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IN THIS EPISODE...

For our scenic special issue, discover our scenic Cambrian-themed layout of the month, 'Johnstown Quay'. Howard Smith paints a model skip and tests a flexible glue, whilst Phil Parker suggests a technique for adding hedges to your layout.



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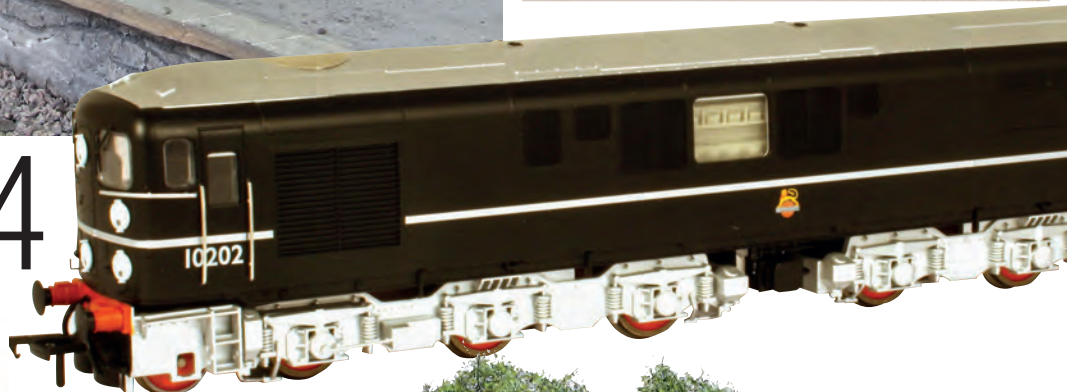
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On this month's scenic special BRM TV DVD: Discover 'Johnstown Road', add hedges to your layout and simple painting techniques...



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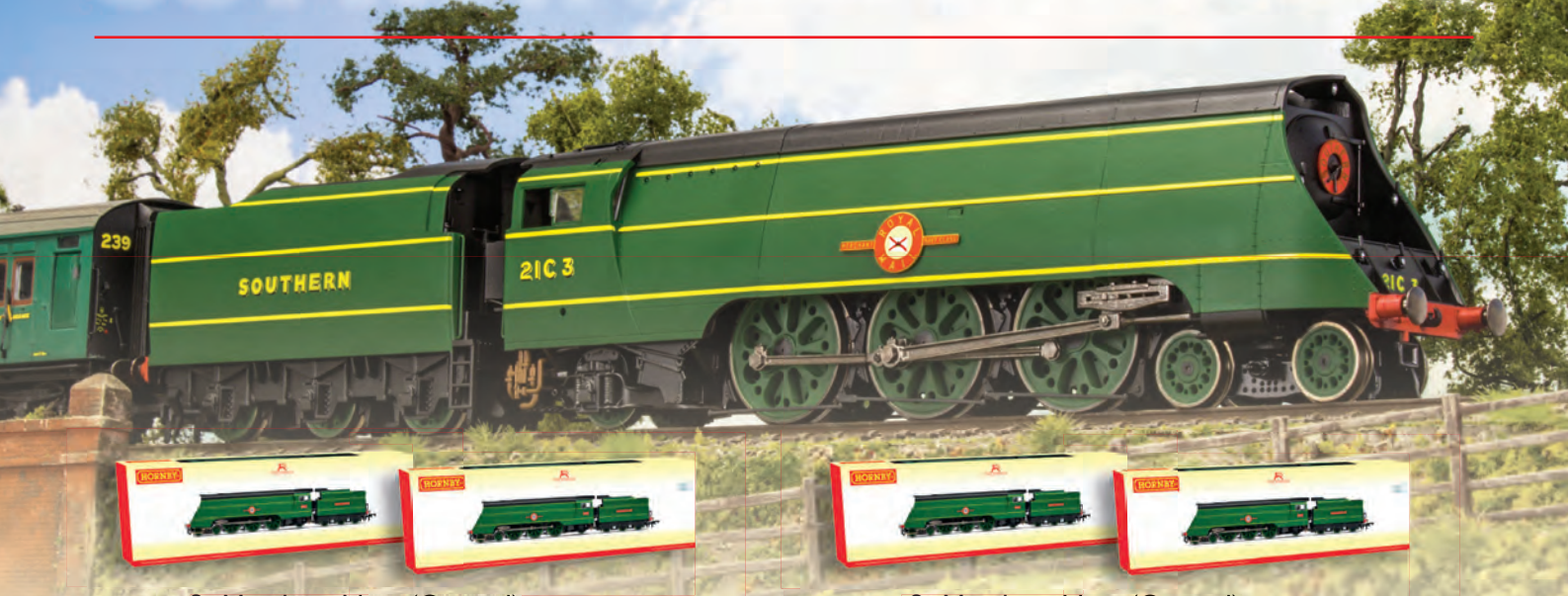


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In my ongoing attempt to familiarise myself with the railway modelling hobby, to get to know the fine folk involved therein and, as a responsible editor, to spread the **BRM** message as far and wide as possible, I tend to be out and about as often as time and my rapidly balding car tyres will allow. Having now spent more weekends at model railway, garden railway and model engineering shows than I have with my family – only a minor exaggeration, I promise you – I think I'm beginning to develop a taste for the smaller events. Case in point, the two weekends I spent in Burton-on-Trent town hall recently. Some might unkindly suggest that's at least one too many, but I greatly enjoyed both. The 'DEMU Showcase' first, which is all about the modern image. Thronged with fans of the latter, as it was, it was great to see so many contemporary scenes together in one venue without getting into an almighty scrum. If I'd been given a Pound for every Maersk shipping container I saw I might have returned home a richer man, though!

The 7mm Narrow Gauge Association show the following weekend, meanwhile, was a somewhat quieter affair, allowing even more space to meet and speak with modellers and exhibitors. Phil Parker and I ended up spending most of the day there. Among the many highlights we were both taken with the working railway elevator, which we were told was part of a much larger home layout, and a little 09 scene called 'Black Cat Mine' (pictured), which we hope to feature in a future edition. Small layouts are very much Phil's thing, and I'm beginning to share his enthusiasm. Meantime, the various rocks and stones strewn about the layout turned out to be a mix of cat litter and 'Chinchilla sand'. I suppose the creative use of animal sanitary products is as good an example of the ingenuity of railway modellers as any...

Speaking of small, it was at the sizeable Great Central Railway event that we saw two disarmingly little layouts from Dave and Shirley Rowe. Each fitting snugly within what looked like modest glass-fronted teak cocktail cabinets, and apparently not quite in their original working order, both were still *exquisite* examples of model-making and were easily among the best of the layouts on display at the entire show. This has given us an idea for the theme of a future issue, so watch this space.

Returning to the contents of this issue and we're focusing on railway modelling scenery, with a selection of picturesque layouts. Friend of the magazine, Geoff Taylor, leads with 'Barmouth Junction', which is just one of several stops on his extensive home layout. Geoff is known, and rightly celebrated, for his architectural modelling, although this is one of his more pastoral scenes. Pete Waterfield's 'Corwenna' has more in the way of industry, although even this is scenic in its depiction of the Cornish landscape and the China clay drying process. And we have four other layouts besides, including a look at the monumental 'Forth Bridge', which is a substantial piece of scenery all by itself.

Add to that our scenic practical features that will have you laying perfect static grass, planting prototypical telegraph poles and modelling a classic British oak tree, and you're surely well on your way to becoming the Capability Browns of railway modelling. And on that scenic/historic note, let's get on with it... ■



MANAGING EDITOR | Andy McVittie

Andy

BRM

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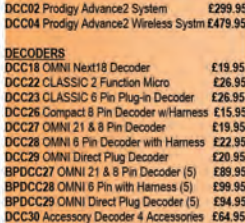
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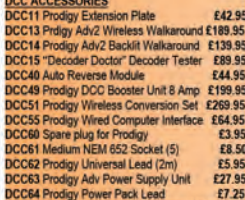
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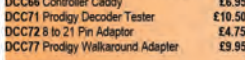
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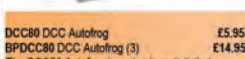
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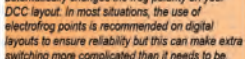
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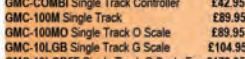
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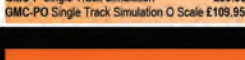
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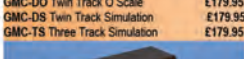
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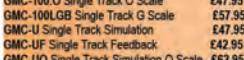
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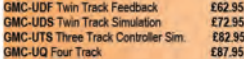
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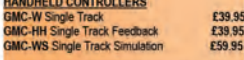
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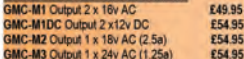
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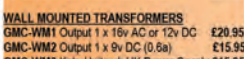
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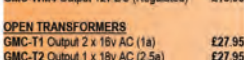
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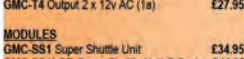
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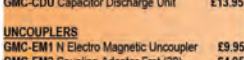
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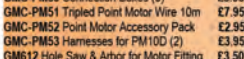
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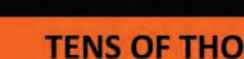
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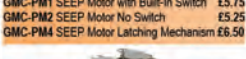
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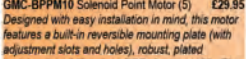
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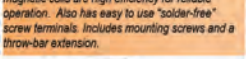
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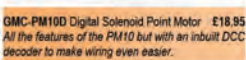
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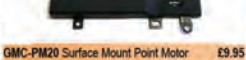
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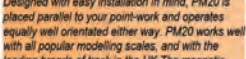
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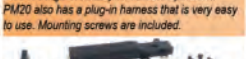
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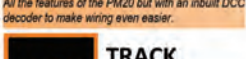
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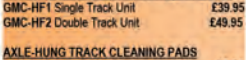
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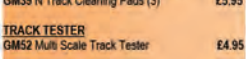
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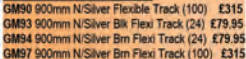
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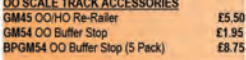
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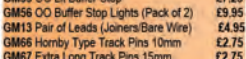
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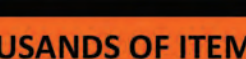
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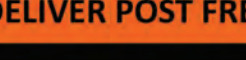
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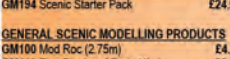
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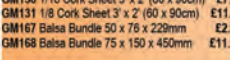
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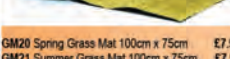
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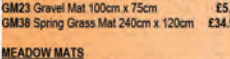
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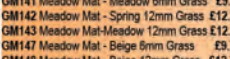
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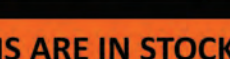
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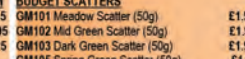
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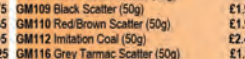
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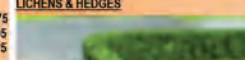
Static Grass Starter Set £9.95



Static Grass Starter Set £9.95



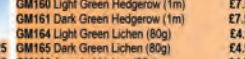
Static Grass Starter Set £9.95



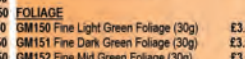
Static Grass Starter Set £9.95



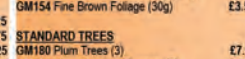
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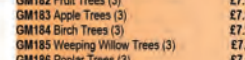
Static Grass Starter Set £9.95



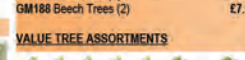
Static Grass Starter Set £9.95



Static Grass Starter Set £9.95



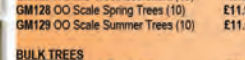
Static Grass Starter Set £9.95



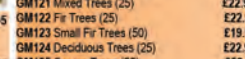
Static Grass Starter Set £9.95



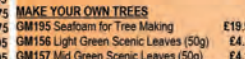
Static Grass Starter Set £9.95



Static Grass Starter Set £9.95



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Static Grass Starter Set £9.95



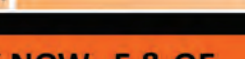
Static Grass Starter Set £9.95



Static Grass Starter Set £9.95



Static Grass Starter Set £9.95



Static Grass Starter Set £9.95



Static Grass Starter Set £9.95

Static Grass Starter Set £9.95

GRASS STRIPS/TUFTS

- GM136 Spring Grass Strips (36) £11.95
- GM137 Summer Grass Tufts (104) £11.95
- GM138 Flowering Grass Tufts (108) £11.95
- GM162 Green 6mm Mini Tufts (42) £4.95
- GM163 Green 12mm Mini Tufts (42) £4.95

BRICKWORK

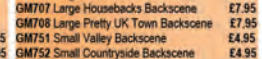
- GM30 Plain Stone Wall Grey £9.75
- GM31 Grey Stone Wall & Buttresses £9.75
- GM32 Grey Stone Wall & Arches £9.75
- GM197 Stone Tunnel Wall £15.75
- GM198 Single Tunnel Mouth & Walls £15.75
- GM199 Double Tunnel Mouth & Walls £20.75

BACKSCENES

- GM701 Large Valley Backscene £7.95
- GM702 Large Countryside Backscene £7.95
- GM703 Large Open Field Backscene £7.95



Large Valley Backscene £7.95



Large Valley Backscene £7.95



Large Valley Backscene £7.95



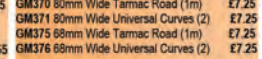
Large Valley Backscene £7.95



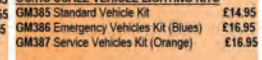
Large Valley Backscene £7.95



Large Valley Backscene £7.95



Large Valley Backscene £7.95



Large Valley Backscene £7.95



Large Valley Backscene £7.95



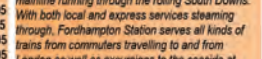
Large Valley Backscene £7.95



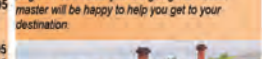
Large Valley Backscene £7.95



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Large Valley Backscene £7.95



Large Valley Backscene £7.95



Large Valley Backscene £7.95

Large Valley Backscene £7.95

Large Valley Backscene £7.95

Large Valley Backscene £7.95

Large Valley Back

STRUCTURES

GM407 Fordhampton Carriage Platforms £9.95
GM408 Fordhampton Village Store or Pub £17.95
GM409 Fordhampton Pub/Bistro £19.95



GM410 Fordhampton Doctors Surgery £15.95



GM411 Fordhampton Farmhouse/Cottage £15.95



GM412 Fordhampton Gasometer £19.95



GM413 Fordhampton Nurseries £19.95
GM414 Fordhampton Bridge £12.95



KESTREL DESIGNS

N GAUGE PLASTIC KITS

GMKD01 House £4.75
GMKD02 Shop £4.00
GMKD03 Bungalow £4.75
GMKD04 Church with Porch £6.50
GMKD05 House/Shop Unit with Glazing £7.25
GMKD06 Two Shop Unit with Glazing £7.25
GMKD07 Four House Unit £7.25
GMKD08 Country Station £9.50
GMKD09 Station Buildings £7.50
GMKD10 Island Platform with Flat Canopy £9.50
GMKD11 Flat Canopy £9.50
GMKD12 Small Sign Box £7.00
GMKD13 Farm Rail Fencing Brown £3.50
GMKD13W Farm Rail Fencing White £3.50
GMKD14 Telegraph Posts £3.50
GMKD15 Windows Doors & Guttering £4.75
GMKD16 Platforms (2) £3.25
GMKD17 Platform Ramps (2) £2.75
GMKD18 Station Yard Huts £3.75
GMKD19 Weighbridge & Office £4.75
GMKD20 Coal Office £3.75
GMKD21 Level Crossing/Keepers Cottage £6.50
GMKD22 Four Greenhouses £3.50
GMKD23 Two Domestic Garages £3.50
GMKD24 Water Tower £4.25
GMKD25 Cornish Shop £5.50
GMKD26 Corner Pub £6.50
GMKD27 Three Storey Townhouse £6.50
GMKD28 Three Storey Town Shop £6.50
GMKD29 Modern Station £8.75
GMKD30 Modern Station Waiting Room £6.25
GMKD31 Station Masters House £7.00
GMKD32 Pair Pre War Semi Det. Houses £8.00
GMKD33 Boilerhouse & Chimney £7.00
GMKD34 Stable Block £4.25
GMKD35 Cow Shed £4.00
GMKD36 Barn £6.50
GMKD37 Farm House £8.25
GMKD38 Steel Footbridge £9.25
GMKD39 Modern Industrial Unit £5.50
GMKD40 Modern Fire Station £8.00
GMKD41 Platforms Wide (2) £3.75
GMKD42 Platform Ramps Wide (2) £3.25
GMKD43 Goods Shed £6.50
GMKD1000 Town Station £17.95
GMKD1001 Old Factory with Chimney £20.95

N GAUGE LASER CUT KITS

The same as the ultra detailed OO equivalents (GM451/GM452/GM453) - pack sizes vary from the 4mm versions though

GMKD51 Wooden Fencing £5.75
GMKD52 Lattice Fencing £5.75
GMKD53 Garden Sheds (2) £6.00

N GAUGE VALUE KIT SETS

GMKD2000 Station Set £15.95
GMKD2001 Town Set £13.95
GMKD2002 Suburban Set £15.95
GMKD2003 Farm Set £17.95

LIGHTING

OO SCALE LAMPS & LIGHTING

Fine 4mm scale lamps with prototypical post extensions and light control PCBs

GM801 Barley Twist Gas Lamp Soft Black (3) £13.95
GM802 B/Twist Gas Lamp BR/SR Green (3) £13.95
GM803 B/Twist Gas Lamp LMS Maroon (3) £13.95
GM804 B/Twist Gas Lamp GWR Stone (3) £13.95
GM805 B/Twist Gas Lamp Grey Undercoat (3) £13.95
GM806 Taper Post Gas Lamp Soft Black (3) £13.95
GM807 Taper Post Gas Lamp BR/SR Green (3) £13.95
GM808 Taper Post Gas Lamp LMS Maroon (3) £13.95
GM809 Taper Post Gas Lamp GWR Stone (3) £13.95
GM810 Taper Post Gas Lamp Grey Undercoat (3) £13.95
GM811 Taper Post Oil Lamp GWR Stone (3) £13.95
GM812 Taper Post Oil Lamp BR/SR Green (3) £13.95
GM813 Taper Post Oil Lamp LMS Maroon (3) £13.95
GM814 Taper Post Oil Lamp GWR Stone (3) £13.95
GM815 Taper Post Oil Lamp Grey Undercoat (3) £13.95
GM816 Swan Neck Lamp Soft Black (3) £13.95
GM817 Swan Neck Lamp BR/SR Green (3) £13.95
GM818 Swan Neck Lamp LMS Maroon (3) £13.95
GM819 Swan Neck Lamp GWR Stone (3) £13.95
GM820 W/Mounted Swan Neck Black (2) £13.95
GM821 W/Mounted Swan Neck BR/SR Green (2) £13.95
GM822 W/Mounted Swan Neck LMS Maroon (2) £13.95
GM823 W/Mounted Swan Neck GWR Stone (2) £13.95
GM824 W/Mounted Gas Lamp Soft Black (2) £13.95
GM825 W/Mounted Gas Lamp BR/SR Green (2) £13.95
GM826 W/Mounted Gas Lamp LMS Maroon (2) £13.95
GM827 W/Mounted Gas Lamp Undercoat (2) £13.95
GM828 W/Mounted Gas Lamp GWR Stone (2) £13.95
GM829 Modern Sgl Head Adjustable Lamp (4) £15.95
GM830 Modern DBI Head Adjustable Lamp (3) £13.95

OO SCALE VALUE PACKS LAMPS & LIGHTING

Typically 6 x lamps, plus two matching wall lamps with prototypical post extensions as well as 6 prototype white LEDs for building interiors and all required light control PCBs.

GM851 Barley Twist Gas Lamp Soft Black £32.95
GM852 B/Twist Gas Lamp BR/SR Green £32.95
GM853 B/Twist Gas Lamp LMS Maroon £32.95
GM854 B/Twist Gas Lamp GWR Stone £32.95
GM855 B/Twist Gas Lamp Grey Undercoat £32.95
GM856 Taper Post Gas Lamp Soft Black £32.95
GM857 Taper Post Gas Lamp BR/SR Green £32.95
GM858 Taper Post Gas Lamp LMS Maroon £32.95
GM859 Taper Post Gas Lamp GWR Stone £32.95
GM860 Taper Post Gas Lamp Undercoat £32.95
GM861 Taper Post Oil Lamp Soft Black £32.95
GM862 Taper Post Oil Lamp BR/SR Green £32.95
GM863 Taper Post Oil Lamp LMS Maroon £32.95
GM864 Taper Post Oil Lamp GWR Stone £32.95
GM865 Taper Post Oil Lamp Grey Undercoat £32.95
GM866 Swan Neck Lamp Soft Black £32.95
GM867 Swan Neck Lamp BR/SR Green £32.95
GM868 Swan Neck Lamp LMS Maroon £32.95
GM869 Swan Neck Lamp GWR Stone £32.95
GM870 Modern Sgl Head Adjustable Height £32.95
GM880 Modern DBI Head Adjustable Height £19.95

LIGHTING ACCESSORIES

GM895 Light Control PCB - LED/Lamp (2) £6.95
GM896 Light Control PCB - LED/Lamp (5) £12.95
GM897 Mini Light Control PCB - LED (10) £4.95
GM898 Mini Light Control PCB - Lamp (10) £4.95
GM899 Spare Bulbs for Lamps (5) £4.95

TOOLS

MODEL RAILWAY MAINTENANCE

GM50 OO/HO Locomotive Wheel Cleaner £39.95
GM47 N Gauge Wheel Cleaner £34.95
GM51 Spare Pads for GM50 £17.95
GM49 Spare Pads for GM47 £17.95
GM59 N Scale Wheel Cleaner £15.95

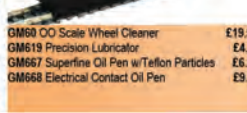


RAZOR SAWS

GM571 4 in 1 Saw Set £19.95
GM572 Razor Saw Superfine £11.95
GM573 Razor Saw Fine £11.95
GM574 Razor Saw Medium £11.95
GM575 Aluminum Mill Box £16.95
GM576 Fine Woodcraft Saw £15.95
GM577 Flush Cutting Saw £12.95
GM578 Universal Razor Saw £12.95

SOLDERING STATION

GM661 Complete Soldering Station £29.95
GM662 Spare Tip £2.95



TRACK RUBBERS

GM26 Track Rubber £3.25
GM27 Jumbo Track Rubber £3.95

CUTTING MATS

GM599 A6 Size £2.95
GM600 A2 Size £15.95
GM601 A3 Size £10.95
GM602 A4 Size £5.95
GM603 A5 Size £3.95

GENERAL MODELLING TOOLS

GM604 Round Nose Pliers £6.95
GM605 Flat Nose Pliers £6.95
GM606 Side Cutters £6.95
GM607 Half Round Pliers £6.95
GM608 Bent Nose Pliers £6.95
GM609 S/Steel Tweezers (4) £7.95
GM610 Double Ended Pin Vice £5.95
GM611 Sawset 1 w/ Scalpel Handle £10.95
GM613 Trim-away Knife £3.95
GM614 Stainless Steel Scalpel & Blades £5.50
GM615 Plastic Scalpel & Blades £3.95
GM616 Disposable Knife Set (3) £1.95
GM617 Pick-Up Tool £6.95
GM618 Magnifier Tweezers £4.25

SWITCHES

GM501 Slide Switch DPDT £1.70
GM502 Slide Switch DPDT (C/off) £1.70
GM503 Toggle Switch SPST £2.65
GM504 Toggle Switch DPDT £3.15
GM505 Mini-Toggle DPDT (C/off) £2.75
GM506 Mini-Toggle DPDT £2.45
GM507 Mini-Toggle SPST £2.45
GM508 Mini-Toggle SPDT £2.70
GM509 Mini-Toggle SPDT (C/off) £3.65
GM510 Mini-Toggle for Point Motors £5.95
GM511 Mini-Toggle for G Point Motors £2.85
GM512 Push to Break Black (5) £2.85
GM513 Push to Make Black (5) £2.85
GM514 Push to Make Blue (5) £2.85
GM515 Push to Make Green (5) £2.85
GM516 Push to Make Red (5) £2.85
GM517 Push to Make White (5) £2.85
GM518 Rotary Switch 1 Pole 12 Way £2.85
GM519 Rotary Switch 2 Pole 6 Way £3.75
GM520 Rotary Switch 3 Pole 4 Way £3.75
GM521 Rotary Switch 4 Pole 3 Way £3.75
GM522 Rotary Switch 4 Pole 3 Way £12.95
BPM501 Slide Switch DPDT (25) £12.95
BPM502 Slide Switch DPDT (C/off) (25) £34.95
BPM503 Toggle Switch SPST (25) £42.95
BPM504 Toggle Switch DPDT (25) £44.95
BPM505 Mini-Toggle DPDT (C/off) (25) £42.95
BPM506 Mini-Toggle DPDT (25) £34.95
BPM507 Mini-Toggle SPST (25) £34.95
BPM508 Mini-Toggle SPDT (25) £44.95
BPM509 Mini-Toggle SPDT (C/off) (25) £44.95
BPM510 Mini-Toggle for Point Motors (25) £9.95
BPM511 Push to Make Black (25) £9.95
BPM512 Push to Make Blue (25) £9.95
BPM513 Push to Make Green (25) £9.95
BPM514 Push to Make Red (25) £9.95
BPM515 Push to Make White (25) £9.95
BPM516 Push to Make Yellow (25) £9.95

WIRE

GM098B Twinned Wire Red/Black (10m) £5.95
GM10 Wire Red/Black/Green (10m of each) £2.15
GM11B Wire Blue 7 x 0.2mm (10m) £2.15
GM11BL Wire Blue 7 x 0.2mm (10m) £2.15
GM11GN Wire Green 7 x 0.2mm (10m) £2.15
GM11GR Wire Grey 7 x 0.2mm (10m) £2.15
GM11O Wire Orange 7 x 0.2mm (10m) £2.15
GM11P Wire Pink 7 x 0.2mm (10m) £2.15
GM11PP Wire Purple 7 x 0.2mm (10m) £2.15
GM11R Wire Red 7 x 0.2mm (10m) £2.15
GM11W Wire White 7 x 0.2mm (10m) £2.15
GM11Y Wire Yellow 7 x 0.2mm (10m) £2.15
BPM11B Black Wire 7 x 0.2mm (100m) £7.95
BPM11BL Blue Wire 7 x 0.2mm (100m) £7.95
BPM11BN Brown Wire 7 x 0.2mm (100m) £7.95
BPM11GN Green Wire 7 x 0.2mm (100m) £7.95
BPM11GR Grey Wire 7 x 0.2mm (100m) £7.95
BPM11O Orange Wire 7 x 0.2mm (100m) £7.95
BPM11P Pink Wire 7 x 0.2mm (100m) £7.95
BPM11R Red Wire 7 x 0.2mm (100m) £7.95
BPM11W White Wire 7 x 0.2mm (100m) £7.95
BPM11Y Yellow Wire 7 x 0.2mm (100m) £7.95

GENERAL ELECTRICAL ACCESSORIES

GM12 Pair Connecting Leads (Pin/Bare Wire) £4.65
GM14 Crimped Pin Terminals (6) £2.95
GM15 Ring Terminals (6) £1.95
GM16 Pair Connecting Leads (Pin/Pin) £4.95
GM28 Crocodile Clips Red/Black Pair £2.85
GM28 Knob for Rotary Switches & Pots £4.95
GM40 1.5a Rectifier £3.95
GM41 Thermal Cut-Out 1 Amp £3.95
GM42 Thermal Cut-Out 2.5 Amp £3.95
GM74 1a Diodes for PCU1 & SS1 (20) £2.45
GM75 PS6 6-Way Din Plug/Socket £3.15
GM77 12-Way Poly Terminal Block £1.95
GM79 2.1mm Socket for WM1 Transformer £1.95
GM89 Pack of 5 Amp Fuses (5) £2.75

LIGHTING

GM61 Micro LED White (4) £7.95
GM62 Micro LED Red (4) £7.95
GM63 Micro LED Blue (4) £7.95
GM64 Micro LED Orange (4) £7.95
GM65 Grain of Wheat Bulb 12v Yellow (5) £3.95
GM70 Grain of Wheat Bulb 12v Red (5) £3.95
GM71 Grain of Wheat Bulb 12v Clear (5) £3.95
GM72 Grain of Wheat Bulb 12v Green (5) £3.95

SOLDERING IRONS & BITS

GM688 15W 230V Soldering Iron £16.95
GM681 25W 230V Soldering Iron £17.95
GM682 40W 230V Soldering Iron £19.95
GM685 15W No 6 Tip £3.95
GM686 15W No 8 Tip £3.95
GM687 25W No 6 Tip £3.95
GM688 25W No 7 Tip £3.95
GM689 25W No 8 Tip £3.95
GM690 40W No 6 Tip £3.95
GM691 40W No 7 Tip £3.95
GM692 40W No 8 Tip £3.95

SOLDERING ACCESSORIES

GM01 Low Melt Solder 70 degrees (20g) £4.45
GM02 Solder 180 degrees (20g) £4.15
GM03 White Metal Flux £6.25
GM04 Brass Flux £6.25
GM05 Non Acid Safety Flux £6.50
GM06 Solder Wire 145 Degrees £4.95
GM659 Desoldering Pump £3.95

UNIVERSAL RELAY SWITCH

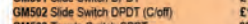
GM500 Universal Relay Switch £5.50
BPM500 Universal Relay Switch (3) £14.50
GM500D Universal Relay Switch (DCC Friendly) £5.75

GAUGEMASTER

GM356 2016 NEW ITEMS BROCHURE

Free from your local dealer or direct from us.

GAUGEMASTER Limited Edition News

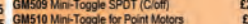


GMC-LT Multi Scale Locomotive Tester

Finished in an eye catching stainless steel, this limited edition loco tester is the perfect companion to any model railway.

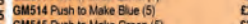
£299.95 - IN STOCK NOW

DAPOL N SCALE



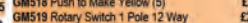
IN STOCK

DAGM202 LNER A4 (Valenced) 4488 "Union of South Africa" £149.95 - IN STOCK NOW



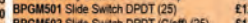
IN STOCK

DAGM232 First GBRF - £69.95 73 141 Charlotte

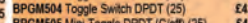


IN STOCK

DAGM221 GBRF Aggregate Industries 68711 "Sence" £109.95 - Expected April 2017



OO SCALE



IN STOCK

DAGM100 The Royal Alex DAGM101 Brighton Evening Angus DCC FITTED £149.95 DCC SOUND FITTED £239.95

RANGES STOCKED

Airfix
Antex
Atlas
Bachmann
Berko
Busch
Capital Transport
Carrera
Cartrix
Classix
Dapol
DCCconcepts
Deluxe Materials
DM Toys
Dornaplas
EFE
Faller
Fleischmann
FlySlot
Gaugemaster
Graham Farish
Harburn Hamlet
HeliJan
HMRS Transfers
Hobbytrain
Hornby
Humbrol
Ian Allen
Jagerndorfer
Kadee
Kato
Kestrel Designs
Kibri
Knightwing
LGB
Lifelike
Lightcraft
Marklin
Mehano
Metcalfe
Middleton Press
Miniis
Minitrains
Modelcraft
Model Scene
MRC
Ninco
Noch
NSR
Oxford Diecast
Oxford Rail
Parkside Dundas
Peco
Piko
Plastrac
Pola
Preiser
Racer
Railmatch
Ratio
Revell
Roco
Rokuhan
Rotacraft
Scalextric
Scenix
Seep
Seuthe
Sideways
Slaters
Slot It
Slotwings
Spraycraft
Springride
SRC
Superquick
Tiny Signs
Tracksetta
Train-Wech
TrainSave
Trumpeter
Trix
Viessmann
Vollmer
Vulcan Slot
W & T
Walthers
Wiking
Wills
Xuron

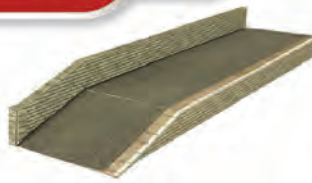
MAINLINE



MAINLINE BOOKING HALL
00 CODE PO320 - £22.99
N CODE PN920 - £20.00



00/N FOOTBRIDGE
00 CODE PO236 - £10.35
N CODE PN136 - £9.50



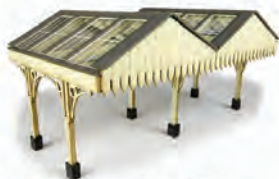
00/N STONE PLATFORM
00 CODE PO235 - £11.99
N CODE PN135 - £8.25



00 PARCEL OFFICE/WAITING ROOM
CODE PO321 - £21.00



00 ISLAND PLATFORM BUILDING
CODE PO322 - £19.99



PLATFORM CANOPY
00 CODE PO340 - £14.99
N CODE PN940 - £16.50



00 WALL BACKED CANOPY
CODE PO341 - £15.99

COMING SOON:
N WALL BACKED CANOPY
CODE PN941
N PARCELS OFFICE
CODE PN921
N PLATFORM BUILDING
CODE PN922
N COACHING INN
CODE PN128
N SCHOOL
CODE PN153

TOWN



TERRACED HOUSES
00 RED BRICK CODE PO261 - £9.99
00 STONE CODE PO262 - £9.99
N RED BRICK CODE PN103 - £8.25
N STONE CODE PN104 - £8.25



CORNER SHOP
00 RED BRICK CODE PO263 - £10.75
00 STONE CODE PO264 - £10.75
N RED BRICK CODE PN116 - £8.25
N STONE CODE PN117 - £8.25



LOW RELIEF TERRACED FRONTS
00 RED BRICK CODE PO274 - £11.99
00 STONE CODE PO275 - £11.99
N RED BRICK CODE PN174 - £7.25
N STONE CODE PN175 - £7.25



LOW RELIEF BACKS
00 RED BRICK CODE PO276 - £11.99
00 STONE CODE PO277 - £11.99
N RED BRICK CODE PN176 - £7.99
N STONE CODE PN177 - £7.99



SEMI-DETACHED HOUSES
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H7-A3-003 2745 "Captain Cuttle" in LNER black

with unstreamlined non-corridor tender

H7-A3-004 60072 "Sunstar" in BR Express blue

with unstreamlined non-corridor tender

H7-A3-005 60035 "Windsor Lad" in BR green

with early crest and unstreamlined non-corridor tender

H7-A3-006 60077 "The White Knight" in BR green

with late crest and unstreamlined non-corridor tender

H7-A3-007 60103 "Flying Scotsman" in BR green

with late crest and unstreamlined corridor tender



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H7-A4-002 4468 "Mallard" in LNER Garter blue

with streamlined non-corridor tender (1938 condition)

H7-A4-003 4468 "Mallard" in LNER Garter blue

with streamlined non-corridor tender (as preserved)

H7-A4-004 4489 "Dominion of Canada" in LNER Garter blue

with steel numbers/letters and unstreamlined tender

H7-A4-005 4464 "Bittern" in LNER Garter blue

with streamlined corridor tender

H7-A4-006 60007 "Sir Nigel Gresley" in BR express blue

with unstreamlined corridor tender

H7-A4-007 60012 "Commonwealth of Australia"

in BR green with early crest

H7-A4-008 60009 "Union of South Africa" in BR green

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H7-A4-009 60008 "Dwight D Eisenhower" in BR green

with late crest and streamlined non-corridor tender

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H7-WW-701 - MS.1 in WD Livery (GWR registered)

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H7-WW-702 - WW.55 in WD livery (LMS registered)

with diamond frame bogies

H7-WW-703 - WD livery (LNER registered)

with diamond frame bogies

H7-WW-704 - MODA95560 in MOD 1970s olive

with diamond frame bogies

H7-WW-705 - M360333 in BR Grey with diamond frame bogies

H7-WW-706 - M360329 in BR Brown with diamond frame bogies

H7-WW-707 - ADRW96501 in BR Engineers Yellow

with diamond frame bogies

H7-WW-708 - MODA95511 in MOD 1970s Olive

with Gloucester GPS bogies

H7-WW-709 - MODA95537 in MOD 1990s Olive

with Gloucester GPS bogies

H7-WW-710 - MODA95536 in MOD 2000s Olive

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35-126 20311 in Harry Needle Railroad Company orange
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31-390 6061 in BR green
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39-601 Brake Composite SR Olive Green
39-602 Brake Composite BR Vermillion
39-610 Composite SECR Dark Lake
39-611 Composite SR Olive Green
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39-620 Brake 3rd SECR Dark Lake
39-621 Brake 3rd SR Olive Green

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38-725 WD Khaki Drab livery with tank
38-726 WD Bronze Green livery with tank
38-727 BR grey without tank



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R3509TTS 46235 "City of Birmingham" in BR green - TTS Sound fitted
R3553 6231 "Duchess of Atholl" in LMS Crimson Lake
R3555 46256 "Sir William Stanier F.R.S." in BR Maroon

Class Q1 0-6-0
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Due in stock Dec 2017



R3559 C24 in Southern Railway wartime black
R3560 33032 in BR black with late crest

Wainwright Class H 0-4-4T
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R3512 31551 in BR black with late crest - Limited Edition train pack with Push/Pull coaches

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R4788 BSO brake second open E9220 in BR maroon
R4789 FO first open E3050 in BR maroon



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OR76N7002 8011 in LNER black
OR76N7003 E9621 in BRITISH RAILWAYS early black

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Pre-order for £16.50
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OR76TKA001 Class 'A' tank in BRT - Staveley chemicals livery
OR76TKA002 Class 'A' tank 4022 in Esso livery with revised suspension
OR76TKA003 Class 'A' tank 4022 in Esso livery with original suspension
OR76TKB001 Class 'B' tank 3300 in Esso black with original suspension
OR76TKB002 Class 'B' tank 47792 in Esso black with revised suspension
OR76TKB003 Class 'B' tank 441 in Regent Oil livery with revised suspension

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H4-WW-001 Warwell wagon 50t diamond frame bogies MS.1 in WD (GWR) (Hat) **NEW** £33
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H4-WW-005 Warwell wagon 50t diamond frame bogies MODA95534 in MOD 1970s olive (Hat) **NEW** £33



H4-WW-006 Warwell wagon 50t diamond frame bogies M360333 in BR grey (Hat) **NEW** £33



H4-WW-007 Warwell wagon 50t diamond frame bogies M360329 in BR Gulf Red (Hat) **NEW** £33



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H4-WW-009 Warwell wagon 50t diamond frame bogies DM721227 in BR Olive green ELECTRIFICATION branding and steel/rail carriers (Hat) **NEW** £33



H4-WW-010 Warwell wagon 50t diamond frame bogies DW160819 in BR brown steel/rail carriers - weathered (Hat) **NEW** £37



H4-WW-011 Warwell wagon 50t diamond frame bogies DM748343 in BR grey bolster deck conversion (Hat) **NEW** £33



H4-WW-012 Warwell wagon 50t diamond frame bogies DM748316 in BR brown bolster deck conversion (Hat) **NEW** £33



H4-WW-013 Warwell wagon 50t diamond frame bogies ADRW96501 in BR engineers yellow (Hat) **NEW** £33



H4-WW-014 Warwell wagon 50t Gloucester GPS bogies MODA95511 in MOD 1970s olive (Hat) **NEW** £33



H4-WW-015 Warwell wagon 50t Gloucester GPS bogies MODA95512 in MOD 1970s olive - weathered (Hat) **NEW** £37



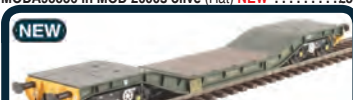
H4-WW-016 Warwell wagon 50t Gloucester GPS bogies MODA95539 in MOD 1990s olive (Hat) **NEW** £33



H4-WW-017 Warwell wagon 50t Gloucester GPS bogies MODA95537 in MOD 1990s olive - weathered (Hat) **NEW** £37



H4-WW-018 Warwell wagon 50t Gloucester GPS bogies MODA95536 in MOD 2000s olive (Hat) **NEW** £33



H4-WW-019 Warwell wagon 50t Gloucester GPS bogies MODA95582 in MOD 2000s olive (Hat) **NEW** £33



H4-WW-020 Warwell wagon 50t Gloucester GPS bogies MODA95524 in MOD 2000s olive - weathered (Hat) **NEW** £37

Steam locos



OOJ94-SP1 Austerly 0-6-0ST No. 65 in NCB yellow - Ltd Ed for RMweb (DJ) £99



R3525 Battle of Britain Class (Air Smoothed) 4-6-2 S21C159 'Sir Archibald Sinclair' in British Railways malachite green (Hor) **NEW** £139.50



R3454 Castle Class 4-6-0 5076 'Dryslwyn Castle' in GWR Green (Hor) £140



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (RRP £139.95) **BARGAIN** £79



1301 Class 1361 0-6-0ST 1363 in GWR green shirtbutton emblem (Hel) £124



1322 Class 1366 0-6-0PT 1370 in GWR green (Hel) £124



H1406 Class 14xx 0-4-2T 1420 in GWR Unlined green GWR lettering (DJ) £99



H1415 Class 14xx 0-4-2T 1432 in BR Lined green late crest - Heavily weathered (DJ) £99



H1413 Class 14xx 0-4-2T 1444 in BR Lined green early emblem (DJ) £99



H1414 Class 14xx 0-4-2T 1450 in BR Lined green late crest (DJ) £99



H1412 Class 14xx 0-4-2T 1474 in BR Unlined black early emblem - Heavily weathered (DJ) £99



31-440 Class 2MT Ivatt 2-6-2T 41243 in BR lined black early emblem (Bac) £110.46



R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (Hor) (RRP £154.99) **BARGAIN** £105



R3277 Class 38xx 4-4-0 'County Of Devon' in Great Western Railway green - Railroad range (Hor) (RRP £89.99) **BARGAIN** £60



R3498 Class 3F Jinty 0-6-0T 19 in S&DJR Blue - Railroad Range (Hor) (RRP £44.99) **BARGAIN** £25



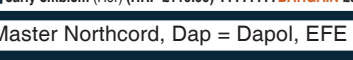
R3455 Class 4000 'Star' 4-6-0 4013 'Knight of St Patrick' in GWR Green (Hor) £127



R3383TTS Class 4073 Castle 4-6-0 5050 'Earl of St Germans' in BR Green early emblem - TTS sound fitted (Hor) **NEW** £169



R3334 Class 415 Adams Radial 4-4-2T 30582 in BR black late crest (Hor) (RRP £119.99) **BARGAIN** £82



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (RRP £119.99) **BARGAIN** £82



H1401 Class 48xx 0-4-2T 4825 in GWR Unlined green Great Western lettering (DJ) £99



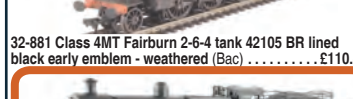
R3499 Class 49xx 4-6-0 6947 'Helmingsham Hall' in BR Green late crest - Railroad Range (Hor) (RRP £94.99) **BARGAIN** £57



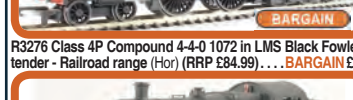
R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (RRP £99.99) **BARGAIN** £58



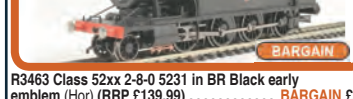
R3314 Class 4F 0-6-0 44341 BR Black early crest (Hor) (RRP £89.99) **BARGAIN** £38



32-881 Class 4MT Fairburn 2-6-4 tank 42105 BR lined black early emblem - weathered (Bac) £110.46



R3276 Class 4P Compound 4-4-0 1072 in LMS Black Fowler tender - Railroad range (Hor) (RRP £84.99) **BARGAIN** £45



R3463 Class 52xx 2-8-0 5231 in BR Black early emblem (Hor) (RRP £139.99) **BARGAIN** £83



H1410 Class 58xx 0-4-2T 5819 in BR Unlined black early emblem (DJ) £99



31-692 Class 5P4F Stanier Mogul 2-6-0 42968 in BR lined black late crest (Bac) £135.96



31-691 Class 5P4F Stanier Mogul 2-6-0 42969 in BR lined black early emblem (Bac) £135.96



31-190 Class 5XP Jubilee 4-6-0 45575 'Madras' in BR black (Bac) **NEW** £144.46



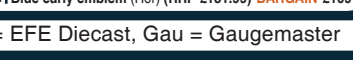
31-187DS Class 5XP Jubilee 4-6-0 5588 'Kashmir' in LMS crimson welded Stanier tender - DCC sound fitted (Bac) **NEW** £203.95



R3409 Class 6000 King 4-6-0 6002 'King William IV' in BR Green late crest (Hor) (RRP £181.99) **BARGAIN** £109



R3408 Class 6000 King 4-6-0 6016 'King Edward V' in GWR Green Shitburn logo (Hor) (RRP £181.99) **BARGAIN** £109



R3410 Class 6000 King 4-6-0 6025 'King Henry III' in BR Blue early emblem (Hor) (RRP £181.99) **BARGAIN** £109

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31-635A Class 64xx 0-6-0PT pannier tank 6424 in GWR green (Bac) £81.55



R3420 Class 700 "Black Motor" 0-6-0 30346 in BR Black late crest (Hor) (RRP £124.99) BARGAIN £69



R3421 Class 700 "Black Motor" 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99) BARGAIN £69



R3419 Class 700 "Black Motor" 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) BARGAIN £69



31-015 Class 7F 2-8-0 13810 in LMS black (Bac) .. £125.76



R3520 Class 7MT 4-6-2 Britannia 70007 "Coeur-de-Lion" in BR green late crest (Hor) £153



R3288 Class 9F 2-10-0 92220 "Evening Star" in BR Green late crest (Hor) £89



R3086 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green - Railroad Range (Hor) (RRP £94.99) BARGAIN £55



R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER Green TTS Sound - Railroad range (Hor) (RRP £119.99) BARGAIN £85



R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) (RRP £99.99) BARGAIN £68



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



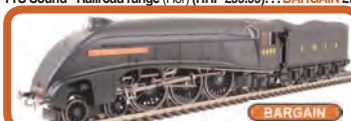
R3312 Class A3 4-6-2 60062 "Minoru" in BR Green early emblem (Hor) (RRP £154.99) BARGAIN £94



R3371 Class A4 4-6-2 4468 "Mallard" in LNER garter blue - Railroad range (Hor) £74.06



R3285TTS Class A4 4-6-2 4469 "Gadwall" in LNER Garter Blue TTS Sound - Railroad range (Hor) (RRP £99.99) BARGAIN £70



R3441 Class A4 4-6-2 4499 "Sir Murrough Wilson" in LNER wartime black (Hor) (RRP £164.99) BARGAIN £109



R3522 Class A4 4-6-2 60026 "Miles Beevor" in BR green early emblem (Hor) £144



R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (RRP £155.99) BARGAIN £87



R3004 Class B17 4-6-0 61631 "Serby Hall" in BR Green early emblem - weathered (Hor) (RRP £131.99) BARGAIN £79



R3523 Class B17 4-6-0 61665 "Leicester City" in BR green early emblem (Hor) NEW £136



R3318 Class B17/6 4-6-0 61646 "Gilwell Park" in BR Green early emblem (Hor) (RRP £131.99) BARGAIN £74



R3235 Class D16/3 "Claud Hamilton" 4-4-0 E2524 in early BR Black (Hor) (RRP £109.99) BARGAIN £73



R3433 Class D16/3 4-4-0 "Claud Hamilton" 8900 in LNER Lined Apple Green (Hor) (RRP £139.99) BARGAIN £99



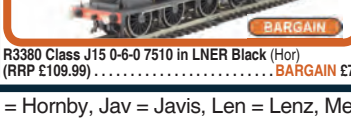
R3495 Class D49/1 4-4-0 62760 "The Cotswold" in BR early crest - Railroad Range (Hor) (RRP £84.99) BARGAIN £59



35-076A Class E4 0-6-2T Brighton tank 2517 in Southern Railway green (Bac) NEW £101.96



35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) (RRP £109.95) BARGAIN £80



31-481 Class G2A Super D 0-8-0 49106 BR black early emblem - weathered (Bac) £114.45



R3405 Class J50 0-6-0T 585 in LNER Black (Hor) (RRP £93.49) BARGAIN £69



R3407 Class J50 0-6-0T 68959 in BR Black early emblem (Hor) (RRP £93.49) BARGAIN £69



R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99) BARGAIN £82



R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) (RRP £129.99) BARGAIN £82



R3461 Class L1 Thompson 2-6-4T 67702 in LNER apple green BR number (Hor) (RRP £154.99) BARGAIN £89



32-166 Class N 2-6-0 1406 in Southern Railway black (Bac) NEW £131.71



32-165 Class N 2-6-0 31874 in BR lined black early emblem (Bac) NEW £131.71



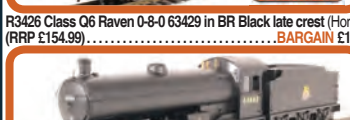
R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervis de Revel" in BR Lined Green early emblem (Hor) (RRP £159.99) BARGAIN £108



R3171 Class P2 2-8-2 2001 "Cock O' The North" in LNER Green (Railroad range) (Hor) (RRP £94.99) BARGAIN £68



R3426 Class Q6 Raven 0-8-0 63429 in BR Black late crest (Hor) (RRP £154.99) BARGAIN £105



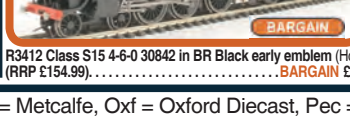
R3425 Class Q6 Raven 0-8-0 63443 in BR Black early crest (Hor) (RRP £154.99) BARGAIN £105



R3413 Class S15 4-6-0 30831 in BR Black late crest (Hor) (RRP £154.99) BARGAIN £88



R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) (RRP £154.99) BARGAIN £88



R3399 EWS freight train pack Class 67 in EWS and three MHA open wagons (Hor) (RRP £239.99) BARGAIN £139



R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (RRP £154.99) BARGAIN £88



R3457 Class T9 4-4-0 116 in Southern Railway olive green (Hor) (RRP £149.99) BARGAIN £89



R3311 Class V Schools 4-4-0 30908 "Westminster" in BR Green early crest (Hor) (RRP £134.99) BARGAIN £74



35-050 LNWR 0-6-2T Webb Coal tank 1054 in LNWR plain black (Bac) £101.96



35-052 LNWR 0-6-2T Webb Coal tank 58900 in BR black early emblem (Bac) £101.96



35-051 LNWR 0-6-2T Webb Coal tank 7841 in LMS black (Bac) £101.96



32-360A Standard Class 4MT 2-6-4T 80104 in BR lined black late crest (Bac) £110.46



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



32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac) £140.21



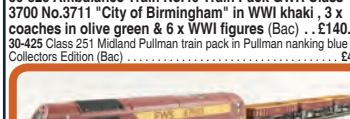
R3500 The Sir Nigel Gresley Collection (Hor) £480



R3288 Thomas and Friends - 0-4-0ST No 6 Perry the small engine (Hor) (RRP £39.99) BARGAIN £29



R3290 Thomas and Friends - 2-6-0 No.5 James the red engine (Hor) (RRP £82.49) BARGAIN £55



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



R3397 LMS Suburban Passenger Train Pack - Ltd Ed (Hor) £225

Train packs

Prices valid until 16/08/17

All prices correct
when going to press.
Errors excepted.



