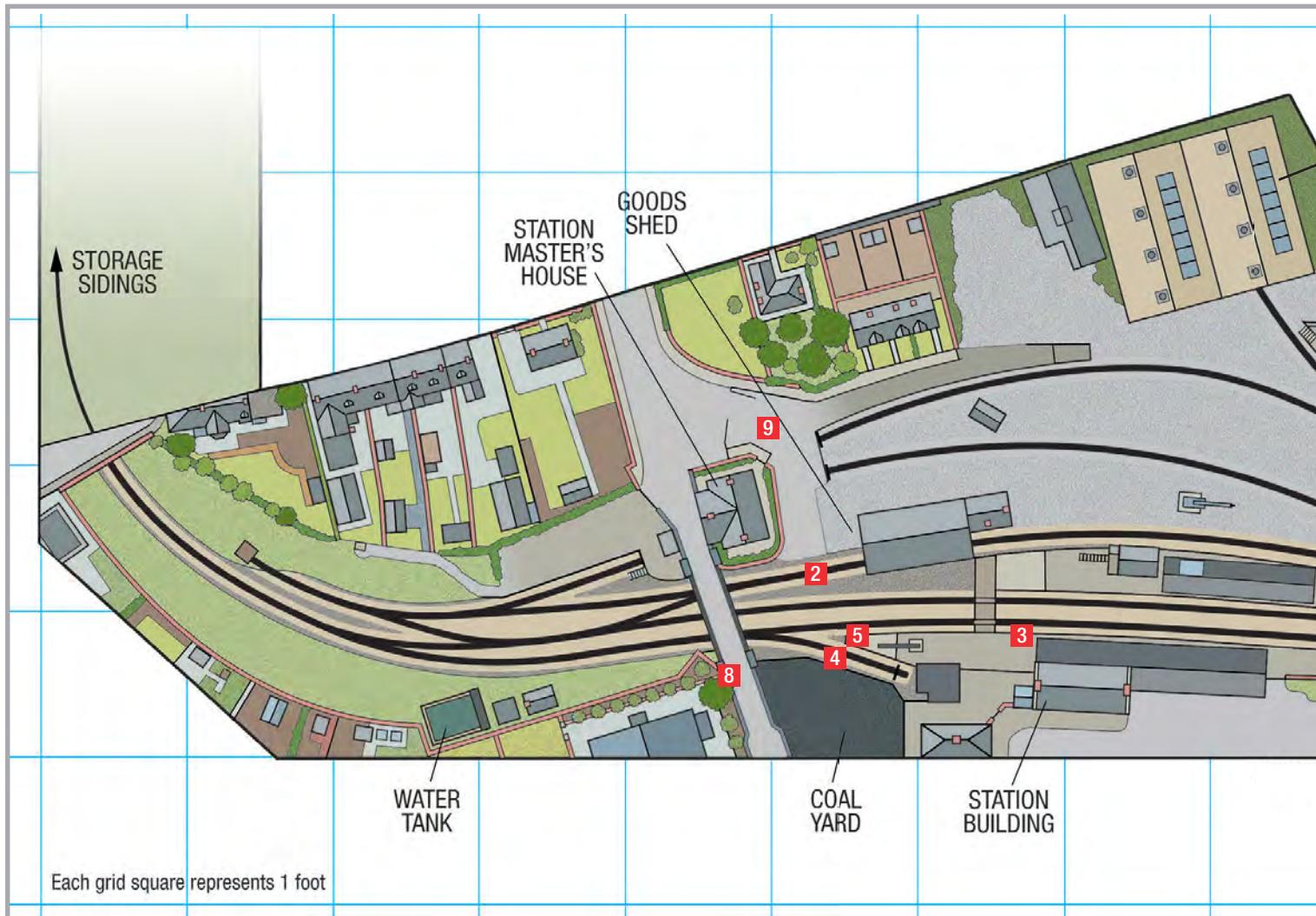
mechanism setting routes, which trains run, whether they stop and where, all using DC control.

The switch moves to the next operation when the preceding move is complete which means if there's a failure due to a train stalling or derailment, operations are suspended until a steward can attend. Similarly when the museum closes, the layout can be switched off and the sequence resumes the next day.

Use of Code 100 track increases reliability and also allows for the maximum compatibility with club members' own stock. Points are controlled by slow-action Tortoise point motors and there are three controllers for Up, Down and goods yard operations. The controllers were built to the group's own design incorporating automatic acceleration and deceleration which means that automatic operation is suitably smooth in presentation, unlike many museum layouts.

Many of the trains seen on the layout have been formed to re-create known workings and include the correct types of rolling stock based on the photographs. The signals are true representations of the types used and were assembled from Model Signal Engineering components.

The model includes representative workings of the line in the BR period. Up and Down inter-regional and local passenger trains including the 'Pines Express'



ask the expert

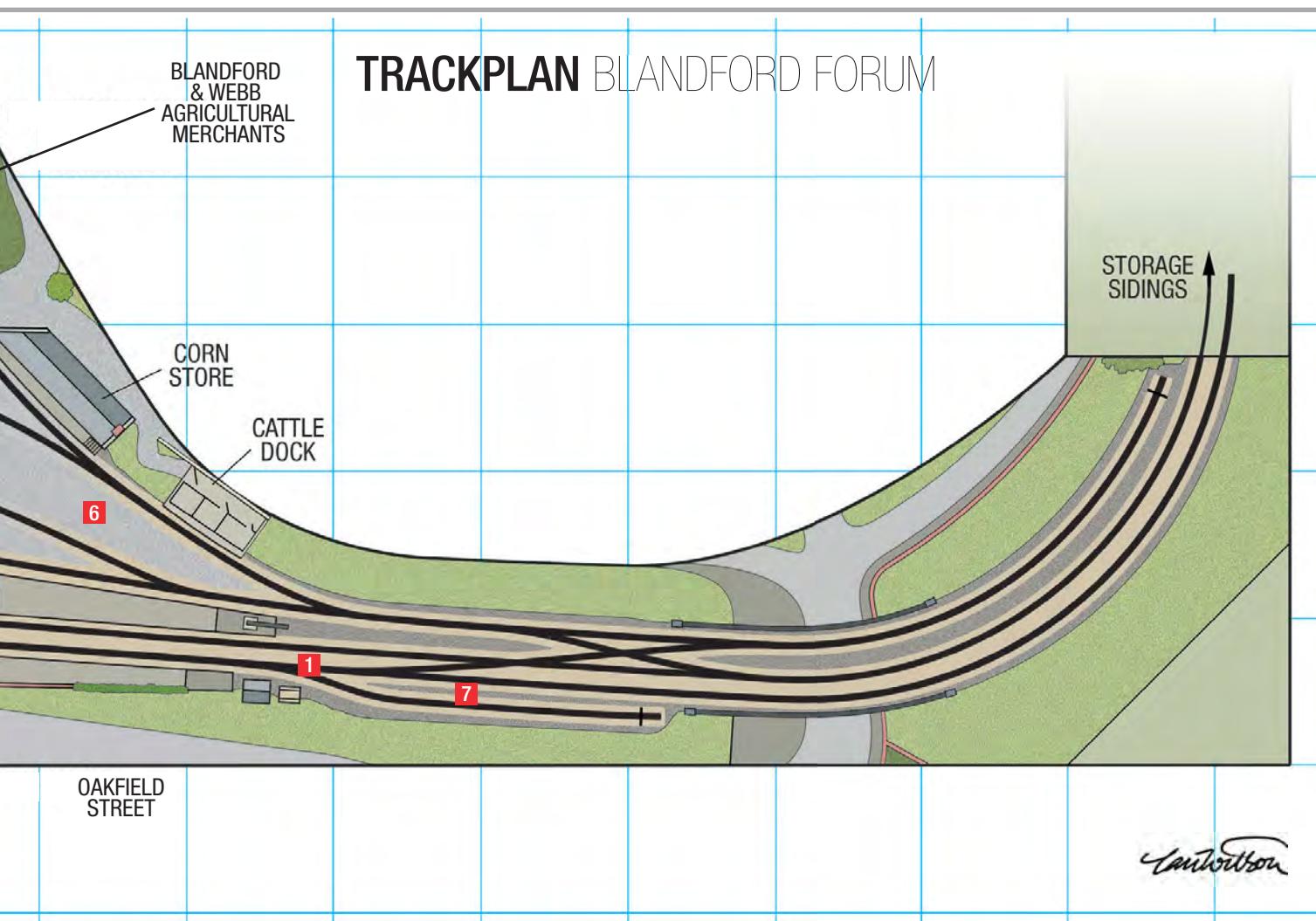
Q How did the railway through Blandford Forum develop in the 19th and 20th centuries?

A Blandford Forum was initially a temporary terminus called Blandford St. Mary on the Dorset Central Railway's initial ten mile section of line from Wimborne, opened in November 1860. The railway was extended to Cole, just south of Evercreech, in February 1862. The DCR joined the Somerset Central Railway at Cole to become the Somerset & Dorset Joint Railway. With the opening of the Bath Extension in 1874 through services gave greater purpose and traffic to the line. Arguably, its heyday was in

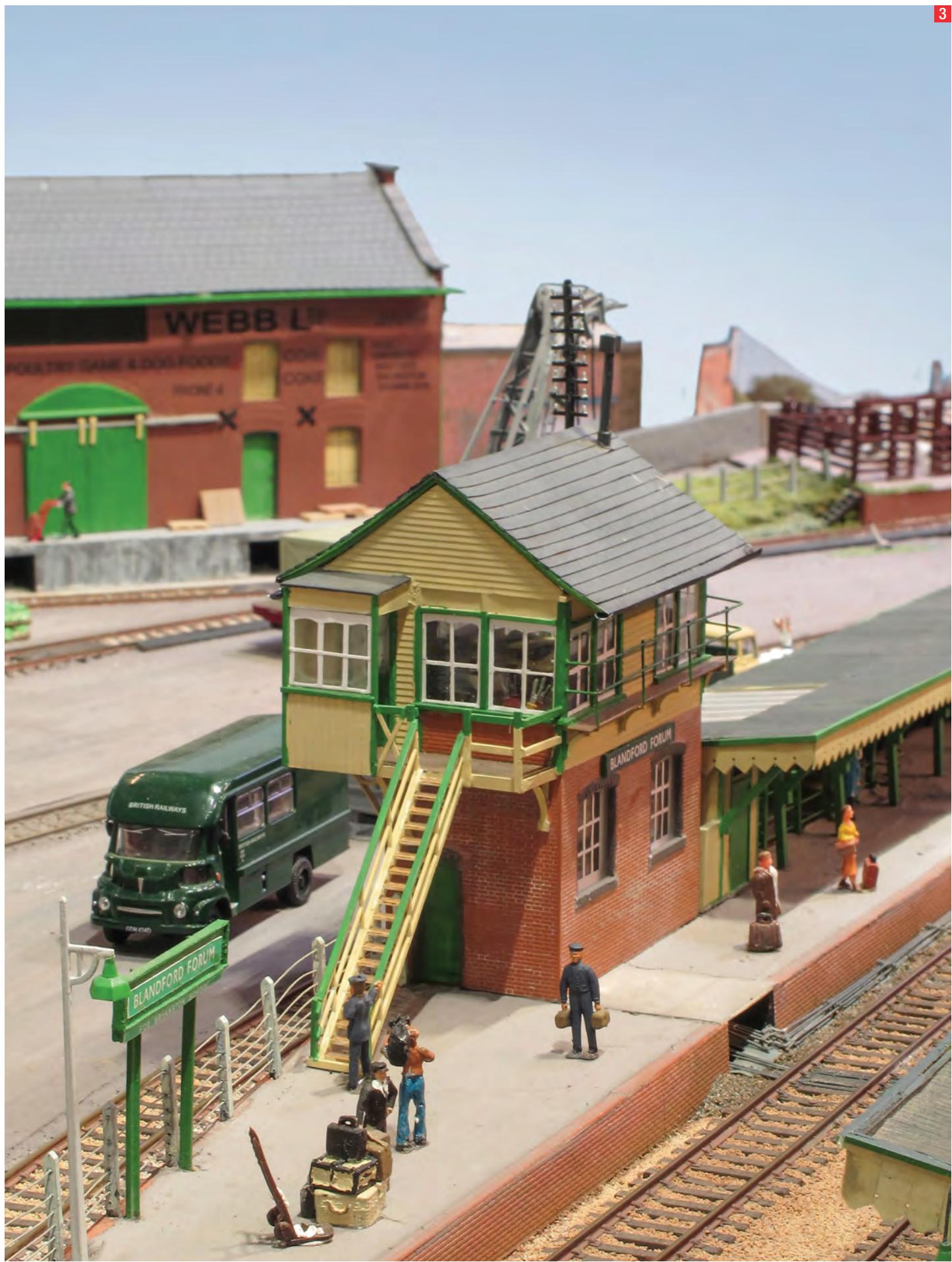
the years after the Second World War when more holidaymakers could travel from northern England to the south coast via the S&D but prior to increased car ownership eating into that traffic. Although passenger services through Blandford ceased on March 5, 1966, the railway survived longer here than most of the rest of the route with goods trains to Blandford yard continuing until the end of 1968. Demolition of the station and yard came in 1970 and thus ended more than 100 years of the railway here.



TRACKPLAN BLANDFORD FORUM



LAYOUT | BR 1948-66 | 00 Gauge





II town history

Blandford Forum has one of the finest small town Georgian centres in England, built after a devastating fire in 1731 which levelled virtually every building. Down a short alleyway, Bere's Yard, is Blandford Town Museum which occupies a stable block and workshop used by architects and master builders, the Bastard brothers, who were responsible for much of the fine design and building in the town's rebirth.

The museum contains many high-quality exhibits including the nameplates of the eponymous Bulleid 'West Country' No. 34107. There are fascinating records of the military presence around the town, anti-invasion measures and the military camp railway constructed in 1918 by McAlpine for the Air Ministry.

The generous loan of locomotives and stock by club members and donations from the public have been invaluable in allowing us to run a wide selection of realistic S&D trains.

ABOVE: Fowler 3F 0-6-0T No. 47316 pauses with a brake van while working a local goods trip.

LEFT: All buildings have been built from scratch, based on period photographs, scaling and, where possible, original plans.

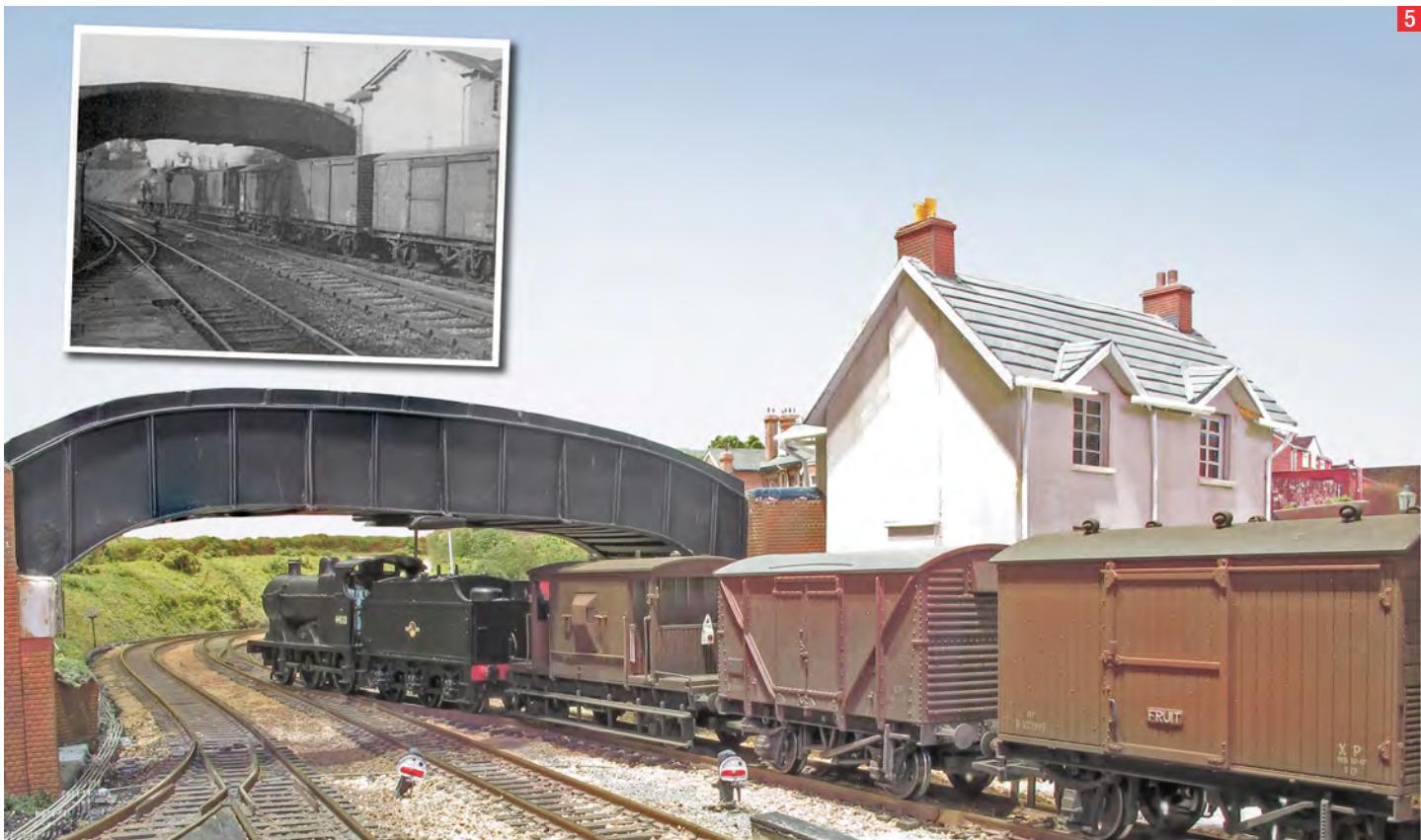
usually hauled by BR 9F No. 92220 *Evening Star* or a Bulleid 'West Country' such as Nos. 34107 *Blandford Forum*, 34043 *Combe Martin* or 34042 *Dorchester*. The Bailey Gate to Templecombe milk train can be seen, as can the 'Templecombe Goods' carrying agricultural equipment and produce and many mixed goods trains for the yard at Blandford. These feature vans containing feed and fertiliser, domestic coal and general merchandise for the goods shed.

The following classes are represented using ready-to-run locomotives; BR Standard 9F 2-10-0, 5MT 4-6-0, 4MT 4-6-0, 2-6-0 and 4MT 2-6-4T, 'West Country' 4-6-2s, ex-LMS 'Black Five' 4-6-0, Stanier 8F 2-8-0, Ivatt 2MT 2-6-2T, S&D 7F 2-8-0, 3F 0-6-0T, 4F 0-6-0, ex-LSWR T9 4-4-0 and ex-GWR 0-6-0PT.

The generous loan of locomotives and stock by club members and donations from members of the public have been invaluable in running a wide selection of realistic S&D trains.

COMMUNITY SUPPORT

As anyone who sees the model would attest it would not have been practical to start construction in situ. The baseboards were constructed away from the museum at



ask the expert

Q How were the various buildings modelled, considering that over the last 50 years many will have been demolished or altered?

