

FREE  
DVD

FINESCALE BRITISH OO TRACK UNVEILED

# BRM

BRITISH RAILWAY MODELLING

MAY 2016 | £4.50

5 QUALITY LAYOUTS

- AYLESBURY (LNW)
- KINLOCHEWE (OO)
- 180ft 'MEGA-LAYOUT' IN 'O'
- ECML STEAM OUTDOORS
- MICKLEOVER IN 'N'
- + 3 CLASSIC TRACKPLANS!

## RECORD BREAKER

RAPIDO  
GOES FULL  
TILT WITH  
APT-E

EXCLUSIVE  
PUBLIC DEBUT FOR  
'AYLESBURY (LNW)'  
AFTER 55 YEARS!



PLUS

- COURIER VAN CONVERSION
- 'DISTRESSED' HOPPERS
- HELJAN CARGOWAGGON



CUSTOMISE  
YOUR  
SHUNTERS  
BRM SHOWS  
YOU HOW...



# Wickham Trolley Car

## OO Scale Model Permanent Way Vehicle

**32-993** BR Engineers Yellow with Wasp Stripes

- Accurate Type 27 trolley and trailer
- Electrical pick-up from both vehicles
- 2 types of radiator grills
- Used country wide
- Correct pattern wheels
- 75mm long with trailer



**32-992** Wickham Trolley Car  
BR Engineers Yellow

ERA  
**6**



**32-991** Wickham Trolley Car  
BR Maroon

ERA  
**4/5**



Detailed windows with wipers



Canvas sides 'rolled up'



Static turntable on rear

Era **4/5** = 1948 - 1966

Era **6** = 1967 - 1971

Era **7** = 1971 - 1982

# DISCOUNT 'O' GAUGE

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R.T.R in unpainted brass/factory painted	
GWR/BR King	£900.00
GWR/BR Railcar 19-33	£550.00
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## Includes wheels, gears and motor

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PS154 NEW LNER/BR Toad brake van	£38.75
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PS167 NEW LNER/BR Toad brake van	£38.75
PS168 NEW LNER/BR Toad brake van	£38.75
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PS171 NEW LNER/BR Toad brake van	£38.75
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PS184 NEW LNER/BR Toad brake van	£38.75
PS185 NEW LNER/BR Toad brake van	£38.75
PS186 NEW LNER/BR Toad brake van	£38.75
PS187 NEW LNER/BR Toad brake van	£38.75
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PS200 NEW LNER/BR Toad brake van	£38.75
PS201 NEW LNER/BR Toad brake van	£38.75
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PS	



# Contents | May 2016

## ◀ LAYOUTS

### 22 AYLESBURY (LNW)

**22** **AYLESBURY (LNW)** Andrew David explains why this groundbreaking layout by Geoff Williams is making a one-off public appearance 55 years on from its creation.

### 40 HEATON LODGE JUNCTION

**40** **HEATON LODGE JUNCTION** Simon George introduces an occasional series about the re-creation of his favourite childhood trainspotting patch in O gauge - all 180ft of it!

### 50 MICKLEOVER

**50** **MICKLEOVER** Strong family links with a former Great Northern route in Derbyshire inspired this N gauge layout by Kevin Smith.

### 62 KINLOCHEWE

**62** **KINLOCHEWE** This terminus on the west coast of Scotland, inspired by Mallaig, recalls the days of Sulzer Type 2s and Class 37s, fondly remembered by Bill Wood.

### 70 EAST COAST MAIN LINE IN THE GARDEN

**70** **EAST COAST MAIN LINE IN THE GARDEN** Norman Venus explains how his extensive 00 gauge outdoor layout has been transformed to depict different locations on the ECML.

## ◀ PRACTICAL BRM

### 32 PERSONALISE YOUR DIESEL SHUNTERS

Never one to leave things alone, Phil Parker customises two 00 gauge diesel shunters to transform their 'box-fresh' image into something more workmanlike.

### 44 CUSTOMISE YOUR WAGONS

**44** **CUSTOMISE YOUR WAGONS** Howard Smith gives two of Heljan's recently released O gauge 'Dogfish' ballast hoppers a weather-beaten look suitable for wagons reaching the end of their working life.

### 58 CONVERSION PROJECT: CREATE A MK1 COURIER VAN

Add variety to your BR mail trains with this simple conversion of a Mk 1 Brake Second coach into a van rebuilt to carry high value consignments.

## ◀ INTERVIEW

### 36 GLENDALE JUNCTION

**36** **GLENDALE JUNCTION** Howard Smith visits a Lincolnshire model shop to discover more about modelling in the great outdoors.

## ◀ NEWS & REVIEWS

### 79 GOODS INWARDS

**79** **GOODS INWARDS** Our revamped news and reviews section brings you the best coverage of the latest products from the UK model railway trade.

### 90 LOCOMOTION MODELS APT-E

**90** **LOCOMOTION MODELS APT-E** Andy York shares his views on one of the most anticipated RTR models of recent years.

### 94 HELJAN CARGOWAGGONS

**94** **HELJAN CARGOWAGGONS** Ideal for modern image modellers, these imposing O gauge wagons for international traffic are scrutinised by Howard Smith.

### 96 REVIEWS

**96** **REVIEWS** Ben Jones looks at the latest releases to arrive from Bachmann and Graham Farish.

### 99 NEW BOOKS

**99** **NEW BOOKS** A selection of the latest railway literature on various subjects of interest to modellers and historians alike.

## ◀ REGULARS

### 38 INBOX

**38** **INBOX** Your thoughts, projects and opinion on the hobby, past and present.

### 137 TRACKPLAN ARCHIVE

**137** **TRACKPLAN ARCHIVE** In our unique new section are three more classic layout trackplans for you to collect.

### 145 NEXT MONTH

**145** **NEXT MONTH** Find out what exciting features we've got planned for the May 2016 issue of **BRM**.

### 146 TAIL LAMP

**146** **TAIL LAMP** 'Industry Insider' compares and contrasts two different approaches to taking retail orders and planning production quantities.



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**BRM**  
BRITISH RAILWAY MODELLING

# On your DVD: 'Aylesbury' Layout | Photography Tips | Wheel Cleaning



44



94



# Cobalt iP digital

**525,000 plus changes and still going...  
counted on its own internal switches!**

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Amid all the controversy about financial troubles, supply issues and pricing, it can be easy to forget why we actually do this in the first place. Don't panic, I'm not about the launch into a diatribe about how much better it was in some imaginary rose-tinted past - quite the opposite in fact. We've never been so well furnished in terms of the range and quality of products and events, the availability and dissemination of information, the choice of tools, accessories and technology to assist with our modelling, and yet we appear to be unhappier, more discontent, than we've ever been.

Some will tell you that "if it isn't difficult, it's not worth doing", but for most of us, that 'hair shirt' approach is not what our hobby is about. Even so, we should still hanker after the sense of satisfaction that comes from making things and being creative. This should be a pleasurable pastime; educational, creative and satisfying, certainly, but also fun - however you choose to define it. We talk to thousands of modellers every year, both in person and online, and many are enjoying themselves thoroughly, and building great models.

Looking across the hobby, it's clear that the companies doing well in 2016 are those offering products and services that save time, solve problems and deliver quality and/or convenience. One good example is Rapido Trains, which has recently delivered its first British outline model (see page 90 for Andy York's comprehensive review).

On page 81 you'll see another example of a supplier who appears to be in tune with that trend. At a time when we've had to get used to regular price increases, DCCconcepts has reduced RRP across its entire range to try and encourage more modellers to use its products. But it's not just about price; with new and proposed items designed to make building a more realistic, finescale British railway more achievable there may be clear gains for modellers of all abilities. If a supplier is willing to invest in products that reduce the time required to wire up a control panel, lay realistic looking track or even model working point rodding, then it's worth investigating. I doubt that I'm unusual in wanting to build a layout to the best of my abilities, run trains and enjoy doing it. However you do it, that is surely what's most important.



MANAGING EDITOR | Ben Jones

# BRM

**JUNE 2016 BRM ON SALE**  
**MAY 26 - SEE PAGE 145**

#### BRITISH RAILWAY MODELLING

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**T** 01778 392059 **E** [BRM@warnersgroup.co.uk](mailto:BRM@warnersgroup.co.uk)

#### SUBSCRIPTION ENQUIRIES

**T** 01778 392002

#### EDITORIAL

**I** MANAGING EDITOR Ben Jones

**E** [benj@warnersgroup.co.uk](mailto:benj@warnersgroup.co.uk)

**I** FEATURES EDITOR Howard Smith

**E** [howards@warnersgroup.co.uk](mailto:howards@warnersgroup.co.uk)

**I** FEATURES WRITER Phil Parker

**E** [phil@pagenumberone.co.uk](mailto:phil@pagenumberone.co.uk)

**I** RMWEB EDITOR & BRM PHOTOGRAPHER

Andy York **I** **E** [info@rmweb.co.uk](mailto:info@rmweb.co.uk)

**I** TRACKPLAN ILLUSTRATOR

Ian Wilson at Pacific Studio

**E** [ian@pacificstudio.co.uk](mailto:ian@pacificstudio.co.uk)

**I** ASSOCIATE PUBLISHER Steve Cole

**E** [stevec@warnersgroup.co.uk](mailto:stevec@warnersgroup.co.uk)

**I** PUBLISHER John Greenwood

**E** [johng@warnersgroup.co.uk](mailto:johng@warnersgroup.co.uk)

#### ADVERTISING

**I** GROUP ADVERTISING MANAGER Bev Machin

**T** 01778 392055

**E** [bevm@warnersgroup.co.uk](mailto:bevm@warnersgroup.co.uk)

**I** SALES EXECUTIVE Emma Hill

**T** 01778 395002

**E** [emma.hill@warnersgroup.co.uk](mailto:emma.hill@warnersgroup.co.uk)

#### DESIGN AND PRODUCTION

**I** HEAD OF DESIGN & PRODUCTION

Lisa Watson-Bailey

**E** [lisawb@warnersgroup.co.uk](mailto:lisawb@warnersgroup.co.uk)

**I** DESIGNER James Teather

**E** [jamest@warnersgroup.co.uk](mailto:jamest@warnersgroup.co.uk)

**I** ADVERTISING DESIGNER

Amie Carter **E** [amiec@warnersgroup.co.uk](mailto:amiec@warnersgroup.co.uk)

**I** PRODUCTION

Pat Price **T** 01778 391115

**E** [patp@warnersgroup.co.uk](mailto:patp@warnersgroup.co.uk)

#### DISTRIBUTION

TRADE ACCOUNT SALES

Natalie Cole **T** 01778 392404

**E** [tradeaccountorders@warnersgroup.co.uk](mailto:tradeaccountorders@warnersgroup.co.uk)

**I** UK/OVERSEAS NEWSTRADE SALES

Keiron Jefferies **T** 01778 395043

**E** [keironj@warnersgroup.co.uk](mailto:keironj@warnersgroup.co.uk)

**I** NEWSTRADE DISTRIBUTION

Tom Brown 01778 391135

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



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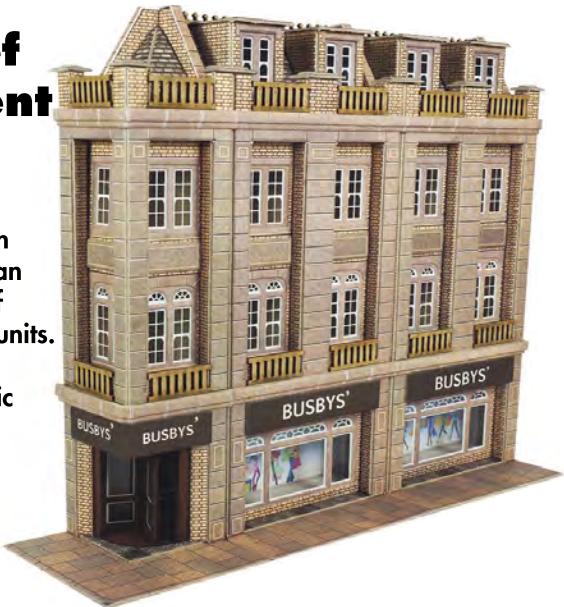
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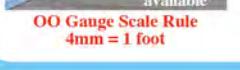
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3910 Class O2/3 Tango 2-8-0 3965 in LNER black stepped tender (Hel) £148



NEW

3912 Class O2/3 Tango 2-8-0 63948 in BR black early crest stepped tender (Hel) **NEW** £148



NEW

3913 Class O2/3 Tango 2-8-0 63952 in BR black late crest stepped tender (Hel) **NEW** £148



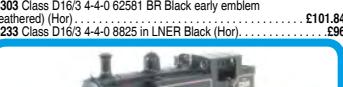
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3911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) £148



NEW

3920 Class O2/4 Tango 2-8-0 3962 in LNER black flush tender (Hel) £148



NEW

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



NEW

3923 Class O2/4 Tango 2-8-0 63982 in BR black late crest flush tender (Hel) £148



NEW

3921 Class O2/4 Tango 2-8-0 63983 in BR black early crest flush tender (Hel) £148



NEW

31-003A Class O4 Robinson 2-8-0 6184 in LNER black (Bac) **NEW** £110.46



NEW

31-004A Class O4 Robinson 2-8-0 63762 in BR black early emblem - weathered (Bac) **NEW** £118.96



NEW

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



R3381 Class J15 0-6-0 65475 in BR black early emblem (Hor) £101.90

R3380 Class J15 0-6-0 7510 in LNER Black (Hor) £101.90

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

R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) £120.50

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



BARGAIN

3912 Class O2/3 Tango 2-8-0 63948 in BR black early crest stepped tender (Hel) £148



BARGAIN

3913 Class O2/3 Tango 2-8-0 63952 in BR black late crest stepped tender (Hel) **NEW** £148



BARGAIN

3914 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) £148



BARGAIN

3920 Class O2/4 Tango 2-8-0 3962 in LNER black flush tender (Hel) £148



NEW

3921 Class O2/4 Tango 2-8-0 63983 in BR black early crest flush tender (Hel) £148



NEW

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



NEW

3923 Class O2/4 Tango 2-8-0 63982 in BR black late crest flush tender (Hel) £148



NEW

31-003A Class O4 Robinson 2-8-0 6184 in LNER black (Bac) **NEW** £110.46



NEW

31-004A Class O4 Robinson 2-8-0 63762 in BR black early emblem - weathered (Bac) **NEW** £118.96



NEW

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

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R3413 Class S15 4-6-0 30831 in BR Black late crest (Hor) **NEW** £122

R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) **NEW** £122



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

R3200 Class V Schools 4-4-0 30915 'Brighton' in BR Black early emblem (Hor) (list £139.99) **BARGAIN** £105

31-980 Standard Class SMT tank 82020 BR green late crest - weathered (Bac) £118.96



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

32-908 Standard Class SMT 73049 in BR lined green late crest & BR1 tender (Bac) (list £129.95) **BARGAIN** £82



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



R9289 Thomas & Friends - 4-4-0 No.2 Edward the blue engine (Hor) **NEW** £72



R9292 Thomas & Friends - 4-6-0 Henry the green engine (Hor) **NEW** £81



R9291 Thomas & Friends - 4-6-2 No.4 Gordon the big engine (Hor) **NEW** £90



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

30-325 Ambulance Train No.40 Train Pack GWR Class 3700 No.3711 'City of Birmingham' in WWI khaki, 3 x coaches in olive green & 6 x WWI figures (Bac) £140.20



30-575 The Railway Children Train Pack GWR 57xx Pannier in GNSR, 2 x GNSR Coaches & Scenecraft Oakworth Station Building (Bac) £114.71



R3300 Winston Churchill's Funeral Train Pack Battle of Britain class 4-6-2 34051 'Winston Churchill' in BR green Late crest, 2 Pullman coaches & SR Baggage car - Ltd Ed (Hor) £222.21

### Diesel locos

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

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



R3261 Class 08 08417 in Network Rail (Hor) **NEW** £86.60



R3342 Class 08 Shunter 08489 in BR blue (Hor) **NEW** £111.10



32-115B Class 08 Shunter 08818 in BR Blue Wasp Stripes (weathered) (Bac) **NEW** £93.46



R3343 Class 08 Shunter 08822 'John' in FGW (Hor) **NEW** £111.10



32-119 Class 08 Shunter 08907 in DB Schenker red (Bac) **NEW** £84.96



32-120 Class 08 Shunter 13287 in BR Plain Green Early Emblem (Bac) **NEW** £84.96



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



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



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



1718 Class 17 D8523 in blue full yellow ends (Hel) £94



1719 Class 17 D8558 in BR green small yellow panels (Hel) £94



32-038DS Class 20 20124 in BR Blue with Indicator Discs (Weathered & DCC Sound Fitted) (Bac) £195.46



32-044 Class 20 D8028 BR Green Indicator Discs & Tablet Catcher (Bac) £93.46



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



31-660 Class 47/4 47436 in BR Large Logo Blue (Bac) **NEW** £114.71

32-331 Class 25/1 25043 BR Green Full Yellow Ends (weathered) (Bac) £89.21



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

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



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

R3344 Class 31 31256 BR Blue (Railroad Range) (Hor) (list £64.99) **BARGAIN** £42

3346 Class 33/0 33047 'Spirite' in BR engineers' Dutch yellow & grey (Hel) £94



3415 Class 33/0 D6516 in early BR green (Hel) £94



3416 Class 33/0 D6551 in BR green small yellow panels (Hel) £94



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



3336 Class 33/2 33202 The Burma Star BR engineers' Dutch grey & yellow (Hel) £94



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



32-784 Class 37/0 37242 Mainline Blue Centre Headcodes (weathered) (Bac) £106.21



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



32-381M Class 37/4 37402 in Direct Rail Services (DRS) compass blue (Bac) £137.95



32-067 Class 49 North British (NBL) Warship 842 Royal Oak BR Blue (Bac) £118.96



32-680 Class 45 45036 in BR Blue Split Centre Headcode (Bac) £101.96



R3393TTS Class 47 47033 in Railfreight Distribution - TTS sound fitted - Railroad Range (Hor) **NEW** £79



31-656 Class 47/0 47256 in BR Green Full Yellow Ends - weathered (Bac) **NEW** £127.46



31-655 Class 47/3 47301 'Centurion' BR Railfreight Grey Red Stripe (Bac) £97.71



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



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



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



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



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



R3497 Class 55 Deltic D9016 in BR green - Railroad Range (Hor) **NEW** £53

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



R3267KS Class 60 60005 "Skiddaw" in Transrail triple grey - Sound fitted (Hor) £229.90



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

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



R3388TTS Class 67 67004 "Cairn Gorm" in Caledonian Sleeper - TTS sound fitted (Hor) £149



R3481 Class 67 67025 "Western Star" in EWS (Hor) £127



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



31-996 Class D/16 LMS 10000 in BR Brunswick Green Part Eggshell Blue Waistband (Bac) £101.96



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

**Electric locos**



31-678 Class 85 (AL5) Bo-Bo Electric 85026 in BR Blue single pantograph (Bac) (list £124.55) **BARGAIN** £86

31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (list £139.95) **BARGAIN** £86

R3365 Class 91 91120 in East Coast Trains (Hor) £63.32

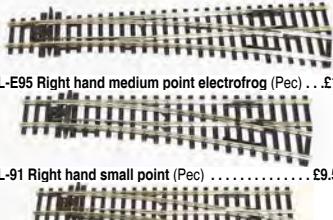




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SL-E95 Right hand medium point electrofrog (Pec) £10

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

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

**Track - Code 75 FineScale Streamline**

SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track. (Pec) £3

SL-102F Pack of 25 (Pec) £72



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

Silver Finescale flexible track (Pec) £72

SL-100F Single (Pec) £3



SL-E199 3 way finescale medium radius point

electrofrog (Pec) £27



SL-E190 Finescale double slip electrofrog (code 75

Rail) (Pec) £35

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

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



SL-E196 Finescale left hand medium point

electrofrog (Pec) £12

SL-E188 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-E195 Finescale right hand medium point electrofrog (Pec) £12

### Track & Points

R605 1st radius double curve (8 make a circle) (Hor) £2.50

R605 Circle of 8 (Hor) £15

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

R607 Circle of 8 (Hor) £18

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

R609 Circle of 8 (Hor) £22

R626 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

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

HELIX-40-505 Modular helix in clear acrylic 40cm height single track (Pro) £40



R8073 Right Hand Standard Point (Hor) £9

R621 Single 97mm length of flexible track (Hor) £3

R621 Pack of 24 (Hor) £6

R600 Standard Straight (Hor) £1.40

R601 Box of 24 (Hor) £3.55

### Track underlay

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

SL-50 Roll of foam track underlay sleepers indentation. Suitable for

Setrack and Streamline 5m long (16' 4") (Pec) £9

### Railway publications



36-2016 Bachmann Branchline 2016/17 Catalogue (Bac)

NEW £6.80

### Buses



76DR001 Duple Roadmaster Belle Vue Coaches (Oxf)

NEW £14

12123 Harrington Cavalier 'Royal Blue N.B.C.' (EFE) £28

17231 Leyland National 'Northumbria' (EFE) £28

28289 Leyland Titan 'Oxford Bus Company' (EFE) £28

15720 Plaxton Panorama 'Ribble' (EFE) £28



2S-007-013D Class 57xx Pannier 0-6-0 9744 British Railways green - DCC fitted (Dap) £88



2S-019-002D Class 6800 4-6-0 6802 "Bampton Grange" in GWR green 'G & W' lettering, DCC Fitted (Dap) £119

2S-019-006D Class 6800 4-6-0 6803 'Bucklebury Grange' in BR lined green late crest (Dap) £100

2S-019-009D Class 6800 4-6-0 6803 'Bucklebury Grange' in BR lined green late crest, DCC Fitted (Dap) £119

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

Cars

76ACF002 Austin Cambridge Armadillo Beige Red (Oxf) NEW £4

76AS5004 Austin Seven Saloon Westminster Green (Oxf) NEW £4.50

76BMM004 Bentley Mulsanne St James Red (Oxf) NEW £4.50

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



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

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

### Signals

2L-001-001 Signal - Motorised, GWR home lower quadrant (ex-NSIGN1) (Dap) £22

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

### Buildings - general

PN184 Factory Entrance & Boiler House (Met) NEW £12

### Man-made scenic structure - non-railway

310Ratio Domestic Windows (Lat) NEW £4.35

311Ratio Doors (Lat) NEW £4.35

305Ratio Slate Roofing (Lat) NEW £4.35

306Tile Roofing (Lat) NEW £4.35

### 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-300 Starter Track Set (Pec) £44



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

ST-300 Starter Track Set (Pec) £44



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

SL-300 Single (Pec) £3



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

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

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

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

### Track - Code 55 Finescale Streamline



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

SL-300F Single (Pec) £3

SL-E39F 3-way finescale turnout (Pec) £26

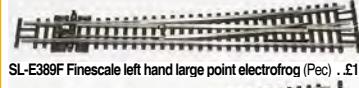
SL-E307F Finescale curved double radius left hand point electrofrog (Pec) £11



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

SL-389F Finescale left hand large point electrofrog (Pec) £11

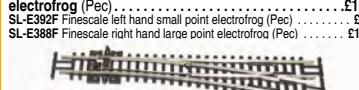
SL-E389F Finescale left hand large point electrofrog (Pec) £11



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

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

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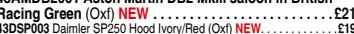
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Showstopping images from  
the world of model railways



Bringing back memories of APT-E's record-breaking runs of the 1970s, the Rapido model is out now. See page 90 for our comprehensive review. ANDY YORK



# AYLESBURY

(LNWR)



Andrew David explains why this groundbreaking EM gauge 'home' layout is making a one-off public appearance 55 years on from its creation.



A coal train approaches the station behind an LNWR '4ft 6in Tank' 2-4-2T. Its load is no doubt destined for the gas works. Coal for industrial and domestic use was the single most important source of goods traffic for most branch lines until the 1960s.





Gasometers, now a vanishing part of our industrial past, tower over the elegant train shed as a passenger train arrives from Cheddington.

## ABOUT THE AUTHOR

Andrew David is a Member of the Risborough & District Model Railway Club and has recently ventured into railway journalism: his day job is teaching Latin and ancient civilisation at London's City Lit college, and at the British Museum, as well as home-educating his children.

## FACT FILE

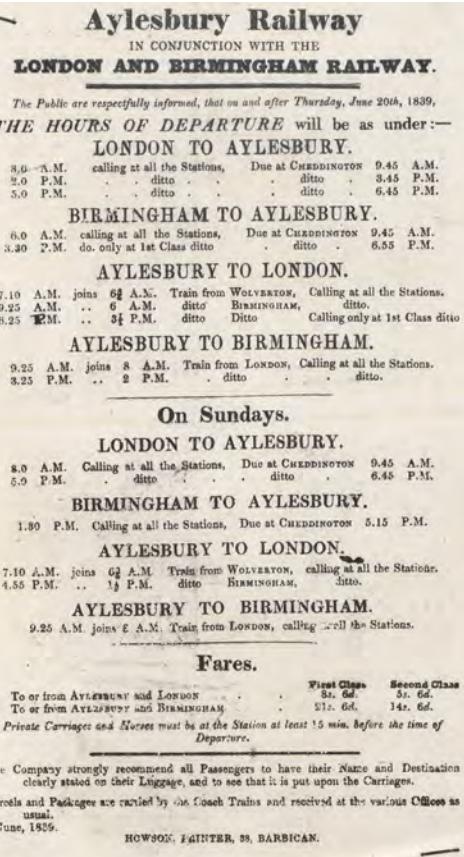
- SCALE/GAUGE 4mm:1ft scale, 18.2mm gauge EM
- SIZE 36ft by 7ft
- ERA/REGION 1911
- LOCATION LNWR, Buckinghamshire
- LAYOUT TYPE Fiddleyard to terminus
- POWER & CONTROL DCC
- PHOTOGRAPHY Andy York

Considerable interest is anticipated at the forthcoming showing of the layout at Railex 2016 which is within two miles of the prototype location

The late Geoff Williams' model of Aylesbury High Street station was created in the 1960s and early-1970s. Geoff settled on this location as a suitable LNWR terminus with the added interest of an adjacent gasworks - he himself being a site engineer with Eastern Gas. His aim was to reproduce faithfully the prototype as it would have looked in 1911, and thus the layout has become known as 'Aylesbury LNWR' - although the platform signs as modelled bear the authentic nomenclature of 'Aylesbury'

Through various appearances in the model railway press over the two decades after its creation, the layout became something of a legend, due to its groundbreaking finescale modelling; and now, some 55 years on, it has been given a new lease of life by Risborough & District Model Railway Club. This came about as a result of your author - an admirer of Geoff's

# ■ back story Aylesbury (LNWR)



COURTESY BUCKINGHAMSHIRE COUNTY COUNCIL

The Aylesbury Railway opened in 1839 and is regarded as the world's first railway branch line. It ran from Cheddington, on the London & Birmingham Railway main line, to Aylesbury with the intention of continuing to Oxford. It made no connection with the Wycombe Railway/GWR Aylesbury Joint station, although to this day Exchange Street links the present Chiltern Railways station to the former LNWR station site.

There was one intermediate station at Marston Gate, and four level crossings; negligible earthworks were required, with no tunnels or bridges. The journey from Aylesbury to Cheddington took about 15 minutes, at around 30mph, and the trip to London about two hours. The line proved profitable and successful throughout the 19th Century with the carriage of coal and coke from Midlands collieries being the main traffic - for the nearby gas works and for domestic use. Beer was also brought in from Burton-on-Trent by train.

Carriage of livestock was important, including ducks and geese for the London markets. These were transported in locally-made baskets woven from locally grown osier (a species of willow). In 1889 a new station building was erected by the LNWR to the south and west of the 1839 building, which was demolished to make way for a goods facility.

By the early-1900s (the period in which Geoff's model is set) up to 50 churns of milk per day were being loaded at Marston Gate, all of which were destined for Aylesbury's Nestlé factory where condensed milk had been produced by the Anglo-Swiss Condensed Milk Company since 1875. Fruit such as the famed 'Aylesbury Prune' was sent swiftly to London and elsewhere - while horse manure cleared from London streets made up return loads, and the town's two print works patronised the line with the distribution of their printed matter. Later, a significant volume of agricultural machinery was transported from the New Holland factory - 40 tractors a day, at the peak of production.

In 1950 the station was renamed Aylesbury (High Street), to avoid confusion with Aylesbury Joint, as they were both now within BR's London Midland Region.

Sadly the Cheddington-Aylesbury (High Street) line was closed to passengers by British Railways in 1953 and services ceased altogether in December 1963. New buildings and roads were built over the site at Aylesbury. Little remains of what Geoff modelled, save some commercial buildings, and some of the terraced housing surrounding the station.

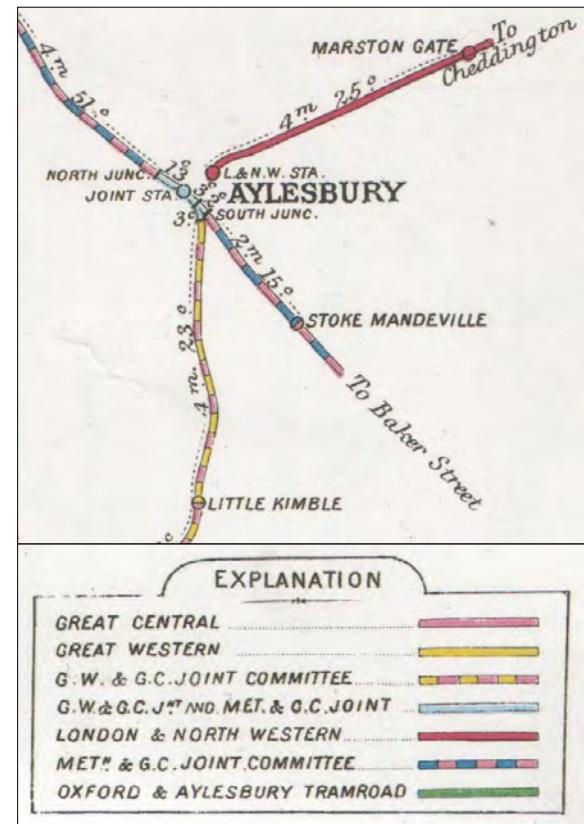
exquisite and pioneering workmanship since the 1970s - contacting Geoff's son Mike Williams when the layout was offered for sale in 2012.

Mike kindly showed me over the layout, which was then stored in his loft, and this led to its acquisition, with a view to being put on public display, by Risborough & District MRC. In fact it will be showcased as a working layout for the first - and maybe only - time at Railex 2016 - the Club's forthcoming exhibition at Stoke Mandeville Stadium in Aylesbury on May 27/28.

## ACCOMPLISHED MODELLING

The layout is actually 'Aylesbury Mk 2'; Geoff was unhappy with his 1950s 'Mk 1' version and sold it to the late Pat Whitehouse before starting afresh. Both layouts were designed for home use. The first layout was stored in a chimney breast when not in use, while Mk 2 was snugly built into the family's loft, and therefore has never been shown fully operational at an exhibition - until now.

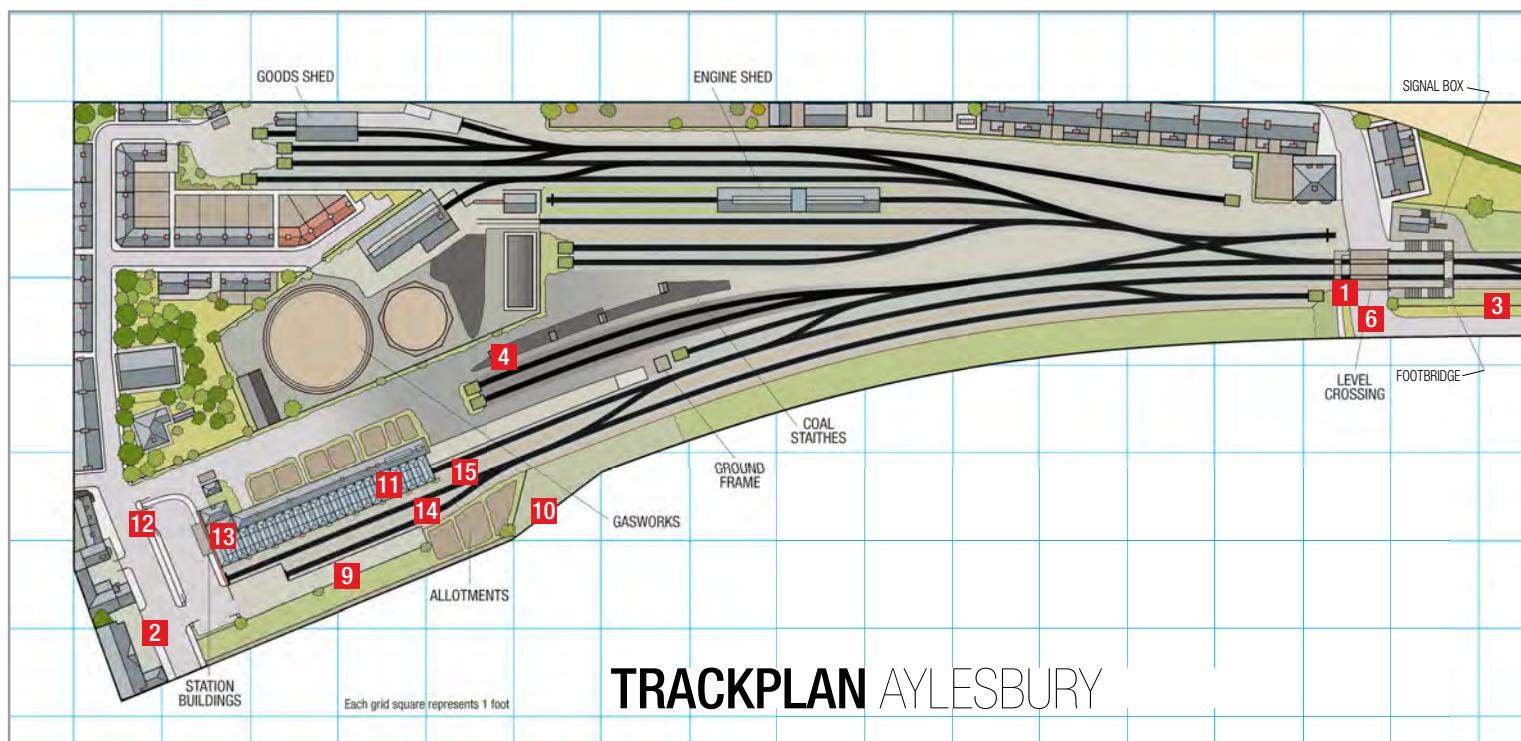
The gauge chosen was 18.2mm, at a time when most EM modellers were still working to 18mm - prior to the general adoption of 18.2mm by the EM Gauge Society - and P4 (18.83mm) was still in its infancy. This was an era long before modern-day techniques such as



Railway Clearing House map of Aylesbury.



The footbridge was installed after a fatal accident in the 1880s. In later years, shunting movements from the goods yard caused long delays at Park Street level crossing.





Coal and Gas: the prime energy sources of the early-20th century.

CAD or laser-cutting, or materials and products such as embossed plastic card, or Hornby or Bachmann finescale ready-to-run stock - so kit-building and scratch-building were the order of the day.

Geoff's professional abilities as an engineer, and as an accomplished amateur artist, are clearly reflected in this carefully engineered and beautifully presented 36ft long layout. This quality simplified the Risborough Club layout team's task of preparing the layout to be exhibited.

On the technical side, we have re-wired the layout, converted the locomotives to DCC and made some adjustments to the baseboards, which were designed as a built-in loft unit. We were astounded and delighted to see the 55-year-old motive power and rolling stock run trouble-free at first go, even after almost 20 years in storage.