R3402 Queen of Scots Train Pack Class A4 4-6-2 in LNER garter blue and three Pullman coaches - Ltd Ed of 1000 (Hor) £280



R3401 The Bristolian Train Pack - Ltd Ed (Hor) (RRP £304.99) **BARGAIN** £195
30-575 The Railway Children Train Pack GWR 57xx Pannier in GNSR, 2 x GNSR Coaches & Scenecraft Oakworth Station Building (Bac) £114.71



R3501 Virgin Trains East Coast train pack Class 91 91124 & Mk4 DVT 82219 in VTEC - Ltd Ed of 1000 (Hor) (RRP £229.99) **BARGAIN** £145



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



R3065 Class 06 Shunter 06008 in BR blue (Railroad Range) (Hor) (RRP £32.99) **BARGAIN** £19



R3490 Class 08 08673 in InterCity - Railroad range (Hor) (RRP £44.99) **BARGAIN** £28



R3342 Class 08 shunter 08489 in BR blue (Hor) (RRP £119.99) **BARGAIN** £85
R3484 Class 08 shunter 13363 in BR green red con rods (Hor) £118



1603 Class 16 North British Type 1 D8407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £72



1604 Class 16 North British Type 1 D8409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £72



1718 Class 17 D8523 in blue full yellow ends (Hel) £94
32-301 Class 25/1 25043 in BR green full yellow ends - weathered (Bac) £89.21
32-408 Class 25/3 25286 in BR Blue Domino Headcode (Bac) £93.46



2660 Class 26/0 diesel D5300 in BR green semi gloss finish (Hel) (RRP £119.95) **BARGAIN** £59



2661 Class 26/0 diesel D5301 in BR green (Hel) (RRP £119.95) **BARGAIN** £61



2664 Class 26/0 diesel D5302 in BR green small yellow panels (Hel) (RRP £119.95) **BARGAIN** £61
2662 Class 26/0 diesel D5309 in BR green (Hel) (RRP £119.95) **BARGAIN** £61



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



3523 Class 35 Hymek D7054 in BR two tone green yellow warning panels (Hel) £101



32-788 Class 37/0 37284 in BR blue (Bac) £117.26



32-787 Class 37/0 D6714 in BR green no yellow ends (Bac) £117.26



32-377A Class 37/4 37401 "Mary Queen Of Scots" in BR large logo blue (Bac) £117.26



32-389 Class 37/4 37421 in Colas Rail (Bac) £117.26



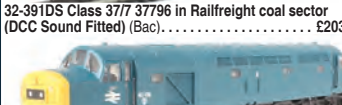
32-376A Class 37/4 37422 "Robert F. Fairlie" in Regional Railways (Bac) £123.21



32-390 Class 37/7 37706 "Conidae" in Railfreight Petroleum (Bac) £101.96



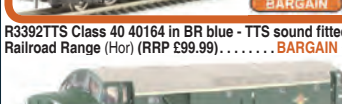
32-391DS Class 37/7 37796 in Railfreight coal sector (DCC Sound Fitted) (Bac) £203.96



32-484 Class 40 40159 in BR Blue (Bac) £118.96



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) **BARGAIN** £74



32-483 Class 40 D338 in BR Green small yellow panel (Bac) £118.96



R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (RRP £64.99) **BARGAIN** £39



31-659 Class 47/0 47001 in BR Blue - weathered (Bac) £127.46



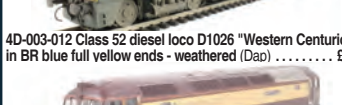
R3482 Class 4DH Sentinel DH16 in MSC (Manchester Ship Canal) (Hor) (RRP £65.99) **BARGAIN** £40



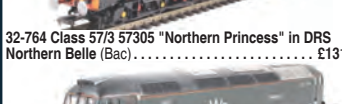
R3483 Class 4DH Sentinel in Crossley and Evans (Hor) (RRP £65.99) **BARGAIN** £40



R3471 Class 50 50026 "Indomitable" in original Network SouthEast (Hor) £145
4D-003-010 Class 52 diesel loco D1010 "Western Campaigner" in BR blue full yellow ends (Dap) £126



4D-003-012 Class 52 diesel loco D1026 "Western Centurion" in BR blue full yellow ends - weathered (Dap) £127



32-764 Class 57/3 57305 "Northern Princess" in DRS Northern Belle (Bac) £131.71



32-756 Class 57/6 57603 "Tintagel Castle" in GWR (2015) green (Bac) £131.71



5822 Class 58 58006 Railfreight Redstripe Livery (Hel) £125



R3486 Class 66 66185 "DP World London Gateway" in DB Schenker (Hor) (RRP £98.99) **BARGAIN** £59



32-981 Class 66 66416 in Freightliner Powerhaul (Bac) £127.46



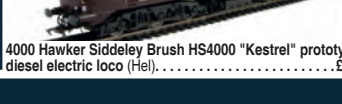
32-982 Class 66 66434 in DRS blue Compass Logos (Bac) £127.46



R3388TTS Class 67 67004 "Cairn Gorm" in Caledonian Sleeper - TTS sound fitted (Hor) (RRP £184.99) **BARGAIN** £104



R3481 Class 67 67025 "Western Star" in EWS (Hor) (RRP £159.99) **BARGAIN** £99



4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel) £155

Electric locos



7702 Class 77 EM2 Woodhead electric 27004 "Juno" in BR electric blue - Ltd Ed for Olivias Trains (Hel) £165



7706 Class 77 EM2 Woodhead electric E27006 "Pandora" in BR electric blue - Ltd Ed for Olivias Trains (Hel) £165
R3350 Class 90 90029 in DB Schenker (Hor) (RRP £69.99) **BARGAIN** £49



9008 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in Metropolitan (As currently preserved) (Hel) £108
DMUs



8920 Class 128 DPU 55991 in BR blue yellow ends "Parcels Service" (Hel) (RRP £119.95) **BARGAIN** £59
8923 Class 128 DPU 55991 Royal Mail Letters red (Hel) (RRP £119.95) **BARGAIN** £59



8921 Class 128 DPU 55992 in Royal Mail Letters red (Hel) (RRP £119.95) **BARGAIN** £59



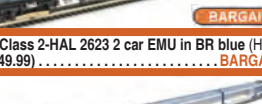
8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (RRP £119.95) **BARGAIN** £69
8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (RRP £119.95) **BARGAIN** £69
32-928 Class 150/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered (Bac) £161.46



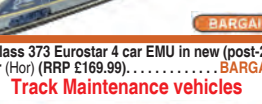
R3477 Class 153 153321 in Regional Railways (Hor) £88
EMUs



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (RRP £130.25) **BARGAIN** £62



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (RRP £149.99) **BARGAIN** £62



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) (RRP £169.99) **BARGAIN** £94



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £64
Train sets - analogue



R1183 "Master of the Glens" Train Set Class P2 2-8-2 "Cock O' The North" in LNER green and three LNER teak coaches (Hor) (RRP £184.99) **BARGAIN** £145



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) **BARGAIN** £45

Opening Hours

Store: 09:00 - 17:00 Mon - Sun

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

R1155 Pendolino trainset Class 390 390004 in Virgin Trains "Alstom Pendolino" branding (Hor)£150



R9283 Thomas the Tank Engine starter Train Set (Hor) (RRP £64.99)BARGAIN £45



R9284 Thomas the Tank Engine train set - "Percy and the Mail Train" (Hor) (RRP £87.99)BARGAIN £59

Train sets - DCC



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £249.99)BARGAIN £170



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £199.99)BARGAIN £130



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99)BARGAIN £199

Coaches



R4760 Collett corridor brake third (left hand) 5090 in GWR chocolate and cream (Hor)£38



R4765 Collett corridor brake third (left hand) W4936W in BR maroon (Hor)£38



R4759 Collett corridor brake third (right hand) 5089 in GWR chocolate and cream (Hor)£38



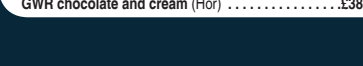
R4764 Collett corridor brake third (right hand) W4935W in BR maroon (Hor)£38



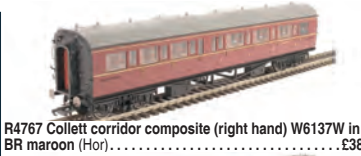
R4761 Collett corridor composite (left hand) 6530 in GWR chocolate and cream (Hor)£38



R4766 Collett corridor composite (left hand) W6138W in BR maroon (Hor)£38



R4762 Collett corridor composite (right hand) 6531 in GWR chocolate and cream (Hor)£38



R4767 Collett corridor composite (right hand) W6137W in BR maroon (Hor)£38



R4763 Collett corridor third class W5147W in BR maroon (Hor)£38



R4694 K-Type Pullman Third Class Parlour Car "Car No.83" (Hor) (RRP £54.99)BARGAIN £39



R4655 Mk3 DVT driving van trailer 82146 in DB Schenker silver (Hor) (RRP £42.99)BARGAIN £26



39-004 Pack of two Mk1 coaches in BR blue & grey ScottRail branding and passenger figures (Bac)£89.21

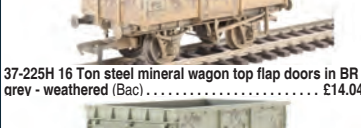


34-386 Thompson 3rd Class corridor in BR crimson & cream (Bac)£46.71

Wagons



38-032A 100 ton HHA hopper wagon Freightliner Heavy Haul - weathered (Bac)£39.91



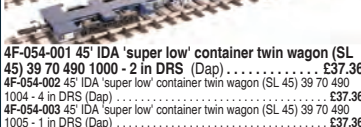
37-225H 16 Ton steel mineral wagon top flap doors in BR grey - weathered (Bac)£14.04



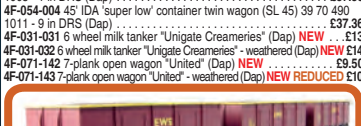
37-253B 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac)£13.50



4F-054-002 45' IDA "super low" container twin wagon (SL 45) 39 70 490 1004 - 4 in DRS (Dap)£37.36



4F-054-003 45' IDA "super low" container twin wagon (SL 45) 39 70 490 1005 - 1 in DRS (Dap)£37.36



4F-054-004 45' IDA "super low" container twin wagon (SL 45) 39 70 490 1011 - 9 in DRS (Dap)£37.36



4F-031-032 6 wheel milk tanker "Unigate Creameries" - weathered (Dap)£13.41



4F-071-142 7-plank open wagon "United" (Dap)£9.50

4F-071-143 7-plank open wagon "United" - weathered (Dap)£9.50

R6367 Coal train pack - pack of 3 open wagons in EWS - Railroad Range (Hor) (RRP £19.99)BARGAIN £14



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



R6723 Drax 102t biomass hopper in Drax "Swoosh" - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor)£83



R6794 KFA container wagon in Tiphook Rail 1x 20' and 1x 40' container (Hor)£28



R6793 KFA container wagon in Tiphook Rail 1x 20' and 1x 40' container (Hor)£28



R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (RRP £19.99)BARGAIN £15

DCC accessory decoders



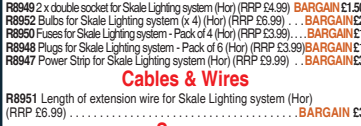
R8247 DCC accessory decoder (for points and motors) (Hor)£40

Point motors



R8243 Surface Mounted point motor (Hor)£8

Lighting equipment



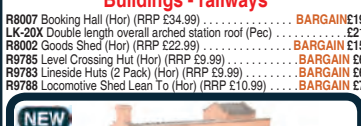
R8949 2x double socket for Skale Lighting system (Hor) (RRP £4.99)BARGAIN £1.50



R8950 Fuses for Skale Lighting system - Pack of 4 (Hor) (RRP £3.99)BARGAIN £1



R8948 Plugs for Skale Lighting system - Pack of 6 (Hor) (RRP £3.99)BARGAIN £1



R8947 Power Strip for Skale Lighting system (Hor) (RRP £3.99)BARGAIN £3

Cables & Wires



R8951 Length of extension wire for Skale Lighting system (Hor) (RRP £6.99)BARGAIN £3

Spares



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

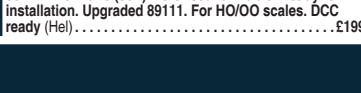


SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec)£2.20



R8212 Spare rollers for rolling road (for use R8211) (Hor) (RRP £17.11)BARGAIN £3

Buildings - railways



R8007 Booking Hall (Hor) (RRP £34.99)BARGAIN £19

R8002 Goods Shed (Hor) (RRP £22.99)BARGAIN £15

R8003 Linedale Huts (2 Pack) (Hor) (RRP £9.99)BARGAIN £6

R8004 Locomotive Shed Lean To (Hor) (RRP £10.99)BARGAIN £7

44-0067 March Station Facilities and Stores (Bac)£42.46

44-0066 March Station Ticket Office (Bac)£42.46

44-0065 March Station Waiting Room (Bac)£42.46

R9788 Small Signal Box (Hor) (RRP £13.99)BARGAIN £4

Man-made scenic structure - railway-related

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



LK-55 76ft Well type turntable (Pec)£39



BL1 Buffer Light (OO/HO Scale) - Single (Tra)£4.50



R083 Box of 6 Buffer Stop (Hor)£9.50



R083 Single (Hor)£1.80



R084 Curved Platforms - 2nd Radius - Skaledale (Hor) (RRP £16.99)BARGAIN £8

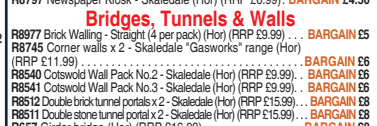
Signals



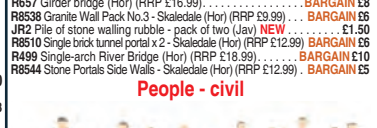
DS5HS One Touch four aspect outer distant high-speed flashing yellow (red/yellow/green/yellow) - DCC fitted (Tra)£30.60



DS11 One Touch two aspect signal left hand feather indicator (red/green) - DCC fitted (Tra)£32.40



DS18 One Touch two aspect signal right hand feather indicator (red/green) - DCC fitted (Tra)£32.40



SS1 Sensor Signal - 2 Aspect Home (Tra)£36



SS1L Sensor Signal - 2 Aspect Home left hand feather indicator (Tra)£45



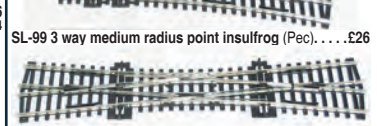
SS1R Sensor Signal - 2 Aspect Home right hand feather indicator (Tra)£45



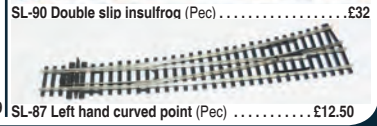
SS3 Sensor Signal - 3 Aspect Home (Tra)£38.70



SS5 Sensor Signal - 4 Aspect Outer Distant (Tra)£40.50



SSP1 Sensor Signal Starter Pack (Tra)£162



4L-001-003 Signal - Motorised, Round post GWR home (Dap)£25

Buildings - general



CK13 "Craftsmans" kit - Public house "Black Horse" (Wii)£13.50

R9757 Church Chapel - Low Relief (Hor) (RRP £22.99)BARGAIN £11

R9759 County Hall - Low Relief (Hor) (RRP £37.99)BARGAIN £18

R9856 Left-Hand Mid Terrace House - Based on R8621 (Hor)£20

R9756 Low relief shop front - Highland Mills (Hor) (RRP £24.99)BARGAIN £12

R9756 Maestro Market - Skaledale The Street Collection (Hor) (RRP £32.99)BARGAIN £19

R8681 Modern bus stop - Skaledale "Street life collection" (Hor) (RRP £8.99)BARGAIN £7

R8787 Pill Box - Skaledale "Rural" range (Hor) (RRP £7.99)BARGAIN £4

R8657 Right-Hand Mid Terrace House - Based on R8622 (Hor)£20

R9800 Rural Bus Stop (Hor) (RRP £9.99)BARGAIN £4.50

R9854 The Country Cottage - Based on R8976 (Hor)£36

R9851 The Country Farm Dutch Barn - Based on R8784 (Hor)£40

R9848 The Country Farm House - Based on R8782 (Hor)£45

R9849 The Country Farm Outhouse - Based on R8783 (Hor)£27

R9853 The Cricket Pavilion - Based on R8990 (Hor)£36

R9855 The Village Garage - Based on R8650 (Hor)£36

R8682 Victorian brick & glass greenhouse - Skaledale (Hor) (RRP £11.99)BARGAIN £8

R9761 Ye Olde Tea Shoppe - Low Relief (Hor) (RRP £22.99)BARGAIN £13

Man-made scenic structure - non-railway

R9762 Holiday Coach Access Steps (Hor) (RRP £12.99)BARGAIN £7

R8678 Milk churns - Skaledale "Street life collection" (Hor) (RRP £7.99)BARGAIN £4.50

R8797 Newspaper Kiosk - Skaledale The Street Collection (Hor) (RRP £6.99)BARGAIN £4.50

Bridges, Tunnels & Walls

R8977 Brick Walling - Straight (4

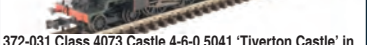
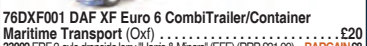
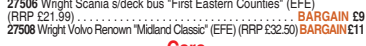
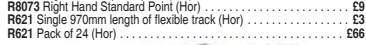
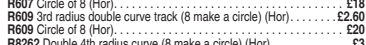
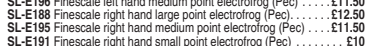
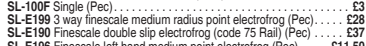
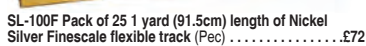
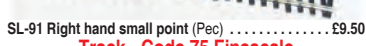
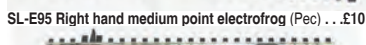
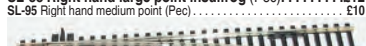
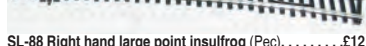
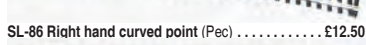
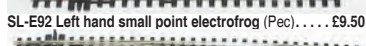
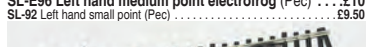
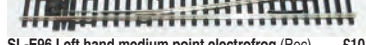
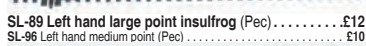
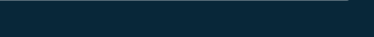
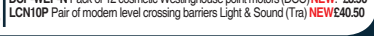
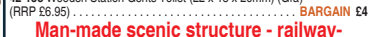
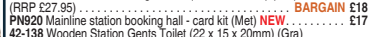
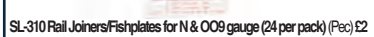
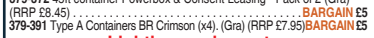
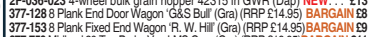
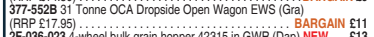
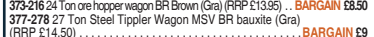
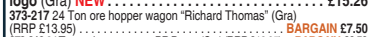
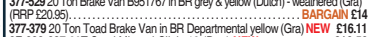
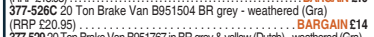
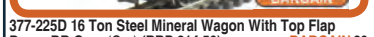
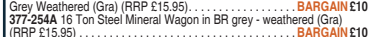
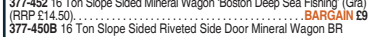
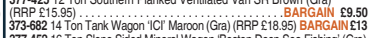
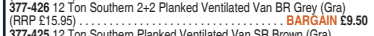
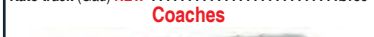
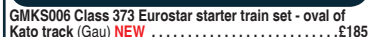
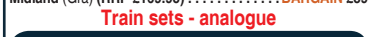
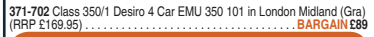
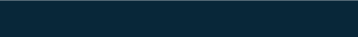
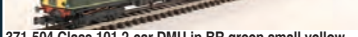
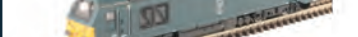
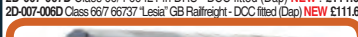
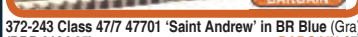
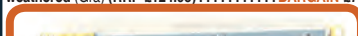
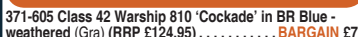
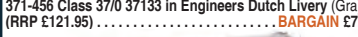
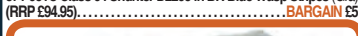
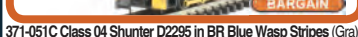
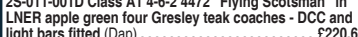
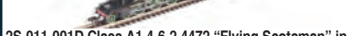
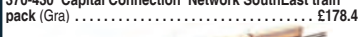
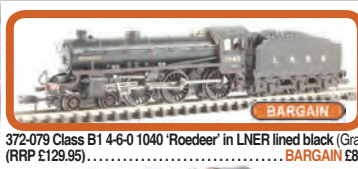
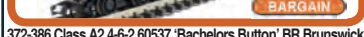
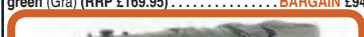
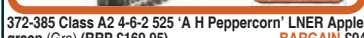
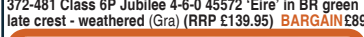
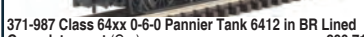
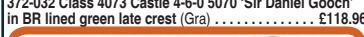
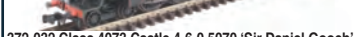
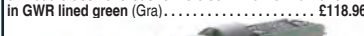
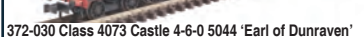
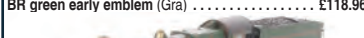
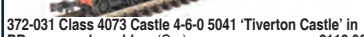
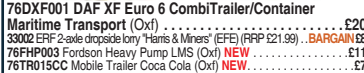
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www.hattons.co.uk/new

for all new releases



Commercial vehicles





**UK P&P £4 per order
£2 per single diecast item
£7 guaranteed Next Day delivery
(Orders before 2pm)**

Buildings - general

42-197 Coal Distribution Building (165x62mm) (Gau) (RFP £49.95) **BARGAIN £29**
42-288 Low Relief Boiler House (165x62x157mm) (Gau) (RFP £42.95) **BARGAIN £24**
42-299 Low Relief Turbine Hall (230x45x107mm) (Gau) (RFP £74.95) **BARGAIN £45**
PN830 Pack of four market stalls - laser cut kit (Met) **NEW** £5.50
PN810 Pack of four picnic tables - laser cut kit (Met) **NEW** £5.50
42-198 Power Station Chimney (30x30x340mm) (Gau) (RFP £34.95) **BARGAIN £22**

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.50
ST-6 Setrack left hand point insulfrog (Pec) £8.50
ST-5 Setrack right hand point insulfrog (Pec) £8.50
ST-300 Starter Track Set (Pec) £46

Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
SL-300 Single (Pec) £3
SL-395 Right hand medium point insulfrog (Pec) £9.50

Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
SL-300F Single (Pec) £3



SL-E399F 3-way finescale turnout (Pec) £28



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



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



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



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



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



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



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

SL-E383F Finescale scissors crossover electrofrog (Pec) £61

O Gauge (1:43 Scale)

Steam locos



7S-010-010D Class A1X 'Terrier' 0-6-0T W9 'Fishbourne' in Southern Railway green - DCC Sound Fitted (Dap) £340



7S-010-011 Class A1X Terrier 0-6-0T 32636 in BR black late crest (Dap) £191.25

Diesel locos



2553 Class 25/1 in BR blue (unnumbered) (Hel) £470
2551 Class 25/1 in BR green small yellow warning panels (unnumbered) (Hel) £470



4202 Class 42 Warship D669 "Zest" in BR maroon small yellow panels (Hel) £550



4505 Class 45 'Peak' in BR early blue red bufferbeams - unnumbered (Hel) £550



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

Wagons

7F-080-021 8-plank open wagon 'Stewart and Lloyd' (Dap) **NEW** £38
7F-080-021W 8-plank open wagon 'Stewart and Lloyd' - weathered (Dap) **NEW** £38

Man-made scenic structure - railway-related

47-567 Coolant Trolley (Bac) **NEW** £10.15
DCP-WEP-O Pack of 12 cosmetic Westinghouse point motors (DCC) **NEW** £23.50
47-042 Pack of four Lifting Jacks (Bac) **NEW** £22.91
47-539 Pack of two Platform tractor units (Bac) **NEW** £13.56
47-502 Station Modernisation detailing Pack (Bac) **NEW** £16.96
47-548 Station signage set (Bac) **NEW** £6.80

People - civil

47-411 Pair of 1970s station staff - Pack A (Bac) **NEW** £9.50
47-412 Pair of 1970s station staff - Pack B (Bac) **NEW** £9.50
47-401 Pair of lineside track workers - Pack A (Bac) **NEW** £9.50
47-402 Pair of lineside track workers - Pack B (Bac) **NEW** £9.50
47-403 Pair of lineside track workers - Pack C (Bac) **NEW** £9.50
47-404 Pair of sitting passengers - Pack A (Bac) **NEW** £9.50
47-405 Pair of sitting passengers - Pack B (Bac) **NEW** £9.50
47-406 Pair of sitting passengers - Pack C (Bac) **NEW** £9.50
47-408 Pair of standing passengers - Pack A (Bac) **NEW** £9.50
47-409 Pair of standing passengers - Pack B (Bac) **NEW** £9.50
47-410 Pair of standing passengers - Pack C (Bac) **NEW** £9.50
47-407 Policeman and policewoman (Bac) **NEW** £9.50

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £75
SL-700BH Single (Pec) £6.50



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £41



SL-E786BH Right hand O gauge curved turnout (Pec) £52



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £41



ST-U751 Setrack second radius Unifrog left hand point (Pec) **NEW** £43



ST-U750 Setrack second radius Unifrog right hand point (Pec) **NEW** £43

Cars



VA13506 Austin Morris Mini Clubman 1100, Reynard Metallic (Cor) **NEW** £24



VA12510 Ford Fiesta Mk1 Supersport, Sunburst Red (Cor) **NEW** £24



VA11705 Ford Sierra RS500 Cosworth, Black (Cor) **NEW** £24



VA02539 Mini Cooper S Mk1, Tartan Red & Black (Cor) **NEW** £24

G Scale

Analogue controllers

10LGB Single Track Cased Controller for G Scale (Gau) £79

Any or Multiple Scales

Analogue controllers



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



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



Q Quadruple 4 circuit power controller (Gau) £130

Analogue point control

PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £57

DCC decoders



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



36-568 6 pin DCC decoder Back EMF and Railcom (Bac) £24.60



DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24
BPDC27 6 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 17 x 10 (d mm) x 5 (Gau) £71



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £94
DCR-8PIN-Harness Single (Hat) £10
DCR-8PIN-Harness Box of 5 (Hat) £48



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £92
R8249 Single (Hor) £16

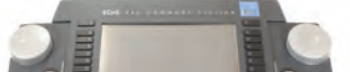


DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105
DCR-8PIN-Direct Single (Hat) £13
DCR-8PIN-Direct Box of 5 (Hat) £59

DCC controllers



36-504RC Dynamis Ultima DCC System Trial copy RailController Software (Bac) £240



50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £635



524-042 NCE Power Cab 2 Amp DCC controller (NCE) £140



DCC04 Prodigy "Advance 2" Wireless starter DCC controller package (Gau) £369



DCC49 Prodigy 8 Amp booster unit (Gau) £150



DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £124



524-037 SB5 Smart Booster Entry level 5A DCC system for use Power Cab controller (NCE) £150

DCC accessories



BPDC80 Pack of three DCC autofrog polarity reversal switches - for electrofrog points (Gau) £14

Point motors

DCP-CB12IP Cobalt ip slow-action analogue point motor - pack of 12 (DCC) £170
DCP-CB1DIP Cobalt ip slow-action digital point motor * 1 (DCC) £20



DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC) £200

DCP-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC) £105

DCP-CBSML Cobalt SS 600mm extension lead - pack of three (DCC) **NEW** £6

DCP-CBUML Cobalt SS 600mm universal adaptor lead - pack of three (DCC) **NEW** £7.50

DCP-CBS-12 Cobalt SS surface mounted point motors controller - pack of 12 (DCC) **NEW** £235

DCP-CBS-2 Cobalt SS surface mounted point motors controller - pack of 2 (DCC) **NEW** £44

DCP-CBXO Cobalt SS surface mounted point motor for crossovers (DCC) **NEW** £22

BPPM20 Pack of five Surface mounted seep point motors (Gau) £36

PL-10 Point Motor (Switch Machine) (Pec) £5

PL-10 Bag of 6 (Pec) £34



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



PM-1 Seep point motor accessory switch (Gau) £4.50



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



HAT-PM-01 Pack of 6 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £35
HAT-PM-01 Single (Hat) £5.50

Switches & Levers



PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3



DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 (DCC) £165

Trees

R8944 Sycamore 75-100mm (Pack of 16) - Starter Tree Kit (Hor) (RFP £12.10) **BARGAIN** £9

Grass, Ground, Lichen, Hedges & Foliage

R8870 Early Fall Blended Turf - Medium (Hor) (RFP £4.15) **BARGAIN** £1.50

R8877 Golden Straw Bag Coarse - Ground cover turf (Hor) (RFP £4.15) **BARGAIN** £1.50

R8827 Gravel - White Mix Medium (Hor) (RFP £2.35) **BARGAIN** £1

R8870 Yellow Straw Bag Fine - Ground cover turf (Hor) (RFP £4.15) **BARGAIN** £1.50

Track underlay



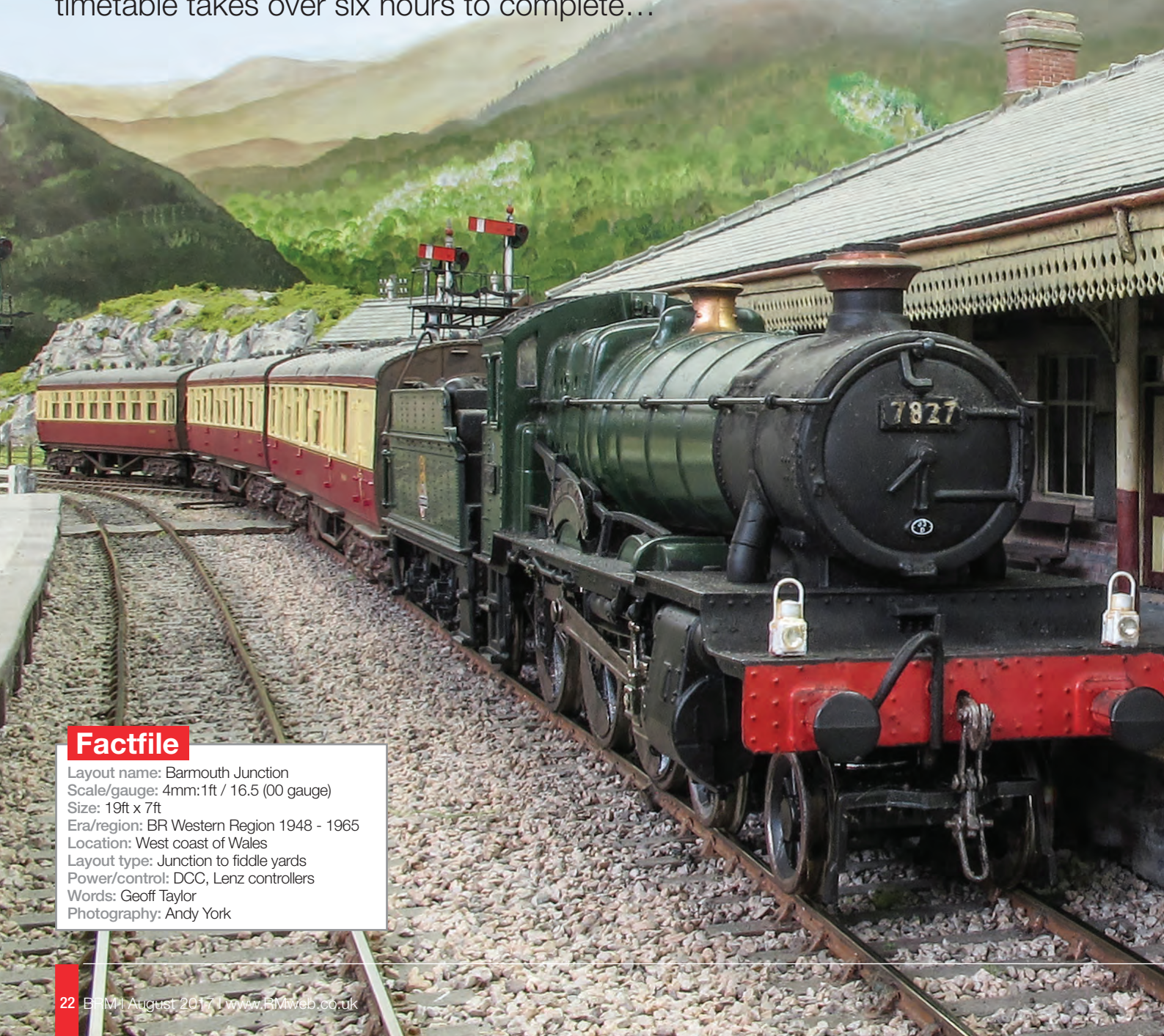
JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav) £8

Tools

DCM-RRA6 Rolling Road - Active (Powered) Set - 6 Way - For OO, N, HO, TT Gauge - See Description (ex DCP101) (DCC) £51

BARMOUTH JUNCTION

Geoff Taylor's windswept coastal scene is part of a much more substantial layout. Big enough, in fact, that its timetable takes over six hours to complete...



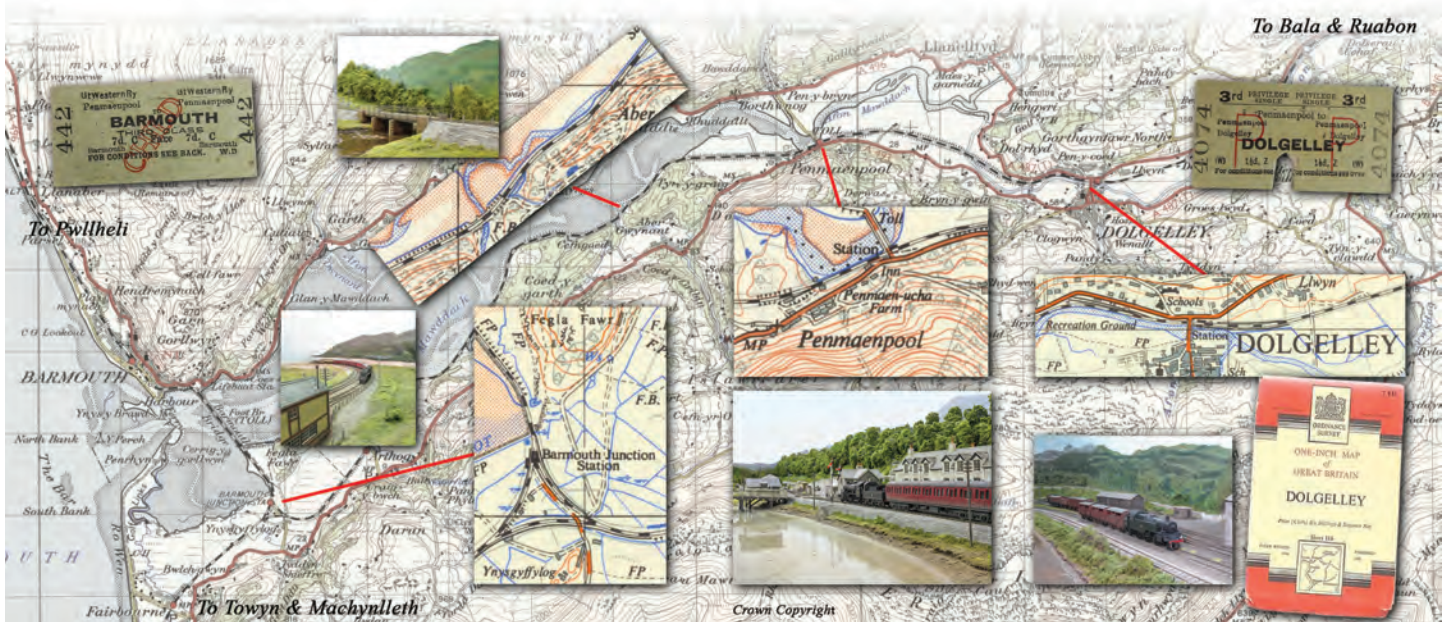
Factfile

Layout name: Barmouth Junction
Scale/gauge: 4mm:1ft / 16.5 (00 gauge)
Size: 19ft x 7ft
Era/region: BR Western Region 1948 - 1965
Location: West coast of Wales
Layout type: Junction to fiddle yards
Power/control: DCC, Lenz controllers
Words: Geoff Taylor
Photography: Andy York

“most of the space would be for Barmouth Junction, but I realised I could include Penmaenpool station and Dolgelley goods yard too



'Lyddham Manor' draws into Barmouth Junction station with the slopes of Cader Idris on the handpainted backscene. Geoff's handbuilt station is a fine record of the long-gone building. This platform is the only one which still survives from the original four.



Barmouth Junction is part of a layout that includes Penmaenpool (as featured in *BRM* July and August 2016) and Dolgelley goods yard. I first became interested in this station when I borrowed the C. C. Green book *The Coast Lines of the Cambrian Railway*, but due to space restrictions at the time, I decided to model Penhelig, which is actually another station in Aberdovey. The larger station is a little way out of town to the north. Plans were drawn up for Penhelig and a start was made on the buildings, but then we moved to mid-Wales to start up my model building business.

The layout was shelved while I concentrated on the business, the house and the garden. A few years later, a space was acquired for a shed, so the plans and books came out again and it was then that I decided to model Barmouth Junction. This was ideal for me as my 'day job' was now constructing model buildings and this station didn't have many buildings on it. I also like to see a fair amount of scenery instead of just trackwork on layouts, so it was just what I wanted. I may never have finished an urban scene anyway, because the models take such a lot of time to construct. I liked the idea that trains came up both the branch and the main coast lines to the junction and then went into a single track across the bridge. This could be interesting to operate.

Plans were drawn to a scale of one inch to one foot, to see what could be achieved. The junction station would need a fair amount of space to model properly and, of course, there would be three storage yards



The perspective on the backscene, painted by Sara Heller, looking towards Llwyngwrl is exactly that of a seagull's-eye view from Barmouth Junction as the Collett Goods' train snakes over the pointwork onto the single line section towards Aberdovey.

The handbuilt signals are a delight as is the concrete post and wire fencing which separates the railways land from the salt marshes of the Mawddach estuary. They are still there today.



too. I did think about modelling the lovely Barmouth Bridge but I thought it would take up too much space and wouldn't be too interesting as a model. I also needed some workspace built into the room, which was another factor in the design.

Most of the space would be for Barmouth Junction, but I realised that I could also get Penmaenpool station and Dolgelley goods yard in as well, by using gradients on different levels. I wanted to capture the windswept location of the area and model the platforms as near as possible to the real station. Both the main and branch lines used to splay out from the station but, by curving them inwards, it could actually work as a model. Also, I wanted the trains to go on a journey to get to the next station instead of just going through the backscene into the next section. Quite an ambitious plan, which I hoped would work!

From the scale plans, I drew it full size on lining paper, so I could see exactly how it looked. I was now ready to start the baseboards and framing. For the majority of the baseboard tops, I've used 12mm MDF and 9mm for the gradient boards. Wood framing is mostly 50 x 25mm with the legs being 50 x 50mm. Gradients have been built to a minimum of 1-in-48, but even that means that certain locomotives can't pull any more than three coaches, which is not really a problem as some trains only had three or four coaches anyway. I wanted the junction to be at a height of four feet, so everything else is less, coming down to the lowest part of the layout at three feet.

It was always going to be a DCC layout, so the wiring reflected that, as the boards were being made with bus wires going under or by the side of the tracks. Each piece of track is soldered to these with dropper wires. The Lenz system is used with the rotary controllers, which I find better than the thumbwheel. All locomotives have decoders and these are mostly TCS. Some also have sound decoders fitted, which somehow makes quite a difference to how you drive them.

Trackwork is 4mm 00 scale. The main reason for this is that I don't make locomotives and I didn't want to convert all the rolling stock wheels to either P4 or EM. I was determined that the track should look as good as I could get it, though. I've used SMP flexible track, which has had all the webbing cut off and then repositioned on the plan. This makes the Woodlands

LAYOUT FOCUS

A Collet Goods returns from Barmouth to be turned on the triangle at Barmouth Junction as a northbound service hauled by a Standard 4MT tank waits at the northbound platform.



The crew of the Manor keep an open eye as they cross the junction onto the line for Aberdovey and Machynlleth as the sea mist rolls in.

Scenics ballast a bit easier to put on. All the scenic sections of pointwork were hand-built by my friend John Bailey. The three storage yards and the hidden sections have Peco track and pointwork. Tortoise point motors have been used throughout and wired back to panels, with diagrams of the track and LEDs for direction. I've drawn up the panel displays on the computer and then had them printed onto metal and made wood surrounds for them. I had a lot of help with the panel and Tortoise wiring, as I get a bit phased with any more than two wires!

The three storage yards have been named as 'Barmouth', 'Machynlleth' and 'Ruabon', which gives an indication of where the trains are going to or coming from. Each is different to operate, with Ruabon being the easiest, as it is just in at one end and out at the other. 'Machynlleth' has a traverser at the end and a run round track, but it's 'Barmouth' that is the busiest. Trains come in and are detached at the end of each road using magnets for the Kadee couplings and a Pannier tank fetches the coaching stock back past the first point into the scenic section. Meanwhile, the

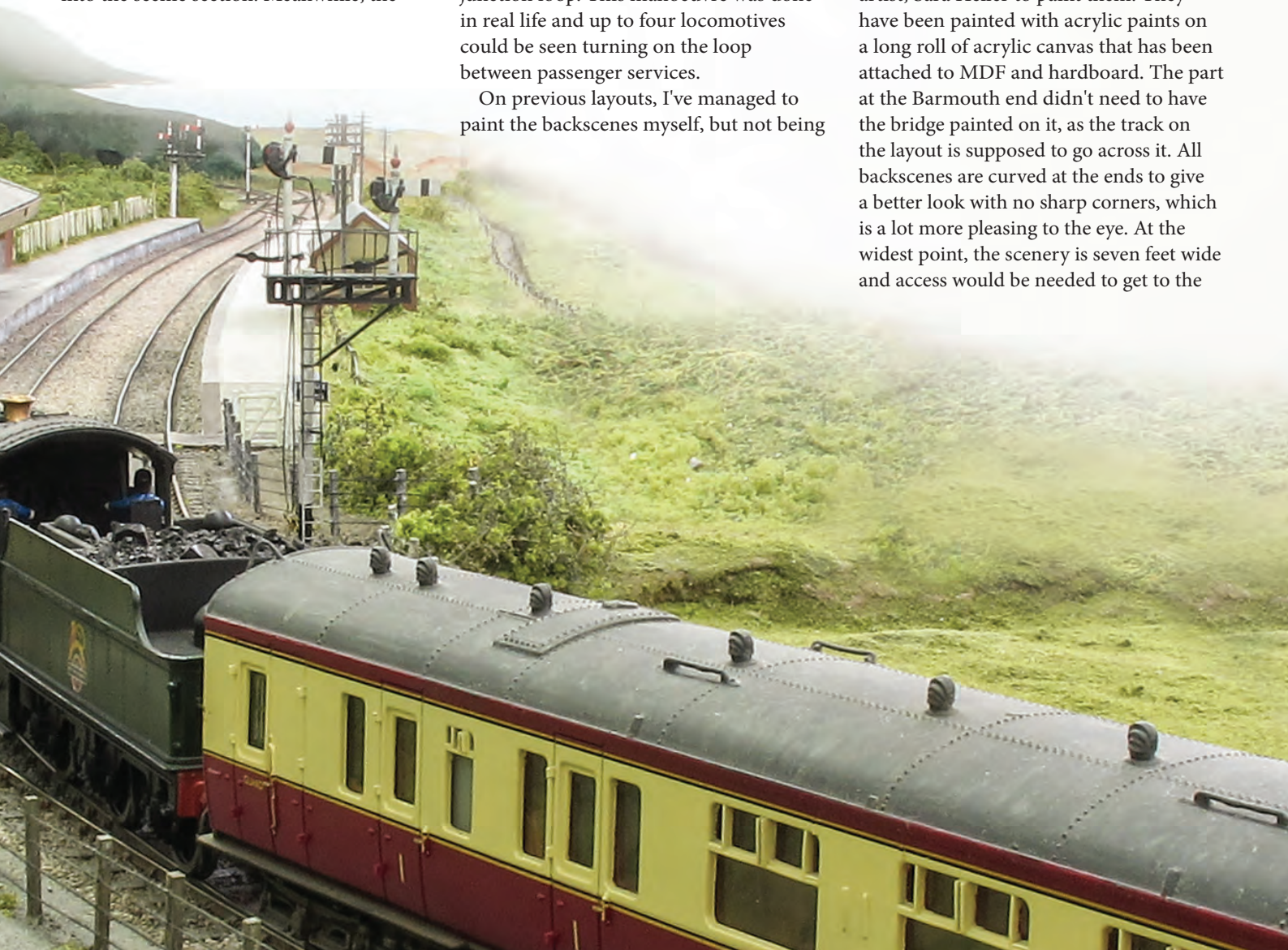
The signalman waits with the token for the Dolgelley branch for the driver of No. 7800, *Torquay Manor*.



locomotive either backs to turn on the shed turntable or waits to turn on the junction loop. This manoeuvre was done in real life and up to four locomotives could be seen turning on the loop between passenger services.

On previous layouts, I've managed to paint the backscenes myself, but not being

an artist, I have kept them really simple. For this project I commissioned a local artist, Sara Heller to paint them. They have been painted with acrylic paints on a long roll of acrylic canvas that has been attached to MDF and hardboard. The part at the Barmouth end didn't need to have the bridge painted on it, as the track on the layout is supposed to go across it. All backscenes are curved at the ends to give a better look with no sharp corners, which is a lot more pleasing to the eye. At the widest point, the scenery is seven feet wide and access would be needed to get to the



LAYOUT FOCUS BR Western Region 1948 - 1965



furthest parts for maintenance. Two lifting sections have been made complete with scenery over the top and are pushed up from below and then secured with a wood bearer to keep them in place when working on the layout.

The rock faces of the small hill have been built up with polystyrene shapes glued together and a very thick layer of building plaster covering it. It was left to dry for two weeks to make sure it had all set properly. I used various tools to create the rock formations, such as a screwdriver, chisel and dental probes, until the desired effect was reached. A black wash was painted on to see how the rocks would look before painting in various shades of greys, greens and whites to resemble the real thing. A magnificent view can be had from the top of this hill today.

Scenery has been achieved using different methods and materials. Woodlands Scenics has been used in

the main, as I like the range of textures and colours. Other materials used were teddy bear fur, hanging basket liners, sea moss for trees and bushes and a variety of other scenic scatter flocks and earth powder from Tremendous Models. The embankment behind the signal box was the bed of the old tramway around 1900, which only lasted a few years.

The area leading up to the bridge (not modelled) is mostly marshland with channels that are filled with water at high tide. A channel flows under a small bridge, which acts as an escape to any excess water. To achieve these channels I broke up pieces of insulation board, glued them down and put a watery mix of plaster over everything. When dry, a basic earth colour was applied.

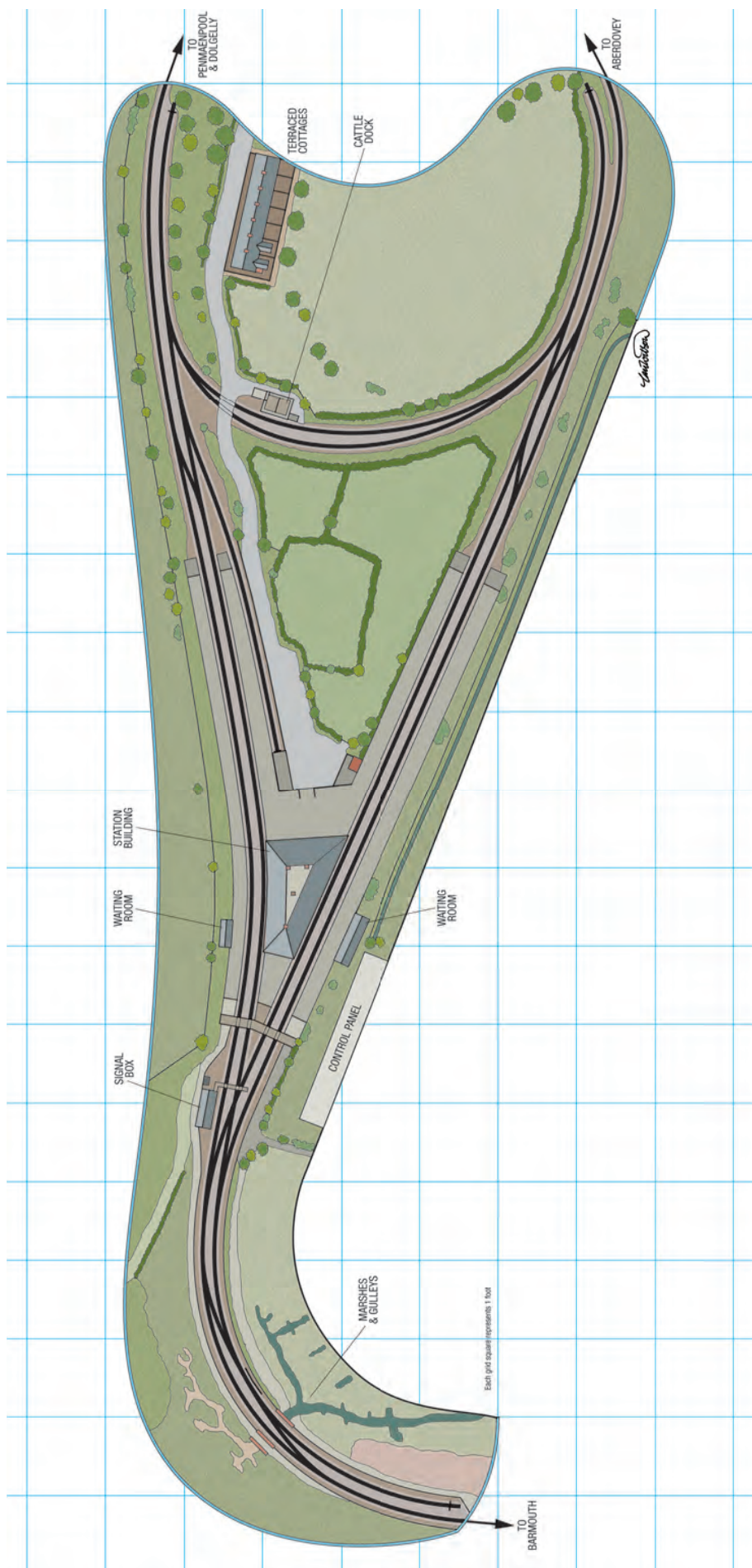
PVA glue was applied in some of the channels and very fine sand was sprinkled, followed with a few layers of varnish. Quite a lot of fencing was needed and these were made from plastic posts with strong black cotton thread; gluing now and again to keep them in place.

The buildings are made from Plastikard with plastic brick sheet overlays. The windows, doors and valancing are all etched brass from my own artwork. Barmouth Junction platforms are all a bit different from one another, and their faces are stone, wood and concrete. They were made from good quality card on card formers and some were scored where necessary. The sign boards have all been drawn on the computer, mounted on



A busy scene as a Collet Goods draws into the platform for Aberdovey as a Dukedog with a service from Ruabon and Dolgelly waits to head over the bridge to Barmouth.

BARMOUTH JUNCTION



I liked the idea that trains came up both the branch and the main coast lines to the junction and then went into a single track across the bridge. This could be interesting to operate

card and attached to posts or the station building. Signals have been made by Tony Geary and are operated using servos being pulled from lever frames at the different locations.

The stock on the layout is all ready-to-run from Bachmann, with a few Hornby items. The only exceptions to these are a Dukedog and a Stanier 2-6-2T, both of which are kit-built by friends. As the model is all the BR period from 1948-1965, the coaches are a mixture of maroon, carmine and cream, and chocolate and cream. They are all weathered to some degree and have Kadee couplings on each end of the rakes. Both ex-GWR and Standard class locomotives can be seen during this period, which gives a lot of variety to the trains. Goods wagons and vans are mostly Bachmann and are all in the process of having Spratt & Winkle couplings fitted for shunting purposes.

The layout is operated to a sequence with screens at the main areas, and was designed by John Elliott. Either a friend or I uses a laptop to change the screen pages, which tells the operators the next move. There are 124 pages to the sequence, taking over six hours to get through, so you can never tell what the next move might be, which makes for more interesting operating.

I am more than pleased with the layout. It's better than I could have imagined when it was in the planning stage and is certainly more complex than I first thought. The operating sessions are really enjoyable with friends, which makes this hobby very worthwhile. At present, we have to shout to the next station to see if a train can travel, but that is about to change with the addition of block instrument panels that are in the process of being made. So, all in all, my ambitious plans worked and very well it seems.

Although most of the layout is finished, there are just a few small details to be added such as porters, a station master and one or two passengers which will be done by Alan Buttler of Modelu 3D who is a regular visitor to the layout. He has already made the signalman with single line hoop, the benches on the platform and the rather marvellous station platform lamps. My friend John Bailey, who passed away in 2015, was very much part of my layout, helping me in various aspects of it on a regular basis. The lovely pointwork that he made is still admired and it would have been nice if he could have seen the layout in its more or less finished state. ■

The 'Dukedogs' will be forever associated with the Cambrian routes. So many of the engine types used on the Cambrian are well catered for by Bachmann whose chief designer, Merl Evans, was an Aberystwyth man and a fan of the Cambrian.





I wanted the trains to go on a journey to get to the next station instead of just going through the backscene into the next section. Quite an ambitious plan, which I hoped would work!

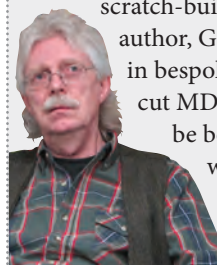
Meet the modeller

Geoff originally trained as a printer, and his work entailed much travel nationwide. By the mid-1990s, though, he had decided on a change of direction.

Already a member of the Manchester Model Railway Society (MMRS), he expressed an interest in making the buildings for the group's 'Dewsbury Midland' layout. His initial efforts were met with approval, and the layout went on to be a popular fixture on the exhibition circuit. Geoff's work thus came to wider attention, and other building assignments followed. One of these was the noted 'The Gresley Beat', for which Geoff constructed a substantial portion of the London cityscape.

His initial goal achieved, Geoff was soon able to turn his hobby into a business. His move to mid-Wales has enabled more space to engage in further commissions and to incorporate Barmouth Junction into a much larger and more complex layout. A skilled

scratch-builder and published author, Geoff now specialises in bespoke work and laser-cut MDF models that can be bought from his website. See www.gtbuildingsmodels.co.uk for more.



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BUDGET LOCOMOTIVE RESCUE

Although a miniature figure painter and modeller, this is my first attempt at repair and detailing of a model locomotive. Whilst browsing eBay I discovered a OO gauge Tri-ang Fowler 4F model. A bid of £7.30 secured it and on delivery I discovered a sad specimen. The locomotive had broken buffer beams, two missing buffers and a badly split chimney.

I separated the body from the chassis and the body was given a good clean. Fluff and gunk was removed from the chassis along with grey residue on the wheels and wipers. I popped the chassis onto a meter length of test track and applied some power and it worked.

I filed out the broken areas on the buffer beams and fitted pieces of 0.020" plastikard to the tidied gaps. I drilled holes in the replacement plastikard making sure they aligned with the surviving buffers. With a good fit I removed the

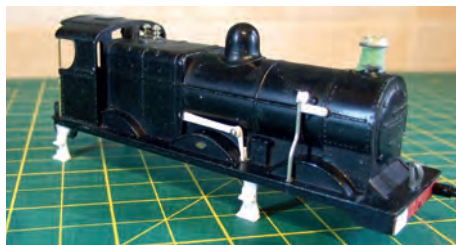
originals and replaced them with new ones so they matched.

The most difficult repair was the damaged chimney. I filed out the hole to take 5mm diameter brass rod. This was cut to size and inserted to provide a base on which I sculpted a new chimney from filler. The internal retaining screw shoulder came from plastic tube that slipped inside the brass rod and was glued.

Looking at images of the '4F' the very distinctive reversing lever assembly (right-hand drive on this model) stood out. These weren't particularly well defined on the Tri-ang model. The reversing lever was made from plastikard hinged with a pin. I added running plate steps made from plastikard for good measure and made vertical hand rails for the cab from jeweller's wire. A driver was added converted from a 20mm plastic soldier via cutting, gluing and bending, plus more filler.

I opted for plain black livery with late British Railways markings. The locomotive was then sprayed with several light coats of satin varnish with the buffer beams and driver painted using acrylic paints. Perhaps this article will inspire you as I enjoyed the experience immensely.

Robin Miles



BACK IN THE FOLD



Discover 'Barton Road' in the May 2017 issue of **BRM**. Download it as a digital edition today at www.pocketmags.com/BRM

Thank you for an inspiring read in the April and May editions. I've been a modeller since 2008, but owing to illness I'd almost given up on my layouts. My partner brought home a copy of **BRM** for me to look at and I was very inspired by 'Caverswall Junction' (April 2017) and 'Barton Road' (May 2017). The scrapyards on the latter was really good, and gave me some thoughts on the heritage line yard I was modelling before my enthusiasm waned. I've now revisited my modelling projects, dusted off my locomotives and had a running session, so thank you for getting me enthused once more!

Kim Palmer

COAL YARD SCENE

My layout, 'Lancefields' is loosely dated around the 1955-1965 era and is still growing. For me, railway modelling is an ongoing hobby, with so much to learn along the way.

My last addition to the coal yard scene is a Walther cornerstone Old Time Coal Conveyor, on the basis of, "if it aint broke, don't fix it". It seems the ideal way of lifting coal into the back of a truck that's probably not prototypical, but it's my layout.

My idea was that private coal merchants would need to collect coal from a central depot for domestic delivery. I didn't include coal staithes as I believe coal would've been shovelled from a wagon directly onto the ground, then moved by hand.

Roger Giles



CORRECTION

In the **BRM** Guide to Trackplans and Layout Design Vol. 2, we incorrectly attributed the White Rose Model Works baseboards featured on page 72 as being built by Phil Parker.

Used as the basis for the **BRM** project layout 'Ruston Quays', the modular baseboards that feature are available to order from its website or via telephone.

A new selection of 'bolt on' products compatible with its current baseboard offerings is available soon. For further details, see page opposite.

W www.whiterosemodelworks.co.uk



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SCI-FI MISSILE SILO

'Cato Pass' is a science-fiction underground missile silo/rocket launch bay housed in a cavern, based on a Saturn moon called Enceladus. It's displayed with a model rocket called Shockwave which I've flown several times and a steampunk passenger rocket. I usually exhibit it wearing a 'steampunk' costume and the layout fuses a 'steampunk-style' with a general sci-fi futuristic one.

Where else can you find a layout that displays rockets, robots, dinosaurs and armoured trains on a rickety track? I find the layout gets a great response from families and youngsters because they can relate to sci-fi films, unlike a growing number who can't recall the age of steam. The layout receives many show invitations which I enjoy. 'Cato Pass' has many build and entertainment videos on my YouTube channel: Calvertfilm.

Laurie Calvert

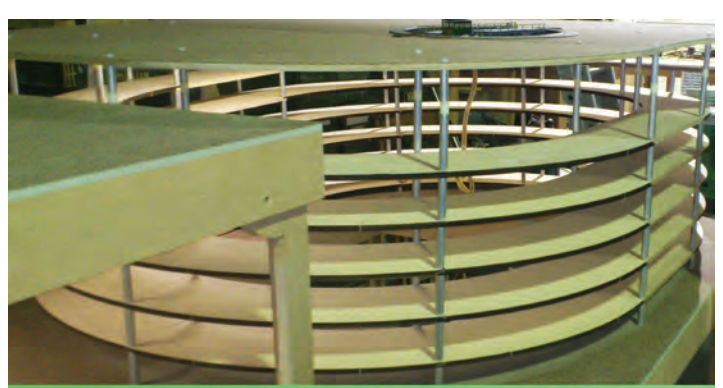
Watch a video of
Cato Pass, visit
[www.brmm.ag/
CatoPass](http://www.brmm.ag/CatoPass)



See Laurie's other
home layout in the July
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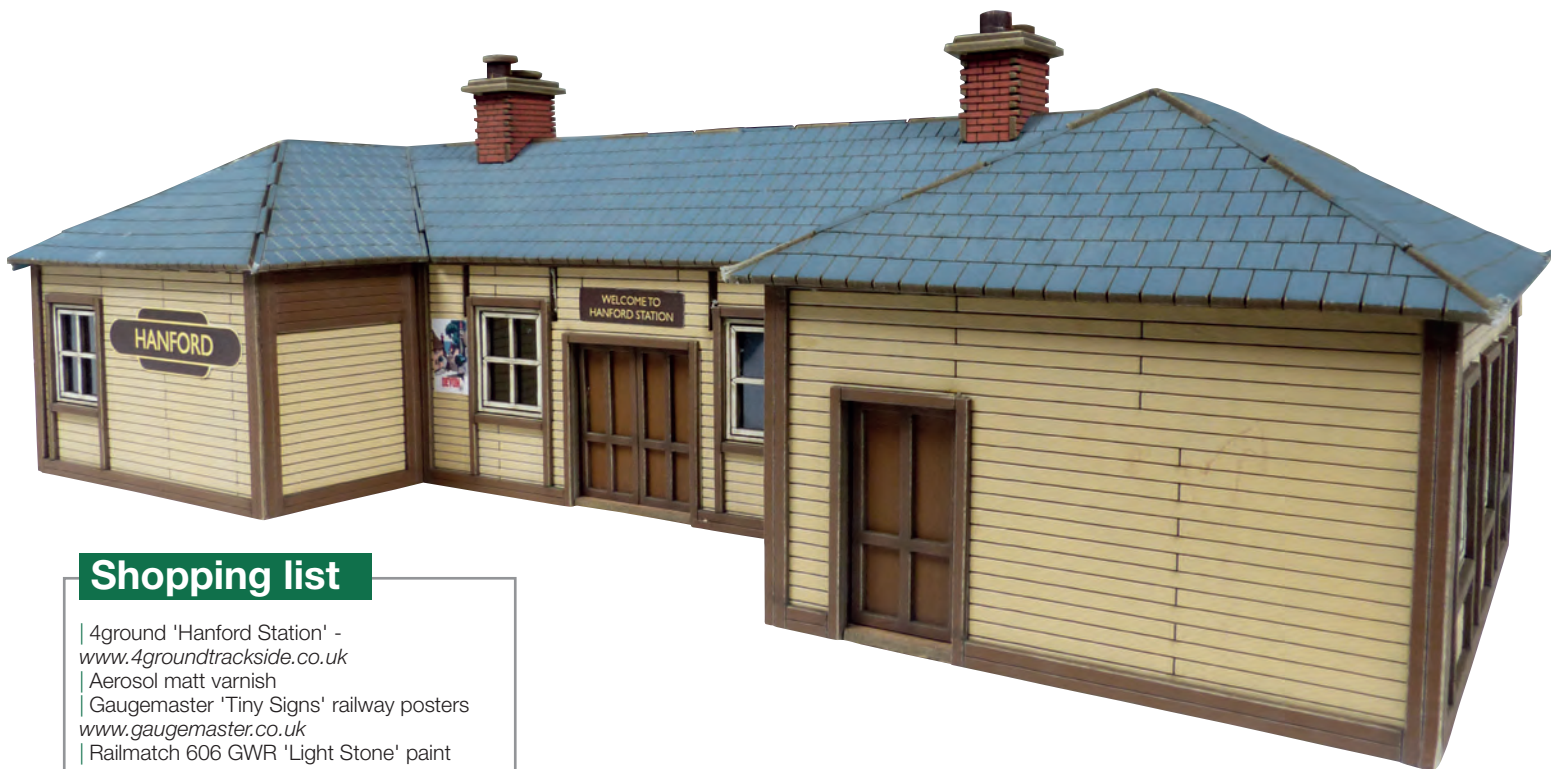
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Shopping list

| 4ground 'Hanford Station' - www.4groundtrackside.co.uk
| Aerosol matt varnish
| Gaugemaster 'Tiny Signs' railway posters www.gaugemaster.co.uk
| Railmatch 606 GWR 'Light Stone' paint

THE ART OF BODGING

We all make mistakes, as Andy McVittie proved when he attempted to build a laser-cut station. Could Phil Parker save the model?

Andy:

My model-making education continues unabated. This month I've had a crack at a 4Ground 'Hanford Station' building.

Laser cut from card and MDF, it makes up very nicely and the finished model is quite robust. Stepping away from the workbench, though, I spotted a few too many glue marks on the walls and roof. Of course, by the time I realised my error, they were well and truly dry and when you see them, they rather spoil the building's appearance.

Disappointed at making such a basic boo-boo and keen to make amends, I reached out to our modelling expert Phil Parker to see if he had any suggestions. He was sympathetic and assured me that I'd made the same mistake as pretty much every other modeller before me, and said that if the building wasn't actually on fire it should be possible to do something about it. Over to Phil for the rest, but if any readers have made similar mistakes, or found clever solutions to cover their errors, I'd really like to hear about them.

Phil:

When I got my hands on the station, it was basically OK, but as Andy has said, there were glue marks on a few surfaces. To most new modellers this can seem like the end of the world. All you can see are the faults and it's tempting to chuck the thing in the bin.

I've certainly been there, but after years of messing things up, I can offer the following advice:

- It's only toy trains. Seriously, we are talking about railway models here. It's frustrating when things go wrong, but no-one dies.
- You see all the faults in your models. Hardly anyone else does, especially once they are on the layout.
- Much like driving, the skill isn't so much getting everything right first time, it's being able to deal with problems when they arise. I'd go so far as to say that being a good bodger is the most important skill that any modeller can develop.

Imagination is just as important as skill and luckily we all have this. I remember seeing a TV documentary many years ago

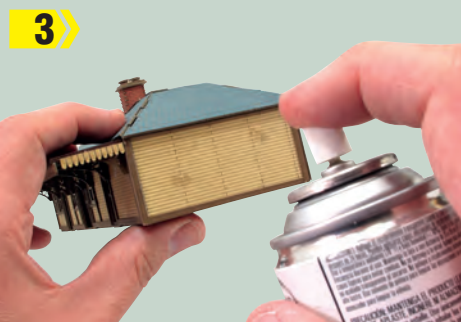
about a railway modeller. Talking about his latest layout, he pointed out an oil drum spilling its contents on the ground. This wasn't a deliberate feature, but he'd accidentally dripped a little black paint and since it had soaked into the surface before he could clean it up, an oil drum was added to complete the scene turning an accident into a feature.

Don't see mistakes as problems, but as opportunities to learn something new. I must have made thousands of errors over the years, it's just that we don't always put them in the magazine! ■

being a good
bodger is the most
important skill that
any modeller
can develop



Andy hasn't done a bad job with the station but there are several glue marks on the walls and roof for me to sort out. He's also made the classic error of putting the doors in upside down. As a general rule, on a panelled door, the taller sections are at the top. You could look at the pictures in the instructions, but then we've all missed that one.



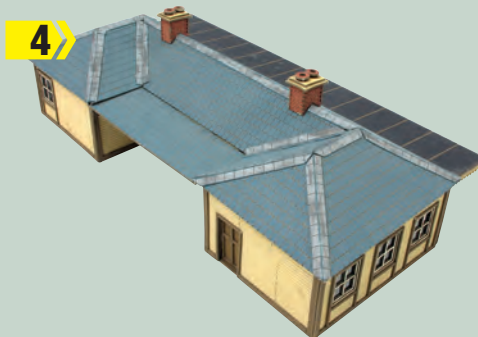
If the glue has to stay, it's a good idea to disguise it with a spray of matt varnish. While this won't cover the marks, at least they aren't shiny so might be mistaken for weathering.