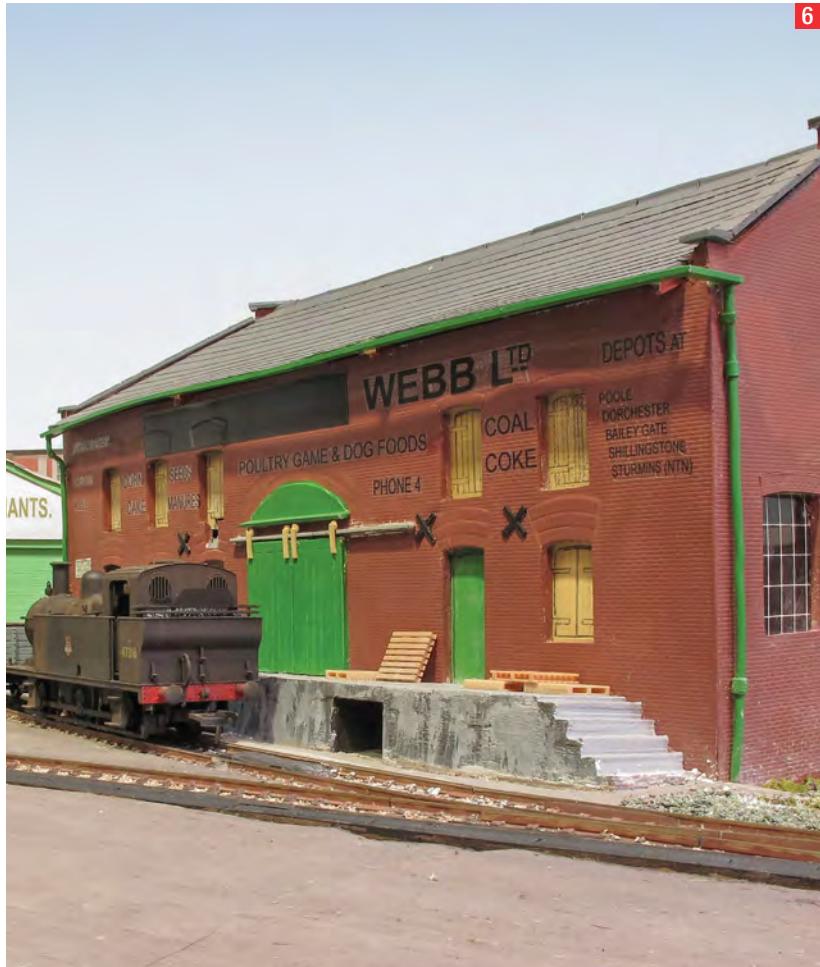
A Creating the buildings has been one of the most time-consuming elements of the project with over 2,000 man hours consumed on this part through 2008 and 2009 during regular Wednesday workshops at the museum. Many of the railway buildings and surrounding structures have been modelled which makes the scene readily recognisable. Very few plans were available but accurate representations have been achieved through photographic referencing and scaling by counting brick courses.

Few buildings still exist; Alexandra Street footbridge (see the photograph of the 4F above) is still there with just a view of the footpath which runs along the trackbed through the site of the station. The Stationmaster's house

survives on Alexandra Street and the base of the water tank, the loading bank in the goods yard and the horse loading platform can still be traced.

Aged blue engineering bricks can still be seen either side of the Wimborne Road. These once held the arches shown at the right-hand end of the layout. Card mock-ups were created as placeholders for the well-made buildings we are now able to see on the model. All of the buildings bar one, a greenhouse, are scratchbuilt.

Significant amounts of detailing in addition to the construction have taken time to complete, but bring the model to life. They complete a project which shows museum visitors what life was like before the railway closed better than any photographs or maps could ever do.





a member's house, including tracklaying and electrical installation, and then taken to the museum and set up. The boards are 9mm ply sitting atop 2in by 1in 'L' girder support work, which ensures durability and rigidity.

The storage roads to the rear of the circuit are permanently fixed in place, but the front three scenic boards are removable from the display to enable the layout to be taken, with a separate storage yard, to exhibitions. In exhibition guise, as at Warley National Show in 2014, the layout includes an additional 4ft long section showing the bridge and flood arches over the River Stour. Scenic topography is accomplished through the use of expanding foam carved to shape.

Underlining the community approach, the group has gone from strength-to-strength attracting many new members whose help has been invaluable and who have enjoyed learning new skills and applying them.

ABOVE: Western Region influences were becoming more evident by the early-1960s, most notably in the locomotives being used, in this case a 9F on the 'Pines' and an '8750' 0-6-0PT on a local passenger duty.

ABOVE LEFT: A Fowler 4F 0-6-0 edges out of the goods yard and under Alexandra Street footbridge with a train of vans.

The group was recognised by the Community Service Volunteers' national 'Make a Difference' day in 2013 winning the Volunteer Group of the Year title. Group leader David Cash also won 'Volunteer of the Year'. Now knowing David and his infectious enthusiasm, encouraging words and in-depth knowledge of the area and the railway, I can fully understand why. David would like to acknowledge the support of all fellow club members who have made the project possible.

The group is now moving onwards with the formation of the New Blandford Railway Club as membership has grown and is now secure with its usage of the town's Scout Hall premises. The club's forthcoming project, 'Bailey Gate', again centres on the erstwhile Somerset & Dorset. See www.newblandfordrailwayclub.co.uk for more information. The Somerset & Dorset Railway Trust has also arranged several events taking place through 2016 in various locations relevant to the railway, more details can be found at www.bit.ly/1mlgaU6

Finally, **BRM** would like to acknowledge Paul Blanchard, Tim Chapman, Joe Robbins, Joe Evans and The Somerset & Dorset Trust for their assistance in compiling this article. ■

No more will I go to Blandford Forum...
On the slow train from Midsomer Norton.
Flanders & Swann, Slow Train

LAYOUT | BR 1948-66 | OO Gauge



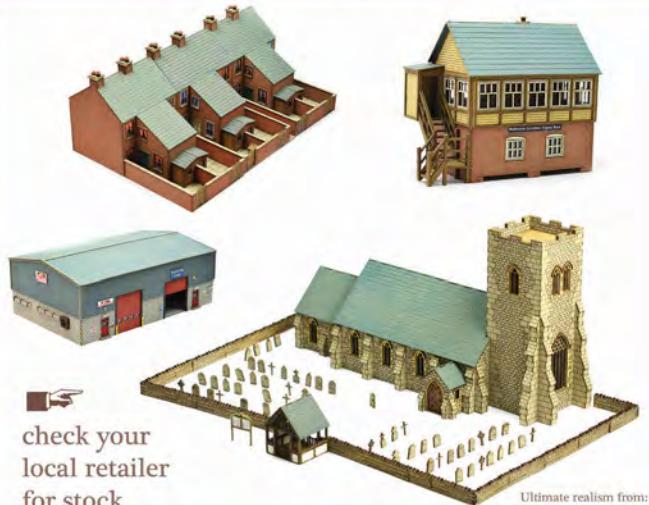
RIGHT: No. 92220 *Evening Star* re-creates a scene from the final years of the line as it calls with a northbound express.

BELOW: That open gate leads the eye towards activity in the busy goods depot, with a 'Bagnall' acting as yard pilot.



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A WAGON IN EVERY SCALE

Phil Parker continues his quest to build a wagon kit in every common UK modelling scale as he assembles an LNER 13t 'High' in 3mm scale.



SHOPPING LIST

KIT

3mm Scale Society LNER/BR 13 ton Steel Open High, £POA
www.3mmsociety.org.uk

PAINT

Humbrol 33
 Halfords aerosol red oxide primer

TOOLS

Modelling knife
 Abrasive sticks
 Needle files (flat & round) or cutting broaches
 Superglue
 Plastic cement & solvent

Take a look at any mainstream UK manufacturer's catalogue and it would be tempting to assume that 3mm scale, or TT as it's often described, is a dead scale.

Although it remained popular in East Germany, Tri-ang abandoned manufacturing RTR models in the scale during the mid-1960s. Instead of marking the end of the scale, it prompted the creation of the 3mm Scale Society.

The Society has brought together modellers who can see the benefits of a scale that fits in size between OO and N and it has commissioned kits from manufacturers including, in this case, Parkside Dundas.

A range of plastic wagon kits has been developed as part of a five-year plan to ensure that a selection

of rolling stock is available for all the 'Big Four' companies and BR. I've built a few of these and generally they're assembled the same way as their 4mm scale equivalents - in some cases better, as the tooling is more modern.

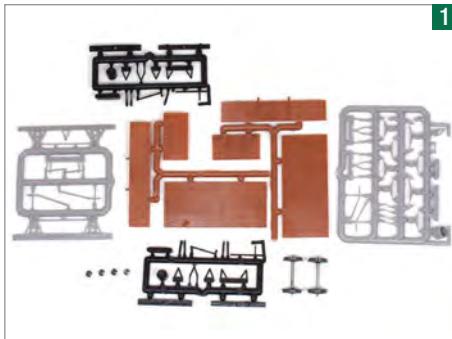
I've chosen the Societies' kit for an LNER/BR 13 ton steel open wagon, with three different types of brake gear - Morton unfitted, RCH fitted and LNER fitted. You'll need to decide what you're making and pay attention as some moulded parts have to be removed and others substituted. With eight shoes and extra linkages, I've plumped for the LNER fitted version. ■

gadget spot

To fit bearings in the chassis, the holes in the W-irons have to be opened up. For the sake of accuracy, I'm not using drill bits - the chances are they'll wander when working. My method is to use a set of cutting broaches. These are five-sided tools which cut away material when rotated in the same way as a file. Because the cutting takes place equally on all sides of the tool, the centre of the hole shouldn't change.



If you build the Morton brake version of this wagon, construction is no different from a 4mm scale model, the result is just a little smaller.



Although there appear to be many parts for this wagon, some of the sprues are shared with other kits, so not everything you see is needed here.



The solebar tops are cleaned to ensure they're flat. Mould lines are removed by scraping along the line with a knife. Finish up with some fine abrasive papers.



Brass bearings are fitted into each W-iron. Fit one solebar, check for squareness first then leave the glue to fully harden before adding the second.



Check the back-to-back measurements of the wheelsets before fitting. This is easy with the appropriate gauge from the 3mm Scale Society.



Raised sections on the floor assist in locating the solebars the correct distance apart but the brake shoes need a little trimming to clear them afterwards.



I found the cross shaft supplied in the kit was too short - replacement with a bit of Slater's microstrip is easy enough and the corners are rounded off.



The brake lever is cut where the horizontal joins the vertical section, then shortened to around 14mm and glued back together.



Fitting the body to the chassis starts with the ends. These are joined by the sides being careful not to leave finger marks behind from the liquid glue.



No vacuum pipes are supplied so I've bent a couple up from 0.9mm brass wire. If you don't have any to hand, bent paperclips could do the job.



Halfords red primer is a bit too red for bauxite brown, but once the wagon is weathered, the results look pretty good and it's easy to apply.



Why 3mm scale?



If you fancy trying a 'modeller's scale' with no RTR support, then 3mm scale is worth a look. It certainly changes the focus of your hobby as you only build what you need and there's no temptation to acquire the latest locomotive release just because it looks good.



HOW TO...

CREATE A FROSTY SCENE

Howard Smith modifies a diorama to capture the essence of a cold winter frost using a minimum of modelling products.

SHOPPING LIST

PRODUCTS

I Deluxe Materials BD33 Icy Sparkles, £5.25

I DCCconcepts DCW-GRY grey/white weathering powders pack, £15.00

I Com-Art 10021 Opaque White, £3.50

CONTACTS

• DELUXE MATERIALS

W www.deluxematerials.com

• DCC CONCEPTS

W www.gaugemaster.com
T 01903 884321

• COMART

W www.airbrushes.com
T 01903 767 800



RIGHT: How far can you take an effect? 'Kinkmundy' featured in January 2014

BRM depicts a heavy Scottish frost. The owner used white paint, but there are now other ways to create a frost effect.

Look at most layouts and the scenery tends to depict the height of summer. All the trees are verdant with foliage and the sky is blue - very chocolate box like. It's nice to look at, but for most of the year, winter particularly; nature can be quite bleak.

To prove that scenic modelling can still look attractive without reflecting the months of July and August, I'm making a small diorama using some scenic products that you might overlook - none of which involve snow. Frost is common at this time of year, but

getting an accurate sparkle and the illusion of frozen water isn't easy.

Frost acts like a semi-transparent mask, still showing the different shades and tones beneath it. I think it makes a scene reflect the cold season as well as snow, but with more interest and detail. ■



I'm starting with this small depiction of a set of 'stops. The evergreen gorse foliage is autumnal in appearance. If you have trees, remember they shouldn't be in full leaf.



Before adding anything to the diorama, I'm securing the old scenery with Deluxe Materials' Scenic spray glue. Its spray pattern is very fine, just hold the bottle 30cm away.



Icy Sparkles from Deluxe Materials creates a frost-like appearance. The two 25g bottles go surprisingly far and their contents are comparable to sugar in appearance.



I'm applying the product from a height onto the damp glue for even coverage. The nozzle is large, so take your time. Paper can be placed underneath to catch debris.



Observe photographs to see where frost accumulates. Shaded areas that have yet to see light are usually frostier - a second more direct coat will see to these.



You can't beat paint when it comes to applying depth of colour. This new white paint from the Com-Art range with a useful twist nozzle is stocked by Airbrushes.com.



Rails and sleepers are significantly whiter than the surrounding natural areas, so I'm carefully dry-brushing white weathering powder from DCCconcepts over them.



For variety, I'm adding another frost-accumulating element. This laser-cut concrete-effect cable trunking (ref: 14313) is made by Noch and sold by Gaugemaster.



Once dusted with Icy Sparkles and white weathering powders, the trunking looks suitably cold for the time of year. Remember to cover the sides.



In a few hours, the effect of a cold overnight frost can be achieved with a minimum amount of products and fuss. All it takes is patience and careful observation of photographs. Don't get carried away - too much frost looks like snow. This is easier said than done because Icy Sparkles is so easy to apply.



I ask the expert

Q Should I consider anything else before I transform my layout to a frost scene?

A Trees and bushes, unless they're evergreen, shouldn't be in foliage in winter. For most layouts, this could result in significant changes. I've kept mine in place as they look like small evergreen gorse bushes - a common sight around railways. If your layout is looking a little tired and the scenery is past its best, consider refreshing it without the need for scenic scatter. It could inject fresh life into your layout and it'll stand out from the crowd at exhibitions.





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Check our website for other models, www.finescalebrass.co.uk**

86 www.RMweb.co.uk

BRM | March 2016

GOODS INWARDS

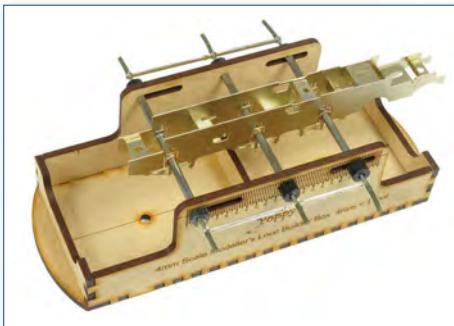
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BACHMANN TOPS 2015 AWARDS



BRITISH MODEL RAILWAY AWARDS 2015

THE WINNERS

N Gauge Steam Locomotive
G. Farish 'Merchant Navy' (29.7%)

N Gauge Diesel Locomotive
G. Farish BR Class 31 (48.1%)

N Gauge Coaching Stock
G. Farish Hawksworths (37.4%)

N Gauge Wagon
G. Farish MR Brake Van (60.8%)

N Gauge Manufacturer
Graham Farish (73.4%)

OO Gauge Steam Locomotive
Kernow SR Adams 02 (15.2%)

OO Gauge D&E Locomotive
Bachmann BR Class 43 (19.0%)

OO Gauge Coaching Stock
Bachmann Hawksworth autocoach (37.0%)

OO Gauge Wagon
Hornby LMS horsebox (23.8%)

OO & Overall Manufacturer
Bachmann Branchline (38.5%)

O Gauge Steam Locomotive
Dapol 'Terrier' 0-6-0T (78.8%)

O Gauge Diesel
Heljan BR Class 60 (58.1%)

O Gauge Rolling Stock
Heljan BR Mk 1 GUV (49.0%)

O Gauge Manufacturer
Heljan (56.9%)

Customer Service Award
Hatton's of Liverpool (51.1%)

Website of the Year*
UK Model Shops (19.9%)

Exhibition of the Year*
Warley National (37.6%)

Layout of the Year
'Black Country Blues' (13.1%)

* Warley Group exhibitions and websites excluded to ensure poll remained independent.

Bachmann and Graham Farish were the big winners in the 2015 British Model Railway Awards, sweeping the board in N scale and taking the N, OO gauge and overall Manufacturer of the Year prizes.

Other prominent winners included Kernow Model Rail Centre for its Adams O2 0-4-4T, beating Hornby's GWR 'King' 4-6-0 in a closely fought OO gauge Steam Locomotive category and Dapol's O gauge Stroudley 'Terrier', which took almost 80% of the vote in its poll. Heljan won the other three O gauge awards for its impressive Class 60, Mk 1 GUV and Manufacturer of the Year for 7mm scale.

"This really is fantastic news" said KMRC founder Chris Trerise. "The whole team at would like to thank all of our customers for their support and compliments about the Adams O2. This would not have been possible without them. Here's to the next model!"

Top of the OO gauge Diesel & Electric Locomotive poll was Bachmann's Class 43 'Warship' (pictured) with the Heljan Metropolitan Railway Bo-Bo electric close behind, while Bachmann's Hawksworth WR autocoach won the OO coaching stock prize and the Hornby LMS horsebox narrowly beat Bachmann's BR 20t grain hopper to top spot in the OO wagon category.

In N scale, the Graham Farish SR 'Merchant Navy', Class 31, WR Hawksworth stock and Midland Railway/ LMS brake van took the honours.

Bachmann's Dennis Lovett said; "Bachmann Europe is delighted to once again be named Manufacturer of the Year and to have gained a clean sweep in N scale. We

have also figured well in an even more competitive OO scale market and the awards are just recognition for all the hard work that has been put in by our staff to bring the models to market. Our thanks to everyone who voted for us."

In the four new categories, introduced this year to recognise the country's best model railway exhibitions, websites, retailer customer service and layouts, the winners were Warley National (by some distance), UK Model Shops (by just one vote over Hornby.com), Hatton's Model Railways and Staffordshire Finescale Group's 'Black Country Blues' respectively. Hatton's Managing Director Richard Davies commented; "Thank you to all our customers who have taken time to support us. 2016 marks our 70th anniversary and this is a fantastic way to start another exciting year."

Finally, a special 'Lifetime Achievement' award is being presented to Graham Hubbard, the founder and former Managing Director of Bachmann Europe, who retired in December.

For a full list of how the votes were cast in each category, go to www.rmweb.co.uk



HELJAN ADDS '07' DOCK SHUNTER



In addition to the models announced at the Warley NEC show in November (February BRM), Heljan is also working on a OO gauge model of the popular Ruston & Hornsby Class 07 diesel shunter.

Two versions will be produced reflecting 'as-built' condition and later modified locomotives with Southern Region waist height air brake connections. First releases are expected in 2017, with a similar specification to the recent Hunslet Class 05. However, further details, proposed liveries and identities will be announced as the project develops.

One additional version already confirmed is an exclusive limited edition for Hatton's Model Railways depicting 07001 in Harry Needle Railroad Co. orange and white. See www.ehattons.com for more information.

Introduced in 1962, this class of 14 0-6-0 275hp diesel-electrics - originally numbered D2985-98 - was ordered specifically to replace ex-SR 'USA' tanks on trip and shunting duties around Southampton Docks. As rail traffic within the docks declined through the 1960s, the class was reassigned to duties around Eastleigh before withdrawal in 1973-77, some finding further work with a number of industrial users. Several survive in preservation.

W www.heljan.dk

MURPHY CONFIRMS

After a quiet 2015, Murphy Models has announced that development work is underway on its long-awaited OO gauge '121' Class diesel.

