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BRITISH RAILWAY MODELLING

BRM

MARCH 2018



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MAJOR NEWS FROM:
HORNBY AND BACHMANN

VINTAGE

CLASSIC LAYOUTS & TRUSTED TECHNIQUES IN OO, O, EM AND 2FS

ALSO THIS ISSUE

- GRASS, BEFORE IT WAS STATIC
- TRI-ANG RETROSPECTIVE
- BORCHESTER TRACKPLAN SPECIAL
and more...



EXCLUSIVE



BRITISH RAILWAY MODELLING

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MEETS DAVE ROWE

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DCC SIGNALS, TMC BOLSTER WAGONS

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03



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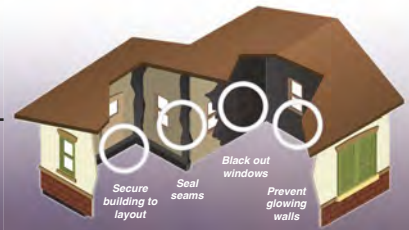
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HJ6103 6111 B.R. unlined green
HJ6104 6132 B.R. lined green
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HJ6121 un-numbered B.R. unlined black
HJ6122 un-numbered B.R. unlined green
HJ6123 un-numbered B.R. lined green
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BRITISH RAILWAY MODELLING

IN THIS EPISODE...

In the second part of their Road Trip, Andy York and Phil Parker explore the Madder Valley Railway and Dartmoor scene from Pendon Museum.



**TELL US WHAT YOU
THINK OF THIS
MONTH'S DVD**

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AND GET INVOLVED IN
THE CONVERSATION.



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PLAY

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PRACTICAL BRM

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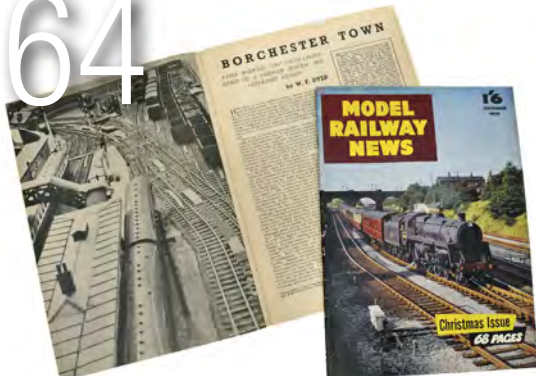
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A road trip to the North Norfolk Railway

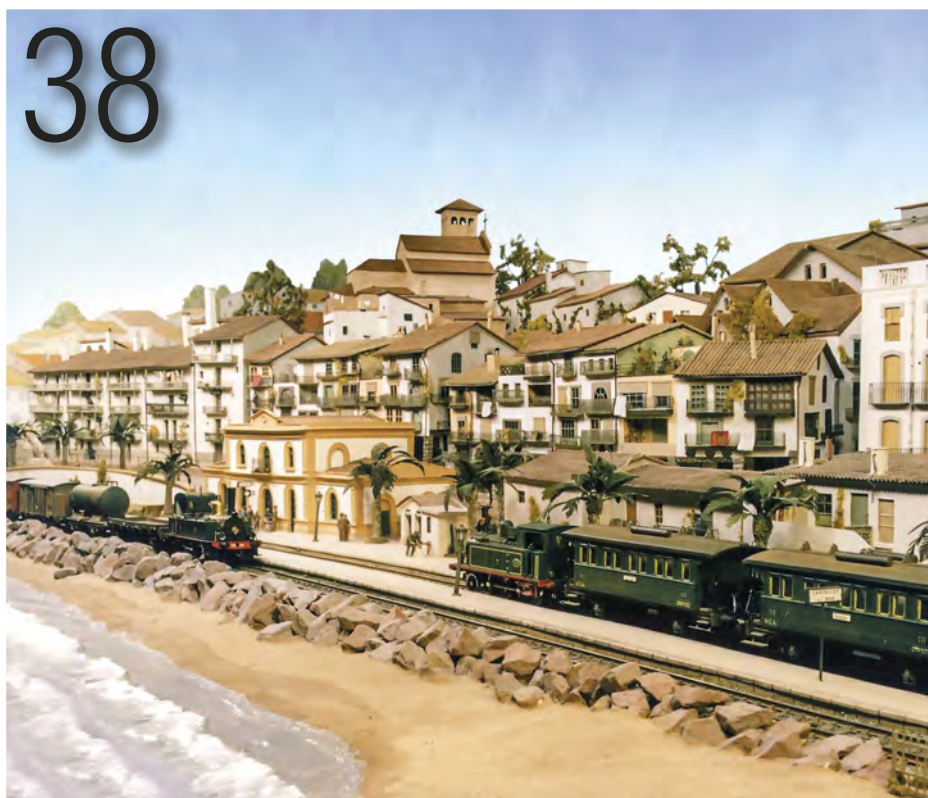
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What began as a day trip to the Great Central Railway expo at Quorn, and a subsequent comment made in my editorial, has turned into a fully-fledged theme for an issue – *vintage*.

No doubt the term can be applied to many of us – to me, anyway – but, in this instance, I’m using it to talk about the layouts that have inspired generations of modellers and which stand as shining examples of the artistry and ingenuity railway modelling for any age. Likewise, the ladies and gents at the very pinnacle of the hobby, and the techniques that have withstood the test of time.

Let’s rewind back to that weekend at GCR, though, where Phil Parker and I found Dave & Shirley Rowe’s models of ‘Under Milk Wood’ and ‘Thomas Slate Quarry’ tucked into a corner of a meltingly hot marquee. Enclosed, as they were, inside what appeared to be glass-fronted cocktail cabinets, the quality and creativity of their modelling was immediately apparent. ‘Exquisite’ was the adjective I’d used to describe them, but imagine my surprise when I received a call from a ‘Mr. Rowe’ not long afterwards. It not only turned out that he was a BRM reader, but he was interested in further coverage when I suggested it. Turn to page 38 for the first of what I hope will be more features to come.

This unexpected encounter got us thinking about a potential theme for a future edition, but it all began to take more shape after we’d discussed it with some of our regular contributors. To which end I’m proud to re-present the wonderful ‘Kendal Branch’, as appraised by BRM and RMWeb stalwart Tony Wright, the first of two articles about Peter Denny’s much lauded ‘Buckingham’, Frank Dyer’s massively

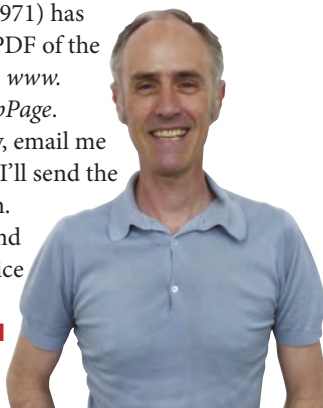
influential ‘Borchester’ and a look at what may well be the world’s oldest railway model. In contrast, and in the name of contemporaneity, we also have ‘Tucking Mill’, a diminutive 2FS scene from noted modeller Jerry Clifford.

Speaking of new, let’s not overlook our regular overview of the latest models and gear heading to retail right now – some great new digital signals on page 98 – and, what with this being early 2018, we have the annual announcements from Bachmann and Hornby. There’s some good stuff inbound, as you’ll see.

Finally, regular readers will have noticed an unfortunate error in the last issue – basically the repetition of two pages. This appears to be the result of ghosts in the machine, as everything was present and correct at the point the magazine went to press. My apologies nonetheless, and please head to the BRM pages on RMWeb where our designer Ruth (Ruth1971) has uploaded a PDF of the full article at www.brm.ag/FebPage.

Alternatively, email me directly and I’ll send the file by return.

Thanks, and normal service will now be resumed... ■



MANAGING EDITOR | Andy McVittie

BRM

BRM SPRING ISSUE ON SALE
MARCH 1 - SEE P139

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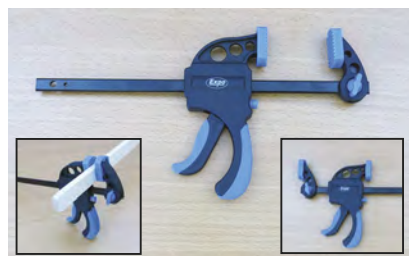
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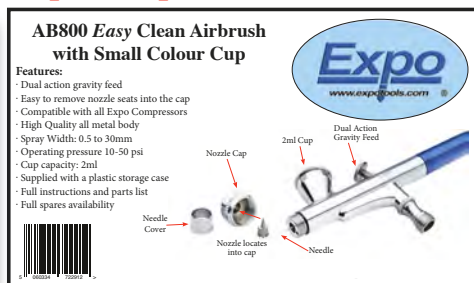
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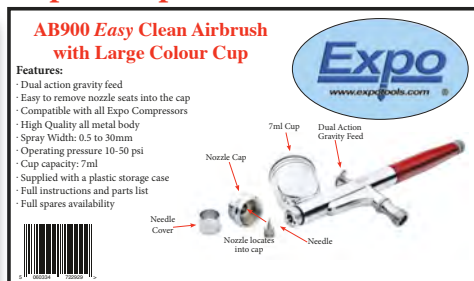


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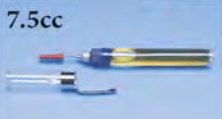
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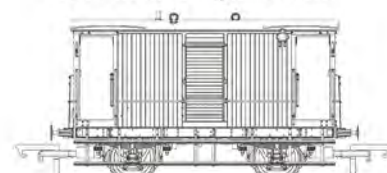
R3580 87035 "Robert Burns" in BR Blue

R3582 87010 "King Arthur" in Intercity Swallow livery

R3635 87019 "Sir Winston Churchill" in Virgin Trains red and black

LNER 20-ton Toad Brake van

Pre-order for £19
Due in Stock: June 2018



R6833 LNER bauxite

R6833A LNER bauxite

R6834 BR livery (TBC)

R6834A BR livery (TBC)



2018 Range Announced

see the full range at www.hattons.co.uk/bachmann2018

Class 90

Pre-order for £152.96
Due in Stock: July/August 2018



32-610 90005 "Financial Times" in Intercity Swallow livery

32-611 90037 in Railfreight Distribution sector triple grey

32-612 90042 in Freightliner Powerhaul livery

Ransomes & Rapier 45T Breakdown Crane

Pre-order for £212.46
Due in Stock: August/September 2018



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38-800 SR black

38-801 GWR black

38-802 BR Black with early emblem

38-803 BR gulf red

'Turbostar' DMUs

Pre-order from £199 (Estimated)
Due in Stock: TBC



35-560 Class 168/3 2-car DMU 168327 in Chiltern Railways livery

35-580 Class 171 2-car DMU 171122 in Southern Railway livery

35-625 Class 170/1 3-car DMU 170104 in Cross Country livery

35-626 Class 170/4 2-car DMU 170453 in Scotrail Saltire livery

009 Quarry Hunslet 0-4-0ST

Pre-order from £114 (Estimated)
Due in Stock: TBC



391-050 "Alice" in Dinworic Quarry red

391-051 "Britomart" in Pen-yr-Orsedd Quarry blue

391-052 "Nesta" in Penrhyn Quarry lined black

391-053 "Dorothea" in Dorothea Quarry lined green



2017/18

Announcements

Class C Wainwright 0-6-0

Pre-order from £114.71
Due in Stock: TBC



372-775 271 in SE&CR plain green

372-776 1294 in Southern Railway black

372-777 31227 in BR black with early emblem

Class 450 4-car EMU

Pre-order for £240 (Estimated)
Due in Stock: TBC



371-725 450073 in South West Trains livery

www.hattons.co.uk/preorder

Pre-orders accepted
via credit or debit card only
Pre-order prices subject to manufacturer RRP.

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for all forthcoming releases

OO Gauge (1:76 Scale)

Steam locos



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



1302 Class 1361 0-6-0ST 1364 in GWR green (Hel) .. £124



1324 Class 1366 0-6-0PT 1368 in BR black late crest (Hel)..... £124



1321 Class 1366 0-6-0PT 1369 in Great Western green - as preserved (Hel)..... £124



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



H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem (DJ)..... £99



31-433 Class 1F 'Half-Cab' 0-6-0T 1739 in LMS black (Bac) £84.96



32-301A Class 2251 0-6-0 Collett Goods 3212 in BR black early emblem and Collett tender (Bac) **NEW**..... £97.71



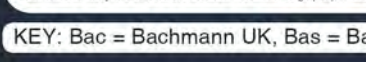
31-411DC Class 2MT Watt 2-6-2T 41201 in BR lined black late crest - DCC Fitted (Bac)..... £131.71



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95)..... **BARGAIN**... £69



31-128 Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (RRP £142.95) **BARGAIN**... £72



31-728 Class 3700 City 4-4-0 3708 'Killarney' in Great Western green (Bac)..... £123.21

R3277 Class 38xx 4-4-0 'County Of Devon' in Great Western Railway green - Railroad range (Hor) (RRP £98.99) **BARGAIN** £90

R3587 Class 3F 'Jinty' 0-6-0T 7109 in LMS black - Railroad Range (Hor)..... £38



R3498 Class 3F Jinty 0-6-0T 19 in S&DJR Blue - Railroad Range (Hor) (RRP £49.99)..... **BARGAIN**... £25



R3383TTS Class 4073 Castle 4-6-0 5050 'Earl of St Germans' in BR Green early emblem - TTS sound fitted (Hor) (RRP £199.99)..... **BARGAIN**... £149



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



32-137A Class 4575 'Small Prairie' 2-6-2T 4592 in BR black early emblem - weathered (Bac) **NEW**..... £101.96



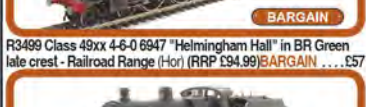
32-135B Class 4575 'Small Prairie' 2-6-2T 5532 in BR green late crest (Bac) **NEW**..... £97.71



H1403 Class 48xx 0-4-2T 4871 in GWR Unlined green Shirtbutton logo - Lightly weathered (DJ)..... £99



R3170 Class 48xx 4-6-0 4801 'Adderley Hall' GWR Green - Railroad range (Hor)..... £67



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



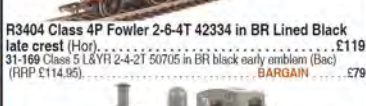
R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (RRP £99.99)..... **BARGAIN**... £58



R3547 Class 4MT 4-6-0 75008 in BR green late crest (Hor)..... £144



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



R3404 Class 4P Fowler 2-6-4T 42334 in BR Lined Black late crest (Hor)..... £119



H1402 Class 58xx 0-4-2T 5814 in GWR Unlined green Great Western lettering - Lightly weathered (DJ)..... £99



R3494 Class 5MT Black 5 4-6-0 45025 in BR Black late crest - Railroad Range (Hor)..... £80



R3385TTS Class 5MT Black 5 4-6-0 45116 in BR Lined Black early crest - TTS sound fitted (Hor)..... £170



R3453 Class 5MT Black 5 4-6-0 45274 in BR Black late crest (Hor)..... £144



31-190 Class 5XP Jubilee 4-6-0 45575 'Madras' in BR black (Bac)..... £140.21



31-187DS Class 5XP Jubilee 4-6-0 5588 'Kashmir' in LMS crimson welded Stanier tender - DCC sound fitted (Bac) £212.46



R3409 Class 6000 King 4-6-0 8002 'King William IV' in BR Green late crest (Hor) (RRP £181.99)..... **BARGAIN**... £109



31-638 Class 64xx 0-6-0PT pannier tank 6419 in BR lined green late crest - weathered (Bac)..... £93.46



31-636A Class 64xx 0-6-0PT pannier tank 6422 in BR black early emblem (Bac)..... £84.96



31-635A Class 64xx 0-6-0PT pannier tank 6424 in GWR green (Bac)..... £84.96



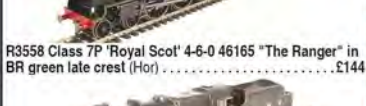
31-214 Class 6P Patriot 4-6-0 45538 'Giggleswick' in BR Green early emblem (Bac)..... £140.21



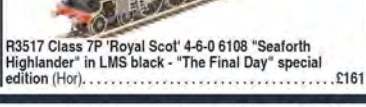
R3420 Class 700 'Black Motor' 0-6-0 30346 in BR Black late crest (Hor) (RRP £124.99)..... **BARGAIN**... £69



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



R3558 Class 7P 'Royal Scot' 4-6-0 46165 'The Ranger' in BR green late crest (Hor)..... £144



R3564 Class 8F 2-8-0 48045 in BR black late crest - Fowler tender (Hor)..... £123



R3565 Class 8F 2-8-0 8035 in LMS black (Hor)..... £123



R3566 Class 8P 'Rebuilt Merchant Navy' 4-6-2 35014 'Nederland Line' in BR green early emblem (Hor) .. £157



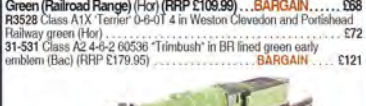
R3553 Class 8P Princess Coronation 4-6-2 6231 'Duchess of Atholl' in LMS Crimson Lake (Hor)..... £161



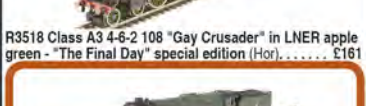
R3086 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green - Railroad Range (Hor) (RRP £109.99) **BARGAIN**..... £55



R3060 Class A1 4-6-2 60163 'Tornado' in British Railways Apple Green (Railroad Range) (Hor) (RRP £109.99)..... **BARGAIN**... £89



R3528 Class A1X 'Ternier' 0-6-0T 4 in Western Claverton and Portishead Railway green (Hor)..... £72



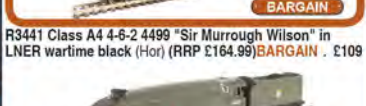
31-531 Class A2 4-6-2 60536 'Trimbush' in BR lined green early emblem (Bac) (RRP £179.95)..... **BARGAIN**... £121



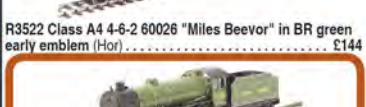
R3518 Class A3 4-6-2 108 'Gay Crusader' in LNER apple green - 'The Final Day' special edition (Hor)..... £161



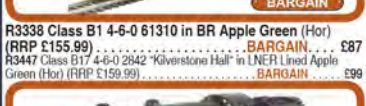
R3312 Class A3 4-6-2 60062 'Minoru' in BR Green early emblem (Hor) (RRP £154.99)..... **BARGAIN**... £94



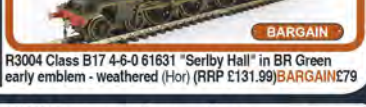
R3508TTS Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest - TTS Sound fitted (Hor)..... £187



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 Beavor' in BR green early emblem (Hor)..... £144



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

R3447 Class B17 4-6-0 2842 'Silverstone Hall' in LNER Lined Apple Green (Hor) (RRP £159.99)..... **BARGAIN**... £99

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

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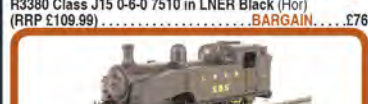
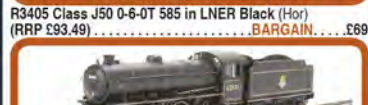
NEW

31-147 Class D11/1 4-4-0 501 "Mons" in GCR green (Bac) **NEW** £157.21

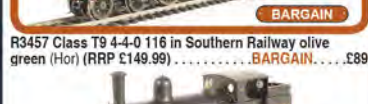
31-137A Class D11/2 4-4-0 6401 "James Fitzjames" in LNER black (Bac) £148.71



35-076A Class E4 0-6-2T Brighton tank 2517 in Southern Railway green (Bac) £110.46

35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (RRP £109.95) **BARGAIN** £80R3416 Class J15 0-6-0 65464 in BR Black late crest (Hor) (RRP £126.49) **BARGAIN** £79R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (RRP £109.99) **BARGAIN** £76R3405 Class J50 0-6-0T 585 in LNER Black (Hor) (RRP £93.49) **BARGAIN** £69R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99) **BARGAIN** £82R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) (RRP £129.99) **BARGAIN** £82

R3560 Class Q1 0-6-0 33032 in BR black late crest (Hor) £93

R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (RRP £154.99) **BARGAIN** £88R3457 Class T9 4-4-0 116 in Southern Railway olive green (Hor) (RRP £149.99) **BARGAIN** £89

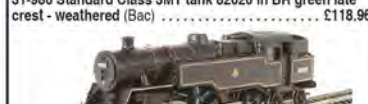
35-051 LNWR 0-6-2T Webb Coal tank 7841 in LMS black (Bac) £101.96



R3524 Rebuilt "West Country" 4-6-2 34096 "Trevone" in BR green late crest (Hor) £144



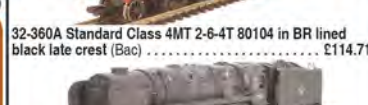
31-980 Standard Class 3MT tank 8020 in BR green late crest - weathered (Bac) £118.96



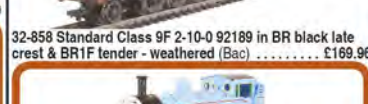
32-359A Standard Class 4MT 2-6-4T 80092 in BR black early emblem (Bac) £114.71



32-360A Standard Class 4MT 2-6-4T 80104 in BR lined black late crest (Bac) £114.71



32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac) £169.96

R9287 Thomas and Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor) (RRP £46.99) **BARGAIN** £31R3299 "Going Home" train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (Hor) (RRP £289.99) **BARGAIN** £150

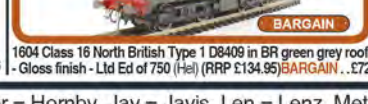
30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) £490

R2670 GWR Freight Train Pack Class 101 steam loco and three wagons - Railroad Range (Hor) (RRP £44.49) **BARGAIN** £30

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

1603 Class 16 North British Type 1 D8407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £721604 Class 16 North British Type 1 D8409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £72

32-534DS Class 55 Deltic 55004 "Queen's Own Highlander" in BR blue - DCC sound fitted (Bac) £225.21



R3473 Class 56 56108 in Railfreight red stripe (Hor) £153

2861 Class 26/0 diesel D5301 in BR green (Hel) (RRP £119.95) **BARGAIN** £612662 Class 26/0 diesel D5309 in BR green (Hel) (RRP £119.95) **BARGAIN** £61

2815 Class 28 CoBo D5709 in BR green small yellow ends - lightly weathered (Hel) £119



2812 Class 28 CoBo D5710 in BR green no yellow ends (Hel) £110



2814 Class 28 CoBo D5717 in BR green small yellow ends - heavily weathered (Hel) £119



3522 Class 35 Hymek D7012 in BR two-tone green no yellow ends (Hel) £101



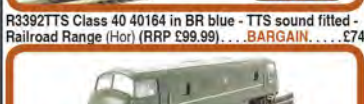
R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor) £99



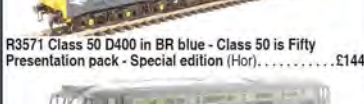
32-781B Class 37/0 37041 in BR blue - split headcode (Bac) £135.96



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) £135.96

R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) **BARGAIN** £74R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (RRP £64.99) **BARGAIN** £39

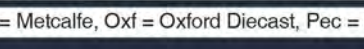
R3571 Class 50 D400 in BR blue - Class 50 is Fifty Presentation pack - Special edition (Hor) £144



5311 Class 53 D0280 "Falcon" in BR two tone green - Ltd Ed (Hel) £125



R3591 Class 73/0 electro-diesel E6002 in BR green - Railroad Range (Hor) £59



7706 Class 77 EM2 Woodhead electric E27006 "Pandora" in BR electric blue - Ltd Ed for Olivias Trains (Hel) £165



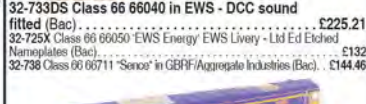
32-762DS Class 57/3 57312 "The Hood" in Virgin Trains Livery (Weathered & DCC Sound Fitted) (Bac) £203.96



R3572 Class 60 60087 "CLIC Sargent" in Colas Rail Freight orange/black (Hor) £149



32-733DS Class 66 66040 in EWS - DCC sound fitted (Bac) £225.21



32-725X Class 66 66050 "EWS Energy" EWS Livery - Ltd Ed Etched Nameplates (Bac) £132



32-738 Class 60 66711 "Sence" in GBRI/Aggregate Industries (Bac) £144.46



R3573 Class 66/7 66751 "Inspiration Delivered - Hitachi Rail Europe" in GB Railfreight (Hor) £85

R3268 Class 67 67003 in Arriva Trains Wales (Hor) (RRP £139.99) **BARGAIN** £99R3388TTS Class 67 67004 "Caim Gorm" in Caledonian Sleeper - TTS sound fitted (Hor) (RRP £184.99) **BARGAIN** £104R3481 Class 67 67025 "Western Star" in EWS (Hor) (RRP £159.99) **BARGAIN** £99

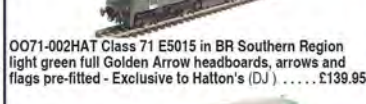
4D-022-008 Class 68 68003 "Astute" in Direct Rail Services compass (Dap) £131.71



4D-022-009 Class 68 68006 "Daring" in Scotrail (Dap) £131.71



4D-022-010 Class 68 68008 "Avenger" in Direct Rail Services compass (Dap) £131.71

4D-022-010S Class 68 68008 "Avenger" in Direct Rail Services compass - DCC sound fitted (Dap) **NEW** £254.964D-022-012D Class 68 68015 Chiltern Railways - DCC Fitted (Dap) **NEW** £151.16

O071-002HAT Class 71 E5015 in BR Southern Region light green full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) £139.95

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R3350 Class 90 90029 in DB Schenker (Hor) (RRP £69.99) **BARGAIN** £49



R3480 Class 92 92016 'Brahm's' in Railfreight grey EWS 'Beastie' vinyls (Hor) (RRP £99.99) **BARGAIN** £52



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

HSTs



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor) £246

DMUs



32-287 Class 101 2 Car DMU in BR blue & grey 'Cambridge/Norwich' (Bac) (RRP £159.95) **BARGAIN** £89



32-286 Class 101 2 Car DMU in BR green small yellow warning panel 'Shrewsbury/Aberystwyth' (Bac) (RRP £159.95) **BARGAIN** £94



32-290DS Class 101 2 car DMU in Network SouthEast with passenger figures and DCC sound (Bac) £254.96



4D-009-HAT01 Class 121 single car DMU 'Bubblecar' 120 in 'GWR 150' chocolate and cream - Hatton's limited edition (Dap) £129.95
4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (Dap) £129.95



4D-009-HAT02 Class 121 single car DMU 'Bubblecar' 121032 in Arriva Trains Wales - Hatton's limited edition (Dap) £129.95



4D-008-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (Dap) £129.95



4D-009-HAT05 Class 121 single car DMU 'Bubblecar' 55027 in revised Network South East - Hatton's limited edition (Dap) £129.95
4D-009-HAT08 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack 'coaching stock' maroon - Hatton's limited edition (Dap) £129.95



4D-009-HAT03 Class 121 single car DMU 'Bubblecar' 960011 in Railtrack blue and green - Hatton's limited edition (Dap) £129.95



4D-009-001 Class 121 single car DMU 'Bubblecar' W55020 in BR green speed whiskers (Dap) £123.25
4D-009-001D Class 121 single car DMU 'Bubblecar' W55020 in BR green speed whiskers - DCC Fitted (Dap) **NEW** £142.70
4D-009-004D Class 121 single car DMU 'Bubblecar' W55023 in BR blue - DCC Fitted (Dap) **NEW** £142.70



4D-009-002 Class 121 single car DMU 'Bubblecar' W55028 in BR green small yellow panels (Dap) £123.25
4D-009-002D Class 121 single car DMU 'Bubblecar' W55028 in BR green small yellow panels - DCC Fitted (Dap) **NEW** £142.70



4D-009-003 Class 121 single car DMU 'Bubblecar' W55029 in BR blue & grey (Dap) £123.25
4D-009-003D Class 121 single car DMU 'Bubblecar' W55029 in BR blue & grey - DCC Fitted (Dap) **NEW** £142.70



4D-015-005 Class 122 Gloucester RCW 'Bubblecar' single car DMU SC55007 in BR green small yellow panels (Dap) £123.25



4D-015-HAT01 Class 122 Gloucester RCW 'Bubblecar' single car DMU TDB975023 in Route Learning BR blue - Hatton's limited edition (Dap) £129.95



8920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (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



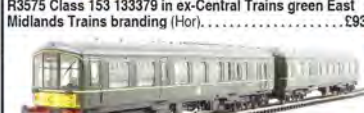
8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (RRP £119.95) **BARGAIN** £69



32-937 Class 150/2 2 car DMU 150202 in Centro blue stripe (Bac) (RRP £164.95) **BARGAIN** £114



R3575 Class 153 133379 in ex-Central Trains green East Midlands Trains branding (Hor) £93



32-515A Derby Lightweight 2 Car DMU in BR green half yellow ends (Bac) £123.21



4D-011-001 Streamlined railcar 12 in GWR lined chocolate and cream shirbutton emblem (Dap) £123.25

EMUs



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (RRP £130.25) **BARGAIN** £82



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (RRP £149.99) **BARGAIN** £82



31-040 Class 450 Desiro 450073 4 car unit in South West Trains (Bac) £288.96

Track Maintenance vehicles



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

Train sets - analogue



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



R1180 GWR Postal Express train set - operating travelling post office (Hor) £70



30-105 Midland Marvel Train Set Midland 3F 3522 in LMS, brake van in LMS grey & 2 x 8-plank wagons (Bac) £110.46



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



30-165 The Thanet Flyer train set (Bac) £152.96

Train sets - DCC



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (RRP £299.99) **BARGAIN** £250



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £262.99) **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 £209.99) **BARGAIN** £130



30-049 The Permanent Way DCC train set Digital Sound (Bac) £233.70



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

Coaches



R4792 58' Maunsell Rebuilt (Ex-LSWR 48) eight compartment brake third 2638 in SR malachite green (Hor) £38



R4794 58' Maunsell Rebuilt (Ex-LSWR 48) six compartment brake composite 6403 in SR malachite green (Hor) £38



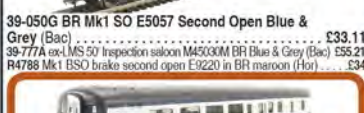
39-621 60' ex-SECR Birdcage brake third 3446 in SR olive green (Bac) £55.21



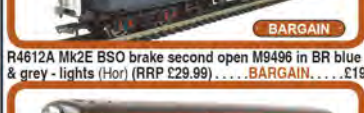
39-601 60' ex-SECR Birdcage brake third lavatory 3518 in SR olive green (Bac) £55.21



39-622 60' ex-SECR Birdcage brake third S5428S in BR crimson (Bac) £50.96



39-050G BR Mk1 SO E0507 Second Open Blue & Grey (Bac) £33.11



39-777A ex-LMS 50' Inspection saloon M45030M BR Blue & Grey (Bac) £55.21



R4788 Mk1 BSO brake second open E0220 in BR maroon (Hor) £34



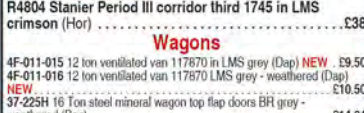
R4812A Mk2E BSO brake second open M9496 in BR blue & grey - lights (Hor) (RRP £29.99) **BARGAIN** £19



R4702 Mk2E TSO standard open 5801 in Virgin Trains red/black - lights (Hor) (RRP £39.99) **BARGAIN** £27



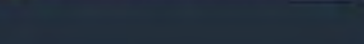
R4809 Mk2E TSO tourist second open 5889 in Intercity (Hor) £34



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



39-005 Pack of Mk2A TSO & Class 101 DTCL 'Highlander Pack' in Kyle Line green and cream passenger figures (Bac) £118.96



R4663 Pullman First Class Kitchen Car - K-Type Pullman Car (Hor) (RRP £49.99) **BARGAIN** £33

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

R4804 Stanier Period III corridor third 1745 in LMS crimson (Hor) £38

Wagons

4F-011-015 12 ton ventilated van 117870 in LMS grey (Dap) **NEW** £9.50

37-225H 16 ton steel mineral wagon top flap doors BR grey - weathered (Bac) £10.50

37-238 16T mineral wagon triple pack in BR bauxite (Bac) **NEW** £46.71

Opening Hours

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

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


Est. 1946
MODEL RAILWAYS

NEW



37-237 16T mineral wagon triple pack in BR grey - weathered loads (Bac) **NEW** £48.41
 4F-034-029 21-ton hopper "Liverpool Corporation" (Dap) **NEW** £10
 4F-034-030 21-ton hopper "Liverpool Corporation" - weathered (Dap) **NEW** £11
 4F-032-021 4-wheel rectangular tank "Flimer Bros, Newcastle-on-Tyne" (Dap) **NEW** £13
 4F-032-022 4-wheel rectangular tank "Flimer Bros, Newcastle-on-Tyne" - weathered (Dap) **NEW** £14
 4F-031-041 6-wheel milk tanker "Unigate Creameries" (Dap) **NEW** £13
 4F-031-042 6-wheel milk tanker "Unigate Creameries" - weathered (Dap) **NEW** £14



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

NEW



37-954 Conflat BD standard container in Pickfords (Bac) **NEW** £16.96



R6826A Diagram 1529 cattle wagon B891214 in BR bauxite (Hor) £19



R6826 Diagram 1529 cattle wagon B891313 in BR bauxite (Hor) £19



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
 38-347A FNA nuclear flask wagon sloping floor & oval buffers in standard Buff - Flak 43 (Bac) (RRP £31.95) **BARGAIN** £24

NEW



38-302 OTA (ex VDA) timber carrier wagon in Kronospan blue lumber load (Bac) **NEW** £25.46

NEW



38-300A OTA (exVDA) Timber Carrier Wagon Railfreight (Red) Lumber Load - Weathered (Bac) **NEW** £31.41



R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (RRP £19.99) **BARGAIN** £15
 4F-028-009 Pair of 45-foot containers - "Argos" and "Co-Operative" (Dap) **NEW** £12.50
 4F-028-010 Pair of 45-foot containers - "Argos" and "Co-Operative" - weathered (Dap) **NEW** £13.50



R6827 SR Dia 1530 Cattle Wagon '53767' (Hor) £19



R6827A SR Dia 1530 Cattle Wagon '53768' (Hor) £19
 H4-WW-014 Warwell wagon 50t Gloucester GPS bogies MODA95511 MOD 1970s olive (Hat) £33



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



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

Analogue controllers



R8012 HM2000 High output power & speed controller, mains supply. (Hor) £87
 R6-565 Power Controller (0.7amp) transformer plug and track connections for OO, HO, N and OO9 scales (Bac) **NEW** £42.50

DCC accessory decoders

PC2 One Touch DCC Quad Point Controller x 4 (Tra) £32

DCC controllers



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

Point motors



R8243 Surface Mounted point motor (Hor) £8

Lighting equipment

R6952 Bulbs for Skala Lighting system (x4) (Hor) (RRP £6.99) **BARGAIN** £2
 CL2 Standard Coach Lighting Strips - Warm White (Tra) £17

Accessories

SS29 Ground level signal box - plastic kit (W) **NEW** £4.50
 SFX10 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) £37

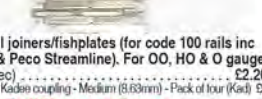
Cables & Wires

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

Spares

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pac) £2
 SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pac) £2

Metal Conductive RAIL JOINERS
 HO/OO, TT and O-16.5



SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pac) £2.20
 18KADEE NEM382 Kadee coupler - Medium (B83mm) - Pack of four (Kad) £5



44-072 Depot Crane (Bac) (RRP £43.95) **BARGAIN** £21



44-017 Modern servicing depot - Scenecraft range (Bac) £84.96

Man-made scenic structure - railway-related



R9121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hor) £199
 LK-55 76ft Well type turntable (Pac) £39
 R083 Buffer Stop (Hor) £1.80
 R083 Box of 6 (Hor) £9.50
 LC-100 Catenary system Start-up pack: 12 masts, 12 registration arms, 2 jigs and 16-page Shows You How Guide (Pac) £70



R070 Electrically Operated Turntable (Hor) £64
 GM429 GWR-style spoor station fencing and gates - 760mm (Gau) **NEW** £5
 R460 Straight Platform (Hor) £5
 SS26 Victorian cast iron bridge sides - plastic kit (W) **NEW** £4.50

Signals

DCD-MOS-BR 2-aspect RW LMS / BR ground signal Alpha Mimic control board - Pack of 12 (DCC) £85
 4L-003-005 Signal - Lattice Type SR Home Platform Starter (Dap) £26
 4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £22
 4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £22

Buildings - general



44-040 Diesel depot fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) £12.71



44-0079 Grain Warehouse (Bac) £63.71



44-265 Low Relief Block of flats (Bac) (RRP £62.95) **BARGAIN** £36



44-202 Low Relief Front Terraced Houses. (Bac) £20.36

Man-made scenic structure - non-railway
 SS28 Occupational bridge stone abutments - single track - plastic kit (W) **NEW** £5

Bridges, Tunnels & Walls

44-0072 Double track road over bridge - Based on Weybourne station (Bac) £38.21
 R8008 Grand suspension bridge (Hor) £39
 SS300 Pair of high brick walls - 205mm (Hor) **NEW** £7
 PO244 Retaining wall in red brick - 4 sections per pack - cased kit (Met) £12

People - civil



36-408 12 x Seated Coach Passengers (Bac) £11.50



36-047 Locomotive staff x 6 (Bac) £8.46

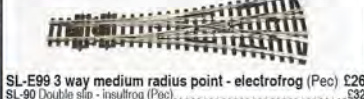
Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulating (Pec) £14
 ST-201 Setrack double straight (Pec) £2
 ST-241 Setrack No.2 radius left handed point insulating (Pec) £9
 ST-240 Setrack No.2 radius right handed point insulating (Pec) £9

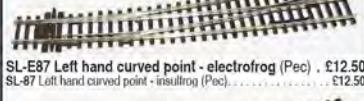
Track - Code 100 Streamline



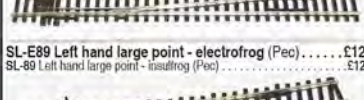
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
 SL-100 Single (Pac) £3
 SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3
 SL-102 Pack of 25 (Pac) £70



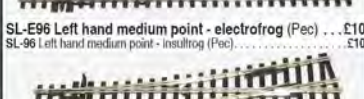
SL-E99 3 way medium radius point - electrofrog (Pec) £26
 SL-90 Double slip - insulating (Pac) £32



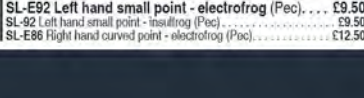
SL-E87 Left hand curved point - electrofrog (Pec) £12.50
 SL-87 Left hand curved point - insulating (Pac) £12.50



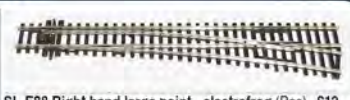
SL-E89 Left hand large point - electrofrog (Pec) £12
 SL-89 Left hand large point - insulating (Pac) £12



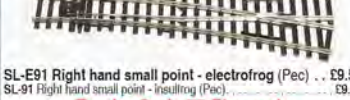
SL-E96 Left hand medium point - electrofrog (Pec) £10
 SL-96 Left hand medium point - insulating (Pac) £10



SL-E92 Left hand small point - electrofrog (Pec) £9.50
 SL-92 Left hand small point - insulating (Pac) £9.50
 SL-E86 Right hand curved point - electrofrog (Pec) £12.50

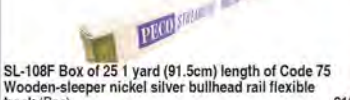


SL-E88 Right hand large point - electrofrog (Pec) £12
 SL-88 Right hand large point - insulating (Pac) £12
 SL-E95 Right hand medium point - electrofrog (Pec) £10
 SL-95 Right hand medium point - insulating (Pac) £10



SL-E91 Right hand small point - electrofrog (Pec) £9.50
 SL-91 Right hand small point - insulating (Pac) £9.50

Track - Code 75 Finescale



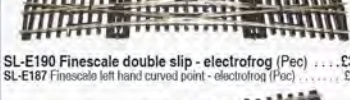
SL-108F Box of 25 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £100
 SL-108F Single (Pac) £4.50



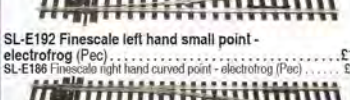
SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
 SL-100F Single (Pac) £3



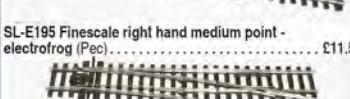
SL-E199 3 way finescale medium radius point - electrofrog (Pec) £28



SL-E190 Finescale double slip - electrofrog (Pec) £37
 SL-E167 Finescale left hand curved point - electrofrog (Pac) £13