Careful use of accessories can hide a multitude of sins. Even a small tree growing against the end wall covers up the glue marks on the surface. If a tree doesn't appeal, how about a lorry parked against it?



Peeling the card surface away has given me an idea. The ultimate solution to surface marks for this model would be a repaint. How about modelling the building while it is being repainted for real? Peeling away a little more card, painting part of the end using Railmatch GWR light stone and adding a suitable figure means that I've not only hidden the problem, but turned it into a feature for the layout.



A problem with this model that isn't down to Andy's construction are the ridges along the rooftops. As supplied they are castellated, which ensures the parts line up, but it doesn't look very good. I used some Metcalfe Models ridge tiles left over from another project. 4Ground sells a similar set to enhance the building.



Old buildings often have ivy growing up the walls. For a temporary version, I've used some scenic sheet fixed with wax, but if you don't need it to be removable, PVA and some coarse flock powder does the job. Sadly, stations rarely see this sort of growth, so it's not a solution this time.



Since the glue used was PVA-based, it's possible to soak the glue to remove it. This trick certainly works for joints in woodwork, but here, all I managed to do is damage the surface of the card, peeling away some of the colour. However, this gives me an idea.



Posters and signs quickly hide any marks, but try to pick something that actually should be where you wish to hang it. A poster or sign in an odd place will look worse than any glue. While I'm at it, the doors have gained knobs made by pushing Peco track pins through the cardboard.

Expert tip



Make sure that parts fit before opening the glue. Try everything dry – if something doesn't fit you can make changes. Adding glue won't make it any better, but as you fumble around, you can be sure it will spread. Less is definitely more. Glue marks are wasted glue, so try to use as little as possible. With practice you will be surprised just how small an amount will work.

It might seem the obvious way to do it, but applying glue straight from a tube or bottle is asking for trouble. Try pouring a tiny amount onto a piece of scrap plastic, then picking up a few drops using the end of a very small screwdriver. That way, you get the bare minimum onto the model, and keeping your fingers out of the adhesive.

If you do plonk a gluey finger onto a visible surface, wipe the mark away immediately. Don't let it dry. A moist paper towel (keep one to hand) is perfect, but if I'm working with PVA glue, I'll lick my finger and wipe the glue away.

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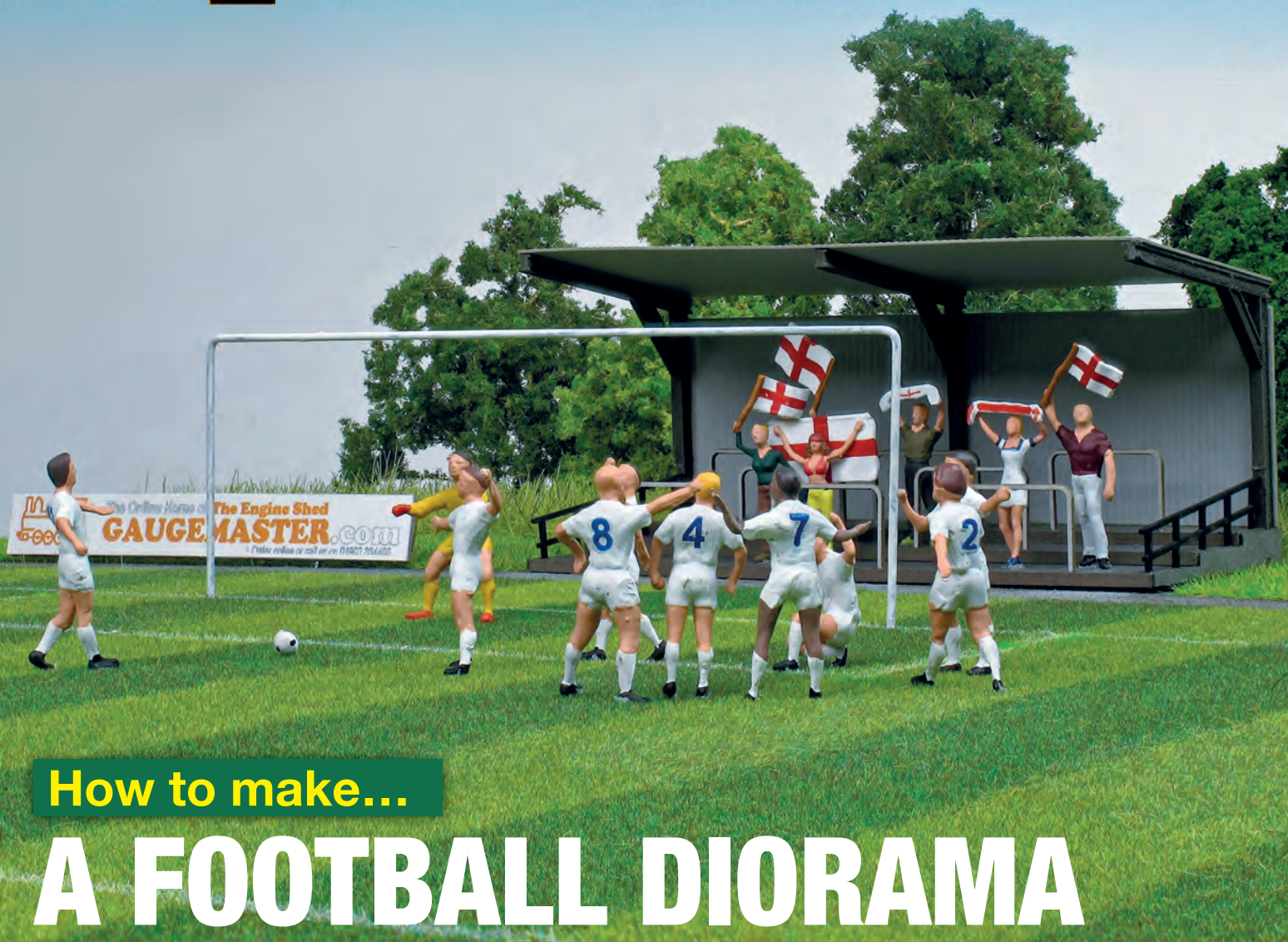
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How to make...

A FOOTBALL DIORAMA

Looking for an innovative layout cameo? Freshly armed with static grass ideas and a minimum number of products, Michael Russell crafts a winning scene.

Most towns and even some villages have a football team. Past and present, the railways have a strong connection with them - even founding some - but also mobilising fans to matches, often with arranged 'football special' trains for larger events. If you'd like to add an often overlooked scene with an important railway link, try this diorama for size.

I've used a stand from manufacturer Noch, sold by Gaugemaster. It's a laser-cut kit with accurate dimensions and is a delight to assemble making it ideal for beginners. Its realistic colours are sensible and muted. This project is great if you're busy because the glue will have time to set between sessions.

If you haven't got room for a full-size pitch - which is quite large - just scale it down. You could model a pitch in a

municipal park, school playground or on waste ground allowing you to add details such as a muddy patch where the goalkeeper stands. ■

Shopping list

Gaugemaster

- | Noch stadium 14398
- | English fans 15972
- | English players 15971
- | Spring meadow grass 08300
- | Noch 6 and 8mm fibres

- | War World Scenics 1mm static grass summer and spring mixes
- | 0.9mm brass wire
- | Halfords Grey primer
- | White acrylic paint
- | Brown tile grout
- | PVA glue
- | Masking tape
- | Grey chalk
- | Deluxe Materials' Tacky Wax



You only need a sharp knife and PVA glue to build the stadium kit. I used Fast Tack to speed things up.

2»



Concrete tiers are formed from three layers of thick cardboard. I recommend weighing these down on a flat surface while the glue sets.

3»



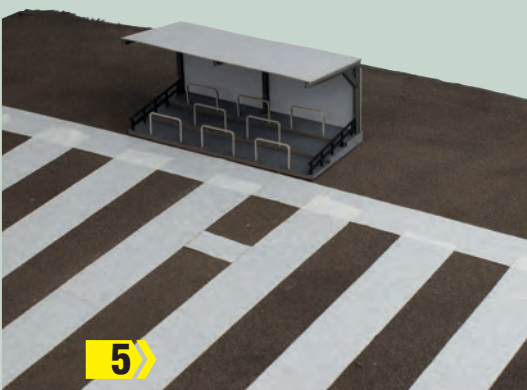
The classic upgrade for any card kit is to colour exposed edges using a felt-tipped pen. Colour from the back of the sheet to avoid getting ink on the printed front.

4»



When attaching the roof supports ensure the girder overhang faces the stand rear as shown.

5»



Using masking tape, mark the path at the end of the pitch in front of the stand, then add strips for the first grass stripes over the layer of dried tile grout which makes a good soil substitute.

6»



Apply PVA or static grass glue and flock the first stripe using War World Scenics (WWS) 1mm Summer Mix. Repeat until dark green stripes are complete.

7»



Remove the masking tape for the stripes, then apply PVA or static grass glue by brush for the other stripes, one at a time. Apply WWS 1mm Spring Mix to these.

8»



Add grass around the stand to represent areas that have been mown, but not to the standard of the pitch. Noch 2.5mm Spring Meadow Grass is good for this.

9»



I layered longer fibres over the grass for unmown areas by dabbing the grass with PVA glue and flocking with a mix of different shades of 6-8mm Noch fibres.

10»



Remove the masking tape from the path. Fine chalk powder makes the path more realistic. I've emphasised the exit places from the stand.

11»



To line the pitch I used white acrylic paint and a Rusty Rails Painter from Joe's Model Trains.

12»

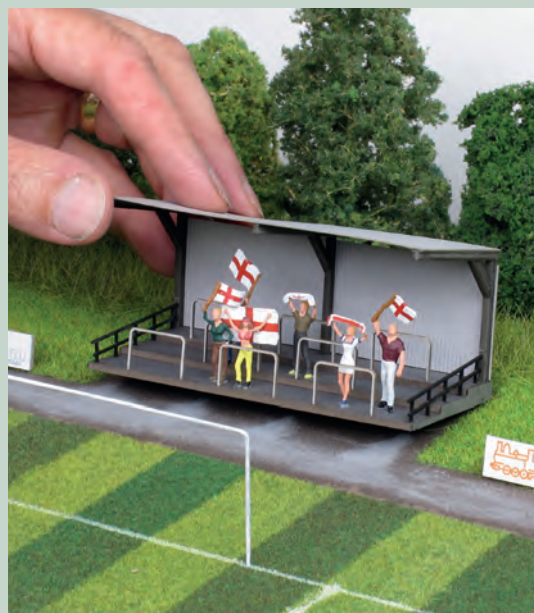


Adding fans to the stand is made easier with Tacky Wax from Deluxe Materials. It's strong enough to hold figures but gives you the option of future repositioning.



Top tip

Static grass is easier without obstacles - don't add goalposts or the stand until all the grass is complete.





It couldn't be anywhere other than North Cornwall! A Beattie Well Tank, sheeted clay wagons and typical dries set the scene. Wouldn't it have been a delight to drive past and see that scene through the gates?

Factfile

Layout name: Corwenna
Scale/Gauge: 4mm/OO gauge
Size including fiddle yards: 1880 x 660mm
Era/Region: Southern Region 1956 - 1962
Layout type: Goods yard to fiddle yard
Power/Control: Gaugemaster Combi DC
Words: Phil Waterfield
Photography: Andy York

CORWENNA

Phil Waterfield's layout depicts the china clay drying process in a fictitious Cornish location. The layout's name is a different story, however...

Tradition has it that boys in the 1950s were brought up on Meccano and Tinplate O gauge trains running around the dining room carpet. That was certainly true in my case – a Hornby 0-4-0 tank in LMS livery was the motive power, with whatever wagons and coaches could be inherited or purchased.

As is always the case with model railways, space was at a premium and O gauge just didn't fit. The problem was solved in Christmas 1957, when Santa produced an impressive Hornby Dublo 'Bristol Castle' and two chocolate and cream carriages. This introduced a period of Hornby three-rail running, commencing with the traditional 6ft x 4ft hardboard baseboard set up in the front room.

After my live-in Grandma passed on, I was able to move into the second bedroom, leaving my own tiny bedroom spare. Here was an opportunity for the first permanent home for a model railway. Such were the restrictive dimensions of the room, my first station to fiddle yard layout was born. The Castle was sold on (a regret with hindsight) and a small stud of LMS power assembled. An LMS 2P converted from a Triang L1 was considered quite a success at the time. Three-rail gave way to two-rail and a Somerset & Dorset theme inspired by 'Berrow' was developed.

By 1980 visits to model railway exhibitions, and a friend threatening to run one himself, inspired the building of a portable layout, this time with electrically-operated points, and so my first fictitious branch line to 'Malham' was created. This was when I really got the bug for constructing my own model buildings. The station building still on my current Malham branch was built in balsawood and Plastikard after measuring up Dent Station. Our small exhibition was a success and Malham Mk 1 survived until I moved house in 1998. The much more ambitious Malham Mk 2 was then built.

Constructions

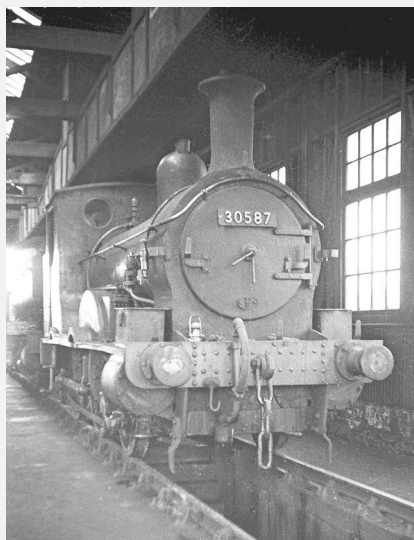
Enthused by the prospect of finally having a model Beattie, I set about researching the type of typical buildings associated with the Cornish Clay industry. Buildings are probably my favourite part of the model railway construction process, so I decided to construct the main buildings before any baseboards or track.

Having found quite a bit of information on the web, including Google Earth views of Wenfordbridge, I concluded that I might as well follow Iain Rice's example as the prototypes were far too large to accommodate on my layout footprint. A visit to the Wenfordbridge site confirmed the enormous size of the dries and storage areas.

Apologies to Ian for an obvious 'crib' of his ideas, although I have tried to modify the main building somewhat. I also found Ian Robinson's website inspirational regarding construction ideas, and the main building included some time-consuming roof trusses and timberwork. Unfortunately none can be seen unless you are a 4mm scale workman.

The main building is constructed in a mixture of foamboard and Plastikard overlaid with Das clay on PVA glue. The stonework is later scribed into the clay then sprayed with white primer, with the individual stones picked out in Humbrol enamels. Roofing slates are self-adhesive sheets from York Modelmaking. Construction took several weeks but, while

Prototype Inspiration



I cannot quite remember how I first developed a fascination for the Beattie Well Tanks. No doubt it was picked up in an article or pictures in an early copy of 'Trains Illustrated'.

While on holiday in Torquay in August 1962, I purchased a day return to Wadebridge to seek out the locomotives. I was disappointed to find that 13XX pannier tanks had arrived on shed and station pilot duties. Luckily, on entering the shed building, I found that No. 30587 had been retained for a rail tour to Wenfordbridge a few weeks later. A photographic record was duly obtained, but it was to be another 41 years before I saw No. 87 in steam and achieved a more satisfactory picture.

In 2011 Kernow announced OO models of all three Beatties, and I just had to have one. Being rather out of place on my Malham layout, I would have to find somewhere to run it. A visit to the Aylesbury Railx model show the same year

found Iain Rice displaying his 'Terlice' P4 model. Here was real inspiration to build a small layout featuring a mini version of the Wenfordbridge Clay Dries. Intricate trackwork to P4 standards is well beyond my skills but, with Malham virtually finished, here was a project to look forward to. As the spare room was fully occupied by Malham, this layout would have to be portable and as small as possible.

As it turned out I missed out on the first run of Kernow's Beatties, so it was not until 2015 that I managed to acquire No. 30587 and commence construction of the layout on which it could run.

KEY DETAILS

Scenery

The scenery is built from plaster bandage over foam insulation board. It is painted with emulsion paint and finished with static grass and other scenic materials. The trees are made from sea foam and Woodland Scenic materials.

The backscene is inspired by articles and videos from David Wright. I had never attempted oil painting before, but a period of convalescence gave me an opportunity to practice the art. After purchasing a few basic oil colours, a few days of practice on spare pieces of foamboard gave me the confidence to press ahead on an actual backscene.

Sheets of foamboard were then sprayed with light blue car paint, and over-sprayed with white primer as a base before applying the oils. I have tried to keep representation of trees and hills fairly bland, but I am quite pleased with the result. After the paint had dried I applied a mist coat of white primer to tone down the colours and give a better impression of distance.



Although based on Iain Rice's classic 'Trevise' Phil's layout has been given a little more breathing space, which certainly makes it feel a little less cramped.



tedious, I found the result rather satisfying. On the other hand, the adjacent clay shed was built in a couple of evenings using a foamboard base overlaid with asbestos sheeting from Wills. One elevation and the loading dock were improved with Das clay after studying the prototype at Wenfordbridge.

The chimney is the centre out of a roll of cling film, with masking tape wrapped around to form the taper. Das was then overlaid on PVA, as per the buildings. The scribing was actually done in the car while awaiting one of the last flights of the Vulcan Bomber.

A couple of minor buildings, including the cottage again, were made using Das overlaid on Plastikard. The roof slates were made from junk mail paper and individually applied. The small office and shed might have a familiar outline to some, as it is actually a model of the platelayer's snow hut at Dent. It features on my Malham layout but, as only two elevations were modelled, I converted the two non-detailed elevations to suit its location. It therefore 'multitasks' on both layouts. The only commercially



Phil has paid close attention to the colours in the stonework seen around North Cornwall and has effectively recreated these tones around the model.

as the spare room was fully occupied by Malham, this layout would have to be portable and as small as possible

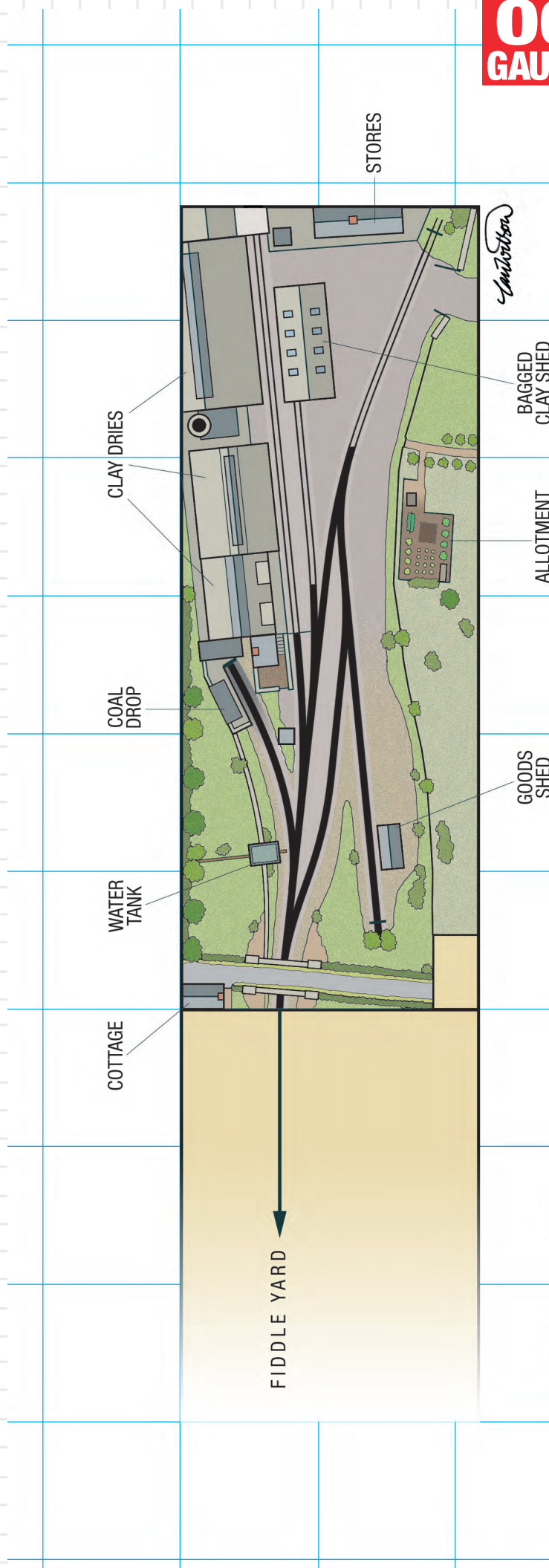




Heljan's diminutive 1366 Pannier Tank, renumbered as a branch regular, is a recent welcome addition to Corwenna. Phil's backscene painting is nicely subdued and captures the local wooded hillsides.

Trackplan

CORWENNA



00
GAUGE

LAYOUT FOCUS

produced buildings on the layout are the Good Shed (Wills) and the ground frame box (Kernow).

Baseboards and control

The baseboard comprises 3.6mm ply on a 70 x 19mm softwood framing. An initial footprint of 1500 x 500mm proved impractical from an operating point of view, so a slight increase in width of the main board and a 300mm extension piece meant running round seven wagons was finally achievable. All the points and wiring remained on the main board, which meant it could still fit into a modest hatchback, and was still pensioner-friendly (just!) in terms of weight. The fiddle yard is a simple single track cassette 900mm long, which is supported off the main board on a separate leg.

The trackwork is Peco Code 75 laid on cork and fully ballasted. All points are electrically operated by Peco motors and lever switches. These have been used on Malham and have provided over ten years of near-faultless service.

Loaded mineral wagons would be used to bring a coal supply for the boiler house. Firing the drying houses must have consumed quite a few tons over the course of a week.



Workers are getting ready to load wagons through traditional shovelling, but we can see there is some mechanisation with the conveyor belt by the leading wagon.



Rolling Stock

My first Beattie was No. 30587, which was purchased way back in 1962. On a more recent visit to Warley I had an impulse to buy one of Kernow's LSWR Class 02 0-4-4 tanks. Having pick-up on all four axles, I thought this might be a better runner than the Beattie. Thankfully, concerns over the latter have been unfounded. My latest purchase has been the new Heljan 13XX Pannier tank No.1368. The original purchase was an extremely poor runner so I returned it to Rails of Sheffield, which let me examine three more before making a final choice. In all cases the problem seemed to be the pickups not reaching the back of the wheels. My model now runs well and pulls many more wagons than Corwenna ever can handle.

I then had to assemble a number of clay wagons, which are a mixture of Parkside, Ratio and Bachmann. The tarpaulins are fabricated from cooking foil bonded to kitchen towel with PVA. After drying they can be folded, parcel-style, before spraying with grey primer and weathering. They hold their shape well and can easily be removed and replaced as necessary.

Conclusions

In 50 years of railway modelling, information and advice has never been closer to hand. The number of magazines and videos is at an all-time high, and the internet provides a wealth of info at the touch of the keyboard.

The pleasure of operating the layout tends, in my experience, to be either just sitting back and watching the trains pass through the scenery or shunting. On an end-to-end layout enjoyment of the former is obviously limited, so the latter takes precedence. Whether seven hours of continuous shunting Corwenna at an exhibition remains enjoyable remains to be seen.

The thing I miss, now that almost every locomotive class is available in ready-to-run form and made to a standard that I could never achieve, is that the challenge of building a locomotive and the satisfaction of seeing it finally run has been lost.

Corwenna shows that classic layouts can go on to inspire a new generation and extend the idea

And finally...

Why Corwenna? Well, unlike Malham, and despite studying various maps, I couldn't find a readily obvious valley in which to build my branchline. With that in mind, I searched for a Cornish-sounding name on the internet. Avoiding the rather obvious 'Demelza' or 'Poldark'-type names, I stumbled across Corwenna, which is actually a Cornish girl's name – but don't tell anyone! Corwenna is booked to make its first appearance at Burton Railway Society's Railex at the National Brewery Centre, Horninglow Street, Burton on Trent on November 5th 2017. An admission ticket allows access to the whole museum at much less than normal admission prices.

See more:

If you've been impressed by 'Corwenna', you can see Phil Waterfield's other layout 'Malham' in the September issue of **BRM**

MEET THE MODELLER

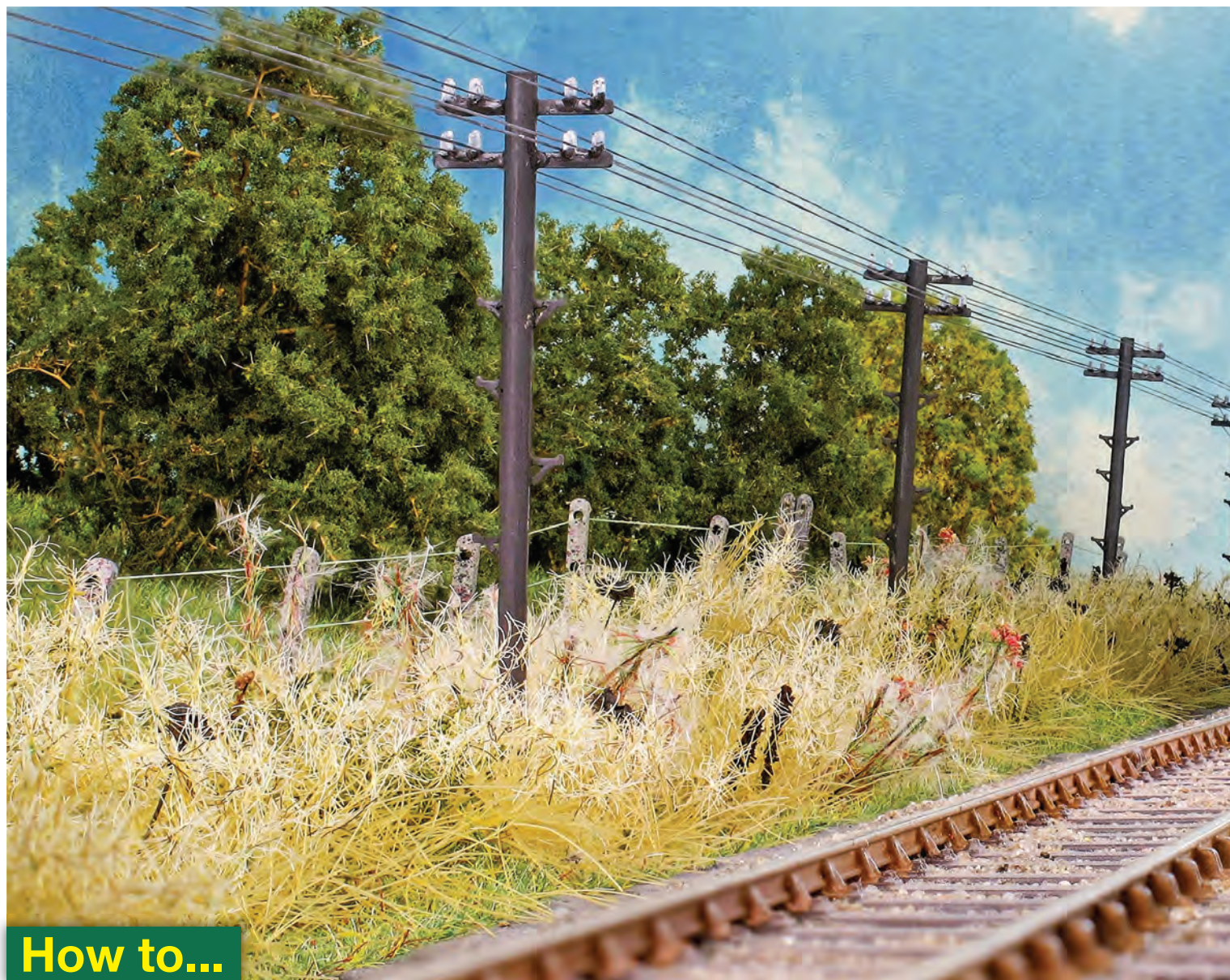
My modelling progress has been paralleled by over 50 years of photographing steam trains at home and abroad, starting with the faithful Brownie 127 through to the present day digital equipment – oh, for a time machine to take today's cameras back to the 1960s. Today's UK scene can be quite depressing for me. Although we have a fine selection of relatively authentic steam trains running on both the main line and



preserved railways, much of the lineside structures and scenery have changed beyond belief. Here is where modelling can create an environment where we can run our trains as we remember them without encroaching on vegetation, security fencing and hideous architecture.



A spin around the Cornish lanes in a classic MGTC or a wait for the next moves at Corwenna? It's a tough choice to make...



How to...

ADD TELEGRAPH LINES

Shopping List

- | Ratio (ref. 211) telegraph pole kit
- | Evergreen 0.80in / 2mm StyreneStrip rod (ref. 212)
- | 1mm x 0.75mm strip (ref. 132) and 0.5mm x 0.5mm styrene strip (ref. 120)
- | Superglue and activator aerosol
- | Household telephone cable
- | EZ Line (heavy and thin gauge)
- | 0.8mm and 0.2mm styrene sheet
- | 0.45mm brass wire
- | Carr's Metal Black
- | Phoenix Precision Paints Weathered Sleepers enamel (ref. P979)
- | Humbrol enamels 27003, 66 and 34
- | Tamiya Nato Black acrylic (ref. XF-69)
- | PVA glue

Communication on the railways has always been important. Enhance the lineside appearance of your steam era layout with telegraph poles, as Michael Russell demonstrates.

Telegraph poles were a common sight on railways, almost from their beginning, and only started to disappear in the 1950s. Most were removed by the 1960s and '70s. They lasted longer in some places than others, so check if you're modelling a specific location. The poles sometimes remained after the wires were removed and the remains of truncated poles can still be found today.

Off-the-shelf kits are good and you can adapt them to add variety and better match

the location you're modelling. I used poles from Ratio, which come on a sprue with footrests. Each pole has four arms, each with four insulators. You can add or reduce the number of arms on a pole or adjust the number of insulators, as long as you stick to the basic pattern of four, six or eight insulators per arm.

Insulators varied in make, appearance and usage, but were usually made of white ceramic and discoloured with soot and smoke, especially close to tunnels.

Added to your layout, the poles bring to life an otherwise plain-looking lineside area.



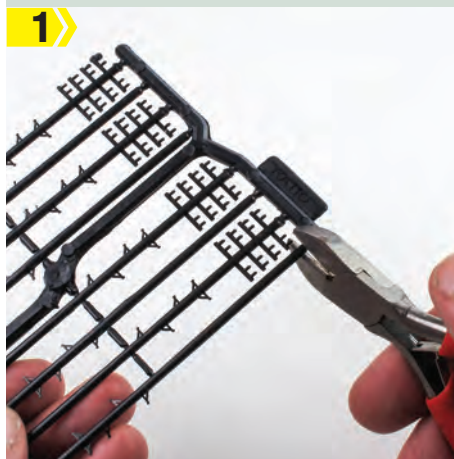
Supporting wire stays were quite common, but rarely modelled. A large pole could have two or three supporting different sides and they don't get in the way as much as the wires. Busy locations such as on the Settle to Carlisle line near Gargrave featured double poles to support the number of wires.

Connections are made from poles to buildings holding telegraph communication devices, such as signal boxes and stations.

There's a great opportunity to customise telegraph poles, so don't just use kits as they're supplied. You can pick and mix the techniques I have shown here. If you're modelling a specific location and era, don't forget to research what was there.

If adapting kits isn't for you, consider buying ready-made, off-the-shelf items. Those available from Express Models are supplied complete and would make a great addition to any layout. ■

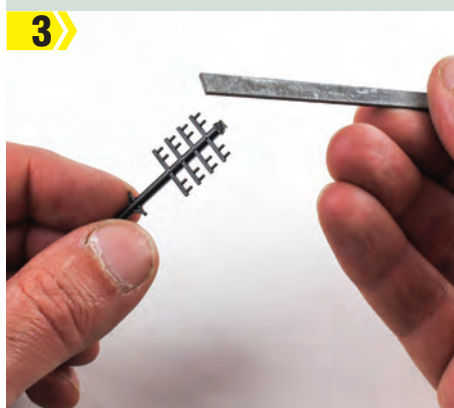
off-the-shelf kits are good and you can adapt them to add variety and better match the location you're modelling



Cut each pole from the sprue using a pair of side cutters to avoid damage.



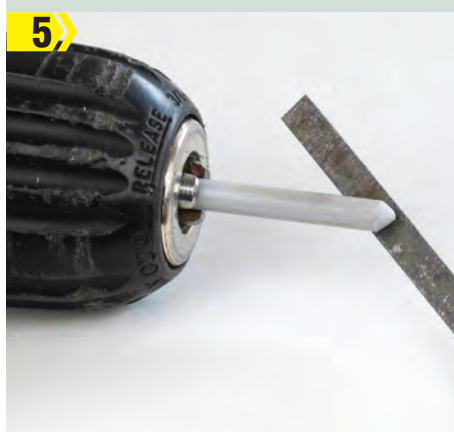
Clean up any moulding marks, seam lines and flash using a file and sand paper. Don't cut corners at this stage because marks left behind will detract from the finished model.



The top of each pole is moulded close to the sprue so be careful when cutting. The top part should be triangular as it's a weather protector. File it to shape.



To reduce the number of arms. Cut away the top of the pole with a knife, then glue back the weather protector that stops real poles from decaying.



I made a new weather protector by shaping modelling sprue in an electric drill and gently applying a file.



Add new arms from 1mm x 0.75mm styrene strip. File the pole flat where the new arm is to go.

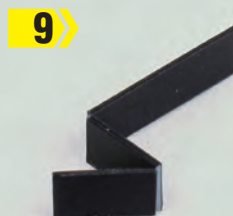
PRACTICAL BRM



7 Sometimes poles were braced with others. I used a piece of 85mm long, 2mm diameter styrene rod. Sand one end to a shallow angle and glue with polystyrene cement. You'll form a better bond by filing a flat spot on the pole.



8 Insulators are made from household telephone cable. Strip the outer sheath and wrap around the jaws of a pair of pliers. Cut to length then add a white portion of the outer sheath as the insulator.



9 A junction box is made from a few pieces of styrene sheet. I cut a 5mm-wide strip from an 0.8mm sheet, folded it to make a box 1cm tall, then added a roof and door from 0.2mm styrene sheet.



10 Don't forget to add connecting wires. These are made from the windings of an old motor armature.



11 The vertical supports made from 0.5mm x 0.5mm styrene strip between arms are called 'combiners'.



12 You can also add 'braces' - angled supports between the poles and the arms.



13 Bend 0.45mm wire into a hook shape with pliers to represent the cable tightener - try to make them as small as you can. Form a loop on the end of thick EZ-Line. Tie a knot, then add superglue.

14 Glue one end of the EZ Line to the pole with superglue and slip the loop over the tightener/hook once the pole is in place on the layout. The tightener/hook would be located in the ground at a 45 degree angle sloping away from the pole. Chemically blacken the hook using Carr's Metal Black.



15 Join two 10cm, 2mm diameter pieces of styrene rod together using a connecting piece 2cm long. The arms are 4cm-long pieces of 1mm x 0.75mm styrene strip.

Did you know?

The distance between poles should be 78cm in OO gauge (less around curves). Distances are usually compressed on a model railway. On my diorama they're only 20cm apart. At bridges with enough clearance, poles would continue underneath. If not, junction boxes were placed either side and the cable passed through. At tunnels, the poles would usually continue over the top.



16 A simple connection frame is made from brass strip and wire, soldered together. The insulators are cut from the outer sheath of household telephone cable and slipped into place. Ensure that insulators are in multiples of two.



17 Push each pole into Blu-Tack to facilitate handling when painting. Paint the wooden parts with a pale grey colour. I used Phoenix Precision Paints Weathered Sleepers enamel (P979).

18»



Poles were creosoted leaving brown and black streaks. Dry-brush these with a hog's hair brush. I used Tamiya Nato Black acrylic (XF-69).

19»



The metal items - steps, braces and combiners were painted with Humbrol Metalcote Steel (27003), but I didn't polish it when dry to retain a dull finish.

20»



Insulators can be painted with Humbrol Matt White enamel (34).

21»



Junction boxes are painted a mid grey. I used Humbrol Matt 66.

22»



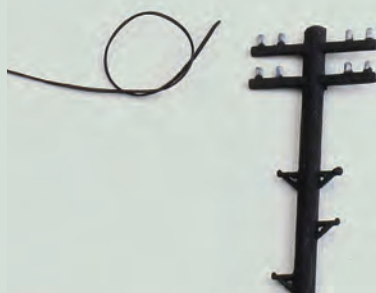
If you have solid scenery, drill a suitably sized hole and fix in place with PVA glue. If your scenery is hollow or lacks depth, fix your poles with a hot glue gun from underneath.

23»



EZ Line is supplied on a reel and you get plenty – enough for 100ft / 35 metres. I used the fine variety of thread for the pole to pole connections.

24»



It's easier if the start connection is tied. Form a knot in the EZ Line and hook it over the first insulator. Pull the knot tight, add a dab of superglue and cut the excess thread.

25»



Add a blob of superglue to the next insulator with a cocktail stick. I swap the latter regularly because superglue soon accumulates on the stick.

26»



Place the EZ Line in the glue and spray with some superglue activator whilst holding it. The glue will set immediately to hold the wire. Don't stretch the wire between poles whilst avoiding sag.

27»



Superglue is quite shiny so spray the poles with a matt varnish to finish.

Michael's advice



You may wish to add wire to your poles. It's a fiddly job, but if you can fit it in and have patience a great effect can be achieved. The major consideration is practicality. You need access to clean and maintain your track, and baseboards need to be split for transportation. For this reason, you may wish to forego installation where access is difficult. For example, wires that cross the track or baseboards.

POSTCARDS FROM ST. MERRYN

Greater than the sum of its parts, this charming layout shows what can be achieved with imagination and a group effort.



Welcome to Cornwall in the summer of 1954, a year that saw the country finally shake off the effects of post-war austerity and the debut recording by a 19-year old truck driver named Elvis Presley.

On the railway scene, although British Railways' standard locomotive and rolling stock designs are appearing in ever greater numbers, much of the network continues to rely on pre-nationalisation stock, infrastructure, and operating practices. Within this rail network, our fictitious station of 'St. Merryn' replaces Padstow as the terminus of the North Cornwall Line from Okehampton via Launceston and Wadebridge. Served by a portion of the Atlantic Coast Express, the town and its

surrounding countryside satisfies the annual holiday needs of thousands of Britons before the advent of package holidays abroad.

In addition to the usual facilities, there is a short branch serving the harbour area, which deals mainly with coastal traffic. Just outside the town there is also a siding serving a training airfield – RNAS St. Merryn, HMS Vulture.

St. Merryn is an attempt to portray the ex-LSWR North Cornwall line, with the fictional model terminus replacing the prototype terminus of Padstow. Whilst the train movements have been adjusted to enhance and maintain visual interest, the sequence of operations is largely based upon the actual services which ran to Padstow at the time.



Factfile

Layout name: St Merryn
4mm scale / P4 (18.83mm) gauge
Size: 7.3m x 2.6m (including fiddle yards)
Era/region: 1954
Location: North Cornwall, ex-LSWR
Layout type: End-to-end
Power/control: DCC
Words: Steve Carter
Photography: Tony Wright

St Merryn is an attempt to portray the ex-LSWR North Cornwall line, with the fictional model terminus replacing the prototype terminus of Padstow



A view from high ground looking down on 'St. Merryn' station. The Bulleid Light Pacific has run the five-and-a-half miles from Wadebridge (where it had been turned, coaled and watered) tender first, and is about to couple to the Bulleid three-set, which displays carriage roof boards proclaiming its status as the 'St Merryn' portion of the Atlantic Coast Express. Once coupled up, the train, which is a typical summer mid-week formation for the time, will await the arrival of a WR service from Bodmin General before being drawn forward and shunted into the platform road for boarding.

The turntable at 'St. Merryn' is an old LSWR pattern of 50ft diameter, and so cannot handle the Light Pacifics. It is imagined that it was the turntable at Wadebridge, which was replaced with a 70ft deck capable of taking the Bulleid Pacifics. In the real world it was Padstow that received the replacement.

The fireman has attached the correct headcode discs ready for the run to Halwill and Exeter Central, from where the train (by now considerably lengthened due to the attachment of additional portions) will be handed over to a Merchant Navy Class locomotive for the journey onward to Waterloo. There is, however, no headboard on the locomotive, as one was not always carried west of Exeter.



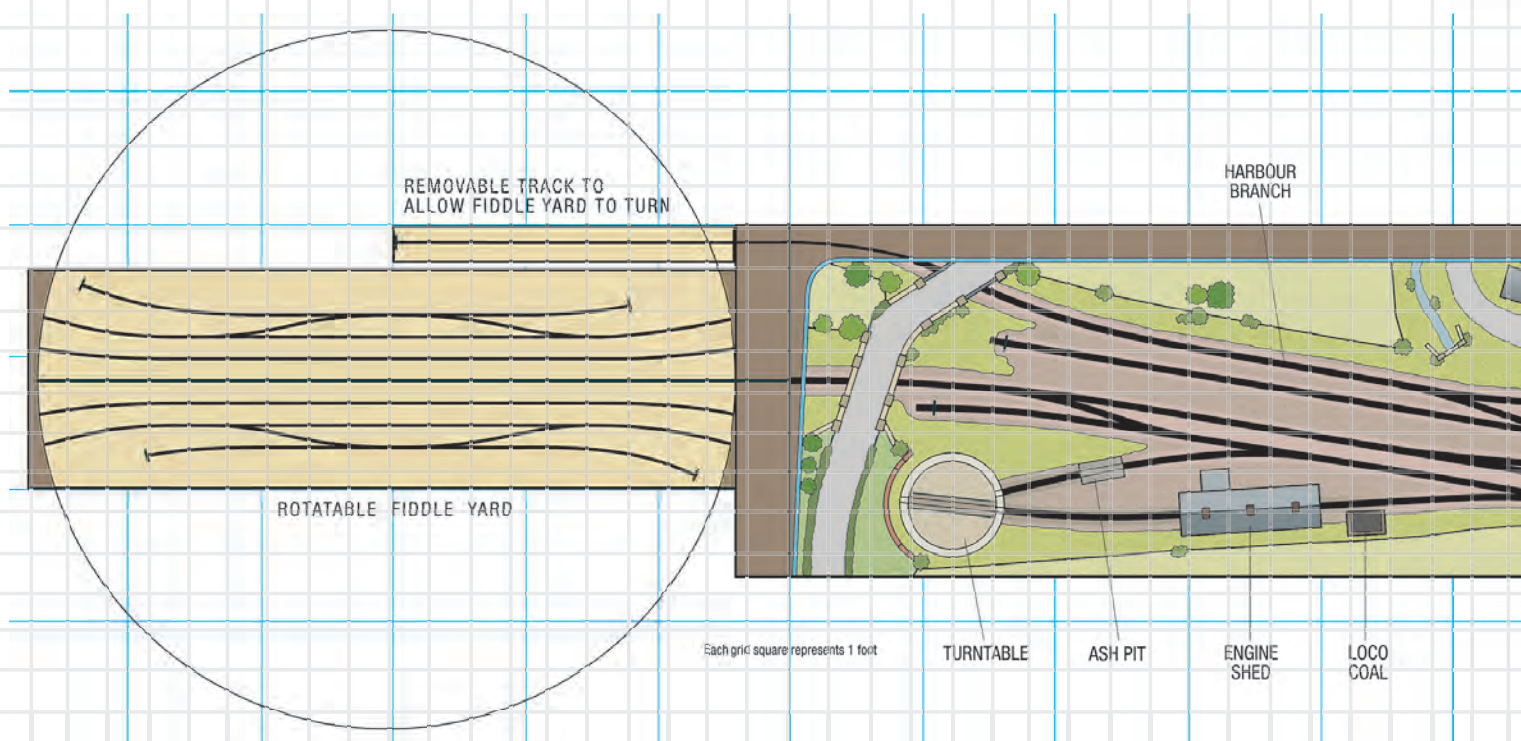
The Western Region ran services from Bodmin General to Wadebridge, with some extended to Padstow. These usually comprised a B-set (two ex-GWR close-coupled brake composite coaches) hauled by a Class 45xx small prairie locomotive, and these workings are replicated on 'St. Merryn'. The morning train is seen after its passengers have alighted and it has set back into the goods yard headshunt to permit the platform to be used by the next scheduled departure, the Atlantic Coast Express (St Merryn portion), which is waiting to be brought from the carriage sidings.

On the left, Class O2 No. 30203 has refilled its water tanks and awaits its next turn of duty on a local service to Bodmin North. The single headcode disc indicates this service has yet to be switched to the rear of the locomotive.



Trackplan

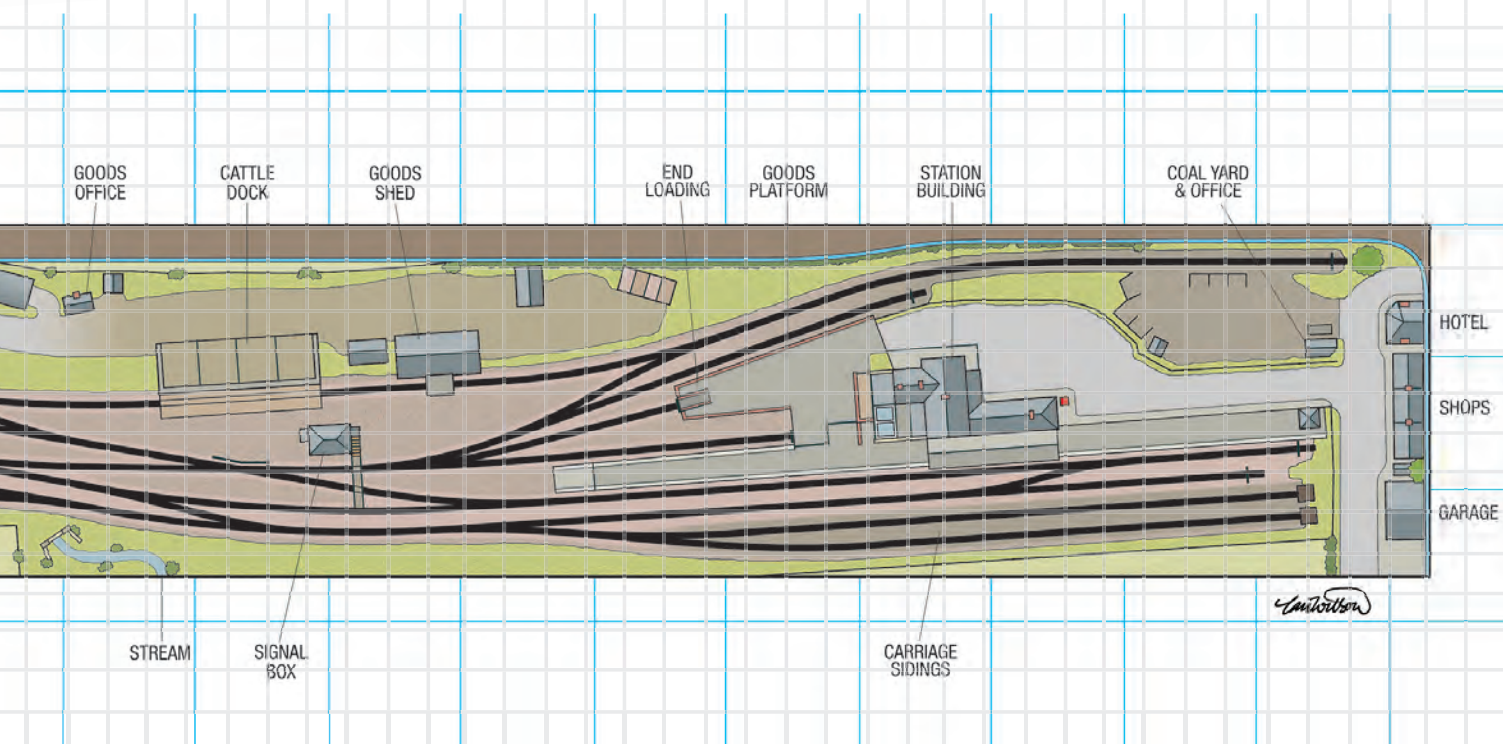
ST. MERRYN





The ACE is given the road for departure from 'St. Merryn'. The short platform bay road is used for parcels and newspaper traffic, and is currently occupied by an ex-LMS full brake. This vehicle was one of a batch converted into ambulance coaches during World War II and re-converted to full brakes after the war. Such a vehicle appears in a photo of Padstow taken in 1954, illustrating the widespread use of such vehicles.

The starter signal is a typical arrangement of an LSWR lattice post carrying an SR upper-quadrant arm. The ground signal, mounted lower down the same post, controls shunting movements from the main platform road.





Once the ACE has departed, the WR train returns from the goods headshunt to the platform road, and the locomotive runs round prior to passengers boarding for the return service.

On the right, in one of the carriage sidings, is Maunsell 2P-set No. 25, with one coach in BR crimson and cream livery whilst the other retains its SR pre-war olive green livery, albeit the coach would have been re-varnished several times and has received BR numbering. These 2-coach sets, comprising a brake composite coach and a brake second coach, were the mainstay of passenger services on the 'Withered Arm' west of Exeter. There is photographic evidence for mixed livery within this specific, and other, 2P-sets at the time; 'corporate identity' was way in the future!



Goods

Freight traffic is generally handled by the competent and rugged-looking N Class 2-6-0s. Here No. 31847 is being turned – a tight fit, but these and Drummond 4-4-0s of similar overall length were turned on similar 50ft turntables elsewhere west of Exeter. Turning required muscle power from the driver and fireman, in this case hidden behind the tender.

Freight traffic was much reduced on the Western Section of the Southern Region on a summer Saturday as paths and space were required for passenger services and stock, which is one of the reasons why a weekday service is depicted on the model!



Meet the modellers

'St. Merryn' has been constructed by the South London Area Group of the Scalefour Society. We are a small group of modellers whose aim has been to portray the normal and mundane of the period in as much detail as our skills permit, and in a coherent and consistent manner such that nothing stands out. We like to challenge ourselves with some of the detail, and this has led to some interesting avenues of research – from Cornish police uniforms and bus services, to street lighting columns and children's home-made 'soap box' trolleys. When exhibiting the layout, to ensure it is running smoothly and for the operators to settle into the required rhythm, we commence 'proper' operating some fifteen minutes prior to opening time each day.

'St. Merryn' can be seen next at the Spalding Model Railway Exhibition on November 11 and 12, 2017. Further information concerning the South London Area Group can be found at www.southlondonag.org.uk and to learn more about 4mm finescale modelling visit www.scalefour.org.uk





How to...

MODEL AN OAK TREE

Shopping list

Humbrol enamel 84, 102, 150 and 187 paint
 Lifecolour Acrylics UA 704 & 705
 Noch (leaves) sets 07167 and 07168
 The Army Painter's Anti-Shine Matt Varnish
 Quadrant-shaped 15 x 20mm balsa wood
 PVA or balsa cement, superglue
 Milliput
 Multi-core mains power cable
 0.5mm, electrical solder
 All-purpose filler powder
 Black acrylic paint
 Silver sand
 Tremendous Postiche
 War World Scenics fine cork pieces

Ardent arborist Michael Russell shows how to make a scenic centrepiece for your layout.

The oak is the classic native British tree and has played a vital part in our nation's history. I've always been fascinated with ancient trees, and old oak trees are very distinctive as they age and their branches acquire an appearance akin to a stag's head.

Many ancient trees have a hollow trunk and since I haven't seen this in model form, I thought I'd attempt to create one. If you want to model a detailed tree at the front of your layout, choose something like this with character. Take your time and the results will speak for themselves. ■

Top tips

Make a stand before working on the tree that's large enough to prevent it from toppling whilst you work on it.

- My model is the correct size for 4mm:1ft scale. Trees are larger than you think, but many are made under scale.
- Use a metal that's easy to work with such as copper mains cable.
- The age of a tree is often indicated by the angle of its branches. Older trees have more horizontal, downward pointing branches.

Look in tree books for the silhouette of each species and follow it – this is probably the most important criteria for modelling trees in smaller scales.

1»



Start with a piece of 15mm x 20mm x 60mm balsa wood, drill a 3mm hole down its centre and insert the handle from a modelling paint brush. An old brush with poor quality bristles is ideal for this.



2»

Equally cut eight pieces of quadrant strip with a mitre saw. I cut mine 8cm long, but it depends how tall you'd like to make your tree.

3»



Place eight pieces around the core and hold in place with pins as you build up the shape you require. You can number the pieces so that you can disassemble and reassemble at will when carving.

4»



Carve the quadrants to shape and the central piece where necessary. Here I'm shaving the inside of a quadrant to form the hollow of the tree.

5»



When happy with the centre carving, glue the pieces with PVA. Keep the pins in place until the glue has set. Continue carving the outside to get the basic shape.

6»



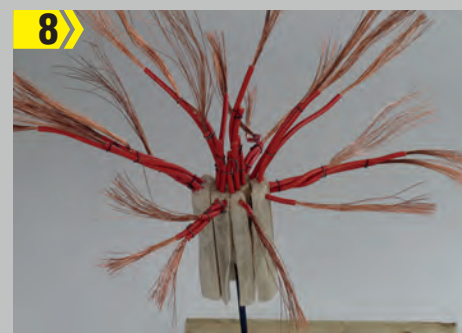
Take 3mm diameter mains power cable and cut three 15cm lengths. Strip each outer sheath respectively to a third, a half and two thirds.

7»



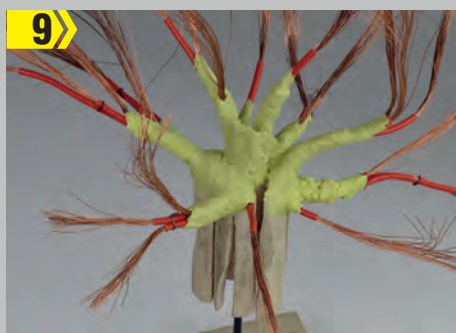
Drill three holes in the trunk and superglue the cables in. Bind with 0.5mm wire.

8»



Repeat the previous two steps until you've built a good crown. Vary the number of cables in each branch to add variety.

9»



Mix Milliput putty and begin adding to the top of the tree, starting with the inner surfaces, spreading outwards.

10»



Continue down onto the trunk adding Milliput to form mounds where branches used to be. I used a cut-down hog hair brush to stipple the putty and add texture.

11»



When the Milliput has set, twist the wires together. You can use your fingers for this, and then tighten using pliers. Keep splitting and continue until you've a few strands left for twigs - leave these straight at this stage.

12»



Solder the joints to make the tree stronger. I used electrical solder and a 40 watt iron, just make sure you work in a well-ventilated area.



13»

Place limbs and branches into their final positions, then cover missed areas with Milliput. You want to cover all the electrical cable sheathing and ensure an even taper on the branches.



14»

Cover the branches with a bark mix applied with a stiff paint brush. You don't need to cover the twigs. The bark mix is made from all-purpose powder filler mixed with PVA glue and black acrylic paint to give a grey colour.



15»

Sprinkle silver sand over whilst the bark mix is still wet. Repeat this stage and the previous until the underlying tree frame is hidden. Ensure that none of the twists in the wires show through.



16»

Spread the twigs starting from the centre of the tree. These need to be equidistant from each other, because a tree grows to maximise the light reaching the canopy top. Spray the twigs with grey car primer.



17»

Paint the tree with a wide variety of greys, browns and greens. Use an actual tree for reference. I used an airbrush and dry-brushing to get the effects I desired.



18»

Flick white and yellow shades of paint at the tree to represent lichen. I used acrylic paint for this, but don't overdo the effect.

19»



Tease artificial hair (known as Postiche) out to a fine web of fibres.

20»



Working over small areas at a time, spread the fibres over the end of the branches and fix with hairspray.

**ANY
SCALE**



With hairspray still wet, scatter leaves over the Postiche using a sieve to control the flow. I used Noch leaves. If you've different packets of leaves, mix them together from the outset.



Trim the tree for stray hairs. Hairdresser's scissors work best for this. Work against the light so the hair fibres show. Use wire cutters to trim overly long twigs.



To represent fallen acorns I used cork pieces from the WWS range. Sieve them to get a smaller size.



Use real twigs for fallen branches. I used pieces of heather stem as they scale nicely.



Brush off stray leaves from inside the tree.



I represented fallen leaves and ground cover using a mixture of leaves from the Noch Autumn Foliage leaf set. Sprinkle a few of the green leaves that you used on the tree to depict newly fallen leaves. Fix in place with PVA.



Once you've covered the tree, fix the foliage permanently with a spray of matt varnish aerosol.



Add static grass, but remember that the growth under a tree is affected by the shade. It's much lusher outside of the canopy, although on an older tree such as this there would be gaps in the canopy.



VALE QUARRY



Pick a card, any card.
Your choice might dictate any
number of results, but that's part of the fun with
John Bruce's compact industrial layout.

The Vale Quarry Preservation Society exists to preserve and display narrow gauge railway rolling stock from industry and quarrying in particular. The society is based in a worked-out part of the quarry, where they have a small demonstration running line and stock storage area. It is this storage area that is the subject of the model.

The layout follows on from its smaller predecessor, 'Wherewithal Quay', on which no stock ever leaves the modelled scene. Instead, all efforts are put into re-arranging the position and order of the wagons, as dictated by a set of picture cards that are selected at random. With 'Vale Quarry', I wanted to see if I could add a little extra to this operation. Firstly, by swapping two wagons each time, and secondly by having a separate engine to collect the selected two wagons. After a few exhibitions I can report that this new system works as intended.

Nuts and bolts

Most of the layout structure is made from MDF, with the baseboard being made from two laser-cut scenic boards. These were joined and boxed-in to improve the presentation and add some rigidity.

Factfile

Layout name: Vale Quarry
Scale/gauge: 4mm:1ft, 9 mm gauge track
Size: 81cm x 27cm
Era/region: Early 1970s
Location: Somewhere in Southern England
Layout type: Micro layout/shunting puzzle
Power/control: DC
Words: John Bruce
Photography: Phil Parker



Looking through into the old quarry from the line from the fiddle yard showing the quarry company's new workshop, with one of John's favourite locomotives - the Backwoods Miniatures Barclay.

An overall view showing all the structures on the layout. Note however the lack of people – now sorted.



“...all efforts are put into re-arranging the position and order of the wagons, as dictated by a set of picture cards that are selected at random

KEY DETAILS

Locomotives and rolling stock

Locomotives used on the layout are a mixture of current and recent products, including my first 009 gauge Egger-Bahn diesel locomotive. Until recently, RTR rolling stock for 009 gauge has always been of overseas origin, so the British modeller has had to be prepared to modify or build from kits, and for many years we have had a good range of kits to choose from. Very soon, we will have RTR British outline locomotives to go with the rolling stock already available, although most, due to their size, will not see any use on 'Vale Quarry'. As such, I'll have to stick with kits. The stock 009 coupling consists of a loop, which rises up over a pin above the buffing face to couple. To un-couple requires some mechanical means, be it a shunters pole or a lifting plate.



John's other favourite locomotive, and possibly the best runner with its flywheel, is this Fletcher Jennings from a 3-D print by Chris Ward on a modern Minitrains chassis. Hopefully one of the crew has a hand on the regulator or is reaching for the handbrake!



I did not want any corners in the sky, so curves were in order. I tried 1mm ply, and 2mm MDF, but was recommended to try aero-grade 'Depron', which was softer and slightly thinner. I finally got a curved backscene that I was happy with, although it dents rather too easily. I have since been introduced to 'Aero ply', which might be useful in the future.

Landscape & structures

The line enters from the left between the trees and small engine shed. The ground level rises from this point and an old quarry working face looms before levelling off at the front of the layout. Old acoustic ceiling tiles were used as the basic face, which were roughly broken and glued into position. They were given several light washes of runny filler before being worked with several tools to allow the rough edges of the tiles to show through.