CAD drawings were started in December and Murphy's hopes to deliver the first production models in time for Christmas this year. Pre-production samples are expected to be available for examination at the Model Railway Society of Ireland's exhibition in Dublin in October. Original CIÉ grey and final IÉ orange/black will be the first liveries produced, with CIÉ black, 'Supertrain' and Irish Rail (IR) versions to follow in 2017.

The '121s' were the first in a series of General Motors locomotives built for Ireland and were ordered after serious problems were encountered with British-built Metrovick diesels in the late-1950s. Closely based on a North American 'switcher' design, 15 of the 960hp Bo-Bos (B121-135) were built in December 1960/January 1961, paving the way for the '141/181', '071' and '201' classes introduced over the next 35 years.

Mid-2016 will see revised and updated editions of MM's 'Supertrain' Mk 2 coaches released, along with a 'special' one-off item to commemorate the centenary

LEE MARSH 'LIZZIES'

Museum-quality O gauge specialist Lee Marsh Model Co. has received its latest stunning RTR brass locomotive, the LMS/BR 'Princess Royal' 4-6-2. Numerous LMS and BR liveries, names and numbers are available, with authentic detail variations, covering the entire career of the Stanier 'Pacifics'. BR lined blue is already sold out and very few LMS models were left as BRM went to press, although a good selection of BR models is still available. Priced at £2,850.00, the models feature DCC sound, ball bearings and sprung axles, full working inside motion and reversing gear, high-quality coreless motor and many other fine details.

T 01383 823073

W www.leemarshmodelco.com



GM '121'



of the Irish 'Easter Rising' in 1916. More information will follow later. Also planned for release during 2016 are short runs of '201' Class diesels in the interim and full latest version of 'Enterprise' livery and, by popular demand, Cravens buffet car 1509. No delivery dates have yet been confirmed for these items. All items should be available through MM stockists across Ireland and the UK.

W www.murphymodels.com

SOUNDTRAXX UK SOUNDS

For the first time in its 25-year history, SoundTraxx will offer digital sound decoders specifically for the UK market. Starting at just over £50, 'Econami' is a feature-packed budget decoder available in four formats to suit a variety of steam and diesel locomotives. 'Econami' provides high-quality 16-bit sound, lighting effects, and Hyperdrive2 advanced motor control. Features also include 28-function support and Flex-Map technology, an easier method for assigning any function to any function key.

The Econami line includes SoundTraxx's smallest sound decoder, the ECO-100, measuring just 27mm x 10.5mm x 5mm, as well as the ECO-200 2Amp and ECO-400 4Amp versions. ECO-21P is also an option for any model with an NEM-supported 21-pin socket.

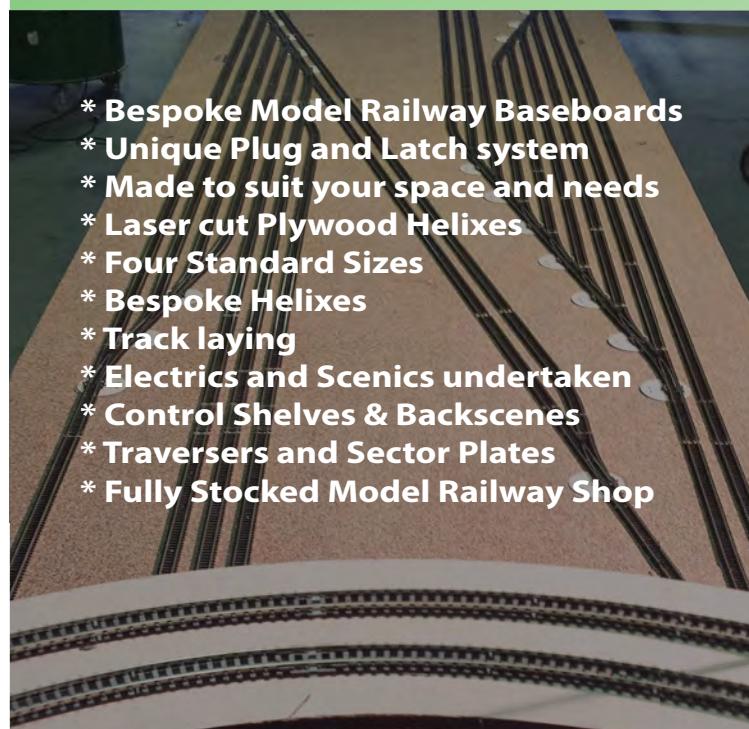
New versions designed specifically for the UK market include sounds for British Rail, GWR, LMS, LNER and SR locomotives, multiple exhaust chuff selections (for 2- or 3-cylinders), 16 different whistles, cylinder cocks, blowdown, blowers, water stop, brake squeal/release, and more. The diesel version includes engine selections for Class 20, Class 31, Class 37, Class 47, and EMD 710 UK (Class 66), nine horns, air compressors, engine startup, shutdown and exhaust, Spirax valve, brake squeal/release and more.

For more information, see the website or contact your local Soundtraxx stockist.

W www.soundtraxx.com



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5 to 8 year old children are the target audience for a new range of battery-operated model trains announced by Hornby at the London Toyfair in late-January. A range of high-quality wooden toy trains is also planned. Look out for more information in the next issue of BRM.
W www.hornby.com

12 millimetre gauge track by Tilit now available in the UK via Golden Valley Hobbies. Designed for H0m metre gauge modellers it is also suitable for the 4mm scale Isle of Man tramcar and 2-4-0T locomotives recently produced by Oxford Diecast. Flexitrac, points and underlay are available now from
W www.goldenvalleyhobbies.com

60 years since Corgi was launched in 2016. Now part of the Hornby group, it will see a range of new limited edition models this year, all in special 60th anniversary packaging.
W www.hornby.com

80 years since the Western Model Railway Society was formed in Acton, West London. Honorary President Stan Simmons was one of the schoolboy founders of the society in March 1936 and WMRS is thought to be the UK's oldest club with a founder member still alive.
W www.WesternMRS.org.uk

504 BR Mk 1 Suburban Brake Second coaches in Longmoor Military Railway blue being produced by Bachmann for Invicta Model Rail in Sidcup. The OO gauge coach continues Invicta's series of LMR 'specials' and will be released later this year, priced at £24.99 (plus P&P). Telephone 0208 3027774 or visit the shop at 130 Station Road, Sidcup, Kent DA15 7AB to place your order.
W www.invictamodelrail.com

Biomass Hoppers

 Hornby has produced a run of 2,000 biomass hoppers for electricity generating company Drax. Available now via Hatton's Model Railways, these enormous 102t capacity covered hopper wagons are used to transport imported biomass material from UK ports to the Yorkshire power station. Two liveries have been produced - 'Swoosh' and 'Powering Tomorrow', reflecting the mix of wagons used on the GBRf-operated services. Priced at £83.00 each, the models were funded by Drax as a promotional tool and further production runs are thought to be unlikely.

W www.ehattons.com



Southwark MRC Courses

 Southwark Model Railway Club is planning to hold a series of training sessions aimed at helping relative beginners and more experienced modellers who would like to develop their skills. The weekly sessions will commence on February 18 at SMRC's clubrooms at St Phillip & St Mark's Church Hall, Avondale Square, off Old Kent Road, Bermondsey, SE1 5PD. Each two hour session costs £5.00 and subjects will include planning, designing and building a layout, landscape forming, scenics, structures and kit-building.

● For full details of public transport access and to register, telephone 020 7732 9675 or go to the website.

W www.southwarkmrc.wordpress.com

Farish 'Castles'

 Graham Farish has received the first pre-production samples of its all-new GWR 'Castle' 4-6-0 due for release later this year. The unpainted engineering prototypes depict all three versions, which will carry GWR, BR early and BR late crest lined green as No.

5044 *Earl of Dunraven*, No. 5041

Tiverton Castle and No.

5071 *Sir Daniel Gooch*

respectively.

All have single chimneys and Collett tenders (containing a six-pin DCC socket) and a coreless motor

Hattons ICI Hoppers

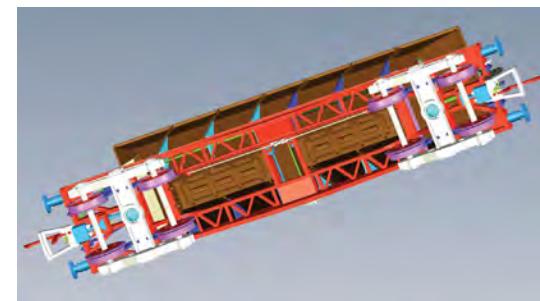
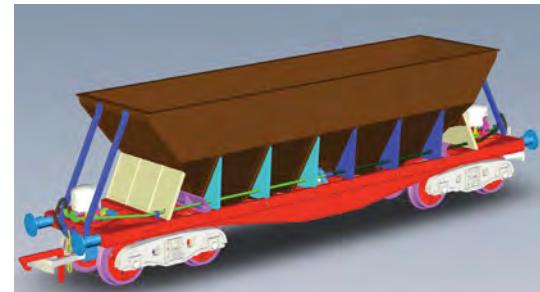
 Hatton's Model Railways is currently reviewing the initial CAD artwork for its forthcoming ICI limestone hoppers.

These OO gauge models are being developed by Oxford Rail for the Liverpool retailer. According to Research & Development Manager Dave Mylett, progress so far is "very good."

"They measure up well against the drawings we have and although a few things need adding or changing, most things are correct."

The artwork shown depicts a later version with roller bearings and plate frame bogies but Hatton's intends to ensure this version is correct before it moves on to the models with earlier pad bearings and diamond frame bogies.

W www.ehattons.com



in the locomotive. The 'Castle' will be the first Graham Farish steam locomotive designed with provision for DCC sound in the tender. Expected RRP is £139.95 each.

W www.bachmann.co.uk





1



2



3



5



6



1 BACHMANN 32-106K LMS BLACK CLASS 08 601 SPECTRE

Now available from the Bachmann Collectors Club is this limited edition BR Class 08 shunter, one of several repainted in historic liveries by Tyseley depot in the 1980s. Superbly decorated in LMS black with yellow lettering shaded in red, it also features Rugby (2A) shedplates on the sides of the radiator, printed nameplates and a silver exhaust panel. DCC Ready with an eight-pin socket.

Price £94.95
T 01455 841756
W www.bachmann-collectorsclub.co.uk

2 GRAHAM FARISH 372-750K CALEDONIAN FAIRBURN 2-6-4T

Also produced for the Bachmann Collectors Club is an N scale version of Fairburn 2-6-4T No. 2085 in the fictitious Caledonian Railway lined blue livery applied by the Lakeside & Haverthwaite Railway in the 1970s/80s. DCC Ready with a six-pin socket, the model also features a powerful coreless motor. Limited to just 504 pieces, it is likely to be very popular if the OO gauge version is any guide.

Price £119.95
T 01455 841756
W www.bachmann-collectorsclub.co.uk

3 GRAHAM FARISH BR STANDARD 4MT 2-6-4T

Due for release in April/May is the completely revised BR Standard 4MT 2-6-4T by Graham Farish. Shown above is BR lined black, late crest No. 80119 (372-536), but the model will also be offered as No. 80027 with the early BR emblem (372-535). As well as greater finesse in the detail and overall looks, these new N scale models will have a six-pin DCC decoder socket, full cab interior detail, a coreless motor and electrical pick-up via brass bearings on the driving axles.

Price £114.95
W www.bachmann.co.uk

4 KERNOW/BACHMANN 32-384Z RfD SECTOR GREY 37672

Kernow Model Rail Centre's next exclusive OO model will be 37672 *Freight Transport Association* in Railfreight Distribution grey. Expected to arrive as this issue is published, it will be the first in a series of models this year which will only be announced when delivery is imminent. It is supplied with etched nameplates, depot plaques and double arrows and just 512 have been produced.

Price From £139.95
T 01209 714099
W www.kernowmodelrailcentre.co.uk

5 C&M MODELS/DAPOL SCOTRAIL 'SALTIRE' CLASS 156 DMU

Available now from C&M Models in Carlisle is this limited edition two-car Class 156 DMU in ScotRail's attractive 'Saltire' livery. The Dapol N scale model is limited to just 200 pieces and features a power car with six-pin DCC decoder socket, working lights, a choice of couplings and short or long inner gangways to reduce the gap between cars. C&M Models, 1 Crosby Street, Carlisle CA1 1DQ.

Price £114.95
T 01228 514689
W www.candmmodels.co.uk

6 HORNBY LNER/BR GRESLEY J50 0-6-0T

Hornby's OO gauge model of the distinctive Gresley J50 0-6-0T is in shops now. Available in LNER black as No. 635, BR early No. 68987 and BR late crest No. 68971 it features a five-pole motor, eight-pin DCC socket, sprung buffers and a removable coal load. Three further versions will be released later in 2016, including one numbered in the BR departmental series, as used as works pilots at Doncaster Works in the 1950s and early-1960s.

Price £79.99 each
W www.hornby.com

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**1 EFE 38119 BR ENGINEERING
BRISTOL VR TRAINING VEHICLE**

► This new 1:76 scale Bristol VRT II double-deck bus has been produced by EFE for Bachmann Europe. It depicts a colourful mobile training vehicle used by BR's Department of Mechanical & Electrical Engineering in the late-1970s and 1980s. Ideal for the depot car park of any BR blue era OO gauge layout, or for collectors of unusual railway vehicles.

Price £31.99
W www.bachmann.co.uk



**2 BUSCH N8338 UPS/TNT
MERCEDES-BENZ SPRINTER VANS**

► A pair of 1:160 scale Mercedes-Benz Sprinter long-wheelbase vans in the colours of two of the world's best-known delivery companies. The orange TNT and brown UPS vans are neatly decorated and suitable for N scale layouts set from the 1990s onwards.

Price £11.20
T 01981 241237
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3



6

HELJAN GRESLEY O2 2-8-0

FACT FILE

I SCALE/GAUGE

Heljan 3921 BR early emblem black Gresley O2/4 2-8-0 No. 63983

I PRICE

RRP £184.95

I WORDS

Ben Jones

I PHOTOGRAPHS

Tony Wright

For its second OO gauge steam locomotive Heljan has tackled an LNER heavy goods class with a long and complex history. **Ben Jones** consults the archives to see if the Danish firm has captured the many detail variations.



Having contented itself with diesel and electric subjects for more than a decade, Heljan is now tentatively moving into OO gauge steam locomotives. After the LMS Beyer-Garratt for Hatton's released in 2014,

it is now shipping its first steam-era locomotive for general release - the long-awaited Gresley O2 2-8-0. These heavy mineral locomotives had a long career and many modifications over the years, as you'll discover from Tony Wright's article on page 60. Here, we'll stick to the model and what it delivers in terms of detail options, liveries, features and performance.

Heljan's model is available in eight versions across two sub-classes; the later left-hand drive O2/3s and O2/4s with long-travel valves, high running plate and larger side-window cab.

Reviewed here is No. 63983, an O2/4 in early-1950s condition, rebuilt with an LNER 100A boiler (as used

on the B1 4-6-0s and O4/8 2-8-0 rebuilds, amongst others) - a feature distinguished by the rearward extension of the smokebox. It carries the large version of the early BR emblem on the tender and large Gill Sans cabside numbers. No shedplate has been printed on the smokebox door, but in true LNER fashion it does have the name of its home depot - Grantham - painted on the front bufferbeam. However, according to Hugh Longworth's *BR Steam Locomotives, Complete Allocation History 1948-68*, No. 63983 was not allocated to the Lincolnshire depot between 1948 and withdrawal in July 1963. Instead it had spells at Langwith Junction, Mexborough, Frodingham, Doncaster and, from October 1960 until withdrawal, Retford.

My first impression was that, like the LMS 'Garratt' produced for Hatton's, the base black is shiny and somewhat plasticky compared to the more convincing matt finishes achieved by other suppliers. However, a liberal coat of grime should take the edge off that.



No. 63983's cabside numbers are yellow, rather than the more usual cream, although the shape and size of the Gills Sans numerals is good. The BR emblem is neat and features plenty of shading detail. The last piece of printed detail is an oval worksplate either side of the smokebox, which is legible under a magnifier. A set of etched brass plates would be the finishing touch, adding a little extra relief in the right place. In terms of decoration, this O2 is not in the 'Premier League' - there are similar OO locomotives around with much better finishes for less money.

GRESLEY LOOKS

Turning to the physical shape of the model, our view is that it captures the distinctive character of Nigel Gresley's design very well. The front 'face' has the classic Great Northern/early-LNER look, complete with very fine plastic smokebox door handles, wire handrails and a neatly applied numberplate. The shape of the chimney is compromised by having a separate top; presumably to facilitate alternative versions.

Areas such as the smokebox saddle (rebuilt to support the 100A version on this version), boiler, angled outside steam pipes and raised running plate, which help to define the character of the locomotive,



TOP: Decoration is neat, even to the extent of printing a brass frame around one of the cabside windows. Gills Sans numbers are yellow rather than cream.

ABOVE: Brass worksplate confirms that No. 63983 is one of the 1942-built O2s.

have been extensively researched and well executed. Subtle rivet detail around the smokebox is worthy of close inspection. The side window cab has been neatly modelled too, right down to frame of the glazed window being picked out in a dirty brass colour.

Cab interior and boiler backhead aren't up to the exceptional standards of detail and decoration that we've seen recently from other sources, but pipework is picked out in brass, gauges have white faces and the firebox door apparatus is painted silver.

Numerous other separate plastic parts can be seen across the model, including the safety valves and whistle, ejector pipe along the left hand side of the boiler, sanding equipment, brake shoes and brake rigging beneath the locomotive and tender. Sprung buffers with plastic heads are fitted, with Spencer dual-action buffers at the front and LNER Group Standard type with stepped parallel shanks on the tender. Wire handrails are fitted throughout, although blackened wire would have given a more authentic visual effect.

The fit of all these parts was good on our sample, but be aware that some are fragile and will require careful handling. A number of detail variations have been incorporated into the O2/3 and O2/4 tooling; those we know about so far include different smokebox doors and



datafile HELJAN GRESLEY O2 2-8-0



BASICS

Manufacturer: Heljan A/S, Denmark
Catalogue Ref: 3921
Locomotive ID: O2/4 No. 63983
RRP: £184.95
Gauge/scale: 16.5mm gauge, 1:76 scale OO
Era: 4 (1948-56)
Company/Operator: GNR (1918-23), LNER (1923-48), BR (1948-63)
Region: BR Eastern Region, Southern Area
Weight: 486g
Body: Plastic
Chassis: Die-cast metal and plastic
Minimum Curve Radius: 438mm (R2)
Wheel Profile: RP25.75
Couplings: Tension lock in NEM pockets
Accessories: Bufferbeam hoses and couplings
Additional Features: None

LIKE THIS? TRY THESE...