The Rivarossi couplings combine ease of operation (over three-link couplings) yet are also discreet while not impeding the overall realistic image of the layout. Geoff's son Bob has pointed out that when the manufacture of this type of coupling was discontinued, his father decided to make his own spares to match,



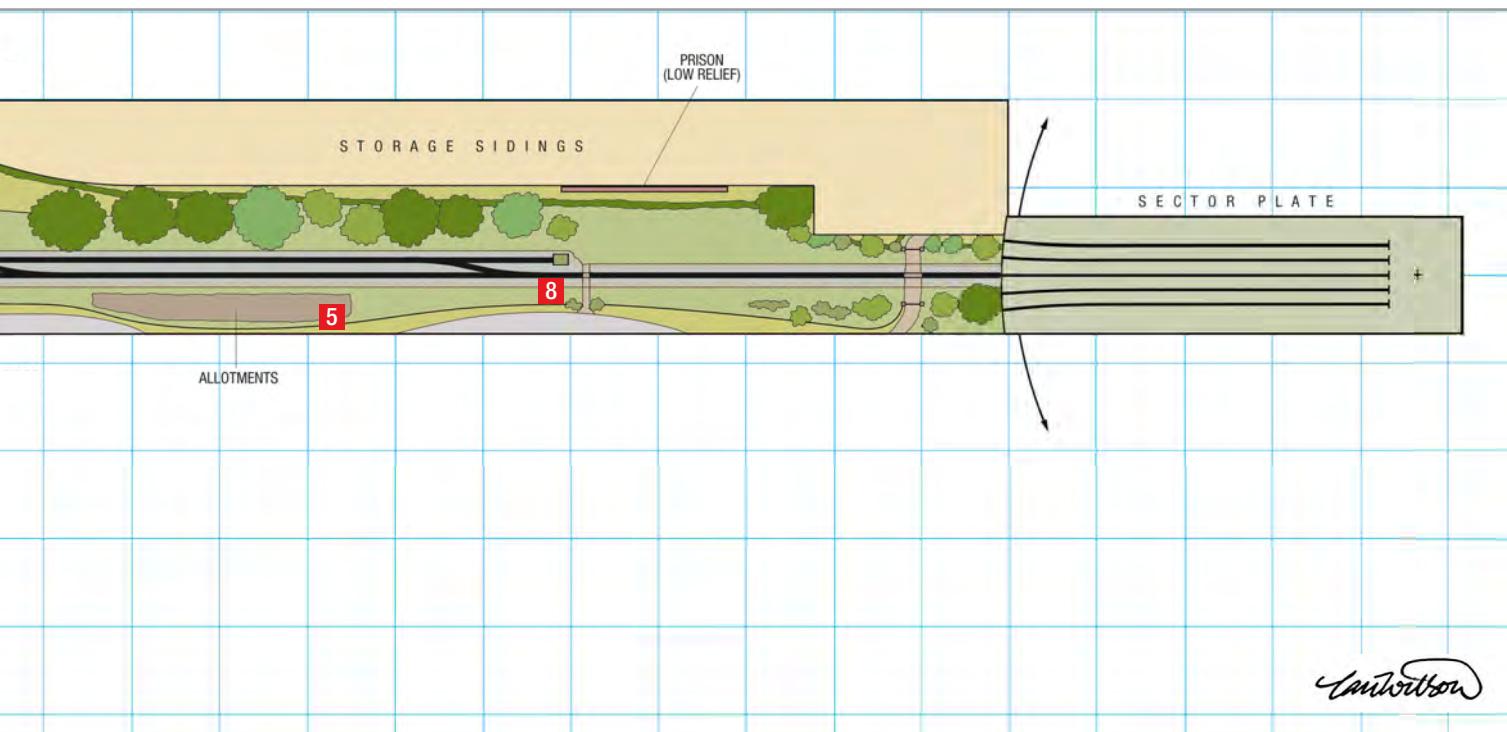
Postcard depicting a passenger train passing Stock Lake (now known as Stocklake) en route for Aylesbury - post-marked November 14 1912.

We were astounded and delighted to see the 55-year-old motive power and rolling stock run trouble-free at first go, even after almost 20 years in storage

rather than adopt a different system.

The marshalling of trains off-stage is facilitated by a mechanical traverser positioned at the end of the scenic section, built along the lines of Peter Denny's fiddleyard model and utilising Meccano parts with a hand-operated chain mechanism.

A timetable based on a typical weekday has been devised by Geoff's son, including the arrival and departure of a race day excursion, and the various passenger, goods and mixed train movements associated



*Geoff Wilson*



with an early 20th Century market town terminus.

Geoff is said to have insisted on avoiding the intervention of giant human hands (in the late Reverend Peter Denny's words 'crane shunting') when operating the layout, resulting in some stressful operating sessions, according to Bob. The operating team may need to relax this 'no crane-shunting' principle for running at Railex in May.

#### VISUAL DEPTH

On the presentation side, having been stored in a relatively dust-free environment for many years,

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the scenery needed only minimal titivation to make it presentable. It shows off to good effect the foreshortening of the shops and houses in the lower end of the High Street and other surrounding streets, as the eye follows their receding outline to an imagined vanishing point. This somewhat exaggerated perspective lends a visual depth to the model that is rare, even on more up-to-date layouts. There is also a careful blending of scenery into the sensitively painted backscene. The layout is designed to be viewed from a somewhat oblique horizontal angle, positioned on its supports at a higher level than the usual 4ft 6in from floor level.



7



8



9



10



**CLOCKWISE FROM TOP:**  
Foreshortening of the buildings in Park Street is seen clearly in this view: the front to back distance is about 12in.

Osier baskets, made locally, were used by the LNWR to transport mail and all sorts of goods including poultry to London's markets.

This image of Aylesbury Prison superimposed on the painted back-scene is worked up from a series of colour photographs of the original building.

Seeds of future competition: a motor vehicle on an open carriage truck and passenger brake van in the loading bay.

Osier and Coal: two mainstays of the line's goods traffic.

Baskets, possibly containing mail, and woven from osier in the nearby basket factory await collection from the platform.

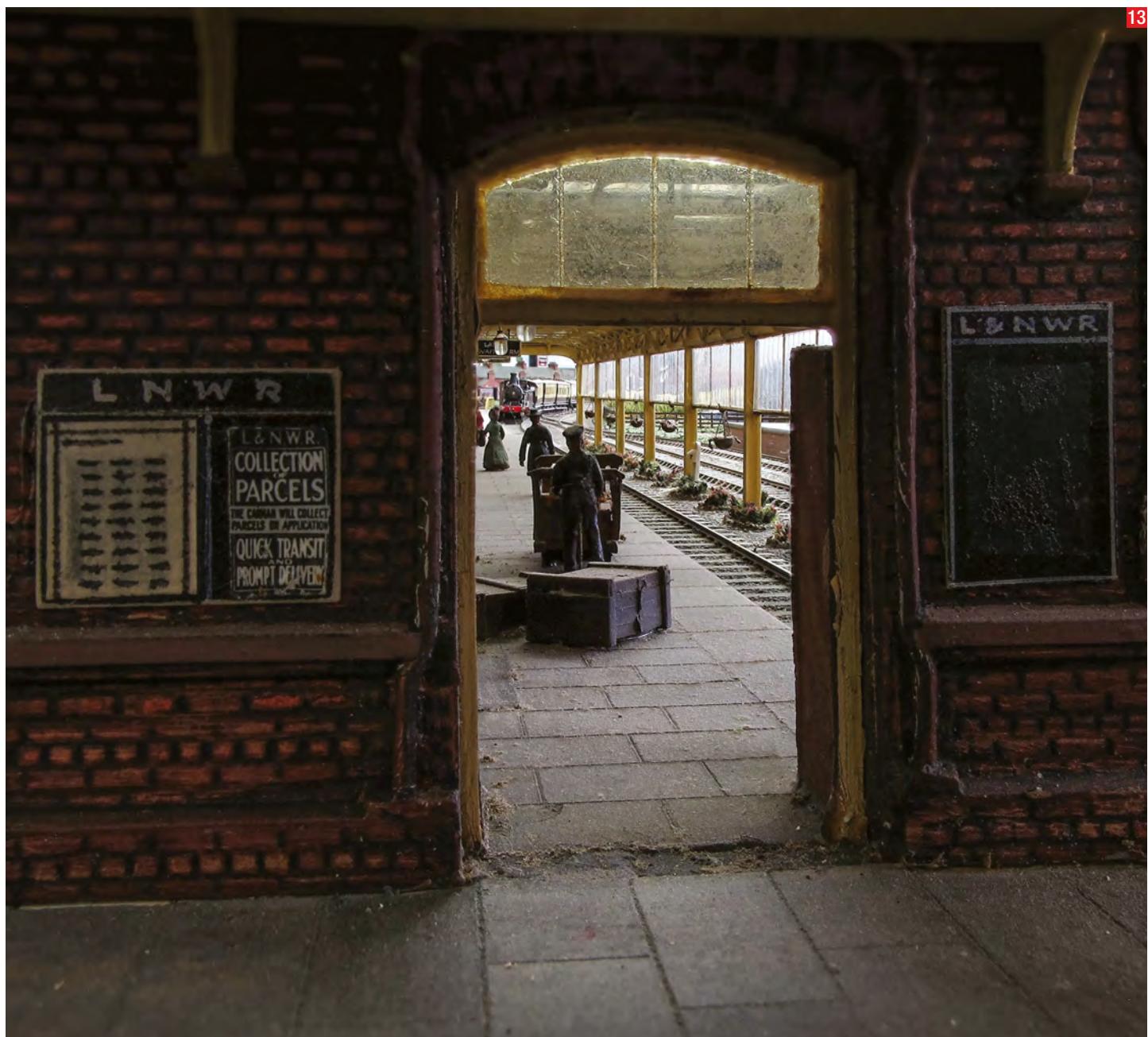


Beer was brought in by rail from Burton-on-Trent and distributed to the Aylesbury Brewery Co.'s pubs.

The very high standard of realism - hard to capture through a camera lens - to which the layout was constructed, is witnessed by such details as the portrayal of Aylesbury prison on the backscene, or the metal fencing scratchbuilt from fine-toothed combs purchased from Boots the Chemist.

Realism is also captured by the detailed modelling of the osier plants, cabbages (made from cloves picked out of tinned fruit) and the trees, many of which - so Geoff's widow assures me - are made from human hair - her hair.

The positioning of train crews in an active, working stance, a half-opened carriage window, with a passenger or a guard leaning out, all bring a sense of life to the model. It all adds weight to fellow EM modeller - and Geoff's contemporary - Peter Denny's declared maxim, that a layout should present a holistic "model railway, rather than being merely a collection of models in front of a scenic backdrop".





14

**FAR LEFT:** Let us cross from concourse to platform to board an incoming passenger train, with a causal glance at the company's notices as we go.

**ABOVE:** A working pre-Grouping terminus station on what is regarded as the world's first railway branch line.

**LEFT:** Milk from Marston Gate was brought in to Aylesbury's condensed milk factory. Empty churns have been positioned on platform ready to be returned, while the willow baskets may contain mail or local poultry.

## PUBLIC DISPLAY

Considerable interest is anticipated at the forthcoming showing of the layout at Railex 2016 in Stoke Mandeville which, serendipitously, is within two miles of the prototype location and easily accessible both locally and nationally.

No doubt the pioneering scratchbuilding and realism of the layout, with its Pre-Grouping setting, will evoke personal memories of the prototype and of a bygone age for local visitors, while at the same time appealing

to the wider exhibition-going public. To enhance the viewing experience of this unique and historic layout, it is intended that 'front-of-house' personnel will be available to offer information and answer questions about the layout.

In addition to the work done by Risborough club, we are indebted the Williams family - particularly Geoff's son Bob - for their generous offer of the layout and their continuing support in making this project happen. Credit is also due to Paul Bambrick, of [bambrickstudio.co.uk](http://bambrickstudio.co.uk), whose meticulous and sensitive restoration work of the backscene has added so much to the overall impact of the model.

In writing this article I am indebted for much of the information on the prototype to Geoff Williams's careful and meticulous research, which formed the basis of Bill Simpson's 1989 publication *The Aylesbury Railway*. Many photographs in the book come from Geoff's collection; and to *Aylesbury: a County Town and its Station 1877-1905* (Buckinghamshire Archaeological Society Paper No.14, 2008) by Keith Bailey. My thanks also go to Bob Williams for invaluable information, advice and support regarding his father's model. ■

## HOW TO...

## CUSTOMISE YOUR

## SHOPPING LIST

- Eileens Emporium Micro Kristal Klear £3.30
- Brass Straight Wire 0.45mm dia x 250mm £3.00 (10 Pack)
- 4mm Brass Hand Rail Knobs Short £3.50 (Pack 12)
- Dapol C002 Railway Workmen £6.60
- Humbrol
  - 25 Matt blue
  - 33 Matt black
  - 147 Light grey
  - 173 Track colour
  - 187 Dark stone

## CONTACTS

## EILEEN'S EMPORIUM

W [www.eileensemporium.com](http://www.eileensemporium.com)

## DAPOL

W [www.dapol.co.uk](http://www.dapol.co.uk)

## HUMBROL

W [www.humbrol.com](http://www.humbrol.com)

**RIGHT:** Beyond figures, shunting locomotives often sported uncoupling poles, lamps, oil cans, chains and even locally applied names. Sometimes they were filthy but drivers often lavished care on their machine and between jobs polished the paint and metalwork.

**S**mall shunting locomotives have personality, that's why they are liked by so many. Big express types are impressive, but small workhorses beavering away in yards have bags of character. Dieselisation of our railways didn't reduce their charm. The huge variety of machines built while engineers tried to work out the best design for the job also brought lots of variety.

Our project layout, 'Ruston Quays', is home to a pair of six-wheel diesels, a BR Class 03 and a Hunslet '05' from Bachmann and Heljan respectively. In their own way they are lovely models, but are the same as every other example that rolled off the production line that day. I'd like to imbue each with a unique personality.

Starting with the '03', there wasn't much I could do to modify the bodywork. The factory weathering job is basic, but not bad. A little weathering would help, but looking at prototype photographs, one thing I needed to add was people.

Bachmann provides a driver, but in large yards shunters would often ride on the steps of locomotives rather than walk everywhere.

Photographs of people on the front steps and hanging out of cab doors inspired me to add more people from Dapol's railway workmen set.

A shunter with pole only needed his arm bending to hang on to the bonnet handrail. For good measure, I replaced the chunky plastic pole with a slim length of wire.

Inside the cab is a lump of plastic covering the chassis block. Initial thoughts of leaving the cab door open would mean carving at a large metal lump, so I cut down the window so it appears partially slid down and fixed a man leaning on top of it.



The Heljan Class 05 needed more work as the review sample had been supplied in BR blue, too modern for our 1960s setting. Fortunately, many similar Hunslet diesels found their way into industrial service, so a repaint in Barrow Union Docks Committee (BUDC) blue was planned. Rather than paint over the factory-applied BR blue, I decided to strip the old paint first so it would appear better.

Working with Deluxe Materials 'Superstrip' started well. The BR numbers and emblem vanished in a flash. If this was all I'd wanted to remove I'd have been happy. Instead, I persevered, working the stripper over the model until the paint lifted.

The rear wasp stripes came off very quickly but the front didn't seem so keen to vanish. Worse, I didn't read the instructions which stated that the stripper must be

# SHUNTERS

Never one to leave things alone, **Phil Parker** customises two RTR diesel shunters to transform their 'box-fresh' look.



washed off with alcohol off after five minutes. I carried on for at least 20 minutes, by which time the cab windows were opaque.

The cab is a clear plastic moulding with a separate roof. Checking Howes' website the roof and many other details are available as spares, but not the sides. This was a bit of a disaster.

I've always argued that good modellers aren't necessarily those who get things right first time, but

ones who can improvise their way out of trouble. If something goes wrong they can fix it and cover up the mistake so no-one knows.

But, every cloud has a silver lining and once painted, the model was glazed with Micromark Krystal Klear, a high quality PVA that fills window gaps and dries clear. It's not quite as good as the original Heljan glazing, but on the layout it's good enough and it has saved an

otherwise perfectly good model. After all this work, I now have a pair of unique shunting locomotives. The '03' is a really simple project, the '05' a little more involved.

If you don't have an airbrush, a repaint like this can be performed with a brush, just use two or three thin coats of paint. Weathering powders look just as good. If you'd like something different for your layout, give it a go. ■



## CLASS 05



A BR blue Class 05 is too modern for 'Ruston Quays', so I'm re-painting it in our freelance internal railway livery to match the RS&H 0-6-0T from January 2016 BRM.



Disassembly starts by removing a couple of screws under the front of the footplate. The cab then slides off followed by the bonnet.



Deluxe Materials 'Superstrip' removes the paint but should be washed off after five minutes. After 20 minutes the cab glazing has reacted - read the instructions!



The windows are opened out with a series of holes, joining them up by wagging a knife blade in each until the plastic centre drops out.



Three hours later, the windows are removed. The work wasn't difficult and the clear plastic is pretty strong, but brittle.



Although I wouldn't normally prime plastic, in this instance a spray from a car aerosol makes it easier to identify areas that require more attention.



When stripping the paint, I damaged the handrail knobs on one side. The broken ones are replaced with short brass versions and straight wire.



The plastic handrail pommels by the front steps are vulnerable to knocks. One had already broken away, so replacement with brass pins is an improvement.



The bufferbeams pull away from the chassis. There doesn't appear to be any glue used in assembly which makes painting easier.



Livery is Humbrol 25 (Matt Blue) with 147 (Light Grey) handrails. Woodhead PO wagon transfers on the cab provide the Barrow Union Docks Committee markings.



After a spray of satin varnish, the matt blue and light grey paint are mixed, then dry-brushed over the body to represent faded colour and highlight detail.

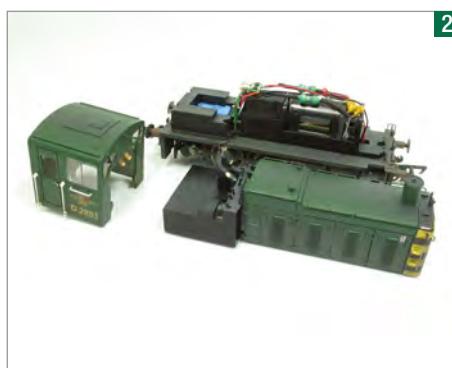


A light spray over the model with an airbrush tones down the clean look of the paint. This is a shunter that has worked for some time and is long overdue a clean.

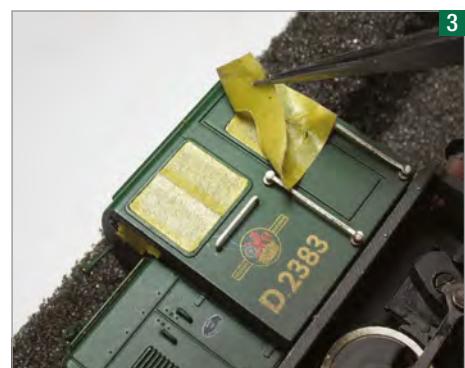
## CLASS 03



On the production line, weathering is applied with a quick pass of an airbrush. Where the coupling rods shield the wheels, shiny metal catches the eye.



Releasing four screws under the model allows the body to be removed. The cab unclips from the bonnet to reveal a large plastic lump covering the chassis block.



Before spraying, the windows are covered with masking tape over the glass. A sharp knife is run around the frame to leave a perfectly shaped mask.



During weathering, the wheels are rotated with a 9V battery held against the treads to avoid the rods casting shadows. It's a pity they don't do this in the factory.



Weak mixes of three colours are sprayed on the model. Under the footplate, Humbrol 187, above Humbrol 33 and over everything, Humbrol 173.



A Dapol figure leans on a cab door window. Everything below his waist is cut away to allow for clearance to the chassis block.

## Ask the expert

**Q** What's the best technique for glazing window apertures that are an awkward size or shape?



**A** Kristal Klear is a high quality PVA designed to glaze small windows in models. It's perfect for those found in plastic kit aircraft and I found it ideal for the small panes in the 'Ruston Quays' warehouses. Place a drop of the liquid on a toothpick and move it around the opening until it forms a skin held in place by surface tension. The windows in this later version of the Class 05 are

quite large and glazing these properly takes a bit more effort to achieve good results.

**1** Start with a drop of Kristal Klear on the end of a toothpick or small screwdriver and work it around the edges of the opening making sure there is a continuous line all the way around.

**2** Using a larger screwdriver with a dollop of liquid, work this around the opening until a skin forms,



filling the aperture. Pull the screwdriver out slowly to avoid breaking the surface tension.

**3** Rotating a small screwdriver in the liquid, remove as much as possible. The thinner the glazing is, the better it looks. Sometimes you can take out too much, in which case go back a step. With practice, neat windows are achievable, even where they are awkward shapes and sizes.

# GLENDALE JUNCTION

Howard Smith visits a Lincolnshire model shop celebrating its 15th anniversary to discover more about modelling in the great outdoors.

**N**estled by the River Welland in the village of Deeping St.James, Lincolnshire is a retailer that specialises in the supply of garden railway items. I visit on a bright sunny March morning to meet its owners, Brian and Caroline Osborne and discover the appeal of building a railway in the great outdoors.

From the shop, a side extension to the house, I'm taken through to the dining room where I'm presented with a welcome mug of tea. I ask Brian and Caroline why this model railway format appeals to so many.

**Brian** - It's all about getting the family together, getting the children away from screens. Once an indoor layout is complete, there's not an awful lot to do. A garden layout needs attention throughout the year, with shrubs to cut back and track to keep clear. It changes with the seasons too. Garden railways make great 'get together' entertainment for friends and family for the summer. It brings people together outside and wives seem to appreciate them more because of their environment.

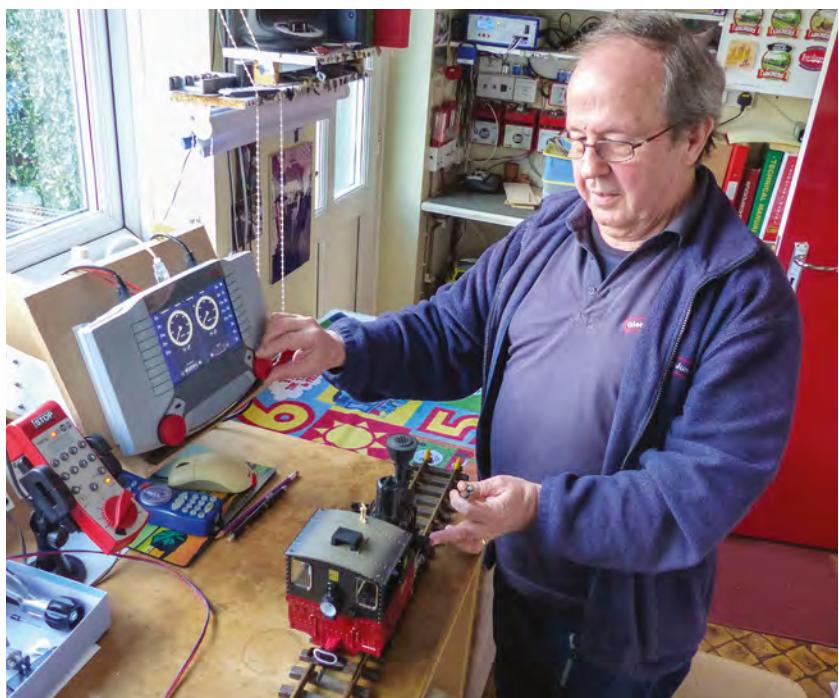
**Caroline:** I feel you've got to be into trains to be into modelling in OO gauge, but in the garden, it's not as specialist - it makes great fun. Kids can get involved easily too and put things in the wagons. If grandad's OO in the loft gets touched, things falls off and break - there's not as much play value for the young. The 'big stuff' in the garden doesn't require the same sharp eyesight to appreciate and couples enjoy it together - partners can tend to plants; the husbands, the railway. I can't think of many couples who work together on a OO gauge layout, but in the garden it's quite normal.

**BRM:** How did the idea of opening a shop specialising in garden railways start?

**B:** We were at a gathering and a garden railway enthusiast friend of mine, Paul, wandered across and said; "Look, I've just been talking to a friend and we

## FACT FILE

- | COMPANY NAME Glendale Junction
- | LOCATION Deeping St.James
- | ADDRESS 5 New Row, Deeping St James, Peterborough PE6 8NA
- | TELEPHONE 01778 343183
- | WEBSITE [www.glendalejunction.co.uk](http://www.glendalejunction.co.uk)
- | PHOTOGRAPHS Howard Smith





can't get garden railway models anywhere around here. Why don't you and Caroline look at selling it?" After much work, Caroline got the accounts opened and we started Glendale Junction. It took us a year to realise we hadn't the room and needed a shop, so we looked high and low for something close to the A1 - it's practical for visitors to get to us. We came across this house - the premises at the front used to be a hairdressers.

**BRM: Is it easy to start building a garden railway? Can you buy starter sets as with N or OO gauges?**

**B:** Yes, you can buy a starter set from the likes of LGB, Piko or Bachmann. We always carry a few in stock. Inside you'll usually find an oval of track, a locomotive and a couple of coaches or wagons, a controller, some figures and even wires. The contents of the box are 'plug and play'. The LGB set we have here cost around £270 and contains everything you need to get started, so it's not as expensive as you might think.

**BRM: What advice do you give to customers who visit with the intention of building a garden railway?**

**ABOVE:** The test track can be operated from indoors and outdoors. It's a great area for customers to 'try before they buy'.

**LEFT:** Every locomotive is inspected and tested on a workbench before dispatch. This area doubles as Brian's repair bench and an area where he can test his sound installations.

**OPEN DAY**

1 August 20-21,  
1000-1800  
15th Anniversary  
celebrations. Full details TBA.

Size doesn't matter when building a garden railway; you can get a lot in a small space. We always have a little joke and ask "Have you got planning permission?" It always gets them going with a worried stare. Even if you only have a small flat, we see people who'll run a short plank running along a wall. We find that a lot of our customers have both an indoor and outdoor railway. We've got a lot of second-hand garden railway items that we sell on commission for customers, so there's always a bargain in store.

**BRM: What would you say is the key to creating a successful garden railway?**

**B:** Start small and look to expand, don't start 'all guns blazing' looking to build it all at once. We always promote that you put the railway in the garden, not the other way around. If there's a bush or a tree, don't lift it, make the railway go around it. You can make the railway disappear around a tree and it'll keep people guessing at a summer barbecue where it'll appear next.

**BRM: What would you say is the most popular garden railway scale?**

**B:** G scale, definitely. We've been in business for 15 years and when we started there was very little available. OO, N and O have adopted the likes of smoke, sound and lights, but LGB pioneered this technology much earlier because of the extra space inside the models.

There's very little in terms of British outline in G, it's mainly European and North American, but our customers don't mind. One gentleman was interested in a GWR-themed railway, following the announcement of a Pannier tank. To get started he bought some track and got some European locomotives so he could run something. When I rang to say his model was two months away from release he explained; "I don't think I'll bother. I've got the trains in the garden and they're fine." He's got it all calculated - a train carries glasses, a bottle, lemon holder and ice bucket from the top of his garden all the way down to the summer house!

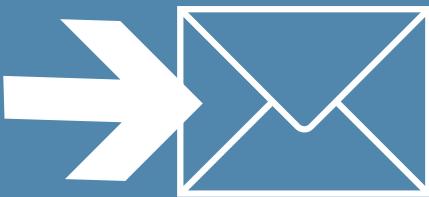
**BRM: How many different ranges do you stock?**

**B:** All the major garden brands, LGB, Piko, Bachmann, Accucraft, Trainline45, Roundhouse, Regner and a selection of kits too. We stock virtually the whole range of LGB, but the Piko range is so vast we can't stock it all. Roundhouse build locomotives in batches every six months or so and can be ordered in advance. We find they sell like 'hot cakes'. They can be ordered in advance if the customer wants to choose their own colours.

The next delivery is due in November. Most of the ranges we stock are listed on our website, but customers can call us to find out what we have in stock or drop in to see for themselves.

Even though I don't have a garden railway (yet), I didn't go home empty handed. Glendale Junction stocks modelling supplies that can be used by modellers in all scales, so next time you're in the Deeping area, drop by and have a wander around the shop. ■

# INBOX



## KEEP IN TOUCH

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Lincolnshire PE10 9PH

**TELEPHONE**  
01778 392059

**WEBSITE**  
www.world-of-railways.co.uk

## BRITISH STEAM IN BELGIUM

### STAR LETTER



As a regular reader of **BRM**, I am very pleased with the new appearance of the magazine. Here are some photographs of my 'all English' layout 'Nowerton'. In fact 'everywhere' equals 'nowhere', hence the name. It is an analogue continuous run in British N gauge, set in 1956. This was the last year of the early emblem, which I like because it has a stronger design than the late crest.

■ Paul Stryckers, Zoersel, Belgium



## READER PROJECT

### HOME-MADE CASSETTE SYSTEM

I have devised and constructed a cassette storage system for my locomotives and multiple units which I thought might be of interest to **BRM** readers.

The system can be made quite easily by most modellers and can be adapted for all gauges. It can be used for DC or DCC layouts and expanded by adding more racks/cassettes as required.

Materials used were 2in by 1in softwood, clear Perspex, a few lengths of track, and blue plastic sheet as used by signmakers.

As each cassette is put in place and connected to two soldered rail joiners, power from the main track is fed in, making it 'live'.

■ Hywel Trick, Swansea



## WEB CHAT

Hornby's recent financial issues prompted a torrent of concerned customers to express their feelings on **RMweb**. Here are a few of the comments.

**RMweb** Hornby as a brand won't disappear, it's too valuable, but a major restructure of pricing is required, particularly for accessories. Sort out the pricing, make the hobby more accessible, stop strangling retailers through direct competition and see things change for the better.  
Trains4U, Peterborough

**RMweb** I would like to see Hornby listen more to its customers. Modern diesel/electric stock is in demand yet Hornby seems to concentrate far more on steam (steam outline models still sell in greater quantities – Ed.).  
Scottrains29, Scotland

**RMweb** Quality and choice of subject is NOT the problem. All the models I've bought over the last few years are top-notch runners. The problem, to me, is in marketing coupled with sky-high RRP.  
Apollo

**RMweb** Surely this has been coming. Quite a lot of railway modellers are in later life but they have disposable income to purchase models. However they are often also great traditionalists and the internet may not be for them. I hope something can be done as Hornby is a great brand and has produced some great models.  
Macaroni1st

**RMweb** Anyone can sell anything for a low price - the trick is to sell for a profit. This means a good management combination of various skills working together.  
Highpeakman

## 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**

In Spring issue's 'New Gear' section, we gave [www.exptools.com](http://www.exptools.com) as the contact website for the Proses rolling road and assorted woodyard accessories. The correct address are [www.goldenvalleyhobbies.com](http://www.goldenvalleyhobbies.com) and [Modelrailwayscenery.com](http://Modelrailwayscenery.com) respectively.

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

## TRADE TALK



We find out what well-known figures in the model railway trade think about the hobby and their business. This Month: **Maria Husson** of Buffers Model Railways (above right)

*Can you tell us a little bit about Buffers and how you came to be running a model railway shop?*  
My partners and I started the shop in 2000 as we were fed up of getting wet and cold servicing and MOT'ing vehicles. Unfortunately in 2007 Geoff passed away and I was left holding the baby. I was going to close but had huge support and help from my lovely customers who begged me to carry on. Here I am nine years later!

*What do you enjoy about the model railway business?*

Engaging with the customers and seeing all their hard work come to fruition.

*What makes Buffers special and keeps people coming back?*

We're mad, friendly and unique in our customer service. And everyone who comes through the door gets a cup of tea or coffee.

*Buffers is a little off the beaten track compared to most*

*well-known shops - where do your customers come from?*

Our customers come from all over the world, not just the UK and locally.

*How many product lines does Buffers carry? Any specialities that people should be aware of?*  
It's around the 7,000 mark. Our specialities are our scenery range and our exclusive wagons and locomotives.

*Where do you see the business going in the next five years and what one thing would you do to encourage more people to take up the hobby?*

Cater to the younger generation and stop being so anal about the number of rivets on models!

*What's next for Buffers?*

My son Jack and his fiancee Jess (pictured left) will eventually take over the reins from me. We constantly have new lines on of scenery and other products in. We hope to keep the hobby alive.



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**White Rose Modelworks**  
**Unit 10**  
**Bedale Station**  
**Bedale**  
**North Yorkshire**  
**DL8 1BZ**



## INTRODUCING...

# HEATON LODGE JUNCTION

Very occasionally, a layout project comes along which is exceptional in its scope, size and ambition. **Simon George** introduces an occasional series about the re-creation of his favourite childhood spotting 'patch' in O gauge - all 180ft of it!

Just west of Mirfield, in what used to be the West Riding of Yorkshire, two trans-Pennine main lines diverge. At Heaton Lodge Junction westbound trains can take the Standedge Tunnel route via Huddersfield or head for the Calder Valley line.

It was at its busiest during the first half of the last century. It was also where the LNWR's 'New Line' to Leeds began. Opened in 1900, it left the Huddersfield-Leeds line at Spen Valley Junction, about half a mile south of Heaton Lodge, before burrowing under the Calder Valley route in two short single line tunnels. Climbing steeply alongside the existing four tracks it then headed for Leeds, crossing the Calder on a lattice girder bridge.

Traffic was heavy until the 1960s when rationalisation began with the closure of the 'New Line' in 1965. Five years later BR embarked upon a full scale remodelling of the junction, removing two of the four Calder Valley lines and a further two heading to Huddersfield.

At around the same time, experimental LMS-installed speed signalling and semaphores were also replaced, together with Heaton Lodge Junction's (originally LYR) signalbox. Colour light signalling, including two large gantries, was then installed, all controlled from Healey Mills powerbox located about eight miles east.

At the same time the first mile or so of the 'New Line', including the underpass and Spen Valley Junction (now renamed Heaton Lodge South), were brought back into use. It was realigned to curve in the opposite direction and connect with the Calder Valley line. This, BR figured, reduced conflicting movements with heavy freight traffic to and from Lancashire by eliminating a flat crossing.

## PERSONAL CONNECTION

Christmas holidays more often than not saw your

### FACT FILE

SCALE/GAUGE
7mm: 1ft scale, 32mm gauge O
DIMENSIONS
180ft by 20ft
ERA/REGION
1980s Eastern Region
LOCATION
Mirfield, West Yorkshire
LAYOUT TYPE
Continuous loop
POWER & CONTROL
DCC

author trotting down to Dewsbury station to catch a DMU to Mirfield. This was 1982; Thatcher was in No. 10 and the Falklands War had been won a few months before.

Perched on either the fence next to Wood Lane bridge with a flask of Mum's strong tea or precariously dangling legs over the riveted metal parapet of Woodend Bridge - which incidentally carried the access road to Mirfield shed - I wouldn't head home until the light started to fade. Traffic in the early to mid-1980s was dominated by freight, including what seemed like endless MGR traffic, usually with Class 56s at the sharp end.

The famous Newcastle to Manchester (Red Bank) newspaper empties - often double-headed, as it had been since steam days - often appeared in the afternoon together with Class 47s on heavy fuel oil trains from Stanlow refinery. Passenger traffic was also frequent with Liverpool-Newcastle expresses hauled by a '47 or '45. Dial in the odd Class 40 heading for Clayton West colliery with a clanking rake of 16t mineral wagons, and the result was a schoolboy's dream.

Fast forward to five years ago and an ambition to create a truly accurate, mind-blowingly large model of Heaton Lodge Junction was lurking at the back of my mind. It had a lot going for it as an exhibition model, albeit a huge one. It was arrow straight for over two miles, lending itself perfectly to viewing long trains approaching from distance – just like the prototype.

At the same time it incorporated two double junctions, a twin-bore tunnel and the gradient to and from the Huddersfield line, adding interest and operational value. The location was (and still is) semi-rural with plenty of interesting stone-built structures but surprisingly just two buildings - a row of three ex-LNWR cottages and a boxy BR brick relay building.

Originally I'd dabbled with the idea in EM or P4, but with Heljan's foray into 7mm scale diesels, it had to be O gauge. I've never been one to do things by halves!

**RIGHT** A Lancashire-bound Class 56 and merry-go-round coal train sometime in 1983. Remarkably, the photographer caught me and my brothers clinging on to the fence watching the trains pass. This angle clearly shows the steep gradient of the diveunder lines. BILL JAMIESON





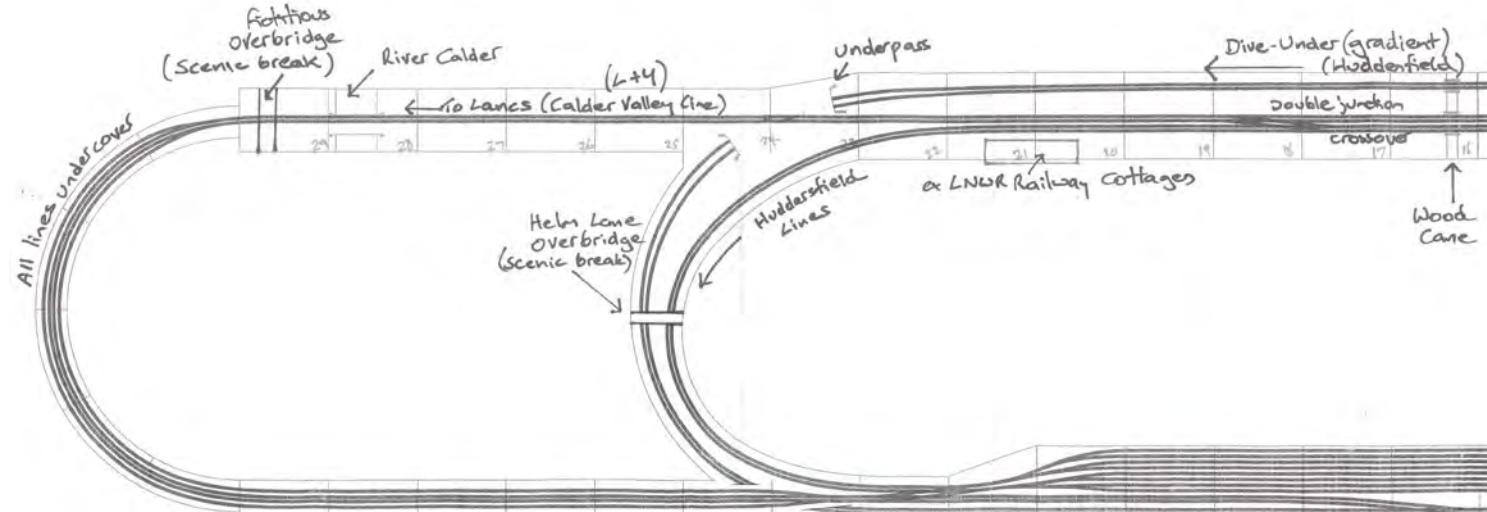
The one and a half scale miles - about half of which was four-track main line - translated into around 180ft or 55 metres in 7mm:1ft scale - not the sort of layout that will fit in the back of an estate car! When complete, 'Heaton Lodge' will be transported in a 40ft articulated truck.

The other major issue was how it could be done in a reasonable timescale and to a high standard. Although I consider myself a pretty competent scenic modeller, the thought of taking on the electrics, construction and trackbuilding did not fill me with excitement.

