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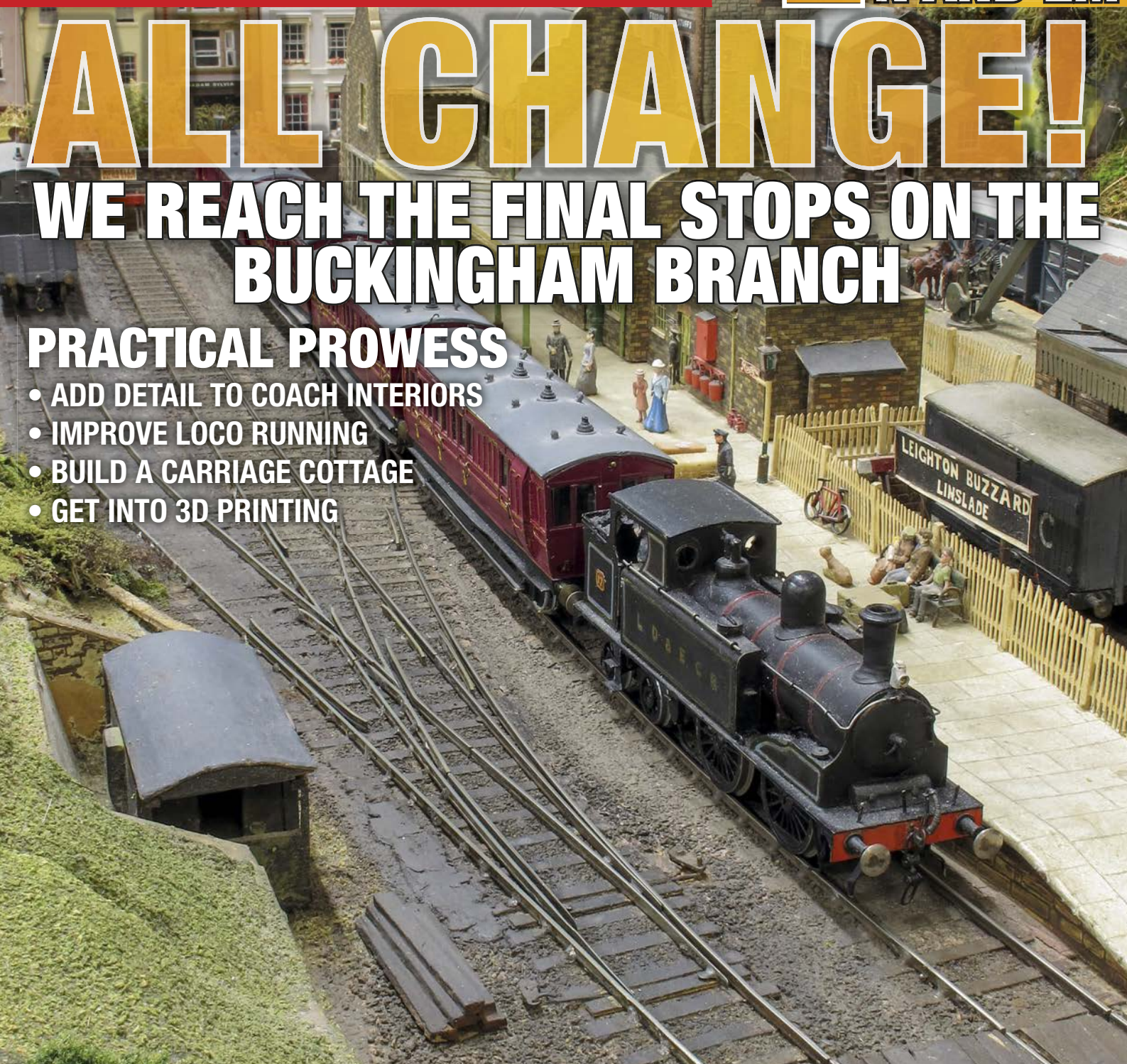
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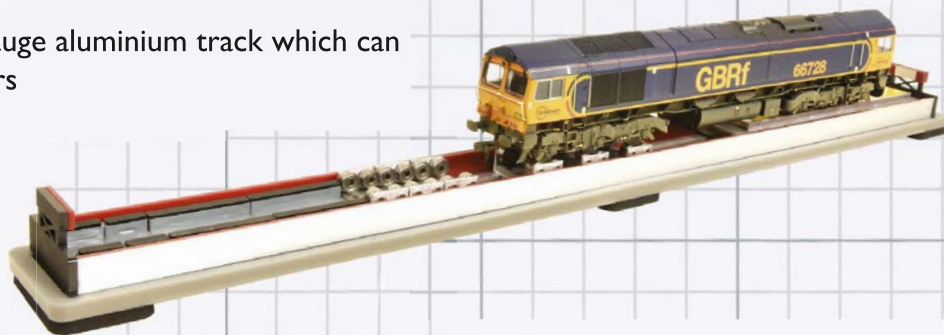
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BRM TV

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IN THIS EPISODE...

Howard Smith and Phil Parker visit the North Norfolk Railway to look at its on-site model railways, miniature railway, ride its WD 2-10-0 locomotive and cook a footplate breakfast.



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Contents | Spring 2018

LAYOUTS

22 LEIGHTON BUZZARD (EM)
Tony Gee takes us on a journey through the final stations on Peter Denny's iconic Buckingham Branch.

40 NINE MILLS (N)
David Forshaw's layout has a fictitious south Midlands location, but plenty of LMS and GWR interest.

54 CHURCHILL HALT (O)
We enjoy a look John Taylor's latest project while it's still being built.

78 NO PLACE (OO)
Les Richardson admits to spending too much time in colliery yards as lad. His oddly named layout is the result.

PRACTICAL BRM

30 BUILD A RESIN GOODS SHED
Resin kits can be tricky, but not if you follow Paul Bason's useful advice.

36 DETAIL COACH INTERIORS
A few details can add life to otherwise empty coaches, says Tony Wright.

46 BRM PROJECT LAYOUT - PART FOUR
Phil Parker builds a stick fiddle yard for his portable Didsbury Green layout

48 GET STARTED IN 3D PRINTING
3D printing doesn't have to be technical or difficult. Steven Da Costa introduces the basics.

52 KNOW YOUR HEADLAMP CODES
Tony Wright and Ian Wilson show you how to hang headlamps correctly.

60 MAKE A CARRIAGE COTTAGE
Inspired by a trip to the North Norfolk railway, Phil Parker finds a new use for an old coach.

68 IMPROVE LOCO RUNNING
Michael Russell has a few tips for getting the best from RTR locomotives.

NEWS AND REVIEWS

86 TRADE NEWS
We hear about a new wagon from Accurascale, a Dapol GWR Mogul and more.

94 NEW MODELS
A look at this month's latest commissions, including those from Kernow and Cheltenham Model Centre.

95 N GAUGE CARFLATS
Howard Smith sings the praises of six new carflats from the N Gauge Society.

97 NEW GEAR
Printable and laser cut kits, bogies, new couplings and other items heading to retail.

98 HATTON'S P CLASS
Anticipation is already building for this multi-liveried little loco. Andy York investigates.

100 ELLIS CLARK Mk1 COACHES
They're weighty units at over 1kg apiece, but are they any good? Howard Smith finds out.

102 HATTON'S WARWELL
Andy York reaches for the superlatives in his appraisal of this O gauge tank transporter.

FEATURES

64 PROTOTYPE INSPIRATION - RAILWAY COTTAGES
In which we learn how redundant coaches were turned into bijou residences.

72 THE BIGGEST LITTLE RAILWAY
Jennifer Kirk recalls the many trials and tribulations of building a model railway along the Great Glen Way.

90 BMRA RESULTS
The votes have been counted and we reveal the results of our hotly contested annual competition.

104 ALLY PALLY PREVIEW
A fixture on many calendars, our London show is better than ever. Here are just a few of the highlights.

146 TAIL LAMP
North Norfolk Railway Education Manager, Daisy Robinson, explains how targeted workshops can inform, entertain and encourage further participation.



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22



36



ON THIS MONTH'S BRMTV DVD

Howard and Phil don winter woollies and head to the North Norfolk Railway.

The welcome is warm, even if the weather was freezing. They enjoy a privileged tour, as well as breakfast cooked on the hotplate. Andrew the signalman is a star in the making, as you'll see...



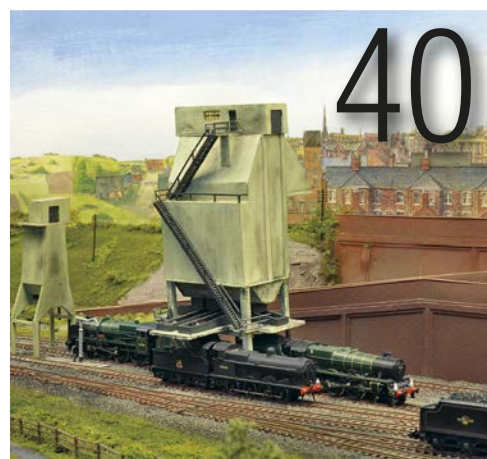
52



30



40



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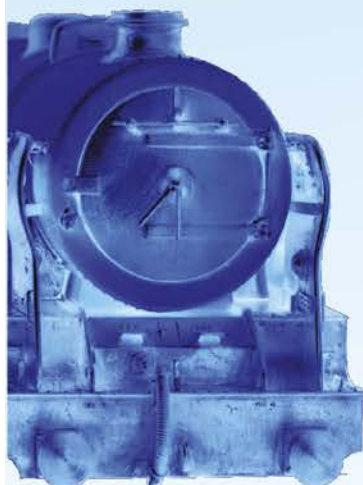
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In case you haven't noticed, we've been trying to freshen up the content of our cover-mounted DVDs recently. This started with a road trip to the Pendon Museum, and this month we've kept up the pace with a visit to the North Norfolk Railway. Howard and Phil are your hosts on this occasion, although the real stars of the show are Education Manager Daisy Robinson and Signaller Andrew Vaughan, who, it's fair to say, is a lively and engaging storyteller. It's great stuff, and next month sees my DVD debut when we go behind the scenes at the Ffestiniog & Welsh Highland Railways. I'm still picking bits of it out of my boots, but they put on a fun and interesting day for us. As always, head to RMweb.co.uk (or write to us) to let us know what you think about the new format, and what you'd like to see more or less of on our DVDs. They won't always entail trips to heritage railways, but we're keen to explore the possibilities of this programme-style approach.

Otherwise, we have another packed issue for you. We lead with a look at the 'Leighton Buzzard Linslade' and 'Grandborough Junction' portions of Peter Denny's much-vaunted 'Buckingham' layout. While new owner Tony Gee is still in the midst of restoring the full layout to its original glory, he takes this section on the exhibition circuit. Indeed, it's one of the 40 great layouts you'll be able to see at our Alexandra Palace show on March 24-25 – see www.world-of-railways.co.uk for further details and page 104 for a preview.

We have three other great layouts to peruse, including a first look at 'Churchill Halt' as it undergoes the various stages of development – a preview, if you like. A good selection of practical content is a given, of course, and you wouldn't expect anything less, but I'm really pleased to feature an extended article on page 72 written by Jenny Kirk, who was one of the team captains from the 'Biggest Little Railway in the World' TV show. I'm also eager to see the winners of the British Model Railway Awards, which hadn't been unveiled at the time of writing. The results are in on page 90, however. And then our Cakebox Challenge is still cooking up a storm. RMweb is where most of the action is, but above we have a peek at a brand new 'box in progress' – Kevin Phare's aptly named 'Cold!', which is shown here with a light dusting of the chilly stuff that inspires its name. Kevin will be writing a practical about this lovely bit of scenic modelling in a future edition.

Finally, and sadly, we note the passing of Steffan Lewis, whose 'Maindee East' layout, below, is modelling of the highest order and, in its depiction of general railway filth, ticks lots of boxes for me.

Respect, and our condolences are most certainly due. ■



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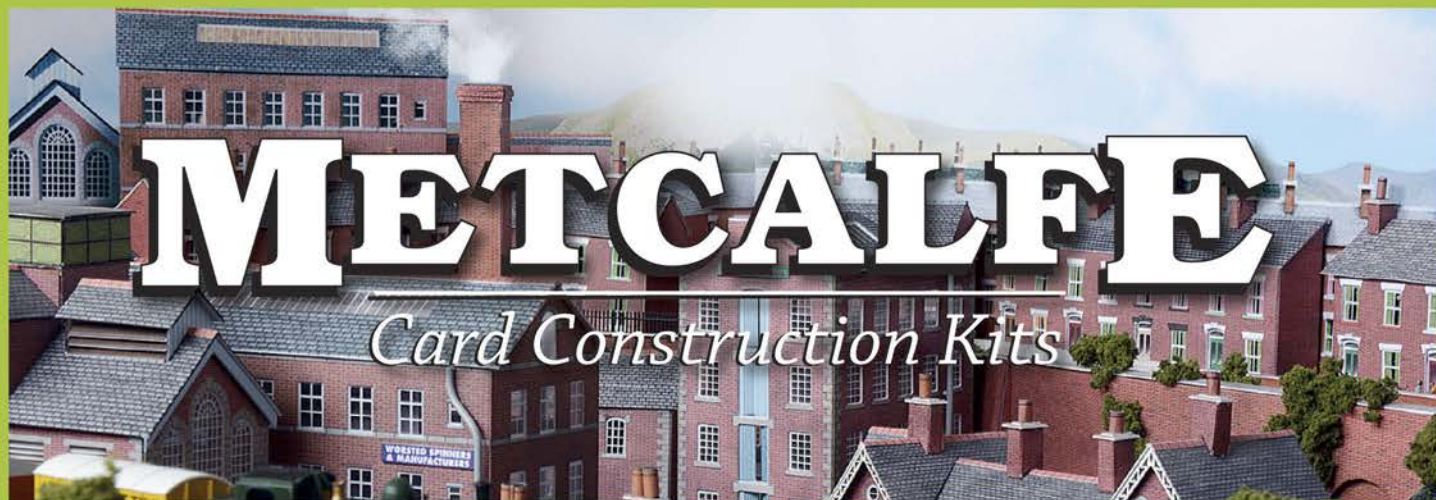


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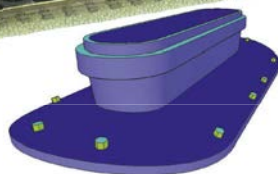
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Due Second Quarter 2018



NEW - 32-738Z Bachmann TMC Limited Edition Class 66 - NOW IN STOCK!