Locomotives:
Bachmann 31-004A
BR O4 2-8-0, 32-261
'WD' 2-8-0, 31-320DC
BR J11 0-6-0,
Hornby R3227
Thompson O1 2-8-0

Rolling stock:
Bachmann/Hornby
BR 27t iron ore
tipplers 5/7/8-plank
coal wagons & LNER/
BR 20t brake vans,
Bachmann BR 16t
mineral wagons

OPTIONS: BATCH 1

3910	LNER black 02/3 No. 3965 with flared GS tender
3911	BRITISH RAILWAYS black 02/3 No. 63954 with flared Group Standard 4,200gal tender
3912	BR early emblem black 02/3 No. 63948 with flared Group Standard 4,200gal tender
3913	BR late crest black 02/3 No. 63952 with flared Group Standard 4,200gal tender
3920	LNER black 02/4 No. 3962 with straight-sided Group Standard 4,200gal tender
3921	BR early emblem black 02/4 No. 63983 with straight-sided Group Standard 4,200gal tender
3922	BR late crest black 02/4 No. 63975 with straight-sided Group Standard 4,200gal tender
3923	BR late crest black 02/4 No. 63982 with straight-sided Group Standard 4,200gal tender

ELECTRICAL/MECHANICAL

Power System: Two-rail 12V DC
Motor: Five-pole
DCC Provision: NEM 660 21-pin socket in tender
DCC Sound: Speaker enclosure in tender
Pick-ups: Brass wiper collectors at rear of all driving and tender wheels
Lighting (exterior): None
Lighting (interior): None
Drive System: Gears to second driving axle
Flywheel: Yes
Traction tyres: No
Power Consumption (12V): 0.4V
Power Consumption (slip): >1Amp
Power Consumption (stall): >1Amp

VITAL STATISTICS

Dimension	1:1	1:76	Model	+-
Length	63ft 6in	254mm	255mm	+1mm
Height	11 1/4ft	51.7mm	52.2mm	+0.5mm
Width	N/A	N/A	34.3mm	N/A
Wheel diameter (leading)	2ft 8in	10.6mm	10.8mm	+0.2mm
Wheel diameter (driving)	4ft 8in	18.6mm	18.6mm	0
Wheel Diameter (tender)	3ft 9in	16mm	15mm	-1mm
Coupler Height	-	8.5mm*	9mm	+0.5mm

Wheel Back-to-Backs

Leading Truck: 14.5mm	Driving Axle 1: 14.6mm	Driving Axle 2: 14.58mm
Tender Axles: 14.5mm	Driving Axle 3: 14.58mm	Driving Axle 4: 14.6mm

* DOGA recommended standard height

SERVICING

Body Removal: See instruction sheet
Lubrication: Lightly oil axle bearings and gear train after 40 hours of running (or as required)
Packaging: Plastic tray within card outer
Instructions: Illustrated information sheet supplied
Spares: Contact Heljan UK @ Howes Models 01865 848000

tender arrangements appropriate to each period and livery, alternative domes, chimneys and buffer shanks.

The tender is a good rendition of the often-modelled LNER Group Standard (GS) 4,200gal, flush-sided type. Wire handrails, separate vacuum brake pipes and a screw link coupling, vacuum reservoir tank, sprung buffers are fitted.

The rear division plate of the bunker is in the earlier position bisecting the water tank pick-up dome (other versions will have it further forward in the revised position) and the tank filler lid even features some hinge detail - which is relatively unusual. Tender chassis correctly has an asymmetrical wheelbase and features excellent relief on the moulded sprung buffers, rivet and axlebox detail.

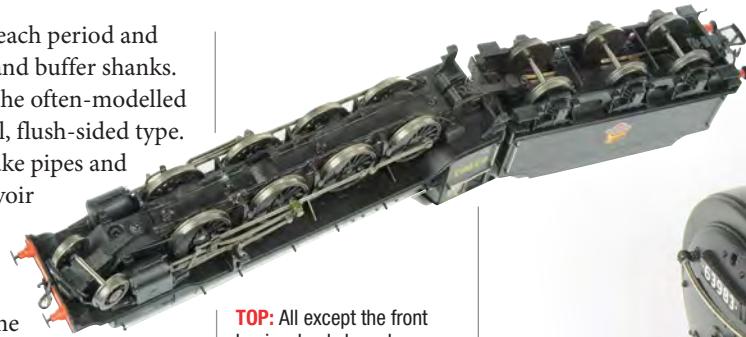
Other models will be paired with the flared-top version of the GS tender and Heljan has stated that future production runs will feature locomotives with the smaller Great Northern (GN) type if there is sufficient demand. It is also hoped that earlier O2/1 and O2/2 locomotives with short-travel valves, lower running plates and GN cabs will be added in due course. It is also planned to offer O2/1s with side-window cabs eventually.

One of the most impressive areas of the model is the finely rendered motion and valve gear. Slender fluted coupling and connecting rods look convincing, as do the piston rods and slidebars. Interestingly, the outside cylinders are cast as part of the alloy chassis block. Behind this, Heljan has also gone to the trouble of including the angled supports for the running plate on each side. The overall effect is excellent.

Plastic wheel centres with metal tyres are used for the locomotive, but the tender has all-metal disc wheels. Personally, I prefer die-cast metal wheels on steam locomotives as they give a superior look, but this also has cost implications.

SOUND READY

Detaching the bodyshell carefully reveals the heavy die-cast chassis block and motor housed inside the boiler. Gears drive to the second driving axle and pick-ups are fitted on all wheels except those of the front bogie. Cleverly, the tender coupling bar doubles up as a bridge carrying current between the locomotive and tender (or *vice versa*) with a small plug/socket at each end.



TOP: All except the front bogie wheels have brass pick-ups.

RIGHT: Detail around the smokebox is neatly executed, although the two-piece chimney is a compromise.



ABOVE: Boiler backhead is more minimalist than some recent efforts in OO, but still has all the required features.

BELLOW: Space inside the tender tank, thus been utilised for a 21-pin DCC decoder and large speaker housing.



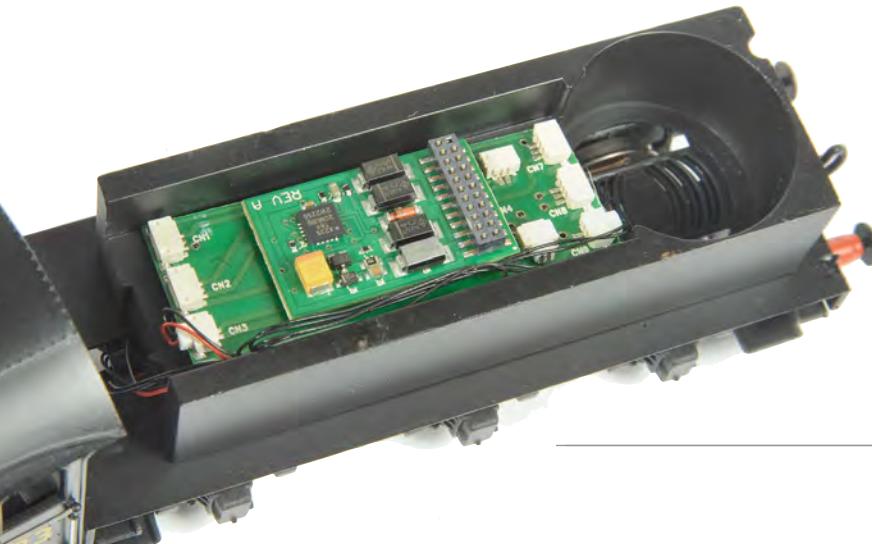
All models have a 21-pin DCC decoder socket in the tender, NEM pockets for the supplied tension lock couplers or your own choice of compatible coupling. Provision for the installation of DCC sound has also been made and there are slots in the base of the tender tank to allow the sound to escape from the speaker.

An illustrated instruction sheet is provided, explaining how to remove the body for maintenance and DCC conversion, plus further information about the prototype and model.

Our sample displayed the usual Heljan virtues of smooth, quiet and powerful performance with consistent, reliable operation over complex pointwork, gradients up to 1-in-30 and Code 75 track. It ran equally well on DC analogue and DCC, proving itself to be capable of hauling a 60-wagon train on level track (see the **BRM** digital edition and next issue's DVD for a clip of it in action). In these tests the O2 proved itself to be more powerful than the Bachmann O4 and WD 2-8-0s and Hornby's O1 but not quite the equal of a Bachmann 9F 2-10-0.

It's good to see Heljan venturing into the production of British steam locomotives and a model of this significant LNER heavy goods class is long overdue. In terms of capturing the look and detail variations of the 'Tangos', there's plenty to please the legions of Gresley devotees out there. But, despite the model's numerous good points, it's a reserved welcome from this reviewer.

An RRP of £184.95 reflects the many detail variations that have had to be worked into the tooling, with development costs having to be recouped over relatively small production runs of each sub-class. However, the price is £30-£40 higher than recent 2-8-0 goods locomotives of this size and specification from other suppliers, such as Bachmann's O4/ROD and Hornby's O1, which generally offer superior fit and finish. ■



This month's OXFORD New Releases



1:72



De Havilland DH88
Comet - G-ACSR
72COM003 1:72

DH Dragon Rapide -
RAC Aerial Patrol
72DR009 1:72

1:43

Austin-Healey 100 BN1 -
Spruce Green, Open
AH1003 1:43

1:76



Scania Highline - Eddie
Stobart - Graham Lee
76SHL10WF 1:76

Scania Highline - Eddie
Stobart - Andrea Atzeni
76SHL11WF 1:76

Massey Ferguson
135 - Yellow
76MF002 1:76



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Fire Brigade
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Mercedes Ambulance -
Scottish Ambulance Service
76MA004 1:76

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Ford 400E Minibus -
British Railways
76FDE002 1:76



Bentley T2 Saloon -
Masons Black
76BT2003 1:76

Mk1 Volkswagen Golf GTI -
Lhasa Green Metallic
76GF005 1:76

5 Piece
Land Rover Set
76SET17D 1:76

NEW
SET!

1:148



Bedford OWB -
British Railways
NOWB006 1:148

Leyland Royal Tiger -
Ribble Motor Services
NLRT001 1:148

NEW
Tooling!

1956 Continental MkII -
Summit Green
87LC56003 1:87

1965 Ford Mustang Convertible -
Springtime Yellow
87MU65004 1:87

1957 Mercury Turnpike -
Fiesta Red/Classic White
87MT57003 1:87

1:87

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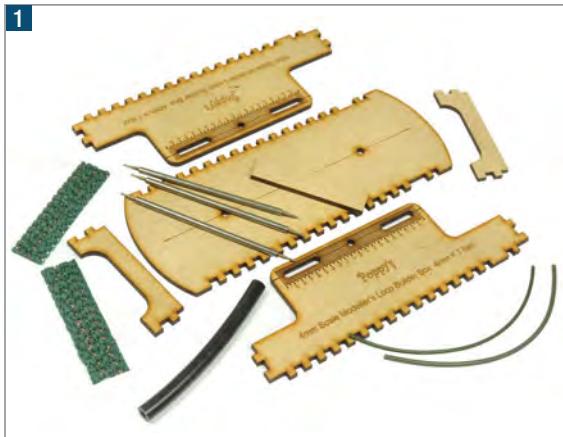
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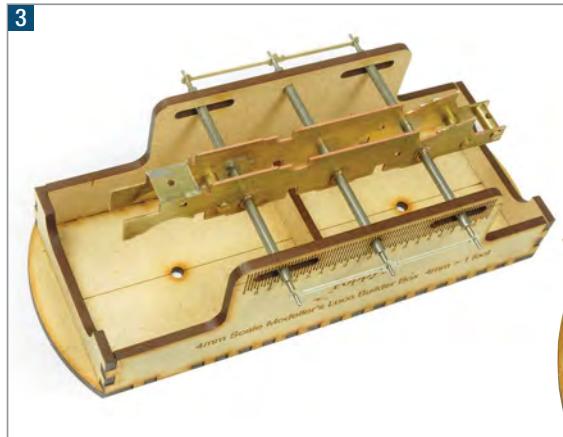
POPPY'S WOODTECH CHASSIS JIG



The laser-cut jig comes in kit form and is simplicity itself to put together, such is the accuracy of the cutting. Instructions are simple to follow and it even comes with rubber feet to prevent it moving around on the workbench in use.



I used PVA wood glue to fix it together, setting it aside on a flat surface to dry. The spacer bar in the middle was used for initial assembly (as described) but I finally glued it in place at the jig's base. The one-eighth rods fit into the slots perfectly.



The jig in use to assemble a set of frames, in this case a OO gauge DJH A1. Though this is basically a screw-together chassis, I still found the accuracy of the jig a great help. By employing the coupling rods to set the bearing centres, accuracy was automatic.

FACT FILE

MANUFACTURER	Poppy's Woodtech
MODEL/PRODUCT	PWR4LM Loco Builder Box chassis jig for 4mm scale locomotives
PRICE	£25.00
AVAILABILITY	www.poppy'swoodtech.co.uk
REVIEW	Tony Wright

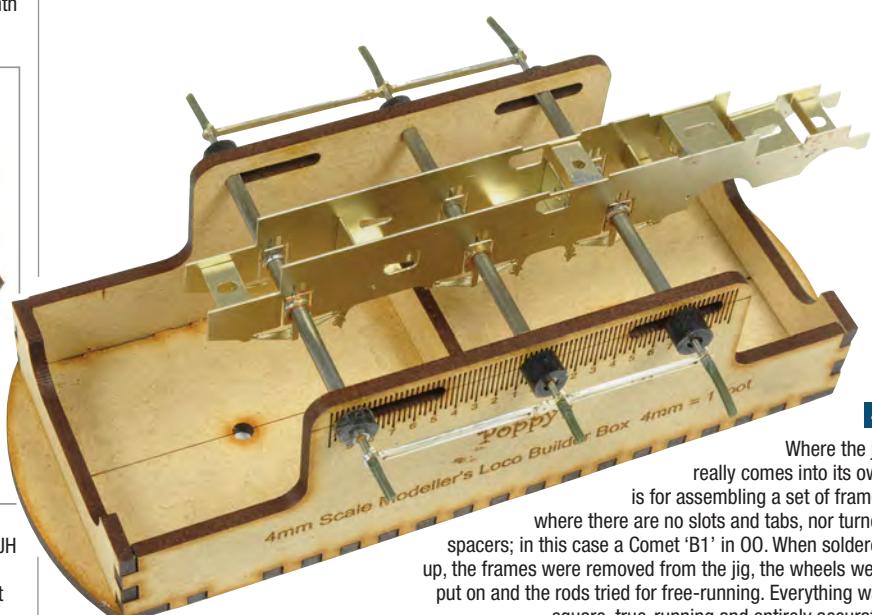


There have been many jigs produced over the years enabling locomotive builders to get frames straight and true. Some have been very simple, consisting of no more than turned aluminium spacers and lengths of one-eighth studding to pass through the bearings and spacers, clamped together with one-eighth nuts (Jamieson/Comet). Others have been far more sophisticated, costing well into three figures.

This latest laser-cut jig from Poppy's Woodtech seems to me to be a perfect combination of both types. It offers the low cost of the simplest products with the sophistication of the more expensive types. Its use is best illustrated by the step-by-step images alongside.

Where the jig really comes into its own is for assembling a set of frames where there are no slots and tabs, nor turned spacers; as shown with the OO Comet B1 here. I first soldered the bearings in, soldered the spacers to one frame then jigged everything up as shown ready to solder the other frame on. The larger rubber washers held the one-eighth rods and the smaller rubber washers held the coupling rods in place. Finger pressure held the frames together for initial tacking (I do have asbestos finger ends!). For those with some feeling in their fingers, pegs or clips of some kind should suffice. When soldered, the frames were removed from the jig, the set of wheels put on and the rods tried for free-running. Everything was square, true-running and entirely accurate.

I thoroughly recommend this product. It's suggested that building the locomotive body around the frames set up in the jig can be contemplated, but I'd just use it for erecting chassis. I don't like flux residue and filings getting into my sweet-running mechanisms. And, any mechanisms made using this jig will be sweet. ■



4

Where the jig really comes into its own is for assembling a set of frames where there are no slots and tabs, nor turned spacers; in this case a Comet 'B1' in OO. When soldered up, the frames were removed from the jig, the wheels were put on and the rods tried for free-running. Everything was square, true-running and entirely accurate.

GRAHAM FARISH BR 'PIPE' WAGON

FACT FILE

MANUFACTURER Graham Farish by Bachmann
MODEL 377-776 BR (early) bauxite 12t 'Pipe' wagon B741318, 377-777 BR (late) bauxite 'Pipe' wagon B484163
SCALE/GAUGE 1:148 scale, 9mm gauge N
PRICE £17.95 each
AVAILABILITY Graham Farish stockists
REVIEW Ben Jones



Bachmann's model of the standard BR 12t 'Pipe' wagon is now available in N scale, as well as OO. Two of the three liveries produced for the first batch are shown here, depicting early BR bauxite for the 1950s and bauxite with later markings for the 1960s to early-1970s period. The third of the trio carries 1970s/80s engineers olive green, applied to vehicles cascaded to departmental duties after they were no longer required for their intended use.

Based on an LNER design, 300 of these 12ft wheelbase dropside open wagons were built by BR to cater for its once-extensive pipe traffic, primarily from Stanton & Staveley's Ironworks at Ilkeston. Not to be confused with the much longer 'Tube' wagons, they were used both in block trains and individually or in small groups in more general merchandise trains. Some lasted in departmental service into the 1990s.

Like its big sister, the Farish 'Pipe' wagon compares well with published drawings and dimensions. It features excellent planking and metal strapping detail on the body sides, ends and interior. The underframe is excellent too, consisting of numerous separate components to make up the brake gear, finely moulded axle guards and leaf springs.

Metal three-hole disc wheels with pin-point axles are fitted, making the wagons free-running and steady when marshalled into a train. Detachable Rapido type couplers are fitted into NEM pockets at each end. The boxes on the underframe housing the couplers are the most obvious visual deviation from the prototype, but it's difficult to see how that could be avoided on a mass-produced model that has to work with the standard British N coupling system. High level vacuum brake pipes and coupling hooks are provided to complete the models.

Reader Review

FACT FILE

MANUFACTURER Shapeways/OnlyMe
MODEL/PRODUCT Class 128 Gloucester RCW diesel parcels railcar bodyshell, 1:148 scale N
PRICE £30.30
AVAILABILITY www.shapeways.com
REVIEW Brian Shardlow



Until recently anyone wishing to model parcels traffic in N gauge has had a very limited choice; Mk 1 full brakes were pretty much all that was available, but thankfully this is being remedied with the recent new releases of Mk 1 GUVs and CCTs. But, until now, there nothing mainstream if you wanted a Class 128 diesel parcels unit (DPU).

Thankfully with the advent of 3-D printing and some very skilled designers we can be thankful that many things that we want or need can now be replicated very quickly and at a reasonable cost. This '128' bodyshell kit is available from Shapeways in both gangwayed and non-gangwayed variants for £30.30 plus delivery from Shapeways user OnlyMe.

It requires a Dapol Class 121/122 donor chassis,

some 0.3mm wire and depending on which variant you choose, the exhaust pipes. These can be all be purchased separately from DCC Supplies.

The kit itself is a very good representation of the original, although the Dapol chassis is slightly different to that of the real '128s'. I'm sure any 'rivet counters' out there would not be happy but for me at this scale it's a pretty good compromise for such a useful vehicle.

The first thing you notice when you unwrap the bodyshell is the amount of detail, but also that the shell needs to be cleaned thoroughly as the 3-D printing process creates layers and these are clearly visible on a model in this scale. I decided at this point that a smooth finish was more important than some of the moulded detail and chose not to worry about the roof vents. I used various grades of fine 'wet and dry' paper to achieve a



Decoration was neat and accurate across both our samples, with white lettering crisply applied and legible both on the body and the underframe. There's a noticeable difference in the shade of BR bauxite used too, with the later colour being somewhat darker.

For BR steam/diesel transition era modellers in N this is another excellent extension of the standard goods wagon fleet.

Suitable for use with almost any BR locomotive and many existing Graham Farish wagons, it will provide further variety and interest to fitted goods trains.



SHAPEWAYS CLASS 128 DPU

smooth finish. Carefully working the sides and cab ends can result in a good finish and once undercoated you can easily spot any places which may require a little more work.

Brass 0.3mm wire was bent to shape and fitted for the handrails and new roof vents were added. These were purchased separately - at this point you might regret removing the roof vents as smoothing as fitting around twenty 1mm roof vents can quickly drive you mad! Once a pilot hole has been drilled and the vents cemented in place painting can commence.

