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BRM

BRITISH RAILWAY MODELLING

APRIL 2016 | £4.50



**BACHMANN 2016
RANGE REVEALED**

RUNSWICK BAY

DISCOVER HOW THIS OUTSTANDING
EXHIBITION LAYOUT WAS BUILT

**3 GREAT
LAYOUTS
+3 BONUS TRACKPLANS**



PRACTICAL BRM

- MODERNISE A HORNBY CLASS 73
- MOTORISE A DIECAST TRAMCAR
- MODIFY DECODER SETTINGS
- MAKE A MUNICIPAL PARK

PLUS

DAPOL HIA HOPPERS
HELJAN FALCON in O



DISPLAY UNTIL APRIL 28 2016

THE SHUNTERS

Introducing the latest Graham Farish Diesel locomotives

The Class 04 Diesel Shunter makes a welcome return to the Graham Farish range of N scale models.

Three models are available:

- **371-050C** No. D2283 in BR Green with Wasp Stripes.
- **371-051C** No. D2295 in BR Blue with Wasp Stripes.
- **371-054** No. 2332 'Lloyd' in NCB Yellow.

Spanning a number of eras, these models would make great additions to your Graham Farish collection.

FEATURES:

- All wheel pickup
- Compact drive mechanism
- Diecast bonnet to aid traction
- NEM couplings
- Detailed body including separate wire grab rails



Back view of 371-051C D2295, BR Blue with Wasp Stripes



Highly detailed front end



Authentic professionally applied liveries



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Over 10

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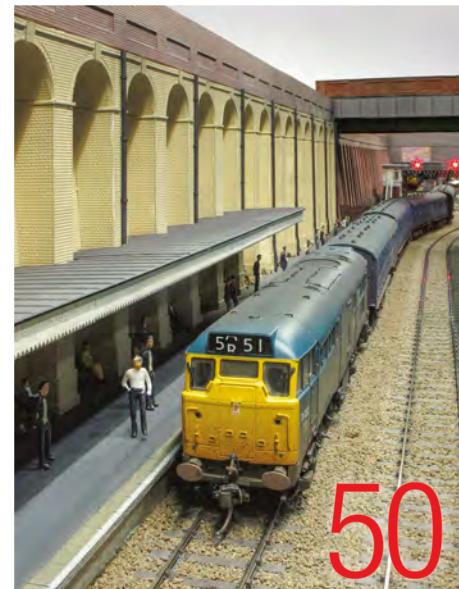
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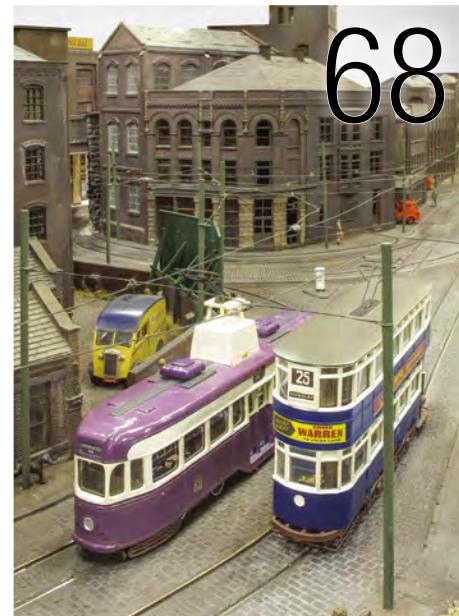
This month's free DVD features 'Grime Street'. Phil Parker's intro to airbrushing and highlights from the London Toyfair.



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BRM TV

BRITISH RAILWAY MODELLING

WHAT'S ON THE DVD

Howard Smith presents this episode of BRM TV from our layout of the month 'Grime Street'. In the studio, Phil Parker runs through our special offer airbrush kit and we go behind the scenes at the London Toy Fair.



TELL US WHAT YOU
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MONTH'S DVD

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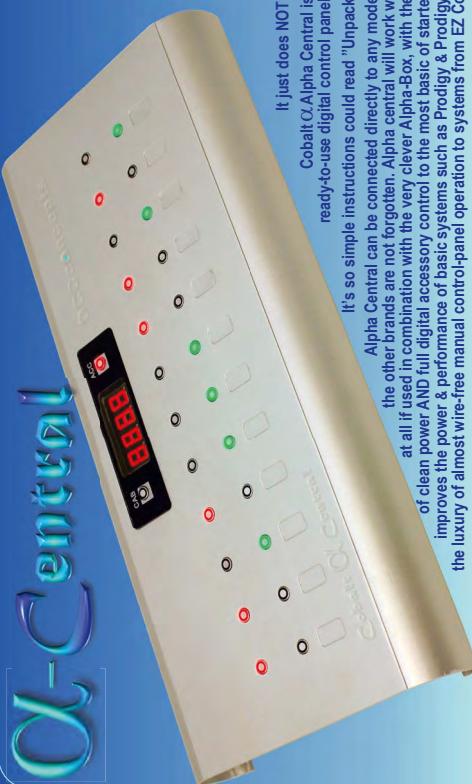
PLAY

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By DCCconcepts

Alpha-Power

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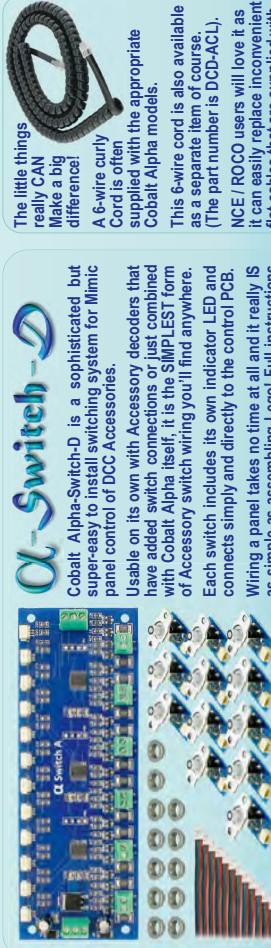
It just does NOT get any easier than this! Cobalt C/Alpha Central is literally a complete and ready-to-use digital control panel for 12 points... in a box! It's so simple instructions could read "Unpack, Plug in, Change points" Alpha Central can be connected directly to any model NCE system - however the other brands are not forgotten. Alpha central will work well with any DCC system 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 operation to systems from EZ Command to Z21 or ECoS. Multiple Alpha-Central units can be linked together to control up to 200+ Accessories and addressing your Accessory 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-connect" 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!

The little things
CAN
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A 6-wire curly
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thinking outside the square

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WELCOME



Firstly, let me say thanks on behalf of the whole **BRM** team for your positive feedback about the magazine's new format. We're delighted that you're finding it easier to navigate, and your constructive criticism will be invaluable in introducing further improvements over the coming months. This month's edition features a range of articles, reviews and news that emphasise the sheer diversity of British railway modelling (the hobby and the magazine!) in 2016. From Heljan's O gauge *Falcon* and Peco's Glyn Valley Tramway coaches, to Keighley MRC's hand-built 'Runswick Bay' layout and the entries to the **RMweb/BRM** 'Build a Locomotive Challenge', there's creativity, skill and commitment in abundance.

We've also got reviews of new releases in OO from Dapol and Bachmann and a comprehensive report on the latter's N and OO gauge programme for 2016/17. With such a lengthy list of outstanding projects announced over the last four years, and yet to appear in shops, Bachmann says this is another year of 'consolidation', but with almost 300 new items across the Branchline, Graham Farish and Scenecraft ranges it could hardly be described as a quiet year. Sources suggest that we might even see a couple of surprise models released during the year that aren't in the new catalogue.

Let's hope that the extra resources now reportedly being devoted to R&D, design and production of Bachmann's UK products will really start to shift the backlog. That would be welcome, especially in OO, as there's some frustration with the slow pace of development of all-new models such as the Mk 2f and SECR 'Birdcage' coaches, Class 90 electric and re-tooled Class 158.

It's hard not to have some sympathy for Bachmann's hard-pressed backroom team, but as things stand, the only new OO locomotive we are likely to see in 2016 is the Stanier 'Mogul', plus a couple of upgraded models with new chassis. Compare that with the impressive output of Hornby in 2015 and you can understand why some are frustrated at having to wait so long for the objects of their desire!

On a more positive note, there are more signs of the renewed creativity and 'joined up' thinking in Bachmann's selections for 2016/17, not least in the attractive new train sets and packs it is planning. Factory-fitted passengers and loaded wagons are also positive responses to customer feedback, now let's have some footplate crews too.

Speaking more personally, the celebration of Network SouthEast's 30th anniversary is a really positive move to promote one of the most colourful and interesting periods in BR's history. Let's hope it heralds a greater focus on the Sectorisation period, and the potential it offers for modelling a fascinating period of transition.



MANAGING EDITOR | Ben Jones

BRM

MAY 2016 **BRM** ON SALE
APRIL 28 - SEE PAGE 145

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46060 Deluxe Materials Roket Card Glue (50ml)

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OO Gauge Scale Rule 4mm = 1 foot



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2 Sheets of Tree Foliage

Code: 74362 Expo Hot Wire Foam and Polystyrene Cutter



As reviewed in this months BRM!!!

Maximum depth of cut:
21cm. Throat opening: 6cm.
USES 4 x AA Batteries in
Handle (not included)
Uses QUICK CHANGE
pre made wires (3 included)

£16.95

Code: AB605 EXPO Super Detail Airbrush Set

Look what's included:

- ✓ Gravity Feed Airbrush
- ✓ Compressor
- ✓ Braided Air Hose
- ✓ Metal Storage Case
- ✓ Pipette
- ✓ Instructions



Fantastic New Airbrush Set
Complete Set Only: £69.95



EZE-Wire

As reviewed in this months BRM!!!

The simple way to wire point motor's! All you need is the appropriate EZE-Wire switch harness to go with your point motor, nothing else to buy!
No soldering or crimping is required!

No Soldering Required - connections are as simple as 1,2,3!



1. Slide the heat shrink tube provided over one of the wires to be connected



2. Push the micro connectors together



3. Slide the heat shrink over the joint and heat with a hair dryer or gas torch



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Point
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Harness for
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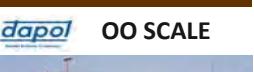
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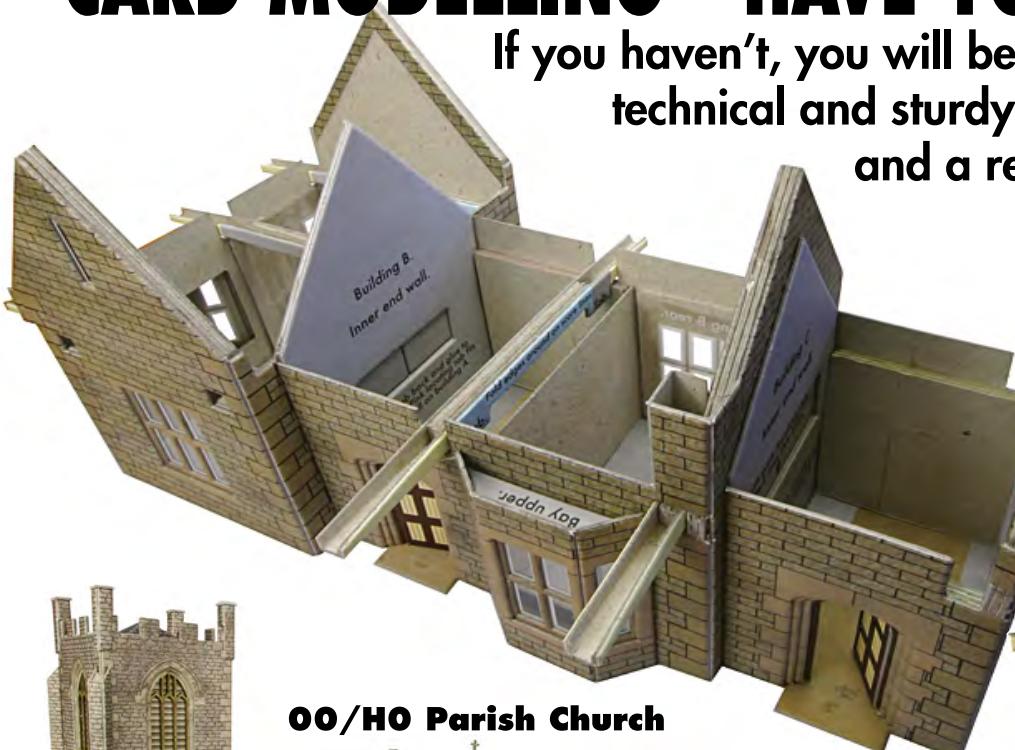
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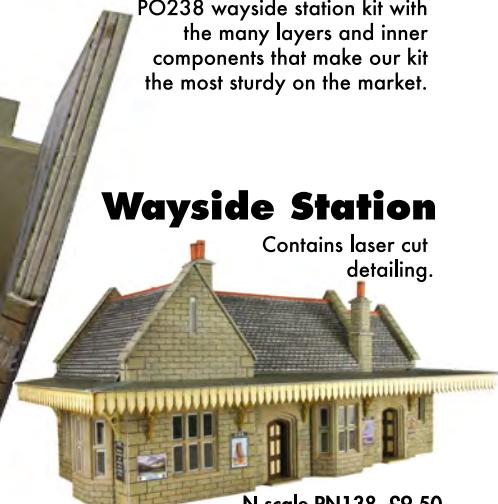
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Shown here is the inside of our PO238 wayside station kit with the many layers and inner components that make our kit the most sturdy on the market.

Wayside Station

Contains laser cut detailing.



00/H0 Parish Church

PO226 £15.99

Only available in 00



Superbly detailed with laser cut window frames and other fine details

Railway Workers Cottages

00/H0 PO255 - £11.50

Comes with two sets of cottages and outbuildings. Looks great in railway, agricultural and industrial scenes.



Retaining Wall

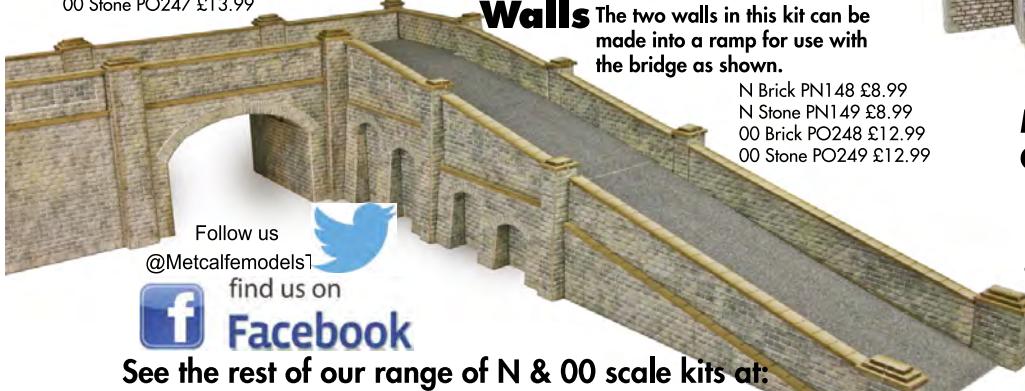
Available in stone or red brick styles. Match up with the bridge and tapered walls shown below.

N Brick PN145 £8.99
N Stone PN144 £8.99
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Railway Bridge

N Brick PN146 £11.99
N Stone PN147 £11.99
00 Brick PO246 £13.99
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See the rest of our range of N & 00 scale kits at:

Village Shop & Cafe

00/H0 PO254 - £11.50



Tapered Retaining Walls

The two walls in this kit can be made into a ramp for use with the bridge as shown.

N Brick PN148 £8.99
N Stone PN149 £8.99
00 Brick PO248 £12.99
00 Stone PO249 £12.99

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Low Relief Timber Frame Shop Front

A touch of nostalgia for the high street. This type of building can still be found on lots of shopping streets. Contains laser cut detailing.

Available in 00 only
 PN421 £8.00
 N scale out soon.

Small Factory

N scale PN183 £10.99
 00 scale PO283 £13.99



PLEASE NOTE:
 N Scale versions of the three factory buildings shown here vary in design.

The models shown here are the 00 kits.

Single Track Tunnel Entrances

Each pack contains two entrances.



N scale PN143 £7.25
 00 scale PO243 £8.25

Platform Canopy



N scale PN940 £16.50
 00 scale PO340 £14.99

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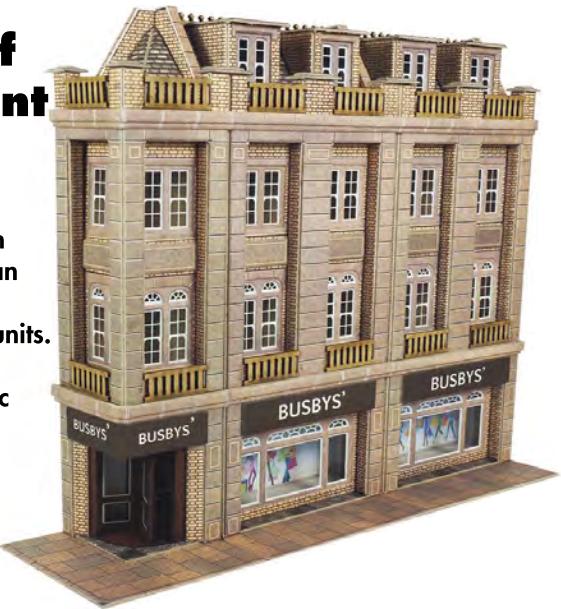
Card Construction Kits

Low Relief Department Store

An intricate period department store with optional doors that can be fitted either end of building or in centre units. Add on extra kits to make a truly authentic large city style shop.

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 PN279 £13.99

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Factory Boiler

Entrance & House

N scale PN184 £12.99
 00 scale PO284 £13.99



A collection of add-on buildings to enhance the Small Factory and Warehouse kits.

Warehouse

N scale PN182 £10.99
 00 scale PO282 £13.99



Can be built as complete stand alone building or split into low relief as shown here.

Signal Box Set

Code PN133
£9.00

This set is only in N scale.



Platform Kiosk

00 scale PO517 £5.75
 N scale PN817 £5.50



Wooden pavilion

No village green or sports field should be without one.



00 scale PO410 £6.50
 N scale PN821 £5.50

Finely detailed laser cut canopy kit.
 NOTE: 00 Scale 4 bay
 N Scale 8 bay as shown

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Pre-order for £186.96 (estimated)



31-390 Class 414 2-HAP EMU 6061 in BR green
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Class 5P4F Stanier Mogul 2-6-0
Pre-order for £127.46



31-690 2955 in LMS lined black
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31-014 Class 7F 2-8-0 89 in Somerset & Dorset Railway black
31-015 Class 7F 2-8-0 13810 in LMS black



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Dean Goods
Pre-order for £95



OR76DG001 Dean Goods 0-6-0 2309 in Great Western green
OR76DG002 Dean Goods 0-6-0 2409 in BR Black early emblem
OR76DG003 Dean Goods 0-6-0 2475 in Great Western green

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OR76MW4002 - 4 plank wagon R. Taylor & Sons Ltd
OR76MW4003 - 4 plank wagon Wilsons & Clyde
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39-600 SECR 60' Birdcage Brake Composite SECR Dark Lake
39-601 SECR 60' Birdcage Brake Composite SR Olive Green
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39-610 SECR 60' Birdcage Composite SECR Dark Lake
39-611 SECR 60' Birdcage Composite SR Olive Green
39-612 SECR 60' Birdcage Composite BR Vermillion
39-620 SECR 60' Birdcage Brake 3rd SECR Dark Lake
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39-622 SECR 60' Birdcage Brake 3rd BR Vermillion

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31-654 Class 47/4 47576 "Kings Lynn" in Network SouthEast livery
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Pre-order for £119.00 (estimated)



32-610 90023 in Intercity Swallow with 21-pin socket
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32-612 90042 in Freightliner Powerhaul with 21-pin socket

Class J72 0-6-0T
Pre-order for £75.00 (estimated)



31-060 8680 in LNER lined green
31-061 69001 in BR black with early emblem
31-062 69028 in BR black with late cre

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1303 - Class 1361 0-6-0ST 1365 in BR black with early emblem
1304 - Class 1361 0-6-0ST 1363 in BR black with late crest

1366

1320 - Class 1366 0-6-0PT 1366 in GWR green with shirtbutton
1321 - Class 1366 0-6-0PT 1369 in Great Western green as preserved
1322 - Class 1366 0-6-0PT 1370 in GWR green
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31-286 46163 'Civil Service Rifleman' in BR black
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Class V2 2-6-2
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WD Austerity 2-8-0
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32-250A WD Austerity 2-8-0 79250 "Major-General Mc Mullen" in Longmoor Military Railway blue

32-254A WD Austerity 2-8-0 77003 in LNER plain black

Class 94xx 0-6-0
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35-025 9402 in GWR Green

35-026 9487 in BR black with early emblem

35-027 9479 in BR black with late emblem

LNWR 0-6-2T Webb Coal Tank
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35-050 LNWR plain black livery

35-051 LMS black livery

35-052 BR black early emblem

Class 70 diesel
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31-590 70015 in Freightliner livery with air intake modifications
31-591 70805 in Colas livery with air duct boxes

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35-500 Class 117 3 car suburban DMU in BR green with speed whiskers

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35-525 Class 121 'Bubble Car' single car DMU in BR green with speed whiskers

35-526 Class 121 'Bubble Car' single car DMU in BR blue & grey

35-527 Class 121 'Bubble Car' single car DMU in Network SouthEast livery

Limited Edition J94s & Austeritys, Class 14xx & Kings from Hatton's, being produced by DJ Models

Class 14xx
Pre-order for £99



H1401 48xx 4825 in GWR unlined green Great Western
H1404 58xx 5808 in GWR unlined green Shirtbutton
H1406 14xx 1420 in GWR unlined green G W R
H1408 58xx 5816 in BR lined black BRITISH RAILWAYS
H1409 14xx 1470 in BR lined black early emblem
H1410 58xx 5819 in BR unlined black early emblem
H1413 14xx 1444 in BR lined green early emblem
H1414 14xx 1450 BR lined green late crest
H1416 14xx 1409 BR unlined green late crest

Lightly Weathered

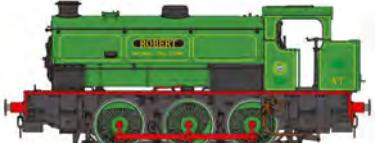
H1402 58xx 5814 in GWR unlined green Great Western
H1403 48xx 4871 in GWR unlined green Shirtbutton
H1405 48xx 4807 in GWR wartime black G W R
H1407 58xx 5802 in GWR unlined green G W R
H1411 58xx 5801 in BR unlined green G W R

Heavily Weathered

H1412 14xx 1474 in BR unlined black early emblem
H1415 14xx 1432 BR lined green late crest

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Austerity & J94 Limited Editions of 200
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Pristine

J9401 "Robert" in NCB Bold Colliery lined green

J9402 71515 in Mech Navvies maroon

J9407 4 in NCB Backworth Colliery lined black

J9408 98 "Royal Engineer" in Army green

J9410 15 in Wemyss Private Railway lined brown

Lightly Weathered

J9403 J94 68012 in BR black late crest

J9405 "Hurricane" in NCB Bershaw Colliery lined green

J9409 7 in NCB Littleton Colliery lined blue

Very Heavily Weathered



J9404 1763 NCB Peckfield Colliery lined maroon with chevrons

J9406 8 in NCB Mountain Ash Colliery lined green

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Class 6000 King
Pre-order for £169



HK01 6000 "King George V" in GWR lined green with roundel

HK02 6019 "King Henry V" in GWR lined green with shield

HK03 6021 "King Richard II" in GWR lined green with shirtbutton

HK04 6029 "King Edward VII" in GWR un-lined wartime green

HK05 6018 "King Henry VI" in GWR lined green

HK06 6025 "King Henry III" in BR ultramarine blue

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

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



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

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

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

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

HK13 6005 "King George II" in BR lined green with late crest

HK14 6024 "King Edward I" in BR lined green with late crest

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



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31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac) (list £139.95) **BARGAIN** £89



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31-932DC Class 1000 Midland Compound 4-4-0 4093 in BR lined black early emblem, DCC On Board (Bac) (list £159.95) **BARGAIN** £89

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

32-28A Class 2MT 4-6-0 45626 BR lined green late crest - weathered (Bac) £110.46



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R3315 Class 2P 4-4-0 40602 in BR Black late crest (Hor) £92.58

R3316 Class 2P 4-4-0 44 in S&DJR Blue (Hor) £92.58



BARGAIN

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



BARGAIN

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



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



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



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R2882 Class 3P Jinty 0-6-0T 24 in S&DJR Blue (Railroad range) (Hor) (list £32.49) **BARGAIN** £21



NEW

32-131 Class 45xx 2-6-2 Prairie tank 4539 in Great Western green (Bac) **NEW** £84.96

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32-882 Class 4MT Fairburn 2-6-4 tank 42062 BR lined black late crest (Bac) £106.21

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

32-085 Class 56XX 0-6-2 6639 in BR black early emblem (Bac) £76.46



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



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



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31-528A Class A2 4-6-2 60529 "Pearl Diver" in BR lined green late crest (Bac) £144.45
R3312 Class A3 4-6-2 60062 "Minotaur" in BR Green early emblem (Hor) £143.51

NEW



R3331 Class 6000 4-6-0 'King James I' 6011 in GWR Green (Hor) £159.99



R3332 Class 6000 King 4-6-0 'King Edward VIII' in BR Late Crest Green (Hor) £159.99



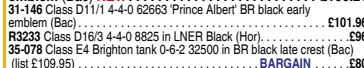
R3004 Class B17 4-6-0 61631 "Selby Hall" in BR Green early emblem - weathered (Hor) £106.21



31-461A Class C 0-6-0 1294 in Southern Railways black (Bac) **NEW** £106.21



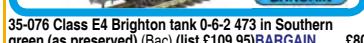
31-462A Class C 0-6-0 31227 in BR black early emblem (Bac) **NEW** £106.21



31-146 Class D11/1 4-4-0 62663 'Prince Albert' BR black early emblem (Bac) £101.96



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



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R3326 Class J50/3 0-6-0T 68971 in BR Black late crest (Hor) £74.06



R3325 Class J50/4 0-6-0T 68987 in BR Black early emblem (Hor) £74.06



R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) £120.50



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3910 Class O2/3 Tango 2-8-0 3965 in LNER black stepped tender (Hor) £148



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3911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hor) £148



3922 Class O2/4 Tango 2-8-0 63975 in BR black late crest flush tender (Hor) **NEW** £148



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



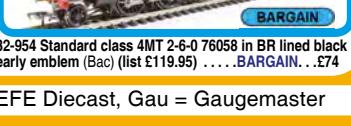
R3327 Class S15 4-6-0 824 in Southern Railway Olive Green (Hor) £124.99



R3279 County Class 4-6-0 1016 "County of Hants" in BR Green early crest - Railroad range (Hor) £69.50



31-981 Standard Class 3MT tank 82021 in BR lined black early emblem (Bac) £101.96



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

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



R9290 Thomas & Friends - 2-6-0 No.5 James the red engine (Hor) **NEW** £67.50



R9303 Thomas The Tank Engine 70th Anniversary Locomotive (Ltd Ed of 1000 Pieces) (Hor) **NEW** £42.50



32-261 WD Austerity 2-8-0 90441 in BR black early emblem (Bac) £114.71



32-2604 WD Austerity 2-8-0 90448 in BR black wih late crest. DCC On Board (Bac) (list £152.95) **BARGAIN** £109

Train packs

R3302 1940; Return from Dunkirk 75th Anniversary Train Pack 700 class 0-6-0-325 in Southern black 3 Maunsell coaches in Southern green - Ltd Ed (Hor) £231.47

25-2014 Bachmann OO Scale Silver Anniversary Set Class 5P Jubilee & Class 47 loco in wooden box certificate (Bac) £121.46

R2670 Class 1 0-4-0 steam loco in GWR green open wagon, closed van & brake van. Railroad range (Hor) (list £44.49) **BARGAIN** £30

R3468 1960s Freight train pack LMS Class 08 3973 and 3 wagons - Railroad Range (Hor) **NEW** £44

R3469 GWR Freight train pack GWR Class 101 tank 109 and 3 wagons - Railroad Range (Hor) **NEW** £44

R3470 GWR Freight train pack GWR Class 101 tank 109 and 3 wagon - Railroad Range (Hor) **NEW** £44



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



R3300 Winston Churchill's Funeral Train Pack Battle of Britain class 4-2 34051 "Winston Churchill" in BR green Late crest, 2 Pullman coaches & SR Baggage car - Ltd Ed (Hor) £222.21

Diesel locos

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

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

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



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

1513 Class 15 AD968003 (Carriage pre - heating unit) in BR Sherwood green full yellow ends (Hel) £94

1509 Class 15 D8204 in BR green numbers on front & rear (Hel) £94



1601 Class 16 North British diesel D8401 BR green small yellow warning panels. Ltd Ed of 750 (general release). (Hel) (list £34.95) **BARGAIN** £72



1602 Class 16 North British diesel D8404 BR green Stratford-style yellow warning panels. Ltd Ed of 750 (general release) (Hel) (list £34.95) **BARGAIN** £72



3356 Class 33/1 33102 in BR Blue full yellow ends (Hel) £94

3357 Class 33/1 33116 in BR engineers grey (Hel) £94

3348 Class 33/1 D6511 in BR Blue full yellow ends (Hel) £94

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

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3357 Class 33/1 33116 in BR engineers grey (Hel) £94

3348 Class 33/1 D6511 in BR Blue full yellow ends (Hel) £94

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

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3357 Class 33/1 33116 in BR engineers grey (Hel) £94

3348 Class 33/1 D6511 in BR Blue full yellow ends (Hel) £94

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

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3357 Class 33/1 33116 in BR engineers grey (Hel) £94

3348 Class 33/1 D6511 in BR Blue full yellow ends (Hel) £94

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DMUs



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) **BARGAIN** ... £72.50



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



8920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (Hel) (list £119.95) **BARGAIN** ... £59



8923 Class 128 DPU 55991 in Royal Mail Letters red (Hel) (list £119.95) **BARGAIN** ... £59



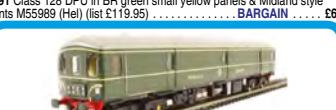
8921 Class 128 DPU 55992 in Royal Mail Letters red (Hel) (list £119.95) **BARGAIN** ... £59
8942 Class 128 DPU BR blue - weathered M55993 (Hel) (list £129.95) **BARGAIN** ... £69



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** ... £52



8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (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



8922 Class 128 DPU W55992 in BR blue yellow ends & no branding 'Scooby Doo' - weathered (Hel) (list £129.95) **BARGAIN** ... £59



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

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

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



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

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

EMUs



33-341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) **NEW** ... £118



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



R3259 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



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



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



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

Track Maintenance Vehicles



36-151 Plasser OWB10 crane, Self propelled track maintenance vehicle (motorised) (Bac) ... £50.96

Train sets - analogue



R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor) ... £120

Train sets - DCC



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

Coaches



39-577 BR Hawsworth Auto Trailer Crimson (Bac) ... £58.61



39-575 BR Hawsworth Auto Trailer Crimson & Cream (Bac) ... £58.61



R4712 Mk1 CK composite corridor S15913 in BR green (Hor) ... £27

R4705 Mk1 SK second corridor E24162 in BR crimson & cream (Hor) **NEW** ... £27

R4714 Mk1 SK second corridor M24912 in BR maroon - lights (Hor) ... £21

R4711 Mk1 SK second corridor S24916 in BR green (Hor) **NEW** ... £27

R4620 Mk1 SO second open M4980 BR crimson & cream (Hor) (list £24.99) ... **BARGAIN** ... £19

R4621 Mk1 SO TSO tourist second open 5354 Network SouthEast blue (Bac) **NEW** ... £38.21

R4616 Mk1E TSO second open 5764 in BR intercity (Hor) ... £23.10



39-501 BR Mk1 SLF Sleeper Car in blue & grey (Bac) ... £36.50

39-500 Pack of 4 (Bac) (list £171.80) ... **BARGAIN** ... £136



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

39-026 BR Mk1 SK E24945 2nd Corridor Maroon (Bac) ... £33.11



39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £48.95) **BARGAIN** ... £24

39-025 BR Mk1 SK Second Corridor Blue & Grey E25898 (Bac) ... £33.11



39-502 BR Mk1 SLSTP Sleeper Car in maroon (Bac) ... £33

39-502 Pack of 4 (Bac) (list £155.80) ... **BARGAIN** ... £120



39-051A BR Mk1 SO E4059 Second Open Maroon (Bac) ... £33.11



39-050G BR Mk1 SO E5057 Second Open Blue & Grey (Bac) ... £33.11



39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) (list £39.95) **BARGAIN** ... £18



39-363A Mk2 TSO Tourist Second Open Network SouthEast (Bac) ... £33.96



R4660 Pullman Third Class Kitchen Car - K-Type Pullman Car (Hor) (list £49.99) **BARGAIN** ... £33



R4661 Pullman Third Class Parlour Car - K-Type Pullman Car (Hor) (list £49.99) **BARGAIN** ... £33



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



38-034 100 tonne HHA bogie hopper wagon COLAS - weathered (Bac). £36.51



38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) (list £159.80) ... **BARGAIN** ... £130



38-030B Single (Bac) ... £33.96



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



37-654A Pack of 4 (Bac) (list £63.80) ... **BARGAIN** ... £34



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

33-309 20 Ton Toad brake van 114947 in GWR grey (Bac) **NEW** ... £12.71

33-310 20 Ton Toad brake van 114950 GWR grey - weathered (Bac) **NEW** ... £12.71

33-311 20 Ton Toad brake van ZXO DW68983 Departmental Yellow (Bac) **NEW** ... £11.86

33-125A Megapack of 8 35 Ton VBA box van sliding door in EWS (Bac) (list £191.60) ... **BARGAIN** ... £102

38-125A Single (Bac) (list £23.95) ... **BARGAIN** ... £14

38-125A Pack of 4 (Bac) (list £95.80) ... **BARGAIN** ... £54

37-064 Pack of 4 (Bac) (list £51.80) ... **BARGAIN** ... £30

37-087 7 wagon end door 06515 in GWR grey (Bac) **NEW** ... £12.71

37-090 7 wagon end door 18166 in SR brown (Bac) ... £12.11



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

07:00 - 18:00 Mon-Sat
09:00 - 17:00 Sun



38-150A Megapack of 8 80 tonne glw BDA bogie bolster wagon in Loadhaul (Bac) (list £191.60) **BARGAIN** £12
38-150A Single (Bac) (list £23.95) **BARGAIN** £15
38-150A Pack of 4 (Bac) (list £95.80) **BARGAIN** £58
R6725 BR 21 Ton Hopper Wagon (Hor) £14

NEW



R6759 BR Blue Spot Fish Van - Blue Livery (Hor) **NEW** £12
R6759 BR Blue Spot Fish Van - Blue Livery (Hor) **NEW** £12
R6643E BR Shunters Truck (Stoke Gifford) (Hor) **NEW** £12
38-425 Bulk grain bogie hopper VTO 'Traffic Services' weathered (Bac) £51.39
38-425 Pack of 4 (Bac) (list £29.80) **BARGAIN** £192
38-425 Megapack of 8 (Bac) (list £479.60) **BARGAIN** £370

BARGAIN

37-951B Pack of 4 Conflat wagon in BR bauxite BD container in BR crimson B709076 (Bac) (list £63.80) **BARGAIN** £50
37-951B Single (Bac) £13.50

NEW



R6724 Drax 102t biomass hopper in Drax 'powering tomorrow' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) **NEW** £83

NEW



R6723 Drax 102t biomass hopper in Drax 'Swoosh' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) **NEW** £83
R6766 ex-GWR Toad Brake Van W68724 in BR Grey (Hor) **NEW** £15
38-347A FNA nuclear flask wagon sloping floor & oval buffers in standard Buff. - Pack 43 (Bac) (list £29.95) **BARGAIN** £19
4F-014-004 Fruit D van W2023 in BR maroon - weathered (Dap) £15
R6642B GWR Shunters Truck (Fowey) (Hor) **NEW** £12

BARGAIN

<b

Visit

www.ehatton.com/new

for new releases



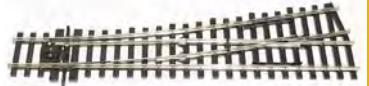
SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £35

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



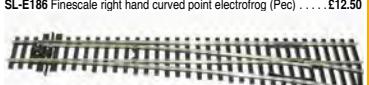
SL-E189 Finescale left hand large point electrofrog (Pec) £12

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



SL-E192 Finescale left hand small point electrofrog (Pec) £10

SL-E186 Finescale right hand curved point electrofrog (Pec) £12.50



SL-E188 Finescale right hand large 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

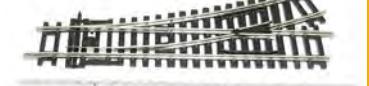
R607 2nd radius double curve track (8 make a circle) (Hor) £2.25

R607 Circle of 8 (Hor) £18

R826 Double 4th radius curve (8 make a circle) (Hor) £3

R601 Double Straight (Hor) £2.25

R601 Box of 24 (Hor) £49



R8072 Left Hand Standard Point (Hor) £9

36-072 Left-hand standard point (Bac) £7.52

R603 Long Straight (Hor) £3.25

36-603 Long straight track nickel silver (same as R603) (Bac) £2.76

36-603 Box of 10 (Bac) (list £34) BARGAIN £24.80

R8075 Right hand curved point (Hor) £14.40

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 track foam underlay Approx. 480mm (16") (Hor) £9