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- Screw link couplings
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- Crest Changes

- Gloss finish
- Cab crew
- Fire irons
- Real coal
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- Fit parts pack
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H4-P-001 - 178 in SECR full lined green (with brass)

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H4-P-003 - 754 in SECR grey

H4-P-004 - A325 in SR lined Maunsell green with Maunsell lettering

H4-P-005 - 1555 in SR black with Egyptian lettering

H4-P-006 - 1558 in SE black with sunshine lettering

H4-P-007 - 31027 in BR black with early emblem

H4-P-008 - 31323 in BR black with late crest

H4-P-009 - "Pioneer II" in Bowaters Paper Mill green

H4-P-010 - "Pride of Sussex" in Robertsbridge Flour Mill green

H4-P-011 - 27 "Primrose" in Bluebell Railway lined black 1960s

H4-P-012 - 323 "Bluebell" in Bluebell Railway lined blue (2010s)



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H4-AB14-001 - 14" 2047 '705' in BR black with early crest

H4-AB14-002 - 14" 2047 '705' in GWR green with shirtbutton roundel

H4-AB14-003 - 14" 2134 "Coronation" in lined green

H4-AB14-004 - 14" 1863 in Caledonian Railway lined blue

H4-AB14-005 - 14" 2134 WTT in lined green



H4-AB14-006 - 14" 2069 "Little Barford" in Acton Lane Power Station blue with wasp stripes

H4-AB14-007 - 14" 1927 'No.1' in Burnley Corporation Gas Department blue

H4-AB14-008 - 14" 2134 'No.3' in Fina lined blue

H4-AB16-001 - 16" 2244 'No.10' in NCB lined black

H4-AB16-002 - 16" 2043 'No.6' in NCB green

H4-AB16-003 - 16" 2226 "Katie" in lined maroon

H4-AB16-004 - 16" 1964 in CPC UK blue

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H4-RHTT-001 'Sandite' with 2 wagons and sandite modules

H4-RHTT-002 'Water Jet' with 2 wagons and water jetting modules

H4-RHTT-003 Additional 'Water' wagon with 3 water modules



Weathered

H4-RHTT-004 'Sandite' with 2 wagons and sandite modules - weathered

H4-RHTT-005 'Water Jet' with 2 wagons and water jetting modules - weathered

H4-RHTT-006 Additional 'Water' wagon with 3 water modules

FEA Intermodal Wagon

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H4-FEAE-001 6410xx in Freightliner green

H4-FEAE-002 6410xx in Freightliner green

H4-FEAE-003 6410xx in Freightliner green

H4-FEAE-004 6410xx in Freightliner green



H4-FEAE-005 641015 in Freightliner green with track panel carriers



H4-FEAS-001 6406xx in GBRf blue

H4-FEAS-002 6406xx in GBRf blue

H4-FEAS-003 6406xx in GBRf blue

H4-FEAS-004 6406xx in GBRf blue



H4-FEAS-005 6409xx in GBRf/Metronet yellow with track panel carrier

H4-FEAS-006 6409xx in GBRf/Metronet yellow with track panel carrier

H4-FEAS-007 640931xx in TransPlant yellow

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HORNBY 2018 Range Announced - see the full range at www.hattons.co.uk/hornby2018

SR 'Lord Nelson' 4-6-0

Pre-order from £136. TTS-fitted £156

Due in Stock: June 2018



R3603TTS 30850 "Lord Nelson" in BR green with late crest - TTS sound fitted

R3634 851 "Sir Francis Drake" in Southern Railway olive green

R3635 30863 "Lord Rodney" in BR green with early emblem

Class J36 0-6-0

Pre-order from £112. TTS-fitted £132

Due in Stock: July 2018



R3600TTS 673 "Maude" in North British Railway lined black - as preserved - TTS sound fitted

R3621 851 722 in LNER black

R3622 65311 "Haig" in BR black with early emblem

Class 8P Streamlined Princess

Coronation 4-6-2

Pre-order for £152

Due in Stock: October 2018



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R3623 6221 "Queen Elizabeth" in LMS coronation blue

R3639 6244 "King George VI" in LMS maroon

R3677 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved

Maunsell Kitchen & Dining car

Pre-order for £40

Due in Stock: October 2018



R4816 7869 in SR olive green

R4817 S7946S in BR green

Class 87

Pre-order from £136

Due in Stock: February 2018



R3580 87035 "Robert Burns" in BR Blue

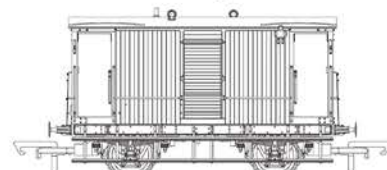
R3582 87010 "King Arthur" in Intercity Swallow livery

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



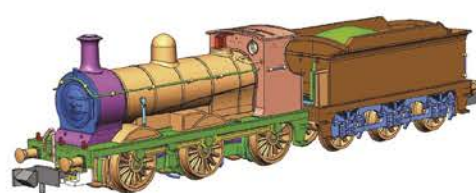
2017/18

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

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Due in Stock: TBC



371-725 450073 in South West Trains livery

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Steam locos



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



1324 Class 1366 0-6-0PT 1368 in BR black late crest (Hor) £124
1321 Class 1366 0-6-0PT 1369 Great Western green - as preserved (Fol) £124



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



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



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



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



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



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



R3170 Class 49xx 4-6-0 4901 'Adderley Hall' in GWR Green - Railroad range (Hor) £67



R3499 Class 49xx 4-6-0 6947 'Helmingsham Hall' in BR Green late crest - Railroad Range (Hor) (RRP £95.99) **BARGAIN**... £57



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



R3276 Class 4P Compound 4-4-0 1072 in LMS Black Fowler tender - Railroad range (Hor) (RRP £85.99) **BARGAIN**... £45



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



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



R3278 Class 6P Patriot 4-6-0 45518 'Bradshaw' in BR Green early crest - Railroad range (Hor) £64.80



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



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



R3517 Class 7P 'Royal Scot' 4-6-0 6108 'Seaforth Highlander' in LMS black - 'The Final Day' special edition (Hor) £161



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



R3086 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green - Railroad Range (Hor) (RRP £110.99) **BARGAIN**... £55



R3284TTS Class A1 4-6-2 4472 'Flying Scotsman' in LNER Green TTS Sound - Railroad range (Hor) £108



R3060 Class A1 4-6-2 60163 'Tornado' in British Railways Apple Green (Railroad Range) (Hor) (RRP £109.99) **BARGAIN** £68



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



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



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



R3546 Class B12/3 4-6-0 61576 in BR black early emblem (Hor) **NEW** £136



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



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



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



R3495 Class D49/1 4-4-0 62760 'The Cotswold' in BR early crest - Railroad Range (Hor) (RRP £85.99) **BARGAIN**... £59



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**... £80



R3405 Class J50 0-6-0T 585 in LNER Black (Hor) (RRP £93.99) **BARGAIN**... £69



R3407 Class J50 0-6-0T 68959 in BR Black early emblem (Hor) (RRP £93.99) **BARGAIN**... £69



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



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



R3456 Class N15 King Arthur 4-6-0 30792 'Sir Hervis de Revel' in BR Lined Green early emblem (Hor) (RRP £160.99) **BARGAIN**... £108



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



R3559 Class Q1 0-6-0 C24 in Southern Railway wartime black (Hor) £100



R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (RRP £155.99) **BARGAIN**... £88



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



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



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



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



32-254A WD Austerity 2-8-0 77003 in LNER plain black (Bac) £135.96

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Diesel train packs

R3399 EWS freight train pack Class 67 in EWS and three MHA open wagons (Hor) (RRP £241.99) **BARGAIN**.....£139

Steam train packs

R3299 "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

Diesel locos

10001HAP 10001 BR Brunswick green orange, black & orange lining, Aug 1955 - Oct 1957, (Dap) (RRP £105) **BARGAIN**.....£94

NEW

R3504TTS Class 08 08623 in DB Schenker - TTS Sound fitted (Hor) **NEW**.....£139.501603 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

NEW

2655 Class 26/0 26008 in BR railfreight coal sector grey (Hel) **NEW**.....£104

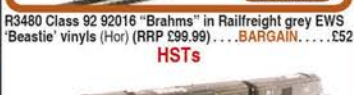
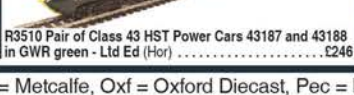
NEW

2656 Class 26/0 26010 in BR railfreight grey red stripe (Hel) **NEW**.....£104

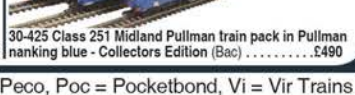
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2657 Class 26/0 26011 in BR civil engineers "Dutch" (Hel) **NEW**.....£104

NEW

2658 Class 26/0 26014 in BR blue (Hel) **NEW**.....£1042661 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**.....£612614 Class 26/1 26026 in BR blue (Hel) **NEW**.....£1042638 Class 26/1 26028 in BR blue (Hel) **NEW**.....£1042639 Class 26/1 26036 in BR civil engineers "Dutch" (Hel) **NEW**.....£1042640 Class 26/1 26040 in BR railfreight grey red stripe (Hel) **NEW**.....£1042615 Class 26/1 26044 in BR blue - weathered (Hel) **NEW**.....£1042813 Class 28 CoBo D5706 in BR green small yellow ends (Hel) **NEW**.....£1102814 Class 28 CoBo D5717 in BR green small yellow ends - heavily weathered (Hel) **NEW**.....£119R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor) **NEW**.....£8832-377A Class 37/4 37401 "Mary Queen Of Scots" in BR large logo blue (Bac) **NEW**.....£117.2632-391DS Class 37/7 37796 in Railfreight coal sector (DCC Sound Fitted) (Bac) **NEW**.....£203.96R3392TTS 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**.....£39R3571 Class 50 D400 in BR blue - Class 50 50th anniversary pack - Special edition (Hor) **NEW**.....£1445311 Class 53 D0280 "Falcon" in BR two tone green - Ltd Ed (Hel) **NEW**.....£125R3590 Class 55 "Deltic" 9010 "The Kings Own Scottish Borderer" in BR blue - Railroad Range (Hor) **NEW**.....£5632-733DS Class 66 66040 in EWS - DCC sound fitted (Bac) **NEW**.....£225.2132-980A Class 66/7 66728 "Institution of Railway Operators" in GB Railfreight - weathered (Bac) **NEW**.....£152.96R3268 Class 67 67003 in Arriva Trains Wales (Hor) (RRP £139.99) **BARGAIN**.....£994D-022-008 Class 68 68003 "Astute" in Direct Rail Services compass - DCC fitted (Dap) **NEW**.....£131.714D-022-009 Class 68 68006 "Daring" Scotrail - DCC fitted (Dap) **NEW**.....£151.164D-022-010 Class 68 68008 "Avenger" in Direct Rail Services compass (Dap) **NEW**.....£131.714D-022-012S Class 68 68015 in Chiltern Railways - DCC Sound fitted (Dap) **NEW**.....£254.967701 Class 77 EM2 Woodhead electric E27005 "Minerva" in BR green half yellow panels - Ltd Ed for Olivas Trains (Hel) **NEW**.....£16531-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (RRP £139.95) **BARGAIN**.....£79R3480 Class 92 92016 "Brahms" in Railfreight grey EWS "Beastie" vinyls (Hor) (RRP £99.99) **BARGAIN**.....£52R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor) **NEW**.....£246

DMUs

32-287 Class 101 2 Car DMU in BR blue & grey "Cambridge/Norwich" (Bac) (RRP £159.95) **BARGAIN**.....£8932-286 Class 101 2 Car DMU in BR green small yellow warning panel "Shrewsbury/Aberystwyth" (Bac) (RRP £159.95) **BARGAIN**.....£944D-009-HAT01 Class 121 single car DMU "Bubblecar" 120 in "GWR 150" chocolate and cream - Hatton's limited edition (Dap) **NEW**.....£129.954D-009-HAT04 Class 121 single car DMU "Bubblecar" 121020 in Chiltern Railways blue - Hatton's limited edition (Dap) **NEW**.....£129.954D-009-HAT02 Class 121 single car DMU "Bubblecar" 121032 in Arriva Trains Wales - Hatton's limited edition (Dap) **NEW**.....£129.954D-009-HAT07 Class 121 single car DMU "Bubblecar" 55022 in original Network South East "maroon" - Hatton's limited edition (Dap) **NEW**.....£129.954D-009-HAT05 Class 121 single car DMU "Bubblecar" 55027 in revised Network South East - Hatton's limited edition (Dap) **NEW**.....£129.954D-009-HAT06 Class 121 single car DMU "Bubblecar" 960010 in Railtrack "coaching stock" maroon - Hatton's limited edition (Dap) **NEW**.....£129.954D-009-HAT03 Class 121 single car DMU "Bubblecar" 960011 in Railtrack blue and green - Hatton's limited edition (Dap) **NEW**.....£129.954D-009-001 Class 121 single car DMU "Bubblecar" W55020 in BR green speed whiskers (Dap) **NEW**.....£123.254D-009-002 Class 121 single car DMU "Bubblecar" W55028 in BR green small yellow panels - DCC fitted (Dap) **NEW**.....£142.708920 Class 128 DPU 55991 in BR blue yellow ends "Parcels Service" (Hel) (RRP £119.95) **BARGAIN**.....£598991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (RRP £119.95) **BARGAIN**.....£6930-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) **NEW**.....£490

Prices valid until 28/02/18

All prices correct
when going to press.
Errors excepted.

EMUs

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

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

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

Train sets - digital

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 £264.99) **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 £210.99) **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

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

39-611 60' ex-SECR Birdcage composite 5453 in SR olive green (Bac) **NEW** £55.21

39-620 60' SECR Birdcage brake third 1182 in SE&CR dark lake (Bac) £55.21

R4808 Mk2D BSO brake second open E9481 in BR blue and grey (Hor) **NEW** £34

R4807 Mk2D FO first open E3180 in BR blue and grey (Hor) **NEW** £34

R4806 Mk2D TSO tourist second open E5714 in BR blue and grey (Hor) **NEW** £34

Wagons

4F-016-110 12 ton banana van B240735 in Fyffes yellow (Dap) **NEW** £9.50
4F-016-111 12 ton banana van B240735 Fyffes yellow - weathered (Dap) **NEW** £10.50

R6878 2018 Father's Day gift open wagon (Hor) **NEW** £13
2F-034-061 21-ton steel mineral hopper 136250 in LNER grey (Dap) **NEW** £9
2F-034-062 21-ton steel mineral hopper 136250 LNER grey - weathered (Dap) **NEW** £9
R6841 21-ton steel mineral wagon "Stevens, Oxford" (Hor) **NEW** £11

38-751A 22T tube wagon in BR early bauxite - weathered (Bac) **NEW** £28.01

38-122 35T VAA sliding door van in Railfreight brown (Bac) **NEW** £22.91

38-120C 35T VAA sliding door van in Railfreight red & grey - weathered (Bac) **NEW** £24.61

4F-040-015 4-plank open wagon "B. W. and Co." (Dap) **NEW** £9.50
4F-040-016 4-plank open wagon "B. W. and Co." - weathered (Dap) **NEW** £10.50

1154 Pack of 4 4-wheel A tank 44290 in Esso grey 1980s Hazchem symbols - weathered (Hel) (RRP £99.80) **BARGAIN** £76
1154 Single (Hel) £20.50
4F-016-031 4-wheel banana van B881931 BR bauxite Fyffes logo (Dap) **NEW** £9.50
4F-016-032 4-wheel banana van B881931 in BR bauxite Fyffes logo - weathered (Dap) **NEW** £10.50
4F-020-031 4-wheel cattle wagon B883324 in BR bauxite (Dap) **NEW** £9.50
4F-020-032 4-wheel cattle wagon B883324 BR bauxite - weathered (Dap) **NEW** £10.50
4F-037-005 4-wheel conflat wagon container Southern Railway (Dap) **NEW** £13

4F-037-006 4-wheel conflat wagon container in Southern Railway - weathered (Dap) **NEW** £14
4F-013-122 4-wheel Gunpowder van - "Blue Circle" (Dap) **NEW** £9.50
4F-013-123 4-wheel Gunpowder van - "Blue Circle" - weathered (Dap) **NEW** £10.50
2F-013-053 4-wheel gunpowder van 701025 in LMS (Dap) **NEW** £8.50
2F-013-054 4-wheel gunpowder van 701025 LMS - weathered (Dap) **NEW** £9.50

4F-017-023 4-wheel lime wagon "Richard Briggs, Clitheroe" (Dap) **NEW** £9.50
4F-017-024 4-wheel lime wagon "Richard Briggs, Clitheroe" - weathered (Dap) **NEW** £10.50
4F-071-138 7-plank open wagon "The File Coal Company" (Dap) **NEW** £9.50
4F-071-139 7-plank open wagon "The File Coal Company" - weathered (Dap) **NEW** £10.50
4F-071-150 7-plank open wagon - "Blue Circle" (Dap) **NEW** £9.50
4F-071-151 7-plank open wagon - "Blue Circle" - weathered (Dap) **NEW** £10.50