A quick test fit to the chassis to ensure everything lines up reveals the only real design compromise; I won't say flaw as you could run the unit without lights, but if you decide to go for domino headcodes then the light unit from the chassis fits into the wrong headcode

box and as they are directional you do get a red glow at the rear. Likewise if roller blind headcodes are used then only one of the two boxes on either side is illuminated. But, it's a small compromise for such a useful model.

After priming, I painted the model in BR blue using thin coats of Phoenix Precision Rail Blue, roof grey and warning panel yellow. Once I was happy with the finish the 'dominoes' were added and filled with Glue-n-Glaze. Windows were also filled using Glue-n-Glaze and then the unit was ready for a test run.

Transfers were supplied from Railtec, bufferbeam details added and weathering completed and the end result is a really good addition to any BR diesel era collection.

Dapol's Class 121/122 unit chassis are excellent slow runners and are easily fitted with a DCC decoder. Modellers who wish to fit sound would find enough space inside the body; removing the seating unit provides enough space to fit a decent sized speaker and sound decoder.

Overall this unit makes an excellent addition to any layout and can carry several liveries from late-1950s BR green era right up through to late-1980s/early-1990s Royal Mail red.

Thanks go to Lee Edmondson of Lee's Loco's for building, painting and weathering this excellent venture into the new world of 3-D printing. ■



SLW BR CLASS 24/0

FACT FILE

MANUFACTURER

Sutton's Locomotive Works

MODEL

BR blue Class 24/0 Bo-Bo
diesel 24081

SCALE/GAUGE

1:76 scale, 16.5mm gauge
OO (with EM/P4 options)

PRICE

From £175.00

AVAILABILITY

E: slw@railexclusive.com

T: 01780 470086

REVIEW & PHOTOGRAPHS

Lee Edmondson



As a Rail Exclusive customer, I first became aware of this new model when I received an e-mail from SLW announcing it. This seems to have been the only advertising outlet so far, other than word of mouth and internet forums. The model hasn't, until now, appeared in any of the monthly publications to my knowledge.

So, what does it deliver? A rather nice presentation package, opening to reveal a metal box proudly embossed with 'Rail Exclusive Finescale Model Collection' branding. This contains the model, housed in a perspex display case, presumably for collectors who won't want to run their models. Initial impressions are of a quality product. Included are optional detailing parts and tension lock couplings, along with a few words from Mr Sutton explaining the story behind the production of these models.

I chose the OO sound-fitted version of 24081 in BR blue. SLW offers a selection of liveries covering the BR green and blue periods from original D5000 of 1958 through to withdrawal of the final '24s' in 1980. All can be specified to suit the customer's requirements, with or without a Zimo DCC sound decoder and, for an extra £20 per model, with EM or P4 gauge wheelsets.

A comprehensive instruction sheet details no fewer than 28 controllable DCC functions. Onboard sound has been developed by Paul Chetter and Zimo, and I have to say it is the best RTR British sound locomotive

I've heard to date. The pair of SLW-branded speakers sound very good indeed.

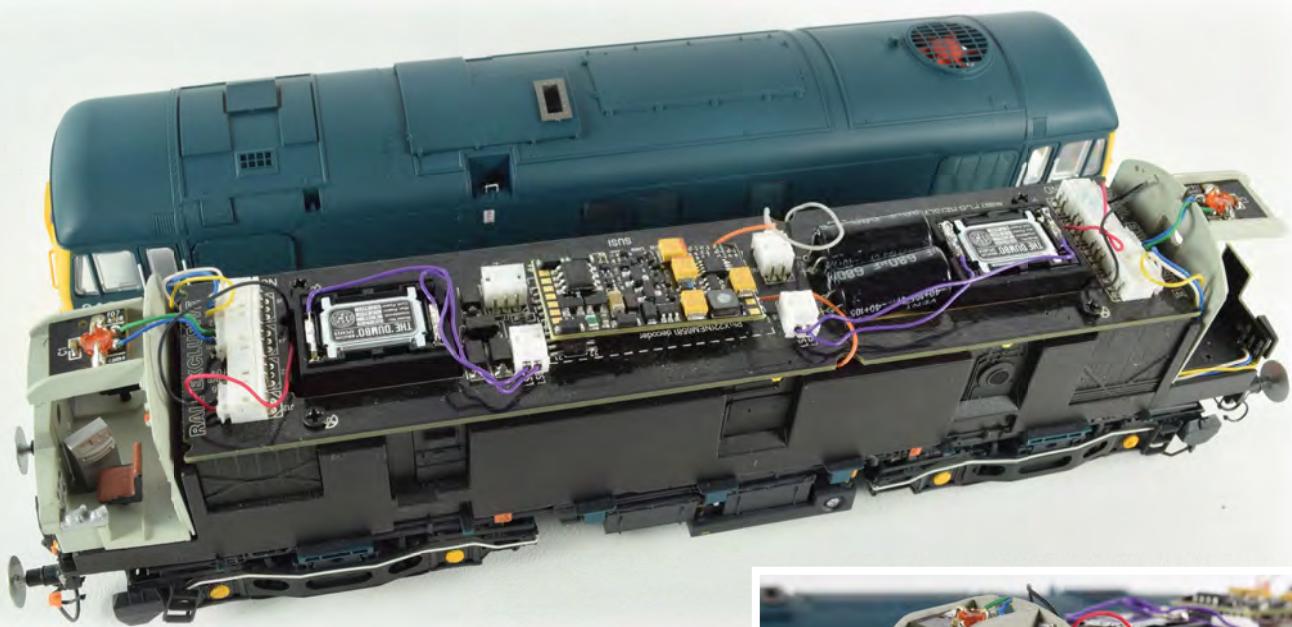
As well as a very comprehensive sound feature count, the locomotive is genuinely 'driveable'; the engine responds instantly to any changes from the throttle. It's an immensely realistic and enjoyable experience. Playing with the model allows you to discover even more neat touches, such as the gentle fade of the LED marker lights during initial switch on, or when changing direction.

Moving on to the locomotive's overall appearance; it looks very much to me like a Class 24/0. When compared to the Bachmann model, it is a very different beast. Overall shape is superior; there's a wealth of separately fitted bufferbeam details, bogie pipe runs and underframe detail, all of which are a vast improvement on what has gone before. There are also numerous detail variations across the different models according to livery, period and locomotive. Areas to look out for include cab ends, bogies, axleboxes (standard or Athermos type), fairings along the lower bodyside (complete or removed), underframe equipment and more.

So far, so impressive. The only poorly executed aspects that my eyes were drawn to on closer inspection are the glazing and some fit and finish issues. Considering the bold statements SLW is making about this model, I would have expected completely flush-glazing to the standard of Shawplan's 'Lazerglaze'. However, the supplied glazing suffers from a prismatic effect that detracts from the otherwise impressive design.

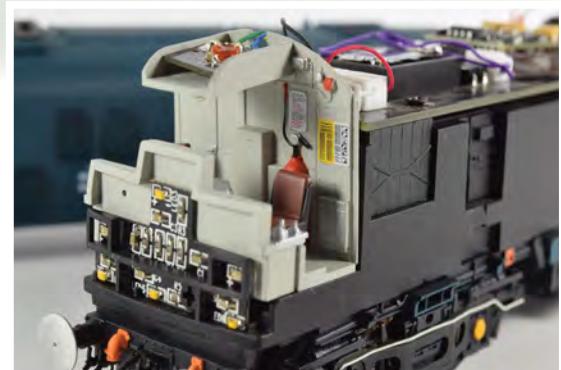


Reader Review



TOP: Atop the heavy chassis are a Zimo sound decoder and two speakers.

RIGHT: Decoration extends to the superb cab interior. Note also the extensive LED lighting at the front.



On my sample, the main radiator grilles - the accuracy of which has been the subject of much debate on internet forums - have been applied very slightly askew, as well as the bodyside panels just to the rear of the cab doors.

Printing, paint finish and lettering is very good indeed; the correct shade of BR blue has been used for the locomotive's running period. The size, weight and density of smaller printed details such as the cabside numbers, BR logo and OHLE warning flashes is exemplary. Attention to detail extends to the cab interior which features painted fire extinguishers and warning

notices and a wealth of driver's desk equipment.

My locomotive runs beautifully; it is smooth and assured thanks to the weight of the chassis. All four axles are driven and have pick-ups, plus the model has flywheels to ensure consistent performance.

Overall then, I'm impressed. Aside from a couple of niggly component fit issues I believe the established manufacturers should sit up and take notice of this new venture. Diesel and electric era modellers have consistently asked for greater accuracy, better sound and detailing and here we have a product that delivers it, at a reasonable price. It's a premium product but at a price not far above that being asked for models with a more limited specification. I look forward to further developments from SLW. ■





CONTACT US

Diary Dates entries are published free of charge to bona fide model railway clubs and societies.

PLEASE SEND FULL DETAILS OF FORTHCOMING EVENTS TO
Diary Dates, BRM,
The Maltings,
West Street, Bourne,
Lincolnshire. PE10 9PH

EMAIL diarydates@warnersgroup.co.uk

WEBSITE Enter them on our website at www.model-railways-live.co.uk

MODEL RAILWAYS LIVE

Closing date for the April issue is February 25

Suitable for disabled visitors.

Whilst BRM makes every attempt to include all Diary Date events and exhibition dates, occasionally, due to limited space, we may have to leave some out. Gold (paid for) listings are always included.

DATES FOR YOUR DIARY

EXHIBITIONS

6TH-7TH FEBRUARY

Stafford Model Railway Exhibition
Stafford County Showground, A 518 Weston Road, Stafford, Staffordshire ST18 0BD
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, Tyne & Wear 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, Wilts 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 - MR Exhibition

St Mary's Church Hall, Hobs Meadow, Solihull, B92 8PN
Saturday: 1030 - 1700
Prices: £5.00 adult, £3.00 child, £4.00 concessions, £13.00 family (2 + 2)

Saturday: 1000 - 1600

Prices: £3.00 adult, £1.00 child
Tel: 01299 403548

Tel: 01626 864943

Web: www.ebmrs.org.uk

Tonbridge Model Railway Club's 35th Annual Exhibition

The Angel Centre, Vale Road, Tonbridge, Kent TN1 1SF
Prices: £6.00 adult, £1.00 child
Tel: 01892 527199
Web: www.tonbridgemrc.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

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), £3.50 OAP, £3.50 concessions, £8.00 family (2 adults +2 children)
Tel: 0116 2605760
Web: www.systonmrs.org.uk

The Diesel & Electric Show

The Telford International Cendre, Shropshire TF3 4JH
Saturday: 1000 - 1645
Sunday: 1000 - 1645
Prices: £9.50 adult
Tel: 01507 529529
Web: www.dieselandelectricshow.co.uk

York Against Cancer MRS

The Memorial Hall, Melrosegate, Heworth YO31 0RL
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £3.00 adult, £1.00 child
Tel: 01904630492 / 07538 677540

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
GAUGE SOCIETIES DEMONSTRATIONS

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.

Tickets may be bought at the show or in advance by visiting our website www.modelrail-scotland.co.uk.

To purchase advance tickets by post, please forward a cheque or postal order made payable to 'AMRSS' together with a self addressed stamped envelope, to arrive no later than 15th February 2016.

AMRSS, PO Box 9117, Shotts, ML7 9AF.

RAILWAY MODELLER
PECO
CLASSIC MODELLER
BACHMANN EUROPE Pic
HORNBY

Leamington & Warwick Model Railway Exhibition Saturday 5 & Sunday 6 March 2016

Full details and updates: <http://exhibition.lwmrs.co.uk>

Brand new venue... same high quality show

ROYAL LEAMINGTON SPA COLLEGE
Warwick New Road
Leamington Spa
Warwickshire
CV32 5JE

A452 Leamington Rd To A46/Coventry (M40/M42/M5/M6)
A445 Rugby Rd
Clarendon Ave
Dale St
Warwick St B4087
Regent St
B4087 The Parade
Princes Dr
Adelaide Rd
Avenue Rd B4087
Leamington Spa Station
Old Warwick Rd
Europa Way to M40/A46
Shuttle Bus Stop

Admission: Adults £7 Children £1 (Family 2+2 £15) Concessions £6

- 20 working layouts
- 30+ trade stands
- Secondhand stall
- Visitor rest areas
- Free parking

• Station shuttle bus
• Restaurant and refreshments
• Free showguide (While stocks last)

2
The Leamington & Warwick Model Railway Society
C

EAST ANGLIAN MODEL RAILWAY EXHIBITION

SATURDAY 12th & SUNDAY 13th MARCH 2016

The Britten Arena, Wood Green Animal Charity Centre, Huntingdon PE29 2NH

Saturday 10am - 5pm
Sunday 10am - 4pm
Adults £7 Children £4
Family (2+2) £20

Advance tickets via www.stneotsmrc.com

Mers Les Bains

Layouts in all popular scales
Specialist Trade Stands
Modelling Demonstrations
Live Steam Models & Rides Outside
Free Vintage Bus Transfers from Huntingdon Station

SUPERB FACILITIES AND AMPLE FREE PARKING
GOOD DISABLED ACCESS

EVENT DIARY

Wessex Association of Model Railway Clubs Exhibition Digby Hall, Hound Street, Sherborne, Dorset DT9 3AA
Saturday: 1000 - 1630
Sunday: 1000 - 1600
Prices: £5.00 adult, £2.00 child, £10.00 family
Tel: 07850 474085

26TH-28TH FEBRUARY
Model Rail Scotland - Anniversary Show
 Scottish Exhibition and Conference Centre, Exhibition Way, Glasgow G3 8YW
Prices: £12.00 adult, £6.00 child, £27.00 family (2 + 2 x 1 day)

26TH-27TH FEBRUARY
Moray Model Railway Group Annual Exhibiton Elgin Town Hall, IV30 1UL
Saturday: 1000 - 1700
Sunday: 1000 - 1700
Web: www.moraymrg.co.uk

27TH FEBRUARY
Weymouth Model Railway Association Exhibition Heathside School, Brooklands Lane, Weybridge, Surrey KT13 8UZ
Saturday: 1000 - 1630
Prices: £5.00 adult, £2.00 child, £12.00 family
Web: www.weymouthmra.org.uk

27TH-28TH FEBRUARY
Tenterden Model Railway Exhibition Homewood School, Ashford Road, Tenterden, Kent TN30 6LT
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Tel: 07984 132962
Web: www.ashfordmrc.co.uk

Lincoln & District Model Railway Club Exhibition Lincoln Showground, Grange-de-Lings, Lincoln LN2 2NA
Saturday: 1000 - 1600
Sunday: 1000 - 1600
Prices: £6.00 adult, £3.00 child, £15.00 family (2 + 3)
Web: www.ladmrc.wix.com/ladmrc

New Mills 42nd Annual Model Railway Exhibition Chapel-en-le-Frith High School, Long Lane, Chapel-en-le-Frith, High Peak, Derbyshire SK23 0TQ
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £5.00 adult, £4.00 concessions, £12.00 family (2 + 2)
Tel: 01663 740828
Web: www.nmdrm.co.uk

28TH FEBRUARY
Ilkeston (Woodside) Model Railway Club Exhibition Trowell Parish Hall, Stapleford Road, Trowell, NG9 3QA
Sunday: 1000 - 1630
Prices: £3.00 adult
Tel: 01773 712648

5TH MARCH
Norfolk & Suffolk Narrow Gauge Modellers Exhibitions St Johns Ambulance Hall, Blyburghgate, Beccles, Suffolk NR34 9TF
Saturday: 1000 - 1600
Prices: £2.00 adult

The Glastonbury & Street Lions Club Model Railway Exhibition Meadow Hall, Compton Dundon, Nr Street, TA11 6PQ
Saturday: 1030 - 1630

Prices: £4.00 adult, 1 child, £9.00 family (2 + 2)

West Sussex Area Group of the 'N' Gauge Society Sompting Village Hall, West Street, Nr Worthing, West Sussex BN15 0BE
Saturday: 1000 - 1600
Prices: £1.00 adult, £0.50 child
Tel: 01403 266689
Web: www.wsgn.co.uk

5TH-6TH MARCH
Leamington & Warwick MRS Exhibition Royal Leamington Spa College, Warwick New Road, Leamington Spa CV32 5JE
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £7.00 adult, £1.00 child, £15.00 family (2 + 2)
Web: www.lwmrs.co.uk

Rainhill Model Railway Club Exhibition Rainhill Village Hall, Weaver Avenue, (behind shopping precinct, off Warrington Roa, Rainhill, Merseyside L35 4LU
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £4.50 adult, £3.50 child, £12.00 family (2 + 2)
Tel: 01925 226266
Web: www.rainhillmrc.org.uk

Preston & District Model Railway Society Sports Hall, Preston College, St. Vincent's Road, Preston, Lancashire PR2 8UR
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £7.00 adult, £4.00 child, £18.00 family (2 + 2)
Tel: 07776 438933
Web: www.prestonanddistrictmrs.org.uk

Birtley Model Railway Engineers
Exhibition Community Centre, Ravensworth Road, Birtley, Gateshead DH3 1EN
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £4.00 adult

6TH MARCH

Chesham Model Railway Club Annual Exhibition White Hill Centre, White Hill, Chesham, Buckinghamshire HP5 1AG
Sunday: 1000 - 1600
Prices: £4.00 adult, £2.50 child, £10.00 family (2 + 2)
Tel: 01494 785865
Web: www.chesham-mrc.co.uk

12TH-13TH MARCH
Perth Green Model Railway Club
Exhibition Perth Green Community Association, Inverness Road, Jarrow, Tyne and Wear NE32 4AQ
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £5.00 adult, £2.00 child, £12.00 family (2 + 2)
Web: www.perthgreenmrc.org

Nailsea Model Railway Show Nailsea School, Mizzymead Road, Nailsea, Bristol, Somerset BS48 2HN
Saturday: 1030 - 1700
Sunday: 1000 - 1600
Web: www.nailsea-district-mrc.co.uk

Macclesfield Model Railway Exhibition Tytherington High School, Manchester Road, Macclesfield, Cheshire SK10 2EE
Saturday: 1000 - 1700
Sunday: 1000 - 1630

OPEN DAYS

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

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

21ST FEBRUARY

Warley Model Railway Club - Open Day Warley Model Railway Club, 1F Pearsall Drive, Oldbury, Birmingham B69 2RA
Sunday: 1100 - 1600
Web: www.warley-mrc.org.uk

Prices: £5.50 adult

Web: www.macclesfieldmrg.org.uk

The Midlands Garden Rail Show

Warwickshire Exhibition Centre, Nr. Leamington Spa CV31 1XN
Saturday: 1000 - 1600
Sunday: 1000 - 1600
Prices: £8.50 adult, £3.00 child, £7.50 OAP
Web: www.largescalemodelrail.co.uk

Keighley Model Railway Exhibition

Victoria Hall, Keighley BD21 3JN
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £5.00 adult, £3.00 child, £4.00 OAP, £13.00 family (2 + 2)
Web: www.keighley-mrc.org.uk

19TH MARCH

Bawdeswell Model Railway Show Bawdeswell Village Hall, Reepham Road, Bawdeswell, Norfolk NR20 4RU
Saturday: 1030 - 1630
Prices: £4.00 adult, £2.00 child, £3.00 conc
Tel: 07564 347778

Rotary Club of Newton Aycliffe -

Exhibition The Youth Centre, Burn Lane, Newton Aycliffe, Durham DL5 4HT
Saturday: 1000 - 1700
Prices: £4.00 adult, £0.50 child, £3.00 conc
Tel: 07870 210296
Web: www.newtonaycliffe rotary.org.uk