The large building is a newly-built small plant workshop, which is simply made from concrete blocks and Wills corrugated sheeting. Next is an old container and a redundant weighbridge hut recycled from a friend's layout. I could build a representation of a typical wooden frame, as would have been found in a structure like this, but I wanted it to look like it was clad in corrugated iron. I found the answer on RMweb, which is to use ribbon cable

The box tank, a kit by N Drive, pottering around near the Austin Cambridge belonging to the society's chairman. I hope they don't get any smuts on it! Meanwhile a members Series 1 Land Rover awaits a bit of free "attention" from the plant fitter this Saturday morning.



and aluminium foil to make your own representation of corrugated iron.

There is not much in the way of 'pretty' scenery in this layout. There is a basic green undercoat culled from various fibres, ground foam and chopped up hairy carpet underfelt. On top of this I apply other materials, including static grass, ground foam or, for bushes and shrubs, rubberised horsehair painted and coated with more ground foam to represent leaves.

The various vehicles are from the usual sources, although all are weathered to a greater or lesser degree. The face shovel must be having some work on its mechanics. It won't be done today, though, as it is Saturday and somebody's Series One Landrover needs attention.

Operation and the future

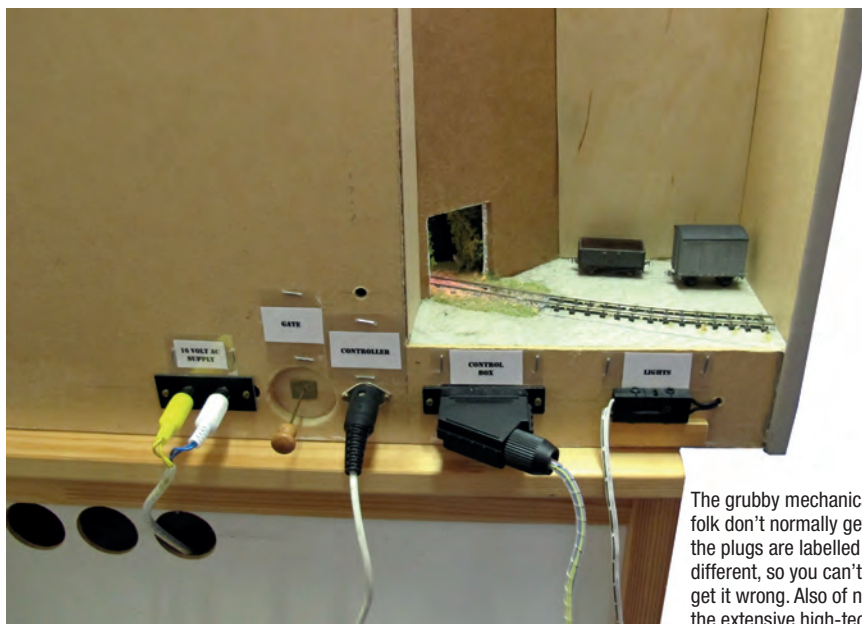
As mentioned, wagon selection and order is selected by picture cards, although now they are double-sided. Once the selection is made the cards are mounted in clips fitted to the top of the proscenium arch, where the operator and the public can see what you are meant to be doing. At the time of these photographs there were no figures on the layout, except for the locomotive crew. This has recently been rectified, with a few of the better 4mm scale figures in small groups. All the figures are white metal and painted with acrylics and matt varnish.

I still have many other small things to add to the layout, including engine shed doors, signs, a little more clutter and perhaps some more plants to accompany the solitary stinging nettle. I also need a couple more quarry-specific wagons – in particular a WD Models L Class side-tipping wagon would be nice.

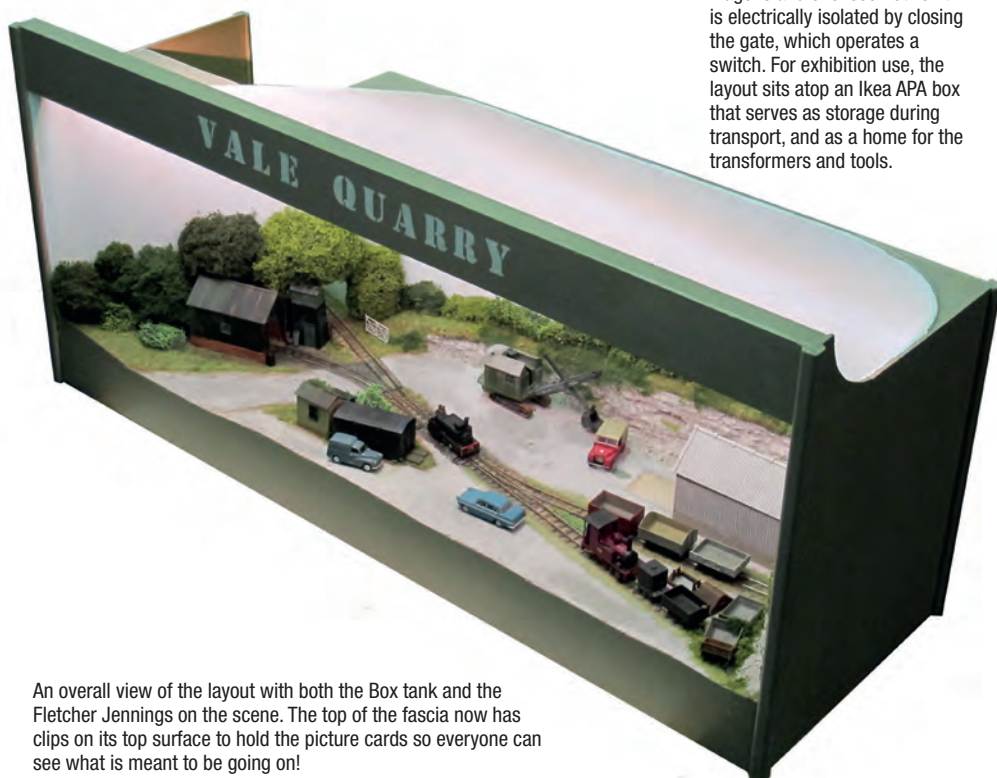
The layout now lives on top of a bookcase. With a simple battery-powered controller and point motors, I can give it a run almost any time, the only fly in the ointment being that I need to plug in the transformer for the electromagnet. ■

What we think...

Vale Quarry is undoubtedly tiny, but thanks to John's innovative card system this doesn't mean it lacks operating potential. Just as importantly, it is a very attractive scene with just the right amount of interesting detail to catch the eye. I could really enjoy making something similar in 009 gauge myself. After all, it doesn't take up much space and there wouldn't be a huge amount of rolling stock required to get going. Perhaps this could be the perfect project for a modeller who is seeking a new challenge or is starting out in a different scale?



The grubby mechanicals that folk don't normally get to see. All the plugs are labelled and are different, so you can't possibly get it wrong. Also of note is the extensive high-tech fiddle yard with a capacity of two wagons and one locomotive. It is electrically isolated by closing the gate, which operates a switch. For exhibition use, the layout sits atop an Ikea APA box that serves as storage during transport, and as a home for the transformers and tools.



An overall view of the layout with both the Box tank and the Fletcher Jennings on the scene. The top of the fascia now has clips on its top surface to hold the picture cards so everyone can see what is meant to be going on!

Meet the modeller

This is the latest of my smaller layouts, or shunting puzzles as I call them. I find such layouts fascinating, but I also like the setting not to be too contrived. So how did I get here? At secondary school we had a model railway club and at one of meetings a lad brought along a small train set by Joueff. Set up on one of the science lab benches was an oval of track with a tiny 0-4-0 and a couple of carriages trundling round quite happily. I was duly hooked, and I thought this would be a great feeder to my standard gauge Tri-ang Hornby. Since then I have modelled in HO American, O gauge standard gauge, 09 (narrow gauge) and EM gauge. However, I always come back to 009.





Watch more...



CREATING THE BACK SCENE AND SCENERY

David Wright reveals how a little inspiration and a few simple painting techniques can make a world of difference to your layout.

Being born and brought up in Derbyshire, I have always had a strong desire to model part of the Peak Line, and so the seeds were already set for this new project. I am not a modeller who likes to spend time operating a layout with authentic shunting movements. For me, I get pleasure in building a layout, and when finished, enjoy sitting back and watch the trains run through a rural landscape.

For this project, the concept from the start was to try and capture part of the Derbyshire landscape, with a model railway fitting into the setting. The plan therefore was to model most of the landscape first, and this included planning the back scene.

I have seen so many model railways, where this principle has not been thought through. Most seem to try and fit as much track into the space available, and leaving the scenery and back scene as an

afterthought. This will only result in an unconvincing looking layout, fitting a little scenery where space permits, perhaps with plain blue or grey back scene boards, or no back scene at all.

Nowadays, of course, we can buy a photographic pre-printed back scenes. In my opinion, they can be repetitive and might not be authentic to the location you are trying to model. A good number of modellers will still use them as a safe option and an instant solution to provide a back scene. The same modellers might cry out 'I'm no artist' when painting a back scene is suggested. My suggestion is to have a go, as you never know until you try! You don't have to be a master artist. If you use the materials and techniques explained here, reasonable results can be achieved without too much artistic ability or effort. ■

SELECTING MATERIALS



The rough side of hardboard was chosen for the back scene boards. The boards gave me a depth of two feet, which would work well for the scale of the Derbyshire landscape. The boards were given two coats of white primer paint before any artwork was applied. This was brushed on allowing the paint to run into, and fill the slight gaps where the boards fitted together.

THE SKYSCAPE



The next stage was to paint in the sky. I used an acrylic car spray as a medium. Just like any other stage, I had plenty of photographic references to hand. I always select a sky with medium amount of cloud cover, as this will give more depth and interest to the back scene.

It is important to work with the spray colours applying them from dark to light. The darkest colour used on 'Peak Dale' being mauve or grey. This replicates the shadow as seen from below creating the underside of the cloud formation. The levels of the clouds can be formed by holding a piece of card slightly away from the boards and spraying the paint over the straight top edge. Extreme care must be taken to make sure that the card is held level.

The next colour to apply is the sky blue. This is sprayed moderately in areas where a break in the clouds has allowed the blue sky to be revealed. After this you will need

to concentrate on creating the bulk of the clouds. The best and simplest way to give a convincing effect is to use white primer spray paint applied in short bursts, which gives the 'fluffy' build-up of the clouds. However, I advise practicing this first to control the amount of spray emitted, as too much will result in runs forming.

The final colour to apply is a light cream or ivory. This needs again to be sprayed in short bursts too, but this time only to the upper edges of the clouds. If executed correctly, it gives the pleasing effect of the sunlight catching the tops of the clouds.

If this order of the application is followed, and care is taken you should achieve a reasonable sky. Don't hesitate too much when spraying, the quicker the spray is applied the better the results in most cases. The sky took up two thirds of the boards for the 'Peak Dale' model. If I was modelling a flatter landscape, the sky would need to be extended to the bottom of the boards.

THE SKYLINE



Once you're happy with the sky you can define the skyline. For 'Peak Dale' this was brushed on using a mix of acrylic paint. By looking at my photographic reference I needed to make a mix to represent the landscape in the far distance, which appeared to be a bluish mauve shade. By mixing Cobalt Blue and Mauve together with a little Paynes Grey and Titanium White, a reasonable colour representation was achieved.

I used a large filbert brush, following the contours of the distant landscape. The textured surface of the hardboard instantly gave a soft edge to the skyline, resulting in the illusion of distance. With the skyline defined, the same colour was brushed right down to the bottom of the boards.

Groups of trees were also seen on the skyline, especially those topping the hills. These were simply added by using a well-worn quarter inch filbert brush. By using a stipple action with the brush loaded with the same colour mix, instant trees were created along the skyline.



THE MID-GROUND



Now the mid-ground can be tackled, which creates a second layer to the back scene. A base colour was mixed using the same mix as the skyline but, with more Payne's Grey added to darken the colour. The darker colour should be brushed right down to the bottom edge of the boards. Single trees and groups of trees forming the woodland can be painted in using the same techniques as before.

The trees in the mid-ground require a highlight on one side to represent the foliage. For the highlighting, I switch from acrylic to oil paint, using a mix made up from Sap Green, Yellow Ochre and Titanium White. This pale green shade is added using a well-worn filbert brush in a stippling fashion. Be careful not to make the colour too bright and try to be subtle, as all colour will diminish at this distance. It is worth taking this observation further, because we don't want any colour to distract the viewer's attention away from the model in front of it.

The mid-ground zone also requires highlights on the fields using the same colours as those used to highlight the trees and other vegetation, although using brush strokes rather than stippling. Buildings were also added in, such as field barns and other farm buildings. Ruins of old engine houses featured in the mid-ground of one board, which were the remnants of the old lead mining industry of the Peak District. All the buildings and structures were painted in oils using a flat or chisel brush in the three quarter profile with dark shades of grey through to white highlights. This always gives a more convincing result. Details, such as windows and doors were painted dark grey with a small one-stroke brush.



THE FOREGROUND



The last layer to paint is the foreground. This uses the same techniques as the two previous layers but with more Paynes Grey added to make the base colour darker, bearing in mind that everything in this zone is nearer to the viewer. The highlights applied to the foliage and buildings appearing in the foreground need to be slightly brighter than the mid-ground. The foreground also features a quarry face. This was painted using a half inch angled flat brush, putting in the dark shaded areas first and through to the white highlights seen on the face of the cut limestone.

This concludes how the back scene was painted for my latest layout project. Our hobby always gives us the opportunity to try our hands at something challenging, and painting the back scene is no different. Hopefully I have given you some guidance towards creating your own work of art that will enhance your model railway and something you can be proud of.

What we think...

David is an accomplished railway artist and a dab-hand at turning Das Clay into convincing stonework - ask to see what he's done with an unassuming paper coffee cup if you ever meet him! In the meantime, the techniques employed on these pages demonstrate that impressive results can be achieved with modest skills, minimal materials and a little attention to natural details. We're certainly inspired to try them out. How about you?





Shopping list

Metcalfe Models
www.metcalfe-models.com
 PO236 OO Footbridge
 Wills
 SSMP224 Corrugated Glazing
 Slaters
 English bond embossed Plastikard

MODIFY A CARD KIT FOOTBRIDGE

How did the passenger cross the line? By using the appropriate footbridge. Phil Parker shows that adding this essential feature doesn't need to be difficult or expensive.

Footbridges are an essential part of most station scenes because they are far cheaper to build than subways but serve the purpose of keeping passengers off the tracks and out of the way of trains.

Subways are an easier prospect, since most of the construction is out of sight. Footbridges are more visible and are harder to build, leading to them being popular in both kit and ready-to-plant form.

The classic model railway footbridge was introduced by Airfix in 1962. It isn't exactly beautiful, but suits a BR modernisation period layout. It would be out of place in pre-nationalisation days, however.

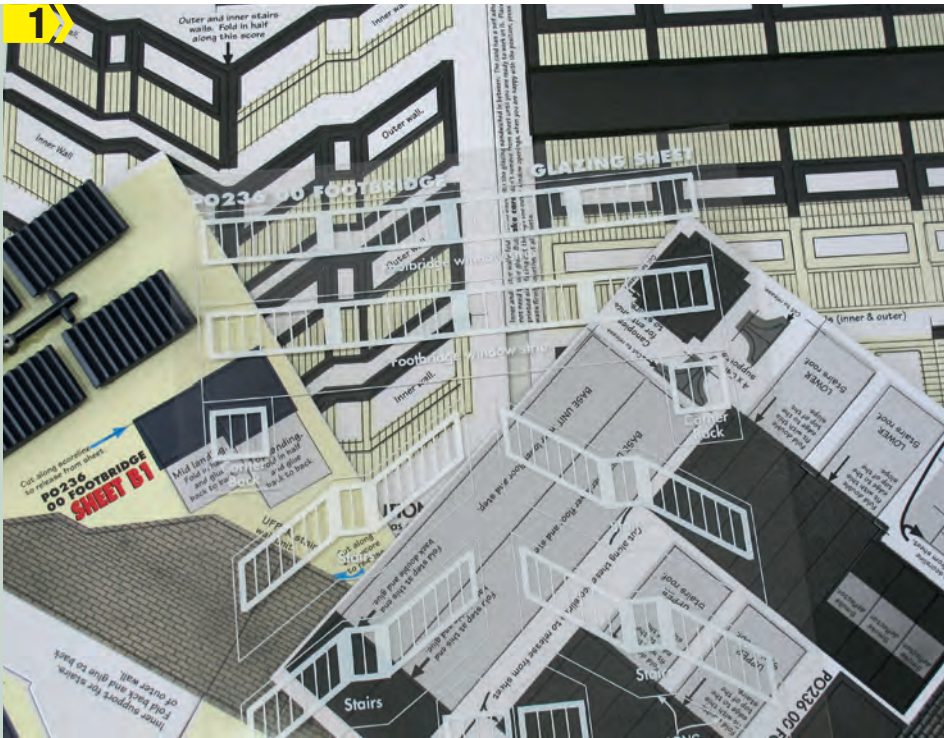
Hornby added a latticework footbridge to its range in the 1980s and it's been in the catalogue ever since.

This month, I'm looking at the budget option in cardboard. It's not a material that easily lends itself to footbridge construction, as they are usually spindly affairs with open sides. This isn't always the case, though. Earlier wooden bridges were both attractive and solid.

Following on from last month's shop, I also had plans to see how far I could go in disguising the cardboard origins of this model. This kit is a superb piece of design. As with all Metcalfe kits, the

instructions are excellent, although read them thoroughly before you start. Because of this, I'm only showing the modifications I've made rather than every single step.

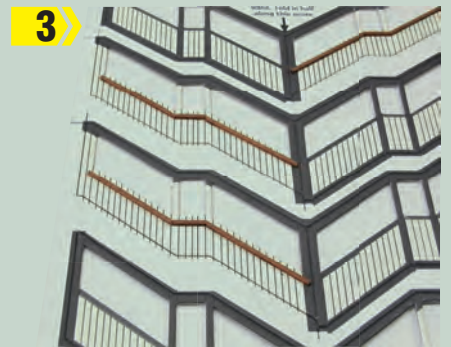
The key to the transformation is to add texture, which is an area where card kits are normally lacking. Painting the finished model brings it into line with any other models it's likely to be used with. Card kits are terrifically adaptable. Just use a bit of imagination and don't be scared to make changes to the way the model is supposed to be built, and they can be an economic and enjoyable way to add to your layout. ■



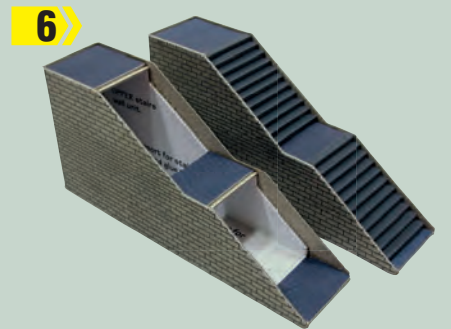
The big question, "How do they make the stairs?" is answered as soon as the box is opened. As well as all the usual pre-cut cardboard sheets and some plastic ones for windows, injection-moulded steps are glued to a sheet.



Before removing any parts from a sheet, I scribe all the plank lines with a blunt tool. A steel rule is essential, as once the parts are painted wobbly lines will stand out like a sore thumb. Any mis-scribed lines can be erased with fine model filler.



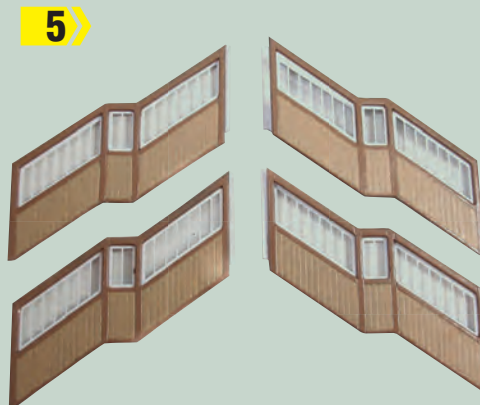
Ideally, the handrail would be made from metal rod with intermediate supports. This would be very fiddly and, more importantly, hidden from view, so I'm using 1.5mm square strips of wood to give 80% of the effect for 10% of the effort.



Assembling the stair units is a pretty simple. Be careful to put everything in exactly the right place and those plastic stair units drop in perfectly – just a little glue is needed to hold them down.



Still attached to the sheets, all parts are painted with Railmatch enamel paint in GWR dark and light stone colours. The scribed lines now serve two purposes, making the planks obvious and, when painting along the line, keeping the colour separations nice and neat.



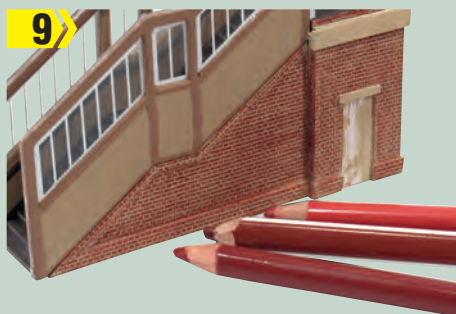
Most of the parts are printed on self-adhesive card. The backing sheet is peeled away, the glazing put in place and then the inner walls folded back against the outer forming a sandwich. I find the adhesive isn't very strong, so I added a few spots of clear all-purpose glue.



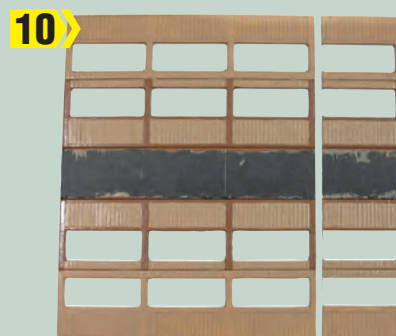
Slaters embossed Plastikard is glued over the printed blockwork. Slight gaps under the wooden stair sides are covered with strips of decorative brickwork fixed with plastic glue.



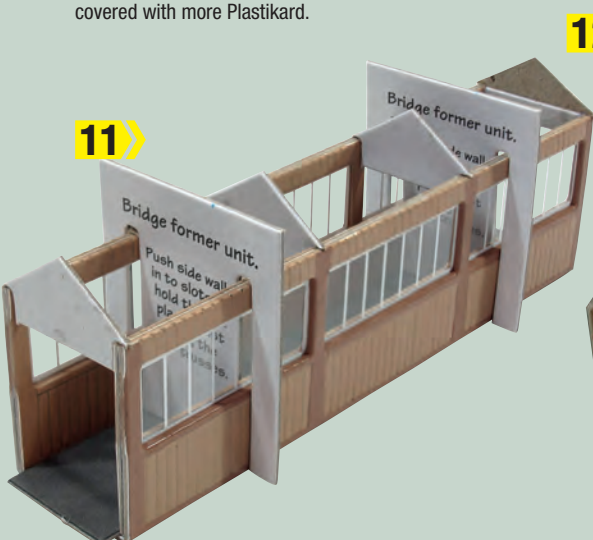
There should be some substantial lintels under the bridge. Prototype photos suggest these included a door to access storage space. To model this, a single layer of 2mm thick card with a door scribed on the surface is covered with more Plastikard.



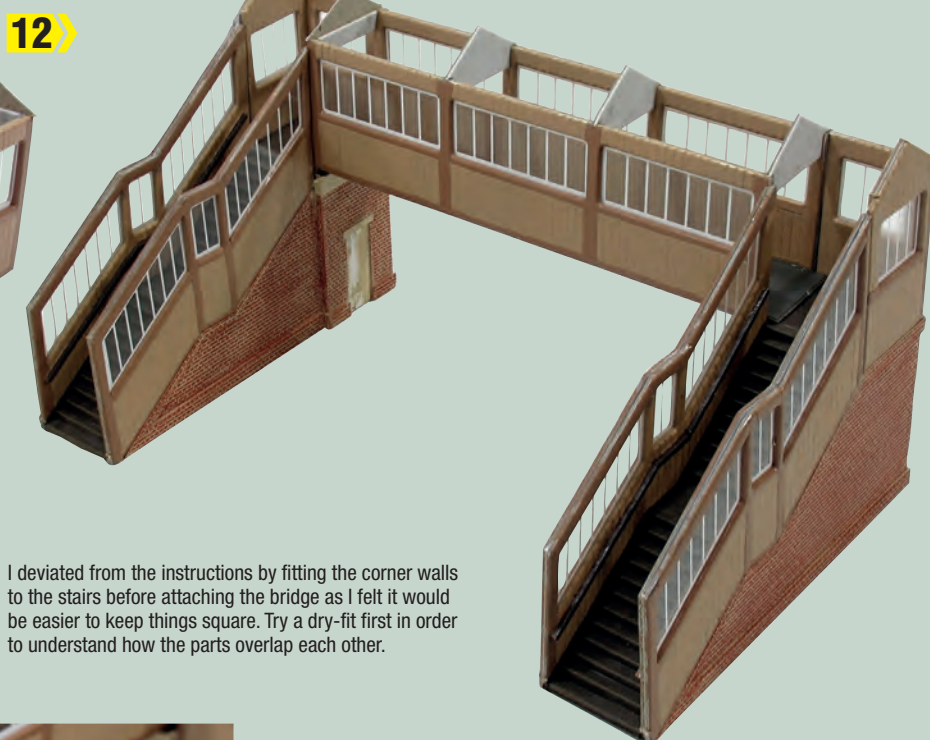
Brick painting is carried out using my usual method – painting the walls a mortar colour (Humbrol 121) and when this is dry, rubbing pencil crayons over the surface. Since this is a new structure, I've not used any weathering powders. Once on a layout, I'll add a bit of dirt.



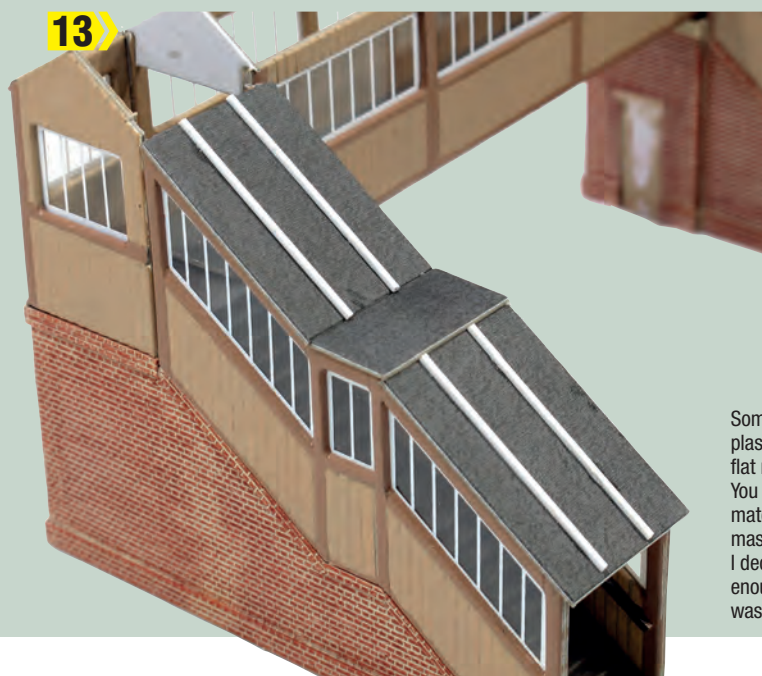
The bridge is wide enough to span three tracks. If the track is only double, a bay is cut from the end before assembly. Should a longer span be required, additional kits can be joined together.



Forming the bridge walkway is made easier by the inclusion of a pair of guides that slot over the walls to hold them in place while roof trusses are glued in. The separate floor panel should extend an equal amount from each end.



I deviated from the instructions by fitting the corner walls to the stairs before attaching the bridge as I felt it would be easier to keep things square. Try a dry-fit first in order to understand how the parts overlap each other.



Some 1mm square strips of plastic add a bit of relief to the flat roof pieces over the stairs. You could cover them with some material to represent felt. Fine masking tape might work, but I decided that there would be enough texture once everything was painted.

“...footbridges are more visible and are harder to build, leading to them being popular in both kit and ready-to-plant form”

14

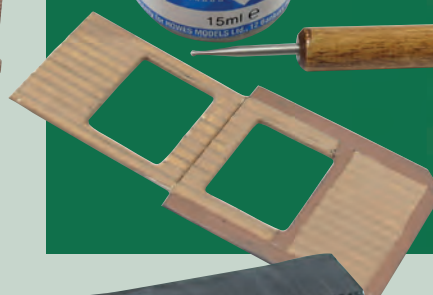


Bricks printed to match the Metcalfe range are available in Builder Sheet packs from the company. Each contains four thin and four thick brick card sheets which include useful curved lintels and roof tiles.

Expert tip

As I'm not joining several bridges together, I used the spare parts supplied in the kit to check how the scribing and painting would work. I wasn't sure if the card would need to be sealed with varnish to stop the paint being absorbed too fast. As it is, there's no need and paint can be applied straight to the surface.

Making up test pieces like this is always worthwhile if you are trying a new technique. It's better to find out on a few scraps of material that something doesn't work than on the final model!



Get involved

Inspired by this project? Buy a card kit and share your transformative efforts by creating a topic on our forums at RMweb.co.uk for a chance to win a prize from the BRM 'goodie drawer'!



THE BRIDGE

T gauge might not get the respect that it deserves, but Doug Kightley's award-winning model of the Forth Bridge might just be the layout to boost its reputation.

A guaranteed crowd-pleaser wherever it's exhibited, Doug Kightley's model of the Forth Railway Bridge is a triumph in T gauge. Discovering that Doug was also a fellow resident of Nottingham, I just had to catch up with him to discover the reasons underpinning his decision to take on such a monumental structure and the challenges entailed in its construction.

Andy: Your model of the Forth Bridge is amazing, both in terms of its size and the impression that it makes at exhibitions. What was it about the bridge that appealed to you in the first place?

Doug: Well, I'd built a T gauge layout called 'Robin's Run', which had two folded loops with interconnecting lines. I took it along to a couple of shows and the reaction from some of the other operators was that they thought T gauge was a bit of a novelty – one chap came up and told me that he'd seen a T gauge layout running around a toilet seat, and then he walked off! I thought that wasn't a nice thing to say, so I thought I'd do something to show these people that T is a serious scale. I thought what is there that you can't build in any other gauge that

I could do in T, and the Forth Bridge sprang to mind. So I started to do a bit of drawing based on the aluminium tables I had for Robin's Run, and I worked out that I could get eight of these in a line. That would be enough to take me from North Queensferry station to Dalmeny station, leaving just enough room for a runaround loop at each end. I then started looking at the design of the bridge. I found loads of photos and looked at the smallest girder. I thought if I could make that on a 3D printer, I'd give it a go. I made a sample, it came out reasonably well, and that's when I decided to go ahead. That was in February 2014.

Andy: Can you tell me more about the resources and references that you used?

Doug: I used screen shots from Google Earth's satellite view to make an enormous jpeg file. I then used the distance from one end of the bridge to the other, which I knew in feet and inches and calculated the number of pixels between those two points on the jpeg and then scaled it so that when I printed it at 300 pixels an inch, the distance from one point to the other was the right distance when at 1:450. Using this process, I was then able to print out all the built-up areas too, which gave me a scale sized map



The houses might not stand up to close scrutiny, but photographic resources ensured their placing and the street plans are accurate.



Factfile

Layout name: The Bridge
 Scale/gauge: 1:450/T gauge
 Size: Approximately 8m x 600mm
 Era/region: Firth of Forth
 Location: Nottingham
 Layout type: Circular 'dogbone'
 Power/control: 4.5v cpu-controlled PWM
 Words: Andy McVittie, Doug Kightley
 Photography: Tony Wright, Phil Parker

of every road, every building, every kerb edge and even down to the dotted lines on the road.

Andy: Once you've done all this research, how did you get started on the actual model?

Doug: I started by building the basics of the actual bridge in a CAD package. This was in a rough form, so I'd have a model of the whole bridge. I then cut the CAD drawing into smaller pieces and used these as the basis to create more detailed drawings. Once I'd got everything together, I started breaking it up into 3D printable sections.

Andy: How long was the actual build process from start to finish?

Doug: It must have been three months of research before I started building any of the

LEFT: It's already a difficult task to capture the full length of The Bridge. It would have been closer to 75ft in length had it been in N gauge, reckons Doug.

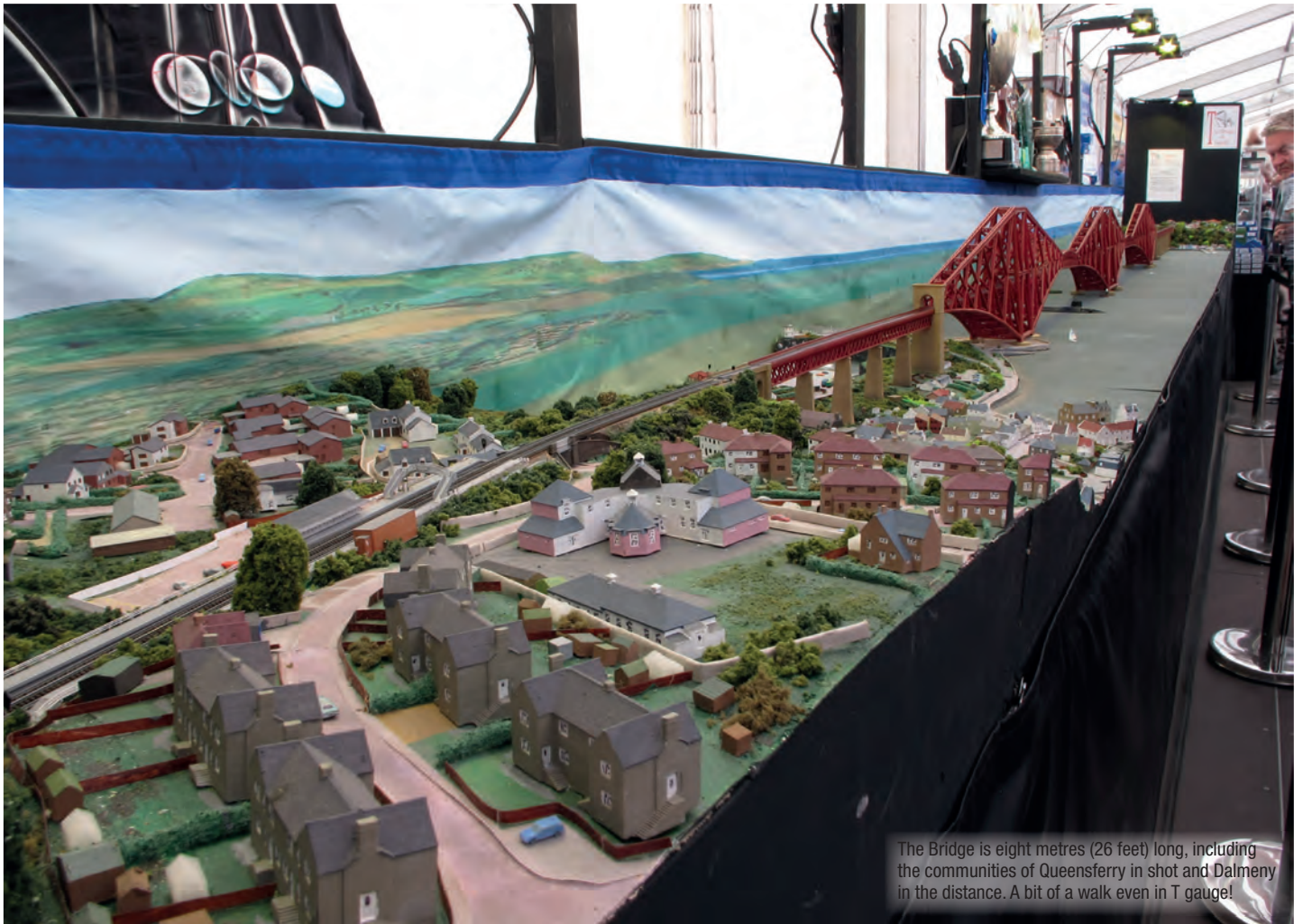


Meet the modeller

My earliest model was a rubber-powered balsa wood plane, but it was my dad who really inspired my interest in modelling. I was soon building and racing 1/8 scale cars and I dabbled with radio-controlled aircraft and helicopters, although this came to a halt with family responsibilities taking up my time. As the children grew up, I started looking for a new interest and I found Microsoft Train Simulator. My railway modelling might have developed from there, although it only really got going after I stepped back from some of my volunteering at the National Tramway Museum at Crich. Around that time, I'd seen an article about T gauge online. I thought the smaller scale would suit the space I had available, so I decided to build 'Robin's Run'. That layout debuted at GCR and was well received. 3D printers were becoming cheaper and better, and Forth Bridge followed. The rest is history, and I've been able to turn what was a virtual hobby into a real one!

Given that The Bridge is an impression of its real-life counterpart, and in a miniature scale, the landscape modelling is crisp and rather appealing.





The Bridge is eight metres (26 feet) long, including the communities of Queensferry in shot and Dalmeny in the distance. A bit of a walk even in T gauge!

bits. However, for the whole project in terms of printing, we're talking about two years on and off – on quite a few occasions the printer was going all day.

Andy: So how many individual pieces is the model built from?

Doug: The bridge is made up of 663 parts, although there are over six million rivets on the real one. There are 350 buildings, which were 3D printed as well. The total number of parts for the whole layout is 1300. The bridge has been designed so that all the bits plug together. It takes me about four hours to build it at a show, but only half an hour or so to take it down.

Andy: Can you tell about the reactions that you get when the layout is exhibited?

Doug: It's usually a jaw-dropping reaction. Most people look at it and go 'wow, I didn't think the bridge was that big!' then they notice there are trains running on it too, and they can't believe how small they are.

Andy: What do you actually run on the bridge, then?

Doug: I run three present day trains. A Class 170 three-car DMU, a Class 158 DMU – both in Scotrail's current 'Saltire' livery – and also a Class 68 loco and a couple of Mk.2 carriages, but if it starts acting up I replace the loco with a shortened HST. This is the only commercially available UK loco in T gauge.

Andy: You 3D print a lot of your own stuff now, don't you?

Doug: Yes, I printed the 158 and the 170 body shells myself. I've made some of them available in a little shop that I've set up online.

Andy: This appears to be a bit of side-line

for you, can you tell me more?

Doug: The idea of the shop was to help fund my website hosting costs, but people saw the things I'd made and asked if I had them for sale. So the shop sells things that are made to order. I've got houses, shops, a church and the basic buildings to form a village or town scene. Also a station building and platforms, a range of vehicles and body shells for locos, including a baby Deltic. The shop pays for the website, but it wouldn't pay for a living.

Andy: Now that you've built and exhibited Forth Bridge, what are you doing next?

Doug: I seem to have gone straight from something small to something very large, so

“it's usually a jaw-dropping reaction. Most people look at it and go 'wow, I didn't think the bridge was that big!' then they notice there are trains running on it too”

the only thing I can do now is come down in size a bit. I've made a few railway bridges, so I should probably stick to the same theme. One bridge that I am thinking about is Brunel's Royal Albert Bridge at Saltash, because that has got the Tamar road bridge alongside it. The railway bridge wouldn't be a challenge like Forth Bridge, but it would be a challenge to build the road bridge as well and having four lanes of moving traffic on it!

Andy: If you were to produce this new layout, how big would it be?

Doug: There we're talking about something that's going to be about ten foot by five foot. Smaller than Forth Bridge, but it's going to be tricky getting the orientation of the model right and there are lots and lots of buildings along the water's edge and sloping scenery. So far, I've made a scale print from the available satellite images and I've started experimenting with the track. I'm still in the early design stages, though.

Andy: Finally, what lessons have you taken from the building of Forth Bridge, and have they been pleasurable to learn?

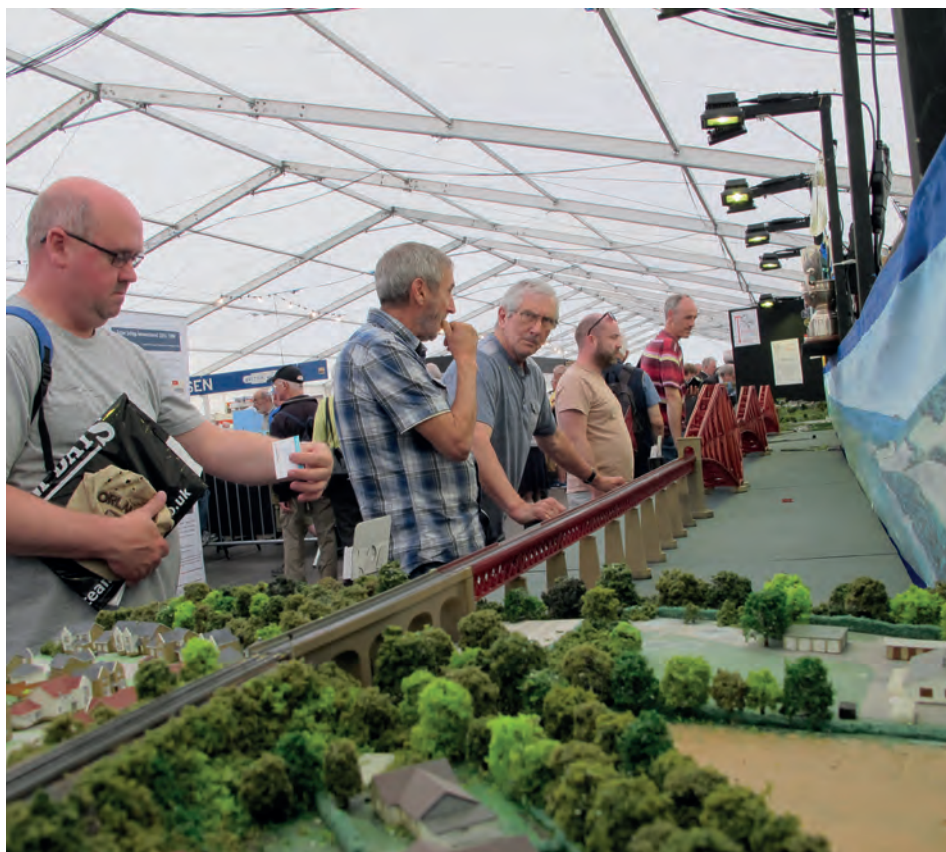
Doug: Try to think about a project more before you begin building it, because I started the Forth Bridge before I realised the true scale of the work and effort involved. And I paid no thought whatsoever to the effort that would be needed to get the layout to shows. But the satisfaction of completing it and showing it, and seeing the reactions of the public... that's a real buzz of its own!

That seemed like a good point to conclude our conversation, notwithstanding a quick tour of the trophies that 'Forth Bridge' has won, including 'Best in Show' at the 2017 Model Rail Scotland expo. Future bookings include Worthing in September (23-24) and Falkirk in November (25-26). "That will be the closest the layout has ever been to the real Forth Bridge, I'm looking forward to that one!" says Doug, proudly. ■



What we think

Doug's model of the Forth Bridge stopped me in my tracks at the Nottingham expo earlier this year. Okay, in T gauge it's only ever going to be an impression of the bridge, but any larger and they'd have needed a bigger exhibition hall. It was only in talking to Doug that I really understood the work and accuracy involved. His next project is somewhat smaller in scale, but is potentially even more complicated. I'm quite sure that Doug will rise to the challenge, though.



ABOVE: Already wilting in the punishing heat at the recent GCR event in Loughborough, BRM editor Andy (right) was one of many appreciative visitors to stop by. One stood silently for a while, then nodded and raised a thumb to Doug. Fair comment, we think.

Top tip

3D printing can be viewed as something of a dark art, and it's true that there are certain technical aspects to overcome. Doug has attained a level of proficiency without a degree in design or computer science, and he speaks highly of the modelling possibilities that have opened up. *Talkingtgaugenet* has more about T gauge and the models that he produces. See page 106 for a new book that demystifies the subject too, and the services such as those offered by *shapeways.com* if you fancy having a go without having to buy all the equipment.

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a couple of hours in the fresh air trying not to sink my latest vessel makes for an excellent break from the more serious world of railway modelling

BUILD A MODEL BOAT CLUB

Phil Parker builds an unusual scenic feature using the new range of water modelling products from Woodland Scenics.

I have been known to abandon the workbench or computer for a little sailing at my local model boat club. A couple of hours in the fresh air trying not to sink my latest vessel makes for an excellent break from the more serious world of railway modelling.

All this now counts as prototype research, since when presented by Howard with a range of water modelling products from Woodland Scenics, a miniature model boat club was the obvious choice for a small diorama. I wanted to create the sort of cameo scene that would fit into most layouts, small-scale sailing having been a popular occupation for well over a hundred years.

To date, I've tended to use DIY store varnish to represent water, but people have asked me about products that allow more

depth. These have tended to be resins, which are pretty smelly for indoor use. The Woodland Scenics' Scenic Water is odourless, and so is far more user-friendly. Simply mix two different liquids and pour into your pre-prepared, leak-free base.

Detailed instructions are included with the deep pour product that is used for major ponds, and there are a couple of points worth being aware of. The first is that the mix warms up slightly as it cures. Because of this, you are told to make sure the base is sealed with plaster or one of the many excellent WS products. As an experiment, I poured some excess liquid onto raw polystyrene to see what would happen, it warmed slightly, but not much.

Drying time is also a consideration. Deep Pour needs 24 hours to fully set and Water Ripples twice that. It's essential to protect

the water surface from dust and curious fingers during this period. Before you start, get a box to cover the surface, or even some kitchen foil to form into a dome over the top. Once the dust or finger marks get on the surface, you won't easily remove them. The Deep Pour and Realistic Water products are easy to use, otherwise, and I'm very pleased with the results.

Water Ripples is a bit more of a challenge. A few experiments on some black plastic sheet show promise, with nicely-formed ripples made by stippling the product with a brush. The clever formulation even allows ripples to be made more subtle with a spray of water. Before committing to the layout, though, I'd certainly spend more time on test pieces. This is good stuff, though, and I predict there will be some stunning models made using it. ■

Shopping list

Woodland Scenics:

- Deep Pour Water, Murky
- Water undercoat - Yellow silt
- Water undercoat - Olive drab
- Water ripples
- Realistic ripples
- Static grass - Medium green
- Static grass - Wild honey

Green Scene:

www.green-scene.co.uk
Static grass - Spring Green short

Dart Castings:

www.dartcastings.co.uk
Ducks (12 in a row, swimming)
Gentlemen with yacht

Hornby:

R8765 00 Gauge Skaledale Car Sales
Portakabin

Metcalfe Models:

www.metcalfe-models.com
Platform benches



Since there isn't space on the diorama for all of the pond, I plan to fit a piece of clear plastic along the front. To ensure a nice smooth edge for this, a piece of wood is wrapped in a plastic bag and clamped in place before the plaster ground cover is applied.



A patio would be nice in front of the clubhouse. An off-cut from a piece of mounting board is perfect. Scale 3ft by 2ft paving slabs are scribed using the back of a craft knife before painting with several shades of grey enamel.



Water undercoat is a thick paint available in a range of suitable colours. I chose silt and olive drab. Use the lighter colours around the edge, moving to dark ones for the middle. Don't let one colour dry before adding the next. To blend, dab the damp surface with a sponge.



The scene starts life as a piece of polystyrene left over from some scenic work, 29 x 19cm in size. I mark the main features with a felt-tipped pen so everything fits in place and also to gauge the look of the finished model. It's easy to move things around at the stage.



Mixing brown emulsion paint into powdered wall filler before adding water gives it a bit of colour. That way, if anything cracks or some grass is scraped away, the ground won't be gleaming white. Ground cover for the car park and paths is chinchilla sand sprinkled on to PVA glue.



Our miniature sailors need somewhere to launch their boats. This is made from a sheet of basswood with matchstick supports. To give a silvery wood appearance, it is stained with grey ink, although paint would work just as well.

The water is one of the new Woodland Scenics deep pour kits. Each box contains a two-part mix, plastic beakers, gloves, stirring sticks and instructions. I've chosen the murky water version, but there is a clear alternative for swimming pools and clear ponds.

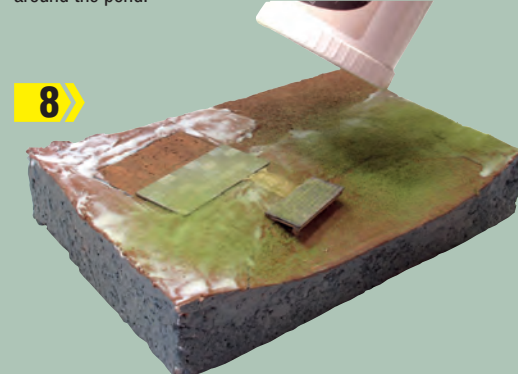


ANY
SCALE

Hacking out the pond requires a craft knife. The type with snap-off blades can be extended for digging deep holes in the styrene – a hot wire cutter can't usually reach into concave spaces. Don't worry about making it pretty at this stage.



Marking the waterline is simple enough with a felt tip pen taped to a box, then moved along the model. The result is a nice level line, which acts as a guide for the scenery around the pond.



Assuming that the boat club mows the lawn around its pond, most of the grass is 3mm long fibres from Green Scene with longer ones from Woodland Scenics behind the clubhouse. All are applied to a layer of PVA glue that has been allowed to dry slightly. This is vacuumed up before the next stage.

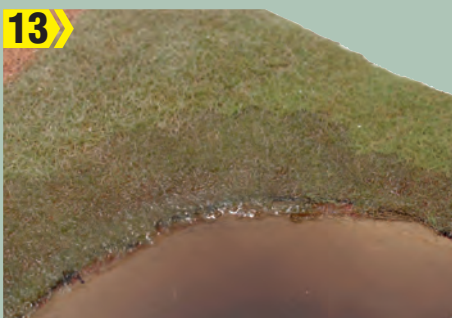
PRACTICAL BRM

11»



Pour Deep Water mixed with an activator at a ratio of 2:1. Both bottles should be warmed beforehand by placing them in hot water before mixing. Once brought together they need five minutes of stirring. Tinting paints are available if you need to alter the colour. Be prepared to work fast, as the mix starts to set after 20 minutes.

13»



My idea of planting the grass first seemed sound, initially, but capillary action caused the water to creep up the bank. I'm surprised at this, as the liquid is pretty thick when poured. Another layer of grass was applied to hide the mistake, but my advice is to now add the water first.

14»



Deep pour water is self-levelling, so I ended up with a flat pond. If ripples are required, a ready-mixed thick goo called 'Water Ripples' can be spooned onto the dry surface and stippled with a brush. I recommend trying this on a test piece, as it needs practice to get a realistic effect.

12»



A depth of up to 12.7mm can be poured in one go. Further layers can be added, allowing each to set for four hours. To mix needs 24 hours to fully set and it must be protected from dust during this time. My diorama fitted into a box, but the instructions suggest that a kitchen foil 'hat' works well.

Expert tip



Model boats are built in all sorts of shapes and sizes. My local club sees tiny motor boats 6 inches long and occasionally, warships and lifeboats over 5 feet in length. Handling those is a challenge!

Carving something suitable from wood or plastic shouldn't be too hard, but it's worth taking a look at 3-D printing sites such as www.shapeways.com where you'll find tiny boats perfect for a model sailing club.

15»



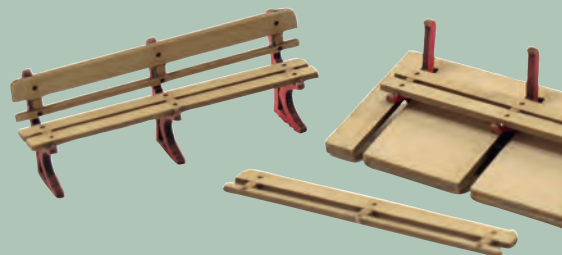
Deep pour water mixed with an activator at a ratio of 2:1. Both bottles should be warmed beforehand by placing them in hot water before mixing. Once brought together they need five minutes of stirring. Tinting paints are available if you need to alter the colour. Be prepared to work fast, as the mix starts to set after 20 minutes.

16»



I picked up a second-hand Hornby R8765 Portakabin and repainted it from yellow to green. A few noticeboards created on the computer finished the job. Knightwing makes a slightly larger Portakabin kit and modelrailwayscenery.com has a downloadable model that could also be used.

17»



A couple of platform benches from Metcalfe models give the boaters somewhere to sit. Made in laser-cut thick card, the pack even includes a jig to make assembly easier.

18»



The editor insisted my pond had to have a couple of ducks on it, so these are from the Dart Castings whitmetal range. Painting requires a steady hand and tiny brush. They certainly add a bit of colour to the scene, though. (Told you so! – Andy)

19»



The scene is almost complete and it's quite photogenic already, but I can think of a few more details to add.

20»



An empty corner of the diorama offers a good opportunity to place a die-cast VW van - the club needs a car park.



The yacht has been launched, but wait, is it sinking? Such a scene could easily be added to a village pond, a lake or even a slow-flowing stream. Want to add more interest? Consider some children playing 'pooh-sticks' around a bridge over a stream.



Geoff's first gauge 3 locomotive, a Garden Railway Specialists GER Y6 poses next to a GER 5-plank open wagon built from a Williams Models kit.

LEA SIDING

Inspired by photographs of the former Wisbech and Upwell Tramway, Geoff Nicholls' large scale layout captures the entrance to Outwell village Depot.

Lea Siding' is a small working diorama designed to show what can be achieved in Gauge 3 when modelling indoors. Its locomotives are battery powered and radio controlled and the rolling stock represents two eras – pre-1914 and the 1950s.

An idea is sown

The layout came about while work on my existing layout 'Aldeburgh Wharf' had stalled. I visited the Grainge and Hodder stand at Warley where demonstrations of its new laser-cut baseboard modules made of 5mm ply took place. I was impressed by how light they were, a 900mm x 400mm board could be lifted easily with one hand.

Factfile

Layout name: Lea Siding
Era: 1950s
Location: East Anglia
Layout size (inc. fiddleyards) : 340cm x 40cm
Words: Geoff Nicholls
Photography: Phil Parker

That got me thinking about making an even smaller layout using a locomotive I'd already built - a GER Y6 steam tram bought as a kit from Garden Rail Specialists. Tests showed the locomotive could pull or push nine foot wheelbase wagons through a 1200mm reverse curve without buffer-locking.

I then had to design a layout. Because I don't drive, I'd be dependent on others to transport the layout to shows. Members of my local model railway club, Ilford and West Essex, calculated the maximum length that would fit in the backs of their cars would be 1200mm. The layout would have goods



You can avoid putting this level of detail into a 00 or O gauge layout, but it can be seen by the public in gauge 3.

Gauge 3 - a brief history

Gauge 3 is sometimes known as 2 1/2in gauge because of the distance between the two tracks (63.5mm). The scale is 22.5 : 1 or 13.5mm : 1ft. It's one of the earliest model railway scales, dating back to the 1890s, but interest has been revived by the introduction of 'G' scale - the same scale as Gauge 3, only narrow gauge. A large range of locomotives and rolling stock kits is produced by Garden Railway Specialists (GRS).

Gauge 3 is often associated with live steam models built by model engineers to run in the garden, but it's possible to model this scale indoors using batteries and radio control or two rail power like most OO and O gauge models. I'm not a model engineer and I use the same techniques as when I built kits in O gauge, though an 80 Watt soldering iron is now required.

trains only - no room for a passenger train, and the maximum train length would be three four-wheeled wagons. I decided on a scenic section with a 'proscenium arch' housing an LED self-adhesive light strip, flanked by 1200mm fiddle yards operated with cassettes to enable the locomotive to run round a train during shunting.

Radio Control

Locomotives are radio-controlled, powered by AA rechargeable battery packs. Radio control isn't necessary for a Gauge 3 layout. My first layout used two rail track power and Garden Railway Specialists' locomotive kits all include two rail pickups.

If you're thinking of controlling your locomotives by radio control, you'll need a receiver to send and receive signals to control speed and direction and a battery pack with mostly 12 or 16 AA batteries. A double pole double throw (DPDT) switch for connecting batteries to either the receiver or a charger socket is useful as is a charger socket to charge the locomotive and a fuse between the receiver and its power source - blowing a receiver is easy to do if you're not careful. Sound adds to the operating experience. With Gauge 3 there's more room to fit speakers which give better sound.

I've bought my sound cards from Peter Spoerer, but there are other suppliers. I find Peter's installation instructions very clear. The sound card is connected to both the receiver and the battery, so the sound doesn't automatically stop when you turn the speed controller down to zero.

the layout would be inspired by the Wisbech and Upwell Tramway, as I like trains running adjacent to roads and I thought it would make a nice scene

In other scales it's said that a layout is never finished. In gauge 3 it seems that even a wagon is never finished. I've added capping strip clips to this GRS kit, but the end door fastening pin chains are still missing.



With a layout so small, extra details are noticeable.



Phil says...

The first thing that struck me about 'Lea Siding' was its size - or lack of it. The largest modelling scale in such a small space makes it worth a look. The rolling track and cobbles caught my eye, beautifully modelled to a standard rare in this scale where rolling stock seems to take pride of place.



The track

The Cliff Barker track used is to scale, while keeping within the Gauge 3 Society track standards. It uses stainless steel rail, with track components glued with Plastic Weld. For the goods yard, I used his check rail chairs, fixed directly onto 6mm ply. To reduce the layout weight, I glued 3mm ply around the sleepers on the main line to reduce the amount of granite ballast needed.



Architectural references

The three buildings are unfinished. The shop is based on the ancient house in Walthamstow village, the others I made up. Quite a bit of effort was made with the sash windows and I recommend anyone producing buildings in a larger scale buys a copy of 'Building Construction' by William Barr McKay. I have volume one which includes all the drawings you'll need showing how houses are built, including windows, doors and roofs.

For the brick house at the front of the layout, I drew the outside of the building, with all the bricks in TurboCAD, then printed that on paper and glued it to the outside of the model. I then cut out large numbers of bricks in thin card and glued them individually in place over the paper.

'Lea Siding' is operated from the front so we can chat to the public. It has been well received at its first two outings, West Essex Modelrail in Romford, and the Association of Larger Scale Railway Modellers in Reading. It's transport and operation has run smoothly thanks to my drivers Ted and Roy, and operators Eric, Bob, Ian and Andrew. I'm looking forward to its next outing at Steam, held at the GWR museum at Swindon on September 9 and 10 later this year.



KEY DETAILS

Granite setts

The granite setts in the yard and the road are sold by Williams Models. They're cast resin panels designed to interlock so you can't see the joins. I've glued these slightly lower than the rail height to help track cleaning without scratching paint off the setts. The street track setts were laid a scale eighteen inches either side of the rails in accordance with the laws covering street tramways. The sett panels don't include the cement between individual setts. For this, rubbing in a filler such as polyfilla with a mix of grey and brown paint, once the panels have been laid is required. I painted the setts before applying the cement, as I think it gives a better representation.



The Garden Railway Specialists' GER Y6 resting before Geoff's detailed cobbled road crossing.

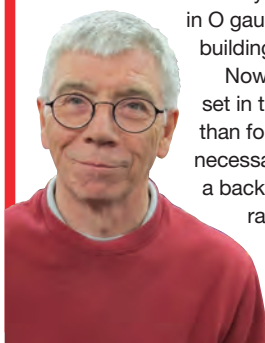


Meet the modeller

I live in east London and I've been a railway modeller since I was a child, starting with Tri-ang.

After twenty years modelling narrow gauge, I had a go at modelling the Great Eastern in O gauge. I overstretched myself with that layout and tried LGB G scale. While building that I visited Garden Railway Specialists' shop and discovered gauge 3.

Now I model GER branch lines in gauge 3. I'm building a layout that can be set in the 1850s, 1900s or 1950s by changing buildings and figures. It's less than four metres in length. I like building things, but only one of anything, two if necessary, like an open wagon. My favourite locomotives are small, so even in a back bedroom, gauge 3 is perfectly feasible. The disadvantage is the limited range of kits and locomotive wheels available. You need to scratch build, and everything takes longer. My advice for anyone tempted by this article is to have a go. Check out the Gauge 3 Society website and forum. Start with a GRS locomotive kit and a few of their wagons or those from Williams Models - that's how I started.