R6835 GWR AA15 20 ton "Toad" brake van W56748 in BR grey (Hor) **NEW** £19

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

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

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

37-237 Pack of three 16 ton steel mineral wagons BR grey - weathered loads (Bac) £48.41
4F-020-019 Pair of 4-wheel Ale wagons 38625 and 38627 GWR grey (Dap) **NEW** £19

4F-020-020 Pair of 4-wheel Ale wagons 38625 and 38627 in GWR grey - weathered (Dap) **NEW** £20.50

4F-027-009 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 7898 070-0 - Weathered (Dap) **NEW** £28.05
4F-027-012 Silver Bullet bogie tank wagon in NACCO/ECC - 3780 7898 042-2 - Weathered (Dap) **NEW** £28.05

4F-027-010 Silver Bullet bogie tank wagon in NACCO/ECC - 3780 7898 072-9 (Dap) **NEW** £25.50
4F-027-011 Silver Bullet bogie tank wagon in NACCO/ECC - 3780 7898 118-0 - Weathered (Dap) **NEW** £28.05

44-072 Depot Crane (Bac) (RRP £43.95) **BARGAIN** £21
UK-20X Double length overall arch station road (Pec) £21
S583 Goodie Yard Store Raised Floor (WV) **NEW** £8
411 GWR/LMS Joint Loading Gauge - plastic kit (Pat) **NEW** £4
GJ01 LNRW-style station - pack of four plain boarded end panels - plastic kit (Pat) **NEW** £3
GJ04 LNRW-style station - pack of four plain boarded panels - plastic kit (Pat) **NEW** £3

44-0033 Brick-built two road engine shed (Bac) £84.96

44-072 Depot Crane (Bac) (RRP £43.95) **BARGAIN** £21
UK-20X Double length overall arch station road (Pec) £21
S583 Goodie Yard Store Raised Floor (WV) **NEW** £8
411 GWR/LMS Joint Loading Gauge - plastic kit (Pat) **NEW** £4
GJ01 LNRW-style station - pack of four plain boarded end panels - plastic kit (Pat) **NEW** £3
GJ04 LNRW-style station - pack of four plain boarded panels - plastic kit (Pat) **NEW** £3

NEW

R6839 SR Dia 1529 cattle wagon in BR bauxite (Hor) **NEW** £20

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

36-004A Pack of three BD containers in Bauxite and Crimson (Bac) **NEW** £13.56

R8012 HM2000 High output power & speed controller, mains supply, (Hor) £87

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

R8214 DCC Elite unit digital controller (Hor) £205

R8213 DCC Select unit (boxed) (Hor) £90
R8235 DCC Select Walkabout additional controller unit (Hor) £63

R8243 Surface Mounted point motor (Hor) £8.50

R044 Passing contact lever frame switch (for point motors) (Hor) £9

CL2 Standard Coach Lighting Strips - Warm White (Tra) £17

ESP-TRACK10 1.0mm Pre-etched brass sleepers - Pack of 80 (DCC) **NEW** £6.50
ESP-Track16 1.6mm Pre-etched brass sleepers - Pack of 80 (DCC) **NEW** £6.50
OOS-D1 Domestic Window frames - for kit or scratch-built buildings (Anc) **NEW** £2.50
OOS-D2 Domestic Window frames - for kit or scratch-built buildings (Anc) **NEW** £2.50
OOS-D3 Domestic Window frames - for kit or scratch-built buildings (Anc) **NEW** £2.50
OOS-D4 Domestic Window frames - for kit or scratch-built buildings (Anc) **NEW** £2.50
OOS-D5 Domestic Window frames - for kit or scratch-built buildings (Anc) **NEW** £2.50
OOS-D11 Exterior doors - for kit or scratch-built buildings (Anc) **NEW** £2.50
OOS-18 Industrial Arched window frames - for kit or scratch-built buildings (Anc) **NEW** £4.50
SLX10 Steam loco sound capsule (with built battery, speaker & motor detector) (Tra) £37

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline) - For OO, HO & O gauge - Pack of 24 (Pec) £2.20

OOSB1K 23-foot Signal Box - laser-cut wooden kit (Anc) **NEW** £12

44-072 Depot Crane (Bac) (RRP £43.95) **BARGAIN** £21
UK-20X Double length overall arch station road (Pec) £21
S583 Goodie Yard Store Raised Floor (WV) **NEW** £8
411 GWR/LMS Joint Loading Gauge - plastic kit (Pat) **NEW** £4
GJ01 LNRW-style station - pack of four plain boarded end panels - plastic kit (Pat) **NEW** £3
GJ04 LNRW-style station - pack of four plain boarded panels - plastic kit (Pat) **NEW** £3

Opening Hours

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

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

GJ08 LNW-style station - pack of four single door panels - plastic kit (Flat) **NEW** £3
GJ02 LNW-style station - pack of four window panels - plastic kit (Flat) **NEW** £3



44-017 Modern servicing depot - Scenecraft range (Bac) £84.96
511 Pair of Wooden Lineside huts - plastic kit (Flat) **NEW** £5.50



PO235 Platform kit in stone - card kit (Met) £11
OOPC1 Point motor cover building - laser-cut wood kit (Anc) **NEW** £2.50
PO334 Settle and Carlisle style railway station shelter - card kit (Met) **NEW** £10
SS25 Station Halt (Wii) **NEW** £5
SS67 Wayside Station (Wii) **NEW** £11

Man-made scenic structure - railway-related



89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel) £199
LK-55 70ft Wall type turntable (Pec) £39



R083 Box of 6 Buffer Stop (Hor) £9.50
R083 Single (Hor) £1.80



R070 Electrically Operated Turntable (Hor) £64
SS56 Level Crossing Gates (Wii) **NEW** £8



R537 Lineside Fencing (Hor) £7
SS32 Occupational Bridge Kit (Wii) **NEW** £7
SS49 Single Track Decked Girdler Bridge (Wii) **NEW** £8.50
SS83 Two x Viaduct Piers (Wii) **NEW** £11

Signals

R406 Colour Light Signal (Hor) £19
482Ratio GWR Home/Distant Signal - plastic kit (Flat) **NEW** £12
406 GWR Square Post Signal - plastic kit (Flat) **NEW** £8.50
4L-002-001 Signal - Motorised, LMS home (OOSIGN) (Dap) £22
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN) (Dap) £22

Buildings - general

SS23 Bicycle Shed Bicycles (Wii) **NEW** £5
SS39 Crossing Keepers Cottage (Wii) **NEW** £7



44-040 Diesel depot fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) £12.71
OOS-D6 Domestic Window frames - for kit or scratch-built buildings (Anc) **NEW** £5.50

OOS-D107 Exterior doors - for kit or scratch-built buildings (Anc) **NEW** £2.50
OOS-D108 Exterior doors - for kit or scratch-built buildings (Anc) **NEW** £2.50
OOS-D109 Exterior doors - for kit or scratch-built buildings (Anc) **NEW** £2.50
OOS-D110 Exterior doors - for kit or scratch-built buildings (Anc) **NEW** £2.50
OOS-D112 Exterior doors - for kit or scratch-built buildings (Anc) **NEW** £2.50



44-0079 Grain Warehouse (Bac) £63.71
SS19 Grotty Huts x 2 and Privy (Wii) **NEW** £5



44-265 Low Relief Block of Flats (Bac) (RRP £82.95) **BARGAIN** £36



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

NEW



44-585 Roadside Rescue Phone Boxes (Bac) **NEW** £21.21
SS40 Scrapyard (Wii) **NEW** £4.50
SS30 Stone & Timber Barn (Wii) **NEW** £5.50
OO-TH1 Terraced houses - low relief - laser-cut wooden kit (Anc) **NEW** £5.50

Man-made scenic structure - non-railway

SS75 Bus Shelter Kit (Wii) **NEW** £5
SS38 Cattle Creep/Culvert (Wii) **NEW** £5
LK-3 Coal Stalhes (Pec) **NEW** £3
SSAM100 Farmyard Junk (Wii) **NEW** £9
SS44 Larch Lap Fencing (Wii) **NEW** £5
LK-23 Milk Churns (Pec) **NEW** £2.50
SS363 Queen Victoria Statue (Har) **NEW** £17
SS76 Quoins/Corner Stones (Wii) **NEW** £5.50
SS82 River/Canal Bridge (Wii) **NEW** £10
SS372 Square Litter Bin, black/gold (Har) **NEW** £5.50
SS369 Street Scene - bags, bins, slabs and BT Cabinet (Har) **NEW** £8.95
OOWC1 Wooden transportation crates - laser-cut wood kit (Anc) **NEW** £2.50

Bridges, Tunnels & Walls

SS59 Brick Tunnel Mouth (Wii) **NEW** £8
SS47 Girdler Bridge Kit (Wii) **NEW** £8
R8008 Grand suspension bridge (Hor) £39



PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met) £12
LK-34 Road bridge sides. Stone type, for double track (Pec) **NEW** £8.50
LK-32 Tunnel mouth & walls. Stone type, for double track (Pec) **NEW** £7
LK-31 Tunnel mouth & walls. Stone type, for single track (Pec) **NEW** £5.50

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

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



R601 Box of 24 Double Straight (Hor) £47
R601 Single (Hor) £2.10



R8072 Left Hand Standard Point (Hor) £9
R603 Long Straight - 670mm (Hor) £3



R8073 Right Hand Standard Point (Hor) £9
ST-245 Setrack curved double radius left handed point insulfrog (Pec) £14
ST-244 Setrack curved double radius right handed point insulfrog (Pec) £14
ST-201 Setrack double straight (Pec) £2
ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9
ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £9
ST-204 Setrack Quad Straight (670mm) (Pec) £3.50
ST-204 Box of 24 (Pec) £76
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 - 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 (Pec) £3



SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £70
SL-102 Single (Pec) £3
SL-99 3 way medium radius point - insulfrog (Pec) £26



SL-90 Double slip - insulfrog (Pec) £32

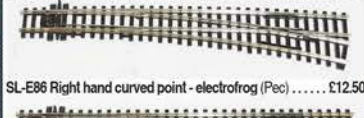
SL-E87 Left hand curved point - electrofrog (Pec) £12.50
SL-E89 Left hand large point - electrofrog (Pec) £12



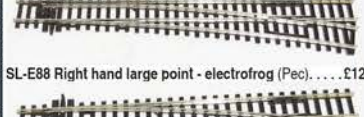
SL-E96 Left hand medium point - electrofrog (Pec) £10
SL-E96 Left hand medium point - insulfrog (Pec) £10



SL-E92 Left hand small point - electrofrog (Pec) £9.50
SL-E92 Left hand small point - insulfrog (Pec) £9.50



SL-E86 Right hand curved point - electrofrog (Pec) £12.50



SL-E88 Right hand large point - electrofrog (Pec) £12



SL-E95 Right hand medium point - electrofrog (Pec) £10
SL-E95 Right hand medium point - insulfrog (Pec) £10
SL-E91 Right hand small point - electrofrog (Pec) £9.50
SL-E91 Right hand small point - insulfrog (Pec) £9.50

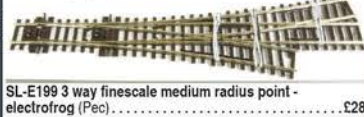
Track - Code 75 Finescale



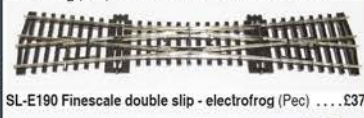
SL-108F Box of 25 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £100
SL-108F Single (Pec) £4



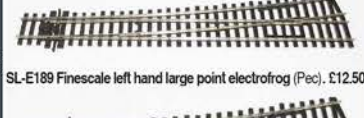
SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3



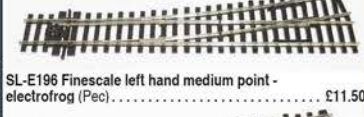
SL-E199 3 way finescale medium radius point - electrofrog (Pec) £28



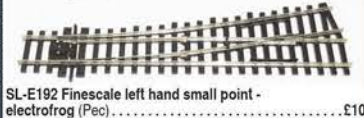
SL-E190 Finescale double slip - electrofrog (Pec) £37



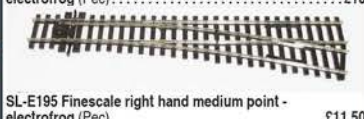
SL-E189 Finescale left hand large point electrofrog (Pec) £12.50



SL-E196 Finescale left hand medium point - electrofrog (Pec) £11.50



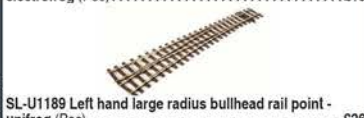
SL-E192 Finescale left hand small point - electrofrog (Pec) £10



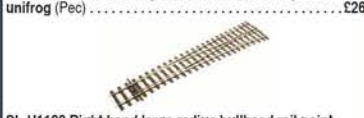
SL-E195 Finescale right hand medium point - electrofrog (Pec) £11.50



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



SL-U1189 Left hand large radius bullhead rail point - unifrog (Pec) £26



SL-U1188 Right hand large radius bullhead rail point - unifrog (Pec) £26

Track & Points

R8262 Double 4th radius curve (8 make a circle) (Hor) £3

Track underlay

SL-50 Roll of foam track underlay slooper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) £10

Railway publications



36-2018 Bachmann Branchline 2018 Catalogue (Bac) **NEW** £7.61



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

Buses

35207EFE 36' BET 6 bay single lamp 'Stratford Blue' (EFE) (RRP £28) **BARGAIN** £9
35304EFE 36' BET 6 Bay Twin Lamp Bus 'Isle of Man Road Services' (EFE) (RRP £27.50) **BARGAIN** £9
24321 AEC Reliance/BET 1950's s/dock bus 'Jones of Aberbeeg' (EFE) (RRP £19.95) **BARGAIN** £8
30709 AEC Renown 'Red Rover' (EFE) (RRP £19.95) **BARGAIN** £9.50
30601 AEC Renown '505 LGS Roadie 800' s/dock modern bus 'King Alford' (EFE) (RRP £19.95) **BARGAIN** £8



76B1002 Beadle Integral Maidstone & District (Oxf) £15.50

16229 Bristol MW coach 'Bristol Greyhound' (EFE) (RRP £24.95) **BARGAIN** £9.50
16610 Bristol VR3 open top 'New Forest Tour' (EFE) (RRP £19.95) **BARGAIN** £8



16220 Bristol/ECW MW coach 'Bristol Omnibus' (EFE) (RRP £19.95) **BARGAIN** £8

26407 Daimler Utility Bus Wills & Dorset New Year 2010 (EFE) (RRP £19.95) **BARGAIN** £8
26010 GM Standard Fleetservice (EFE) (RRP £19.95) **BARGAIN** £9

26803EFE GM Standard Leyland Atlantean d/dock bus 'First Pennine' (EFE) (RRP £19.99) **BARGAIN** £7.50
30511 Guy GS Special 'Stevensons' (EFE) (RRP £19.95) **BARGAIN** £8
11904 Harrington Cavalier coach 'Southend Transport' (EFE) (RRP £19.95) **BARGAIN** £9



16540 Leyland Atlantean Metro-Cammell - 'Ribble Motor Services' - '101 to Preston' (EFE) **NEW** £25.46

17310 Leyland National M/L Long bus 'Southend Transport' (EFE) (RRP £24.95) **BARGAIN** £8.50
16015EFE Leyland PD2 Highbridge 'Luton Corporation' (EFE) (RRP £32.50) **BARGAIN** £9.50

26821 Leyland 'Van 2 door' 'Go Whippet' (EFE) (RRP £24.95) **BARGAIN** £9
OM46619B New Routemaster, Go Ahead London, 88 Clapham Common (Cor) £34



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

26640 Plaxton Pointer Dart 'London Buses' - 'Buslines' (EFE) (RRP £19.95) **BARGAIN** £8
26647 Plaxton Pointer Dart 'North Western Premier' (EFE) (RRP £24.95) **BARGAIN** £10