Tadworth Spring 2016 Model Railway

Exhibition The Good Shepherd Church Hall, Station Approach Road, Tadworth, KT20 5AE
Saturday: 1000 - 1700
Prices: £5.00 adult, £3.00 child (Under 16), £4.00 OAP, £4.00 concessions, £10.00 family
Tel: 07758 458857
Web: www.ndmrc.info

Abingdon & District MRC Exhibition

White Horse Leisure & Tennis Centre, Audlett Drive, Abingdon-on-Thames OX14 3PJ
Saturday: 1000 - 1700
Prices: £8.00 adult
Web: www.admrc.org.uk

19TH-20TH MARCH

The Dorset Model Railrail Exhibition Queen Elizabeth's School, Blandford Road, Wimborne, Dorset BH21 4DT
Saturday: 1330 - 1800
Sunday: 1330 - 1800
Prices: £4.00 adult, £3.00 child, £3.00 OAP, £10.00 family (2 + 2)
Tel: 01427 615871
Web: www.gainsboroughmodelrailway.co.uk

19TH MARCH

Felixstowe Area N Gauge Group Open Day The Welcome Hall, High Road, Trimley St Mary, Suffolk IP11 0NT
Saturday: 1100 - 1600

20TH MARCH

0 Gauge Running Day Eardisland Village Hall, Eardisland, Nr Leominster, Herefordshire HR6 9BP
Sunday: 1000 - 1630
Prices: £2.00 adult
Tel: 01544 387972

26TH-28TH MARCH

Gainsborough Model Railway Society - Open Day Florence Terrace, (Near Tesco car park), Gainsborough, Lincs DN21 1BE
Saturday: 1330 - 1800
Sunday: 1330 - 1800
Monday: 1030 - 1800
Prices: £4.00 adult, £3.00 child, £3.00 OAP, £10.00 family (2 + 2)
Tel: 01427 615871
Web: www.gainsboroughmodelrailway.co.uk

Saturday: 1000 - 1630

Sunday: 1000 - 1600

Prices: £6.00 adult
Tel: 01823 480097

Heywood Model Railway Group

Exhibition Rochdale Town Hall, The Esplanade, Rochdale, Lancashire OL16 1AB
Saturday: 1000 - 1700
Sunday: 1000 - 1600
Prices: £5.00 adult, £3.00 child, £4.00 OAP, £4.00 concessions, £13.00 family
Tel: 07732 781989
Web: www.hmrg.co.uk

The Dorset Model Railway Exhibition

Queen Elizabeth's School, Blandford Road, Wimborne, Dorset BH21 4DT
Saturday: 1000 - 1630
Sunday: 1000 - 1600

Prices: £6.00 adult
Tel: 01823 480097 / 07717 278420

SWAPMEETS

27TH FEBRUARY

Swap Meet Derby Trains Only Lady of Lourdes Parish Centre, 36 Uttoxeter Road, Mickleover, Derbyshire DE3 9GE
Prices: £1.00 adult
Tel: 01773 297407/07798 858532
Web: www.mmrg.org.uk

TRAIN & TOY FAIRS

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

5TH FEBRUARY

Alfreton - Toy & Train Fair Leisure Centre, Church Street, Alfreton, DE55 7BD
Friday: 1900 - 2100
Prices: £2.00 adult
Tel: 07951 072790 / 01623 722115
Web: www.ttf.co.uk

Preston Model Railway Exhibition

Chiltern Model Railway Association MEMBER

Full Trade Support **Ample Free Parking** **Easy Access** **Refreshments**

Layouts in Various Scales

Sports Hall, Preston College, Fulwood Campus, St Vincents Rd, Fulwood, Preston, PR2 8UR

Tel 07776438933
www.prestonanddistrictmrs.org.uk
Ex2016@prestonanddistrictmrs.org.uk
- Admission £7; child £4; family £18 (2+2) -

THE MIDLANDS GARDEN RAIL SHOW

AN EXHIBITION FOR THE BIGGER GAUGES

LARGE SCALE MODEL RAIL

0 GAUGE, G SCALE, GAUGE 1, 16MM & MORE...

The Midlands Garden Rail Show – Packed with Action!

Saturday 12th & Sunday 13th March 2016

10.00am - 4.00pm Daily

Warwickshire Exhibition Centre

Fosse Way, Nr. Leamington Spa, CV31 1XN
On the Junction of A425/B4455

**The Show for the larger scales:
 O Gauge, G Scale, Gauge 1,
 16mm and more...**



Specialist Stands

See the leading suppliers to help you create your dream garden railway including locomotives, rolling stock, track and accessories.



See up to 15 showcase layouts and displays from across the eras.

Inspiration for planning your garden railway - see live steam, gas and coal fired locomotives.



BOOK YOUR TICKETS NOW

ADMISSION PRICES	ONLINE TICKETS*	FULL PRICE TICKETS**
Adult	£7.50	£8.50
Senior Citizen	£6.50	£7.50
Child (5-14)	£2.00	£3.00
Children under 5 FREE		

* Tickets are available via our website at discounted prices.

** Full price tickets are available on the day from the ticket office or by phone before 4th March 2016.

Full restaurant facilities
FREE car parking for over 2,000 cars

GROUP DISCOUNTS:
 10+ enter code GRP10 on website.

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www.largescalemodelrail.co.uk

Organised by Meridienne Exhibitions Ltd



EVENT DIARY

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 Fairs Oakes - 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

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, RG1 8EQ

Sunday: 1030 - 1530

Prices: £3.50 adult

Tel: 01270 652773

SRP Toy Fairs - Rayleigh

Rayleigh Sweene Park School, Sir Walter Rayleigh Drive, Rayleigh, Essex SS6 9BZ

Sunday: 1000 - 1400

Prices: £2.00 adult

Tel: 0773 9998012 / 01322 662729

Web: www.srptoyfairs1.co.uk

27TH FEBRUARY

Exmoor Train & Toy Fair

Richard Huish College, South Road, Taunton, TA1 3DZ

Prices: £2.00 adult, £2.00 child (5-15yrs)

Tel: 01643 706736

Nottingham Toy & Train Fair

Bluecoat Academy, Aspley Lane, Nottingham, NG8 5GY

Saturday: 1000 - 1400

Prices: £2.00 adult

Tel: 07951072790 / 01623722115

Web: www.tttf.co.uk

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 Green Animal Charity Centre, The Brittain Arena, King's Bush Farm, Huntingdon, 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 - Here 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

2ND MARCH

Hoddesdon Toy & Train Fair

Sheredes School, Cock Lane, Hoddesdon, Hertfordshire EN11 9JY

Wednesday: 1900 - 2100

Prices: £1.00 adult

Tel: 07866 641215

6TH MARCH

Train & Model Collectors' Fair -

Stowmarket Needham Market Community Centre, School Street, Needham Market, Suffolk IP6 8BB

Sunday: 1030 - 1500

Prices: £1.50 adult

Tel: 01449 672698

Web: www.stowrailclub.org.uk

Train & Toy Fairs - Newton Abbot

Newton Abbot Racecourse, Newton Abbot, Devon TQ12 3AF

Sunday: 1000 - 1530

Prices: £2.00 adult

Tel: 01823 480097 / 07717 278420

SRP Toy Fairs - Bexhill-on-Sea

Glenleigh Park Academy, Gunters Lane, Bexhill-on-Sea, East Sussex TN39 4ED

Sunday: 1000 - 1400

Prices: £2.00 adult

Tel: 01322 662729 / 07739 998012

Web: www.srptoyfairs1.co.uk

12TH MARCH

Tony Oakes Fairs - Frodsham

Frodsham Leisure Centre, Princeway, Frodsham, Cheshire WA6 6RX

Saturday: 1030 - 1430

Prices: £2.00 adult

Tel: 01270 652773

13TH MARCH

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

19TH MARCH

Barry Stockton Fairs - Merseyside

St. Mary's Catholic College, Wallasey Village, Wallasey, Wirral CH45 3LN

Saturday: 1100 - 1600

Prices: £4.50 adult, £1.00 child

Tel: 0151 334 3362

Web: www.barrystocktonfairs.co.uk

J & J Fair Ltd - Brentwood

The International Hall, Brentwood Centre, Doddington Road, Brentwood, Essex CM15 9NN

Saturday: 1000 - 1430

Prices: £3.00 adult, £2.00 child, £2.50 OAP

Tel: 01522 880383

Web: www.j-jwebbttoyfairs.com

SM6 9NZ

Sunday: 1000 - 1400

Prices: £2.00 adult

Tel: 01322 662729 / 07739 998012

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

MEETINGS & TALKS

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

8TH FEBRUARY

Southern Electric Group Sussex

Branch - Annual General Meeting etc

Southwick Community Centre, BN42 4TE

Monday: 1930 - 2200

15TH FEBRUARY

Plymouth Railway Circle - Somerset

& Dorset Steam Memories on Film

St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, 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

11TH MARCH

North London Railway Historical Society Meeting

Keen House, 4 Calshot Street, London N1 9DA

Friday: **Prices:** £3.00 adult

Tel: 01235 511044

14TH MARCH

Southern Electric Group Sussex

Branch "Steamy Memories of a Mis-spent Youth"

Southwick Community Centre, BN42 4TE

Monday: 1930

Prices: £3.00 adult

Tel: 01752 651014

17TH MARCH

Lutterworth Railway Society -

Illustrated Talk - Brian Hall

United Reformed Church, George Street, Lutterworth LE17 4EF

Thursday: 1930

Tel: 01455 203307

Web: www.lutterworthrailwaysociety.co.uk

1ST MARCH

The Enfield Transport Circle - Kenneth

Crane "The 2016 Malcolm Alderman

Tribute Presentation"

First Floor Meeting Room, The Drill Hall Sports Club, Old Park

Thursday: 1900

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**Squires will be exhibiting at the following shows in 2016 –
Diary updated as bookings are confirmed.**

Feb 6 - ALTON FEBEX 2016 Alton Model Railway Exhibition, Eggars School, Anstey Road, Alton, Hants GU34 4EQ. Sat 10.30-5. Sun 10.30-4.

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.tonbridgejmr.com

Feb 19-21 - BRIGHTON Model World 2016 Brighton Centre, Kings Rd, Brighton, BN1 2GR 10-5pm. Our stand is in EAST WING - Beat the queues - enter via E, Wing Pay Desk

Feb 26/27/28 - GLASGOW Model Rail Scotland 50th Anniversary Show, SECC, 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, NN16 6PB. Sat 10 - 4.00.

Mar 5/6 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St. Vincents Road, Fullwood, Preston, Lancashire, PR2 8UR. Sat/Sun 10 - 5pm.

Mar 12/13 - HUNTINGDON East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, PE29 2NH Sat 10 - 5, Sun 10 - 4 *FREE Parking*

Mar 12/13 - NOTTINGHAM East Midlands Model Railway Exhibition Hadden Park High School, Harvey Road, Bilborough, Nottingham, NG8 3BB. *FREE Parking.* Sat 9.30 - 5.30, Sun 10 - 5.00.

Mar 12/13 - BASINGSTOKE Model Railway Exhibition, Aldworth Science College (formerly The Richard Aldworth School), Western Way, Basingstoke, RG22 6HA Saturday 10 - 5, Sunday 10 - 4.

Mar 19 - ABINGDON ABRAIL 2016 Model Railway Exhibition, White Horse Leisure & Tennis Centre, Audlett Drive, 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 Rd York, YO23 1EX. Sat/Sun 10 - 5, Monday 10 - 4.30. *Advance Tickets Available from Squires* T & C's Apply*

April 2 - NORWICH Model Railway Exhibition, Helleston High Sch, Norwich NR6 5SB. Sat 10-4.30

April 9/10 - HORSHAM Crawley MRS Model Railway Exhibition, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, RH12 1SR. Sat 10-5, Sunday 10-4.30. *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 N.WEST Leigh Sports Village, Sale Way, Leigh, Lancs WN7 4JY 10-4.30

April 23/24 - SUTTON COLDFIELD Model Railway Exhibition, Bishop Walsh School, Wyldes Green Rd, Sutton Coldfield, B76 1QT. *FREE Parking* Sat 10-5, Sun 10-4.30

April 28/29/May 1 - The 48th Bristol Model Railway Exhibition, The Thornbury Leisure Centre, Alveston Hill, Thornbury, Nr Bristol, BS35 3JB. Fri 1-7, Sat 10-6.30, Sun 10-5pm

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 S.Downs 7mm NGA Group SWING MR Ex, Felpham Community College, Felpham Way, Bognor Regis, PO22 8EL. 10-4. 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 M/Railway Ex, Pollokshaws Burgh Hall, Pollokshaws Rd, Glasgow, G43 1NE. Sat 10 - 4, Sun 11 - 4. *Free Parking* - Close to Station - *NOTE Change of Date*

Jun 4 - DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, S.Yorks, DN4 7PD Sat 10 - 4. **NOTE - New Venue & New Date**

June 25/26 - PERTH Model Railway Ex, Dewars Ice Rink, Perth, PH2 0TH Sat 10-5.30, Sun 10-5

July 2/3 - GUILDFORD 49th Model Steam Rally & Exhibition, Guildford Model Engineering Society, Stoke Park, London Road, Guildford Surrey, GU1 1TU Sat 10 - 6pm Sun 10 - 5pm

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 & Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Sat 10-5, Sun 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 10/11 - SWINDON Railway Festival STEAM Museum of the Great Western Railway, Fire Fly Ave, Swindon, SN2 2EY Sat/Sun 10-5

Sept 24/25 - HALIFAX M/Railway Ex, North Bridge Leisure Centre, Halifax, HX1 1XH. Sat/Sun 10-5.

Oct 1/2 - FAREHAM Fareham & District Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hants, PO16 7JU. Saturday 10-5.30, Sunday 10-4.30. ***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 15/16 - DUNDEE Model Railway & Model Show Sports Centre, Mains Loan, Dundee, Angus DD4 7AA

Oct 15/16 - UCKFIELD Model Railway Exhibition, Uckfield Civic Centre, Uckfield. TN22 1AE Sat/Sun 10-5

Oct 29/30 - STOCKPORT Hazel Grove & District MRS Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire, SK7 5JX Sat 10 - 5, Sun 10-4. *50th Anniversary - larger show with an extra hall - plenty of FREE parking* - www.hgdmrs.org.uk

Nov 5 - HIGH WYCOMBE - WYCRAIL 16 Model Railway Exhibition, Cressex Community School, Cressex Road, High Wycombe Bucks. HP12 4UD. Saturday 10 - 5

Nov 12/13 - TELFORD IPMS SCALE MODEL WORLD 2016 The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Sat 10 - 6, Sun 10 - 4.00. Free Entry for IPMS Members.

Nov 12/13 - SPALDING Model Railway Exhibition, Springfields Event Centre, Camelgate, Spalding, PE12 6ET. Saturday 10 - 5pm, / Sunday 9.30am - 4.30pm.

Nov 25/26 - BIRMINGHAM Warley National Railway Exhibition Hall 5, NEC Birmingham B40 1NT

Nov 19/20 - WORKINGTON Model Rail Show, University of Cumbria, Energus Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, CA14 4JW. Sat 10-5, Sun 10-4.

Dec 10/11 - NORTH SHIELDS Railex NE Model Railway Exhibition - Blyth & Tyne Model Railway Society, Quorum Business Park, Newcastle-upon-Tyne, NE12 8BF Sat 10-5, Sun 10-4.

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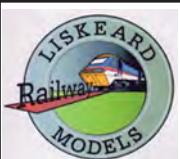
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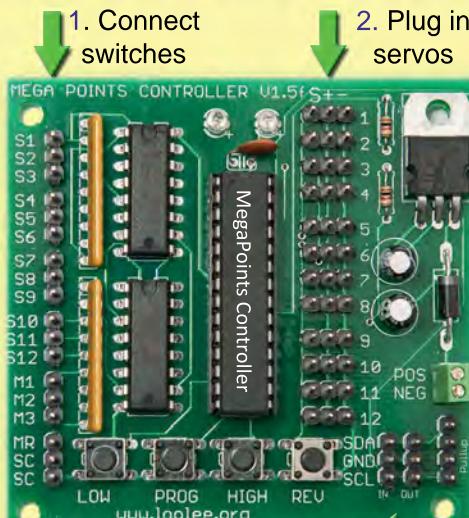
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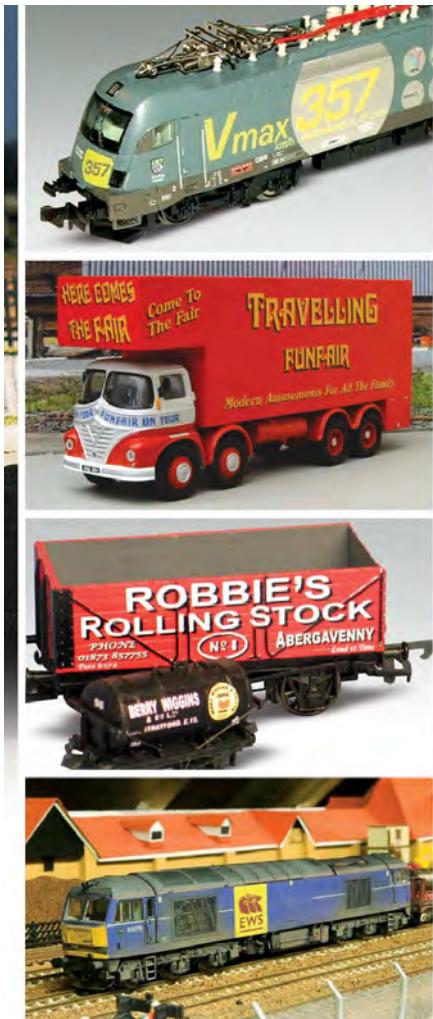
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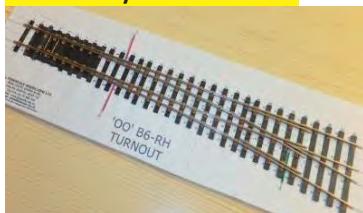
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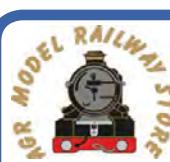
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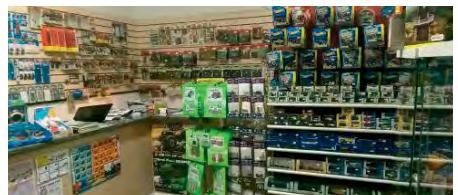
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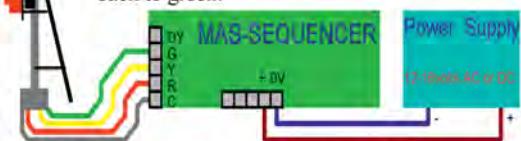
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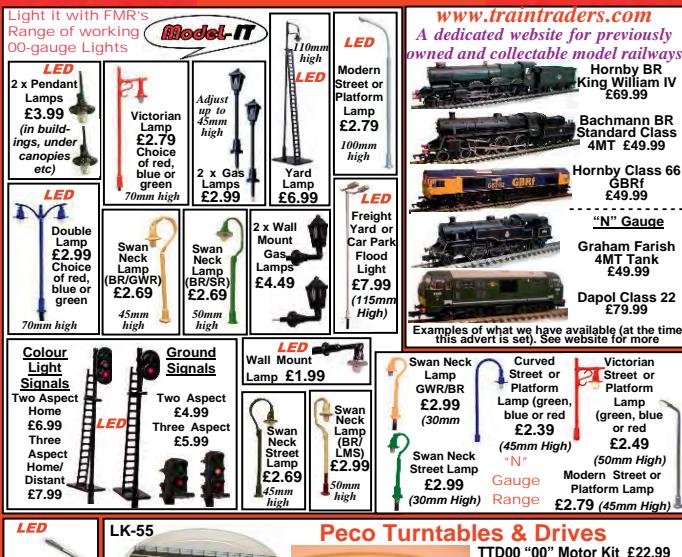
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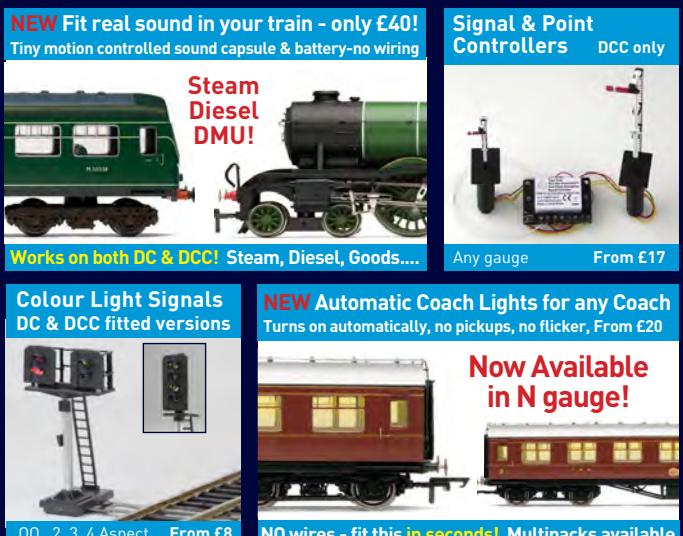