## MASTER CRAFTSMEN

The answer was to form a team of craftsmen at the top of their game; if this project was going to see

## TRACKPLAN HEATON LODGE



completion, there would be only one chance to get it right.

As a teenager I'd dabbled in N and OO, and remembered seeing building plans by that master of model building construction, Allan Downes. On one occasion as a 12-year-old I'd bought a set of the well-known 'Downesplans' from the now-closed Wakefield Model and Craft Centre with my bus fare and had to walk the eight miles back to Dewsbury!

As it turned out, these days Allan doesn't live a million miles from me and kindly agreed to take on the construction of the many structures. These include two huge bridges over the River Calder, one being the stone arch structure built by the Manchester & Leeds Railway and the other a later arched LYR girder construction - both disused after the 1970 remodelling. In 7mm scale the bridges are around 5ft each, with the latter featuring thousands of rivets, all of which had to be replicated.

I'd heard good things about White Rose Modelworks in Bedale and arrived there unannounced one December morning in 2014, armed with Templot plans. A few weeks and several mini-conferences' later Harold and David Cabourne agreed to put together plans for the 50-plus laser-cut 4ft frames I needed.

Another essential team member was track builder Norman Saunders, who after being reassured by White Rose that I wasn't certifiable, kindly agreed to hand-build the mainly concrete sleeper track from separate components. To give you an idea of the task ahead, in 7mm the double junction on the model connecting the Calder Valley route to the dive-under line scaled at just over 12ft - or three 4ft boards, which required the frogs for the points in that location to be specially milled such was the shallow angle.

Norman suggested construction using Peco flat bottom rail and Peco's own Dow-Mac concrete sleepers in component form, together with separate chairs and scale replica fishplates. I'll let you be the judge of the result.

Pete Harvey of PH Designs is currently modifying large numbers of Heljan locomotives to accept fan-assisted smoke units and sound decoders together



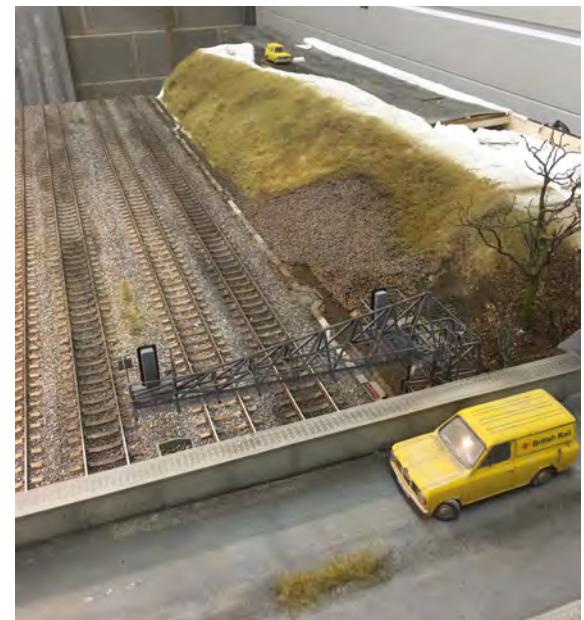
with lots of extra detail. The Class 56s very common at Heaton Lodge in the 1980s will be a mixture of modified PR Model Railway Products or Modern Motive Power (MMP) kits, also being constructed production line-like, by Pete. The only qualification for a locomotive to appear is that the prototype must have been a regular visitor and photographed there more than once.

Rolling stock construction is also underway with Bob Bateman of Oversetts Models having his hands full constructing a 20 strong fleet of TEA 100t bogie tankers, as well as a similar number of Pete Harvey's superb KFA bogie flats from etched brass kits. I have my fingers crossed that Dapol will roll out its HAA hoppers within a year or so, since more than a few are needed to run with the Class 56s.

I like to buck the trend and so 'Heaton Lodge' will be set firmly in winter, as that's how I remember it. It will be typically British - damp and bitterly cold with perhaps a dusting of early morning frost. I recall dead leaves everywhere at that time of year thanks to the large number of overhanging trees.

**ABOVE** On September 19 1986, 45142 climbs away from the diveunder line with 1E99, the 1115 Bangor-Newcastle. Four tracks of the Calder Valley and Leeds/Huddersfield lines can clearly be seen in the foreground. NEIL HARVEY

**ABOVE RIGHT** Well on the way to completion, this module contains an overbridge and scratchbuilt 1970s/80s style signal gantry, plus a BR Bedford HA van to complete the period look! SIMON GEORGE

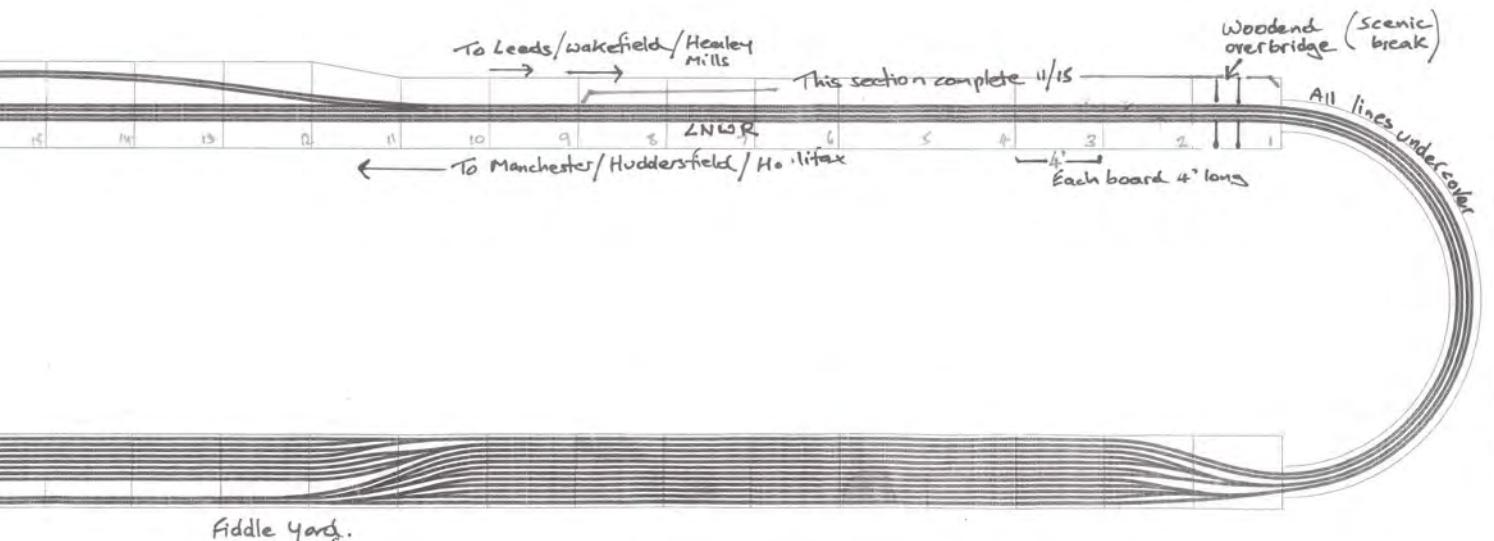


## LOCATION RESEARCH

Those of us researching real locations have it a lot easier these days with the advent of sites such as Flickr yielding literally hundreds of images of any given location.

As it turned out, digging out snaps of Heaton Lodge in the 1980s proved to be enormously interesting, for more than one reason. Fortunately, I've managed to track down and purchase many originals or gain permission to reproduce them. However I was stunned by one image from by Bill Jamieson which featured three children leaning over a fence next to Wood Lane Bridge. Closer examination showed it to be none other than me aged about 13, in 1982, along with two brothers who were dragged along now and then!

In total, around 400 photographs were pieced together, enabling accurate positions of each prominent tree to be plotted throughout the whole 180ft scene. Construction of 'Heaton Lodge' is running at about three completed 4ft sections per month, with nine delivered so far. All being well, we're on course for completion around autumn next year. ■



## HOW TO...

## 'DISTRESS' YOUR

## SHOPPING LIST

## TOOLS &amp; MATERIALS

- Superglue
- Humbrol 7mm Stipple Brush
- Humbrol 7mm Flat brush
- Humbrol 3mm Flat Brush
- Javis Nylon 000 Brush
- Lifecolor LP01, LP02, LP03 weathering sets
- Fox Transfers sheets F7214 Warning Flashes (pre-1998), FRH7020 Warning Flashes (Early) and FRH7949REV ('on-off' markings)
- Heljan airpipes from Class 31 sprue (7003100)
- Finescale Model World Modellers prep set.

## CONTACTS

## FOX TRANSFERS

W [www.fox-transfers.co.uk](http://www.fox-transfers.co.uk)

## THE AIRBRUSH COMPANY

W [www.airbrushes.com](http://www.airbrushes.com)

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## DCCCONCEPTS

W [www.gaugemaster.com](http://www.gaugemaster.com)

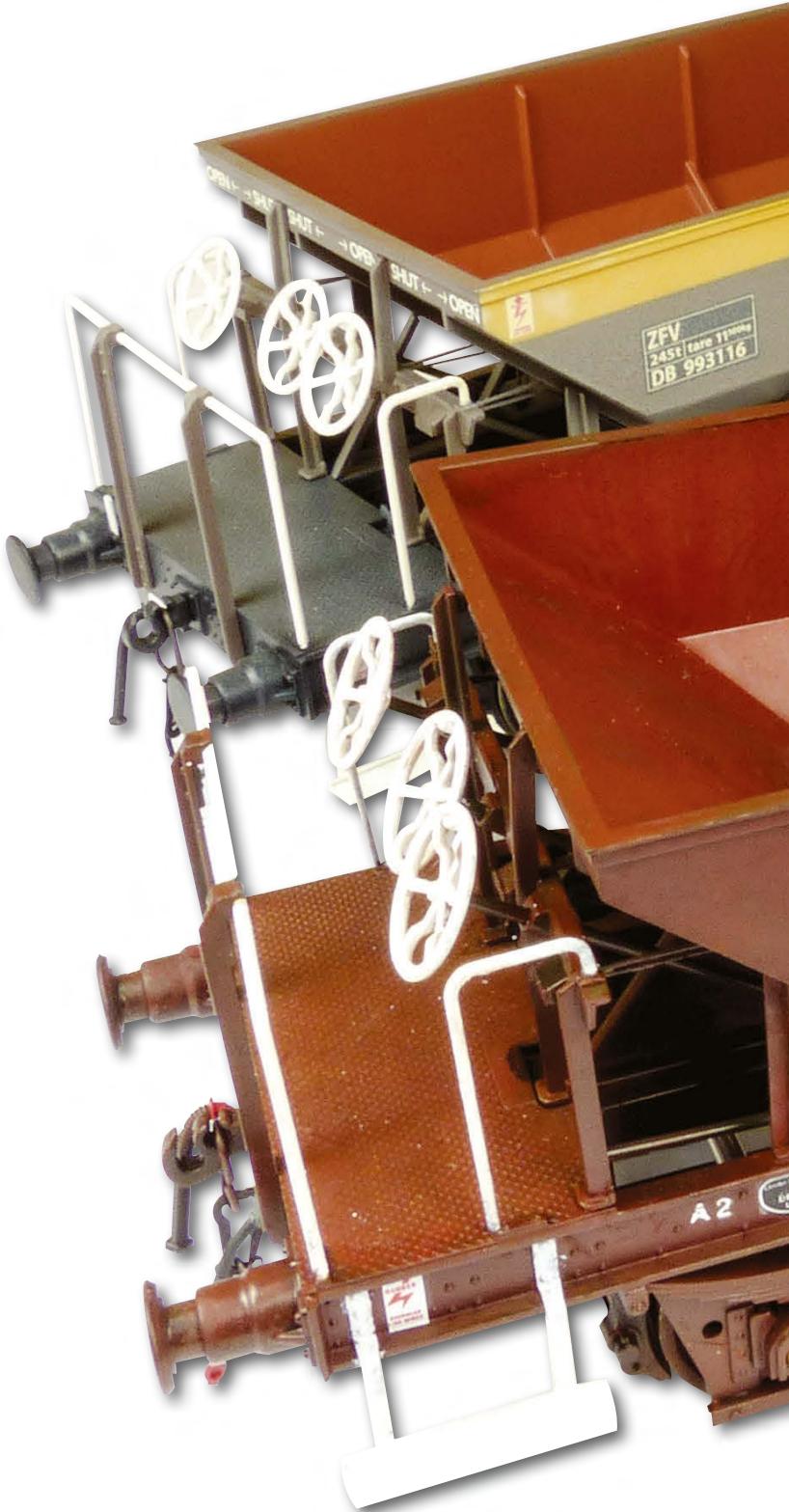
**T**he great thing about modelling in O gauge at the moment is the number of new RTR products arriving on the scene. Never has the scale looked more attractive to those moving up from smaller scales.

An ever-increasing number of new locomotives appear from one year to the next, accompanied by wagon releases, all ready to use from the box. But, just as in smaller scales, ready-to-run models don't spell the end of modelling. Locomotives and rolling stock can still be improved with extra detail, repaints or weathering.

At the end of last year Heljan released its models of the 'Dogfish' ballast hopper. For my project layout 'Penmaenmawr', modelled on the ballast quarry location in North Wales, I'll need quite a few. I'm the first to admit that Heljan's attempts are more accurate than my kit-built efforts. They look just as they should, but when 'box-fresh', they're far too clean. Put one adjacent to one of my kit-built 'rust buckets' and they look like toys, however good they are.

Let's improve the realism of these wagons with some heavy weathering and make them look just as life-expired as they did in the mid-1990s. With two wagons in need of treatment, each in a different livery, I'm going to represent them in alternate states of cosmetic wear.

If you haven't used an airbrush before, don't be put off. The current **BRM** airbrush offer contains everything you need to get started. I've used all sorts of paint in the past, but I'm using acrylics more now because of the rapid drying time. These techniques are applicable to all scales, so get your brushes out and start making things look more realistic. ■



Like this?

To see more of Howard Smith's weathered rolling stock, visit [www.brmm.ag/HowardsWagons](http://www.brmm.ag/HowardsWagons)

# WAGONS

**Howard Smith** gives Heljan's recently released O gauge 'Dogfish' ballast hoppers a weather-beaten look.



There's something very satisfying about making items of RTR rolling stock your own. Heljan's 'Dogfish' hoppers are great models, but with a day or two's work they can be given unique personalities.



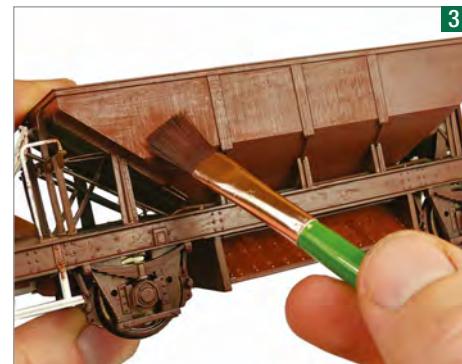
# PRACTICAL BRM | WEATHERING | O Gauge



Starting with a Heijan O gauge model of 'Dogfish' DB993608 in olive green, this wagon is to be the candidate for some severe rust and grime.



To weather the wagon I'm using a selection of washes from Lifecolor. Packs LP01, LP02 and LP03 will all be used. I highly recommend you buy a pack of each.



The first objective is to 'kill' the overall olive green colour of the wagon. I'm starting by applying a thin coat of LPW 06 rust from the 'Rust Wizard' kit.



The insides of the wagon are painted a colour shade of 'Eroding dark rust'. Always paint in vertical lines in a downwardly direction, following rain streaks.



The advantage when painting with these acrylics is the fast drying time. No sooner is the base coat dry, than I'm applying a coat of LPW 08 eroding light rust as highlights.



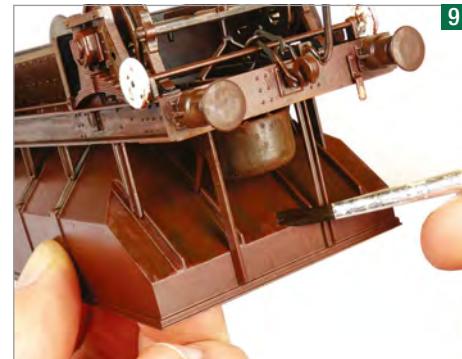
The exposed ends of the wagon are subject to more rainwater than dust, hence appear a different colour. These areas are given a coat of LPW 10 yellow marks.



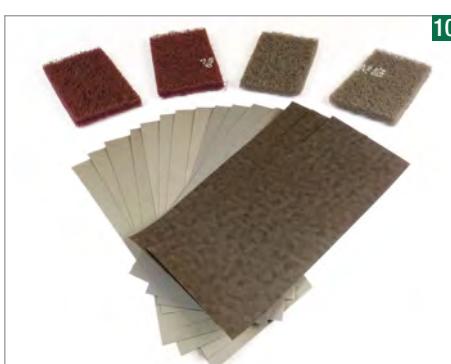
The same paint is blended into the sides so avoid a sharp colour contrast. Do this by wiping as much paint from the brush as possible and 'dry brushing' to fade.



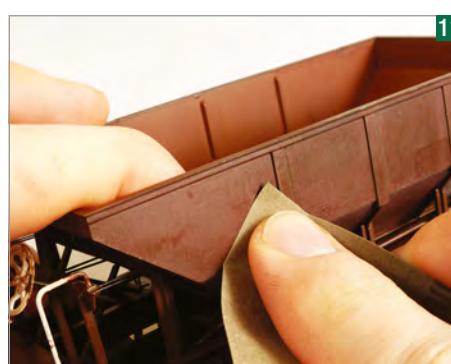
Another good selection of acrylic paints for modellers is from Comart. When choosing colours, I look shade rather than brand. Acrylics paints will mix together.



Comart's shade of Fertile Soil is ideal for creating tones often seen in areas covered in brake dust and unwashed by rain, such as underneath the hopper.



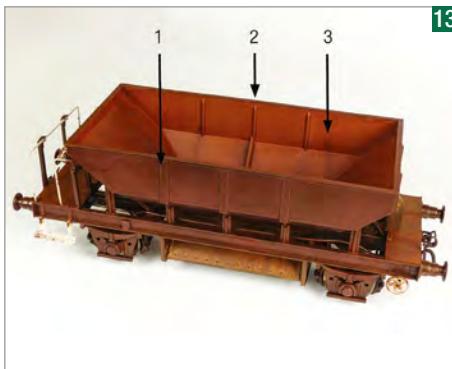
This paint preparation pack from Finescale Model World contains lots of useful items when painting models. The fine grit paper is particularly good.



I'm using the fine grit to rub down the top layer of paint and create slight variations in undertones. Some of the olive green can be made to appear through if wanted.



Using an airbrush, I'm applying three shades of rust around the wagon - Deep and Eroding Dark Rust from Lifecolor and more Fertile Soil from Comart.



**1.** Areas rubbed back reveal the odd glimpse of the olive green. **2.** Darker rust shading reveals detail. **3.** Rust stains and patches are added with a fine brush.



A look inside the wagon reveals rust speckles. Reduce the airbrush paint flow until it spits, rather than sprays, using a contrasting darker colour.



The patch-painted sides are added using a mix of DCCconcepts black weathering powder and paint to obtain a dull 'chalkboard' faded look.



Footsteps, door wheels and axleboxes are painted and Health & Safety notice transfers are applied from Fox (see Shopping List) as this wagon is fresh from revision.



The TOPS code ZFW was given to a small number of 'Dogfish' with a through airpipe. I'm using a spare from a Heljan sprue, painted and superglued into place.



The other wagon, DB993116 in engineer's grey and yellow livery needs little treatment - I want it to look ex-works, but not like plastic. Let's alter its appearance.



Toning down the paint with the airbrush is easy. Dust Wash from Lifecolor is ideal to create a faded, yet subtle effect. The more you use, the more faded it'll look.

## I ask the expert

**Q** I am torn between weathering with a brush, an airbrush and weathering powders. Which should I use?

**A** It all depends on what effect you're trying to achieve. The techniques can be mixed and matched, so don't think about choosing only one. As I've demonstrated here, you can use all three. Weathering powders add texture to models - an accumulation of dirt on chassis for instance. Airbrushes are good for general effects - dust or rust for instance. A brush gives you more control - adding scratches, or painting fine detail.



Once fully dry, a coat of matt varnish is applied over both wagons to seal paint effects and transfers. This is essential as handling wears paint over time. I've shown two different levels of weathering. For the less brave who would like an easy project, look at the wagon to the left. I've even left the wheels clean as though it has had new wheelsets. For the more experienced, look at the wagon on the right. Why not make all your wagons unique? Rakes of rolling stock are bound to look more interesting if every wagon appears different.



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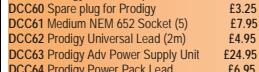
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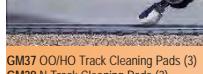
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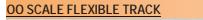
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# MICKLEOVER



## FACT FILE

- SCALE/GAUGE 2mm: 1ft scale, 9mm gauge N
- SIZE 13ft by 2ft
- ERA/REGION 1960s LMR
- LOCATION Nottinghamshire
- LAYOUT TYPE Continuous loop
- POWER & CONTROL 12V DC analogue
- PHOTOGRAPHY Andy York



**LEFT:** J39 0-6-0 No. 64960 works through with a train of beer vans bound for Burton-on-Trent. Goods traffic was heavy on the former GN lines around Derby until closure in 1967.

Strong family links with a former Great Northern route in Derbyshire inspired **Kevin Smith's** N gauge layout, set in the line's final decade of service.



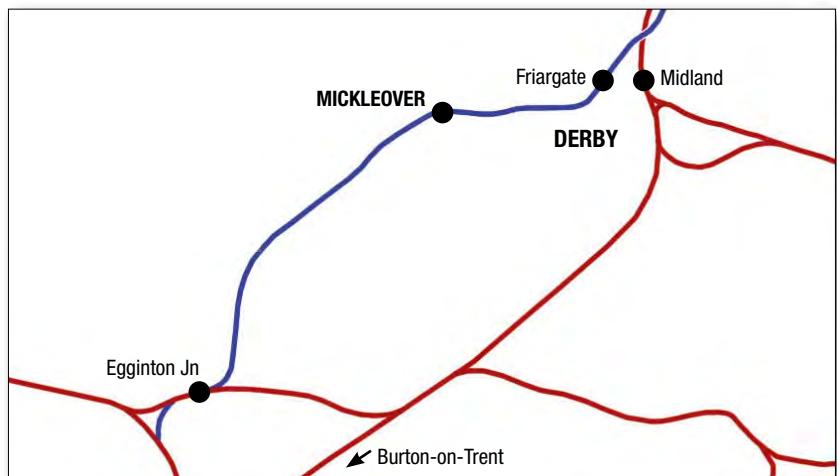
Mickleover was an intermediate station on the Great Northern Railway's 'Derbyshire Extension' of 1878. The principal reason for its construction was to end the Midland Railway's

stranglehold on the carriage of goods from Derbyshire and Nottinghamshire. The line ran west from Colwick Junction near Nottingham, via Basford, Kimberley, Ilkeston, West Hallam and Breadsall to Derby (Friargate). It then continued west through Mickleover, Etwall, Egginton Junction and Dove Junction to Burton-on-Trent.

Regular passenger traffic was suspended on December 4 1939 after the outbreak of the Second World War. Excursions continued to use the station for many years, taking locals to exotic places such as Skegness and Dudley Zoo! Goods traffic was always heavy and continued until closure in 1967.

However, the line was retained by the nearby Railway Technical Centre (RTC) as a test track until 1989 when it was swallowed up by the expansion of the A500 trunk road. I was born a stone's throw away from Friargate station, in Sims Avenue, and used to watch trains in the goods yard from the bottom of the street, or from the Uttoxeter Old Road bridge.

I was also fortunate in that my mum, Sheila Smith, and my aunt, Flo Spencer, were signal women on the line, at Mickleover, Etwall, and Breadsall. When my mum finished a daytime shift, I would go along with my dad to collect her and watch, occasionally being allowed



I like to make things out of rubbish and leftovers; much like a Womble. My scenery began life as pizza and cereal boxes, bent to shape and fixed down with PVA glue.



in the 'box, and being deafened by the noise of a 'Black Five' blowing off outside!

My mum always said that working at Mickleover and Etwall were the best days of her life. I still have her LNER whistle on the fireplace. It was this that made me decide I needed to make a model of Mickleover station. I managed this in N gauge, with only some compression of the distance between Station Road, and Mickleover Tunnel. This was necessary as it would not have fitted in my shed otherwise!

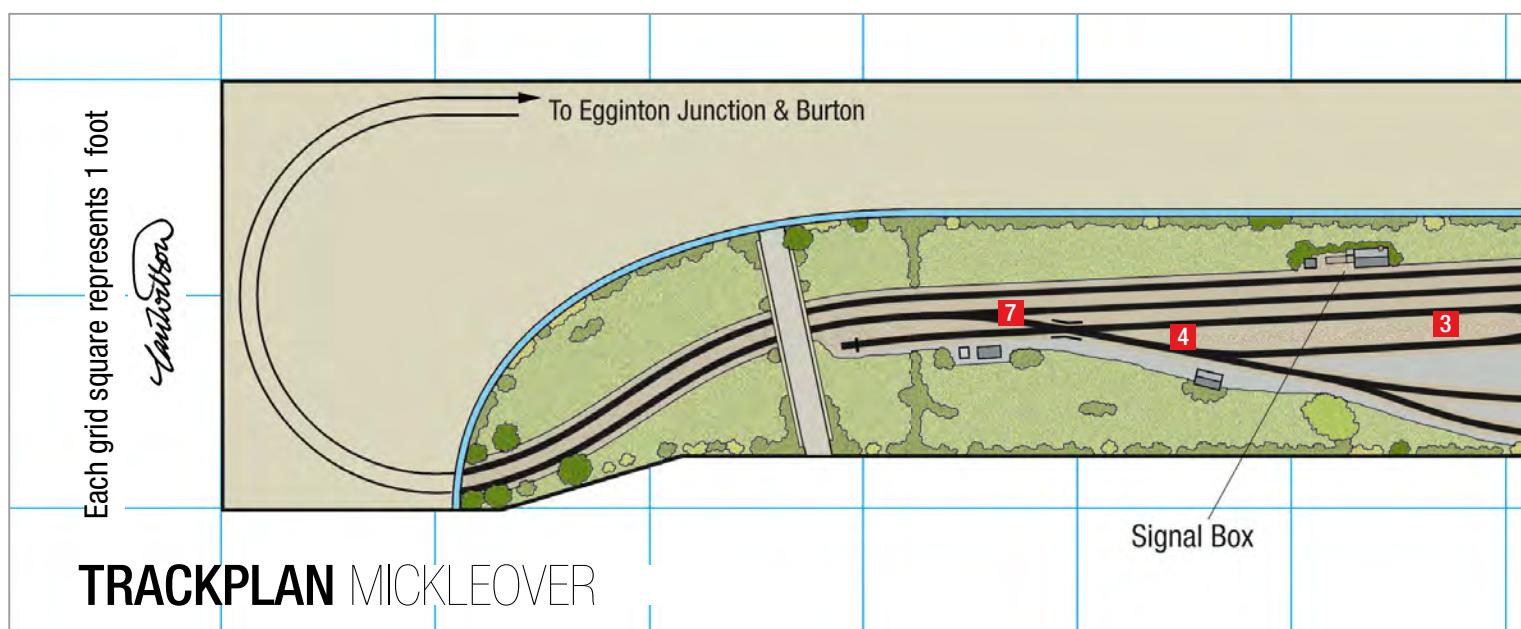
## LAYOUT PLANNING

It soon became clear that in order for this layout to be built, it had to be portable and it was going to have to be

**ABOVE:** Even after closure to passengers, excursions were a common sight at Mickleover, taking locals to exotic locations such as Skegness and Dudley Zoo! In the 1960s, steam gave way to BR diesels such as this Derby/Sulzer Type 2.

N gauge. I'd modelled extensively in N in the past, but 30 years of working with computers means that I now need reading glasses to see anything. A few years ago when we moved to Whitby, I took the opportunity to build a 40ft by 12ft O gauge oval around the bottom of the garden and have been building locomotives and stock ever since - but that's another story!

I acquired a copy of the excellent book *The Friargate Line* by Mark Higginson. Much to my surprise it contained a photograph of my Aunt Flo, but it also had a scale drawing of the track layout at Mickleover. From this I could work it out on paper at 2mm:1ft scale. This showed a length from the western bridge to the tunnel of 933 yards, or 2,800ft, which is 5,600mm in 2mm





scale, or about 18ft. I realised I could compress the 330yd cutting leading to the tunnel mouth and fit the entire plan, including 11in radius return curves, into a length of 13ft. This was handy as I had a couple of spare doors, which were 6ft 6in long and 2ft wide. Splitting these into two and inserting some battens in the end gave me four boards 39in long and 24in wide.

The boards were assembled with split hinges on the sides, and over-centre catches on the bottom. Five folding trestles were made up from 2in by 1in timber to support the layout and any subsequent portable boards I may build.

The next job was to obtain sufficient point templates from Peco to see if it really did fit. Moving these around I found I could get the station trackplan in place with the only awkward board join being across a scissors crossover into the loop. However it coincided with the junction of the two points and the diamond crossing.

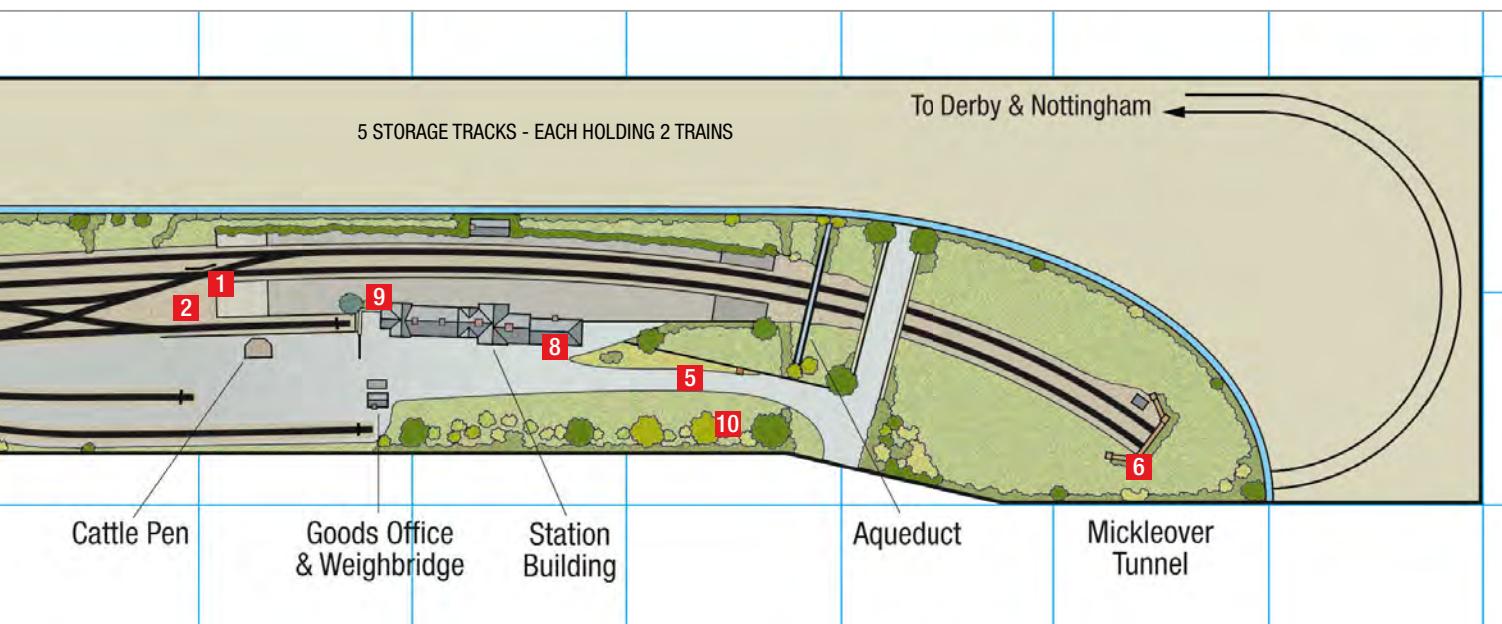
I found I could get five storage roads behind the backscene, and because of the length of the layout, I could stack two trains on each line in the hidden fiddleyard. With a train in the station loop I could have ten trains on the layout at any one time with only one

**ABOVE:** Proprietary products have been adapted to suit the area, including a Metcalfe signalbox and the 'Quad-Art' set of suburban coaches rebuilt from four old Graham Farish non-gangwayed coaches.

## Ask the expert

**Q** As a former Great Northern line in Midland Railway territory, did the route retain its Eastern flavour in BR days, or were former LMS and Midland classes also seen?

**A** Locomotives noted on the line in the 1950s and 1960s included Hughes/Fowler 'Crabs', 'Black Fives', 8Fs, 9Fs, Ivatt 4MTs, 'Austerity' 2-8-0s, 'Jubilees', 4Fs, 'Compound' 4-4-0s, J11 'Pom Poms', B1s, B17s, J39s, B16s, K1s, K2s, K3s, A5s, J6s, L1s, Robinson 04s, plus Class 20, 25, 31, 45 and 47 diesels in BR green. After it became a test track for the RTC all sorts of weird and wonderful locomotives and experimental vehicles could be seen, including the prototype HST and APT-E (see page 88).





in view, or I could have two passing each other in the station and the one in the loop or goods yard.

Once I had the trackplan set I recycled a quantity of Code 80 track and medium radius points from previous layouts. Once the rail sides are painted dirty brown/grey, the oversize rail section is less noticeable. However, Peco doesn't produce Code 80 double or single slips, so I ordered one of each in Code 55. The GNR, in common with most other railways of the time, avoided facing points wherever possible, so access to the loop and goods yard was by a trailing single slip from the Up line and a trailing point and double slip from the Down side.

One problem with using flush panelled doors was where to mount the point motors. I originally thought about cutting holes from the back and inserting the motors underneath the points. I then decided to surface

**ABOVE:** A distinctive feature was the iron aqueduct across the north end of the platforms, seen above the V2 passing with an excursion. The model was scratchbuilt from Plastruct and Ratio canopy brackets.

**RIGHT:** A Graham Farish 'WD' 2-8-0 lumbers north with another string of empty mineral wagons returning to nearby collieries for their next load. Note the extra tall signal allowing crews of southbound trains to check that the road ahead is clear.

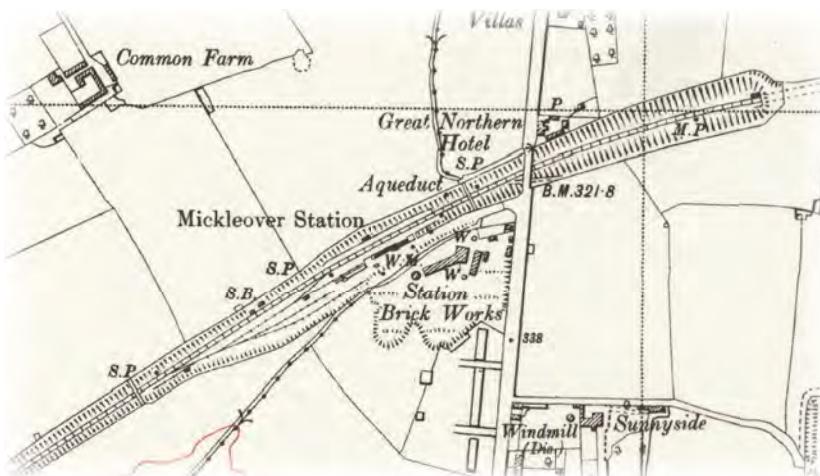
mount SEEP motors and connect them with wire-in-tube to the points. SEEP electro-uncoupler magnets were fitted from underneath, and all the wiring on each board led back to computer 25 way 'D' sockets on each board.