36703 Plaxton SLF Dart MkII 'Aldershot & District' Stagcoach (EFE) (RRP £19.95) **BARGAIN** £8

Cars



76MN011 Austin Mini Cooper White Union Jack (Oxf) **NEW** £4.50



76M3001 BMW M3 coupe E92 mineral white (Oxf) **NEW** £5



76CD5005 Citroen DS19 Monte Carlo blue/auvergne (Oxf) **NEW** £5



76DIS001 Land Rover Discovery 5 in Silver (Oxf) **NEW** £5

Visit

www.hattons.co.uk/new

for all new releases

NEW



78CRE009 Vauxhall Cresta venetian red/polar white (Oxf) £5
NEW
76VW028 Volkswagen VW camper van lime green / white
surfboards (Oxf) NEW £4.50

NEW



76VW027 Volkswagen VW camper van savannah beige / white (Oxf) NEW £5

NEW



76VL001 Volvo 544 Light Blue (Oxf) NEW £4.50

Commercial vehicles

37601 AEC Ergomatic 2 axle flatbed "Alan Firmin" (EFE) (RRP £19.95) BARGAIN £8
34601 AEC Midall artic box van "Monks Transport" (EFE) (RRP £19.95) BARGAIN £8
34405 AEC MkV 4 axle flatbed "FH Pratt & Co" (EFE) (RRP £19.95) BARGAIN £8.50
34406 AEC MkV 4 axle flatbed "Lloyds of Ludlow" (EFE) (RRP £19.95) BARGAIN £8



34403 AEC MkV 4 axle flatbed "Spiers of Melksham" (EFE) (RRP £19.95) BARGAIN £8
37501 AEC MkV 4 axle dropside "Briton Steel Ferry" (EFE) (RRP £19.95) BARGAIN £8
23605 Bedford TK Luton van "Woodlands Transport Tunbridge Wells" (EFE) (RRP £19.95) BARGAIN £8
36304 Bedford TK Short Dropside "Russell of Bathgate" (EFE) (RRP £19.95) BARGAIN £8
33701 ERF 2 axle box van "Gestolter" (EFE) (RRP £19.95) BARGAIN £8
EM76654 Ford ER3W Thames Van "Festival of Britain" (Poc) (RRP £3.99) BARGAIN £2.50



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

NEW



76SHP006 Leyland Sherpa minibus - "Wynns" (Oxf) NEW £5.50

NEW



76MM059 Morris 1000 van - "British Railways" (Oxf) NEW £4.50
36101 Trader Luton box van "Chaplin's Removers & Storemen - Colwyn Bay" (EFE) (RRP £19.95) BARGAIN £8

NEW



76VOL4005 Volvo FH4 (G) Flatbed Trailer P McKerrall & Co Ltd (Oxf) NEW £21

Military ground vehicles

NEW



76DT005 Diamond T Tank Transporter 21st Army Tank Brigade 1942 (Oxf) NEW £21

Public Service vehicles

NEW



76SDV002 Rover SD1 3500 Vitesse Metropolitan Police (Oxf) NEW £4.50

Tools

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



N Gauge Steam locos



372-310 Class 21C1 Merchant Navy 4-6-2 35024 'East Asiatic Company' BR blue early emblem (Gra) (RRP £169.95) BARGAIN £119



372-629 Class 2MT Ivatt 2-6-0 46460 in BR lined black early emblem - weathered (Gra) £114.71



2S-010-002 Class 49xx 4-6-0 4914 "Cranmore Hall" in BR lined green late crest (Dap) £113
2S-010-002D Class 49xx Hall steam loco 4914 "Cranmore Hall" in BR lined green late crest. DCC fitted (Dap) £123



371-986 Class 64xx 0-6-0 Pannier Tank 6417 in BR Black early emblem (Gra) £80.71



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



372-386 Class A2 4-6-2 60537 'Bachelors Button' BR Brunswick green early emblem (Gra) (RRP £169.95) BARGAIN £94



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

Steam train packs



2S-011-005 Class A3 4-6-2 4472 "Flying Scotsman" in LNER apple green (as preserved) four Gresley teak coaches in maroon - light bar fitted (Dap) £198.90

Diesel locos



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



372-976A Class 24 D5031 in BR green (Gra) £101.96



371-087A Class 25/2 25225 in BR blue (Gra) £101.96
2D-013-001D Class 27 diesel loco D5401 in BR green small yellow panels. DCC fitted (Dap) £110



371-457 Class 37/0 D6714 in BR green small yellow panel and split headcode boxes (Gra) £103.66



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

DMUs



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

Train sets - analogue



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

Coaches



374-120A BR Mark 1 RU in BR crimson & cream (Gra) NEW £25.46



374-121A BR Mark 1 RU in BR maroon (Gra) NEW £25.46

Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & OO9 gauge (12 per pack) (Pec) £1.70
SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

Buildings - railways

256Ratio Large Water tower - plastic kit (Flat) NEW £12.50
Man-made scenic structure - railway-related

ST-91 Complete Stone Platform (Pec) NEW £8.50

Buildings - general

228Ratio Oil Depot - plastic kit (Flat) NEW £7
226Ratio Pump/Boiler House - plastic kit (Flat) NEW £13

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.60
ST-15 No.2 radius double curve (Pec) £1.50
ST-6 Setrack left hand point insulfrog (Pec) £8.50



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

Track - Code 80 Streamline

SL-300 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £3
SL-300 Pack of 25 (Pec) £84



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



SL-E395 Right hand medium point electrofrog (Pec) £9
SL-395 Right hand medium point insulfrog (Pec) £9.50

Track - Code 55 Finescale

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

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



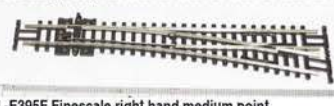
SL-E390F Finescale double slip electrofrog (Pec) £35



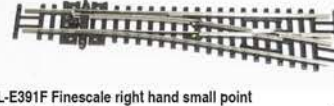
SL-E396F Finescale left hand medium point electrofrog (Pec) £10



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



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



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

Railway publications

379-018 Graham Farish 2018 Catalogue (Gra) NEW £7

Commercial vehicles



NMB004 Mercedes Actros D-TEC Combitrailer Trailer John Mitchell (Oxf) NEW £11.50

Military ground vehicles



NLR001 Land Rover Lightweight - "United Nations" (Oxf) NEW £4

O Gauge (1:43 Scale)

Steam locos

7S-026-002D Class 3F "Jinty" 0-6-0T 16554 late LMS black - DCC sound fitted (Dap) £340



7S-026-005 Class 3F "Jinty" 0-6-0T 47501 in BR black "BRITISH RAILWAYS" lettering (Dap) £191.25



7S-026-004 Class 3F "Jinty" 0-6-0T 47673 in BR black late crest (Dap) £191.25
7S-026-004D Class 3F "Jinty" 0-6-0T 47673 in BR black late crest - DCC sound fitted (Dap) £340



7S-026-007 Class 3F "Jinty" 0-6-0T 7480 in LMS black - Push/pull fitted (Dap) £191.25



7S-010-009 Class A1X Terrier 0-6-0T 643 "Gipsyhill" in LB&SCR marsh umber brown (Dap) £191.25

Diesel locos



2591 Class 05 shunter in BR green wasp stripes (late version) (Hel) £315



7D-008-011 Class 08 shunter 08173 in BR blue (without ladder) (Dap) £191.25



7D-008-008B Class 08 shunter in BR green early crest and wasp stripes - unnumbered (Dap) £191.25



2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) £550



2013 Class 20 in BR blue full yellow ends; TOPS style double arrows on the bodysides and 'domino' headcodes (Hel) £470



2010 Class 20 in BR green small yellow panels and 4-character headcodes (Hel) £470



2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) £550



2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) £470



6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate waterslide numbers, sector emblems and a selection of nameplates.) (Hel) (RRP £649) BARGAIN £390



8913 Class 128 parcels DMU M55994 in BR blue yellow ends (Hel) £470



7F-004-005 GWR 59' Auto Coach in BR crimson (Dap) £170



4992 Mk1 GUV full brake in BR blue Express Parcels branding (Hel) £250



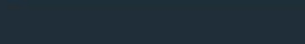
7F-080-027 8-plank open wagon 'Derbyshire Carriage and Wagon Company' (Dap) NEW £38



7F-080-027W 8-plank open wagon 'Derbyshire Carriage and Wagon Company' - weathered (Dap) NEW £38



7F-080-031 8-plank open wagon - 'Sheepbridge' (Dap) NEW £37.75



H7-WW-706 Warwell wagon 50t diamond frame bogies M360329 in BR gulf red (Hat) £85

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



H7-WW-705 Warwell wagon 50t diamond frame bogies M360333 in BR grey (Hat) £85



H7-WW-704 Warwell wagon 50t diamond frame bogies MODA95560 in MOD 1970s olive (Hat) £85



H7-WW-701 Warwell wagon 50t diamond frame bogies MS.1 in War Department (GWR) (Hat) £85



H7-WW-703 Warwell wagon 50t diamond frame bogies WW36 in War Department (LNER) (Hat) £85



H7-WW-708 Warwell wagon 50t Gloucester GPS bogies MODA95511 in MOD 1970s olive (Hat) £85



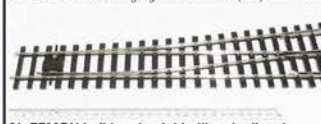
H7-WW-710 Warwell wagon 50t Gloucester GPS bogies MODA95536 in MOD 2000s olive (Hat) £85



H7-WW-709 Warwell wagon 50t Gloucester GPS bogies MODA95537 in MOD 1990s olive (Hat) £85



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



SL-700BH Single (Pec) £6.50



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



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



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



VA01317 Austin Mini 7 Zircon Blue Lord Austin's Daughter (Cor) NEW £24



NEW VAO1011 Morris Minor Traveller Bermuda Blue (Cor) NEW £24



NEW 43R25001 Rolls Royce 25/30 - Thrupp & Maberly Burgundy (Oxf) NEW £21

Any or Multiple Scales Analogue controllers



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



D Double/Twin track power controller (Gau) £80



Q Quadripole 4 circuit power controller (Gau) £140



M1 Transformer Output 2 x 16v AC 1A (Gau) £37



NEW Imperium 1 'Imperium' 21 Pin MTC 6-function DCC decoder (Dap) NEW £19.51



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (RRP £109.75) BARGAIN £90



36-557 Single (Bac) £18.66



36-568 6 pin DCC decoder Back EMF and Railcom (Bac) £24.61



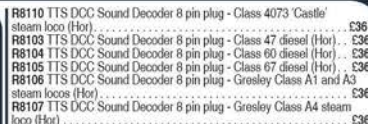
DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24



BPCD27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23x x 27x x 10d mm) x 5 (Gau) £71



DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £16



R8110 TTS DCC Sound Decoder 8 pin plug - Class 4073 'Castle' steam loco (Hor) £36



R8103 TTS DCC Sound Decoder 8 pin plug - Class 47 diesel (Hor) £36



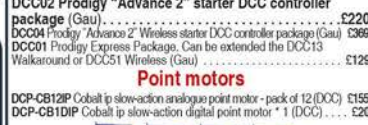
R8104 TTS DCC Sound Decoder 8 pin plug - Class 60 diesel (Hor) £36



R8105 TTS DCC Sound Decoder 8 pin plug - Class 67 diesel (Hor) £36



R8106 TTS DCC Sound Decoder 8 pin plug - Gresley Class A1 and A3 steam locos (Hor) £36



R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 steam loco (Hor) £36



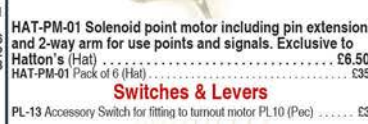
Digital control accessory decoders DCD-ABS28X 2 output Accessory Decoder for all Solenoids and other point motors needing momentary power (DCC) £21.50



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



50210 ECoS Command Station DCC V2.1 controller full colour LCD touch screen & dual controllers - 6A output (ESU) £600



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



DCC02 Prodigy 'Advance 2' starter DCC controller package (Gau) £220



DCC04 Prodigy 'Advance 2' Wireless starter DCC controller package (Gau) £399



DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £129

Point motors DCP-CB12IP Cobalt ip slow-action digital point motor - pack of 12 (DCC) £155

DCP-CB12IP Cobalt ip slow-action digital point motor * 1 (DCC) £20

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

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

DCP-CB120MG Cobalt Omega slow-action analogue point motor x 12 (DCC) £165

DCW-TMP2 Cobalt Point Motor installation kit (DCC) NEW £8.50

DCP-CBSS-6 Cobalt SS surface mounted point motors controller - pack of 6 (DCC) £125

PL-10 Point Motor (Switch Machine) (Pec) £6

PL-10 Bag of 6 (Pec) £34

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

PL-10E Single (Pec) £8

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

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

HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £6.50

HAT-PM-01 Pack of 6 (Hat) £35

Switches & Levers PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £9

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

Scenic tools & materials PSG-1 Static Grass Micro Applicator (Pec) £42

Track underlay JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav) £9

Railway publications RailwayModeller1802 Railway Modelle Magazine - February 2018 Issue (Pec) NEW £4.40

Tools DCM-RR12 Rolling Road - Active Set - 12 Way - For OO, N, HO, TT Gauge (DCC) £77

GM558 Super Hands Modelling Aid magnifier and adjustable work holder (Gau) NEW £19

LAYOUT FOCUS



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

One of my favourite Buckingham trains ready to leave Leighton Buzzard. The LD&ECR 0-4-4T and its rake of 6 wheelers. The timetable means that they don't always work together but when they do, it makes for a highly individual and unusual train.

BUCKINGHAM

Tony Gee continues his tour of Peter Denny's classic layout, with a focus on the 'Leighton Buzzard Linslade' and 'Grandbrough Junction' stations.

Part two

To many, this is the classic Denny station building. It was first built in the early 1950s and was at Buckingham. When that station was expanded and renewed, it was no longer needed but was re-used when Leighton Buzzard was also rebuilt.



Last month's article, at least as far as the photographs were concerned, concentrated on the main terminus at 'Buckingham'. Those who studied the trackplan will have noticed two other stations, three if you include the tiny halt at 'Bourton', so this time I'll concentrate on those two, along with some of my thoughts on why this grand old layout is still relevant today.