Railway publications

R8153 Hornby 2016 140-page handbook (Hor) £6

Buses

24331 30' BET Bus 'Hebble' (EFE) NEW £28



34113 AEC RT Bus 'London Country N.B.C.' (EFE) NEW £28



26329 GUY Arab II Utility 'Burton Corporation' (EFE) NEW £28

15111 Leyland National Long 2 Door Plymouth City Transport (EFE) NEW £28

29635 Leyland Olympian 'Tees & District' (EFE) NEW £28



15720 Plaxton Panorama 'Ribble' (EFE) NEW £28

Cars

76BN6004 Bentley MkVI Midnight Blue-Shell Grey (Oxf) NEW £4.75

76FC004 Ford Consul Granada Onyx Green (Oxf) NEW £4.75

Commercial vehicles



76AE019 AEC Matador and Trailer Robert Brothers (Oxf) NEW

76LA0214 Land Rover Series II Hard Back British Railways (Oxf) NEW £4.95

76SCA04LL Scania R Series Topline low loader 'McPadvens' (Oxf) £19

76SHL14WF Stobart - Hayler Turner (Oxf) NEW £18

Public Service vehicles

76SET34 5 Piece British Rail Set K8/CA/Q25/LR (Oxf) £20

76CM008 Commer Q25 British Railways (Oxf) NEW £5

Trams



CE00608 Tram car in red (Bac) £54

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

Tools

N Gauge

Steam locos



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

372-625 Class 2MT Ivatt 2-0-0 46521 in BR lined green late crest (Gra) £93.46

25-015-004 Class 2MT Ivatt 2-6-2 41310 BR black early emblem - weathered (Dap) £57

372-750 Class 4MT Fairburn 2-6-4T 6991 in LMS black (Gra) £97.71

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

372-953 Class 14 D5826 in BR Green Wasp Stripes - weathered (Gra) £72.08

371-033 Class 20 D011 BR Green Small Yellow Panel (weathered) (Gra) £97.71

371-086 Class 25/1 D5222 in BR Green (weathered) (Gra) £93.46

Diesel locos

25-020-001 Class B17 4-6-0 2864 'Liverpool' LNER wartime black DCC Fitted (Dap) £110

25-016-001 Class M7 0-4-4 250 in Southern Railway green (Dap) £53

25-016-002 Class M7 0-4-4 30126 in BR black early emblem (Dap) £53

Train packs

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

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

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

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

DMUs

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

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

BARGAIN

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

BARGAIN

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

EMUs

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

Train sets - DCC

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

372-953 Class 14 D5826 in BR Green Wasp Stripes - weathered (Gra) £72.08

371-033 Class 20 D011 BR Green Small Yellow Panel (weathered) (Gra) £97.71

371-086 Class 25/1 D5222 in BR Green (weathered) (Gra) £93.46

Coaches

2P-003-001 B Set Coach Twin Pack BR W6936W & W6937W (Dap) £22.78

374-191 BR Mk1 BCK Brake Second Corridor ADB977109 Departmental yellow (Gra) £24.61

374-0398 BR Mk1 BG Full Brake Blue & Grey (Gra) NEW £24.61

374-035A BR Mk1 BG Full Brake Crimson & Grey (Gra) NEW £24.61

NEW

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

Countryside Coal

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

Coaches

371-112 Class 31 31173 in BR Blue Full Yellow Ends (Gra) £100.26

371-111 Class 31 D5596 in BR Green Small Yellow Panels (Gra) £100.26

371-455 Class 37 D7251 in BR Blue (weathered) (Gra) £106.21

NEW

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

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

371-504 Class 42 Warship D832 Onslaught BR Green (as preserved) (Gra) £100.26

NEW

374-036B BR Mk1 BG Full Brake Maroon (Gra) NEW £24.61

374-258C BR Mk1 CK Composite Corridor Blue & Grey (Gra) NEW £25.46

374-051D BR Mk1 SK Second Corridor SR Green (Gra) NEW £25.46

374-055E BR Mk1 SK Second Corridor Blue & Grey (Gra) NEW £25.46

NEW

374-053G BR Mk1 SK Second Corridor BR Maroon (Gra) NEW

374-050F BR Mk1 SK Second Corridor Crimson (Gra) NEW £25.46

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

NEW

374-992 Mk1 Coach Pack Hunslet-Barclay Weed Killing Train (Gra) NEW £50.96

2P-005-260 Mk3 TGS trailer guard second 44028 Intercity Executive (Dap) £20

2P-005-360 Mk3 TGS trailer guard second 44039 First Great Western purple (Dap) £20

2P-005-160 Mk3 TGS trailer guard second 44035 in Intercity Welfare (Dap) £20

2P-005-061 Mk3 TGS trailer guard second 44031 in BR blue & grey (Dap) £20

374-831 Stanier Brake First BR Crimson & Cream (Gra) NEW £24.61

374-830C Stanier Brake First LMS Crimson Lake (Gra) NEW £24.61

NEW

374-846C Stanier First Corridor in BR crimson & cream (Gra) NEW £24.61

374-847A Stanier First Corridor in BR maroon (Gra) NEW £24.61

374-845C Stanier First Corridor in LMS crimson lake (Gra) NEW £24.61

374-852A Stanier Vestibule Composite in BR maroon (Gra) NEW £24.61

372-800B Class A1 4-6-2 60163 "Tornado" in BR Express blue (as preserved) (Gra) £135.96

372-012-004 Class A1X Terrier 0-6-0 7801 "Anthony" in GWR green shirburn emblem (Dap) NEW £63.66

372-013-004 Class A1X Terrier 9F 2-10-0 92052 BR black early emblem & BR1C tender (Dap) NEW £63.66

372-013-004D Class 9F 2-10-0 92052 in BR black early emblem & BR1C tender. DCC Fitted (Dap) £106

372-012-005 Class A1X Terrier 0-6-0 32655 BR black early crest (Dap) £63.66

372-012-007 Class A1X Terrier 0-6-0 5 "Portsmouth" GWR green shirburn (Dap) £63.66

372-012-008 Class A1X Terrier 0-6-0 3 Bodiam' in Kent & East Sussex blue (Dap) NEW £63.66

372-012-009 Class A1X Terrier 0-6-0 7 PowerHaul 70006 Freightliner (Gra) £119.95

372-012-010 Class A1X Terrier 0-6-0 7 PowerHaul 70006 Freightliner (Gra) £119.95

372-012-011 Class A1X Terrier 0-6-0 7 PowerHaul 70006 Freightliner (Gra) £119.95

372-008-005 Class A4 steam loco 60022 "Mallard" in BR green early crest & double chimney (Dap) £119.60

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



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£2 per single diecast item**

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Track - Code 55 Finescale Streamline



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) ... £94
SL-300F Single (Pec) ... £3
SL-300F 1 yard long Nickel Silver Flexible Track Concrete Sleepers (Pec) ... £50
SL-300F Pack of 30 (Pec) ... £31
SL-E399F 3-way finescale turnout (Pec) ... £26
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) ... £11
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) ... £11



SL-E390F Finescale double slip electrofrog (Pec) ... £35
SL-E389F Finescale left hand large point electrofrog (Pec) ... £11



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



SL-E392F Finescale left hand small point electrofrog (Pec) ... £9
SL-E388F Finescale right hand large point electrofrog (Pec) ... £11



SL-E395F Finescale right hand medium point electrofrog (Pec) ... £10
SL-E391F Finescale right hand small point electrofrog (Pec) ... £9

Buses



NBL006 Bristol Lodekka LD Eastern National (Ox) NEW ... £5.95
378-607 Leyland Atlantic Plymouth City Transport (Gra) NEW ... £8.46
379-545 Leyland Titan PD2 Southdown (Gra) NEW ... £8.46

Commercial vehicles

NAEC002 AEC Matador Pickfords (Ox) NEW ... £6

NDF006 Land Rover Defender LWB Hard Top Network Rail (Ox) NEW ... £3.95

Commercial vehicles

O Gauge (1:43 Scale)

Diesel locos

5352 Class 53 1200 'Falcon' in BR Blue full yellow ends (Hel) NEW ... £550
5351 Class 53 D0280 'Falcon' BR two tone green small yellow panels, (Hel) NEW ... £550
5350 Class 53 D0280 'Falcon' in original lime green cast crest (Hel) NEW ... £550
6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate water-slide numbers, sector emblems and, a selection of nameplates.) (Hel) ... £499

Coaches

4910 BR MK1 SO 2nd open in carmine & cream (Hel) (list £325) ... BARGAIN ... £250

Wagons

1002 33x class B tank in Waste Oil black (Hel) ... £63

50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) ... £509

Wagons

373-803 100 Tonne HHA Bogie Hopper Wagon Freightliner - weathered (Gra) ... £28.01
377-575C 102 Tonne glw IIA Bulk Coal Hopper Wagon GBRI (VTG) (Gra) ... £22.91
377-776 12 Ton Pipe Wagon BR Bauxite (Early) (Gra) NEW ... £15.26

NEW



377-777 12 Ton Pipe Wagon BR Bauxite (Late) (Gra) NEW ... £15.26

377-775 12 Ton Pipe Wagon BR Engineers Olive Green (Gra) NEW ... £15.26

NEW



377-876 25 Ton Queen Mary Brake Van in BR Bauxite (Gra) NEW ... £22.91

377-875 25 Ton Queen Mary Brake Van SR Brown Small Lettering (Gra) NEW ... £22.91

373-055 29 Ton VBA Box Van in BR bauxite - weathered (Gra) NEW ... £11.86

373-054 29 Ton VBA Box Van in Railfreight - weathered (Gra) NEW ... £11.86

NEW



373-629 31 Ton OBA Open Wagon in Railfreight brown (Gra) NEW ... £17.81

NR-515-Plank China Clay Hoad wagon (Pec) ... £10

373-360A BR Mk1 Horse Box in maroon (Gra) NEW ... £17.81

NEW



373-362A BR Mk1 Horse Box in SR green (Gra) NEW ... £17.81

377-701 JJA Mk2 Auto-Ballaster Non-Generator Unit (Flat Top Profile) Railtrack (Gra) ... £33.96

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

377-877 Queen Mary Brake Van EWS Weathered (Gra) NEW ... £22.91

377-965 Triple pack 13 Ton high sided steel open wagons BR bauxite - weathered (Gra) ... £28.01

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

373-235A Triple Pack of 16 Ton Steel Mineral Wagons BR grey - weathered (Gra) ... £36.51

DCC decoders

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

Cables & Wires

PL-82 Power feed joiners - Code 55/80 (x4 pairs) (Pec) ... £5.50

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 (Pec) ... £18

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



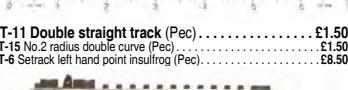
SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec) ... £2

Man-made scenic structure - railway-related

208Ratio Apex Platform Canopy (Rat) NEW ... £8

Track - Code 80 Setrack

ST-11 Double straight track (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



ST-302 Starter Track Set (Pec) ... £64



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

SL-300 Single (Pec) ... £3

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

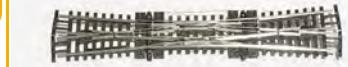
Track - Code 55 Finescale Streamline



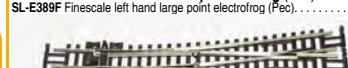
SL-E395 Left hand medium point electrofrog (Pec) ... £9
SL-396 Left hand medium point insulfrog (Pec) ... £9
SL-E395 Right hand medium point electrofrog (Pec) ... £9
SL-395 Right hand medium point insulfrog (Pec) ... £9



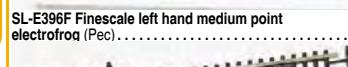
SL-E395 Left hand medium point electrofrog (Pec) ... £9
SL-396 Left hand medium point insulfrog (Pec) ... £9



SL-E395 Left hand medium point electrofrog (Pec) ... £9
SL-396 Left hand medium point insulfrog (Pec) ... £9



SL-E395 Left hand medium point electrofrog (Pec) ... £9
SL-396 Left hand medium point insulfrog (Pec) ... £9



SL-E395 Left hand medium point electrofrog (Pec) ... £9
SL-396 Left hand medium point insulfrog (Pec) ... £9



SL-E395 Left hand medium point electrofrog (Pec) ... £9
SL-396 Left hand medium point insulfrog (Pec) ... £9



SL-E395 Left hand medium point electrofrog (Pec) ... £9
SL-396 Left hand medium point insulfrog (Pec) ... £9



SL-E395 Left hand medium point electrofrog (Pec) ... £9
SL-396 Left hand medium point insulfrog (Pec) ... £9



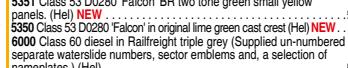
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LOCOMOTIVE CHALLENGE



9



4



8



10



1



In March 2015 we challenged **RMweb** members to build or modify a locomotive, to encourage more people to try their hand at model building. The competition had three categories - scratchbuilt or kitbuilt locomotives, modified RTR locomotives and static display items - to encourage the widest possible participation. All entries, bar one, were kit or scratchbuilt, the most challenging of the categories. Many thanks to everyone who participated. Over 50 people started projects and we can now show completed entries which have been submitted into the final stages. **BRM** readers can now vote on **RMweb** until April 10 to select an overall winner. ■

SCRATCHBUILT AND KIT-BUILT MODELS

1 RMWEB USERNAME: COLINK

0 Gauge DJH Class 02 kit in weathered industrial livery.

2 RMWEB USERNAME: BRIGHTSPARK

EM Gauge DJH BR Standard 5MT 4-6-0 with scratchbuilt chassis

3 RMWEB USERNAME: DE SELBY

Great Northern Railway (Ireland) 'VS' 4-4-0 in 4mm Scale, 21mm (5ft 3in) gauge from a Studio Scale Models kit with scratchbuilt additions.

4 RMWEB USERNAME: GARETH COLLIER

Scratchbuilt N Gauge SECR 'Aeolus' 2-4-0T. Built from scrap brass with modified NBrass boiler fittings. Chassis is an amalgamation of modified Farish Class 08 drivers, a GWR 94XX chassis block and Nigel Lawton micro motor.

5 RMWEB USERNAME: LONDONTRAM

00 gauge scratchbuilt Caledonian Railway '492' 0-8-0T utilising a Hornby 0-6-0 chassis.

6 RMWEB USERNAME: N15 CLASS

Scratchbuilt O Gauge LSWR G6 class 0-6-0T.

7 RMWEB USERNAME: NILE

00 gauge ex-LNER 'F5' 2-4-2T in BR lined black, built from 3-D printed body and chassis.

8 RMWEB USERNAME: NILE

00 gauge LSWR '0395' 0-6-0. Golden Arrow resin kit with a Wills chassis.

9 RMWEB USERNAME: PETE_MCFARLANE

Modified 00 gauge DJH SECR 'L' 4-4-0, modelled as No. 1768 in late-1930s Southern Railway green.

10 RMWEB USERNAME: MICKLNER

DJH kit-built 00 Gauge LNER Raven 4-4-2

HEADLIGHTS | LOCOMOTIVE BUILDING | Any Scale





11-21: RMWEB USERNAME: RhB SIMON

Simon Moore's story is one of overcoming adversity. Following a motorcycle accident his injuries left him with the full use of only one arm. However, he has moved forward from that by completing no fewer than 11 locomotive kits during the course of the challenge. Simon has now gone on to undertake kit-building commissions from other modellers. Irrespective of any outcome of readers' votes we would like to congratulate Simon on this remarkable feat.

11 OO Gauge DJH Class 02 0-4-0DH

12 OO Gauge London Road Models J3 0-6-0 kit

13 OO Gauge Jim McGeown ER J50 0-6-0T kit

14 OO Gauge Jim McGeown LNER J79 0-6-0T kit.

15 Craftsman OO Gauge Johnson 0-4-4T rebuilt from a badly-made kit.

16 Restored and rebuilt OO Gauge Craftsman Johnson 1F half-cab kit.

17 London Road Models OO Gauge LYR Aspinall 2-4-2T.

18 London Road Models OO Gauge LYR Barton Wright 'Ironclad' kit

19 Craftsman OO Gauge LYR class '28' kit with scratchbuilt firebox and boiler.

20 Jim McGeown OO Gauge N7 0-6-2T kit. MODIFIED READY-TO-RUN PROJECTS

MODIFIED READY-TO-RUN PROJECTS

21 RMWEB USERNAME: DARWINIAN
Modified Hornby OO Gauge GWR 2-8-0T, backdated to 1929 condition using Brassmasters parts.

22 RMWEB USERNAME: JON FITNESS
Modified Ixion O Gauge Hudswell, Clarke 0-6-0ST, converted to Manchester Ship Canal 0-6-0 side tank version.

For more details on the entries, visit the dedicated topic on **RMweb**.

W brmm.ag/BuildALocomotive

RUNSWICK BAY

Robin Taylor shares the story behind this well-travelled and popular finescale layout built by Keighley Model Railway Club's 7mm Group.

We all like to bring something back from the seaside to remind us of our visit. Instead of a stick of rock or a seashell we returned with fond memories of the wonderful scenery along the North Yorkshire coastline, picturesque buildings and the long-closed North Eastern Railway Whitby to Middlesbrough Railway. It was something we wanted to re-create as an exhibition layout, a desire that eventually evolved in to 'Runswick Bay'.

After our previous main line layout 'Ravensbeck' where express trains rattled round a large exhibition layout, we wanted to create something that further displayed the member's interests in the local non-railway scenery, history and culture and could still entertain the public if we forgot to bring the locomotives and stock.

That was the challenge, but on its first outing some years ago the layout was so different to our previous efforts in so many ways we operated for the first couple of hours almost without speaking to each other. Only when the positive comments and many exhibition invitations came in did we relax a little.

PICTURE POSTCARD

'Runswick Bay' consists of a selection of our favourite picture postcard scenes and buildings drawn from Robin Hood's Bay, Whitby, Sandsend, Staithes and the surrounding area. They are all brought together to create a scene where although most features are prototypical and recognisable, not all were as adjacent as seen on the

FACT FILE

■ SCALE/GAUGE
1:43.5 scale, 32mm gauge finescale O
■ SIZE
15ft by 15ft octagonal
■ ERA/REGION
1900s North Eastern Railway
■ LOCATION
North Yorkshire
■ LAYOUT TYPE
Continuous circuit
■ POWER & CONTROL
12V DC two-rail
■ WORDS
Robin Taylor
■ PHOTOGRAPHY
Michael Russell



layout. The period modelled is a little after the turn of the last century, the layout being designed to please both the modeller and general public alike by featuring both accurate modelling and operating features such as the coal drops and ironstone conveyor (see page 35).

Our operating staff are located on the outside of the layout, making it easy for visitors to see operations and ask any questions that they may have. By placing operators and control panels in the public space, lots of interaction occurs - including letting interested parties 'have a go', something I longed for as a child visiting my first exhibitions.

When not on tour, the layout is normally set up ready for operation in our Keighley clubrooms for open days and regular working nights. If you meet us on the exhibition circuit, feel free to ask questions about this or any of our other layouts or visit one of our regular KMRC club open days for a more leisurely look at this and our other many layouts working.

LEVEL BASE

Baseboard construction is a tried-and-trusted method employing $\frac{1}{2}$ in chipboard glued and screwed to 3in by 1in battens. Legs are hinged 2in by 1in timber fixed to each board, folding and clipping beneath each for transportation. The trackbed is always level, the board frames being lowered to various degrees to create the illusion of a railway in the rolling landscape rather than a 'flat earth' with hills built up upon it.

In the case of the harbour inlet the sea under the viaduct is barely 12in from the floor with the trackbed at 39in. This low level viewing area contains some of the layout's best scenic features, and particularly draws the attention of our younger viewers.

The unusual, almost octagonal, shape was chosen as it creates a smaller footprint when drawn around the ruling 6ft track curve radius. Each board maintains straight edges fixed to the 3in by 1in that can easily be slid into Dexion transportation and storage racks fitted with wheels to ease access between the hire van and exhibition hall. Even the 'pulpit' style control panel is fitted with wheels and doors to stow the control cables for transportation.

On any prototypical layout it is almost impossible to incorporate commercially available turnouts without including some offsets or kinks. In addition, we wanted to include prototypical NER turnouts featuring interlaced sleepers and have something that would maintain its strength when crossing the many baseboard joints. With this in mind we selected CCW whitetal chairs and Bonds OO bullhead rail giving the correct 80lb/ft track

Like this?

See www.keighleymrc.co.uk for more on the club's 7mm layouts.



2



and the correct 'toe inwards' lean of the rail. Spruce wood strips for sleepers were cut to length and stained before laying - if it needs to look like wood then use wood!

Chairs were sprayed with red oxide primer before construction, then touched up after wiring and rail painting was complete using red oxide for chairs and Humbrol track colour for rails.

Sleepers were glued into position on a cork base after first drawing out the trackwork at full size on the baseboards. We drew each rail out full size and checked the result before any materials were laid; it's always easier and cheaper to make your mistakes in pencil before starting to build. It's worth noting that real sleepers are placed closer together as a rail joint is approached to give support. We obtained the correct spacings with the help of members of the North Eastern Railway Association. Spacing jigs were made and joints averaged to fall on baseboard joints. Chairs were then slid onto lengths of rail before pinning to the sleepers using Peco track pins. Rail lengths were nicked or cut to the scale lengths and fine phosphor bronze strip was soldered to the side of each joint to simulate fishplates.

Turnout checkrails and crossing supports were not whitemetal chairs. We wanted some adjustment to be possible, so brass strip was used at these locations instead. Rails can be soldered and tolerances adjusted if required. These methods were not as time consuming as we expected and certainly cheaper. The trackwork on 'Runswick Bay' is now around 15 years old and still going strong, as well as looking good.

SEASIDE BUILDINGS

Our railway buildings were all made by KMRC member John Burnard so that they would match. Others were made mainly, but not all, by myself. Railway buildings usually employ quality card covered with brick embossed plastic card. This was first lightly sprayed with car aerosol red oxide and black. After drying, it was lightly sanded then odd bricks picked out in browns, oxides and tans; the effect is prototypical and pleasing.

Window frames were drawn in paint using a bow pen on clear plastic or in many cases made as a master and cast in whitemetal by member Doug Hey of Roundfield Engineering.

Cottages and other buildings were usually based on photographs then built using foamboard or photographic mounting card. I use two thickness - 10mm and 4mm - one side is peeled off then stone in random or dressed form can be drawn using a hard sharp pencil or blade, then widened using a pencil.

Colouring is done with diluted acrylics, rather than watercolours as these tend to fade. Downpipes and guttering are added using old wire coat hangers and umbrella frame as its 'U' section is perfect for guttering. Thin, cheap card is used for sagging roofs; when wet it distorts, so the ridge is cut beforehand to give a slight inwards curve. It can then be pulled and glued together at the ridge with contact adhesive to simulate a sagging roofline. Once wet the cheap card will distort the sides to further age and decay the building.

Roof tiles are cut from graph paper, if they are to be

LEFT: The lower harbour features buildings based on originals on the North Yorkshire coast including, to the left, a balconied building that is situated on the old east side of Whitby near the swing road bridge.

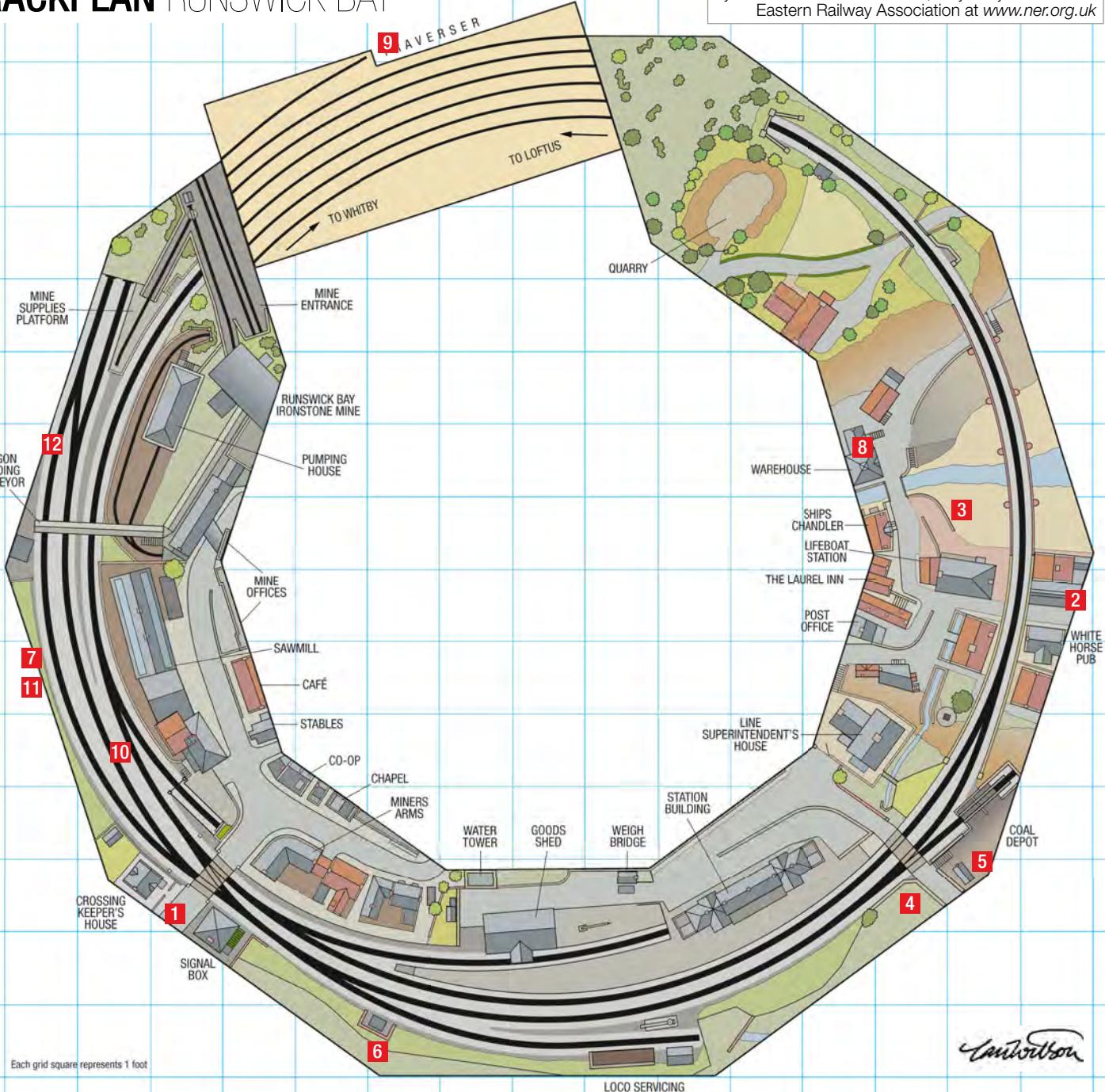
MEET THE TEAM

Keighley MRC's 7mm group has been building and touring with many 7mm scale layouts for around 40 years. Members are located throughout the north but mainly within 30 miles of Keighley. We also have two members in the Toronto area of Canada and one on the North Island of New Zealand. We range from engineers, bus drivers, surveyors and architects to ex-Gauge O Guild chairmen, area representatives and trade liaison officers. We're a mixed bunch, but with a common interest and different modelling skills. We are well known on the exhibition circuit touring with main line layouts such as 'Ravensbeck' down to minimum space 7mm layouts such as 'Rainton', 'Foston Mills' (September 2014 **BRM**) and 'Coverdale'. We organise the Keighley MRC October 7mm festival each year where, along with the other general scale club open days a number of the group's layouts can be showcased. **W** www.keighley-mrc.org.uk

TRACKPLAN RUNSWICK BAY

[More info...](#)

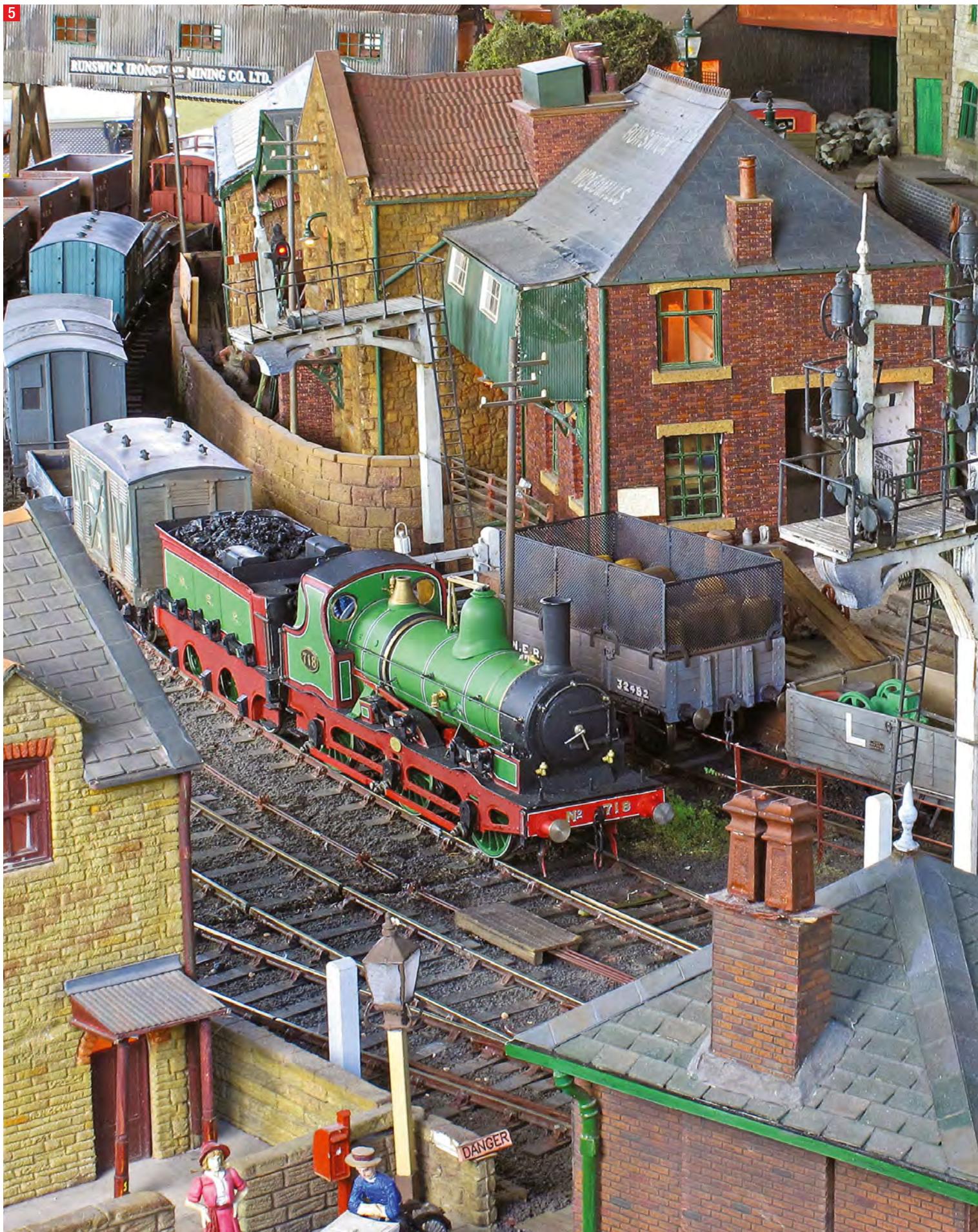
If you're interested in the NER, why not join the North Eastern Railway Association at www.ner.org.uk



RIGHT: A local train formed of 6w coaches arrives at the station behind a 'BTP' 0-4-4T.



LAYOUT | NORTH EASTERN RAILWAY 1900s | O Gauge





Ask the expert

Q What makes 'Runswick Bay' different from other exhibition layouts, and so popular with modellers and the general public alike?

A To ensure the layout appealed to viewers even when no trains were moving, a number of operating features were added, including working coal drops, water crane, operating level crossing gates, ironstone mine conveyors and sawmill machinery. Many previous smaller layouts built with KMRS member John Burnard featured working conveyor belts loading coal wagons. In reality Runswick Bay had short-lived coastal ironstone workings, so they were re-created on the model and based on the well-documented Skinningrove workings further up the coast.

So as not to leave coal out of the equation, a small set of staiths was created at the north end of the station, as could be seen at many NER stations. On our model coal hoppers, working automatic doors can be seen discharging their loads.

With the assistance of a canopy and dimmed spotlights, 'day' and 'night' scenes can be displayed to show the illuminated building interiors. All this helps to make 'Runswick Bay' one of the most popular layouts on the circuit, touring exhibitions at home and in Europe along with regular television or DVD features.



LEFT: '708' Class 0-6-0 No. 718 awaiting the signal to proceed into the station once the level crossing gates have opened.

uniform this makes it easier. They can be coloured before gluing on with dilute PVA. In this way occasional strips can be a slightly differing colour, Welsh blue, Cumbrian green and Cornish black slate can be reproduced.

Stone slab roofs are similar, but use slightly thicker card of a regular base size and randomly cut. The standard in this part of the world is mainly Dutch pantiles brought over as ballast in flat-bottomed coal sailing ships that took coal from Newcastle to Holland and brought back tiles as ballast for the return journey.

Thin corrugated paper found around packs of Cornish wafers was found to work and cut into strips with a scalpel at a 45deg angle so they can overlap slightly. Once glued with dilute PVA they were coloured and weathered with acrylic paints, some weathering moss can be added using fine dark green flock.

SIMPLE ELECTRICS

Electrics were kept simple for reliability and ease of use. The main line operates on our own design of hand-held controller providing 14V DC at up to 1Amp. A second controller handles shunting and exchange movements to the ironstone mine, so there are usually two trains moving at a time at shows.

Fulgurex slow action point motors are installed throughout, including the working catch points. Signals also have the same actuators for realistic slow movement. Some interlocking is provided but only for ease of





ABOVE: The station area with a '398' class 0-6-0ST awaiting servicing and Stephenson long boilered 0-6-0 No. 1275, as preserved in the National Collection, taking water from the motorised water crane.

operation, such as linking electrically the home signal arms with the NER 'calling on' arm or distant signal.

Ground discs all work using the same actuators, not only turning through 90 degrees but with the same movement operating the up/down balance weight. All signals are illuminated using tri- or bi-colour LEDs linked to the Fulgurex accessory output.

Visitors can see the route selected by coloured LEDs - green for main line and yellow for the mine sidings. Traverser selection and movement can be observed as can

operation of the various scenic 'gimmicks'.

It could be said that the NER over-signalled most areas - if a movement was possible it had to be signalled. In addition to ground discs it used 'calling on' arms - miniature signal arms below the main arm for movements within the station area. Vintage 90 degree disc turning boards were still in use in East Yorkshire right into the 1960s. All are re-created and can be seen working on our layout.

For strength, construction is in brass utilising square tube for the posts covered in 0.5mm ply. Cranks are soldered to operate the arms and wiring is hidden within the post. We must thank our retired member Allen Peel for his skill and dedication in developing and constructing these features.

TRAVERSER YARD

On any minimum space layout, space is at a premium and cannot be wasted. Approach pointwork to a seven-road fiddleyard would have tripled the required 6ft length of the loop to something unacceptable and swallowed up most of the scenic space.

A traverser was therefore selected for the storage yard, but to make it more interesting we built an automated unit. The main operator simply selects the road number he wants and the motorised traverser moves to that road. Auto-reverse microswitches are located at each extreme and further microswitches are installed beneath each road. Red LED indicators on the front control panel show the location of the traverser, green shows when the appropriate road is in line and a simple CCTV camera located above enables the operator to start and stop the train as required.

RIGHT: A look up the High Street emphasises the many different roof styles used in this area.



OPPOSITE PAGE: Looking down on to the quayside, it's immediately obvious that the mix of building styles clinging to steep cliffs captures the character of towns such as Whitby and Robin Hood's Bay.





LEFT: An automated seven road traverser yard provides maximum off-scene storage in a small area.



The idea was to have no operators present in this area but still have it on display. We do however have an operator present to answer the many questions, empty the ironstone wagons once they have returned from being loaded at the mine and fill the coal hoppers ready to be emptied when they return to the station coal staith.

ROLLING STOCK

Over the layout's 15-year history a number of new kits of North Eastern Railway prototypes have come onto the market, some partly due to the Keighley group's input. Many items we required were developed by our member Doug Hey, who now resides in New Zealand (his scratchbuilt NER snowploughs were featured in February 2015 edition of **BRM**). As time has passed, my interest in scratchbuilding has led to the construction of locomotives and stock from the earlier NER era, in particular prototypes which could be seen running in the pre-1900 period.

I can be seen up and down the country demonstrating the construction methods used in scratchbuilding. Why struggle with a poor kit of something 'near to' what you want, when, with very little extra effort, you can scratchbuild exactly what you want? All-metal construction is used for the locomotives, but brass

underframes below styrene bodies is a common combination for coaching stock. I would like to thank the North Eastern Railway Association for their help, in particular Mike Grocock in providing much information on prototypes.

PUBLICITY WORK

The group and its layouts have been featured in two books by Jack Ray who contributed so much over the years to the Gauge O Guild, plus a number of videos and DVDs. Over the years we've also appeared on television, including morning TV news at the Model Railway Club's show in London where the team from the West End musical *Starlight Express* could be seen rollerblading around the layout. Trips to the Netherlands and Germany were covered on overseas TV channels, and we've been lucky enough to feature in articles in both Dutch and German hobby press and a three-day shoot for Granada TV's drama series *Where The Heart Is*, during which we were fed more than well! ■

LEFT: Overlooking the sawmill private sidings reveals a view of the High Street. There are not many vehicles in sight.

BELLOW: A pick-up goods passes with a rake of ironstone hoppers in front of wood mill.





I ask the expert

Q The profile of the Middlesbrough-Whitby line was famously hilly, undulating between hills and steep valleys; how was this re-created on the layout?