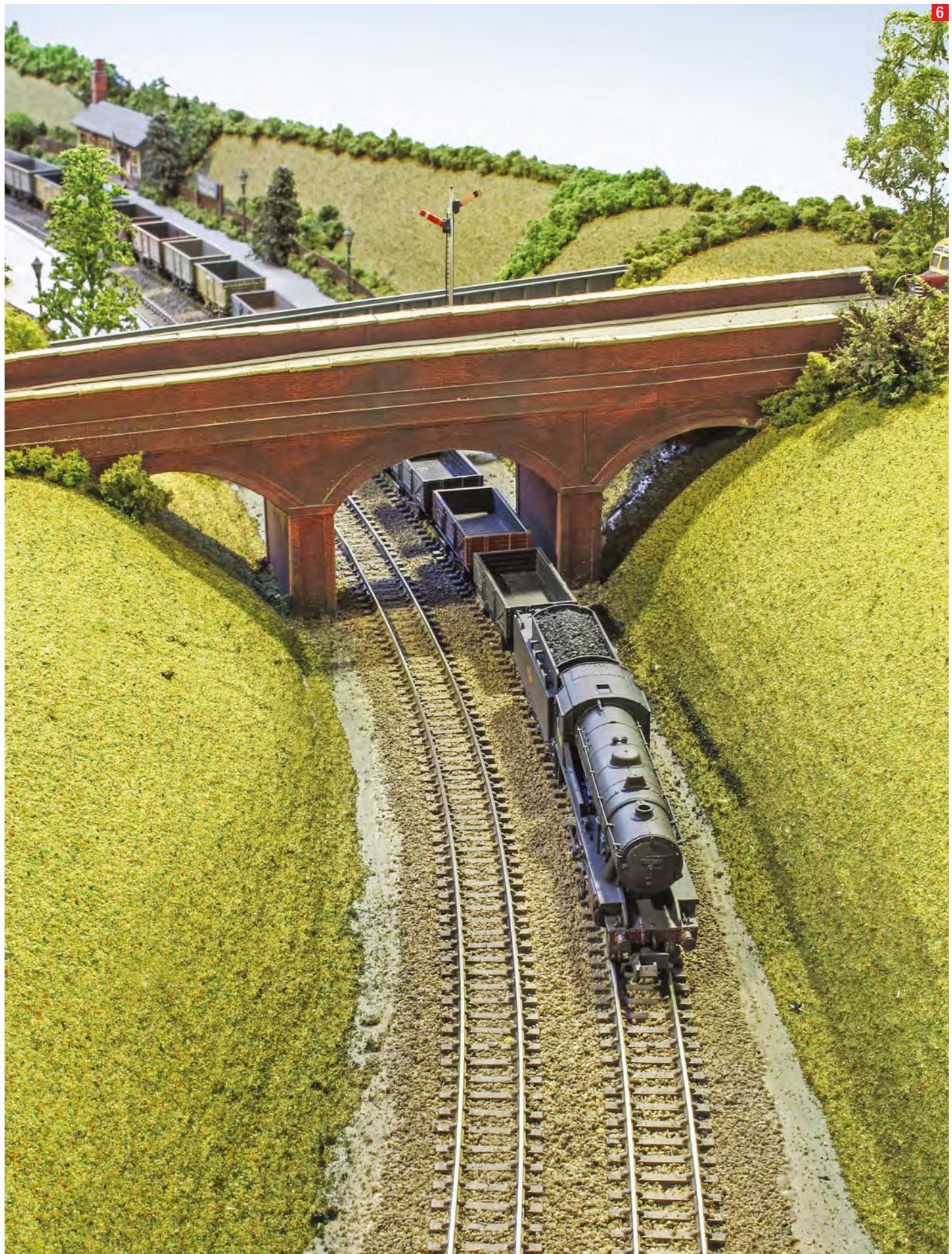
I am still very much a DC control man, so much soldering was required. I have a three-page document which lists each wire in each connector, its number, colour and function on the board and at the control panel. The control panel is mounted on eyelets designed for holding net curtain cords. There are some on the back of the layout boards (exhibition operating side) and some on the front (home operating side) and by simply mounting the panel upside down on the front eyelets, the trackplan and switches are correct for either location!

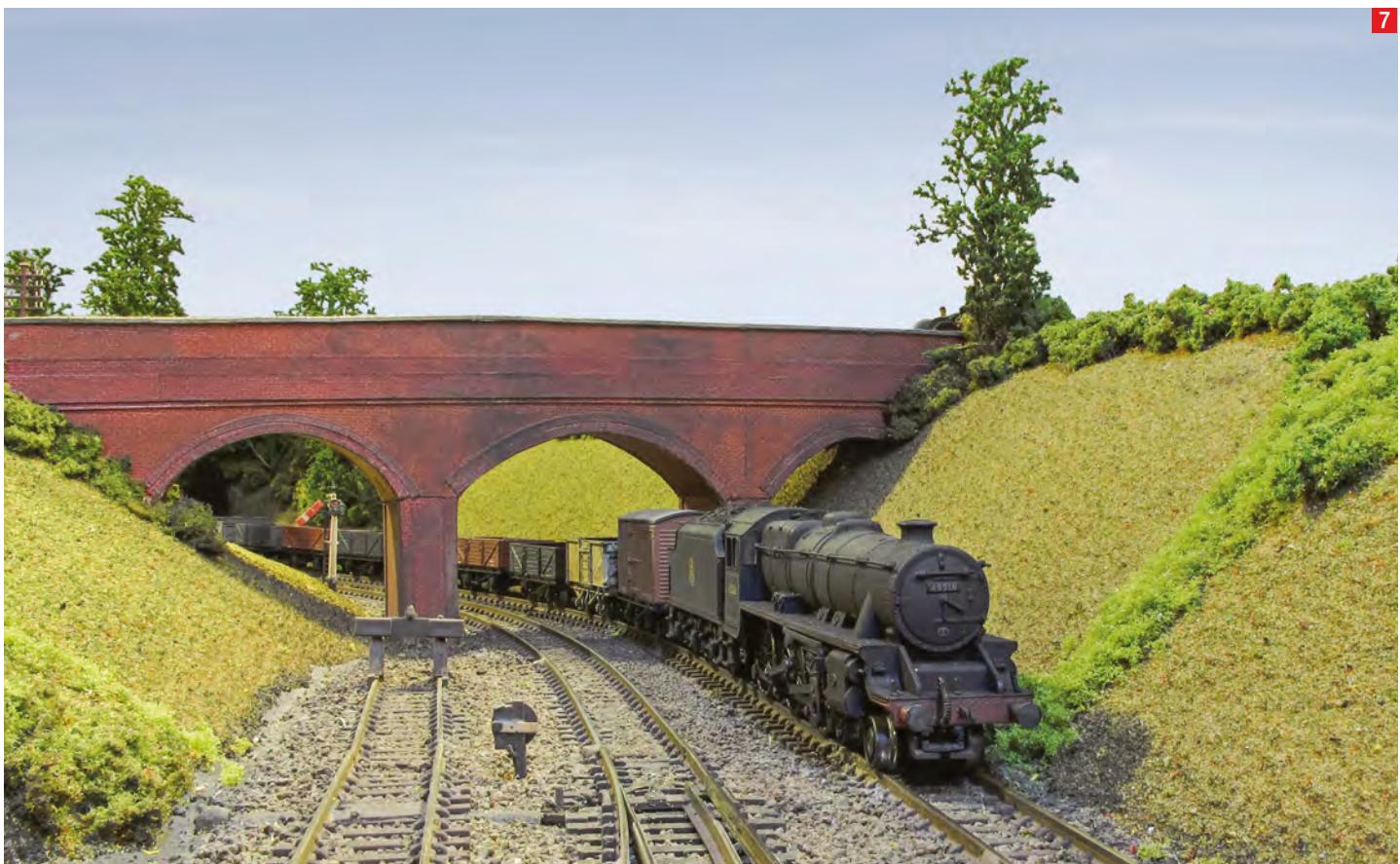
## WOMBLING FREE

I like to make things out of rubbish and leftovers - much like a Womble. My scenery began life with card pizza and cereal boxes, bent to shape and glued down with PVA. It was then covered with two layers of papier mache using our local newspaper. It was quite interesting to see what strange headlines could be created when doing this.

Once it had thoroughly dried it was coated with two coats of white Artex. This gives a light but flexible base for the ground cover. The next stage is important. Paint the white artex light brown to give some protection from the dreaded bald patches of ground cover that might occur. It also tones down any green flock that is added above it. I found I used more yellow and brown flock than anything else, sprinkled onto neat PVA painted onto the artex. The platform walls are by Peco, gently curved under hot water. The surfaces were also made from cereal box card,







8

painted with grey emulsion paint. In N gauge nothing is black when seen from a distance.

The station building promised to be a nightmare. Various different roof heights, dormers and chimneys so that nothing lines up. All the stations on the Derbyshire Extension had the same basic plan.

But, I noticed that certain elements of Metcalfe's card station kit could be used/modified to fit, and by using its matching brick papers I could build the missing bits. Metcalfe's LNWR signalbox kit has a similar design to Mickleover's too, and by adding a new brick base with only two windows and brick upper rear walls I could create a fair representation.

In this kit there is also a smaller box with cream panelled upper walls and windows. In its flat, unbent state this was virtually identical to the wooden walls of the waiting room attached to the main station building. With some brick rear walls added, another problem was solved.

There was a platform shelter on the other platform, but I never remember seeing it. I was only five or six at the time, but if I could remember the locomotives and trains, I was sure I'd remember the platform shelter. The answer came by examining some of the 1950s photographs more closely. The end wall of the shelter can just be made out, totally overgrown by trees and bushes after passenger traffic ceased in 1939. A Hornby NER platform shelter was modified with an added chimney stack and fitted the bill nicely.

Another well-known structure was the iron trough aqueduct which carried a stream over the railway at the



side of the road bridge. This was made from Plastruct 'U' sections glued together to form a trough, and the ornate support brackets were made from Ratio station canopy brackets. The distinctive double-armed signal next to the aqueduct was made from telescoping brass tube, Ratio upper quadrant signal arms and ladders.

There are very few people on the layout. Contemporary photographs show how empty secondary route stations could be between trains. I have only a stationmaster coming out of the main building and a signalman on the steps of the 'box.

Vehicles are fairly limited too, but include a tractor on the occupation bridge, a bus on the station road bridge, a Vauxhall Velox in the station yard (because my dad had one - 509 LBB) and a flatbed and a Morris van in the coal yard. Ratio and Peco fencing finished off the scenery along with all sorts of trees from TMC in Beck Hole.

## LOCOMOTIVE FLEET

The locomotives and stock are the usual products of the main suppliers - namely Graham Farish, Dapol and Union Mills. I have some hybrids too; for example the Minitrix 9F has its body shortened and moved back on the chassis (the original model was stretched to fit

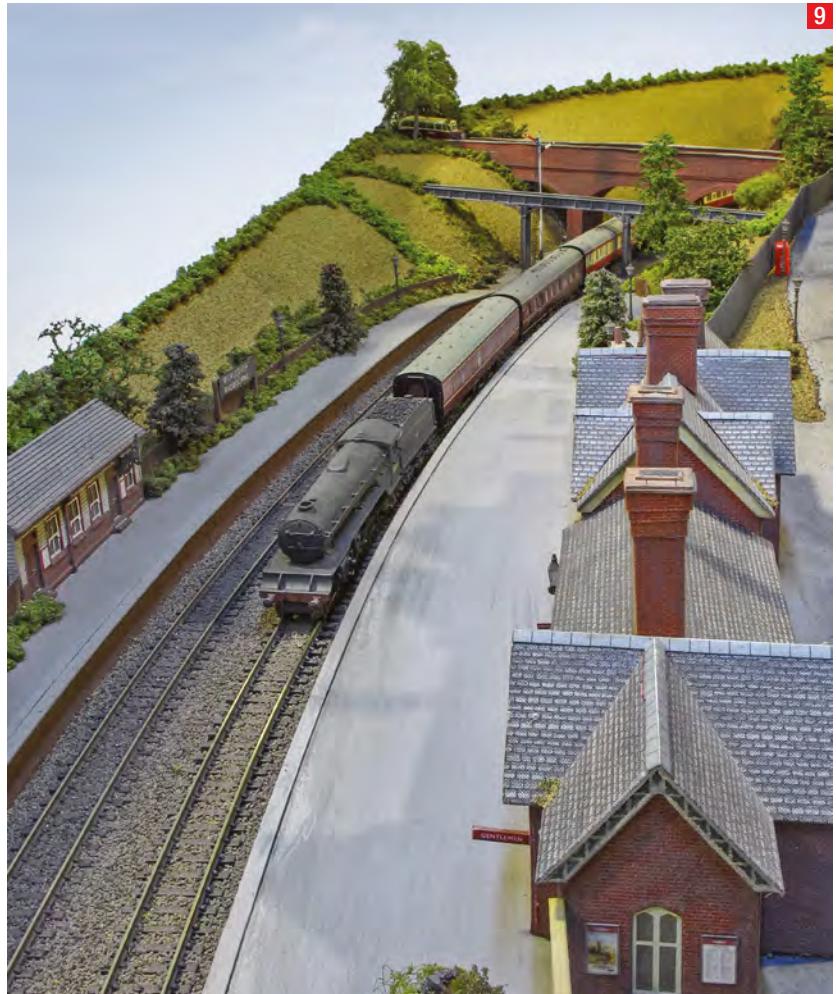
## Ask the expert

**Q** How did you achieve the run-down look of a 1960s secondary route facing closure?

**A** Once the layout was finished, I felt it captured the empty look of a secondary line, but it still looked wrong. It soon hit me why - it was way too clean. Everything about the 1960s steam railway was dirty, and everything within a quarter mile radius too! I mixed some thinned brown paint and loaded up the airbrush. I sprayed this over everything - track, scenery, buildings - and kept changing the mix to light brown and light grey until it all looked 'right'. I must have done something right as I have received many compliments as to how realistic it looks. All I have to do now is to weather all the locomotives and stock so that they're equally work-stained.



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**ABOVE:** The much-modified V2 powers through the deserted platforms. The station buildings are Metcalfe kits adapted to suit this location.

**TOP LEFT:** In later years, the line fell under the control of the London Midland Region and ex-LMS classes were seen alongside ex-LNER and BR Standard types.

**FAR LEFT:** A Thompson B1 calls with a 'stopper' for Derby Friargate as a BR Bedford OB bus comes into view. Will it arrive in time to connect with the train?

a German 2-10-0 chassis). My Bachmann V2 has had its motor removed, the under-boiler skirt cut out and the boiler made round. It is powered by a Union Mills tender. Meanwhile, the Stanier 'Mogul' is a shortened 'Black Five' body on a modified 'Crab' chassis and tender.

I have a Gresley Quad-Art suburban set made by removing one compartment from each of the old Farish suburban coaches, mounting the bogies on brass strips between the coaches and repositioning the underframe mouldings. It is not correct, but it looks convincing. For me, that's the point; I have seen many layouts which are totally correct in detail, but they do not look 'right'. I've managed to capture the atmosphere of our railway before the final curtain came down for a lot of lines.

'Mickleover' made its first exhibition outing at Whitby & District Model Railway Club's show in Goathland in July 2015, and was very well received resulting in invitations to two further shows. I must thank my brother-in-law Peter Hallett for helping to run the layout, and supplying the BR green diesels and tank wagons. That first show was a real baptism of fire for both of us. I must also thank my wife, Maggie, who actively encouraged me to build this layout, and who made the curtains for the layout.

My mother enjoyed the years she spent working on this line. In building this layout, I hope I've built a fitting tribute to those days. ■

## HOW TO...

## CONVERT A MK 1

## SHOPPING LIST

## TOOLS &amp; MATERIALS

- █ Scalpel and spare blades
- █ Pin vice and drills
- █ 2mm drill bit
- █ Needle files
- █ Engineers square
- █ Steel rule
- █ Jewellers screwdriver set
- █ Scratch pencil
- █ Plastic weld solvent adhesive
- █ CA glue
- █ Bachmann 36-008A Commonwealth bogies
- █ Plain styrene 10thou card
- █ 20thou by 20thou styrene strip
- █ Embossed plank card (1mm spacing)
- █ Etched coach window frames
- █ Dome roof vents
- █ 0.45mm diameter brass wire
- █ Air brake receiving tank and distributor
- █ Grade 800 and 1200 'wet and dry' paper

Add variety to BR mail trains with this simple conversion of a Mk 1 Brake Second into a van rebuilt to carry high value consignments. **Nigel Burkin** guides us through the process.

I enjoy modelling mail and parcels trains and fortunately for me, my current layout project is based on a location which enjoyed a fair variety of each. With a little modellers licence, I can add some variety with a van train or two. NNX (dual-braked) and NNV (vacuum braked) courier vans were introduced in late-1986 and were conversions from Mk 1 BSKs. They turned up in regular mail and parcels trains until the introduction of modernised 'Super BGs', 'Super GUVs' and Propelling Control Vans (PCVs) which introduced fixed train formations in the mid-1990s.

Courier vans are a great first conversion project because the base model, a Bachmann Mk 1 BSK, is widely available secondhand and new and can be obtained for less than £15. The work is simple and requires only straightforward modelling materials and tools. The cost of materials is only around £5, plus another £5 if you need to buy replacement bogies.

Should painting the rail blue and grey livery be too much of a challenge; consider Parcels sector red instead. It is a straightforward livery with no lining other than two thin yellow lines along the bottom



edge of the sides. Conversion can be completed in a matter of a few hours and the result is an interesting vehicle to mix in trains of BGs and GUVs, introducing a little variety into a much-missed source of rail traffic.

When selecting a base model, look for BSKs with either Commonwealth or B4 bogies. The models are assembled with separate sides, roof and underframe which, held

together by a series of clips and screws in the underframe. The screws hold the interior moulding to the underframe, thus holding the sides in place. Undo the screws, release the water tank filler pipes and end handrail before unclipping the roof. The whole thing then falls apart. They can be a bit of a pain to reassemble, but patience pays off!

Even though Bachmann's Mk 1s are excellent, certain features

# COURIER VAN



can be improved. Despite the fact that virtually all Mk 1 stock was fitted with a new windowframe design after early builds were found to suffer from water ingress and corrosion around the windows, Bachmann did not include raised frames into the tooling. As modelled, they are not strictly correct for Mk 1 stock operated after 1970 in many respects and certainly not for Sectorisation

era modelling. The raised frames can be added using etchings from Phoenix Precision. Roof ribs are too prominent on the model; the welded panel seam lines are virtually invisible on the full size coaches. They can be removed and replaced with very thin PVC tape to suggest their presence or left off completely.

Roof detail can be enhanced if desired. I chose a van with dome roof vents which are different to

those on the base model, further changing its appearance. The original vents were removed, the location of additional vents over the former compartments determined from photographs and new cast metal ones fitted. Careful measurement and the use of a steel ruler ensured that the vents were fitted in straight lines with no deviation! I pared away the prominent roof ribs at the same

time as removing the original vents. I drilled the new mounting holes before giving the roof moulding a good run down with grade 800 wet and dry paper to remove any traces of unwanted detail and following up with grade 1200 to give the roof a smooth finish.

Some detail may be added to the underframe too. When modelling NNX vans, the vacuum brake equipment should be supplemented with an air tank, air brake distributor and air cylinders. An additional footboard should be fitted to the sole bar under the new doors as well. Remove all but one of the footsteps from the ends to bring the coach up to date.

A representation of the Electric Train Heating (ETH) socket on the ends can be made up from scraps of styrene, painted orange and fitted with a tiny spot of cyanoacrylate (CA) glue after the model is painted. ■

**RIGHT:** Dual braked NNX 80212 was photographed at Doncaster in September 1989 and is the subject of this conversion project.  
NIGEL BURKIN

## ■ back story mk 1 courier coach

In 1986-7 BR converted 26 redundant Mk 1 Brake Second Corridors (BSKs) into 'courier' vehicles for high-value consignments accompanied by security guards. One of the former passenger compartments and a toilet was retained, although the rest of the interior was stripped out to create a larger van space. Coaches from Lots No. 30699 and 30721 had Commonwealth bogies while some vehicles converted from Lots 30427, 31027 and 30573 had B4 bogies.

Both vacuum-only (NNV) and dual-braked (NNX) versions were converted, and numbered 80200-225. They were used in mail and parcels trains until rendered surplus by the introduction of modernised parcels/mail vans with more secure roller shutter doors. Most were withdrawn in 1992-95 but a few were transferred to departmental duties (including one as a glass carrier). Several have been preserved, with at least one finding use as a support coach for main line steam operations.



## ■ painting & finishing

Depending on the livery of the base model, strip or rub down to remove the printed livery details - the Regional Railways base model shown here has hard painted stripes which had some relief. Without a rub down, they may be seen under the new paint. One option is to strip the sides using a plastic-safe paint stripper such as Phoenix Precision 'Super Strip'. Alternatively, remove them with a fibre scratch pencil and grade 1200 'wet-and-dry' paper, taking care not to damage the grab rails and door handles.

**BELLOW:** Rail grey and blue has been applied, and the masking tape is being removed (A). Bachmann's method of construction makes painting easier, but it is tricky to apply masking over details such as door handles (B). Some cleaning up of the paint lines will be needed before white lining and transfers are applied.

Painting is relatively straightforward, especially for Parcels Sector red or NNV W80200, which was painted plain BR blue. The construction of the model means that there is a minimum of masking required. The roof of my project was treated with a touch of primer to each roof vent before being painted matt 'roof grey'. It was weathered with the lightest dusting of roof dirt. Rail blue was applied to the underframe solebar and ends with black applied to the gangways, head stocks, the additional brake equipment, trussing and bogies. Weathering of the underframe and bogies included an initial application of frame dirt followed by a touch of brake dust colour.

I primed the sides with light grey primer and checked for any flaws in those areas subject to conversion. Rail grey followed plus a further check for any discrepancies. I carefully masked the grey band along the window line and applied masking to the reverse side too before applying rail blue. Gloss paints were used throughout, giving a lovely smooth surface for the white lining which separates the blue and grey colours. Transfers from sheet NMS-3 and a Fox Transfers modern wagon lettering finished off the decoration. Satin varnish

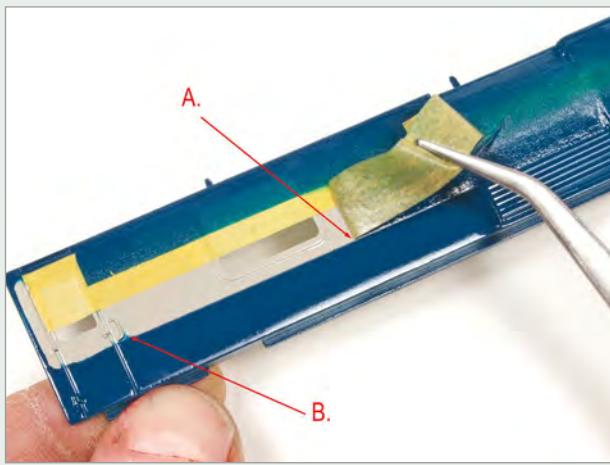
was applied to give the hint of shine to a relatively clean coach.

A small painting job remains at this stage - paint the frames moulded as part of the glazing inserts. They should be the same colour as the sides.

Once the glazing was refitted, I modified the interior moulding by cutting off the end compartment and toilet, which were retained and screwed back in place when the sides were refitted to the underframe. The same was done to the guard's compartment, leaving the rest of the coach open.

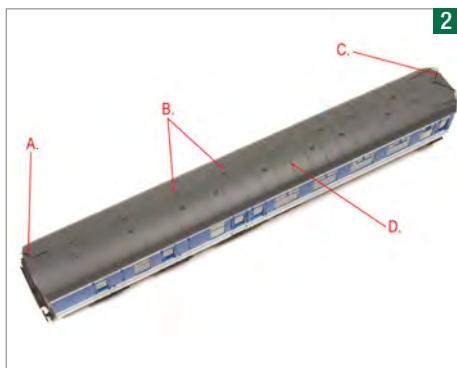
Reassembly is tricky, with the sides located in their slot along the sides of the underframe and the remnants of the interior screwed in place to secure the sides. The roof clips onto the sides and ends with allowances for the new doors - two of the roof clips were trimmed to allow the roof to sit correctly. Wheels were fitted back to the bogies following painting and weathering. Finally, clip the toilet water tank pipes in place and fit the bogies.

This conversion requires around one afternoon at the workbench plus painting and finishing time. In all, the new van was ready for traffic in about a week, including a day of drying time between coats of paint and varnish. ■





Windows (A) and (B) are fitted with blanking plates, the latter with a small vent. One passenger compartment is retained (C) together with the toilet compartment.



The roof can receive quite a bit of attention during this conversion. The end handrail is removed (A); vents relocated and changed (B) and the roof ribs removed (D).



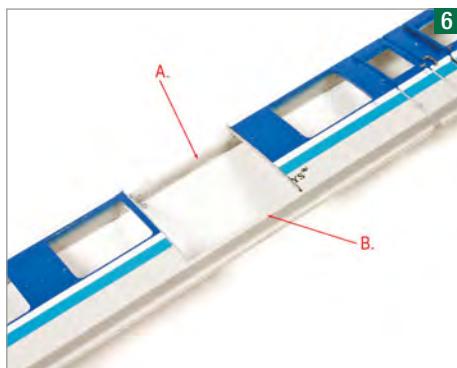
Bachmann Mk 1s are held together by the interior moulding securing the sides to the underframe. Three screws secure the interior to the underframe.



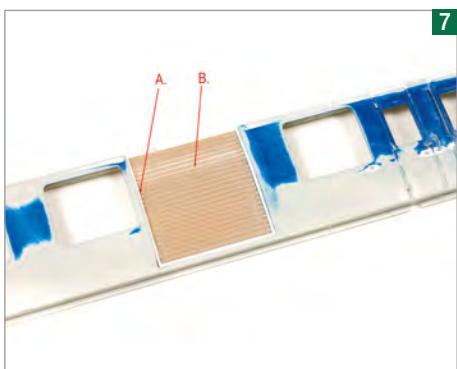
The position of the roller shutter doors is measured and marked in place. They are 28mm in width. Note the proximity to one of the window openings.



Cutting out commences by drilling around the edge of the new door opening with a 2mm drill. Retain the top section of the side - it has holes to secure the roof.



The holes are cut through and the opening finished with a file. The top lip of the side moulding (A) and the lower edge are retained and finished carefully (B).



Embossed styrene is used for the roller shutter doors. A 20thou by 20 thou strip is used for the trim (A) and the top (B) is bent inwards slightly to match the prototype.



Window plating is completed with 10thou styrene sheet. If you prefer, 5 thou' brass sheet is a better material to use as it is thinner, and more prototypical.



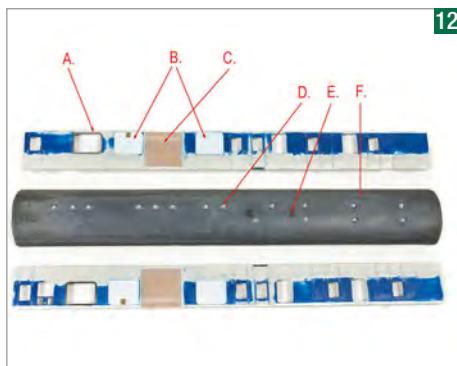
Work progresses with the fitting of a small ventilation grille to one window plate on each side and an etched windowframe to the remaining compartment windows.



NNX 80212 (former BSK 35307) had dome vents rather than ridge dome vents as modelled. The mouldings are shaved off with a sharp scalpel.



Some vent positions differ between model and prototype. The new positions are determined and 0.6mm diameter pilot holes are drilled in each vent position.



Ready for painting. A: Etched window frames, B: Plated windows, C: Roller shutters, D: Replacement vents, E: Periscope positions tidied up, F: Roof ribs removed.

Inspiration for my layout came from a love of the Scottish Region blue diesel period in the 1970s and 1980s, and especially all things West Highland. It came as no surprise that my latest exhibition layout would be based somewhere in the north west of Scotland. This would allow me to exhibit my fleet of Class 26/27 and Class 37 locomotives which were the mainstay of passenger and freight trains in the area at that time.

As the size of the layout was going to be restricted, the dimensions had to be precise and the actual location properly researched so as to produce a reasonable looking replica in miniature. I particularly liked the track layout of Mallaig as I thought that even in its present form would make for an interesting and workable layout with plenty of scope for train movements.

Two major problems stood in my way - due to the dimensions I had chosen I could not fit the trackplan in without it looking ridiculous. Secondly, my previous layout 'Dunmar' had little or no scenery as it was based in central Scotland, so could I achieve a level of realism that would convince the viewer they were standing in one of the most picturesque locations in the UK?

The name 'Kinlochewe' was chosen as it had a nice ring to it and although the town never had a railway, modellers licence allowed me to imagine a branch was built from Achnasheen on the Kyle of Lochalsh line, heading up Glen Docherty and terminating at Kinlochewe.

The footprint of the layout would be restricted to 13ft by 2ft and consist of two scenic boards with the third board serving as a fiddleyard. A softwood frame with a 9mm screwed and glued plywood top was constructed with integral folding legs. The two main boards were joined using patternmakers' dowels and locked in place using case type fasteners. The board to accommodate the fiddleyard was built with an MDF top for rigidity and held in place with hinges and removable pins.

It was decided at this point to locate the station building on a separate board measuring 1ft by 2ft and held in place using the same method as the fiddleyard. A piece of plywood was fitted at the rear at a height of around 12in to fix the backscene.

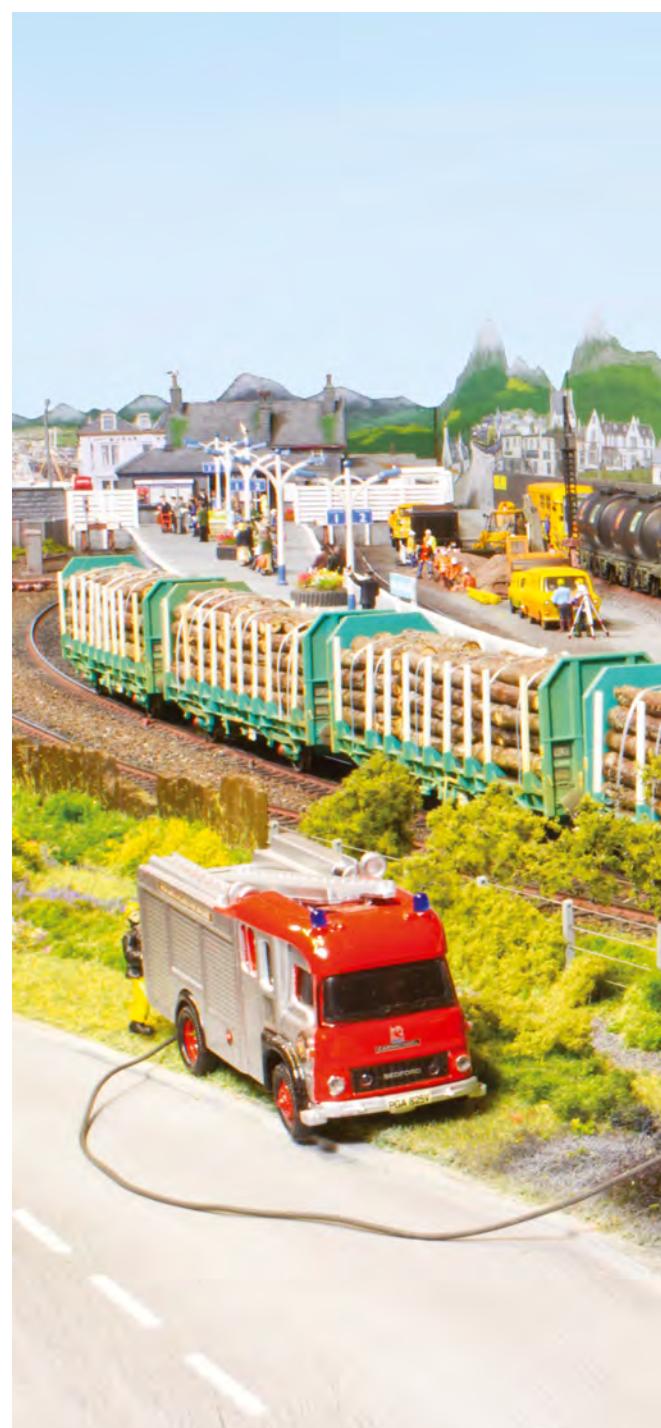
## GOING DIGITAL

I decided to use Peco Code 75 track and points, with the points operated using SEEP motors. A control panel would be provided to house the relevant switches. To improve running and performance I decided to use Electrofrog points.

Initially I opted for analogue control but an opportunity to operate a colleague's DCC layout soon changed my mind. I wasn't sure if I was ready to make the move as my wiring skills are not the greatest. With all the talk of 'bonding' the points and 'power buses' I wondered what I was getting into. But, having purchased a Gaugemaster Prodigy Express system there was no turning back.

## FACT FILE

- | SCALE/GAUGE 4mm:1ft scale, 16.5mm gauge OO
- | SIZE 13ft by 2ft
- | ERA/REGION 1970s/80s Scottish Region
- | LOCATION West Highland Line
- | TRACK Peco Code 75
- | LAYOUT TYPE Fiddleyard to terminus
- | POWER & CONTROL Gaugemaster Prodigy DCC
- | PHOTOGRAPHY Nigel Burkin



**ABOVE:** The owner of the Austin A40 arrives to discuss the repair to his car which is being fixed by the young apprentice lying horizontal underneath.

**RIGHT:** Busy times as a Railfreight Class 26 runs around its timber train and a large logo '37' waits to collect empty tanks from the oil siding. Looking back towards the station with the mountains in the background highlights the abundance of colour achieved by careful selection of materials.

# KINLOCHHEWE

Inspired by the West Highland Extension, this Scottish Region terminus recalls the days of Sulzer Type 2s and Class 37s on the scenic lines to the country's west coast, fondly remembered by **Bill Wood**.

2





## Ask the expert

**Q** What's the best way to achieve 'hands free' operation on a layout of this kind?



**A** Before ballast was added I set about placing small circular magnets at various strategic points in the track to allow me to uncouple stock and locomotives thus giving me 'hands free' operation. A 10mm diameter neodymium magnet sourced from First4Magnets was placed just below sleeper height and covered by a thin piece of black weathered plastic card.

All locomotives had their original couplings removed and replaced with fine brass wire bent to shape to act as a coupling bar. Selected coaches and wagons had their original couplings modified by adding a short piece of wire taken from a paper clip and epoxied to the tail of the hook. When travelling forward over the magnet the hook stays in contact and when reversing over the magnet the hook is deflected upwards.

**ABOVE:** A parcels working arrives behind 27037. The signalbox is no longer in use and is kept for storage only, unlike the snowplough on the right. Illuminated 'STOP' boards can be clearly seen on the left and to the right of the '27'. They can be switched to flashing mode to let the driver know that the next section of line is clear to proceed.

The track was laid onto  $\frac{1}{8}$ th cork sheet and once all relevant wiring completed it was ballasted using a mixture of Woodland Scenics coloured ballast. I wanted to avoid weathering the ballast and leave it natural to obtain the desired effect.

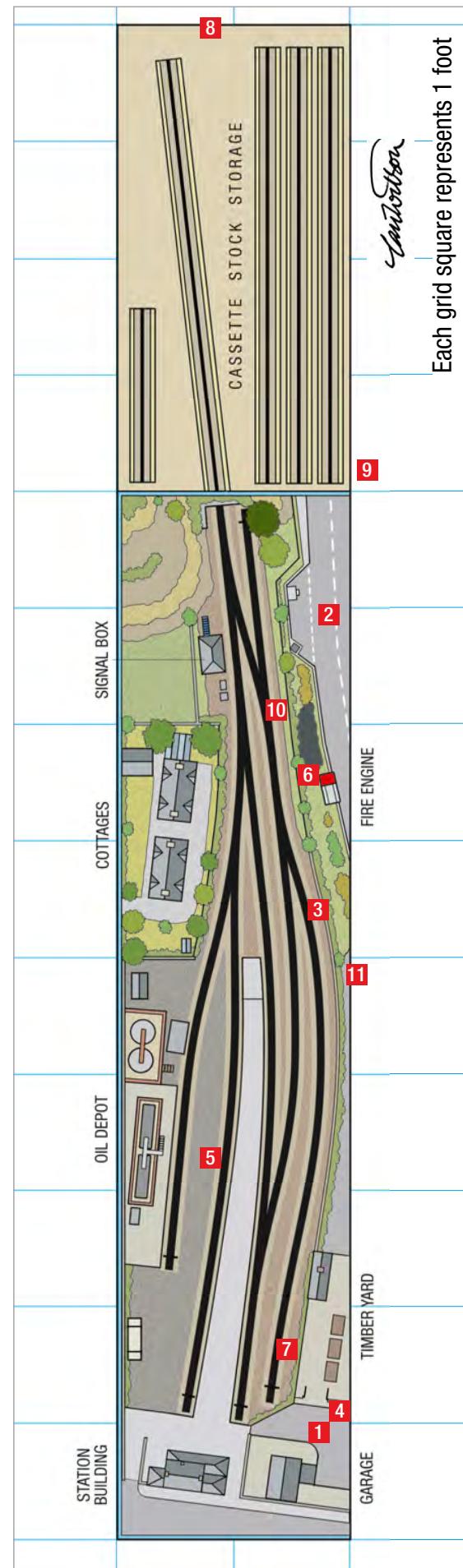
Ballast was fixed in place using diluted PVA adhesive with a drop of washing-up liquid to assist the flow. The colour of the ballast was not affected to any great degree due to the choice of colours used. All track was then painted with rust effect enamels and weathered with various greys and blacks applied with an airbrush and finally those areas where locomotives stand for longer periods were treated to heavier coats of satin black to replicate diesel and oil spillage.

### HIGHLAND SCENERY

Scenics and the backscene were going to be one of my biggest challenges as my previous layout had very little work in this area. It had to be convincing enough for the viewer to instantly recognise the scene as the north-west of Scotland.

I wanted to replicate a rock cutting similar to that found on the approach to Mallaig. I used expanded polystyrene cut into blocks, shaped with a knife and glued down with PVA glue. A mixture of Polyfilla and

## TRACKPLAN KINLOCHEWE



PVA - to allow for any flexing of the structure - was spread over the area and just before drying, cracks and other features were added. This was then painted dark grey and dry-brushed with lighter shades and finally covered with various ground cover materials from the Woodland Scenics range.

The scenic break to the fiddleyard was achieved by positioning two stone piers, minus the parapet, at the entrance. These were made from Daler board covered with Slater's stone effect Plastikard and covered with foliage to disguise its existence. The remainder of the lineside was covered using various shades of ground cover and foliage. Trees were from the excellent Hornby range, along with Woodland Scenics 'Forest in a Box' for the younger trees and bushes.

I was determined to create my own backscene rather than opt for one of the many commercial ones so it was with some trepidation and armed with several tester pots obtained from a B&Q, I set about producing my version of the 'Munros' towering over the landscape.

Another visit to Mallaig produced several photographs of the buildings adjacent to and around the station area. I loaded them into Photoshop and,





after re-sizing, I changed them into prints as I felt they would blend in better. I spent endless hours browsing the internet and books and magazines looking at photographs of the West Highlands and would like to think I have captured a small corner of this stunning landscape.