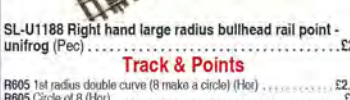
SL-E192 Finescale left hand small point - electrofrog (Pec) £10
 SL-E186 Finescale right hand curved point - electrofrog (Pac) £13



SL-E195 Finescale right hand medium point - electrofrog (Pec) £11.50



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



SL-U188 Right hand large radius bullhead rail point - unifrog (Pec) £26

Track & Points

R605 1st radius double curve (8 make a circle) (Hor) £2.40
 R603 Circle of 8 (Hor) £15
 R607 2nd radius double curve track (8 make a circle) (Hor) £2.25
 R607 Circle of 8 (Hor) £18
 R609 3rd radius double curve track (8 make a circle) (Hor) £2.60
 R609 Circle of 8 (Hor) £20
 R6262 Double 4th radius curve (8 make a circle) (Hor) £2.10
 R601 Double Straight (Hor) £2.10
 R601 Box of 24 (Hor) £47
 R8222 Extension Pack B. Contains 1 x R8073, 2 x R800, 4 x R607, 1 x R606, 1 x R083 (Hor) £24
 R8223 Extension Pack C. Contains 1 x R8073, 2 x R800, 4 x R607, 1 x R606 (Hor) £22.50
 R8224 Extension Pack D. 1 x R8072, 3 x R605, 1 x R608, 1 x R636, 1 x R083 (Hor) £36
 R8072 Left Hand Standard Point (Hor) £9
 R603 Long Straight - 670mm (Hor) £3
 R8075 Right hand curved point (Hor) £14



R8073 Right Hand Standard Point (Hor) £9
 ST-100 Setrack Starter Track Set - Second Radius (Pac) £57
 R610 Short Straight (Hor) £10
 R621 Single 970mm length of flexible track (Hor) £3
 R621 Pack of 24 (Hor) £66
 R600 Standard Straight (Hor) £1.35
 R600 Box of 24 (Hor) £31

Track underlay



GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19.50
 SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16 4/5") (Pac) £9.50

Railway publications



R8155 Hornby 2018 Catalogue - 64th Edition (Hor) **NEW** £8

Visit

www.hattons.co.uk/new

for all new releases

Buses

35704 36' BET RC Class coach 'Green Line' (EFF) **NEW** £21.50

NEW



761R6005 Irizar i6 - Guideline / Official England Football Team Coach - Collector's Edition (Oxf) **NEW** £23



761R6002 Irizar i6 West Coast Motors (Oxf) £19.50
OM46619B New Routemaster, Go Ahead London, 88 Clapham Common (Cor) **NEW** £34

NEW



OM46619A New Routemaster, Go-Ahead London, 88 Camden Town (Cor) **NEW** £34



76SB001 Saro Bus Ribble (Oxf) £15.50

Commercial vehicles



76SCT005 Eddie Stobart Car Transporter - Christina Frances (Oxf) £27



76FB002 Fowler BB1 Plough Engine No15222 Bristol Rover + Living Wagon Dorset (Oxf) £18



76VOL01ST Volvo FH3 3 Axle Nootboom Semi Low Loader - Eddie Stobart (Oxf) £19.50

Military ground vehicles

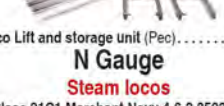


76CHT002 Churchill Tank MkII 1st Canadian Army Bgd Dieppe 1942 (Oxf) £11
76TAC004 TACR2 - Royal Air Force RAF St. Mawgan (Oxf) £9.50

Tools



BS-HO-01 HO/OO Scale Ballast Spreader (Pro) £12



SL-43 Loco Lift and storage unit (Pec) £12

N Gauge

Steam locos

372-313 Class 21C1 Merchant Navy 4-6-2 35021 'New Zealand Line' in BR Malachite green (Gra) (RRP £169.95) **BARGAIN** £119
372-310 Class 21C1 Merchant Navy 4-6-2 35024 'East Asiatic Company' BR blue early emblem (Gra) (RRP £169.95) **BARGAIN** £119



372-030 Class 4073 Castle 4-6-0 5044 'Earl of Dunraven' in GWR lined green (Gra) £118.96



372-750 Class 4MT Fairburn 2-6-4T 2691 in LMS black (Gra) (RRP £119.95) **BARGAIN** £84



372-654 Class 4MT Standard 2-6-0 78063 in BR lined black late crest (Gra) (RRP £129.95) **BARGAIN** £89



372-653 Class 4MT Standard 2-6-0 76079 in BR lined black early emblem (as preserved) (Gra) (RRP £129.95) **BARGAIN** £89
372-536 Class 4MT Standard 2-6-4T 80119 BR lined black late crest (Gra) £101.96
371-986 Class 64xx 0-6-0 Pannier Tank 6417 BR Black early emblem (Gra) £80.71
2S-017-004 Class 7MT Britannia 4-6-2 70021 'Morning Star' BR green late crest (Dap) £118



372-800A Class A1 4-6-2 60163 'Tornado' BR lined Brunswick green (Gra) (RRP £169.95) **BARGAIN** £113



372-385 Class A2 4-6-2 525 'A H Peppercorn' LNER Apple green (Gra) (RRP £169.95) **BARGAIN** £94



2S-008-011 Class A4 4-6-2 2512 'Silver Fox' in LNER grey valances (Dap) £128.83
2S-008-008 Class A4 4-6-2 4468 'Mallard' LNER garter blue valances (Dap) £128.83



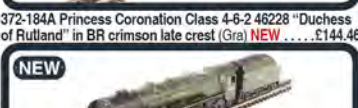
372-181A Princess Coronation Class 4-6-2 46221 'Queen Elizabeth' in BR green early emblem (Gra) **NEW** £144.46



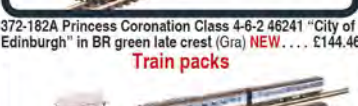
372-182A Princess Coronation Class 4-6-2 46241 'City of Edinburgh' in BR green late crest (Gra) **NEW** £144.46



372-184A Princess Coronation Class 4-6-2 46228 'Duchess of Rutland' in BR crimson late crest (Gra) **NEW** £144.46



372-182A Princess Coronation Class 4-6-2 46241 'City of Edinburgh' in BR green late crest (Gra) **NEW** £144.46



370-430 'Capital Connection' Network SouthEast train pack (Gra) £178.46
2S-011-005 Class A3 4-6-2 4472 'Flying Scotsman' in LNER apple green (as preserved) four Gresley tank coaches in maroon - light bar fitted (Dap) £50



370-430 'Capital Connection' Network SouthEast train pack (Gra) £178.46



371-037 Class 20 20205 in BR blue - as preserved (Gra) £101.96
371-085A Class 25 D5177 in BR green (Gra) £101.96
371-087A Class 25D 25225 in BR blue (Gra) £101.96



371-037 Class 20 20205 in BR blue - as preserved (Gra) £101.96



371-450A Class 37/0 37041 in BR blue split headcode boxes (Gra) £103.66
371-170 Class 37/4 37422 'Robert F. Fairlie' in Regional Railways (Gra) £103.66



371-182 Class 40 40159 in BR Blue (Gra) £118.96



371-180 Class 40 D211 'Mauretania' in BR green (Gra) £118.96



371-181 Class 40 D369 in BR green small yellow panel (Gra) £118.96



2D-004-003 Class 56 56022 in BR blue (Dap) £115



371-504 Class 101 2-car DMU in BR green small yellow panel (Gra) £144.46



371-880 Class 108 2 Car DMU in BR Green half yellow ends (Gra) £144.46



2D-021-001 Class 156 2 car DMU 156508 in Strathclyde Passenger Transport (Dap) £109



370-130 'The Night Mail' train set Class 47 and Mk1 post coaches (Gra) £169.96



GMKS006 Class 373 Eurostar starter train set - oval of Kato track (Gau) £185



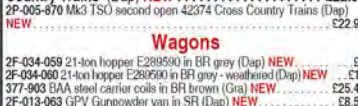
374-053G BR Mk1 SK Second Corridor E24945 in BR Maroon (Gra) £25.46
374-055E BR Mk1 SK Second Corridor M24032 in Blue & Grey (Gra) £25.46



374-710A BR Mk2A TSO Tourist Second Open in blue & grey (Gra) £25.46
2P-005-650 Mk3 TFO first open 41057 East Midlands Trains (Dap) **NEW** £22.91
2P-005-660 Mk3 TSO second open 42111 East Midlands Trains (Dap) **NEW** £22.91



2P-005-680 Mk3 TFO first open 41057 East Midlands Trains (Dap) **NEW** £22.91



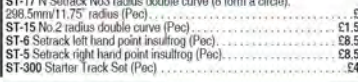
2F-034-059 21-ton hopper E289500 in BR grey (Dap) **NEW** £9
2F-034-060 21-ton hopper E289500 in BR grey - weathered (Dap) **NEW** £25.46
2F-013-063 GPV Gunpowder van in SR (Dap) **NEW** £8.50
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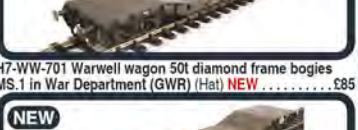
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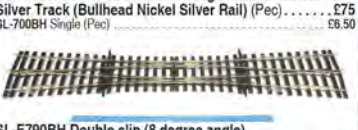
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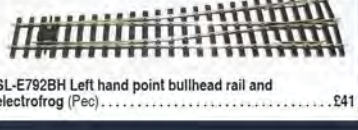
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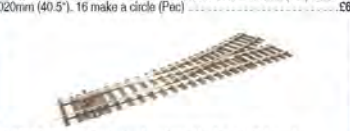
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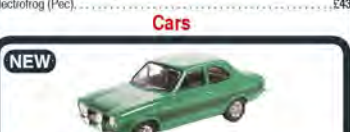


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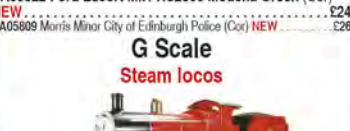


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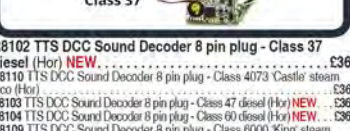
DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17
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 DCP-CB12OMG Cobalt Omega slow-action analogue point motor x 12 (DCC) £165
 DCP-CBSS-12 Cobalt SS surface mounted point motors controller - pack of 12 (DCC) £225
 DCP-CBSS-6 Cobalt SS surface mounted point motors controller - pack of 6 (DCC) £125
 BPPM20 Pack of five Surface mounted seep point motors (Gau) £36



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



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BUCKINGHAM

At 70 years old, still standing and now with a new owner, Peter Denny's layout is an example to all modellers.

Tony Gee explains its significance.



Factfile

Layout name: Buckingham
Scale/gauge: EM
Size: 17" x 14"
Era/region: 1907/ (Fictional) Great Central Railway
Layout type: Two branch terminals, junction station and fiddle yard
Power/control: 12V DC analogue
Words: Tony Gee
Photography: Andy York



CLICK HERE FOR CONTENT



EM GAUGE

A local train is seen arriving at Buckingham from Grandborough Junction. The GCR Class 9F (better known by its later LNER Class N5) is a very early Buckingham locomotive and was built around 1949. It has been in traffic on Buckingham for longer than the real locomotives lasted. I have estimated that it has run approximately 100 real miles in its life and is still a lovely locomotive to run, smooth and responsive to the controller.



It was in the early part of 1948, shortly before the Model railway Club exhibition, that Peter Denny decided that the layout he was preparing ought to have a name. He looked at his map and followed the Great Central Railway line looking for a place that wasn't served by the railway, but might have had a branch, and he spotted the town of Buckingham. The rest, as they say, is history.

One of the things that makes this layout so significant is that its builder produced articles for the model press, showing what he had done and, more importantly how he had done it. Those articles inspired many modellers over the years, including myself. I wasn't around in the 1950s but my dad was a railway modeller and had many old magazines that I loved looking through. To me, two authors stood out. Peter Denny and Frank Dyer. Buckingham and Borchester were the sorts of layouts I wanted to have.

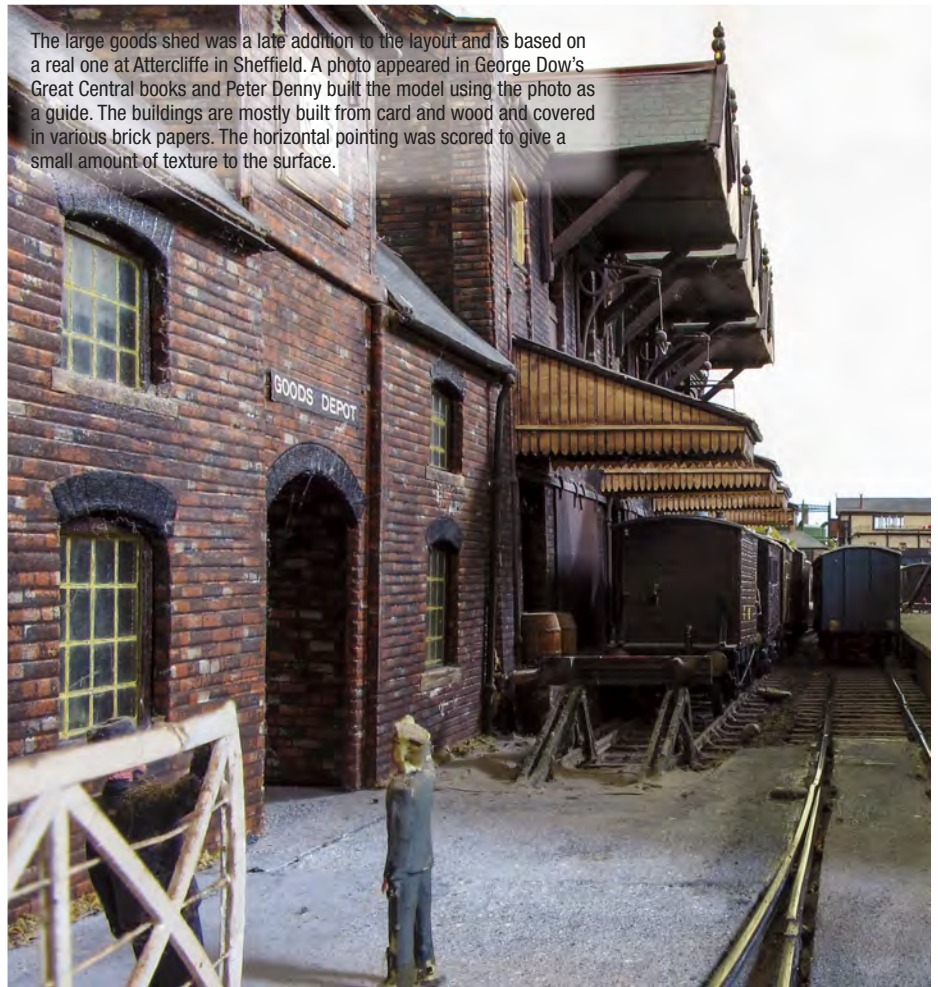
Sadly, Peter passed away in 2009 and the layout needed a new home. Nobody was more surprised and excited that the new home turned out to be mine. I have spent many years building layouts, trying

to get them a bit like Buckingham and my own modelling is mostly in EM gauge. So to be able to stop trying to build my own Buckingham and have the pleasure of looking after the real one was a big change in direction for me.

With a great deal of help from some very good people, we arranged to dismantle the layout, build a timber outbuilding to house it and to get it up and running. Although built by one person, Buckingham was never really a 'one operator' layout and again, having a small gang of regular operators adds a very sociable aspect to the hobby and also replicates what Peter used to do himself. He had running sessions, usually twice a week, with various people making up teams. I am now able to do the same.

So here we are, some 70 years on. Many alterations have been made over that time starting almost as soon as the layout was first built. These ranged from adding details to complete rebuilds of stations and the present Buckingham is the third one to carry the name. Other stations have come and gone. All the time, Peter was always thinking about what he could make next.

The large goods shed was a late addition to the layout and is based on a real one at Attercliffe in Sheffield. A photo appeared in George Dow's Great Central books and Peter Denny built the model using the photo as a guide. The buildings are mostly built from card and wood and covered in various brick papers. The horizontal pointing was scored to give a small amount of texture to the surface.



Although the original layout no longer exists, many parts of it live on. As far as I can tell, all the original locomotives, carriages and wagons are still in use, apart from one which I haven't found. Some have been repainted, but some are in pretty much original 1940s condition.

Some of them have paintwork that is so worn that I have had to give some thought as to whether I should be preserving what Peter did, or whether I should be looking to restore things to their former glory. Three small 0-6-0T locomotives had suffered particularly badly. There were virtually no traces of lettering, many places where the paint had been scraped to reveal bare metal and they looked distinctly sorry for themselves.

Old articles and books show how they used to look, so I was able to restore them in what I like to think is the "Denny" way, with brush painting, hand lettering and lining. The other locomotives, where you can still make out the lining and lettering I'll leave alone.

Several of the buildings survive from the original layout too. I am pretty sure that some of the track was re-used as some of it has "Bonds O' Euston Road" brass rail, which wasn't great, but just about all you could get in the 1940s. Later track, thankfully uses nickel silver rail.

A couple of years ago, I was asked to give a talk at a local model railway club. Afterwards, a few members came up to me and suggested that I could have perhaps explained who Peter Denny was and what Buckingham was. It had never occurred to me that the vast majority of articles had appeared 50 or 60 years ago. I gave a similar talk a while later and this time I started by asking who was familiar with the layout and who wasn't. It was roughly a 50/50 split. So by writing an occasional article, I hope to perhaps alter that figure slightly.

The original Buckingham was, as far as we know, the first EM gauge layout to be exhibited. It was a very early example of a type of layout that has since become a staple of the hobby, the fiddle yard to terminus branch line. It was signalled and operated in a realistic fashion, at a time when such things were very rare. All these things would make Buckingham, in my opinion, the single most important layout in the history of the hobby. It was the very bedrock of finescale modelling in 4mm scale and showed everybody what was possible.

And yet, to me, all of that is just incidental and doesn't get to the very essence of what Buckingham is all about.



Taken during a regular operating session and showing some of the intricate operation of the layout, a train has arrived in Platform 3 and the station pilot, another superb running locomotive, has detached the prize cattle box from the rear of the train and will shunt it to the cattle dock.



with a great deal of help from some very good people, we arranged to dismantle the layout, build a timber outbuilding to house it and to get it up and running

It was April 2008 when I first met Peter Denny and saw Buckingham for the first time. It is not any exaggeration to say that my visit there was life-changing. One or two people had said that the layout was looking a bit "tired" and that I shouldn't build my expectations up too much.

Far from being disappointed, I came away absolutely inspired. I had met a man who had been so instrumental in my following of the hobby and had spent a few wonderful hours at the controls of the layout, running trains to his timetable, with him showing me how it worked. I learned more about the hobby in that visit and in my subsequent trips and involvement, than I had learned in the previous 30 years put together.

Buckingham is not only a fine display of model making skills but also a superb layout to operate. All the locomotives and most of the carriages and wagons are scratch-built. Many use very crude motors and gears, but the vast majority run superbly. You can look at the lovely buildings, drink in the period atmosphere and marvel at the superbly complex electrical systems. Or you can just enjoy the operation, to a complex timetable. There really isn't any aspect of the hobby that hasn't been mastered on Buckingham.

I will give an example of what I mean. The main terminus has four platforms, with yards to either side (known as North and South sidings) plus a shed and some carriage sidings. Yet there are a tiny number

of electrical switches. There are three main ones, which are three position and put either North, Main or South sections on one of two controllers or isolated on a centre off. There are a few isolators in the locomotive shed. Everything else is switched through the signals.

The way that it works is that the main feed to, say, Platform 2, goes through the starter signal at the platform end, which happens to be lever 2. If lever 2 is pulled, along with lever 7 for the advanced starter, Platform 2 and the up main line are transferred to the Grandborough Junction controller and the operator there can run it round. The Buckingham operator can be driving anything else while this move takes place, allowing multiple movements.

If all the signals are set at danger, the platform is isolated. When a train is arriving, the home and outer home signals for coming in are pulled (19 and 22) then the Buckingham driver can bring a train in right up to the buffers. Again, put the signal back and the train locomotive is isolated. Then there are calling on signals, which



This model was a bit of a Denny experiment. He built most of the bodywork of the handsome Robinson 4-4-2T from the plastic sheet to see if it was better than metal. It certainly made the complex cab roof easier but it remains the only loco built that way. The carriages in the train are all made from wood, card and paper and are around 70 years old.

This locomotive isn't a Denny 'original'. That went missing from the layout and a good friend of mine, the late Malcolm Crawley, built this for Peter as a replacement. A lovely runner, it acts as the goods pilot at Buckingham most of the time. Here it assembles an express goods, with meat, fish, perishables, plus the gas tank.



LAYOUT FOCUS

allow a pilot or another locomotive to come on to the rear of the train, leaving the train locomotive isolated as they only energise most of the platform. Shunt ahead signals allow the pilot to draw the stock out, again leaving the end isolated.

When a train is leaving for Grandborough, once the locomotive has passed the platform starter, there is an override that allows the locomotive trapped at the buffer stops to follow the departing train up the platform to the starter. For most operations, though, you set the points, set the signal and turn the controller. It is simple, elegant and brilliant!

Peter only exhibited the present version of Leighton Buzzard once, but when we found the fiddle yard he built for that purpose, we decided that it would be lovely to take it out from time to time to let people see some of his work. So it is entirely fitting that we should celebrate the 70th anniversary of Peter exhibiting a layout at the Model Railway Club show by bringing Leighton Buzzard to the London Festival of Railway Modelling at Alexandra Palace this March. Some of what you will see was there 70 years ago and is still going strong and will hopefully do so for many more years.

I'd like to thank all those who have helped me with the restoration of Buckingham. To those who arranged for the layout to come to me, helped with the move, the shed building, the return of the layout to working order and operating crew, my heartfelt thanks. ■

to be able to stop trying to build my own Buckingham and have the pleasure of looking after the real one was a big change in direction for me, although one that I have never regretted for a second



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The view along 'Station Road' at Buckingham. The impressive station building was based on a photo from George Dow's books of the building at Marylebone.

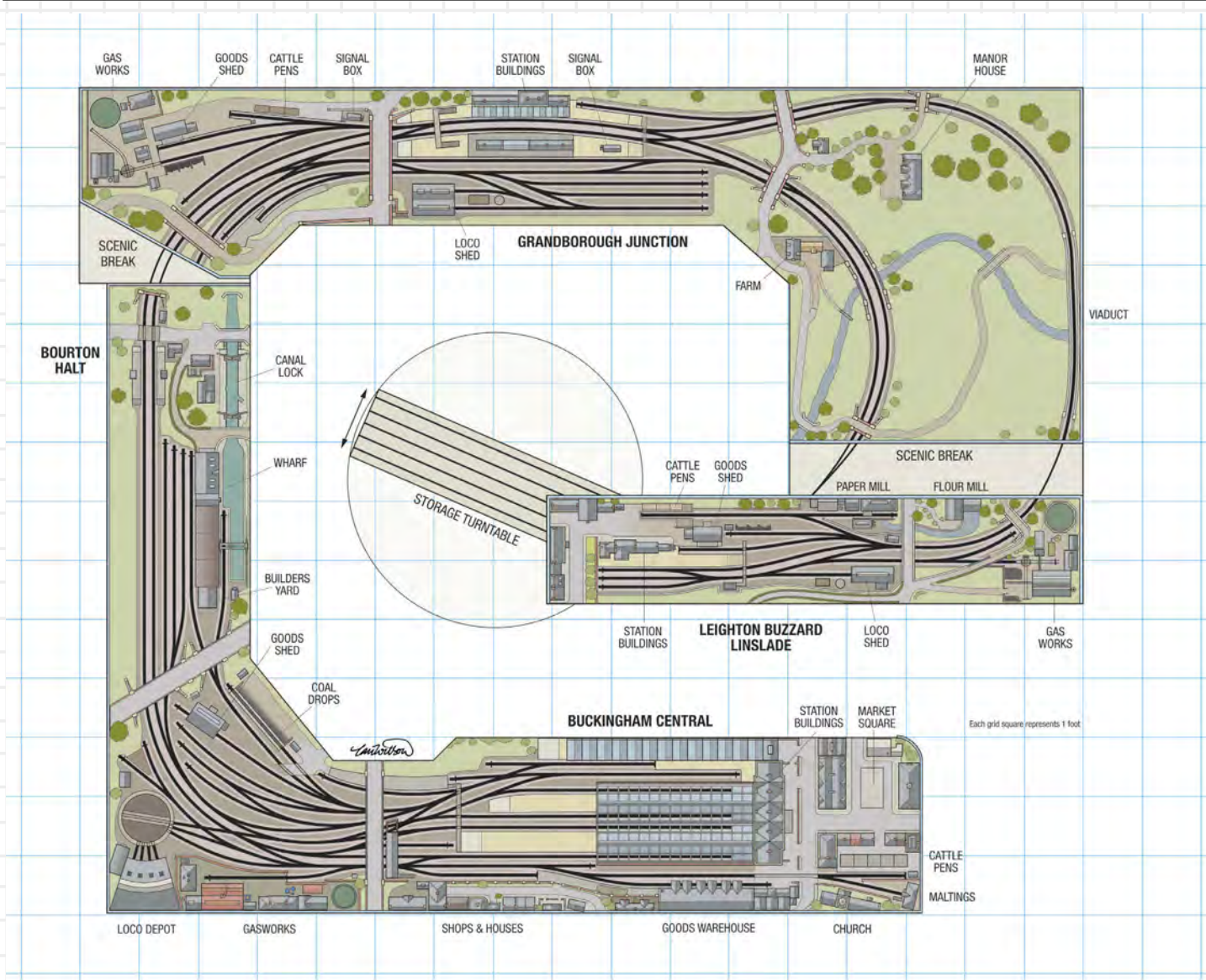
The little 'Bourton Halt' scene was added when Peter retired and moved to Truro and had a railway room 2ft wider than his previous one. He added the halt, a level crossing and a small scenic "set piece" with the local hunt meeting at the pub.



it was a very early example of a type of layout that has since become a staple of the hobby, the fiddle yard to terminus branch line

A previously unseen view of the narrow lane from Station Road at Buckingham to the Market Square. Such views are possible now with modern photographic equipment. It shows how Peter Denny could create a highly believable but fictitious scene.

BUCKINGHAM



How to...

MAKE A LINESIDE EMBANKMENT

Following our 'vintage modelling-themed' issue, we briefed Michael Russell to make a lineside diorama using time-tested techniques. Are older modelling methods still valid?

Over the scores of years that modellers have been making scenery, many techniques have been used. Some have fallen out of favour as new products have arrived. The question is, are any of the older techniques still valid? Also, can they stand alongside newer products and techniques or will they detract? This article is an attempt to answer these questions, because I will employ a combination of methods and materials from different modelling eras.

The subject I have chosen to model is a generic lineside grass embankment in winter. This is pretty much ubiquitous to our layouts, although they do vary depending upon your location. I shall be

modelling a lineside that enjoys a relatively fertile situation, as this is probably the most common in our green and pleasant land. Be aware that in some locations vegetation may be quite sparse; for example, if the terrain is rocky and the soil thin.

Most modellers shy away from portraying their layouts during winter. This is a shame, as it will differentiate your layout and allow you to easily portray vegetation. There are a lot of misconceptions about what flora looks like at this time of year too, so go out and take a look and shoot some reference photographs. Apart from the colour provided by flowers, which is obviously lacking, there is actually more colour out there in autumn and winter! ■

Tools required

- Hanging basket liners made from Coco-fibre, Jute, sisal string
- Sprigs (rubberised horsehair)
- Urethane foam sheet (50mm thick)
- PVA glue
- Aerosol glue for polyurethane backed carpets, decorators'
- All-purpose filler (powder or ready mixed)
- Acrylic paint (black, Burnt Umber, Burnt Sienna, grey, off white, green)
- Emulsion matchpot (earth colour)
- Tile grout (chocolate colour)
- Ready diluted car screen wash
- Washing up liquid
- Static grass (Heki 3369, Parched Grass from Elmet Images)
- Carr's Autumn Leaves
- Tea leaves
- Paint brush bristles



1 Collect your materials together ready for the build. One hanging basket liner is made from Jute and is a pale green colour and the other is made from coco fibre. The string is Sisal. I made my base from insulation board. You also need to buy some glue that will stick polyurethane-backed carpets. Prepare the board by tearing off any backing to expose the foam surface.



4 Decorator's filler is used to cover the foam. I used a premixed filler, which I pre-coloured with black and burnt umber acrylic paint. Apply the filler using a spatula. Ensure that the thickness doesn't exceed 5mm or use multiple layers once the previous has set. Leave to dry before continuing.



7 Spray the surface with a wetting agent. I used a ready-diluted car screen wash. Immediately spray again with a 50/50 mix of PVA and water with a few drops of washing up liquid added. v



2 The foam is easy to cut with a handsaw. Although it doesn't make much mess, have the vacuum cleaner standing by, or work outside. You must use a facemask. The glue and groundcover layers will stick better if the foam is free from loose particles, so run over it with a vacuum cleaner.



5 Paint on PVA glue and distribute evenly across the surface. Apply some glue and spread it out quickly before moving to the next area. Avoid overworking the coverage otherwise you will rewet and disturb the filler below.



8 Leave the surface to dry. I've added some surface debris to give a rough finish. You can repeat the previous two steps to build up the colours and textures that you want.



3 Build up the foam in layers to get the profile you want. The taller the landscape, the greater number of strata you need to build up. Stick the foam together with carpet glue. Spray the surfaces of both pieces evenly and wait a couple of minutes before pressing together, ensuring that they are correctly aligned before you do so. The glue will take 24 hours to cure.



6 Sprinkle on tile grout sifted through material cut from a pair of tights; I used a chocolate colour. An aerosol lid makes an ideal holder for this task. You can add different colours and sand to represent debris if you wish. It's advisable to wear a dust mask for this phase.



9 The grass is made from hanging basket liner. Peel away any plastic backing and apply a thin layer of PVA. Don't work on too big a section in one go.

be aware that in some locations vegetation may be quite sparse; for example, if the terrain is rocky and the soil thin

PRACTICAL BRM

10»



Use scissors to divide the hanging basket liner into pieces about 10cm square and lightly press these into the wet PVA until it moulds to the shape of the surface.

11»



When the PVA has dried, use a nailbrush to roughen up the surface. Do this by pressing the brush lightly into the material and waggling it from side to side.

12»



Now pinch the liner and tear pieces off to form clumps. You can also pull at the loose edges to tear material away. Trim with scissors to reduce material of excess height. Gently comb the grass to remove any loose material. You may want to repeat the previous stage afterwards

13»



Daub PVA onto areas where the liner is missing and where it is at its lowest level.

14»



Now apply green static grass. Tilt the board upside down to remove excess material or use a vacuum with a cloth over the end of the nozzle.

15»



Use various shades of off-white acrylic paint to highlight taller grass stalks. Apply the paint thinly to minimise the number of strands that stick together. While the paint is wet, use a comb to remove any clumping. Repeat the last two steps with shades of brown, grey and burnt umber to represent other vegetation.

Making specific non-grass vegetation

Brambles/Blackberries

1»



Take coco fibre basket liner or Sprigs (rubberised horsehair). Pull some small clumps off and dip into acrylic paint and set aside to dry.

2»



Even in winter brambles retain some leaves. To represent this, run some PVA glue over the limbs and dip into scatter. I used Carr's Autumn Leaves.

Umbelliferas



Sisal string is used to portray taller plants. Unravel it, moisten and snip each portion into two inch lengths. Leave each portion separate and it dries without the twist. Take a pinch of sisal and snip the ends off to make all the stalks level. Now spread them out slightly between your fingers.

Rosebay Willowherb



Use sisal string, but when you initially wet it, colour using burnt sienna or burnt umber acrylic paint and leave to dry. Dilute the paint to tone the colour down and to prevent sticking. When dry, roll small bunches of the stalks between your fingers to separate them from each other.



Add parched grass at the ends of the stalks to represent the remains of the inflorescence.



Dip the very ends into PVA and then into Parched Grass fibres and leave to dry in an upright position.

Docks



Prepare dried tea leaves by grinding them to a dust in a pestle and mortar.



Once dry, dab some PVA on the ends and dip into tea leaves to represent seed heads.



Prepare some dried tea leaves by grinding them to a dust in a pestle and mortar.

Non grass vegetation planting



Prepare some dried tea leaves by grinding them to a dust in a pestle and mortar.



Add single stems by dipping the ends in PVA and then transfer to the embankment. This method is slow and best reserved for when you want more accurate placement.



Push the clump into the glue and leave to dry. Do not worry about a few pieces that fall over – this mirrors what happens in nature.

Expert Tips

Grass and other vegetation grows much taller than most people realise. Pay a trip to the nearest piece of ground that isn't maintained and you will find stalks that are as tall as a person.

INBOX

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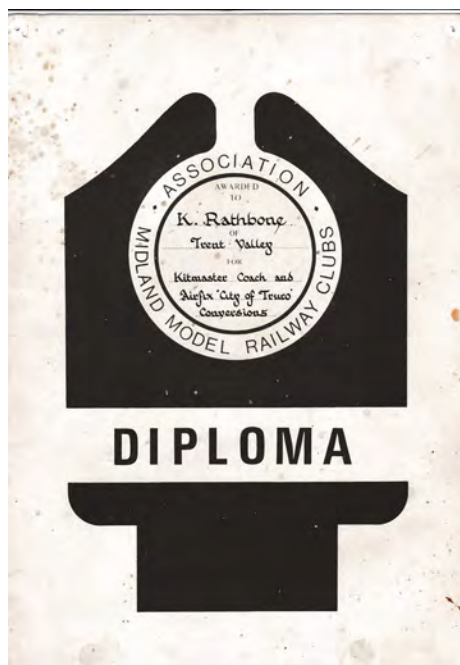
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Your forum for sharing information, questions, praise, grumbles, projects, layouts and your thoughts on the hobby then and now.

50 YEARS ON

Last year's Warley show was its 50th anniversary. This is a double 'blast from the past' for me. Firstly, it's 50 years ago that I gained a diploma for the two models shown which are still earning a crust on my layout 'Thegnebridge'. Secondly, January 1967 also marks the time I submitted a request, via the pages of the Lichfield Mercury for those with an interest in model railways, to contact me. This was the birth of the Trent Valley MRS. The rest is, as they say, history. I hope that the foregoing is of interest to readers.

Ken Rathbone



GOING MULTI-TIERED

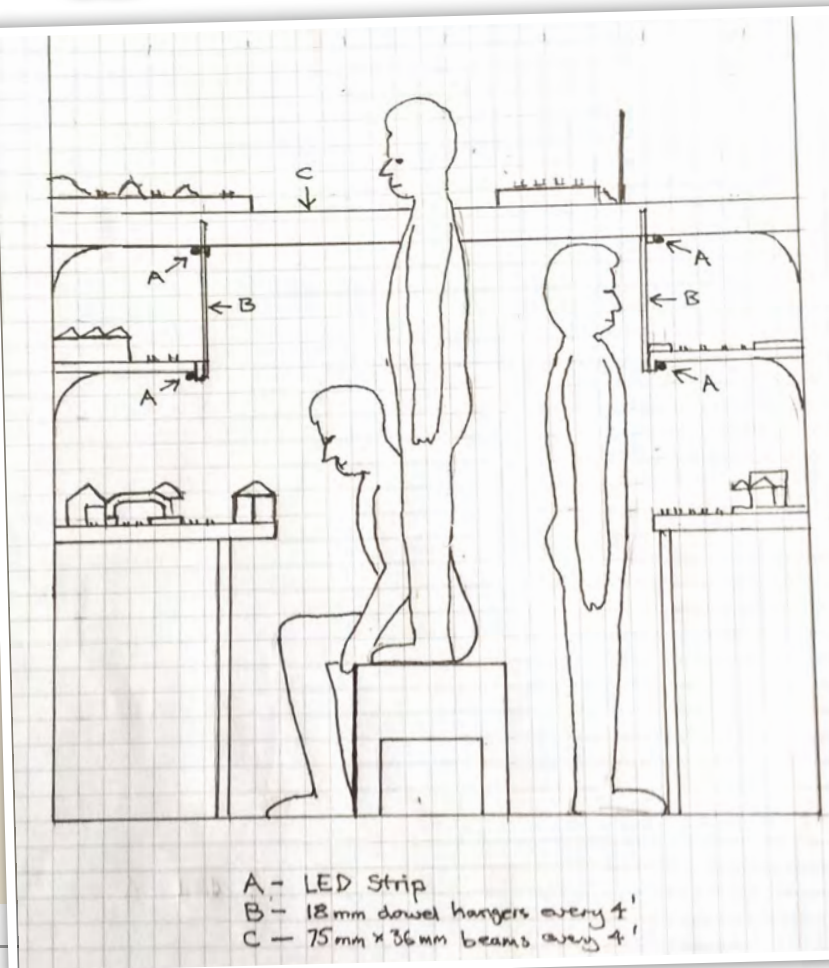
How could I fit Waterloo, Exeter Central, Wadebridge, Padstow and both Bodmin stations in a space just 16ft x 8ft in OO gauge? After experimentation involving two levels with wide baseboards which gave access problems at the lower level, two levels with narrow baseboards extending into the middle of the room giving problems with clothing knocking things over using the narrow aisles, I settled on three levels. These are at 35in, 55in and 75in. I could access the top level by standing on small cabinets 18in high and when seated, operate the lower level with my head below the middle level where it juts out to represent the wide station throat at Waterloo.

To move trains between levels I use simple cassettes 45in long which fit onto ordinary fishplates for electrical connection. This is long enough for a locomotive and three coaches but short enough for me to hold it at both ends to ensure nothing rolls off. The cassette for moving from 'Wadebridge' to 'Bodmin' has 'Nantstallon Halt' on it, so is a mini-layout on its own.

Lighting was a problem with lots of dark corners at the lower levels until I installed LED strips from the level above. These work well but need to be hidden under the front of the baseboard above it.

Whilst I have installed 12in backscenes, I still need to cover the underside of the middle and upper baseboards to hide the wiring and this needs to sweep down at the back to join the backscene to complete the picture.

Robert Saxby





MAKING THE MOST

Whilst I agree with David Quarrie's view concerning the relative scarcity of GWR (or WR) mainline layouts in the model press and on the exhibition circuit, there are still such exhibits featuring the full range of those wonderful machines around. As far as I am aware both Shipley MRC's 'Hungerford' and 'Westford' from the Taunton area are on the circuit and well worth seeing should the opportunity arise. Both have featured prominently in the model railway press in the recent past. Our own group's 'Horfield' (Bristol-based) was recently retired from the circuit and featured in the February 2016 issue of **BRM** after a successful exhibition life, while we are currently planning to include main line running in our BR Western Region MPD layout 'New Kensal Green'.

Coincidentally, I believe that David's father (R.M. Quarrie?) re-ignited my interest in our wonderful hobby around the early 1970s when I happened on a copy of Model Rail Constructor in my dentist's waiting room which featured a terrific GWR-themed layout (whose name escapes me) that made a lasting impression to this day. In particular, a photograph of GWR Hall No. 5949 *Trematon Hall* opened my eyes to how realistic a model railway layout could appear in the hands of a talented modeller.

Chris Knight, Bournemouth

WE ARE THE BORG

We are the Borg, you will be assimilated. Resistance is futile. I don't know if any of your team are Star Trek fans but it seems to me that like in Star Trek you are forcing us to go digital and giving us no choice as to whether we read our magazines on a computer or in paper form. I'm not connected to the internet, my computer is running Windows Millennium edition which I'm very happy with now that I have made it function properly, and I don't have a mobile phone.

Until now I have never had a reason to use the internet, yet I find you are no longer going to supply a full list of events in the back pages of your magazine.

Please think again about the removal of the events listings. I only buy one model railway magazine, which is yours, even if I miss out on the DVD because I don't have a DVD player. Internet is not an option.

PS: advertisements without phone numbers are useless to me as well.

BRM Reader

Howard Smith comments:

*Thank you for your letter. We have kept sponsored event listings in **BRM**, but because of space requirements, moved our free event listings online. These are now readily available at RMweb.co.uk where more are listed than ever because we aren't limited by space. Whilst I accept you don't have internet access, this isn't a policy we intend to change because a very large percentage of our readership has internet access. The extra space generated can be dedicated to more articles and layouts. Sponsored diary dates can still be placed in the magazine for a very minimal cost, negligible when considering the costs of organising an exhibition.*

EXCEPTIONAL SERVICE

I don't know if you include praises in your letters page, but I've received exceptional service from Bachmann. I made an on-line enquiry about couplings for their out of production Cartics. Within a few minutes I received a reply from their sales manager. She found me two drawbars from damaged stock, so I rang them to order and they're in the post – brilliant!