A Scenery is pretty standard in some ways; embankments and cuttings were built using polystyrene sheets cut with a hot wire to save thousands of small white bits having to be cleared up each time we worked. Cutting and embankment grades should be at a maximum 1-in-2 grade as per the prototype. Do not be tempted to squeeze in something steeper. In reality, a steeper bank will slip without reinforcement and will look incorrect. In restricted spaces you will find that by using this grade ratio retaining walls will be placed more naturally. Photographs of the real thing should always be handy too.

Greenery is customised to the area concerned. We never use white plaster without some dark colouring. If scenery is damaged, the white area will easily show whereas a brown or grey coloured plaster won't. A basic wash of green paint is then applied followed by a basic and cheaper type of green flock powder. This is only as a key for the finishing coats.

More costly and graded flocks can then be applied; each field is done separately to give contrasting colours. Along

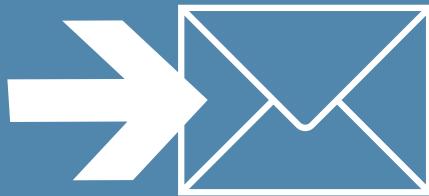


fences and hedgerows differing colours and grades are used to create the unkempt areas. Railway embankments and moorland areas need a deeper texture.

Many years ago we started using wire wool for hedgerows. Carefully tease it out quite thinly - wear gloves as it can cut quite badly, as I found. Spray it lightly with car aerosol red oxide or it will rust and decay. Glue in position with dabs of contact adhesive. It can then be finished with concentrated sprays of cheap 'extra hold' hairspray over which can be sprinkled small amounts of quality flock. We add small areas of bright yellow in places to simulate the gorse or purple to simulate the heather.

ABOVE: A Class D 4-4-4T heading south with matchboard excursion stock. The NER started building flat-sided matchboard stock after Sir Vincent Raven's visit to the USA during which he saw this type of construction.

INBOX



A Bachmann S&D '7F' 2-8-0 rumbles past with a train of 16t mineral wagons loaded with coal from Radstock on Stephen Sinden's 'Shillingstone' layout.



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SHILLINGSTONE REMEMBERED

 Inspired by your recent Somerset & Dorset special issue, here's a view of my railway based on Shillingstone on the S&D. It can be run from the 1960s through to the middle/late-1970s with just a change of motive power and rolling stock. It was chosen because Bachmann released cast resin buildings for the location under its Scenecraft range. Passenger coaches and goods wagons are RTR models by Bachmann, Hornby, Lima, Dapol and Mainline.

My thanks go to the other modellers for their ideas and methods, which I have read about in **BRM**. Some of the ideas I used or have modified to suit my own needs. Thanks also to my wife Kay whose patience has been tested with the time I've spent in the railway room!

■ **Stephen Sinden, Ashford**

STAR LETTER
WINS A YEAR'S
SUBSCRIPTION
TO BRM!

READER LAYOUT

MEMORIES IMMORTALISED



This is my model railway, housed in a small boxroom. It's my first attempt and as an ex-Br fireman I think it helps me to remember what steam sheds were really like. Most of my locomotives are Hornby and Bachmann, a few of which have sound. I sometimes wish I was back on the footplate, but this is the nearest thing to it. Thanks for the magazine - it's great.

■ **David Lyons, Manchester**

Your forum for sharing information, questions, praise, grumbles, projects, layouts and your thoughts on the hobby then and now.

CUT AND PASTE BACKSCENES

Here's my rather crude but inexpensive way of livening up a backscene. As I live in a semi-rural area, the property supplements in our local papers contain many illustrations of all types and sizes of both urban and rural properties. The variety in sizes makes them adaptable to any scale or for use as a distant or close backscene illustration.

The outline is cut out with a Swann-Morton scalpel. To prepare the backscene on MDF or hardboard, I find that a tester pot

of Wilkinson's turquoise matt emulsion paint gives a good impression of a lightly overcast blue sky.

Having only modelled railways for a few years after a lifetime of aero modelling, I find that now in my mid-80s, a more sedentary hobby gives much pleasure and is more appropriate than running after model aircraft! Thank you for an excellent magazine that provides stimulation and enjoyment.

■ **Frank Green, Hertfordshire**



Q/A FOOTPLATE CREWS

QI've just bought a Bachmann Midland 1F 'half-cab' and it really looks bare without a footplate crew. Where can I buy appropriate period figures that will look right in the cab?

■ **H. Wainwright, Ashford**

AFalcon Figures produces the 'Masterpiece' range of whitemetal locomotive crew figures which are ideal for this job.

Different poses are available as are bespoke figures for particular RTR locomotive classes. The crew posed in this Bachmann 1F had to be modified slightly to fit, but look very much at home.

■ **T 01428 727341**



fA very SPECIAL & DELIGHTFUL edition. Congratulations to all concerned in the excellent production of this commemorative issue. Many thanks for featuring and publicising 'Blandford Forum' and our railway club in particular. S&D memories will certainly live on forever.

■ **David Cash, Blandford Forum**

■ Follow us on Facebook: search for 'British Railway Modelling'

EVER READY - FOR LIFE!



I recently found an old copy of *Model Railway News* in which there was an interesting article about a man who had acquired an Ever Ready Underground train set (pictured). It brought back childhood memories of the time I had my first Hornby-Dublo set in the 1950s, while my friend next door had been given a battery-operated Underground Set. I recall it being quite crude with only an oval of track and I don't think the system was ever developed. My thanks to all the team at BRM, which I enjoy reading every month.

■ **Andrew Linham, by e-mail**



WEB CHAT

Bachmann recently unveiled its new N and OO gauge ranges for 2016/17 (see page 83) – this is what some RMweb members thought about the announcements.

RM web Very impressed by the ready-passengered coaches and multiple units. Hopefully it won't increase the price too much.

Hilux5972, New Zealand

RM web Unimpressed. Let's hope that Hornby continues to provide for the LNE/GE modeller of the steam/diesel transition period.

Pint of Adnams, East Anglia

RM web It's good to see that someone has warm feelings about NSE, as a commuter I think Bachmann is being brave. But, the announcements are amazing. The 2-HAP is welcome, as is a 2-EPB with passengers installed. Good luck to them.

Phil Gollin

RM web Nice to see some more pre-1923 liveries. Welcome as they are, I wonder why Bachmann is going to the effort of producing pre-Grouping locomotives if it isn't going to do matching rolling stock in a timely manner?

James Harrison, Staffs.

RM web I believe that the announcement of a Class 319 in N is a significant step. Feedback from the manufacturers suggests that multiple units don't sell, so to produce units (which are by no means universally loved) is a statement that it is willing to persevere. This can only be a good thing for N gauge.

Claud_Dreyfus, Sussex

RM web Looks like my wallet is safe this year. I was hoping for a lot more in N than reliveries, tweaks and reissues.

Talisman56, Clevedon

► READER LAYOUT

CARROG IN MINIATURE

'Carrog' is a small N gauge layout, 1.25m by 606mm, based on the beautifully restored station on the Llangollen Railway. It is usually stored in a cupboard and rests on a dining table when in use. The buildings are constructed from prints of the real thing, although they had to be somewhat compressed because of lack of space.

The scenery replicates the real area as far as possible. A surprisingly large fiddleyard is hidden by a



backscape printed from a panorama photographed at the station. I operate it as a heritage railway, so I can run anything that will go round 9in radius curves, although most of my stock is actually to be seen at the Llangollen Railway.

With minor changes it could represent any period of the station's history, as it saw few changes before closure, when it became derelict and after its astonishing reconstruction in the 1980s/90s. I built

several OO gauge layouts when my son was younger, but had never had one of my own since my Hornby clockwork O gauge as a child, and I didn't begin this one until I was 77 years old!

■ **Gordon Crapper, by e-mail**



YORKSHIRE DALES - IN CANADA



► READER LAYOUT

My layout is a fictitious BR(LMR) branch line through the western Pennines following a valley from Grassington to Aysgarth. There is a hamlet along the route from which I got the name 'Bishopdale'. I built 'Bishopdale' over the course of two years and spent many hours building the stock. I have a Hornby 4F, a Bachmann 3F 'Jinty' and a Hornby 0F 0-4-0T, all of which are detailed and weathered. The layout is DC analogue with signals and points operated by wire. All buildings have lights and there is a lighting pelmet to illuminate the layout.

There are many details still to add and parts of scenery to complete. Since I do not have much space, this small layout gives me a lot of pleasure.

■ **William Moore, Canada**

Q/A WAGON MARKINGS

Q Why do some steam era open and mineral wagons, but not all, have diagonal white stripes on their sides?

■ **Bruce Thompson, by e-mail**

A Diagonal white stripes on mineral wagons indicate that they have end doors for mechanical unloading and also the end at which the door is located. Wagons with bottom doors for unloading at traditional coal drops had a small white painted 'V' in the lower centre of the body. Some BR 16t mineral wagons, like the O gauge model pictured above on 'Kirkwood' (February BRM) had both end and bottom doors. ■





► READER LAYOUT

CHILLINGWORTH

I have had a number of articles published in **BRM** over the years; here's my latest, 'Chillingworth', which based on a Southern Railway location. My influences were my mentors, the late Martin Brent for his help with both my EM and 7mm layouts and the late Peter Korrison, both of whom enabled me to become involved with their layouts, building structures, scenic work and stock. They stressed the importance of placing the layout in a situation that was believable, either on a planned route or an actual station. Research was all important: histories, timetables, books were all consulted, as were photographs. Other colleagues and friends, who have similar interests, have helped me over the years and I am most grateful to them all.

■ John Cox, by e-mail



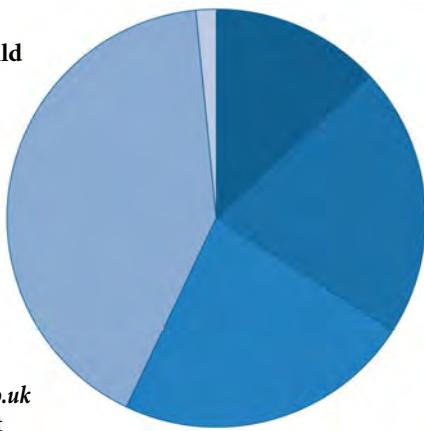
► READER POLL

Every month we ask **RMweb** members to vote on an important railway modelling question.

■ THIS MONTH'S QUESTION:

How often do you build locomotive or rolling stock kits?

- Never
- Occasionally
- A few each year
- I always have a kit on the go
- I only build kits



■ Go to www.rmweb.co.uk now to take part in next month's poll.

► CORRECTIONS & CLARIFICATIONS

We make every effort to ensure that all facts and figures published in **BRM** are correct, but if you do spot a 'clanger' please let us know by e-mailing

■ BRM@warnersgroup.co.uk

'SOCIAL HISTORY', FEBRUARY 2016 BRM

In Part 1 of the series about Leamington & Warwick MRS' 'Kineton' layout project we stated that the Stratford-upon-Avon & Midland Junction Railway connected with the GWR at Broom Junction, whereas it actually joined the Midland Railway's Barnt Green-Ashchurch line.



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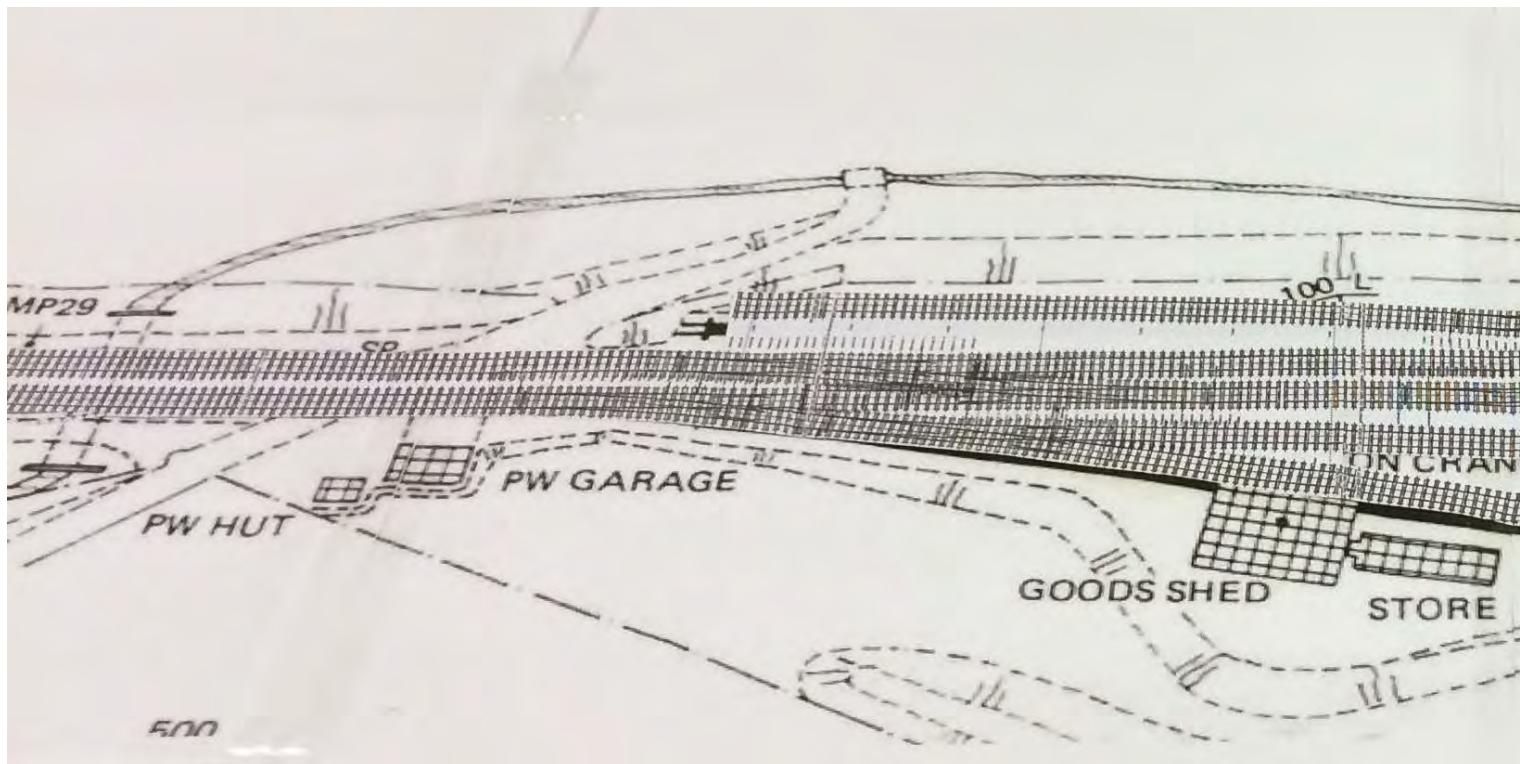
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BASEBOARD DESIGN

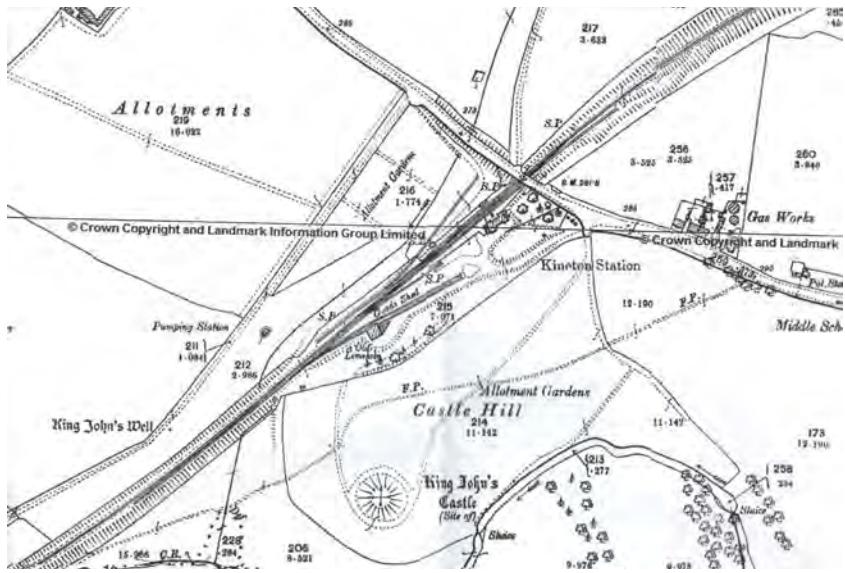
Leamington & Warwick Model Railway Society members describe how research material was turned into a modular baseboard design for their 'Kineton' layout.

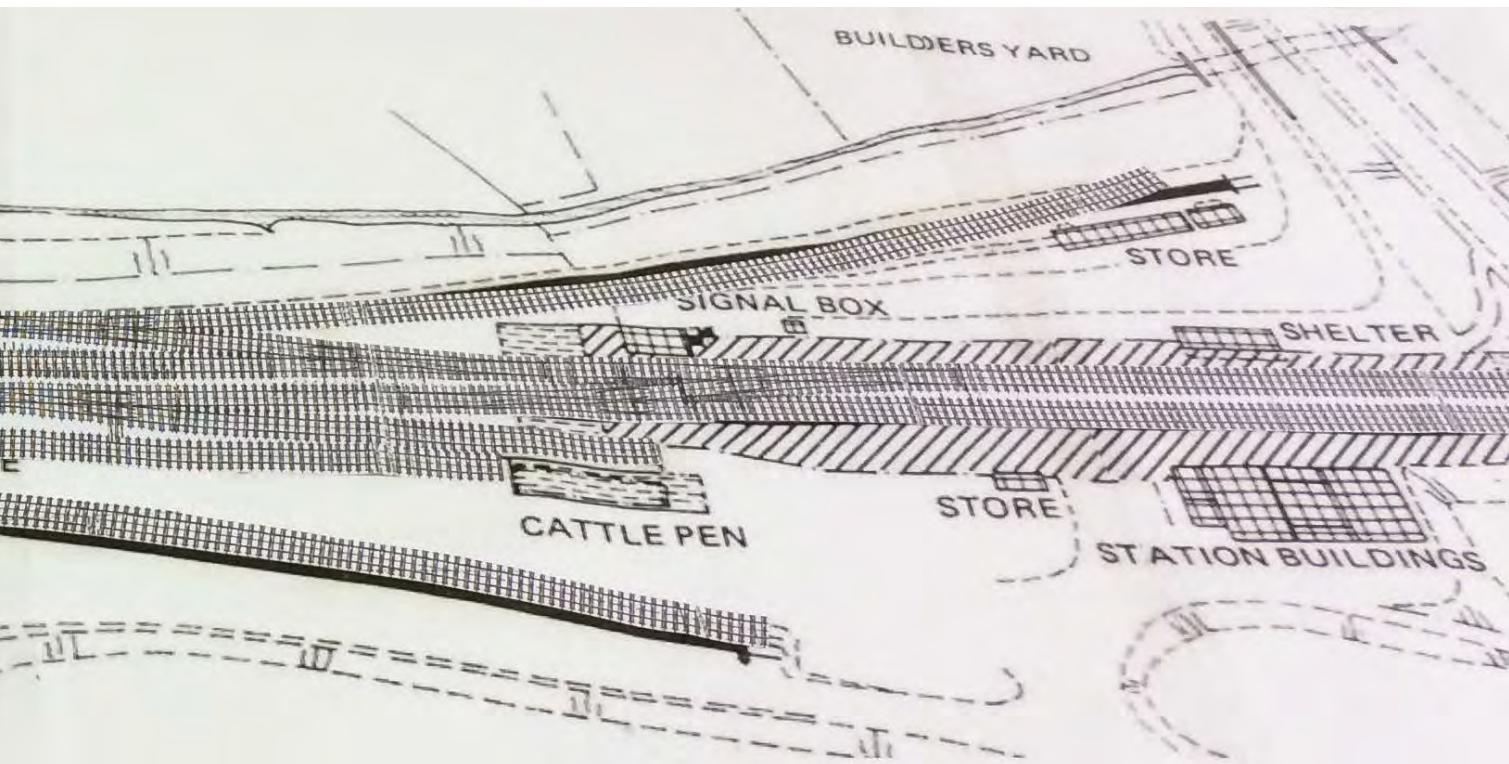
In the first article of this series about the creation of our new 2mm scale exhibition layout 'Kineton' (BRM February 2016), the process of researching and choosing a real location. The information gathered was then translated it into a design that could be implemented in model form suitable for exhibition display.

We set a number of objectives relevant to the design and construction of the model. Flexibility would be the key criterion, which would enable the core layout to be extended either by adding individual members' own models or by follow-on development by the group itself. On the Stratford-upon-Avon & Midland Junction Railway (SMJ) line between Broom Junction and Towcester there are numerous locations worthy of future attention, which clearly meant that an agreed baseboard standard would be required to facilitate any future extensions.

Our research uncovered at least three variations of the trackplan throughout the life of the station (1884, 1922 and 1964). Before designing baseboards, we had to decide exactly which configuration we wanted to model. After careful consideration, it was decided to adopt the 1922 version as a 'best fit' for the era we planned to model.

To turn the research into a model trackplan we identified a number of potential software products. However, bearing in mind that we planned to build our own track, it quickly became clear that most of the options only provided 'pick and place' templates. After seeking advice, it was felt that the most sensible choice would be Templot (www.templot.com).





One member of the group undertook the task of learning to use the software and the effort was soon rewarded as he was able to accurately model specific turnouts and crossovers in our chosen trackplan. Given the lack of detail on the historic plans, an important consideration was the exact positioning of turnouts and crossovers and the ability to make minor modifications to those positions in order to fit our chosen trackplans to the proposed full-size baseboards, and ensuring that no turnouts or large scenic items would sit on the baseboard joins. Once these techniques had been mastered and individual paper templates printed, the group was able to better visualise the proposed position of key features on the layout in relation to the track and surrounding area. This also enabled potential problems to be identified and ensured that sufficient space was provided for buildings and other landscape features such as the road overbridge located immediately at the end of the platforms.

SCALE REPLICA

To confirm the accuracy of our plans, we built half-size replicas of the individual baseboards in foamboard, at which point we were able to test the track positioning by printing a half-size plan of the layout on paper. At this early stage adjustments were made to ensure that there was sufficient space to install underboard point actuators and signal positions were soon added and refined for the same reason. We soon realised that what we had developed provided an interesting exhibit in its own right and could be used to raise awareness of the project. Our simple half-size model gave us an interesting visual aid which became a perfect companion to folders containing the extensive research we had accumulated.

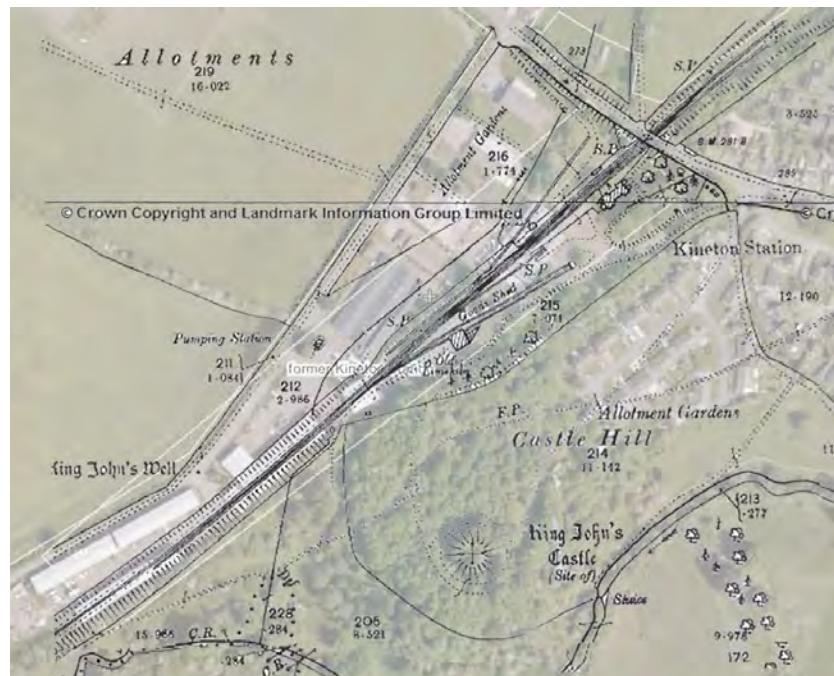
ABOVE: A trackplan generated in Templot was overlaid on a scale printout of an OS map to give the correct positions for the buildings and earthworks.

BELow: An old OS map was also superimposed on modern aerial photography of the site taken from Google Earth.

As a result, the model became the central focus of the display taken out to stimulate interest within the community in and around Kineton as well as at model railway exhibitions such as Warley and The International N Gauge Show. It subsequently generated numerous further research leads.

This prototyping approach proved invaluable and we later applied it extensively to other aspects of the project by developing concept models for trackbuilding and control electronics, but more of that later.

We now started to look at the topography of the site which has changed significantly in recent years to facilitate the building of an industrial park. On





the ground there are very few landmarks remaining other than the original roadbridge which crossed the railway at the end of the platforms.

Much of the land beyond that has been levelled and consequently it is not immediately obvious that the railway ran around the north end of the village in a cutting on its way east towards Fenny Compton.

At the western end, visible geography suggests that the land started to fall away and that the railway must have run some way towards Stratford on an embankment, but again there was little evidence of this in the vicinity of the site itself.

We resolved the topography as best we could using satellite images from the internet overlaid with a 1905 Ordnance Survey map which showed the detailed station layout at that date. It now became obvious that the main line formed a gentle 'S' bend over the full length of the trackplan, thus providing the final piece in the puzzle of how to lay the track out across the baseboards. By positioning the track at a slight diagonal over the central board, track leaving the layout at the far end of each end board could be positioned centrally and at right angles to the baseboard joins, thus making it possible to satisfy one of our key objectives which was to achieve a standard end interface.

The SMJ was a single track railway, so the use of a standard end interface made it practical to build common fiddleyard components for use at either end of the layout. Consequently a design was created that would allow for multiple roads on a sliding cassette unit which would move across the baseboard to either send or receive trains despatched from the station. The inclusion of a cassette system, under development, will allow for greater variety of stock to be deployed from either end.

ABOVE: FREMO organises large gatherings of modular baseboard builders to create enormous displays where trains run through the various compatible sections.

BETWEEN: Elite Baseboards was able to supply boards that were compatible with FREMO templates and its own standard design.

MODULAR BASEBOARDS

With the design of the track layout at an advanced stage, the final baseboard design could begin in the knowledge that a firm specification could be produced. At that time the group did not have the necessary woodworking skills to launch into a full blown bespoke construction programme, but as a number of members had already invested in boards from Elite Baseboards (www.elitebaseboards.net) we took a closer look at its baseboard interface template and decided it would be suitable.

At the same time we were thinking about starting this project in November 2013, a large European layout was displayed at the Warley National Exhibition. Although it was HO, it demonstrated how individual modeller's efforts could be brought together to form a very large exhibition layout. The exhibit was presented by the FREMO Modular Layout Group from Germany. It spurred our group towards the use of standards that



would facilitate connectivity to as yet unplanned projects.

Modular systems are much more common in Europe and North America than in the UK. There they tend to have a separate event circuit for modular systems where, rather than a general model railway exhibition, a modular meet comprises a large number of compatible modules, of a single scale, combined into one very large layout. Operation is the focus of the event and participants either control their own section, receiving and despatching trains by operating a pre-defined 'timetable' of events, or act as drivers following their train across the various sections, obeying the routing and signalling instructions encountered on the way. This type of event is designed for participation rather than for visitors who simply view the operations from a distance.

The principal design of FREMO standards is to support this type of event and consequently its primary concern is to define inter-module electrical connectivity and standard interface templates for module ends.

At this point it is sensible to distinguish between a 'module' and a 'baseboard' in the context of the FREMO standard. Kineton station will be made up of three baseboards which will always be operated together. Those three units together make a single 3,600mm (about 12ft) long 'module'. It is only at the outer ends of the module, in this case the single-track lines towards Stratford and Fenny Compton, that standard ends are required to connect to other modules or a fiddleyard.

FREMO standards provide for single and double track templates with the possibility of four ends; straight, cutting, embankment and a ledge or a combination of all three, enabling different landscape features to merge seamlessly together. In addition the standard also covers locomotive control (DCC), scenic features, and a lot of other points designed to ensure that a modular layout constructed according to the standard will be able to connect to an unknown neighbour at meetings, look both sensible and consistent, and operate reliably.

We decided to adopt the FREMO-N solution for our module end interface boards. This immediately gave us a defined landscape configuration for our module end board embankment exit at the Stratford-upon-Avon end and a cutting landscape at the Fenny Compton end of the Kineton module.

FREMO STANDARDS

During our investigation of FREMO standards we found a small English group existed and were relieved to find that the original German documents had been translated into English. This derivative is known as FREMO-N with Brit-N amendments to accommodate British 1:148 and continental 1:160 scale.

It takes a finescale approach to N gauge, and the amendments are largely designed to cover differences in operating practice between European and British practice. The standard is available at www.ios-railway.de/pix/N-REandGreat-britNGuidelinesv2012-10-14.pdf.

During the time spent investigating baseboard interface solutions we consulted with Elite Baseboards to establish the practicality of manufacture and integration with its own end template design.

It confirmed they were able to work with FREMO template drawings, so we commissioned Elite to produce the boards for 'Kineton'. Although we had to wait, the time was not wasted because work continued with a prototype build of the track, pointwork and control systems, enabling a more precise definition of the relationship between the track and the baseboards and an exact configuration of the pointwork required. ■

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HOW TO...

MAKE A PARK

SHOPPING LIST

MATERIALS

- 1 Brick embossed plastic card
- 1 Foamboard
- 1 Acrylic/enamel paints (various)
- 1 Lichen
- 1 Noch Laub
- 1 Coloured pencils
- 1 Milliput
- 1 Evergreen 4506 tiles
- 1 0.7mm florist wire
- 1 PVA glue
- 1 Spray glue
- 1 Hornby R8874/78 foam
- 1 Woodland Scenic Poly Fibre
- 1 Cereal packets
- 1 Silver sand
- 1 IPA or washing up liquid
- 1 Chalk pastels (grey/brown)
- 1 Static grass (1mm)
- 1 Contact adhesive
- 1 Lollipop stick

TOOLS

- 1 Paintbrushes
- 1 Airbrush
- 1 Old cloth
- 1 Modelling knife
- 1 Compass
- 1 Wire cutters
- 1 Drill and drill bits (1mm-4mm)
- 1 Scissors
- 1 Eye dropper/spray bottle
- 1 Toothbrush
- 1 Hot glue gun

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Municipal parks are a great way to add a splash of natural colour to a town or city scene. **Michael Russell** shows how he made one.

Parks are common in Britain and if you're modelling a conurbation of any size, you should consider adding one to your layout. There are several closely linked with railways, perhaps the most famous being Sydney Gardens in Bath and in a few cases there are even miniature railways running through them. Modelling a park will give you an opportunity to model non-native trees. Conifers are much easier to model than broadleaf trees. The regimental layout of parks is also a boon as it is easier to replicate in miniature than the untamed look of wild areas.

This parkland was easy to build and reasonably realistic results can be obtained with little effort compared to modelling broadleaf trees. You may want to include a few of the latter in your park too.

Never model from memory, research beforehand and visit your local park with your camera. Observe how the different elements really look. Be on the lookout for small enhancements that will make your model look more realistic. I mention a few that I spotted in the captions, but I'm sure you will notice others. ■



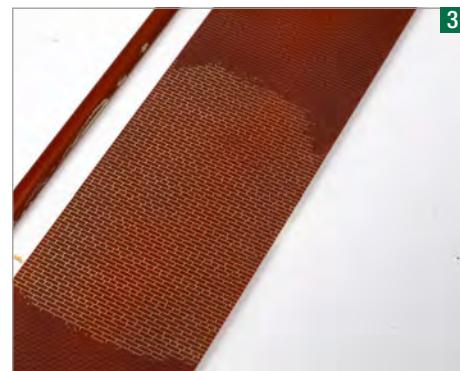




Start with the walls. Paint the embossed plastic card using a brush or airbrush, in Humbrol (or similar) brick colour. Prime it first if you are using acrylic paint.



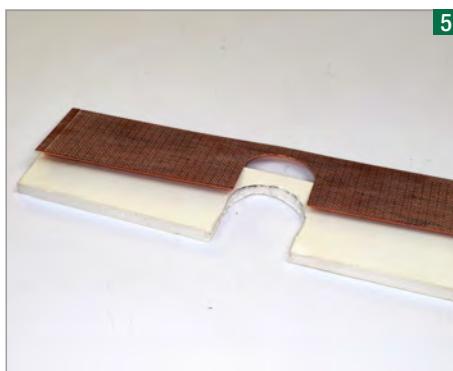
Add a mortar colour and work it in so that it fills the gaps between the bricks. I used an Inscribe acrylic called 'Desert Sand' purchased from an art store



Using a cloth, rub the mortar colour off the surface of the bricks to leave a wall that looks newly built with fresh mortar.



Weather the brickwork using various shades of brown, orange and red pencils, picking out random bricks to add character to the wall.



The brickwork is supported with foamboard. This wall is twice the height of a 4mm scale figure. The archway is marked using a compass, then cut with a knife.



Glue the brickwork to the foamboard, then use air-drying Milliput to cover up exposed foam around the inside of the arch. Scribe and paint once dry to blend in.



Paint and add matching coping stones to the wall tops. I'm using Evergreen Scale Models 1/3in tiles (Ref. 4506). Fix them with contact adhesive, then weather the base.



For the vegetation, the conifers are made from lichen. It's a dense material that's fallen out of fashion, but still ideal for making conifers. First, break it into smaller pieces.



Acquire some wire from a DIY or garden centre (about 0.7mm is ideal) and make an armature by twisting several strands of wire together using pliers.



Coat the arms of the wire armature in PVA adhesive and add one piece of lichen per branch. This creates a base for more detailed foliage.



Trim the tree to shape and add more lichen if necessary. You should be looking to make a cloud-like shape. Study a few real conifers first to get a feel for their shape.



Spray with carpet underlay glue and sprinkle with a leaf mix such as Hornby (R8874). Single stemmed conifers are made with a single piece of wire and (R8878) turf.



Trees and shrubs are delicate. Use an offcut of wood, suitably drilled with holes, as a stand for your models before they are permanently planted in position.

The climber on the wall is made using Woodland Scenics Poly Fibre. Pull it out into strands, spray with scenic glue and sprinkle with Nohc Laub (leaves).

Cut pieces of thin card to mark areas of path and lawn and fix with contact adhesive. I painted the different areas and stained the dividers with a weak acrylic wash.



Vary the surface by looking for areas where ground is disturbed. A circle is cut and filled with Milliput to model a sunken area where foot traffic has damaged the grass.

Sprinkle paths with silver sand, spray with isopropyl alcohol (IPA) or water/washing-up liquid mix. Wet the sand without disturbing it before adding a water/PVA mix to glue.

Use chalk pastels to colour the path. By observing the real thing, you'll note that paths are smoother where heavy foot traffic occurs, so add more chalk in that area.



Paint areas of grass with PVA and add the static grass. These 1mm summer fibres give an appearance of closely cut grass.

In areas where gravel and grass meet, the former will always invade the latter. Add chalk dust from the path to discolour the grass in high traffic areas.

Add longer grass under trees, in corners and along walls - all places that are hard to reach with a mower and tend to be neglected.



Drill holes where trees and shrubs are planted and fix with contact adhesive. Bend over wires underneath for security. I fix larger items from below with a glue gun.

The flowers are ready-made by MiniNatur (998-23 and 998-21) and the soil is play pit sand, held in place with Johnson Klear floor polish and black acrylic paint.

With a little patience and creativity, this slice of 'urban getaway' can be created for most layouts and eras. All it takes are a few scenic products.



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5



6

MINORIES (GN)

Based on a classic layout plan, Tom Cunningham's layout imagines a suburban terminus deep in the heart of central London as it could have been in the BR blue diesel period.

This layout is unashamedly based on one of the all-time classic layout plans, 'Minories' by the late Cyril Freezer. His concept was to show that a busy terminus could be modelled in a limited space using the proprietary sectional track available at the time. Our model is an imagined extension of the Moorgate 'Widened Lines' further into the City of London to a three-platform terminus close to Fenchurch Street.

The period is late-1960s to early 1970s, prior to electrification of the suburban lines from King's Cross and St Pancras, with a heavily peaked service conveying commuters between Hertford, Hatfield and Luton and the city. Whilst the tight curves and steep inclines of the tunnels around King's Cross limited the length of coaches and trains, there was sufficient variety of motive power at this time to make it interesting to model relatively realistically.

Cyril Freezer's 'Minories' plan was first published in 1957 but has appeared frequently since. I first encountered it in a secondhand plans book I was given as a teenager. The result was some doodling to try and re-create the Metropolitan (now Underground) station at Liverpool Street. To mark the 50th anniversary, in late-2006 a group of Model Railway Club members

FACT FILE

SCALE/GAUGE	
4mm: 1ft scale, 18mm gauge EM	
SIZE	13ft 9in by 3ft
ERA/REGION	1970s ER/ LMR
LOCATION	City of London
LAYOUT TYPE	Terminus to fiddleyard
POWER & CONTROL	12V DC analogue
WORDS	Tom Cunningham
PHOTOGRAPHY	Andy York

BELOW: Suited commuters from the City of London await their trains back to the leafy suburbs.

RIGHT: In the final years of locomotive-hauled GN suburban trains, 31222 draws in with a train of Mk 1 non-gangwayed stock.

looking for a new project set out to re-create the plan as closely as possible, but aim for higher standards using modern techniques including hand-built turnouts.

Most of the group was already interested or modelling in EM gauge, so one of the few changes to the original plan was to move away from OO gauge.