The station building is by Bachmann Scenecraft but has been modified with an extension to the front on the platform side and a small extension on the gable end of the building. Lighting has been fitted inside and it also boasts a reception area just inside the entrance.

The garage is also from Bachmann and has internal detail including a scratchbuilt hydraulic hoist and lighting. Kinlochewe's signalbox was scratchbuilt from drawings and is typical of the type found at Mallaig and Arisaig on the West Highland Extension.

Traditional cottages sited on the approach to the station are from the Metcalfe range and have been detailed and weathered. The oil storage depot is part-Bachmann, part-Knightwing with a scratchbuilt refuelling point.

## SCOTTISH TRACTION

Locomotives are a mix of Heljan, Bachmann, ViTrains and Hornby with most of the rolling stock from Bachmann and Hornby. They reflect the types used

Railfreight 'Red Stripe' 26025 passes the signalbox with a timber working just as a Tornado F3 from Lossiemouth makes a low pass overhead. The 'box was scratchbuilt from drawings and is similar to the structure at Mallaig on the West Highland Extension.

**RIGHT:** Much like Mallaig, the original station building (from the Bachmann Scenecraft range) has received a modern single storey extension, in this case scratchbuilt from plastic card. A Highland Omnibus Ford/Alexander coach arrives to make connections for outlying villages.



by the Scottish Region in the area to haul freight and passenger traffic of the era.

All locomotives have been weathered using an airbrush. As a former aircraft modeller it was a simple matter of transferring my skills, resulting in some work-weary stock that gives just the right appearance. The locomotives have full bufferbeam detail and have been renumbered as ScR machines of the 1970s and 1980s.

The rolling stock has also been weathered and consists of blue/grey Mk 1 and Mk 2 coaches along with LNER Tourist Stock style green/cream Mk 1s for the



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steam service which is hauled by a Hornby Thompson B1 fitted with a Howes sound decoder.

Wagons range from OTA timber carriers to TTA oil tanks, VDA vans and ballast hoppers. There's also the odd mail/parcels working formed of Mk 1 GUVs and CCTs and I have recently introduced a portion of a sleeping car service to London which is held in a siding over the weekend. My move to DCC was not taken lightly as I was not sure if I fully understood the

**BELOW:** The cottages are from the Metcalfe range and have been carefully put together with the addition of foliage and moss and given a light wash of brown colour to tone down the original finish.

principles and to what cost. However, after serious consideration it was decided to go ahead and invest in several decoders. Not content with this I then took the decision to go all the way and purchase sound decoders. I now have 12 locomotives fitted with sound from the likes of Howes/ESU LokSound V4.0, Zimo from Digitrains and ESU V4.0s from DC Kits/Legomanbiffo.

This has added a whole new dimension to the layout and has brought it to life. Once I got used to the



10



## Ask the expert

**Q** How did you achieve the authentic 'weatherbeaten' look for your 1970s/80s BR blue fleet of locomotives and rolling stock?

**A** All locomotives and the rolling stock have been weathered to some degree. I always work from photographs of the real thing and the stock is weathered accordingly. The underframe is airbrushed with a base mid-grey colour, then built up with shades of black, rust, tan and finally a light stone colour and sealed in with varnish. I do not need to mask as the Iwata airbrush I use is very precise and I have 20 years of experience in aero modelling. Lower bodyside weathering is applied carefully using an upward stroke so that the heaviest weathering is on the lower part of the body and lessens as you go upwards. The roof is then treated with matt black and finished with light coverings of roof greys. Finally, the windscreens are masked with Tamiya masking tape and lightly sprayed with paint to show the area where the wiper blades have swept.



**ABOVE:** Heljan 26039 runs around a couple of 'Seacow' ballast hoppers after arriving from the south. BR engineering staff are much in evidence, as are their yellow vans.

idea, I set about altering decoder CVs so they would perform better within the confines of a short layout. As well as being able to hear each individual sound file at slow speeds you can also experience the power of the locomotive as it revs up. Any one who has the slightest doubt about making the move to DCC will not be disappointed once they've heard what digital sound can offer now.

A working Radio Electronic Token Block (RETB) system with stop boards was constructed using brass tubing and 'Stop' boards downloaded from the internet and printed onto plastic card, an LED and a flashing module from Kyte's Lights ideal for West Highland operation.

Although the layout was originally built with a traverser for storage of trains, that has since been replaced with a unique cassette system which is much more user-friendly. Operations have no set sequence, a train is simply made up in the cassette and is run strictly to prototype practice.

Good lighting is a must for any exhibition layout as most venues have poor lighting; for that reason a removable lighting gantry was fitted benefitting the operator and the viewer alike.

'Kinlochewe' has attended several shows and has been well received. The ultimate accolade was its debut at the Warley NEC show in November 2014. My thanks go to everyone who has helped me along the way whether you gave advice or helped me out operating at the many shows I have attended. And finally to my long suffering wife who has had to listen to my tales of woe and has to be my greatest critic. ■



Limited Edition R3503 **BR (NRM) 'Flying Scotsman' & Support Coach**



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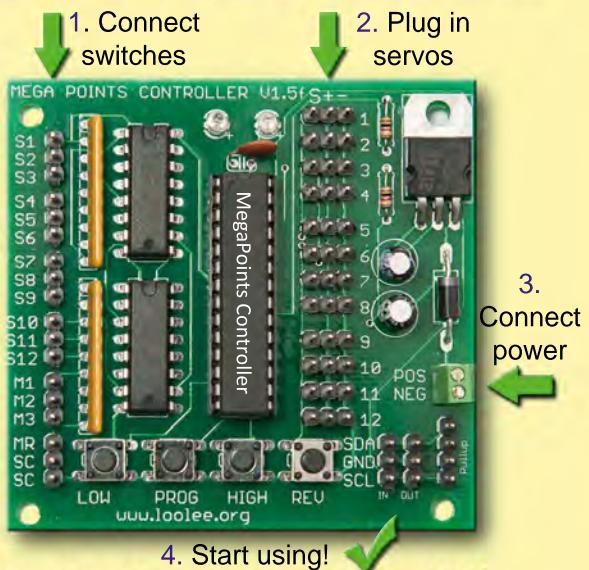
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# EAST COAST MAIN LINE IN THE GARDEN

With spring in full swing, the garden railway season is upon us. **Norman Venus** explains how his extensive OO gauge layout has been transformed to depict different locations on the ECML.

**F**or more than ten years, I had a garden layout called 'Huntingdon North'. Set on the former Great Northern main line, it enabled me to run titled trains such as 'The Tees-Tyne Pullman', 'The Master Cutler', and 'The Talisman', along with other expresses and stopping trains. But, after a decade, I wanted to try something different. My thoughts turned to the North Eastern Region where different trains and locomotives operated.

This would give the track layout a new lease of life and provide an alternative operation for my stock. As I was keeping to an East Coast Main Line (ECML) theme, the majority of locomotives and trains from 'Huntingdon North' could also be featured at the new location.

Two issues had to be overcome first though; one being to find a suitable location somewhere between Doncaster and Newcastle, and the other being a station with only three tracks. Otherwise a complete rebuild of all my baseboards or relaying of the track would have been required. My garden faces due south so ideally, the station would follow the same format as 'Huntingdon



North' which also has an approximate north-south aspect. The station is located on the longest straight stretch in the garden, about 25ft long.

After studying various books, photographs and diagrams I could not find a three-track station north of Doncaster - they all seemed to be either two or four track. The search continued for over a year until I discovered that Alne, situated between York and Darlington, had only three tracks until 1958-59. This was the period that many of the smaller stations along this stretch of the ECML were closed. The other contributing factor was that the line either side of Alne was four tracks, but through Alne had only three as the Easingwold Light Railway (ELR) used the fourth track for a bay platform at the northern end of the station.

The ELR ran its last passenger train in November 1948 but goods trains continued until Christmas 1957. After its closure, BR demolished the platforms on both the Up Main and Down Slow lines during 1958-59. It also replaced two road bridges immediately north and south of the station. The space created by this allowed an Up Slow line to be added, eliminating the bottleneck.

**ABOVE:** Thompson B1 4-6-0 No. 61225 passes Tempstord on the slow lines with a train of oil tanks.

#### FACT FILE

- | SCALE/GAUGE 4mm: 1ft scale, 16.5mm gauge 00
- | DIMENSIONS 90ft circuit
- | ERA/REGION Late-1950s
- | LOCATION Eastern Region, East Coast Main Line
- | LAYOUT TYPE Garden railway
- | POWER & CONTROL Gaugemaster Prodigy Advance DCC
- | PHOTOGRAPHY Tony Wright

Alne seemed to be an ideal choice, suitable for the majority of my fleet, which is based on the period 1953 to 1963, but there were differences between what was seen south of York and on the North Eastern to the north. Some NER classes seen every day during the 1950s were rarely seen at the southern end of the ECML, such as B16s, J26/J27s, K1s, Q6s, Ivatt 'Mucky Duck' 2-6-0s. Likewise, J6s, L1s, N2s, O2s and 'Britannias' were rare on the NER.

It is easy to overlook the fact that diesels appeared on the ECML from 1958 onwards, and while we (of an older generation) didn't take any notice of them then, they quickly became quite abundant, as photographs and video footage shows.

And so research began to find photographs of Alne in the 1950s, or even film footage if possible. Initially, I obtained photographs related to the Easingwold Light Railway, but these concentrated mainly upon Easingwold station or at the bay platform at Alne. Further research in the Ken Hoole Collection at Darlington North Road Museum gave me one image of the signalbox and confirmed that it was to the same



design as those at Beningborough, Pilmoor and South Otterington, but to a different height. The booking hall took some modeller's licence and experienced guesswork as the only reference I had was a blurred photograph taken from the road bridge at the north end of the station looking south.

## LOCATION TRANSFORMATION

The transformation from 'Huntingdon North' to 'Alne' was relatively easy. The only problems encountered were that the Down Slow platform, booking hall and ELR line from the Up platform would require extensions to the baseboards. These were easily fabricated with 2in by 1in timber and plywood then covered with roofing felt. As 'Alne' developed, I had the opportunity to purchase some of the excellent models released by Hornby and Bachmann in recent years. These included an Ivatt 4MT 2-6-0, J39, a BR/Sulzer Type 2 (Class 24) with a brake tender, English Electric Type 3 and 4 and BR/Sulzer Type (Class 46). My ex-NER D20 4-4-0, Peppercorn K1 and Q6 0-8-0 are kit-built, previously seen on 'Billingham' which was featured in **BRM** in 2009. Their acquisition from the late Bert Robinson, helped to provide authenticity and are a memorial to his work.

I was cajoled by a friend into providing feeds to the garden layout to try some DCC sound-fitted diesels. A Gaugemaster Prodigy controller was also temporarily wired in. The effect of these diesels as they went

**ABOVE:** By now expanded to four tracks and operating as 'Tempford', the station plays host to a V2, rattling past with a mixed goods. Immediately behind the locomotive are two tenders modified as slurry carriers.

through their start-up routine was immediate, and amazing. My wife, who happened to be in the shed at the time, was so convinced that she said I must have one and that she would pay for the controller! Before taking advantage of her good nature I said that I would find out the cost and get the best price for a wireless version, which is the best option for operating a garden layout.

Even our next door neighbours were curious about the diesel engine and hooter sounds and as they peered over the fence they agreed that the lights and sound added a new dimension to railway modelling.

## EXPANSION TIME

While 'Alne' enabled new locomotives and stock to be run I still had some items from 'Huntingdon North' that I couldn't run prototypically, such as the Peterborough Breakdown Train and 'The Master Cutler' Pullman.

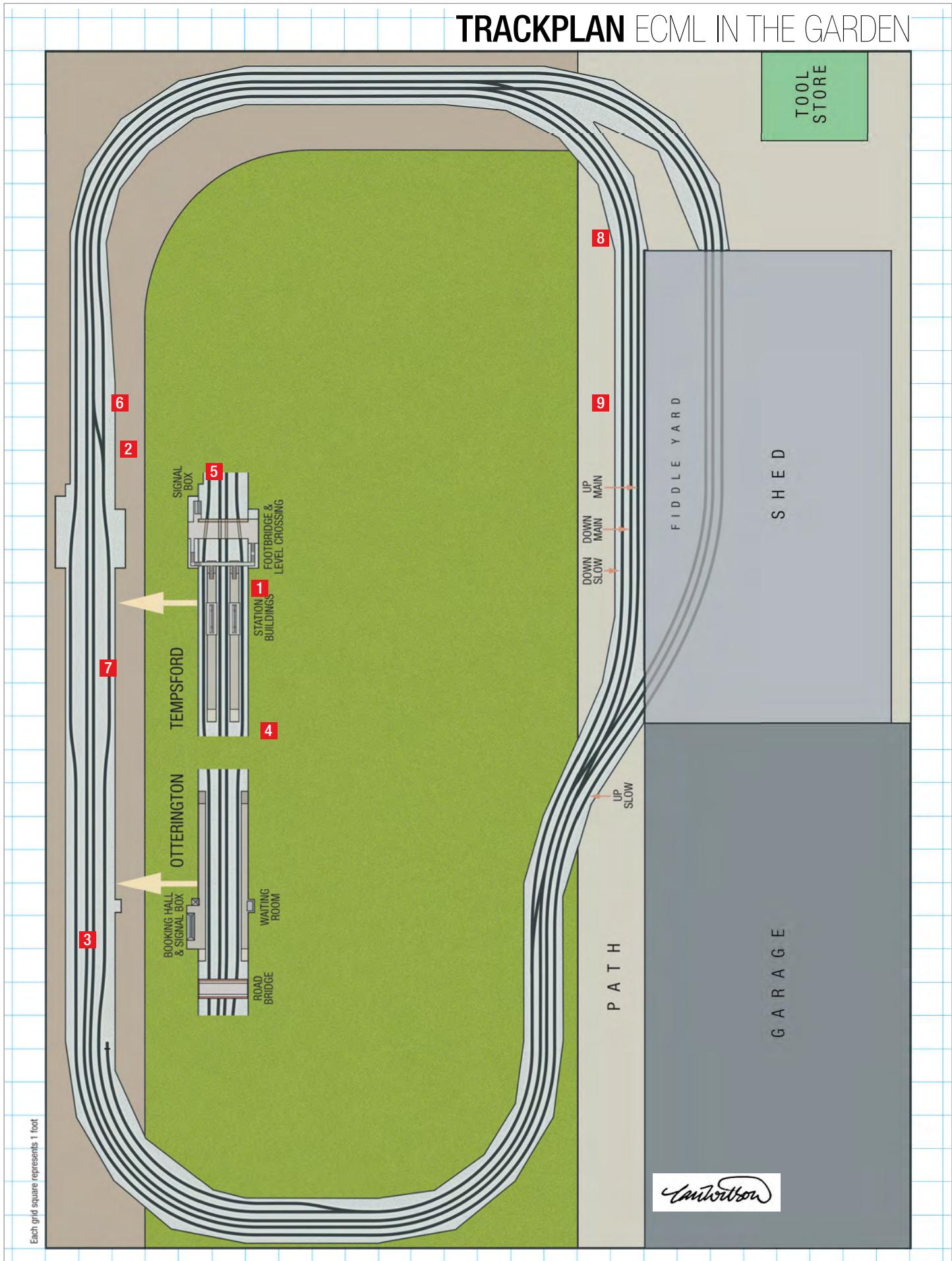
As 'Alne' had been in operation since 2010 I thought about how to transform it into a four-track arrangement, which would enable the layout to be expanded into a north and south alternative set up. After further research of ECML stations, I came to the conclusion that Tempford and Otterington could be accommodated on the existing baseboards, changing the location of the layout once again.

Extension pieces would be required to provide extra width, especially for 'Tempford' with its large footbridge and level crossing, which spans all four tracks. The

**BELLOW:** When the station was modelled as 'Alne', this static Mainline J72 and LNER Pigeon Van were positioned in the bay platform to represent an Easingwold Railway train.



## TRACKPLAN ECML IN THE GARDEN





## Ask the expert

**Q** How were the buildings made - were any special materials required to help them withstand different weather conditions?

**A** A Hornby Skaledale booking hall with a plastic card toilet block attached to the side provided the answer to this elusive station building, a photograph of which I found much later. Forty thou' and brick embossed plastic card were the main materials used for the platforms and walls, road bridges and the signalbox.

The windows of the Up platform waiting room and signalbox looked rather onerous to replicate. At one of my local shows I encountered the laser-cut products of York Modelling, which were ideal for my purposes and would avoid a lot of hard work. It also provided the adhesive roof tiling, which I used for the 'pagoda' shape of the signalbox. The iron footbridge spanning all three tracks was built using mouldings from a Dapol station footbridge, along with Plastruct/ Evergreen angle iron section strips. To prevent sagging in this lengthy structure I incorporated a thick piece of brass strip underneath the main span, which was fixed to the floor with epoxy resin.

Alne was not a busy passenger station and as stopping trains were infrequent, I could not put many passengers on the platforms. To avoid the station looking deserted I put some schoolboy trainspotters and a couple of station staff in relevant places to add life to the setting. In the ELR bay platform the driver of the 'J72', a station porter unloading open wagons and a Gresley luggage van add more life and interest.

5





**ABOVE:** 00 gauge in the garden can offer much greater space to run scale length trains, such as this 1950s ECML express hauled by Peppercorn A1 No. 60125 *Scottish Union*.

**RIGHT:** One of the line's most unusual trains is the breakdown crane set formed of elderly pre-Grouping passenger coaches now used as mess and tool vans and a super-detailed Hornby-Dublo crane.



three existing tracks were shifted across the baseboards enabling a fourth track to be laid using Peco SL-100 flexitrac and Insulfrog points. This work was done during the autumn and winter months in preparation for the all-important spring and summer timetable.

I had kept all of the platforms and buildings from 'Huntingdon North' on the basis that they'd come in handy at some point, so when it came to building 'Tempsford' I was able to recycle the canopy valancing, signals, platforms, waiting rooms and their roofs, plus signal cabin parts. There is a similarity in many of GNR station structures so the transition was relatively easy.

The platforms, fencing, signal cabin and road bridge from 'Alne' could all be salvaged too, and were incorporated into 'Otterington'. Both stations were rebuilt in the early-1930s and their architecture followed similar styles to the buildings at Beningborough and Pilmoor between York and Darlington on the famous racing stretch of the ECML.

## DIGITAL OPERATION

With four tracks now available I decided it would be good to have two heavy goods trains trundling along on the slow lines, being overtaken by faster trains, all with DCC sound. Much of my stock was built in the 1990s and there are a number of kit-built and scratchbuilt locomotives fitted with old style open-frame motors. As they cannot be converted to DCC operation they would require a complete motor replacement. It is sometimes possible to replace the motors but the risk of damage



to models that worked perfectly well was too great. I therefore took the decision that 'Tempsford' would remain analogue and 'Otterington' would be DCC.

After reading reviews of many different systems, I decided to use Gaugemaster's Prodigy Advance wireless system. I have had a couple of problems with the handset and the control unit, but I must praise

**ABOVE:** As well as ECML expresses, 'Alne' allowed Norman to run a wider selection of North Eastern Region classes, such as B16 4-6-0 and its fitted goods overtaking Q6 No. 63412 on empty mineral hoppers.

**TOP RIGHT:** Alongside the shed, the three tracks split into two routes; one running through a hole in the wall to the shed's maintenance area, and the other staying outdoors.

**RIGHT:** Norman setting up another train on the outdoor running lines beside his shed. The raised trackbed is dismantled every autumn to protect it from winter weather.

Gaugemaster's quick and efficient service. It certainly makes a difference when you can speak to a technically competent person about a problem rather than sending an explanatory letter and waiting for a reply.

My original wiring was for analogue operation, but the change to DCC was much simpler than I'd anticipated. I used Insulfrog pointwork from the beginning so there had never been an issue with short circuits. All tracks had been independently wired and controlled, so to change to DCC I only had to put in a feed but enable the whole lot to be isolated when changing over and running on analogue control. Fault finding can be very quick because the system is simple.

The complete circuit is about 90ft in total and it has never suffered from voltage drop from either the transformers for the Modelex analogue controllers or that used for the Prodigy.

## GRADUAL EVOLUTION

When I first built the layout in 1999 I thought that two tracks would be sufficient but I didn't have the foresight to see it transform into three and finally four tracks. Now it has opened up the possibility of having more trains, from the prototype *Deltic* on test to a scratchbuilt a Chipman's weedkilling train. I have also scratchbuilt the Inspection Saloon kept by York MPD and propel it around the layout with a sound-fitted K1 'Mogul'. For

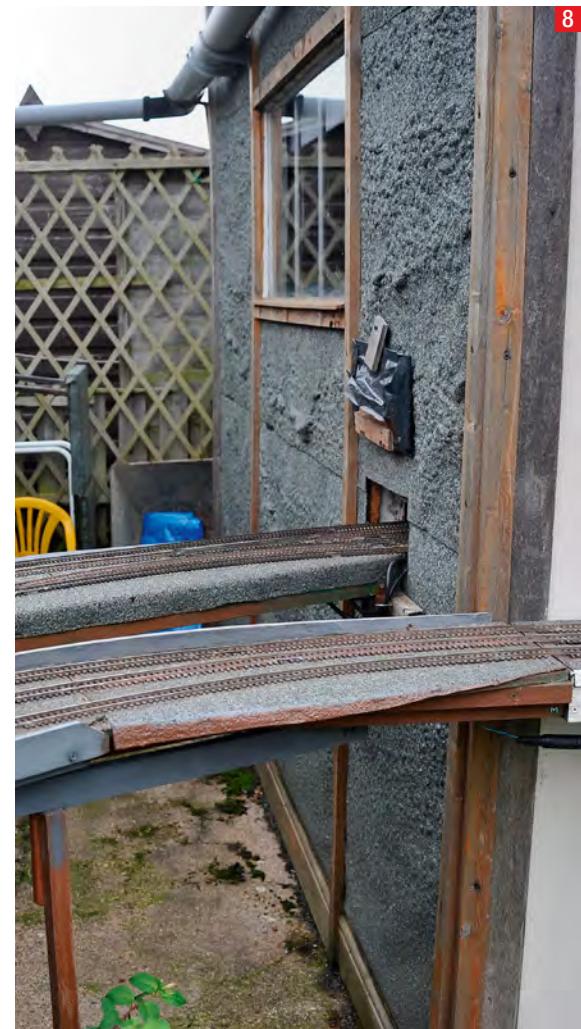
## Ask the expert

**Q** What decoders do you use? Are any brands better suited to garden railway operation than others?

**A** I have used a variety of decoders depending upon the locomotive and what I want from it. For models without sound I tend to use Gaugemaster two-function decoders for steam locomotives and four-function for diesels to ensure that the lights can be controlled. I have installed both ESU Loksound and Zimo sound decoders in many models, supplied by South West Digital, Paul Chetter, Digitrains and Olivia's Trains, including A4s, A3s, 'WD' 2-8-0s, Thompson O1, K1, 'Deltic', plus various other diesels and DMUs. But at around £100 per model, it will be a gradual process to add more as better sounds become available. However, Hornby's TTS Railroad models offer a good alternative at a lower price. I thought that its Class 37 was so good I bought one and fitted it in my Bachmann Class 37!



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me the research is a most satisfying part of the hobby; trying to find the missing pieces of a project 'jigsaw'.

I still look out for any articles or photographs of my two stations in the railway press or local interest books, just to see if I have missed anything.

I've been amazed at how the main manufacturers have produced so many new Eastern Region locomotives over the last few years. When I compare them to my earlier kit-built efforts they are superior in every way to mine. My only comfort is that I've had so much pleasure building them and seeing them run over the years.

The layout has lasted well for 16 years; even though it is always taken down and stored for the autumn and winter, the six baseboards on the main straight have sagged to the point that they need to be replaced this year. This will give me the chance to improve the track alignment. The new boards will be slightly wider and thus give me the opportunity to add even more details.

I intend to build a rake of Midland Region carriages working via York to Newcastle. I'll also wait patiently for Heljan to deliver an O2/1 2-8-0 with GNR tender and most probably a Hornby Q6 to add to my existing kit-built example.

On a final note I must thank my wife for her encouragement and support for DCC, as well as some of the sound decoders, and also Tony Wright, who took some of the photographs without showing the faults. ■



## FINAL ORDER DEADLINE 7 JUNE 2016

When we started the N gauge Pendolino project in late 2014 nobody thought we could pull this off. **Well, this is us, pulling it off.** The final tooling corrections are almost done and production is about to begin.

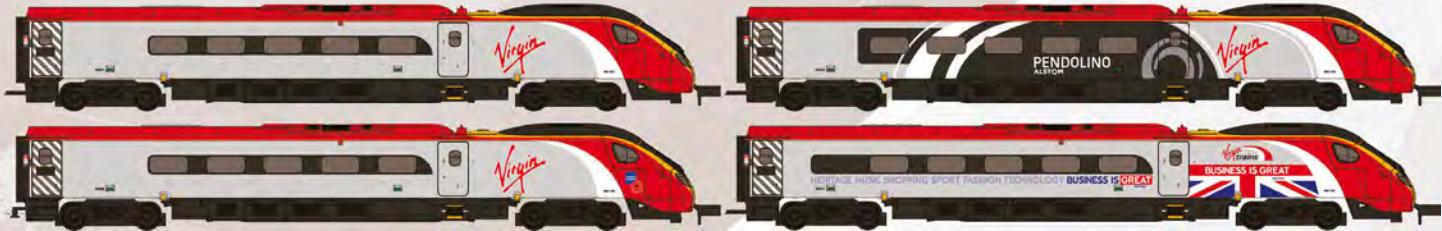
The Revolution/Rapido N gauge Pendolino is the first model of this iconic train ever produced using a 3D scan of the real thing.

With optional factory-fitted sound (provided by Legomanbiffo) and Rapido's world-renowned attention to detail, the N gauge Pendolino promises to be the model event of the year.

Right: Photo illustration of 390001 operating on the wonderful Horseley Fields layout. This is very much a pre-production sample.



Original photo courtesy Chris Nevard/Model Rail.



**Only reservations received by 7 June 2016 will be guaranteed.  
Don't wait until the last minute. Pre-order your Pendolino now.**

**Orders can only be placed online at [RevolutionTrains.com](http://RevolutionTrains.com)**  
Unfortunately, orders by telegram are no longer accepted.



**Revolutio**  
trains **N**



# GOODS INWARDS

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

**82** TRADE NEWS

**85** NEW MODELS

**87** NEW GEAR

**FIRST LOOK:**  
**'COAL TANK'**  **83**



HELJAN O GAUGE  
**CARGOWAGGONS** **94**



**90** LOCOMOTION  
**APT-E**



**PLUS** 

**84** REVOLUTION ADDS KFA **85** DJMODELS CLASS 71 **87** ACCESSORIES & TOOLS

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# DCCconcepts UNVEILS SCALE OO TRACK AND POINTS



Ready-to-use finescale OO flexitrac and points with bullhead rail will be available from DCCconcepts later this year. Announcing a major expansion its track and accessory ranges, the Australian manufacturer revealed that it has also developed a new surface-mounted point motor - the Cobalt SS - with a footprint of just 22mm by 14mm. Dummy Westinghouse point machines will also be produced in 2mm, 4mm and 7mm scale to disguise the tiny stepper motors alongside points. However, perhaps the most remarkable addition to the range in 2016 will be components to produce finescale, moving point rodding for 4mm scale layouts, powered by the Cobalt SS. Target price for a start pack to equip several points is £24.95.

Bullhead rail flexitrac (see below) will be released first, supplied in boxes of 12 individually wrapped 970mm lengths complete with rail joiners, or individually with joiners available separately. Notable features will include slender sleepers and 4mm scale sleeper spacing, while rail height will match Peco's Code 75 track.

Before the end of the year, it will be joined by B5 and B7 turnouts, followed later by diamond crossings, single slips and eventually double slips. All will feature stainless steel rail which should not rust or tarnish and requires no cleaning. DCCconcepts is keen to emphasise that its points are based on prototypical Midland/LMS turnouts rather than part of a generic sectional system with set geometry, as produced by other suppliers. Prices have not yet been confirmed, but the company is aiming for an RRP of less than £25 per B7 point and less than £5 per length of flexitrac.

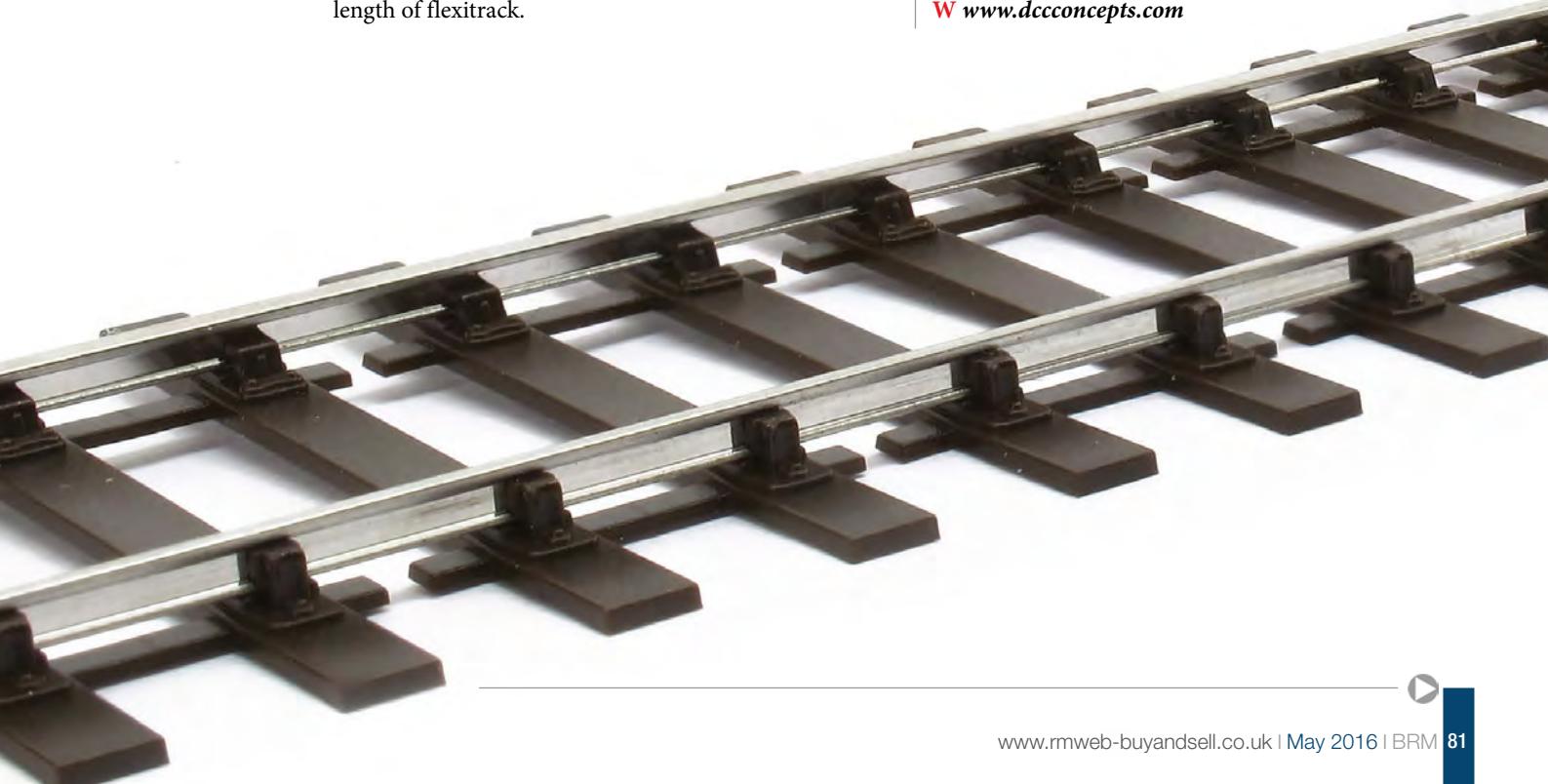
Other new products include the 'Alpha Panel' which offers an improved and expanded interface for NCE, Roco and Lenz DCC controllers (£19.95) and 'Alpha MIMIC' which provides everything you need to build a professional mimic panel without cutting or soldering wire. The start pack with 24 push-fit LEDs and interface costs £49.95 and add-on packs of LEDs are available separately (£24.95). A spinoff from this product will be packs of working 4mm scale colour light ground signals, also pre-wired, height-adjustable and activated by Alpha-MIMIC units. Packs of 12 signals will cost £39.95 (or £69.95 with a MIMIC unit). Pre-1939, LMS/BR three-aspect and modern four-aspect designs are in preparation. Disc-type semaphore signals are planned at a later date.

In recognition of its growing business in the UK, the company is opening a British branch too. From September, it will have a showroom, training centre and offices beside Settle station in North Yorkshire. Look out for further updates when the office opens.

Finally, further good news for modellers is that DCCconcepts has reviewed its pricing structure and reduced recommended retail prices across its entire range. For example, the Cobalt iP Digital point motor drops from £21.95 to £19.95, an AD-S8fx accessory decoder is cut to £59.95 from the previous £74.95 and the RRA12 rolling road is now £99.95 (previously £119.95). These revised prices are effective immediately across all UK DCCconcepts stockists.

**A Unit E, The Sidings Industrial Estate, Settle, North Yorkshire BD24 9RP**

**W [www.dccconcepts.com](http://www.dccconcepts.com)**



3 minutes per end is the estimated installation time for new laser-cut card N scale coach gangways by MB Model Railway Products. Now available for Graham Farish MK 1-3 coaches, Dapol Colletts and Gresleys costing £4.00 for ten connectors. DMU gangways are expected to follow soon.

**W** [www.mbmmodellrrailwayproducts.co.uk](http://www.mbmmodellrrailwayproducts.co.uk)

2,716 pounds raised by Luton Model Railway Club over

30 months of displaying its 'Great Train Robbery' diorama at many model railway shows around the UK. The money was donated to the Railway Benefit Fund, which helps railway employees in need of assistance.

**W** [www.railwaybenefitfund.org.uk](http://www.railwaybenefitfund.org.uk)

6 plank Highland Railway Diagram 5 mineral wagon, being developed in 7mm scale by Lochgorm Kits for release at Perth show in June. The kit will include all castings and a selection of numberplates.

**W** [lochgormkits.co.uk](http://lochgormkits.co.uk)

2 new versions of the Electrotren HO scale Barclay 0-6-0T have been commissioned by Golden Valley Hobbies in GWR style green and plain black as industrial Ajax. Price is £59.99 each.

**W** [www.goldenvalleyhobbies.com](http://www.goldenvalleyhobbies.com)

50 years after the closure of the city's Green Ayre station, Lancaster Library is commemorating the 'lost' station with a two-day exhibition on May 1/2 (1000-1630). The centrepiece of the event will be a 40ft by 20ft model railway based on Lancaster Green Ayre.

**W** [www.facebook.com/greenayrerises](http://www.facebook.com/greenayrerises)

# LONDON DEBUT FOR RE-TOOLED THOMPSONS



Development of several Bachmann new models has moved on rapidly in recent weeks, with 3-D printed prototypes of the LNWR 'Coal Tank', Baldwin narrow gauge 4-6-0T and First World War field railway wagons all displayed for the first time in March.

Further advanced is the new family of LNER/BR Thompson passenger coaches, engineering prototypes of which also made their public debut at the London Festival of Railway Modelling on March 19/20. Five complete, but undecorated Thompson coaches were displayed depicting Third Corridor, Composite Corridor, Brake Third Corridor, First Corridor and Brake Composite Corridor (pictured below) versions. The models feature impressive underframe, end and interior detail and will initially be offered in LNER ersatz teak and BR crimson/cream.

The 3-D printed models of the 'Coal Tank' and OO9 items are purely to give an idea of how the finished models might look. Full engineering prototypes (EPs) produced from the tooling will follow shortly.

Also on display for the first time were EPs of the Graham Farish BR(W) Hawksworth auto trailer, hand-painted samples of the forthcoming N scale GWR/BR 'Castle' 4-6-0 and several factory-decorated samples of the Thompson BG passenger brake, which is being produced exclusively for the N Gauge Society.

**W** [www.bachmann.co.uk](http://www.bachmann.co.uk)



## LATEST RAMSAY'S 'BIBLE' OUT NOW | £34.99 +P&P

**↓** The ninth edition of *Ramsay's British Model Trains Catalogue*, the indispensable model railway collectors' guide, is available now, in print and digital formats.

Comprehensively revised and updated with over 2,000 new entries to include every model released since the eighth edition, plus various new manufacturers and additional companies such as Oxford Rail and ETS(UK), it is the ultimate guide to ready-to-run British outline models. Price at £34.99 (plus postage & packing)

It can be ordered online now from [www.world-of-railways.co.uk](http://www.world-of-railways.co.uk) (print or digital format) or by telephoning 01778 392002.

**W** [www.world-of-railways.co.uk](http://www.world-of-railways.co.uk)



## MARKITS DETAILING PARTS



**↓** Just received from Markits is a range of some of the current and latest products aimed at 4mm scale modellers. All are accurately machined/etched from brass, nickel-silver or stainless steel.

The range includes AWS equipment, brake cylinders, back-to-back gauges, clack valves (left), extended handrail pillars (with one, two or three holes), gearboxes, return cranks (with a 14BA box spanner, below), reversers, battery boxes, water-softening equipment, coach roof vents, Westinghouse pumps, hand wheels, brake standards, tender hand brakes, whistles, safety valves and much more. Full details, prices and availability can be seen on the company's website.