Thanks for a great magazine. Can't wait to get into my latest copy that arrived this morning.

Graham Harpham



CHANGING ERAS

Having retired we decided to move to Anglesey and found the perfect home for my model railway.

I am a GWR fan modelling in 00 gauge and have a collection of locomotives, most of which are GWR.

I have an Adams radial in LSWR livery, just because I like it. Most of my future purchases will likely be in pre-grouping livery. The older, different and odder-looking the better. My wish is for more RTR pre-grouping models with a Welsh connection (Cambrian, Taff Valley and LNWR).

Here are photographs of my layout. You can see it's a work in progress with lots to add. It runs OK, although I've made one or two errors. We learn by mistakes and your magazine helps with tips and tricks.

George Willetts





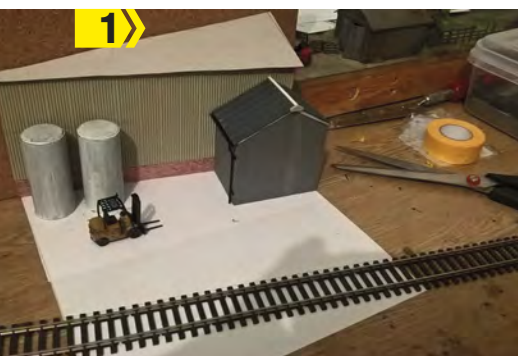
Cakebox Challenge

Our sweet little competition is cooking up a storm on RMWeb, but we're now seeing young modellers getting involved and we've even inspired a friend from across the pond!

Entry Name: Jam Sponge Works

Modeller: Kieran Clancy

Scale: 00



"Thought I would make a start on an entry into the competition. I'm still at the planning stages, using a piece of paper for the base, but I hope to have something more permanent soon."



"Finished off the rest of the building with gutter and drainpipe, primed and ready for paint."



"Managed to start laying the groundwork using cardboard for the concrete hardstandings. The gravelled section for the storage tanks is black sand lightened with weathering powders. The filler is the base for a grass bank to separate the buildings from the trackbed section."



"I think I've got to the point where I'm finished with this one. The only other thing I may add is a couple of figures for a bit of life to the scene. Here's my first finished entry. I've already started planning my second one!"



"Spent an hour this evening giving the shed a bit of grot, just need to do the roof then I can stick the building and bed it in."

Entry Name: 'The Quarry' (below)

Modeller: Henry Pritchard – aged 15

Scale: N

I want to prove that modelling isn't for older people by introducing my cakebox challenge – 'The Quarry' (I really couldn't come up with a better name). It utilises Peco N gauge track, with the basic surface level built up and filler put around the rails and sleepers to hide their small size. The diorama was sprayed grey, then the scenery was built with layers of cork painted black. The model was covered in a layer of real broken slate. World War Scenics grass tufts were added sparingly. The build was done over the course of a week. The model Dolgoch is a kit-built item, and the wagons are Peco.



Entry Name: Caw-Caw Swamp
Modeller: John Zwemer
Scale: On30

When I saw the 8in x 8in box size I thought it would be OK. The reality of inches and not feet set me back, but provoked reflection and focus on what I might do with On30 in such a small area. The resulting 'Caw-Caw Swamp' is based on a swamp near my South Carolina farm and the former location of a logging railroad. I used a discarded piece of pine shelving for the base, with natural twigs for the trestle. Peco On39 track was duly weathered with several stumps and greenery to finish the scene. This is my first experience with Woodland Scenics water, which has added to the fun of the exercise. The rolling stock comes from Bachmann with a Woodland Scenics figure to liven up the engine. With the cakebox completed it should be a fine photographic backdrop for much of my On30 equipment, but not the 2-6-6-2!



Entry Name: Derailment
Modeller: David Coxall
Scale: N

I was with British Rail for 18 years as part of a depot breakdown gang, and we'd regularly have to attend derailments – it could be a wagon, coach or a locomotive, sometimes a crane job. I've chosen to model a typical scene. The wagon has derailed and a gang has arrived with a 20T Coles Hydra crane to lift the wagon. BT police are in attendance for safety, while people on the bridge are getting the best view. The base is thick cardboard with fine gravel and is part fenced. The bridge was made from parts of a Metcalfe kit and the factory was left over from another project. Vehicles are from BT Models and the crane is from Fleetline Road and Rail.



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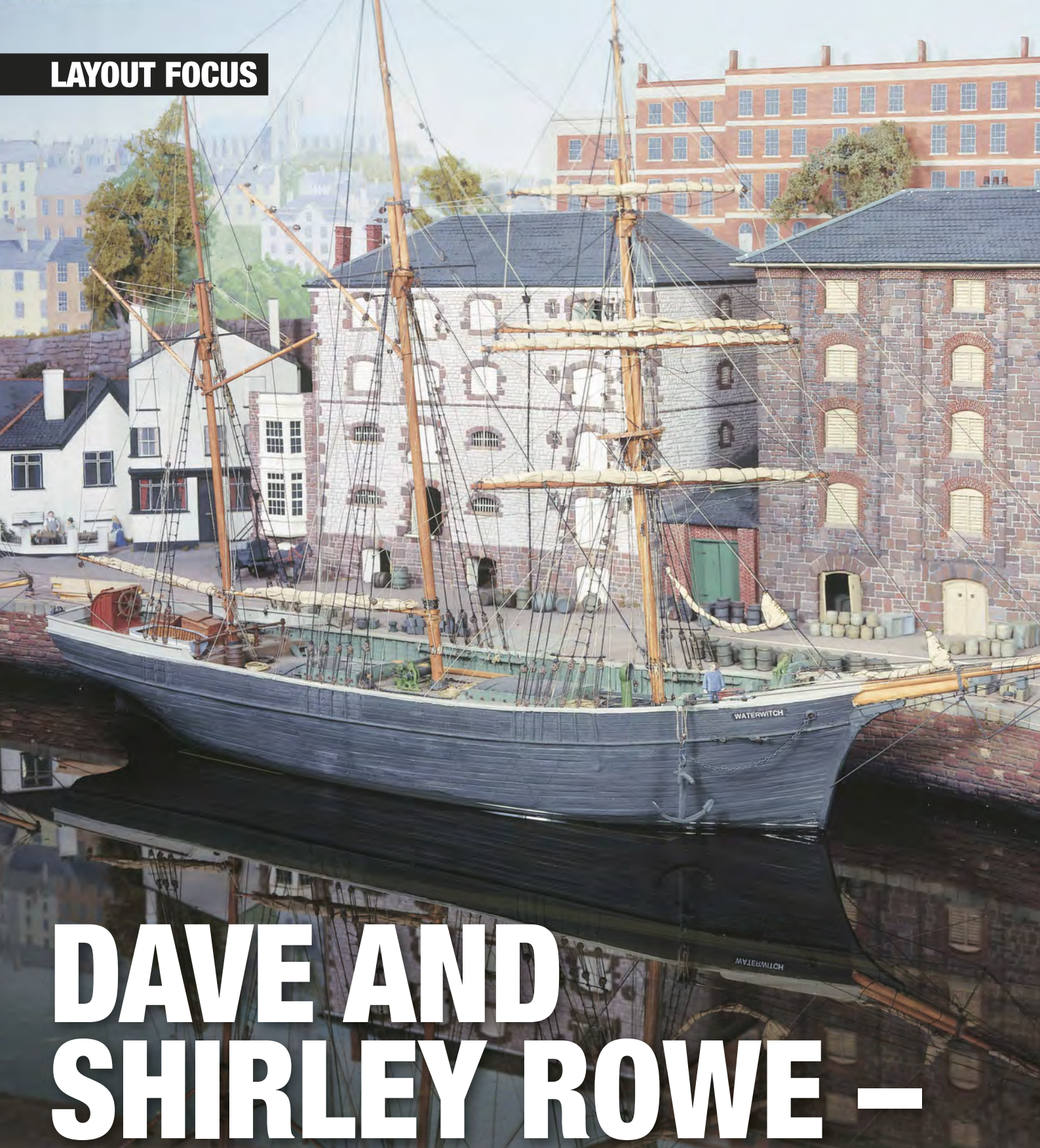


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DAVE AND SHIRLEY ROWE – A RETROSPECTIVE

A casual comment in the August 2017 issue led to an unexpected phone call and a voyage of rediscovery, as Phil Parker appraises the many incredible works of Dave and Shirley Rowe.



'Exebridge Quay' - Dave Rowe's second foray into the use of real water on a model, requiring some 24 litres.

Expert Tip

Dave recommends the music of Gustav Mahler as a suitable soundtrack to modelling. Gilbert and Sullivan are also suitable, but not Beethoven or Verdi as the craft knife tends to become a conductor's baton, placing everyone within reach in danger!

It was hardly an auspicious start. Banned from woodwork, metalwork and art classes during his school days for lack of ability, who would have thought that Dave, and his wife, Shirley, Rowe, would produce some of the most awe-inspiring and imaginative models during the 1970s and 80s?

Like many of the era, Dave's first contact with railway modelling was a Hornby O gauge train set. Marriage and a home provided access to a loft, the traditional home for a layout. To maximise the space available, he made use of Triang TT equipment. Sadly, or perhaps fortunately for us, this couldn't be made to work properly, but did provide a useful space to learn how to make models and this was perhaps the final nail in its coffin.

As he wrote in 1972, "There was such a disparity between the workmanship of the initial and the final stages that a complete rebuild was clearly called for."

Temporarily railway-less, but convinced that "every proper home has a model railway of some description", Wales proved to be the catalyst to turn Dave away from standard gauge and on to a series of narrow gauge scenes.

Initial thoughts of a 10ft long and 9in wide line using Peco "Crazy Track", Playcraft rolling stock and a few buildings were shattered when the couple travelled to see their first real narrow gauge line. A rented house in Barmouth set the tone. The town is made up of stone dwellings perched almost on top of each other, set into the side of the mountain. With no space for gardens

or roads, steps connect the levels and Dave found himself itching to paint the scenes he saw. The only trouble was, he didn't have the skill to do it justice.

But what about a model? The second half of the trip saw many postcards bought, colour film being a luxury product in those days, measurements taken and sketches drawn. The plan was no longer to build a model railway, but a miniature town that j happened to have a railway running through it. This would be a three dimensional memento of the holiday but with the added dimension of movement.

Returning home with details of 30 buildings, it became apparent that there was no chance of the model fitting onto the original baseboard. Remembering an old magazine article featuring a narrow-gauge model in a glass-fronted display case, Dave's eye fell on the sideboard standing in the lounge. Replacing the doors with glass would provide 4ft by 1ft 3in, but that was hardly at a convenient level for easy viewing or construction whereas building a separate glazed cabinet to sit on top of the sideboard would be a much better idea.

This is where everything becomes relevant to today's modellers. People are always complaining that the hobby is more and more expensive. To quote from Dave's book 'Architectural Modelling' (Wild Swan 1983) when he says that success is producing a model where the viewer can imagine walking down the street, "The achievement of this happy state of affairs requires very little financial outlay, but a good deal of time".



Enclosed in its cabinet, the entire Under Milk Wood scene is only 4ft long, yet is full of atmosphere.

PHOTO CREDIT: JOHN FORMAN



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LAYOUT FOCUS

So many details to admire along the seafront, including some great water effects. Here is a model you can really tour, with stories to tell about the many buildings and characters within.
JOHN FORMAN



Llareggub

This is a 009 (4mm scale on 9mm – N gauge – track) layout set in the Welsh seaside town featured in Dylan Thomas' poetic radio play of the same name. A simple scene with a circuit of track and spur to a quayside engine shed, it was revolutionary for its day thanks to the use of vertical space. Six different levels, sea, track, platform, road and elevated pathway gave the miniature town the distinctive Welsh look inspired by Barmouth.

Work started on the first house and full of enthusiasm, Dave added as much detail as possible. After a couple of attempts, his styrene and scribed DAS clay model satisfied him enough to press on. His wife produced furniture for the interior.

Of course, the first building set the standards for the rest and any thoughts of this being a quick project went out of the window. Just completing all the buildings

took 900 hours, spread over 14 months. At least this was sociable modelling, taking place in the lounge while listening to Mahler on headphones.

Once complete, the buildings were placed in position and a rough sketch backscene added to provide the all-important mountain. By this point the station name Llareggub (a rather backward place) had been chosen taken from Dylan Thomas' play "Under Mild Wood".

Easter 1972 saw the layout appear at the Central Hall London show. At the end of the exhibition, which lasted nearly a week in those days, organiser Ron Parren asked Dave what he was working on. Suggestions that this was to be a return to the TT in the loft were met with a lecture on the undesirability of permanent layouts that couldn't be exhibited.

All this was good news for Dave. Recent trips to Wales had seen him investigating

slate quarries and a rather fascinating farm. While Milk Wood was good, he felt that it didn't really represent the narrow gauge scene. Where did the freight come from? What happened to the scenery the railway passed through?

With his wife admitting that she'd enjoyed showing the model, Ron had sown the seeds for the next two layouts.

Henblas Farm

The plan with this display case was simply to provide some countryside for the trains to traverse. As such, there is a single line running along the front, the rest of the model being given over to scenery.

Dave found the farm at Llwyngwrl and, while the farmhouse had been modernised, it and the rest of the buildings formed a delightful scene. A small stable and attached pig sty appealed, although the stable was in fact a bake house cum wash house with a

rear chimney serving a large oven.

A small waterwheel was powered by a stream which disappeared under the buildings – perfect for a model. This started another thread in Dave's model making, working features. In 4mm scale, water really does run over the wheel, but rotation is provided by an electric motor to produce a realistic speed.

The Thomas slate quarry

Quarries are big. Far too large for a display case the same size as the other models, and so producing a convincing model was a challenge. Even in the 1970s, there was precious little left of the prototype either. Oakley quarries were reduced to three cottages, but Llechwedd produced enough to



provide inspiration for the model.

Despite being tiny, there are effectively three scenes within the model. Each level has an independently operating length of track. At the top, a locomotive trundles out of a tunnel and vanishes again behind some cottages. The middle sees “Eclipse”, an electric loco built on the chassis of a steam one, shuttles back and forth with wagons full of waste. Right at the bottom, “Victoria” runs through with some slate wagons.

All the levels are connected by inclined planes based on prototypes at Llechwedd and Aberllefenni. Water-balanced in real life, the model was operated by electric motors controlled by uniselectors and relays dating back to a pre-computer world where careful use of a screwdriver could sort out most problems.

All three of these dioramas travelled the country appearing at model railway exhibitions but, as retirement beckoned, a new door opened thanks to the Welsh Development agency. For their stand at the “World Travel Fair” they wanted a way of showing off the country and offered to buy the set. Dave delivered them to the stand at Olympia, where they pulled in passing visitors and helped the stand staff engage people in conversation.

From there, they found their way to the window of the British Tourist Office in New York promoting the message that there is more to Britain than London.

By 2012, they had returned home and a clear out saw the models on the way to the tip, saved by Welshpool & Llanfair's Trustee/ Director, John Forman, who took them to the railway to see if they could use them. Fortune smiled and the three cabinets found

themselves another new home and from time to time, they still visit exhibitions, although now largely as static displays.

Axford

With the Milkwood trio departed, Dave had plans to build a super-accurate standard gauge model of St Albans Abbey station but looking at the space available, realised that this simply wasn't viable. Converted to the idea of building models in cabinets, he started planning something closer to home with buildings found in East Devon.

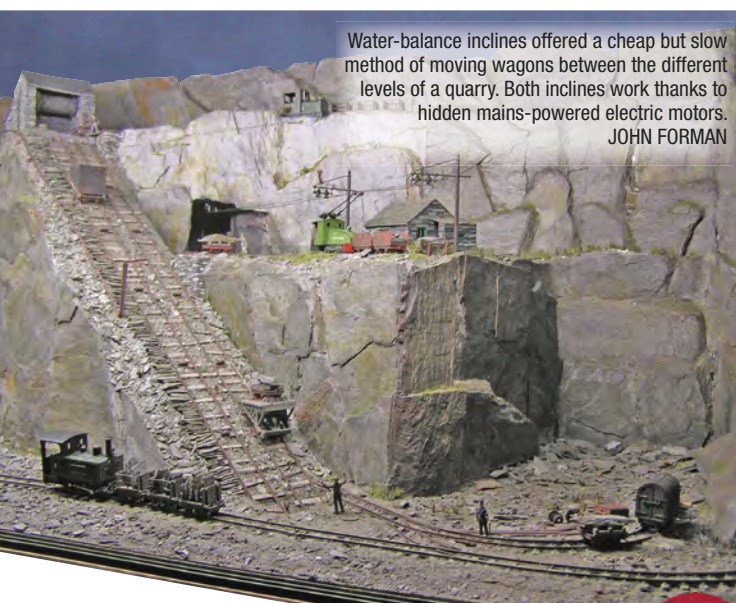
Operation was limited to a circuit of narrow gauge track and single tramway line running through the middle of the town. Both operated automatically as the model was built with exhibitions in mind.

Total build time was around 5000 hours over three years, no small undertaking, but then the buildings were highly detailed and largely illuminated, as enclosure in a cabinet allowed for night time scenes to show off scale cycle lights and even a man smoking thanks to a strand of fibre optic.

After its turn around the exhibition circuit, the model was sold (for the price of a new car) to the London Toy and Model Museum. This closed in 1999 and nothing has been heard of it since. Many of the exhibits were auctioned off by Sotheby's – is Axford hiding away somewhere? Please don't hesitate to get in touch if you have any idea.

Leighton Buzzard

A model of a canal side in the middle of the countryside sounds idyllic, and that's certainly how the project started. Taking his wife for some canal-side exploration, the problem of spotting a scene that cries out to



Water-balance inclines offered a cheap but slow method of moving wagons between the different levels of a quarry. Both inclines work thanks to hidden mains-powered electric motors.
JOHN FORMAN



Shirley's lock keeper cottage on Leighton Buzzard. The boats in the canal rise and fall with the water.
WILD SWAN



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GALLERY IMAGES**



be painted, but not having the skills to do so, reared its head.

First though, there was a little matter of a sand drying plant, which by now simply had to operate, or at least appear to do so. Animated scenes had become one of Dave's trademarks with more moving features appearing on each model and, with Leighton Buzzard, he excelled himself.

The sand plant drying drum revolved, an excavator filled wagons, road vehicles moved along the road and of course the locomotives operated themselves, shunting trucks around.

Shirley forced the issue of a prettier end to the model. Years spent showing the previous layouts and filling in on the adjacent demonstration table had made her realise it was time to join her husband with some modelling. At least that way she'd be able to say, "I built that" and show off her own skills. Starting with a couple of huts, work started on a lock keepers cottage which simply had to sit beside a canal.

This was no static piece of water, the lock filled and emptied causing the two narrow-boats inside to rise and fall. A fisherman cast his line into the water avoiding the swan swimming around. In the garden, the keeper's son enjoyed his swing while his sister skipped on her rope. Above them, a buzzard circled.

All this was housed in an 8ft by 2ft 3in cabinet, the size dictated by the space available in a van to take the model to shows. The model scored a notable first, making the cover of *Railway Modeller* without a single railway item being visible. In the image, 90% of the work was Shirley's, her first serious piece of model making. Although Dave knew it was to be the cover photo, Shirley didn't. They were on holiday on publication day, so he suggested a visit to WH Smith's to have a quick look. "Oh dear! On the cover! This is embarrassing" Come away! Come away!" and she ran out of the shop.

Expert Tip

Real water on a model is a pain. It has a tendency to defy gravity and creep into places you would rather it didn't. Capillary action causes an unrealistic curved meniscus to form at the edges. With the lock, Dave had no choice to use it so the boats would rise and fall, but to avoid visitors at home seeing an empty canal, each section was filled to within 6mm of the top with clear casting resin.

The warehouses, built by Shirley, are plywood shells coated with DAS modelling clay and then scribed. Each of the 40,000 stones was then painted individually, by hand. Apparently this is a great stress-buster after a busy day at work.



Sadly, the model was eventually broken up as no-one offered to buy it.

Exebridge Quay

After the trials with real water on Leighton Buzzard, you think Dave might have learnt his lesson, but no. Exebridge Quay, regarded by many as his magnum opus and certainly the one he was most proud of, required 24 litres of the stuff.

The model started with a trip to Bridgewater dock, home to many appealing potential working features and a bit of railway interest. Shirley preferred the buildings on Exeter Quay however and, since she was going to construct them, eventually a compromise was reached with the best bits of both locations being combined into one model 9ft long.

As with most of the models, railway interest is pretty limited but after years of narrow gauge, going broad gauge seemed appropriate for a setting towards the middle of the 19th Century. The era also meant that ships with sails were required and this provided a significant challenge. Starting with a three-masted Schooner, Dave scratch-built all the vessels including a steam dredger

with buckets and scoops that appear to work as it moves through the water.

The whole model was awarded a gold medal at the Model Engineer Exhibition. The ship gained a silver medal in the separate nautical category.

When completed, the model continued to cause problems. The moving dredger was not removable as it needed an electric supply to power its motor so was permanently wired in. All the other ships were held in place by their mooring ropes, so turning the cabinet on its side was not an option.

In his book 'The Show that Never Ends', Mike Cook recalls that this presented significant problems getting the model through the Georgian doors of the Assembly rooms at the 1989 York exhibition, describing it as "the only layout where we had to use a shoehorn!"

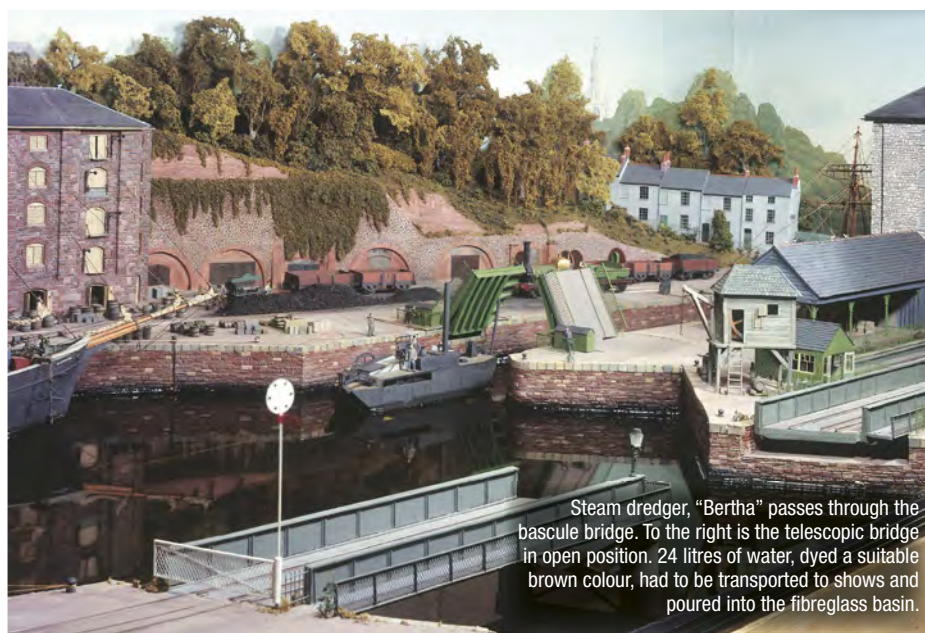
Dave remembers a visitor to that show who complained to him that the model should have been wider, thereby allowing more dock to be portrayed, so he pointed out the 'go faster' stripe all along the front of the cabinet – the result of three beefy helpers ramming it through the door transferring some of the paint.



To ensure no problems at the Blackburn show, Dave sent a second warning to their exhibition manager reminding him of the models size and great weight. The warning was ignored. Eight hefty men couldn't fit it in the goods lift. They had to hump it (while keeping the boards level) up three flights of stairs where it ended up wedged in. Back down three flights of stairs. Around the pavement. Up three more flights. Wedged again. Success was only achieved by passing it over banisters and the stairwell while Dave whimpered and exhibition manager Jim Calverley broke out in a cold sweat.

The stars of the show were a pair of working bridges. A double leaf bascule bridge opened to allow the dredger to pass through, apparently operated by a pair of 4mm scale workmen turning handles.

More complicated still was the telescopic bridge. To open, one section of this moved sideways and then the part overhanging the water slides back into the space vacated. 350 hours were required to produce a model capable of operating automatically, something that was never built in model form before or since.



Steam dredger, "Bertha" passes through the bascule bridge. To the right is the telescopic bridge in open position. 24 litres of water, dyed a suitable brown colour, had to be transported to shows and poured into the fibreglass basin.



"Firefly" passes alongside one of the four sailing ships that Dave scratch-built for the layout.

The model worked automatically, with a sequence lasting 22 minutes – just long enough for Dave and Shirley to explain everything happening to the crowds that always formed in front of the display. I remember exhibiting on the other side of the aisle from 'Exebridge', and you couldn't see through the crowds when the doors were open.

Eventually sold to an individual with the space to accommodate it, the model ended up as a static exhibit at the Mevagissey

permanent display until 2005.

Designing the Quay proved to be a challenge as while Dave possess the kind of mind able to visualise the finished scene, Shirley can't. To help, he built a 1:700 model of the model of his vision. For the next project, another model was also required as this time it was Shirley in the driving seat.

Catalunya

Shirley wanted to build a model of a Spanish station as a solo project – the modelling and





Catalunya station is alongside the sea but protected from the waves by a rocky headland. Fearing that real rock would make the model too heavy to transport, Shirley cast the rocks in plaster from home-made moulds using lumps of coal as masters. Photographs Len Weal, courtesy Continental Modeller.



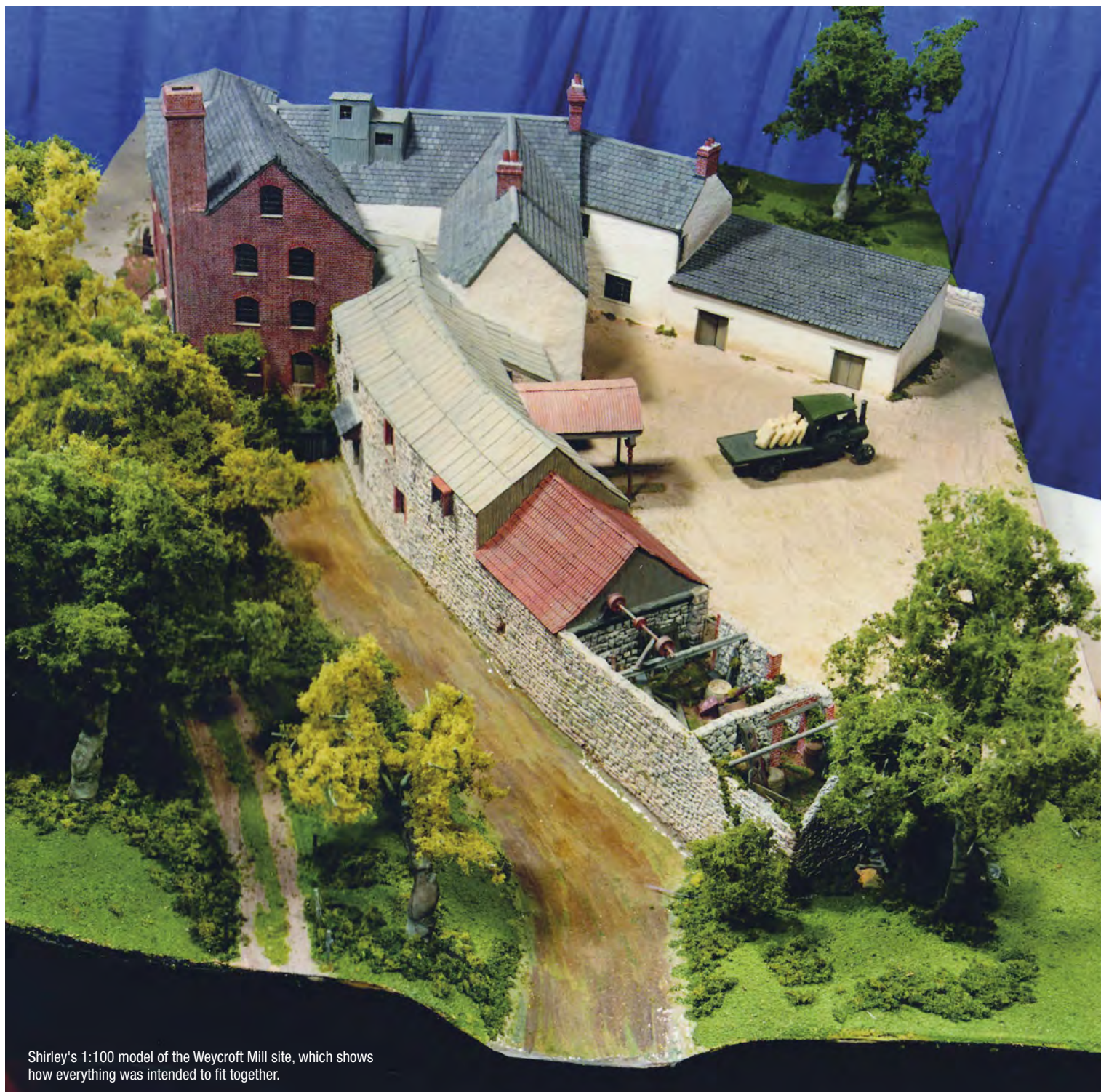
exhibiting bug having really bitten by this point. Dave was relegated to photographer and electrician.

Inspiration came from a magazine article entitled *Spanish Railways for the Modeller* showing a sketch of Saint Pol station, northeast of Barcelona. Sadly, the prototype failed to have the same appeal when they arrived, but by collecting photos of many buildings and scenes, an attractive model was assembled with a fictitious name.

The track plan was simple. An oval with passing loop in the beach-side station, it was designed with automatic operation in mind, Shirley having tried working other people's layouts and deciding that demonstrating and talking about modelling techniques was a far more pleasant way to spend a day.

Catalunya broke new ground for the time by representing a full day. The sun rose and set, buildings lit up as required over eight

At night, the seagulls quieten down, street lights come on and stars can be seen in the sky. Each model day takes only eight minutes.



Shirley's 1:100 model of the Weycroft Mill site, which shows how everything was intended to fit together.

minutes. There was sound too – seagulls squawked during the day and cafes played music in the evening. All this achieved with traditional filament bulbs rather than the LEDs we use today.

After its career on the exhibition circuit, the model now resides at Pecorama.

Weycroft Mill

What do you do to top an amazing model like Exebridge Quay?

While Shirley was building Catalunya,

Dave needed a project and it had to be different. Something so different that it wouldn't seem like an anti-climax.

The solution was found on an August afternoon in 1978. Weycroft Mill had been closed for some years, but the owner allowed a visit. The sun shone through grimy windows and cast shadows across the dusty floor. Dave was hooked.

This was destined to be a very different type of model to those that has preceded it. All the belt-driven machinery would need

adjustment if it were to work at exhibitions and full-size hands don't fit in to 1:76 scale buildings. 1:12 was the smallest practical scale, far larger than Dave had modelled in before. Days of drawing and photography were followed by two years blissful model making. Despite being in a dolls house scale, the mill couldn't be built as you would a house by assembling the building and then fitting it out. The machinery was integral to the structure so it had to be created a floor at a time.





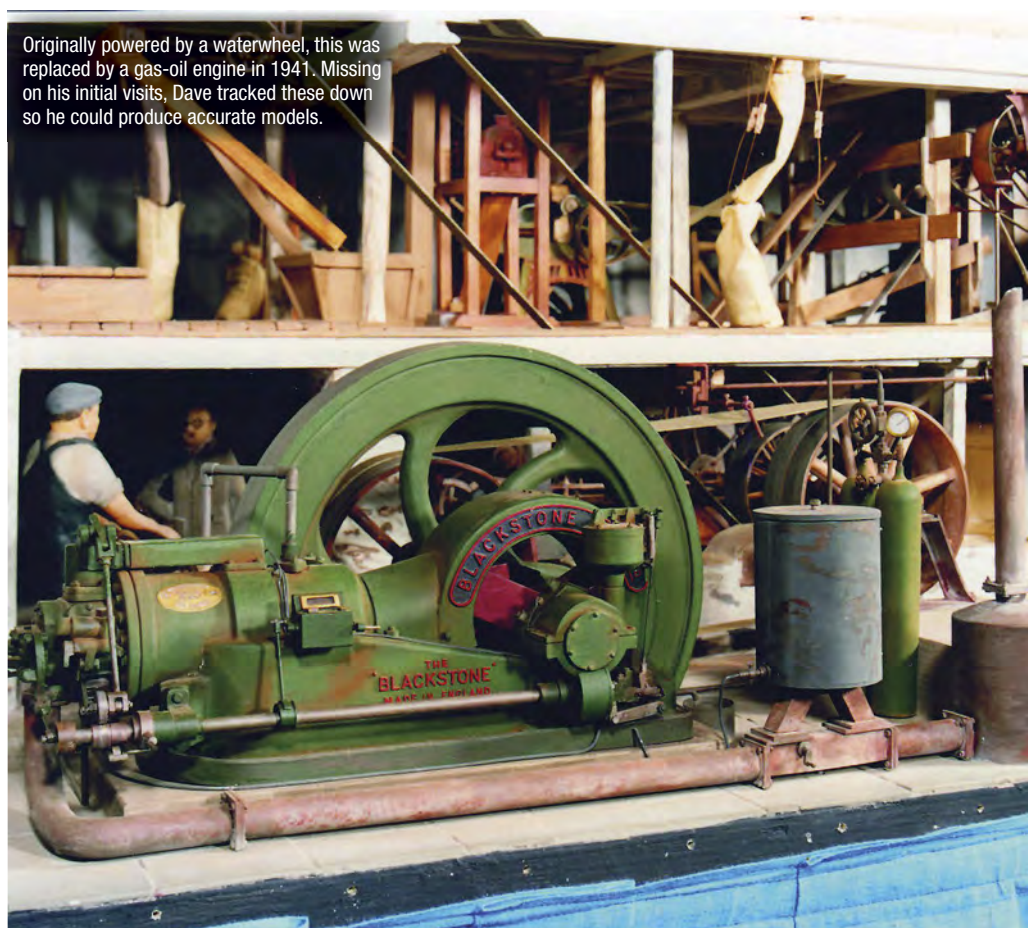
The Emett ditch-digging machine
- it does the work of three men!

Of course, very little is available in this scale and suitable for the model, so everything was created from scrap materials making it a real Miser's Delight. Four 24V geared motors were retrieved from dead photocopiers to provide the power. The only items bought in were miniature bulbs, nuts, bolts, glue and paint plus modelling clay used by Shirley to produce the figures.

To accompany the 6ft long model to exhibitions, Shirley, fresh from completing her layout, built the mill complex in 1:100 scale and a 1:800 version showing how the buildings fitted into the landscape. This included the only piece of railway in the project, a section of the Waterloo to Exeter line. After its show career, Weycroft Mill was donated to Axminster Museum, where it can still be enjoyed.

Emett dioramas

Rowland Emett was a popular cartoonist in Punch magazine. He specialised in fantastical inventions, often solving mundane problems in the most complicated ways. Dave was captivated by them but didn't see the drawings transformed into three dimensions until the 1970s. Then the Hornby 0-6-0 chassis running on their track didn't impress



Originally powered by a waterwheel, this was replaced by a gas-oil engine in 1941. Missing on his initial visits, Dave tracked these down so he could produce accurate models.



The Bird-watchers Special to Twittering woods is built for Dave and Shirley's ornithologist son. To help the birds feel safe, the engine driver is placed in a cage and his passengers sit in a nest for camouflage.

him. How can you run a model with a 15ft high chimney on 1ft gauge track?

Nearly 20 years later, it dawned on him that if the models were static, most of the problems disappeared. His own attempts nearly floundered due to problems making suitable figures, but once again Shirley came to the rescue. Over a year, 18 dioramas, each around 2ft cubed, were built and exhibited. Some of these have now found their way into private collections. At this point, Dave and Shirley disappeared from the model railway show scene, but they never stopped being creative. Moving up to 1:1 scale, they were responsible for much of the work on a barn conversion, which forms the basis for a model we'll be bringing you details of soon. There are also a series of automata – working models – which will be making an appearance in *Engineering in Miniature* magazine soon. ■

A DAY WITH DAVE & SHIRLEY



They say you should never meet your heroes, as all too often in real life they can turn out to have feet of clay.

I didn't need to worry about this when a few weeks ago, Andy York and I paid a visit on Dave and Shirley Rowe. Far from it in fact. Both are lively and full of energy that belies their years. Dave is a real dynamo as full of enthusiasm for model making as he always has been.

We had gone along to see some of the automata he has constructed over the last few years for a feature in

Engineering in Miniature magazine. He demonstrated and explained each one so that we could photograph and film it. Our visit lasted several hours and he didn't let up. While we ate lunch, he showed us photos of the work that he and Shirley had carried out with his daughter's family converting a ramshackle barn into a stunning house, something he had taken as much pleasure in as all the miniatures. Later on, it turned out that he'd made a model of the building before the work, which we'll be bringing you details of in a future issue.

The making gene seems to have been passed on too, as the Rowe grandchildren are also pretty handy. I never made a working pulse-jet engine as a school project, but then I didn't have a granddad like Dave!



How to...

BUILD AN ETCHED BRASS MILK VAN

RTR rolling stock is all well and good, but etched brass kits are the only way to go with certain models, says Tony Wright.

The inexorable rise of high-quality RTR items of rolling stock, particularly in OO Gauge, has rendered much in the way of kit-building unnecessary. However, despite so much now being available 'out-of-the-box', there are still some very common types of goods stock for which kit-building is necessary. One such type is the LNER 32ft wooden-bodied van, the subject of this piece.

Some 66 of these long-lived vans were built at Stratford in 1926/27. To all intents and purposes, both the Dia. 86 and 87 types were identical and, although the latter was designated for milk traffic, all were used for general merchandise. The vans lasted well

into BR days, the last being withdrawn in the 1960s.

This D&S kit has been available for many years now, and is of a very high-standard. Dan Pinnock, proprietor of D&S Models has semi-retired now to concentrate more on O Gauge, although his kits for 4mm:1ft stock are available on request. What one gets is a set of very-accurate etched components, some turned pin-point bearings, appropriate white metal castings and a scale drawing showing where numbered parts go. The instructions are brief, though adequate. These kits are a pleasure to build, such is the superb fit of parts. The following pictures show how I got on. ■

Tools required

D&S Models
*Send SAE to Mr D Pinnock,
Wallington, Nr Baldock, Herts SG7 6SW.*
Comet Models
Now available from www.wizardmodels.ltd
MJT/Dart Castings
W www.dartcastings.co.uk
Isinglass Models
W www.isinglass-models.co.uk
Slater's Plastikard
W www.slatersplastikard.com

1»



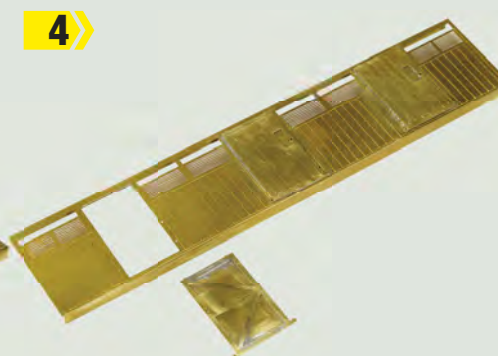
It would be disingenuous of me to state that one doesn't need 'specialist' tools to assemble etched-brass kits, no matter how well they're designed. Bending bars are a case in point. I formed the top and bottom flanges of the sides using a steel rule, the sides being securely held in the bending bars. Half-etched lines ensured accurate positioning.

2»



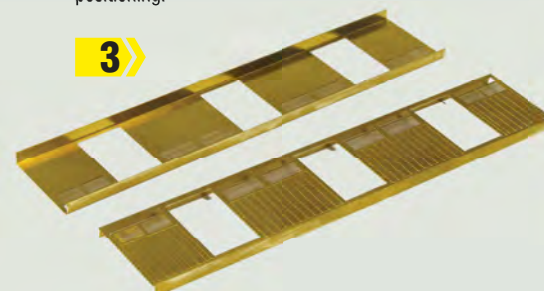
This was the end result – a perfect right angle with no distortion.

4»



Full internal detail was provided on two of the doors, should one wish to model the van with the doors on the other side open. The doors were formed from a pair of laminates, soldered together.

3»



The two sides with top and bottom flanges fully-formed. The need for bending bars was immediately evident. Without them the tops and bottoms of the door apertures would have distorted horribly.