The 'Revo' handheld controller. Locomotives are chosen using the buttons marked 'T'. The keypad can be used to control the sounds, for example, '1' sounds the horn on the Simplex, and '2' starts up or turns off the engine.



SLATER'S
PLASTIKARD

Old Road, Darley Dale, Matlock,

Derbyshire, DE4 2ER

Tel: 01629 734053;

Fax: 01629 732235

Gauge 3 Wheel List

G3830R	2'-6" 4 Hole Disc Diesel Wheel (Ruston & Hornsby)
G3836ST	3'-0" 9 Spoke Bogie Wheel (Stanier)
G3836SW	3'-0" 9 Spoke Bogie Wheel
G3838I	3'-2" 11 Spoke Driving Wheel (Kerr Stuart)
G3838MW	3'-2" 10 Spoke Driving Wheel (Manning Wardle)
G3838	3'-2" 10 Spoke Bogie Wheel (GWR)
G3842	3'-6" 10 Spoke Bogie Wheel
G3842/02	3'-6" 10 Spoke Driving Wheel (BR Diesel Class 02)
G3844	3'-8" 10 Spoke Bogie Wheel
G3845	3'-9" 10 Spoke Bogie Wheel
G3845D	3'-9" Disc Tender/Diesel Power Bogie Wheel
G3845ST	3'-9" 11 Spoke Bogie Wheel (Stanier)
G3848GE	4'-0" 10 Spoke Bogie Wheel
G3849	4'-1" 12 Spoke Tender Wheel (GWR)
G3849GW	4'-1" 12 Spoke Driving Wheel
G3851	4'-3" 12 Spoke Tender Wheel
G3851I	4'-3" 14 spk (Austerity/J94)
G3851ST	4'-3" 12 Spoke Tender Wheel (Stanier)
G3854/08	4'-6" 14 Spoke O/C Driving Wheel (inc. cranks) (Class 08)
G3854LY	4'-6" 13 Spoke Driving Wheel (L&Y 500; LNWR Chopper)
G3855WP	4'-7" 14 Spoke Driving Wheel (GWR 57xx)
G3861E	5'-1" 15 Spoke Driving Wheel
G3862	5'-2" 16 Spoke Driving Wheel
G3862GW	5'-2" 16 Spoke Driving Wheel
G3866	5'-6" 17 Spoke Driving Wheel (SR)
G3868W	5'-8" 18 Spoke Driving Wheel (GWR Mogul, Grange etc.)
G3868GE	5'-8" 16 Spoke Driving Wheel
G3872GWH	6'-0" 20 Spoke Driving Wheel (GWR Hall)
G3872LY	6'-0" 20 Spoke Driving Wheel (L&YR)
G3872ST	6'-0" 19 Spoke Driving Wheel (LMS Class 5)
G3874G	6'-2" 18 Spoke Driving Wheel
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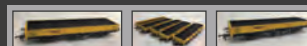
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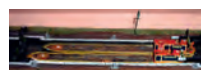
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The safety valves are hissing on British Railways No. 58100 'Big Bertha' indicating a good head of steam on Bromsgrove coaling shed in the early 1950s. The trees in leaf indicate it's summer. Note the exceptionally large, powerful cylinders, only two of which are visible. Photo courtesy of David P. Williams



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BUILDING 'BIG BERTHA'

Commencing our celebration of this iconic locomotive, noted modeller and long-time friend of the magazine, Tony Wright, builds up a DJH white metal and brass kit.

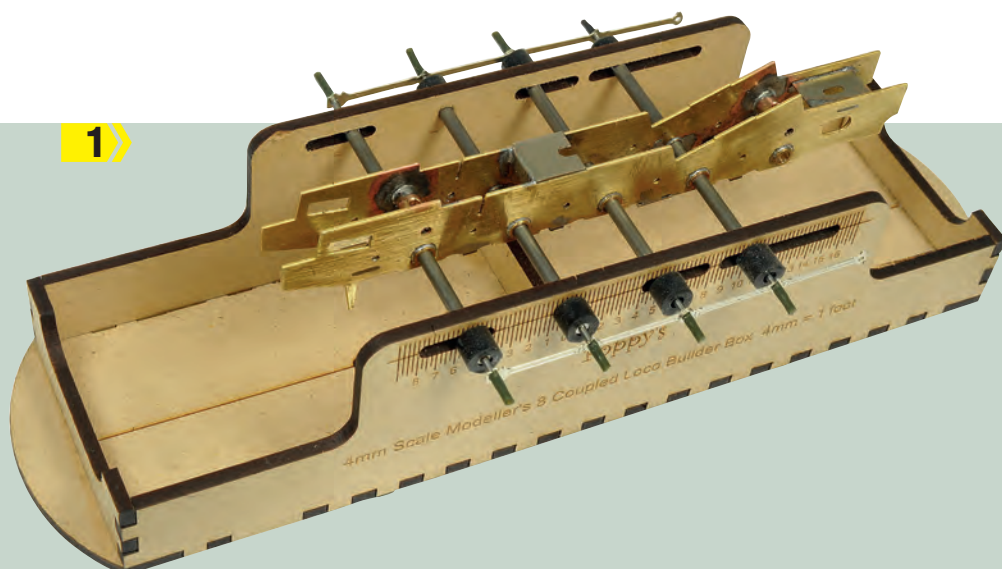
There is a fascination in singular locomotives; one-offs, built to do a specific job. 'Big Bertha' (or 'Big Emma' as known by some) was just such a locomotive. It was by some margin the largest ever built by the Midland Railway. The most daunting stretch of the Midland's whole system was the two-mile long Lickey incline between Bromsgrove and Blackwell, just south of Birmingham. At 1-in-37 (the steepest on any British main line) it required even light trains to be banked, with two or three locos needed to assist the heaviest trains. In order to mitigate this, Derby Works was

instructed in 1914 to build a four-cylinder 0-10-0 with Walschaerts valve gear. The First World War delayed its construction until it emerged in 1919. From then on it pushed countless trains up the Lickey for the next 37 years, apart from periods in works. A spare boiler had been built to shorten overhaul times, such was the loco's importance. It was withdrawn in 1956 and replaced by a BR Standard 9F.

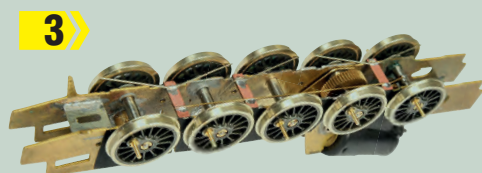
As always, prior to building any model loco, I perused the established works on the subject, including those by Essery and Jenkinson (OPC, Silver Link and Wild Swan), Haresnape (Ian Allan) and

Summerson (Irwell Press). It pays to have an extensive library, even in these days of the internet.

What one gets from DJH is a complete kit for the frames and motion/valve gear (etched in brass and nickel silver) and a set of high-quality white metal castings for the bodywork. DJH used to supply wheels in their kits, but not now. I obtained the kit, plus a full wheelset from Markits, and a Mashima motor/gearbox from Comet. With books to hand, all the parts obtained and the soldering iron fired-up, construction began. The following pictures show how I got on...■



I always build my sets of loco frames on the Poppy's Wood Tech Loco Builders Box and this one was no exception. Despite having screw-together spacers, it's always best to jig-up for any chassis construction.



I made the pick-ups from .45mm nickel silver wire, soldered to double-sided PCB pads. This chassis followed my usual practice of one-side-live, so care was taken to ensure there were no short circuits.



I used good-quality tinsnips to take off the excess material from the top, making sure I didn't cut right up to my mark. Though white metal is quite thick, it was soft enough in this instance to be easily cut through.



The sub-frame made-up into an extremely accurate unit and fitted snugly between the front and rear of the tender bulkheads. I soldered a strip of brass between the tender sides, tapped an 8BA thread in its centre to enable the sub-frame to be secured.



Rods on – they fitted perfectly, thanks to the accuracy of the jig – and the beginnings of the bodywork in place to check for unwanted interference or stray short circuits.



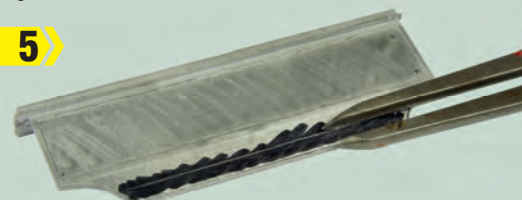
I've found from experience that when cutting sheet metal which ever part is the smaller/less wide will be the one to take up all the inevitable distortion – as shown here. Final filing up to the mark completed the job



Taking the top off the tender resulted in taking off its beading too. This had to be reinstated (no mention is made of this in the instructions). I used 30Amp fusewire, secured in place with low-melt solder, trimming it to length once it was all secure.



With the frames erected, gearbox put together and wheels on, everything was tested for initial sweetness. Though the prototype drove on the centre axle, I chose to drive on the fourth one; that way, the drive could be disguised in the firebox.



I always erect the tender at the same time. That way, constant checks can be made for ride-height, etc. After a brief flirt with oil-firing in the '20s, the tops of the tender were cut down. I marked the amount needed with a permanent marker and dividers.



The tender kit uses outside bearings (like the prototype). This always makes the frames difficult to get square (three hands are needed!), so I substituted a SE Finecast Fowler tender sub-frame. A tiny bit of modification was needed at its rear end to fit.



I flattened the wire using a coarse file using the draw-filing technique; that is filing from side to side, not backwards and forwards, finishing off with successively finer files.

12»



By reducing the top of the tender it meant that the tender cab no longer fitted. I made up the tender cab and cut off the rearward extension using a razor saw. Only soldering will withstand this sort of pressure.

13»



With the tender cab now securely soldered, thoughts turned to how to represent the rear overhang. Another point was the cut-out in the sides – they're too small and not in the right place.

14»



Still pondering what was best to do, I carried on with building the loco. The fit of the white metal parts was perfect, needing a minimal amount of cleaning up and fettling before soldering the components together.

15»



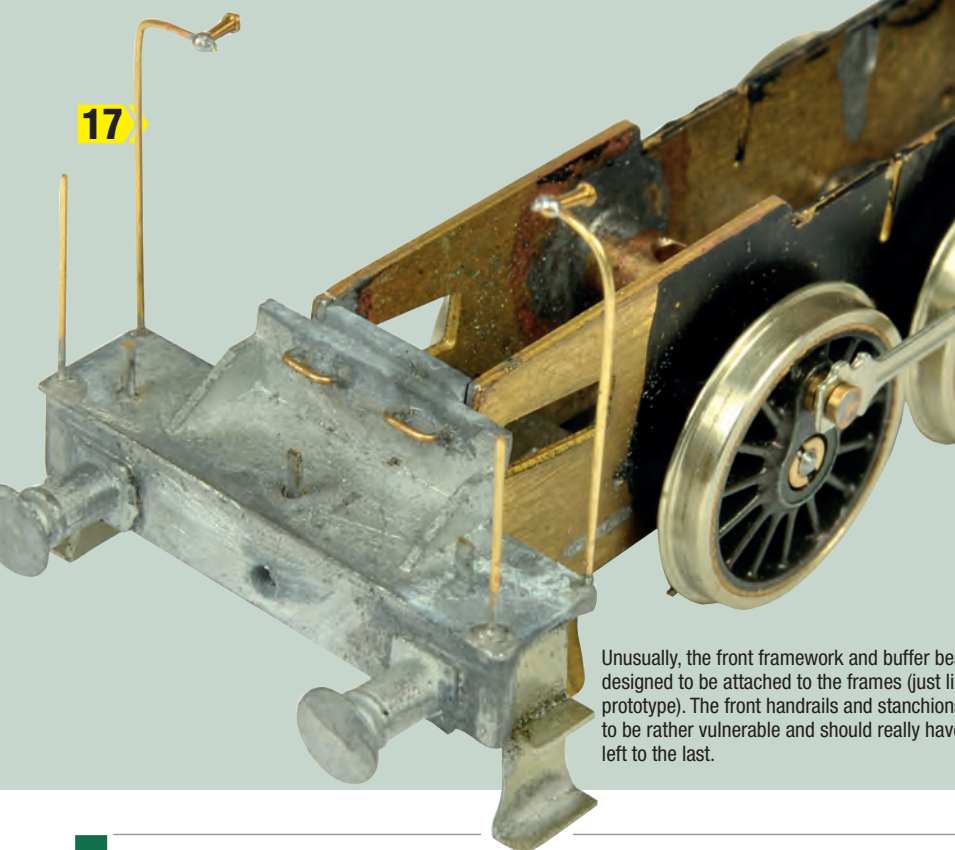
Standard handrail pillars were provided for the boiler-side handrails, but these were inappropriate because the 'handrails' on both sides of Bertha's boiler are a much larger diameter. They are, in effect, a conduit. I substituted split pins, soldered in from the rear.

16»



The split pins held the fatter rail with ease, careful soldering ensuring that all was securely-fixed. I made a new rearward extension to the tender cab from brass shim. It's not quite right, with the incorrect cut-out and rounded top. It should be angular, like the cab.

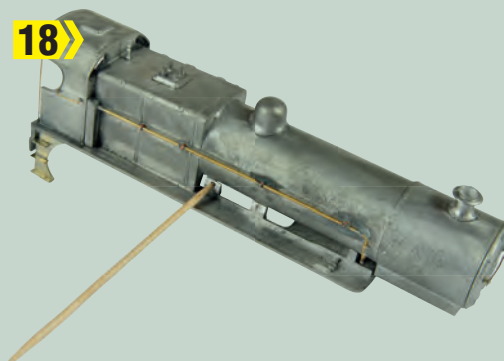
17»



Unusually, the front framework and buffer beam are designed to be attached to the frames (just like the prototype). The front handrails and stanchions proved to be rather vulnerable and should really have been left to the last.

“there is a fascination in singular locomotives; one-offs, built to do a specific job. 'Big Bertha' (or 'Big Emma' as known by some) was just such a locomotive

18»



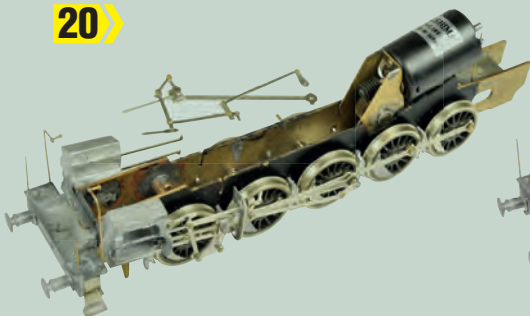
The drop-down section of the handrail at the front was made with standard .45mm wire and medium-length handrail pillars. A cocktail stick was used to hold the sandbox filler plates in place for soldering.

19»



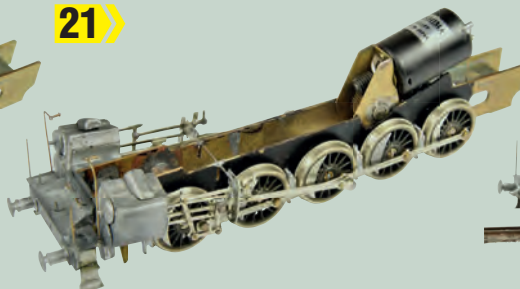
The loco bodywork complete, with the prominent headlamp fixed in place. This should point downwards at a slight angle. I represented the electrical feed to this (and some pipe runs) with 5Amp fusewire, soldered in place.

20»



I always split the valve gear into two halves. That way, it's so much easier to check for interference and sticking. The nearside is fixed in place and all the parts for the offside have been joined together in readiness.

21»



The complete chassis ready for final painting. Though rivets were supplied, I used brass lace pins to hold the valve gear components together – so much easier to solder than rivet in my view. The motion support bracket was split and the two bits secured to the frames with wire.

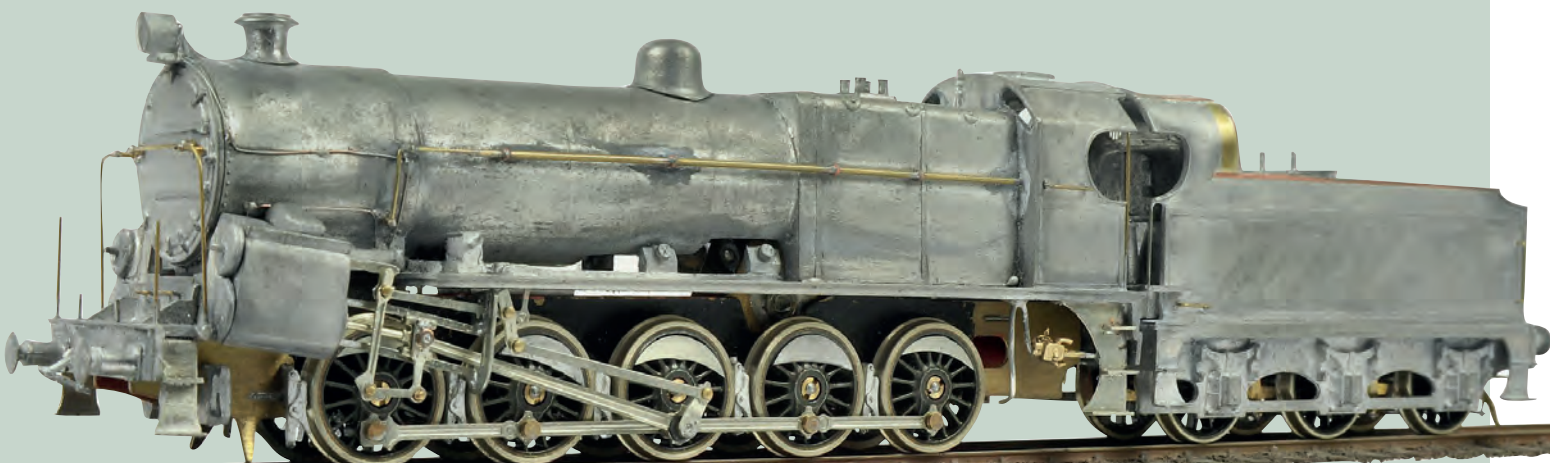
22»



Complete and ready for Geoff Haynes to paint – it'll be painted in unlined LMS black and numbered 22290. Some parts were not supplied, so I raided my spares box to provide the front sandboxes and generator for the lamp. Otherwise, this has certainly turned out as a most impressive beast, and it'll pull – and, more appropriately, push over 50 wagons with ease. It's a splendid kit too, being well-designed, and is a pleasure to put together. Although possibly too challenging for a beginner, I heartily recommend it for more experienced builders.

"DJH offers a complete kit for the frames and valve gear and a set of white metal bodywork castings."

...this has certainly turned out as a most impressive beast, and it'll pull - and, more appropriately, push over 50 wagons with ease





Watch more...

BR 'Jubilee' No. 45683 *Hogue* winds up the Lickey at Vigo with an up Bristol-York passenger in July, 1961.

BEATING THE CHALLENGE OF LICKEY

As Tony Wright builds a model of the Midland Railway's 0-10-0 'Big Bertha', Andy York takes a brief look at the history and operation of the Lickey Incline.

Cutting costs may be seen as a 21st century malaise, but it is that which has given us the Lickey Incline; two words that are bound to stir the souls of railway enthusiasts. Not only is it the steepest sustained gradient on the UK mainline, it is, and always has been, worked by lengthy express trains and heavy freights.

Two gruelling miles of 1-in-37.7 climb, it still tests the power of modern engines. You can hear the revs and feel the strain as you stand by the incline as Phil Parker and I did a few weeks ago. Whether you look up from the bottom at Bromsgrove, or down from the summit at Blackwell, it's dead straight on the incline, which only seems to accentuate the scale of it.

Canal engineers were savvy folk and even they had to create the UK's longest flight of locks at nearby Tardebigge on the Worcester and Birmingham canal. Isambard Kingdom Brunel surveyed an earlier route to the east for the Birmingham and Gloucester

Railway with easier gradients but of greater mileage. The railway found the costs to be prohibitive and sought the services of William Moorsom, who had assisted in the building of the London and Birmingham Railway, and charged him with building the railway as cheaply as possible. He avoided the towns to keep land acquisition costs to a minimum but was then faced with a climb of nearly 300ft to maintain a direct route towards Birmingham.

Moorsom proposed that the incline be worked by locomotives. No builders here in Britain could, or would, supply anything up to the task, so Moorsom turned to Norris of Philadelphia for 26 4-2-0 locomotives - awkward-looking beasts with a single driving axle ahead of a vertically mounted boiler. A nugget of railway history is preserved in the churchyard of St. John the Baptist in Bromsgrove, with the graves of two enginemen who were killed when their locomotive *Surprise* exploded in 1840. If you

have the digital edition of this month's **BRM** you'll be able to see the graves in our short video about the line.

And so, the legendary Lickey Incline came to be.

Working the bank

The Railway was an early acquisition by the Midland Railway in 1846 and from then onwards a variety of 0-6-0 locomotives were used for banking. Not until the introduction of the Midland's 0-10-0 'Big Bertha' in 1920 was a big locomotive used. With its large boiler and prominent inclined cylinders, this was an impressive locomotive. There was still a touch of American to it with the large headlamp above the smokebox door used for sighting the rear of trains it was buffering up to.

'Big Bertha' performed no other work, but could be seen travelling to Derby for works visits. It was the only locomotive not to receive a power classification.



As most trains required banking up the incline, 'Big Bertha' would not have been able to provide assistance to all services, so through the LMS years 3F 'Jinties' were the principal supporting cast. With electrification of the Woodhead route, the Worsborough banker, LNER U1 2-8-8-2 Garratt, was trialled on the incline in 1949/50.

It appears to have been unpopular and ineffective by comparison with 'Big Bertha'; even its oil fired return in 1955 was unsuccessful. There is a recorded incident of an LMS 2-6-6-2 Garratt on a mineral train being banked by the LNER Garratt, stalling on the climb and rescued by 0-10-0 'Big Bertha'; 19 driven axles!

Regional boundary changes in 1958 transferred the route to the control of the Western Region and a succession of 94XX pannier tanks were allocated to Bromsgrove for banking duties. A couple of 52XX 2-8-0T and 72XX 2-8-2T locomotives were allocated, as were additional 9F 2-10-0 locomotives.

A classification, based on the Jinties, was applied to the classes and combinations formulated based on the needs of the train to be banked. 'Jinty' =1; GWR 94XX =1; 52XX/72XX =1.5; 'Big Bertha' =2; 9F =2

After the demise of steam, and still under Western Region control, Worcester-allocated Hymeks were regularly used, singly or in pairs. After the Hymeks came English Electric Type 3s lasting to the 2000s.

Banking duties now fall to Class 66s, or occasionally a Class 70, but are rarely seen due to the low volume of heavy freight workings on the route.

Operations

Up services requiring banking would draw up to the south of Bromsgrove station to await assistance. Express passenger services would normally stop on the Up main whilst goods services would often use the loop on the Up side. Services that stopped at Bromsgrove would receive their banker on the Up platform. The banker(s) would draw out of their siding and buffer up to the rear of the train.

Once the train was accepted by the signalman at Blackwell at the summit of the incline the main locomotive and the banker would signal their readiness with whistles and draw forward. The banker would match the speed of the train and the application of power would grow as the train went through Bromsgrove's platform, as the incline started at the very end of the platform beneath the overbridge.

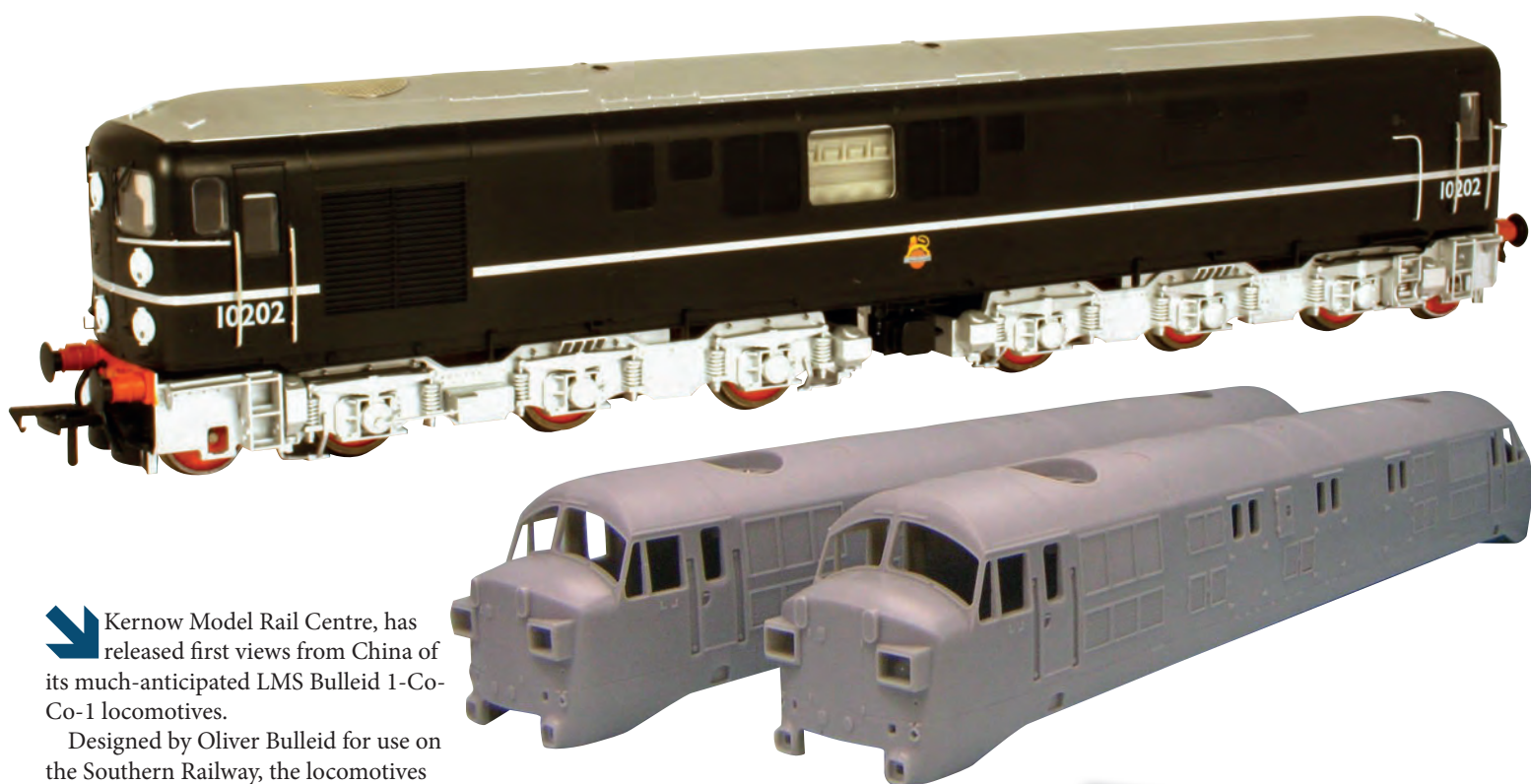
The box at Blackwell had equipment to operate intermediate block working with an intermediate signal halfway up the bank, which allowed the signalmen to accept two trains onto the incline in close succession. Once the train had crested the summit it would maintain power and naturally draw away from the banker. The banker would fall back from the train as it passed Blackwell

station's platform (which closed in 1966). If a return path was available and no other working had been accepted onto the incline it would wait on the main until it could cross over onto the Down line via a single slip by the box. If there was no return path immediately available it could run further forward and back into a loop on the Up side; latterly the alignment was changed so there was an extended crossover siding between the Up and Down lines. The bankers would return individually or in convoy dependent on the traffic flow and return to Bromsgrove crossing back over to the coaling and stabling point; permissive block working allowed the bankers to run down the incline behind a Down service to minimise disruption.

Evidently the rate of progress of an Up service was affected by the incline and the operations necessary but, in time terms, there was no less an effect for Down goods services. Speeds for Down trains were limited at the top of the incline to reduce the risk of runaway.

As dieselisation and the use of fully-fitted trains increased, so the banking requirement reduced and the efficiency of operations have evolved to a point where little banking is required today. As I write, Bromsgrove has a new station, south of the original and electrification masts are being installed for electric Cross-City services to run to and from Bromsgrove. Soon the Lickey Incline will have changed forever. ■

KERNOW 'EXCLUSIVES' - UPDATE



➔ Kernow Model Rail Centre, has released first views from China of its much-anticipated LMS Bulleid 1-Co-Co-1 locomotives.

Designed by Oliver Bulleid for use on the Southern Railway, the locomotives were only built post-nationalisation. The first two locomotives numbered 10201 and 10202 were built in 1950 at Ashford Works. Brighton Works produced a final version to this design in 1954 numbered 10203.

With only three of these diesels serving British Railways, their service on the Southern and London Midland region was relatively short lived, being withdrawn at the end of 1963. Five years after being scrapped all three were cut up.

Delays in production of Kernow's model are due to a lack of accurate drawings and once sourced, Kernow had to wait for a factory production slot which happened last year.

The first decorated model from the manufacturer has been praised, although there were slight issues with livery application and running numbers.

The tooling, owned by Kernow, has been created to allow for differences between the original two locomotives made at Ashford Works and the last that rolled out of Brighton Works. The first batch will include numbers 10201 and 10202, with two versions of 10203 being released at a later date. Priced at £159.99 for a DCC Ready example or £279.99 with DCC sound.

In other related news, this month saw the modelshop turned RTR manufacturer

release images of its first EPs of its D6xx North British 'Warship', being produced in partnership with DJ Models. Each release will be a limited edition of 750 models with features including directional lighting and a coreless DCC Ready motor. Available to pre-order now for £159.99 with delivery dates still unconfirmed.

N GAUGE SHOW TAKES SHAPE

A rapidly approaching date for all your diaries, the International N Gauge Show – or 'TINGS'; as we know it – promises to be bigger and better this year. Well, smaller and better, if you see what we mean.

There are lots of reasons to spend a day or two in the elegant town of Leamington Spa, but we think this hugely popular annual bash is foremost among them. Boasting more than 30 eye-catching layouts and a broad selection of over 40 specialist suppliers, this year's show also coincides with the N Gauge Society's 50th anniversary. A special layout will take pride of place on their stand, but five other



leading N Gauge societies will also be in attendance showcasing their prowess.

The world of N Gauge modelling is developing and the International N Gauge Show is a great way to see the latest products along with some of the newest and very best layouts.

TINGS takes place on September 9-10, with full price adult tickets at £10.50, £9.50 for over 65s and £5 for under 14s. See www.ngaugheshow.co.uk for more.

SKYTREX TRAM AND WAGON KITS

Skytrex is to re-release selected O gauge locomotives from its ready-to-run range. The first model to be revived is its GER Class G15, otherwise known as the LNER Y6 0-4-0T. This will be produced mainly using resin castings, with all detail fittings produced from white metal.

The kit doesn't include essentials such as buffers, couplings, chassis and markings, so these require sourced elsewhere. An all in one power unit from ETS can be fitted, but the standard catalogue item comes with small coarse wheels. The product code for this power unit is 247 and is available from www.ets-trains.com. The Tram engine body shell kit will be available from Skytrex in the near future with the recommended retail price of £55. The popularity of this model could determine whether or not more

locomotive kits are produced with the Sentinel Y3 being a likely second release.

Its O gauge Skytrex MGR HAA Coal Hopper wagon is to be made too available in kit form for the first time. The original white metal chassis and frame casting has now been replaced with a resin cast unit. To ensure the model isn't too light, axle boxes and underframe fittings are white metal. Also supplied without wheels, buffers, couplings or markings, the retail price for the SMR300K Coal Hopper wagon kit is £25, with the possibility of Skytrex producing different model variations such as the 'top skip' version subject to sales.

For further details, visit its website www.ogauge.co.uk, or to see its line of OO gauge accessories, visit www.skytrexmodelrailways.com



N GAUGE BR CARFLATS



Bachmann Europe has released first sample images of its BR Carflat in N gauge. The model is a special commission by the N Gauge Society, with pre-orders taking place through its website.

The chosen Carflats were converted from redundant MK 1 coaches. The operation of

the wagons dates back to the 1950s right up to the turn of the century, offering modellers a choice of liveries from BR Freight Brown to Railase Yellow. Delivery is expected early next year, but to avoid disappointment, pre-order yours today. Visit www.ngaugesociety.com to find out more and to pre-order.



RAILS' NEW WEBSITE

Rails of Sheffield is launching a whole new website, with its primary aim being to make it easier for customers to use on all devices. The new website is completely smart phone-friendly, so it is now simple to navigate the website on the go. The computer experience has changed as well, with larger images and clear pricing for each product. Another innovation is the use of symbols on every product listing to indicate era, gauge and weathering of the model. The new site also allows users to compare new model prices, with used model prices available on the Rails of Sheffield eBay store. Overall the website looks like a perfect haven for all your modelling needs. Visit www.railsofsheffield.com to see for yourself.

INDUSTRIAL REVOLUTION

Scalescenes strikes again, with a new downloadable kit. This new release, which doubles as a warehouse or a mill, makes a nice addition to its current range. As with previous kits from Scalescenes, this warehouse is available in both OO and N scale. This detailed model includes interior detail, the option of three different brick finishes and the opportunity for further customisation thanks to a choice of door colours and signs. In conjunction with the T026b Industrial Chimney available from Scalescenes, there is the possibility to create a stunning industrial scene for your layout. This T026c Stone Warehouse/Mill is available to purchase and download for £4.99 from www.scalescenes.com.



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DARSTAED BOGIE TANKERS

The full range of bogie tank wagons from Darstaed is now available from Ellis Clark Trains. Available in 22 different liveries spanning pre-war, wartime, post-war and other liveries are available for your choosing, so an attractive rake of wagons can be created. The tankers are compatible for two- and three-rail running. The retro appearance of these models makes them compatible with older O gauge tinplate models.

Price RRP £69

W www.ellisclarktrains.co.uk

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DAPOL 7F-058-001 14T TANK WAGON CLASS A ESSO SILVER

Dapol has adopted this range of tankers from Lionheart following the merger of the two companies last year. The models are based on the Class A tank wagons first created by Shell and BP in 1938. Available in 10 different liveries, featuring variations in the Esso, Shell and BP liveries, the models have a sprung die-cast chassis for smooth running.

Price RRP £49.99

W www.dapol.co.uk

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OXFORD RAIL OR76WW001 MINISTRY OF WAR TRANSPORT 'WARWELL'

Oxford Rail has entered a rivalry with Hattorns Model Railways with the timely release of its 'Warwell' wagon. The example shown is in military drab with detail highlights including chains used to hold down loads. The primary purpose of these wagons was to transport Sherman tanks from the West Coast to training posts in the south of Britain ahead of the 'D-day' landings. A full review of this model will appear in the next issue of BRM, meanwhile, to read about Hattorns version, see page 104.

Price RRP £29.95

W www.oxforddiecast.co.uk

DAPOL CLASS 66418 PATRIOT PROJECT RAILWAY HONOUR

Dapol has produced 250 limited edition models, now on sale exclusively via Revolution Trains. Class 66418 was named following a Remembrance Day service at Freightliner's new depot at Crewe on November 11, 2016. All proceeds from the sale of this model go to ABF The Soldier's Charity.

Price RRP £105

W www.revolutiontrains.com



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37-711Z	Pack of 3 GWR Cattle wagons	£27.20
	<i>Weathered</i>	
37-730Z	GWR Vent Vans Weathered	£25.45

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R2784X	Mallard Green	£85.00
R3110	61XX BR	£78.45
R3074	King GWR (Stamp Collection)	£112.99
R3018	B17 Gilwell BR Early	£121.95
R3380	J15 LNER	£96.90
R3381	J15 BR Early	£96.90
R3316	Fowler 2P SDJR	£87.45
R3329	BR Late S15	£123.99
R3327	SR S15	£123.99
R3325	J50 BR Early	£69.45
R3326	J50 BR Late	£69.45
R3242A	K1 BR Early	£116.95
R3243B	K1 BR Late	£116.95
R3395TTS	A4 Mallard	£102.25
R3413	S15 Late	£119.45
R3412	S15 Early	£119.45
R3463	52XX BR	£106.45
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R3356	BR Crosti 9F Weathered	£104.45
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R3340	BR Green 2Hal	£119.75
R3353	Sentinel Balfour Beatty	£49.45
R3346	Class 92 DB Schenker	£70.45
R3161B	SR 2 Bil Green	£120.60
R3290A	BR 2 Hal Green	£113.90
R2647X	CL56 BR Grey	£83.95
R3180	Tarmac Sentinel	£44.95
R3268	Class 67 Arriva	£122.90
R3283	Bagnall Shunter	£25.75
R2962	Cl. 56 BR Grey 'Oystermouth'	£96.50
R3261	Class 08 Network	£84.45
R3343	Class 08 FGW	£104.45
R3342	Class 08 BR	£104.45
R3373	NRM Class 71	£134.95
R3374	BR Blue Class 71	£134.95
R3376	BR Green Class 71	£134.95
R3477	Class 153 Regional Railways	£86.45
R3483	Sentinel Crossley	£51.45
R3471	Class 50 NSE	£129.45
R3484	Class 08 BR Green	£109.45
R3485	Class 08 Laira Blue	£109.45
R3585	Class 90 Intercity	£75.00

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R207	Track Fixing Pins	£2.50
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R601	Double Straight	£1.85
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R605	Double Curve 1st Rad.	£2.05
R606	Curve 2nd Rad.	£1.40
R607	Double Curve 2nd Rad.	£1.95
R608	Curve 3rd Rad.	£1.65
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R618	Double Isolating Rail	£6.85
R620	Railer Uncoupler	£4.35
R628	Half Curve 3rd Rad.	£1.80
R643	Half Curve 2nd Rad.	£1.20
R8072	LH Point	£7.95
R8073	RH Point	£7.95
R8074	LH Curved Point	£12.60
R8075	RH Curved Point	£12.60
R8076	Y Point	£8.95
R8077	LH Express Point	£12.60

R8078	RH Express Point	£12.60
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HORNBY TRACK ACCESSORIES

R076	Footbridge	£15.10
R169	Junction Home Signal	£10.35
R170	Junction Distant Signal	£10.35
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R658	Inclined Pier Set	£12.65
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R044	Point Switch	£8.45
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R047	On/Off Switch	£8.45
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31-088	BR Black Earl	£118.95
31-089	GWR Earl	£118.95
32-085	Class 56XX BR	£76.45
31-980	Standard 3MT BR	£110.45
31-981	Standard 3MT BR	£101.95
31-782	Thirlstaine Hall	£114.70
31-783	Fountains Hall	£114.70
35-075	E4 LBSC	£93.45
35-076	E4 Southern	£93.45
35-077	E4 BR Early	£93.45
35-078	E4 BR Late	£93.45
31-635	GWR 64XX	£72.21
31-001	Robinson BR Late Crest	£94.99
31-002	Robinson BR Early Crest	£94.99
31-003	Robinson LNER	£94.99
31-127	CL3000 BR ROD	£118.45
31-128	BR ROD Weathered	£105.45
31-136DC	D11/2	£115.90
31-213DS	Patriot BR Late	£201.45
31-528A	A2 Pearl Diver	£144.45
32-227B	LMS 3F Jinty	£72.20
32-235	BR 3F Jinty	£80.70
31-628DC	Class 3F BR weathered	£93.20
31-931	LMS Compound	£112.90
31-933	BR Compound Late Crest	£112.88
31-932DC	BR Compound	£127.75
32-509	BR 5MT Early Crest	£104.55
31-465	C Class BR	£93.46
31-138	D11/2 Black Early	£106.20
31-189	Jubilee 'Falkland Islands'	£113.95
32-129A	Prairie BR Black	£72.20
32-154A	N Class BR Black Wthd.	£99.10
32-233	3F SDJR Blue	£62.00
32-508	5MT BR Green	£104.55
32-828A	Invatt 2MT BR Green	£89.20
31-626A	3F BR Black Early	£76.45
32-880	Fairburn LMS	£106.20
32-882	Fairburn BR Late	£106.20
31-461A	C Class SR Black	£106.20
31-462A	C Class BR Early	£106.20
31-433	Midland Class 1F LMS	£81.55
31-434	Midland Class 1F BR	£81.55
31-003A	Robinson LNER	£110.45
31-004A	Robinson BR Early	£118.95
31-435	1F BR Early	£81.55
31-480	G2A LMS	£101.95
31-481	G2A BR Early	£114.70
31-119	BR Class 4MT Black	£135.95
32-281	BR Class K3 E/Emblem	£118.95
32-279A	LNER Class K3 Black	£118.95
31-614	BR Late V3	£110.45

31-615	BR Early V3	£110.45
32-575A	LMS 4MT	£114.70
31-728	GWR City Class	£118.95
32-353	4MT BR Green	£110.45
32-359A	4MT BR Early	£110.45
32-360A	4MT BR Late	£110.45
31-635A	64xx GWR	£81.55
31-638	64xx BR Green wthd.	£90.05
32-176	BR Crab	£123.20
35-051	LMS Coal Tank	£101.95
35-052	BR Early Coal Tank	£101.95
31-014	Class 7F SDJR Black	£125.75
31-015	Class 7F LMS Black	£125.75
31-691	Stanier Mogul	£135.95

BACHMANN DIESEL/ELECTRIC LOCOMOTIVES

32-376A	Class 37 Regional Railways	£123.20
32-762DS	Virgin Class 57 Hood	£203.95
31-266	MLV Green with yellow panel	£62.45
31-268	MLV NSE	£83.26
31-269	MLV Jaffa	£83.26
31-327	CL105 BR Green	£79.45
31-535	CL105 BR Blue Power Twin	£84.45
31-575	Windhoff MPV NWR	£104.00
31-576DC	Windhoff MPV NWR	£114.00
31-679	Class 85 Electric Blue	£118.95
32-389	Class 37 COLAS	£117.25
32-680	Class 45 Blue	£101.95
32-784	Class 37 Mainline	£106.20
32-786	Class 37 EWS	£106.20
32-937	Class 150 Centro	£127.45
32-928	Class 150 Sprinter	£135.95
31-363	03 BR Blue Wthd.	£76.45
31-364	03 BR Green Wthd.	£76.45
31-365	03 BR Blue	£70.50
32-065	Class 43 Zealous	£118.95
32-066	Class 43 Pegasus	£118.95
32-067	Class 43 Royal Oak	£118.95
32-044	Class 20 BR Green	£93.45
32-034A	Class 20 BR Green weathered	£97.70
32-390	Class 37 Petroleum Sector	£101.95
32-981	Freightliner Class 66	£127.45
32-982	DRS Class 66	£127.45
32-992	Wickhams Trolley Yellow	£67.95
32-993	Wickhams Trolley Yellow	£67.95
32-068	Class 43 BR Maroon	£127.45

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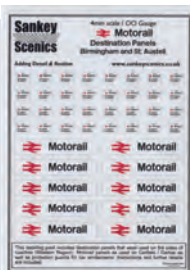
WOODLAND SCENICS CW4539 DUST DABBER

Cleaning your models is made easier with Woodland Scenics' 159g tub of fluorescent-coloured gel. Put down your small brush and remove those tiny specks of dust from hard-to-reach places without damaging handrails and lamp irons. Removing the product from its pot feels strange - like a jelly that hasn't quite set. Take out as much as you need, pushing

it over the surface. Let it mould around details, then pull it away and watch it remove dust. Painted surfaces aren't damaged and it flexes to reach between handrails and safety valves with ease. Ideal for dusting model rivers, ponds and other scale water features to restore sheen.

Price £5.25

W www.bachmann.co.uk



SANKEY SCENICS MOTORAIL DESTINATION BOARDS AND SIGNAGE PACK

With Motorail-orientated rolling stock from Oxford Rail and Bachmann planned to arrive with retailers next year, Sankey Scenics is producing a range of relevant signage packs. Using research from photographs, period films and artefacts from the National Railway Museum, a collection of signage has been brought together on a sheet to detail a British Rail Motorail Terminal from the late-1960s to the 1980s. Three destination board packs are available too covering London-Perth, Birmingham-St. Austell and Kensington-Penzance. Fixing is recommended with Blu-Tack.

Price £3.75 (terminal signage pack), £3.20 (rolling stock packs)

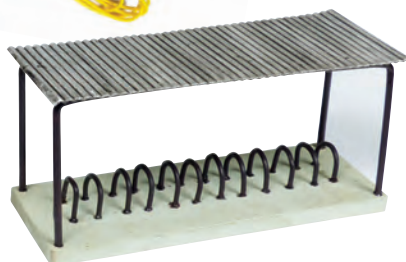
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W www.finescalemodelworld.co.uk



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Now in stock with Bachmann stockists are two new additions to its Scenecraft range of buildings, structures and lineside objects. Finding room for them isn't a problem either - they're both compact. The Wooden Lamp Hut makes a great lineside addition as a permanent way shelter or could be positioned adjacent to a depot, goods yard, or even at the bottom of a garden as a shed. The Bicycle Rack is modern and simplistic in design - good for being placed around stations, factories and car parks.

Price Lamp Hut £7.95, Bicycle Rack £9.95 **W** www.bachmann.co.uk

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Manufacturing cast resin details that can be instantly added to N and OO gauge layouts is a speciality for Harburn Hamlet. Now added to its range is an N gauge load suitable for placing inside a wagon or alongside a goods shed and an Anderson shelter - ideal for positioning in back garden. Both are pre-painted and available from Harburn Hobbies stockists.

Price Barrels £6.40, Shelter £6.50

W www.harburnhobbies.co.uk



OO

HEKI HK3137 FLEXIBLE ROCK FOIL SLATE SHEETS

Measuring 180x400mm, Heki's plastic flexible rock sheets sold in packs of two are easily bent to form irregular shapes. The pre-painted items offer a better key for painting and weathering, or alternatively use them directly on your layout. Now in stock with Essex-based model shop, Blackwells of Hawkwell. Visit its website to see the full range from the manufacturer.

Price £13.50

W www.blackwells-miniatures.com



OO/O

GAUGEMASTER GM803 GAS LAMP AND GM830 MODERN DOUBLE HEAD LAMP

Improve the level of detail on your platforms, railway carparks or adjacent roads with these two packs of intricate lighting from Gaugemaster. With three lamps per pack, there's a choice of era and region to choose from. Its modern double-head adjustable height lamps (GM830) have two detachable platform speakers, whilst its LMS maroon 'barley twist' gas lamps are height-adjustable with a choice of two different height bases for each lamp. Detail on the ABS-moulded bases is fine and each light has a pre-installed LED ready to wire to your layout. Included with each pack is a small circuit board to regulate the power supply (3-12V DC input). Gaugemaster recommend its WM2 transformer. Full range available on its website.

Price £13.95 per pack

W www.gaugemaster.com

GOLDEN VALLEY HOBBIES 'JANUS' 0-6-0 SHUNTER

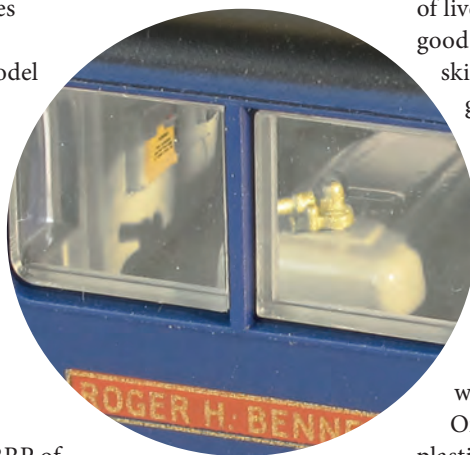


I was delighted when Golden Valley Hobbies announced in November 2015 that it had commissioned Oxford Rail to produce a model of the Yorkshire Engine Company 'Janus' 0-6-0 diesel; an extremely useful prototype for anyone interested in steelworks although their operations spread to other industrial users. The first product to hit the shelves will be this National Coal Board liveried model.

FIRST IMPRESSIONS

Oxford Rail seems to target a well-priced product for the retailer and consumer, and the 'Janus' meets that expectation with an RRP of £89.99. There is a simplicity of design to the model, but the important thing is that it looks like what it purports to be. It's very much an industrial design, not pretty but with certain charms and small enough to appeal to anyone with a little space for an industrial line on their layout.

This model depicts NCB No. 6 *Roger H. Bennett*. The name was only acquired in 2007, so is only appropriate for later usage. In preservation, the locomotive carries a darker shade of blue, as it did during its working life. I regularly used to see the locomotive from the school bus during the 1970s and 80s. On a dull day it would appear almost black, so I feel the shade of the model is too light. The density of the paint applications is good and the application



Inside the cab yields a little detail with an impression of the control desk and levers.

of livery details and lettering is sharp, particularly good are the filler gauges on the right-hand end of the skirting. The cabside plates are printed in red and gold, and would benefit from aftermarket etched plates. The BTH Co. (supplier of electrical equipment on the Janus) plates below the bonnet grille are neatly tampo printed, as are the Yorkshire Engine Co. plates at the top of the bonnet. Behind the makers plate is a raised cowl around the radiator filler cap. This stands a little higher than photographs of the real locomotive show, although others show it with virtually no raised edge around the cavity.

One of the weakest aspects, for me, are the soft plastic handrails. Undoubtedly this means they are less likely to be damaged with handling, but with the drawback that there is some distortion and some fail to stand vertically. There are variations in handrails from one example of a Janus to another, as to be expected in private usage, and it wouldn't be reasonable to presume Oxford to replicate these.

The cab interior is nicely modelled with painted parts and notices around the central control panel. It will be necessary to amputate a crew below the waist to be accommodated above the raised floor. Fore and aft of the cab are the exhausts with very neat movable and posable circular rain covers. Although the bonnet inspection panel latches are moulded the rest of the moulded detail to the louvres and grilles is very good. The bolt heads on the bufferbeams on the prototype

FACT FILE

MODEL GV2012 - National Coal Board Janus 0-6-0
PRICE RRP £89.99
WORDS AND PHOTOGRAPHS Andy York

are fairly large and prominent. Here the model is a little lacking. The buffers are not sprung and the tension lock coupling protrudes through an opening in the bufferbeam. It would have been nice to have included a 'clip in' dummy filler for this hole, as Bachmann did with its Class 03 and Hornby with its Sentinel. The lifting eyes on the corners of the bufferbeam are really well captured, though. Beneath the running plate the cylinders, piping and sandboxes are represented and the wheels and braking gear are well captured.

TRACK TESTING

The 'Janus' benefits from a 5-pole motor and an 11mm diameter brass flywheel; the performance is smooth, quiet and strong, with the capability to haul a full-length train. The model has a respectable mass of 155g, with a die-cast running plate and metal chassis. There are wiper contacts to all six wheels with a gear tower above the rear axle. The drive from the motor to the gear tower is via a short cardan shaft.

INSIDE

Body removal is relatively straightforward; remove the tension lock couplings from their NEM mount and remove the four screws at the corner of the chassis. There is an 8-pin decoder socket above the circuit board at one end with space beneath the circuit board for a sugar cube speaker. It is worth noting that Legomanbiffo has an excellent sound file on an ESU sound decoder available.

To access the inside of the cab unclip the plastic handrails and squeeze and lift the centre cab section. It separates easily, then it is necessary to take a thin blade to remove the base of the cab from the interior. You can now see how good the cab decoration is.

OPINION

I have felt with Oxford Rail products so far that there has been a 'near enough is good enough' approach.



A view from above is cruel to the straightness of the handrails, but panel and exhaust detail is still good.



That's not always a good thing, but in this case I think it is perfectly acceptable. It has kept the price of a niche product down to a respectable level and it provides the modeller with plenty of easy opportunities to carry out further detailing and enhancements.

Compromises have been made on minor points and there have been some omissions, but I would buy one like a shot. Perhaps two, in fact – one for colliery operations and one for my steelworks. ■

datafile

i BASICS

Manufacturer: Oxford Rail
Catalogue Refs:
 GV2012 - National Coal Board Janus
 GV2013 - British Steel No. 5 Janus
 GV2014 - BP Janus
 GV 2015 - Port of London No. 201 Janus
RRP: £89.99
Gauge/scale: 16.5mm gauge, 1:76 scale OO
Era: 5 to 9
Company/Operator: Industrial Private Owners
Weight: 155g
Body: Plastic
Chassis: Die-cast metal and plastic
Minimum Curve Radius: 438mm (R2)
Wheel Profile: RP25
Couplings: NEM mounted tension lock
Accessories: Cosmetic screw couplings

⚡ ELECTRICAL/MECHANICAL

Power System: 12V DC
Motor: 5-pole
DCC Provision: 8-pin socket
Pick-ups: Brass wipers to wheel backs
Lighting: None
Drive System: Shaft drive to gear tower
Flywheel: Brass 11mm cylinder
Traction tyres: None

🔧 SERVICING

Body Removal: Remove couplings and four screws in chassis
Lubrication: Access to lubrication points without body removal
Packaging: Plastic blister tray with cardboard outer.
Instructions: Exploded diagram sheet for maintenance
Spares/warranty: goldenvalleyhobbies.com

📊 VITAL STATISTICS

Dimension	Model	1:76	Model	+/-
Length (over buffers)	117mm	-	-	0
Height (pan down)	47mm	-	-	0
Width	34mm	-	-	0
Wheel diameter	14.5mm	-	-	0
Wheelbase	14.6-14.7	-	-	0



SERVICE HISTORY: JANUS 0-6-0

Jonathan Loughlin offers a condensed history of these powerful diesel-electric locomotives that served industrial railways for over 50 years.

The Janus 0-6-0 diesel-electric locomotive was produced by the Yorkshire Engine Company from 1956 to 1965. Due to the almost symmetrical nature of its design, the manufacturer named the locomotive 'Janus', after the two-headed roman god.

The two Rolls-Royce engines used in the majority of the Janus shunters produced a combined power output of 400hp with a top speed of 23 miles per hour. In total, 102 locomotives were built, with 23 members still working in industrial service in 2008. This is the arena in which the Janus shunters were designed to work, with the Yorkshire Engine Company turning out locomotives for numerous industries.

The majority of Janus' were used on lines owned by the British Steel industry. The link to the steel industry is because the United Steel Company, owner of Rotherham, Appleby-Frodingham and Socksbridge

steelworks, bought the Yorkshire Engine Company after World War II - a buyout which ensured a constant supply of locomotives to the industry.

Janus locomotives operated in other industrial fields too - Imperial Chemical Industries operated 12 locomotives, with the National Coal board adopting seven. The Port of London Authority also purchased ten of these 0-6-0 diesels. These were used to replace the many steam locomotives that worked the 95 miles of dock lines stretching along the river Thames.

Due to the variety of companies using Janus locomotives there were a plethora of liveries in which the locomotives could be seen operating, offering a great choice for modellers. One of the most obscure colour schemes was that adopted by British Petroleum. This livery consisted of a garish sky blue with a British Petroleum logo emblazoned on the cab sides.

Not all locomotives built were destined for British soil - one ventured to Jamaica and two to India to serve the Indian Fertilizer Corporation. Those destined for India were unique because they were produced to the gauge of 3ft 3 3/8", making them the only two narrow gauge Janus' produced.

By 2016, the final locomotives in active service with British Steel were retired and replaced with younger and more reliable German-made Di8 locomotives. A total of seven Janus' survive across the country in preservation. ■

Like this?

Discover more about the prototype. An interesting early example built in 1958, *Stanton 50*, can be found at the Stainmore Railway Company. For more information about *Stanton 50* and the other locomotives they have preserved visit www.kirkbystepheneast.co.uk

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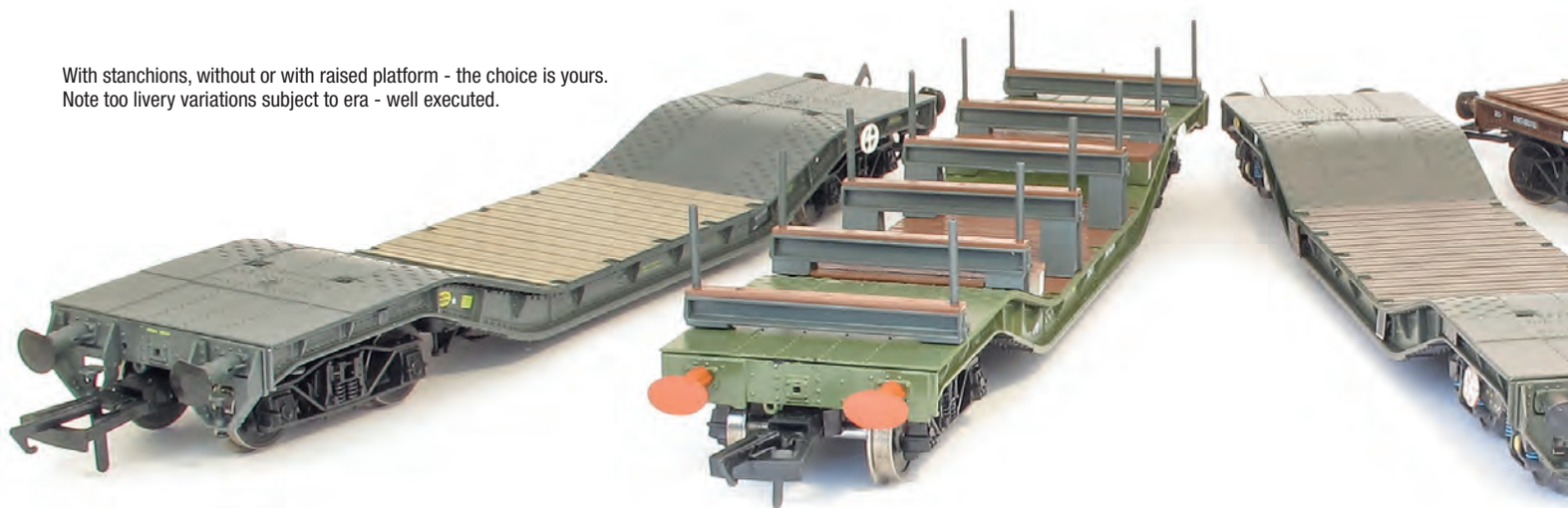


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HATTON'S MODEL RAILWAYS 50T WARWELL

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The Warwell wagon was designed by the Ministry of Supply (MoS) during WW2 for one very specific purpose, to transport the USA's Sherman tank around Britain's rail network ahead of Operation Overlord. The size of the Sherman tank and our loading gauge meant it was necessary to accommodate the vehicle within a lowered well between the bogies. Two hundred wagons were built for the MoS by Gloucester Carriage & Wagon Co. (100), Head Wrightson (75) and the Southern Railway (25). The military retained many wagons after the war, but a number were sold to the LMS and have seen adaptation and modification to produce a significant amount of variety in the wagon's form. For such a task-specific design it ultimately had an operational lifespan of 75 years, and so it will be of interest to modellers of the contemporary railway too.

FIRST IMPRESSIONS

The initial impact is the 90g weight of the wagon. The chassis and body is a die-cast metal, which gives it a feel of sturdiness. The definition of detail is very good, with textured planking on the deck, bolt and plate detail, securing eyes for chains or straps and ridged grips for vehicles on the sloping surfaces forming the drop of the well. The sides of the wagon have accurate detail to the recessed areas, with raised plates where necessary for wagon and information notices.

Naturally, the modeller will turn this wagon over to look underneath. The strengthening angle irons are there with bolts and even the textured wooden planking has its underside modelled in the central area. Brake gear, piping and cylinders are modelled too. Only the framework for the model's bogies is simplified, but the level of detail elsewhere on the underside draws attention to the necessary compromises. It is advisable to remove the leading wheelset from the bogie to remove the tension lock coupling if so desired. A detailing pack includes screwlink couplings in hung and hooked form and brake pipes for use as required.