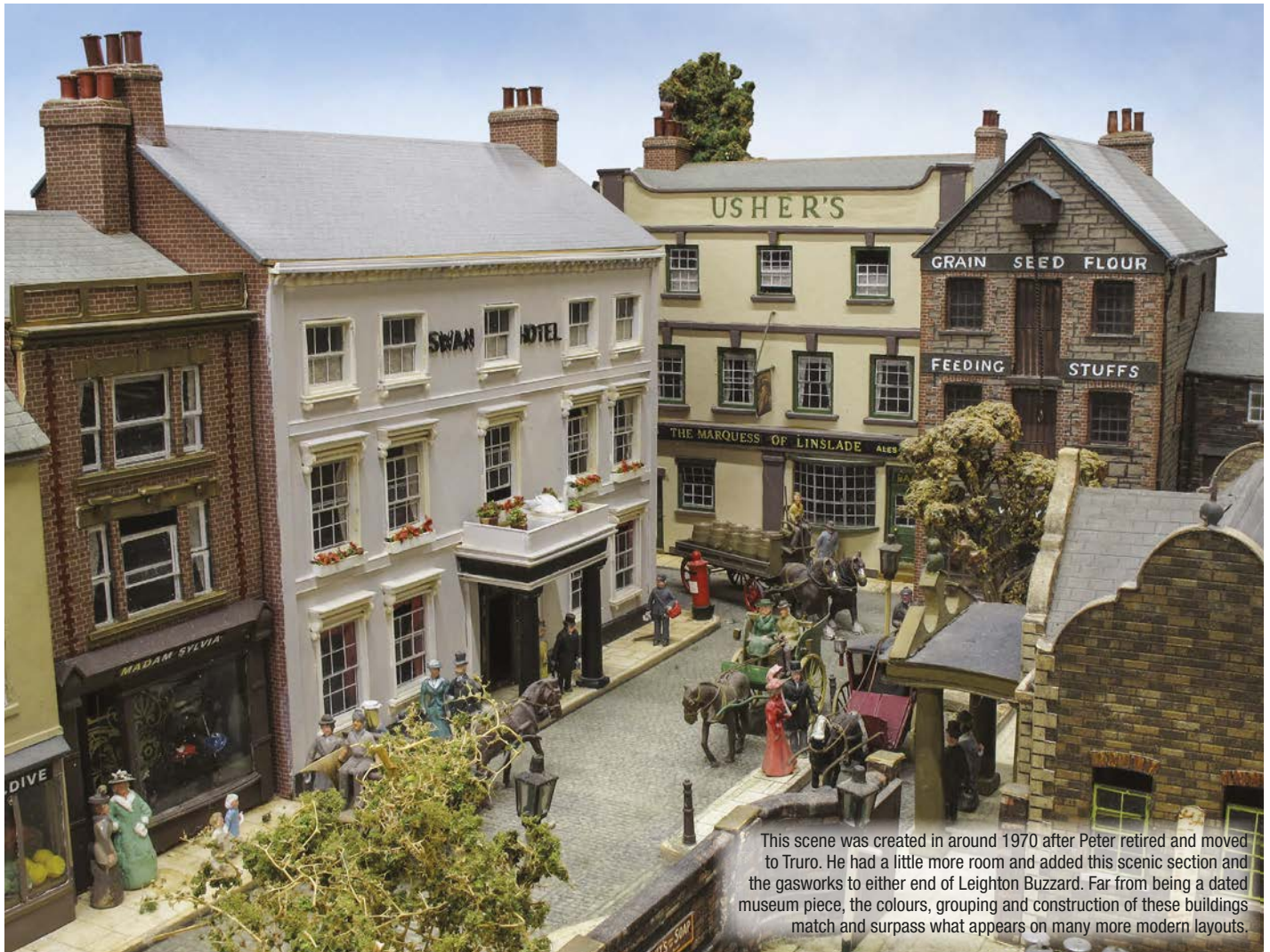
From the earliest version of 'Buckingham' with a through station, a small branch terminus and a big terminus, Peter Denny always preferred layouts with more than one

station. This was partly because two of his sons, Stephen and Crispin, were interested in the hobby and liked a station each to operate so they could send trains to each other. It was also because the real railway was like that. In reality, trains go from one place to another and perhaps stop at other places along the way. The only time 'Buckingham' was reduced to a single station was when lack of space prevented anything else - it was a terminus to a fiddle yard arrangement that Peter preferred to model.

The photographs in the March issue ended where the trains go off-scene from

'Buckingham', just beyond 'Bourton Halt' and disappear into a tunnel. The break is only a few inches but when you are operating 'Buckingham' or 'Grandbrough Junction' it's not obvious because you only concentrate on your own station. At 'Grandbrough', the double track emerges under a typical GCR overbridge and sweeps round a curve, under another bridge and into the station. This is one of the devices which makes the layout so effective from a scenic point of view. It is broken up into small sections by bridges and buildings at the front. The curved section





This scene was created in around 1970 after Peter retired and moved to Truro. He had a little more room and added this scenic section and the gasworks to either end of Leighton Buzzard. Far from being a dated museum piece, the colours, grouping and construction of these buildings match and surpass what appears on many more modern layouts.

the legacy of 'Buckingham'? A well thought-out layout design and timetable can lift a simple layout to a new level of interest and enjoyment

at 'Grandborough' contains a small goods yard, a gasworks, two loading banks, plus the branch line to 'Verney Junction'. This is a short dead-end line, which goes under the scenic break and terminates.

When the second bridge is passed, the platforms and station buildings are reached. Here we see how Peter used a combination of real buildings from different locations, along with freelance ones and put them together to create a fictitious but quite believable scene. The main station building is freelance but very little of that is visible behind a typical MSLR/GCR canopy, based

on a photograph of Chesterfield. The island platform buildings don't get much of a mention in the books and article but they are typical of the GCR London Extension. The Chesterfield canopy and the London Extension buildings are from two distinct geographical areas and time periods and just would not have been seen together, but at 'Grandborough', they look as though they belong together.

It would have been much easier for Peter to put a 90 degree curve at each end and make the platform straight. It is what many a modeller does to this day. I see it all the

time at exhibitions and in magazine articles and it just shouts "toy train set" to me. However, Peter chose to make the platforms on a 21ft radius, with transition curves at each end. That was very rare in the 1950s and not common now but it makes a huge improvement to the appearance of the station.

In front of the station, there is a small marshalling yard and a locomotive depot. In Peter's mind, 'Grandborough' was rather like Verney Junction. Any significance it has is due to the railway choosing to build a junction there, rather than for the surrounding community. It has a small goods yard for the mostly agricultural traffic and a little gas works, which serves the railway community and a few nearby properties.

It's the marshalling yard that makes 'Grandborough Junction' such an interesting station to operate. Once a day, the main goods train arrives in the yard from London. Each wagon has a small coloured



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GAUGE**

dot at the end of the solebar and each of the sidings is allocated a destination. There is one for 'Buckingham' traffic, one for 'Grandborough' and one for 'Leighton Buzzard'. The locomotive comes off the train and goes to the shed for servicing and the station pilot goes to work. The yard shunter will look at the wagons that have arrived and the wagons there and split them according to the coloured dots. Four colours go to 'Buckingham', two are for 'Grandborough' and two are for 'Leighton Buzzard'. A chart on the front of the baseboard sets out which colours go to which destination on each day and at the end of each run through the timetable, a peg is moved along to remind the operator which day they are on. Each wagon has a different colour each side and the turntable fiddle yard ensures that the wagons in the fiddle yard are turned around.

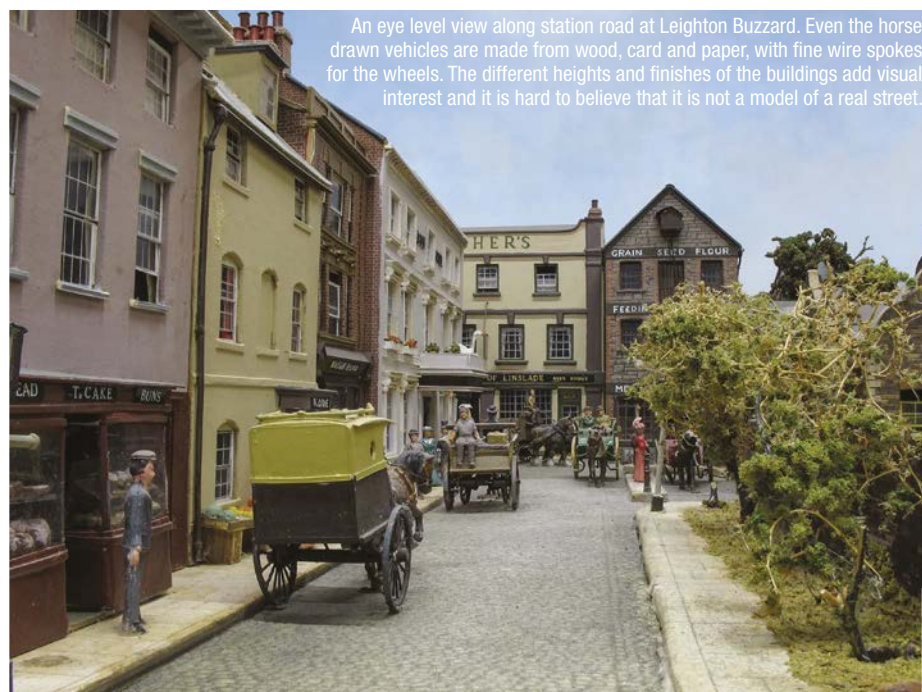
Once sorted, the main goods travels to 'Buckingham', wagons for 'Grandborough' are worked across to the goods yard and the 'Leighton Buzzard' traffic goes up the branch, or rather it will one day!

I have seen various articles on how to shunt freight trains in the modelling press over the years. Computer programs, cards, dice and all manner of things have been used, but I haven't yet seen anything that matches the simplicity, and ease of use of the Denny way. The only problem we have is that some of the colours have faded over the years, as has the colour vision of several operators. We have lively discussions about whether a wagon is red or orange, green or blue.

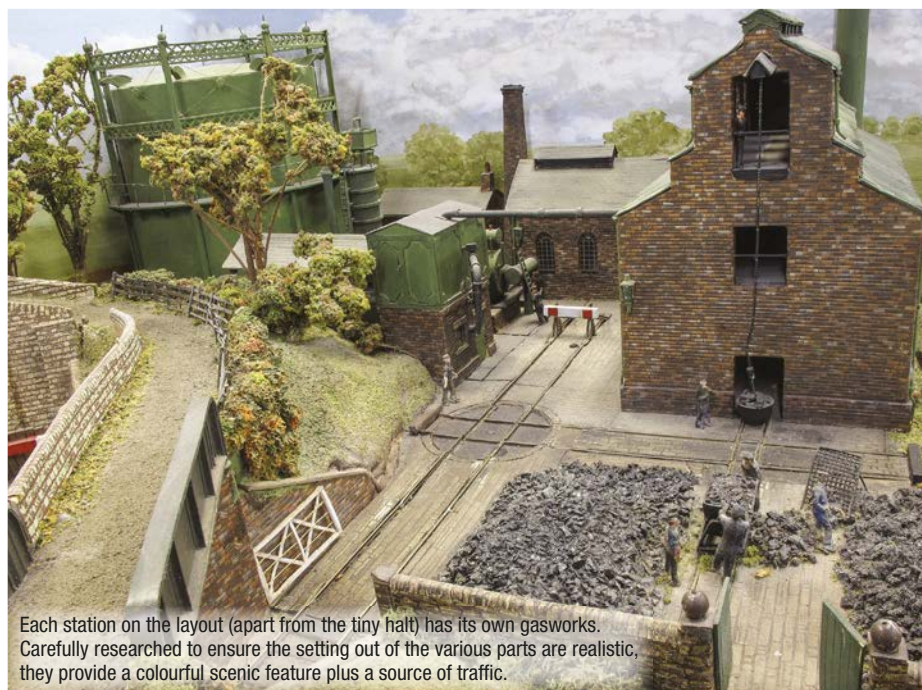
All this has to happen in the gaps between passenger and other trains on the main line, although if we have extra operators, the marshalling yard can be switched to a second controller and worked independently.

Peter always wanted what he called a "proper" junction, one where the lines can be seen to split and go off to different places. He created that at 'Grandborough' where the lines split just beyond the "London" end of the platform. Two lines swing around to the right and go off to the rest of the railway system and a single track goes left and starts climbing to the smaller terminus at 'Leighton Buzzard' (Linslade).

So 'Grandborough' became a place where trains could go off in one of four directions. To 'Buckingham', 'Leighton Buzzard', 'Verney Junction' or to the rest of the railway system. After the double junction and a scenic break, which used to mark the end of the scenic



An eye level view along station road at Leighton Buzzard. Even the horse drawn vehicles are made from wood, card and paper, with fine wire spokes for the wheels. The different heights and finishes of the buildings add visual interest and it is hard to believe that it is not a model of a real street.



Each station on the layout (apart from the tiny halt) has its own gasworks. Carefully researched to ensure the setting out of the various parts are realistic, they provide a colourful scenic feature plus a source of traffic.

section, the tracks run through a rural scene, with the 'Leighton Buzzard' branch climbing steadily in the background. It makes it a most interesting station to operate. Or I should say, it will.

When we dismantled the layout, we found a fiddle yard under the main boards. It was the one Peter had built for the MRJ exhibition in London in 1990, which was the first time for many years he had taken a layout to a show. He took 'Leighton Buzzard' and I was one of the many who queued

outside for hours to get in. I had made the trip because I thought it would be my only chance to see part of 'Buckingham'.

I suggested to Stephen and Crispin that it might be nice to take 'Leighton Buzzard' to a few shows so that people would have chance to see at least some of their father's work.

'Leighton Buzzard' is the simplest of the stations (apart from 'Bourton Halt') and it crossed my mind that it would be the easiest to get working again. In the event, I had to do very little other than clean off many





Each station on the layout (apart from the tiny halt) has its own gasworks. Carefully researched to ensure the setting out of the various parts are realistic, they provide a colourful scenic feature plus a source of traffic.

years' worth of dust, mend a few broken solder joints and work out how to get electricity to the track. That last bit wasn't as easy as it sounds because as in 'Buckingham' and 'Grandborough', the power goes through signals and switches and there is no direct wire from the controllers to the track. Changing signals selects the controller.

It didn't take long and we exhibited the layout at Expo EM in May 2011 for the first time. Peter's sons came along and it was a lovely weekend and experience. To see quite a few middle-aged and older modellers enthusing about the old layout was quite something. When I exhibit a layout, I like to keep things running until the last paying visitor has departed. They have, after all, paid to see the layout! On this occasion, the exhibition manger came over around 30 minutes after the show had closed to politely request that the crowd round the layout should go home!

Although the present version of 'Leighton Buzzard' wasn't built until the early 1970s, in many ways it is the nearest we have to an early version of 'Buckingham'. When Peter rebuilt it into the four-platform terminus it is now, he thought about how much he had

enjoyed the earlier, much simpler versions and when he rebuilt the fiddle yard, it gave him an ideal opportunity to rebuild the layout using some of the buildings and features from the track plan of the 1950s 'Buckingham'.

The layout was later extended when more space became available and the gas works board and the street scene beyond the station were added, but the original layout was just short of 6ft long, yet contained a

station with a goods yard, a private siding, a locomotive shed and could give many hours of most enjoyable operation.

The station building dates back to the early 1950s and is one of my favourite Denny model buildings. It is full of charm and atmosphere and has some lovely fine detail. The locomotive shed and goods shed are also very early models and may date back to 1947, although there are several very similar ones on the layout and they did get

This shot would have been almost impossible before digital technology. The six wheeled carriages are around 70 years old and the springing needs attention! Little touches like the W H Smiths bookstall are almost invisible to normal viewing, as is the rather dusty Platform 2. More jobs on the "to do" list.





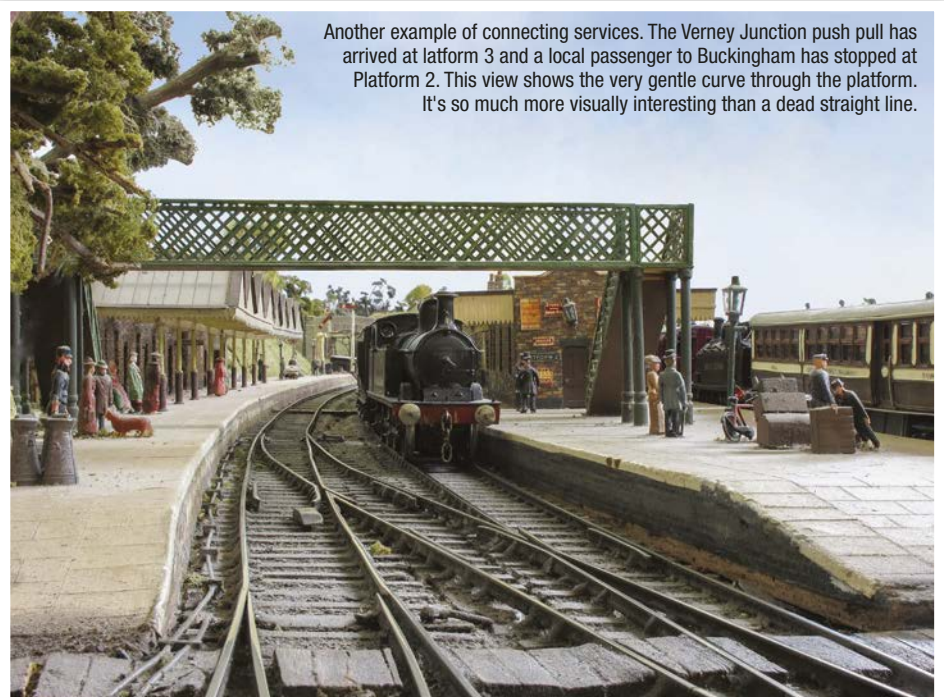
altered in detail, so it isn't easy to be 100% sure.