5»



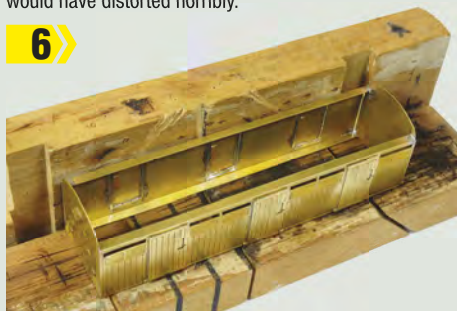
Though hardly a 'specialist' tool, a beech mitre block was most useful for ensuring that the sides and ends were fixed at a perfect right-angle. As with almost all of the build, construction was by 145 degree solder. The doors were soldered first.

8»



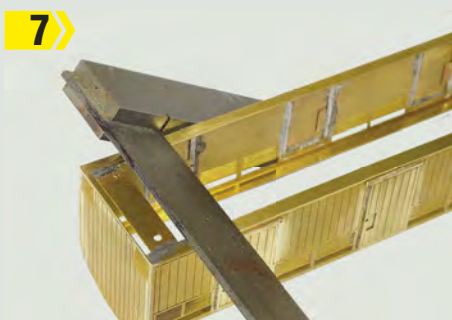
The plates had 10 BA nuts soldered above the holes provided. Almost without exception, this procedure can contaminate the internal threads, so a 10 BA tap was passed through for clearance.

6»



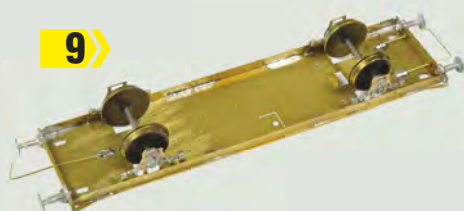
The mitre block was also used to ensure that the whole body was assembled squarely. The trick was to make two 'L' pieces, formed of one side and one end respectively. The two 'L's were then soldered together to make an open box.

7»



The kit's design means the body and underframe be held together by 10 BA screws. In order to ensure that the fixing plates were at right angles, an engineer's small square was employed.

9»



The basic underframe went together perfectly, though I didn't use the recommended three-point suspension system. With 00, on decent track, a rigid chassis is perfectly acceptable. I assembled all this on a sheet of mirror glass (which is dead flat). The kit is designed for EM and P4 gauges as well.

to all intents and purposes, both the Dia. 86 and 87 types were identical and, although the latter was designated for milk traffic, all were used for general merchandise

10»



I regularly checked the model against the drawing to ensure that everything went where it should have done. I also used the appropriate Isinglass drawing as a reference.

12»



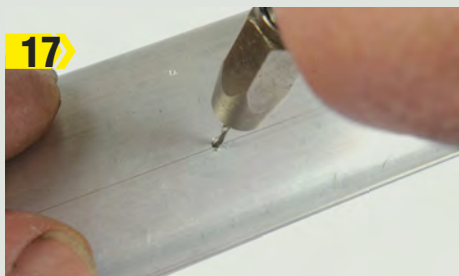
The outer plates of the axleboxes were supplied as separate items. I soldered these in place using low-melt solder and great care – it being all too easy to melt a casting. That said it's worth the risk because the joint is so much more secure.

15»



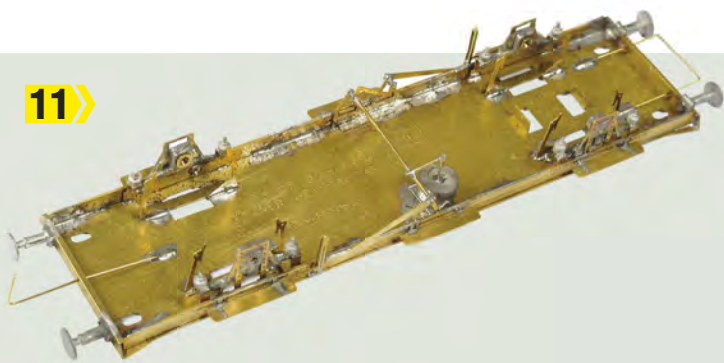
The door rollers could not be fixed with solder from the inside, so external soldering was employed. The rears of the six rollers were tinned with 145 degree solder, then low-melt was used for attaching them.

17»



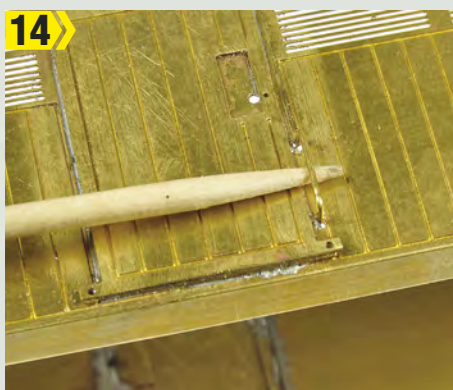
Once plotted, each hole was initially-drilled with a small bit in a pin chuck.

11»



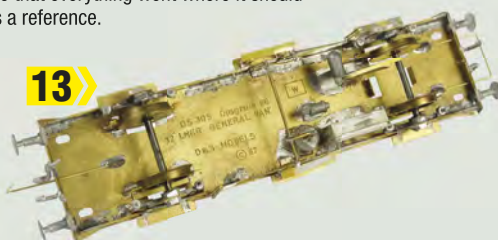
The 'W' irons had enough 'spring' in them to enable my taking out the wheels (Jackson) from time to time to fit more of the underframe detail, including the brake rigging and the brake hangers. The pin-point bearings can be seen soldered into the white metal axleboxes.

14»



Adding handrails can be tricky, resulting in singed finger ends. I found a cocktail stick was ideal for setting the correct spacing, all soldering being done internally.

13»



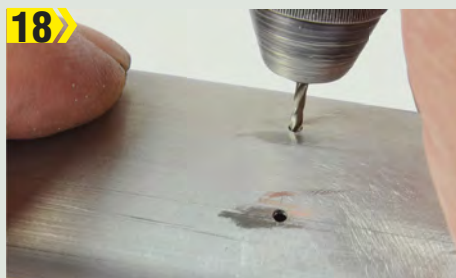
The underframe completed; as built these vans had oil lighting (the roof cowl for which are provided in the kit if needed). However, by BR days of this model the evidence is that electric lighting had been installed. I thus added the equipment for this, including a dynamo (for which I made a dummy belt from brass strip) and battery box. These came from Comet's range.

16»



A vacuum-formed plastic roof was supplied, which I'm not a fan of. I substituted an MJT extruded-aluminium roof, cut to the right length with a razor saw. Positions for the ventilators were plotted using dividers.

18»



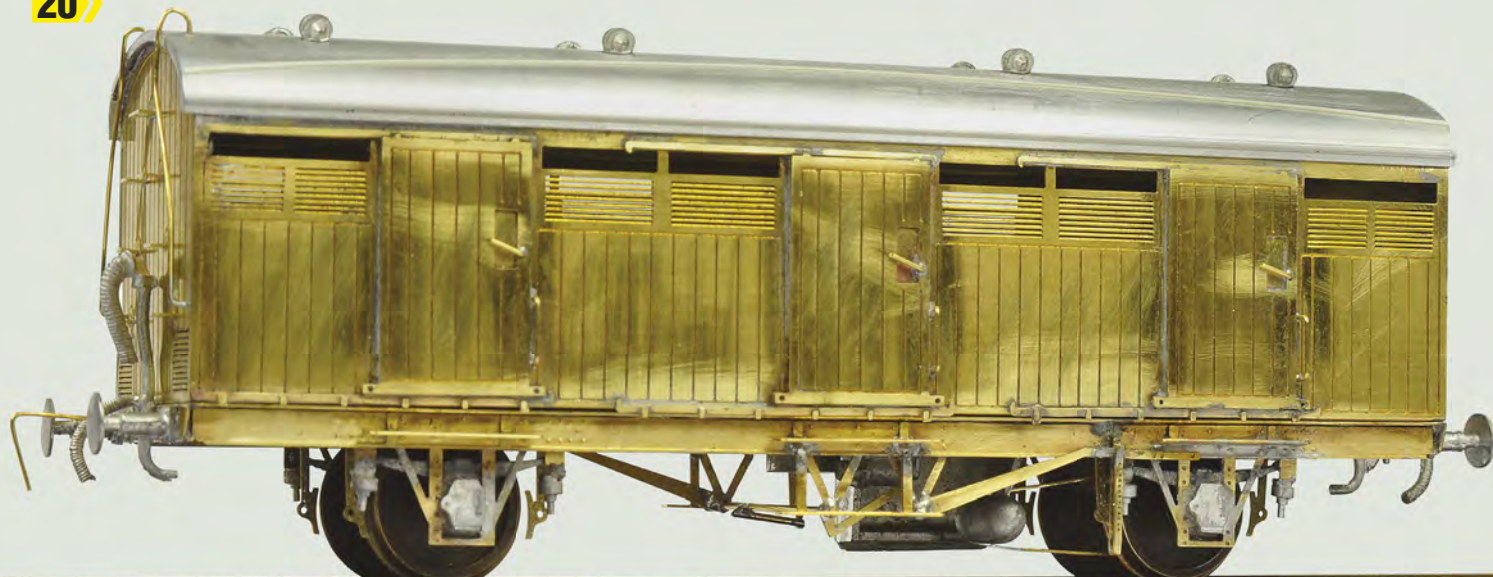
Next a clearance-fit hole was drilled using a larger bit in a mini drill.

19»



The ventilators were held in place with superglue, as was the roof. The rainstrips were made using Slater's plastic strip, affixed with Mek Pak. These procedures were the only gluing involved in the whole build.

20»



Complete and ready for the paint shop. I have to say, I find metal kits in their 'raw' form quite attractive, though this will be painted in BR guise. Unusually, the springs are inside the 'W' irons.

21»



My friend John Houlden has also built one of these kits, and his retains oil lighting (note cowls on the roof and lack of battery box and dynamo). It could well be that some of these vans retained oil lighting, at least into early-BR days.

23»



Such was the ease of the build of the D&S van described, I built another type at the same time – in this case a Pigeon Van. The combined build time came out at 17 hours spread over four days. This one was built as a very personal Christmas present for a dear friend.

22»

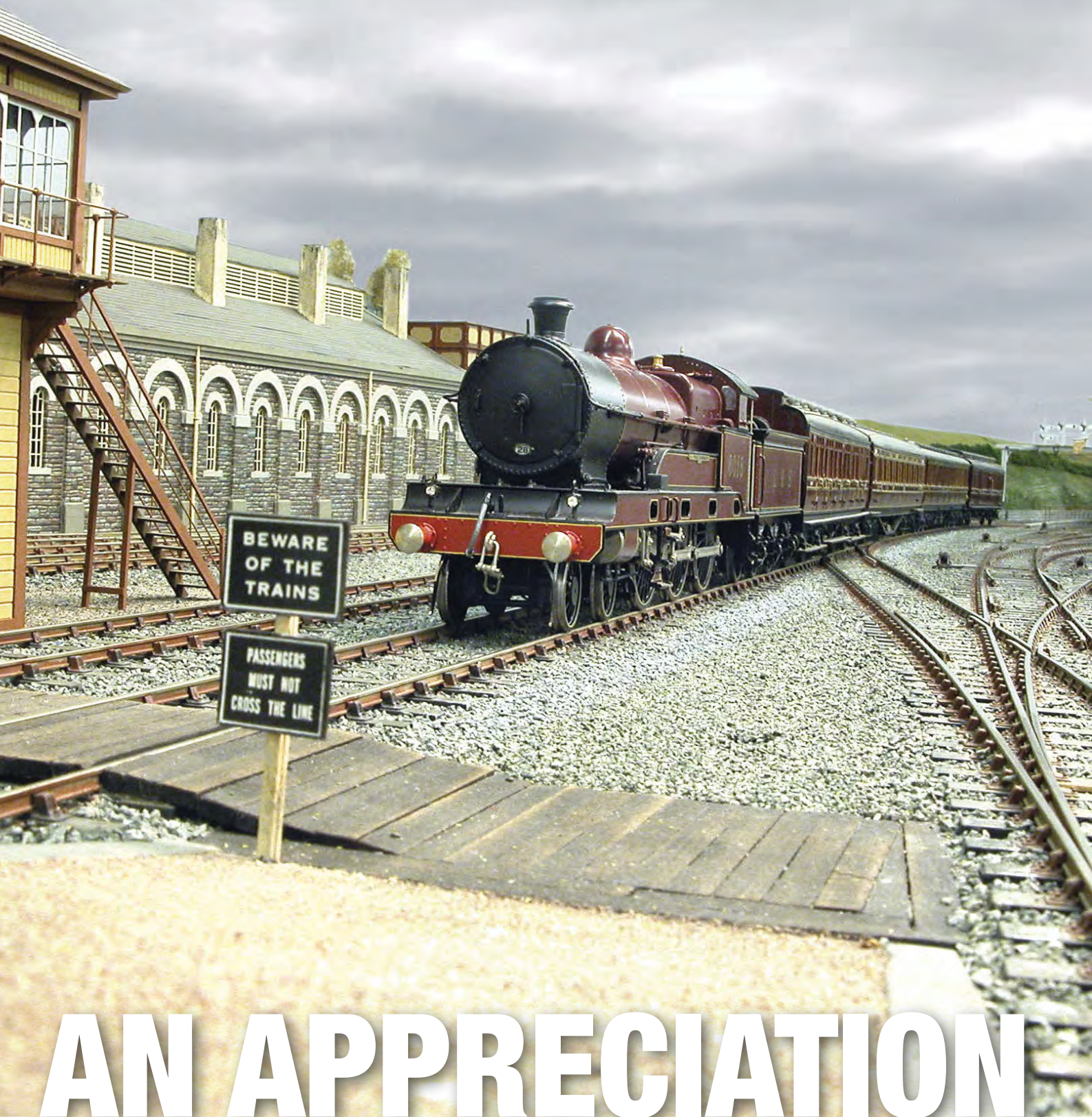


D&S is not the only manufacturer to offer such a van in etched form. I made this from the Isinglass kit for the same diagram; its build featured in my recent book from Crowood, 'Modelling the East Coast Main Line in the BR Era'. It's now painted, but definitely needs weathering.

the inexorable rise of high-quality RTR items of rolling stock, particularly in OO Gauge, has rendered much in the way of kit-building unnecessary

Conclusion

A very high-quality kit, easy to assemble and very accurate. Thoroughly recommended.



AN APPRECIATION OF DAVID JENKINSON

Tony Wright recalls the late David Jenkinson, whose forthright character, carriage-building skills and noted layout 'The Kendal Branch' were significant influences on his own railway modelling career.

It is a privilege to be asked to write this article, highlighting the personal influence on me of the late David Jenkinson. Most of the illustrations in this piece are photographs I took 15 years ago, shortly after his death in 2004. These feature his ultimate layout, 'The Kendal Branch', modelled in O Gauge FS. I'd been fixing the arrangements to travel up to Yorkshire to photograph Kendal for a feature in BRM, in the summer of 2003. However, as the autumn/early winter came on, the state of the great man's health became more known, and I decided not to pursue it. He died in the spring of 2004, and I attended his funeral wearing 'two hats'; one, as a personal mark of respect and, two, as Warners' representative.

Bob Essery and I were chatting after the funeral when Sheila, David's widow, came over and asked "Tony, when are you going to photograph Kendal?" I was astonished. This was one of the bravest things I'd ever witnessed and, within a fortnight, I met up with Barry Lane and I took the pictures. Barry wrote the piece for the supplement which appeared in the magazine later in the year. Kendal was dismantled shortly afterwards, so the opportunity to record for posterity this wonderful layout was not missed.

David was a great supporter of BRM, writing numerous articles and usually having something to say in the Letters pages. I recall once his views getting him into a bit of hot water when he commented (as part of some justifiable criticism of some high-end-of-the-market RTR O Gauge LMS and LNER cars) on the need for a corridor tender behind an A4 hauling the 'Coronation'. Respectfully, I hope, I pointed out that the streamliner stopped at Newcastle for the crews to change, so no corridor tender was necessary. He conceded that his expertise was more with regard to LMS matters than LNER ones.

I really feel rather unqualified to write of a man who had so much influence on more than one generation of railway modellers. As intimated, this is a personal account, and he certainly had a huge influence on me. I read the various accounts of his ex-Midland Railway terminus in EM Gauge, 'Marthwaite'. Though fictitious, it captured the spirit of the prototype perfectly and was light years ahead of much that was contemporary. The wider gauge always gave a greater sense of realism, and he carried on with this in his later exercise in recreating a bit of the Settle & Carlisle in the building of his very popular exhibition layout, 'Garsdale Road', based on Dent.



Taken in 1996, this shot shows David Jenkinson operating the controls at Marthwaite. Photo: Barry Lane.



CLICK AND SWIPE FOR MORE GALLERY IMAGES



This was the first example of a model railway I'd ever seen where the actual make-up of prototype trains was researched and modelled; trains like the pre-War 'Thames-Clyde Express'. It was through this work where David's greatest influence shone through – the making of carriages, in which his skills were unsurpassed. I made it my subsequent goal to make-up prototype trains for my own projects, those running on the ECML line in the 1950s.

Garsdale Road was to be incorporated into a much larger layout, the 'Little Long Drag'. This was a most-ambitious project, featuring

a substantial section of the Settle & Carlisle in EM, once more depicting the pre-War LMS period on the line. It never came to fruition (I believe part of the roof of the building it was in collapsed under the weight of snow one winter). It was abandoned, and what came of it all I have no idea.

Moves of home, and a move up to the 'senior scale' meant he could build his ultimate layout, a might-have-been scenario suggesting the Midland did reach across from the S&C to build a terminus in Kendal. Though this didn't actually happen, it was entirely believable.





These magnificent Bain MR carriages (the nearest one a clerestory) epitomise the coach-building abilities of David Jenkinson. They are among the best it has ever been my privilege to photograph.

A view of the Johnson MR 4-4-0 No. 2184 at rest. David based the engine shed at the rear on one at St Albans, although built it in local stone rather than prototype brick.



LMS No. 5012 *John Ramsbottom* was built by Geoff Holt.



This is one of the 'Royal Scots' I went up to Rhos to photograph for Modellers' Back Track. Painted by Brian Badger it's hauling part of the LMS royal train (note the four headlamps) which David was building at the time of his death. I think this is a fitting tribute to a great modeller.



I first got to know David well about a quarter of a century ago, although I'd seen him at exhibitions long before that – pipe jutting forth and an air of knowledge and expertise. Having abandoned teaching as a career, I'd set up my own business making models and specialising in model railway photography. A chance phone call came out of the blue, with a question. If I recall, it went something along the lines of 'I'm told you're the 'best' model railway photographer right now; are those who've told me right?' I, obviously, denied this, but said it was my specialism, and why do you ask, I enquired? 'Because I have some 7mm 'Royal Scots' of which I'd like some pictures taking. They've been built by Geoff Holt and he has them. He's in North Wales and I'd like someone to travel there and get some pictures of them before they're painted. How do I know that your pictures will be any good? I said I'd do the job, told him my rates and also said if he were not happy with the results, then no payment would be expected.

Thus, I went up to Rhos, took the pictures on medium-format film and sent him the transparencies and prints. Three days later, the phone rang again. 'They were right, excellent, are you interested in any more commissions?' The pictures subsequently appeared in 'Modellers' Back Track', and I went back to get shots of those 'Scots' painted. Many more of my pictures subsequently appeared in that magazine. It was my privilege to work with and for him during those freelance days of mine. He expected the highest standards and would not be sensitive to a fellow's feelings if a commissioned piece failed to meet his expectations. Truly it could be said, he did not suffer fools gladly! ■

History Man

David was not just influential in the field of model railways, but he was also one of the most eminent of railway historians. As a sole author and (particularly) in partnership with his great friend, Bob Essery, he was responsible for many of the now-established works on the locos and stock of the Midland Railway and the LMS. His knowledge of passenger-carrying rolling stock enabled him to also write one of the definitive works (in two volumes) about the history of the British railway carriage in the 20th Century. He also edited Back Track, one of the most-respected magazines telling the history of railways.



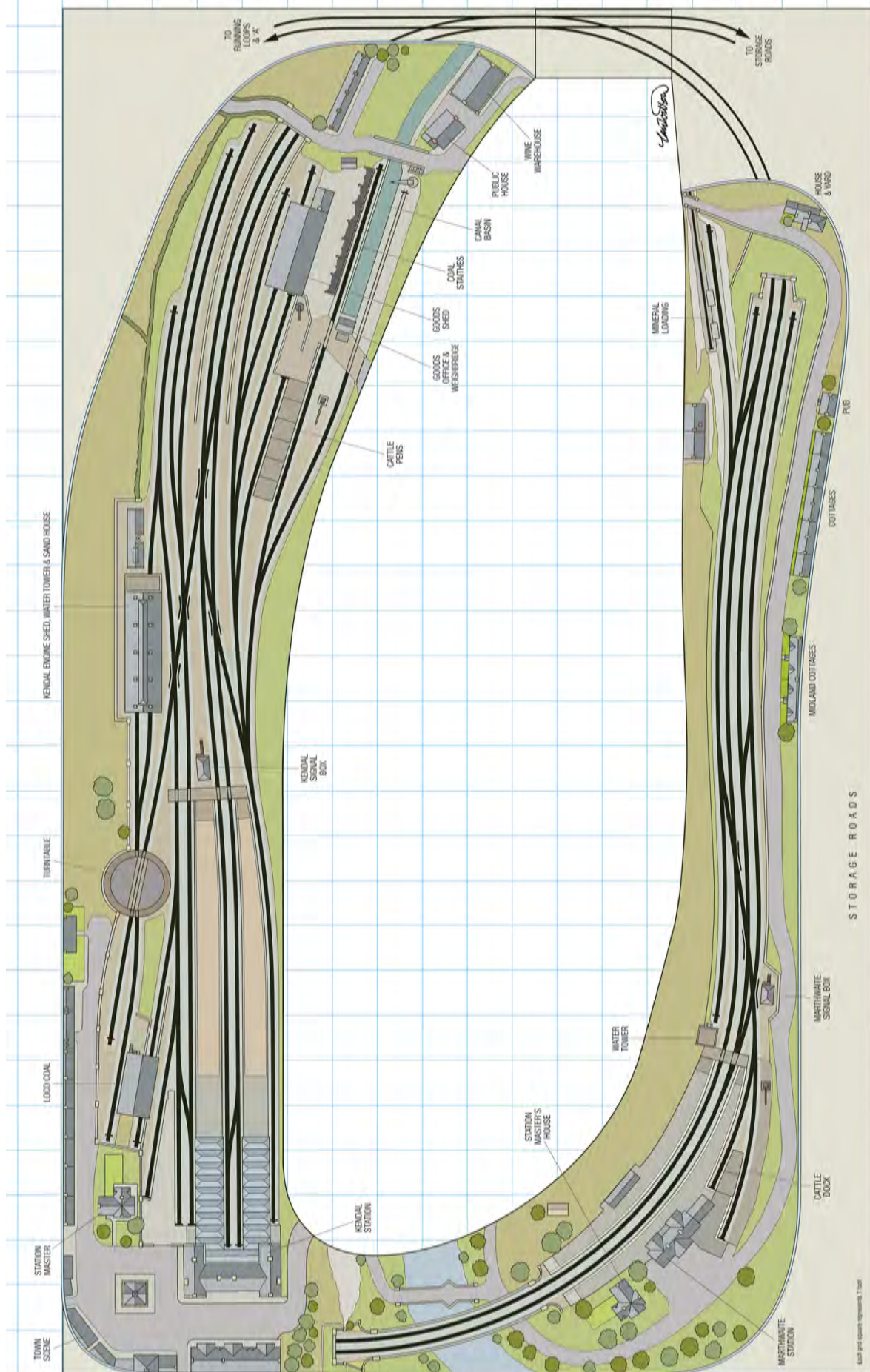
David Jenkinson perpetuated the Marthwaite name, using it for the through station on the Kendal branch.

he expected the highest standards and would not be sensitive to a fellow's feelings if a commissioned piece failed to meet his expectations



Always one to barter, David built a rake of coaches in exchange for this Ken Woodhead-built Johnson 4-4-0, which has been painted to perfection by Larry Goddard.

THE KENDAL BRANCH



KENDAL CONTEMPORARIES

Tony Wright highlights the work of influential modellers who have contributed much to the hobby.

I was also asked if I could include the work of other modellers who have had a great influence on me. These were David's contemporaries; some working in different scales/gauges, but all having one thing in common – they were all truly inspirational. Like David, they were from a different era. For one thing, they actually made things, by themselves, for themselves. Is there a current equivalent to the likes of David Jenkinson and his pioneering contemporaries? I don't know, although there are certainly some outstanding modellers out there today. ■



Taken at one of the Harrogate exhibitions, the late Michael Warner (who began **BRM**) and Bob Essery enjoy the show. With David, three highly-influential men in the hobby.

Geoff Holt was David's principal loco-builder in 7mm Scale. Geoff built this Super D, though not for David. It was actually built for Pete Waterman, and has featured in **BRM**.



A contemporary of David (even a little bit older) was Ken Payne. Though not as influential, he certainly was important in the hobby's development, and he'd adopted finescale O Gauge standards while David was still working in 4mm scale. He and David shared a similar interest – the Settle & Carlisle in LMS days, here shown by Ken's own pioneer rebuilt 'Scot', British Legion.



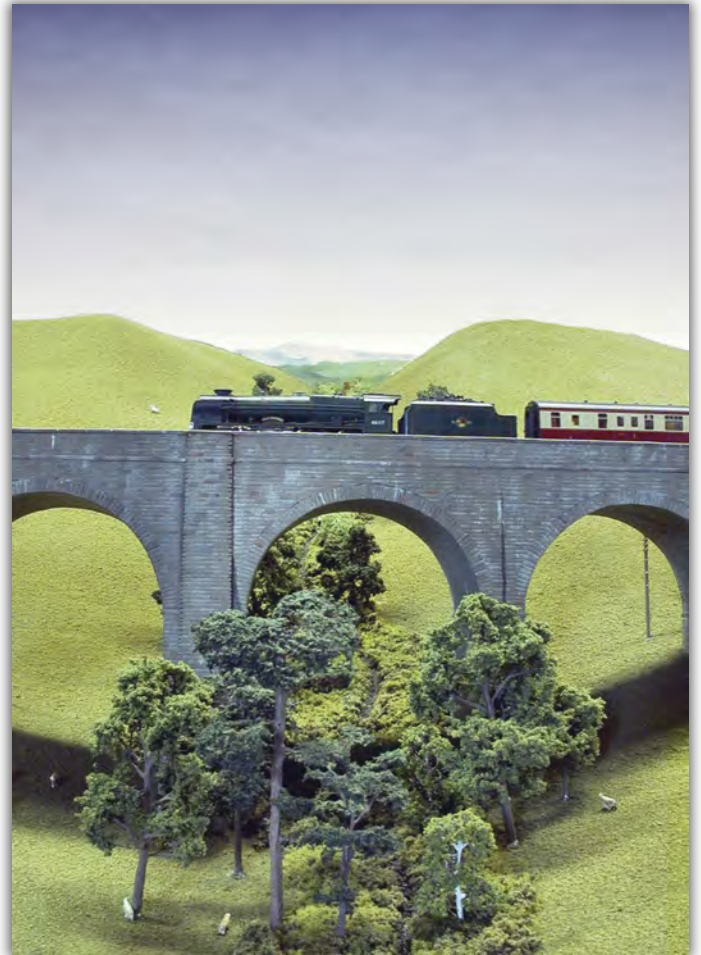
One of the most important modellers of the last 60 years was the late Peter Denny. Indeed, I would think he had a great influence on David Jenkinson. Doing truly pioneering work in EM from the late-'40s, his model of 'Buckingham' has probably inspired more model railways than probably any other.



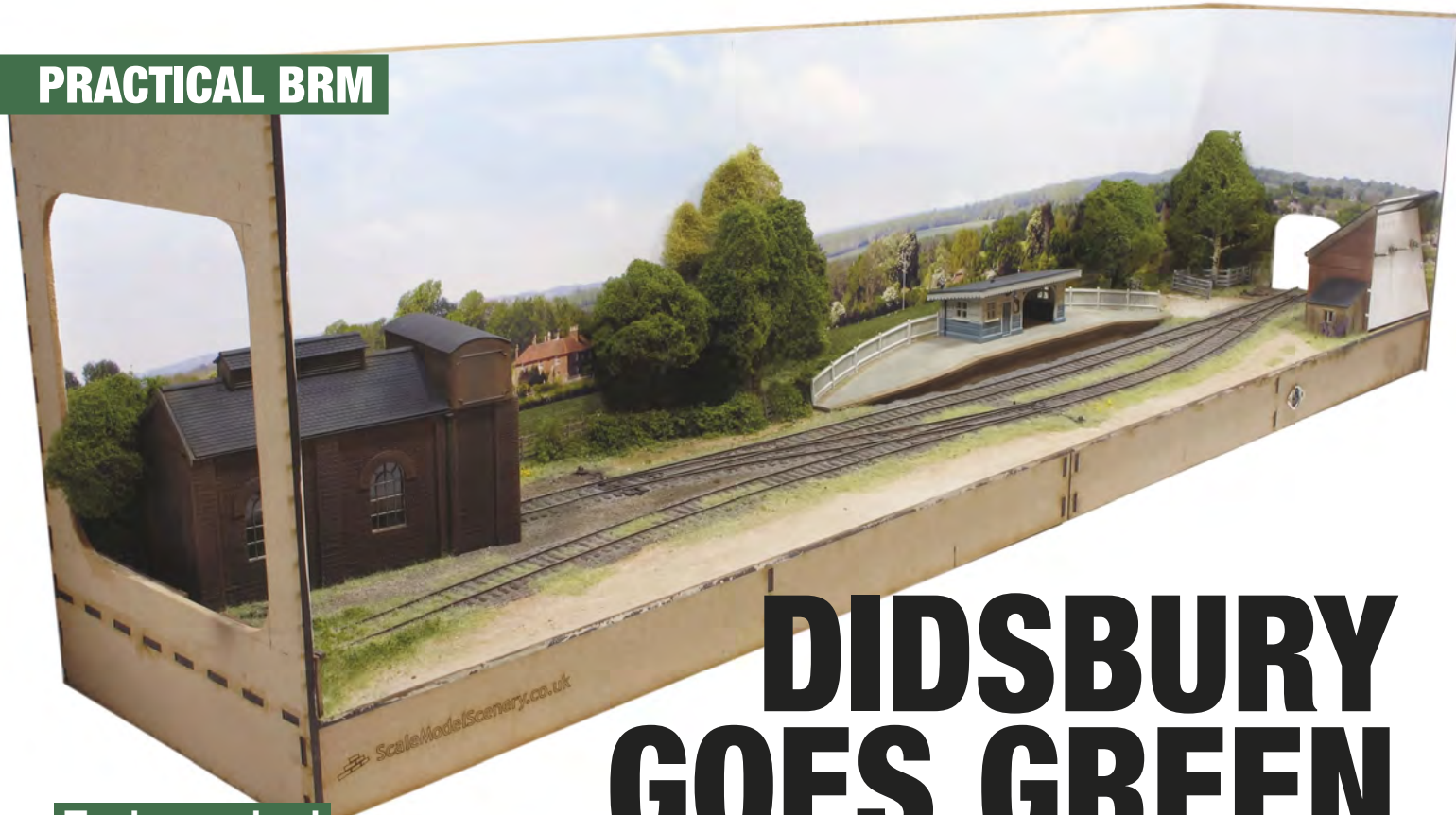
Another influence on my own modelling was the late Frank Dyer, of 'Borchester' fame. He was truly one of the pioneers and proved that OO standards could be made to work perfectly. After Frank's death, 'Borchester Market' was sold and taken on the circuit again by a new crew. It has since been sold on again.



Bob Essery was a collaborator in many activities with David, particularly the writing of books. He moved on from finescale O Gauge to Scale Seven, with John Horton solving most of the mechanical problems. His model of 'Dewsbury' (now at the HMRS headquarters) featured the Midland Railway in the West Riding. Geoff Holt built this locomotive.



Andy Calvert pioneered much higher standards in N Gauge, bringing it right out of the 'train set' mentality. I think David would have liked this shot, showing, as it does, a rebuilt 'Scot' on a section of the S&C, built by Andy.



DIDSBURY GOES GREEN

Phil Parker gets green fingered as he adds scenery to the BRM project layout.

Tools required

- **Gaugemaster**
Noch puffer bottle, hedges
W www.gaugemaster.com
- **Green Scene**
Flockit static grass applicator, static fibres, flock powder, foliage fibre
W www.green-scene.co.uk
- **Woodland Scenics**
Static fibres, flock powder, trees
W www.bachmann.co.uk

This month, the BRM project layout 'Didsbury Green' has seen rapid progress. It's amazing how scenic work transforms the look of a layout. You plod along for ages laying track, wiring things up and messing around with plaster, but as soon as you add flock powder and static grass the scene comes alive.

I always love this stage of a layout build. Finally, I get to see what the finished model is going to be like. I also know I've broken the back of the project. Everything else will be pleasant detailing and the little fiddly projects that I enjoy so much. If the rest of the family is watching progress, it's also the point at which it begins to make sense. Everyone knows what a tree looks like.

My plan for 'Didsbury Green' was to model a station long past its best. Peeling paint, little sign of maintenance and nature reclaiming the landscape will give the model character and make for an attractive scene. Of course, this being a project layout, not everything runs smoothly, but little challenges just make it more interesting, don't they? ■



I've never managed to make trees. I know how it's done, but my efforts look more like badly mangled brushes than anything that nature created. A tight deadline is all the excuse I need to try ready-made trees from the Woodland Scenics range. At around £6 each, for a little layout like this, they aren't much of an extravagance.



Plastic branches can be trimmed with wire cutters if the trunk needs to be against the backscene. I'm keeping the foliage in place so the tree retains its bulk.

3

To blend colours with the rest of the layout, I give each tree a spray of hair lacquer then a light sprinkle of mid-green flock used elsewhere. Each tree is planted in a 3mm hole.



4»



Disaster strikes. Wiping a mark from the photographic backscene with a damp paper towel, damaged it beyond repair. The best thing to do now is go and have a cup of tea as any attempts at remedial work will just make things worse.

7»



Adding electrostatic grass under the trees is easy with a Noch puffer bottle. Mix different greens and puff the fibres over tacky PVA glue. It's an ideal tool for working around the bases of buildings and a cheap way to try electrostatic grass.

10»



Vacuuming will help the grass stand up, but once dry, any that needs attention can be brushed with an old toothbrush. I'm not worried about it all being vertical, so long as it isn't all flat.

5»



Digging around in my box of scenic materials, I found plastic branches from an old Woodland Scenics kit. Trimming them a little and adding a covering of Greenscene foliage fibre creates a thin treetop. If the plastic branches hadn't been available, the garden would have yielded a suitable twig.

8»



Puffer bottles are great, but take time. For speed I'm using an electronic device for flat areas. It must be earthed to the glue, so I clip the lead to a screwdriver and poke it into the PVA.

11»



In the UK, all railways, other than light ones, are fenced in by law to protect people and animals. Four bar fencing was popular and has been part of the Ratio plastic range for decades. Lifecolor's Weathered Wood paint set gives the impression of white fencing gradually losing its paint.

6»



Hair spray and light flock powder complete the effect and once glued to the backscene they cover the damaged area. More foliage fibre sticking out from the side gives the impression of a larger tree behind.

9»



Whatever method is used to apply grass, an essential step is to vacuum the excess. Hold a handkerchief over the end of the nozzle allows fibres to be collected for re-use.

12»



Sensible people measure their layout and buy the right number of fencing packs. I decided that one would be enough for a model just over a metre long, but I was left somewhat short.

electrostatic grass is easy to apply and for unkempt areas, adds texture that flock on its own can't.

PRACTICAL BRM

13»



I could've bought more fence but a much easier solution is to use a few lengths of Gaugemaster hedge. Designed for miniature gardens, they're too neat, but are a great base for further work. Sandwiching an off-cut of fence in the middle of two lengths gives the impression that the hedge has grown around the fence.

16»



There might once have been a buffer stop at the end of the siding, but it's long been replaced with an upside-down sleeper. Modelling it requires the hollow bottom of the spare plastic sleeper to be filled in, or covered with thin plastic. The thick plant life around it is static grass given a blast of hair spray and sprinkle of coarse flock.



Leave the glue to dry overnight. It should then just peel away from the foil. A pair of tweezers is handy for this.

14»



To complete the overgrown look, more foliage fibre is stuck to the hedge and lengths of fencing, then covered with flock. The same flock on the rest of the hedge blends everything together nicely.

15»



Alongside the engine shed, a brick wall will help disguise the edge of the baseboard. I'm keeping this simple – just a strip of 2mm mounting board with Slaters embossed brick Plastikard stuck to it with solvent-free UHU. To add a little variety, I've scribed a gate on to the card.

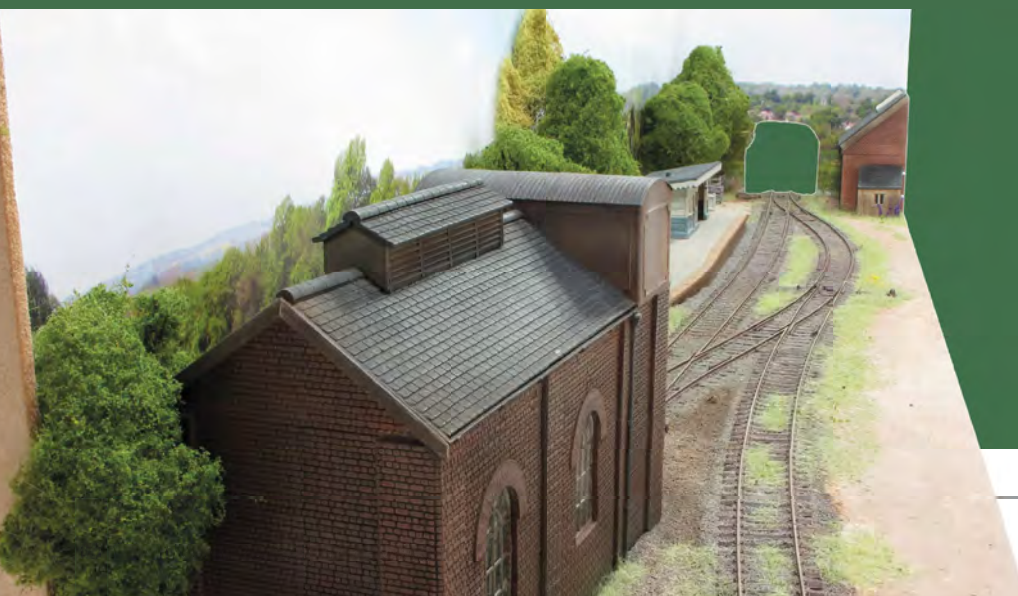
Making grass tufts

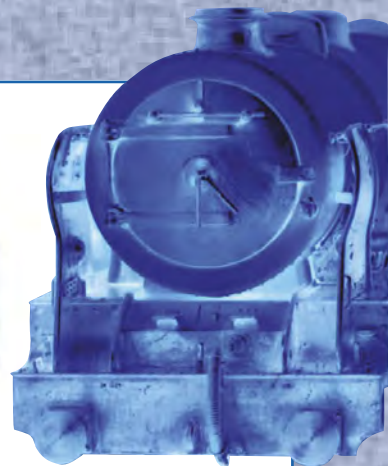


Take some kitchen foil and connect the earth clip for the grasser to it. Blob some PVA around and let it dry slightly. Apply the grass, then turn the sheet upside down and shake off the excess.



Apply a little PVA to the bottom of each tuft and then place it on the layout. I find gripping the fibres in the middle with tweezers the easiest way to do this, you only want a thin smear of glue.