We discussed what period and area to model, and narrowed it down to two choices - either locomotive-hauled Metropolitan stock or the City 'Widened Lines'. At the time the range of RTR stock for either was limited, but the cost of kits for the 'Met' stock was higher, and there was more available that could be adapted for the 'Widened Lines'. What's more, BR blue era Great Northern/Midland stock that ran on the 'Widened Lines' would work on my longer-term layout project.

FINESCALE UPGRADE

Our main compromise has been to slightly lengthen the points to give more generous curves, making the scenic area about a foot longer and 2in wider than Cyril envisaged. This allows a locomotive plus four coaches - a small reduction from the prototype before the platforms were lengthened at Moorgate to allow six-coach trains when the ex-LNER 'Quad-Arts' were replaced in the late-1950s/early-1960s.

It was always designed to be portable for exhibitions, and after checking it would fit in the back of my car at the time, we built two identical 3ft 11in by 1ft (1.2m by 0.3m) scenic boards. These consist of 18mm birch ply for the ends and a central cross piece, 6mm ply for the top, front and back-scene and 9mm square softwood along the 6mm ply joints to give better rigidity. They were carefully cut, PVA glued and held together with clamps before using a nail gun to add extra strength.

The fiddleyard is a six road traverser, slightly longer than a locomotive and four coaches, with a shorter than ideal lead in, this made the board 5ft long, about the maximum size and weight for one person to carry safely and just the right length for a car roofbox. The moving table is a plywood sandwich, mounted on three heavy-duty filing cabinet sliders on an 18mm ply skeleton. Tracks are located using heavily modified brass door bolts, turned down on a friend's lathe to a good fit inside some brass tube that was soldered into the original casings.

Six turnouts were drawn up in Templot (track planning software), and constructed together on a separate piece of 6mm MDF. The printout was stuck







firmly on the MDF, followed by the sleepers. I used C&L components, but following a bad experience with expansion distorting rails in plastic sleepers, I now build track with a number of soldered copper-clad sleepers to provide a firmer 'box' structure. It provides a good balance between reliability and aesthetics.

Building the junction as a single unit meant I could use longer sections of rail to achieve smooth curves and check the alignment throughout from all angles. Switch rails are operated with Tortoise motors, using Exactoscale adaptor plates. The switch rails with their silver-soldered droppers to the sub-surface tie bars were fitted after the whole MDF assembly was fixed to the ply baseboard surface.

Plain flexittrack was laid on MDF glued to the ply. I installed Kadée electromagnetic uncouplers in the board flush with the top surface. I also installed the brass screws I use for rail end protectors, and filed them to profile. Track was glued with a small amount of PVA, and when it had dried, soldered to the end protectors before being cut at the board joints.

The layout is wired for DC, so after checking everything worked electrically I sprayed the track with general mucky brown colours and rails with a mixture

ABOVE: A DC Kits Class 105 DMU has arrived from the north and gets ready to take another load of commuters home.

RIGHT: Deep retaining walls and narrow platform canopies are closely based on those from 'Widened Lines' stations such as Barbican.

of rust and black, and installed the platforms before ballasting. Ballast was painstakingly tapped and brushed to the right position, then lightly sprayed with water from a plant mister with some washing-up liquid, before a pipette was used to very gently flood the ballast with a 50/50 PVA water mix and some extra washing up liquid. When it had all set, I cleaned off the rail tops and made sure the switch rails still moved.

URBAN STRUCTURES

The characteristic deep retaining wall was originally made of two layers of 3mm hardboard; a front one with the recesses cut out, and then Scalescenes brickpaper glued down. This was effective and lasted for about five years but I wanted more depth and the current walls are resin castings based on those at Barbican. There are two types of wall - a light brick for the station itself with vertical fronts and a slope to the recesses, and those elsewhere with almost vertical recesses and sloping pillars. I made masters from styrene sheets two and four recesses wide respectively, and cast the sections from moulds which are then glued together to form the wall.

I assumed that the original station roof was damaged by World War Two air-raids, so the platforms have

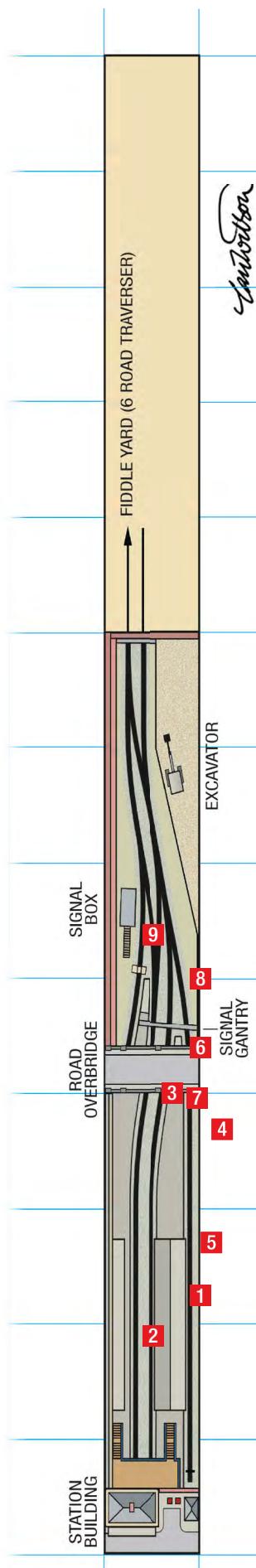
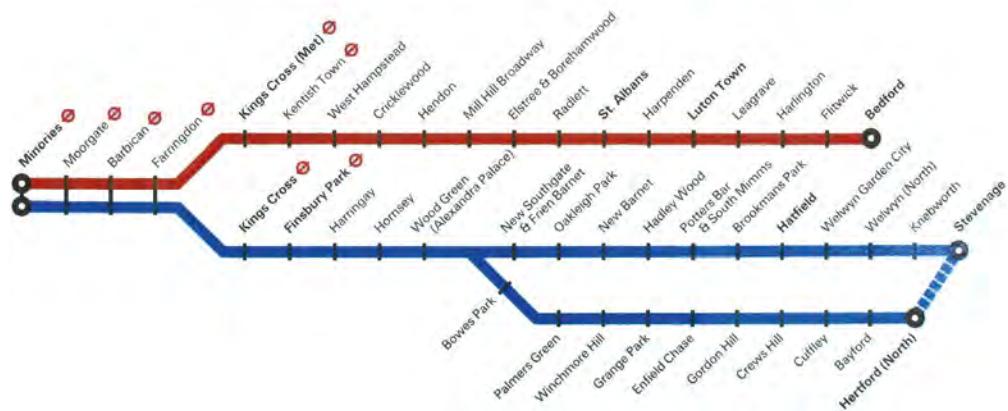
■ BACK STORY MINORIES

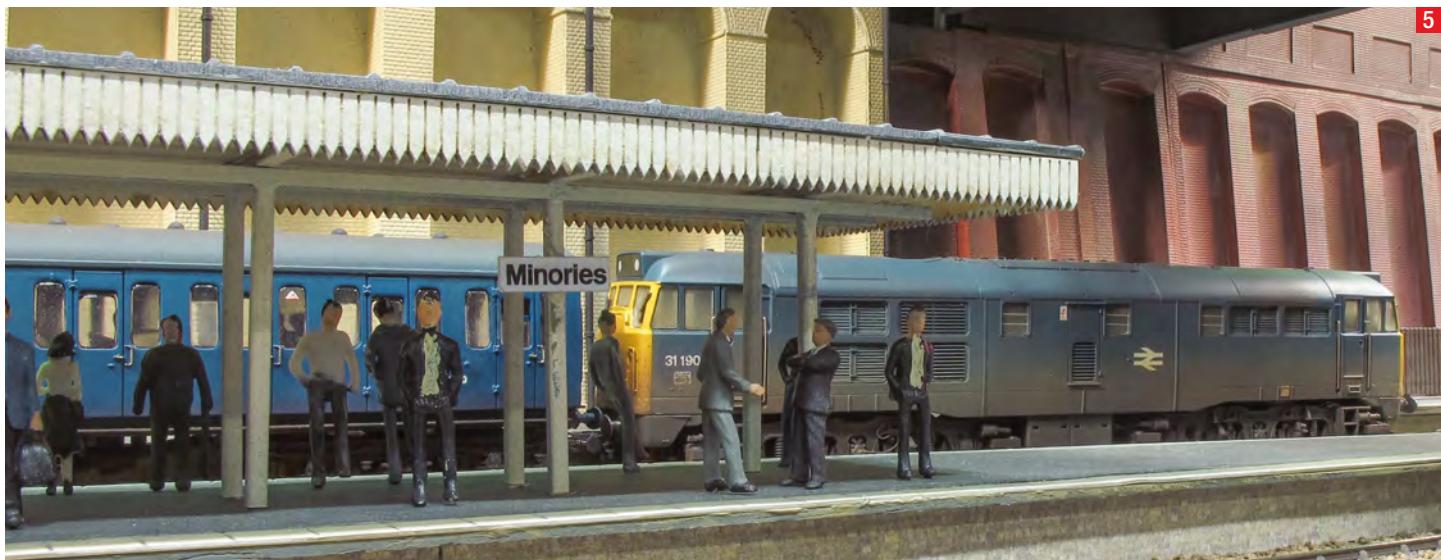
Minories is the road between Tower Hill and Aldgate, an area surrounded by several railway lines. Our assumption is that an additional line made it into the area - an extension of the City 'Widened Lines' from Moorgate penetrating further into the City of London. Local railway historians will be aware of the trouble the Great Northern Railway had in accessing the City. From 1868 the company had access to Farringdon and Moorgate via the Metropolitan Railway, and at about the same time to Blackfriars and Victoria via the Snow Hill Tunnel and London, Chatham & Dover lines. Although the Canonbury curve was built in 1874 to allow it access via the North London Railway

into Broad Street and the eastern side of the City, the LNWR (which had invested heavily in the line to Broad Street) objected. This was later resolved by the NLR operating trains to and from GNR stations. At the same time connections to the south-east of the City were poor - rows between the Metropolitan and District Railways meant that the Inner Circle wasn't completed between Mansion House and Aldgate until 1884 and it isn't too difficult to imagine that, with eyes on a lucrative market, the GNR financed its own extension beyond Moorgate to Minories, with a possible future extension further east onto the London Tilbury & Southend Railway.

David Weston

Minories





MEET THE BUILDER

I grew up overlooking Camden sidings and Primrose Hill station. My first model railway came from a suitcase of secondhand Tri-ang 'Super 4' track, an H&M 'Duette', a Hornby 'Britannia' and some rolling stock. I realised that there was rather more to the hobby when I encountered the Model Railway Club stand at a Model Engineering Show at Wembley in the early-1980s. I joined a couple of years later at the then minimum age of 14 and was welcomed into the 'New Annington' team. My modelling continued in OO gauge until space constraints led briefly to N gauge and then to EM. My first exhibition layout, 'Exchange Sidings', was a 12ft by 2ft industrial layout set in the Forest of Dean exhibited from 2004-13. I organised the layouts for the last few IMREX events, and am currently the exhibition co-ordinator for the London Festival of Railway Modelling. I'm also a member of the EM Gauge Society, S4 Society and MERG.

'temporary' canopies made from steel girders and a felt and baton roof. These provide shelter for the passengers, which are mostly cheap plastic figures bought in bulk from China, repainted to reflect city-type suits from the 1970s. They are fixed with a short piece of wire drilled and glued into a foot and the platform. A few of the more prominent people are better quality (and much more expensive) models.

The cleared site at the right-hand end is a precursor to the coming redevelopment of the site, in which I imagine a Moorgate-style overbuild of the station and approach lines. This means the station is being allowed to deteriorate even further. The station building is two Kibri kits modified to better represent some of the characteristics of GNR Italianate station architecture with more British style roof, canopy and windows. The footbridge has its origins in an Alan Gibson kit.

One of the most recent things to be added is the signal



ABOVE: The platforms are starting to get busy as 31190 backs onto the stock to form a northbound train.

LEFT: Departures are controlled by this impressive gantry over the end of the platforms, complete with working searchlight signals.



gantry. I had been pondering how to make 'searchlight' signal heads when I came across 'Signalist' heads, which have been added to a steam-era Traintronics brass gantry. The signals are interlocked through the built-in switches in the Tortoise motors. The signalbox was originally a Prototype Models card kit, but has been replaced with a more modern cabin, modified from a Peco plastic kit.

ROLLING STOCK

Over the last ten years, there has been a huge development in ready-to-run stock suitable for 'Minories'. Most of the locomotives used are RTR, with EM wheelsets (generally Ultrascale), Kadee couplings and numbers and headcodes suitable for the period. Although Class 31s dominated the last few years of locomotive-hauled trains, I've extended the period and assumed other diesel classes based at Finsbury Park and used on suburban services remained into the blue era. These came in especially useful when several Hornby Class 31s suffered from chassis rot and took a while to replace. A Silver Fox Class 23 'Baby Deltic' and modified Lima '26' have now been replaced by Heljan models.

Our four Class 105 DMUs are DC Kits models with 'Black Beetle' motor bogies, and can run individually or in pairs. The Class 116 and 127 units for Midland services are 'cut and shut' Lima '117' DMUs.

Peak hour GN suburban trains were the last outpost of BR non-gangwayed 57ft Mk 1 coaches. A regular commuter called Peter Neville took detailed notes of the differences between the seemingly identical coaches

I ask the expert

Q What attracted you to the BR blue diesel period, and did it limit the scope for interesting operations, locomotives and rolling stock compared to earlier eras?

A Imagine a small run-down passenger terminus in the heart of the City, with a highly peaked diesel train service from and to a range of destinations on the former GN and Midland main lines. It isn't as dull as it sounds as the GN service in the green and early blue period included a wide range of locomotives on suburban services, including Classes 15, 20, 21, 23, 24, 26 and 31, hauling five or six-coach trains of Mk 1 suburban coaches, supported by Cravens Class 105 (and occasionally other) DMUs. Midland services were worked by Class 127 suburban DMUs. It's certainly more interesting than first appears, and an area and period not often modelled. In reality, only certain Class 31s and Cravens units with tripcocks fitted to comply with the Underground signalling were permitted through from the GN by the 1970s, but we assume other types made it past King's Cross.

and I decided to model at least the exterior to match his notes. They were formed into semi-permanent sets; inner-suburban sets went down the 'Widened Lines', whilst the outer-suburban sets terminated at King's Cross.

The 'inner' sets were made up of Second (S) and Brake Second (BS) vehicles, as produced by Bachmann. As well as repainting them into blue, I lowered the ridges on the roofs as recommended by Tony Wright. Because they're older models, the sides are fairly thick with deep set glazing, so prior to fitting South Eastern flush-glazing I took some plastic off the openings with a scalpel blade to allow the glazing to sit flush inside. Coach sets have specific markings on the ends, and as

ABOVE: A rebuilt Lima Class 117 represents the suburban DMUs that ran though from the Bedford line, adding further to the variety of traction on show.



nobody made these as transfers I commissioned them from 4D Models. Its minimum sheet size is A4, so I filled the sheet up with DMU destinations and coach numbers which makes it cost effective. It's also easier to put on numbers in blocks than as individual characters, and probably not much more expensive especially as lots of '5' decals are required.

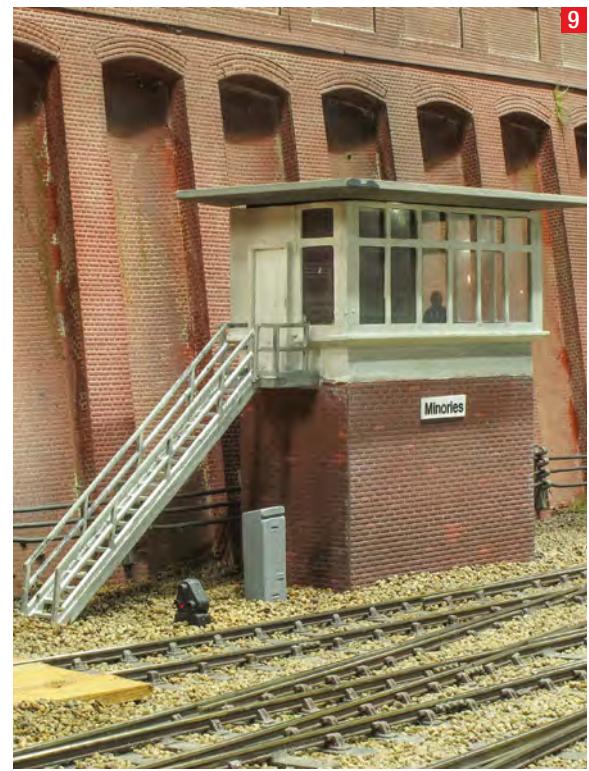
Passenger windows have the appropriate 'No Smoking' and 'Ladies' compartment labels, and the passengers inside are cheap figures from China. Replacement wheels are mostly Black Beetle nickel-silver inside the original bogies, and they are fitted with Kadee couplers.

Our outer suburban rake consists of Composite Lavatory (CLO) and Second Lavatory (SLO) vehicles as well as a BS. The CLO is only available as an etched side from Bill Bedford, so I made the rake from his side kits combined with Comet Models chassis, roof, ends, bogies and details.

Operation generally reflects a peak hour service, with a locomotive-hauled sets arriving and departing from the two longer platforms and run-round moves. DMUs use the shorter bay platform. There's no formal schedule, but the cycle of trains leads to a rhythm and almost continuous movement on the layout. ■

ABOVE: Heavy civil engineering dominates this line cut in to the heart of the City of London.

LEFT: The post-war BR signalbox is a Peco kit modified to fit a restricted location.





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DECODING DCC: PART THREE

FINE-TUNE A DECODER

Howard Smith continues his series on Digital Command Control for beginners with a look at decoder function mapping and the advantages it can bring.



ABOVE: All you'll need to get started 'mapping' a DCC decoder is pictured here. A DCC controller (in this case a Bachmann Dynamis Ultima), a locomotive and a section of track connected to the programming track terminals. A DCC system and decoder manual are also helpful to keep at hand.

Installing a DCC decoder or DCC sound decoder into a locomotive is one thing, but it's better to properly configure it and ensure everything works just as you like. Consider it like adjusting a rear view mirror and seat in a car. We all have our custom settings and it's similar with model railway controllers.

Isn't it annoying when you have to randomly press buttons on a DCC controller in the hope of eventually getting the right function? Have you ever tried to get the buffer clash sound, only to hit the whistle/horn sound by mistake?

The default configuration of sounds and functions on decoders varies from one manufacturer to another, so if you have more than one brand, similar sounds might be triggered by different keys. Remembering them all becomes a

headache, but there is a solution.

A technique known as 'function mapping' seeks to alter the configuration variables (CVs) of a decoder so that each accessory function, be it a sound, light or movement is attributed to a specific key of your choice on the handset. As such, you don't need to re-wire a decoder if you'd like the cab lights to appear on button F2 instead of F3. It's helpful if you're trying to

keep track of what each button does throughout your locomotives.

Function mapping only needs to be done once and making sure you know how is an important aspect of your DCC learning curve. Try and keep the new values consistent throughout your fleet. I recommend changing more than one CV at a time to avoid one function being controlled by two separate buttons - it's better to 'swap' functions. ■

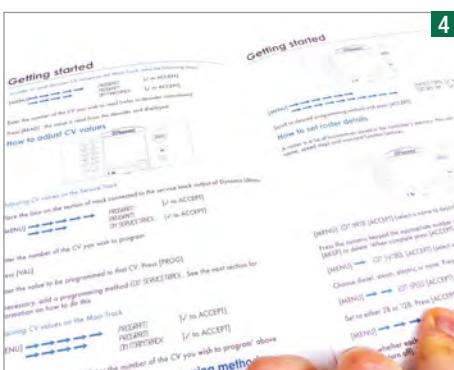
mapping limits

The number of functions you can map is determined by the limits of your decoder. Some lower-end decoders will only give you limited function-mapping access. Others, such as the entry-level Hornby R8249 can't be mapped at all. Take this into consideration when choosing your decoder. Under NMRA standards, function mapping is controlled by altering the values of CVs 33 to 46. This only caters for a maximum of 12 function output changes, but many of the 'high-end' and more advanced decoders such as the Zimo MX-645 I'm using here has an extended function map available by altering CV61. For this, always refer to your manual.



I'm going to re-map the CVs on this Bachmann Class 08 diesel shunter fitted with a Zimo MX645 sound decoder, as shown in parts one and two of this series.

Always consult your decoder manual before altering the values of CVs. A thorough read of the Zimo decoder manual on page 24 is advised before starting.



I'm using a Bachmann Dynamis controller to change the CV values. To familiarise myself with the menu, I'm consulting the 'quick guide' supplied in the box.

Despite the possibility of programming decoders in operating mode (OPS), I use a dedicated programming track to avoid possible shorts generated by other users.



Entering programming mode is as simple as using the joystick to flick up and down until 'Program' is displayed. The tick button below is then pressed.

If a decoder has been previously altered, before changing a CV, read and check its current value against defaults in the manual. It'll help later on if you need to revert.

Function key the cab	CV	Number key on ZIMO cabs	10
F0	#33	1 (L) fw	FA12
F0	#34	1 (L) re	F
F1	#35	2	
F2	#36	3	
		4	

Before changing the CVs, let's think about what we'll do first. The value of CV36 controls what button F2 on a keypad will operate on the decoder.

Function outputs								11
FA6	FA5	FA4	FA3	FA2	FA1	Rear light	Front light	
7	6	5	4	3	2	1	0	●
7	6	5	4	3	2	1	0	●
7	6	5	4	3	2	1	0	●
7	6	5	4	3	2	1	0	●
4	3	2	1	0				

The current value of CV36 is 3, so button 2 operates function 2. Changing its value to 2 will make it operate function 1 as per the table.

Function key on the cab	CV	Number key on ZIMO cab	Function outputs							3
			FA12	FA11	FA10	FA9	FA8	FA7	FA6	
F0	#33	1 (L) fw								6
F0	#34	1 (L) re								6
F1	#35	2								6
F2	#36	3								6
F3	#37	4			7	6	5			9
F4	#38	5			7	6	5			3
F5	#39	6			7	6	5			3
F6	#40	7			7	6	5			3
F7	#41	8	7	6	5	4	3	2	1	0

The table of CVs shows the default values (highlighted in red) and key to which they are allocated. Button F6, for instance is allocated, as expected, to F6 on the decoder.



The default locomotive address default is '3'. Calling it up on screen is a quick procedure that involves scrolling left and right using the keys until it is found.

Function key on the cab	CV	Number key on 2560 - 2000	Function outputs							Function outputs						
			FA12	FA11	FA10	FA9	FA8	FA7	FA6	FA5	FA4	FA3	FA2	FA1		
F0	#33	1 (L) fw							✓	8	5	4	3			
F0	#34	1 (L) re							✓	6	5	4	3			
F1	#35	2							✓	7	6	5	4	3	2	1
F2	#36	3							✓	8	5	4	3	2	1	0
F3	#37	4						✓	7	6	5	4	3	2	1	0
F4	#38	5						✓	7	6	5	4	3	2	1	0
F5	#39	6						✓	7	6	5	4	3	2	1	0
F6	#40	7						✓	7	6	5	4	3	2	1	0
F7	#41	8	✓	7	6	5	4	3	2	1	0					
F8	#42	9	✓	7	6	5	4	3	2	1						
F9	#43	0	✓	7	6	5	4	3	2	1	0					
F10	#44	↑ 1	✓	7	6	5	4	3	2	1	0					
F11	#45	↑ 2	✓	7	6	5	4	3	2	1	0					
F12	#46	↑ 3	✓	7	6	5	4	3	2	1	0					

Currently, reading the decoder manual, function F1 is linked to function key F1 on a DCC handset, highlighted in red. Let's change that to key F2, highlighted in green.



Now, both function buttons F1 and F2 operate function F1 on your locomotive. Keep note of the new values in your manual or on a card for each model. Job done!

IS YOUR EYESIGHT AFFECTING YOUR RAILWAY MODELLING? AND WHAT CAN YOU DO TO MAKE THE MOST OF IT?

Ophthalmic optician and railway modeller Graeme King explains the problems we can experience with our eyesight as we get older and how they can be overcome.

As modellers we are almost inevitably interested in seeing small details at close range. Those lucky enough to enjoy perfect eyesight, youth, good eye health, good general health, ideal illumination, good access to the task, comfortable working posture, pleasant working temperature, decent ventilation, plus both the option and the wisdom to take breaks from the work at reasonable intervals may never have the slightest difficulty when trying to inspect their models. For the rest of us who have to function in an imperfect world problems may arise. This article considers some of the things that should help to solve or avoid those problems.

NORMAL EYES?

If you have significant basic problems with the structure, health or optical nature of your eyes then it is likely that you will have to address those problems before you get satisfactory vision for modelling purposes. In my professional role as an ophthalmic optician I'm still occasionally surprised to encounter people who think their vision is more or less normal but who are found to have major, long standing problems, so don't just assume you are OK! Go for a proper sight test and make sure that the optician knows that one of your specific aims is to have good vision for modelmaking. If you want good advice on particular tasks that cause you difficulty, before you go for your test think about how close you want to get (or need to get) to that difficult task and measure the relevant distance from your eyes to the work. Consider also taking with you an example of the things you are trying to see, as the optician may not realise just what you are trying to achieve.

It is not my place to tell you which optician to choose of course, nor to dictate the way in which you choose one, but you might want to think beyond gimmicky saturation advertising campaigns and the various low-price or 'added value' offers. Why not call in somewhere and have a chat with one of the staff, or indeed the optician if he/she happens to be free, about your needs and objectives before you book in for a test?

You should be able to get an impression of whether the optician and the staff are good listeners with a thoughtful, flexible and constructive approach. If you think they fail to appreciate your needs or seem to be working from a high-speed sales script rather than listening to your individual needs then you can always try elsewhere. Of course, if you do find some good specialised advice it may not all be on offer free of charge, even to those who get the normal NHS sight test at no cost.

FAVOURABLE CONDITIONS

If you've had your eyes checked to be sure that they are healthy, or if you have decided that my suggestions regarding a sight test can be ignored, then it is sensible to look at the matter of lighting before you start thinking about magnifiers or other optical devices. In many situations improved illumination will reveal a great deal of extra detail in the image you see without any need for magnification. See? I'm not just trying to flog you some

glasses or other optical equipment!

Do you notice how much easier it is to see all sorts of things outdoors in full daylight, providing it isn't dazzlingly bright direct sunshine? The sky supplies a huge amount of light from many directions to the object you are trying to see, and because the sky is a diffuse source of light there is little or no reflected glare.

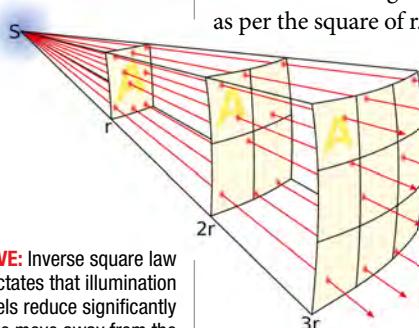
If you go indoors the artificial lighting may, if you are lucky, seem bright too, but if you are of an age to have them you'll almost certainly find that you need to get your reading glasses out in order to see close details that were perfectly visible in daylight.

The fact that the light may seem quite bright indoors is an illusion caused by the ability of the eye to adapt aspects of your vision to varying light levels. Unfortunately you cannot maintain all aspects of vision in lower levels of lighting. The normal compact sources of artificial light are also likely to cause glare problems simply because they are so much brighter than their immediate surroundings.

Good light for your model railway or workbench is provided most economically by placing the extra sources of light as close as they can be to the task without causing other problems. Illumination levels reduce as you move away from a source of light according to an inverse-square law. For example, if you move twice as far from a light source you get only one quarter of the original illumination, three times as far and you get only one-ninth, four times as far and it's a mere one-16th. A traditional 100W bulb (if you can still get one) in the central light fitting in a room may look 'bright' but it isn't a very efficient or effective source of light if you are trying to see small details away from the light fitting!

In the diagram (left) consider the light rays spreading from the source S. At range 'r' they are spread over one square unit of surface, at '2r' they will be spread over four square units, at '3r' they spread over nine square units, hence the light intensity or illumination reduces as per the square of r. A good idea for any workbench is

an angle-poise lamp. Normally, it should be positioned so that its light falls onto the bench from a position close to your shoulder. The light source is then close to the task but out of your view (so there's no direct glare from the bulb). The light is shining away from your eyes towards the object with reflected



ABOVE: Inverse square law dictates that illumination levels reduce significantly as we move away from the source of light.

glare from the object also mainly going away from your eyes. The offset to one side will allow the light to pick out surface texture or 'relief' on the model as it will throw subtle shadows to the side of such details. If you need even more light on certain tasks you can pull the lamp head forward, keeping it angled to throw the light across the bench and away from your eyes, although you won't want it forward all the time as it gets in the way!

I used to find the heat from an angle-poise lamp at close quarters objectionable, but this need no longer be



TOP: A good quality desk lamp is an essential item for a modellers' workbench.

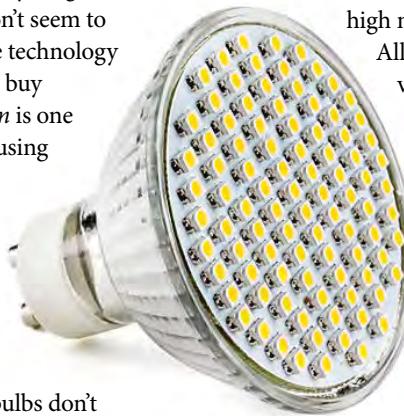
ABOVE: LED light bulbs are the best and most energy-efficient solution for illuminating a workbench.

a problem. Traditional incandescent bulbs produce far more heat than light, halogen bulbs are better but still produce lots of heat. 'Energy saving' coiled fluorescent tubes are bulky, ugly, slow to reach full brightness and not in my experience very long lasting.

However, modern white ultra-bright LED bulbs are vastly more efficient and even if dearer in first cost, their very low running costs and claimed very long lives make them good value for money. Shops don't seem to know what it is best to stock yet as the technology is evolving rather than standardised. I buy mine via the internet (www.ledhut.com is one specialist supplier) and I'm currently using spot bulbs with a 3W rating and 420 lumen light output, equivalent (or so I've read) to some 50W halogen spot bulbs!

As the bulbs don't get blisteringly hot you can work close to them without discomfort or danger of burning yourself on a hot lamp. The bulbs don't fit directly into a traditional bayonet or Edison screw socket, being GU10 type, but adaptors are available fairly cheaply so you can use the bulbs in older sockets. I also get my adaptors via the internet.

Another reasonable idea I've seen recently, on **RMweb** no less, for close-quarters illumination at the workbench, is an LED headtorch of the kind used by cyclists and cavers. Providing it is comfortable to wear for the required time one of these can certainly be adjusted to shine the light exactly where you want it although there's not much offset of the light beam from your line of sight, so surface texture may not show up particularly well with this kind of illumination.



Working with back bent or twisted, shoulders rounded or hunched, head down won't do you any favours. Working with head tilted back and your arms above head causes rapid fatigue and discomfort for most people.

The time and trouble needed to reposition the modelling task before you start may seem off-putting but it can work to your advantage. Give some thought to the possibility of raising the surface of your workbench so that while you can still position your arms and hands comfortably there is no need and no freedom to slump forward over the work.

Moving the work closer to your eyes, providing that you can still keep your vision in focus comfortably, also provides a certain amount of magnification of the image that your eyes see, without you having to buy any form of magnifier. Halving the viewing distance in effect gives 2x magnification, cutting the range to one-third gives 3x magnification and so on. I imagine that is obvious without the aid of a diagram.

MAGNIFICATION OPTIONS

If you've made sure that your eyesight is as good as it can be, that you are using enough light in the right way and you are working in the right position at the correct distance, yet you still cannot see the small details that matter to you, then a magnifying device of some sort needs to be considered.

Don't assume that a magnifier claimed to give a high magnification will offer the best result.

All magnifiers give you a restricted field of view (width of vision) and the restriction is worse for high magnification.

The restriction may make you feel unsteady when using the magnifier. A very restricted field of view will stop you from seeing the whole model while working on the small details, making it harder to tell whether the overall appearance is right.

A restricted field of view makes you more likely to knock things over or disturb them unintentionally. Even without the restricted width of vision, the more you magnify an image the harder it becomes to judge positions and distances.

Even holding the object and your tools steady enough to work begins to look increasingly impossible when your view is highly magnified. Unless your magnifier works like a telescope, and I can't think of any suited to modellers that work in that way, then a magnifier will also restrict you to a short working and focussing range.

It could be argued that most devices sold as magnifiers aren't really providing magnification, they are simply allowing you to maintain a clear view while seeing the object from abnormally close range, at which range of course it looks big. Your view beyond the distance of the task you are working on will be blurred, more so the higher the magnification. Try before you buy if you think you need a magnifier and steer your choice towards the lowest power of magnifier that will actually do the job,

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POSTURE MATTERS

Even if you arrange for ideal lighting for your modelling then the ability to see well and to keep seeing comfortably over time obviously may be restricted if you don't give some thought to your working posture.

thus minimizing all of the problems that inevitably arise.

Blurring beyond close range can be a real nuisance if you choose a magnifier that is worn on your head, like a pair of glasses or a visor, although at least those magnifiers keep your hands free to hold the work and the tools, with the magnifier in the right place in front of your eyes when you are doing the job. The flip-up type of visor magnifier offers a bit more versatility.

So long as the weight of the visor doesn't bother you, so long as you can flip the lenses up out of the way when you've finished that part of the job that you are doing, without disturbing the work you've just done, and without damaging the visor or your face with tools you've not yet put down, then you can see 'normally' again without having to take it all off.

That may be better than having to take off a pair of glasses, forget where you've put them and then find them damaged at a later time! Some headband magnifiers come with interchangeable lenses to give you a choice of magnifications to suit different tasks.

Of course, if you get the right magnifying spectacles, which may not need to be anything more than a more-powerful-than-usual pair of reading glasses, then they may be suitable for lots of other tasks and rather than taking them off to see clearly in the distance you may be able to get a shallow frame that can be worn just low enough on the nose to give you a clear view over the top.

Bifocal glasses may offer an advantage here too. Varifocals may sound appealing but they may not be so good for prolonged tasks at close quarters. You need to talk with your optician on an individual basis if you are thinking about glasses specially adapted to give magnification for modelling.

Such glasses can be a very effective means of providing the magnification, but expect your optician to be very cautious about supplying glasses that allow you to focus on things at very short range. The optician will want to be sure that you understand just how much some people dislike glasses that give a short working distance.

Magnifying spectacles prescribed individually for you may offer an additional advantage which may be decisive for prolonged and arduous visual tasks since they can be arranged to allow for any anomalies in the positions and the co-ordination of your eyes. We are not all alike, and none of us are perfect.

If you use glasses or a visor for magnification, remember that you'll need lighting to match the magnification. A visor with integral illumination may be a good idea to keep lighting in-step with working distance and magnification, although rather like the headtorch it may not be offset sufficiently from your line of sight to emphasise surface texture and relief.

Another hands-free magnifier that may be useful at the workbench resembles an angle-poise lamp but in place of the normal lamp head it has a big magnifying lens with a built-in light. These are likely to give you more access to use tools than would for instance a simple

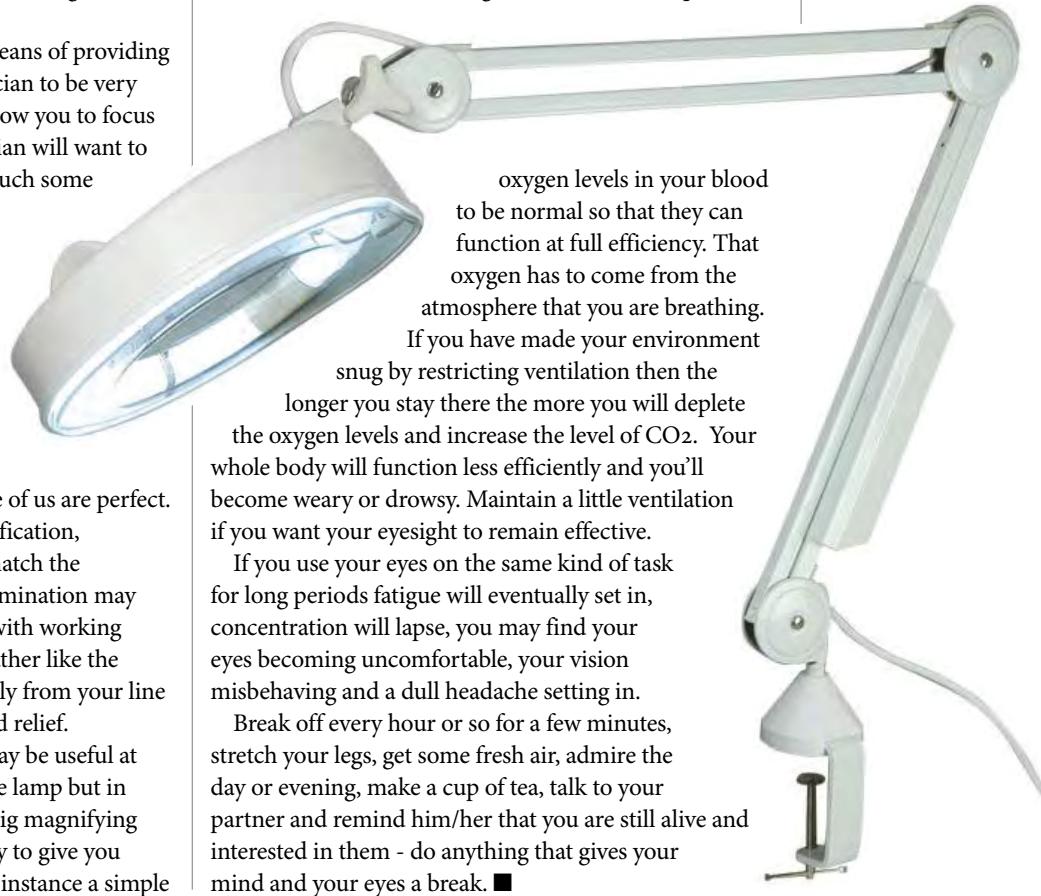
'stand' magnifier directly on or over the object on the workbench.