As on the rest of the layout, all points and signals are worked by rods and cranks with plungers and return springs taking movement across baseboard joints. The two main boards are hinged and fold together, with all the buildings fitting between each other.

We have exhibited the layout around 15 times now and each time, the reaction from visitors to the show has really made all the hard work worthwhile. Quite a few people have been able to tell Stephen and Crispin Denny, who often come along as operators, how much their father inspired their modelling and have even brought photos of their 'Denny-inspired' models along.

What really brings home to me just how much the hobby owes to Peter Denny was the recent Warley show. We were one of around 90 layouts in the show. All shapes and sizes, with something for everybody, yet people stayed watching us for sometimes an hour or more. Others came, watched, went away and came back, saying that out of all

The Leighton Buzzard branch train makes connections at Grandborough Junction with various stopping trains on the main line and one such connection is seen here. In the background, various locos and trains are held in the sidings awaiting their next jobs. The footbridge is made some 60 years from postcard, cut into strips and then coated with "Shellac". This old fashioned varnish makes the card hard wearing and long lasting.



Another example of connecting services. The Verney Junction push pull has arrived at platform 3 and a local passenger to Buckingham has stopped at Platform 2. This view shows the very gentle curve through the platform. It's so much more visually interesting than a dead straight line.



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The train seen in our opening shot is now departing for Grandborough. This represents the exhibition timetable as in the full layout version this set doesn't ever reach Leighton Buzzard. The design is shown to good effect in this view and it makes me just want to get on the controls and start shunting the next train due out, which is the goods.



What we think...



It's a testament to Peter Denny's modelling skills that Buckingham Branch still stands as one of the landmark layouts of the hobby - it's probably our most elaborate trackplan too! It's fabulous that Tony has been able

to restore the Leighton Buzzard section, which you can see at our Alexandra Palace show on March 24-25, and fingers crossed that he's able to bring the rest of it back to working order in the not too distant future.

the layouts there, 'Leighton Buzzard' was the one they enjoyed watching most.

The standard of modelling may have improved over the years, certainly in the ready-to-run department. The standard of operation hasn't changed in the 40 years I have been attending shows. When we go to shows with the layout, we get totally engrossed in operation, to a simple sequence of 16 moves, which take about an hour to complete. The day flies by and I have never yet found myself bored or stale. People watching seem to be engrossed too.

If you'd like to see what I mean, please come along to Alexandra Palace on March 24 and 25 where we'll be exhibiting 'Leighton Buzzard' to celebrate the 70th

anniversary of Peter Denny first showing 'Buckingham' at the Model Railway Club annual show. Some of the models on display were at the show 70 years ago. If all goes to plan, we'll have Stephen and Crispin Denny with us as operators and I'm really looking forward to it.





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Tony Gee talks us through the whole of Peter Denny's Buckingham Geat Central layout

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KEY DETAILS

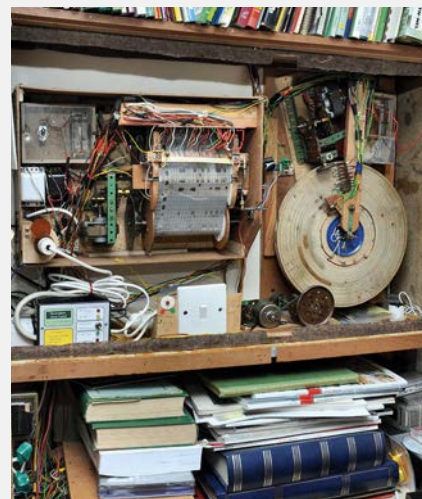
AUTOMATIC CRISPIN

One item I have only briefly mentioned is the 'Automatic Crispin'. This wonderful electro-mechanical computer is presently awaiting restoration to working order. I have seen it working and it is simply an amazing machine.

It has three main parts. A clock that runs faster than real time (a Buckingham minute passes in around 40 seconds) also sends impulses to a pair of rollers, which have the timetable on an acetate type roll.

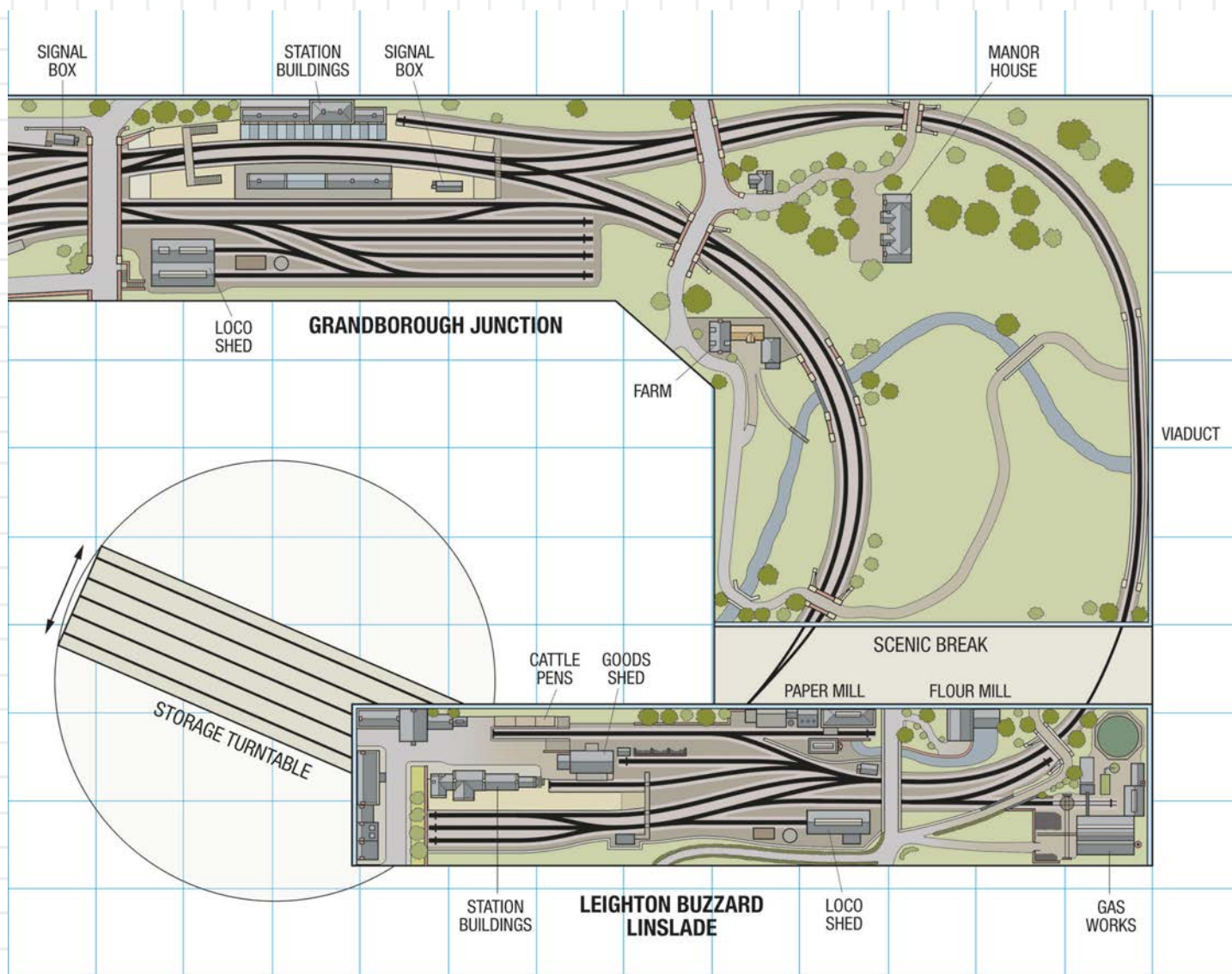
Holes in the roll allow wipers to make various contacts that drive a big wooden disk. This rings block bells at either Grandborough or Buckingham, sets the correct points in the fiddle yard and puts the power from the controller to the right track. This allows the operator to either send or receive a train in or out of the fiddle yard. So the layout operators can carry on, knowing that they need to do nothing in the fiddle yard, apart from to turn it round a few times.

The plan is to get it all going again one day and there is a possibility that I may have some help with this from Stephen Denny, who designed it, so watch this space!



BUCKINGHAM

Trackplan





How to...

BUILD A RESIN GOODS SHED KIT

Resin kits offer an easy route into making things, providing you observe basic principles, as Paul Bason proves with this example from Skytrex.

If you've never attempted to build a resin kit before you may be interested to see how they go together. This goods shed is one of a large selection of 7mm:1ft scale kits that originally formed the NMB range from Skytrex.

You shouldn't find much difficulty in putting together resin parts, but there are a few things to remember. Firstly, resin parts are much more brittle than plastic, they are less forgiving when bent and they can crack if you are not careful. Secondly, due to the moulding process a little more cleaning up and preparation is needed prior to assembly, and the casting process can leave some parts a little distorted. Finally, the adhesives used are possibly not quite as simple to work with as for plastic.

If you find distortion in any of the resin parts Skytrex recommends to simply boil a kettle and carefully pour a little boiling water over the affected area. Once the resin has softened, the part can be readily manipulated into its original shape.

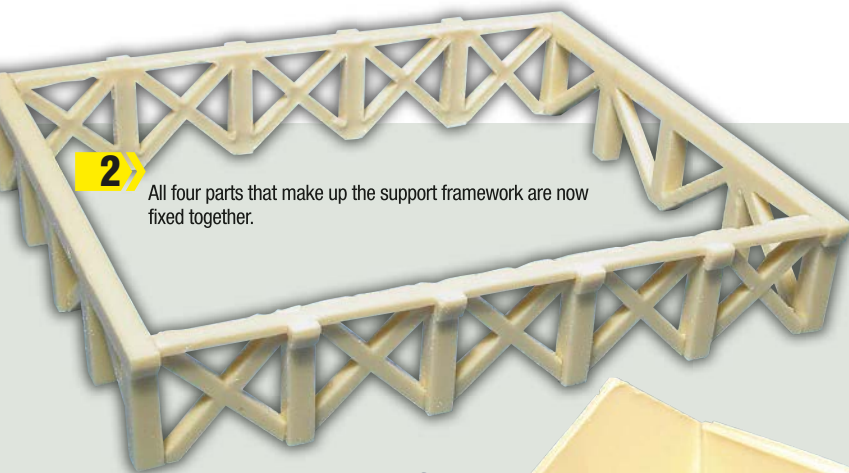
Rapid drying epoxy resin and superglue are recommended for resin kits like these. I have experimented with both options and I have found that the two-part epoxy such as Araldite Rapid is best suited to the larger joints. For example, in the corners of the buildings where it is sometimes beneficial to be able to move the parts around to ensure that everything is perfectly aligned. In contrast, superglue is probably best suited to fixing smaller parts such as doors and windows. ■

Shopping List

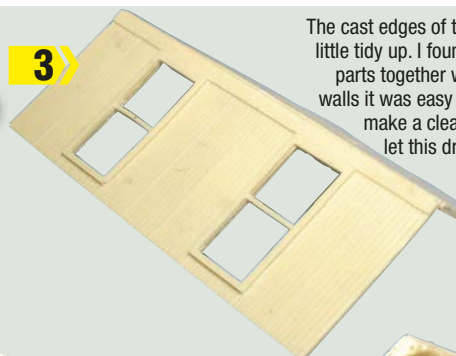
- Skytrex 7/156 Corrugated Goods Shed £45
- Epoxy resin glue
- Superglue
- Selection of files
- Fibreglass brush
- Grey primer
- Selection of paints



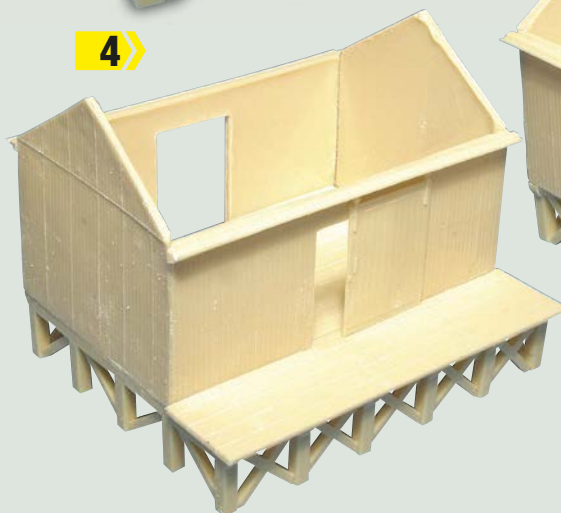
Two wall/end sub-assemblies are joined to form the main structure. An engineer's square is ideal for fixing the sides at right angles.



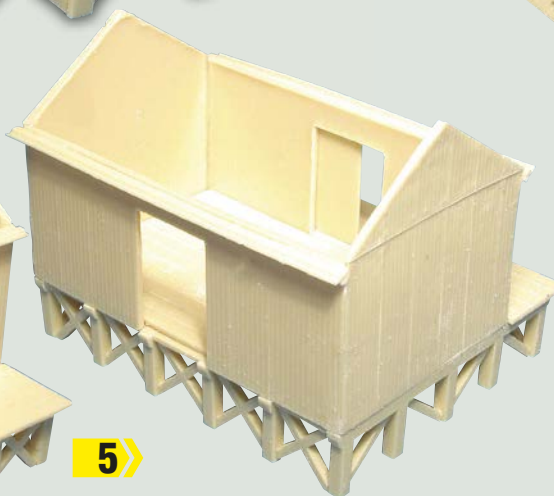
2 All four parts that make up the support framework are now fixed together.



3 The cast edges of the two roof slopes need a little tidy up. I found that by offering the two parts together while located on top of the walls it was easy to see if the angles would make a clean joint. Glue one end first, let this dry, then the middle section next and, once this is set, finish off by gluing the remaining end.



4



5

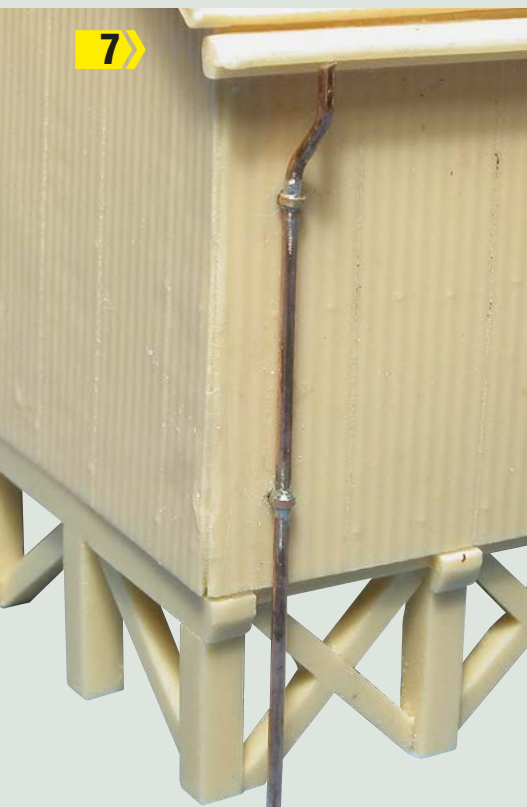
At the back there is no platform, but note the alignment of the wall and framework.