Hatton's Warwell wagon is available in a number of different guises. The chassis and body are made from diecast metal adding to the quality and sturdiness of this product.

The military versions feature a cradle from the bufferbeam to mount the screw jack used to stabilise the wagons during loading. Under magnification this jack looks good enough to turn!

VARIETY

Hatton's is to be commended, not just for recognising the variations within the life of the wagons, but for accurately reproducing these variations. As built, the Warwell had diamond frame bogies, which are nicely portrayed including the sloping axlebox covers and a good depth to the recess for the springs. From the late 1970s, the remaining military wagons had replacement Gloucester plate bogies, which are well captured on the appropriate models.

The earlier models feature the original style of buffer housing and the OCEM buffers with the levelled-off top to allow the bridging plates and ramps to be used for driving vehicles along the length of the train whilst loading. Later models have replacement buffer housings and oval buffers. Each style of buffer is sprung on the models.

The early models are available in War Department livery and LMS, LNER and GWR-loaned liveries through the BR years in Gulf Red and BR Grey and later WD olive green liveries to the present day.

Our review samples included two models showing different uses; one with a planked level deck and one

FACT FILE

MODEL Hattons Model
Railways 50T Warwell
PRICE RRP £33.00
WORDS AND
PHOTOGRAPHS
Andy York



Watch more...



Above, below and from the side, this wagon hosts superb rivet detail from every angle. Underneath, brake reservoirs and associated pipework are fully represented, despite being mostly hidden when on the rails.

with bolsters for carrying rails or steel sections. The latter is available in three BR liveries – bauxite, black with S&T markings and olive green with Electrification branding. These surplus wagons correctly have the screw jacks and their mountings removed. There is also an ‘un-bolstered’ BR Engineers yellow model available, and this could form an excellent base for modellers to make one of the more unusual wagons that have graced the network with mounted cranes or inspection platforms.

All the wagons are priced at £33 apart from the weathered versions, which are £37. The weathered sample provided of the later WD style features light weathering to the sides and bogies with a little more grime on the top surface and subtly captures evidence of vehicle movement over the wagon.

In all, there are twenty different wagons available on Hatton's website and a guide to the eras each wagon is suitable for is shown on Hatton's topic for the Warwell wagons on RMweb; just search for Hatton's Warwell.

OPINION

I can't recall another product that has had so many variations produced at the time of release. Of note is that Hatton's announced this product in October 2016 and we now have a finished product ready to despatch; well ahead of their initially quoted delivery dates. Although I am not an O gauge modeller I will be very interested to see Hatton's forthcoming 7mm scale model. Impressive all round! ■



datafile

i BASICS

Manufacturer: Hatton's Model Railways

Catalogue Refs:

H4-WW-005 Hatton's Warwell wagon 50t with diamond frame bogies MODA95534 in MOD 1970s olive.

H4-WW-009 Hatton's Warwell wagon 50t with diamond frame bogies DM721227 in BR Olive green with ELECTRIFICATION branding and steel/rail carriers.

H4-WW-012 Hatton's Warwell wagon 50t with diamond frame bogies DM748316 in BR brown with bolster deck conversion.

H4-WW-015 Hatton's Warwell wagon 50t with Gloucester GPS bogies MODA95512 in MOD 1970s olive – weathered - £37.00

RRP: £33.00 each

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

Era: 3 to 9

Company/Operator: WD/LMS/LNER/GW/BR

Region: All

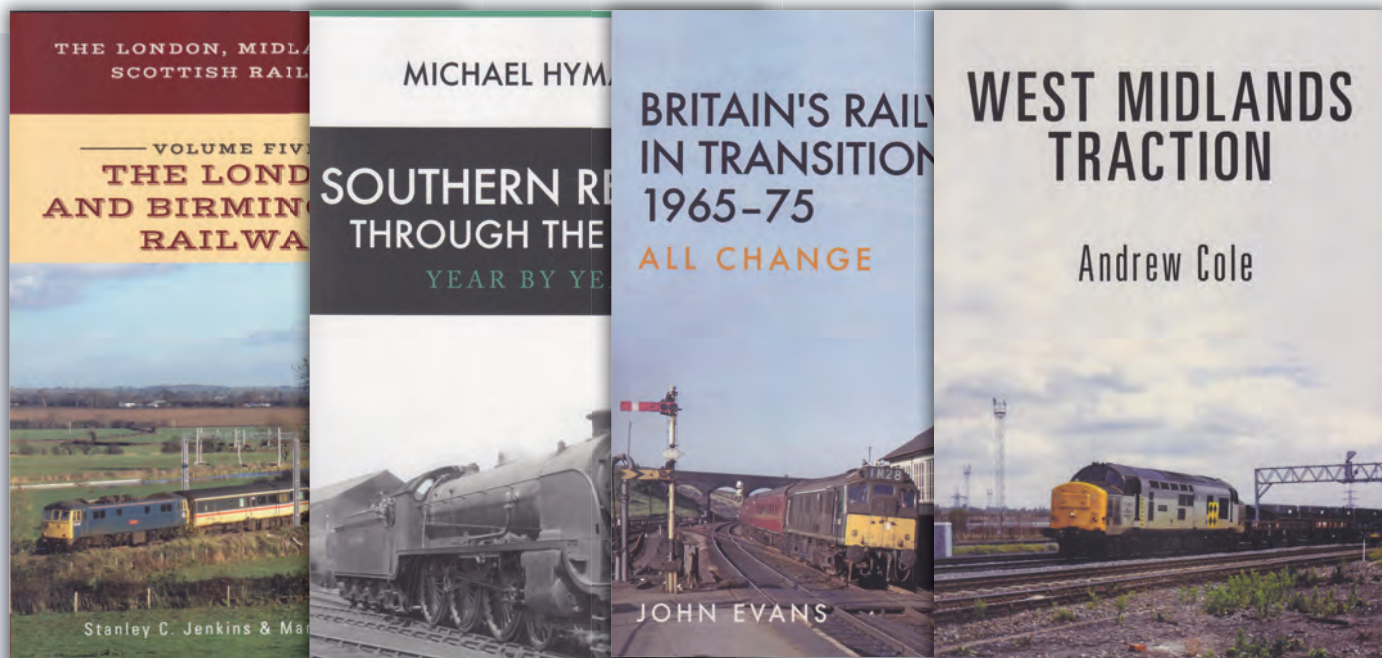
Weight: 90g

Body and chassis: Die-cast metal

Accessories: Cosmetic screw link and couplings in lowered and hooked form, brake pipes.

VITAL STATISTICS

Dimension	1:1	1:76	Model	+/-
Length (over buffers)	47' 0"	191mm	190mm	0
Width	8' 3"	33mm	33mm	0
Wheel diameter	2' 9"	11mm	11mm	0
Wheel Back-to-Backs			14.4 to 14.5 mm	



VARIOUS – AMBERLEY

Our chums at Amberley have a quartet of new titles this month. We begin with 'Southern Region through the 1950s' by Michael Hymans. A largely monochrome affair, the book pictorially charts the themes and events that took place in the Southern Region during this momentous decade. The 1955 Modernisation Plan being among them, of course, but also the continued rise of car ownership and the increases in road haulage. The beginning of the end for steam, perhaps, but a fascinating story nonetheless. 'Britain's Railways in Transition 1965-75: All Change' by John Evans expands the motif on a wider scale, as steam engines and early diesels faded from view and a new fleet of cleaner and more efficient locomotives came to prominence. For all that, Evans' colour photos still capture some of the old guard mixing with the new. Meanwhile, punchy chapters with entertaining headings such as 'Where Have all the Spotters Gone' ensure this is a breezy and informative read. Andrew Cole's

book 'West Midlands Traction' dispenses with any vestige of steam nostalgia and is a real boon for diesel fans, with colour photos throughout. The West Midlands region was not just a hub for passenger transport, but was a centre for freight traffic too. Hence a mix of shunters amid the usual blue and yellow faces. Finally, we have 'The London, Midland and Scottish Railway: Volume Five – the London and Birmingham Railway' by Stanley C. Jenkins and Martin Loader. As the title suggests, there's more to this story of the 'Eighth Wonder of the World' than is covered in this single book. It stands up well in its own regard, however, with an informative introduction and captions, and a good mix of colour and vintage photos, and railway ephemera.

Price £14.99

W www.amberley-books.com

SCOTTISH STEAM'S FINAL FLING – EXTRACTS FROM A TEENAGER'S NOTEBOOK

Such is the monthly deluge of new titles that Keith Widdowson's amiable book was somewhat overlooked until recently. A small wonder that the book was ever written at all, though, since the author lived over 300 miles away from his intended subject as a lad. And yet he still managed a good many trips over the border to capture it – over 4000 miles were covered, we're told. The result is a tale of missed connections, poor time-keeping and an appealing enthusiasm that has plainly not waned over the years. Widdowson is also to be saluted for his excellent record-keeping, as the book includes several excerpts from his trainspotting diary, lists of journeys taken and assorted souvenirs of his youthful forays. An engaging, informative and entertaining slice of railway nostalgia.

Price £13.95

W www.thehistorypress.co.uk

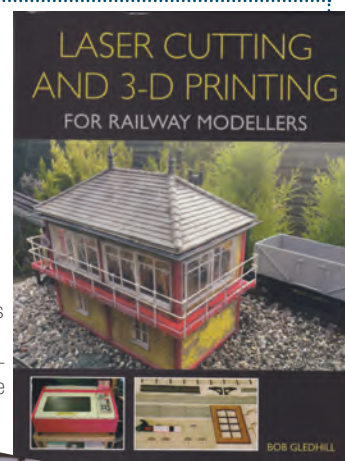


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A trip to any model railway event of even modest size shows a great number of laser-cut or 3-D printed parts and accessories on sale. In tandem, the technology required to create such items has never been cheaper or more accessible. Bob Gledhill's book is both timely and useful, with clear images and pleasingly non-technical instructions that help to demystify what might otherwise be a fairly difficult subject. The techniques detailed within won't necessarily speed up your modelling – one chap tells us that he now spends as much time dabbling with CAD files as he did making more traditional models – however, this book is a great place to start for anyone with any interest in exploring this side of the hobby.

Price £18.99

W www.crowood.com

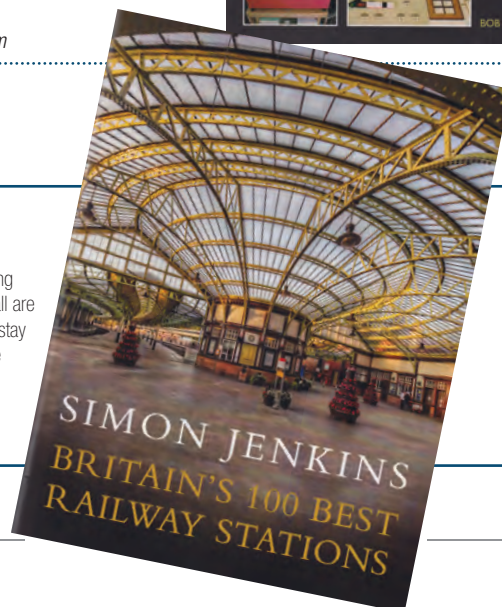


BRITAIN'S 100 BEST RAILWAY STATIONS

Historian Simon Jenkins' book is somewhat more substantial than its slick production values, coffee table proportions and provocative name suggest – 100 'best' of anything is surely a subjective list. Quirker and less obvious stations nestle among the usual crowd-pleasers, each being rated out of five stars and many accompanied by stunning colour photography, and all are detailed in terms of their history, architecture, location and importance. By no means a scholarly tome, the text doesn't overstay its welcome, delivering the facts and figures briskly while allowing the aforementioned imagery the space to do much of the talking. A great book for railway converts and students of British architectural heritage alike. Now, about that price tag...

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W www.penguin.co.uk



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AUGUST 05 - AUGUST 06

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Road, Hadlow Down, Uckfield, East

Sussex TN22 4HS

Opening Times: Sat/Sun 1000 - 1700

Prices: Adult £6.00 Child £2.00

29th Southwold Model Railway

Exhibition Saint Felix School, Halesworth

Road, Southwold, Suffolk IP18 6SD

Opening Times: Saturday 1000 - 1700

Sunday 1000 - 1630 **Prices:** Adult £7.00

12-17 £3.00 Under 12 Free

T: 01502 581452

AUGUST 19 - AUGUST 20

Carnforth Station Model Railway

Weekend Carnforth Heritage Centre,

Carnforth Station, Warton Road,

Carnforth, Lancashire LA5 9TR

Opening Times: Sat/Sun 1000 - 1600

Prices: Adult £2.00 Children Free

T: 07967 743126

W: Model Railway Exhibition

CONTACT US

DIARY DATES are now ONLINE!

As of the December 2016 issue of BRM, only a select number of Events will be listed within the magazine. For an extensive list of all Diary Dates please visit our website at the address below.

www.brmm.ag/brmevents

WEBSITE

Enter your event on our website
www.world-of-railways.co.uk

Closing date for the October issue is August 10

 Suitable for disabled visitors.

SEPTEMBER 02 - SEPTEMBER 03

The Heart of the Midlands Model

Railway Exhibition Loughborough

Grammar School, Leicester Road,

Loughborough LE11 2DU

Opening Times: Saturday 1000 - 1700

Sunday 1000 - 1600 **Prices:** Adult £8.00

Concession £7.00 Child £4.00

Family £20.00 (2+3)

SEPTEMBER 09 - SEPTEMBER 10

The International N Gauge Show

Warwickshire Exhibition Centre, Fosse

Way, Nr Leamington Spa, CV31 1XN

Opening Times: Saturday 1000 - 1700

Sunday 1000 - 1600

Prices: Online Adult £10.00

Senior £9.00 Child 5-14 £4.50

Door Adult £10.50 Senior £9.50

Child 5-14 £5.00 **T:** 01926 614101

W: www.ngaugeshow.co.uk

SEPTEMBER 10

The White Horse Model Engineering

& Garden Railway Show White Horse

Country Park, Westbury, Wilts. BA13 4LX

Opening Times: Sunday 1000 - 1600

Prices: Adult £5.00 Under 16 Free

T: 01926 614101

W: www.ngaugeshow.co.uk

OTHER EVENTS

AUGUST 12

The East Anglian Garden Railway

Show Steam & Gardens, Low Road,

Bressingham, Diss, Norfolk IP22 2AA

Opening Times: Saturday

T: 01379 686900

AUGUST 12 - AUGUST 13

Ecclesbourne Valley Railway Diesel

Locomotive Weekend Wirksworth

Station, Coldwell Street, Wirksworth,

Matlock, Derbyshire DE4 4FB

Opening Times: Saturday / Sunday

T: 01629 823076

TRAIN & TOY FAIRS

JULY 23

SRP Toy Fairs - Orpington Crofton Halls,

Station Road, Orpington, Kent BR6 8PR

Opening Times: Sunday 1000 - 1400

Prices: Adult £2.00 Child Free

T: 0773 9998012

JULY 25

SRP Toy Fairs - Tonbridge The Angel

Centre Angel Lane Tonbridge Kent

TN9 1SF

Opening Times: Tuesday 1800 - 2000

Prices: Adult £2.00 Child Free

T: 0773 9998012

JULY 29 - JULY 30

Joe Lock Toy & Train Fairs - Bluebell

Railway Horsted Keynes Station, Station

Approach, Horsted Keynes, Haywards

Heath, West Sussex RH17 7BB

T: 07866 641215

JULY 30

SRP Toy Fairs - Rayleigh Swayne Park

School, Sir Walter Raleigh Drive, Rayleigh,

Essex SS6 9BZ

Opening Times: Sunday 1000 - 1400

Prices: Adult £2.00 Child Free

T: 0773 9998012

AUGUST 05 - AUGUST 06

Modelmania at Locomotion - The

National Railways Museum, Shildon,

Shildon, Co Durham DL4 1PQ

Opening Times: Saturday Sunday

T: 01535 642367

AUGUST 06

Ray Heard Train & Toy Fair - Newton

Abbott Racecourse, Newton Road,

Kingsteignton, Newton Abbot, TQ12 3AF

Opening Times: Sunday 1000 - 1530

Prices: Admission £2.00

T: 01823 480097

AUGUST 19

Ray Heard Train & Toy Fair - Exeter

Exeter Matford Centre, Matford Park Road

Matford Business Park Marsh Barton

Trading Estate Exeter, Devon EX2 8FD

Opening Times: Saturday 1000 - 1530

Prices: Admission £2.00

T: 01823 480097

AUGUST 20

SRP Toy Fairs - Orpington Crofton Halls,

Station Road, Orpington, Kent BR6 8PR

Opening Times: Sunday 1000 - 1400

Prices: Adult £2.00

Child Free

T: 0773 9998012

AUGUST 28

Toy & Train Fair - Bridgnorth Leisure

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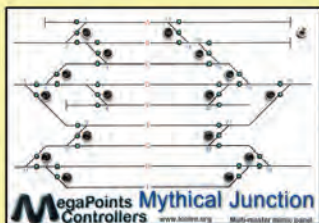
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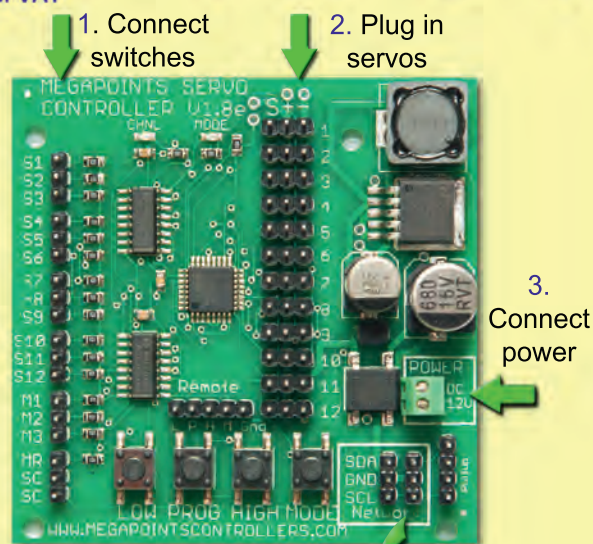


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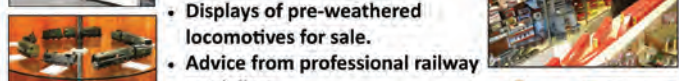
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Squires will be exhibiting at the following shows in 2017 – Diary updated as bookings are confirmed.

July 29/30 - NORTH SHIELDS RAILEX NORTH EAST, John Spence Community High School, Preston Road, North Shields. Tyne & Wear. **NE29 9PU** Sat 10 - 5, Sunday 10 - 4.30.

Aug 5/6 SOUTHWOLD Waveney Valley Model Railway Exh, St Felix School, Southwold, **IP18 6SD** Sat 10 - 5pm Sun 10-4.30pm. **Plenty of FREE Parking**

Aug 12 BEXHILL, Model Railway Exhibition, St Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex **TN40 1SE** Sat 10 - 5pm. *Plenty of FREE Car Parking on site*

Aug 12/13 - SKIPTON Model Railway Exhibition, Skipton Academy (Formerly Aireville School) Gargrave Road, Skipton, BD23 1UQ, Sat 10 - 5, Sun 10 - 4. www.skiptonrailsoc.org.uk

Sept 2/3 - TELFORD GUILDEX 2017, O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**, Saturday 10 - 5, Sunday 10 - 4. Coming to Telford??? - Why not try Sunday??? - the show is less busy - see more of the layouts AND a lot easier to get to our stand!!!! :-)

Sept 9/10 - SWINDON Railway Festival STEAM Museum of the Great Western Railway, Fire Fly Avenue, Swindon, SN2 2EY Sat/Sun 10 - 5 Tel 01793 466646, Email enquiries: steammuseum@swindon.gov.uk

Sept 16/17 - AYR Model Railway Exhibition The Citadel Leisure Centre, Ayr. **KA7 1JB**. *Modern Venue with easy access & FREE car parking.* Sat 10-5/Sun 10-4

Sept 16/17 - SHILDON Autumn Steam Gala Loco Museum, Shildon **DL4 1PQ** Sat/Sun 10-5pm. *Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!*

Sept 23/24 - HALIFAX M/Rail Ex, North Bridge Leisure Centre, Halifax, **HX1 1XH**. Sat/Sun 10-5.

Sept 23/24 - WORTHING Model Railway Exhibition, Durrington High School, The Boulevard, Durrington, Worthing, West Sussex. BN13 1LA Sat 10-5, Sun 10-4 *Plenty of FREE Parking*

Oct 7/8 SHILDON, Model Railway Exh, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10 - 5 *Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!* :-)

Oct 7/8 - FAREHAM Fareham & District Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire, **PO16 7JU**. Saturday 10-5.30, Sunday 10.00 - 16.30.

Oct 7/8 - FOLKESTONE Folkestone, Hythe & District M/Railway Exh, The Leas Cliff Hall, Folkestone, Kent. **CT20 2DZ**. Sat 10-5.30, Sun 10-5.

Oct 7/8 - SWANSEA Model Railway Exh, presented by Swansea Railway Modellers Group, Swansea Leisure Centre, Oystermouth Road, Maritime Quarter, Swansea **SA1 3ST** Sat 10-5, Sun 10-4.

Oct 14/15 - ALDERSHOT Farnham Model Railway Club Exhibition, Connaught Leisure Centre, Tongham Road, Aldershot, Hants. **GU12 4AS**. Sat 10-5, Sun 10 - 4.30

Oct 21 - CHICHESTER M/R Ex, Boy's H/Sch, Kingsham Rd, Chichester, W.Sussex. **PO19 8AE**. 10-5.

Oct 21/22 - UCKFIELD M/Railway Exh, Uckfield Civic Centre, Uckfield. **TN22 1AE** Sat/Sun 10-5

Oct 28/29 - STOCKPORT Hazel Grove & District Model Railway Society Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire, **SK7 5JX** Sat 10 - 5, Sun 10 - 4

Oct 28/29 - LEEDS The Leeds Model Railway Society, Model Railway Exhibition, The Grammar School, Alwoodley Gates, Harrogate Road, Leeds, LS17 8GS Sat 10-5, Sun 10-4.30

Oct 28/29 - ABERDEEN M/Rail Ex, Hallmark Hotel, Aberdeen Airport, Aberdeen, **AB21 7DW** Sat 10-5/Sun 10-4. **New Venue - www.facebook.com/AberdeenModelRailwayclub **

Nov 4 - HIGH WYCOMBE - WYCRAIL 17 Model Railway Exhibition, Cressex Community School, Cressex Rd, High Wycombe, Bucks. **HP12 4UD**. 10-5.

Nov 4/5 - ANGMERING W.Sussex Area Group N-Gauge Society "All Scales Model Railway Exh", The Angmering School, Greenwood Drive, Station Rd, Angmering, **BN16 4HH**. Sat 10-5 Sun 10-4

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Nov 11/12 - SPALDING Model Railway Exhibition, Springfield Event Centre, Camelgate, Spalding, PE12 6ET. Sat 10-5/Sun 9.30-4.30.

Nov 11/12 - TELFORD IPMS SCALE MODEL WORLD 2017 The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**, Sat 10 - 6, Sun 10 - 4.00 Free Entry for IPMS Members. Coming to IPMS Telford? Why not try Sunday? The show is less busy AND a lot easier to get to our stand!!!! :-)

Nov 17-20 - WAKEFIELD 56th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, WF2 8TY Friday 5.30-9. Saturday 10-5.30. Sunday 10-4.30

Nov 18 - PORTSMOUTH South Hants Model Railway Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hants PO3 5XT. Sat 10-5 ***Plenty of Free Parking***

Nov 18/19 - WORKINGTON Model Rail Show, University of Cumbria, Energuis Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, **CA14 4JW**. Sat 10-5, Sun 10-4.

Nov 25/26 - BIRMINGHAM Warley National Model Railway Exh Hall 5, NEC Birmingham 40 1NT. Sat 9.45-6pm, Sun 9.45-5pm. **50th Exh** Advance Ticket Holders gain entry 9.15am both days.

EXHIBITIONS & SHOWS IN 2018

Jan 13/14 - BOGNOR REGIS M/Railway Exh, Felpham Community College Felpham Way, Felpham, Bognor Regis. W.Sussex **PO22 8EL** Sat 10-5, Sun 10-4.30 **Plenty of Free Parking**

Jan 21 GUILDFORD - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Mayjes Road, Guildford, Surrey, GU2 7AD. Sunday 10-5. www.astolatmrc.co.uk

Jan 27/28 KENDAL Model Railway Exh Leisure Centre, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5

Jan 28 BRISTOL - Bristol 'O' Gauge Group Exhibition University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, **BS34 8QZ**. Sunday 10-4.

Feb 3/4 ALTON - FebEx 2018 Alton Model Railway Group Exhibition Eggars School, Anstey Road, Alton, Hants, GU34 4EQ. Saturday 10.30 - 5. Sunday 10.30 - 4.00.

Feb 18 - MANCHESTER ALSRM O Gauge Show, Woodhouse Park Lifestyle Centre, Portway, Wythenshawe, Manchester, M22 1QW 10-4. Free Parking, Test Track, 16 'O' Gauge layouts. *Free entry ALSRM Members*

Feb 23-25 GLASGOW Model Rail Scotland Scottish Exhibition Centre, Glasgow, G3 8YW. Friday 10.30 - 6, Saturday 9.30 - 6, Sunday 9.30 - 5. www.modelrail-scotland.co.uk

Mar 3/4 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fulwood, Preston, Lancashire, PR2 8UR. Sat/Sun 10 - 5pm.

Mar 10/11 - KEIGHLEY Model Railway Exhibition, University Academy Keighley (UAK), Green Head Road, Utleigh, Keighley, BD20 6EB. Sat/Sun 10-5.

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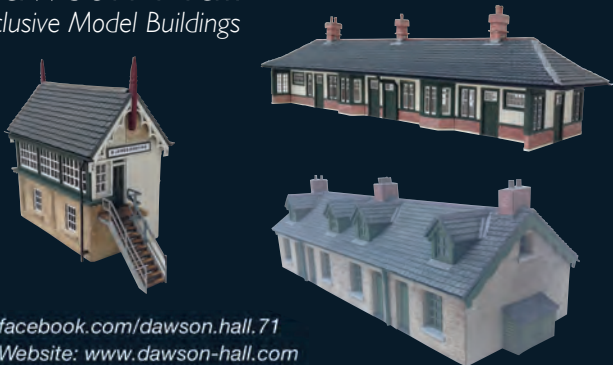
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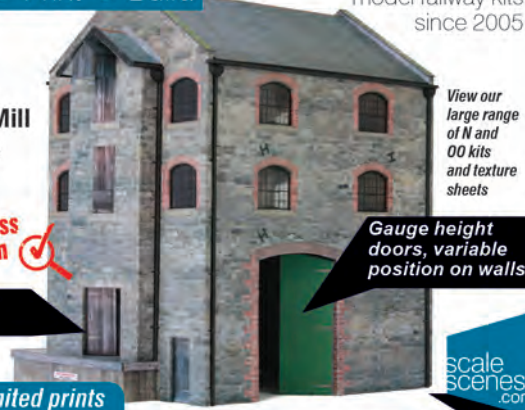
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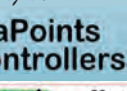
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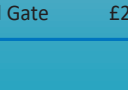
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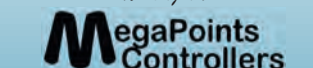
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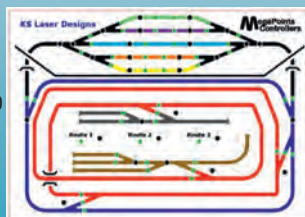
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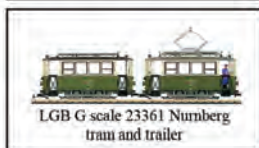


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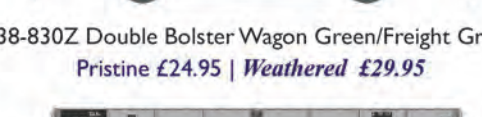
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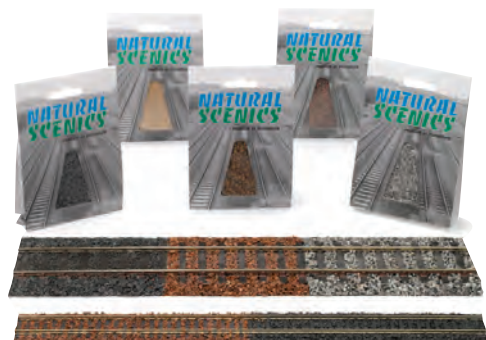
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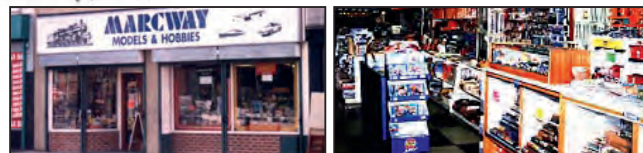
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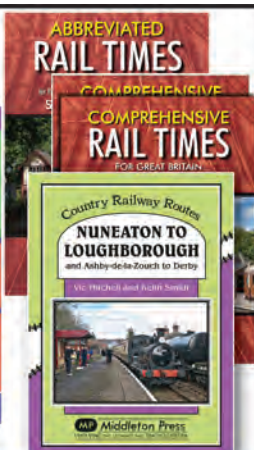
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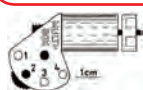
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OUR MODELLING MONTH...

A diverse, exciting and outbound month for the **BRM** crew, but as one of us enjoys judicial privileges another finds his railway modelling ambitions somewhat thwarted...

Phil Parker



Each June heralds a trip to The Model Railway Club headquarters in London, to take part in the Double O Gauge Association's annual get together.

My role is to run the modelling competition. Members enter their models in to one of five classes. These are then judged by everyone – each person voting for a first and second favourite in each class. It's good fun and relies as much on a model being appealing to look at as it is being rivet-perfect.

Allowing entrants to explain what work they have carried out on the entry form also helps. A J72 with significant modifications scored very well even though not the most obvious in the class. All I had to do was add up the marks and announce results once the AGM finished. It was tight, we had two dead heats decided on the number of first placings, but I just squeaked in in time!



Andy York



With my sort of job it's difficult to totally switch off, even when on a break from work. We had a few days away in North Wales, staying in the toll house at

Penmaenpool, which features prominently in Geoff Taylor's superb model (**BRM** August 2016). It's small, but what a beautiful spot to spend a few days.

I called in to the Corris Museum to discuss something for a future issue of **BRM**, but I seemed to have accidentally ended up on the footplate enjoying a run on the railway's gravity train, hurtling down the line in a slate wagon at the heady speeds of 15mph!

It was also my pleasure to be invited as a judge for Pendon Museum's photographic

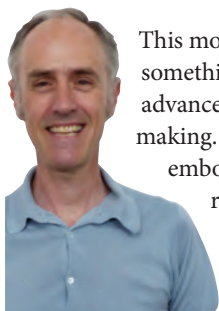


competition and scour through the scores of entries; we will be featuring the winners' pictures in next month's **BRM**.

Modelling-wise it is panic stations, as our modelling group, Staffordshire Finescale Group, prepares to host its first public event in Gnosall on the July 8. It should be a cracking day, with 'Black Country Blues' and 'Diesels in the Duchy' as the headliners, plus several other top quality layouts. As I write, there's still a board for our new layout on the workbench waiting to be wired up and tested. There's nothing like a deadline to make things finally happen is there?



Andy McVittie



This month I've undertaken something a little more advanced in my model-making. Somewhat emboldened by my recent success with an admittedly intermediate Metcalfe engine shed card kit,

I had a crack at a 4Ground laser-cut MDF station. It really does seem that pride comes before a fall – for me, anyway, and I'm unhappy to report that I was far too free and easy with the 'Roket' glue and I left conspicuous fingerprints of the stuff all over the place. A common mistake, I'm assured, and Phil fixes the model in this issue. My red-faced inexperience aside, I was very taken with Skytrex resin kits and Severn Models' tiny glue-together brass builds that I saw at the recent 7mm Association show in Burton-on-Trent, and I was itching to have a go at both.

I was similarly inspired to smarten up my modelling skills at the Great Central Railway event in Loughborough – especially when I saw the two classic Dave and Shirley Rowe layouts tucked away in a far corner of the show. I don't suppose there's any harm in dreaming about reaching their level, but perhaps I should just learn to walk before I try to run.



Howard Smith



Building a model railway requires many skills – a keen artistic talent to capture the atmosphere of a line or period, carpentry skills to make the baseboards, a basic knowledge of electrics and getting to know the limits of your abilities to name but a few. If you've never built anything like that before and you lack many or all of the skills required, getting started can prove difficult if you're a complete beginner. Sure, you could pay someone to make it for you, but where's the fun in that?

It's great to make something yourself. What if you could build your first model railway without these skills? This month in just a week I've made a simple entry-level train set that anyone can build, no matter what their skill level.

It was quite a challenge, not from a modelling perspective as I've made everything easy-to-follow, but building to such a tight deadline, whilst taking photographs, managing a film crew, making notes and preparing lines did involve some significant head-scratching in the planning department. Follow its construction from start to finish in *The BRM Guide to Building your First Model Railway*, on-sale in shops from September 21 this year.

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TAIL LAMP

Our work experience lad, Matt Stevens, made a good impression around the office recently and is plainly a mature head on youthful shoulders.



I have noticed a number of ways that exhibitors operate their layouts. I see some with a mix of random stock whizzing round at unrealistic speeds; the same trains appearing again and again and the operator sat behind paying no attention to the viewing public. In contrast, I see other, often smaller layouts, where the operator is at the front talking to viewers and operating at the same time – and doing so with superbly performing stock.

Every layout should be engaging. I've seen huge circular ones, such as 'Gresley Beat', where operators stand around the outside of the layout, and fiddle yard to fiddle yard layouts, such as 'Fenchurch St. Peter', where the operators still engage with the public.

Then there's the conundrum of 'to timetable' or not. Some modellers are adamant that if a layout doesn't have a timetable it's no good. Granted, this is beneficial for larger layouts with numerous operators who all need to know exactly what each other are doing, but I don't think that a small branch terminus requires a timetable

or sequence. Sure, it's good to have a general idea of the sort of moves undertaken, even on the smallest layout, but 'what happens next' should be obvious to any regular operator.

Also, there's the issue of frequency. A good example is 'Westcliff', which represents a quiet GWR terminus. A lot more happens on it than would have done in reality, but this is a lot better than using an actual working timetable, which would make boring viewing to say the least.

Another mistake is when builders try to include too much in the available space. They might also claim that their layout is designed to encourage younger modellers, but I'm almost certain that they are just as interested in something like the aforementioned 'Gresley Beat'. If young children don't realise whether it's realistic or not why shouldn't it be, anyway?

The majority of layouts that I see are very good, though. My favourites include 'East Quay', 'Bostcroft', 'Eastwood Vermont', 'Fenchurch St Peter' (pictured) and 'Walford

Town'. They're all reasonably small layouts – for some reason, I've never been a fan of the *magnum opus*.

Then there's the question of DCC or DC. Right now I'm sticking to DC. If money is no object for you, then DCC is better in my opinion. People claim DCC requires fewer wires, but every section of track still needs to be fed with electricity, possibly more frequently than DC to prove reliable. The only difference is the lack of switches in DCC but then there's the issue of programming everything. I often find that DCC layouts lack scenic interest: perhaps we're coming away from what really matters about modelling. DC is superb, but increasingly unpopular, to the point where there are now more DCC users than DC. I think that's a real shame.

In my opinion, using computers in this hobby takes something away from the passion. You can respect or be interested in a computer, of course, but you can't really get involved in it to the same extent. Computers mean that modellers and operators effectively do less. Whilst in everyday life, fewer chores is better, I'm not so sure it is for this hobby. Operating a layout after you've just rewired it (stuck under a baseboard, working away), will surely be more rewarding than after you've just reprogrammed it – surely? ■

Matthew Stevens,
age 15,
Deeping School



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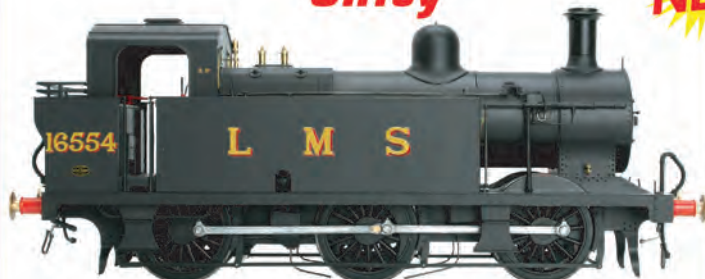
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SECR Birdcage Coaches	hattons.co.uk/bc	£55.21	Mar 2014							
Warflat Bogie Flat wagon	hattons.co.uk/warflat	£42.46	Mar 2013							
Class H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	£152.96	Mar 2013							
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	£123.21	Jul 2014							

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Class 121/122	hattons.co.uk/dapolbubble	£123.25	Dec 2012							
GWR Streamlined Railcar	hattons.co.uk/gwrsc	from £119.43	Jul 2014							
Class 59	hattons.co.uk/dapol59	from £121.13	Oct 2015							

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OO Gauge 50t Warwell Wagon	hattons.co.uk/warwell	from £33	Oct 2016							
Golden Arrow Class 71	hattons.co.uk/goldenarrow	£139.95	Jun 2016							
ICI Hopper Wagon	hattons.co.uk/ici	from £24	Mar 2015							
O Gauge 50t Warwell Wagon	hattons.co.uk/warwell	from £85	Oct 2016							
Bellhack ZZA Snowplough	hattons.co.uk/bellhack	£43	Oct 2016							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge Class 45 'Peak'	hattons.co.uk/hel45	£550	Jun 2013							
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
Class 07 Shunter	hattons.co.uk/cl07	£99 (EST)	Jan 2016							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	TBA	Apr 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Merchant Navy 4-6-2	hattons.co.uk/mn	from £153	Mar 2015							
Class H Wainwright 0-4-4T	hattons.co.uk/hclass	from £90	Sep 2016							
Mk1 FO & BSO	hattons.co.uk/hornbymk1	£31.50	Oct 2016							
Hilachi IEP Class 800	hattons.co.uk/IEP800	from £229.50	Nov 2016							
Class 8P Princess Coronation 4-6-2	hattons.co.uk/duchess	from £171	Nov 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 2301 Dean Goods 0-6-0	hattons.co.uk/oxdg	£95	Jan 2016							
60' Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
YEC Janus 0-6-0 Shunter	hattons.co.uk/janus	£74	Nov 2015							
Mk3 Coaches	hattons.co.uk/oxmk3	£29	Jan 2016							

 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.hattons.co.uk/projectupdates

Information correct at the time of going to press on 30/06/17.

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GARDEN

JULY 2017
ISSUE 275

Rail



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AC3	SCAC3	AC8	SCAC8	AC18	SCAC18
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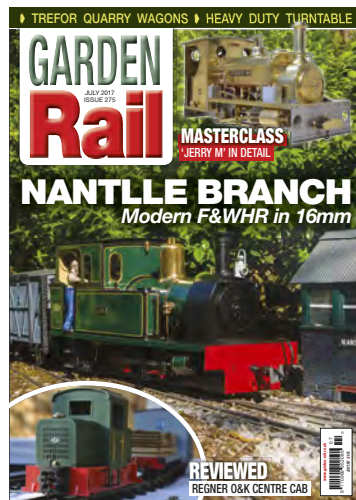
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Karen arrives at Nantlle (Will Curry)

Garden Rail: Published monthly
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THE RECORD BREAKERS



HATTON'S & HELJAN ANNOUNCE NEW O GAUGE A3 & A4 AND TEAK COACHES



THE A3s

Code	Title	Dates	Price
A3001	Class A3 4-6-2 2750 "Papyrus" in LNER Grass green with unstreamlined corridor tender - "Record Breaker"	24/8/1934 - 27/11/1936	£750.00
A3002	Class A3 4-6-2 4472 "Flying Scotsman" in LNER Grass green with unstreamlined corridor tender - "Record Breaker"	1970s-1980s	£750.00
A3003	Class A3 4-6-2 2745 "Captain Cuttle" in LNER black with unstreamlined non-corridor tender	22/07/1939 - 6/4/1945	£750.00
A3004	Class A3 4-6-2 60072 "Sunstar" in BR Express blue with unstreamlined non-corridor tender	25/04/1951 - 5/6/1952	£750.00
A3005	Class A3 4-6-2 60035 "Windsor Lad" in BR green with early crest and unstreamlined non-corridor tender	16/08/1951 - 19/06/1957	£750.00
A3006	Class A3 4-6-2 60077 "The White Knight" in BR green with late crest and unstreamlined non-corridor tender	24/11/1960 - 1/2/1964	£750.00
A3007	Class A3 4-6-2 60103 "Flying Scotsman" in BR green with late crest and unstreamlined corridor tender	Current Preservation	£750.00

THE A4s

Code	Title	Dates	Price
A4001	Class A4 4-6-2 2509 "Silver Link" in LNER silver with streamlined corridor tender	30/11/1936 - 6/12/1937	£750.00
A4002	Class A4 4-6-2 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender - "Record Breaker"	3/7/1938	£750.00
A4003	Class A4 4-6-2 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender	As Preserved	£750.00
A4004	Class A4 4-6-2 4489 "Dominion of Canada" in LNER Garter blue with steel numbers/letters and unstreamlined corridor tender	2013 onwards	£750.00
A4005	Class A4 4-6-2 4464 "Bittern" in LNER Garter blue with streamlined corridor tender	2012 onwards	£750.00
A4006	Class A4 4-6-2 60007 "Sir Nigel Gresley" in BR express blue with unstreamlined corridor tender	1995 onwards	£750.00
A4007	Class A4 4-6-2 60012 "Commonwealth of Australia" in BR green with early crest and streamlined corridor tender	21/11/1952 - 18/07/1958	£750.00
A4008	Class A4 4-6-2 60009 "Union of South Africa" in BR green with late crest and unstreamlined corridor tender	17/2/1960 onwards	£750.00
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TC17503	Gresley Teak coach Diagram 175 Brake Corridor Composite in BR carmine & cream livery	£249.00
TC17504	Gresley Teak coach Diagram 175 Brake Corridor Composite in BR carmine & cream livery	£249.00
TC17505	Gresley Teak coach Diagram 175 Brake Corridor Composite in BR maroon livery	£249.00
TC17506	Gresley Teak coach Diagram 175 Brake Corridor Composite in BR maroon livery	£249.00
TC18601	Gresley Teak coach Diagram 186 Open Third in LNER Teak livery	£249.00
TC18602	Gresley Teak coach Diagram 186 Open Third in LNER Teak livery	£249.00
TC18603	Gresley Teak coach Diagram 186 Open Third in BR carmine & cream livery	£249.00
TC18604	Gresley Teak coach Diagram 186 Open Third in BR carmine & cream livery	£249.00
TC18605	Gresley Teak coach Diagram 186 Open Third in BR maroon livery	£249.00
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THE STARTER

It's always the same isn't it... that one thing leads to another? Well, some time ago, the resident Roundhouse 'Taliesin' was perambulating the PTLR main line, when it came to an unscheduled stop with a cloud of 'live-steam' issuing from the vicinity of the cylinder and valve chest block. The source of the leak was easily confirmed as a problem with the steam-pipe, not the boiler. As it transpired it was to be a while before I got a chance to have a look at it. However, a few days ago a suitable opportunity presented itself and the loco was brought into the workshops for attention. With the loco suitably inverted, a studious inspection of the banjo fitting where the main steam-pipe joins to the steam chest, revealed the banjo bolt to have worked loose in its thread, and the fibre washer underneath to have seen better days. It took all of five minutes to fit a replacement, if you include the time spent rummaging in the stores for a suitable washer. Five minutes of remedial work in seven years of otherwise trouble free service is not to be complained at. Whilst I had the loco inverted, I also made a more careful check of the inside valve gear and the motion in general.

This revealed quite a build up of muck and grit in the slightly harder to reach areas and although all the valve gear seemed nice and tight, I wanted it to stay that way. Thus all of that wear producing muck had to go, but to really get proper access, the power unit was going to have to come off and have a bath. Mercifully this was a straightforward procedure, requiring the removal of just four screws (including those for the frame spacer, which also acts as a keep for the reversing servo) and the aforementioned banjo bolt. The valve gear, axles and bearings were duly bathed in meths and the whole assembly was given a thorough going over with an air lance to ensure all traces of detritus has been removed. Once a light coat of fresh oil had been applied, the chassis was given a brief test on air, to check the new seal on the steam chest banjo and everything could be reassembled. Seeing as I had the tools out, I also removed the block type gauge glass, and cleaned it prior to leaving the boiler full of vinegar overnight, to remove

any scale. Come the morning, after flushing the boiler out with fresh water, the loco was ready for testing, and was pronounced fit for traffic that afternoon. The moral of the story is then, that a little bit of time spent maintaining your fleet every now and then pays dividends. Afterall, the full sized counterpart would be stopped for just that sort of inspection every fifteen operational days...

So, what have we got in store for you in this issue? Well we start off with a visit to the Welsh Highland Railway - Nantlle Branch. The work of Will Curry, this superb 32mm gauge line represents a fictional, yet plausible branch line of the Welsh Highland Railway; set firmly in the present day this line goes a very long way to capturing the essence of the modern F&WHR. Moving on and indeed up in scale, Mark Thatcher takes a look at some of the latest offerings from Prestige Railway Models. These large scale buildings intended for use with five inch gauge railways are beautifully crafted to order and are just the thing to bring a larger scale line to life. Next, we join Larry Sampson, as he takes a look at a new O&K 'Centre Cab' diesel; one of a new range of, small, but good quality electric locomotives from Regner. These are imported to the UK by Garden Railways Limited, who also offer a service to fit onboard battery power and radio control; all of which is explored within.

Then we make another visit to the Cathedral Mountain Railway, and this time Ralph Pitcher describes the process of constructing a robust yet aesthetically pleasing turntable for use at his terminal station. This leads us neatly onto the third and final instalment of 'The Little Big Railway', where John Rogers discusses the line's roster of locomotives. Returning to North Wales, David F Williams builds and reviews the new Trefor Quarry Tramway 'Breaker' and 'Mill Wagon' kits from Bole Laser Craft.

Most readers will by now be well aware of Brandbright's return to active trading under new ownership. Whilst work is ongoing to restore the original range of products (check their website for availability), some new items are also being released. This includes the new

GS19 Hopper Wagon, based on a 'might have been', vehicle intended for use of the Campbeltown and Machrihanish Light Railway, which has been built and reviewed by Phil Parker. Finally we return yet again to the quarries of North Wales, for the first of a two part instalment by John Nield, as he describes the design, research and construction, which went into his prize-winning, live-steam model of 'Mills Class' Hunslet 'Jerry M'.

That is not to forget the latest trade news in 'From The Works', as well as Diary Dates and Market Place.

Anyway, I think I have detained you long enough; the Starter is off...

David Williams
Editor



2017 New Items Available from your local dealer

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38224 C&S Mogul Steam Locomotive (w/sound) £470.00

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37610 DB Workshop Coach 414 IV £155.00



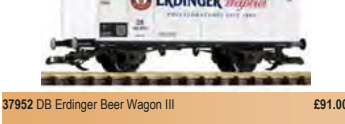
37628 DBAG Bn rz451.4 2nd Class Coach VI £210.00



37629 DBAG ABn rz 418.4 1st/2nd Class Coach VI £210.00



37830 DR Flat Wagon with Twin Tank Load III £95.00



37952 DB Erdinger Beer Wagon III £91.00

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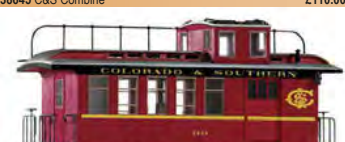
37953 DB Wekawe Van with Opening Doors III £92.00



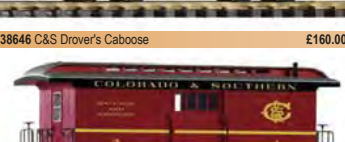
38644 C&S Coach £110.00



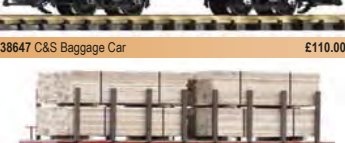
38645 C&S Combine £110.00



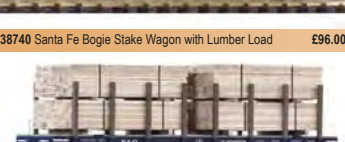
38646 C&S Drover's Caboose £160.00



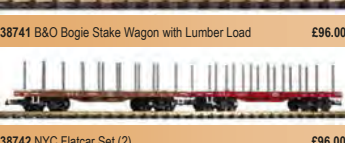
38647 C&S Baggage Car £110.00



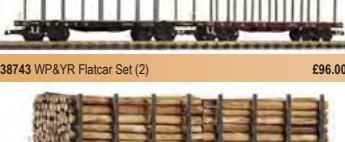
38740 Santa Fe Bogie Stake Wagon with Lumber Load £96.00



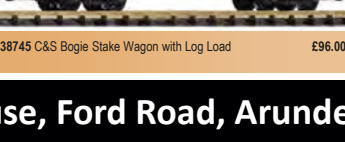
38741 B&O Bogie Stake Wagon with Lumber Load £96.00



38742 NYC Flatcar Set (2) £96.00



38743 WP&YR Flatcar Set (2) £96.00



38745 C&S Bogie Stake Wagon with Log Load £96.00

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38746 Santa Fe Auto Transport Wagon with Chevy Load £110.00



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38754 PRR Low Sided Wagon with Roof Trusses Load £150.00



38755 PRR Bulkhead Bogie Stake Wagon w/Pulpwood Load £120.00

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38756 RDG Bulkhead Bogie Stake Wagon with Pipe Load £115.00



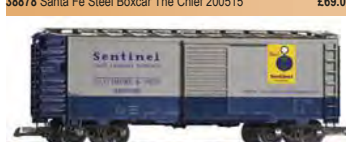
38757 Christmas Wagon 2017 £78.00



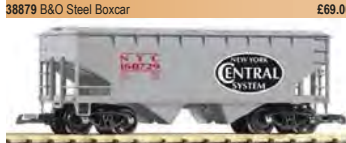
38776 Santa Fe Rib Side Hopper 752310 £69.00



38777 Reading Ore Car 51125 £55.00



38778 Santa Fe Steel Boxcar The Chief 200515 £69.00



38779 B&O Steel Boxcar £69.00



38880 NYC Covered Hopper £69.00

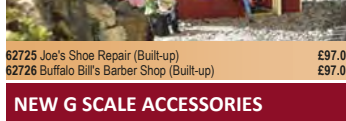
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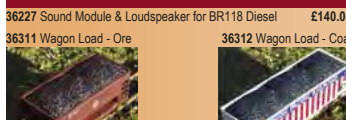


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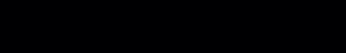
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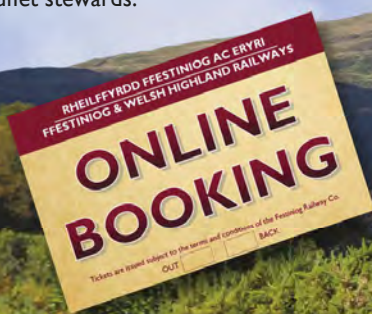
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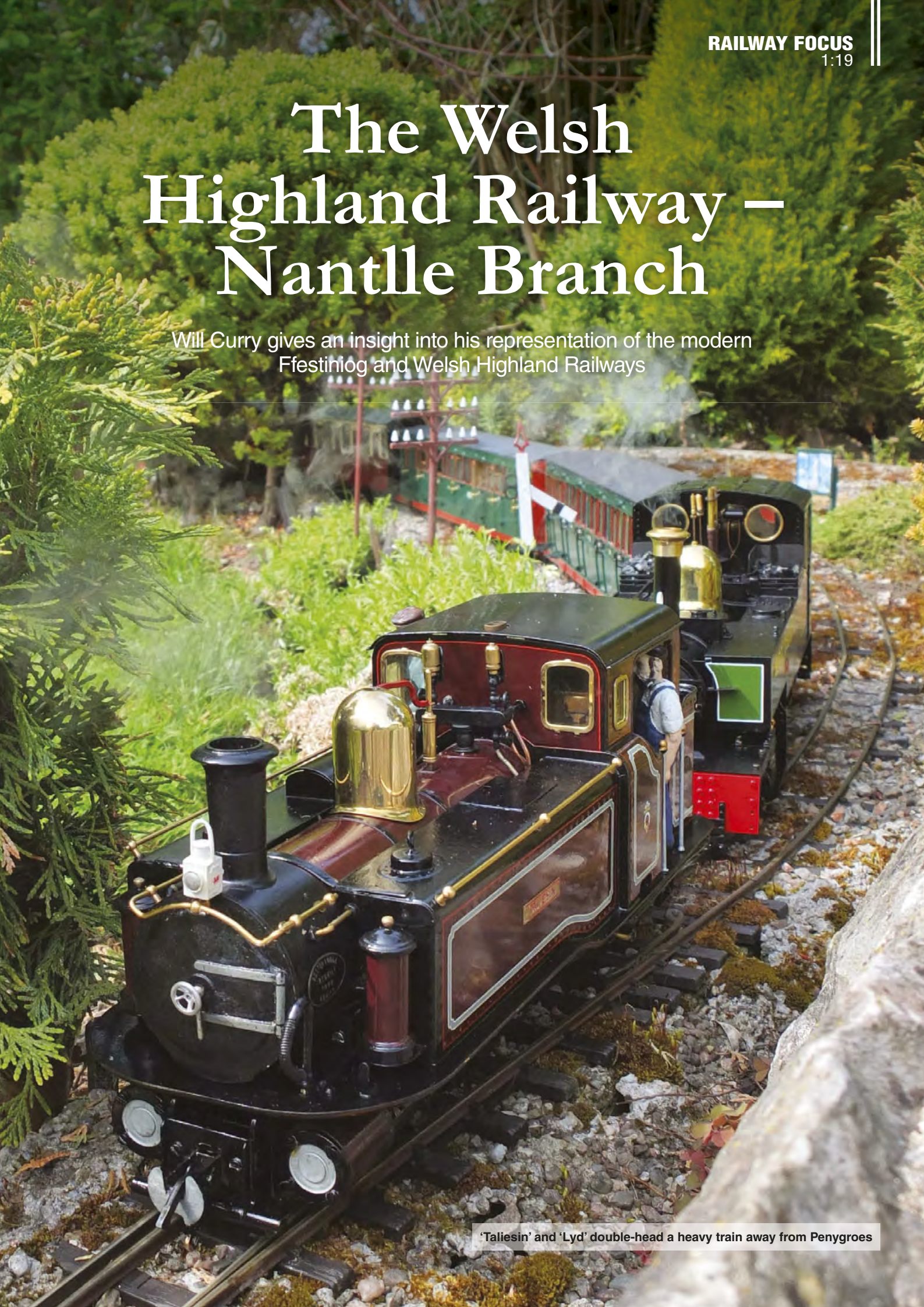


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The Welsh Highland Railway – Nantlle Branch

Will Curry gives an insight into his representation of the modern Ffestiniog and Welsh Highland Railways



'Taliesin' and 'Lyd' double-head a heavy train away from Penygroes



'Lyd' awaiting a right-time departure from Nantlle

Since early childhood family holidays to North Wales, I've always had an interest in the Ffestiniog Railway. I wasn't allowed to travel often, as it was 'too expensive' compared to other railways, but those times spent under an umbrella at Harbour station, watching an engine get to grips with a heavy train, or waiting at Tan-y-Bwlch for something

to appear out of the mist, have left an indelible impression on me.

I always saw a garden railway of my own as an unobtainable dream, but my holidays were re-enacted on the kitchen table with a 00 gauge 'LMS Smoky Joe', 16-ton open wagon and as many carriages as I could fit behind it; not the best model of an 'England' engine, but it was a start. I've still not got an

'England' engine, but I can now play trains in the garden...

The Welsh Highland Railway – Nantlle Branch came to be as a result of the destruction of a previous line I had helped build and operate with a best friend in his back garden. A house move led to the removal of this line, leaving rolling-stock, track and the knowledge of how to do better





'590' arrives at Penygroes

next time around. The track found its way into my possession and with this spurring me on, my parents and I began to clear an overgrown part of the garden to accommodate a simple line.

I yearned after a railway which would enable me to run realistic Ffestiniog stock and anything else I fancied. Therefore, the history for an imaginary, but plausible route developed in my head, along the following lines.

The Nantlle Tramway, a horse-worked line running from Nantlle to Carnarvon, was absorbed by the North Wales Narrow Gauge Railways and converted to 600mm gauge. The line diverged from the Welsh Highland route at Dinas, before heading through Penygroes and Talysarn to Nantlle. Along the line, connection was made with various slate quarries and industry.

The line closed along with the rest of

the Welsh Highland Railway, until it was reopened as a branch to the rebuilt F&WHR. Not as popular as the main line, the branch has become a heritage enclave, to which Garratts are barred due to their loading gauge (and my bank balance). A sub-shed to Dinas is located at Nantlle in order to stable locomotives working on the line, and a modern FR carriage set is utilised to operate the main service.

Well, that's the dream anyway but the reality is that I wanted a garden railway; so I set about building one.

A NUMBER OF LESSONS

Previous experience gained whilst helping to build the line with a friend, taught me a number of lessons:-

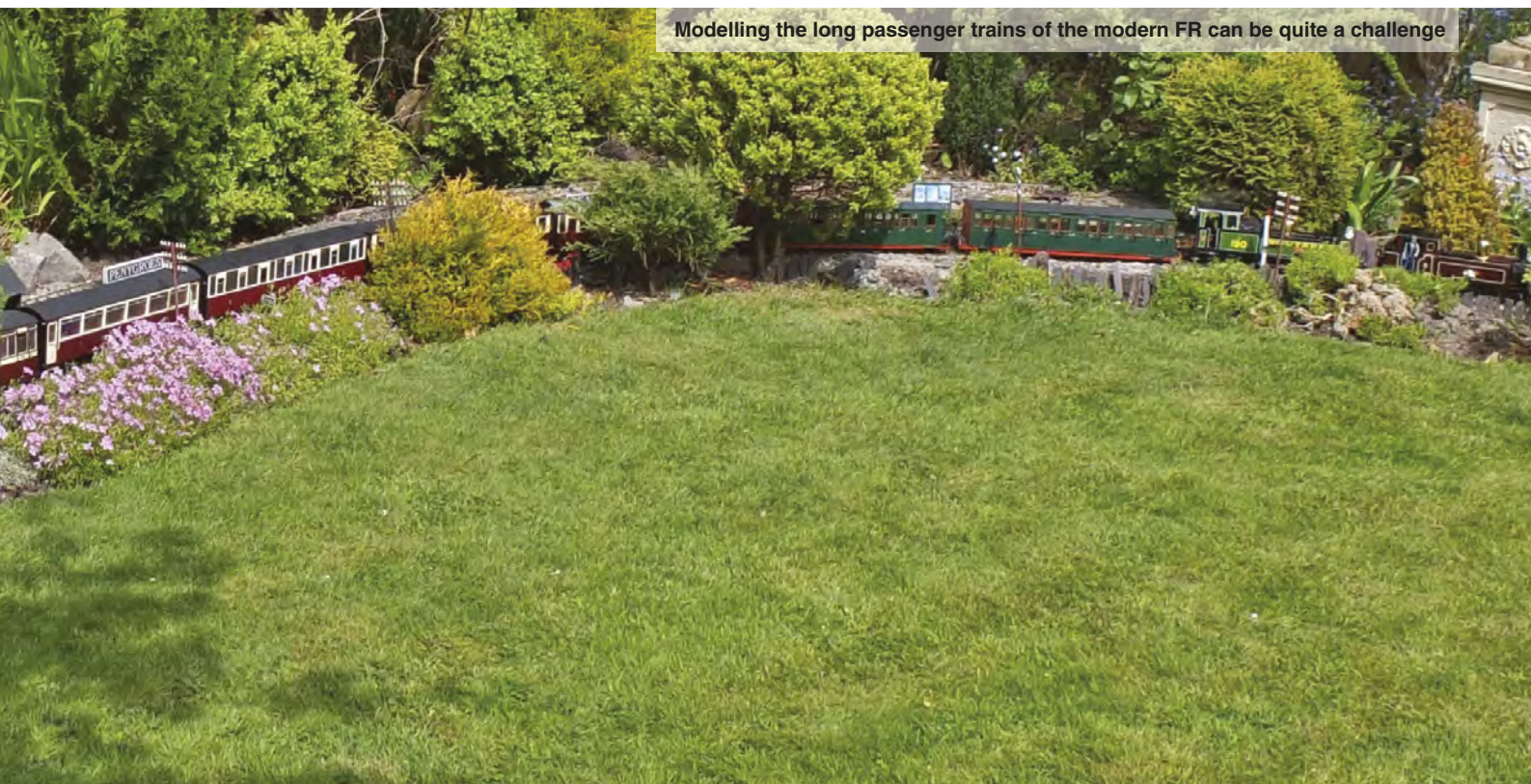
- Having a line at waist height is not worth the effort and impacts dramatically on the garden

- The trackbed should be as rigid as possible
- Tight curves and bogie coaches don't mix
- Passing loops are never long enough
- An accessible steam-up area is essential
- Maintenance must be kept to an absolute minimum
- Trees above the line are bad news
- End-to-end running is great if you have a big garden, but bad if you don't

With all this in mind, a ground level circuit was constructed with two passing loops and two removable bridges over the garden path. The trackbed was laid in near-indestructible concrete blocks on a bed of concrete. This is easily strong enough to walk on and tends not to move much with seasonal temperature variations.