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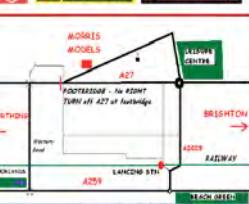
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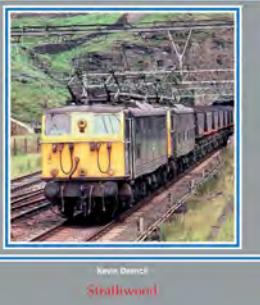
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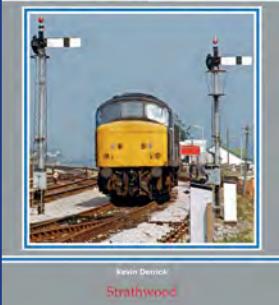
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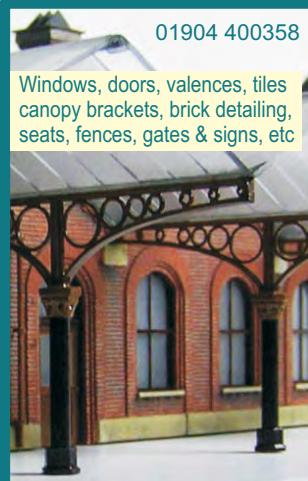
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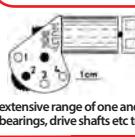
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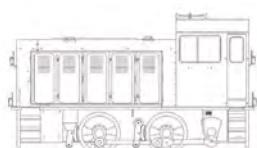
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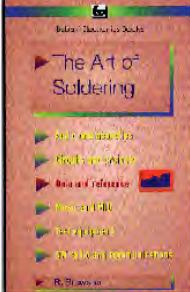
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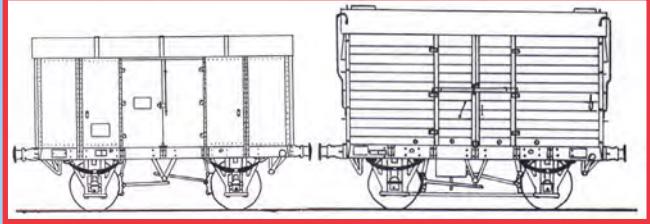
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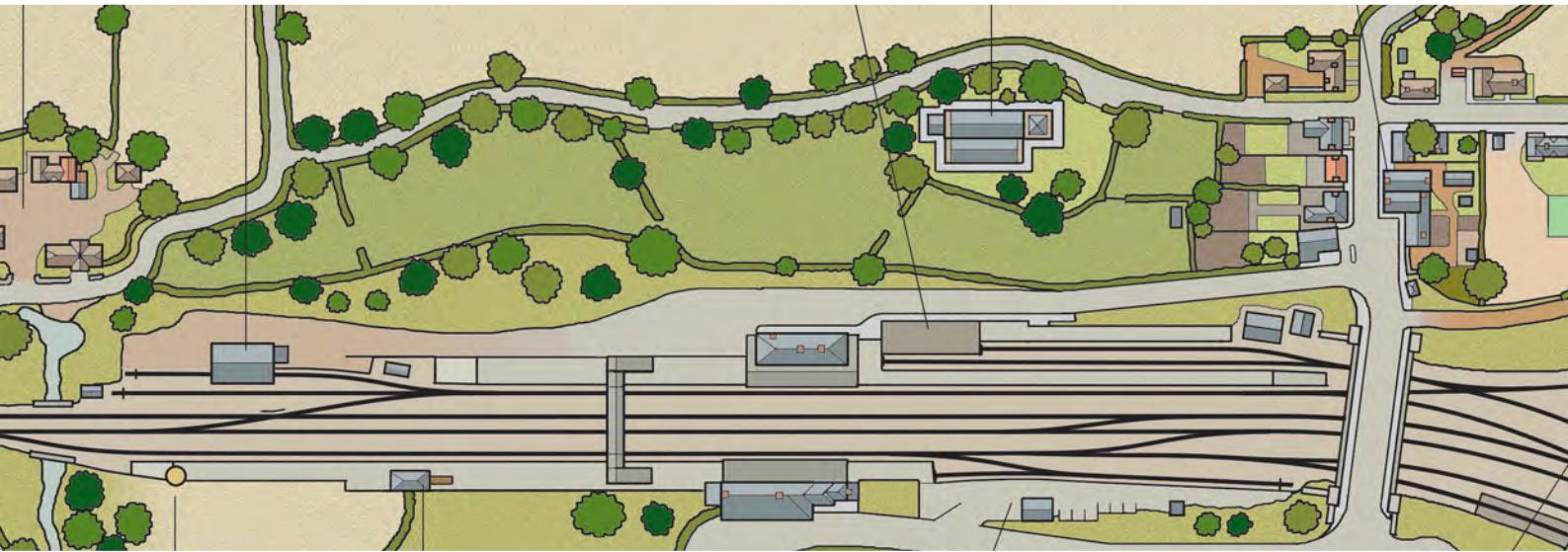
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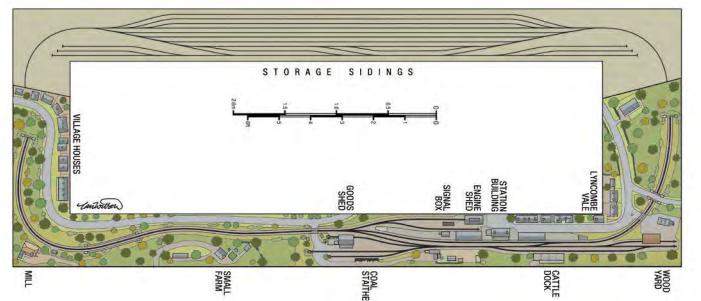
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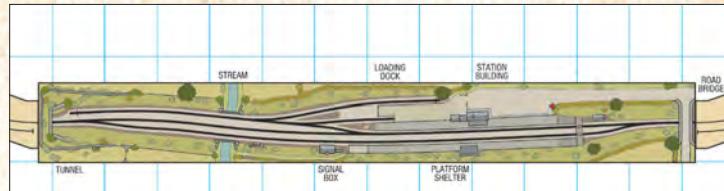
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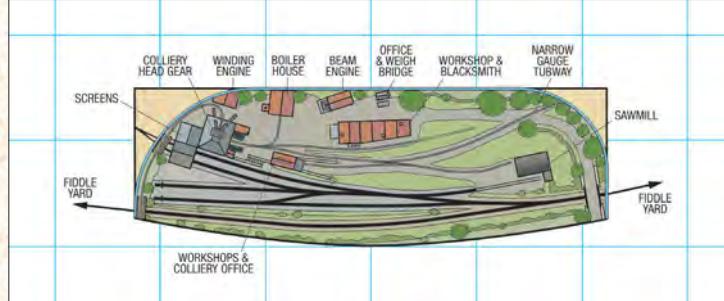
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LARGE LAYOUT | BR SOMERSET & DORSET 1950s | 00 Gauge



The S&D's fame has spread as far away as Australia, where **John Pavitt** built this extensive, and oft-extended tribute to the line.

Started in 1995, this large layout has evolved and expanded in several stages. New scenic sections were gradually added, taking it from the original 1.8m by 0.5m to its current 6.5m by 2m. Set on the outskirts of Bath, it features a fictional small S&D station and goods yard, but the extensions have allowed a lengthy section of typical single-track line running through a rolling Somerset landscape. As much of the S&D was single track, this was important to capture some of the unique character of the line prior to closure in 1966.

Peco Code 100 track and Streamline points are used throughout, originally with 18in radius curves but these were gradually eliminated over the course of several rebuilds. Sweeping curves with a minimum radius of 24in are now the norm. Track is laid on 3mm cork sheet.

Control is 12V DC analogue with three 'cabs' for the single main line, goods yard and locomotive changeover area in the fiddleyard. Two panels cover the front, scenic section and fiddleyard with rotary switches allowing each 'cab' to control specific sections as required.

The layout was built by John Pavitt with much assistance from his wife Lyn, friends, family and the Brisbane North group of the British Railway Modellers of Australia. Despite having never been to England, John went to great lengths to replicate the beautiful scenery of the area between Devonshire and Coombe Down tunnels near Bath. More than 150 trees were made, along with numerous scratchbuilt or kit-bashed buildings based on those seen in this part of Somerset. Locomotives and rolling stock are also based on those identified from books, photographs and films of the line in the 1950s. See the *BRM 2015 Annual* for more information on the layout and how it was built.

FACT FILE

- | SCALE/GAUGE 4mm: 1ft scale, 16.5mm gauge 00
- | SIZE 6.5m by 2m
- | ERA/REGION 1950s, BR S&D
- | LOCATION Somerset
- | CONTROL 12V DC cab control
- | LAYOUT TYPE Continuous loop
- | PHOTOGRAPHS John Pavitt

PROS

- ✓ Captures the character of the S&D with long single line section
- ✓ Trains in the landscape
- ✓ Designed to be portable for exhibitions
- ✓ Extensive fiddleyard

CONS

- ✗ Not suitable for average-sized homes
- ✗ Requires several operators for full service
- ✗ Single track section can limit movements

Set in the rolling landscape between two tunnels and two viaducts on the outskirts of Bath, Lyncombe Vale station is fictional but based on extensive research of the S&D in BR days. The layout evolved and expanded in four stages over the course of several years.

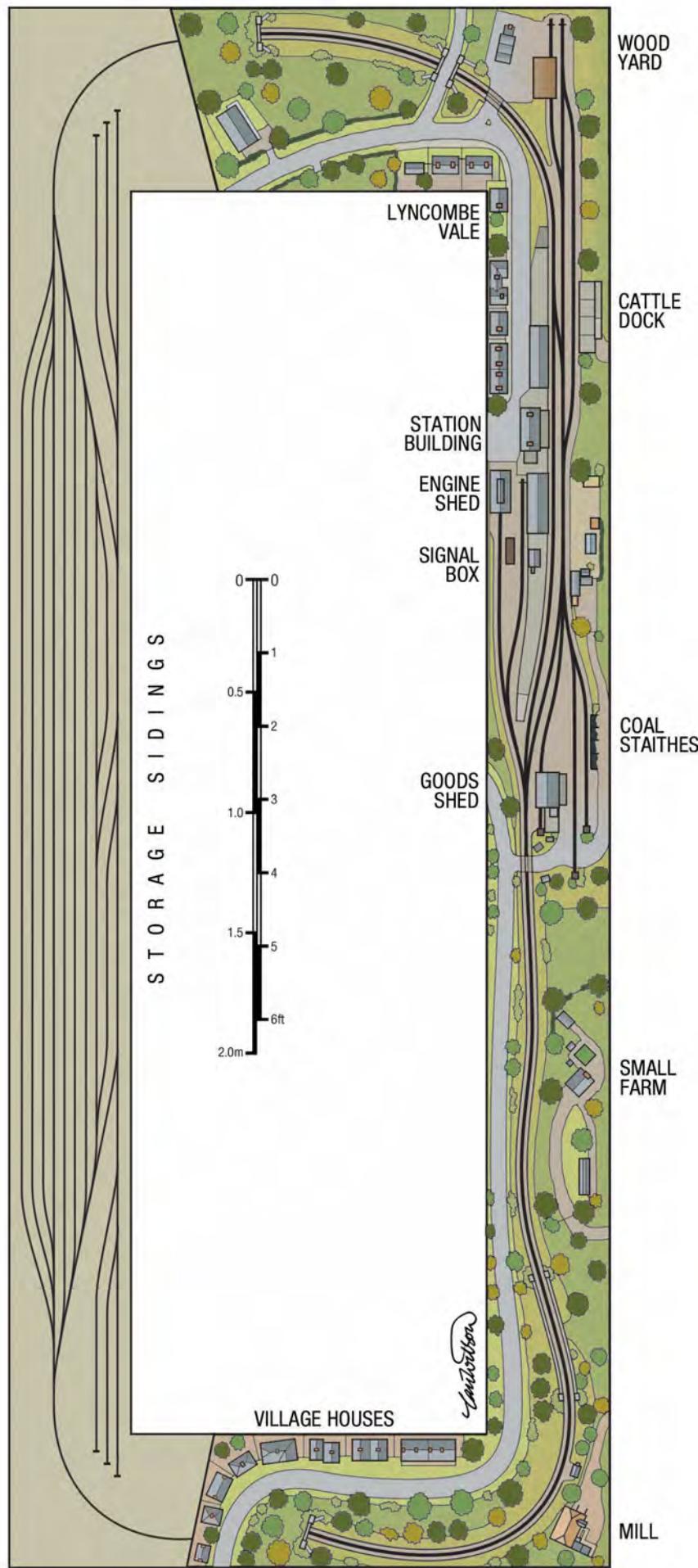
LYNCOMBE VALE

CONTROL DC

SIZE L

GAUGE OO

ERA 4



LARGE LAYOUT | BR SOMERSET & DORSET 1950s | OO Gauge

FLORINSTONE

Andrew Butler couldn't stick to one subject when it came to era and region so he built a 'chameleon' layout that could quickly be transformed to suit his many interests by changing the buildings and signage.

Although we're showing it here as a late-1950s/early-1960s Somerset &

Dorset layout called 'Florinstone', this unusual layout can operate in any of six different guises covering subjects as diverse as the West Highland

Line in the 1980s (Tulloch Bridge) and an ex-GWR china clay branch in Cornwall (Pengullow). A modular design was adopted, with 13 boards in total, most around

one metre in length, which allows them to be carried in a car and trailer to shows. Consisting of a 12ft 6in by 1ft 6in scenic section based around a small station

with a passing loop and sidings (a fairly generic layout suited to almost any secondary line), the layout can be quickly changed between its different guises by replacing the buildings and signage, road vehicles and, of course, the trains.

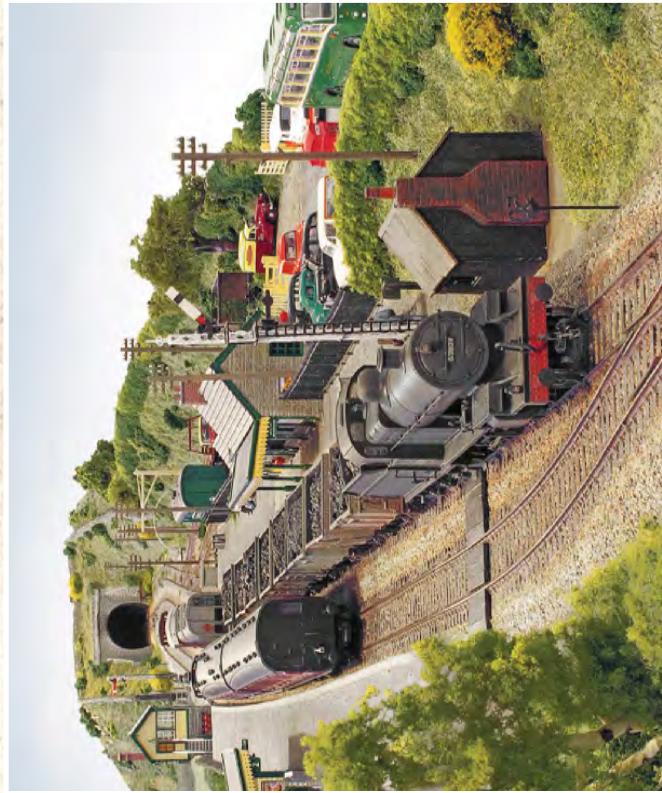
A continuous loop arrangement with large fiddleyard allows plenty of variety in the passing trains. The long passing loop can accommodate express trains of up to nine coaches or 20-25 wagon goods trains.

Peco Code 75 track and points are employed, with simple 'wire in tube' control for the small number of points at the front of the layout. A Lenz LH100 DCC system provides power and control and much of the locomotive and DMU fleet is fitted with DCC sound.

The layout's six guises to date are:

- Florinstone: southern section of the S&D in the late-1950s/early-1960s
- Tulloch Bridge: West Highland Line in the 1980s
- Troutbeck Bridge: Cockermouth, Keswick & Penrith line, BR(M) 1950s
- Ashwater Road: ex-LSWR 'Withered Arm' in North Cornwall
- Pengullow: WR china clay branch in Cornwall, 1950s/60s or 1980s/90s
- Coulderton: Cumbrian Coast line, 2014 onwards

MEDIUM LAYOUT | BR SOMERSET & DORSET EARLY-1960s | OO Gauge



FACT FILE

- SCALE/GAUGE 4mm: 1:scale, 16.5mm gauge OO
- SIZE 20ft by 8ft
- ERA/REGION BR late-1950s/early-1960s
- CONTROL Lenz LH100 DCC
- LAYOUT TYPE Continuous loop with off-scene fiddleyard
- PHOTOGRAPHY Andy York

PROS

- Modular design, easy to transport
- Able to depict several different regions/eras
- Suitable for garage or a large bedroom
- Plenty of operational interest
- Manageable in a realistic timescale

CONS

- Double track main line offers more potential for continuous running
- Possibly not the best option for those seeking absolute prototypical accuracy.

The layout was designed to be of a size that would allow it to be completed in a reasonable timescale, provide plenty of operational entertainment and satisfy a multi-regional interest in railway - and it needed to be easily transported to a new home.