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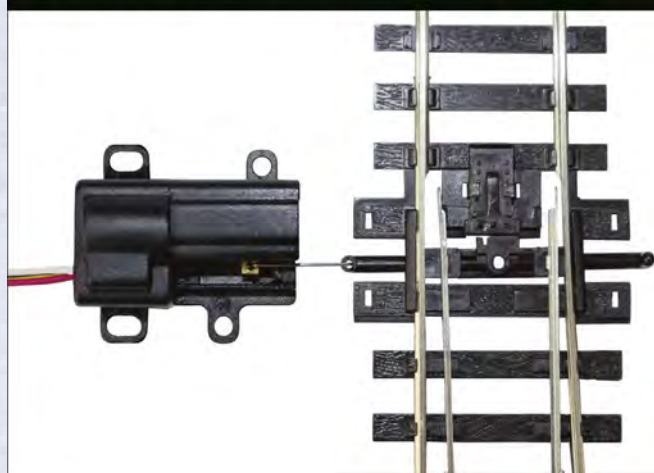
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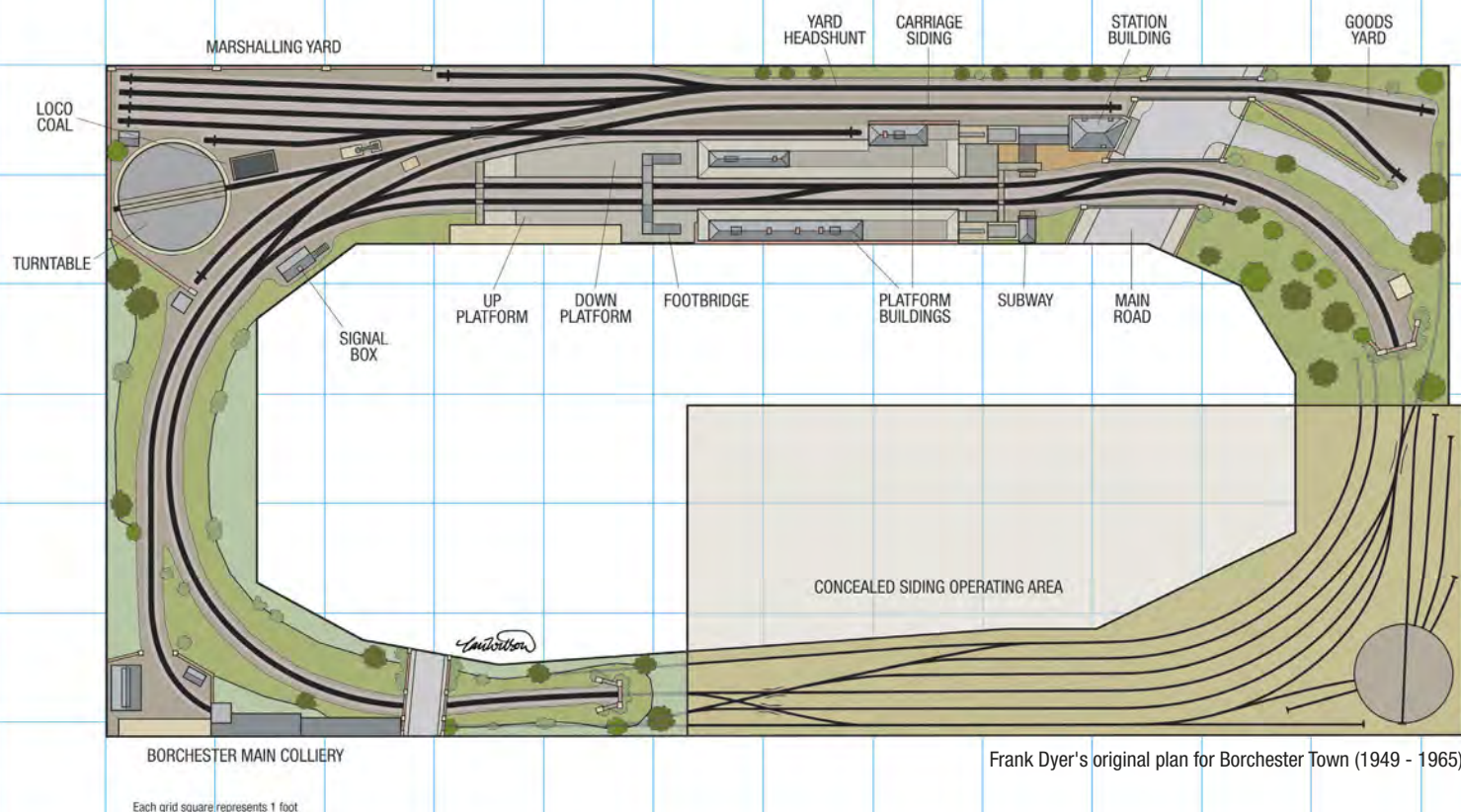
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A Derby 2-car DMU arrives at Borchester Market passing visiting motive power in the form of 8F 2-8-0 No 48154 and A4 Pacific No 60008 Dwight D. Eisenhower. K3 2-6-0 No 61867 is marshalling vans in the goods yard. Photo: Tony Wright.



BORCHESTER, A MODELLING INSPIRATION

Inspiration can take many forms, but for Ian Wilson, our trackplan illustrator, the late Frank Dyer's 'Borchester' began a lifetime of railway modelling.

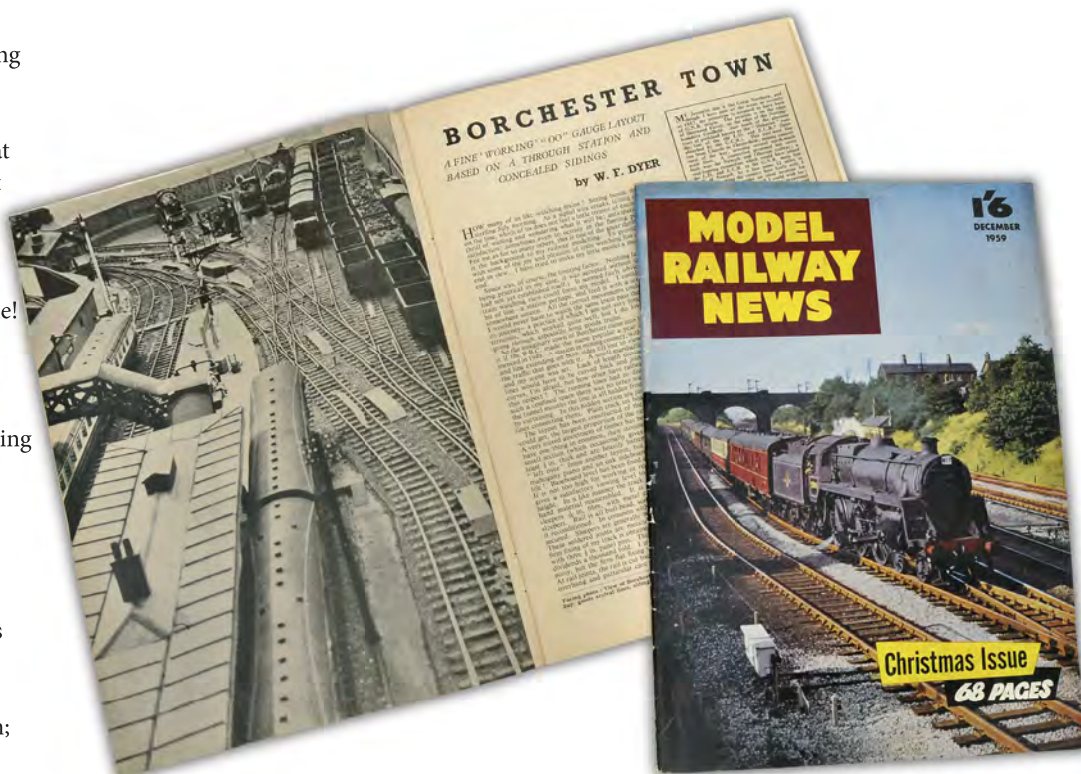


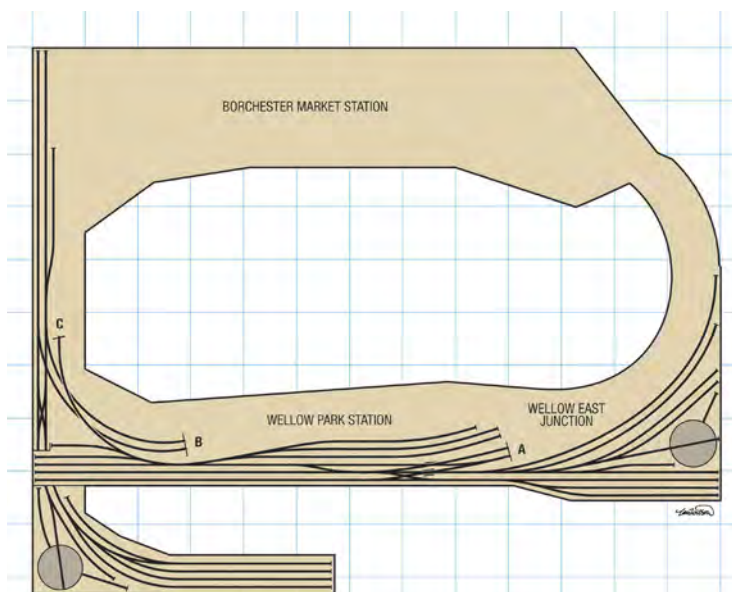
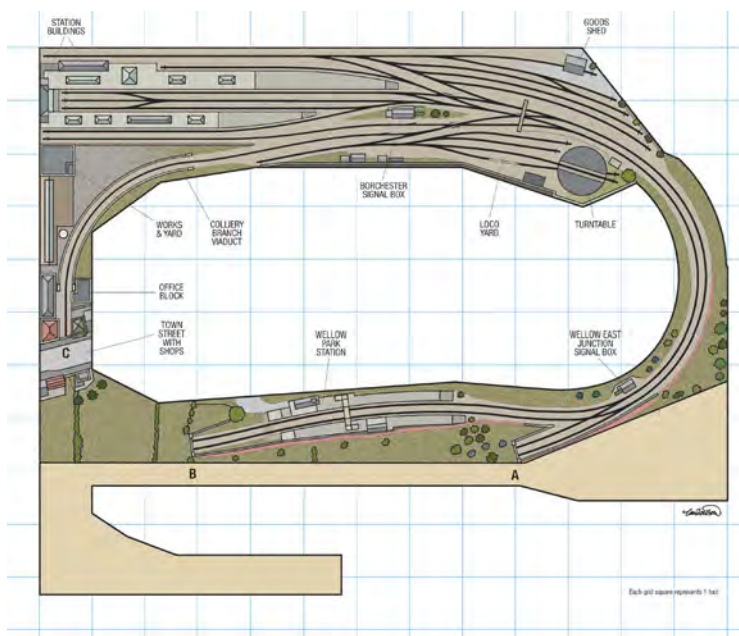
Frank Dyer's original plan for Borchester Town (1949 - 1965)

When I was at school my mother worked for a recycling company in Kettering, and one day came home with a copy of the December 1959 Model Railway News, which she had rescued for me. The main article in the magazine featured a layout that immediately captured my attention and was to become a source of modelling inspiration right up to the present day. That layout was 'Borchester Town' built by the late Frank Dyer. Here was a model where the locomotives, the track, the rolling stock and the buildings had all been built by the owner. The idea of hidden sidings feeding a hardworking country station that disguised the continuous oval track layout has been copied many times since. Frank started planning Borchester in 1949, the year before the BBC decided to give the main town in 'The Archers' the same name! I was fortunate enough to see Borchester Town at the Model Railway Club's annual exhibition in Central Hall Westminster in the 1960s and I make no excuse for repeating Frank's original introduction to his 1959 MRN feature here...

"How many of us like watching trains? Sitting beside the line on a sizzling July morning. As a signal wire creaks, telling of something on the line, which of us does not feel a little tremor of excitement? The thrill of waiting and wondering what it will be; anticipation turning to satisfaction; sometimes even to ecstasy in the fleeting picture offered. For me as for so many others, this is one of the great thrills of life.

Frank started planning Borchester in 1949, the year before the BBC decided to give the main town in 'The Archers' the same name!





Borchester Market (1975 - present), with its sub-level fiddle yard to the right



A Derby 2-car DMU arrives at Borchester Market passing visiting motive power in the form of 8F 2-8-0 No. 48154 and A4 'Pacific' No. 60008 *Dwight D. Eisenhower*. K3 2-6-0 No. 61867 is marshalling vans in the goods yard.
PHOTO: TONY WRIGHT

This is the background to my railway modelling. To provide the observer with some of the joy and pleasure of train watching has always been the end in view. I have tried to make my little model a means towards this end."

That such a small layout – slightly over 12ft by 6ft – packed in so much operation was most impressive. The location was near Sherwood Forest on the edge of the Nottinghamshire coalfield. The period was set in 1957 and the line was assumed to be a proposed but never built link between the Lancashire, Derbyshire and East Coast line from Lincoln to Chesterfield and the Great Northern main line to Kings Cross at Newark. The intensive working of Borchester Main Colliery was the focus of the layout, with short trains of loaded coal wagons brought from the mine to the small marshalling yard by a National Coal Board engine, and longer returning trains of empty wagons hauled by ex GNR or GCR 2-8-0s. There was a return route to the concealed sidings so that a cycle of 'empties in, fulls out' could be operated to the mine.

A small locomotive yard with a turntable provided a means of turning these main line locos, while their trains were dealt with by the local Borchester shunter. Local passenger services were either steam hauled or handled by diesel multiple units – which, at the time, were just beginning to take over from steam. There was also a 5 coach semi-fast service from London, usually hauled by a V2 2-6-2, and a carriage siding was provided to store this stock until the return working to Kings Cross. The other facility at Borchester Town was a small goods yard which mainly handled building materials. On the scenic side the most distinctive feature was the road level access to the station building, with the platforms being reached by a subway. The station was fully signalled and the main home signal was a bracket with a route indicator which controlled access to the station and the yard.

Borchester Town was dismantled in 1968 and, when in 1975 a larger room became available, Frank started work on a new layout. Although it was now conceived as a terminus, many of the original features were

retained and expanded – including the coal mine branch. The name too was perpetuated as 'Borchester Market' and it now became a four platform terminus, still with a small marshalling yard but for goods rather than coal, and with a turntable and locomotive servicing roads as before.

The coal mine was no longer modelled and main line locos ran along the colliery branch over a viaduct to off-scene sidings. The increased size and stature of Borchester, coupled with the availability of double track running, opened up opportunities for more intensive working. A new departure was the addition of a junction named 'Wellow East Junction' - trains taking the right hand route towards Shirebrook and Sheffield passed through Wellow Park Station, while trains taking the left hand route were bound for Newark and the South. In Frank's style the concealed trackwork was quite complicated to allow for the variety of workings necessary to create a realistic operating sequence.

Frank Dyer passed away in 2003, but Borchester Market lives on and has appeared on the exhibition circuit since Frank's death. ■



K2 2-6-0 No. 61745 comes off the Newark leg of Wellow East Junction with a lightweight pick-up freight.
PHOTO: TONY WRIGHT

LAYOUT FOCUS

Hudswell Clarke 0-6-0T "Holly" rolls into the station with a short rake of ex-Great Eastern coaches. I'm sure the driver of the crane engine will return to load the logs on to empty bolster wagons - when they arrive later in the day!



Factfile

Layout name: Tucking Mill
Scale/gauge: 2mm scale
Size: 54in x 12in
Era/region: 1920s/NSLR
Location: North Somerset
Layout type: Fiddle yard to terminus
Power/control: DCC
Words: Jerry Clifford
Photography: Andy York

TUCKING MILL

Jerry Clifford's fictitious West Country layout is full of character and steeped in regional history. But what's the story behind its name?

I have long had an interest in the railways and industries of north and east Somerset, principally the Somerset & Dorset but also some of the lesser railways such as the Great Western and the myriad of industrial and mineral lines which once served the numerous collieries and quarries in the area. This first manifested itself in my modelling with 'Highbury Colliery' (BRM April 2013), which is loosely based on Camerton Colliery but set firmly in S&D territory and has reached its full flowering with 'Tucking Mill and the ever-evolving narrative of the North Somerset Light Railway (NSLR).

Like a cheap suit, Kim and I turn up at shows all over the country and, operating from the front, we get to chat with exhibition goers fielding all manner of questions. Amidst the usual banter and leg-pulling that we like to indulge in, the most frequently asked questions relate to the layout name – Tucking Mill – Is it a real place? Is it a spoonerism? What is 'Tucking' and 'Fulling'? It therefore makes sense to start this minor treatise on the layout and its backstory by attempting to provide some answers.

There was a Tucking Mill in Horsecombe Vale that served the thriving local wool trade as early as the 18th Century. Fullers Earth was mined for centuries in the Bath area, particularly on Odd Down, high above the valley and piped down to the settling tanks at the Fullers earth works in Horsecombe Vale – a process not dissimilar to that used for china clay extraction in Cornwall. Following this, it was laid out on the floor of drying sheds before being ground to a fine powder in the mill and bagged ready for despatch. In reality this meant carting the valuable product the short distance up the lane to the S&D's Midford goods yard. In my world the mill is served by a siding of the NSLR.

Fullers Earth is still extensively used from cosmetics to modern gas masks and chemical warfare suits and even cleaning the Taj Mahal, although feline fanciers are most likely to come across it as highly absorbent cat litter! Extraction in the Bath area ceased in the 1980s.

the name derives from the process of removing oils, dirt and other impurities from wool and cloth by, originally, treading it in vats of stale urine for up to eight hours

The former flock mill, now used to grind Fuller's earth and, behind it, the drying shed with its tall chimney. The S&D's Tucking Mill viaduct strides across the valley in the background.



What on earth?

Afficionados of the S&D will of course have heard of Tucking Mill, which gives its name to the magnificent viaduct that strides across the beautiful Horsecombe Vale a few miles south of Bath. The name derives from the process of removing oils, dirt and other impurities from wool and cloth by, originally, treading it in vats of stale urine for up to eight hours. This joyous activity, known as tucking, (or fulling – from the Latin *fullonica* meaning laundry, or 'waulking' in Scotland and 'pandy' in Wales), was superseded in later years by, among other processes, rubbing the cloth with a highly absorbent red clay – this earth used for fulling logically became known as Fuller's earth.



The morning passenger train again. The OCT with its rather grand carriage on board will, in due course, need to be shunted out to the wharf to be unloaded at the end loading dock situated there.



Everything up to this point is firmly based on fact. The good reader will, I'm sure, have already realised that there was never a station at Tucking Mill and that the North Somerset Light Railway is a figment of my imagination. It is, however, very much grounded in reality. Essentially, the fictitious history broadly follows that of the real line, opened by the Great Western in 1910, to serve the coal mines of the Cam Valley – the Camerton branch, famed for its use in the filming of *The Titfield Thunderbolt*. My version diverges from reality in two key areas. Firstly, I have the line being built under the auspices of the Light Railway Act and opening in 1905, taking on a distinct Colonel Stephens feel, for no better reason than that I find both the stock and the railway architecture and infrastructure immensely appealing. Secondly, rather than the line continuing from Midford along the valley to Limpley Stoke and a junction with the GWR's Bath to Bradford-on-Avon line, I have it terminating at Tucking Mill with a short spur to the S&DJR's goods yard at Midford – a scheme that was in fact put forward by the stillborn NSLR before being abandoned in favour of the GWR's scheme. The subsequent history of the NSLR I envisage mirroring that of the real line, being almost entirely dependent on the fortunes of the coal mines along the valley, principally those at Dunkerton and Camerton. The meagre passenger service would almost certainly have gone by the second world war, with freight lasting as long as the mines. Those in the Cam Valley had all gone by the early 50s, with the last coal mine in Somerset closing in 1973. In my reality I have the line remaining open to the early 70s, as an alternative outlet for the remaining collieries, simply because I get the occasional urge to run grubby hydraulics and 16T minerals!

The model sets out to depict the station as it might have looked in the 1920s, with freight receipts just about in profit and the meagre passenger service hanging on by its fingernails. The former flock mill now serves the Fullers Earth works, whose products are despatched all over the country, the siding superseding the adjacent, and rapidly silting up, Somerset Coal canal. Timber for use in the local collieries is also despatched from the yard. In addition there is a gated siding to a wharf from where high quality Oolitic limestone is loaded. The Bath stone, which is brought down by tramway from quarries up on Combe Down, is in great demand for buildings in London and elsewhere. William Smith's Wharf, named

Denys Brownlee and 2FS

Denys Brownlee (1921-1996) was one of the founder members of the 2mm Scale Association. Following service in the RAF he worked as plant engineer in a plastic mouldings company. He was a highly skilled and innovative modeller whose pragmatic approach to engineering problems always produced a workmanlike solution, something which both friends and the Association benefited from greatly.

Denys is probably best known for his exquisite locomotives which were entirely scratchbuilt, including the wheels and often the motor. He won the Associations coveted Groves Trophy more times than any other person. He was very involved with the building of the MRCs Copenhagen Fields, his model of Flying Scotsman is still a regular performer as is probably the largest 2mm model he ever made, the mechanism for the tramway on the Caledonian Road.

His beautiful model of the Somerset and Dorset terminus at Burnham-on-Sea can still be seen on the exhibition circuit today, now owned by John Perrit and three of the locomotives Denys built for the layout are in my care and work on my Bath Queensquare layout as well as making occasional guest appearances on Tucking Mill. All three are completely scratchbuilt, including the wheels although the homemade motors have, in recent years, been replaced with more modern coreless types.

SDJR 7F No. 88 2-8-0. One of the large boilered second batch built in 1925.



SDJR Johnson small No. 17 4-4-0 of 1891, as reboilered in 1908.



SDJR Bulldog No. 72 0-6-0 of 1902 in original condition.



after the father of English geology who first came to prominence with his work on the Coal Canal, forms a completely separate micro-layout which will form the subject of a separate article in a future issue of *BRM*.

Vinyl Revival

The layout itself contains little that is radical or revolutionary. The baseboards are high quality ply, which first saw the light of day as a rather ugly but perfectly functional piece of post-war 'austerity' furniture. The train table/fiddle yard is more re-cycling being formed of an old record deck with a new ply lid. The large disc and beautifully smooth bearings are perfect for the job, although the resurgence in the popularity of vinyl amongst music lovers means they can no longer be picked up in charity shops for a pittance. As an alternative I recently picked up a 'lazy Susan' from a certain Swedish furniture retailer, which looks like it could serve a similar purpose.

Track & Stock

Trackwork is all rendered in Code 40 bullhead to the Finescale standards of the



0-6-OST *Kimberley* slumbers quietly on shed. Everything at Tucking Mill happens at a leisurely pace!

2mm Scale Association. Pointwork is soldered with copper clad sleepers and chairplates actuated via Cobalt slow action motors which, after some initial issues with reliability, now work well. Plain track is the association's plastic-based Easitrac, the lot being either ballasted with sieved aquarium sand or buried in filler.

As befits a light railway, locomotives are a motley collection, the four most commonly seen in action are;

0-6-0ST *Kimberley* – A heavily slimmed and butchered Peco/Wills Manning Wardle body kit on a scratchbuilt chassis.

0-6-0T *Stephanie* – A repainted and detailed Dapol Terrier body on a scratchbuilt chassis.

I have the line being built under the auspices of the Light Railway Act and opening in 1905, taking on a distinct Colonel Stephens feel, for no better reason than that I find both the stock and the railway architecture and infrastructure immensely appealing

Former Bodmin and Wadebridge Fletcher Jennings 0-4-0ST *Bodmin* cautiously descends the short branch from the wharf with a couple of sizeable blocks of Bath stone.



LAYOUT FOCUS

0-6-0T *Holly* – This attractive little Hudswell Clarke side tank has a David Eveleigh etched body, again on a scratch-built chassis.

0-4-0ST *Bodmin* – This ancient, former Bodmin and Wadebridge railway Fletcher Jennings locomotive is entirely scratchbuilt by the brilliant John Greenwood.

Colonel Stephens stalwarts, an Ilfracombe goods and a Ford railbus are slowly making their way through the works and will hopefully enter service over the next year or so.

The subsequent history of the NSLR I envisage mirroring that of the real line, being almost entirely dependent on the fortunes of the coal mines along the valley



Ex LBSC Terrier *Stephanie* draws an empty coal wagon and a loaded van out of the mill siding.

Fuller's earth is despatched from the mill either in vans or opens, here seen waiting to be sheeted in order to keep the precious clay dry. The silted up, weed choked canal is in the foreground.





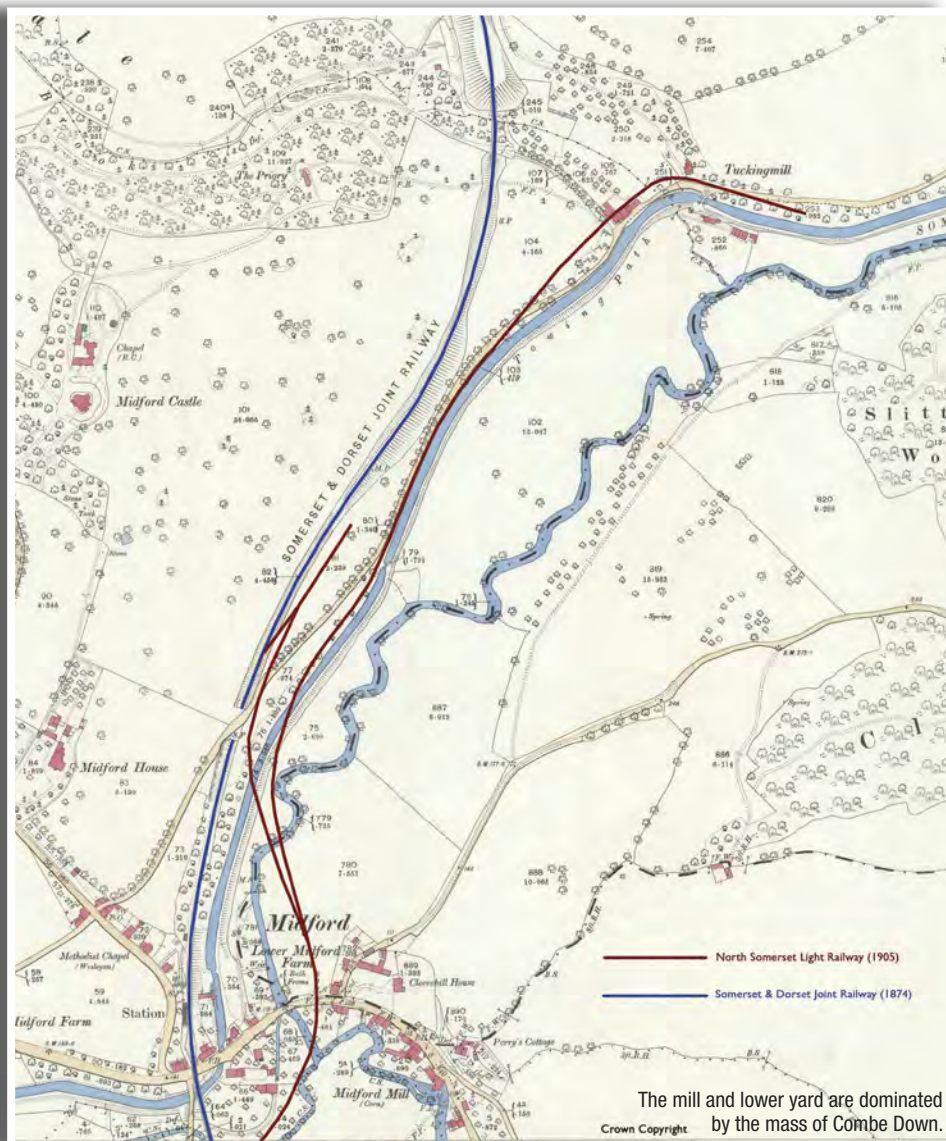
All the locomotives use wheels and gears from the 2mm Scale Association. Coreless motors from the likes of Faulhaber, Maxon and, more recently, Chinese imports via ebay provide the grunt which when combined with CT electronic DCC chips give excellent running for such tiny models. The motive power available is regularly supplemented by items lifted from my Bath Queensquare stud, usually either a Midland 1F or S&D Jinty although spectators at shows will often witness much bigger and more unlikely visitors!

Coaches are from etched kits, either reductions from the larger scales such as the North London four wheelers or short runs by fellow Association members as in the case of the ex-GE stock. Wagons are picked from the large selection available for the home layout. I like building wagons and over the years have built well into three figures. Their origins vary widely from modified proprietary to scratch-built via kits from a huge range of sources, all running on Association wheels. As I outlined in my piece on getting started in 2FS (see **BRM** October), and like the majority of 2mm modellers, I don't worry too much about the difference in scale between 2mm and N.

Scenery

Landscaping is also pretty conventional. A scenic shell of plaster bandage is coated in textured exterior paint followed by ground cover of dyed lint teased up with a suede brush and a variety of commercial ground foams – I'm yet to master the new fangled static grass but with nice fluffy lint now as rare as hen's teeth I am experimenting! Trees are predominantly sea moss with the occasional wire-armatured specimen added for strength. The silted up canal is painted and varnished ply, steadily being choked by painted Lillis, ground foam weeds and rushes from bleached sisal string and cheap paint brush bristles.

The buildings are all based on prototypes. The mill was drawn up from photographs of the one at Tucking Mill in Roger Halse's excellent book on the Coal Canal. The station building is pure Colonel Stephens, being a mirror image of Rolvendon on the Kent and East Sussex, with smaller, ancillary buildings lifted from Tetbury and Watlington. Embossed plastic card is my favoured material, with paper tiles and embossed foil for corrugated iron. ■



TRI-ANG AND THE MASTERS OF PLAY VALUE

Pat Hammond provides a potted history of this iconic company, and picks out some of the key items in its inventory.



Tri-ang Railways came into being in May 1952, a few months after the major British toy-maker, Lines Bros. Ltd, purchased Rovex Plastics Ltd from Alexander Vanetizian. In setting up his company after the Second World War, Vanetizian had received a substantial loan from Marks & Spencers Ltd. This was to be refunded by supplying of a range of plastic toys that could be sold in M&S stores.

Manufacturing toys in plastic was still a novelty, but the range produced by Rovex had included a toy telephone, spinning top, tea set, fire engine and small clockwork cars and vans. However, it was when Sir Simon Marks wanted Rovex to produce an electric train set that things started to go wrong and directly led to the company having to be sold.

The poor performance of the Rovex train set and the search for a company to invest money in its development occurred at the same time that Lines Bros. Ltd were themselves wanting to branch out into model railways. The success of Hornby Dublo, Trix Twin and the Graham Farish system had shown that there was a bright future for such a product and Lines Bros. wanted some of that success.

Having bought Rovex Plastics Ltd and renamed it Rovex Scale Models Ltd, they set about turning the Rovex train set into a successful product. A brand-new factory was built at Margate in 1954 solely to produce Tri-ang Railways and, by the late 1950s, the system was the clear market leader.



Tri-ang

Regd. Trade Mark

RAILWAYS



"OO" GAUGE PRECISION ELECTRIC
AND CLOCKWORK SCALE MODELS

There were various reasons for its popularity. It was inexpensive thanks to good design and modern efficient production methods. It was using plastic to produce realistic looking parts, while others were still using printed tinplate and cast metal bodies. It had a very reliable motor based on ones developed during the war for moving parts in aircraft. Lines Bros knew the toy market as well as anybody and knew how to market their products. From 1955, the company produced an exciting full colour catalogue each year, which showed a fast expanding model railway system, which outgrew all its rivals and offered great play value.

"OO" GAUGE
SCALE MODELS

Tri-ang

Regd. Trade Mark

RAILWAYS

LINESIDE
BUILDINGS

R62

R60

R66

R69

R71

R61

R70

R72

R68

R73

R75

Here we illustrate a typical arrangement of station buildings, platforms, etc. Details of individual items are listed opposite.

Page 10

Creating play value led to some interesting products such as a non-electrical travelling post office, a fog warning hut and a bell signal set, but more of these later. The first lineside accessory for owners of a Tri-ang Railways train set was a railway station consisting of platforms, buildings, steps, fences, island canopies, advertising posters and even a newspaper kiosk, and later a refreshment kiosk. These could be bought in sets or individually so that a station could grow over time. One platform even had centre steps leading down to a supposed subway! Engine sheds, water tower, water crane, telegraph poles, signals, footbridge, loading gauge and electric turntable quickly followed.

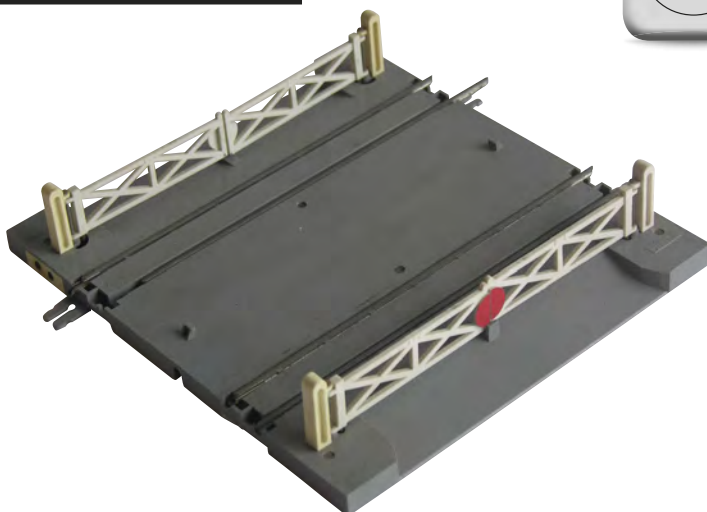


FEATURE



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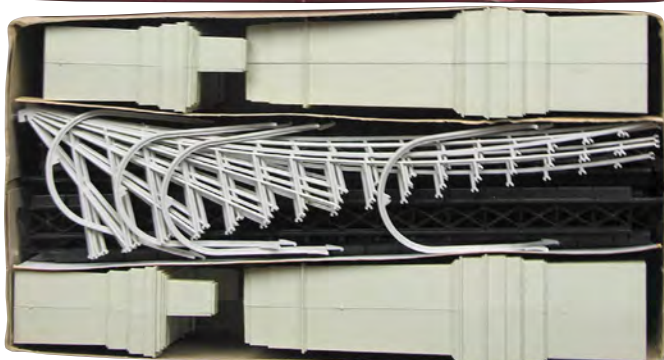


The fog warning hut was one of the most unusual items. It fired a cap (previously placed under an internal hammer) when a passing train knocked the trigger. The idea of the bell set came from bell signalling that was at the time used for communication between signal boxes – and it worked.

Two ideas that did not make it into production were an electric diesel horn hidden behind an advertising hording and a roadway system, which extended outwards from the early level crossing. The level crossing's plastic base was slotted ready to take the road unit. Although the road sections did not make it into production, some tooling was made and I was fortunate to be sent some samples at the time I was writing the history of the Tri-ang Railways system.



A road system was eventually developed by Rovex's sister company – Minic Ltd. This was Minic Motorway slot system, which was designed to operate alongside the railway, be it that the vehicles it used were to a larger scale, as very small electric motors were not yet available. A wagon loading ramp allowed Minic cars to be driven onto a special railway car carrier; also, road sections were available which incorporated slot and railway track. Minic produced road-rail container vehicles that were used in Britain before the international container system took-off.



Rovex did not produce just one type of bridge but a range of them, the largest being the grand Victorian Suspension Bridge, which even had an extension set to make it even longer. And let us not forget the working Freightliner Depot Crane allowing you to load and unload containers.

Other interesting items were two types of tool kit. One was an inexpensive pocket kit containing a screwdriver, with a choice of heads, and a pair of tweezers. The other, called a Home Maintenance Set, contained the pocket kit plus four reels of wire, fishplates, couplings etc. and a circuit tester. There was also an ingenious electric brush for cleaning locomotive wheels and you could buy a Tri-ang Railways record to play railway sounds in your train room.

In 1964, following an approach from Meccano Ltd, Lines Bros agreed to buy out their rival and Meccano Ltd was added to the Tri-ang Group of companies. Production of Hornby 0 gauge and Hornby Dublo had ceased and the name 'Hornby' was transferred to Tri-ang Railways, which then became Tri-ang Hornby. At the time, Rovex were looking for new ideas for play value. Already many of the locomotives had 'smoke' generators fitted below their chimneys and 'Magnadhesion' to improve their pulling power. Soon they would have chuff-chuff sound by the addition of a cheap and simple device fitted beneath some of the tenders. Then someone came up with the idea of 'Battle Space', but that's another story!

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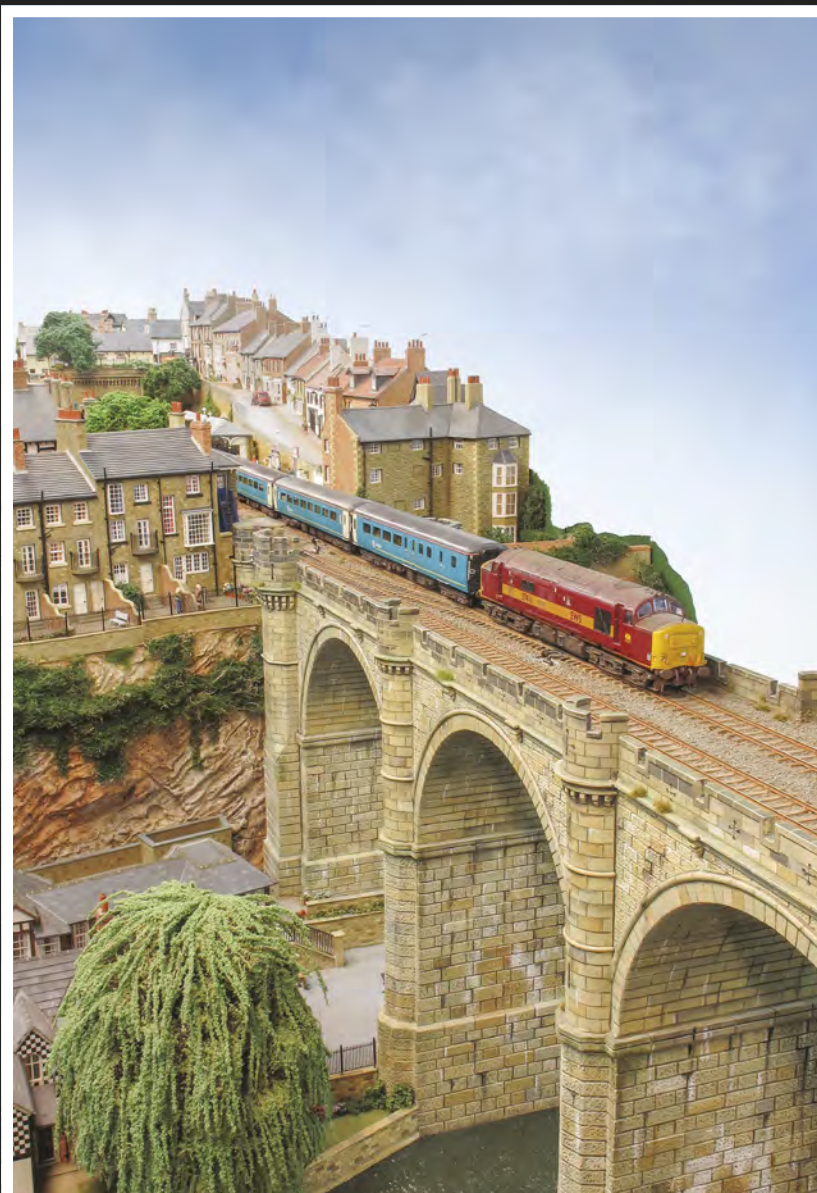
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DONCASTER PREVIEW

The 2018 Festival of British Railway Modelling makes a triumphant return to Doncaster Racecourse. Here are just a few of the many layouts to look out for, this year with a distinctly British theme.



Worlds End (00)

Pete Goss' model of Knaresborough is architecturally outstanding. Its viaduct is just one of several stunning features, but can you spot Mother Shipton's cave?



Kirtley Bridge (0)

Bob Hordern's sunny LMS layout captures West Yorkshire in vivid detail, with both passenger and goods services in full working order.

In a nutshell

Visitors can enjoy over 30-handpicked layouts, with a predominantly 'Best of British' theme. With over 80 quality traders, dealing in all gauges, scales, regions and eras, there's a wealth of shopping opportunities.

Expert demonstrators are also on hand to share their skills and answer your questions. Be sure to say hello.

There's free parking on site, and a free shuttle bus service from Doncaster Railway Station taking you straight to the venue.

Put simply, this show is a must for every railway enthusiast, whether you're looking to stock up on essentials or looking for a great family day out.

The 2018 Festival of British Railway Modelling takes place at the Doncaster Exhibition Centre, DN2 6BB from February 10 – 11. Visit www.world-of-railways.co.uk for further details, and we look forward to seeing you there!



Much Murkle (00)

Idyllic scenes and rural industry combine in Nick Wood's GWR layout. With its imagined Herefordshire setting, he even finds space for a cider house. Quite right!



Liverpool Lime Street (EM)

There's plenty to admire about John Holden's model, including its substantial station roof. But what goes on behind the scenes is equally impressive.



Brixham Bay (N)

Kevin and Judith Cartwright's detailed model depicts this Devon fishing town in the midst of the D-Day preparations. Be sure to ask them about the crashed German aircraft.