If you need hands-free magnification then eyepiece type magnifiers, worn in front of one eye, offer a simple, portable and cheap solution for just occasional brief uses. You may not be comfortable wearing one for long periods like an overgrown monocle, always supposing you can get your cheek and eyelids to hold the thing in place! Working with only one eye focussed on the task can become uncomfortable quite rapidly if you have two good eyes, and the cheapest eye-pieces that look like a solid sided plastic egg cup tend to fog up in some conditions because they have no ventilation. Your eyes and eyelids of course are moist and that moisture has to have somewhere to go as it evaporates. A ventilation hole is essential, a more open structure would be better still.

WORKING ENVIRONMENT

If you want to see and work comfortably for longer periods, without fatigue and diminishing performance, don't overlook the need for a comfortable temperature and adequate ventilation. The discomfort caused by extremes of temperature is obvious. If it is cold outdoors there is always a temptation to close all the windows to prevent draughts and turn up your source of heat.

Getting yourself nice and snug in a small room may sound attractive, but don't overlook the fact that the muscles controlling movements of your eyes and focussing of your vision, the light sensitive cells that detect what you are seeing, the nerves that transmit the information to your brain and the brain cells that make sense of it all are living tissue. The cells require the



oxygen levels in your blood to be normal so that they can function at full efficiency. That oxygen has to come from the atmosphere that you are breathing.

If you have made your environment snug by restricting ventilation then the longer you stay there the more you will deplete

the oxygen levels and increase the level of CO₂. Your whole body will function less efficiently and you'll become weary or drowsy. Maintain a little ventilation if you want your eyesight to remain effective.

If you use your eyes on the same kind of task for long periods fatigue will eventually set in, concentration will lapse, you may find your eyes becoming uncomfortable, your vision misbehaving and a dull headache setting in.

Break off every hour or so for a few minutes, stretch your legs, get some fresh air, admire the day or evening, make a cup of tea, talk to your partner and remind him/her that you are still alive and interested in them - do anything that gives your mind and your eyes a break. ■

PART FOUR

A WAGON IN EVERY SCALE

Continuing his wagon-building series, **Phil Parker** was spoilt for choice in the most popular British scale - so he built two kits.

CONTACT

DAPOL

W www.dapol.co.uk
T 01691 774455

PARKSIDE DUNDAS

W www.parksidedundas.co.uk
T 01592 640896



SHOPPING LIST

KIT

I Dapol C044 Lowmac Kit
I Parkside Dundas PC25
LNER 12 Ton 5-plank
open wagon

ACCESSORIES

I Keen-Maygib 10.5mm
diameter wheels
I Brass top-hat bearings
I MJT Components 2243
LNER Oil Axlebox/Spring
I 0.5mm black elastic
thread
(Sold for bead jewellery by
craft suppliers)

In our progression through the scales, we've reached the most popular in the UK - 4mm to the foot, commonly called OO gauge. With so many wagon kits available, deciding which one to build was difficult.

Airfix introduced a BR 'Lowmac' in the early-1960s. At the time a JCB digger was included as a load. The kit is still available from Dapol, although the JCB is now sold separately.

Digging through books and image libraries, photographs of empty

wagons are common, but loaded versions are more elusive.

I was keen to find an interesting load for this simple kit. Farm machinery, lorries and even a caravan were in the running but I wanted something eye-catching. More to the point, photographs also show how the loads were secured.

Peter Tatlow's book *A Pictorial Record of LNER Wagons* book came to my rescue with a photo showing an NER wagon carrying an ex-SECR open. No explanation is given for the open 'catching a lift', but I'm

guessing it had been involved in an accident and was too damaged to patch up. Note that the springs have been removed so that the wagon stays within the loading gauge.

Building the 'Lowmac' is a simple job. Despite its age, the Dapol kit is pretty accurate. It lacks detail, but once painted and weathered it's ideal for a layout.

The wagon load is from Parkside Dundas; an LNER 12t five-plank open. Despite the greater level of detail, the model isn't much harder to build than the 'Lowmac'. ■

This combined project might be more involved than a simple kit build but the result is really eye catching. You don't need many of these models on a layout, but the odd one adds variety.



Even if you include the Hornby-Dublo style couplings and wheels, the component count for the Lowmac doesn't even reach 20. The kit was first produced in 1963!



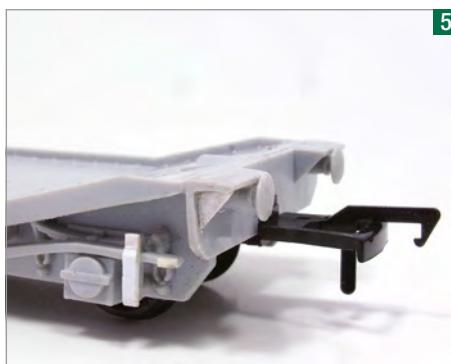
Dapol plastic wheels on metal axles are a big improvement on the original Airfix parts but 10.5mm diameter Keen Maygib metal versions are even better.



To further improve how the wagon runs, drill the axleboxes with a 2mm bit and insert brass top hat bearings with glue - it makes a big difference.



Assembling the kit takes a few minutes. The sides slot into place under the floor followed by the bufferbeams. Lead flashing superglued underneath adds extra weight.



The bufferbeam webs should be inset, so I replaced them with triangles of plastic sheet. The brake levers look plain, but can be built up with Microstrip.



The tie-down rings are cut away and replaced with wire twisted around a 1mm drill bit, then superglued into holes in the deck.



More than 25 years younger than the 'Lowmac', Parkside's five-plank open has more parts and much greater detail as well as metal wheels and bearings.



It might look brutal, but the easiest way to remove the axleboxes is with electrical cutters. Chew the box flush with the W-irons, then remove the rest with a sharp knife.



Replacement axleboxes are MJT whitemetal castings without springs. File the back to reduce the thickness, then superglue to the plastic W-irons at the top.



I've carved away a few planks from one end to create 'accident damage'. The metal stanchions are bent slightly as though the planks have pulled away from the backs.



The Romford wheelsets aren't going to turn, so I'm replacing them with ones from my scrapbox held in place with epoxy glue.



The 'Lowmac' couplings are fitted to the open wagon. As supplied they looked plain with blind links, but it can be solved with small drills and a round needle file.





13

Brake gear is fitted largely as per the instructions except that the brake shoe mouldings have to be split in half to fit either side of each wheel.



14

This photograph shows the brakes applied, so the handles are cut from the guide and re-positioned. You can do the same for static wagons too.



15

Basic colours are Humbrol enamels dry-brushed with lighter shades to highlight the detail. Once dry, a wash of acrylic dark browns finishes the weathering.



16

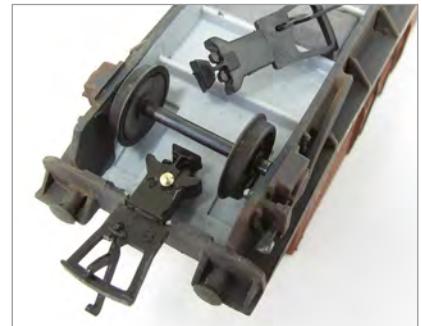
Wheel chocks are made from matchsticks, then ropes are added using fine elastic thread. Each knot is fixed with superglue to maintain tension.

I ask the expert

Q How do you fit tension lock couplings to wagon kits that haven't got NEM coupling sockets?

A Very few wagons kits are designed to accommodate NEM coupling pockets for modern tension locks. Spares are available from Bachmann but the plastic used seems to resist all glues, a real problem for parts that need to be firmly fixed in place.

My solution is to tack them in place with superglue so alignment with RTR wagons can be checked. Then drill a hole through the box into the wagon body and glue a dressmaking pin in place. You can't unplug the coupling any more but at least it won't fall off!



BACK STORY 'LOWMAC'



Seen at Horwich Works on June 16 1980, B904116 is a BR-built 'Lowmac' built to Lot 2592 at Swindon in 1955. It is loaded with an accident damaged 21T MDO mineral wagon. The heavy indent at this end caused by 'buffer override' is witnessed by the grease patches left behind. PAUL BARTLETT

The term 'Lowmac' originated with the Great Western Railway - it being an abbreviation of 'Low Machinery' - a wagon with a low floor used for carrying machinery. A centre deck only 16in above rail level kept the load in gauge while ramps at each end assisted with loading and unloading of vehicles. Most railway companies produced their own variants, usually in small numbers with varying carrying capacities. BR constructed 510 wagons specifically called 'Lowmacs' to 14 different designs built over 30 lots between 1949 and 1957. The loads they carried were varied, from excavators to tractors, wagons in need of repair and even old barrels. Choosing a load to place on your wagon can be as interesting as building it.

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GRIME STREET

Trams are a great way to add extra interest and movement to a traditional city street scene. As **Mark Casson** explains they can be an engrossing modelling subject, requiring ingenuity, imagination and patience!





FACT FILE

SCALE/GAUGE
1:76 scale, 16.5mm gauge
SIZE 12ft by 2ft
ERA/REGION 1950s
Leeds
LOCATION
West Yorkshire
LAYOUT TYPE
Tramway street scene
POWER & CONTROL
12V DC two-rail
WORDS
Mark Casson
PHOTOGRAPHY
Andy York

LEFT: Car No. 286 heads for the Corn Exchange in the city centre. Leeds trams were unusual in having bow-type pantographs rather than conventional trolley poles.

■ on your DVD...

See 'Grime Street' in action on your FREE DVD with this issue.



I initially thought that I'd build a small layout with a couple of motorised die-cast trams and that would be it - it hasn't quite worked out that way!

erhaps the question I'm most often asked is; "why trams?"

I was a long time lapsed modeller; I'm sure everyone is familiar with that sort of story, however on a day out with my wife we ventured into a model shop and she was quite taken with some of the ready-to-plant buildings. I think the conversation went along the lines of "These are nice..."

"Yeah, but I reckon I could do better."

"What? Give over!"

As someone who rarely concedes a challenge I suppose it was the proverbial 'red rag to a bull' situation.

So, after a long period of consideration (approximately ten minutes!) during which I thought about what I could build that was small and likely to get finished, the first stage of 'Grime Street' was born. Initially I thought I'd build a small tram layout and that'd be it - it hasn't quite worked out that way!

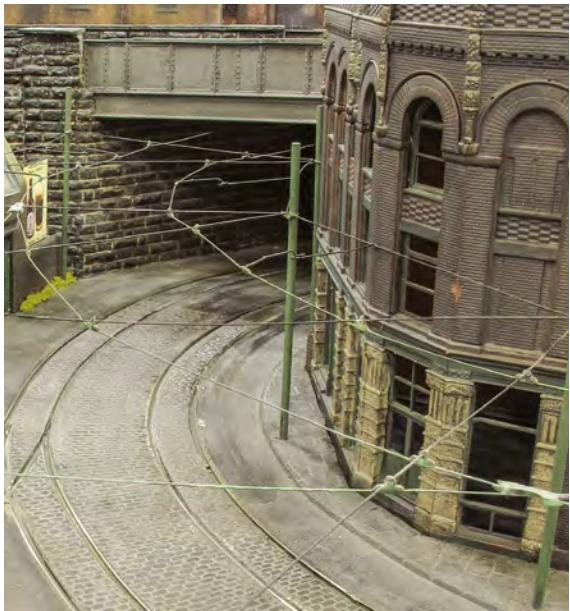
The next question is often "why Leeds trams?" As someone from the right side of the Pennines who now lives on the other side of the hill, it wasn't an obvious choice, especially as all the traditional urban tramways had gone long before I was born. In all honesty it was mainly due to the availability of a couple of die-cast tramcar models that I thought I could quickly and easily motorise to form the running fleet. Again, it didn't really pan out like that in the long run!

CONSTRUCTION DETAILS

Baseboard construction is pretty standard; there's nothing innovative about 2in by 1in pine framing and plywood tops, but hefty construction has resulted in minimal damage over the years. A ply top was necessary as I intended to bolt the traction poles in - it had to be solid.

Once the track had been laid and road surface completed (see panel), the next thing to be tackled was the overhead trolley wires. Being a convert from model railways to model tramways I elected to stay with two-rail 12V DC wiring, so the overhead would be purely cosmetic, however I wanted it to look right and be capable of providing traction current should I ever decide to convert it to a common return.

The poles are threaded steel rods bolted into the baseboard to provide a secure anchor. The span and contact wires are 0.3mm nickel silver wire. I deviated from the norm slightly by using straight section wire from Eileen's Emporium (available in up to 3ft sections). I found that with coiled wire I was constantly fighting sagging. Every time another wire was added, the strain of getting it straight was causing problems. The straight wire combined with Mark Hughes' etched hangers, pull-offs and junction frogs made for a pretty strong - but not under stress - overhead. So far it's survived being chucked in the van and being bounced up and down the country!



I've never got on with card so that was ruled out for the buildings from the outset. Although I'd often thought them to be too ornamental, I looked again at European and US plastic building kits. I think we view a lot of UK buildings as fairly plain, but in reality Victorian buildings were quite elaborate in their design and execution. A plan gradually formed to use these kits as a basis for the buildings. Of course, they are to 1:87 scale but generally speaking they are 'big buildings' so their use in 1:76 scale is acceptable.

Nothing was built straight from the box and bits and pieces were combined to produce what I wanted. They took inspiration from particular buildings but were constructed as I saw fit. Pitched roofs and other details Anglicised the structures, the roofs generally being from plastic card with strips of paper slates.

Painting and weathering in period colours helped considerably; the advantage was that the research material covered the street scenes and details such as the lack of white painted windowframes became apparent.

Painting employed a slightly different approach. The brickwork base colour was sprayed on using various aerosols in appropriate colours. Windowframes were either sprayed if a separate part or brush painted in after. A dark wash to represent black ash mortar, which was used a lot 'up north', was then added. The soot-stained weathering was then applied using dry-brushed paints and Tamiya weathering powders mixed with water to make a wash. It might be a touch over the top but it looks effective and most viewers comment that it reminds them of street scenes from their youth. My over-enthusiastic approach to weathering also led to my wife coining the name 'Grime Street' and it stuck!

TRAMCAR FLEET

As I mentioned earlier, it only became a Leeds tram layout because of the availability of a couple of die-cast models, the EFE Horsfield and Corgi 'Feltham' types. Initially I had very little knowledge of the Leeds City Tramways Fleet, however it turned out to be a lucky choice as there are several very good sources of research material.

RIGHT: One of the two single deck prototypes built by Charles H. Roe in 1953 passes an older double-deck car. Leeds acquired a large number of secondhand cars from other cities including London, Manchester, Southampton and Hull.

BELLOW: Cobbled streets with inlaid tram rails were a common sight in British cities until the 1960s, when Sheffield (1960) and Glasgow (1962) were the last systems to close.



I ask the expert

Q How did you create your traditional inlaid tramway track for street running, and what pitfalls should I watch out for?

A I quickly encountered the first-time tram layout builder's biggest obstacle - track and how to make inlaid street track in particular. It doesn't need to be high-tech; plain trackwork is either Code 75 flexi-track or Code 75 rail soldered to copper-clad printed circuit board (PCB) which is also the basic construction of the pointwork.

Having already discounted a card road surface and anything that involved cutting up lots of plastic sheet to create what could look like a jigsaw, the only other option was to scribe my own surface. Having read widely about this I tried the usual air-dried clay but just couldn't get on with it. I found it cracked and shrank and achieving a relatively smooth surface was beyond me. I happened to have some ready-to-use patching plaster from Wickes in the house so experimented with that. This particular plaster is grey and contains some sort of glue. To date it has proved extremely resilient to knocks and bangs. I floated a coating of it over the prepared track and allowed it to dry.

The flangeway was made by creating a brass tool with a 1mm square peg on the end. When drawn along the rail at an acute angle it began to create the groove, gradually increasing to a right angle created the depth, the internal web being cleared out at the end.

Points are similar to your average PCB-built point kit but obviously have much sharper turnouts. They don't feature check rails as the plaster road surface does the job and there weren't any in reality. They also feature a single-bladed turnout as per tramway practice, the tie bar for these only has to be half-size and is normally in brass rather than PCB for strength. All the points are driven by self-latching SEEP solenoid motors. Once this stage had been reached it was time to scribe the setts, a steel rule and a fine engineers scribe plus hours of tedious repetition gets you to the overall result seen here.

Like this?

Turn to page 74 to see how Phil Parker motorises a die-cast Leeds tramcar.



Ask the expert

Q How did you manage to model authentic Leeds buses that move at realistic speeds alongside the motorised tramcars?

A If the trams and cyclist move, shouldn't other things? That became the next objective; a couple of circuits of vehicles working on the Faller Car System fitted the bill so experiments got underway.

I purchased a start set and found that the vehicle ran too fast. There are several ways of slowing them down using electronic gizmos but being a complete Neanderthal in that respect I hit on the idea of exchanging Faller's recommended 3V batteries for something with half the voltage. A 1.5V AAA battery was installed and the results were much better. Buoyed by this success, I experimented further, using non-Faller components to motorise various vehicles. If the trams are correct the buses need to be too!

Several resin bus kits are now powered by motor gearboxes from KKPMO in Poland (www.kkpmo.com) coupled to 1.5V AAA batteries to provide a much cheaper option than carving up a Faller chassis. They work well enough for me and seem to provide as much interest as anything else on the layout.

It hasn't stopped there though, on seeing the 1:150 scale Tomytec moving bus chassis I wondered if I could regauge it to suit 4mm scale. It turned out to be very easy and coupled with a Faller axle provides the drive for a growing number of lorries.

Again, if you don't try these things you'll never know - I just like messing with things! Overall the road vehicle fleet adds operational interest but requires full concentration from the operators as they're not isolated from the trams. Road traffic accidents are not unknown, generally happening when a good number of onlookers are in attendance!

RIGHT: Modernised car

No. 278 appears from under the railway on a special working. The ornate Victorian buildings were adapted from various HO scale kits by Walthers and other US sources.



BELOW: Using the Magnorail system, a cyclist pedals through the streets alongside the trams and buses, as you'll see on your DVD.





It quickly became apparent that Leeds had a very varied fleet including home-built cars and second-hand purchases from Hull, Manchester, Southampton and three types from London. This, coupled to the fact that during the period modelled there was a change in livery from blue to red, made it seem like no two cars were the same.

The backbone of the fleet remains motorised die-cast models as they were the most numerous types. When I started the layout there was very little available commercially. Initially that meant scratchbuilding several types to provide more variety. But when I looked to replicate some of the more common types or build some of the more difficult prototypes a different approach became necessary - enter 3-D printing.

I had no experience with this but with help from friends we, over a period of time, created the CAD artwork and

RIGHT: The backbone of the fleet are the motorised die-cast cars but many of the more unusual designs are now being added using 3-D printed bodies.

prints for a fair number of different types. The majority of the fleet is now 3-D printed, including some of the trucks which are printed in wax then lost-wax cast in brass.

Obviously you still have to produce a model from the print and commercial items are used where possible. Most run on Halling or Halling-derived mechanisms, Halling is an Austrian manufacturer of RTR European trams. The mechanisms are a step up from a lot of tram motors and a surprisingly cost effective for a European RTR product.

Through **RMweb** I made contact with another Leeds tram modeller who has a knack with producing transfers. The majority of the fleet now features prototypically correct advertisements, fleet numbers and markings. It's a small thing but it really adds to the overall atmosphere when you can get something 'spot on' rather than settling for 'that'll do'. Between us we can produce a decent Leeds tram model and it proves that if you want something enough it can be done. No-one else is going to produce what we want so we just get on with it.

One popular item that was acquired from a supplier was the moving cyclist. As 'Grime Street' grew via various extensions to its current size, I wanted more to keep exhibition visitors entertained. I was lucky enough to purchase a Magnorail cyclist kit (see **BRM** July 2015) and this has been in operation for more than two years. It keeps the punters entertained and amuses kids of all ages.

As 'Grime Street' has grown to its current size, help has been forthcoming from various sources, from assisting at exhibitions to the production of bespoke items. I've been pretty lucky with this and whilst it's my layout it's a team effort. I'd like to thank everyone, but in particular Andy Burrows for his help, particularly with the adverts but so much else! We occasionally hook up with Andy's Leeds tram layout 'Florin Street' to give a 16ft frontage layout.

That'll change again in the near future as board four is under construction. It will be based on Leeds City Transport's Hunslet tram depot and should feature more of everything, but it makes it all more interesting!

The other task to be tackled in the near future is to make the elevated railway operational. A shuttle unit will provide movement and may result in the most boring model railway ever exhibited, but as it's one of the most frequently asked questions we thought it needed to work too! ■



MOTORISE A TRAMCAR

Phil Parker fits a power unit to a die-cast tram typical of those seen operating in many British towns and cities until the 1950s.

Once a common sight on British town roads, the tramcar was banished in favour of the motorbus after the Second World War. Hoping to save on rebuilding and maintenance costs after the conflict, with a desire to seem modern, local authorities took a very different approach to many cities on the continent which invested in new vehicles and routes, and reaped the benefits later.

This hobby thrives on nostalgia, so if you've looked at the photographs of 'Grime Street' in this issue and wondered how to establish a tramway on your layout, read on.

Kits for model trams have been available for many years. Most are whitemetal and require gluing or soldering together. 3-D printing has also made inroads into the hobby with several bodies now made in 4mm and 7mm scales. All require painting and finishing, but there's a faster way.

Static die-cast models have been popular with collectors for many years and are readily available on the secondhand market for little money. The most accurate models come from Exclusive First Editions (EFE) which made a Leeds 'Horsfield' car, still available secondhand.

Tramcar design tends to be location specific. Thus the 'Horsfield' (named after a manager of the tramway company) is a Leeds tram and wouldn't be seen in other towns. Fortunately, to the non-tram

enthusiast it looks like many other traditional double-deck trams, so if you can suspend disbelief for a while, it doesn't look out of place in other locations.

The 'Horsfields' were a 100-strong class originally painted blue and fitted with a trolley pole. The early-1950s saw the livery change to red and an easier to operate bow collector replace the pole on its roof. The last example was withdrawn in 1959 and is preserved in working order at Crich Tramway Village.

EFE's model is available in red, blue, wartime green and a promotional safety livery.

Turning a static model into a working one isn't difficult. I've used an RTR Tenshodo SPUD (Self Propelled Underfloor Device) which doesn't require wiring. It just needs bolting in position and you have a working model. It's not perfect, the wheelbase is 2mm under scale, but this is hidden behind the sideframes. Although designed for DC operation, you could convert it to DCC if required. If you want to operate lots of trams at the same time, DCC is a real boon - in the centre of a town you'd often find queues of vehicles on the same track.

Beyond motorising, I've taken the opportunity to carry out a few improvements to the look of the model. Designed for the collectors market, all die-cast vehicles are too shiny for a model setting - the gloss paint looks better toned down with matt varnish.

Everything in the real world accumulates dirt and trams were no different. Looking at photographs of the Leeds system, the bodywork was kept clean. This care didn't extend to the underframe which was always mucky. Other tramways didn't put as much effort in - both Glasgow and Liverpool trams were photographed with a heavy patina around all the panel edges. I can understand how the new, shiny buses looked more appealing to people travelling to work.

This is a quick, simple project that could add a new dimension to a layout. Before you know it, you'll be tearing up your streets and laying rails. ■

SHOPPING LIST

- EFE Leeds Horsfield tramcar - secondhand
- Tenshodo Spud 31.5mm by 10.5mm 17:1 Ratio Motor Bogie £35.00

CONTACT

- DC KITS
- W www.dckits-devideos.co.uk
- T 0113 2563415

PROTOTYPE INFO



Leeds City Tramways 'Horsfield' tram No.180 built in 1931 by Brush, has been restored to its late red livery with bow collector and can be seen at the Crich Tramway Village in Derbyshire.

If you don't mind ruining a cheap die-cast 'collectable' in the process, this satisfying quick model project will give you guaranteed trouble-free running. Add some more movement to your streets - it attracts crowds!

I ask the expert

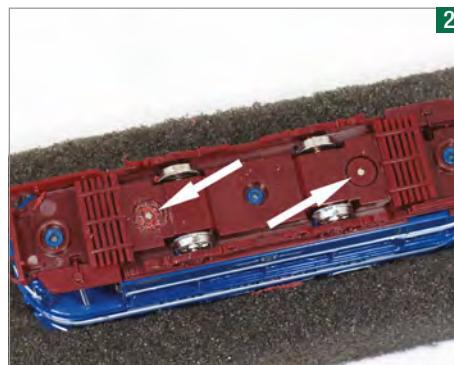
Q Are models of traditional British trams difficult to obtain, and which companies produce them?

A The first to make British trams was Matchbox with its 'Days Gone' items. These were 1:72 scale, a little large for OO gauge use. Corgi then entered the scene with 1:76 scale trams - some of these are a touch overscale, although the range is extensive and colourful and cheap to buy secondhand. The tram I've chosen is by Exclusive First Editions and now only available secondhand, but many can be found at shows or online for reasonable prices.





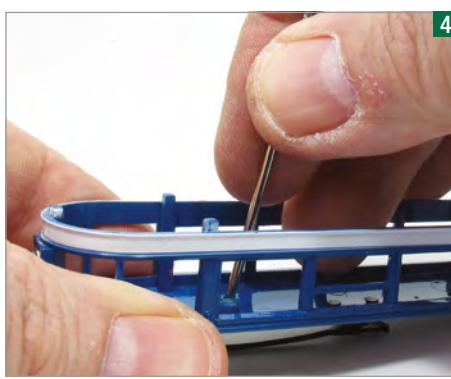
Our subject is a Leeds 'Horsfield' tram produced as a die-cast model by EFE. Most were maroon, but wartime green, safety beige and blue alternatives were made.



Metal rods retained with plastic bungs hold the model together. The bungs are removed by drilling holes around the centre and cutting the plastic away.



Three rivets heads are drilled away using a 6mm drill bit. The metal is soft so a slow speed power tool such as an electric screwdriver is perfect for the job.



The parts will separate and the rods will break away from their fixings under the roof. I'm gluing the tram back together, so they are discarded.



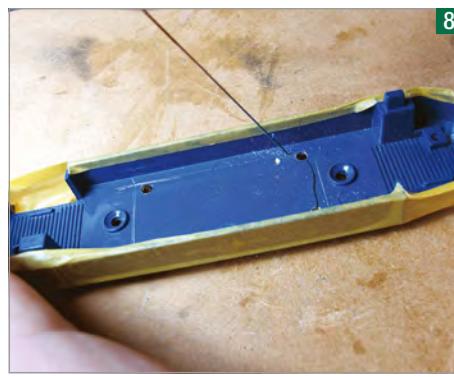
Apart from the glazing, these are all the parts. The now spare wheels make useful scenic details, but keep them off the track as they aren't insulated.



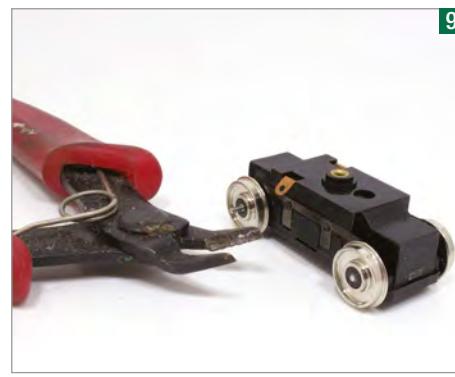
I'm covering the body parts with low-tack masking tape to protect the paint from damage while handling. It'll avoid having to repaint the model later.



Fitting the power bogie requires a hole to be cut in the floor. Leave around 2mm on each side for the support to fit. The cut-out is 42mm long.



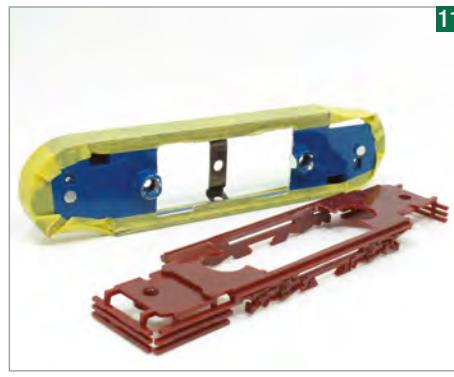
Drill holes in each corner cut out the material with a piercing saw fitted with a fine blade. Tidy the cuts with a file or emery paper.



The Tenshodo SPUD has extended axles which are removed. Flush cutters snip these away easily and avoid filings which could enter the mechanism.



Bending the legs of a support supplied with the SPUD allows the bogie to sit at the perfect height. I'm gluing the bracket centrally within the model using two-part epoxy.



The plastic sideframes need to be cut to fit over the bogie. The plastic is brittle, so be careful or you might snap the sideframes.



Leeds City Tramways painted underframes maroon but then let them get filthy. I'm painting them with Humbrol 70 enamel then dry-brushing with Lifecolor acrylics.



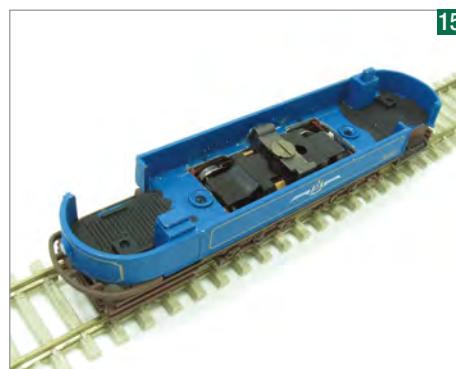
13

All die-cast models are too shiny straight from the box but a spray of matt varnish solves this as well as making the paint look thinner.



14

The insides appear to have been a pale wood colour with maroon seat coverings. A few painted Slater's passengers with their feet trimmed are fitted.



15

A screw fixes the SPUD in place, before testing. Make sure the exposed terminals on the sides don't touch the chassis - a coat of superglue will insulate them.



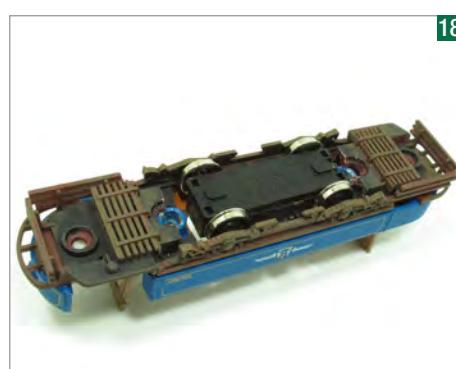
16

The lower deck seating has to be chopped to fit around the motor. Glue it down firmly as you don't want it moving around when you reassemble the body.



17

The whitemetal driver is positioned away from the controls to aid reassembly. He needs shortening a little to fit because the ceiling is so low.



18

Underneath, the lifeguard moulding has its central section cut out to fit either side of the Tenshodo power bogie.



19

I'm reassembling the model without glue as it's a bit of a fiddle. When happy, thin superglue holds the joins. The fit of parts isn't perfect but will stand scrutiny.



20

Leeds trams had black poles in the doorways rather than shiny metal. Matt black enamel adheres to the metal without any problems.



21

The headlight and destination blinds are painted with a coat of gloss varnish to create a glazed-look. It also stands out better from the otherwise matt bodywork.



22

Complete and ready for action in a busy town centre, the tram is placed on some custom inlaid track - see above. Perhaps adding sound could be a future project?



|| street track



In the UK, trams normally ran in the streets on trackwork inlaid in stone setts. The tramway company would be responsible to a strip 18in either side of the rails, often resulting in a surface different from the rest of the road. One simple way to model this is using 3-D printed parts produced by Simon Dawson. Code 100 rail is carefully slid into grooves in each piece producing realistic but usable track. The rail surface is slightly proud of the cobbles to allow for cleaning using a track rubber.

www.rue-d-etropal.com



HOW TO...

MODERNISE A HORNBY '73'

SHOPPING LIST

- 1 Hornby Class 73; widely available secondhand
- 1 Howes/ESU sound decoder and speaker
- T 01865 848000
- 1 Halfords Rover 'Inca Yellow' aerosol
- 1 Halfords white/grey primer aerosols
- 1 White/red LEDs
- 1 Ultrascale '73' wheelsets
- W www.ultrascale.co.uk
- 1 0.6mm brass wire
- 1 Fox Transfers Network Rail livery transfers
- W www.foxtransfers.co.uk

TOOLS/MATERIALS

- 1 Craft knife
- 1 Bill Bedford handrail jig
- 1 Pin vice
- 1 Small drill bits
- 1 Cocktail sticks
- 1 Superglue
- 1 Staples

Although it's now been superseded by the Dapol model, Hornby's Class 73 makes a good base for detailing and DCC upgrade projects, as **James Reid** discovered.

To complement my models of Network Rail's various recording vehicles I decided to make a model of 73212 to propel test trains around my layout. I chose to rebuild a Hornby/Lima model rather than wait for the Dapol release. A working 'layout quality' representation can be produced this way.

The basis for my model was a Hornby Gatwick Express '73/2' purchased at Model Rail Scotland in Glasgow.

The first job was to dismantle the model into its component parts; bodyshell, glazing, cables and brake pipes, chassis, bogies and ballast weight.

The bodyshell was stripped of paint using Superstrip and any roughness and mould marks were carefully removed. A priority was to fit working lights, so the headlight moulding at the end that was to have lighting fitted was drilled through with a 2mm drill. As the other end would be permanently coupled to a test train, I decided not to fit lighting there.

Moulded handrails and lamp brackets were carefully removed from the bodyshell using a flat blade craft knife and 0.6mm diameter holes were drilled for the replacement. The handrails were bent from 0.6mm brass wire using

a Bill Bedford handrail jig for the straight ones to give a consistent length and shape. They were fitted in their respective positions using a card spacer to maintain a regular spacing from the bodyshell and were secured with a drop of superglue applied to the inside ends, using the point of a cocktail stick to transfer the glue. The lamp brackets were replaced with staples cut to size, filed to shape and glued in from behind.

PAINT PREPARATION

The completed bodyshell was then cleaned prior to painting and allowed to dry thoroughly before an overall coat of Halfords white acrylic primer was applied. Any blemishes or damage that then showed were treated, followed by another coat of white primer. When this was dry Halfords acrylic 'Rover Inca Yellow' was sprayed on in several light coats until the required density was achieved.

When the top coats of yellow had dried, masking was applied to allow the roof to be sprayed grey using Halfords acrylic grey primer, which is a good match for the prototype roof colour. The removable centre panels on the roof were brush painted a lighter grey, using Tamiya acrylic paint, to give a representation of the fibreglass



panels over the engine room.

Warning yellow was applied to each end after further masking off. An orange cantrail line was applied by bow pen and the handrails were then brush painted white. After finishing the paintwork a coat of gloss varnish was applied.

Lettering, numbering and Network Rail logos were prepared



on my PC and printed onto 'Crafty Computer Paper Company' clear transfer sheet. Door kicker plates were made from silver painted transfer sheet cut to size.

The transfers were carefully placed in their correct positions on the bodyshell prior to a final coat of satin varnish. The multiple working and air brake connections then had

ABOVE: It may be almost 30 years old, but the ex-Lima Class 73 really benefits from the addition of a few extra details and features such as working lights.

black/orange/red/white colours applied as appropriate and were replaced on the cab ends.

A white LED headlight was fitted in the aperture that had been opened out and was connected to the sound decoder white and blue leads. In the centre windscreens the route headcode panel was prepared by cleaning and then replacing

the white route blinds which then had a rectangular red LED glued inside. It was given several coats of matt black acrylic paint to ensure no light bled into the cab interior, then it was connected to the yellow and blue decoder leads. This gives the facility for the white headcode panels to show either white or red screens according to direction.



I then cut the original glazing into separate panes, cleaned them and refitted them into the window apertures of the model.

CHASSIS UPGRADE

The Hornby chassis was stripped to its component parts, including removing the tank and compressor mouldings from the sides. These were fretted out to increase the depth of relief and tidied up with a craft knife before reattaching to the chassis sides.

Ultrascale wheelsets were fitted to the bogies because of Hornby's wheel flanges were too deep for the SMP Code 75 bullhead track I use. I fitted turned brass Oleo buffers to the bufferbeams along with spare Heljan miniature snowploughs and brake pipes.

To give sufficient traction to haul my test trains I added ballast weight in the form of lead flashing sheet cut to an appropriate size and fixed with double-sided tape. This allows up to three test/brake force coaches

plus a Mk 2 DBSO control car to be propelled. To facilitate propelling of my test trains I fitted a Kadee No. 5 coupler to the 'inner' end without lights. At the other end, a dummy draw hook was fitted.

A Howes/ESU DCC sound decoder and speaker was fitted to the chassis and connected to the lights via a socket to facilitate body removal for maintenance. Bryan Robertson's sound files allow me to run 73212 in either diesel or third-rail electric mode. ■



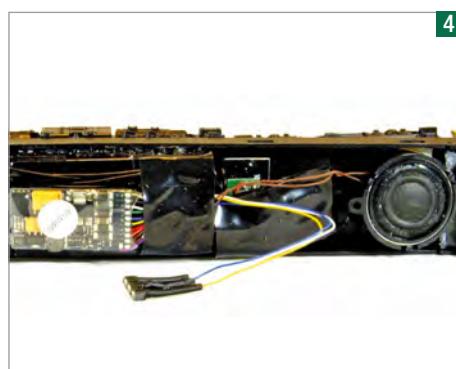
The donor locomotive: a standard Hornby Gatwick Express Class 73 acquired for a reasonable price from an exhibition.