**W** [www.markits.com](http://www.markits.com)  
**T** 01923 249711



## HELJAN CENTRE HEADCODE '37'

**↓** After much persuasion from O gauge modellers, Heljan is working on a centre-headcode version of its popular Class 37 diesel. Previously only available with the earlier split-headcode arrangement used on the first 118 locomotives, the new model will open up a much wider range of livery, detail and name/number options for the rest of the 308-strong class.

Like its predecessor, the model will be offered in original form with large round Oleo buffers, full-depth nose end cowling, original pattern grilles and glazed headcode panels, aimed and BR green and BR blue era modellers. Before the model goes into production, a

number of improvements will be made, including refinements to the roof fan grille and fuel tanks and bogie modifications.

First releases are expected in late-2016 with an expected RRP of £649.00. Four models will cover original BR green with small yellow warning panels, late-1960s BR green with full yellow ends, BR blue and BR large logo blue, without numbers or names. Individually numbered and named models, with bespoke weathering, DCC sound and other optional extras will be available to order from Tower Models in Blackpool.

**W** [www.heljan.dk](http://www.heljan.dk)



IN BRIEF

CCT LATEST

Cambridge Custom Transfers has produced several new sheets of transfers, including BR Diagram 1/148 24.5T mineral hopper wagons, LMS cattle wagon and SR cattle vans and all diagrams of WR 'SIPHON' vans that ran in BR service. Sheets are available for 2mm, 3mm, 3.5mm, 4mm and 7mm scales - check for availability. Finally, bufferbeam lettering for BR Scottish Region and BR Eastern Region (GC) steam locomotives is also available.

**W** [cctrans.org.uk](http://cctrans.org.uk)

FINNEY KITS TO RETURN

Finney7 is reintroducing Martin Finney's excellent range of 7mm kits. A consortium of six 7mm modellers has taken over the range and is dedicated to maintaining the range and quality for which the Martin Finney name stands. Work has already commenced on the first reintroductions, expected in June, with more to follow at the Telford Guildex show in September. In addition to existing kits, Finney7 will introduce new items, both locomotives and rolling stock, employing "the latest technologies".

**W** [Finney7.co.uk](http://Finney7.co.uk)

4GROUND SINGLE ROAD SHED

4Ground has introduced a single-track locomotive shed building for 4mm scale. The pre-coloured, laser-cut MDF 'Hanford Single Track Engine Shed' measures 270mm (10.5in) by 80mm (3.15in) and can be easily expanded by assembling two or more kits together. Available now, the kit costs £42.00 from 4Ground Ltd. Units 34/35/36, Deverill Road Trading Estate, Sutton Veny, near Warminster, Wiltshire BA12 7BZ.

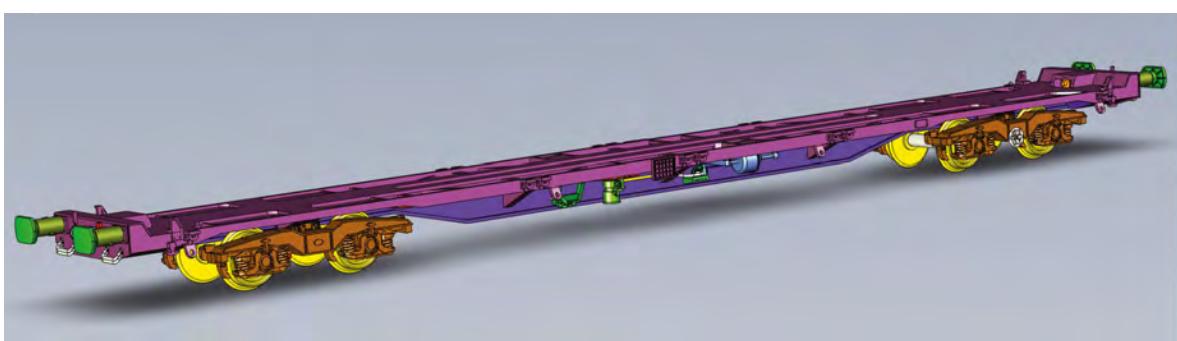
**E** [talk2us@4ground.co.uk](mailto:talk2us@4ground.co.uk)

ARC MODELS CEASES TRADING

Due to a change in personal circumstances, ARC Models is set to cease trading shortly. Once the final batch of Barclay 18in 0-6-0Ts and what remains of current stock has been sold no more will be produced. To contact ARC Models, write to A.R. Cottage, 25 St Richards Road, Westgate, West Sussex PO20 3RD.

**E** [arcmodels@fsmail.net](mailto:arcmodels@fsmail.net)

# REVOLUTION GOES FLAT OUT FOR KFA



**▼** Revolution Trains - the company specialising in crowd-funded models primarily aimed at N gauge modellers - is to produce Tiphook PFA/KFA container flats in 1:148 scale.

They will be offered in two versions with either GPS bogies (as per the first 40 wagons) or Sambre & Meuse Y25 bogies in six livery variants.

Design work is already underway and the model will feature a moulded plastic deck with die-cast underframe for weight and stability, with separately fitted detailing parts and pipe runs. NEM close couplers will also be fitted.

In a varied career, the PFA/KFAs have been used on intermodal, gypsum, paper, military and domestic waste traffic as well as for Network Rail Railhead Treatment Train (RHTT) work.

Liveries will include original PFAs with blue bogies, later repaints with yellow or black bogies and Tiphook, Network Rail and Freightliner numbers and markings. Models will cost £25.00 each, although there is a special 'Early Bird' rate of £22.00 for orders placed before the end of June.

**W** [www.revolutiontrains.com](http://www.revolutiontrains.com)

## 'AYLESBURY' AT RAILEX

**▼** If you enjoyed the article on 'Aylesbury (LNW)' in this issue, May 28/29 sees the Risborough & District Model Railway Club present its annual Railex model railway exhibition at Stoke Mandeville Stadium in the Buckinghamshire town.

Railex is now firmly established as one of the premier exhibitions in the country and the 2016 show promises the traditional combination of top-quality layouts and around 50 specialist traders. Amongst the working layouts will be 'Aylesbury', as featured in this issue, Jerry Clifford's 'Bath Queen Square' (BRM March 2016), 'Blackwell's Brewery Company' (BRM April 2015, pictured), 'Charmouth' (7mm narrow gauge), 'Law Junction', 'Sydney Gardens' and Keir Hardie's 'Wibdenshaw'.

A free vintage bus shuttle will operate on both days between Aylesbury station and the venue. See the website for more information.

**W** [www.railex.org.uk](http://www.railex.org.uk)



## GAUGE O GUILD IS 60!

**▼** One of the world's biggest model railway societies celebrates its 60th anniversary in 2016. The Gauge O Guild was formed in 1956 when it was thought that O gauge railway modelling was in terminal decline.

It used to be thought that O gauge was just for the wealthy, or for highly skilled engineers, but we are now in an age where reasonably priced ready-to-run products have made O gauge much more accessible. Before you get too far you will probably need some good advice from people who have been there before. The Guild can help you with that advice. Will you use DCC? Do you want sound? What about live steam or radio control?

In 2016 the Guild is running two major shows; a Summer show on June 4 at the Doncaster Dome and the two-day Guildex Convention on September 3/4 at the International Centre in Telford, which will form the centrepiece of the anniversary celebrations.

Guildex is the biggest O gauge convention in the world, and to mark this special Anniversary year GOG is bringing an amazing finescale layout all the way from Australia. 'Arakoola' is an exquisite 40ft long example of realistic modelling. You'll also be able to see other famous 7mm scale layouts, meet fellow modellers and have the best opportunity of the year to obtain supplies from a selection of specialist traders. For more information, see the website.

**W** [www.gauge0guild.com](http://www.gauge0guild.com)



**1 DJ MODELS BR CLASS 71 BO-BO ELECTRIC**

► DJModels has received the latest engineering prototype sample of its OO Class 71 electric. Expected to be released later this year, the model is going head-to-head with Hornby's '71', which is due in May. DJM is working with Kernow Model Rail Centre to produce five models in all major livery variations (plain green, small and full yellow warning panels and BR blue with 'E50x' or TOPS numbers) carried by the SR locomotives. Features include a fine pantograph and etched details.

**Price £125.00**  
**W** [www.djmodels.co.uk](http://www.djmodels.co.uk)

**2 DAPOL O GAUGE BR ENGLISH ELECTRIC CLASS 08 0-6-0DE**

► By the time this edition appears, the first examples of Dapol's O gauge Class 08 should be arriving in shops. Shown here is the original plain BR black model with early emblem. Standard features include working marker lights, opening cab doors, sprung brass buffers, fine body details and a superb radiator with detail visible behind the separate vertical vanes. Three other versions will depict BR green, BR blue 08529 with 'wasp' ends and EWS red/gold 08708.

**Price £199.95**  
**W** [www.dapol.co.uk](http://www.dapol.co.uk)

**3 BACHMANN 31-650Q BRITISH TRANSPORT POLICE 47829**

► Exclusive to Kernow Model Rail Centre is this Class 47/8 specially repainted in Police colours to promote an anti-trespass campaign. Operated by Virgin CrossCountry, it was seen all over the country and became one of a 'celebrity' machine towards the end of VXC locomotive-hauled operations in 2004. Available DCC Ready, DCC Fitted (£159.99) or with sound (£239.99) it is expected to be released shortly.

**Price From £139.95**  
**T** 01209 714099  
**W** [www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com)

**4 GRAHAM FARISH 371-024 DB SCHENKER TRAFFIC RED 08907**

► Although most shunting is undertaken by main line locomotives these days, a few operators retain small fleets of Class 08s for yard shunting. DB Cargo (formerly DB Schenker and EWS) has the largest fleet and has even repainted a few 'Gronks' in its house colours of traffic red and grey. This new model from Graham Farish is superbly decorated as Bescot's 08907 and is suitable for contemporary layouts. Please note that this model is not 'DCC Ready'.

**Price £44.95**  
**T** 01209 714099  
**W** [www.bachmann.co.uk](http://www.bachmann.co.uk)

**5 BACHMANN 39-273Z BR(S) GREEN MK 1 GUV CAR CARRIER**

► Also exclusive to Kernow is this OO gauge Mk 1 General Utility Van (GUV) decorated in Southern Region green as one of the vans used for the Surbiton-Okehampton car carrier service between June 1960 and September 1964. Complete with roofboards announcing its route, the model is limited to 504 pieces. The real train conveyed eight GUVs with space for 32 cars, plus passenger coaches.

**Price From £149.99**  
**T** 01209 714099  
**W** [www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com)

**6 BACHMANN 31-650L BR BRUSH TYPE 4 D1670 MAMMOTH**

► Finally, available now from KMRC is this BR two-tone green Brush Type 4 decorated as Western Region D1670 *Mammoth*. The OO gauge model features the correct WR style of small yellow warning panels and nameplates for the 1965 to early-1970s period. Decoder-fitted and DCC sound options are also available. The model is an ideal companion for the various WR diesel-hydraulics now available in OO gauge.

**Price From £149.99**  
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**W [www.goldenvalleyhobbies.com](http://www.goldenvalleyhobbies.com)**

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**W [www.gaugemaster.com](http://www.gaugemaster.com)**

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► This kit of a 70ft traditional narrowboat makes use of vacuum formed plastic parts. The finished model is basic but towards the back of a layout would look fine. If you prefer a version without the load cover, plastic strip is included to scratchbuild the supports and details for this are covered in the instructions. There is also the option of building an unpowered barge boat.

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**W [www.sarikhobbies.com](http://www.sarikhobbies.com)**

**1**



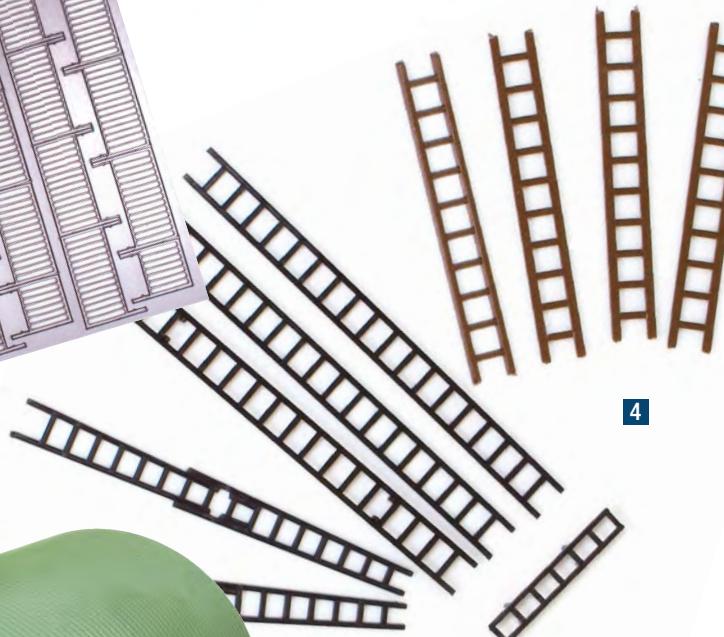
**2**



**3**



**4**



**5**



**6**



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**Price** £8.75

**T** 01903 884488

**W** [www.gaugemaster.com](http://www.gaugemaster.com)



**2 PARLIAMENTARY TRAINS FISH GLUE**

► Parliamentary Trains now produces its own glue to assemble wooden and card kits. Its fish glue has a brush built in to spread the viscous, slightly yellow liquid. It can be thinned with water. This glue works best on absorbent materials such as paper, wood and cardboard, as offered by PT.

**Price** £3.00 for 15ml jar

**W** [www.parlytrains.co.uk](http://www.parlytrains.co.uk)



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► A set of ten spanners laser cut in 2mm thick stainless steel with BA sizes 14, 12, 10, 8 and 6 and metric 1.5, 2, 2.5 and M3. The spanners require separating from the fret with a junior hacksaw and emery cloth. They are far stronger than cast items. Jaw sizes are accurate with little slop when gripping a nut.

**Price** £6.00 per set

**W** [www.modelengineerslaser.co.uk](http://www.modelengineerslaser.co.uk)

**4 NOCH 13706 PALLET TRUCK**

► An item that's commonplace around depots and goods handling facilities, the humble pallet truck is necessary for the handling of items that are too heavy for a person to lift, but too light to justify the use of a fork lift. Think about posing this 3-D printed truck and pallets to the rear of a warehouse, or adjacent to a white van.

**Price** £11.00

**T** 01903 884488

**W** [www.gaugemaster.com](http://www.gaugemaster.com)



**5 NOCH 13720 GRAIN SCALE**

► Another new arrival this month is this 3-D printed grain scale from Nöch. The item measures less than 10mm long, ideal for placing at a goods depot, or large station luggage area. Neat, but expensive.

**Price** £14.00

**T** 01903 884488

**W** [www.gaugemaster.com](http://www.gaugemaster.com)

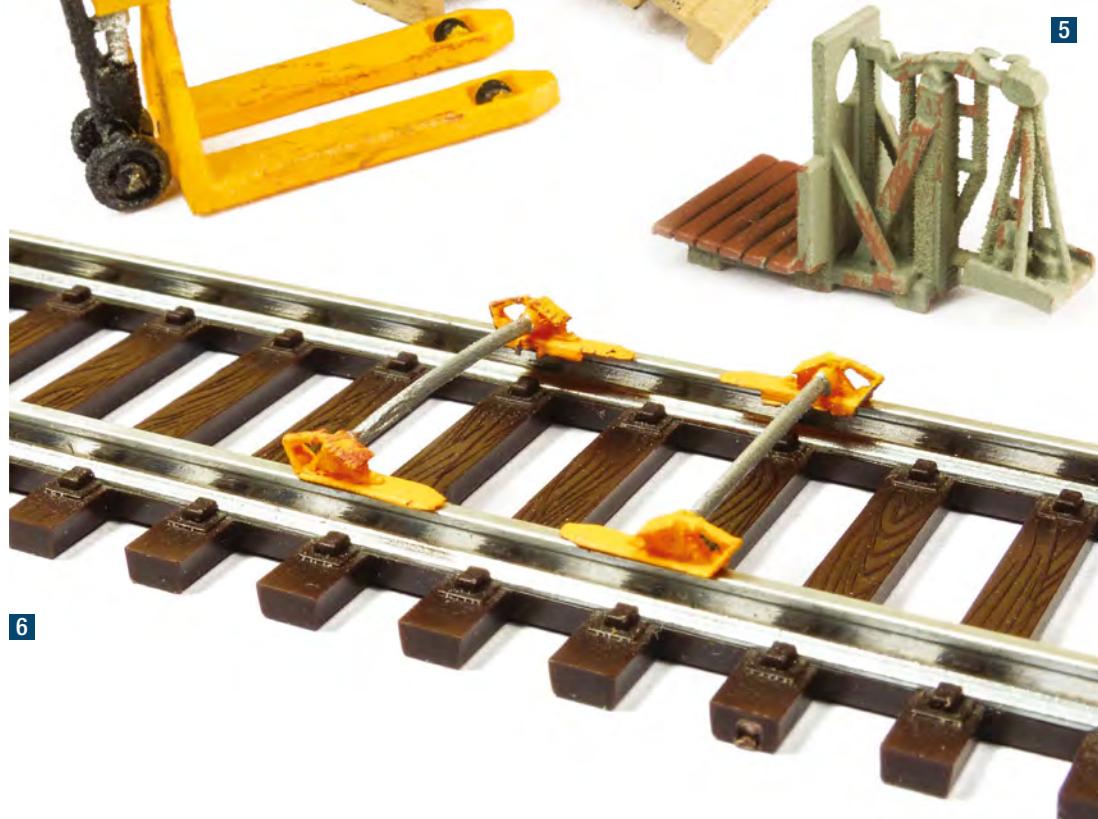
**6 NOCH 13627 TRACK ROLLER GAUGE/WHEEL CHOCKS**

► Seldom seen on modern layouts, yet commonly found around yards and depots are these metal wheel chocks. Sold as a pair, they'll complement goods sidings, a parked shunter or wagon. They could even be placed at the sides of rails. Gluing into place is recommended as they can be easily knocked.

**Price** £9.00

**T** 01903 884488

**W** [www.gaugemaster.com](http://www.gaugemaster.com)



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# LOCOMOTION MODELS APT-E

## FACT FILE

### I MODEL

Locomotion Models/Rapido  
13501 BR APT-E tilting train  
(with DCC Sound)

### I PRICE

£225.00 (DCC Ready)  
£325.00 (DCC sound)

### I WORDS

Andy York

### I PHOTOGRAPHS

Andy York

Locomotion Models' 'National Collection in Miniature' range now includes one of BR's most iconic experimental trains. **Andy York** looks at the model in detail to see how Rapido Trains' has fared with its first British outline product.



A class of one with a single livery may not seem a hot choice for a manufacturer but esoteric or glamorous subjects are often attractive to modellers beyond pure utility or usability. For those of us who remember seeing the real thing at the Railway Technical Centre in Derby, or on test runs, it's a sight and sound not easily forgotten and evokes memories of a decade when the 'white heat of technology' manifested itself in the appealing form of Concorde in the air and the APT on the rails.

Many more people have seen APT-E under the custodianship of the National Railway Museum. For many years the train suffered at the hands of the weather outside the NRM, but over the last 15 years the APT-E Conservation and Support Group has carried out substantial work to bring this important unit back to excellent external condition at Locomotion in Shildon.



**ABOVE** The presentation box includes a commemorative book, detailed instructions for setting up and running the train, exploded diagrams showing all parts and a pack of parts to replace any damaged through usage.

## FIRST IMPRESSIONS

APT-E joined the expanding 'National Collection in Miniature' series by requiring a commitment in advance, in the form of a deposit. Production was then geared to the number of orders to form a limited run of just 2,000 models. The model arrives cosseted in a sturdy card box, foam-lined with plastic carriers for

each car. Before reaching the train, the user will be met with an A5-sized instruction booklet stating 'Read This First', this is an absolute necessity as so many aspects of this model are unique and its guidance is absolutely critical to ensure the correct formation can be successfully created. There's a healthy dose of Jason's humour in the instruction booklet too so it's worth reading all the way through.

A 40-page commemorative book is included documenting the development, life and records of APT-E, authored by Gareth Bayer with contributions from Kit Spackman (RMweb's 'Mr Tilt') who managed the tilting systems of the train and Paul Leadley of the Support and Conservation Group.

On unpacking each car, the quality is striking. Although the shape may appear plain, it is complex and superbly captured with exceptional levels of rivet detail, particularly on the trailer cars which were more a product of the aerospace industry than of a railway works. The shape is unmistakeable and accurate as a result of extensive checking of the data originated by the 3-D scanning process.

PC-1 and PC-2, the two power cars, feel very solid, weighing in at 380g each. Trailer cars TC-1 and TC-2 have excellent flush glazing with little prismatic distortion at their edges and so many rivets on the surface that you would struggle to ever count them. The windows of the trailer cars on the real train had a reflective tint; although the model's windows are not tinted this allows the wonderful levels of interior detail



to be clearly seen, banks of test equipment in TC-2 plus the VIP seating area and desks and chairs within TC-1. The power cars even have different wiper arrangements on each power car to match the real arrangement.

As soon as the user attempts to connect the articulated bogies the need for that instruction booklet will be reinforced. When first assembling the train it's advisable to connect the cars in the recommended order with a particular technique holding the next car at a ten degree angle, so that the ten-pin electrical connectors successfully mate to the plug mounted on the articulated bogie tower. Gentle persuasion may be needed the first time around but if you do uncouple and re-couple the cars in future this will get easier each time; especially when you realise there's a little pip on one side of the mechanism and a corresponding slot on the bogie with an enlargement when the pip is fully home it's a lot easier to see what's happening.

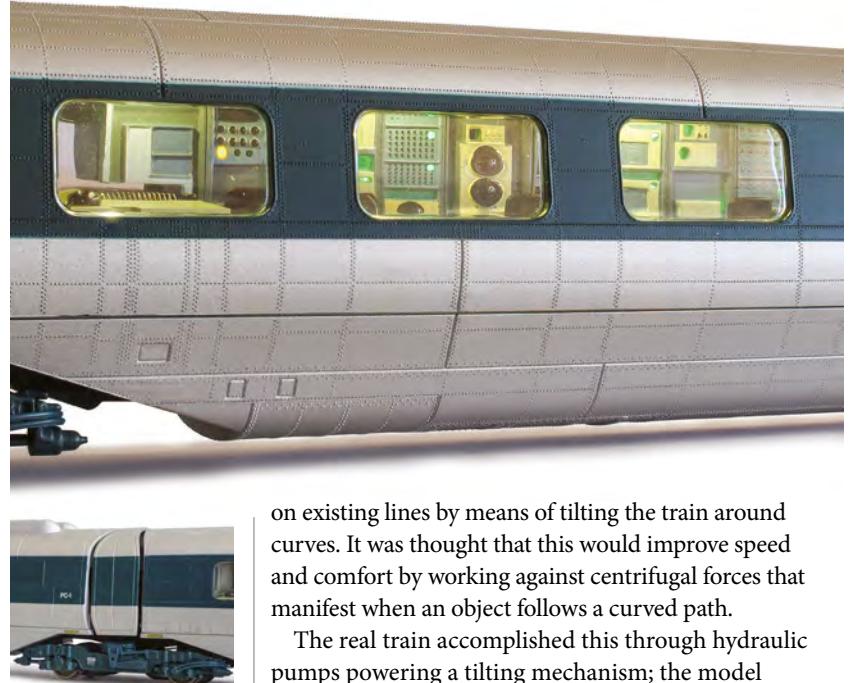
The striking silver-painted body has a soft metallic sheen which exudes quality. I feel the Rail Blue bodyside stripes and bogies have a touch too much green in the mix, although the tone varies significantly in contemporary images.

By necessity there have to be two joins somewhere on the bodyshell of each car and this is made at roughly platform-edge height. From low-angle viewpoints this can be seen and the fit is acceptable, but from a more normal pigeon's-eye view it's not obvious. It also avoids having a seam in that beautifully riveted roof.

There is a transition angle from the nose to the bodyside profile on each power car which meets on the cab doors; I feel this angle is a little more evident than it appears to be on the real train and in photographs and it's also felt, as much as seen, across the roof over the cab. It's certainly not a deal-breaker though.

## DESIGN CHALLENGES

APT-E was built to determine if increased speeds (and therefore shorter journey times) could be attained



**TOP** The bodyside seam is only noticeable at low viewing angles. However, that superb internal test equipment detail is picked out by the lighting.

**ABOVE** The slight misalignment of the Joint Module can normally be seen via the angle of the blue band on the clip-on section.

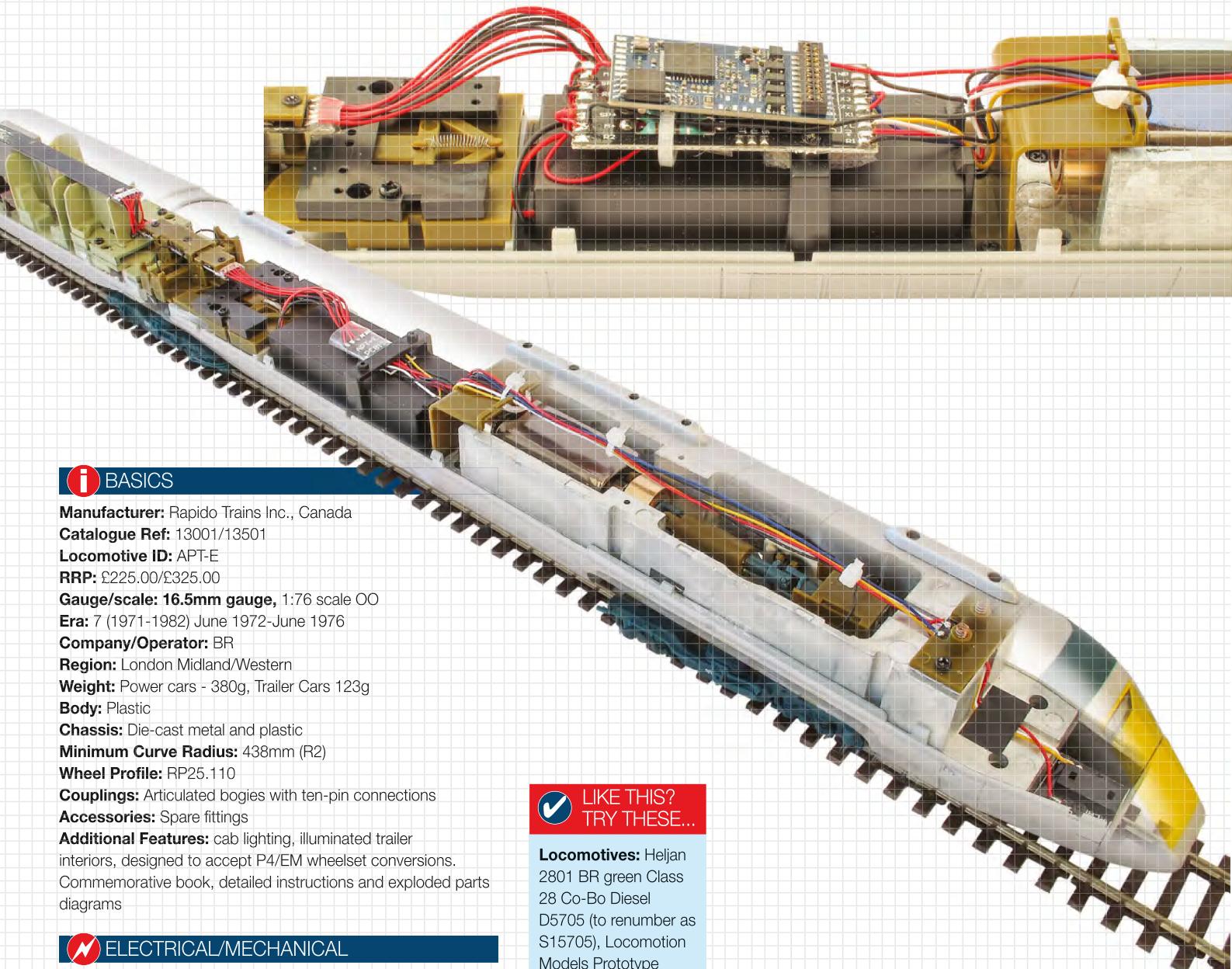
on existing lines by means of tilting the train around curves. It was thought that this would improve speed and comfort by working against centrifugal forces that manifest when an object follows a curved path.

The real train accomplished this through hydraulic pumps powering a tilting mechanism; the model achieves this by mechanical means, a cross-member on the powered bogie fits within a white plastic collar containing a sloped groove housed within the die-cast chassis of the power car. The rotation of the bogie is translated into a tilting attitude by this mechanism and so the radius of the curve determines the angle of tilt. The model will comfortably negotiate second radius curves and this translates into approximately nine degrees of tilt. Therefore, those of us with more relaxed curves will not see the train tilt to its full extent and certainly not at the angles seen during BR's testing. This was based on forces exerted by speed and radius rather than just radius. It's simple, but it works.

Extending this tilting motion through the articulated bogies has been one of the big challenges for Rapido, especially as the model also had to reliably traverse trainset curves and short-radius crossovers. This has been very successfully accomplished with an articulated bogie which translates motion through turning, rolling



# datafile LOCOMOTION MODELS APT-E



## BASICS

**Manufacturer:** Rapido Trains Inc., Canada

**Catalogue Ref:** 13001/13501

**Locomotive ID:** APT-E

**RRP:** £225.00/£325.00

**Gauge/scale:** 16.5mm gauge, 1:76 scale OO

**Era:** 7 (1971-1982) June 1972-June 1976

**Company/Operator:** BR

**Region:** London Midland/Western

**Weight:** Power cars - 380g, Trailer Cars 123g

**Body:** Plastic

**Chassis:** Die-cast metal and plastic

**Minimum Curve Radius:** 438mm (R2)

**Wheel Profile:** RP25.110

**Couplings:** Articulated bogies with ten-pin connections

**Accessories:** Spare fittings

**Additional Features:** cab lighting, illuminated trailer interiors, designed to accept P4/EM wheelset conversions. Commemorative book, detailed instructions and exploded parts diagrams

## ELECTRICAL/MECHANICAL

**Power System:** 16V AC DCC

**Motor:** Five-pole skew wound with twin brass flywheels to each power bogie

**DCC Provision:** NEM 660 21-pin socket in PC-1

**DCC Sound option:** Yes. Loksound V4.0 sound decoder fitted

**Pick-ups:** Brass axle-point collectors on all axles

**Lighting (exterior):** Directional head/tail lamps

**Lighting (interior):** Yes. In trailer cars with illuminated instruments in TC-2

**Drive System:** Gears to leading driving axle

**Flywheel:** Twin flywheels on each motor.

**Traction tyres:** No

**Power Consumption (12V):** TBC

**Power Consumption (slip):** TBC

**Power Consumption (stall):** TBC

## SERVICING

**Body Removal:** See instruction sheet

**Lubrication:** Lightly oil axle bearings and gear train after 40 hours of running (or as required)

**Packaging:** Plastic trays within foam-lined card outer box

**Instructions:** Extensive 16-page instruction manual and exploded parts diagrams

**Spares/warranty:** Contact Locomotion Models - 01388 777999

 LIKE THIS?  
TRY THESE...

**Locomotives:** Heljan 2801 BR green Class 28 Co-Bo Diesel D5705 (to renumber as S15705), Locomotion Models Prototype HSDT power cars (due 2017), Heljan 1711 Class 17 BR blue Class 17 D8512, Bachmann/ModelZone RTC red/blue coaches/vans

## OPTIONS: BATCH 1

**13001** DCC Ready APT-E

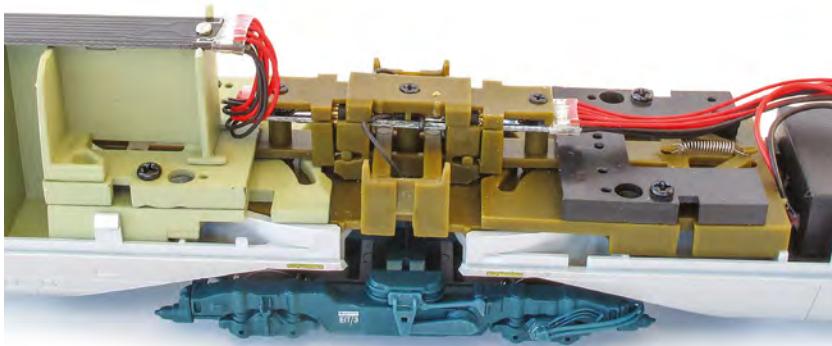
**13501** DCC Sound APT-E

## VITAL STATISTICS

Dimension	1:1	1:76	Model	+-
Length (Power Car)	22.44m	295mm	295mm	0
Length (Trailer Car)	19.35m	254mm	254mm	0
Height (to exhausts)	3.64m	48mm	47mm	-1mm
Width	2.68m	35mm	35mm	0
Wheel diameter (power bogie)	914mm	12mm	12.0mm	0
Wheel diameter (articulated bogie)	750mm	10mm	9.5mm	-0.5mm
Coupler Height	n/a	n/a	n/a	n/a

## Wheel Back-to-Backs

14.5 to 14.55 mm



and pitching up or down as the train negotiates inclines.

A by-product of the design of the real train is that the nose is 100mm forward of the centre of the leading bogie, giving a substantial overhang on curves which may, literally, impact on other vehicles or lineside structures.

## TRACK TESTING

We've established it's a complex train and a challenge to re-create; in testing on a variety of curve radii and pointwork from short radius to hand-built complex trackwork the model has performed superbly, although there is a cautionary note in the instruction booklet to check the back-to-back settings of the wheelsets if there are any problems.

The interior of each vehicle is easily accessible by unclipping the upper body section, start at an open end of a vehicle and work apart with your fingernails. I noticed that the Joint Modules between each car can fall out of alignment, evidenced by the deviation in the blue bodyside stripe on occasion. This is a by-product of the differential in weights between the power and trailer cars and the forces they exert on the articulated bogie mechanism. This difference means that the 'pancake' and bogie tower, which the model Joint Module easily clips onto, are off-vertical.

As each power car has a five-pole motor with a brass flywheel at each end of the drive shaft there will be no problem with the train managing challenging inclines. Anyone who has ordered extra trailers to create an extended set will find the power is, to quote Rolls-Royce, 'adequate'. The motor drives the gearing above the leading axle on the leading bogie via a cardan-shaft. Electrical pick-up is from all wheels on the train via pin-point axles. The DCC sound version has a 21-pin sound decoder in PC-1 which is wired through the interconnecting sockets between cars to deliver a signal to both motors.

Both trailers have internal lighting bars, which show off the superb interiors well. With the DCC-fitted model it is possible to select cab lighting as a function too. I'd like every other manufacturer to look at these headlamps; they're white, not blue and not yellow. There is also a pleasing fade in/out when switching from head to tail lamps.

## DIGITAL SOUND

APT-E's gas turbine power units weren't really part of the experiment, but it was felt that they could achieve

**ABOVE** Each car must be fully connected to the articulated bogie to ensure all electronic circuitry is successfully completed. The connection may be a little stiff at the first attempt but improves on subsequent coupling.

**BELOW** The train can also be set up in three-car form using PC-1, TC-2 and PC-2 to represent its formation in early tests at Old Dalby.

the higher speeds necessary to examine the behaviour of the other experimental equipment. The result made it quite unlike anything else on the network with a powerful whine and roar from the ten turbines. Initially, there were to be four turbines for power in each PC plus a fifth for auxiliary supplies. This was later diverted to motive power and Dale diesel engines were added for auxiliary power.

Firing the model up for the first time is a shock; it's loud! A wide range of additional sounds such as cab steps being lowered and retracted, cab door sounds, horns, tilt pumps, braking fans, air discharges, and speed detonators will keep the sound enthusiast amused. There's even a hidden recording of the record-breaking run where 152.3mph was achieved between Didcot and Swindon in August 1975.

It's possible to adjust the volume of each function sound independently. For example, I felt that the auxiliary diesel engine was a bit overpowering and am quite happy for it to run at one-third volume whilst at home.

Speakers in each power car receive their signal from the decoder in PC-1 and are housed in 57mm by 23mm enclosures which project down through the holes in the underside of the power car.

Although £325.00 may have seemed like a bit of an indulgence when I reserved the model at the 'scanning party' in June 2014, I am absolutely delighted with the result. There have been many challenges to overcome but Rapido has delivered a well-designed, superbly-detailed product married to practicality - all delivered within three months of the original forecast. I feel something quite special has been achieved and my thanks go to the Rapido team and also Locomotion Models for having the bravery to commission such a niche item. ■



# HELJAN CARGOWAGGONS



## FACT FILE

**MANUFACTURER** Heljan  
A/S, Denmark

**MODEL** 5053 GB-  
Continent IWB bogie van,  
5150 Cargowaggon IGA  
bogie flat

**SCALE/GAUGE** 1:43.5  
scale, 7mm:1ft, O Gauge

**PRICE** RRP £189.00 each  
**AVAILABILITY** Heljan  
stockists

**REVIEW** Howard Smith

Appealing to post-1979 modellers, Cargowaggon bogie freight vehicles aren't a typical 'run of the mill' wagon. Heljan's O gauge models measure a whopping 498mm in length. These are amongst the most imposing freight wagons to run in the UK, based on standard European designs but reduced in size to suit the smaller British loading gauge.

Both the IGA flat and IWB covered van arrived swiftly from Denmark for review, courtesy of Heljan. It is producing five variants of the IWB, and four of the IGA, so modellers are spoilt for choice. We are treated to a sample of wagon 2797 589, in early GB-Continent livery and IGA 'flat' 4647 044, both in pristine livery as they would have looked when new.