Essential information

Tickets for this amazing show are selling fast, with prices as follows:

When? February 10 – 11, 2018

Where? Doncaster Exhibition Centre, DN2 6BB

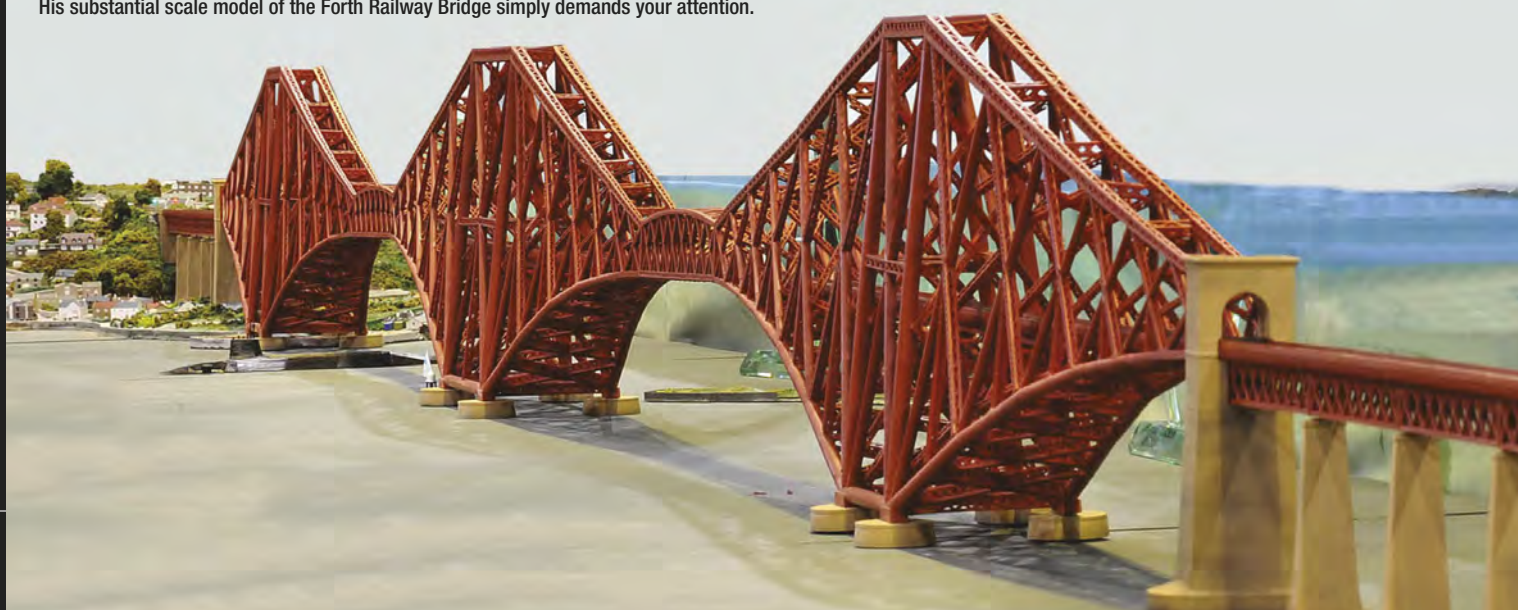
How much? Advance ticket prices (available via www.world-of-railways.co.uk) BRM Subscribers £7, Adults £8, Children (5-16) £4.50, Families (two adults and up to three children) £27. **On the door prices:** Adults £9, Children (5-16) £4.50, Families (two adults and up to three children) £27

Pre-booking www.world-of-railways.co.uk

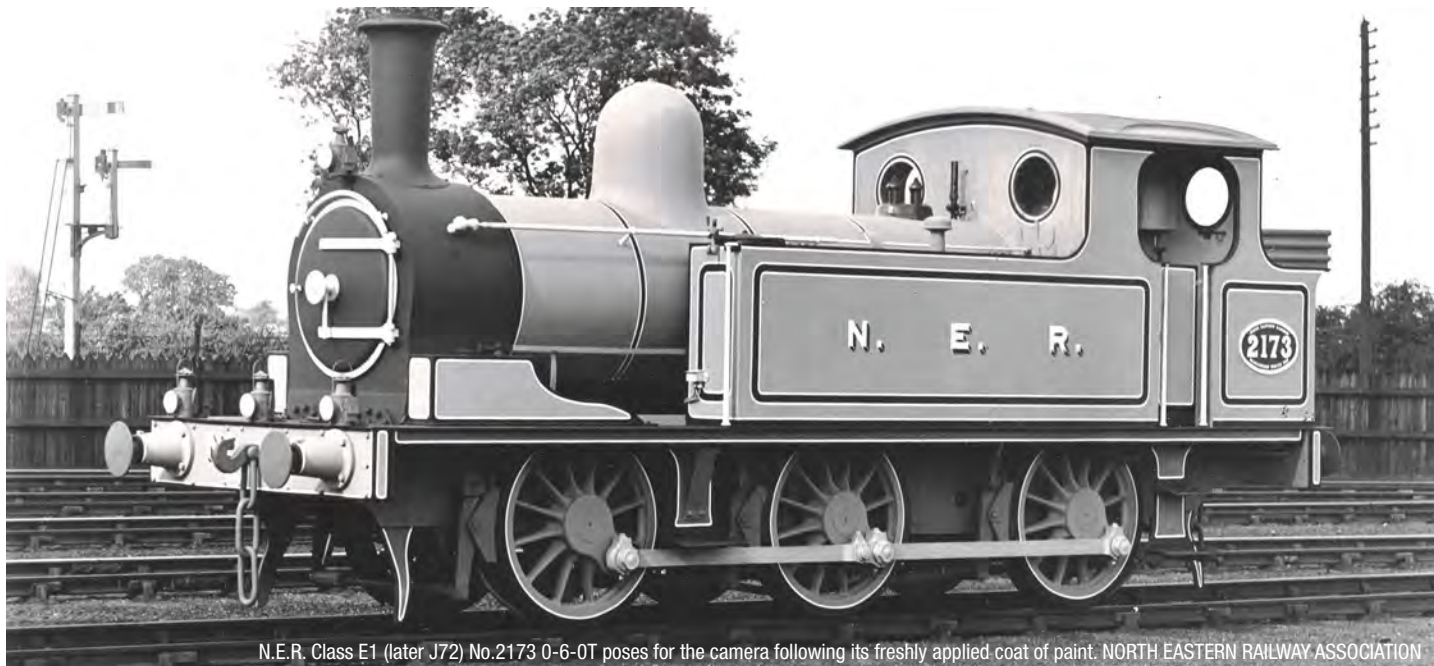
The Bridge (T)

If T gauge is supposed to be for novelty layouts, nobody told Doug Kightley.

His substantial scale model of the Forth Railway Bridge simply demands your attention.



BACHMANN 2018/19 PRODUCT ANNOUNCEMENTS



N.E.R. Class E1 (later J72) No.2173 0-6-0T poses for the camera following its freshly applied coat of paint. NORTH EASTERN RAILWAY ASSOCIATION

Phil Parker attended Bachmann's new range announcements at its event in Meriden. Here are some of the highlights from its OO gauge range.

The omens didn't appear good when a few days before the annual press and trade event, Bachmann announced that its new DCC compatible chassis for the Parallel Boiler 'Royal Scot' Class 4-6-0 and Class 166 models in GWR and Network SouthEast liveries were no longer viable and wouldn't be produced in the foreseeable future.

Managing Director David Haarhaus confirmed that 2017 has been a positive year for the company. Branchline sales are up 6%, N gauge is holding steady and when all brands are taken into consideration, overall growth is around 9%. Existing projects are progressing well and the backlog of previously announced models is nearly completed. Modellers waiting for the long-delayed Class 158 DMU will see engineering prototypes at Warley this year.

Astonishingly, Bachmann Europe has released two new items per day in the last year when re-liveries are taken into consideration. 373 of these are from the model railway family – Branchline, Graham Farish, EFE and Scenecraft including 144 new toolings. Its product announcement day saw new tooling announced for products we'll be able to buy later in the year – a position the firm has been trying to get to for years.

As for cancellations, it was explained that it's no longer sensible to spend £100,000 on tooling for a model that can only be sold in a few liveries. Change is also evident in other design aspects. More models are being supplied with factory-fitted speakers, even if it necessitates significant redesigns of tender chassis, it's what modellers are now demanding. They also

Joining the Bachmann Branchline OO gauge range in 20148 is Class E1 No. 2173 in NER Lined Green livery (31-063). PHOTO NORTH EASTERN RAILWAY ASSOCIATION



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CONTENT**

For the full range of Bachmann Europe's 2018/19 announcements, including Graham Farish, 009 Narrow Gauge, Exclusive First Editions and W. Britain's, visit www.RMweb.co.uk

don't like generic DMU underframes. Where detail was once half-depth because no-one cared much, it now has to be fully modelled requiring more effort on the part of research and design teams and little or no chance of sharing mouldings.

This is evident in the release program, which includes a number of re-toolings for existing models. Its V2 was to be a simple re-chassis but now is now a new model because the team didn't feel that doing half a job did the prototype justice. While developing new products, efforts are being made to incorporate changes into the tooling so related prototypes can be made available. The J72 will be sold in early and late versions, both being produced in the same run. We can expect to see these on sale this year. Its Class 158 DMU will be joined by a Class 159.

It's a busy time in the design office. Two airfreight sample deliveries see 6-8 items land each week for checking and approval. Some models have been more successful than expected. The Graham Farish sound-fitted 'Castle' sold very quickly, a vote of confidence in N gauge sound.

Moving into 009 gauge has also paid off. Despite increasing production runs on the basis of pre-orders, the Baldwin tank has sold out before the first samples have landed. This reinforced the decision to add a Quarry Hunslet to the range. More Baldwins, new wagons and a coach are to join the range as part of a program with planning running 12 to 24 months ahead. This doesn't include anything from the Bachmann USA range of 'Thomas the Tank' narrow gauge 4mm scale locomotives either, licensing terms

prevent these being included in the British 009 gauge range, even if produced as Talylyn prototypes.

Beyond the railway range, the EFE model buses are being upgraded, with extra panel lines that had been left off in the past to make livery printing easier. Wing mirrors are also appearing for the first time.

Underscoring their confidence in the hobby is the new Western Region Pullman set. A revised nose skirt and ugly multiple unit jumper cables have been applied to the existing Blue Pullman mouldings (the Blue Pullman will no longer be produced because of these changes) to represent the later life of these iconic trains. Supplied only as part of a train set pack with a Dynamis Ultima DCC system, each power car is sound

Thanks to David Haarhaus, Dennis Lovett and Stephen Tooley of Bachmann, members of The Wishlist Poll Team attended the launch event in Meriden. The Wishlist Poll is held every year via RMweb and allows modeller to vote on the models they'd like to see available RTR in the future. See the results of the poll in the Spring issue of **BRM**, on sale March 1.

fitted so the start-up noises aren't synchronised with each other. The set has an RRP of over £900, a bullish decision in the current climate, but one they feel is viable.

Overall, Bachmann's display was positive. It might have been short of big new announcements – the most significant entirely new locomotive being the Hunslet – there's a lot of development going on. More importantly, they have listened to modellers complaining about the long-time lag between announcement and delivery of new models, evident by the samples of models we hadn't heard about until the day in the cabinets. ■

New Tooling – Bachmann Branchline (OO Scale) TRAIN SETS AND COLLECTORS EDITIONS

Class 251 Western Pullman (REVISED TOOLING TO CAB FRONT)



30-420 Western Pullman Dynamis Ultima Digital Sound Train Set in Grey/Blue British Rail Pullman livery

Revised Tooling to allow the later Western Region version of the 6-car former Blue Pullman unit to be modelled, as working on the Western Region of British Rail (1966 to 1973)

STEAM LOCOMOTIVES

LNER Class E1/J72 0-6-0T (REVISED TOOLING TO CAB FRONT)



31-060 Class J72 No. 2313 in LNER Lined Black livery

New Tooling, Steam heat and vacuum brake fitted

31-061 Class J72 No. 68733 in BR Black livery with Early Emblem

New Tooling

31-062 Class J72 No. 68696 in BR Black livery with Late Crest

New Tooling, Steam heat and vacuum brake fitted

31-063 Class E1 No. 2173 in NER Lined Green livery

New Tooling, as built condition

STEAM LOCOMOTIVES

LB&SCR H1 Class Atlantic 4-4-2



31-910 H1 Class Atlantic No. 39 *La France* in LBSCR livery

This model was initially produced as a special commission for Locomotion Models and has not appeared in the main catalogue before.

LNER Class V2 2-6-2 (ALL NEW TOOLING, NOT PREVIOUSLY ANNOUNCED VERSIONS)



35-200 Class V2 No. 4791 in LNER Apple Green livery
New Tooling, as built condition

35-201 Class V2 No. 60845 in BR Lined Black livery with Early Emblem

New tooling

35-202 Class V2 No. 60847 *St Peter's School* in BR Lined Green livery with Late Crest

New Tooling, outside steam pipes

GNR C1 Class Atlantic 4-4-2 (NOT PREVIOUSLY IN MAIN RANGE)



31-762 GNR Class C1 Atlantic No. 4421 in LNER Green livery

This model was initially produced as a special commission for Locomotion Models and has not appeared in the main catalogue before.



Railway Operating Division 2-8-0

35-175 Railway Operating Division (ROD) No. 1918 in War Department Black livery

New Body Tooling to represent ROD built locomotives – previously only the Great Central Railway and Great Western Railway types have been available



35-17 Railway Operating Division (ROD) No. 2394 in LNWR Black livery

New Body Tooling to represent ROD built locomotives running post war

Second Generation Diesel Multiple Units

35-625 Class 170/1 3-Car DMU No. 170104 in Cross Country livery. *New Tooling*

35-626 Class 170/4 3-Car DMU No. 170453 in ScotRail (Saltire) livery. *New Tooling*

35-580 Class 171 2-Car DMU No. 171722 in Southern livery. *New Tooling*

35-560 Class 168 2-Car DMU No. 168327 in Chiltern Railways livery New Tooling, represents Class 168/3s that were reclassified from 170s

31-520 Class 159 3-Car DMU No. 159013 in BR Network SouthEast livery. *New Tooling combination which adds a centre car to the previously announced Class 158 models*

COACHES

Bulleid Coaches

34-725 Bulleid Semi-Open Brake Third (10in Vents) in Southern Railway Malachite Green

34-725A Bulleid Semi-Open Brake Third (10in Vents) in Southern Railway Malachite Green



34-750 Bulleid Corridor Composite (10" Vents) in Southern Railway Malachite Green. *All new Tooling, 34-725/725A/750 will make set 790*

Class 25/1 and 25/2 Diesel Locomotives



32-341 Class 25/2 No. D5282 in BR Green livery with Small Yellow Panel

32-340 Class 25/1 No. 25060 in weathered BR Blue livery

New Tooling developed from the Class 24/1

COACHES continued



34-775 Bulleid Corridor Third (10in Vents) in Southern Railway Malachite Green. *New Tooling - a 'loose' coach that would be added to strengthen sets*

34-726 Bulleid Semi-Open Brake Third (10in Vents) in BR (SR) Green

34-800 Bulleid Brake Composite (10in Vents) in BR (SR) Green. *New Tooling, 34-726/800 will make set 69*

34-727 Bulleid Semi-Open Brake Third (15in Vents) in BR Crimson & Cream

34-727A Bulleid Semi-Open Brake Third (15in Vents) in BR Crimson & Cream

34-751 Bulleid Corridor Composite (15in Vents) in BR Crimson & Cream

34-776 Bulleid Corridor Third (15in Vents) in BR Crimson & Cream

34-776A Bulleid Corridor Third (15in Vents) in BR Crimson & Cream. *New Tooling 34-727/727A/751/776/776A will make set 847*

WAGONS

Parrot Wagon

38-740 War Office 'Parrot' Bogie Wagon in WD livery with Sheeted Tank Load

38-741 War Office 'Parrot' Bogie Wagon in LMS Grey livery. *New Tooling, represents wagons with pressed steel sides as built for the First World War*

For the full range of Bachmann Europe's 2018/19 announcements, including Graham Farish, 009 Narrow Gauge, Exclusive First Editions and W. Britain's, visit www.RMweb.co.uk

HORNBY UNVEILS FIVE ALL-NEW MODELS FOR 2018

Hornby has unveiled its programme of new models for 2018, featuring three all-new steam locomotives, a much-requested restaurant car and a new LNER brake van.

A Southern Railway 'Lord Nelson' 4-6-0 heads the list, further expanding Hornby's SR fleet. It will be joined by a retooled LMS streamlined 'Princess Coronation', which complements the unstreamlined locomotives released in 2017, and a North British Railway 'J36' 0-6-0. The latter, a rare venture into Scottish pre-Grouping steam.

The 'Nelson' will be produced in Southern Railway green as No. 851 *Sir Francis Drake* without smoke deflectors, British Railways late crest lined green No. 30850 *Lord Nelson* with Twin Track Sound (TTS) and No. 30863 *Lord Rodney* in BR early emblem lined green. First deliveries are expected in the second quarter of the year.

Streamlined 'Duchesses' will appear towards the end of the year as LMS blue/silver No. 6221 *Queen Elizabeth* and Nos. 6229 *Duchess of Hamilton* and 6244 *King George VI* in LMS crimson and gold.

Heading the first batch of 'J36s' will be preserved No. 673 *Maude* in NBR lined black, as seen on the main line in the 1980s, with Twin Track Sound. Two other versions will feature mid-1920s L&NER lined black No. 722 and BR early emblem black No. 65311 *Haig*. All are expected in the third quarter.

The only new item of coaching stock is a Maunsell Diagram 2651 59ft Restaurant Kitchen (RK) vehicle, designed to work with the existing family of Hornby

'Maunsells' and which will be released in Southern green and BR Southern Region green in the final quarter of the year.

The final all-new item for 2018 will be an LNER 20t 'Toad' brake van, which will be offered in both 'Toad B' and later 'Toad E' variants in LNER bauxite and BR unfitted grey.

Also in preparation is a re-designed BR '4-VEP' four-car EMU featuring improved detail and better inter-car couplings. An unexpected development is a 12T ventilated van with Twin Track Sound. This product is still in development and more details will be announced later.

Hornby has also introduced a new 'era' system designed to make life easier for modellers wanting to match locomotives and rolling stock from the same periods. Locomotives and rolling stock are now grouped into 11 broad periods reflecting the evolution of Britain's railways over the last 200 years. See www.hornby.com for more information.

FACT FILE

SR 'LORD NELSON' 4-6-0



Developed from the highly-successful 'King Arthurs', and carefully designed to fit the same profile, the Southern Railway 'LN' or 'Lord Nelson' 4-6-0s were designed by Richard Maunsell. 16 were built at Eastleigh Works, starting with a single prototype in 1926.

After trials at Eastleigh, No. E850 was sent to Nine Elms for trial running on Western Section main lines to Bournemouth, Portsmouth and Exeter, before moving across to Battersea for trials on the Dover boat trains. There was enough confidence in the design for a further 15 to be ordered.

The delivery of Bulleid's 'Merchant Navy' and 'Battle of Britain/West Country' 4-6-2s in the 1940s reduced the 'Lord Nelsons' to a supporting role on the Western Division, although they continued to provide sterling service on secondary expresses and Southampton boat trains until their withdrawal in 1961/62.

FACT FILE

NBR CLASS 'C' / LNER 'J36' 0-6-0



Introduced in 1888 by the North British Railway as its Class 'C', this group of inside-cylinder 0-6-0 goods locomotives was designed by Matthew Holmes and enjoyed a long career with the NBR, LNER and British Railways.

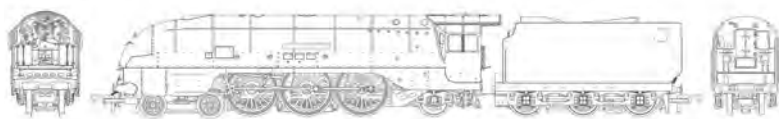
With the opening of the second Tay Bridge in July 1887 and the impending opening of the Forth Bridge in 1890, the NBR needed more powerful goods locomotives to supplement earlier 0-6-0 types. The NBR's Cowlairs Works in Glasgow built 138 machines with the other 30 split between Neilson & Co. and Sharp, Stewart & Co., also in Glasgow. Between 1913 and 1923, the class was rebuilt with larger boilers, new cabs, chimney and better springs.

In 1917, 25 of the rebuilds were sent to France for service on the Western Front with the Railway Operating Division (ROD) of the Royal Engineers. On their return to Scotland in 1919 they were given names of battles, generals and a cartoon soldier (Ole Bill) in recognition of their active service. The names were hand-painted on the splashers above the middle driving wheel in traditional NBR style.

No. 673 *Maude* is preserved by the Scottish Railway Preservation Society at Bo'ness and had a brief return to the main line, hauling railtours in the early-1980s.

FACT FILE

LMS 4-6-2 STREAMLINED PRINCESS CORONATION



R3623 - QUEEN ELIZABETH - HA-01175

The 'Princess Coronations' were an enlarged and improved version of the 'Princess Royals', built to haul expresses between Euston and Glasgow, including the 'Coronation Scot' non-stop train.

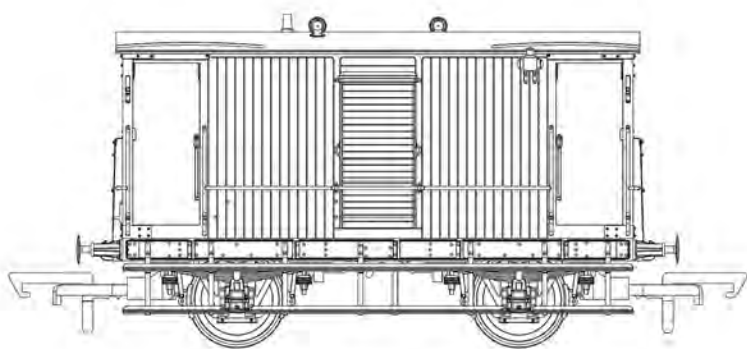
The first ten built in 1937 were delivered with a streamlined casing. Nos. 6220-24 were painted in a striking blue and silver livery to match the 'Coronation Scot' train, celebrating the coronation of King George VI. Nos. 6225-29 were painted in a similar style, but in crimson with gold lining to match standard LMS crimson express stock.

Of the 38 locomotives built up to 1948, Nos. 6235-44 and 6245-48 were delivered in streamlined form, entering service in June 1939-July 1940 and June-October 1943 respectively. They also carried LMS crimson/gold, but the stunning pre-war liveries quickly gave way to dowdy wartime black.

Wartime running, subject to speed restrictions because of the lack of maintenance to the track, meant that the benefits of the streamlined casing could not be exploited and in October 1945, the Acting CME of the LMS, George Ivatt, recommended that it be removed. In April 1946 No. 6235 *City of Birmingham* was the first to be 'defrocked'. In May 1949 No. 46243 *City of Lancaster* was the last to take on a more conventional appearance.

FACT FILE

LNER 'TOAD B/E' BRAKE VANS



As the newly formed London & North Eastern Railway's older, pre-Grouping brake vans reached the end of their working lives, a programme of renewals was put in place. The first new design, appearing in 1924, was a 19ft long, 20t brake van adopting the best features from former Great Northern and North Eastern Railway types.

Allocated Diagram 34 and coded as 'Toad B', these new vans had steel solebars and headstocks, vertical wooden planking on the van sides and ends and a wooden side ductet with horizontal wooden planking. Minor details were improved over the next six years until, in 1930, steel side ductets were introduced and diagram number 64 was issued.

No fewer than 711 'Toad B' vans were built in eight lots, with 698 making it through to Nationalisation. 901 'Toad E' vans were built in seven lots, with 883 being absorbed by BR.

FACT FILE

MAUNSELL 59FT RESTAURANT KITCHEN



In August 1925, the Southern Railway ordered the first six of 26 First Class Dining Saloons built to Diagram 2651 for the London-Bournemouth, London-Portsmouth and London-Exeter routes.

They seated 24 diners in four seating bays and also featured a Kitchen, Pantry, Service Vestibule and side corridor so that passengers could reach the saloon from both ends.

From April 4, 1944, all the Dining Saloons were taken out of service, and stored for the rest of the war. After re-introduction, a number of alternative workings and conversions took place, reflecting changing public tastes in on-train catering. Amongst these, ten Restaurant Cars were allocated to the Eastern Section in 1947 and staffed by the Pullman Car Co., followed by a further four in 1948/49, two of which were repainted in Pullman umber/cream. During 1953/54, these 14 cars, plus a further eight from the Western Section, were converted to Buffet Cars, with 14 retained as Kitchen/Dining Firsts until their withdrawal.

OTHER 2018 NEW RELEASES

Train Sets

- R1214 East Coast Express with BR early emblem green 'B17' West Ham United (Q3)
- R1220 Highland Rambler starter set with HR blue 'Pug' (Q3)

Train Packs



- R3606/R4871 Pullman umber/cream '5-BEL' EMU No. 3053 (Q3)
- R3607 'The 15 Guinea Special' pack with No. 70013 Oliver Cromwell and 3x BR Mk 1s (maroon BSO and 2x blue/grey TSO)
- R3612 'Mallard at 80' limited edition anniversary pack (Q2)
- R3609/R4870 GWR green Class 800/0 800003 Queen Elizabeth II/Queen Victoria (Q3) – driving and intermediate cars sold separately

Steam Locomotives



- R3507 TTS BR early emblem black 'S15' 4-6-0 No. 30832 (Q1)
- R3600 TTS NBR lined black Class 'C' 0-6-0 No. 673 *Maude* (Q3)
- R3603 TTS BR late crest lined green 'LN' No. 30850 *Lord Nelson* (Q2)
- R3615 United Alkali Co. Ltd. Green Peckett 'W4' 0-4-0ST No. 560 (Q2)
- R3619 BR late crest lined green 'Castle' No. 5015 *Abergavenny Castle* (Q2)
- R3621 L&NER lined black 'J36' 0-6-0 No. 722 (Q3)
- R3622 BR early emblem black 'J36' No. 65311 *Haig* (Q3)
- R3639 LMS crimson/gold No. 6244 *King George VI* (Q4)
- R3614 LMS lined black rebuilt 'Patriot' No. 5521 *Rhyl* (Q2)
- R3616 LMS lined black Stanier 5MT 4-6-0 No. 5036 (Q2)
- R3617 BR late crest lined green rebuilt 'Merchant Navy' No. 35030 *Elder Dempster Lines* (Q2)
- R3618 BR late crest lined green rebuilt 'Battle of Britain' No. 34050 *Royal Observer Corps* (Q2)
- R3623 LMS blue/silver No. 6221 *Queen Elizabeth* (Q4)
- R3630 LNER apple green 'A4' No. 4493 *Woodcock* (Q3)
- R3631 BR early emblem lined black 'H' 0-4-4T No. 31265 (Q3)
- R3632 BR lined blue 'Merchant Navy' No. 35024 *East Asiatic Company* (Q4)
- R3633 BR early emblem lined green rebuilt 'Patriot' No. 45534 *E. Tootal Broadhurst* (Q3)
- R3634 SR green 'LN' No. 851 *Sir Francis Drake* (Q2)
- R3635 BR early emblem lined green 'LN' No. 30863 *Lord Rodney* (Q2)
- R3638 BR late crest lined green 'West Country' 4-6-2 No. 34019 *Bideford* (Q4)
- R3640 Willans & Robinson green Peckett 'W4' 0-4-0ST No. 882 *Niclausse* (Q4)
- R3676 LNER garter blue 'A4' No. 4468 *Mallard* (Q3)
- R3677 LMS crimson/gold No. 6229 *Duchess of Hamilton* (Q4)

Hornby Railroad

- R3588 LNER green 'B17' 4-6-0 No. 2864 *Liverpool* (Q1)
- R3663 TTS BR lined apple green 'A1' No. 60163 *Tornado* (Q3)
- R3665 BR/Chiltern Railways green railcar 121034 (Q3)
- R3666 Foster Yeoman blue/silver 59004 *Paul A. Hammond* (Q4)
- R3667 GWR green '2721' 0-6-0PT No. 2779 (Q4)

Diesel & Electric Locomotives

- R3602 TTS InterCity 'Swift' Class 43 HST power cars 43078 *Golowan Festival Penzance*/43079 (Q2)



- R3656 Virgin red/grey 87019 *Sir Winston Churchill* (Q3)
- R3657 Loadhaul grey 60070 *John Loudon McAdam* (Q3)
- R3658 Revised Network SouthEast 50033 *Glorious* (Q4)



- R3659 Colas Railfreight orange/yellow 67023 *Stella* (Q4)

Rolling Stock

- R4404B-08B/R4493B BR crimson/cream Hawksworth stock (Q2)
- R4493B BR crimson/cream Hawksworth Corridor First W8119W (Q2)
- R4519B/4520B/4521C/4522C BR maroon ex-LNER Gresley non-gangwayed stock (Q4)
- R4684A BR crimson/cream Collett bow-end Corridor Third W4910W (Q3)
- R4685A-88A BR crimson/cream Collett bow-end stock (Q3)
- R4717A-20A SR green Maunsell rebuilt 58ft stock 'Set 42' (Q2)
- R4736 SR green Maunsell Brake Third No. 3797 (Q4)
- R4816 SR green Maunsell Kitchen/Dining First No. 7869 (Q4)
- R4817 BR green Maunsell Kitchen/Dining First No. S7946S (Q4)
- R4822-25 BR chocolate/cream Mk 1 BSO/FO (Q2)
- R4826-30 LNER Gresley teak BCK/FK/TK/RB/BG (Q4)
- R4831 GWR chocolate/cream Collett autococh No. 190 (Q4)
- R4832 BR lined maroon Collett autococh W193W (Q2)
- R4834 BR green Maunsell Corridor Second S1113S (Q4)
- R4835 BR crimson/cream Second Open S1346S (Q4)
- R4836-41 BR green Maunsell low-window coaches (Q4)
- R4837 BR green 'Van B' Passenger Brake S261S (Q4)
- R4842 BR green Maunsell Corridor Composite S5145S (Q4)
- R4846-50 BR crimson/cream Mk 1 SK/CK/BSK/SO/TSO (Q2)
- R4851-54 InterCity Swift Mk 3 HST trailers TRFB/TGS/TF/TS (Q2)
- R4855-58 Virgin red/grey Mk 3 RFM/FO/TSO/TSO (Q3)
- R4859 Virgin red/grey Mk 3b Driving Van Trailer 82141 (Q3)
- R4860 'Devon Belle' Pullman umber/cream observation car No. 13 (Q4)



HOLMES J36 0-6-0

Lifelong enthusiast and devotee modeller of the London and North-Eastern Railway, Tony Wright offers a prototype history of Hornby's forthcoming model.



This class of long-lived 0-6-0 tender locomotives can, with justification, be described as one of the most successful steam locomotives of all time. Construction started in 1888 and continued until the end of the 19th Century, by which time 168 had been erected. Building was shared among the North British Railway's own workshops at Cowlairst (Glasgow), Neilson & Co. and Sharp, Stewart & Co., the home works making the most. They represented nearly one fifth of the capital stock of the railway. The design was credited to Holmes, the Chief Mechanical Engineer.

Between 1913 and 1923 partial rebuilding resulted in new, larger cabs with side

windows being fitted, giving the crew greater protection from the northern weather. Slightly larger boilers were also fitted at the same time.

No. 9676 (NBR No.676) was withdrawn in 1926 after an accident, but further withdrawals didn't take place until 1931. The LNER continued to sporadically withdraw locomotives of the class, although no fewer than 123 were inherited by British Railways in 1948. There were still six of the class running in 1966 (one of them 75 years old!).

The J36s could be found all over the old North British system, originally working long-distance goods trains. As larger classes were introduced, they found more work on lighter-laid lines and collieries. They could

Sporting an early BR crest and mis-matching front buffers, No. 65288 was one of the last J36 locomotives to be withdrawn from service. Here, it rests outside Dunfermline shed on July 8, 1966. Note the oil barrels and diesel shunter inside the shed, spelling the dawn of a new era of motive power. To the firebox side, the hand-painted words 'blow down cock shut' with white arrow serve as a warning to the next crew. Note the recently cleaned smokebox. **COLOURRAIL**

Factfile

Built: 1888-1900 for North British Railway
 Number built: 168
 Last withdrawn: 1966 by BR
 Coupled wheel diameter: 5ft 0in
 Tender wheel diameter: 4ft 0in
 Length over buffers: 49ft 2in (rebuilt)
 Locomotive wheelbase: 7ft 6in + 8ft 0in
 Tender wheelbase: 6ft 0in + 6ft 0in
 Total weight including tender: 75t 9cwt

also be found on passenger trains. The Highland Railway borrowed three in WW1 because of the 'Jellicoe Specials' (taking coal to the fleet at Scapa Flow) and 13 of the class were sent to France in late 1917 for working supply trains to the Western Front for the ROD. They returned in 1919. In view of the locomotives performing very well in warfare, 25 members were named after French towns, regions, politicians and generals linked to the First World War. These unofficial names were painted on the centre splashers, so during 'shopping', they could disappear to reappear at a later date.

Livery for the class was mainly black throughout the individuals' lives. In early LNER days, single red lining was applied, but only for a short time. Two were painted in LNER green post-War, but by 1951 all the class survivors were in plain black, in British Railways' ownership. At first, 'British Railways' was applied in full to the tenders, then the early style of BR totem, with the final locomotives receiving the later BR emblem. ■



ABOVE: J36 No. 65235 'Gough' is caught at its home shed of Haymarket on September 13, 1957. A variety of spanners can be seen around on the floor, suggesting it is over the inspection pit for attention. No. 65235 was built in August 1891 and would last in service until November 1961, providing an outstanding 70 years of service.

COLOURRAIL

BELOW: No. 65214 is at the head of a line of classmates captured alongside the coaling tower at Kipps depot, near Airdrie. Note how many of the frames and cab footsteps on these locomotives appear to droop, no doubt due to the occasional rough shunt over their many years of service. A hose can be seen exiting the cabside window.

COLOURRAIL



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HORNBY

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R3407	J50 BR Early	£78.50
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NEW MODELS

BACHMANN DB SCHENKER 66136 (32-738Z) - TMC EXCLUSIVE

TMC has commissioned an exclusive DB Schenker livery of Bachmann's Class 66 with Yiwu – London branding as worn by 66136. Yiwu in Eastern China is the starting point of a weekly freight service which transports containers by rail, London becoming the 15th European destination of these trains with 20 more planned for future implementation. The journey of more than 7500 miles takes around 14 days by rail, leaving China and passing through Kazakhstan, Russia, Belarus, Poland, Germany, Belgium, France and entering the UK via the Channel Tunnel. Containers are transferred twice to different wagons because of gauge changes at the China/Kazakhstan and Belarus/Poland borders. The service is quicker than the journey by sea, with faster loading and unloading times and is cheaper than air freight. On January 18 last year in front of the press at Barking Rail Freight Terminal, 66136 was prepared for the arrival of the first train. Pre-orders for TMC's model are being taken, with delivery of the model expected at the end of the first quarter of 2018. See its website for further details.

Price £169.95

W www.themodelcentre.com

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BACHMANN 31-147 D11/1 NO. 501 MONS

Fitted with a 21-pin DCC socket, Bachmann's Robinson D11/1 'Improved Director' is treated to the highly ornate GCR green and brown livery with very intricate off-white and orange lining. Metal handrails and silver painted buffers and reverser complement this locomotive suitable for Era 2 modellers.

Price £174.95

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GRAHAM FARISH 372-247 CLASS 47209 HERBERT AUSTIN RAILFREIGHT DISTRIBUTION LIVERY

Named after the founder of Austin Motors to recognise the partnership between British Rail and traffic from the British Leyland works at Longbridge, 47209 *Herbert Austin* is the latest locomotive from Bachmann Europe to be outshopped into a Railfreight livery. En-route to retailers, the locomotive is fitted with a 6-pin DCC socket.

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BACHMANN 32-939DS CLASS 150/2 ARRIVA TRAINS WALES DCC SOUND WITH PASSENGERS

Suitable for modellers of the north Wales coast, Bachmann's Class 150 is treated to an excellent rendition of the Arriva Train Wales livery and fitted with 12 painted seated figures. Start-up and speed-related sounds, including the changing of gears, work on non-DCC layouts too. The two cars are numbered 52366 with Llandudno destination blind and 57326 with Chester destination blind.

Price RRP £269.95

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BACHMANN 38-122 VAA BOX VAN, 38-300A WEATHERED OTA TIMBER WAGON WITH LOAD AND 31-147 VDA SLIDING DOOR BOX VAN

Bachmann's 2017 announcements heralded the celebration of the Railfreight brand. The first of these announcements are trickling through to retailers, with three exciting new wagons for modellers of the Railfreight era. For modellers of the 1970s and early-1980s, its VAA ventilated box van in BR Railfreight brown livery carries the number 200115, representing a wagon built to lot 2685 at Ashford in 1969 to diagram 1/267. For modellers of the post-1982 period, its VDA van with crisp lettering will be of more use. Its weathered OTA timber wagon numbered 200740 is supplied with a detailing pack with stanchions and a painted resin-cast timber load for era 8/9 modellers. Built to lot 3855 at Ashford in 1976, this wagon will look its best in rakes of around 14 wagons.

Price (38-122) RRP £24.95, (38-300A) RRP £32.95, (31-147) RRP £32.95,

W www.bachmann.co.uk



GAUGEMASTER *Spotlight* Analogue Control



Lifetime Guarantee & Controller Types

Choose Your Controller for Life...

We have been producing Model Railway Controllers for 40 years. Our analogue controllers have stood the test of time, and so has our **lifetime guarantee**:

"We undertake to replace, free of charge, any parts found defective within the lifetime of the unit providing that the item has not been tampered with."

What's the difference between the controller types?

Our **Mains Powered Cased Controllers** come complete with transformer, and can just be plugged in, connected to the track, and away you go. **Panel Mounted Controllers** require a separate transformer, and also need to be mounted onto a control panel to be used effectively.

We also produce various controllers with **Feedback** and **Simulation**, two effects controlled by the controller itself. **Feedback** senses the load on the circuit and helps maintain the locomotive at a steady speed up and down gradients. **Feedback** controllers are not suitable for use with locomotives with coreless motors. **Simulation** (also known as Inertia) allows a train to accelerate, coast, and be braked to a standstill, by use of a regulator and a brake.

Mains Powered Cased Controllers

GMC-COMBI Single Track Controller/Transformer
Most Suited for HO/OO/N Scale Layouts



Fantastic for small layouts or beginners upgrading a starter set, the Combi has both a 12V DC output to run one track, and a 16V AC output for accessories.

BEST FOR
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GMC-D Twin Track Controller
Most Suited to HO/OO/N Scale Layouts



Our best selling controller. Runs a two track railway with minimum of fuss. The D Controller has two 12V DC track outputs, as well as a 16V AC output for accessories.

BEST FOR
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Most Suited to OO/HO/N Scale Layouts



The best selling four track mains powered controller available today. It offers impressive value for money with its four 12V DC track outputs, and two each of 16V AC and 12V DC outputs for accessories.

BEST FOR
Four Tracks

Panel Mounted Controllers

GMC-100 Single Track Panel Controller
Most Suited to OO/HO/N/Z Scale Layouts



Some experienced modellers may wish to incorporate their controller into a panel they have made to control their layout. The Model 100 Controller has a single 12V DC output.

BEST FOR
Control Panels

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With the brake knob controlling the 12V DC track output, this controller allows you greater realism when running locomotives.

BEST FOR
Realistic Running

Hand Held Controllers

GMC-W Single Track Walkabout Single Track Controller
Most Suited to OO/HO/N/Z Scale Layouts



Fitted with 1.5m of cable, this controller allows you the freedom to move around your layout while still controlling your layout. It has a single 12V DC track output.

BEST FOR
Flexibility

PRICES

Full details of our Analogue Controller range can be found in the Gaugemaster Full Catalogue.

It also contains details of our Digital Controllers, Scenics, Point Control, Electrics and much more in the Gaugemaster range.

It also contains selected items from many of the other brands that we stock.



GM353 Gaugemaster Full Catalogue £3.95
GM356 Gaugemaster 2016 New Items Leaflet FREE

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GMC-10LGBSF	Single Track Controller for G Scale with Fan	E179.95
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GMC-DS	Twin Track Controller with Simulation	E179.95
GMC-TS	Three Track Controller with Simulation	E179.95
GMC-Q	Four Track Controller	E189.95

Panel Mounted Controllers (Orange text shows transformer required)

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GMC-UD	Twin Track Controller (GMC-T1/M1/WM1)	E57.95
GMC-UDF	Twin Track Controller with Feedback (GMC-T1/M1/WM1)	E62.95
GMC-UDS	Twin Track Controller with Simulation (GMC-T1/M1/WM1)	E72.95
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GMC-T3	Open Transformer 24V AC	E27.95
GMC-T4	Open Transformer 2x 12V AC 1a	E27.95
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Did you know...