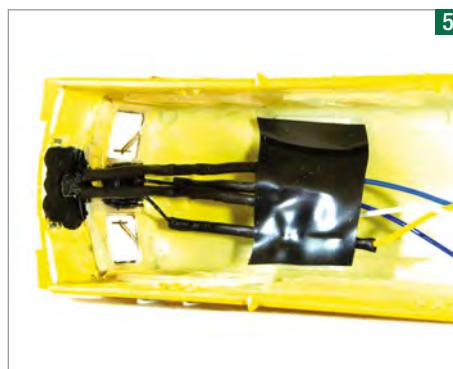
Extra details include miniature snowploughs (unique to NR's Class 73s), bufferbeam hoses and couplings, new Oleo buffers and a driver in one cab.



The finished 'inner' end (without lighting) which couples to the train, with Kadee coupler and extra details such as bufferbeam hoses.



The most expensive part of the upgrade was the addition of an ESU LokSound decoder and speaker, which has both diesel and electric sounds recorded from a '73'.



As the Lima/Hornby model does not have lights, LEDs were installed to provide illumination for the headcode panel and high-intensity headlight at one end.



As the '73' will be permanently coupled to a test train, the SR headcode blind only lights up (in red) when the locomotive is propelling.



Painting complete - note the different colour of the two removable fibreglass panels between the cabs. These allow some daylight into the engine room.



A finished model of 73212, complete with home-made Network Rail logos and numbers produced on a home PC and printed on to clear transfer sheet.



A close-up of the cab, showing how a few hours work can bring the ex-Lima Class 73 up to a higher standard and produce a good looking replica of an 'ED'.

GOODS INWARDS

All the latest news & reviews from the British Model Railway trade

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BACHMANN 2016/17 RANGE UNVEILED  **83**

92 HELJAN 0 GAUGE
FALCON

94 DAPOL FREIGHTLINER
HIA HOPPERS



PLUS 

96 PECO GLYN VALLEY COACHES **86** DAPOL CLASS 68 **89** REVOLUTION PENDOLINO





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counted on its own internal switches!**

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BACHMANN CELEBRATES NSE 30TH WITH TWO NEW EMUS



Marking the 30th anniversary of Network SouthEast in June 2016, Bachmann has announced two new electric units – a Class 414 '2-HAP' in OO and a dual-voltage Class 319 for N scale.

The EMUs are among more than 300 new items in OO and N, which include a selection of locomotives, multiple units and coaches in NSE's famous red, white and blue livery. Launched on June 10 1986, NSE was one of the most successful rebranding exercises in BR history, unifying a diverse network stretching from King's Lynn to Exeter.

The '2-HAP' builds on the success of the similar '2-EPB' and Class 205 units and will share much of the research from those models to create new tooling for the 90mph outer-suburban unit. It will be available initially in original BR green, BR blue/grey and NSE livery.

From the 1980s generation of Mk 3-based multiple units, the Graham Farish Class 319 four-car EMU is based on units built for the opening of the Thameslink route through central London in 1987/88. Original NSE with dark grey ends, mid-1990s Thameslink blue/yellow and Northern Electrics lilac/blue livery (below) will be



the first three of many potential liveries. Bachmann sources suggest that the '319' should lead to further EMU models from the Mk 3 family in both N and OO in due course. Potential subjects include Classes 317/318, 320-322, 455 and 456.

While there are still many outstanding items from previous years, Bachmann hinted that there may be other all-new items during 2016, with at least a couple of unannounced models in production for release in the coming months.

Other novelties for 2016/17 include coaches and multiple units with factory-fitted passengers for the first time. Around a dozen figures per vehicle will be added to certain Mk 1, Mk 1 suburban and Mk 2 coaches, plus NSE and BR white/blue Class 101 DMUs, a Class 150/2 DMU and '2-EPB' EMU adding £11-£12 per vehicle to the RRP. Selected freight wagons will also start to be supplied with removable loads.

The range of OO locomotives available with DCC sound also expands with a BR 'J11' 0-6-0 and LMS 'Jinty' 0-6-0T, Class 03 diesel shunter, NSE Class 101 and Arriva Class 150/2 DMUs offered for the first time. Factory-fitted sound in the Class 03 and 'Jinty' will be made possible by the use of a compact 'Next18' decoder interface, which will be the standard for all new N models, including the re-tooled Class 40. It will also allow Graham Farish to introduce N scale steam locomotives with sound, starting with a GWR 'Castle' 4-6-0, due later this year.

Turn over for more on the Bachmann/Graham Farish 2016/17 range or go to www.rmweb.co.uk for comprehensive coverage of the announcements.

W www.bachmann.co.uk

BACHMANN EXPANDS THEMED



A major feature of Bachmann's 2016/17 programme is a selection of eight attractively packaged train sets and themed packs in N and OO. The 'Capital Commuter' OO set with a '2-EPB' and 'Capital Connections' pack containing an N scale Class 47 and three Mk 1/Mk 2 coaches continue the NSE theme, while others range from the 'Thanet Flyer' (Southern green N Class and two Bulleid coaches) to 'Military Manoeuvres' which features an Army green Class 03 and three MoD wagons (pictured opposite).

'The Permanent Way' OO train set will contain DCC sound-fitted Railfreight three-tone grey 20088 and two Mk 1 coaches in BR Breakdown Train Unit (BTU) yellow/black, an E-Z Command controller and track for £274.99. Finally for OO gauge, 'The Midlander' train set will feature BR green 'Jubilee' No. 45555 *Quebec* and



two BR maroon Mk 1s, all exclusive to the set.

Two new N scale sets will be the 'Express Mail' containing BR apple green 47522 *Doncaster Enterprise*

BACHMANN BRANCHLINE OO 2016/17



31-014	S&DJR black 7F 2-8-0 No. 89
31-015	LMS black S&D 7F No. 13810
31-029	GWR green Class 166 three-car DMU
31-137A	LNER lined black D11/2 No. 6401 <i>James Fitzjames</i>
31-147	Great Central lined green D11/1 No. 501 <i>Mons</i>
31-170	BRITISH RAILWAYS lined black Radial 2-4-2T No. 50764
31-187DS	LMS crimson 'Jubilee' No. 5588 <i>Kashmir</i> (welded Stanier tender) DCC SOUND
31-190	BR lined black 'Jubilee' No. 45575 <i>Madras</i> (riveted Stanier tender)
31-318A	LNER black 'J11' 0-6-0 No. 5954
31-321DS	BR early emblem black 'J11' No. 64377 (weathered) DCC SOUND
31-361B	BR green (wasp stripes) Class 03 D2028
31-367	NCB black ex-BR Class 03 D2199

ABOVE: NSE Class 101 will be one of several new items to gain factory-fitted passengers for the first time.

31-368DS	BR blue 03026 DCC SOUND
31-380	BR blue/grey Class 416 two-car EMU 6262 with NSE branding and Passenger figures
31-390	BR green '2-HAP' two-car EMU No. 6061
31-391	BR blue/grey Class 414 '2-HAP' 6062
31-392	Network SouthEast Class 414 '2-HAP' 4322
31-635A	GWR green '64XX' No. 6424
31-636A	BR early emblem black '64XX' No. 6422
31-638	BR late crest lined green '64XX' No. 6419 (weathered)
31-654	Network SouthEast 47576 <i>Kings Lynn</i>
31-661DS	BR 'Dutch' grey/yellow 47346 DCC SOUND
31-662	Railfreight Metals Sector grey 47359
32-067A	BR blue Class 43 'Warship' D836 <i>Powerful</i>
32-068	BR maroon Class 43 'Warship' D838 <i>Rapid</i> with full yellow ends
32-069	BR green 'Warship' D841 <i>Roebuck</i>
32-109	Network SouthEast 08631 <i>Eagle</i> CURC
32-137A	BR plain black '45XX' No. 5532 (weathered)
32-165	BR early emblem lined black N Class No. 31874
32-166	SR black N Class No. 1406
32-227DS	LMS black 3F 0-6-0T No. 7365 DCC SOUND
32-250A	Longmoor Military Railway blue WD 2-8-0 No. 79250 <i>Major-General McMullen</i>
32-254A	LNER black WD 2-8-0 No. 77003
32-289	BR white/blue Class 101 two-car DMU with Passenger figures
32-290DS	Network SouthEast Class 101 two-car DMU with Passenger figures and DCC SOUND
32-301A	BR early emblem black Collett 0-6-0 No. 3212 (Collett tender)
32-304A	GWR green Collett 0-6-0 No. 2251 (Churchward tender)
32-376A	Regional Railways 37422 <i>Robert F. Fairlie</i> (weathered)
32-377A	BR large logo blue 37401 <i>Mary Queen Of Scots</i>
32-534DS	BR blue 55004 <i>Queen's Own Highlander</i> DCC SOUND
32-733DS	EWS red/yellow 66040 DCC SOUND
32-737	EWS red/yellow 66065 (with DB logos)
32-738	GBRf/Aggregates Industries blue/green/silver 66711 <i>Sence</i> Freightliner 57007 <i>Freightliner Bond</i> DCC SOUND
32-753DS	Freightliner 57007 <i>Freightliner Bond</i> DCC SOUND

TRAIN SET COLLECTION



and two Royal Mail TPO coaches and 'A Day at the Races' featuring a BR J39 and three Mk 1 horseboxes.

None of the models in the eight packs will be available

as separate items and some are likely to be highly sought after by collectors.

W www.bachmann.co.uk



- 32-756 GWR (2015) green 57603 *Tintagel Castle*
- 32-764 DRS 'Northern Belle' 57305 *Northern Princess*
- 32-787 BR green EE Type 3 D6714
- 32-782A BR blue Class 37/0 37041
- 32-788 BR blue Class 37/0 37284
- 32-826A BR early emblem lined black Ivatt 2MT 2-6-0 No. 46460
- 32-830A LMS black Ivatt 2MT 2-6-0 No. 6418
- 32-939DS Arriva Trains Wales two-car DMU 150236 with Passenger figures and **DCC SOUND**
- 35-076A Southern green E4 0-6-2T No. 2517
- 35-079 BR early emblem lined black E4 No. 32494
- 35-500 BR green Class 117 three-car DMU (speed whiskers)
- 35-501 BR blue/grey Class 117 three-car DMU
- 35-502 Network SouthEast Class 117 three-car DMU
- 35-525 BR green Class 121 railcar (speed whiskers)
- 35-526 BR blue/grey Class 121 railcar
- 35-527 Network SouthEast Class 121 railcar

ABOVE: GB Railfreight 66711 in Aggregate Industries livery.

BELLOw: Slade Green depot pilot 08600 was famously repainted in NSE colours prior to the Cannon Street open day in August 1986.



- 371-023 Network SouthEast 08600 *Ivor*
- 371-024 DB Schenker traffic red 08907
- 371-036 London Underground red/white/blue 20227
- 371-037 BR blue 20205
- 371-085A BR green Sulzer Type 2 (Class 25) D5177
- 371-087A BR blue 25225
- 371-170 Regional Railways 37422 *Robert F. Fairlie*
- 371-171 Colas Railfreight 37421
- 371-384A EWS red/yellow 66111
- 371-386 Freightliner 'Powerhaul' 66416
- 371-427A South West Trains Class 170 three-car DMU 170308
- 371-431A Cross Country Class 170 two-car DMU 170521
- 371-450A BR blue Class 37/0 37041
- 371-457 BR green EE Type 3 D6801 with small yellow panels
- 371-640 Freightliner 70015 (air intake modifications)
- 371-641 Colas Railfreight 70805 (air intake modifications)
- 371-650A Virgin 57306 *Jeff Tracy*
- 371-651A Freightliner 57008 *Freightliner Explorer* (weathered)
- 372-033DS GWR green 'Castle' 4-6-0 No. 5028 *Nunney Castle* (as preserved) **DCC SOUND**
- 372-181A BR early emblem lined green 'Princess Coronation' 4-6-2 No. 46221 *Queen Elizabeth*
- 372-182A BR late crest lined green 'Princess Coronation' 4-6-2 No. 46241 *City of Edinburgh*
- 372-184A BR late crest lined crimson 'Princess Coronation' 4-6-2 No. 46228 *Duchess of Rutland*
- 372-628 BR late crest lined black Ivatt 2MT 2-6-0 No. 46443
- 372-629 BR early emblem lined black Ivatt 2MT 2-6-0 No. 46460
- 372-875 Network SouthEast Class 319 EMU 319004
- 372-876 Thameslink Class 319 EMU 319382
- 372-877 Northern Electrics Class 319 four-car EMU 319362 *Northern Powerhouse*
- 372-976A BR green Class 24/0 D5031
- 372-980 BR Railway Technical Centre (RTC) red/blue Class 24/0 97201 *Experiment*

IN BRIEF**SULZER TYPE 2 REFRESH**

Bachmann sources have confirmed that the long-promised BR/Sulzer Class 24/1 diesel will still be produced in OO gauge, despite the recent release of a rival Class 24 model. It was also suggested that the model will be part of a more extensive 'refresh' of older diesel locomotives in the range, covering several Class 24/25 variants and possibly other classes in the longer-term. The company also insists that development of the OO Class 117 DMU and Class 121 railcar announced in 2015 will also continue, in competition with Dapol's models.

DYNAMIS RAILCONTROLLER

With Digital Command Control becoming ever more popular in the UK, Bachmann is developing new computer-control software - the Dynamis RailController. This software will allow 'intuitive and simplified' control of DCC-fitted locomotives as well as points and signals, utilising the full potential of the Bachmann Dynamis Ultima DCC system. Currently at the development stage, Bachmann hopes to have the software on sale by August/September this year with an RRP of £49.99.

NARROW GAUGE UPDATE

Bachmann reports that the first engineering prototype samples of its 009 narrow gauge models should arrive in the UK during March, around 18 months after they were first announced. It was hoped to have them on display at the London Festival of Railway Modelling on March 19/20. Pre-orders for the Baldwin 4-6-0PT, bogie open wagons and Ambulance van are reported to be 'very strong'.

See www.rmweb.co.uk for the latest updates.

BACHMANN PROGRESS REPORT

As reported in previous years, Bachmann/Graham Farish have an extensive 'to do' list of new models announced over the last three to four years. According to the Barwell company, capacity in the research and development department and design office has restricted the flow of new tooling over the last few years, but it reports that resources dedicated to British outline projects in China have recently been 'trebled' by transferring staff from the company's European and USA projects. This should result in a significant acceleration of many items this year. However, it's unlikely that we will see many of the models listed below until 2017 or 2018, based on their current status.

■ UNDER DEVELOPMENT

R&D underway in readiness for progression to the drawing office:

OO Gauge

BR Class 117 DMU
BR Class 121 railcar
LNER J72 Class 0-6-0T (DCC chassis upgrade)
LMS parallel boiler 'Royal Scot' 4-6-0 (DCC chassis upgrade)
LNER J39 Class 0-6-0 (DCC chassis upgrade)
LNER V2 Class 2-6-2 (new body tooling)
Ransomes & Rapier 45T Steam Crane
Class B Bitumen TTA Tank
GWR '94XX' 0-6-0PT
N Scale
LNER J72 Class 0-6-0T
SECR 'Birdcage' Coaches (three types)

■ IN THE DRAWING OFFICE

From the CAD drawings produced, toolmakers turn them into engineering prototype (EP) samples:

OO/009 Gauge

Baldwin 10-12-D 4-6-0T (009)
Three-plank Bogie Open (009)
Ambulance Van (009)
BR Class 90 electric
Freightliner FFA/FGA flats
BR Mk 1 TPO Stowage Van (POT)
BR Class 24/1

WD 'Warflat' wagon
BR Class 158 DMU (new tooling)
SECR 'Birdcage' Coaches

LB&SCR 'H2' 4-4-2

N Scale
BR Mark 2f Coaches
BR Class 40
Colas Class 70/8

■ IN THE TOOL ROOM

The following items have now progressed to the tool room:

OO Gauge

LNWR 'Coal Tank' 0-6-2T
Mark 2f Coaches (including DBSO)
SWT Class 450 'Desiro' EMU
Colas Class 70/8

N Scale

GWR diesel railcar (chassis upgrade)

**■ ARTWORK STAGE**

Livery artwork in development:

OO Gauge

LNER Thompson Coaches
LMS Stanier 'Mogul' 2-6-0
Intermodal flats with tank containers

N Scale

BR Hawksworth Auto Trailer
GWR 'Castle' Class 4-6-0

■ IN PRODUCTION

The following items have been approved for production:

OO Gauge

Wickham Trolley (Type 27) - due April
SR 'USA' 0-6-0T (exclusively for *Model Rail*)
LNER V1/V3 2-6-2T (DCC chassis upgrade)
20T Tank Wagon
LMS Ivatt 2MT 2-6-2T (DCC chassis upgrade)

N Scale

LNER Thompson Full Brake Coach (exclusive to N Gauge Society)
GWR '64XX' 0-6-0PT
BR Standard 4MT 2-6-4T
SR 4 Wheel Utility Vans

54 NEW SCENECRAFT N AND OO BUILDINGS

A combination of all-new items and some old favourites returning to the range has added 54 new buildings to the Scenecraft OO and N scale collection. No fewer than 12 low-relief shops will be added to the 4mm scale range, plus market stalls, a clock tower, church, various farm buildings and a winding house for an inclined railway.

On the railway front, there will be models of an art deco signalbox, March West 'box, a twin track footbridge, platform subway, servicing point and depot mess room.

The collection of Somerset & Dorset buildings inspired by Shillingstone is offered for the first time in 1:148 scale, along with a BR Type 15 signalbox, several low relief Victorian buildings, pavements and kerbs, a two-road brick locomotive shed, twin track footbridge and platform bookstand.

DAPOL CLASS 68 PUSHES AHEAD



Factory-decorated samples of Dapol's OO gauge Class 68 diesel are now being received for approval, moving the models closer to release.

As these photographs of the Chiltern Railways grey/silver version demonstrate, a high standard of decoration is expected, with plenty of fine detail and separate components evident on this sample. Dapol reports that several corrections have been identified, including the background colour of the headlight clusters (which will



be black rather than yellow) and the arrangement of the LED head/tail lights, and will be made before production commences.

Samples of the DRS and ScotRail models are in preparation and should be unveiled shortly. Work is also underway on the DCC sound-fitted version, which will be offered as an option for all three liveries. First releases are expected mid-year if all goes to plan.

W www.dapol.co.uk

'VICTORY' NEXT FOR MINERVA

Minerva Model Railways' second ready-to-run O gauge locomotive will be a Kerr, Stuart & Co. 'Victory' Class 0-6-0T.

Ten locomotives of this class were built for the Inland Waterways & Docks Department in 1917. Built to main line standards, they were sold by the Railway Operating Department (ROD) at the end of the First World War to a variety of buyers including the Alexandra (Newport & South Wales) Docks & Railway, Brecon & Merthyr Railway and East Kent Light Railway (ECLR). Three were inherited by the GWR, two of which survived with British Railways until 1955, while the ECLR locomotive was absorbed by the Southern Railway and finished its life with BR in 1949. Seven locomotives passed to the National Coal Board with the last examples being scrapped in 1969.

Minerva's model will be built to a similar specification to the Peckett 0-4-0ST (February 2016 **BRM**). It will feature more than 200 components, plus an accessory set with optional moulded toolboxes, sandboxes and tank vents. An etched brass fret will include all ten



worksplates and lamp irons. An 'add-on' kit will include riveted side tanks and Swindon dome/safety valve for those wanting an authentic conversion for the GWR/BR trio.

Options will include DCC ready, DCC-fitted and DCC sound, plus standard features including sprung buffers and drawgear with three-link couplings and a detailed cab interior. Lined light green, lined red and unlined black models will be offered. Design work is almost complete and the 'Victory' is expected to be available in time for Christmas 2016. UK prices start at £270.00, rising to £390.00 for models with DCC sound. However, a £20 discount plus free P&P will apply to all orders placed before September 5.

W www.minervamodelrailways.co.uk

T 02920 531246

IN BRIEF

**WRENN CLUB
GUNPOWDER VANS**

Wrenn Railways Collectors Club has commissioned two 'Astra Fireworks' vans from Dapol, based on the Hornby-Dublo/Wrenn gunpowder van body. Just 50 of each have been produced, priced at £29.00 per pair (£4.35 P&P).

T 07947 612459

E barry@wrennrailways.co.uk

**RAILINGS &
PLATFORMS**

4Ground's latest releases include packs of spear point railings (£9.00), which can be cut to length and interspersed with up to ten individually supplied gates. 4Ground has also recently released various platform kits including straight, island (£13.00) and two types of ramp (£9.00), a pack containing two platform sections, side ramps and three sets of steps (£19.00).

W www.4ground.co.uk

**GLASGOW SHOW
UP BY 10%**

Model Rail Scotland's 50th anniversary show in February saw a record attendance of 14,650 - an increase of more than 10% over the 2015 show. Publicity Manager Colin Rae said; "Without doubt this has been our best show ever. We are particularly encouraged by the increase in families and children. The joy on people's faces as they go round our show makes the planning worth every minute."

W www.modelrail-scotland.co.uk

**LEAMINGTON SPA
FIVE-PLANK**

Classic Train & Motor Bus in Leamington Spa has commissioned an exclusive Bachmann wagon in the livery of J.H. Rainbow. Despite being the firm's only rail wagon, the number '5' was chosen to run on from the owners' horse drawn carts. Price £15.00

T 01926 887499

REVOLUTION '390' SWINGS IN

 Rapido Trains has delivered the first complete working sample of Revolution's N scale Class 390 Virgin Pendolino to the UK. A hand-painted nine-car EMU was demonstrated at Model Rail Scotland in Glasgow in late-February, operating flawlessly on East Neuk MRC's 'Law Junction' layout (right).

Revolution Trains has identified a number of areas for improvement before the model moves on to the production stage, including a more robust system for conducting traction and DCC power through the couplings between cars. Interestingly, the sample included cars with interior lighting bars, a new product being developed by Rapido, although the '390s' will only have illuminated table lamps in First Class cars. Unlike the prototype, Revolution's 'Pendolino' will



not tilt, although it will have poseable pantographs, extensive roof and underframe detail, mirrored glazing and a close-coupling system between cars.

W www.revolutiontrains.com

LITTLE LOCO CO. DEBUTS WITH CLASS 15

 Another new RTR manufacturer is set to enter the British O gauge market in 2016. The Little Loco Company has selected the British-Thomson-Houston (BTH) Type 1/Class 15 as its debut model. Designed with the assistance of the Class 15 Preservation Society, the model will feature fine injection-moulded body, bogies and cab interior, a low profile drive mechanism with a powerful motor driving all four axles, sprung buffers and folding train indicator discs - a first for a British RTR model. Another first will be the inclusion of two pre-wired 34mm diameter speakers in a professionally designed bass reflex acoustic chamber. No wiring or soldering will be required, simply plug in your preferred sound decoder and go. The LLC Class 15 will also be the first British outline O gauge model to be fully PluX22 DCC compliant. Other features will include cab

lighting and individual DCC switchable marker lights. Three unnumbered BR green and BR blue models, supplied with transfer sheets, will be priced at £375.00 each plus two limited edition versions fully decorated as a Liverpool Street pilot and preserved D8233 (£395.00 each). Models will have a one-year 'no quibble' guarantee and will be available via selected stockists, although the limited editions can only be ordered direct from LLC. All proceeds from the sale of D8233 models will go towards the restoration of the full-size locomotive, with a figure of 'over £10,000' expected by LLC. The company also has 'detailed and fully funded' plans for several diesel shunters and BR Type 1/2 diesels, several steam locomotives and wagons of various types to be released at regular intervals.

W www.littleloco.co.uk

T 0771 2228158

 ...all change



Detailed CAD artwork of the LLC O gauge Class 15. First deliveries are expected in late-May.



1



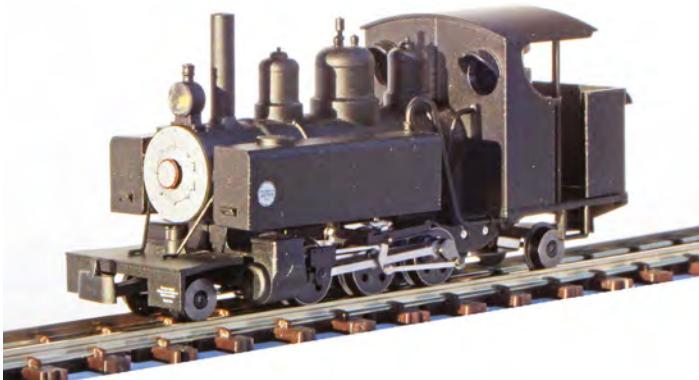
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6

**1 OXFORD RAIL BR
EARLY ADAMS RADIAL
No. 30584**

► Oxford Rail's second Adams 'Radial' tank depicts another of the trio of locomotives that survived into BR days working the Axminster-Lyme Regis branch. No. 30584 displays a number of detail differences from the first model, including twin slidebars, an alternative style of frame extensions and an Adams boiler/dome. Oxford has also reacted quickly to feedback about the first model and modified the front bogie to allow greater vertical movement, ensuring more reliable performance.

Price £99.95
W www.oxfordrail.co.uk

**2 GRAHAM FARISH
373-050Z RTC RED/
BLUE DB 999900**

► Exclusive to Invicta Model Rail, this limited edition N scale van is based on a modified VBA van which formed part of the RTC's Tribometer Train, measuring wheel-rail interfaces. One of the older Farish wagons, it is nevertheless neatly decorated in RTC livery which appeals to collectors and BR era modellers alike. Use with other recent RTC models and Class 24/0 97201 *Experiment* which hauled the 'Trib' train for many years.

Price £14.95
T 0208 302 7774
W www.invictamodelrail.com

**3 PREISER 73005 SET
OF SIX 1:76 SCALE BR
PLATFORM STAFF**

► While most Preiser figures are made to 1:87 scale for HO model railways, this latest set of British Rail platform staff is to 1:76 scale, specifically for UK OO gauge layouts. Equally split between male and female staff in a variety of poses, the figures are painted in something resembling BR uniforms of the 1970s/80s. Compared to some figures, they're not cheap at around £2 each but they are a quick and easy route to making your BR blue era platforms look more authentic.

Price £11.95
W www.gaugemaster.com

**4 BACHMANN 31-481
BR EARLY EMBLEM
G2A No. 49106**

► Rightly regarded as one of the best models in Bachmann's OO range, the Bowen-Cooke 0-8-0 is back with two new versions. Shown here is Buxton's No. 49106 in lightly weathered BR black with the early emblem (LMS No. 9376 with cab tender is the other). Decoration is superbly applied and the weathering gives a matt, workaday finish appropriate for a hard-working goods machine. Weathering adds £10 to the RRP, but it's worth the extra investment.

Price £129.95
W www.bachmann.co.uk

**5 MINITRAINS HOe/009
BALDWIN FIELD
RAILWAY 2-6-2T**

► Recently released by 1:87 scale narrow gauge specialist Minitrains is this First World War field railway 2-6-2T of Baldwin design. Outwardly similar to the US company's 10-12-D 4-6-0T, which is under development as Bachmann's first OO9 locomotive, this offers another RTR option for British modellers. Plain black and USATC grey versions are available now from the Welsh Highland Heritage Railway shop in Porthmadog.

Price £24.95 each
T 01209 714099
W www.minitrains.de

**6 BACHMANN/KERNOW
33-825X BR 'QUEEN
MARY' BRAKE VAN**

► Two new versions of the popular OO gauge Southern Region 'Queen Mary' bogie brake van have recently been delivered to Kernow Model Rail Centre in Camborne. Shown here is ADS56289 in late-1980s/early-1990s grey/olive, as used for gauging duties and Channel Tunnel construction traffic. Also out now is LDS56293 in departmental bauxite livery with 'Electrification' branding, suitable for 1980s layouts.

Price £24.95 each
T 01209 714099
W www.kernowmodelrailcentre.com

This month's **OXFORD** New Releases



1:72



Me 163B Komet - Capt. Eric Brown - Signed Plaque Special Edition
SP107 1:72

Mustang P-51 MkIV - RAAF, Europe 1945
AC060 1:72

De Havilland Dove - Dan-Air
72DV001 1:72

1:43



Aston Martin DB2 MkIII Saloon - BRG
AMDB2001 1:43

Land Rover S1 88" - Bronze Green
LAN188009 1:43

Volvo Amazon - Light Green
VA001 1:43

1:76



Ford Transit Connect - Stobart Air
76FTC006 1:76

Ford Transit Connect - White
76FTC005 1:76

Ford 400E Van - Royal Mail
76FDE004 1:76

Ford Transit Mk1 - Post Office Telephones
76FT1002 1:76

Commer Q25 - BR
76CM008 1:76



Bentley MkVI - Midnight Blue/Shell Grey
76BN6004 1:76

Austin Seven Saloon - Westminster Green
76ASS004 1:76

Volvo 245 Estate - Green
76VE001 1:76

Vauxhall Vectra B - Metropolitan Police
76VV002 1:76

Ford Granada Mk I - Onyx Green
76FC004 1:76

1:148



Land Rover Defender L199 - Network Rail
N199E008 1:148

Bristol Lodekka LD - Eastern National
NBL006 1:148

AEC Matador Wrecker - Pickfords
NAEC002 1:148

Mercedes Ambulance - Hong Kong
76MA005 1:148

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1 ROTATING TURNTABLE PLATE

► Airbrushes.com stocks this handy plastic turntable with moulded grip lines to prevent objects from sliding around. Whether you're looking to avoid handling a model or give good all-round access when spraying, this is ideal.

Price £5.45

W www.airbrushes.com

1



2 EXPO 74362 FOAM AND POLYSTYRENE CUTTER

► There are many ways to form the shape of layout scenery, but if you make yours from lightweight polystyrene, you'll need a hot wire cutter. This battery-powered model gives you freedom of movement to cut intricate shapes.

Price £16.95

T 01834 845150

W www.expotools.com

2



3 EXPO 28070 PECO AND 28071 HORNBY POINT MOTOR HARNESSES

► If you need a quick solution to get Peco and Hornby point motors wired without a soldering iron, these two harness packs (sold separately) will get you up and running in no time with instructions, a switch and wiring loop.

Price £6.95

T 01834 845150

W www.expotools.com



3

4 4GROUND TRACKSIDE OO-TS-102 HANFORD CROSSING SIGNAL BOX

► 4Ground is one of many manufacturers to venture into laser-cutting for buildings. Its very accessible OO gauge offering of a Great Western-style signalbox is a popular choice for those new to building kits and on a budget. Take a look at its range, with new items being added on a monthly basis.

Price £12.00

T 01985 840 038

W www.4groundtrackside.co.uk

4



5 WILLS SSM 300 INDUSTRIAL UNIT

► Recent years have seen many modern image RTP buildings released, but if you want something different that can be customised, then these new OO gauge kits from Wills are worth a look. Parts require little fettling because of the new tooling and a few hours with some plastic solvent should see a completed model. This is part of a range of new modern building kits and components from Wills Modern.

Price £25.00

W www.peco-uk.com

5



6 ECKON BLO4S TWIN SPOT YARD LAN

► Designed for diesel-era locomotive servicing depots and yards, this twin-head floodlight could also see use around a stadium or large car park. At 200mm high, its sturdy metal pole should withstand the odd knock too. The two working light heads are poseable. Light colours available are white or yellow - please specify when ordering.

Price £25.00

T 01773 715 595

W www.onlinemodelsld.co.uk



6



HELJAN D0280 FALCON



FACT FILE

MANUFACTURER Heljan A/S

MODEL 5350 Brush lime green/brown Co-Co diesel prototype D0280 Falcon

SCALE/GAUGE 1:43.5 scale, 32mm gauge O

PRICE RRP £699.00

AVAILABILITY Heljan stockists

REVIEW Howard Smith



Heljan is an exception to the usual RTR manufacturing rules - it appears willing to take risks that others wouldn't. Thanks to the

Danish firm, we're able to examine the 7mm version of D0280 *Falcon* in 'as new' lime green and brown. With grey and beige roof panels and orange accents, this colour scheme is an acquired taste - reminiscent of bathroom suites of similar vintage!

Unfortunately the real locomotive no longer exists, so proof-matching colours is no easy task, but Heljan has copied those on its OO release which was well received a few years ago. A total of 750 locomotives has been made, split between lime green (200), BR blue with yellow ends

(200) and 350 in BR dark green with small yellow warning panels. Heljan's O gauge diesels have always been generous on weight. *Falcon* is no different, weighing in at 2.9kg thanks to its robust die-cast chassis.

Just as with the recent Class 60, a single five-pole motor is mounted horizontally in the centre of the locomotive with a large flywheel. Power is delivered to the outer axles of each bogie via a series of cardan shafts, universal joints, a worm and gear, and finally, a gear train. The powered axles are also fitted with sprung phosphor-bronze wire pick-up collectors, running in small grooves on each axle.

It all works beautifully and the locomotive purrs along quite happily. Just as with its prototype counterpart, daylight is clearly visible between bogies and body. It works smoothly, just as it should and other than the visible sprung pick-ups at the side of the bogies, which would benefit from being painted black, it's all discreet.

NEAT FEATURES

Heljan's design team has made a good effort with this locomotive. The cab interior is particularly impressive with throttle, locomotive and train brake levers all





modelled. The floor is at the correct height too, due to the new low-profile power train arrangement.

The twin-engine nature of the prototype resulted in a degree of symmetry in the bodywork. The large off-centre roof fans and unusual round exhaust ports are correctly located, surrounded by the smallest of rivet heads where applicable. The transparency of the side vents is merely an illusion; clever moulding of the support frames located behind the vanes keeps the bodysides faithful in appearance, yet stronger than open etches - important when handling a near 3kg weight! Through the upper roof vents, the working roof fans gently whirr away as the locomotive runs. Even the centrally-located sliding windows are accurately modelled with the correct glazing indent.

Sprung screw-link couplings and buffers come as standard, as do working directional headcode panels and tail lights - we've come to expect this from Heljan. The springs used in the buffers are the perfect sprung weight and so work effectively when coupling. A switch underneath toggles the tail lights on or off as required.

Falcon's underframe was a relatively simple design, but Heljan has included fuel tank connecting pipes, gauges and filler caps, all subtly picked out in their respective colours. Underneath is provision for a 40mm speaker.

The installation of DCC sound has been thoroughly considered, access to which

is gained by removing two pipes between the fuel tanks exposing screws which hold the sound chamber cover.

Bogie sideframe detail is comparable to the earlier Class 31, with guard irons, sandboxes, pipes and brake shoes all on display. Moving around to the ends, myriad fine pipework and vacuum hoses are evident as well as separately-fitted lamp brackets - all fragile items. A bag of spare bufferbeam fittings is included in the box should the any accidents occur. I think the fit of the bufferbeam cowling could be better.

From the window-height brown band with fine light grey border, cyan-blue bodyside falcon emblem with correct font, Heljan has excelled itself with the decoration and satin finish.

The details, both raised and inset, are shown off to their best and are complemented by wire handrails and other fine details. A slight mould line around where the front of the cab joins the body is visible, but doesn't offend.

I struggled to find fault with *Falcon*. It has a good haulage ability and because of its unique nature and unique livery, it's an attention-grabber. With secondhand prices of Heljan's previous O gauge releases holding steady, buyers can have faith they aren't buying an item that will plummet in value as soon as the box is opened.

Any diesel prototype is a 'leftfield' choice for an RTR model, but because *Falcon* survived until 1975, it's easier to justify than most - even if just for a display cabinet. Top marks to Heljan for taking the risk on it. ■

 **LIKE THIS?**
TRY THESE...

Heljan BR maroon
Mk 1 coaches,
Heljan BR Class
35 'Hymek', Class
42 'Warship' and
Class 52 'Western'
diesel-hydraulics.



DAPOL HIA LIMESTONE HOPPER

FACT FILE

- | MANUFACTURER Dapol
- | MODEL 4F-026-004
- Freightliner Heavy Haul White
- HIA Bogie Limestone Hopper
- 369044, 4F-026-006 FHH
- Green HIA Hopper 369020
- | SCALE/GAUGE 1:76 scale,
- 16.5mm gauge OO
- | PRICE £24.90 each
- | AVAILABILITY Dapol stockists
- | REVIEW Ben Jones



Available now from Dapol stockists are these excellent OO gauge bogie limestone hoppers, as used by Freightliner Heavy Haul. Introduced in 2005, 122 of these wagons were built for limestone traffic, most notably from the Peak District. Although of similar design to the company's HHA coal hoppers (as produced by Bachmann), these wagons are almost six metres shorter with a payload of 66 tonnes, as opposed to 74t. As limestone is denser than coal, the shorter wagons allow greater payloads in a shorter length and therefore more efficient operations.

Dapol's HIAs are the first addition to the ranks of aggregate hopper wagons in OO gauge since Bachmann's JGA. It's therefore a welcome introduction for modellers of the 21st century freight scene and ideal for use with Freightliner Class 66s or, to a lesser extent, Class 70s.

Early wagons were painted Freightliner's standard dark green but this soon changed to all over white, which was better suited to the dusty material being carried. Dapol is offering both colours, with several running numbers for each, allowing modellers to assemble authentic bulk trains easily.

Lifting the wagons out of the box, their weight is immediately noticeable. These are solidly built models, assembled around a core of die-cast metal which forms the hopper ends and floor. Total weight is 213g, which

makes them extremely stable when running but a full train of 20+ wagons will give RTR locomotives a stern test.

However, the overall impression is of a high-quality model that perfectly captures the look of the prototype. Shape and detail are excellent throughout, from the Y25 bogies and superb discharge door detail via the separate external pipework to the angled body and corrugated ends. Handbrake wheels and wire handrails are separately fitted.