Predominantly secondhand Peco track was screwed to the blocks and ballasted in place with the usual ballast mix of cement, sand and horticultural grit. Large radii were the order of the day and long passing loops to accommodate nine coach FR trains. Next was the task of making the line look like a real railway, running through a real world.

To soften the look of the new works, a number of plants were acquired. I have a limit of £2 when buying plants, as if I kill them, I don't feel like I've wasted too much money. Yes, you've guessed it; I'm not a great horticulturalist. I like the plants in



Modelling the long passenger trains of the modern FR can be quite a challenge



FR Superpower congregating at Nantlle

my miniature world to not stand out, but rather to form a background and foreground to the trains. On the whole, plants are small alpine, conifers and box, but the line is plagued by moss. Picturesque, it may be, but I don't appreciate the way it spreads dirt and grit onto the valve-gear of my precious steam locos! As such, moss removal takes place annually using a number of methods, but it always comes back stronger the next year...

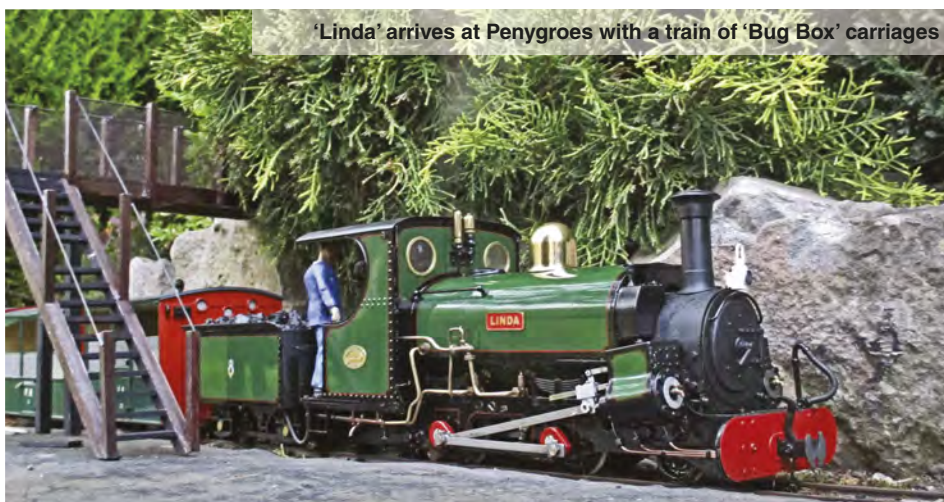
A concession to my long-suffering parents is that part of the line runs through a non-scenic border, which quite successfully masks it from the house and rest of the garden. The remainder of the line occupies a position between established shrubs and the lawn and in this way, it blends quite well into the garden.

A MINIATURE LANDSCAPE

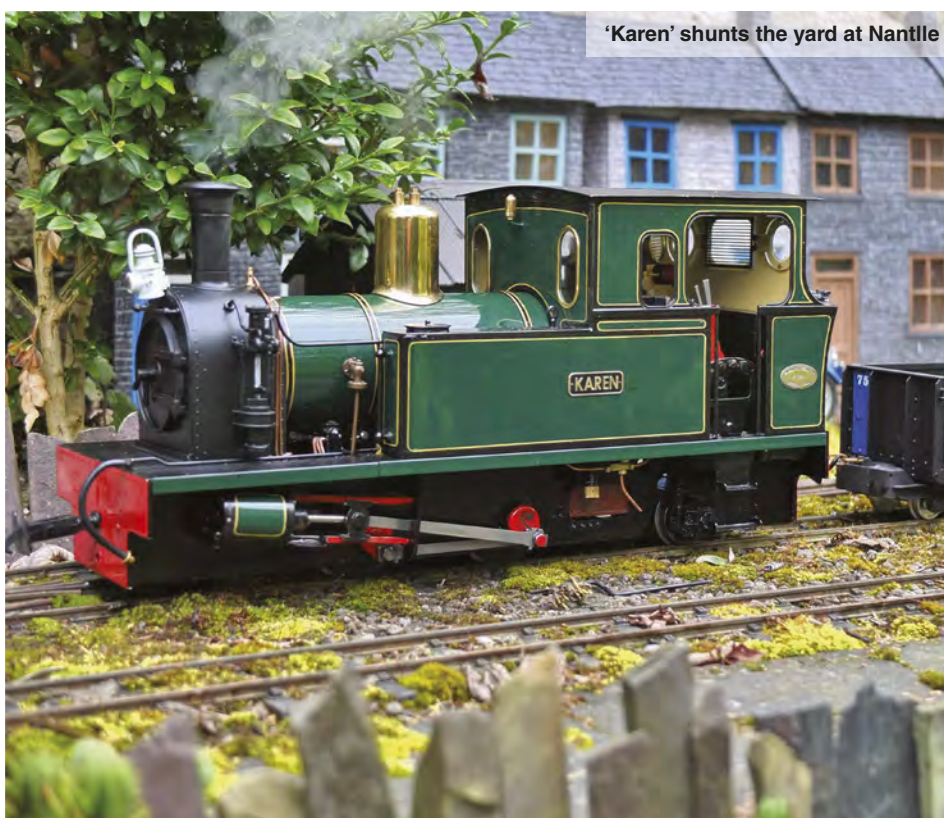
Now, I wanted the railway to run through a miniature landscape, although this is very difficult in 16mm scale and my effort is a long way short of what I wanted to achieve. As I learn more, perhaps the railway can improve in this respect.

A smattering of buildings and other structures were added. I dislike making buildings as they are a displacement activity from making more rolling stock. I have made a few simple structures, but the majority are Modeltown kits, which, with a bit of painting, make up into very attractive structures. The station building at Nantlle is a Lineside Delights kit.

A noticeable feature on a number of 'North Walian' lines, are their



'Linda' arrives at Penygroes with a train of 'Bug Box' carriages



'Karen' shunts the yard at Nantlle



'Taliesin' wreathes the platform in steam as it arrives with an 'Up Train' passing 'Mountaineer' waiting with a 'Down Working'



Coach 12 is seen undergoing final finishing work at Nantlle Shed



'Countess' on a W&LLR passenger train; the Zillertalbahnn carriages is pushed to its limits when negotiating the curves

massive dry-stone embankments. I attempted to model these as a way of masking the concrete blocks used in the construction. Using a tile cutter, a bag of garden centre slate was reduced to sawn blocks. These were then cemented in place. Although very time-consuming, I was fairly pleased with the result, and as such a number have sprung up. With large stone blocks placed behind the line, the effect is approaching the look of a Welsh railway.

The spoil removed from the trench dug during the construction was formed into a cutting around the rear of the apple tree. This forms a successful trap for any wind-blown detritus, and is where 'the wrong sort of leaves' accumulate for the majority of the year.

At various points, slate fencing of the pillar type has been added. This has proved to be very resilient to the native wildlife and when knocked down, can

be stood up again. More traditional scale fencing doesn't work for me. A pole route has been added the length of the line to give a bit of scenic interest. It makes quite a big difference in terms of appearance.

Perhaps the best way to describe the line is for us to imagine boarding a train at Nantlle station and heading out on a trip along the valley. Nantlle is where the administrative headquarters is located, in the large stone-built station building. There is a simple, wooden two road engine shed, a couple of sidings serving a flour mill and a small quarry. Leaving the curved platforms, the line passes the entrance to the engine shed and a small cottage before crossing the garden path on a removable, aluminium bowstring girder bridge. The line then runs along a slate embankment before curving right into a deep cutting and the wooded section. A small footbridge crosses the line at this point. This area is under a

large apple tree and little can grow in the deep shade, bar conifer and box. Emerging from this section, the line curves slightly left and approaches Penygroes station. The layout of this station is reminiscent of Tan-y-Bwlch on the Ffestiniog, as the line has to curve round a tree-stump. Two sidings are provided slightly above the running line. A simple footbridge links the island platform with a rocky outcrop. A corrugated 'Nantmor' style waiting shelter sits on the platform.

Leaving Penygroes on a sharp right hander that pushes the carriage couplings to the limit, the line traverses another slate embankment with a rock face behind, and across another bridge to meet a road which rises to cross the line. Then the line swings into the non-scenic section and returns to the loop at Nantlle. En-route it passes the junction with the new extension to Drws-Y-Coed, which is not yet ready for public viewing, but may form the subject of a

Trains pass at Nantlle on a warm summer's evening



future article.

I'm sure that the line is much smaller than most people might think, but by trying to get it to run through different areas and scenic breaks it feels longer when operating it.

Unlike some garden railways, trains are run all year around, and if anything, less in the summer months, as there always seems to be something else to do with my time when the weather is nice. I enjoy seeing the seasons change the appearance of the railway, although in the winter period, I find one gas tank fill is sometimes more than sufficient to satisfy my desire to run an engine...

THE LOCOMOTIVES

Disregarding all advice when selecting a first live steam loco, I went for an Accucraft Baldwin, and not a cheaper generic loco. My thought being that operationally, they would be similar and I would be better off buying what I would want and use for many years. I then set off adding to my fleet of Welsh locomotives as and when I had saved enough or got a bonus from work.

Whilst I lack the skills and equipment to produce live steam models, I like to modify the off-the-shelf offerings from the main locomotive manufacturers to produce something a little closer to the prototype. This usually takes the form of additional pipework, painting and the minutiae of add-on bits that locomotives seem to acquire. I also think that a locomotive needs an engine crew. For those who might be interested in this particular aspect, I have previously detailed some of this work in *GardenRail* issues 183, 187, 211, 224 and 253.

I like radio controlled models as I find the challenge of driving well an added interest. My trackwork is probably not level enough to risk a manual locomotive on anyway. Most of the radio control equipment is added by me, as this can save a couple of hundred pounds when purchasing the loco. That being said, the factory fitted radio systems are superior to my efforts.

The fleet is drawn from the Welsh Highland Railway, Ffestiniog, Penrhyn and Welshpool and Llanfair, with interlopers in the form of a Lynton and Barnstaple 'Lyn' and Sittingbourne 'Leader'.

Making diesels are just about within my skill range and I have a small



'Taliesin' shunts the yard at Nantlle in true FR style

collection to support the steam fleet, both kit and scratch built and include; Criccieth Castle, Conway Castle, 'Simplex' Cnct and a 'Ruston' in works livery.

CARRIAGES AND WAGONS

I can also put together fairly simple carriages and wagons. I rather enjoy this aspect of the hobby, and as a result, I have far too many! Most are laser-cut from 0.8mm ply. These fit into seven (ever-expanding) trains:-

- Historic WHR Train:- Summer Car, Buffet Car, Pickering Brake, Corridor Coach (2off), Gladstone Observation and Hudson Toast-Rack
- FR Col Steven's Train (in current form):- No's 8,1,3,4,12,16,20,2,6,7 and 39
- FR Modern Train:- No's 37,17,12,2,118,104,14,107,105,122,108,Obs 102 and Obs 4
- FR Slate Train:- A mixture of approximately 30 vehicles, comprising of two and three ton slate wagons as well as slab wagons
- FR Vintage Goods Set
- FR Permanent Way Train
- W&LLR Mixed train

The future plans are for a modern L&BR train comprised of the current heritage coaches. I have been building the first one (Number 17) for longer than it has taken the Lynton and Barnstaple to build coaches 17, 16 and 11; maybe one day. I also intend to build an FR Victorian Set and to finish a second FR Modern Set. The vast majority of my coaches don't have people in them and this is the number one observation at exhibitions. However, unlike the full size prototype, I would actually have to pay for passengers to populate the trains. This would easily double the cost of construction, so that's my excuse.

As tempting it is to run scale length FR trains, I normally impose a limit of six cars to ease the load on the locos. An 11 coach FR Set, handled by double-headed locos, whilst fun, takes up quite a bit of track and isn't really practical.

THE EXTENSION

Following the decision to tidy up another part of the garden, it was suggested that a line could run along the edge of the lawn and boarder to a terminus at the end of the garden,



The 'Ruston' at work in the quarry



The extension awaiting the return of trains



'Mountaineer' passes 'Conway Castle' at Penygroes on a bright sunny day



'Russell' having just arrived at Nantlle

thus creating a railway in the shape of a number six. Started in early 2016, this section of the line is not yet ready for publication, but may form a short future article at such time as it starts looking acceptable. This will form the WHR - Nantlle Branch, Drws-Y-Coed extension.

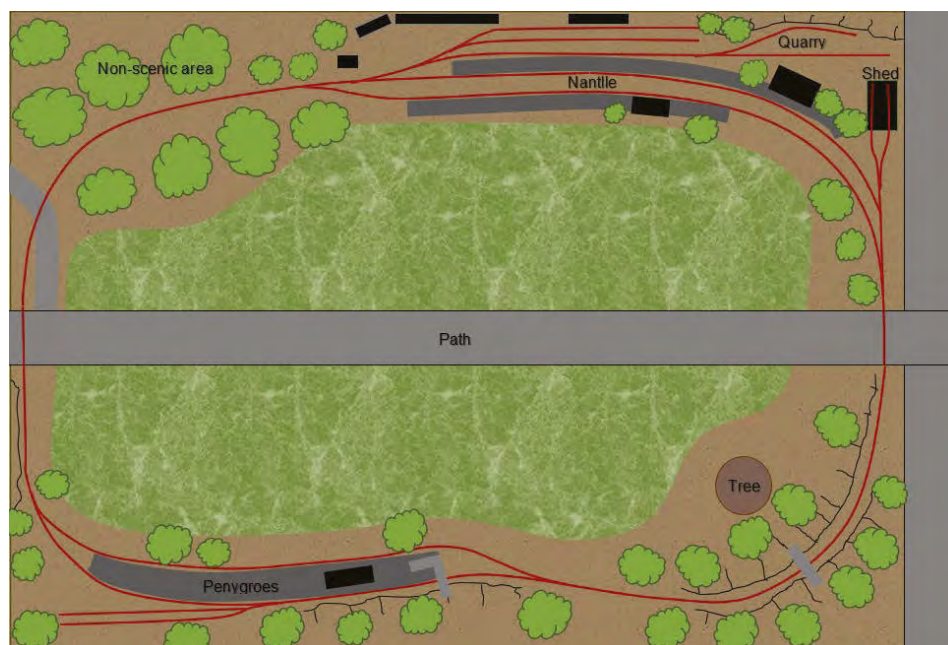
IN CONCLUSION

So, did I achieve what I set out to do? Well, almost. I have a resilient garden railway that needs the bare minimum of maintenance. I have very

few derailments and the line tends to run well. I am sold on the belt and braces method of construction, and of ballasting with cement and horticultural grit, which also seems fairly resilient. My major gripe is that after spending considerable time ensuring the track-bed was level, the two ends of the circuit didn't join up... This results in a fairly sharp gradient in one location, which in hindsight I should have reduced. The apple tree causes problems throughout the year, but it also provides tasty apple-based

desserts; so it is worth putting up with...

There is more detailing of the stations to do and some more planting in various locations. I would also like to add a crossing keeper's hut and scenics to the level crossing area. The goods yard at Penygroes has been waiting for a goods lockup since being built. Then there is an extended quarry with slate tips and incline, full signalling, more buildings, more carriages and a coal-fired double engine; so there is plenty to be getting on with for now.



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Our Festiniog Railway 16mm Collection

Locomotive Kit

Prince, along with 3 other similar machines, was one of the earliest (very) narrow gauge steam locomotives in the world, built in 1863. In 1898 it was rebuilt into the form depicted in our kit, and it stayed more-or-less unaltered until about 1970. It was the first steam locomotive to be restored when the Festiniog Railway (nowadays restyled as the Ffestiniog Railway) was preserved. It still runs today, albeit technically and physically altered. Our kit consists of etched brass frames, cab and tender, with cast polyurethane saddle tank, smokebox, etc, with precision turnings for things like the chimney, sandpots and the distinctively shaped coupling and connecting rods. Like all our locomotive kits, wheels and gearbox/motor are included, and it is designed for "conventional" model railway track pickup, but can easily be converted for battery power if that is preferred. Because it is a scale model of a nominal 2 foot gauge prototype, it is only available for 32mm gauge track. Reference **16L03**, price **£421.80**.



Prince

Coach Kits

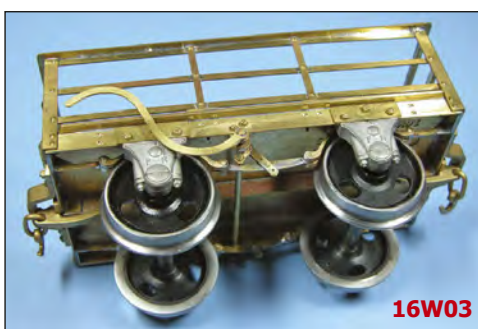
We have two Festiniog Railway coach kits. The prototypes were built by the Ashbury Railway Carriage & Iron Co. of Manchester in 1868, and lasted into the 1920s. A full-size replica was completed in 2007. We have modelled the First Class version with two windows per compartment on each side, and the Third Class version with only a single window, and a large blank panel in the middle. The kits are largely made from injection moulded plastic with steel tyred wheels, brass bearings, cast brass, fully working scale couplings. First Class kit, reference **16C01**; Third Class kit, reference **16C02**. Each kit is priced **£73.51**.



Wagon Kits

The Festiniog Railway's prime reason to exist was to carry finished slates from the quarries around Blaenau Ffestiniog down to the coast in Portmadoc (now Porthmadog). There were well over a thousand wagons designed to carry 2 tons of slates. Trains of slate wagons went downhill by gravity, so a proportion of them (probably about 1 in 3) were fitted with handbrakes. The brakemen travelled on top of the load, and jumped between wagons to adjust the brakes! (Demonstration gravity trains are still run occasionally, but for safety, each brake is individually manned. We have modelled both types of wagon, and the kits consists largely of brass etchings, with cast axleboxes, working scale couplings and steel tyred wheels with brass bearings. Braked slate wagon, reference **16W03**, price **£26.52**; unbraked slate wagon, reference **16W04**, price **£23.54**.

We also have two other 16mm scale Collections - for **Slate Quarries** and for the **War Department Light Railways** from the 1914/18 Great War.



16W03



16W04

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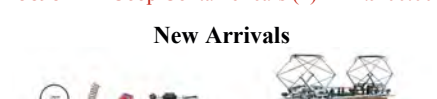
35690 RhB Baggage Car £140.00



43882 RHB High sided planked wagon £85.00



45300 RhB Freight Car Gk 5269 £74.00



45898 RhB Coop Container cars (2) £200.00

New Arrivals



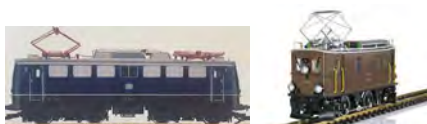
78502 Old Timer starter set £223.00

23406 RhB Ge 6/6 I Electric Loco, MFX/DCC sound and working pantographs £900.00



37733 HSB passenger car 900-472 £198.00

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Breaking the mould

Mark Thatcher takes a look at a new range of 5" gauge built-to-order buildings from Prestige Railway Models

My own journey into the garden did not start with G scale or 16mm. Long before that (in 1990) I bought the first release of a 5" gauge Britannia locomotive machined kit numbered 01/50. This was billed as a bolt-together kit, but I soon realised it was not Meccano! I actually started up a magazine with build notes to help others like me who had emptied their savings account and now were running out of talent too. What started out as a two page home-printed flyer soon turned into a professionally-printed 32-page quarterly magazine. Truth be told then, that gauge was beyond my aspirations and abilities. I would never have my own railway in this scale so I reluctantly sold the engine which financed my move into 16mm in the garden. Ironically my own journey through the scales and gauges of railway modelling has gone full circle, as I have just sold off the last of my track of our own dismantled 16mm railway, and now own a lovely Kingscale 5" gauge 14XX loco which I can at least steam on the bench.

So when I came across Peter Hood and his company, Prestige Railway Models, I was very excited to see this business breaking the mould and bringing scenic garden railway buildings to the larger scales. I say "breaking the mould" not because there is a mould to break, as these buildings are hand constructed with artisan-like craftsmanship, but because Peter's vision is to encourage people with larger scales to become more involved in creating an infrastructure to run them within.

SUPERSIZE ME

Up until now, there seems to have been a trend which paradoxically indicates the smaller the scale, the more there is available to detail your line. For example, in the three most popular indoor scales, N, OO, and HO you can get any sort of building from pretty much any country and from any period. Of course market demand dictates this partially. Moving up to O gauge and there is still a good supply of buildings. However, jumping from there and into the garden (and yes

before the Ed is deluged with complaints, indeed there are O and even OO scale layouts made for and in the garden), G scale European and American and 16mm predominantly British outline buildings are also readily available. Gauge 3 is often considered to be the largest scale where you can include a railway infrastructure in your garden. Well folks - all that is about to change thanks to Prestige Railway Models' supersize me approach to large scale buildings in the garden.

Peter's own philosophy is why should the large scale enthusiast be excluded from having their own railway brought to life by buildings and structures that were, hitherto, reserved for more modest scales? Certainly Peter's journey to this point in his life makes very interesting reading in itself. He was originally a toolmaker by trade working for Rolls Royce and over the last 35 years specialised in making stationary steam engines and boilers. Then four years ago, a life-changing episode occurred when he lost his right arm from the shoulder, in a serious accident. At this



The impressive signal box is a real show stopper and my personal favourite of the current range

point he was already working through plans and designs to bring his models to life in the garden, but now he faced an even bigger hurdle - how to carry on, single handedly – literally. Looking at Peter’s work I am astounded at the detail, quality of finishing, and the fine finishes he employs to bring his models to life. Even more impressive is that he manages to execute his craft with his own disability, although he considers it more of a challenge.

IMMERSIVE EXPERIENCE

Before starting to build anything, Peter studied railway architecture in the UK across the regions. He made copious notes and decided which design elements to cherry-pick from, to create the realism he wanted. He hopes to achieve a “fully immersive experience” so that when operating larger scale locos, the drivers are removed from just sitting on one, rather, driving through their own miniature world. He also understands that the buildings need to be solid enough to withstand the rigours of the great outdoors.

So, after the planning stage he works up CAD drawings to ensure each part of the building will fit perfectly. All the models are manufactured by hand employing traditional wood-working methods, using high quality plywood for the carcass. That being said, unless there is meant to be wood visible in

Peter hard at work fitting the window frames to the signal box in the workshop



the finished model, you would never have spotted this! All the window and door apertures are individually milled too. One of his doors has 14 separate components in itself! This allows Peter to assemble a highly accurate kit of parts to build a very square and true model.

Once the plywood carcass is assembled with waterproof PVA and sanded, the real magic begins as these buildings are transformed into (not so) miniature masterpieces.

BULLET-PROOF PAPER

I admit to having tried many different building techniques over the years in my own constructions, but some of

Peters are truly ground-breaking. The Old English brickwork effect is actually manufactured by a third party as a thick card sheet. The individual sheets and then cut to size and soaked in resin to make them bullet-proof and impervious to the elements, before being painted in acrylics, and topped off with two coats of varnish which is both weather-resistant and UV stabilised. This, together with the assembly methods for the windows, doors and other accessory parts, he says makes the buildings 100% waterproof. Even the chimney pots are off-set at 1 degree list from vertical to add to the realism of the buildings!

On the roof sections, the tiles are

Peter's colleague, Tim, giving an idea of the scale of these imposing structures



Peter cutting architrave sections



Machining finials to top off the roof



A selection of buildings in various states of readiness



The completed signal box: look closely and you can just see the internal lever frame detail

The water tower complete with working clock with quartz movement



made from aluminised bitumen, then cut to replicate the irregularities of an original roof. Other smaller details, like down pipes and door handles are hand milled from copper, brass and steel. Everything is made from scratch to very exacting tolerances.

Fine details abound where ever you look. Telephone insulators are present on the goods office. A detailed 10-lever signal frame is available for the signal box, and bespoke signage can be created for the coal office to further personalise these buildings. Everything about these models has a premium feel and you get the clear feeling that no stone has been left unturned in the search for true realism and a perfect finish.

A MATTER OF SCALE AND COST

I should also mention that this level of structured thinking also extends to the matter of scale too. Now I thought 5" gauge was just that, a standard scale, before talking at length with Peter. Well, it appears not so! His buildings are actually offered in two scales: ride-on scale and true scale.

Apparently 5" gauge ride-on railways are slightly larger all round, particularly the rolling stock, to accommodate the width of the bottom of a seated driver! Likewise, a ride-on scale 5" gauge loco would be similarly up-scaled. True scale is certainly more – er... true to scale, albeit slightly less imposing. So to match these scales, customers can have their buildings made in either scales, with the true scale variant being

slightly smaller and a bit cheaper.

Moving on to the range currently available, it is pretty much what you would expect for a collection of buildings you may choose yourself, from a cattle dock at £229.00 and yard office at £245.00 up to the larger models of a goods shed at £375.00 and signal box at £445.00. I did some scaling up with the price from 16mm and have to say I think the range is well priced. Let me explain. Let's look at the new Kingscale 5" gauge Prairie loco, at £6000 compared to a radio controlled 16mm Roundhouse Lady Anne, priced at around £1500. You can see the Prairie is four times the price. Let's apply this logic to say, a Modeltown engine shed, costing £85.00. Multiply that by a factor of four and you get £340.00, £35.00 under the cost of Prestige's engine shed.

Of course, as nice as they are, Modeltown's buildings are not individually hand-made built and painted buildings, so factoring this into the equation, this makes Prestige's price point very attractive indeed. Of course, being made to order, you will have to wait two to three weeks for your own building to be created. It will be worth the wait for sure.

TO CONCLUDE

These buildings are sublime. I have no intention of setting up my own 5" gauge railway in the garden, but will probably have to acquire a yard office or water tower to sit next to my GWR

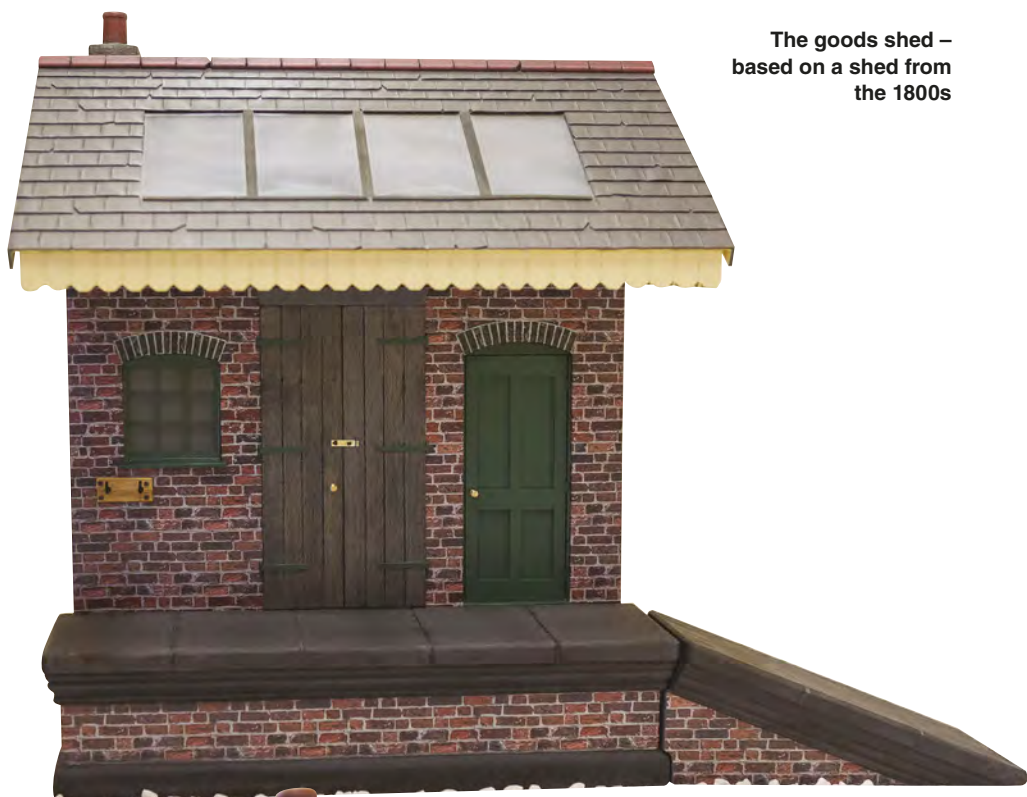
14XX, as it would make for a very fitting diorama. Are these buildings really as waterproof as the company claims? I don't know, but certainly I would treat these with the same reverence I do with my rolling stock. In any case, if you are in doubt, Prestige also include in the price a tailor-made waterproof cover with tie-down straps and for an extra fee, even security chains, to stop any light-fingered naughty boys in their tracks. Whether or not Prestige Railway Models will entice the large scale modeller to follow their smaller gauge companions is of course still yet to be proven. But if the quality of these hand crafted buildings is anything to go on, I'd happily put one in my garden, railway or not!



The livestock stage and yard pen, with hardwood uprights connected to galvanised rods



The coaling stage and incredibly intricate yard crane – complete with 1kg of Welsh coal!



The goods shed – based on a shed from the 1800s



The coal merchants. The signage can be customised to personalise your model further



You can really see the level of detail offered in these buildings

Sample Prices – see website for full range

Building	5" Ride-on scale	5" True scale
Cattle Dock (left or right handed)	£239	£229
Coaling Stage and Crane + 1kg coal	£299	£285
Yard Office (left or right handed)	£255	£245
Water Tower	£295	£280
Coal Merchant's Office	£265	£255
Goods Shed	£395	£375
Signal Box	£458	£445

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Regner RSSB O&K Centre Cab Diesel

Larry Sampson takes a look at this new battery electric locomotive which is available through Garden Railways Ltd.

Photographs By: Orbital Photography

I suppose I had better start with the traditional caveat, in that my only connection with Garden Railways Ltd is as a satisfied customer over a protracted period of time. When I first saw this

locomotive, it was one of a range kits imported by Graham Austin at Garden Railways Ltd and I instantly admired the level of detail incorporated into the plastic mouldings of the body. However I was

told that they were track powered and that was not relevant to my 16mm Garden Railway. I run on 32mm gauge track and use steam power to a large extent, which I do not find conducive to track power.



Although built to a scale of approx 1:22, this locomotive looks at home with all my existing stock built to a scale of 1:19. It is also fairly heavy, weighing 620g, so giving it good adhesion despite its plastic body. The motor drives all four wheels through a reduction gearbox and as such is reasonably powerful for a small shunting locomotive.

My suggestion to Graham was that this would be an ideal small shunting loco if it was battery powered and radio controlled. Graham did say that this would be difficult because of its size and we left it at that. Several weeks passed and Graham sent me a short video clip of this loco running across his kitchen worktop under radio controlled battery power. Apparently Graham has used an RC Trains, TX10 Transmitter and

Receiver along with 8 rechargeable AAA Batteries to achieve the end result. The batteries and other equipment fit beneath one of the Bonnets and are supplied by Strikalite. There is a three position switch in the cab, which options for Charging Mode, Off and Drive. A charging socket is provided underneath between the frames. The locomotive comes without a charger, although Graham can provide one at additional cost if required. I use the standard Roundhouse Charger supplied with the 'Little John' and 'NDM6' locos.

When I saw the end result at the 16mm Surrey Group Spring Steam up, I knew that I had to add this locomotive to the DIR Roster. Having purchased the prototype, I took it home to the DIR and carried out some haulage trials.

The loco was found to be a beautifully controllable shunting loco, with a maximum speed equal to approximately 20 scale miles per hour. It also proved very sensitive in both forward and reverse gear and was a pleasure to drive straight out of the box. In terms of power it can manage five, full size 16mm wagons (10 axles); similar to Brandbright or IP Engineering examples; without any hesitation on the level or on reasonable inclines. It also manages six skip wagons with ease as these are slightly smaller; more than enough for a shunter.

The locomotive is basically made up from three major components; the frames, a combined motor/gearbox and the body, which are all screwed or bolted together. I already own four Regner

The new Centre Cab Diesel as supplied in green livery



Note the great level of detail, including the dummy springs, louvered vents, and the cab interior



This small loco looks right at home in an industrial setting



Steam Locomotives and the same quality of the workmanship appears to have been maintained for these little Diesel engines. I understand that they are supplied at 30mm gauge, but Graham re-gauges them to 32mm. Alas, it is not possible to re-gauge them to 45mm.

As I said at the beginning, the level of detail is excellent and this includes brass handrails and door handles, internal seat, exhaust, handbrake wheel, gear selector and multi-height couplings. The model also comes with cab steps, but I must say that the livery on the model as delivered leaves something to be desired from a personal point of view. Red frames have never been a favourite of mine, but the body is easily dismantled and so can easily be repainted to suit individual tastes. Indeed I have done so, and the loco is now resplendent in 'Dunchideock and Ide Railway Maroon', which I think looks much better. However, the photographs taken for this review show the engine both as supplied and as re-painted, so you may make your own decision. I have also purchased a driver figure from Garden Railways Ltd, as I do not like to see working engines without anyone on the footplate.

I can highly recommend this loco to anyone who requires a responsive unit, which is well made and with a lot of character. The price for the O&K Centre Cab Diesel, RTR, Battery Powered and R/C is a shade over £400, which represents excellent value for money. However, various options are available, ranging from the basic Regner Kit upwards and of course there are also a number of other locomotives of a similar standard available in the range.

For more information on the full range take a look at the Garden Railways Ltd Website, and if you require more specific information or options, Graham will be happy to talk to you and discuss your requirements, either in person or over the phone. The shop is open 0900-1700 Monday to Saturday; although it is recommended that you phone ahead to be sure of personal attention.

TECHNICAL SPECIFICATION

Length: 130mm
Width: 70mm
Weight: 620g
Power pack: 9.6v

BASIC PRICE

O&K Centre Cab Diesel Kit: £161.10
(Inc VAT)



The loco having been repainted into maroon, along with the addition of various detailing components and a driver figure



The opposing side of the locomotive, again showing more additional detail



At work on the DIR with a train of skip wagons on the draw-bar

Additional Pricing Options
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The original track that terminated at Gresford Station and the two new siding tracks can all be seen running into the new turntable. My Silver Lady has just been turned and is about to run around its freight wagons before re-coupling for a return journey. Just visible is a reversing loop, which can be seen climbing steeply between Gresford Station and Summit Bridge as seen in the distance. By using this track, a whole train can be reversed, but it is not as interesting a spectacle as using the turntable.



Return To Cathedral Mountain (Part 3)

Ralph Pitcher

One upgrade that I carried out that did not stem from one of my oversights was the construction of a small turntable. The only siding that the CMR then possessed was a very short one at "Gresford", a single track terminus station. Although it looked satisfactory, it was out on a limb and saw very little traffic and again my brother suggested a solution. If I was to install a turntable at the end of the line, together with a pair of sidings connecting to it, a loco could easily run around its train and thus make turn around operations not only possible, but quite interesting and

involving. The nearest two edge tracks would also provide handy steam up bays, with easy access to the mainline tracks.

Before I could even think about what type of turntable I should have, there was one issue to be overcome. The reason that there was only one track present was because there was no room for additional ones, as it ran so close to the edge of the railway. If I was to add two more parallel sidings alongside, I would have to extend sideways to accommodate them. At this stage I had not contemplated the outer concrete block walling, but I then thought of an

easy way to undertake the extension. I welded three 2 inch square box section brackets together, that I then bolted to the perimeter wooden posts. These were then linked with 2 inch square angle lengths of steel to form a new edge for the siding area. Short lengths of UPVC planking were then placed across to form a wide tray, which protruded out approximately 18 inches. A 2 inch thick track bed of fine granite chips was then spread on top of the UPVC planking.

The total width available for the turntable was now 22 inches and it was going to be a tight fit! A Ford Escort van wheel rim lay on top of our scrap



The top section of the turntable has been lifted away, revealing the lower base section. The original tyre bead edge of the wheel rim can be seen facing upwards and this is the track on which the carriage wheels of the top half will rotate. The mount for the centre spigot and the four adjustable bolts which hold the turntable in place, can be plainly seen protruding from the outer retaining wall.



A view of the top section looking at its underside; the six grooved carriage wheels are on view as well as the spigot receiving hole in the centre

heap and my brother wondered if it would make the basis of the turntable. After a few minutes we had figured out the best way to do it. The overriding constraint was keeping its depth from base to rail level, no more than the 2 inch thick granite track bed that would surround it. I parted the rim about half way across its well with an angle grinder and then tidied it up on a lathe. One half would be the base and the other its top rotating frame section that would carry the wheels. These would run around the edge rim of the lower base half. I had a length of aluminium rod 40mm in diameter; just enough to turn six carriage wheels. Then I drilled

six holes in the upper half and welded axles through them so that the carriage wheels were exactly spaced to sit nicely on the lower rim. It turned well, but I thought that a centre spigot would also help, so I welded more steel plate into the lower half of the wheel rim, which would have a spigot welded through a hole drilled in the dead centre. On the underside of the steel plate that would support the railway track on the top rotating half, a spigot receiving hole was drilled. To finish off, I fabricated out of various steel angle sections and square bar, a pair of arch trellis supporting side frames for the rotating bridge of the turntable. Structurally they were not

needed but hopefully they added to the visual effect. They certainly added to the weight, which helped smooth out the turntable motion. The lower section of the turntable, up to track level, sat below ground level in a circular pit. This pit needed a retaining wall. I cut a length of thin steel 2 inches wide and rolled it into the correct diameter, then cut and welded the join. Into this circular wall I added four adjustable bolts spaced evenly around it. These bolts enable me to adjust and hold the position of the centre lower base rim so that the gap between the rail ends of the turntable track and all three siding tracks that it connects to, will be



Another view, which shows the top section; this time though it is the right way up. On view are the two full length slide bolts which hold the turntable in the correct position for any of the three connecting tracks. Whichever way the turntable is facing, the left hand bolt can insert into a locating hole for each track. The turntable is over four years old and the now dull paintwork is looking its age.



An overhead view shows the two slide bolts. The left hand one has been engaged into one of the positioning holes, which are cut into a polypropylene liner attached to the outer steel retaining wall. This liner avoids any electrical shorts.



This photo shows the newly painted turntable halfway through turning the Silver Lady. The welded steel perimeter fence will stop any attempt by a loco to plunge off a four foot drop at the perimeter edge of the railway. The grooved carriage wheels can be seen sitting on the rim of the lower base section, which in turn is sitting on the original UPVC cladding that formed the base before the new concrete block wall filled the void underneath. It was important to keep the turntable as low as possible and the eventual depth measurement from the bottom of the turntable base to its track level ended up less than two inches.

correct. To hold the turn table track in alignment with any of these three lines, I installed two full length slide bolts that run either side of the track. This means that whichever way the turntable is facing, one of the bolts can insert through any of the three locating holes that are in the outer steel retaining wall. Finally, to prevent engines from plunging off the turntable, I fabricated a steel fence that is welded to the top of the steel retaining wall.

The turntable, although, on the short side, will accommodate the average 16 mm engine. Apart from the welding rods and the electricity used, the only cost was the length of track

that ran across it. Ironically the new concrete block walling would have made the steel framed overhanging tray completely unnecessary. A year later it was all in-filled underneath, with blocks and concrete in-fill right up to the angle iron edge!

Up to now I had made use of in excess of 1400 concrete blocks. Although I had used the concrete mixer on the major infill sections, which were all day long sessions, all of the wall construction was done in snatched short spare moments. Typically during a 90 minute spell I would lay around 12 blocks. It was an almost every other day routine. I hand mixed the mortar,

mainly with a rake, just enough to fill a builder's wheelbarrow. There was very little to clear up after each session. A little and often was definitely easier on the back and hands. The blockwork courses seemed to naturally adopt a very slight bank around the curves. I utilised this, as the old wide radius banked curves on the railway have in the past, saved more than one loco from flying off the tracks when running out of control.

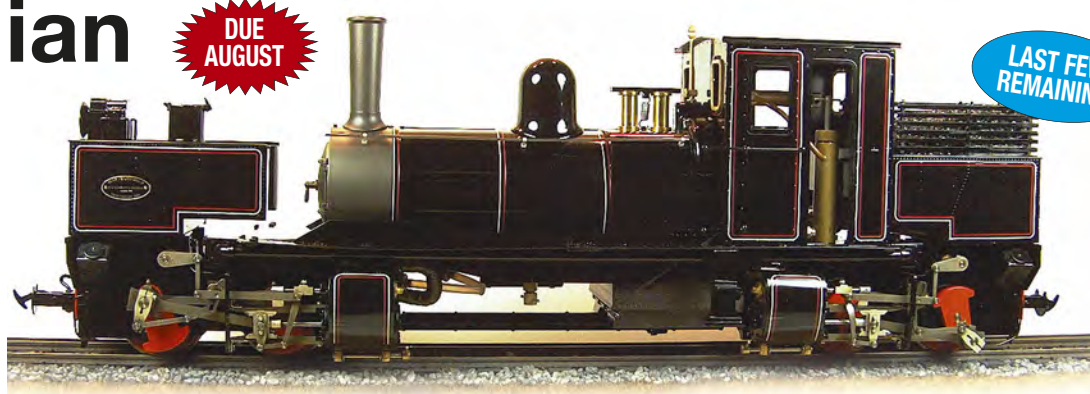
In Part 4, I will cover the buildings and landscaping needed to finish off the extensions and also the odd general thought about how it has all worked out.

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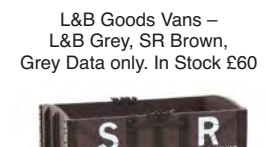
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The fleet of steam locomotives assembled on parade

The Little Big Railway Part 3

John Rogers completes the story of his outdoor micro-layout as he describes the locomotives and rolling stock

Late last October I finally realised that a ground level railway was no longer really an option. My aged back and knees complained bitterly when I got down to maintain the track or to run trains. My previous articles in GR273 and GR274 described the baseboard, track and structures on my new railway; this describes what I run on that railway.

This is not the tale of a complete set of rolling stock for a new railway. Almost all the stuff I'm going to describe here came from one or other of my previous railways. However, some had to be modified to run on this new layout, and some had to be discarded because of the tight curves. To begin at the beginning, as Dylan Thomas might say:

STEAM LOCOMOTIVES

When I started this project, I had three functional and two semi-functional steam locomotives. Sadly, the pride of my fleet, a Roundhouse Millie named

'LIZZIE', was unhappy with the 14" / 360mm radius Faller curves. Her wheelbase was too long and there was no way to reduce their back-to-back to compensate, so she had to be sold on

to a good home. This left me with these locomotives:

NUMBER 11 "LIZZIE"

Formerly 'HEDGEHOG', and more



No.3 'FIRE FOX' hauling the coaches it was designed for. Coaches in order; based on Pentewan Railway, North Borneo Railway and a freelance brake van.



No.11 'LIZZIE'

commonly known as 'The Thing', this geared locomotive was first built back in 2005, and has gradually been modified and added to over those years. The frames, gears, sprockets, chains, and axles are Meccano. The double-acting cylinder and its associated slip-eccentric valve gear are from a D14 steam plant made by Wilesco. The original boiler came from the same source, but I managed to wreck both it and its replacement when she ran out of water. I'd had quite enough of this and replaced the originals with a custom-built copper boiler from Just the Ticket. This is designed to handle 40 pounds per square inch and not to give up the ghost if it runs dry for half a minute. The gas tank is from Cheddar Models and feeds into a Bix ceramic burner equally happy with butane or propane/butane mix. The safety valve is from Dream Steam. I'm afraid the origin of the wheels is lost in the mists of iniquity.

From this, you might assume that 'The Thing' is unreliable and something

of a bodge. Actually, it is probably my most dependable locomotive. This is because I built it myself and I know all its little ways. Just by sound, I can usually diagnose any problem and go straight to fix it, usually with a Meccano Allen key. I recently replaced a pinion gear whose teeth had almost worn through – a fair measure of the work she's put in. The gears and chains are not cosmetic – anything but, in fact. They provide a 1:7.7 reduction from the rather frantic Wilesco drive, and result in a locomotive that will pull a good load at a steady pace. Despite being somewhat bulky (clearances needed to be planned to accommodate her whirly bits) she has a short 2 1/2" / 64mm wheelbase. On these curves she is like a pig in a substance proverbially pleasing to pigs. She negotiates them with aplomb and without haste. It helps that I can reduce her back-to-back a smidgen to counteract their tightness. I had anticipated using the Millie funds for a Regner geared locomotive, but I don't need one now, which is nice.



Heavily worn pinion gear from 'LIZZIE'

Once called 'HEDGEHOG', she has been renamed 'LIZZIE' after, She Who Must Be Obeyed; an honour that falls to my most reliable locomotive.

NUMBER 26 'SAGE OF WOOKIEE'

Named after the late Colin Binnie, this loco started life as a Mamod Train Mark I, but is barely recognisable now. The frames, gas tank and burner are original, but that is all. The boiler is second-hand from a defunct Roundhouse Millie, with safety valve and pressure gauge from Bruce Engineering. The power unit is, appropriately, a Colin Binnie oscillating motor and this is geared down by Meccano gears running in a brass gearbox constructed by the Pigsty Works (i.e. the author). Chain drive takes this to the driving axle leading some to call it 'The Other Thing'. She was almost a non-runner when I made the decision to go for an outdoor raised line. However, as so often with steam locomotives, a few minor improvements made the crucial difference. A steam leak fixed, a bearing eased, a thicker steam oil and propane/butane mix for winter outdoor running, and she trots round quite happily with a decent load. Just to emphasise the point, simple fettling like this can often turn a non-runner into a champion; the margins are very small.

NUMBER 27 'DOMESTIC DRAGON'

Named after Colin's nickname for his beloved Marjorie, No.27 began as a Mamod Train Mark II, and looks perhaps even less recognisable. In fact, she is hardly modified mechanically. These beasts run beautifully out of the box, but the bodywork is, shall we say, not to my taste. This is my take on a Glyn Valley Tramway type tram body. I find the result quite pleasing, if not authentic. She was also on my "dubious runners" list, being unable to raise enough steam to run consistently, and I'd removed the safety valve. I dug one out from my Useful Things box and lo and behold, she ran beautifully. Clearly, I had been trying to run her with a leaky valve. Hint: a leaking safety valve can often be put right by changing the



No.26 'SAGE OF WOOKIEE'



tiny O-ring that seals it.

NUMBER 32 'HEREWARD THE WAKE'

This is a Small Quarry Hunslet, and is happy with very tight curves, as was the prototype; some of the curves in quarries were seriously sharp. She is the only scale steam locomotive in my stud; I love these little beasts, but I've never been able to afford the eye-watering prices for 16mm scale models. It was advertised on Facebook as a partially-complete Wild Rose project, just within my budget. All the difficult bits were complete, frames, boiler, gas tank, burner, cylinders and motion, and she was a runner. It turned out to be one of the best buys I've ever made. I made such bodywork as there is from shim brass and added springs, filler cap, handrails and such like from Essel Engineering. I've also rearranged the gas pipework and put in a half inch pressure gauge. The only limit on her pulling power is her adhesion; she is very small. All in all, an excellent little locomotive whose only vice is a tendency to run away, easily cured by attaching a momentum wagon.

ELECTRIC LOCOMOTIVES

As one might expect, my 'electric hamsters' (OK, battery electrics) are fine with the curves. They're deliberately geared right down, like my 20 HP Sentinel, Number 30 'HECTOR', the subject of my article in Garden Rail 268. Most are also radio controlled, which makes shunting more practical. Those with an Essel chassis have a fairly long wheelbase, but bringing the

wheels in slightly sorts that out. I've also borrowed Pigsty Brewery Number 3 'HOPS', a box-cab locomotive bodged from an IP Ezee brake van and Rapier locomotive. They're all fitted with radio control; perfect for shunting.

Number 3 'FIRE FOX' is my oldest locomotive, built on an Essel chassis as a pastiche of a Wisbech and Upwell tram locomotive. Colin Binnie nicknamed it the 'Orange Box' and it stuck! Working lights are threatened.

Number 19 'THOMAS' – no, not that, one... our cat! A secondhand Hunslet 50HP Wagonmaster by JD Models. It came with an Essel chassis and radio control making it a good workhorse. I added working lights.

I've also got a railbus, based on the Weston Clevedon & Portishead small Drewry railcar, with lights, on an 'Electric Hamster' chassis; very useful for a quick ten-minute run.

THE ROLLING STOCK

All my four-wheel wagons and coaches are happy with the new track; some more so than on the ground level railway. This was a pleasant surprise; my longest coach is a model of a North Borneo Railway vehicle from a previous incarnation of the PHLR and I am inordinately fond of it. I suspect that they run well because this line is free of adverse camber and dodgy rail joints; much easier to achieve when you can actually get at the track. My bogie coaches and wagons had to go, though. They might have negotiated the tight curves, but the overhangs would have been horrendous. A pity, but there you go; still, more finance for the new railway.

While all my stock is 16mm scale, there are two sizes within this.

- Larger 'main-line' stock from the defunct outdoor railway, with standard hook and chain couplings. I fitted this with Binnie buffers, which are wide enough to avoid buffer lock when being propelled. I've also bodged a multi-purpose coupling, which has proved useful to link the two.
- Small industrial stock borrowed from the indoor Pigsty Brewery Railway, mostly IP Engineering or Binnie Engineering, with rounded buffers and under slung Timpdon magnetic couplings.

A very useful beast on these tight curves is my momentum wagon. It is based on a Zecar push-and-go mechanism as described by Zach Bond in GR246. This has a geared-up flywheel and prevents over-enthusiastic





Pigsty Brewery Railway No.3 'HOPS' on loan

locomotives running away and derailling on the curves. The body has its own interest. It was the first wagon I ever scratch-built in 1985, based on a GWR shunter's chariot. It has had five different chassis in two gauges.

One of the first things I did, even before tracklaying was finished, was to put the lighting in coaches and brakevans back in order. Two of my larger hamsters have working lights and they will be a priority on a third and possibly on the Thing. Now I know that my trains won't be eaten by the fauna that lurks in the undergrowth, evening and night running will be a special pleasure.

As I've already suggested, evening and night time running will be a feature, and lighting the buildings was a priority. I already find the effect quite pleasing, although the deep midwinter is probably not the best time to enjoy it. It's coming into spring now, and the whole line is sunlit from half past three onwards; which is nice. Not today, though; it's persisting down out there.

WHAT DID I LEARN FROM THIS PROJECT?

1. Quite large locomotives and stock will run on very tight curves, given suitable couplings. The limiting factors are wheelbase, back-to-back and overhang.
2. Running near eye-level is a bit of an eye-opener; all my locomotives and a lot of stock have been into the shops



Railcar based on a similar vehicle from the Weston Clevedon and Portishead Railway

The under-slung magnetic couplings



The Multi-purpose coupling

for cosmetic surgery.

3. A momentum wagon is a good thing to have when you own impetuous steam locomotives.

DEDICATION

This article is dedicated to the late Carl Arendt whose books and website have been, and still are, an inspiration to all those with limited space; regardless of scale and gauge.

THANKS

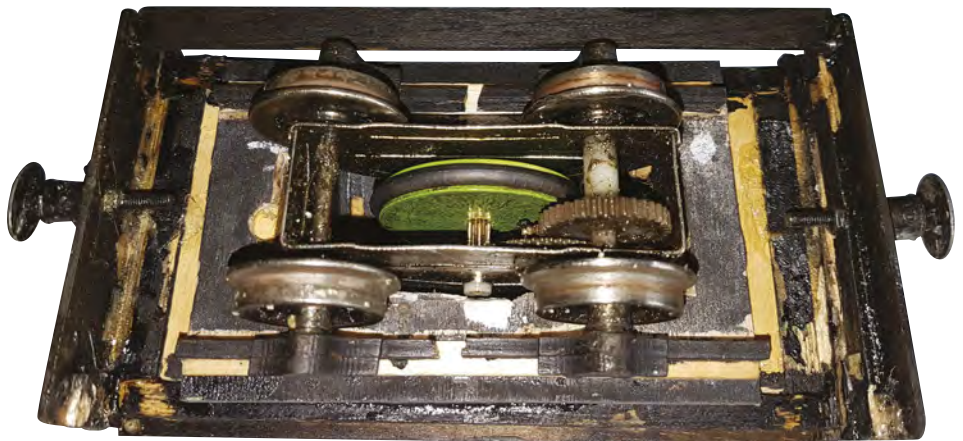
To Liz Rogers, for her support and encouragement. I worked almost full-time on this project for three months, and had her total backing. We were both really worried about digging up a railway on which I'd spent so much time and effort, but this little line is always ready to run when the mood takes me; and it does so frequently.

Garden Rail Resource

Unusually, I'll skip this. I've mentioned so many suppliers and manufacturers that it would be unfair to single any out, and some no longer trade. Let an Internet search be your friend.

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The Zecar waggon / shunter's chariot



An underside view of the shunter's chariot, showing the 'Zecar mechanism'



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Wagon kits include everything needed except glue, paint and tools.

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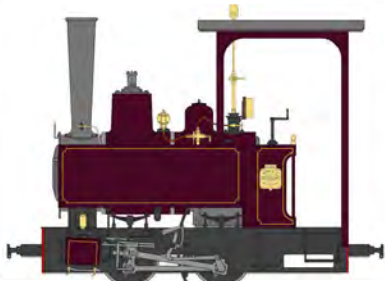


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Loaded Trevor wagons being made up into a train

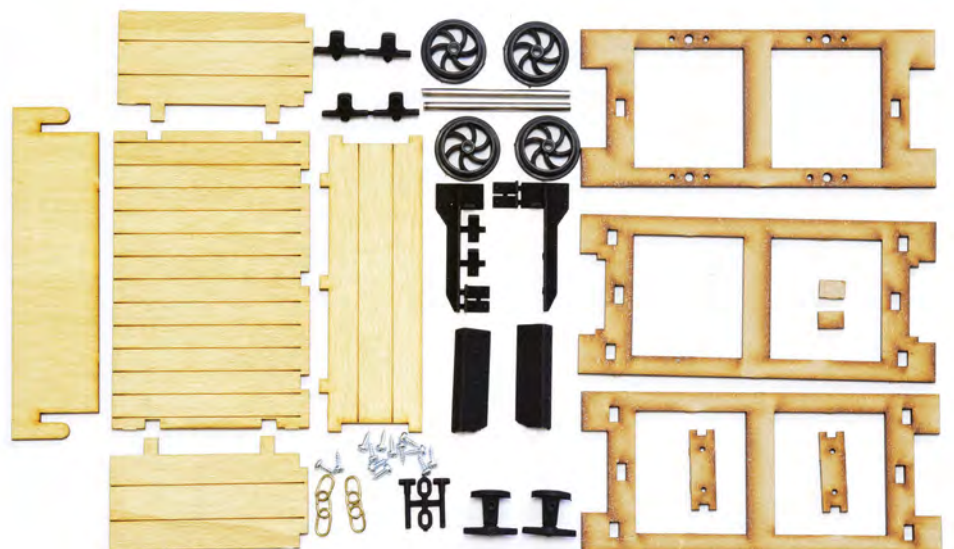
Trevor Granite Quarry Tramway Wagons - A Review

David F Williams builds the new Bole Laser Craft, Breaker and Mill Wagons

THE STAGE WAS SET

By the mid to late 1700s the Llyn Peninsula in North Wales was beginning to show up on the Mercantile and Industrialists' radar, with the possibility of parliamentary routes to Ireland being mooted. Not slow to miss a trick, these merchants and industrialists began to sit up and take note, as new turnpikes would allow them to exploit the mineral wealth and aggregates on hand to great advantage. So the stage was set, but it was to be for future generations to solve the conundrum. By the 1830s Maritime Mercantile cities like Liverpool and Industrial cities like Manchester had expanded their populations at almost alarming rates. The associated call for road building and housing materials

The modular cleaned up kit of parts awaiting inspection and assembly



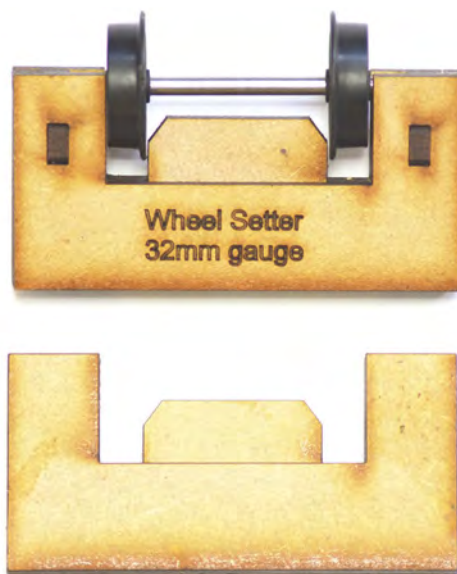
needed to be met; and quickly. Naturally ports had always been important and the decision to make Holyhead the Irish Mail port spurred on the Chester and Holyhead Railway (CHR). However, the CHR had always been in the sites of The London and North Western Railway (LNWR) which later absorbed it. The time was now right for exploitation of the minerals and aggregates. The pack-horse and horse-drawn, Two-Foot Gauge tramways had played their part, but were soon overwhelmed by demand. Enter the Two-Foot Gauge, steam worked tramways and railways, working to capacity, virtually from the start. These narrow gauge enterprises also led to many mineral and branch lines being laid in order to get in on the act.

THE DEMAND WAS MET

Commercial docks and warehouses in our major cities were mainly served by horse drawn traffic, thus requiring the import of seemingly endless tonnages of road building aggregates and granite setts; initially brought in by sea. By the early part of the 19th century, merchant Samuel Holland, a businessman, along with other industrialists and entrepreneurs, were heavily involved in the mineral extraction and mining industries of North Wales. One of their interests was to be 'The Trevor Granite Quarry', which nestles high above the village of Trefor on the Llyn Peninsula, approximately nine miles north of Pwllheli and around 12 miles South West of Caernarfon. The original quarry works and reduction plant (now derelict but still visible) is itself situated some 500 ft up on the side of the 'Yr Eifl' range of mountains, which loom up to peaks in the region of 1300ft. The appearance of the whole site is something akin to a Tibetan Monastery built into the mountain side.