6

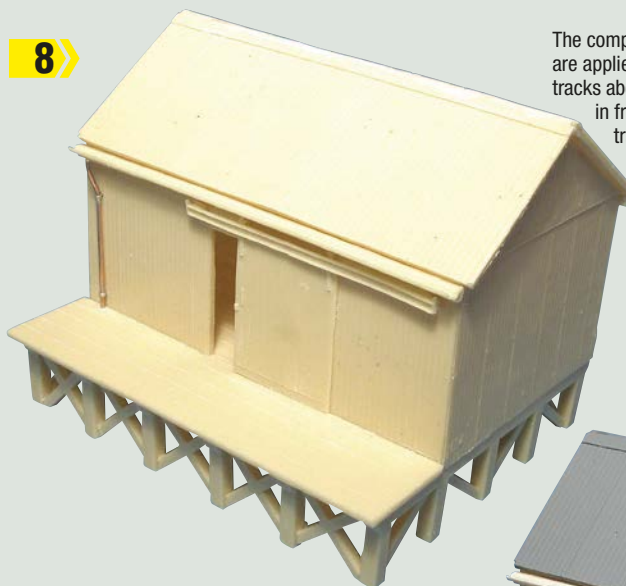
The internal floor is made of three parts that have to be cut and fitted to size.

With the superstructure attached to the support framework, the platform is added. The next step is to glue the combined eaves and gutter detail to the tops of the two main sides. I used superglue to tack one end and once set, I carefully ran more glue into the rest of joint making sure all was level.



7

The rainwater pipes weren't in the kit, but were made by bending brass rod.



8

The completed shed awaits decoration. The doors are applied simply with a spot of superglue, but the tracks above each door need to be positioned just in front of the hangers. In order to space the track a realistic distance away from the walls you do need to make up a couple of small spacer blocks from scrap resin material.

Resin parts are more brittle than plastic and are prone to cracking when bent excessively

Painting Tips

I decided to spray the cream walls with matt enamel paints using my airbrush. Whilst drying I turned my attention to the roof. I attempted to represent asbestos sheets, so a mixture of concrete, mid-brown paint and a splash of thinners applied with a flat paint brush provide a streaky weathered finish. The timber platform and staging is similarly painted with a greyish/brown mix. Finally, the guttering and door tracks can be highlighted, in this case, with Great Western brown.



Use a fibre brush to give the surface of the model a key (for priming and painting) and thoroughly wash the model's surface. It is prudent to test paint on an unseen part of the model, such as the underside of the floor, to ensure that it takes.

Cakebox Challenge

In view of the sheer volume of quality cakeboxes in development we actually had to limit the number of entries this month, but here are three more for your delectation. Keep 'em coming folks...

Entry Name: 'No More Coal'

Modeller: Paul Kirkup

Scale: 7mm

For this 'quickie', I decided to go 7mm:1ft scale (because I've never built anything in this scale before) and I call it 'No More Coal'. This features a coal order office, some sleepers (no rails) and a telegraph pole. As the building is be derelict, I've had to model some structural detail. I have built the whole thing from oddments and scrap. The building is the free download from Scalescenes and I've pasted the printouts onto the foam base that comes with a supermarket pizza. All the timber items are cut from a spare sheet of balsa.

RMweb

The fine detailing on the telegraph pole and the sleepers (stressed appearance, removed chairs and bolt holes) are stunning... are you sure that this is the 'quickie' previously mentioned?



RMweb

That run down building effect is excellent!



Entry Name: Pigeon Loft

Modeller: Bryce Fulton

Scale: 4mm

I have always admired small dioramas. Your Cake Box Challenge set clear boundaries, so I decided to have a go. My father and brother had racing pigeons and their first loft was on British Rail land near Petteril Bridge Junction in Carlisle. None of the commercial lofts looked good, so I scratch-built my own using wooden tea stirrers, matchsticks and very fine emery paper for the roof. Inside the loft there are more pigeons and nest boxes. I painted the birds from Langley and the bicycle is from modelrailwayscenery.com. The wooden fence is from Peco.

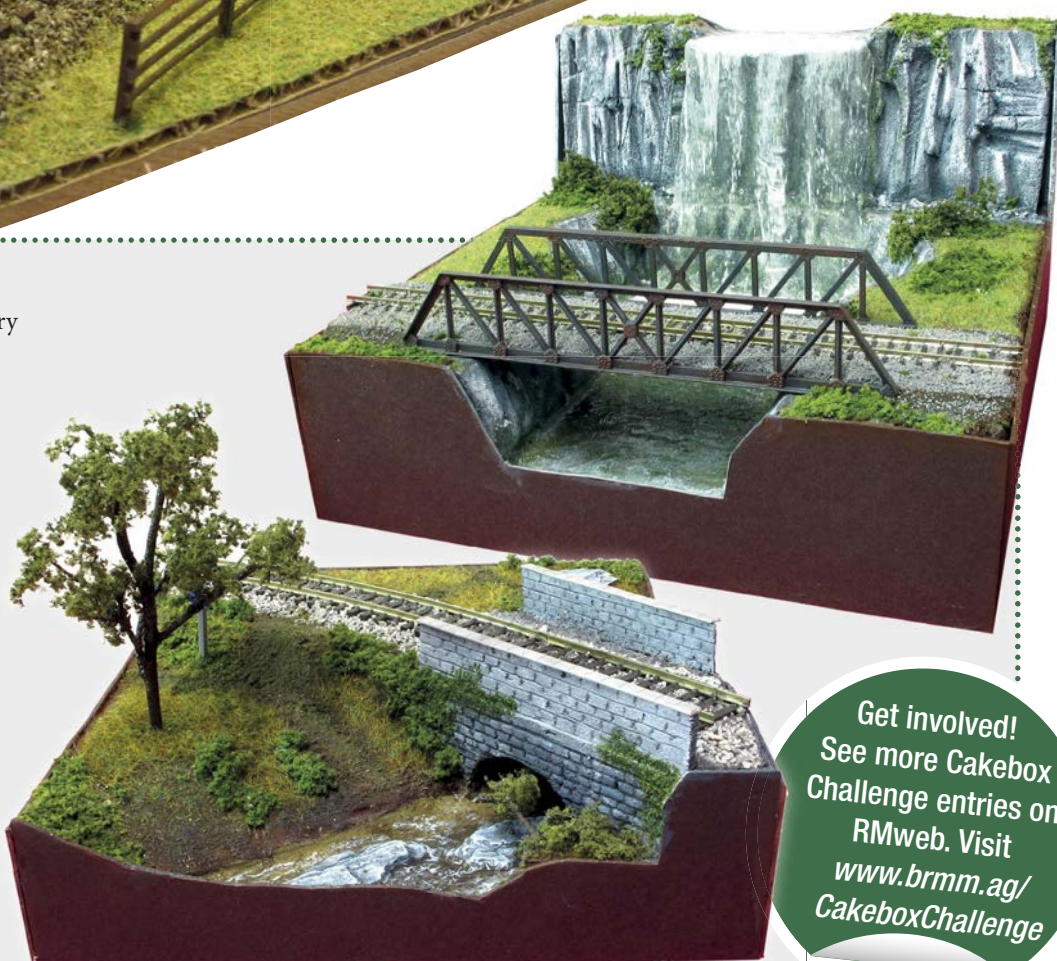


RMweb

Very nice little diorama, my wife likes this as she used to have a pet pigeon

Special entries

We'll probably have to invent a category for 'professional' entrants, such as Paul Dent of model shop and DCC specialists, Digitrains. Here's what he had to say about his two efforts: "These boards were made with one piece of insulation foam, which was carved to shape with a variety of tools. The N Gauge board was more of a challenge, as I had to make the waterfall to look as realistic as possible. I looked at a few images in order to get the colours and the movement of the water right, and I concentrated on the point where the waterfall meets the river where the water would be rough. The other board has a slow and gentle river, which demonstrates the different types of water scenery that can be achieved."



Get involved!
See more Cakebox Challenge entries on RMweb. Visit www.brmag.co.uk/CakeboxChallenge

INBOX

Q&A
LETTERS
PROJECTS

IN THE BLOOD

I'm George, a 7-year-old model railway builder. My great grandfather was an engineer who built model locomotives in his spare time, and my grandfather was a draughtsman and made all sorts of things. I think engineering and trains seem to run in my blood.

I began building railways and layouts as soon as I could join two pieces of Brio, and I've been building bigger and better layouts since. I made my first model railway just over a year ago.

When I was 6, my parents let me take the dining table apart and replace it with a huge layout. I was then given a Flying Scotsman layout set to build, and my dream layout began. Some of the things in my layout were kits, like the windmill my little sister helped make, and others I got for Christmas like my Yew Tree Cottage.

Using **BRM** magazine, I've learnt how to set out my layout, and pin down my track, and how to put together buildings and create ones of my own. Being only 7 years old, my feet seem to keep growing, which provided me with a shoe box to design and build my engine shed.

I really enjoy researching engineering techniques, and I have a big tool box with all my equipment in. I like using pincers and tweezers to do really small things like sticking bits together, and I love being

KEEP IN TOUCH

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E-MAIL howards@warnersgroup.co.uk

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free to paint things whatever colour or pattern I like. I have just finished making a booking hall, which took me a whole weekend.

I enjoy having a Flying Scotsman locomotive to run and after subscribing to **BRM** at The National Festival of Railway Modelling this year, I received a Kelly & Son Paper mill locomotive. I have picked up carriages from charity shops and repaired them, and I am always making plans and designing new elements to go on my layout.

I am now saving up to get more buildings and people. I'd also like to start making some scenery, like grass and trees. Wish me luck!

George Long 7½

Howard 28%

Well done George, keep up your efforts, I hope you can make some use of the model railway items on their way to you in the post.



BETTER OFF?

Having recently returned to railway modelling after an absence of 40 years, I find I've some interesting observations. From what I remember from my youth the catalogues of the main suppliers changed little with occasional new models being introduced annually and the levels of technology progressed at a pace that was easy to accommodate. Nowadays, not only does technology advance at quite an alarming rate for us to comprehend but in a manner which seems to be specifically designed to introduce obsolescence.

From what I can see, new models are being introduced at an unbelievable rate, with quite often one supplier trying to outdo another in the race to see the latest idea on the shelves first. I think that suppliers are manipulating the markets to generate the demand. Last year a number of suppliers simultaneously introduced varying configurations of 'Warflat' wagons. They were available in a multitude of eras, types and configurations with some suppliers even offering multiple packs. Having thought about the particular ones I wanted to consider purchasing, I approached the particular manufacturer only to find that they were already out of stock less than four months since their introduction.

One of the hobby's main attractions used to be the pace of it, offering a more relaxed environment to model and enjoy putting together a layout. Now it seems to have developed into a race to get your hands on the latest item before it becomes unavailable. I really don't think we're better off for it. My layout won't have the Warflats I wanted. Does anyone want to buy some 1:76 scale Shermans?

Richard Simpson

Do you agree or disagree with Mr. Simpson? Sent your letters to brm@warnersgroup.co.uk

JUNIOR MEMBER



Hi **BRM**, my name is Hamish and I'm 13 years old. I've been building my model railway for just under a year and I love it. I'm in the Yeovil model railway group and go there every Wednesday. All my layout has been done entirely by me and I find it a lot of fun. I enjoy **BRM** DVDs and watch them every month. My layout isn't based on anywhere in particular and is run using DC.

Hamish Barry

PLEA FOR HELP

The Model Fest club is seeking a suitable home in the Littlehampton Rustington or Arundel area to house the activities of its growing membership. Model Fest Club has around 20 members with meetings twice a month in member's homes. Space is running out and the club would like to find a permanent base or piece of land on which to site a structure to hold frequent meetings. The club has been running in various guises for the last 15 years and most of its members are from West Sussex. If you can help or know someone who might have suitable premises please contact: **Richard Rundle, Chairperson** gardenofenglandmodelfest@gmail.com or telephone 01243 261641



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INSIDE JOBS

Tony Wright has helpful advice for adding detail and interest to your empty carriage interiors.

In my days as a professional model-maker, I fought shy of making carriages because - without being mercenary - I could never charge as much when compared with a locomotive. Though carriages don't have to work in the same way as a locomotive, there is much fiddly work needed to complete them, particularly with regard to the interiors.

Interiors are often neglected or omitted and I hope to show some simple methods of recreating them. I'm certainly not in the modelling school of 'everything must be there', but something should be there, even if only to create an impression.

Modellers of the contemporary scene have it slightly easier, representing rows of aircraft-style seating, the only difference being one of class. For the period I'm showing, one has to consider how many seats were on each side (fewer in catering cars), what bar counters might have been like and the colour of the curtains. With universal no-smoking on trains now, the little red triangles aren't necessary, but they're needed on the inside of the carriages I'm describing, as are the 1st Class 'sausages'.

One thing that should be mentioned with regard to installing carriage interiors concerns future accessibility. No matter how

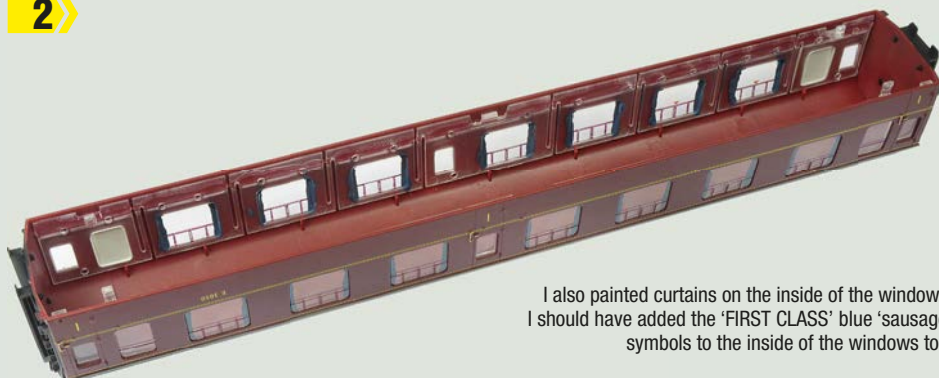
good adhesives are, in time some will fail, resulting in seats, tables, passengers, grab rails and glazing rattling around in a most annoying manner. Always ensure that you can get inside your carriages afterwards, should the need arise. Two main types of separation are shown - splitting at the roof or splitting at the solebar. ■

What we used

Ratio
www.peco-uk.com
 Modellers' Mecca
www.modellers-mecca.co.uk
 MJT/Dart Castings
www.dartcastings.co.uk
 Ian Kirk
www.iankirkmodels.co.uk
 Southern Pride
www.southernpridemodels.co.uk
 Comet/Wizard Models
www.wizardmodels.ltd
 Humbrol
www.humbrol.com
 HMRS
www.hmrs.org.uk



2



Hornby's Mk. 1 carriages provide types not available before, including a First Open. Though basically-accurate, the interior is plain brown. After dismantling the carriage (quite easy, though the locating tabs are fragile), I painted the table tops white.

I also painted curtains on the inside of the windows. I should have added the 'FIRST CLASS' blue 'sausage' symbols to the inside of the windows too.



An LNER restaurant triplet set on Tony Wright's 'Little Bytham', benefitting from the addition of interior detail including a bar, seating, curtains and tables.

3»



Though they can 'disappear', it's a good idea to add a few figures. These are painted Ratio ones (the seated ones having been mutilated to fit), fixed in place with superglue.

4»



The white table tops show well and add a nice touch, as do the curtains. Modellers' Mecca concertina gangways complete the carriage. The horrid tension-lock couplings were discarded and replaced with my own make, pulling off the headstocks, not the bogies.

7»



I made a Tourist Buffet Car from some test etchings which were given to me (sadly, not to be produced). The 'Plastikard' floor for the interior is shown, with two apertures to accommodate the bogie pivots. I used MJT bogies.