Decoration is really impressive too, with crisp and accurate printing of the FLHH logos on both green and white wagons, data panels and extensive operating instructions along the lower bodyside and underframe. Final touches such as correctly painted bufferbeam air hoses and even a (non-working) tail lamp are included in the detailing pack.

Tension lock couplings are fitted in NEM pockets in flexible mountings attached to the bogie. Correctly shaped plastic buffer heads are fitted too, although they are not sprung.

But, it's the price of these models that will appeal to many. At a time when some modern hopper wagons are heading towards the £50 mark (or even over £80 in one extreme case!), Dapol has kept the recommended price down to a very reasonable £24.90. For a wagon of this quality, that's a bargain by today's standards and we look forward to seeing rakes of them on privatisation era layouts soon. Highly recommended. ■

LIKE THIS?
TRY THESE...

- Bachmann 32-981
- Freightliner Class 66 (see opposite),
- Bachmann 31-590
- Freightliner Class 70,
- Bachmann 38-032A
- FLHH HHA bogie coal hoppers.



BACHMANN 'POWERHAUL' CLASS 66



As the backbone of Britain's freight locomotive fleet for a decade and a half, Class 66 continues to provide model manufacturers with ample opportunities for new liveries, names and detail variations.

Latest to arrive from Bachmann is ex-DRS 66416, in Freightliner 'Powerhaul' livery, inspired by the scheme applied to the company's Class 70s. It was repainted in 2014 and is allocated to intermodal duties.

Delivered in 2006, 66416 is built to 'low emission' standards with a larger radiator section, five-door body and shorter fuel tanks, as well as numerous differences from earlier (as well as more recent) Class 66s.

'Powerhaul' livery divides opinion, but Bachmann has done an excellent job of applying the complex swooping curves and accurate colours to the contours of its '66'. Printing of the revised Freightliner logos (eight in total) is crisp, with good density where the yellow characters are printed on a dark green background, and green on the yellow cabs. Even the small red flash over the 'I' in each logo has been reproduced. Other printed items, such as the data panels and overhead line warning flashes are equally neat and tidy.

FACT FILE

- | MANUFACTURER Bachmann Branchline
- | MODEL 32-981 Freightliner 'Powerhaul' green/ yellow Class 66/4 Co-Co diesel 66416
- | SCALE/GAUGE 1:76 scale, 16.5mm gauge OO
- | PRICE £139.95
- | AVAILABILITY Bachmann stockists
- | REVIEW Ben Jones

DCC users will find a 21-pin decoder socket on the chassis, plus directional LED head and tail lights, cab lights, all-wheel drive and pick-up and NEM coupler pockets. Full-depth front skirts, bufferbeam hoses and a speaker enclosure are included in the detailing pack.

Overall, it's an excellent model of a contemporary freight locomotive and a welcome change from the company's standard livery, which has been the subject of many Bachmann models over the last 15 years. ■

LIKE THIS? TRY THESE...

Bachmann 31-590 Freightliner Class 70, Dapol HIA limestone hoppers (see left), Dapol FEA-B intermodal twins, Dapol KTA/KQA 'pocket' wagons, Dapol IKA 'Megafret' intermodal twins, RealTrack Models FLA 'Hi-Cube' intermodal flats.



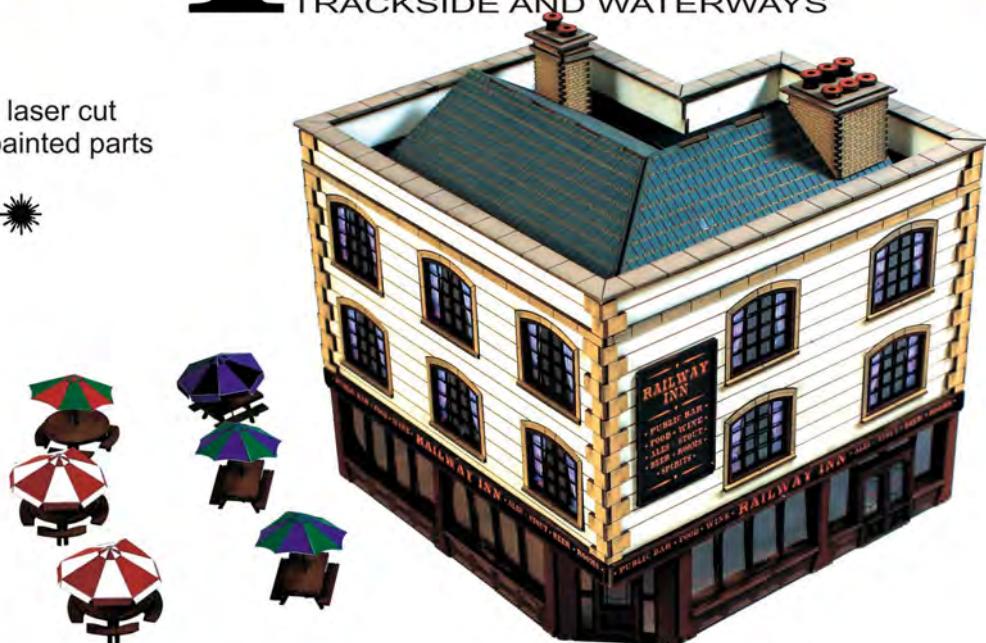
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PECO GLYN VALLEY COACHES

FACT FILE

| MANUFACTURER Peco
| MODEL GR-500 Glyn Valley Tramway green 4w Third (enclosed), GR-520 GVT green 4w Third (open), GR-530 Freelance 4w brake coach
| SCALE/GAUGE 1:76 scale, 9mm gauge 009
| PRICE £24.75 each
| AVAILABILITY Peco stockists
| REVIEW Ben Jones



Peco's expansion into ready-to-run OO9 narrow gauge railways continues with these new 4w coaches based on Glyn Valley Tramway (GVT) prototypes. While they are being offered in GVT colours, Peco

has also produced models aimed at those who operate freelance narrow gauge railways - something much more common amongst OO9 modellers than it is with British standard gauge.

One of the lesser-known Welsh minor railways, the 2ft 4½in gauge GVT ran from Chirk to Glyn Ceiriog in Denbighshire between 1888 and 1935, and was built primarily to serve a number of granite and slate quarries. However, passenger trains ran between 1891 and 1933, using short 4w coaches of both enclosed and open design. Two of these survived after the closure of the line and lasted long enough to be acquired by the Talyllyn Railway in the 1950s. Peco is also offering models in TR colours, suitable for the preservation era.

Like many narrow gauge railways, the GVT has become far better known since closure than it ever was as a working entity. Modellers in particular have been captivated by the line's unusual Beyer Peacock tramway locomotives with side skirts, which are available from various sources in several scales, not least from Peco as a OO9 kit.

And now that long-standing kit has a selection of RTR coaches to haul. All three vehicles (kindly supplied by Peco for review) share a common underframe with plastic wheels/axles, detachable hook-and-loop

couplers in NEM pockets, stepboards and neatly moulded brake gear lined up with the wheel treads. The enclosed vehicles also have the same roof with short chimney/vent while the open-sided coach has a plain roof. These are detachable too, allowing modellers to decorate interiors and add passengers as required.

Panel lines, planking and other details such as footsteps, door handles, grabrails and handbrake levers are neatly moulded on the bodies. Close attention has been paid to the different construction of the enclosed and open vehicles, particularly on the ends.

The freelance brake coach will be available with or without buffers and features a small guards compartment, van area and a large ducket on each side that would not look out of place on a standard gauge vehicle! It also has full-length stepboards on each side and moulded tail lamp brackets.

No running numbers are applied to the vehicles, but decoration is otherwise neatly applied with G.V.T. branding and 'Third' or 'Guard' lettering on the doors. The characters are printed gold with red shading on a dark green base, with white panels around the windows,



INTERESTED IN NARROW GAUGE?

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LIKE THIS? TRY THESE...

Peco GL-6 Tramway 0-6-0T kit, Peco OO9 4w vans, bolster wagons, tippers and slate wagons (due shortly), Bachmann 391-026 Baldwin Class 10-12-D 4-6-0T (due 2017)



as carried by GVT stock but also appropriate to other narrow gauge railways of the period. Roofs appear to be self-coloured white plastic and would benefit from a little weathering.

There's plenty of scope for personalisation, detailing and modification of these neat little coaches to suit different requirements, but overall they're well designed and manufactured and a great starting point for narrow gauge modelling. At under £25 each, they're also good value for a British-made RTR model. ■

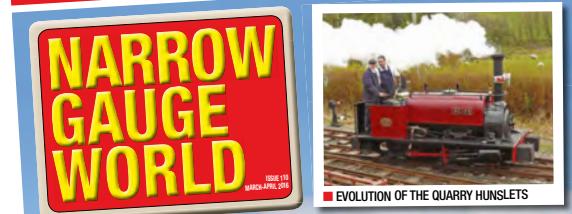


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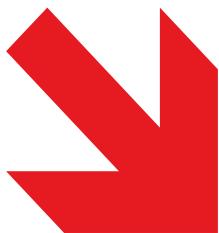
EARLY-SEASON STEAM DATES ■ DOUGLAS HORSE TRAMS AXED



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EVENTS

EXHIBITIONS

APRIL 2

N Gauge Model Railway Exhibition

Open Day Sindlesham Baptist Church, Bearwood Road, Sindlesham, Wokingham, Berkshire RG41 5BB
Opening Times: Saturday 1000 - 1600
Prices: Adult £3.00

Church Stretton Model Railway

Exhibition Church Stretton School, Shrewsbury Road, Church Stretton, Shropshire SY6 6EX
Opening Times: Saturday 1000 - 1600
Prices: Adult £2.00 Child £2.00 OAP £3.50
T: 01694 722189

Belper Model Railway Group's Exhibition Strutt's Community Centre, Derby Road, Belper, Derbyshire DE56 1UU
Opening Times: Saturday 1000 - 1700

Wealden Railway Group Exhibition Coombe Court, The Steyning Centre, Fletchers Croft, Steyning, BN44 3XZ
Opening Times: Saturday 1000 - 1630
Prices: Adult £3.50 Free Children

Norwich Railway Heritage & Model Society Exhibition Hellesdon High School, Middletons Lane, Norwich, NR6 5SB
Opening Times: Saturday 1000 - 1630
Prices: Adult £5.00 Concession £4.50
T: 01508 492917

CONTACT US

DIARY DATES

BRM, The Maltings, West Street, Bourne, Lincolnshire. PE10 9PH

WEBSITE

Enter your event on our website at www.world-of-railways.co.uk

Closing date for the June issue is April 22

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.

Diary Dates entries are published free of charge to *bona fide* model railway clubs and societies.

Beckenham Vintage Model Railway Show

St John's Church, Eden Park Avenue, Beckenham, Kent BR3 3JN
Opening Times: Saturday 1000 - 1700
Prices: Adult £5.00
T: 07545 469610

Abbey Pumping Station Museum

Miniature & Model Railway Day Abbey Pumping Station Museum, Corporation Road, Leicester LE4 5PX
Opening Times: Saturday 1100 - 1630

APRIL 2 - APRIL 3

Turner's Folly Model Railway Show

Barleylands Farm, Barleylands Road, Billericay, Essex CM11 2UD

Opening Times: Saturday 1000 - 1700
 Sunday 1000 - 1600

Prices: Adults £6.00 Seniors £5.00 (60+)
 Children £4.00 Families £15.00 (2+2)

Tame Valley Scout Council - Model Railway & Transport Show

Astley High Sports College, Mostyn Street, Dukinfield, Cheshire SK16 5JS

Opening Times: Saturday 1000 - 1730
 Sunday 1000 - 1630

Prices: Adult £4.00 Concession £3.00
 Child £1.50 Family £9.50 (2+2)

T: 0161 3385097

APRIL 3

Gateshead Model Railway Exhibition

Chester le Street, Park View School, North Lodge, North Road DH3 4BB

Opening Times: Saturday 1000 - 1500
Prices: Adult £2.00 Children £1.50

APRIL 2 - APRIL 4

Cheltenham Great Western Modellers Group Spring MRE

St Margaret's Hall, Coniston Road, Cheltenham, GL51 3NU
Opening Times: Saturday 1000 - 1700
 Sunday 1000 - 1630

Prices: Adult £4.00 Children £2.50
 Family £9.00 (2+2)
T: 01242 517788

APRIL 9

Narrow Gauge South Exhibition

Sparsholt College, Sparsholt, Winchester, Hampshire SO21 2NF
Opening Times: Saturday 1000 - 1630

Prices: Adult £7.00
T: 07850 474085

Luton Model Railway Club Exhibition

Stopsley High Street, St. Thomas's Road, Luton, Bedfordshire LU2 7UX

Opening Times: Saturday 1030 - 1700

Tring & District Model Railway Exhibition

Pitstone Memorial Hall,

Vicarage Road, Pitstone, Leighton Buzzard, LU7 9EY

Prices: Adult £3.00 Child £1.50
 Family £7.00 (2+2)
T: 01442 824350

APRIL 9 - APRIL 10

Crawley Model Railway Society Exhibition

Tanbridge House School, Farthings Hill Guildford Road, Horsham, West Sussex RH12 1SR

Opening Times: Saturday 1000 - 1700
 Sunday 1000 - 1600

Prices: Adult £4.00 Family £16.00 (2+2)
T: 07411 353757

Trainwest 2016

Springfield Community Campus, Beechfield Road, Corsham, Wiltshire SN13 9DN

Opening Times: Saturday 1000 - 1730
 Sunday 1000 - 1630

Prices: Adult £8.00 Child £5.00
T: 01249 654414

Rochdale Model Railway Group

Exhibition Littleborough Coach House, Lodge St, Littleborough, Lancs OL15 9AE

Opening Times: Saturday 1000 - 1630
 Sunday 1000 - 1630

Prices: Adult £3.00

T: 01629 582598

Maryport Model Club 9th Annual

Exhibition Netherhall School, Netherhall Road, Maryport, Cumbria CA15 6NT

Opening Times: Saturday 1000 - 1630
 Sunday 1000 - 1600

Prices: Adult £4.50 £3.00 Concession £3.00 Children £2.00
T: 01900 813661

APRIL 16

Cambridge Model Railway Exhibition

Sawston Village College, New Road, Sawston, Cambridgeshire CB22 3BP

Opening Times: Saturday 1000 - 1600

Prices: Adult £4.00

T: 01284 811180

Mid Kent Model Railway Group

Exhibition Loose Primary School, Loose Road, Maidstone, Kent ME15 9UW

Opening Times: Saturday 1000 - 1630

Prices: Adult/Concession £5.00 Children £2.00 Family £12.00
T: 07595 255150

APRIL 16 - APRIL 17

South Notts Model Railway Show

Cotgrave Welfare, Woodview, Cotgrave, Bingham, Nottinghamshire NG12 3PJ

Opening Times: Saturday 1000 - 1700

Sunday 1000 - 1630

Prices: Adult £5.00 Concession £4.00 Children £2.00 Family £10.00 (2+2)

Brierfield Model Railway Exhibition

St Luke's Church Hall, St. James Street, Brierfield, Nelson, Lancashire BB9 5JW

Opening Times: Saturday 1000 - 1700

Sunday 1000 - 1600

Prices: Adult £3.50 Children £2.00

Family £10.00 (2+2)

T: 07770 331348

APRIL 23

De Havilland Model Railway Society

Methodist Church, Ludwick Way, Welwyn Garden City, Hertfordshire AL7 3PN

Opening Times: Saturday 1000 - 1700

Prices: Adult £4.00 child £2.00

T: 01707 267541

W: www.dhhrs.co.uk/index.html

Carlton Railway Society April Show

The Courtyard, Boothferry Road, Goole, East Yorkshire DN14 6AE

Opening Times: Saturday 1000 - 1600

Prices: Adult £5.00 Concession £4.00

Family £10.00

T: 01405 762476

Pontypridd Model Railway Club

Exhibition Community Centre, Crown Hill, Llantwit Fardre, Pontypridd, CF38 2NA

Opening Times: Saturday 100 - 1600

Prices: Adult £3.00

T: 01443 217511

Third Bristol-Train Show

Methodist Church Hall Horfield, Eden Grove, Bristol, Gloucestershire BS7 0PQ

Opening Times: Saturday 1000 - 1600

Prices: Adult £2.00

T: 01934 838229

APRIL 23 - APRIL 24

Sutton Coldfield Railway Society Model Railway Exhibition

Bishop Walsh School, Wylde Green Road, Sutton Coldfield, West Midlands B76 1QT

Opening Times: Saturday 1000 - 1700

Sunday 1000 - 1630

Prices: Adult £5.00 Concessions £4.00

The Epsom Show North East Surrey College of Technology (NESCOT), Reigate Road, Epsom, Surrey KT17 3DS
Opening Times: Saturday 1000 - 1730

Sunday 1000 - 1700

Prices: Adult £7.00

T: 01483 576274

Liverpool Model Railway Society

Annual Exhibition Ian Robinson Sports Centre, Merchant Taylors School, Liverpool Road, Crosby, Liverpool, L23 0QP

Opening Times: Saturday 1000 : 1700

Sunday 1000 - 1630

Prices: Adult £4.00 OAP £3.50 Child £2.00

T: 0151 5261574

APRIL 24

Stowmarket Model Railway Exhibition

Mid-Suffolk Leisure Centre, Gainsborough Road, Stowmarket, Suffolk IP14 1LH

Opening Times: Sunday 1030 - 1700

Prices: Adult £4.00 Concession £3.00

Child £2.00

T: 01449 672698

APRIL 29 - MAY 1

48th Annual Bristol Model Railway Exhibition Thornby Leisure Centre, Alveston Hill, Thornby, Bristol, BS35 3JB



48th Annual



Friday 29th April 1pm - 7pm

Saturday 30th April 10am - 6:30pm

Sunday 1st May 10am - 5pm

Advanced ticket Prices

Adults £6.50.

Young Adul (12 - 16) £4.00.

Children FREE!

Parkway Show bus tickets £4.00 return

(Accompanied Children under 12 travel for free)

Advanced show and bus tickets are available now by post

Bristol Model Railway Exhibition

c/o 15 Mount Pleasant,

Littleham,

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Closing date for advanced ticket applications Fri 23rd April 2016

or in person at

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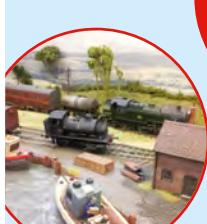
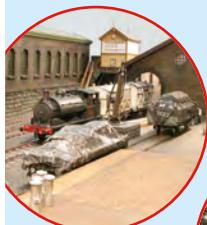
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or check www.bristolmodrailex.co.uk



DERBY 2016 MODEL RAILWAY EXHIBITION

7th & 8th May
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Sunday
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59th and Rust, Alstone Quay, Arfer Yard, Ashbourne (Midland), Ashbourne Dale, Burghead, Burnham-on-Sea, Bw Patsdorf, Diesels in the Duchy, Friarsgate, Georgemass Junction, Glenellen Castle, Glenug, Karolina Falls, Kilve, Kirkwood - West Riding, Klinkerhofen, Manston Brewery, Mill Bank Alley, Ober, Palm Bay Miami, Sheepcroft, The Clydach Railway, Tinners Wharf, Wainthrop Bridge, Weslo Steels and Zweitesfeld.

Trade stands will include:

All Components, Brunel Models, C&L Finescale, Coastal DCC, Contikits, D&E Video/DC Kits/Realtrack Models, Footplate, Gladiator Model Kits, Greenscene, H&A Models, John Kelsey, John Sammons, Layouts 4U, Mad About Trains, Malcs Models, Model Tree Shop, Modelu, Mount Tabor Models, Nick Tozer, Online Models, P&H Models, Peco, Plus Daughters, Railway Bookshop, RCTS, Recreation 21, Severn Models, Shawplan, Sherwood Models and Tallylyn Railway.

Subject to change and availability.

**The Roundhouse, Roundhouse Road,
Pride Park, Derby, DE24 8JE**

Admission
Adults: £7
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* Under 14 years
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EVENT DIARY | SPRING 2016

Opening Times: Friday 1300 - 1900
Prices: Saturday 1000 - 1830 Sunday 1000 - 1700
Prices: Adult £6.50 Young Adult £4.00
T: 01449 672698

APRIL 30
Basset Lowke Northern Railway Exhibition & Swap Meet St Joseph's Hall's, Chapel Street, Leigh, WN7 2DA
Opening Times: Saturday 1000 - 1600
Prices: Adults £3.00 Children £1.00
T: 01942 896138

APRIL 30 - MAY 1
Cleckheaton Model Railway Exhibition Whitcliffe Mount Sports Centre, Turnsteads Avenue, Cleckheaton, BD19 3AQ
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adult/Concession £5.50 Family £12.00 (2+2/3)
T: 01274 698861

MAY 7 - MAY 8
Derby 2016 Model Railway Exhibition The Roundhouse, Roundhouse Road, Pride Park, Derby DE24 8JE
Opening Times: Saturday 1030 - 1730 Sunday 1000 - 1400
W: www.mrrg.org.uk

MEETINGS & TALKS

APRIL 4
Mirfield Railway Enthusiasts Society - Talk Navigation Tavern, Station Road, Mirfield, West Yorkshire WF14 8NL
Opening Times: Monday 1930

Plymouth Railway Circle - Talk St Edwards Church Hall, Home Park Avenue, Plymouth, Devon PL3 4PG
Opening Times: Monday 1930
T: 01752 651014

APRIL 5
The History of British Airways TETC, The Drill Hall, Old Park Ave, Enfield, EN2 6PJ
Opening Times: Tuesday 2000 - 2230
Prices: £3.00
T: 020 8363 0697

APRIL 7
Lutterworth Railway Society - Talk United Reform Church, George Street, Lutterworth, Leicestershire LE17 4EF
Opening Times: Thursday 1930
T: 01455 203307

APRIL 11
Southern Electric Group Sussex Branch - Talk Southwick Community Centre, Southwick Street, Southwick, Brighton, East Sussex BN42 4TE
Opening Times: Monday 1930 - 2200

APRIL 14
IRRS Talk by Ken Fox Function Room, Gray's Inn Road, London, WC1X 8JR
Opening Times: Monday 1900
Prices: Member £3.00 Non-member £5.00

APRIL 18
Plymouth Railway Circle - Talk St Edwards Church Hall, Home Park Avenue, Plymouth, Devon PL3 4PG
T: 01752 651014

APRIL 21
Lutterworth Railway Society - Talk United Reform Church, George Street, Lutterworth, Leicestershire LE17 4EF
Opening Times: Thursday 1930
T: 01455 203307

APRIL 25
Nantwich & Market Drayton Railway Society - Talk King's Head Inn, Shrewsbury Road, Market Drayton, TF9 3EH
Opening Times: Monday 2000

MAY 2
Mirfield Railway Enthusiasts Society - Talk Navigation Tavern, Station Road, Mirfield, West Yorkshire WF14 8NL
Opening Times: Monday 1930

OPEN DAYS

APRIL 9
Heywood Model Railway Group Open Day Club Room, Unit 3 Park Works, River Street, Heywood, Lancashire OL10 4AB
Opening Times: Saturday 1000 - 1600
T: 07732 781989

Hillingdon Railway Modellers - Test Track Open Day Yiewsley Baptist Church (Side Entrance), Colham Avenue, West Drayton, Middlesex UB7 8HF
Opening Times: Saturday 1000 - 1600
Prices: Adult £4.00
T: 020 8368 4090

APRIL 10
Guildford 0 Gauge Group Spring Open Day Village Hall, Glaziers Lane, Normandy, Guildford, Surrey GU3 2DD
Opening Times: Sunday 1000 - 1600
Prices: Adult £2.00

APRIL 23
The Coventry & Warwick 0 Gauge Group Open Day The Church of the Holy Cross, St. Austell Road, Coventry, Warwickshire CV2 5AE
T: 02476 313221

APRIL 24
Keighley Model Railway Club Open Day The Clubroom, Knowle Mills, South Street, Keighley, West Yorks BD21 1SY
Opening Times: Sunday 1000 - 1630
Prices: Adults £3.50 Children £2.50
T: 01535 601775

MAY 2
Farnham & District MRC 0 Gauge Group Open Day Wrecleham Community Centre, Greenfield Road, Farnham, Surrey GU9 8TJ
Opening Times: Monday 1000 - 1600
Prices: Adult £1.00

TRAIN & TOY FAIRS

APRIL 2
SRP Toy Fair - Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge,



'Diesels in the Duchy' will appear at Derby Exhibition on May 7/8 (see left).

Folkestone, Kent CT18 7FP
Opening Times: Saturday 1000 : 1400
T: 07739 998012

APRIL 3
Jim Corr Toy & Train Fair - Chester Park View School, Lombard Drive, Chester-le-Street, Co Durham DH3 4BB
Opening Times: Sunday 1000 - 1500
Prices: Adult £1.50 Children £1.50

Barry Stockton Train & Toy Fair - Warrington Warrington Collegiate, Winwick Road, Warrington WA2 8QA
Opening Times: Sunday 1030 - 1500
Prices: Adult £2.00 Child £0.50
T: 0151 334 3362

APRIL 7
Joe Lock Toy & Train Fair - Theydon Bois Village Hall, Coppice Row, Theydon Bois, Epping, Essex CM16 7ER
Opening Times: Thursday 1900 - 2100
Prices: Adult £1.00
T: 07866 641215

APRIL 10
SRP Toy Fair - Rayleigh Swayne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ
Opening Times: Sunday 1000 - 1400
T: 0773 9998012

Tony Oakes Toy & Train Fairs - Droitwich Droitwich Leisure Centre, Briar Mill, Droitwich, Worcestershire WR12 0RZ
Opening Times: Sunday 1030 - 1430
Prices: Adult £2.00
T: 01270 652773

APRIL 15
Townsend Toy & Train Fair - Alfreton Leisure Centre, Church Street, Alfreton, Derbyshire DE55 7BD
Opening Times: Friday 1900 - 2100
Prices: Adult £2.00
T: 0773 9998012

APRIL 17
SRP Toy Fairs - Midhurst The Grange, Bepton Road, Midhurst, GU29 9HG
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00
T: 07739 998012

Tony Oakes Train Fair - Kidderminster Gilt Edge Leisure Centre, Zotech Avenue, Kidderminster, Worcestershire DY11 7DY
Opening Times: Sunday 1030 - 1400
Prices: Adult £1.50
T: 01270 652773

APRIL 20
Joe Lock Toy & Train Fair - Hoddesdon Shereads School, Cock Lane, Hoddesdon, Hertfordshire EN11 8JY
Opening Times: Wednesday 1900-2100
Prices: Adult £1.00
T: 07866 641215

APRIL 23
Townsend Toy & Train Fair - Nottingham Blue Academy, Aspley Lane, Nottingham, Nottinghamshire NG8 5GY
Opening Times: Saturday 1000 - 1400
Prices: Adult £2.00
T: 07951 072790

APRIL 24
SRP Toy Fairs - Orpington Crofton Halls, Station Road, Orpington, Kent BR6 8PR
Opening Times: Sunday 1000 - 1400
T: 0773 9998012

Barry Stockton Train & Toy Fair - Wirral Hulme Hall, Port Sunlight, Wirral, Merseyside CH62 5DH
Opening Times: Sunday 1030 - 1500
Prices: Adult £2.00 Child £0.50
T: 0151 334 3362

APRIL 30
Blue Bell Toy & Train Fair Horsted Keynes Station, Station Approach, Horsted Keynes, Haywards Heath RH17 7BB
Opening Times: Saturday 1000 - 1600
T: 07866 641215

MAY 1
SRP Toy Fairs - Worthing Charmandean Centre, Forest Road, Worthing BN14 9HS
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00
T: 0773 9998012

Barry Stockton Train & Toy Fair - Holmes Chapel Leisure Centre, Selkirk Drive, Holmes Chapel, Crewe CW4 7DZ
Opening Times: Sunday 1030 - 1500
Prices: Adult £2.00 Child £0.50
T: 0151 334 3362

MAY 7
Tony Oakes Train Fair - Stoke-on-Trent Fenton Community Centre, Manor Street, Fenton ST4 2PT
Opening Times: 1030 - 1400
Prices: Adult £1.00
T: 01270 652773

MAY 14
Tony Oakes Train Fair - Frodsham Frodsham Leisure Centre, Princeway, Frodsham, Cheshire WA6 6RX
Opening Times: 1030 - 1400
Prices: Adult £1.50
T: 01270 652773

Toy Fair



Sat 30th April 2016

(Some stalls will remain open for the 1/2nd May)

10.00am to 5.00pm

The National Railway Museum, Shildon
Locomotion, Shildon DL4 1PQ

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**Squires will be exhibiting at the following shows in 2016 –
Diary updated as bookings are confirmed.**

April 2 - NORWICH Model Railway Exhibition, Hellesdon 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 9/10 CORSHAM Trainwest 2016 Model Railway Exhibition, Springfield Community Campus, Beechfield Rd, Corsham, Wilts SN13 9DN Sat/Sun 10 - 5 *NEW Venue*

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, Wyld 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*

June 4/5 - SHILDON, M/Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10 - 5pm.

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

July 9 - HAILESHAM Scale Model Show, The Civic Community Hall, Vicarage Lane, Hailes, East Sussex, BN27 2AX. Sat 10-4. Inc Dolls Houses, Model Boats, Model Railways, Model

Planes & Scale Plastic Models

Aug 6/7 - SOUTHWOLD Waveney Valley Model Railway Exhibition, Saint Felix School Southwold, IP18 6SD. Sat 10 - 5pm Sun 10-4.30pm. **Plenty of FREE Parking.**

Aug 13 - BEXHILL Model Railway Exhibition, St. Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex, TN40 1SE Sat 10 - 5pm

Aug 13/14 - SKIPTON M/Railway Ex, Skipton Academy (Formerly Aireville Sch) Gargrave Rd, Skipton, BD23 1UQ, Sat 10-5, Sun 10-4. www.skiptonralsoc.org.uk

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 17/18 - AYR M/Railway Exhibition, Citadel Leisure Centre, Ayr, KA7 1JB. *FREE car parking.* Sat 10-5/Sun 10-4

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 Farnham Model Railway Club Exhibition, Connaught Leisure Centre, Tongham Road, Aldershot, Hants. GU12 4AS. Sat 10-5, Sun 10 - 4.30

Oct 8/9 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10-5

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 22 - CHICHESTER M/Railway Ex, Boy's H/Sch, Kingsham Rd, Chichester, W.Sussex. PO19 8AE. 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

Oct 29/30 - ABERDEEN Mod Railway Exhibition RGU, Garthdee, Aberdeen, AB10 7GE Sat 10-6/Sun 10-4.

Oct 29/30 - LEEDS M/R Exhibition, The Grammar School, Alwoodley Gates, Harrogate Rd, Leeds, LS17 8GS Sat 10-5/Sun 10-4.30

Nov 5 - HIGH WYCOMBE - WYCRAIL 16 Model Railway Exhibition, Cressex Community School, Cressex Road, High Wycombe Bucks HP12 4UD. Saturday 10 - 5

Nov 5 - ANGMERING W.Sussex Area Group N Gauge Society M/R Exh, The Angmering Sch, Greenwood Dr, Station Rd, Angmering, BN16 4HH, Sat 10-5 *Close Angmering station*

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 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.

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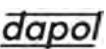


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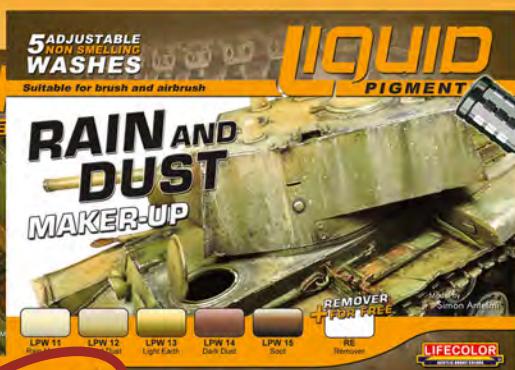
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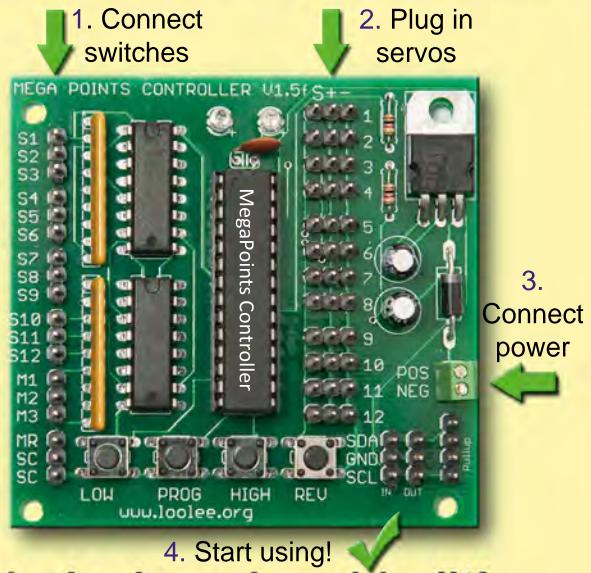
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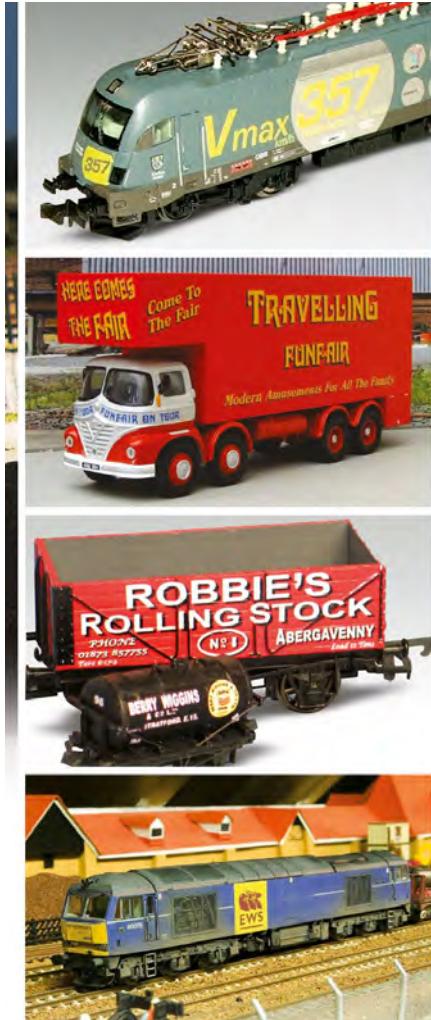
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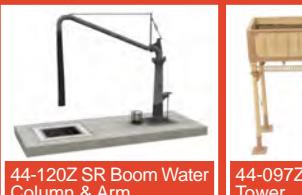


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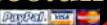
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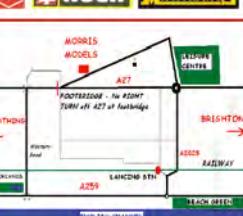
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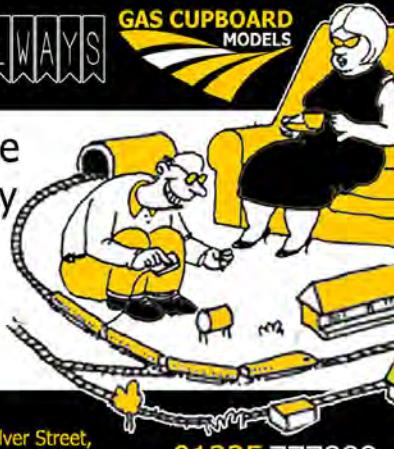
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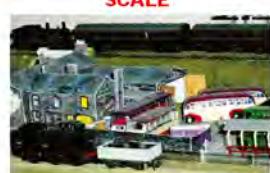
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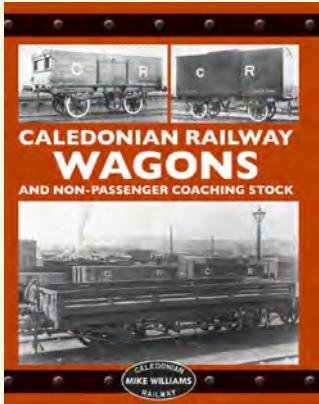
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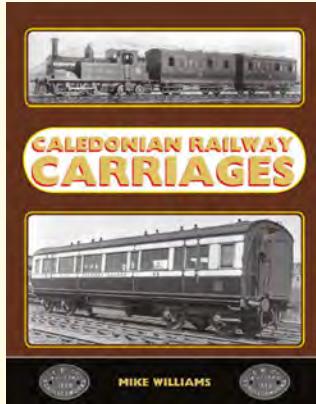
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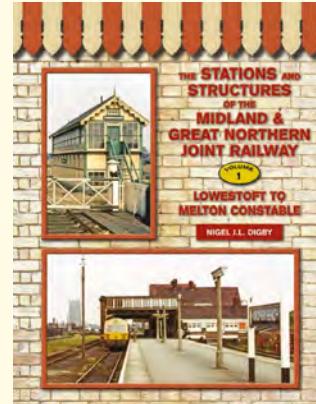
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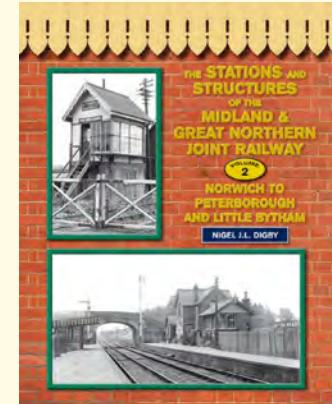
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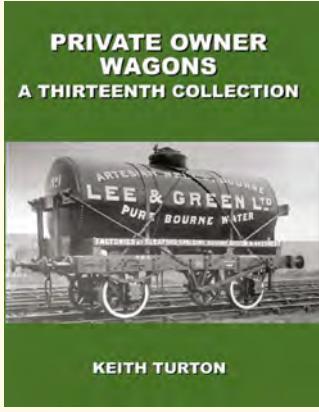