Introduced by Danzas between 1979 and 1980, 120 of the covered IWB bogie wagons are used to carry a diverse range of goods from the UK to mainland Europe and *vice versa*. Built to diagram E512, two sliding doors per side allow full access to forklifts for easy loading and unloading of palletised goods. Doors are unlocked by lowering a lever at each corner of the wagon ends. Payloads are as varied as white goods, cement, grain, kegs of beer and powdered materials.

The IGA flats are more commonly seen in rakes of three to six or mixed in with other wagons. Traditional loads are typically timber, steel or pipes. An exception are those modified with cradles for use on long welded



rail or rail section trains. Three other variations are available - 4647 026 in weathered condition and an up-to-date version with Corus Rail logos as used today in clean (4647 007) and weathered (4647 039) liveries.

Both wagons are dimensionally perfect - to the millimetre. The numerous separately applied handrails, chain loops, etched side footsteps and anchors all add to the appeal. Neither are light wagons, the flat weighing 582g and the van 731g.

Livery application is very good on both models, bar the white side band on the IGA; the edge isn't as sharp as we'd expect, with an appearance of overspray. The same applies around the black inscriptions patch - a ghost-like patch appears when seen under good light. Otherwise, all transfers are to scale, in the right





locations and the sprung buffers and couplings are a joy to use. Hidden underfloor brake rods are included too. The flat has stanchions that can be raised or lowered into place and the hinged ends drop down over the buffers – impressive.

Compared to older or smaller British wagons, these might seem like a fairly specialist choice, but I'm not complaining, they fit in my time period perfectly. Many might think it will be a struggle to find space to operate them – but think again. A small steelworks shunting layout or wagon repair shop diorama with Dapol's forthcoming Class 08 would fit the bill perfectly.

There are only two elements I'd change; the push-fit bogie ends come away easily so a drop of glue is advised and the axles have generous sideplay in the bearings. Neither detracts from what are otherwise fine models that beg to be weathered. I applaud Heljan for its efforts – no other manufacturer would have the courage to produce two such wagons in this scale. On that note, I'm heading for the airbrush and compressor. ■



LIKE THIS?  
TRY THESE...

Heljan Class 60,  
Heljan VAA van and  
OAA open wagon.



## BACHMANN LARGE LOGO '47/4'

## FACT FILE

## MANUFACTURER

Bachmann Branchline

## MODEL

31-660 BR large logo blue Class 47/4 diesel 47436

## SCALE/GAUGE

1:76 scale, 16.5mm gauge OO

## PRICE

RRP £134.95

## AVAILABILITY

Bachmann stockists

## REVIEW

Ben Jones



Of all the hundreds of liveries carried by Class 47s over the past 50 years, few have suited this classic piece of industrial design better than BR's 1980s large logo blue. Although Bachmann has produced a few 'large logo' Class 47s in OO over the last few years, this model differs in that it's not a 'namer' or an exotic Scottish Region machine.

Usefully, it's a fairly nondescript machine typical of those used on Provincial and InterCity passenger services in the 1980s and early-1990s. Delivered to Tinsley as D1552 in January 1964, it was renumbered 47436 in November 1973 and, by the mid-1980s, had gravitated from its long-time home of Crewe Diesel to Gateshead, Bescot and then back to Crewe. During a spell back at Tinsley with Railfreight Distribution in 1990/91 it gained the unofficial name *Buznak*, before heading north to Inverness for a very brief return to passenger duty with Regional Railways. Withdrawn in December 1991, it was scrapped by MC Metals in Glasgow in August 1993.

Bachmann's model is neatly and accurately decorated in the standard version of this livery, complete with an authentic gap between the '47' and '436' numerals,

light grey roof, wraparound yellow ends and black cab window surrounds. Period details include the square high-intensity headlights added from around 1983 onwards, NRN radio aerials on the cab roof and circular plate over the former Spanner Mk III boiler exhaust port - correct for this locomotive.

For all its anonymous charm, the model should also prove popular with modellers wanting to add a touch of individuality by renumbering, naming or weathering it as another '47/4', or adding any of the many unofficial embellishments devised by BR depots in this period. Supplied 'DCC Ready' with a 21-pin decoder socket

LIKE THIS?  
TRY THESE...

Bachmann BR blue/grey Mk 1, Mk 2a and Mk 2f coaches, Bachmann Mk 1 BG/GUV/TPO vans, Hornby R4622-24 BR blue/grey Mk 2e coaches.

## FACT FILE

## MANUFACTURER

Graham Farish by Bachmann

## MODEL

371-505 Network SouthEast Class 101 two-car DMU 53751+51437

## SCALE/GAUGE

1:148 scale, 9mm gauge N

## PRICE

RRP £169.95

## AVAILABILITY

Bachmann stockists

## REVIEW

Ben Jones



In the year that we celebrate the 30th anniversary of Network SouthEast, one of BR's most successful and enduring rebranding exercises, Bachmann/Graham Farish is releasing a selection of models in NSE colours.

First to arrive is an N scale Class 101 two-car DMU, suitable for several diesel-worked lines in 'Networkland'.

Somewhat confusingly, the unit is decorated as Reading-based power-twin set L837 (51437+53751), complete with Western Region set number painted below the windscreens and 'North Downs' route branding on the Driving Motor Brake Second (DMBS) vehicle, but the destination blinds read 'Cambridge' and 'Kings Lynn'.

The explanation is that this excellent model depicts a set transferred from Reading to Cambridge in early-1992, after being replaced by Class 165/166 'Networker Turbo' DMUs. It carries the later version of NSE multiple unit livery with the darker shade of blue on the upper bodyside and a curved transition from the horizontal to diagonal bands of colour at the cab ends. This unit also has the saloon windowframes painted blue, whereas other NSE '101s' had aluminium frames.

Application of this complicated livery is exemplary. The position and printing of the many small details, from running numbers to NSE 'flashes' and even the 'No Smoking' and 'First Class' window stickers, is superb throughout. Other nice touches include the black windscreens surrounds and NSE white-on-blue



on the chassis, the model also features all-wheel drive, working directional marker and tail lights and cab interior lights. DC users can set the two latter items using sliding switches under the fuel tanks. The detailing pack contains a speaker enclosure for DCC sound users, a full set of bufferbeam hoses and clip-in three-piece miniature snowploughs, although we can't find any photographic evidence that 47436 carried 'ploughs in this livery.

Whether coupled to a rake of BR blue/grey, InterCity or Trans-Pennine coaches, parcels vans or freight wagons, this is a very useful release for modellers of the Sectorisation period from the mid-1980s to early-1990s.



destination blinds that were a feature of the period.

For DCC users, the model has a six-pin decoder socket in both cars as there's no electrical connection between the two for control of the marker/tail lights. Space is provided at the gangway end of the DMBS for a speaker if you're installing DCC sound. Both cars have sliding switches under the floor to allow DC users to extinguish the lights as required.

Detachable couplers in NEM pockets are provided throughout, along with one (optional) shorter coupling to bring the two cars closer together. Without this, the vehicles are a considerable distance apart.

But, with good looks, plenty of separately fitted detail and reliable performance, this is another good addition to the N scale DMU family. ■



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# OUT NOW



GRAHAM FARISH 374-875 LMS CRIMSON LAKE 50FT INSPECTION SALOON NO. 45028, 1:148 SCALE, 9MM GAUGE 'N'

Now available on general release, after initially being exclusive to the N Gauge Society, this superb LMS inspection saloon is being offered in three liveries - LMS crimson lake (pictured), BR lined maroon and BR blue/grey. In this guise, it is ideal for use with small and medium Farish LMS locomotives, such as the Fairburn 2-6-4T and Ivatt 2MT 2-6-0.

**Price** RRP £39.95  
**W** [www.bachmann.co.uk](http://www.bachmann.co.uk)



GRAHAM FARISH 374-640 BR BLUE (WEATHERED) MK 1 CCT VAN M94739, 1:148 SCALE, 9MM GAUGE 'N'

Like most parcels vans, the humble Mk 1 CCTs were rarely clean and this latest N scale release from Graham Farish depicts a BR plain blue vehicle (TOPS code NOV) in typical 1970s/1980s condition. Suitable for use in parcels, mail and newspaper trains, attached as a tail load to a DMU or stabled in the bay platform of a station, it's a reminder of the kind of vehicle we used to ignore but now miss on our railways.

**Price** RRP £24.95  
**W** [www.bachmann.co.uk](http://www.bachmann.co.uk)



GRAHAM FARISH 374-643 BR BREAKDOWN TRAIN UNIT YELLOW/BLACK QQX VAN ADB 977076, 1:148 SCALE, 9MM GAUGE 'N'

Somewhat more 'hi-vis' than an ordinary blue CCT (above) is this vehicle, given a second life as a re-railing tool van for a Breakdown Train Unit (BTU). Coded as a QQX and marked up as based at Canton depot in Cardiff, ADB 977076 carries BTU yellow/black and is designed for use with a matching ex-Mk 1 BCK (374-191) and, if you can obtain one, a 2mm:1ft scale breakdown crane. Alternatively, such vehicles were usually found parked on diesel depots, awaiting the call to action.

**Price** RRP £23.95  
**W** [www.bachmann.co.uk](http://www.bachmann.co.uk)



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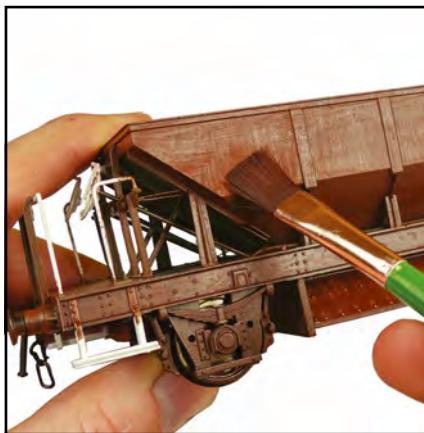
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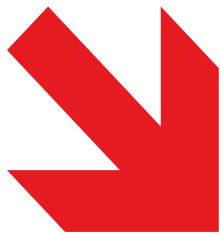
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# EVENTS

## EXHIBITIONS

### APRIL 30

**Basset Lowke Northern Railway Exhibition & Swap Meet** Chapel Street, Leigh, Lancashire WN7 2DA  
**Opening Times:** Saturday 1000 - 1600  
**Prices:** £3.00 Adults £1.00 Children  
**T:** 01942 896138

### APRIL 30 - MAY 1

**Cleckheaton Model Railway Exhibition (Near Bradford)** Turnsteads Avenue, Cleckheaton, West Yorkshire BD19 3AQ  
**Opening Times:** Saturday 1000 - 1700  
 Sunday 1000 - 1600  
**Prices:** Adult/Concession £5.00 Under 16 £1.00 £12.00 Family (2+2/3)  
**T:** 01274 698861  
**W:** [www.bradfordmrc.org.uk](http://www.bradfordmrc.org.uk)

### MAY 7

**Family Friendly Model Railway Exhibition** Aldenham Road, Bushey, Hertfordshire WD23 2TY  
**Opening Times:** Saturday 1000 - 1630  
**Prices:** Adults 6.00 Children 3.00  
**T:** 07783 823457  
**W:** [www.southwesthertsmsrs.org.uk](http://www.southwesthertsmsrs.org.uk)

**Lodden Vale Model Railway Club Exhibition** Swallowfield Street, Swallowfield, Reading, Berks RG7 1QX  
**Opening Times:** Saturday 1000 - 1630

## 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](http://www.world-of-railways.co.uk)

Closing date for the July issue is May 20

Suitable for disabled visitors.

Whilst BRM makes every attempt to include all Diary Date events and exhibition dates, occasionally, due to limited space, we may have to leave some out. Gold (paid for) listings are always included.

Diary Dates entries are published free of charge to bona fide model railway clubs and societies.

**Prices:** Adult 4.00 Child 2.00 Family 9.00  
**T:** 0118 9882035  
**W:** [www.lvmrc.co.uk](http://www.lvmrc.co.uk)

**Abbey Pumping Station Museum Emergency Vehicles Railway Day** Corporation Road, Leicester, Leicestershire LE4 5PX  
**Opening Times:** Saturday 1100 - 1630  
**W:** [www.abbeypumpingstation.org](http://www.abbeypumpingstation.org)

**Rickinghall Model Railway with Diss & District MRS Exhibition** Hinderclay Road, Rickinghall, Diss, Norfolk IP22 1HD  
**Opening Times:** Saturday 1000 - 1600  
**Prices:** Adult £5.00 Child £1.00  
**T:** 07930 188472  
**W:** [www.rickinghallvh.onesuffolk.net/events](http://www.rickinghallvh.onesuffolk.net/events)

**ALSRM - Annual Exhibition** Richfield Avenue, Reading, Oxfordshire RG1 8EQ  
**Opening Times:** Saturday 1000 - 1630  
**Prices:** Adult 9.00 + (1+1)  
**T:** 01983 850800  
**W:** [www.alsmr-events.co.uk](http://www.alsmr-events.co.uk)

**MAY 7 - MAY 8**  
**Derby Model Railway Exhibition 2016** Roundhouse Road, Pride Park, Derby, DE24 8JE  
**Opening Times:** Saturday 1030 - 1730  
 Sunday 1000 - 1630  
**Prices:** Adult 7.00 Child under 14 Free (accompanied by a paying adult)  
**T:** 07973640746  
**W:** [www.mmrg.org.uk](http://www.mmrg.org.uk)

**MAY 13**  
**North London Railway Historical Soc Talk** 4, Calshot Street, London, N1 9DA  
**Prices:** Adult 3.00  
**T:** 01235 511044

**MAY 14**  
**Lutterworth Railway Society Model Railway Exhibition** Coventry Road, Lutterworth, Leics LE17 4RB  
**Opening Times:** Saturday 1000 - 1630  
**Prices:** Adult £5.00 Child £2.00 Family £9.00  
**T:** 01455 203307  
**W:** [www.lutterworthrailwaysociety.co.uk](http://www.lutterworthrailwaysociety.co.uk)

**St Mary's (Benfleet) Model Railway Club Exhibition** 376, High Road, Benfleet, Essex SS7 5HL  
**Opening Times:** Saturday 1000 - 1600  
**Prices:** Adult £3.00  
**T:** 01277 225206

**Burgess Hill Model Railway Exhibition** Burgess Hill, W Sussex RH15 0EG  
**Opening Times:** Saturday 1000 - 1700

**Prices:** Adult 5.00 Children 3.00 Family £13.00 (2+2)  
**T:** 01444 455215  
**W:** [www.burgesshillmrc.org.uk](http://www.burgesshillmrc.org.uk)

**Victory Model Railway Club Exhibition** Dundas Lane Portsmouth, PO3 5XT  
**Opening Times:** Saturday 1000 - 1630  
**Prices:** Adult £4.50 Concession £3.50 Child £1.00  
**T:** 07854 636159

**MAY 14 - MAY 15**  
**Glenrothes Annual Model Railway Exhibition** Woodside Way, Glenrothes, Fife KY7 5RA  
**Opening Times:** Saturday 1000 - 1700  
 Sunday 1030 - 1630  
**Prices:** Adult £4.00 Over 60 £3.00 Child £2.00 Family £11.00 (2+2)  
**T:** 01334 475311

**The E.M. Gauge Society expoEM 2016** Bracknell Leisure Centre Bagshot Road, Backnell, Berks RG12 9SE  
**Opening Times:** Saturday 1030 - 1750  
 Sunday 1000 - 1630  
**Prices:** 2 Day Visitor Ticket £8.00 Accompanied Child £2.00 Family Ticket £16.00 Members £6.00  
**W:** [www.emgs.org](http://www.emgs.org)

**MAY 21**  
**Bloxwich (St John's) Model Railway Exhibition** Victoria Avenue, Walsall, Staffordshire WS3 3HS  
**Opening Times:** Saturday 1000 - 1630  
**Prices:** Adult £4.00 Concession/Senior/Disabled £3.50 Child £1.50  
**T:** 07970 390258

**Mirfield Team Parish Music Group Model Railway Exhibition** St Mary's Community Centre, Church Lane, Mirfield, West Yorkshire WF14 9HU  
**Opening Times:** Saturday 1000 - 1600  
**Prices:** Adult £3.50 Child £2.00

**MAY 21 - MAY 22**  
**Four Marks 12th Model Railway Exhibition** Lymington Bottom, Four Marks, Alton, Hampshire GU34 5AA  
**Opening Times:** Saturday 1000 - 1700  
 Sunday 1000 - 1600  
**Prices:** Adult 4.00 Child 2.00 Family 10.00 (2+2)  
**T:** 07866 641215

**Manchester MRX** Boyle Street, Manchester, Lancashire M8 8UW  
**Opening Times:** Sat/Sun 1000 - 1700  
**Prices:** Adult 7.00  
**T:** 07561179117  
**W:** [www.lydcc.org.uk](http://www.lydcc.org.uk)

### Middlesbrough Model Railway Club Exhibition 2016

**Opening Times:** Saturday 1000 - 1700  
 Sunday 1000 - 1600  
**Prices:** Adult £5.00 Concessions £4.00 Child £3.00 Family £10.00 (2+2)  
**T:** 01642584800

### MAY 27 - MAY 28

**First Bangor Model Railway Exhibition** First Bangor Presbyterian Church, Main St., Bangor BT20 4AG  
**Opening Times:** Friday 1930 - 2130  
 Saturday 1000 - 1630  
**Prices:** Adults £5.00 Concession £3.00 Child £2.00 Family £10.00 (2+2)  
**T:** 02891 457740

### MAY 28

**Bridlington Model Railway Show 2**, Quay Road, Bridlington, Y015 2AP  
**Opening Times:** Saturday 1000 - 1600  
**Prices:** Adult £3.00 Concession £2.50 Child £2.00  
**T:** 01262 603309  
**W:** [www.bridmodelrail.org.uk](http://www.bridmodelrail.org.uk)

**Tendring Hundred Model Railway Club Exhibition** St. Osyth Road, Clacton-on-Sea, Essex CO15 3BW  
**Opening Times:** Saturday 1000 - 1600  
**Prices:** Adults £3.00 Family £7.00  
**T:** 01255 435733

### MAY 28 - MAY 29

**Railex 2016 Model Railway Exhibition** Stadium Approach, Aylesbury, Buckinghamshire HP21 9PP  
**Opening Times:** Saturday 1030 - 1730  
 Sunday 1000 - 1700  
**Prices:** Adults 8.00 Children 5.00 Family 18.00 (2+3), Upto two children can be admitted free with each paying adult on Sunday only.  
**T:** 01296 437475  
**W:** [www.railex.org.uk](http://www.railex.org.uk)

### The Rother Valley Railway Supporters Asso Model Railway Show

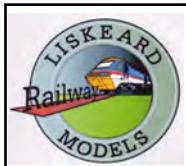
Station Rd Robertsbridge, East Sussex TN32 5DA  
**Opening Times:** Saturday 1000 - 1700  
 Sunday 1000 - 1700  
**Prices:** Adult £3.50  
**T:** 01424 813300

**Glasgow 2016 - Scotland's major Gauge 0 only event** Pollokshaws Road, Glasgow, Renfrewshire G43 1NE  
**Opening Times:** Saturday 1000 - 1600  
 Sunday 1100 - 1600  
**Prices:** £6.00  
**T:** 0141 6374189

### New Forest Model Railway Society - Model Railway Exhibition

Highwood Road, Brockenhurst, Hamps SO42 7RY  
**Opening Times:** Saturday 1000 - 1700  
 Sunday 1000 - 1630  
**Prices:** Adult 4.00 Child 2.50 Family 10.50 (2+2)  
**W:** [www.farnhammrc.org.uk](http://www.farnhammrc.org.uk)



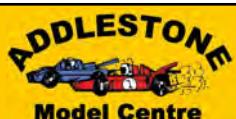


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Ynysybwli (Taff Vale Rwy 1923 )  
Guest layout: Harford in Finescale 7mm*

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or contact [expoem@emgs.org](mailto:expoem@emgs.org)



# EVENT DIARY | MAY 2016

MAY 29

## Northolt Model Railway Annual

**Exhibition** Ealing Road, Northolt,

Middlesex UB5 6AD

**Opening Times:** Saturday 1030 - 1700

**Prices:** Adult £3.00 Children/Senior

Citizens £2.00 Family £7.00 (2+2)

**W:** [www.northolt-mrc.org.uk](http://www.northolt-mrc.org.uk)

MAY 29

## North Devon Charity Model Railways

**Show** Market Hall, Pannier, Bideford, Devon EX39 2HS

**Opening Times:** Sunday 1000 - 1600

**Prices:** Adults 3.00 Child £1.50

JUNE 4

## Patham (Brighton) Methodist Railex

Ladies Mile Rd Brighton. BN1 8QE

**Opening Times:** Saturday 1000 - 1630

**Prices:** Adult £3.00 Concession £2.00

**T:** 01203 636172

**W:** [www.patchammethodistchurch.co.uk/](http://www.patchammethodistchurch.co.uk/)

JUNE 4 - JUNE 5

## Shildon Model Railway Club

**Open Exhibition** Dale Road Trading

Estate Dale Road, Shildon,

Co Durham DL4 2RE

**Opening Times:** Saturday 1000 - 1700

Sunday 1000 - 1700

**T:** 01325 310899

**W:** [www.shildonmrc.com](http://www.shildonmrc.com)

## OPEN DAYS

MAY 2

### Farnham & District MRC 0 Gauge Group Open Day

Greenfield Road, Farnham, Surrey GU9 8TJ

**Opening Times:** Monday 1000 - 1600

**Prices:** Adult 1.00

**W:** [www.farnhammrc.org.uk](http://www.farnhammrc.org.uk)

MAY 14

### Heywood Model Railway Group Open Day

River St, Heywood, Lancs OL10 4AB

**Opening Times:** Saturday 1000 - 1600

**T:** 07732 781989

**W:** [www.hmrg.co.uk](http://www.hmrg.co.uk)

MAY 15

### Chichester & District Soc of Model Eng - Open Day

Blackberry Lane, Chichester, West Sussex PO19 7FS

**Opening Times:** Sunday 1400 - 1700

**T:** 01243 773451

**W:** [www.cdsme.co.uk](http://www.cdsme.co.uk)

### Warley Model Railway Club 7mm

**Open Day** Pearshall Drive, Oldbury, West Midlands B69 2RA

**Opening Times:** Sunday 1100 - 1600

**W:** [www.warley-mrc.org.uk](http://www.warley-mrc.org.uk)

MAY 28

### Wimbledon Model Railway Club Open Day

28, St. Marks Road, Mitcham, Surrey CR4 2LF

**Opening Times:** Saturday 1000 - 1700

**T:** 02089491370

**W:** [www.wimbledonmrc.org](http://www.wimbledonmrc.org)

MAY 29

### Bridport & District Model Railway Club Open Day

Askerswell Village Hall, Askerswell, Dorchester, Dorset DT2 9EW

**Opening Times:** Sunday 1100 - 1500

**T:** 01270 652773

## TRAIN & TOY FAIRS

APRIL 30

### Blue Bell Toy & Train Fair

Station Approach, Horsted Keynes, Haywards Heath, West Sussex RH17 7BB

**Opening Times:** Saturday 1000 - 1600

**T:** 07866 641215

APRIL 30 - MAY 2

### Locomotion Toy Fair

The National Railways Museum, Shildon DL4 1PQ

**Opening Times:** 1000 - 1700

**T:** 01535 642367 or 07966 333605

MAY 1

### SRP Toy Fairs - Worthing

Forest Road, Worthing, West Sussex BN14 9HS

**Opening Times:** Sunday 1000 - 1400

**Prices:** Adult £2.00

**T:** 0773 9998012

**W:** [www.srptoyfairs1.co.uk](http://www.srptoyfairs1.co.uk)

### Barry Stockton Train & Toy Fair - Holmes Chapel

Selkirk Drive, Holmes Chapel, Crewe, Cheshire CW4 7DZ

**Opening Times:** Sunday 1030 - 1500

**Prices:** Adult £2.00 Child £0.50

**T:** 0151 334 3362

**W:** [www.barrystocktonfairs.co.uk](http://www.barrystocktonfairs.co.uk)

MAY 7

### Tony Oakes Train Fair - Stoke-on-Trent

Manor Street, Stoke-on-Trent, Staffordshire ST4 2PT

**Opening Times:** Saturday 1030 - 1400

**Prices:** £1.00

**T:** 01270 652773

MAY 8

### Ray Heard Train & Toy Fair - Newton Abbot

Racecourse Newton Road, Kingsteignton, Newton Abbot, Devon TQ12 3AF

**Opening Times:** Sunday 1000 - 1530

**Prices:** Adult £2.00

**T:** 01823 480097

MAY 14

### SRP Toy Fairs - Henfield

High Street, Henfield, West Sussex BN5 9DB

**Opening Times:** Saturday 1000 - 1400

**Prices:** Adult £2.00

**T:** 0773 9998012

**W:** [www.srptoyfairs1.co.uk](http://www.srptoyfairs1.co.uk)

MAY 14

### Jim Corr Toy & Train Fair - Gateshead

Neilson Road, Gateshead, Tyne and Wear NE10 0EF

**Opening Times:** Saturday 1000 - 1500

**Prices:** Adult 3.00 Senior 2.00 Child 2.00

CANCELLED - Tony Oakes Train Fair - Frodsham - CANCELLED

4, Princeway, Frodsham, Cheshire WA66RX

**Opening Times:** Saturday 1030 - 1400

**T:** 01270 652773

MAY 15

### Townsend Toy & Train Fair - Kirkby-in-Ashfield

Hodgkinson Road, Kirkby-in-Ashfield, Nottingham, NG17 7DJ

**Opening Times:** Sunday 1000 - 1400

**Prices:** £2.00

**T:** 07951 072790

**W:** [www.tttfc.co.uk](http://www.tttfc.co.uk)

MAY 15

### SRP Toy Fairs - Herne Bay

Beacon Hill, Herne Bay, Kent CT6 6BA

**Opening Times:** Sunday 1000 - 1400

**T:** 0773 9998012

**W:** [www.srptoyfairs1.co.uk](http://www.srptoyfairs1.co.uk)

MAY 18

### Townsend Toy & Train Fair - Burton-on-Trent

St Georges Square, Burton-on-Trent, Staffordshire DE14 2EB

**Opening Times:**

Wednesday 1830 - 2030

**Prices:** £2.00

**T:** 07951 072790

**W:** [www.tttfc.co.uk](http://www.tttfc.co.uk)

MAY 21

### Cleaveley's Toy Fair - Cleveley

Community Church, Kensington Road, Thornton FY5 1ER

**Opening Times:** Saturday 1000 - 1500

**Prices:** £2.00 Family £3.00 (2+2)

**T:** 07779875786

MAY 22

### SRP Toy Fairs - Orpington

Station Road, Orpington, Kent BR6 8PR

**Opening Times:** Sunday 1000 - 1400

**Prices:** Adult £2.00

**T:** 0773 9998012

**W:** [www.srptoyfairs1.co.uk](http://www.srptoyfairs1.co.uk)

Barry Stockton Train & Toy Fair - Haydock Park

Racecourse, Newton-le-Willows, Merseyside WA12 0HQ

**Opening Times:** Sunday 1030 - 1500

**Prices:** Adult £2.00 Child £0.50

**T:** 0151 334 3362

**W:** [www.barrystocktonfairs.co.uk](http://www.barrystocktonfairs.co.uk)

MAY 24

### SRP Toy Fair - Tonbridge

Angel Lane, Tonbridge, Kent TN9 1SF

**Opening Times:** Tuesday 1800 - 2000

**Prices:** Adult £1.50

**T:** 0773 9998012

**W:** [www.srptoyfairs1.co.uk](http://www.srptoyfairs1.co.uk)

MAY 25

### Joe Lock Toy & Train Fair - Selsdon

Upper Selsdon Road, Selsdon, Croydon, London, CR2 8DD

**Opening Times:** Weds 1830 - 2030

**Prices:** £1.00

**T:** 07866 641215

MAY 29

### Jim Corr Toy & Train Fair - Teeside

Baysdale Road, Thornaby, Stockton on Tees, Co Durham TS17 9DB

**Opening Times:** Sunday 1030 - 1500

**Prices:** Adult £3.00 Senior/Child £2.00

JUNE 2

### Joe Lock Toy & Train Fair - Theydon

Bois Coppice Row, Theydon Bois, Epping, Essex CM16 7ER

**Opening Times:** Thursday 1900 - 2100

**Prices:** £1.00

**T:** 07866 641215

JUNE 4

### Gauge O Guild Summer Show

The Dome Leisure Centre, Bawtry Road, Doncaster DN4 7PD

**Opening Times:** Saturday 1000 - 1600

**W:** [www.gauge0guild.com](http://www.gauge0guild.com)

Tony Oakes Train Fair - Chester

(new venue) Plas Newton Lane, Chester, Cheshire CH2 1PR

**Opening Times:** Saturday 1030 - 1430

**Prices:** £2.00

**T:** 01270 652773

Ray Heard Train & Toy Fair - Exeter

Matford Park Road, Matford Business Park, Matford, Exeter, Devon EX2 8FD

**Opening Times:** Saturday 1000 - 1530

**Prices:** Adult £2.00

**T:** 01823 480097

JUNE 5

### SRP Train & Toy Fair - Dartford

Heath Lane, Dartford, Kent DA1 2LY

**Opening Times:** Sunday 1000 - 1400

**Prices:** Adult £2.00

**T:** 0773 9998012

**W:** [www.srptoyfairs1.co.uk](http://www.srptoyfairs1.co.uk)

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Aylesbury LNWR  
Exhibited by Risborough & District MRC  
Photography Paul Wright



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- A11 Station Master House & Crossing Keeper Cottage
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- A15** Blue Brick Bridge/Tunnel Entrance
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- B29 Country Church
- B30 Four Terraced Houses
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- B32 Country Garage & Petrol Pump
- B33 Railway Hotel
- B34 Bus Depot
- B35 Market House
- B36 The Country Fire Station

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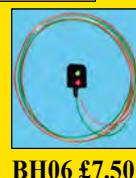
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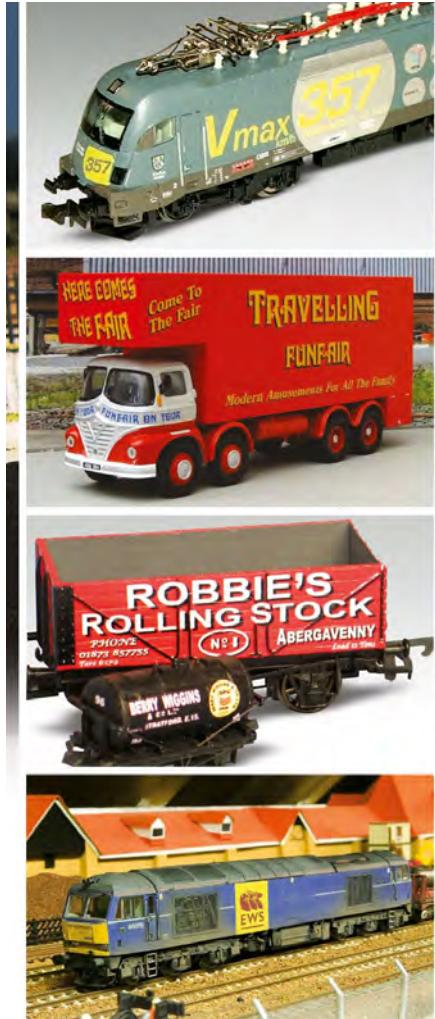
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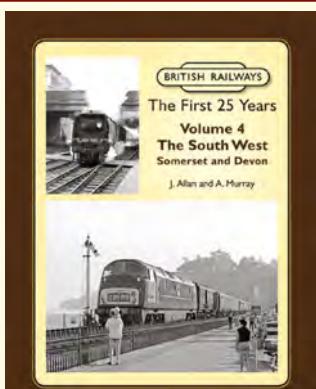
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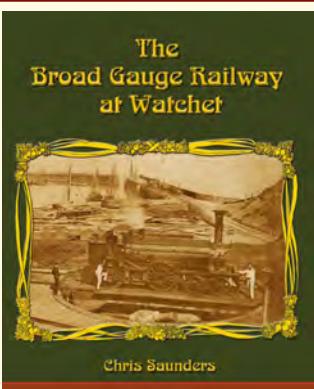
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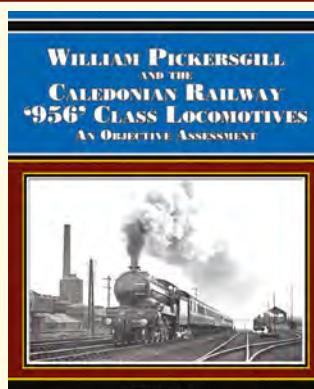
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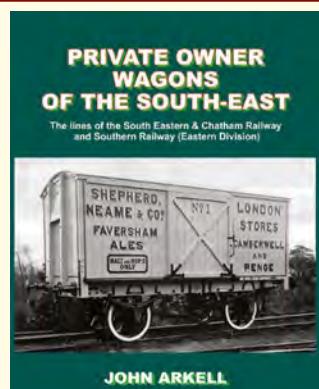
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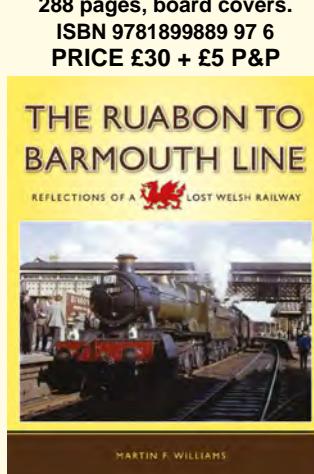
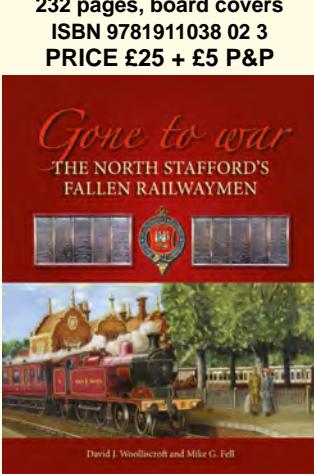
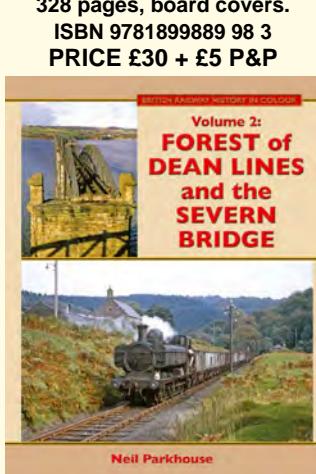
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4 Aspect Red/Yellow/Green/Yellow N Gauge  
4 Aspect Red/Yellow/Green/Yellow Head Only N Gauge  
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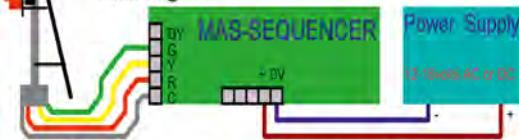


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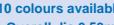
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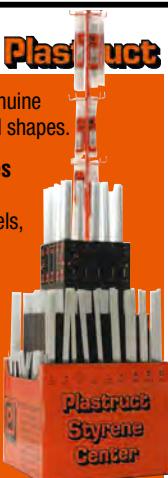
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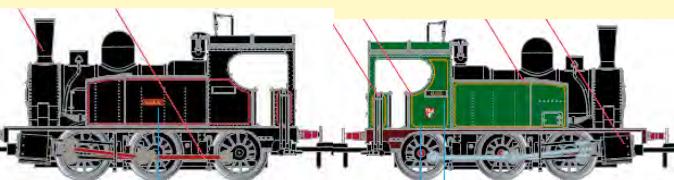
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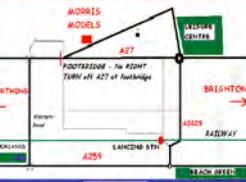
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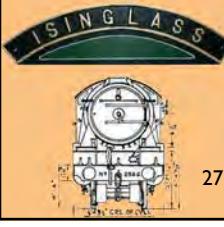
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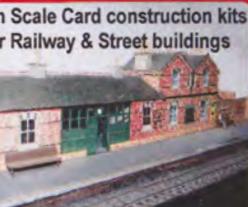
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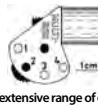
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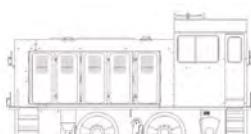
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**Squires will be exhibiting at the following shows in 2016 –  
Diary updated as bookings are confirmed.**

**April 29/30 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.Downes 7mm NGA Group SWING MR Ex, Felpham Community College, Felpham Way, Bognor Regis, PO22 8EL. 10-4. [www.swing.model-railway.org.uk](http://www.swing.model-railway.org.uk).

**May 21/22 - MIDDLESBOROUGH** Model Rail Exhibition, Settlement Community Centre, Union Street, Middlesbrough, TS1 5NQ. Sat/Sun 10 - 5.

**May 28/29 - GLASGOW** 'O' Gauge 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 Ex, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10-5pm.

**June 4/5 - DONCASTER NORTHERN M/BOAT SHOW**, Doncaster Deaf Trust, Leger Way, Doncaster. DN2 6AY. Sat 10-5/Sun 10-4 Free Parking - Camping on Site (Chargeable) & Rest

**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\*\* Interested in Model Boats?? See us at Doncaster Model Boat Show - a short walk from Guild Show!!