If you don't have a handy accessory output from a controller, the GMC-WM1 Wall Mounted Transformer can be used on its own to power accessories, such as point motors and lights from the 16V output. Just plug it in and connect it up!

GAUGEMASTER products are available from your local Model Shop or, in case of difficulty, direct from ourselves.

GAUGEMASTER Controls Ltd, Gaugemaster House, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom
tel - 01903 884321 Fax - 01903 884377 email - sales@gaugemaster.co.uk web - www.gaugemaster.com

AIRBRUSHES.COM LIFECOLOR PAINT BRUSHES

There are plenty of paintbrushes on the market from which modellers can choose, and airbrush equipment specialist Airbrushes.com has a selection that will cater for all your repainting, weathering and detailing needs. Choose from real or synthetic fibres, with sizes from 000 to 4 and either round or flat profiles.

Price 591/000, 542/1 & 532/0: £3.20, 568/4: £5.10, 542/0: £3.00
W www.airbrushes.com

FALLER 180331 INDUSTRIAL PIPE SET

Add a rich network of pipe detail to your industrial site with this new plastic kit from Faller. You could be forgiven for thinking that one piece of pipe looks much like another, but the often complex bends, junctions, valves and walkway platforms at large chemical plants, oil refineries and waterworks, can present the modeller with a challenge. Highlights of the 272-piece set include a number of pipe angles of various degrees and in different sizes, pipe supports, valves, covers and safety platforms.

Price RRP £24.00
W www.gaugemaster.com

N/00/0/G+



NOCH 13752 WATERPUMP WITH HOSES

Labelled as a drainage pump, this 3D printed and painted item is the latest in a new line-up of products available from Gaugemaster. Think about using it adjacent to a pond, factory, farmyard slurry tank, industrial complex, aboard a custom weedkilling train as used by many small heritage railways or even amongst a pile of scrap at the end of its life.

Price £12.75
W www.gaugemaster.com

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NATURAL SCENICS LANDSCAPE SCATTER PACKS

Searching for a specific hue of scenic scatter that you're unable to find? Natural Scenics stock one of the largest collections of scenic scatters, with a bewildering choice of 99 different scatter colours, each in three different grades, plus mineral chippings, ballast, snow, cinders and many more. Visit its website for the complete range and see us use a selection of these in BRM soon.

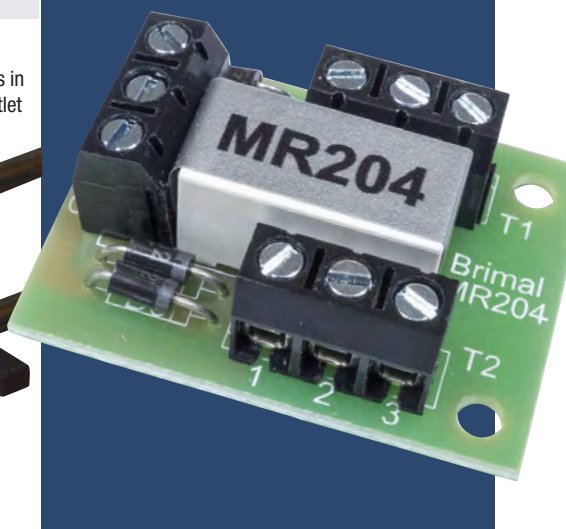
Price £2.20 (0.165kg), £5.15 (0.55kg)
W www.naturalscenicsonline.co.uk



BRIMAL COMPONENTS MR204 LATCHING CIRCUIT FOR MOMENTARY SWITCH

This simple circuit can indicate the last action of a momentary switch, for instance when using a toggle switch to control points on a layout. The circuit will latch onto an indicator when the switch is used, which will remain 'on' when the switch returns to the centre 'off' position. When the switch is used in the down momentary position the first indicator will switch 'off' and the second indicator will switch 'on', remaining so even when the switch returns to the centre 'off' position. Useful for signalling applications.

Price £5.51
W www.brimal.co.uk

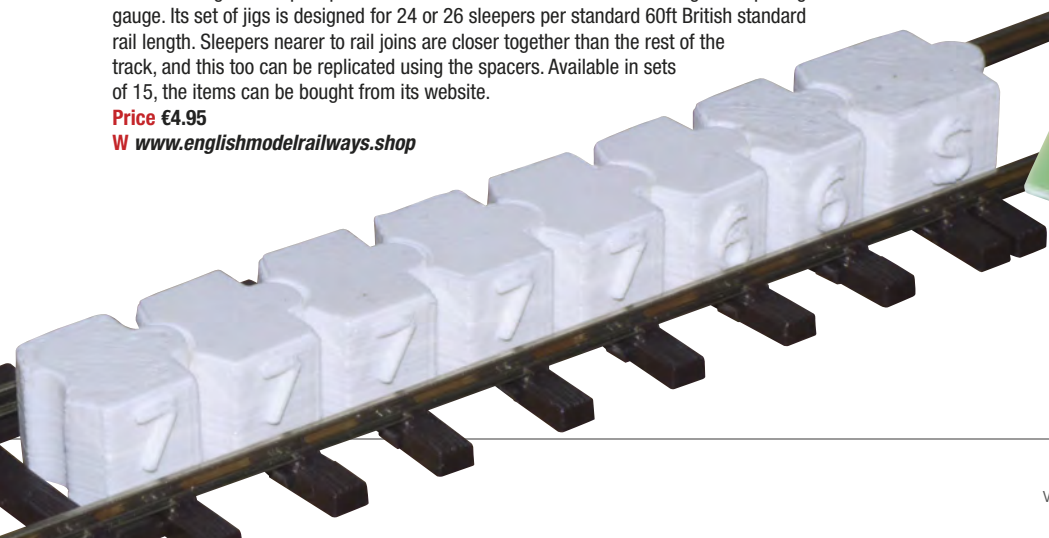


ENGLISH MODEL RAILWAYS 00 GAUGE SLEEPER SPACERS

The distance between sleepers of Peco Code 75 flexible track is to H0 scale (1:87). As a result, for British modellers in 00 gauge (1:76) the sleepers are too close together. Englishmodelrailways.shop is a Dutch online model railway outlet that has designed sleeper spacers for Peco Code 75 flexible track allowing their spacing to be corrected for 00 gauge. Its set of jigs is designed for 24 or 26 sleepers per standard 60ft British standard rail length. Sleepers nearer to rail joins are closer together than the rest of the track, and this too can be replicated using the spacers. Available in sets of 15, the items can be bought from its website.

Price £4.95
W www.englishmodelrailways.shop

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THE MODEL CENTRE BOLSTER AND PLATE WAGONS

BRM was granted exclusive access to preview The Model Centre's forthcoming plate and bolster wagons, samples of which were shown at last year's Warley show at the NEC. These long-lived and widely-distributed wagons worked to and from steelworks around Britain and should figure highly in the spending plans of modellers who recognise the importance of their freight workings from post-war through to departmental use in the 1980s.

Tooling for the wagons has catered for a multitude of variations, including RCH and solid W-irons, welded and rivetted ends and sides, axleboxes, bolsters and plate wagons converted from bolsters and those that were built as plate wagons. Significant research has been expended upon decoration and markings, and these exclusive products are available to reserve via TMC's website at £24.95 each, or £49.95 for twin packs with different numbering. Delivery is expected to be in the second quarter of 2018. Customers can specify weathering options from TMC at an additional cost.

TMC is producing plate loads of two long and two short plate sections as reversible loads with a steel finish and different weathering levels on each side of the plates, priced at £4.95 per pack. ■

POST-NATIONALISATION ERA



38-825Z - In the mid-1960s, BR started painting unfitted wagons in freight brown livery. By this time many Double Bolster wagons had either been transferred to departmental use or had their bolsters removed to become plate wagons. B920055 however remained a revenue-earning Double Bolster wagon when repainted into this livery and hence carries the wording DOUBLE. It was an early BR example built at Wolverton in 1949 with welded sides and ends and had plate front RCH W Irons.

FACT FILE

MANUFACTURER

BACHMANN

CATALOGUE REF

38-828Z, 38-829Z,
38-825Z, 38-855Z, 38-
856Z, 38-826Z, 38-827Z,
38-854Z, 38-850Z, 38-
830Z, 38-851Z, 38-852Z,
38-853Z

PRICE RRP £24.95

(£49.95 for twin packs)

WORDS AND PHOTOGRAPHS

Andy York

PRE-NATIONALISATION ERA



38-828Z - LMS-built 726018 was one of the batch of steel Double Bolster wagons built by the LMS. Prior to this batch similar wagons were built with wooden bodies. Being built prior to nationalisation the livery is LMS bauxite. The design of the wagon was carried over to British Railways-built examples as Diagram 1/416 of which 200 were built at Wolverton in 1949.



38-829Z - In 1942 the LNER Darlington works built 500 Double Bolster wagons, which included NE250641. These 500 were the first of 1,250 built to Diagram 168 between 1942 and 1946. The first batch had welded sides and ends and plate front RCH W Irons. These wagons passed into BR ownership with many surviving into the late-1960s. The standard livery at the time of building was LNER grey, as depicted.



38-855Z - 2,594 Plate wagons to LNER diagram 123 were built between 1937 and 1946 for the LNER. E239992 was built by Metro Cammell in 1940 with riveted sides and ends, plate front axleboxes and RCH W irons. The livery of freight grey is what most of these wagons carried for most of their lives. Although built for LNER steel plate traffic, the wagons were found nationwide with other uses being found for them.



38-856Z - Lackenby Steelworks at Redcar in Teeside opened in 1956 and produced many steel products including plate, rod and coil. The traffic flows from the nation's many steel works were to large engineering firms, shipyards and other heavy manufacturing plants. Lackenby steelworks had a dedicated fleet of plate wagons carrying the branding RETURN EMPTY TO LACKENBY WORKS branding, of which E212085 was one. A train of plate wagons with this branding wasn't an uncommon sight. E212085 was built by Cravens in 1937 with riveted sides and ends, plate front axleboxes and RCH W irons.



CLICK HERE FOR CONTENT



38-827Z –

This pairing represents

Plate wagons converted from Double Bolster

wagons. Their origins are evident by the pockets on the solebar

above the axlebox where bolsters would have been fixed, these being retained

after conversion. E310418 was part of a batch of 100 built at Shildon in 1948/9, with welded sides

and ends. It has split axleboxes with RCH W irons. It is thought that this batch of 100 wagons was ordered as Double

Bolsters, but never had bolsters fitted from new, hence were Plate wagons when they entered service. In contrast B920098 was built

at Wolverton in 1949 as a Double Bolster wagon and was converted to a Plate some years later. It has welded sides and ends but has plate front axle

boxes with solid W irons. Both wagons are modelled in freight grey livery and were still in service in this guise in the late-1970s.



38-854Z - These two wagons are representative of how unfitted plate wagons spent most of their lives, in BR grey livery. M498695 is one of the final batch of 500 Plate wagons built by the LMS and has riveted sides and ends, plate front axleboxes and RCH W irons. B930287 has welded sides and riveted ends, plate front axleboxes and RCH W irons and was part of a batch of 1050 built by BR to the former LNER design.



38-851Z - During the 1970s BR repainted a number of plate wagons and branded them as reach wagons. A reach wagon was usually placed between a locomotive and wagons with dangerous loads when shunting at a loading/unloading point. Allocated to Hunslet Lane in Leeds, a photograph of the wagon taken at Grays in Essex by wagon photographer Paul Bartlett demonstrates that wagons rarely stayed in one place. TDB931937 was built at Shildon in 1953, has welded sides, riveted ends, plate front axle boxes and solid W irons.

DEPARTMENTAL USE



38-850Z - DB931321 represents a plate wagon in TOPS era livery and is coded ZDO. It was built at Shildon in 1951 with welded sides and rivetted ends, plate front axle boxes and solid W irons. It kept its freight grey livery despite being transferred from revenue earning to departmental duties where a typical load might be concrete sleepers. They also found use on track dismantling trains.



38-830Z - DE250482 represents one of many double bolster wagons which were transferred from revenue earning duties to departmental use, mainly for carrying rail in rakes of up to 20 wagons. It was built by the LNER at Darlington in 1942 with welded sides and ends. The model represents the wagon in later life and is fitted with plate front axleboxes with RCH W irons. The wagons were randomly transferred to departmental use from those built by the LNER, LMS and BR. Some were repainted olive green, others such as DE250482 had a partial repaint so that only those panels with lettering were repainted. Although an Eastern region wagon, its life as a departmental wagon was at least partially on the Southern Region as shown by the Es designation.



38-852Z - Between 1951 and 1956 BR Shildon built 43 plate wagons for the Signal and Telegraph Department. They were originally distributed throughout the London Midland and Scottish regions. Livery was engineers black with straw lettering, although during the 1960s repaints led to them appearing in other engineers or non-standard liveries. DB997539 has welded sides and riveted ends with plate front axle boxes and RCH W irons. These wagons were coded Winkle and this example is produced in pristine condition, but TMC is offering custom weathered versions, as with all of its range.



38-853Z - This non-departmental wagon was painted olive green amongst at least 41 others for use as a barrier wagon from the mid-1960s. It would be placed between a locomotive and tank wagons carrying dangerous loads. They remained in use until the 1980s and carried the lettering 'AIR PIPED BARRIER WAGON NOT TO BE USED FOR LOADED TRAFFIC'. Air pipes are included in the accessory bag with the model. B931873 was part of a batch completed at Shildon in 1953 and has welded sides and riveted ends with plate front axleboxes and solid W irons.

MINERVA GWR IRON MINK VAN



The Iron Mink is a rivet-counter's delight, although they might notice a few minor omissions.

Minerva Model Railways announced the production of a fine-scale RTR, injection-moulded 0 gauge model of the Great Western Railway (GWR) Iron Mink steel-bodied goods van in 7mm scale at the end of August 2017 and the model was released in November. It is Minerva's first venture into rolling stock and closely follows the release of the GWR 8750 0-6-0 pannier tank locomotive, an ideal accompaniment.

The GWR was a pioneer in the introduction of iron chassis, and logically continued this development to include bodies from the late 19th century. This resulted in the famous Iron Mink, and over 25 years, more than 20,000 entered service, lasting until the 1950s in revenue and the 1980s in departmental use. The design was so successful that it was copied by several other railways and private wagon builders. The model features a plastic injection-moulded body and chassis, metal-tyred wheels on flat faced axles fitted in compensated axle-boxes with brass 'top hat' bearings, sprung buffers and sprung hook draw-gear with three-link couplings. Three liveries are available: GWR with 25in lettering, GWR with 16in lettering and British Railways unfitted grey as seen in our review sample.

The model is a very good representation of a Diagram V6 wagon, as preserved by the Great Western Society at Didcot. Visually there are some small differences I could observe, the main one being that the side doors and hinges stand proud of the strengthening sections onto which the doors are hinged. Each rounded corner appears to miss a rivet head at the bottom of the body panels, this is probably a limitation of tooling around that rounded face. Elsewhere the rivet detail is well-defined including

the roof strips. A bump stop for the axleboxes and springs is omitted from beneath the solebar and the springs appear to be thinner or of fewer leaves than the preserved wagon. I don't feel that any of the points noted should affect the appreciation of what is a fine model and of good value at £42.50.

I did experience some issues with the front faces of the axleboxes becoming detached, which required some fixing, and care should be taken if such work is needed so as not to affect the compensation.

The models are only available direct from Minerva Models via mail, telephone order, the website www.minervamodelrailways.co.uk and from the Minerva Models' stand at selected model railway shows. ■

datafile

BASICS

Manufacturer: Minerva Model Railways Ltd
RRP: £42.50
Gauge/scale: 32mm gauge, 1:43.5 scale 0
Era: 2 to 5
Company/Operator: GWR and BR
Region: WR
Weight: 155g
Body: Plastic
Chassis: Plastic
Minimum Curve Radius: N/A
Wheel Profile: Wheel width 3.8mm, flange thickness 0.85mm
Couplings: Sprung 3-link

FACT FILE

MANUFACTURER Minerva
 MODEL GWR Iron Mink
 Van
 PRICE RRP £42.50
 WORDS AND
 PHOTOGRAPHS
 Andy York

NEW MODELS

BRIMAL COMPONENTS CP800 SCENIC SOUND GENERATOR



The Scenic Sound Generator from the box, here loaded with its Basic Sound Card. Top right in black is the Micro SD card input which can store 15 sounds in .wav format. Custom sounds can be added to the card using a PC.



A look behind the box reveals the DC power input, claiming 6-12 VDC, not 9-12 VDC as stated in the instructions. Regardless, I'd recommend a 12V input from a dedicated model railway controller.



Reed switches, magnets and 'jack' plugs – all you need to get started with automated sounds around your layout. These can be sourced individually from Brimal Components' website.

Imagine the scenario, you've a DC analogue-controlled layout and a collection of locomotives. You like the appeal of adding sound to your layout, but you find the expense of converting all of your DCC locomotives off-putting. The solution, it would seem, is to play sounds through hidden speakers via a laptop computer, but that's all a bit bulky isn't it?

There is another way, courtesy of model railway electronics specialists, Brimal Components. Its new CP800 Scenic Sound Generator provides an all-in-one compact alternative that can be wired directly to your layout. And, unlike a laptop requiring dedicated software, for those of you who aren't I.T. savvy, this box of electronic wizardry is far more user-friendly, using simple microswitches.

IN THE BOX

If you're not overly keen on the formalities with instruction manuals, you might want to re-consider, not because operation of this box is difficult – far from it – but it's a necessary step in discovering how it works, its capabilities and limitations. Inside the packaging you'll find the Sound Controller, a micro SD card pre-loaded with 15 sounds, six mono jack plugs, six powerful 6mm x 2mm magnets, six reed switches and a 2.5mm DC pin.

There are an infinite number of sounds that can be played because the Micro SD card can be swapped for another pre-loaded with 15 sounds, available separately via Brimal Components website. The 'basic card' included has sounds such as a passing DMU with horn, seagulls, church bells and coach doors closing, but its Steam Locomotive Card (ref. CP840) will give you access to a variety of generic steam locomotive sounds, whilst its Diesel Locomotive Card (ref. CP841)

will cater in a similar way for the diesel enthusiast. A more unusual addition is its Underground Card (ref. CP842), with station announcements ranging from "please mind the gap" to "sorry for the delay".

The box is powered by a 9-12V DC power source. Its six 1.5V battery pack supplies the unit with a 9V source that is plugged into the rear. This can be substituted for a more permanent solution using a mains transformer with a 9-12V output. The first time the unit is switched on, it must be left on for ten seconds before switching off to reboot the microprocessor, something which need only be done once. Pulling down any of the numbered toggle switches triggers the corresponding sound on the SD card. Pushing switch 16 down for a second will reset the sounds.

EXTERNAL AMPLIFIER AND SOUND

The CP800 has an integrated speaker, allowing you to get started from the box, but you can place external speakers around your layout to direct better quality sound to specific areas, such as underneath a station, or in an area of woodland.

SOUND TRIGGERS

Automatically triggered sound is the party piece of this box. Leaving one of the microswitches on the front of the control panel in the up position will allow a sound to be triggered via the corresponding input to the rear. Use one of the 'jack' plugs provided and wire it to a switch such as one of the reed types included. This can be hidden at track level and will be activated when a magnet fitted to a locomotive passes over, for instance.

In short, the possibilities with Brimal Components CP800 system are numerous and removing the computer programming element makes its operation hassle-free for those who use DC control. ■



FACT FILE

MANUFACTURER Brimal Components
MODEL CP800 Scenic Sound Generator
PRICE RRP £199.02
WORDS AND PHOTOGRAPHS Howard Smith

DCC CONCEPTS COBALT ALPHA MIMIC GROUND SIGNALS

A plug and play mimic panel that connects to your layout with just two wires and allows the control of up to 24 ground signals – sounds interesting doesn't it? DCC Concepts' new system is capable of just that and doesn't require soldering or complicated wiring. When the signals are connected to the mimic panel provided inside the pack, they operate automatically, providing layout operators with a system of automated signals, all linked to the positions of turnouts.

At the heart of the system is the Cobalt Alpha Mimic Control Board. Fitted around the perimeter of this board are 24 signal output connections, a power bus connection and two expansion sockets for 'daisy chaining' with other Mimic boards if your layout requires more than 24 signals. In the centre of the board you'll find two address number selector buttons (ACC-SEL-0 and ACC-SEL-1), an onboard display panel and an on/off power switch.

Included with in the review sample pack are 12 modern four-light British signals. Other packs with 1935 LMS-BR to present day, early UK two-light and current USA two-light signals exist too. The contents

of one pack will suffice for most layouts. However, if you've an exceptionally complicated trackplan, expansion packs of all four-light types can be bought separately allowing you to expand.

The theory behind the system is simple. Each signal has two wires that plug into the control board. The points on your layout must be operated by DCC for this system to work. Signals connected to the Mimic panel are assigned addresses and these can be changed using the two address selector buttons. So long as the address of the signal on the mimic panel matches that of the point to which you want it to be linked, the signal will 'mimic' the state of the point and change accordingly.

DCC Concepts' system is thought through too - included are connectors allowing two signals to be connected to one output, with a reverse connection output option, which will make one signal show red, whilst the other shows green.

The injection-moulded signals are faultless in their dimensions and are free of moulding flash. I'd recommend putting small blobs of Blu Tack over the

I MANUFACTURER DCC Concepts
I MODEL DCD-MGS-MG with 12 x UK 4-light signals
I PRICE RRP £99.95
I WORDS AND PHOTOGRAPHS Howard Smith

FACT FILE
I MANUFACTURER Absolute Aspects
I MODEL OO Gauge Banner Repeater (post-mounted)
I PRICE RRP £60.00
I WORDS AND PHOTOGRAPHS Howard Smith

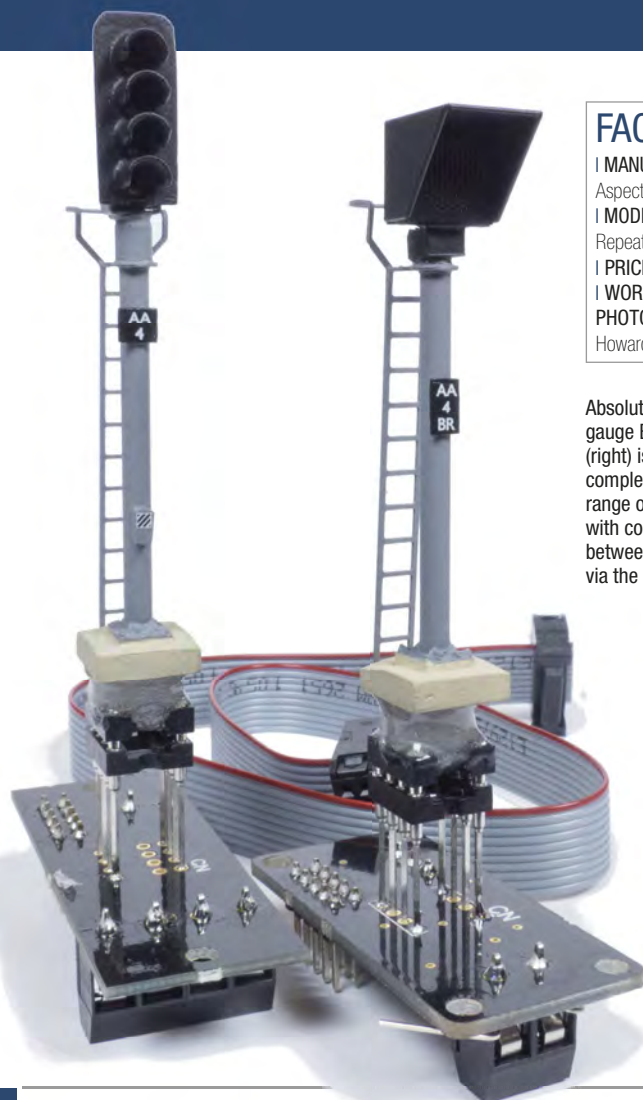
Absolute Aspects' new OO gauge Banner Repeater (right) is a fitting new complement to its current range of colour light signals, with communication between the two ensured via the grey cable.

Absolute Aspects' claim to fame is that it provides the largest range of brass, white metal and 3D printed colour light signals in the UK. It also builds bespoke signals which include gantries and one-off designs. No surprise then that the signals on 'Heaton Lodge', a 7mm:1ft scale layout we've been following in the pages of **BRM** (see page 146) are from this manufacturer, with impressive gantries that create a focal point.

Amongst its products are two-, three- and four-aspect signals, modern multi-aspect signals, position lights, junction indicators, route indicators, personalised signal identification plates, SPAD indicators, original and modern style ground position signals and gantries in both OO and 0 gauge.

New to this bewildering choice of signals are its working Banner Repeaters. Released at the Warley show and kindly sent for review, these miniature wonders are available as unmounted and post-mounted designs, in OO gauge. Never before offered as working items, the signals make the most of current computer-designed photo-etch and 3D printer technology to create a miniature dot matrix display – the ingenuity of repurposing for our hobby at its finest.

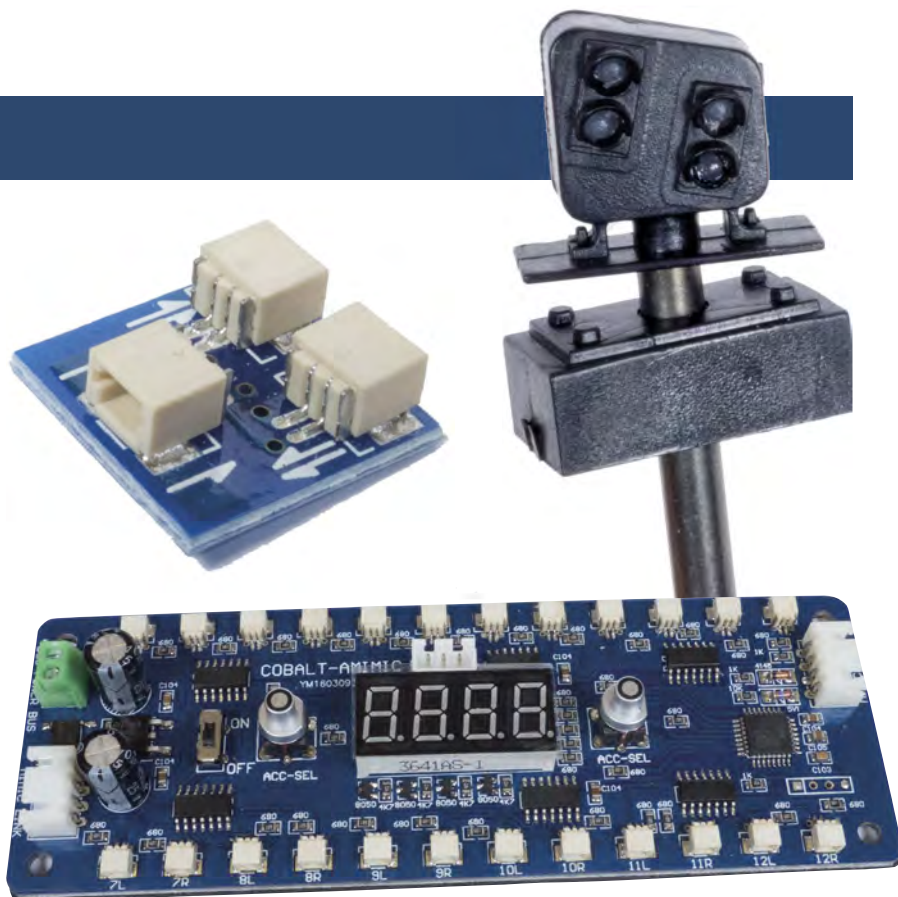
Each banner repeater signal comes with its own Printed Circuit Board (PCB). The PCB is factory-soldered with surface mounted components with all necessary resistors, diodes and a connector plug allowing it to link to a main aspect signal equipped with a similar plug with ease.



lenses before painting. Cleaning these intricate areas of stray paint could prove difficult. Signal posts are metal through which wires are fed, keeping these hidden.

Instructions are comprehensive, but could be simplified into easier-to-find categories. They are generic for a few packs; hence some information isn't specific to this product. Nevertheless, they are good at pointing out what the contents of further packs relevant to the Cobalt Alpha Mimic system contain, allowing you to make an informed choice as you expand.

In essence, DCC Concepts' Alpha system is value for money, considering you get 12 accurate working signals and integrated DCC decoders all on one board. The only downside is the 20cm long cable attached to each signal with a plug – a little too short. To overcome this, you'll need to look at one of the extension cable accessory packs supplied in lengths varying from 150mm to 10m.



ABSOLUTE ASPECTS BANNER REPEATER SIGNALS

All signals made by Absolute Aspects are powered by 12V DC and are wired common negatively. DCC users must check compatibility if controlling the signals with decoders, although this does not affect the new Banner Repeater – if unsure, I'd recommend getting in touch with Absolute Aspects first.

A strong PCB connector holds each signal in its base. This allows the signal PCBs to be permanently mounted underneath baseboards with screws through the holes provided and signals can be safely removed to avoid damage during transport, setup or when cleaning track. In addition to the connector plug previously mentioned, each banner repeater PCB also has a two-way power input terminal and three-way terminal to allow operation with other brands if desired.

Care must be taken when using the connectors – a notch on one of the sides indicates the front of the signal. If they aren't aligned, damage to the electronics may occur. For ease of installation, all circuit boards are fitted with screw terminals, so no soldering is required. For DC users, a wire must be run from the Common Negative (CN) terminal to the negative side of the power supply. The relative signal terminals can then be connected to switches via individually-labelled screw terminals. Signal terminals are as follows: CN – Common Negative, R – Red, Y – Yellow, DY – Double Yellow, G – Green Route Indicators, PL – Position Light (This will also energise the 'Red' aspect).

The banner repeater however works automatically

when it is linked with a colour light main aspect signal and can indicate both 'on' and 'off' positions, communication between it and the signal being via the 'plug and play' link cable provided. When tested, the banner repeater's dot matrix display is crisp with a fine edge to the black bar. Its brightness can be dimmed too with a small cross head screwdriver via the dimmer pot on the PCB.

If modelling the post-1980 era and where relevant within the context of a model, these signals are an obvious choice, such is their finish, ease of installation and wiring compatibility with other signal brands. Modellers in 7mm:1ft should contact Absolute Aspects to register their interest. Highly recommended.



Not just easy to install, but very pleasing to look at. Absolute Aspects Banner Repeaters are well-built, with structural elements made in brass and white metal. Seen left is the signal in the 'off' position, to the right, 'on'.

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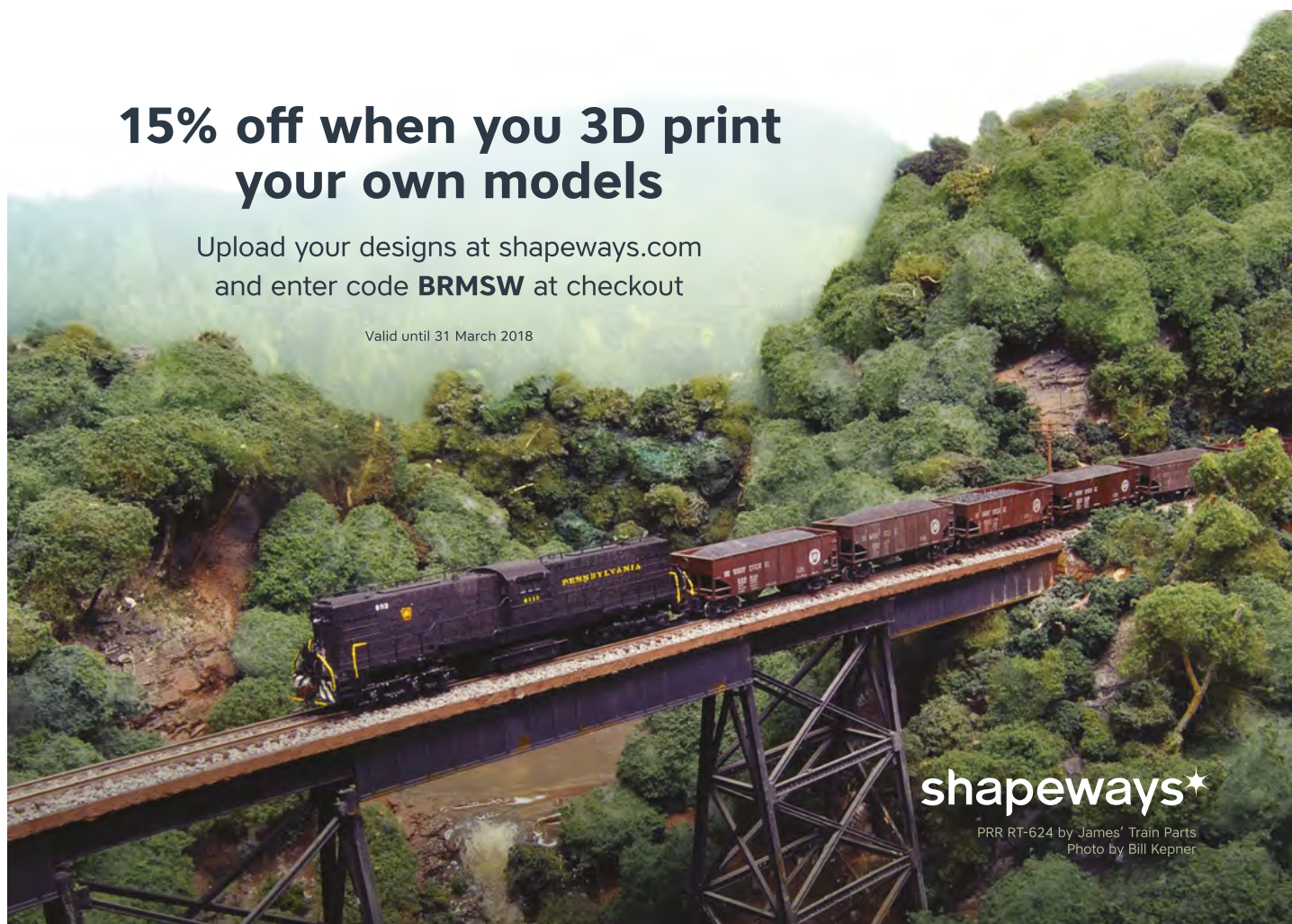
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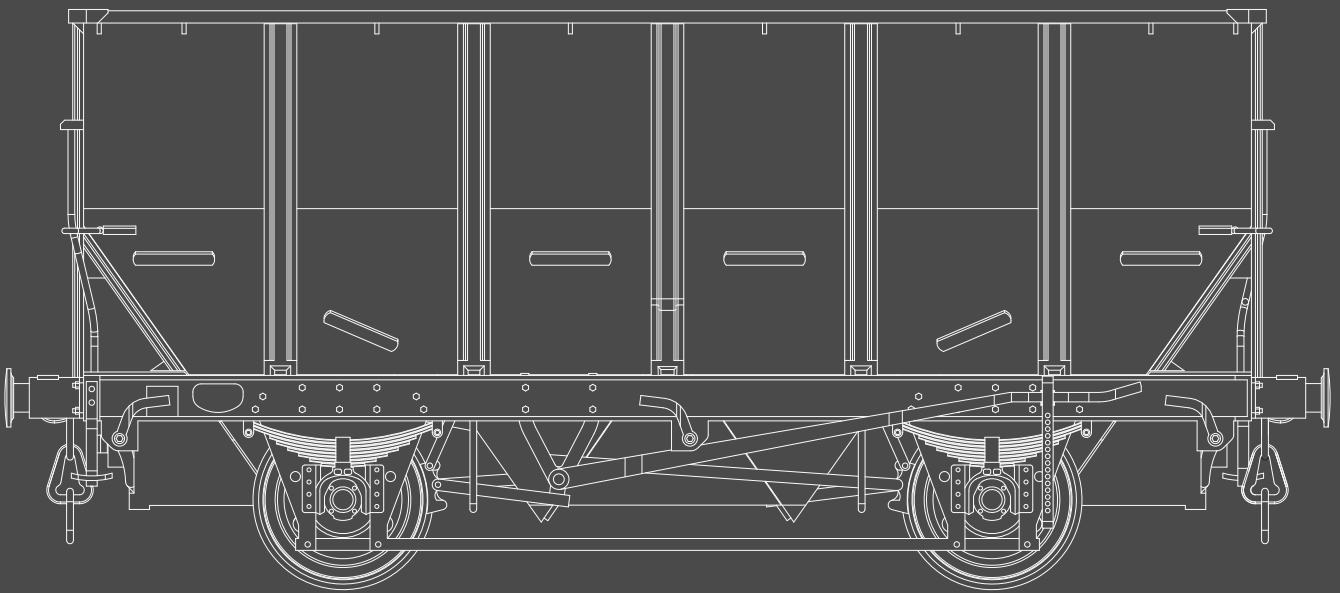
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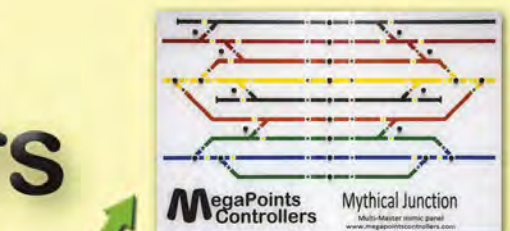
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Opening Times: Saturday & Sunday
W: www.world-of-railways.co.uk

FEBRUARY 17 - FEBRUARY 18
York Against Cancer Model Railway Show 2018 Heworth Memorial Church Hall, Melrosegate, York, YO31 0RP
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1630
Prices: Adult £3.00 Child £1.00 (under 5 free)
T: 01904 630492

FEBRUARY 23 - FEBRUARY 25
Model Rail Scotland SECC Exhibition Way, Glasgow G3 8YW
Opening Times: Friday 1030 - 1800 Saturday 1000 - 1800 Sunday 1030 - 1500
Prices: Adult £13.00 Child £6.00 Family £29.00 (2+2x1 day)

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.brm.ag/brmevents

WEBSITE

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www.world-of-railways.co.uk

Closing date for APRIL issue is February 27th

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FEBRUARY 24 - FEBRUARY 25
Lincoln & District Model Railway Exhibition Lady Eastwood Pavillion, Newark & Notts Showground, Winthorpe Newark, Notts NG24 2NY
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1630
Prices: Adult £7.00 Child £3.00 Family £20.00 (2+3)
W: <https://ladmrc.wixsite.com/ladmrc>

MARCH 03 - MARCH 04
Preston Model Railway Exhibition The Sports Hall, Preston College, St Vincent's Road, Fulwood, Preston Lancs PR2 8UR
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adult £7.00 Child £4.00 (under 14) Family £18.00 (2+2)
T: 07776438933

Leamington & Warwick Model Railway Exhibition Royal Leamington Spa College, Warwick New Road, Leamington Spa, Warwickshire CV32 5JE
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adult £8.00 Child £2.00 Family £18.00

MARCH 10 - MARCH 11
East Anglian Model Railway Exhibition The Britten Arena Wood Green Animal Charity Centre, London Road, Godmanchester, Huntingdon, PE29 2NH
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adult £7.00 Child £4.00
W: www.stneotsmrc.com

MARCH 17 - MARCH 18
Dorset Model Railway Exhibition The Queen Elizabeth School, Blandford Road, Wimborne, Dorset BH21 4DT
Opening Times: Saturday 1000 - 1630 Sunday 1000 - 1600
Prices: Adult £6.00 Child Free

MARCH 24 - 25 MARCH
The London Festival of Railway Modelling - London Alexandra Palace, London N22 7AY
Opening Times: Saturday & Sunday
W: www.world-of-railways.co.uk

APRIL 21
Bristol Train Show Methodist Church Hall Eden Grove, Horfield, Bristol, BS7 0PQ
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adult £3.00 Under 16 £1.00 Under 12 Free
T: 01934 838229

OTHER EVENTS

FEBRUARY 11
Meridienne Model Tractor, Plant & Construction Show Warwickshire Exhibition Centre, Fosse Way, The Fosse, Leamington Spa, Warwickshire CV31 1XN
Opening Times: Sunday 1000 - 1600

FEBRUARY 26
UK Toy & Model Auctions Wirral Craxton Wood Hotel Parkgate Road Ledsham Ellesmere Port Cheshire CH66 9PB
Opening Times: Monday Viewing 0930 - 1130 Auction 1130
T: 01513343362 / 01270652773

APRIL 15
Amberley Museum and Heritage Centre Spring Industrial Trains New Barn Road, Amberley, Arundel, West Sussex BN18 9LT
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Opening Times: Saturday 1030 - 1430
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T: 01270 652773 Tony Oakes

FEBRUARY 24
Toy & Train Fair - Worcester Perdisswell Leisure Centre, Bilford Road, Worcester, Worcestershire WR3 8DX
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Prices: Admission £2.00
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MARCH 04
Ray Heard Train & Toy Fair - Newton Abbot Racecourse Newton Abbot Racecourse, Newton Road, Kingsteignton, Newton Abbot, Devon TQ12 3AF
Opening Times: Sunday 1000 - 1530
Prices: Admission £2.00
T: 01823 480097

Barry Stockton Train & Toy Collectors Fair - Haydock Park Racecourse Exhibition Centre, Warrington Road, Newton-le-Willows, Merseyside WA12 0HQ
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MARCH 07
Joe Lock Toy & Train Fairs - Hertford Richard Hale School, Hale Road, Hertford, SG13 8EN
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MARCH 10
Jim Corr Toy & Train Fair - Gateshead International Stadium, Neilson Road, Gateshead, Tyne & Wear NE10 0EF
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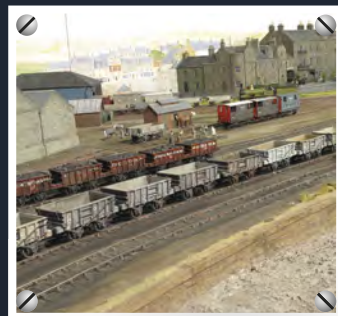
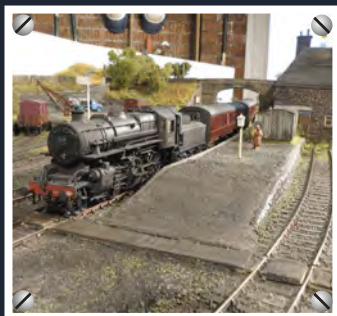
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The Summit 7mm / O Gauge. Photograph courtesy of Railway Modeller

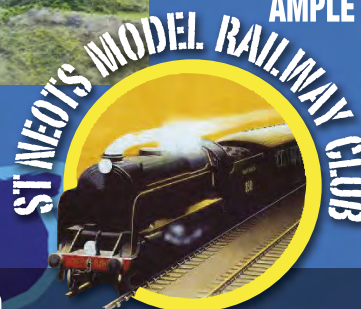
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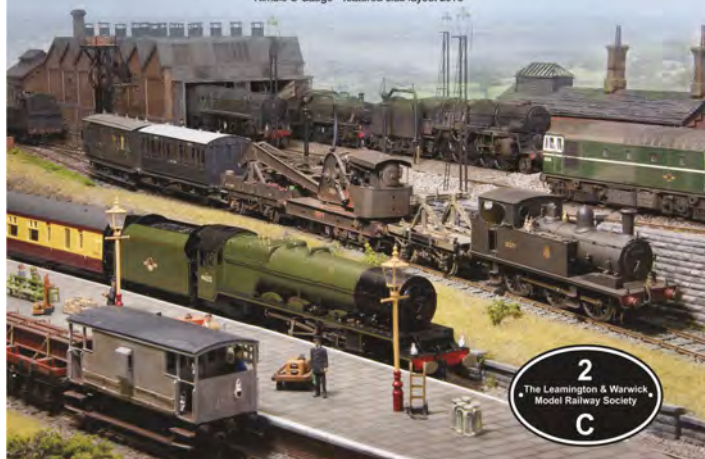
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Squires will be exhibiting at the following shows in 2018 – Diary updated as bookings are confirmed.