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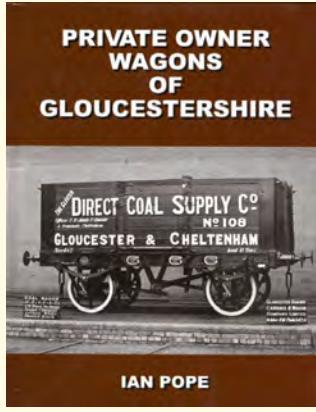
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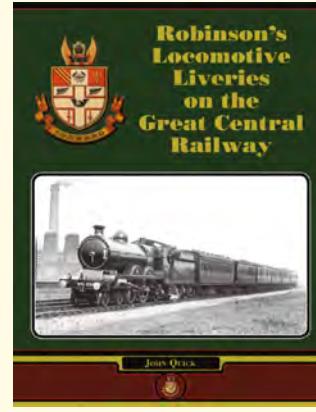
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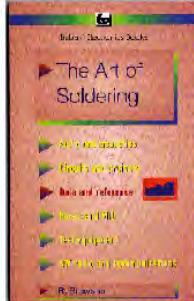
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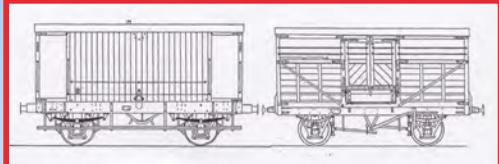
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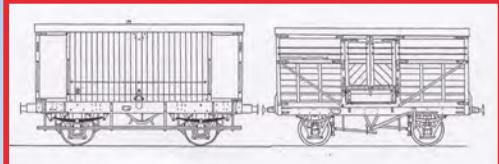
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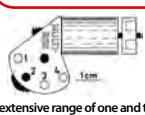
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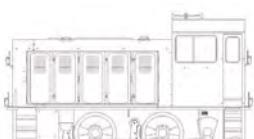
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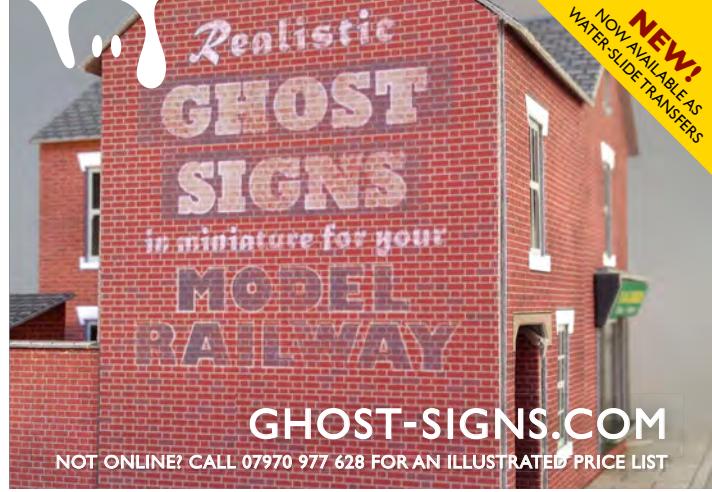
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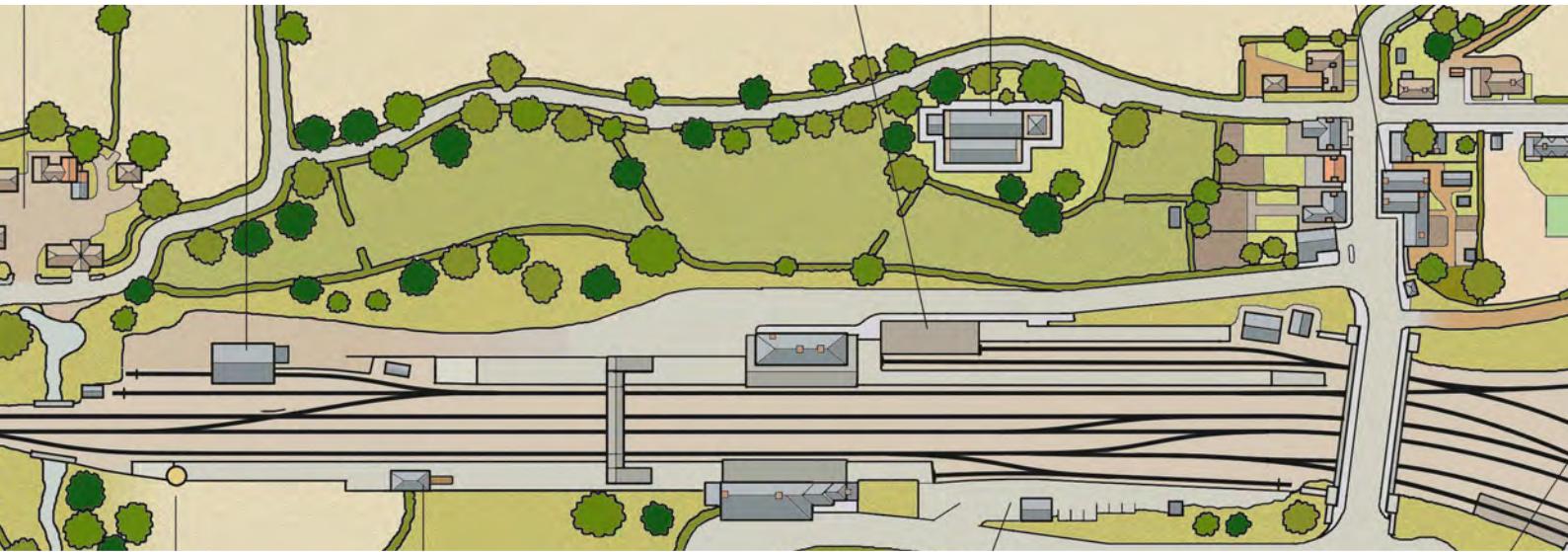
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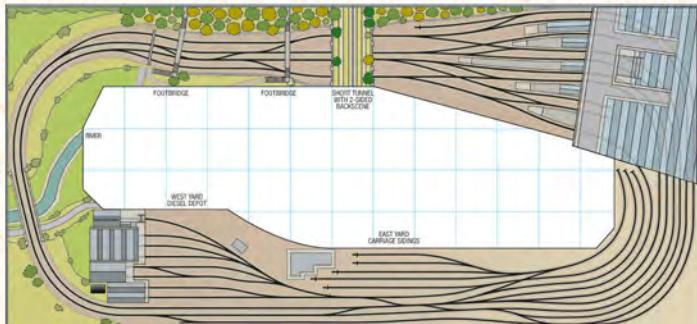
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141 | TEESSIDE STEEL



143 | WAVERLEY WEST



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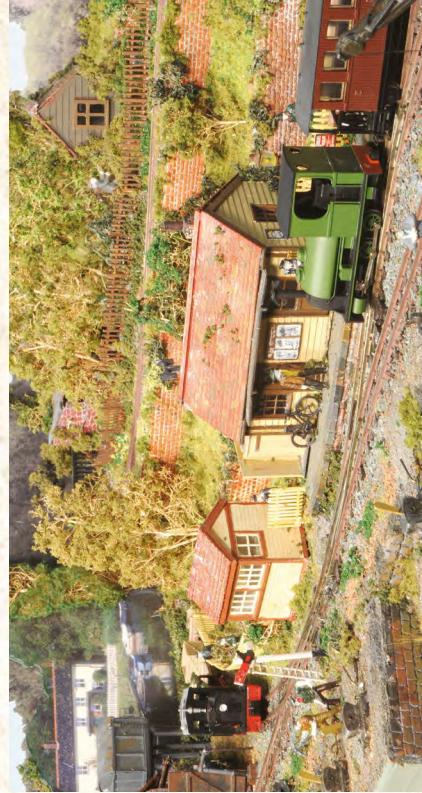
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or email: anoraksanonymous@googlemail.com

ASHURST BRICKWORKS

SMALL LAYOUT | SOUTHERN ENGLAND INDUSTRIAL | 009 Gauge

Modelling in 009 doesn't have to mean Welsh slate railways or the Lynton & Barnstaple as [Peter Rednall](#) showed with this compact layout set in Sussex.



This layout was many years in the planning but took only a matter of months to construct. While there are many beautiful models of narrow gauge slate railways, especially those in north Wales, 'Ashurst Brickworks' Light Railway takes a rarer example of an English narrow gauge industrial line as its inspiration. Set in the 1950s, as wartime austerity was starting to ease and road haulage was making serious inroads into minor railways, this 'rabbit warren' style layout was adapted from a plan in Cyril J. Freezer's book *60 Plans for Small Railways*. The major difference is the addition of a small hidden fiddleyard to add operational interest. It is designed to fit into the back of an estate car and measures just 4ft by 2ft, with a separate scenic 'ledge' 3ft 3in long by 3in wide added for the riverside section. For strength, portability and ease of transport, the baseboards are constructed from MDF on a conventional timber framework.

The rationale behind the railway is the transport of bricks from the kilns to a wharf on the nearby river, from where barges ship the products on to towns and cities across the south of England. However, by the 1950s the line's future is uncertain, although there's the hope of a new life as a preserved railway on the horizon.

Scenery was completed using Woodland Scenics, Noch, and Modellers Mate products, along with a digitally manipulated backscene based on photographs of a real brickworks in the area. These were glued together to create a decoupage effect, enhancing the illusion of space and distance, even in this small space. Careful use of local materials and weathering gives the necessary 'lived in' appearance. For more on this layout, see September 2014 edition of BRM. If you're interested in narrow gauge railways and how to model them, also see www.world-of-railways.co.uk for more information about our sister magazine Narrow Gauge World.

FACT FILE

- SCALE/GAUGE 4mm: 1ft scale, 9mm gauge 009
- SIZE 4ft by 2ft
- ERA/REGION 1950s
- LOCATION Sussex
- CONTROL 12V DC analogue
- LAYOUT TYPE 'Rabbit warren'
- PHOTOGRAPHS Paul Bason

PROS

- Lots of action in a small area
- Tight curves and burrowing lines perfect for a narrow gauge industrial railway
- Easily portable, quick to build, simple trackplan
- Potential for interesting sceneries

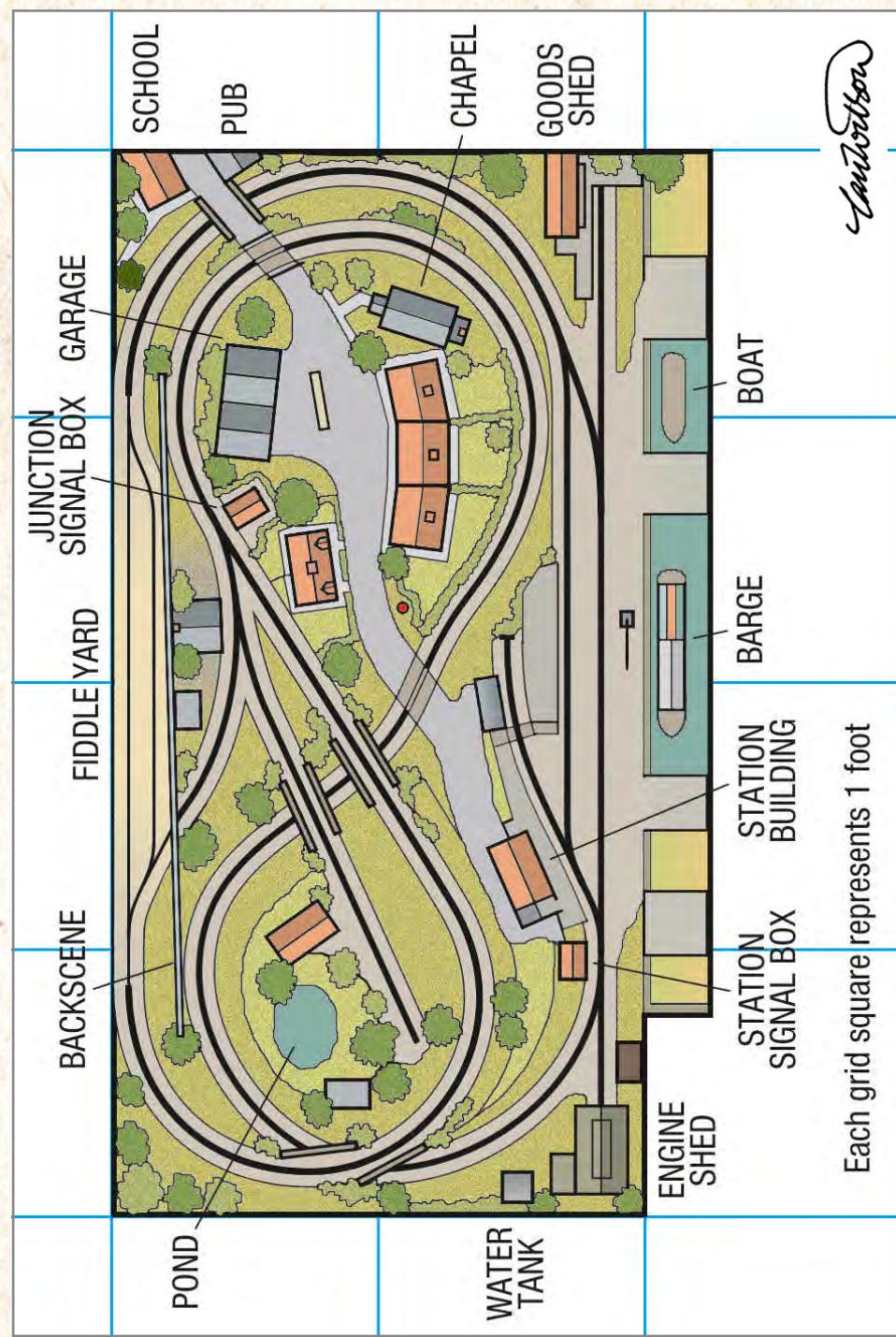
CONS

- Short wheelbase kit-built 009 locomotives can be unreliable performers
- Narrow gauge and industrial railways are 'niche' subjects, not to everyone's taste.

In the limited space available, the challenge was to create a sense of space that was pleasing to the eye. Small structures were deliberately chosen to create the illusion and represent the chosen area. Weathering gives the necessary impression of 'lived-in' structures exposed to the elements.

ASHURST BRICKWORKS

CONTROL: DC
SIZE: S
GAUGE: OO9
ERA: 4



SMALL LAYOUT | SOUTHERN ENGLAND INDUSTRIAL | OO9 Gauge



MEDIUM LAYOUT | N.E. ENGLAND INDUSTRIAL 1960s | O Gauge

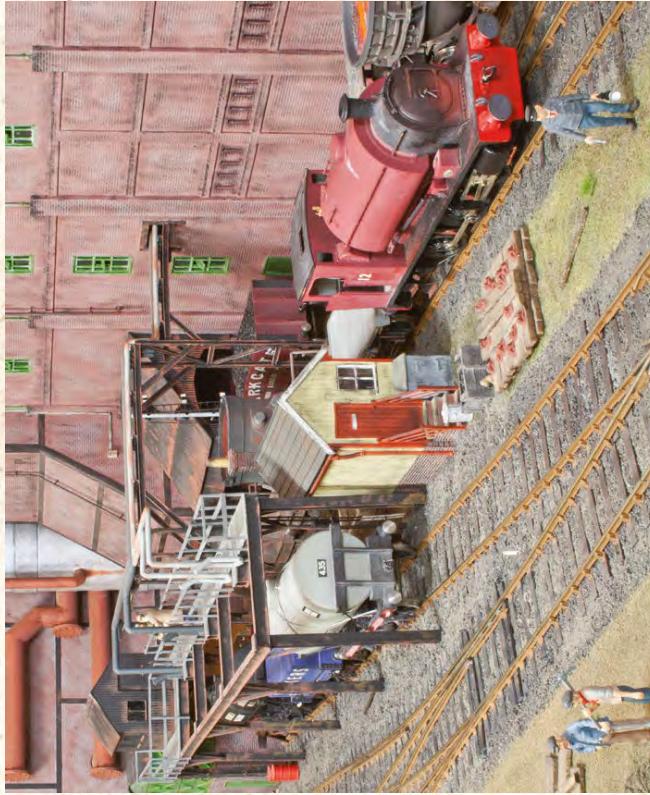
TEESSIDE STEEL

The once extensive railways serving Teesside's traditional steel and heavy engineering industries inspired **Jeff Wetherell's** O gauge exhibition layout.

As a boy growing up in the 1950s and 1960s, Jeff Wetherell clearly remembers the industrial railways serving the heavy engineering, steel and chemical plants of his native Teesside, as well as the smoke and grime that went with them. It was obvious then, that he would choose to re-create that for his first O gauge layout. After a great deal of research and the gathering of archive photographs, he chose to fit one steelworks - the South Durham Steel & Iron Co. - and a heavy engineering works - the Cleveland Bridge & Engineering Co. - onto a 16ft by 2ft layout.

Four 4ft by 2ft baseboards were constructed of 9mm plywood with a 6mm top, but as many holes as possible were drilled in the framework to add lightness without losing strength. Each board can be handled by a single person but there's been no warping or twisting in the years since the boards were made.

The trackplan is designed around two different industrial plants, modelled in low-relief form, and is basically two sets of sidings with a shared run-round loop in the middle. Two operators work independently and rarely use the loop at the same time. Something is always moving to keep our viewers interested. The layout was three years in the making and there's almost 300 yards of wiring under the boards. Almost everything had to be built from scratch or, in the case of the locomotives and many specialist industrial wagons, from a large quantity of kits. Some wagons, such as the molten metal carriers, had to be built from scratch. In order to bring some life to the scene, more than 70 figures are placed in several cameos around the layout. The impressive backscene is actually a photograph of Bethlehem Steel's plant in the USA. For much more on this layout, see August 2014 issue of **BRM**. Digital back issues can be obtained at www.pocketmags.com/BRM



FACT FILE

- SCALE/GAUGE 7mm:1ft scale, 32mm gauge O
- SIZE 16ft by 2ft
- ERA/REGION 1950s/60s NE England
- LOCATION Teesside
- CONTROL 12V DC analogue
- LAYOUT TYPE End-to-end

PROS

- Ideal for displaying a collection of weathered and detailed industrial locomotives and wagons
- Allows realistic operations in a small area for O
- Cassette fiddleyards at both ends
- Portable for exhibition use

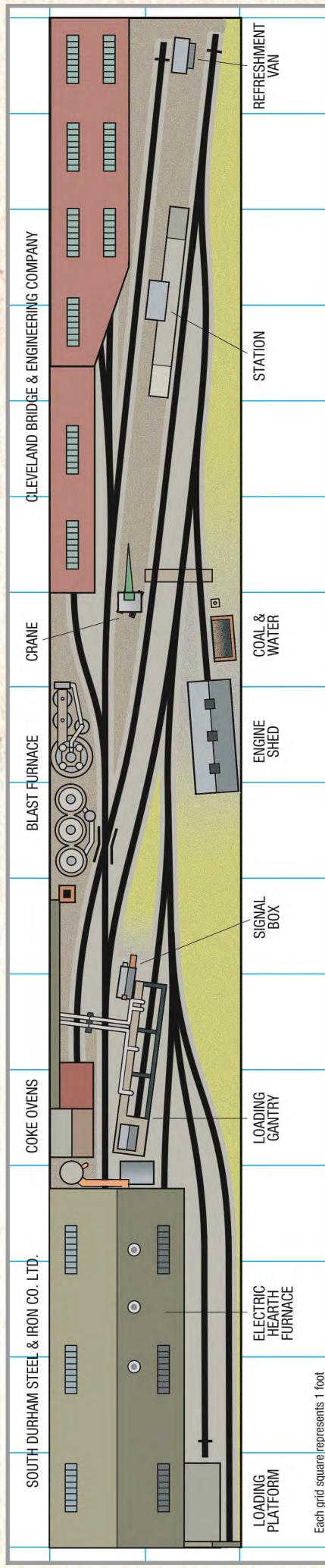
CONS

- End-to-end arrangement not suitable for those wanting to watch continuous running
- Huge steelworks buildings, extensive pipework and structures require intensive modelmaking

The trackplan is designed around two different industrial plants and is basically two sets of sidings with a shared run-round loop in the middle. Two operators work independently and rarely use the loop at the same time. Something is always moving to keep viewers interested.

TEESSIDE STEEL

ERA: 5 GAUGE: O SIZE: M CONTROL: DC



MEDIUM LAYOUT | N.E. ENGLAND INDUSTRIAL 1960s | O Gauge



MEDIUM LAYOUT | BR SCOTTISH REGION 1980s | 00 Gauge

WAVERLEY WEST

Built by **David Segar**, this remarkable layout solves the conundrum of how to squeeze a large station, a depot and scenic section into a spare bedroom.



We've all harboured dreams of layouts based around major city centre main line stations with dozens of platforms, an intensive service of express and suburban trains and grand Victorian buildings. But sadly, such plans are soon scuppered by the realities of space, time and budget. How then, did David Segar manage to create such a convincing replica of Edinburgh's vast Waverley station, Princes Street Gardens and Haymarket depot into an area the size of a large bedroom?

The key is careful planning and design, and the clever decision to only model the western approaches to Waverley, with the massive deck and roadbridge above the platforms hiding tight curves that lead to the storage sidings. Known as the 'half station' approach, this enabled David to model the busier and more interesting end of the station as it was between the late-1970s and early-1990s. Fitting the western end of the station into a relatively small area left space for a representation of the famous section threading through Princes Street Gardens, a compressed rendition of Haymarket depot and a 'country' scenic section as the trains make their way around the loop back to the off-scene storage yard. However, during a rebuild forced by a house move, the scenic section was sacrificed to allow a larger, more realistic version of the diesel depot, which is now being completed.

Some superb modelling of the station area, clever detailing and weathering has produced a very effective and convincing re-creation of this famous gateway to the Scottish capital. For more photographs and information, see November 2015 edition of **BRM** - digital issues are available now at www.pocketmags.com/BRM

FACT FILE

SCALE/GAUGE	4mm:1ft scale, 16.5mm gauge 00
SIZE	16ft 9in by 7ft 10in
ERA/REGION	Late-1970s to early-1990s
LOCATION	BR SCR, Edinburgh
CONTROL	ESU E6CS DCC
LAYOUT TYPE	Continuous loops
PHOTOGRAPHS	David Segar

PROS

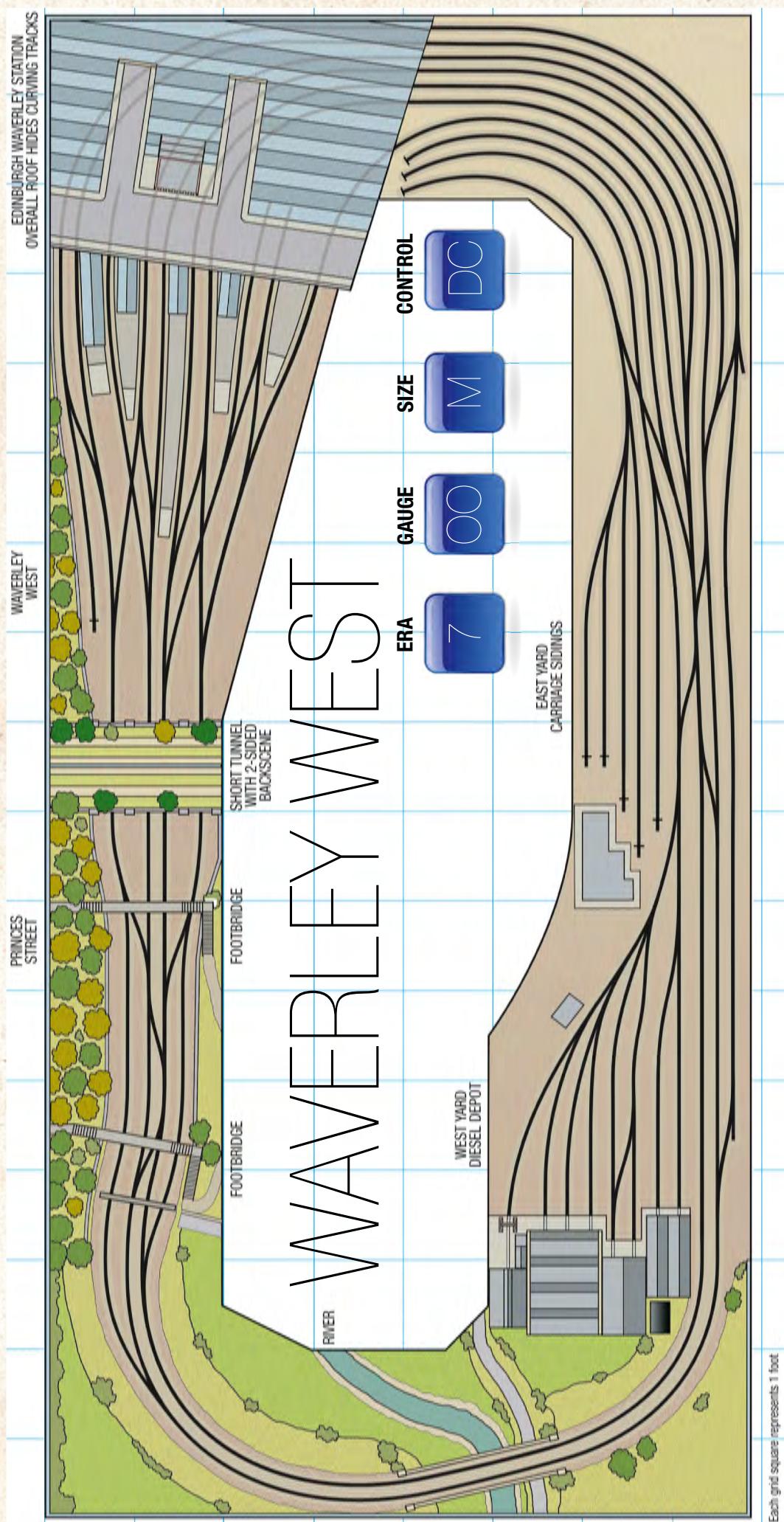
- Large and busy city station in small area
- Tight curves are hidden under station deck
- Continuous loops with off-scene storage yard
- Versatile plan can be adapted for other stations, regions/periods or even other scales

CONS

- May be too large for some domestic rooms
- Some fairly tight curves for locomotives and stock to negotiate
- Compromise of station and depot areas may be a compromise too far for some

We've all harboured dreams of layouts based around large city stations, but these are usually scuppered by the realities of space, time and budget
- careful planning and design has allowed David to fit this famous gateway to the Scottish capital into an area the size of a large bedroom.

THE BRM TRACKPLAN ARCHIVE

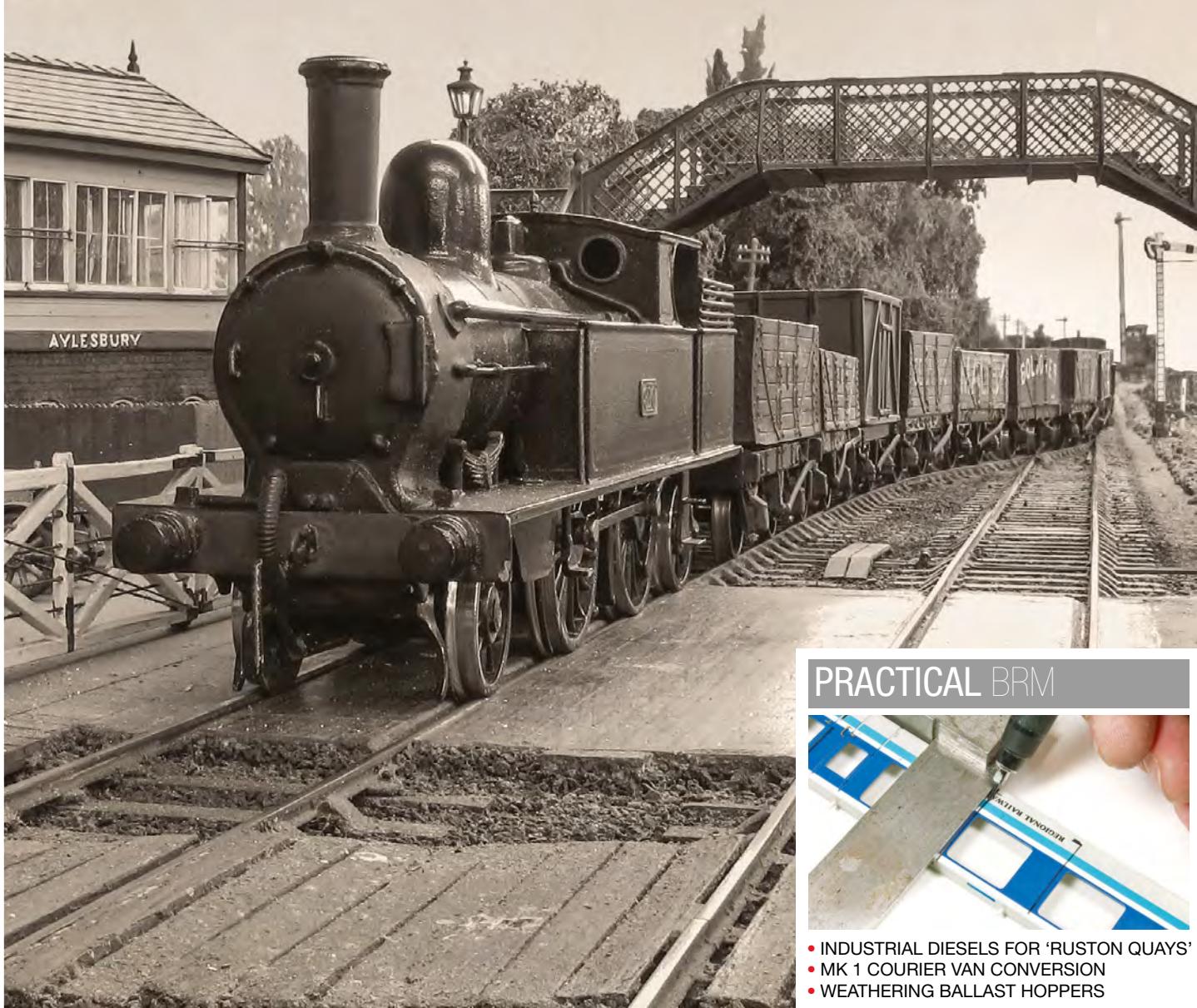


MEDIUM LAYOUT | BR SCOTTISH REGION 1980s | 00 Gauge



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TAIL LAMP

'Industry Insider' offers some insight into the recent changes at Bachmann Europe and how they might influence the future direction of the company.



Stop someone in the street and ask them to name a model railway company; the first and probably only name they will know is Hornby. Mention Bachmann, Dapol or Heljan and they will give you a blank look, mutter something about toy trains and wander off. How sad is that for all those accomplished modelmakers who do not reside in Sandwich?

I understand the reasons why 'Joe Public' has not heard of Bachmann and the others but it is a sad state of affairs, especially when one considers that several manufacturers receive a variety of metaphorical pats on the back each time the industry awards are handed out.

I've been around long enough to remember the days before Bachmann appeared on the scene and looking back it was not a pretty sight. Of course, at the time you do not realise how limited the situation was but speaking personally I am very grateful that [Bachmann Europe founder] Graham Hubbard had the foresight to jump on a 'plane and persuade the Chinese owners of the old Mainline tooling that there was still a market for their models in the UK.

From such humble beginnings Bachmann Europe has, over the last 25 years, gone from strength to strength, providing us with some superb models such as the stunning 'Midland Pullman', a masterpiece in quality, finish and detail. For me that is a model that is as near perfect as can be and with products like it no wonder the Barwell firm continues to rank high in modellers' estimations when votes are cast for the best model or manufacturer of the year.

However, Bachmann Europe is entering a period of fairly significant changes, not only in its management but also in its product portfolio. Graham Hubbard retired at Christmas, with his right-hand man for many years, David Haarhaus, taking over as MD.

No surprise there or in the fact that Bachmann, soon after David's appointment, reaffirmed its policy of only supplying products through *bona fide* retail outlets and stressed it had no intention of selling direct to the public as other manufacturers

do. For many in the trade this was a double positive.

The first bonus was that someone who knows the model railway business and its customers, not to mention the intricacies associated with product development, marketing and retail had taken over the company. Second was that it was made clear that trading terms with its retailers were not going to change. The recent announcements in N and OO are further evidence of a measured and sensible approach in the face of a significant product development backlog.

Too often when new management takes over a company it feels the need to be seen to make radical changes, even if it is not required. What such people forget is that customers, certainly in this business, do not respond well to unnecessary change.

I am sure David is very much aware of Bachmann's strengths, weaknesses and heritage and is mindful of the old adage, 'If it ain't broke don't fix it' but he will be equally aware that Bachmann cannot just rely on model railways.

It has to broaden its product range to protect against the inevitable ups and downs that will no doubt come Bachmann's way during David's tenure. This is sound business sense and I suspect it is one of the reasons why Bachmann Europe recently acquired the Pocketbond Group. To me, this appears to be an excellent decision.

In one swoop Bachmann Europe has obtained a terrific range of die-cast models as well as access to a wide range of plastic kits, plus numerous other collectable and modelling products. If handled properly they will ensure that Bachmann not only becomes more widely known but also, given time, develops into a force to be reckoned with outside of its existing comfort zone.

I am sure that under David's guidance there will be more exciting developments at Bachmann Europe, but I am equally certain that whatever happens it will not forget where its strengths lie and who its customers are. ■



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April Releases

N GAUGE *Schools Class*



2S-002-000 - Schools Repton BR Lined Green Late Crest 30926
 2S-002-000D - Schools Repton BR Lined Green Late Crest 30926 DCC
 2S-002-001 - Schools Wellington SR Pre-War Malachite Lined Green 902
 2S-002-001D - Schools Wellington SR Pre-War Malachite Lined Green 902 DCC
 2S-002-002 - Schools Shrewsbury BR Lined Black Small Early Logo 30921
 2S-002-002D - Schools Shrewsbury BR Lined Black Small Early Logo 30921 DCC



2F-036-025 - Bulk Grain Hopper - GWR 42303
 2F-036-026 - Bulk Grain Hopper - GWR 42303 Weathered



2F-013-027 - GPV - LMS 701018
 2F-013-028 - GPV - LMS 701018 Weathered

O GAUGE

7F-051-019 - 5 Plank - LMS 24361
 7F-051-019W - 5 Plank - LMS 24361 Weathered

OO GAUGE



4F-016-013 - Banana Van - Tropical Fruit M42
 4F-016-014 - Banana Van - Tropical Fruit M42 Weathered



4F-031-037 - 6 Wheel Milk Tanker - Co-op Milk
 4F-031-038 - 6 Wheel Milk Tanker - Co-op Milk Weathered



4F-071-128 - 7 Plank - J Settle
 4F-071-129 - 7 Plank - J Settle Weathered

Also released this month include;

4F-010-001 - JNA Falcon Network Rail NLU29006

4F-010-002 - JNA Falcon Network Rail NLU29023

4F-010-003 - JNA Falcon Network Rail NLU29149

4F-010-004 - JNA Falcon Network Rail NLU29239

4P-010-047 - 60FT Stanier Corridor Comp BR Carmine & Cream M3947M

C105D - 60FT Stanier Corridor Comp BR Carmine & Cream M3947M

All product release dates correct at time of going to press



The following retailers carry stocks of all new monthly products

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ARUNDEL: **Gaugemaster** tel:01903 884321

BARROW IN FURNESS: **Crafty Hobbies** tel:01229 820759

BIDEFORD: **Osborn's Models** tel:01237 423453

BRISTOL: **Model Railways Direct** tel:01275 774224

BURTON-ON-TRENT: **The Tutbury Jinny** tel:01283 814777

CARLISLE: **C & M Models** tel:01228 514689

CHELTENHAM: **Cheltenham Models** tel:01242 523117

HEREFORD: **Hereford Model Shop** tel:01432 352809

KIDDERMINSTER: **DMB/Footplate Models** tel:01562 750076

LIVERPOOL: **Hattons** tel:0151 733 3655

NANTWICH: **Trident Trains** tel:01270 842400

NORTH LANCING: **Morris Models** tel:01903 754850

SHEFFIELD: **Rails of Sheffield** tel:01142 551436

STROUD: **ANTICS** tel:01453 825381

SHEPTON MALLET: **East Somerset Models** tel:01749 880651

WORCESTER: **DCC Supplies** tel:01905 621999

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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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	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							
Stanier Mogul 2-6-0	ehatton.com/5p4f	£127.46 (EST)	Mar 2013							
LNWR Webb coal tank	ehatton.com/wct	£97.71	Sep 2014							
Class 450	ehatton.com/c450	£254.96-£271.96	Mar 2015							
Birage Coaches	ehatton.com/bc	£50.96	Mar 2014							
Class 414 2-HAP	ehatton.com/c414	£119.50 (EST)	Mar 2016							

Class 117, Class 121, 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							

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							
Hatton's King	ehatton.com/king	£169.00-£179.00	Aug 2014							

	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							

Class 4700, Class 1366, Class 1361 - 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
Drax Biomass Wagons	ehatton.com/drax	£83.00	Jan 2016							
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	£144.00-£162.00	Mar 2015							
Class B12 Holden	ehatton.com/B12	£123.00	Nov 2015							
SR Maunsell Coaches	ehatton.com/exsrmaun	£39.99	Jun 2015							

Peckett 0-6-0 - view these projects at www.ehatton.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Adam's Radial	ehatton.com/ar	£88.00	Jan 2015							
Dean Goods	ehatton.com/oxdg	£95	Jan 2016							
Hatton's ICI hopper	ehatton.com/ici	£24.00 / £25.00	Mar 2015							

Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

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