Haul roads from the working floors higher up the mountain fed into dressing sheds and thence

A very practical wheelset gauge



into the plant. Access to the Trevor quay, pier and stockyards was via a Two-Foot gauge tramway, fed from a steep, rope worked incline, above the village. At one time, there was a short branch serving the village, with imported coal and provisions brought in by coasters. By the 1930s it had produced over 1,000,000 tons of setts and was to become the world's largest granite quarry at that time. Competition from conveyor belts and road haulage led to the decline of the tramway network, which eventually closed in the 1960s. Today the quarry still extracts its superior Trefor Granite, including customer's such as the Canada Curling Stone Co. who supplied the curling stones for the Salt Lake City, Winter Olympics of 2002. Its granite is also frequently used for architectural projects such as ornamental stone for walls, columns and fireplaces. These days the unworked stone is brought down by road in large blocks from the quarry face to the masons' yard at Trefor village; where it is machined and cut to shape and size on demand.



The very versatile solebars of this chassis could have many applications

TREVOR BREAKER WAGON

The model is based on one of the many dozens of wooden bodied wagons in use for over 100 years, transporting granite setts about the quarry levels and cutting sheds. From there, they were worked forward via a rope hauled incline, which fed stockyard sidings for locomotive haulage to the quayside. Finished setts were then hand loaded onto coastal vessels.

The kit arrived well packaged and protected within a slim, yet stout cardboard package, ideally suited for postal delivery. It comprised of laser-cut, plywood and MDF flat pack frets, along with 3D printed axleboxes, corner plates, strapping and bell-mouth couplings. Comprehensive, fully detailed and graphically illustrated instruction sheets are also included in the kit.

CHASSIS

Clearly some sound thinking was applied to the design of this chassis, because once removed from the frets, its three chassis sandwiched plates align perfectly; aided by two locating pegs. The buffer headstocks are self locating, thus making up the solebars, complete with dumb buffers. A very useful little wheel setting jig is provided to align the six spoke wheels on to each axle as appropriate. The 3D printed pedestal axle boxes simply slide on to the wheelset axles and are held in place with two small self-tapping screws, making up into a really useful, prototypical, yet solid working chassis. I find it easier to secure all the parts in place with a drop of Hafix Industrial adhesive, followed by a mist of Hafix activator. The completed assembly was then lightly dressed, prior to a light dusting spray painting with Autocolours, Swissair Golden Shadow B/Val/Matt to represent an oakish hue.

WAGON BODY

This essentially consists of a timber planked floor, two ends and a side. All are tabbed to fit into the solebars, aided by self locating, laser-cut locating pegs. Included with the body is a temporary jig that just sits loosely over the ends to prevent any warping whilst your adhesives go off; this can be discarded after use. Prior to fitting the 3D printed corner plates, strapping and ironwork, I chose to finish the wooden sides with several light coats of MODEL MATES, Oil Brown, weathering spray dye. When it comes to couplings, the builder has a number



of options. The full size prototype was originally fitted with dumb buffers and 'hook and chain' type couplings. The dumb buffers found on the prototype are present and correct. However, to make the model more ergonomically friendly for full size fingers, bell mouth couplings have been supplied, which are similar to the type supplied worldwide by the likes of Hudson and O&K; they simply affix to the solebars with the aid of a couple of self-tapping screws. Once affixed, you have two options for coupling up, using either the 'Figure Eight' link-bar and 'T-Pin' or alternatively you can simply glue the T-Pins in place and hook your chain over the head of the pin. Finally, for those who wish to strive for ultimate prototype fidelity, you could discard the bell-mouth coupling and fashion an appropriate hook, for traditional hook and chain couplings.

With the basic construction of the Breaker Wagon complete, it can be set aside for a moment, while we take a look at the Mill Wagon.

Trevor Mill Wagon (side tipping)

As these kits are of modular design and construction. The construction of the chassis is as previously described, but the body sides differ in that there are two sides and two ends on the Mill wagon. The planked body end and side pattern also differs in that it may be constructed with an outward and upward, lifting side door, or closed up as per one's prerogative. The method of construction for the

sides is similar to the Breaker Wagon; the detail is in the end crank lever lifting mechanism, which operates a pair of door latches. Corner plates and strapping are first fixed insitu. Next, the door hinge pin is cut to size and fed through the vertical hinge straps and fixed to the operable door. Then it is lined-up with the handed, combined end stations and corner plate and the hinge pin fed through. This should then be tested for free movement and correct alignment of the door. Once satisfied, the handed combined stations and corner plate can be fixed in situ. The door latch mounting plate should be loosely positioned at one end with the lifting latch in position. It can then be placed into the combined corner plate and end station elongated keep slot, so that the 'cranked latch' latches on to it. At this stage the mechanism should be tested for smooth operation. Once satisfied, fit the operating lever, tie-arm and tie-arm retaining bracket and then fit the second mechanism to the opposite end. This all sounds rather a lot of work, but it is really just a succession of simple steps that are not at all taxing.

WEATHERING AND LOADING

Now, speaking from personal experience, I can confirm that in the quarry extraction industry, plants are dusty places at all times; especially in the vicinity of reduction plants. Therefore, dust is the order of the day for these working

wagons. Specific attention was given to the wagon bodies and chassis detail, especially as given their environment was so heavily contaminated with dust, it would have started accumulating noticeably from their very first day in use.

Mill wagons were used to carry crushed granite chippings from the stone mill to the quays, with sizes variable and dependant on screening; crusher runs could produce many different grades from the crusher run take offs. To charge the mill wagon, I used washed 6mm granite down to dust, representing a six inch cob load from the stone mill crusher run. Granite 'Cobs' should not to be confused with Granite 'Setts', which can be loosely defined as, 'rough hewn and broadly rectangular; not smooth, paving elements for roads employing horse drawn cartage'. The nominal wearing surface area for varying sett sizes were 2in x 2in up to say 6in x 12in. The breaker wagon was used to transport granite paving setts down to the quayside and then hand-balled on to coasters. Although Trevor Quarry had some larger slab wagons for unworked granite, smaller items could be transported to the cutting sheds using the breaker wagons. I chose this role for my model.

J I C Boyd's Photographic evidence, dated April 1966, illustrates rakes of disused, side-tipping wagons on the abandoned Trevor breakwater and verifies that these wagon kits stand up well to the prototype. They also compare well with J I C Boyd's dimensioned sketch in 'Narrow Gauge Railways in North Caernarvonshire Volume 1'. Although

Finescale Hunslet 'Betty' locomotives are comparatively rare, these new vehicles run very well, and would make for the correct prototypical accompaniment. Of course being small, they also go well with any small steam and diesel locomotives and of course could also be used for a whole host of industrial cameos. Many desirable items are available in 16mm, such as shear legs, steam cranes, derricks, stone crusher, storage bins and wharfs. However, they need a reason to be included. Just the prompt the narrow gauge modeller needed for that summer project or that waterline coaster tied up to the wharf. Not all loading wharfs were on open coastal waters. Many were served by canals and waterways... think of the Manchester Ship Canal (MSC) or the inland Port of London (PLA) wharfs and tidal creeks. A whole raft of ideas has just sprung to mind, but then that's another article.....

These two extremely useful prototype kits are available only in SM32 gauge. They include all the parts needed to complete the very detailed and accurate Trevor quarry wagons. Few simple hand tools are required to construct these kits.

PRICE

Breaker wagon kit - £26.00
Mill wagon kit - £29.00

PROS

Attractively priced, well thought out most useful narrow gauge prototype wagon with so many possibilities.

CONS

None

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The weathered Breaker wagon in use as a slab carrier



The completed Mill wagon showing side operating linkage with extending side open door



A fully loaded and weathered Mill wagon (side tipping) in typical guise



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The completed hopper ready for the road

Brandbright Hopper Wagon

Phil Parker builds the recently released GS19 Hopper Wagon Kit

Based on a design drawn up by R.Y. Pickering & Co. of Wishaw for the Campbeltown and Machrihanish Light Railway in Scotland, this steel bodied hopper never ran on the line it was intended for as the decision to close the railway had been taken before any were built. Despite being a “might have been” model, the hopper would be perfect for any coal carrying lines or those who have an industrial feeder.

CONTENTS

Supplied in a tidy cardboard box, the kit mainly consists of laser cut plywood parts in several thicknesses plus whitmetal axleboxes, brass bearings, a length of wire and a large bag of pins.

25mm diameter wheels either 32 or 45mm gauge and suitable couplings are left to the builder to supply.

The six pages of instructions start with a useful exploded diagram identifying all the components followed by a detailed build sequence. Minimal tools are required, mainly a sharp knife to release parts from their fret, some abrasives, small drill bits to open out holes and snips to shorten the pins. PVA and superglue are used to fix the parts together.

THE TUB

Success at building any hopper wagon relies on producing an accurate tub. Not an easy task when there will be so few square edged joints to work with.

Brandbright recommend clamping each part to a piece of wood and then sanding the edge to a bevel, using an etched line along the front as a guide. It's important to use either an abrasive stick or sandpaper wrapped around a block to do this and work carefully, checking as you go. The wood block stops you sanding too far down at the back where it would be most visible. Take too much off the front and you can always use a bit of filler inside the wagon, or just fill it with a suitable load.

Despite the manufacturer warning before assembly, “We do not recommend a form of strong beverages to assist with this part, but you may feel the need after you have finished!”, I found the part fit was

excellent. The trick is to fix the four upper sides together with nice neat corners and once dry, use masking tape and thick PVA to bring the lower, tapered section together.

Next, it's time to start adding the top strips and rivets. These are represented by what look like Peco track pins. Although holes are provided as part of the cutting process, I found running a 0.5mm drill through each eased pushing the pin through. They then have to be trimmed off, the instructions suggest a mini drill with cutting disk but electric flush cutters will work just as well. Wear eye protection once the off-cuts start flying however.

THE CHASSIS

Hopper wagons tend to have skeletal underframes and this is no exception. You don't have a nice flat floor for everything to sit on, instead the floor is split in two with a gap in the middle. Fortunately, the kit design allows the chassis to be built without initially attaching the hopper so any lack of squareness in that won't throw the chassis out of true.

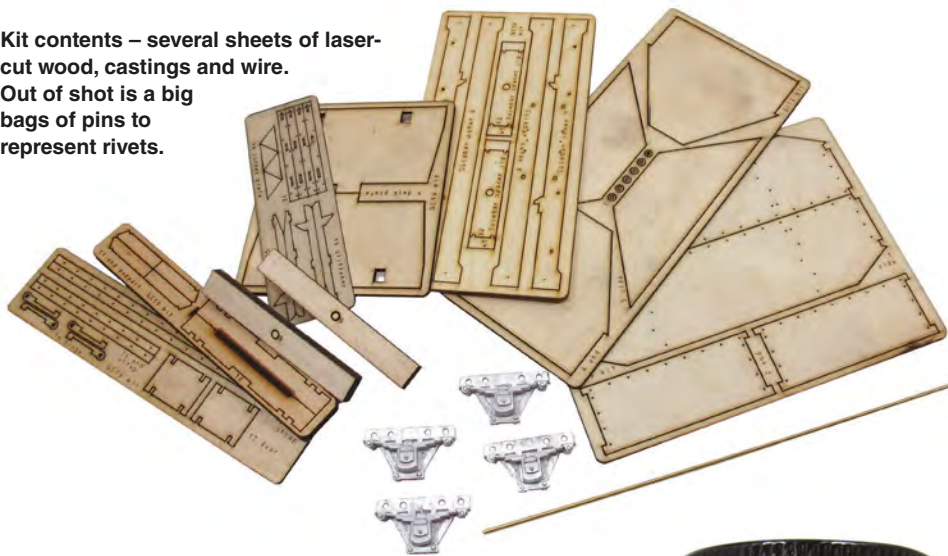
Deck plates are fitted to headstocks and then joined by double thickness solebars. The tub will rest on support beams at either end of the deck and the instructions tell you to modify these slightly before fitting. I ignored this, working on the basis that fettling could be carried out once the chassis was together and I could try the hopper against it – this worked fine with a small amount of sanding along the

All parts painted and ready for assembly



Kit contents – several sheets of laser-cut wood, castings and wire.

Out of shot is a big bag of pins to represent rivets.



edge of each beam. The work took less time than I spent trying to understand the instructions!

Bottom doors are made up and hung from lengths of thick wire. I suspect they could be made to work but if you are planning to fill the wagon, are better firmly fixed in place.

PAINTING

Planning on using only two colours, red oxide and matt black, I sprayed the model part-assembled to avoid making up anything. All the wood was treated with a couple of coats of sanding sealer to reduce the visible grain, it supposed to represent metal after all, and stop it going furry when the paint soaked in. Paint was from Halfords car range.

Final assembly required a switch from PVA to superglue. Stanchions were glued and pinned to the side of the hopper and then this fitted into the chassis. W irons are screwed inside the solebars, the design allows access to these fixings with the wheels in place.

CONCLUSION

As I've mentioned, there are many pitfalls designers of hopper wagon kits can encounter but Brandbright seem to have avoided all of them. It's worth taking time over the assembly – certainly let the glue dry on the first half of the hopper before moving on, but otherwise I can't see any issues building the model.



All parts are treated with sanding sealer to make them look more like metal by smoothing the grain.

Although based on a prototype design, the wagon could fit onto anyone's line. Bulk packs are sold at a discount for those who want a reasonable length train. I wonder how the elegant C&MLR steam locos would have looked pulling these? At least we can find out in model form.

OVERALL DIMENSIONS

Length 168mm
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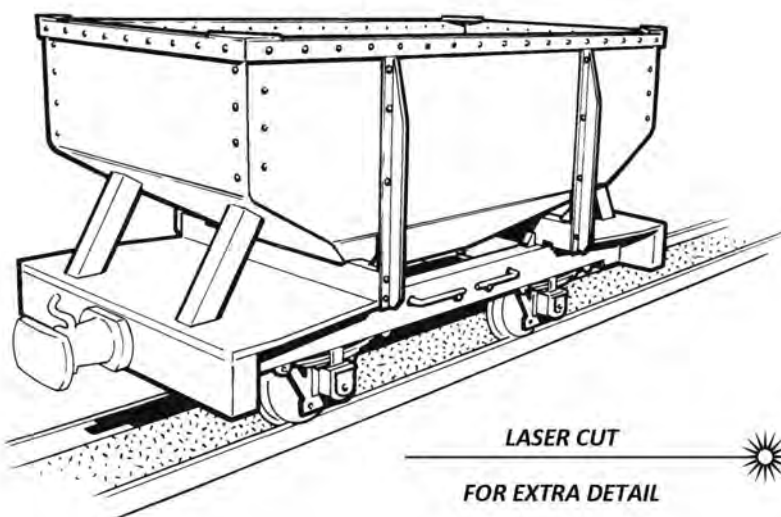
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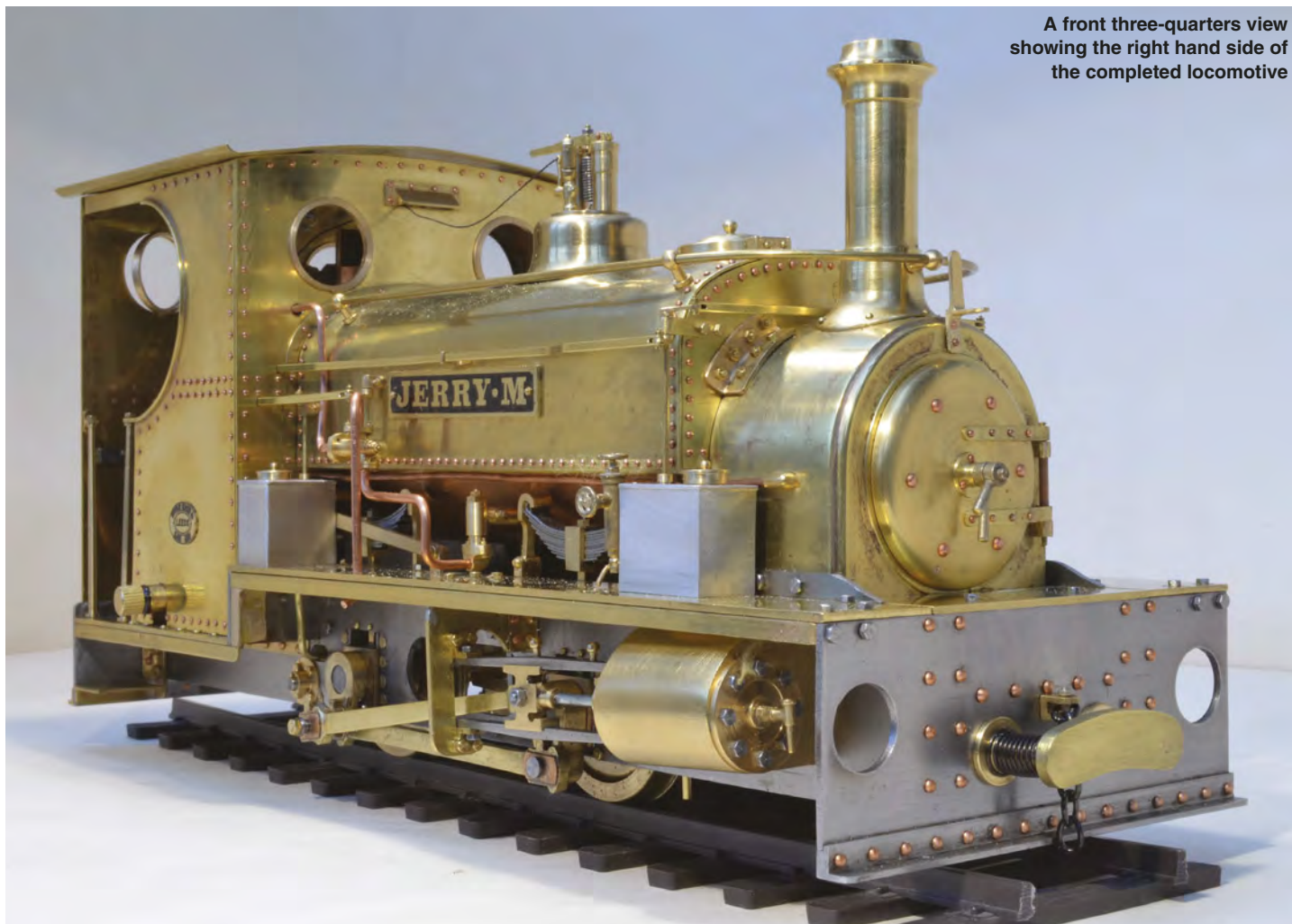
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A front three-quarters view showing the right hand side of the completed locomotive



With Engineering Elegance (Part 1)

John Nield finds the devil is in the detail as he describes the construction of his prize winning model of 'Jerry M'

Having visited Hollycombe to see and admire the highly acclaimed 'Jerry M' locomotive I was inspired to make a live-steam, 16mm model replica, to a similar level of detail as found on Slater's 'Rough Pup'. The technology and intricate detail is awesome and I knew that thorough research would benefit my ambitious project. I might have known that, but did I do it? No! My enthusiasm and excitement took me back to childhood and I acted on impulse when I received the first photographs of Jerry M. My new toy was going into infancy before it had passed through gestation. A

skeleton infrastructure was made and I drilled holes for England. Oh what a faux-pas. When I came to fix the linkage between the two front sand boxes I found that they could not possibly fit because of the lubricators on the front of the water tank. Coffee and thinking time was now essential, whilst I nervously scratched at my head. "This could not possibly be my mistake; I have only followed the photographs of what I have seen personally!" How wrong I was...

First lesson to be learned; don't try to run before I can walk and evaluate research in detail. A mixture of

enthusiasm and dogged determination on my part had led to this mistake. I regained my composure and promised myself that I would review my research data with a fine tooth comb. I reminded myself that in all good detective novels there are two sides to every story. Lo and behold I came across two photographs which I had previously overlooked. These were in J.I.C. Boyd's book "Narrow Gauge Railways in North Caernarvonshire Volume 2in. With a magnifying glass in hand it was blatantly obvious that the lubricators on both "Cackler" and "Jerry M" were positioned on the back of the front sand



When stood together, the significant difference in size between Jerry M and Louisa is readily apparent

boxes. How dare I tell people to have patience! Now I was left sporting two unwanted holes in the front of the water tank. If people say holes in tights are unsightly how could I insult Hunslet with these two masterpieces of flawed engineering? Coffee and think time, again scratching at head... Thankfully, careful consideration and a return to sensibility paid off. I could use the holes to locate the brackets which would hold the front linkage. Second lesson; "Never Judge a Book by its Cover".

What does amaze me is the difference in physical size of the Quarry Hunslets used at Dinorwic. These were all doing a similar type of work; that is pulling or pushing slate or waste wagons around the quarry. Having built Hunslets from the diminutive 'Louisa' right up to the Penrhyn Loco 'Lilla' and now 'Jerry M', one thing is very apparent; they all look good pulling a rake of slate wagons on the garden railway. Having established the foundations upon which this locomotive is built, it's time to take a look at the 380 individual components (excluding detail embellishments) incorporated into this model.

When I researched this class of Hunslet locomotive I realised that the Jerry M drawing in "Quarry Hunslets of North Wales" by C. Thomas was a near match to 'Cackler'. I also had a copy of "Narrow Gauge railways in North Caernarvonshire Volume 2in

by J.I.C. Boyd which had photos and a drawing of 'Cackler' (Port Dinorwic) and there were other drawings in Sixteen Millimetre Today. Armed with this information I started to draw my loco in CAD in April 2012.

THE START

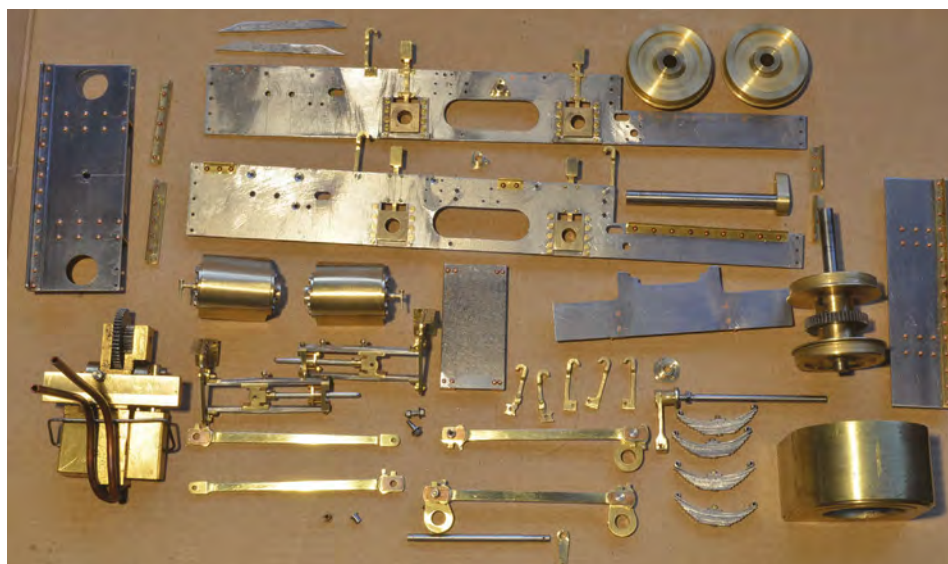
After a visit to the Harrogate Model Engineering Exhibition in May 2012 I came away with materials for the frames, boiler, axleboxes, cab, footplates, rivets, nuts, bolts and screws in many BA sizes. Construction then started at the end of May 2012. In making this model have tried to emulate the original

by using small rivets 1/32in dia and the smallest nuts, bolts and screws that my fingers and eyes could accommodate. These were 14 and 16 BA and where possible I have used similar techniques to the full size locomotive for fixing parts together.

FRAMES, AXLEBOXES AND GUIDES

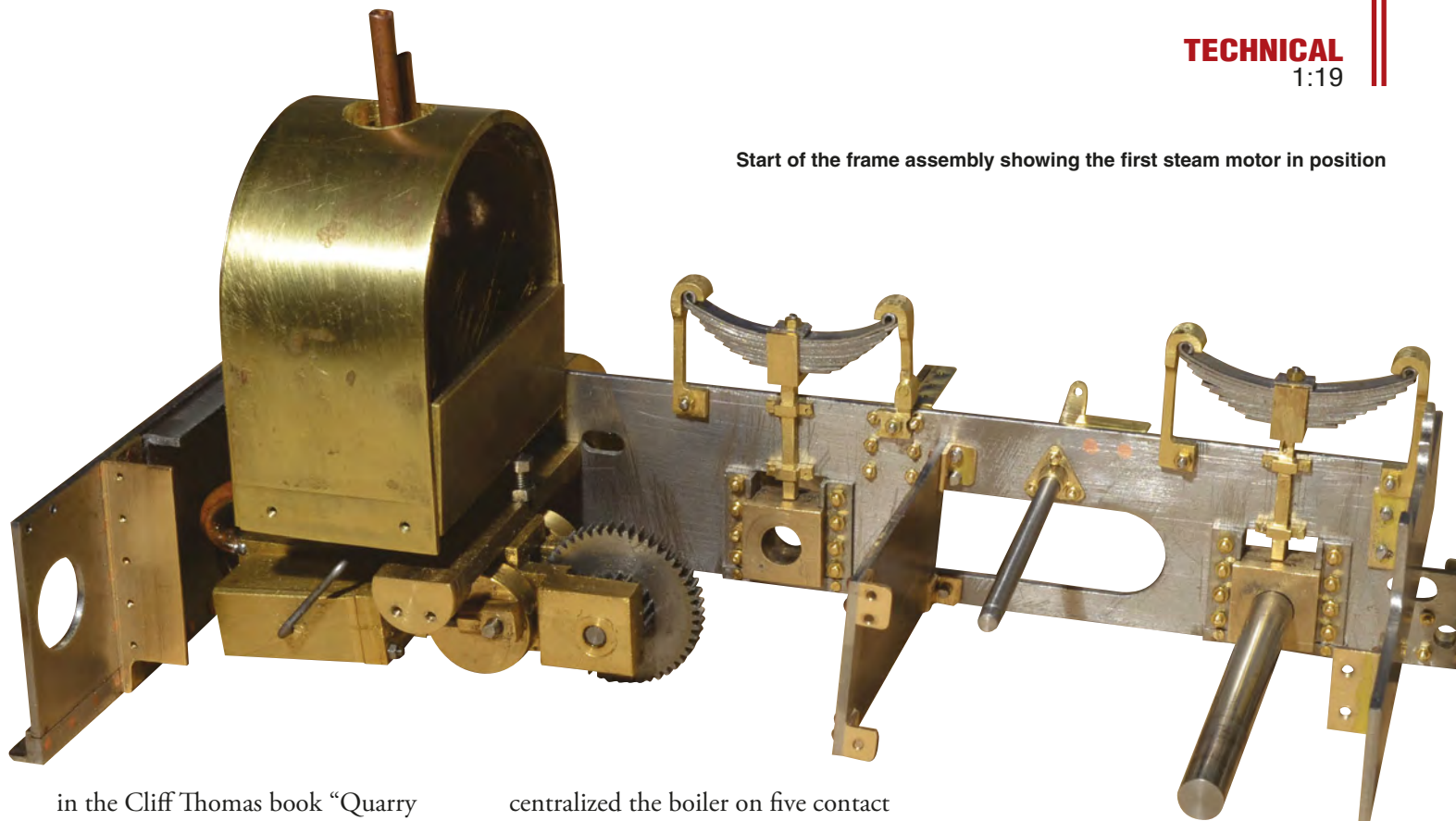
(18 parts + 80 nuts / screws)

The frames in 1.6mm mild steel were the first parts to be made. I decided Jerry M was going to have axleboxes including horn guides and keepers. The design for them came from photos



The first 200 components made admittedly this does not look much of a loco in the form below

Start of the frame assembly showing the first steam motor in position



in the Cliff Thomas book "Quarry Hunslets of North Wales". The frames were milled to shape and size as a pair. Guides were machined from square mild steel and fixed into the frames with 12BA cheese head screws and nuts. The heads of these cheese head screws were reduced so that the slots were eliminated, giving the appearance of studs. The axleboxes were turned from phosphor bronze rod to the correct thickness and holes drilled at 5.8mm dia for the axles. These holes would be sized later and then milled to an oblong shape. The guide slots were milled to give a sliding fit in the guides. The keeper plates were made in 1.6mm mild steel and they hold the boxes in place by being fixed to the inside of the frames with 14BA screws and nuts.

BUFFER BEAMS AND FRAME SPACERS

(17 parts + 26 bolts + 75 rivets)
The buffer beams were made of 1.6mm mild steel, milled to size and decorated with 5/64" dia copper rivets. Steel and brass angle sections were riveted to the bottom part of each buffer beam in accordance with the photographs and drawings. The frame fixing brackets, made from brass angle, were riveted to the buffer beams. These act as front and rear frame spacers. The other frame spacers were made in 1.6mm mild steel and milled to shape and size. These had riveted brackets of brass angle for fixing to the frames. All the spacers were fixed to the frames with 12BA bolts. The rear step frame spacer located and

centralized the boiler on five contact points.

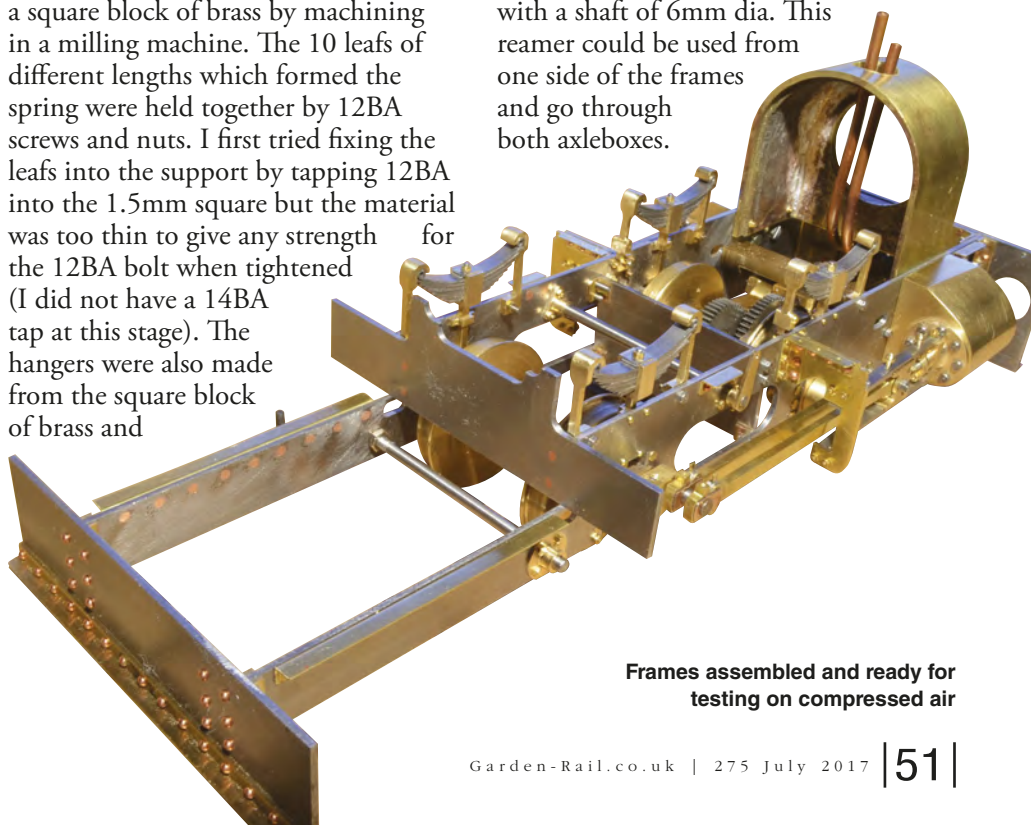
SPRINGS HANGERS AND SUPPORTS

(56 parts + 24 nuts / bolts + 18 rivets)
To represent springs, rods and spring supports I looked at the 16mm suppliers without success so I made a set from scratch. I used some 0.5mm transformer lamination steel for the leafs. Brass was used for the hangers and leaf supports. The leaf support was in the form of a channel the same width as the leafs. Extending from the bottom of this channel a 1.5mm square rod with dummy rod guides was formed from a square block of brass by machining in a milling machine. The 10 leafs of different lengths which formed the spring were held together by 12BA screws and nuts. I first tried fixing the leafs into the support by tapping 12BA into the 1.5mm square but the material was too thin to give any strength for the 12BA bolt when tightened (I did not have a 14BA tap at this stage). The hangers were also made from the square block of brass and

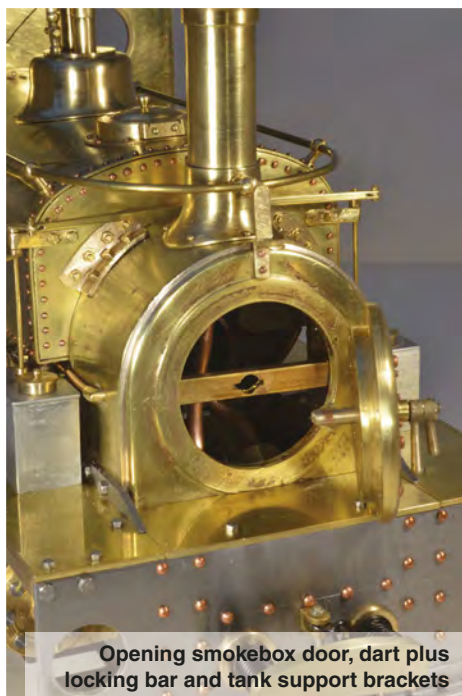
machined to form by milling and filing to shape. These were fixed to the frames with 12BA nuts and bolts. The spring supports were fixed to the frames with 1/32in brass rivets at 4 points in the dummy rod guides. I decided not to have the axleboxes sprung because of the unknown weight of the final superstructure.

Sizing of the axleboxes

Having assembled the frames with axleboxes, spacers, springs hangers and supports I was ready for the next stage of development. The axleboxes could now be reamed using a hand reamer with a shaft of 6mm dia. This reamer could be used from one side of the frames and go through both axleboxes.



Frames assembled and ready for testing on compressed air



Opening smokebox door, dart plus locking bar and tank support brackets

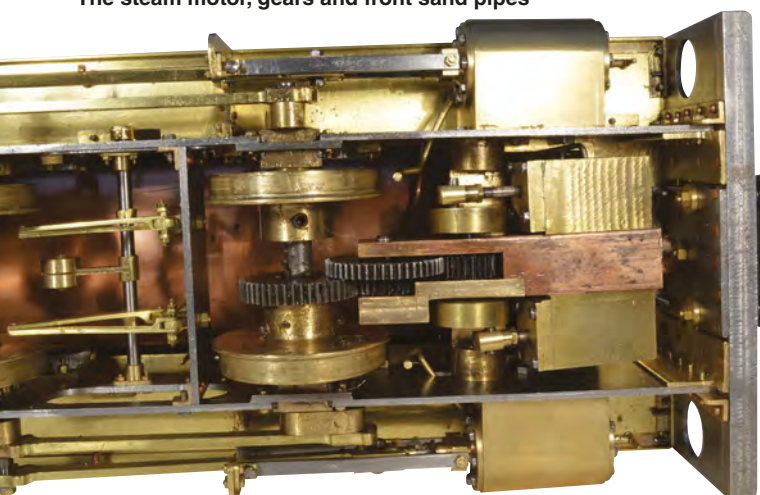
This was done to achieve alignment of holes from one side of the frames to the other. Ground 6mm rods were inserted to check the rotational fit and possible friction problems. From this check any problems could be solved before going to the next stage of assembly.

WHEELS, AXLES, CRANKS, CRANK PINS, CONNECTING AND COUPLING RODS

(33 parts + 16 screws)

The wheels were made from 2in dia brass and turned to size with the correct tread profile. Bosses on the inside of the wheel were formed to take two 3mm grub screws for clamping the wheel onto the axles. One wheel carried a boss for a gear wheel which was held in place by an interference fit. The axles were made from stainless steel rod 6mm dia and turned to the correct length. The cranks were made from brass rod and

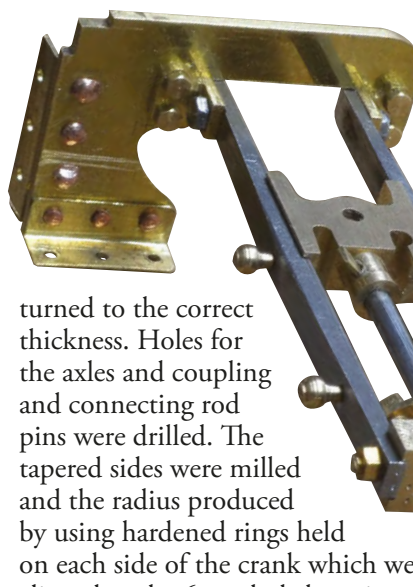
The steam motor, gears and front sand pipes



turned to the correct thickness. Holes for the axles and coupling and connecting rod pins were drilled. The tapered sides were milled and the radius produced by using hardened rings held on each side of the crank which were aligned to the 6mm hole by using a 6mm pin. The brass was then filed down to the rings thus forming the curved end. This method was also carried out on the smaller radius. The cranks were held onto the axles with 8BA grub screws.

The coupling rods were milled from 3mm thick brass bar; the ends of the coupling rods were filed to shape. Holes 2.6mm were drilled on the milling machine to give an accurate distance between them. These holes were embellished with phosphor bronze shim 0.2mm, in the shape of bearings which were soft soldered in place to give the appearance of the full size loco bearings. Wedges, seen on the full size loco to hold the bearings in place, were reproduced together with oil pots. The connecting rods were made in a similar way to the coupling rods. The crank pins holding the coupling and connecting rods to the cranks were made from a 6mm dia mild steel rod. The front pins were turned down in stages covering 3 different sizes:- 1) the rod was turned to 2.2mm dia for 0.9mm in length 2) the rod was turned 3.2mm long at a diameter of 2.55mm. This diameter was to give a clearance on the 2.6mm hole in the coupling rod.

3) A 3.6mm dia was turned on the rod for a length of 2mm. The next operation involved the drilling of a 1.4mm hole to a depth of 3.3mm in the rod end which was tapped 10BA. The pin was then parted off to give a 0.5mm thick collar on the 3.6mm dia. This front pin is fixed into the crank by a 10BA counter



Slidebars and Crosshead Assembly with the slidebars support plate and brackets

sunk screw from the rear of the crank and screwed into the blind hole in the pin. The 2.2mm dia fits into a recess in the crank to give an accurate location. The rear pin was made in a similar way to the front pin but the collar was 2.3mm wide and the hole was drilled 1.7mm dia all the way through the pin. This pin holds the coupling rod in position. A connecting rod pin was made in a same way as the front pin but without the 2.2mm dia. The fixing of this rear pin group was by a counter sunk screw which passes through the crank and coupling rod pin and is screwed into the connecting rod pin. This gives a similar appearance to the full size locomotive pins, having no visible fixings. Having run my loco in steam for a long period, however, the rear pins on one side became loose a number of times, so back to the drawing board again. The solution was to drill and tap the connecting rod pins all the way through and use a longer counter sunk screw to fix these outer pins with a 10BA lock nut.

SMOKE BOX + FRONT AND DOOR

(15 parts + 14 rivets)

The smoke box was made from a 2in dia brass tube 1/8in thick. The tube was turned to the correct width and a 2mm recess machined for the smoke box front. This tube was then cut on one side; the brass annealed and then the cut was opened out so that a "U" shape could be formed. The smoke box front, made from 1/8in brass plate, was turned for the door hole and surround. It was milled to width and the radius filed on using a round template located in the door hole. This was fitted into the recess in the "U" and the two pieces were silver soldered together. The smoke box was fitted into the frames to the correct height and holes drilled for 8BA fixing screws. The smoke box was also used as a frame spacer. The smoke box door was turned from a brass rod and is 6mm thick overall. The curve on the front of the door was produced by filing and scraping by hand to match a curved template. The brass hinges were milled from 1/8in square bar. A length of 21mm was reduced to 0.8mm and a 3mm length kept at the 1/8in thickness. At this thicker end a 1mm hole was drilled and the end filed to give a rounded form. Both the

hinge lengths were fixed to the door using 1/32in copper rivets. The door was fitted with six 5/64" rivets in order to match the photographs. The hinge supports were turned from 3/16in brass rod with a 10BA spigot produced at one end. The other end was milled to 3mm in width and 3mm in length. A 1mm hole was drilled in this end which was then shaped in the form of a 'D' around a 1mm hole by filing. The spigot was fixed to the smoke box front by screwing into a 10BA hole and a 1mm pivot pin was used so that the door could be swung open. Clamping of the door to the smoke box front is done by a rod with a dart shaped end. This dart end fits into a slot in a beam held inside the smoke box. The dart is then turned by a handle on a square section on the rod and locked in place by another handle screwed down onto it. The door handle components were sourced from DJB Model Engineering Ltd.

CHIMNEY

(1 part + 6 rivets)

The chimney was turned from a solid brass rod 25mm dia and a 12mm hole was drilled through this rod. The radius to match to the top of the smoke box was produced with a fly cutter and the mismatched material was filed to shape by eye to blend in with this radius. The chimney was then fixed onto the top of the smoke box with six 1/32in brass rivets swaged over on the inside.

CYLINDERS, SLIDE BARS, SLIDE BAR SUPPORT AND CROSS HEADS

(28 parts + 84 nuts / bolts + 12 rivets)

Original Hunslet Drawings of the slide bars and fittings were obtained from Statfold Barn which holds a lot of the original Hunslet drawings. I was directed to Statfold Barn by Peter Angus (the renowned locomotive manufacturer), having talked to him at Elsecar in September 2012.

The cylinders made in brass are dummies which were milled, drilled and filed to look the correct shape. They have cylinder covers which were turned to size and shape and have a boss on one side. These were located in the drilled holes through the cylinder blocks and held by eight 12BA bolts on each end. The rear cylinder cover contains a support to locate the stuffing box and slide bars. The condensate valves on the front of the cylinder covers were

sourced from Slaters. These are used on their "Rough Pup" model. The slide bars were made from 1/8in square mild steel and fixed with 12BA screws and nuts to a brass stuffing box bracket in the form of a "U". This "U" locates with the rear cylinder support. The slide bars were tapered to match the original Hunslet drawing. The slide bar carriers which were made to closely match the original Hunslet drawing fix the bars to the support plate. These were made in brass and fixed to the support plate with 14BA nuts and bolts. The support plates were made in brass, milled and filed to match the original Hunslet drawing. Each plate had two riveted brackets which fixed the plates to the frame with 14BA nuts and bolts. Another bracket was riveted to the top of the plate and this held the side foot plates in position with 14BA nuts and bolts. The dummy oil cups were turned in brass and fixed to the slide bars in holes and super glued. The crossheads are made in brass and closely copy the original Hunslet drawing. They were milled and filed to shape with a boss turned to fit into the front of the cross head and held in place by an interference fit. This boss was drilled 2mm to take the piston rod. A recess at the rear of the cross head accommodates the connecting rod little end when it rotates. The piston rods are 2mm dia stainless steel and are held in place in the cross heads by wedges through the cross head front boss.

A circular template was made to drill the cylinders and covers; this was in the form of a toroidal shape. The holes in this template were marked out on the milling machine using coordinates and drilled 12BA clearance. A spigot was fitted into it and located in the cylinder hole. The cylinder was then drilled and tapped 12BA. The covers were located in the template hole and drilled 12BA clearance.

THE STEAM MOTOR

25 parts + 12 (nuts / screws)

The design of this motor was based on the Dave Watkins "Brick Loco" motor which used 1/4in dia pistons. This was built in brass with stainless steel pistons and rods. When tested on compressed air the motor ran successfully. The pistons have "O" rings and the stuffing box contains an "O" ring to seal the 2mm dia piston rod. The motor has a gear train to drive the front axle (with a ratio of 4.5:1 a gear reduction gained

from the experience of building and running Lilla). The motor does not have a reverse so the loco will only travel forward. The pipes supplying and exhausting steam to and from the main block are 1/8in dia copper which were silver soldered in position.

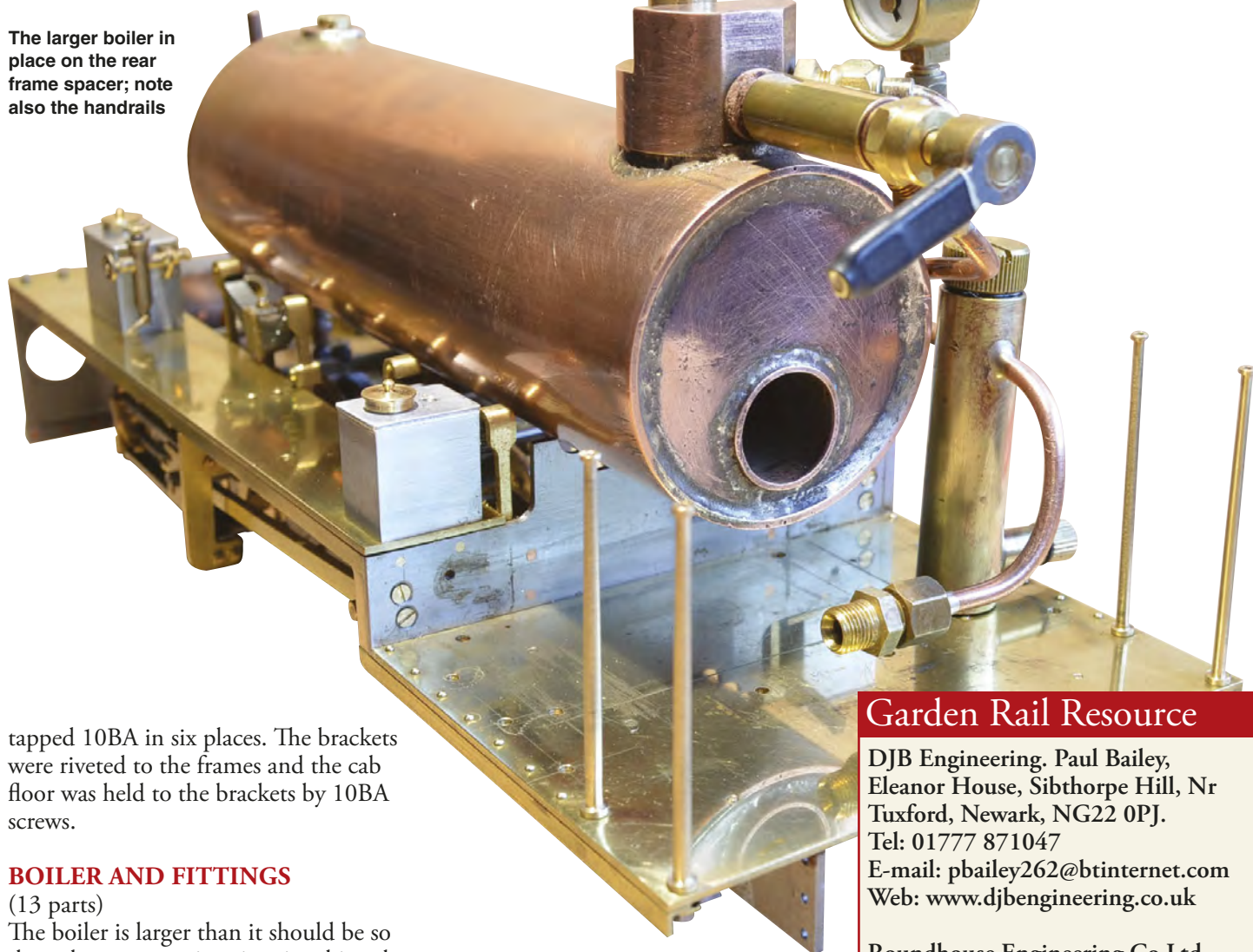
When the first steam motor was tested with the boiler, tank and cab it did not work well. I asked for help via the eGroups and the consensus was that the cylinders/pistons were too small for this size of loco. I remade the motor with 3/8in cylinders in brass and stainless steel pistons with "O" rings. I re-designed the main block in phosphor bronze to give more durability. The test carried out with this motor gave very pleasing results; I ran it around my track (110 foot circle) about 20 times with various loads. The trade off with the larger cylinders was a slightly shorter running time of 35 minutes. The motor is fixed to the frames by a bracket which is screwed to the top of the main block and the bracket is also used to support the front part of the boiler via an 8BA post and nut.

FOOT PLATES AND CAB FLOOR

(18 parts + 18 nuts / bolts + 18 rivets)

The side plates run from the front of the cab to the front buffer beam and are made in 1.4mm brass. My problem was how they were fixed to the frames in the original locomotive and could I use a similar method. I solved this by looking at the full size loco Lilla. Lilla's plates were held in place with nuts and bolts using brackets fixed to the frames and the slide bar support plate. The plates were also supported by the angle seen extending down from the outside edge of the side foot plate. This angle was fixed to the front buffer beam and cab support but does not have a mechanical fix to the plate. The plates on this model are held in place by three 12BA (14BA headed) bolts in the smoke box area. Three 14BA nuts and bolts hold the plate to the slide bar support. A single bolt 12BA (14BA headed) under the injector area also holds the side foot plate. The plate is fixed in the cab area by an 8BA counter sunk screw. To cover these counter sunk screws the rear sand boxes fit over them. A small foot plate in front of the smoke box was milled to size and fitted in two places onto brackets which are fixed to the frames and buffer beam. The cab floor was milled to size and drilled and

The larger boiler in place on the rear frame spacer; note also the handrails



tapped 10BA in six places. The brackets were riveted to the frames and the cab floor was held to the brackets by 10BA screws.

BOILER AND FITTINGS

(13 parts)

The boiler is larger than it should be so that a longer steaming time is achieved. It is made from a 2 in dia copper tube with a wall thickness of 1/16in. The tube was held on a mandrel in the lathe with the end of the tube supported in a fix steady. The tube end was squared up and a recess formed on the inside in order to take the 1/8in end plate. This process was carried out at both ends of the tube. At the smoke box end of the tube the recess was machined into the tube approximately 12mm to give an open area for the tube to be fixed to the motor bracket by a pillar. At the other end of the tube the recess was 4.5mm deep in order to produce a generous fillet when silver soldered. The flue was a 3/4in dia copper tube with a 1/16in wall thickness and the ends of the tube were turned down to give a shoulder to locate on the insides of the end plates. This tube protruded from the end plates to give a good fillet when soldered. All these parts were silver soldered together to form the body of the boiler. Other parts added and silver soldered into the boiler were a water filler boss in copper and a turret in phosphor bronze for fixing the safety valve, regulator

and pressure gauge. The safety valve, regulator, pressure gauge, lubricator and gas poker were all sourced parts from Roundhouse. The poker was held in place by a brass plug which fitted into the flue. To accommodate the steam pipe through the flue to the cylinders a 3.5mm slot was milled on one side. The water filler plug was made in brass and fitted with an "O" ring against a shoulder which fitted into a recess in the top of the water filler boss. The screw thread used on both parts was 6mm. Further testing revealed a good seal up to 120PSI.

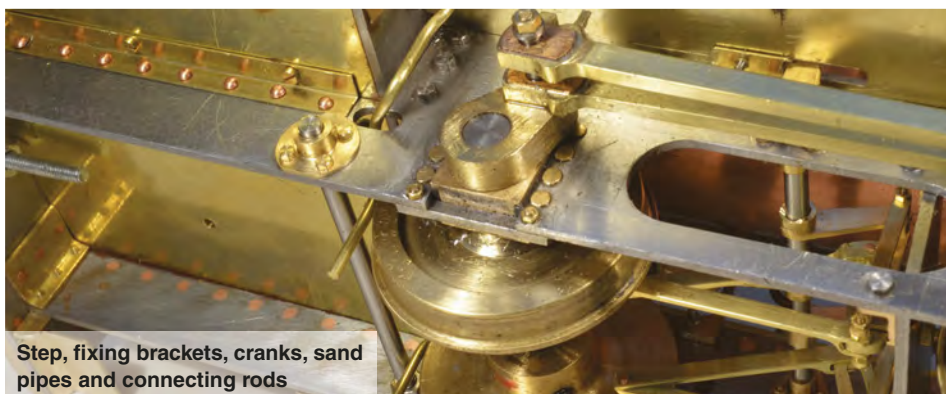
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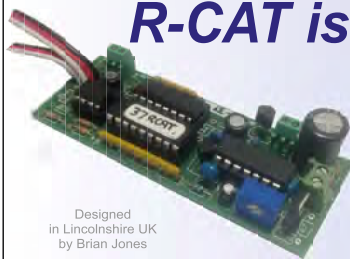
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Coach No.106/107 however it uses the same interior as BMF-002.

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BMF-005 Ffestiniog Railway Composite Coach 'No.106/107'

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BMF-003 and BMF-004 are available to purchase now with the others following

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The book was prepared as a tribute to Dave Holroyde who passed away in 2016. He was long regarded as a leading expert in the field of British Miniature Railways.

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Event: Llechfan Garden Railway Gala
Address: Wharf Station, Talyllyn Railway, Tywyn, Gwynedd LL36 9EY United Kingdom
Organiser: Kes Jones/Chris Russell
Email: shop@tallyllyn.co.uk
Time: 1100-1700
Prices: Admission Free
Layouts: The Llechfan Garden Railway:- Extensive 32mm Gauge Line
Traders: Anything Narrow Gauge, Swift Sixteen, Brandbright, Trenarren Models, Berry Hill Works
Additional Info: 5in and 7 1/4in gauge railways running in Wharf Yard, Evening Train on Tallyllyn Railway. Drive a Tallyllyn engine for £10

Date: 01-02 July 2017
Event: GMES 50th Model Steam Rally & Exhibition 2017
Address: Guildford Model Engineering Society, Stoke Park, London Road Guildford, GU1 1TU
Organiser: Guildford Model Engineering Society
Email: Mike Sleight GMES PR Officer, pr@gmes.org.uk
Website: www.gmes.org.uk
Time: 1000-1700
Prices: Adults £8.00 Seniors £7.00 Children under 16 Free and Free train ride ticket
Layouts: 16mm Garden Railway and new Gauge 1 layout on site
Traders: A number on site (see GMES website for listing)
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Date: 08-09 July 2017
Event: Butterley Garden Railway Gala
Address: Midland Railway Centre, Butterley Station, Ripley, Derbyshire DE5 3QZ
Organiser: Butterley Garden Railway Association
Web: www.bgra.16mm.org.uk
Time: 1000-1700 Saturday 1000-1600 Sunday
Prices: Admission Free
Layouts: Butterley Garden Railway:- Extensive 32 and 45mm Gauge Lines
Traders: 3-4 Various
Additional Info: The famous BGRA plant stall, hot and cold drinks and snacks available. Midland Railway, Golden Valley Railway and other attractions also in operation

Date: 02-03 September 2017
Event: Llanfair Garden Railway Show 2017
Address: Llanfair Caereinion Leisure Centre, Llanfair Caereinion, Welshpool, SY21 0HW United Kingdom
Organiser: Steve Currin
Tel: 07796 863249
Email: Stevegwc1@Blueyonder.co.uk
Time: 1000-1630 Sat, 1000-1600 Sun
Prices: Adults £6.50 (Accompanied Under 16 Free)
Layouts: Various Layouts in 16mm and G-Scale
Traders: 40+
Additional Info: Refreshments. Free Parking. Free Bus Link between Show

and Welshpool & Llanfair Railway Gala

Date: 10 September 2017
Event: White Horse Model Engineering and Garden Railway Show
Address: White Horse Country Park, Coach Road, Westbury, Wiltshire BA13 4LX United Kingdom
Organiser: West Wiltshire Society of Model Engineers
Tel: Barry Statham 01985 217152
Email: barrystatham@blueyonder.co.uk
Web: www.wwsme.org.uk
Time: 1000-1630
Prices: Adults: £5.00 U16: Free
Layouts: At least four in 16mm and G scale, plus others, and site 32/45mm gauge railway.
Traders: 15 Various Traders Expected
Additional Info: Ample FREE parking, refreshments, Sunday lunches, bar, engineering society displays, train (5 inch gauge) and traction engine rides.

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Articles may be submitted to Garden Rail via posted disc, email, Dropbox (or any other large file sending system online). Please ensure that your name, telephone number and/or email address are on every digital document (there are several 'orphan' articles here, with no way of knowing who the author is). Articles may be submitted in Word or indeed in any other word processor (not Microsoft Publisher). Please do not use fancy formatting or embed photographs in your text – we have to strip all this out. Write your article using a clear font of your choice and number the captions for your photographs below the main text. Digital photographs (jpegs) should be at least one megabyte in file size – much more if a scenic rather than a basic working photograph. Best bet is to use the highest quality setting on your camera as default – camera memory is so cheap these days that there is no point in doing other than this anyway. We will accept chemical photographs for reproduction if of a historical nature, but not otherwise. Track plans will be professionally redrawn. An address is required for payment on publication.

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Dates and prices may vary



Ragleth 0-4-0T **In Stock**
Manual £850, R/C £1050.
Power Unit £725



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live steam, late May 2017 or
later, Manual £1695



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July 2017 or later. Manual
£1100, R/C £1400



NEW! Exe, Taw or Yeo, live
steam, Aug 2017 or later,
manual £1850, R/C £2150,
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Electric Baguley 0-6-0D all
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Gauge 1 Live Steam Locomotives
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G1 Kerr Stuart 'Victory' 0-6-0T
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Power unit £995



Mallard A4 4-6-2, Booking now
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manual. All types. ...£3750



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Manual £1800, R/C £2020



Beddgelert 0-6-4ST March '18
Manual £1795, R/C £2005



Billy 0-4-0T August 2017
Manual £1275, R/C £1503
Bulldog 0-4-0D June 2018 R/C
Battery electric £613
Bundaberg 0-6-2T Sep 2017
Man £1578, R/C £1745



Darjeeling 0-4-0ST Nov 2017
Manual £1865, R/C £2075
Darjeeling Garratt with 2.4GHz
R/C, July 2017, £3700
Darjeeling NDM6, 0-4-0D, Nov
2017, R/C battery electric
£1210, sound £1310



Fowler 0-6-2 tender, April 2018
Manual £1555, R/C £1775
Harlech Castle 0-6-0D May
2018 R/C Battery electric £888,
with sound £1019, FR yellow
band additional £40

Karen 0-4-2T Jan 2018
Manual £1595, R/C £1792
Katie 0-4-0ST April 2018
Manual £1275, R/C £1503
Lady Anne 0-6-0T Aug 2017
Manual £1325, R/C £1503
Leek & Manifold 2-6-4T April
2018 Manual £1723, R/C £1935



Lilla 0-4-0ST May 2018
Manual £1510, R/C £1725
Little John 0-4-0D R/C Battery
electric, Mar 2018, £582
Russell 2-6-2T, Feb 2018,
Man. £1625, R/C £1797
Silver Lady 0-6-0T Aug 2017
Manual £1622, R/C £1818
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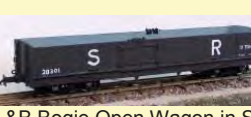
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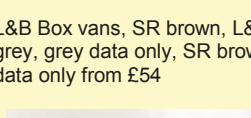
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L&B grey, grey data only, SR
brown data only£55



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grey, grey data only, SR brown
data only from £54



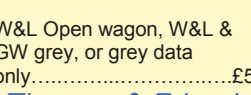
Cattle wagons, W&L Grey,
GW Dark Grey or Light Grey
data only£70



W&L Goods van, W&L Grey,
or GW Dark Grey£65



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W&L Open wagon, W&L &
GW grey, or grey data
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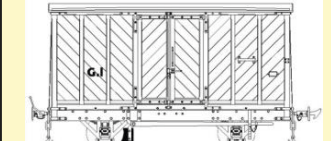
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G-45 6 x 300mm straights£39.50
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DCC SOUND

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