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 17 - TONBRIDGE M/R Ex, Angel Centre, Tonbridge, Kent, **TN9 1SF** 10-5 www.tonbridgemrc.com
Feb 18 - SHUTTLEWORTH Scale Model Exhibition Day The Shuttleworth Collection, Shuttleworth (Old Warden) Aerodrome, Nr. Biggleswade, Bedfordshire **SG18 9EP** Sun 9.30 - 4pm
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
Coming to Glasgow? Why not try Saturday? or Sunday?? The show is less busy - see much more of the layouts AND a lot easier to get to our stand! :-)
Mar 3 - KETTERING Gauge 'O' Guild Spring Show & Exhibition, Kettering Leisure Village, Thurston Drive, Kettering, **NN15 6PB**. Sat 10-4. *Plenty of FREE parking*
Mar 3/4 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, **PR2 8UR**. Sat/Sun 10 - 5pm.
Mar 10/11 - KEIGHLEY Model Railway Exhibition, University Academy Keighley (UAK), Green Head Road, Utley, Keighley, **BD20 6EB**. Sat/Sun 10-5
Mar 10/11 - HUNTINGDON East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, **PE29 2NH** Sat 10-5, Sun 10-4 *Plenty of FREE Parking*
Mar 10/11 - BASINGSTOKE Model Railway Exhibition, Aldworth Science College (formerly Richard Aldworth School), Western Way, Basingstoke, **RG22 6HA** Sat 10-5, Sun 10-4
Mar 17 - ABINGDON ABRAIL 2018 Model Railway Exhibition, White Horse Leisure & Tennis Centre, Audlett Drive, Abingdon, Oxon, **OX14 3PJ**. Saturday 10 - 5pm.
Mar 17/18 PERTH GREEN Model Railway Exhibition, Perth Green Community Centre, Inverness Road, Jarrow, Tyne and Wear, **NE32 4AQ** Sat 10-5. Sun 10-4.
Mar 31 - April 2 - YORK Model Railway Show, The Knavesmire Stand, Racecourse Road, York. YO23 1EX. Saturday & Sunday 10 - .5, Monday 10 - 4.30. Coming to York Show? Why not try Sunday?? or Monday??? The show is less busy - See more of the layouts AND a lot easier to get to our stand!! :-) **Plenty of FREE Parking**
April 7 - NORWICH Model Railway Exh, Hellesdon High School, NR6 5SB. Sat 10 - 4.30pm.
April 14/15 CORSHAM Trainwest 2018 Model Railway Exhibition, Springfield Community Campus, Beechfield Road, Corsham, Wilts SN13 9DN Sat/Sun 10 - 5 **Plenty of FREE Parking**
April 14/15 - HORSHAM Crawley MRS Model Railway Exhibition, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, **RH12 1SR**. Saturday 10-5, Sunday 10-4.30. PLENTY OF FREE PARKING
April 21/22 - BANGOR Co. Down. North Down Model Railway Society Model Railway Exhibition, Bangor Grammar School, Gransha Road, Bangor, Co. Down, **BT19 7QU**. Sat 10-5, Sun 12-5.
April 28/29 - SUTTON COLDFIELD MR Exh, Bishop Walsh School, Wyldre Green Road, Sutton Coldfield, **B76 1QT** **Plenty of FREE Parking** Sat 10-5, Sun 10-4.30. SCRS 50th Anniversary.
May 4 - 6 - The 50th Bristol Model Railway Exh The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, **BS35 3JB**. Friday 1pm - 7pm, Sat 10 - 6.30pm, Sun 10 - 5pm. Coming to Bristol Show? Why not try Saturday?? or Sunday??? The show is less busy
May 12 - READING The Association of Larger Scale Railway Modellers Trade Show and Exhibition, Rivermead Leisure Centre, Reading. **RG1 8EQ**. Sat 10 - 4.30. *FREE entry to ALSRM Members*
May 19 LITTLEHAMPTON South Downs 7mm NGA Group SWING Model Railway Exhibition, The Littlehampton Academy, Fitzalan Rd, Littlehampton, W/Sussex **BN17 6FE** 10-4.30. 10th Anniversary - New Venue - plenty of FREE Parking www.swing-model-railway.org.uk.
June 2 - DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, **DN4 7PD**. Sat 10 - 4.00.
June 2/3 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10 - 5pm. *Free Car Parking & Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!* :-)
June 9/10 - GLASGOW 'O' Gauge Model Railway Exhibition, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow, **G43 1NE**. Sat 10-4, Sun 11-4. *Free Parking, Close to Railway Stations*
June 23/24 - PERTH Model Railway Exh, Dewars Ice Rink, Perth, PH2 0TH Sat 10-5.30, Sun 10-5
July 14/15 - BARRY & PENARTH Model Railway Exhibition - Clubs 40th Anniversary. St Cyres School, Sully Road, Penarth, Vale of Glamorgan, **CF64 2XP**. Saturday 10 - 5, Sunday 10-4.30.
July 28/29 - North Shields RAILEX NORTH EAST, John Spence Community High School, Preston Road, North Shields. Tyne & Wear. **NE29 9PU** Sat 10-5, Sun 10-4.30.
Aug 4/5 - SOUTHWOLD Waveney Valley Model Railway Exhibition, Saint Felix School Southwold, **IP18 6SD** Saturday 10 - 5pm Sunday 10-4.30pm. **Plenty of FREE Parking**
Aug 11 - 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 11/12 - 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 1/2 - TELFORD GUILDEX 2018, O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**, Saturday 10 - 5, Sunday 10 - 4.
Sept 22/23 - HALIFAX M/R Ex, North Bridge Leisure Centre, Halifax, **HX1 1XH**. Sat/Sun 10 - 5.
Oct 6/7 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10-5pm. *Free Car Parking and Free Entry to Museum & Exhibition - Yes that's Free Entry!!!!* :-)
Oct 13/14 - ALDERSHOT Farnham MRC 44th Exhibition, Alderwood Leisure Centre, Tongham Road, Aldershot, Hants. **GU12 4AS**. Sat 10-5, Sun 10 - 4.30. www.farnhammrc.org.uk
Nov 3/4 - ANGEMERING W.Sussex Area Group N Gauge Society "All Scales Model Railway Exhibition", The Angmering School, Greenwood Drive, Station Rd, Angmering, **BN16 4HH**, Sat 10-5 Sun 10-4 *Now 2 Day Show - Short Walk Angmering Station - Features various scales not just N Gauge!!**

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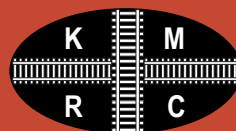


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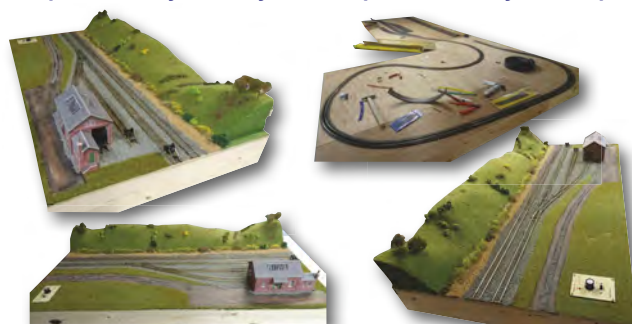
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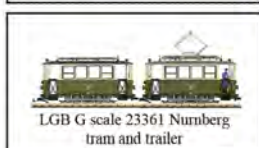
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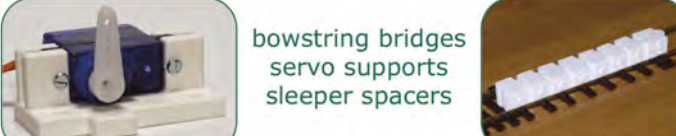
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HEIRLOOM ENIGMA

This gorgeous antique model has been in Vic Mitchell's family for generations, although he knows precious little about it. Can **BRM** readers fill in the gaps?



I have inherited this fine working model from my grandmother, who had been told that it had been built by an ancestor for a Paris exhibition in the 1850s. However, my research into its exact provenance has proved difficult, since her family name was 'Smith'.

As far as the model itself was concerned, I have enjoyed seeing it running ever since I could sit up – as far back as 1936. It was always kept on a high shelf in our house, but it was taken underground during World War II, as was my Father's Trix Twin Railway.

During the war, model production was stopped and, so devoid of a railway, I assembled Wilson Lorries, these being the only kits available. I still have a good fleet, although I never see references to them and few people seem to be interested.

My pre-War Dinky trains are of limited appeal, especially in comparison to the Tri-ang TT 3mm stock I began to enjoy as a student. One of my achievements in the air raid shelter was the creation of a track diagram of my local station, Hampton.

My home town later became Midhurst and, as there was no book on its railway lines,



A young Vic Mitchell pictured at home circa 1936 with a train set.

I thought of creating one. With the help of friends, we made one and Middleton Press was the result.

We have now produced some 612 volumes, but I am still unable to trace the train seen in these pictures, and which is kept at home under a glass dome in a suitably secure site. With that in mind, I wonder if BRM readers might be able to shed some more light on its origins. Any help or insight is appreciated, and should be directed to our researcher, Guy, at guycwilkerson@gmail.com, or to the editorial team at BRM@warnersgroup.co.uk. ■

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The construction includes wooden dowels for the boilers and cotton wool for the smoke. All other components, including the water mill, involved cardboard and glue. The subsequent painting would have required a lens, as well as tiny brushes. The inlays in the wood may have been the work of a specialist. The sails on the windmill turn at a steady rate, thanks to a cord from the motor.



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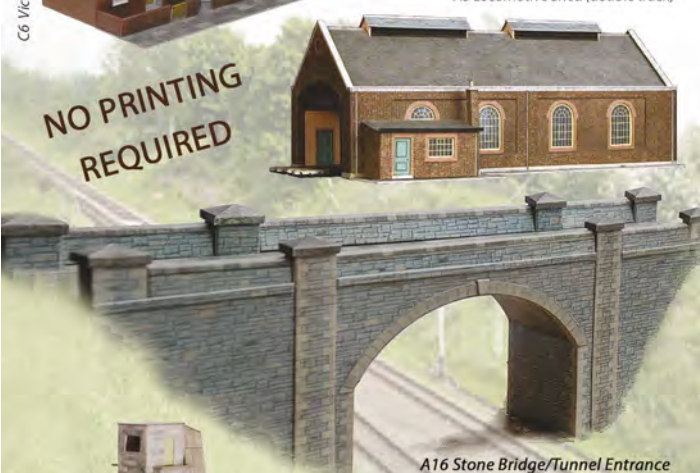
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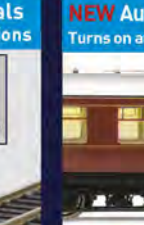

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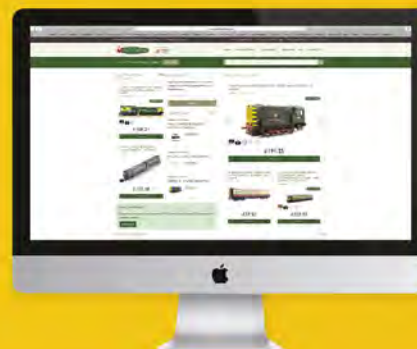


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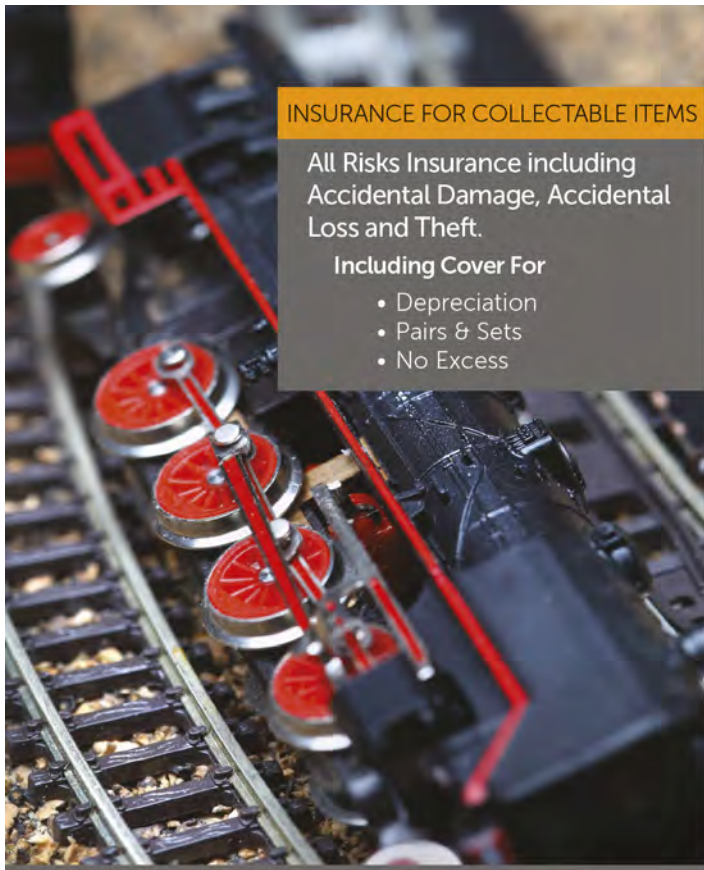
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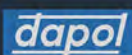
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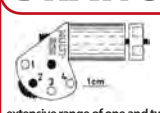
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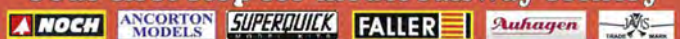
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TAIL LAMP

Simon George updates us with progress on his mammoth project layout 'Heaton Lodge'.

It's been a busy few months on 'Heaton Lodge', although the rate of construction has inevitably slowed as the 50ft of completed plain four track main line has now merged into an intricate hand-built double junction, with switched diamond crossings.

Boards 14 and 15 and their associated civil engineering and landscaping are now complete - a bit of a milestone as it takes us to around one third of the eventual viewing side, which now totals 64ft. Given this eventual completed side will measure around 160ft there's a bit to go yet!

I'm still enjoying packing in as much detail as possible, which includes the power cables to each scratch-built dummy Westinghouse point motor using weathered decoder wire, as well as individually-laid cable trunking, made from Evergreen channel section and layout wire. There aren't many buildings at Heaton Lodge because the location is semi-rural, so I'm having to utilise my detail fad in just about everything else.

I'm pleased with the way the stream and storm culvert on the North bank have turned out. Present in the 1980s at the location, but largely filled in now, I experimented with different types of off-the-shelf water. Finally, I plumped for the deep pour water from Woodland Scenics. It still enables underwater detail to be modelled, yet also looks the part when dry. The only downside is that it scratches pretty easily, so it's more suited to a permanent layout rather than a portable one.

The stone culvert mouth and retaining wall is made from plywood, cut to shape and covered with a thin layer of DAS clay. Once dry it's carved into individual stones and painted with watercolours. It's laborious, but the results speak for themselves. The larger stones have an extra blob of DAS added before being filed to shape to mimic the stones rough-hewn texture. After the watercolour has dried, AK Interactive Green Mould is carefully applied.

The oil drum and pallet next to the stream



Simon has commissioned a rake of 100T TEA bogie tankers from PH Designs to be produced for 'Heaton Lodge'.



A layout that depicts the depths of winter. Certainly different.



A bmx, a ramp and a stream. What could go wrong?

is a bit of a blast from the past. At 12 years old I tried to leap it on my BMX Grifter and failed miserably, getting soaked and covered in stinking mud - those were the days.

Regular readers may recall that the 2ft-wide cassettes onto which the concrete track is laid and ballasted (mostly Peco Individulay components) are then bolted into White Rose Modelworks frames. These frames include the formers that support the embankments and cutting, which I construct from polystyrene sheets, cut with an industrial hot knife. Finally, thin plaster is skimmed on top before the real detailing begins.

The process of fitting the cassettes into the frames and wiring them can take a couple of weeks, so I've been cutting my teeth on constructing some JLTRT rolling stock kits.

Kerosene and other petroleum products were common passing Heaton Lodge in the 1980s. Given there's not really a satisfactory O gauge 100T TEA bogie tanker kit available and I need more than a few, I've enlisted the

help of an etched kit designer to put a new kit together which is being developed.

The equally common smaller four-wheeled TTA tanks are a different matter because Just Like The Real Thing produce an excellent version which I've really enjoyed building. I've built 15 of these, with 50 needed in total. I've experimented with modifying their suspension given their weight. After assessing around 10 sizes and strengths of miniature springs from Entex Springs online, I've found that 2.5mm wide springs work best. After drilling a hole a few millimetres deep in the bottom of the leaf springs, I've slotted in the miniature springs secured with a tiny spot of superglue. The axleboxes have M&M Models roller bearings fitted, so the completed TTAs run beautifully well.

I'm also experimenting with adding three or four battery-powered speakers into the bottom of the TTAs which replicate the sound of the odd flat spotted wheel and flange squeal. ■

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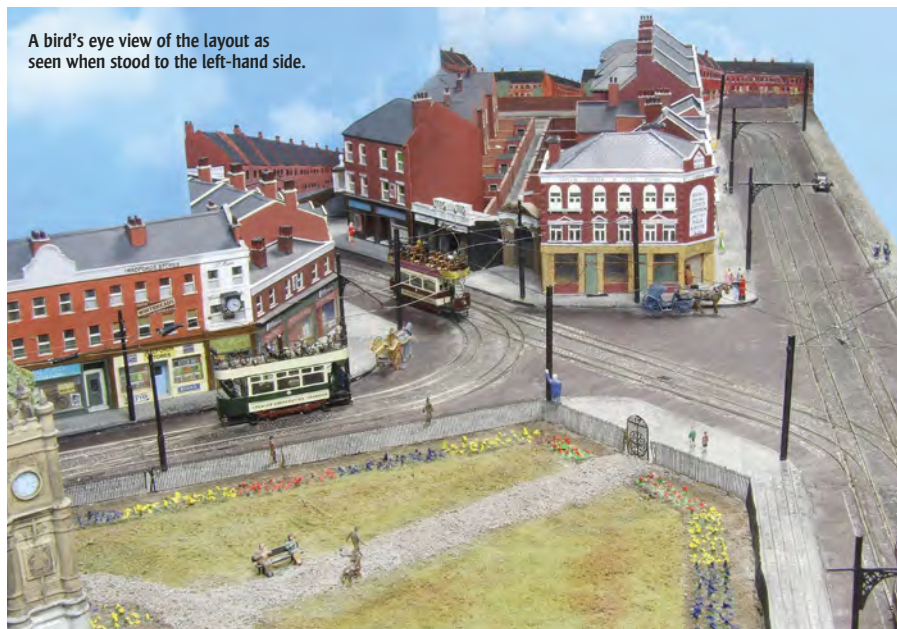
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BROADWAY TRAMS

If city centre modelling is your thing, or you have a large collection of diecast vehicles and a limited amount of space, then a tramway layout may be an option to consider.

A bird's eye view of the layout as seen when stood to the left-hand side.



FACT FILE

- ▶ **LAYOUT NAME** Broadway Trams
- ▶ **SCALE/GAUGE** 2mm:ft / N gauge
- ▶ **SIZE** 4' x 2'
- ▶ **ERA** 1920 - 1930
- ▶ **CONTROL** 12v DC
- ▶ **LAYOUT TYPE** Exhibition
- ▶ **PHOTOGRAPHY** Ray Lightfoot

FOR

- ✓ Compact geometry with tight radii curves and simple pointwork
- ✓ Urban modelling allows a lot to be incorporated into a compact space
- ✓ Trams can be run close together, realistically, without appearing inaccurate.

AGAINST

- ✗ Most of the rolling stock needs to be built from kits or adapted from static models
- ✗ Tramways require overhead wiring and masts, though the wires can be omitted in this smaller scale
- ✗ Trams offer limited variations in operability.

Based loosely on the tramway system on the Broadway, Ilford, this compact layout built by Alan Lawrence utilises all the advantages of modelling a tram system (tight curves, limited clearances and compact rolling stock) to achieve plenty of operational interest.

The trackplan may initially appear complex, however, after a brief analysis, you will see that the many loops all form an integral part of the trickery it creates. The trams effectively run

around on circuits, running down a high street one way, before performing a full loop and returning back the other way. If required, the trams can switch from one circuit to another, to provide a little variety.

This has to be one of the most well planned compact layouts to have ventured on the exhibition circuit. The trams are free to circulate around the Ilford-inspired houses, without creating confusion.

The eye is led to the 'focal point' of the layout in the form of a junction. The overhead catenary with numerous wires also keeps the eye entertained.

Despite being set in an urban environment, there

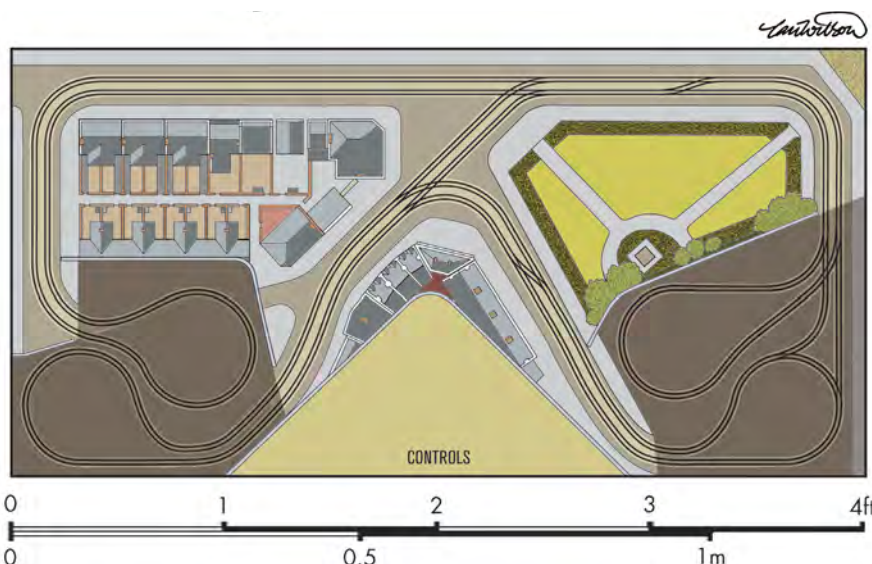
are one or two verdant areas on the layout - a small park with a stone monument occupies at least one third of the total surface area, allowing for a scenic break from the imposing architecture, an excuse for a few trees and the chance to model some colourful flower beds.

HAND-BUILT TRACK

Alan fabricated the track from code 40 rail using copperclad sleepers from the 2mm scale association shop. As with the prototype model, most of the track on this tramway is buried in the cobbled roads. Alan has managed to replicate this convincingly and in the process has only used half the quantity of sleepers of standard railway track.

SMALL, BUT NOT SIMPLE

When building the layout, you may think that due to its small size, the construction of the model would be relatively easy. This isn't necessarily the case, as the rolling stock items readily available are few and far between. There are a limited number of ready-to-run tram prototypes in both N and OO gauges and should nothing suit the task, then alternatives in the form of whitmetal kits must be sought and built. **BRM**



FOURTEE COLLIERY

An industrial setting is ideal for minimum space modelling. When combined with a less commonly employed scale, it can also provide operational interest.



A large quantity of track in a small space - a common trait of industrial modelling.

This is one of a few layouts that Doug Richards, member of the Nailsea and District Club, has built. He chose to model in the less common 3mm:ft scale, more commonly referred to as 'TT' - a scale developed in the UK by Tri-ang.

This layout shows just what can be squeezed into this 'half-way' scale - a meeting point between 2mm:ft (N gauge) and 4mm:ft (OO gauge). Modelling in 3mm:ft has its advantages and disadvantages, like most scales, but those who model in this scale argue that due to its size, it is more convenient than OO, without the fiddliness of N gauge. Should you wish to model in 3mm:ft however, you'll soon notice the lack of ready to run models unlike the N and OO gauge markets.

DESIGNED WITH PORTABILITY IN MIND

Fourtee Colliery is a portable layout that measures a mere 40" x 12", built for a challenge issued by the 3mm Society in 2005 during its 40th Anniversary. Being a 3mm Society member, Doug naturally accepted - the only rules were that the layout must be a working model (i.e. not a static diorama) and fit within the confines of the measurements already stated.

Because of the small size of this layout, it can be picked up under one arm and placed on the back seat of a car - ideal for transporting to shows or meets. There's plenty of pointwork to keep operations interesting as well as



Short platforms provide an excuse to allow the running of passenger trains (most probably full of workers) on and off scene.

a turntable to save space on run-round. Even a platform allows for some passenger workings to be incorporated. As you'd expect when working in this scale, all of the buildings and structures were scratch-built.

A MIXTURE OF TRACK

Doug used a mixture of trackwork - some older GEM points, but also flexi track, produced by the society. The 3mm society has been an important player in promoting the use of this still rather 'niche' scale in the country and joining as a member is highly recommended, if not for parts such as track or kits, simply for friendly advice.

So, if space for a layout really is limited then take a leaf out of Doug's book - it really is possible! **BRM**

FACT FILE

- ▶ **LAYOUT NAME** Fourtee Colliery
- ▶ **SCALE/GAUGE** 3mm:ft / 12mm gauge
- ▶ **SIZE** 3'4" x 1'
- ▶ **ERA** BR steam
- ▶ **CONTROL** 12v DC
- ▶ **LAYOUT TYPE** Exhibition
- ▶ **PHOTOGRAPHY** Doug Richards

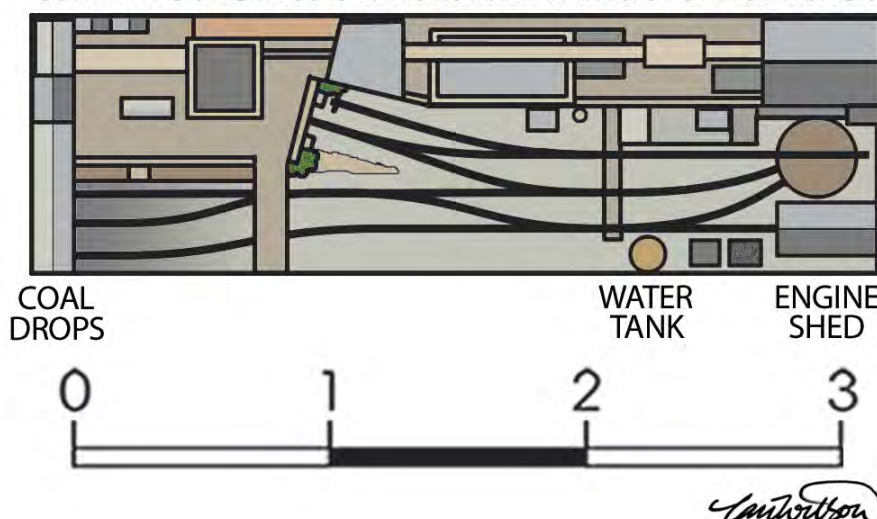
FOR

- ✓ Colliery buildings help to conceal storage roads and sector plate
- ✓ Plenty of sidings for varied movements of coal and other trains
- ✓ Turntable and passenger workings for added operational interest
- ✓ Can fit on a standard table without support.

AGAINST

- ✗ Only small locos can be used due to lack of run-round space
- ✗ Rolling stock not very varied due to lack of storage space
- ✗ Due to the nature of the scale, locos and stock will need to be mainly kit-built.

COLLIERY BUILDINGS OVER SECTOR PLATE & STORAGE ROADS



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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
SECR Birdcage Coaches	hattons.co.uk/bc	£55.21	Mar 2014							
Class H1 & H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	£161.46	Mar 2013							
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	from £127.46	Jul 2014							
Class 90	hattons.co.uk/c90	from £152.96	Jul 2014							
Mk2f coaches & DBSO	hattons.co.uk/mk2f	from £46.71	Mar 2013							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 121/122	hattons.co.uk/dapolbubble	from £123.25	Dec 2012							
Class 142	hattons.co.uk/c142	from £115.18	Jan 2011							
Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	from £115.56	Dec 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge 50t Warwell Wagon	hattons.co.uk/ogaugeww	from £85	Oct 2016							
SECR P Class 0-6-0T	hattons.co.uk/pclass	£99	Sep 2017							
Andrew Barclay 14" & 16" 0-4-0ST	hattons.co.uk/barclay	£99	Sep 2017							
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 2016							
ICI Hopper Wagon	hattons.co.uk/ici	from £24	Mar 2015							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
Rail Head Treatment Train (RHTT)	hattons.co.uk/RHTT	from £118	Nov 2017							
FEA Intermodal Wagons	hattons.co.uk/FEA	from £32	Nov 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 07 Shunter	hattons.co.uk/cl07	from £111	Jan 2016							
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£600 (EST)	Apr 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Hitachi IEP Class 800	hattons.co.uk/IEP800	from £239	Nov 2016							
Class 87	hattons.co.uk/hornby87	from £144	Nov 2016							
SR 'Lord Nelson' 4-6-0	hattons.co.uk/lordnelson	from £136	Jan 2018							
NBR Class J36 0-6-0	hattons.co.uk/J36	from £112	Jan 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
YEC Janus 0-6-0 Shunter	hattons.co.uk/janus	£74	Nov 2015							
60' Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
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 15/01/18.

CLECKLEWYKE

When starting a 4mm layout to prototypically correct scale tolerances, starting with a smaller, less complicated layout might not be such a bad idea.

FACT FILE

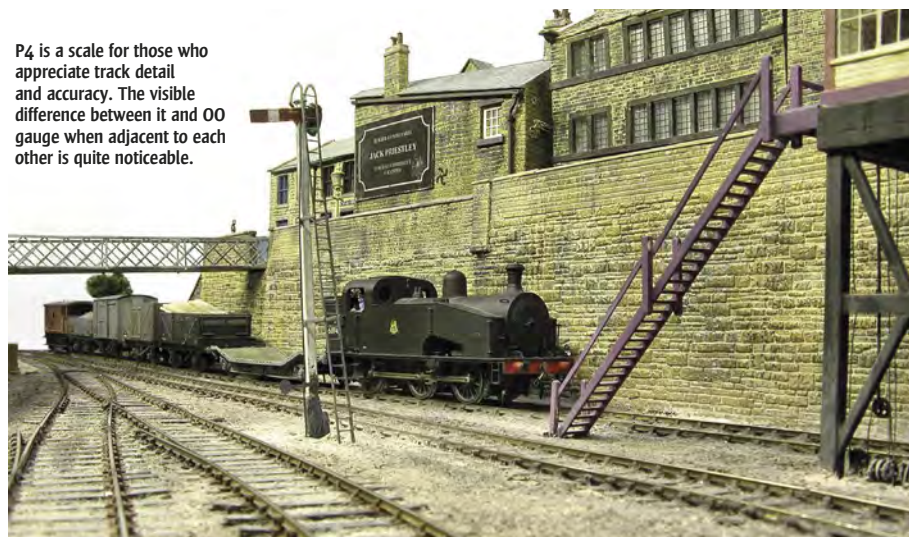
- **LAYOUT NAME** Clecklewyke
- **SCALE/GAUGE** 4mm:ft / 18.83mm (P4)
- **SIZE** 4' x 20"
- **ERA** BR steam
- **CONTROL** 12v DC
- **LAYOUT TYPE** Exhibition
- **PHOTOGRAPHY** Tony Wright

As a first attempt at modelling a compact exhibition layout in P4, Ian Everett's Clecklewyke works rather well. There is always something to look at and admire, without the surrounding space feeling overly cluttered. The large industrial architecture and structures that sit and dominate the scene to the rear, also act effectively as a backdrop. Both the canal and basin to the left help disguise the simplicity of the track plan by limiting the viewer's line of sight. This almost adds an element of surprise, as the casual on-looker won't know what to expect next - each arrival appears as a surprise. The next time you venture to a large station, observe the surroundings and make a mental note of just how many buildings block the view of the railway.

LESS IS MORE

Without too much in the way of fussy pointwork or tight radius curves that may cause problems for rolling stock due to the finescale tolerances, the

P4 is a scale for those who appreciate track detail and accuracy. The visible difference between it and OO gauge when adjacent to each other is quite noticeable.



trackplan on Clecklewyke creates an illusion of being a slice of a far larger trackplan, without the necessity of having to build the remainder of the station. This isn't the only layout to feature such a design attribute, indeed one or two others on the exhibition circuit are of a similar style, where the station entrance (to one side of the layout) conceals the rest of the station situated off-scene.

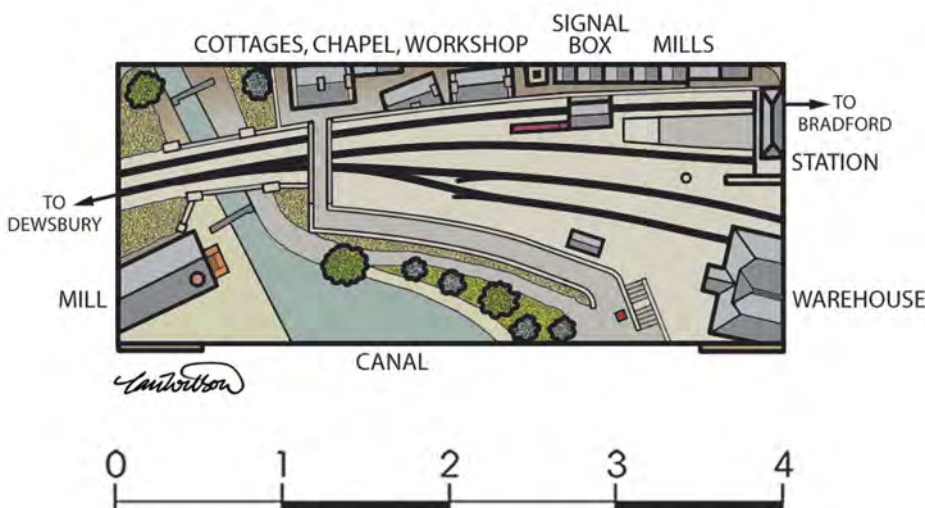
THE ART OF PERFECT TRACKWORK

The scale of P4 due to the difference in track gauge over standard OO gauge, requires that all trackwork be constructed by hand, from pointwork to straights - none of which can be 'thrown at the boards' too hastily. All has to be carefully planned ahead.

Making your own track is a learning curve, but one that will make you even more observant of the real railway and how things work. Get it right and your trains will sail through the trackwork with a satisfying clatter as they make their way over points, rail joints and crossings, but get it wrong and you'll hear the dreaded clattering noise of wheels running over sleepers.

The most important thing to remember is not to be afraid of having a go - when you succeed you'll look back at your work with admiration and say 'I made that'.

If time isn't in your favour then you can consider getting your track built by a professional either 'off' or 'on site'. **BRM**



FOR

- ✓ Off scene storage is conveniently hidden by buildings
- ✓ The impression of a much larger station is quite convincing
- ✓ Varied scenic height creates additional interest
- ✓ Simple, uncomplicated track plan for easy operation.

AGAINST

- ✗ Limited space for scale length trains
- ✗ P4 requires track and rolling stock chassis to be constructed or heavily adapted
- ✗ The additional height added to the layout may create issues when transporting the model.

OUTWELL VILLAGE

Modelling one of the more idyllic areas of the country can result in two models based on the same location, both with the same goals in mind, but built in separate scales.



Outwell captures the look and feel of the West Norfolk area.



The modelling of the waterways is first-class!

FACT FILE

- ▶ **LAYOUT NAME** Outwell Village
- ▶ **SCALE/GAUGE** 2mm:ft / N Gauge & 4mm:ft / OO Gauge
- ▶ **SIZE** 7' x 2'
- ▶ **ERA** Pre- and post-war
- ▶ **CONTROL** DC
- ▶ **LAYOUT TYPE** Tail chaser / End to end
- ▶ **PHOTOGRAPHY** Andy York

FOR

- ✓ A scenically picturesque location which captures the essence of the location to good effect
- ✓ Operation need not be complicated, so wiring should be kept as simple as possible
- ✓ Even if the railway isn't the busiest, there is enough to keep the viewer entertained.

AGAINST

- ✗ Be prepared to adapt RTR items

Two different takes on the same location, one built in OO gauge, the other in N, such is the case with Outwell. This is just as good as example as any that even after choosing a location and environment in which to set your model, the end result is ultimately entirely the owner's choice.

OPEN TO INTERPRETATION

If you were to look at both models in the flesh, they both capture the 'look' and 'feel' of the west Norfolk area - the Wisbech and Upwell tramway meanders and snakes its way adjacent to dykes, crossing roads and bridges along the way, but look again more closely at the trackplans and you will be able to play 'spot the difference'. Note how two interpretations of the same subject can vary, being modified to suit their own needs.

The core essence of each layout is retained - the

waterway, buildings and tree line, but the space in which it is built varies. One design being a tailchaser, the other an end to end is possibly the most obvious difference, but look at the way in which the sidings have been altered - the OO gauge version being more operator friendly with its extra pointwork.

Both scales are different, N gauge allows the opportunity to model the return loop and additional countryside, but the OO gauge version caters for detail - ducks, weeds and a whole host of other items.

BEWARE OF THE LIMITATIONS

Indeed, the Wisbech and Upwell was a tramway, hence most of the locomotives to run across the light rail lines were either purpose-built for the job or modified. Cow catchers had to be fitted to protect both livestock and people from injury. You'll have to resort to either 'kit-bashing' or scratch-building if you want the same. Bachmann produce a very nice model of an O4 diesel shunter and with some added

etched sides, you'll soon have yourself a superb little model.

As for wagons, the supply is virtually endless, take your pick - from cattle wagons to opens or vans, all were frequenters of this line conveying fresh goods and produce or livestock from the area to the rest of the country. **BRM**