**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 - HAILSHAM** Scale Model Show, Civic Community Hall, Vicarage Lane, Hailsham, E/Sussex, BN27 2AX. Sat 10-4. Inc Dolls Houses, M/Boats, M/Railways, M/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 \*\*Plenty of FREE Parking.\*\*

**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](http://www.skiptonralsoc.org.uk)

**Sept 3/4 - TELFORD GUILDEX 2016**, O 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 Email enquiries: [steammuseum@swindon.gov.uk](mailto:steammuseum@swindon.gov.uk)

**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. Sat 10-5.30, Sun 10-4.30. \*\*50th Anniversary\*\*

**Oct 1/2 - FOLKESTONE** Folkestone, Hythe & District Model Railway Exhibition, The Leas Cliff Hall, Folkestone, Kent. CT20 2DZ. Saturday 10 - 5.30, Sunday 10 - 5

**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 Exh, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10-5

**Oct 15/16 - DUNDEE** M/Railway Show, Sports Centre, Mains Loan, Dundee, DD4 7AA Sat/Sun 10-5

**Oct 15/16 - UCKFIELD** M/Railway Exh, Uckfield Civic Centre, Uckfield. TN22 1AE Sat/Sun 10-5

**Oct 15/16 - CARDIFF** M/Railway Ex, Ysgol Gyfun Gymraeg Glantaf (Former Glantaff High School), Bridge Rd, Landaf North, Cardiff, CF14 2JL Sat 10-5/Sun 10-4.

**Oct 22 - CHICHESTER** M/Railway Ex, Boy's H/Sch, Kingsham Rd, Chichester, 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](http://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 5/6 CREWE** - Alsager Model Railway Exhibition, Legend Conference & Leisure Centre, Bentley Motors Ltd. Sunnybank Road, Crewe, Cheshire, CW2 8WD, Sat 10-4.30, Sun 10-4

**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 18 - 20 - WAKEFIELD** 55th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, WF2 8TY Fri 5.30-9. Sat 10-6. Sun 10-5.

**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.

**Nov 26/27 - BIRMINGHAM** - Warley National Model Railway Exhibition Hall 5, NEC Birmingham B40 1NT Coming to Warley? - Why not come on the Sunday?? - the show is much quieter!!! See more of the layouts and a lot easier to get to our stand!! Centre Piece Locomotive Attraction Sponsored by Squires

**Dec 3 - ISLINGTON** - The Toy Soldier Show London, Islington Business Design Centre, 52 Upper Street, London, N1 0QH Sat 10.30-4pm [www.guidelinepublications.co.uk](http://www.guidelinepublications.co.uk) - for info.

**Dec 4 - ISLINGTON** - The London Plastic Modelling Show "Mind The Gap", The Islington Business Design Centre, 52 Upper Street, London, N1 0QH Sunday 10.30 - 4pm [www.guidelinepublications.co.uk](http://www.guidelinepublications.co.uk)

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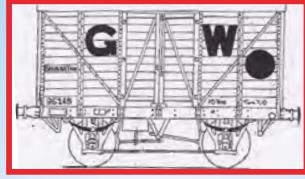
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3mm Scale Model Railways	126	Linda Tinker	126	Redcar Models & Hobbies	126
4Ground Ltd	108	Flair Wholesale Ltd	123	Rhuddlan Models	127
4Track Models Ltd.	107	Footplate	116	Risborough & District MRC.	104
AC Models	107	Fort Victoria Model Railway	126	Ron Lines	124
Addlestone Models	101	Fox Transfers Ltd	116	S W Digital	120
AGR MRS	122	Gas Cupboard, The	125	Scale Model Scenery Ltd.	124
AHB Services	122	Gauge O Guild	104	Scalescenes	125
All Components	114	Gaugemaster	49	SE Finecast	125
Alphagraphix	126	GC Weathering	114	Specialist Crafts Ltd	108
Andy Lowe Electronics	121	Gee Dee Models	123	Sports and Model Shop	101
Anoraks Anonymous	114	GFB Designs (Signa-Trak)	116	Squires Model & Craft Tools	131
Aspire Gifts & Models	126	Ghost Signs	123	Steamdays	113
B & H Models	113	Gilbow (Holdings) Ltd	80	Street Level Models	125
Bachmann Europe	2	Glendale Junction	113	Taunton Controls Ltd	126
Barry Jones	101	Golden Valley Hobbies Ltd	123	Test Valley Models	125
Black Dwarf Lightmoor	109	Graphic Air Systems	117	TMC Custom Finish Locos	110
Bournemouth MRC	115	Grimy Times	117	Tower Models	3
Branchlines	127	Gt Eastern Toys & Models	127	Townstreet	125
Brimal.co.uk	115	H & A Models	126	Train Tech	117 & 121
Buffers Model Railways Ltd	123	Harburn Hobbies	117	Train Times Model Shop	127
C & L Finescale Modelling Ltd	116	Haslington Models	101	Trains & Planes Ltd	120
C & M Models	127	Hattons	12 to 19 & 132 to 133 & 148	Trains 4U	122
Cheltenham MC	115	Heathcote Electronics	118	Tri-angman	127
Chester Model Centre	106	Hereford Model Centre, The	88	Trident Trains Model Shop	126
Church Street Models	122	Hobby Goblin, The	101	Tutbury Models	126
Crafty Hobbies	127	Hobby Shop, The	125	Upstairs Downstairs	126
Dapol Ltd	147	In the Greenwood Laser	123	Vectis	103
DB Models	106	Isinglass Models	126	Viking Optical	121
DCC Concepts	6	Items Mail Order Ltd	127	Vintage Transport in Miniature	113
DCC Supplies	112	Jackson Media	127	Warren Haywood	127
DJ Models	122	Jacksons Models	127	Wellingborough Trains & Models	121
E M A Model Supplies Ltd	122	Judith Edge	127	White Rose Modelworks	39
Ellis Clark Trains	138	Kernow Model Rail Centre Ltd	107	Wicor Models	122
EM Gauge Society Ltd, The	101	KS Laser Designs Ltd	118	York Modelmaking & Display Ltd	125
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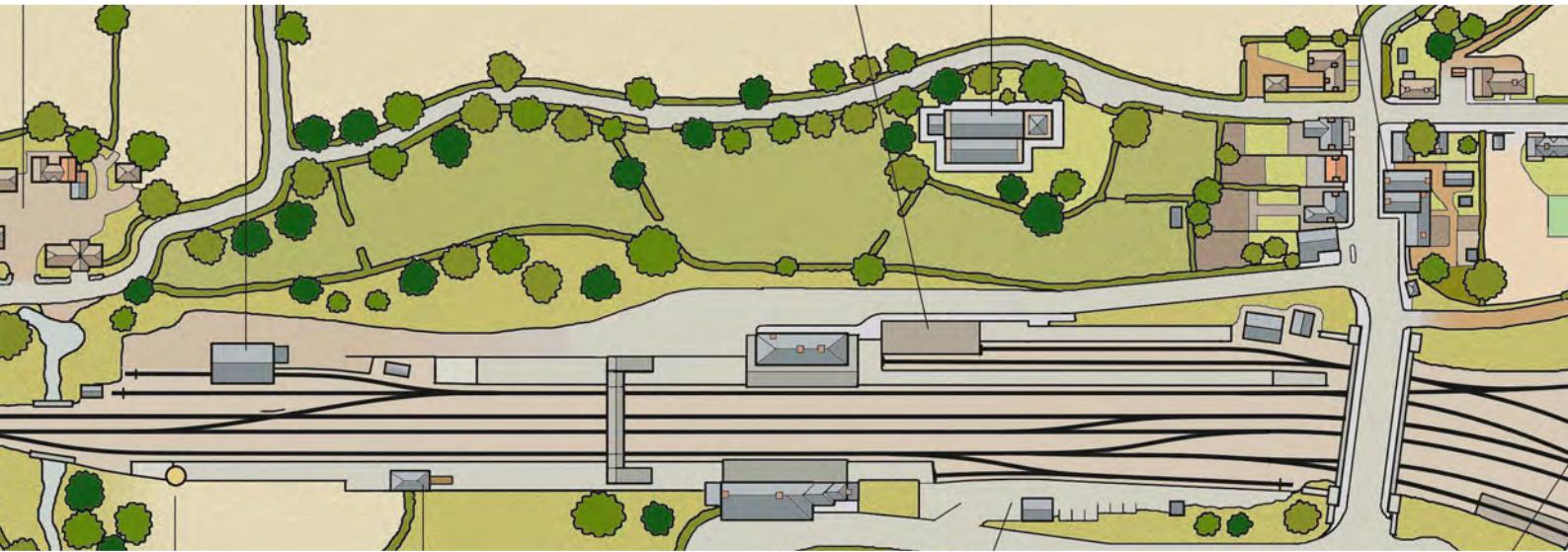
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INTRODUCING...

# THE BRM TRACKPLAN ARCHIVE

FEATURING BODMIN (O) | SALMON PASTURES (OO) | BRADFIELD GLOUCESTER SQUARE (OO)



**From a small terminus in a Cornish market town to a compact city station set in the 1960s, via a location where the LNER and LMS work side-by-side in the 'Steel City', this month's plans cover three very different subjects.**

## II how it works

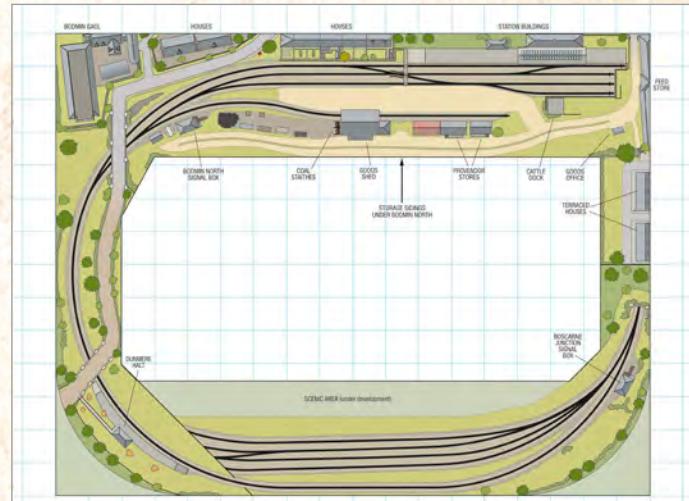
Every issue of **BRM** now includes at least three trackplans to cut out and keep (or scan/photocopy if you prefer), building into a unique resource for railway modellers. As all the layouts have been built and completed, you can guarantee that they work and fit into the advertised space. We'll bring you model railways of all shapes and sizes, from tiny micro-layouts in boxfiles to giant exhibition layouts, covering all scales, gauges, eras, regions and types of location.

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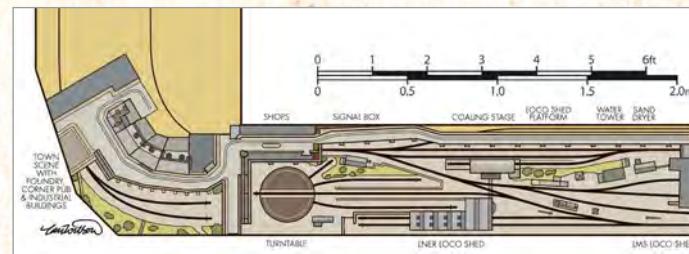
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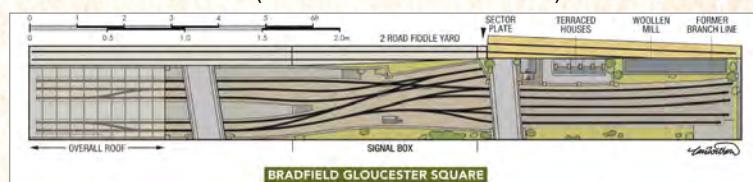
### 139 | BODMIN NORTH



### 141 | SALMON PASTURES



### 143 | BRADFIELD (GLOUCESTER SQUARE)



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## MEDIUM LAYOUT | BR SOUTHERN REGION 1950s | O Gauge

# BODMIN NORTH

**Pete Clifton's** depiction of a small Cornish station in the mid-1950s shows that a branch line terminus can also offer opportunities for continuous running.

ot many model railways feature a prison, but Pete Clifton's O gauge layout is based around Bodmin North station, situated close to the Cornish town's Victorian gaol. Set in the popular 1950s period, it also features the mix of pre-Grouping and ex-Southern Railway locomotives that makes the 'Withered Arm' such a popular modelling subject.

Although at first glance it's a traditional branch line terminus (BLT) arrangement, the design allows for continuous running if required, thanks to the off-scene storage loops under the station area. These are accessed via a re-creation of Boscarne Junction and part of the branch to Wadebridge. A prototypical 1-in-40 gradient lifts trains from the lower level into the station/goods yard area. Bodmin North was chosen because it offers a compact station with a good layout, small goods yard and buildings in the local stone, and an authentic setting for the smaller locomotives seen in North Cornwall into the early-1960s.

Inspired by a family holiday in the Duchy in the early-1960s, during which Pete saw the famous Beattie Well Tanks at work, the layout is situated in an 18ft by 14ft shed, specially built and equipped to house a model railway. Read more about 'Bodmin North' in May 2015 **BRM** - back issues are available at [www.pocketmags.com/BRM](http://www.pocketmags.com/BRM)



### FACT FILE

- SCALE/GAUGE 7mm:1ft scale, 32mm gauge O
- SIZE 18ft by 14ft
- ERA/REGION BR(S) mid-1950s
- LOCATION Cornwall
- CONTROL 12V DC analogue
- LAYOUT TYPE Branch line terminus with optional continuous running

### ✗ CONS

- 1-in-40 gradient could cause problems
- Tight curves and off-scene storage lines hidden by scenery or on lower deck
- Larger O gauge locomotives might struggle on lines with tighter curves
- Train lengths are limited

### ✓ PROS

- Plenty of action in a relatively small area for O
- Tight curves and off-scene storage lines hidden by scenery or on lower deck
- Branch line terminus and continuous running
- Potential for expansion with extra scenic area

I wanted to be able to allow for continuous running, so the baseboards were constructed all around the workshop with five loops for use as storage. The boards for Bodmin sit above these; on the opposite side is 'Boscarne Junction' - in fact it's a hybrid of Boscarne and Dunmere Junctions.

# THE BRM TRACKPLAN ARCHIVE

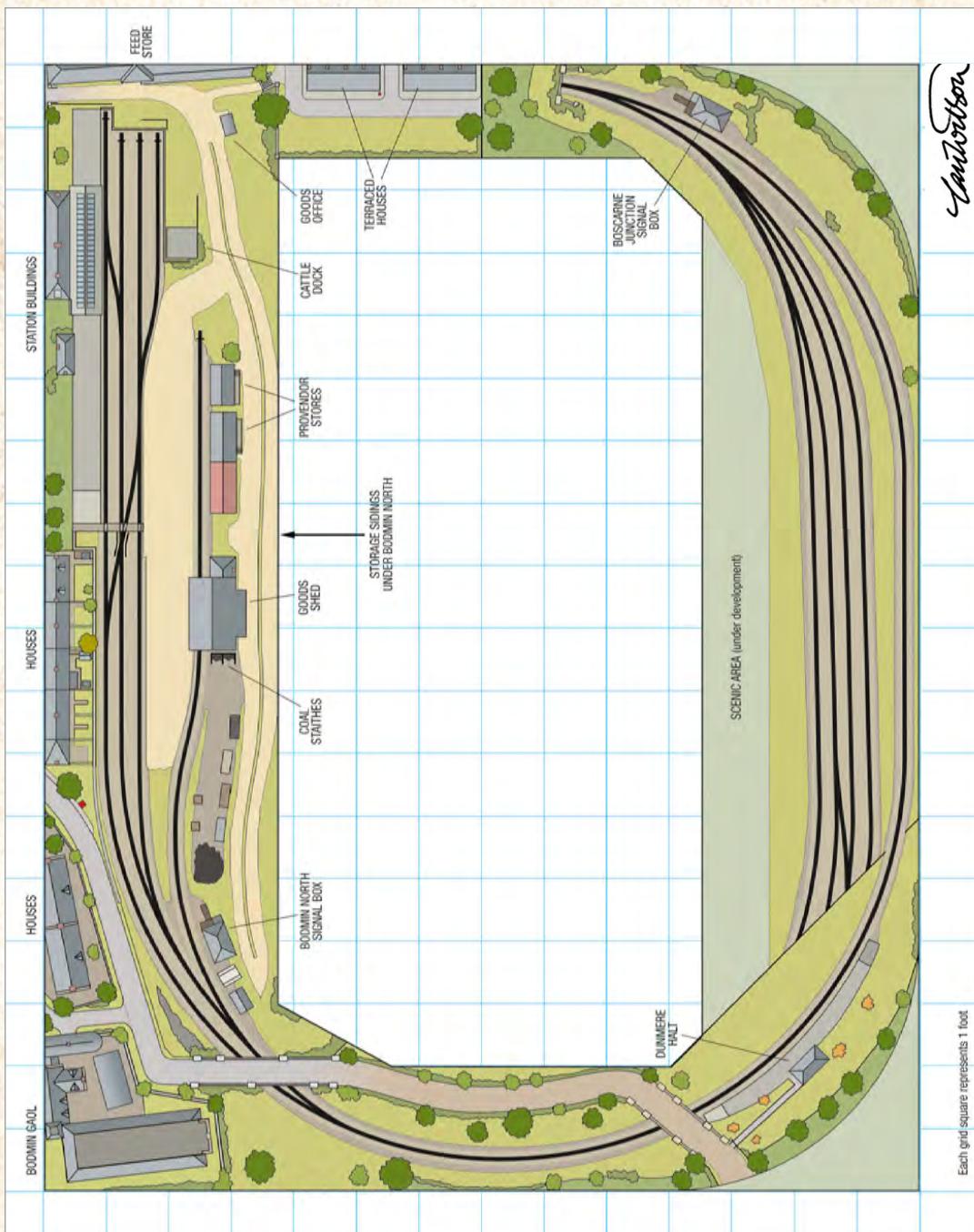
**BODMIN  
NORTH**

CONTROL: DC

SIZE: L

GAUGE: O

ERA: 4



MEDIUM LAYOUT | BR SOUTHERN REGION 1950s | O Gauge



# SALMON PASTURES

MEDIUM LAYOUT | LNER/LMS 1930s | 00 Gauge



Sheffield's heavy industry was a magnet for railway companies and the LNER and LMS both had a big presence in the 'Steel City', as this layout shows.

## FACT FILE

- | SCALE/GAUGE 4mm: 1ft scale, 16.5mm gauge 00
- | SIZE 12ft by 2ft ('L' shaped)
- | ERA/REGION Mid-1930s LNER/LMS
- | LOCATION Sheffield
- | CONTROL 12V DC analogue
- | LAYOUT TYPE Fiddleyard to loco shed



## PROS

- | Ideal for displaying a collection of weathered and detailed LMS/LNER locomotives and wagons
- | Allows realistic operations in a small area
- | Lots of off-scene storage
- | Portable for exhibition use

## CONS

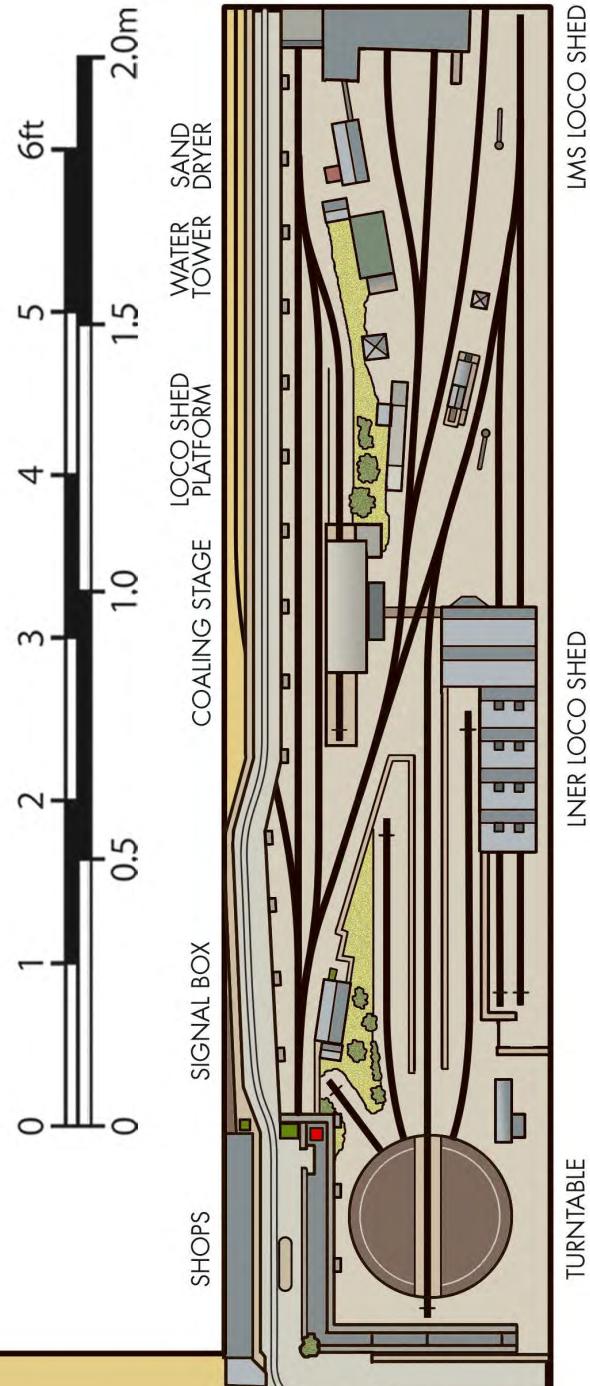
- | End-to-end arrangement not suitable for those wanting to watch continuous running
- | Steelworks buildings, extensive retaining walls etc and structures require intensive modelmaking
- | Large locomotives

"This layout is a tangible link with my murky adolescent past. I can still hear my mother questioning how I managed to get absolutely filthy writing numbers in a book. If only she knew what we actually got up to while we were trainspotting!"

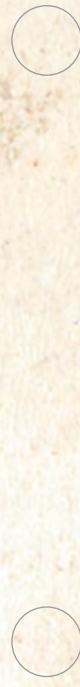
For much more on this layout, see May 2009 issue of BRM. Digital back issues can be obtained at [www.pocketmag.com/BRM](http://www.pocketmag.com/BRM)

# SALMON PASTURES

ERA	GAUGE	SIZE	CONTROL
3	00	M	DC



MEDIUM LAYOUT | LNER/LMS 1930s | 00 Gauge



## MEDIUM LAYOUT | BR LONDON MIDLAND REGION 1960s | OO Gauge

# BRADFIELD (GLOUCESTER SQUARE)

Set around a run-down terminus in the West Riding, this OO layout by **John Elliott** features the transition from steam to diesel, complete with DCC sound.

### FACT FILE

- SCALE/GAUGE 4mm:1ft scale, 16.5mm gauge 00
- SIZE 15ft by 2ft
- ERA/REGION Mid-1960s, BR London Midland Region
- LOCATION BR(M) West Yorkshire
- CONTROL Digitrax DCC
- AYOUT TYPE Fiddleyard to terminus



### CONS

- Possibly too long for some domestic rooms
- No continuous running with fiddleyard to terminus arrangement
- Limited off-scene storage for trains

### PROS

- Authentic city station in relatively small area
- Off-scene storage for several trains
- Versatile plan can be adapted for other stations/regions/periods or even other scales
- Ideal showcase for DCC sound locomotives



*Large city stations usually occupy a huge footprint, well beyond anything the average modeller can accommodate at home, but this layout proves that a convincing terminus can be modelled in a reasonable space, and still provide plenty of operational potential.*

For more photographs and information, see November 2012 edition of **BRM** - digital issues are available now at [www.pocketmags.com/BRM](http://www.pocketmags.com/BRM). There's also video footage to enjoy at **BRM's** YouTube channel - [www.youtube.com/britisahrainwaymodelling](http://www.youtube.com/britisahrainwaymodelling)

CONTROL      DCC

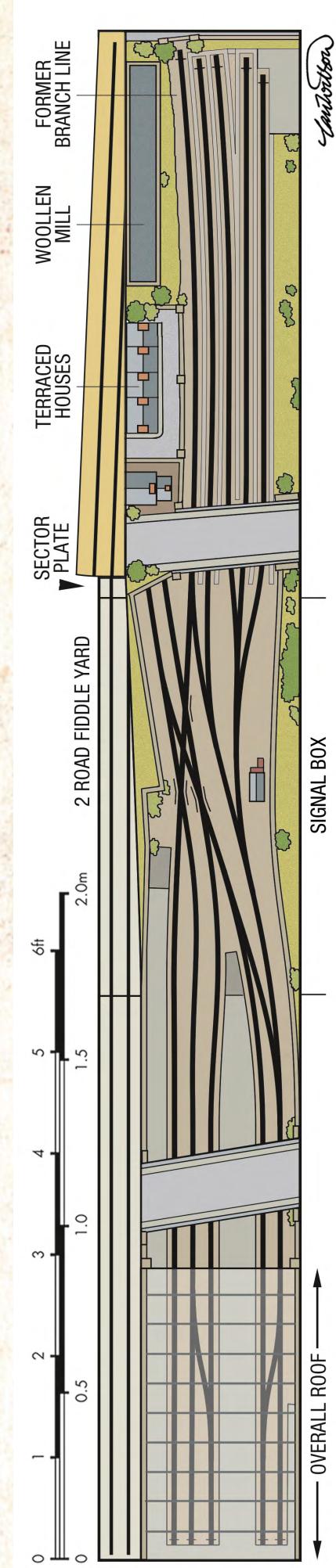
SIZE      M

GAUGE      OO

ERA      5

# BRA D A D F E D

## (GLOUCESTER SQUARE



MEDIUM LAYOUT | BR LONDON MIDLAND REGION 1960s | OO Gauge



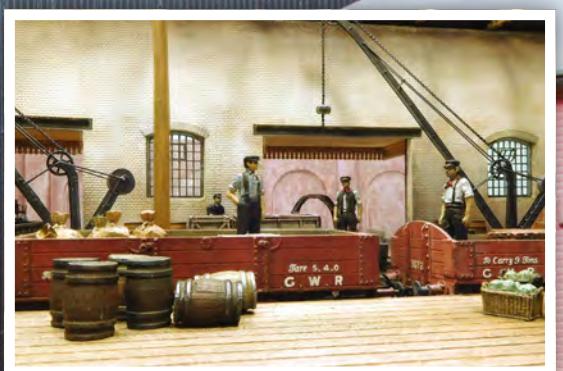
# URBAN LEGENDS

From Victorian London to 1970s Glasgow, enjoy layouts and 'how to' projects showcasing the endless possibilities offered by railways in the heart of the city.

FEATURING: 'Walford Town' (EM),

'Rockvilla Goods' (OO) and 'Slipper Boy' (O)

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# TAIL LAMP

'Industry Insider' considers the recent announcements by Bachmann and how a coherent range can help a company to tailor its production plan to maximise sales.



Like many I was keen to see what delights Bachmann would announce at its 2016/17 range presentation last month. As an avid observer of the model railway world, I was fascinated to see how the company's new Managing Director, David Haarhaus, would approach his first full year in charge. Seeing what is planned over the next year can give a strong indication of where a company sees itself. I was pleased to see what I consider to be a sensible and measured selection of new releases in N and OO.

The announcement of one newly-tooled item for Branchline and the same for Graham Farish shows that David Haarhaus is determined to use this period in Bachmann's history to catch up on supplying the models announced previously but not yet produced, of which there is a substantial quantity.

I am sure some will be disappointed and claim that there is nothing 'new', but I for one believe that the 200-plus new products show an imaginative and creative use of existing tooling. If steady deliveries can be maintained there should be plenty to keep the shelves of Bachmann stockists full.

By now the 'blue box' team will no doubt have counted the advanced orders received from stockists. These should provide it with a fairly accurate steer on how many of each item will be required to satisfy demand. These advance orders from loyal retailers will enable Bachmann to confirm production runs with its Chinese factory but such orders also depend greatly on the mutual trust Bachmann and its stockists have for each other, a trust that manufacturers forge with their retail networks over many years if they are doing their job well.

Until recently, Hornby would also announce its new range at the beginning of each year while at the same time inviting many, if not all, of its biggest customers down to Margate to agree their year's requirements. This advance notice allowed the buying team at Hornby, which formulated its buying plans several months previously, to gauge whether planned production for the

model railway range needed to be amended for the new trading year.

Such planning, I have been told on several occasions, was necessary for Hornby's accountants to create a viable budget. But, what has happened to this process now that it appears Hornby is focusing attention on selling directly to consumers, often at a price that seriously undercuts the retailer?

Firstly, for several reasons, Mr and Mrs Retailer no longer feel comfortable placing a full year's order in one go. Any orders that are placed are more limited because of uncertainty about Hornby selling relatively new releases online at big discounts - in some cases less than the cost price to the retail trade.

This drastic reduction in forward ordering surely negates sensible budget planning at Hornby. Likewise trying to predict what sales will come via the web has to be an almost impossible task - there are none so fickle as a railway modeller looking for a bargain!

Both retailers and Hornby itself inevitably suffer as customers who once put their orders in early now operate a 'wait and see' policy, just in case they can obtain their desired models at a big discount soon after release. That's a risky policy for all concerned; a vicious circle can ensue where manufacturers underestimate the demand for products and customers miss out on models as production quantities are reduced.

One has to wonder whether anyone at Hornby's new HQ in Sandwich is pondering if perhaps its current business model may be flawed, especially when taking into account its latest trading figures.

Whether you're 'pro' or 'anti' Hornby, its financial health is important to all of us in this market, from traders to 'punters', manufacturers and magazines. It is easy to sit on the sidelines and pass comment, particularly when not in possession of the full facts, but I do wonder if despite several years of worrying losses Hornby has missed the blindingly obvious fact that it actually needs its loyal retailers who will support them, providing such support is reciprocated. ■



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## May Releases

### N GAUGE

#### Collett Coach



2P-000-056 - Collett Coach GWR Crest Choc & Cream Comp 7023  
 2P-000-057 - Collett Coach GWR Crest Choc & Cream Comp 7047  
 2P-000-157 - Collett Coach GWR Crest Choc & Cream 3rd Class 1116  
 2P-000-158 - Collett Coach GWR Crest Choc & Cream 3rd Class 1096  
 2P-000-281 - Collett Coach GWR Crest Choc & Cream Brake Comp 6541  
 2P-000-282 - Collett Coach GWR Crest Choc & Cream Brake Comp 6532

#### Gresley Coach



2P-011-007 - Gresley LNER Teak 3rd Class 60641  
 2P-011-008 - Gresley LNER Teak 3rd Class 60637  
 2P-011-009 - Gresley LNER Teak 3rd Class 60655  
 2P-011-303 - Gresley LNER Teak Buffet 9115

#### Also released this month include:

2F-027-007 - Silver Bullet - Ermewa 33 87 789 8004-9  
 2F-027-008 - Silver Bullet - Ermewa 33 87 789 8013-0  
 2P-003-000 - B Set Coach Twin Pack GWR Cities Crest 6447 & 6448  
 2F-003-003 - B Set Coach Twin Pack Great Western 6894 & 6895  
 2F-003-005 - B Set Coach Twin Pack BR Crimson 6975 & 6976  
 2S-002-003 - Schools Malvern 929 SR Malachite Green  
 2S-002-003D - Schools Malvern 929 SR Malachite Green DCC  
 2S-002-004 - Schools Merchant Taylors 910 SR Maunsell Olive Green Lined  
 2S-002-04D - Schools Merchant Taylors 910 SR Maunsell Olive Green Lined DCC  
 2F-034-027 - 21T Hopper - Doncaster Coalite 576  
 2F-034-028 - 21T Hopper - Doncaster Coalite 576 Weathered  
 2F-038-041 - 20T Steel Mineral - GWR 33250  
 2F-038-042 - 20T Steel Mineral - GWR 33250 Weathered  
 2F-060-010 - Grampus - BR Black DB990488  
 2F-060-011 - Grampus - BR Black DB990412  
 2F-060-012 - Grampus - BR Black DB990653  
 2F-060-013 - Grampus - Taunton Concrete Olive Green DB986708

### OO GAUGE

#### IOA



4F-045-005 - IOA Network Rail Ballast Wagon 3170 5992 118-7  
 4F-045-006 - IOA Network Rail Ballast Wagon 3170 5992 107-0  
 4F-045-007 - IOA Network Rail Ballast Wagon 3170 5992 091-6  
 4F-045-008 - IOA Network Rail Ballast Wagon 3170 5992 115-3

#### Stanier Coach



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 4F-027-006 - Silver Bullet NACCO/ECC 33 87 789 8102-8  
 4F-027-007 - Silver Bullet NACCO/ECC 33 87 789 8119-5 Weathered  
 4F-027-008 - Silver Bullet NACCO/ECC 33 87 789 8057-7 Weathered  
 4F-031-027 - 6 Wheel Milk Tank - SR United Dairies  
 4F-031-028 - 6 Wheel Milk Tank - SR United Dairies Weathered  
 4F-080-110 - 8 Plank - Monckton  
 4F-080-111 - 8 Plank - Monckton Weathered  
 4F-040-017 - 4 Plank - H Hotson 22  
 4F-040-018 - 4 Plank - H Hotson 22 Weathered

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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BIDEFORD: **Osborn's Models** tel:01237 423453

BURTON-ON-TRENT: **The Tutbury Jinny** tel:01283 814777

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CHELTENHAM: **Cheltenham Models** tel:01242 523117

HEREFORD: **Hereford Model Shop** tel:01432 352809

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LIVERPOOL: **Hattons** tel:0151 733 3655

NANTWICH: **Trident Trains** tel:01270 842400

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STROUD: **ANTICS** tel:01453 825381

SHEPTON MALLET: **East Somerset Models** tel:01749 880651

WORCESTER: **DCC Supplies** tel:01905 621999

YORK: **Monk Bar Model Shop** tel:01904 659423



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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	<a href="http://ehatton's.com/wtc">ehatton's.com/wtc</a>	£67.96	Mar 2013							
Stanier Mogul 2-6-0	<a href="http://ehatton's.com/5p4f">ehatton's.com/5p4f</a>	£127.46 (EST)	Mar 2013							
LNWR Webb coal tank	<a href="http://ehatton's.com/wct">ehatton's.com/wct</a>	£97.71	Sep 2014							
Class 450	<a href="http://ehatton's.com/c450">ehatton's.com/c450</a>	£254.96-£271.96	Mar 2015							
Birage Coaches	<a href="http://ehatton's.com/bc">ehatton's.com/bc</a>	£50.96	Mar 2014							
Class 414 2-HAP	<a href="http://ehatton's.com/c414">ehatton's.com/c414</a>	£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's.com/projectupdates](http://www.ehatton's.com/projectupdates)

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 73	<a href="http://ehatton's.com/c73">ehatton's.com/c73</a>	£105.00	March 2012							
Class 68	<a href="http://ehatton's.com/c68">ehatton's.com/c68</a>	£118.00 (EST)	April 2014							

Class B4, IDA flat, Turbot - view these projects at [www.ehatton's.com/projectupdates](http://www.ehatton's.com/projectupdates)

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
J94	<a href="http://ehatton's.com/j94">ehatton's.com/j94</a>	£82.00	Aug 2014							
14xx	<a href="http://ehatton's.com/14xx">ehatton's.com/14xx</a>	£99.00	Sep 2014							
Hatton's King	<a href="http://ehatton's.com/king">ehatton's.com/king</a>	£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	<a href="http://ehatton's.com/O2">ehatton's.com/O2</a>	£148.00	Nov 2013							
Class 07 Shunter	<a href="http://ehatton's.com/c107">ehatton's.com/c107</a>	£99.00 (EST)	Jan 2016							

Class 4700, Class 1366, Class 1361 - view these projects at [www.ehatton's.com/projectupdates](http://www.ehatton's.com/projectupdates)

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Drax Biomass Wagons	<a href="http://ehatton's.com/drax">ehatton's.com/drax</a>	£83.00	Jan 2016							
Class J50	<a href="http://ehatton's.com/j50">ehatton's.com/j50</a>	£74.06	Dec 2014							
Hornby Adams Radial	<a href="http://ehatton's.com/horar">ehatton's.com/horar</a>	£111.10	Dec 2014							
Class Q6 Raven	<a href="http://ehatton's.com/Q6">ehatton's.com/Q6</a>	£118.99	Nov 2015							
Class 71	<a href="http://ehatton's.com/c71">ehatton's.com/c71</a>	£127.50	Nov 2014							
Merchant Navy	<a href="http://ehatton's.com/mn">ehatton's.com/mn</a>	£144.00-£162.00	Mar 2015							
Class B12 Holden	<a href="http://ehatton's.com/B12">ehatton's.com/B12</a>	£123.00	Nov 2015							
SR Maunsell Coaches	<a href="http://ehatton's.com/exsrmuna">ehatton's.com/exsrmuna</a>	£39.99	Jun 2015							

Peckett 0-6-0 - view these projects at [www.ehatton's.com/projectupdates](http://www.ehatton's.com/projectupdates)

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Adam's Radial	<a href="http://ehatton's.com/ar">ehatton's.com/ar</a>	£88.00	Jan 2015							
Dean Goods	<a href="http://ehatton's.com/oxdg">ehatton's.com/oxdg</a>	£95	Jan 2016							
Hatton's ICI hopper	<a href="http://ehatton's.com/ici">ehatton's.com/ici</a>	£24.00 / £25.00	Mar 2015							

Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

**[www.ehatton's.com/projectupdates](http://www.ehatton's.com/projectupdates)**

Information correct at the time of going to press. All information subject to change.