FLORINTONE

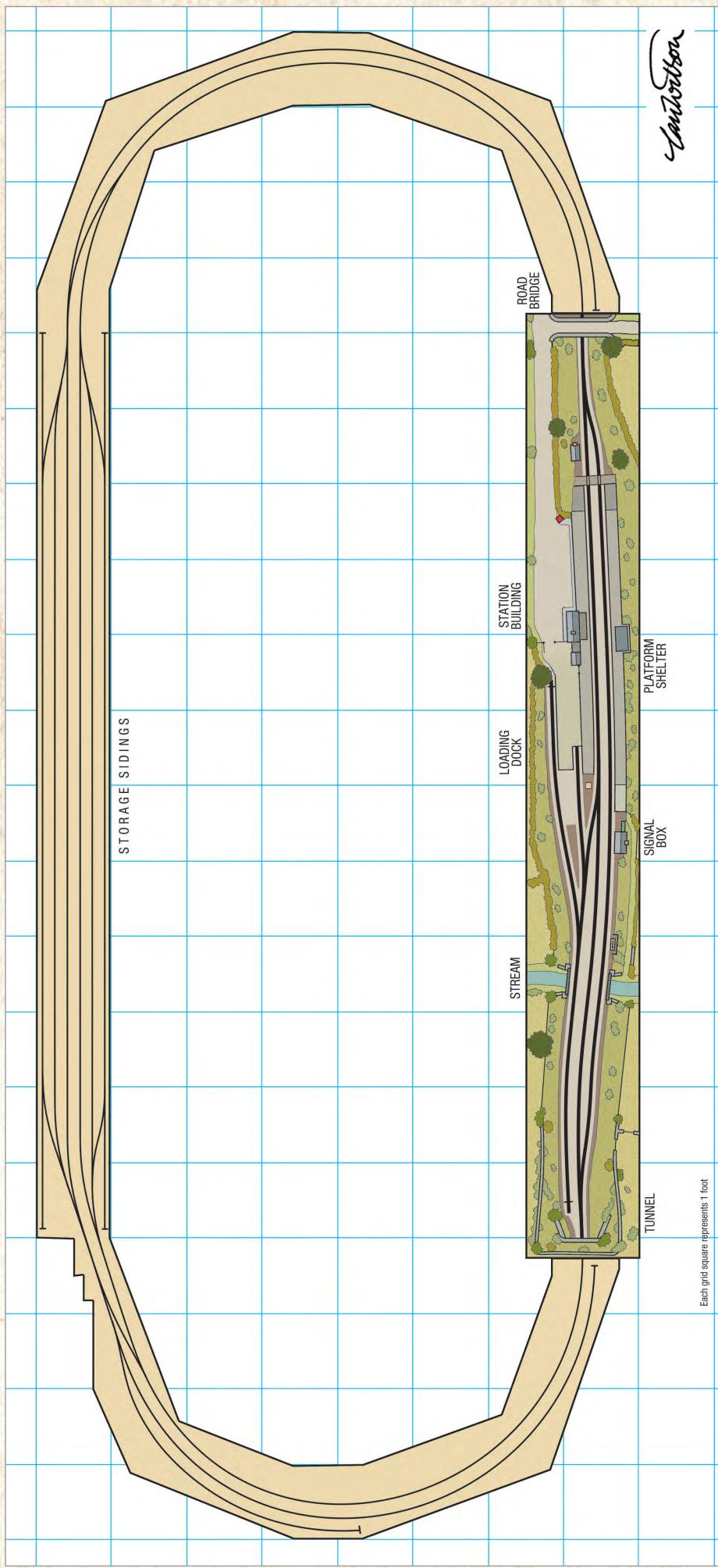
CONTROL DCC

SIZE M

GAUGE OO

ERA 4

SOUND



MEDIUM LAYOUT | BR SOMERSET & DORSET EARLY-1960s | OO Gauge



HIGHBURY COLLIERY

SMALL LAYOUT | S&DJR 1920s or BR 1960s | 2mm Finescale

Coal traffic was a major reason for the S&D's line through north Somerset, as depicted on [Jerry Clifford's](#) superb 2mm Finescale exhibition layout.

Designing a layout is far more than simply coming up with an interesting or prototypical trackplan, it is about creating a three-dimensional picture. Modelling a prototype location is easier when you have a larger space, but when the space available is limited it becomes much more problematic. Creating a pleasing, balanced picture within a compressed space is difficult, even if you find a suitable location, and remaining true to the prototype is doubly so.

What Jerry Clifford did with 'Highbury Colliery' is to take a suitable prototype and rearrange the key elements, adding and subtracting aspects as necessary to create a balanced, aesthetically pleasing whole. Although based on Camerton Colliery on the GWR's Limpley Stoke-Camerton branch in north Somerset, it has been adapted to suit the builder's S&DJR interests and can be operated either in 1920s pre-Grouping SDJR guise, or with BR green diesel-hydraulics as a mid-1960s layout.

A number of visual tricks have been employed to tie the various elements of the layout together and attempt to create a greater feeling of space and depth - not easy when the scenic viewing area is just 4ft 6in long by 18in deep! Starting from the front, the branch climbs from left to right and there's an obvious zig-zag effect from front-to-back as the different running lines and sidings gain height towards the colliery level. The criss-crossing lines lead the viewer's eye from the lower level through to the back where they disappear into undergrowth and the backscene. A 15in high backscene also forces the viewer to focus on the layout, while the frame around the scenic section frames the view and blocks out any distractions behind. Regular through trains passing to and from storage yards at each end and shunting in the colliery yard provide plenty of operational interest in a small space. For more on this superb layout, see the April 2013 edition of **BRM**.

FACT FILE

- SCALE/GAUGE 1:150 scale, 9.42mm gauge 2F5
- SIZE 4ft 6in by 18in (scenic area)
- ERA 1920s SDJR or mid-1960s BRW
- LOCATION North Somerset
- CONTROL 12V DC analogue
- LAYOUT TYPE End-to-end



✗ CONS

- Yard and siding length is limited, so trains have to be short
- No continuous running
- Small, continuous collieries of this type were rare by the 1960s.

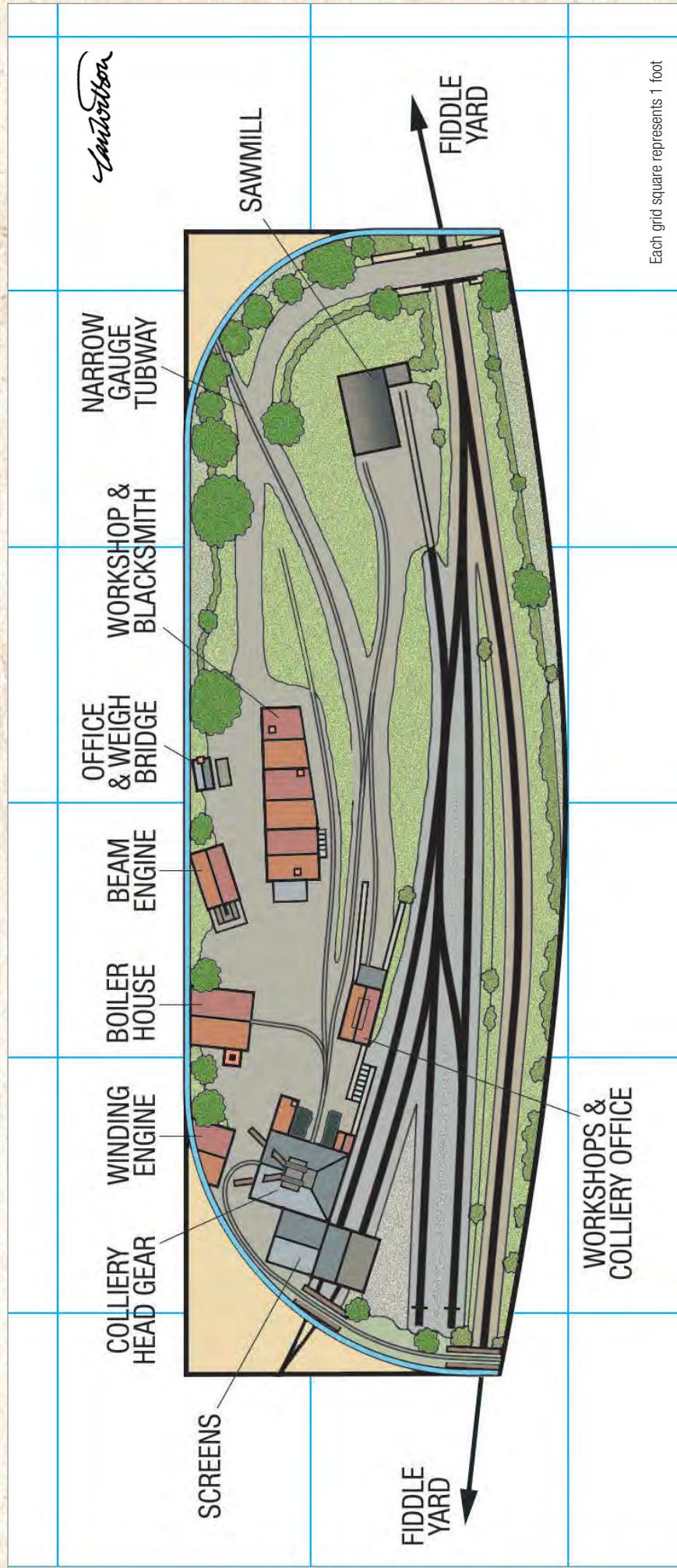
✓ PROS

- Lots of operational interest in a small area
- Combines industrial and mainline railways
- Designed to create a feeling of space and depth
- Can easily be adapted to suit other scales, particularly 00 or 0.

Designing a layout is about far more than simply coming up with an interesting or prototypical trackplan, it is about creating a pleasing, balanced three-dimensional picture - that's difficult in a compressed space, even more so if you want to remain true to the prototype.

HIGHBURY COLLIERY

ERA	2/4
GAUGE	2FS
SIZE	S
CONTROL	DC

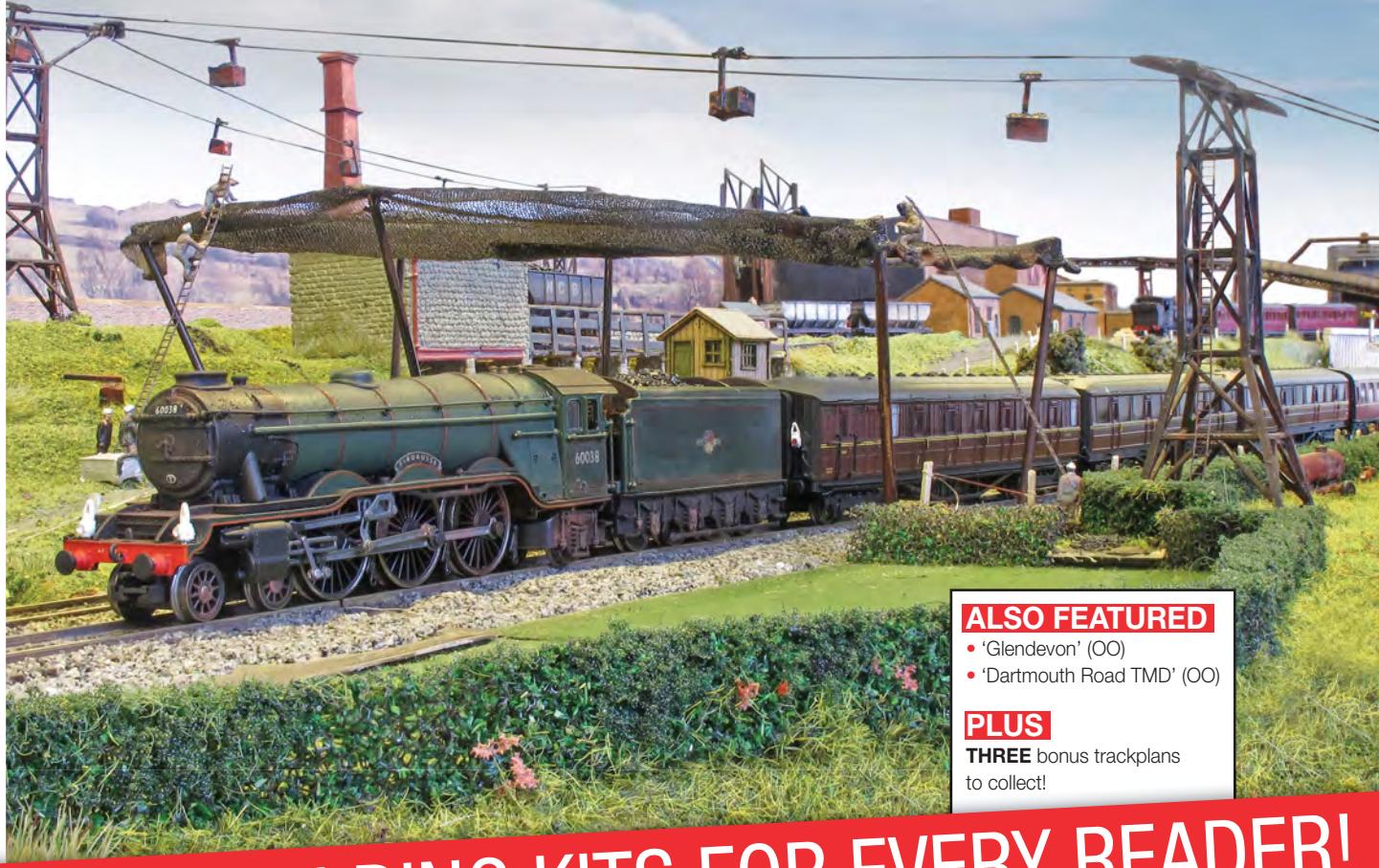


SMALL LAYOUT | S&DJR 1920s or BR 1960s | 2mm Finescale



HAWTHORNE DENE

Les Richardson's N gauge layout recalls the 1960s, when steam still ruled in the north-east of England, serving collieries and towns along the Durham Coast.

**ALSO FEATURED**

- 'Glendevon' (OO)
- 'Dartmouth Road TMD' (OO)

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TAIL LAMP

BRM's 'Industry Insider' considers the reaction to one recent new release and wonders if some modellers should look closer to home for solutions to their running problems.



I might have mentioned this before but in this world there are always people who think they know more than the experts. Our hobby seems to attract more than its share of such people but just recently these self-appointed authorities have added a new twist to their mildly irritating repertoire.

Recently there was a race between a major manufacturer and a relative newcomer to the market when both companies proclaimed their intention to produce the same locomotive. The newcomer, which announced its model months before the established producer, was the first to market. Now, the prototype chosen would have been a daunting choice for the most seasoned producer, but for a company which had never manufactured a locomotive before it must have been a stiff challenge.

But, the price was right, the detail was fine and the running quality was first rate - far beyond anyone's anticipated expectations. Remember that this was the newbie's first model locomotive. Sales proved that what it had produced was exceptional but in our hobby there are some who love to find fault. There is almost a desperation to discover the smallest detail flaws and this model was no exception.

The products hit the market and were eagerly purchased but then someone discovered that as the model reached a particular section of their track it stopped while the driving wheels continued to turn. This phenomenon was filmed and posted on one of the nation's favourite forums - lo and behold it became an instant 'problem'.

Yes, there was a problem here but it could be argued that it was not necessarily entirely the fault of the model. Could the issue lay with the unevenness of the modeller's track rather than with the locomotive?

Before long, others were reporting the same issue; not a huge number, but enough to start a bandwagon amongst others who had not purchased the model but wanted to air their limitless expertise. I would hazard a guess that none had ever come close to investing hundreds

of thousands of pounds in producing a model of their own but all were knee-deep in knowledge of production processes and, of course, they had the answers. The usual mantras soon reverberated around the forums: 'Don't these people check such things?' or 'My [insert example here] model doesn't have the same problem, why does this one?'

Such comments make me wonder if those who make such comments really understand or even think about what they are saying.

My immediate response to such questions would be that firstly, obviously all manufacturers have test tracks and undertake extensive testing before production starts. More than likely those tracks are pinned down on a hard, flat surface and most definitely even and level. Secondly, and I am no engineer, but I guess that much depends on the wheel configuration together with the positioning of the pick-ups as to how a locomotive copes with undulating track.

It seems therefore that some customers are asking manufacturers to take into account poorly laid,

uneven and worn-out track when designing new models. This is not entirely unreasonable, but it does beg the question as to what constitutes poor trackwork. How much undulation should a model be able to cope with without derailing or, in this case, bottoming out? Can such a question be answered to everyone's satisfaction?

Of course we all know (don't we?) that there should be a little flexibility in RTR chassis to deal with uneven track but the more forgiving they, the more

compromises have to be made in terms of looks and detail. So, have a heart, this manufacturer is not only new to the UK market and I would have been amazed if its first model had been 100% perfect. As it is I think it has done a commendable job. There is nothing terribly wrong with the model that cannot be easily remedied. Being blunt, we have all seen much worse and from those who have been manufacturing for decades, so let's keep things in perspective. ■



dapol

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www.dapol.co.uk

February Releases

N GAUGE

Terrier



2S-012-004 - Terrier Thames Stroudley Improved Green 57
 2S-012-005 - Terrier BR Black Early Crest 32655
 2S-012-006 - Terrier SR Lined Green 2644
 2S-012-008 - Terrier KESR Bodiam KESR Blue



2F-013-023 - GPV - Spillers 173
 2F-013-024 - GPV - Spillers 173 Weathered



2F-038-027 - 20T Steel Mineral - Blaenavon 2445
 2F-038-028 - 20T Steel Mineral - Blaenavon 2445 Weathered

O GAUGE

7F-071-029 - 7 Plank - Ruabon 825
 7F-071-029W - 7 Plank - Ruabon 825 Weathered

All product release dates correct at time of going to press

OO GAUGE



4F-026-001 - HIA Freightliner Green Heavy Haul Limestone Hopper 369008
 4F-026-002 - HIA Freightliner Green Heavy Haul Limestone Hopper 369052
 4F-026-003 - HIA Freightliner Green Heavy Haul Limestone Hopper 369027
 4F-026-004 - HIA Freightliner Green Heavy Haul Limestone Hopper 369044
 4F-026-005 - HIA Freightliner Green Heavy Haul Limestone Hopper 369002
 4F-026-006 - HIA Freightliner Green Heavy Haul Limestone Hopper 369020



4F-030-011 - 16T Steel Mineral - BR Grey M620214
 4F-030-012 - 16T Steel Mineral - BR Grey M620214 Weathered



4F-052-017 - 5 Plank 9FT W/B - George Harwood
 4F-052-018 - 5 Plank 9FT W/B - George Harwood Weathered

Also released this month include;

4F-071-013 - 7 Plank - LMS 302121
 4F-071-014 - 7 Plank - LMS 302121 Weathered
 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-028-001 - 45FT H/C Container Twin Pack Argos/Co-operative
 4F-028-002 - 45FT H/C Container Twin Pack Argos/Co-operative Wtd
 4P-010-045 - 60FT Stanier Corridor Comp BR Lined Maroon M3872M
 4P-010-046 - 57FT Stanier Corridor Brake BR Lined Maroon M5657M
 C103D - 60FT Stanier Corridor Comp BR Lined Maroon M3872M
 C104D - 57FT Stanier Corridor Brake BR Lined Maroon M5657M



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
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 BURTON-ON-TRENT: **The Tutbury Jinny** tel:01283 814777
 CARLISLE: **C & M Models** tel:01228 514689
 CHELTENHAM: **Cheltenham Models** tel:01242 523117

HEREFORD: **Hereford Model Shop** tel:01432 352809
 KIDDERMINSTER: **DMB/Footplate Models** tel:01562 750076
 LIVERPOOL: **Hattons** tel:0151 733 3655
 NANTWICH: **Trident Trains** tel:01270 842400
 NORTH LANCING: **Morris Models** tel:01903 754850
 SHEFFIELD: **Rails of Sheffield** tel:01142 551436
 STROUD: **ANTICS** tel:01453 825381
 SHEPTON MALLET: **East Somerset Models** tel:01749 880651
 WORCESTER: **DCC Supplies** tel:01905 621999
 YORK: **Monk Bar Model Shop** tel:01904 659423



Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

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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
Class O2 Tango	ehatton.com/O2	£148.00	Nov 2013							
Class 07 Shunter	ehatton.com/c107	£99.00 (EST)	Jan 2016							

Collet 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
King	ehatton.com/horking	£148.14 - £179.99	Dec 2014							
Class J50	ehatton.com/j50	£74.06	Dec 2014							
Hornby Adams Radial	ehatton.com/horar	£111.10	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							

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.