9»



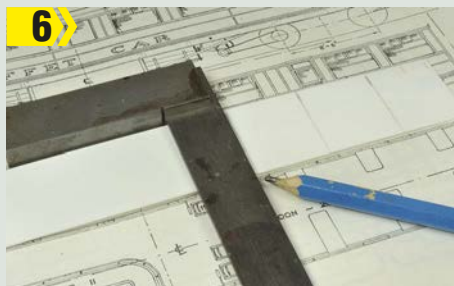
For open cars, I use Southern Pride's plastic seats, fixed with Slater's Mek Pak.

5»



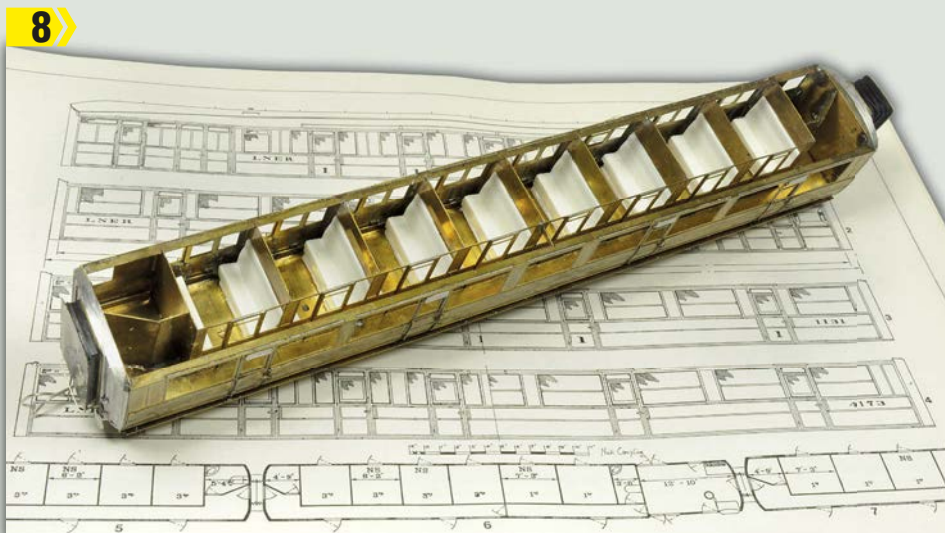
Kit-built cars will usually require an interior. I make mine from various thicknesses of Slater's 'Plastikard'. Cutting this most-useful material was achieved using a Stanley knife and a safety rule – the latter essential.

6»



Dimensions were taken directly from accurate drawings – in this case by Nick Campling. Bulkheads and seat/table positions were marked using an engineer's small square.

8»



Interior seats for an MJT Gresley Corridor Third were cut to length at the same time (I usually build several cars together). These came from Ian Kirk seat strips.

10»

This is the interior for the First Open section of a Gresley triplet catering set (made from Wizard/Comet components). The seats and tables came from Southern Pride. To get the interior to the right height, 'Plastikard' packing was used. The gap to the right goes over the bogie pivot.

13»

This is the interior for the Buffet Car, ready for installation. Because the kitchen windows are white, there's no need to make an interior for that section.

16»

Both First and Third Class interiors for the triplet set completed. The First Class section was equipped with a standing bar in BR days. This was made using Slaters' Plastikard.

17»

By having the interior just a tiny bit lower than it should have been, the slightly too-narrow interior was disguised.

11»

Other tables can be sourced from Comet Models. These are in etched brass and can be made as single or double sizes. They fold-up easily, and a single soldered joint does the trick. I used these in the Buffet Car.

14»

The body and floor pan for the Third Open section of the catering triplet. Because these cars separate from the underframe at the base of the body, there is a lip to be accommodated.

12»

Halfords red acrylic primer was used to base-paint the interiors, the table tops then being picked-out in white using Humbrol enamel paint.

15»

This means that the interior floor cannot be made full-width, with seats and tables moved in by the width of the lip both sides.

I'm certainly not in the modelling school of 'everything must be there', including knives and forks on tables and a bar of soap by the wash basin

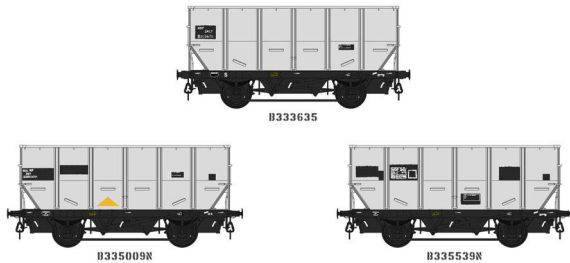
18»

Two Hornby/MJT conversions complete with interiors, made by the methods described. As these cars roll by, the eye is aware of something being present inside, rather than an empty void.

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B335009 [route information blanked out]
B335539 [route information blanked out]



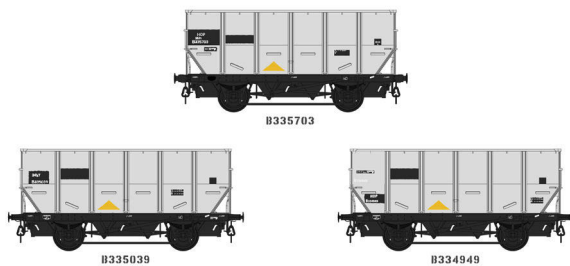
SET B (ACC1001-HUO-B)

B333897 "Load only to Stella North/South Dunston/Blyth power stations"
B334155 "Load only to Stella North/South Dunston/Blyth power stations"
B334160 "Load only to Stella North/South Dunston/Blyth power stations"



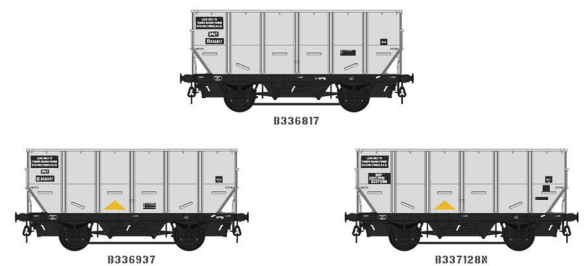
SET C (ACC1002-HUO-C)

B334429 "Load only to Kincardine power station SC Region"
B334438 [route information blanked out]
B334548 "Load only to Kincardine power station SC Region"



SET D (ACC1003-HUO-D)

B335703 [route information blanked out]
B335039 [route information blanked out]
B334949 [route information blanked out]



SET E (ACC1010-HUO-E)

B336817 "Load only to Thorpe Marsh power station (Yorks) N.E.R."
B336937 "Load only to Thorpe Marsh power station (Yorks) N.E.R."
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NINE MILLS

Dave Forshaw's neat N gauge layout is the sum of its many parts. Its name was only supposed to be temporary, but then it just seemed to suit...



Factfile

Layout name: Nine Mills
Scale/gauge: N
Size: 24 ft x 8 ft
Era/region: Early '60s south Midlands
Layout type: Continuous circuit
Power/control: DC/Analogue
Words: David Forshaw
Photos: Tony Wright

A Super D (Foxhunter kit) refills the tender, with a rebuilt Patriot and Jubilee behind (both Peco, repainted & modified).



Nine Mills is not exactly an original name for a nine millimetre N gauge layout. It was intended as a temporary project name during construction, but then we didn't want to change it

Nine Mills is a fictitious MPD located in the south Midlands, where the LMS and GWR both had depots. By the early 1960s the Midland shed has been replaced by a new diesel servicing facility. The GWR shed remains in use, but the steam locos continue to use the ex-LMS coaling & ash plant.

Behind the depot runs a cross country main line, running a wide range of local and long distance inter regional passenger services. The line also sees extensive freight workings, often pausing nearby in the passing loops. The engineers department has taken over some of the rationalised sidings, due to declining traffic, but the brewery remains rail served.

The name, Nine Mills is not exactly an original name for a nine millimetre N gauge layout. It was intended as a temporary project name during construction, but then we didn't want to change it.

How we built it

All the scenic boards are open framed, of plywood or MDF (not my preference but we got a load for free!). The ends where the boards bolt together are 12mm. Bracing and legs are made from 2" x 1" softwood, making a reasonably light structure that has landscape both above and below the track level. This creates a visually appealing three dimensional layout, as some buildings are completely below track level.

Captive T-prong nuts with 6mm bolts join the baseboards together, secure the leg braces and hold the protective end panels during transportation. Alignment dowels are fitted to all joining baseboards and height adjusting feet are fitted to the legs. The track is always set dead flat with a spirit level, which makes for smoother running.

The scenic structure is polystyrene and fixed with solvent free 'no more nails' type adhesive. This was covered with plaster mixed with brown powder paint and plenty of PVA added. Ground cover is mainly Woodland Scenics and ballast from Green

Scene, both applied with the traditional techniques. Buildings are a varied collection from old low relief card kits.

All the scenic track work is Peco fine scale code 55 and code 80 in the fiddle yard. All points are electrofrog operated by Peco motors with miniature DPDT slide switches underneath. The layout is wired for analogue control and 6 'cabs', using rotary switches. The fiddle yard uses a pair of diode matrixes for route setting, so a single button will operate up to 8 points. Two aspect colour light signals were added a few years ago, using parts from CR Signals and scratch-built gantries. Operation is automatic using Heathcote Electronics equipment with infra red detectors.

Steam Locomotives

Steam locos, old and new, normally get at least the addition of lamps, brake pipes and real coal, and maybe some weathering.

Whilst many locos have Farish origins, we still run a number of Minitrix locos – mainly Britannia and 9F for their great haulage ability on trains of heavy kit-built coaches and wagons. Once shortened, fitted with etched brass parts, and repainted they still look okay alongside the modern offerings.

The new generation of locos from Farish and Dapol are excellent, but it is also worth mentioning the range from Union Mills. Whilst not having the level of detail we now see from Farish and Dapol, these are also great locos for heavy haulage. Trains with heavy loads (like cast metal army tanks) or older less free running wagons are often pulled by Union Mills Fowler 3Fs or 7Fs, both the LNWR G2 Super D and Fowler versions. The 2P, B12 and Prince of Wales are good for the kit built coaches with a high white metal content. Likewise, the Peco Jubilees don't really show their 40 year old tooling, once detailed. One Jubilee is attached to a Union Mills Fowler tender, after the original eventually failed after many years of service.

From the newer generation of locos, there

The steam shed is several Ratio kits joined together. On shed are a Farish A1, Minitrix 9F with Crosti conversion and Farish Standard 2-6-4T.



is the Dapol Ivatt 2-6-2T, Q1, Schools, A3, A4, B17, Britannia and 9F along with Farish Ivatt Mogul, Jinty, Fowler 4F, Fairburn 2-6-4 T, Black 5s, Jubilees, Royal Scots, Duchesses, B1, A1, A2, J39, V2, Merchant Navy, N15, Standard 4 Moguls, Standard 2-6-4 T, Standard Class 5 and Austerity 2-8-0.

Diesel Locomotives

It is appropriate for the period we are modelling to describe these according to the original British Railways power classification categories, and I have added their TOPS codes – if they survived that long.

- Shunters – 204hp (Class 03 and Class 04), 350hp (Class 08). All of these are from the new generation of Farish models.
- Type 1 – There are a couple of elderly white metal and resin kits of a British Thomson Houston (Class 15), and North British (Class 16), and several Farish English Electric Type 1s (Class 20s) - new versions.
- Type 2 – The English Electric ‘Baby Deltic’ (Class 23) is from a Silver Fox kit on Class 20 chassis. BR (Class 24) are now the recent Farish version. Several BR (Class 25/3) are Farish including one backdated to the original 25/1 version with BH Enterprises etched overlay sides, as well as the new Farish version. Birmingham RCW

(Class 26) is represented by the new Dapol model and Taylor kit (Class 33 chassis). Birmingham RCW (Class 27) is another Silver Fox kit on a Class 33 chassis or Dapol, Brush A1A-A1A (Class 31) is Farish and finally the Metropolitan Vickers ‘Co-Bo’s (Class 28) are etched brass Ian Stoate kits running on Class 31 chassis with one bogie removed and replaced by a ‘Bo’ bogie from a Class 20.

- Type 3 – English Electric (Class 37) with several of the new version in use, all the old original tooling ones have now been retired. Beyer Peacock ‘Hymek’ (Class 35) is the Dapol model.

- Type 4 – English Electric (Class 40) is represented with a range of old and new Farish models covering the head code flap, split head code box and centre head code box versions. BR ‘Warship’ (Class 42) and

BR ‘Peak’ (Class 44, 45 and 46) are all Farish models. BR Brush (Class 47) features old and new tooling versions with some repaints.

- Type 5 – Deltic (Class 55) is a Farish model, rarely seen as these didn’t stray from the ECML in the early days.

- Prototypes – LMS 10000 is a Knightwing kit on a Class 37 chassis, Falcon is a BH Enterprises overlay for a stretched Class 47 body on a Class 50 chassis. *Lion* is a Britannia Pacific resin body on a Class 47, DP2 started life as a production Deltic with etched grilles and bits from a Class 50 grafted into the roof and sides. DP1 ‘Deltic’ is the Farish model and *Kestrel* is another BH kit that starts with a Class 47. I should point out that several of the kits mentioned are from manufacturers that have ceased trading. The lesson seems to be that if you like something, then buy it while you can.

several of the kits mentioned are from manufacturers that have ceased trading. The lesson seems to be that if you like something, then buy it while you can



The Beyer Garrett sits in the steam depot alongside a Black 5 and Royal Scot.

Multiple Units

For a long time the only RTR first generation DMU model was the Farish Metro Cammell Class 101, whilst the original model still in the fleet, the excellent new replacement means it will be rarely seen. The Derby Class 108 makes an appearance in several guises. BH Enterprises' kit-built BRCW Class 104 and Swindon Inter City Class 123 can also be seen. The Class 104 now uses a Farish Class 108 chassis, and the Class 123 a shortened Farish Class 158 later type split frame chassis. The Class 124 Trans Pennine set uses etched sides from Worsley Works, body shell parts from BH Enterprises, modified resin driving cabs from a Class 310 EMU kit (N Train/Electra) and powered by another shortened Class 158 chassis. The Class 105 Cravens is based on the old Farish Class 101 body with N-Train cab ends and Electra Graphics printed sides, again running on a new generation chassis. The final DMU in use is the excellent Farish Blue Pullman.

Coaches

There is also a lot of ex LMS Stanier stock on the layout. The first kits I built were old

Cavendish, which were later taken over and much improved by Ultima Models. The early kits have been recycled into other Stanier coach variants using the original aluminium floor and roof sections, but adding new white metal ends and under frame details from Etched Pixels. I have used blood & custard sides to build 50ft full brakes and kitchen cars, 65ft sleeping cars and dining cars and 69ft 12 wheel dining cars as well as 57, 60 and 62ft coaches from the original kits.

Wagons

This is where we have the greatest variety, with 30 year old PECO wagons, the latest Farish & Dapol releases, and a large number of kits from the N Gauge Society, Parkwood Models, Parkside Dundas, Fleetline, Foxhunter, Chivers, to name a few. Many trains are made up with a mix of vehicles. The 'Condor' train uses Parkwood, Peco, Farish and Skytrex containers, while the breakdown train has a 45tonne Fleetline crane together with Peco barrier wagons, Ultima Stanier BG, Lima Siphon G as a tool van, and Farish brake vans.

The Future

I have a replacement layout on the drawing board, with planning now well advanced. This project is to create most of Preston station and the junction area just south, creating an almost 'opposite' layout to Nine Mills. This will be a larger layout with an initial length of 24ft and a scenic depth of 3ft. In the meantime, Nine Mills continues to evolve with tweaks to allow it also operate as a BR Sector period layout, circa 1990. This means removable catenary to allow WCML electric trains to run. While it continues to be a popular exhibit, Nine Mills will continue to develop, proving the myth (fact?) that a layout is never finished! ■

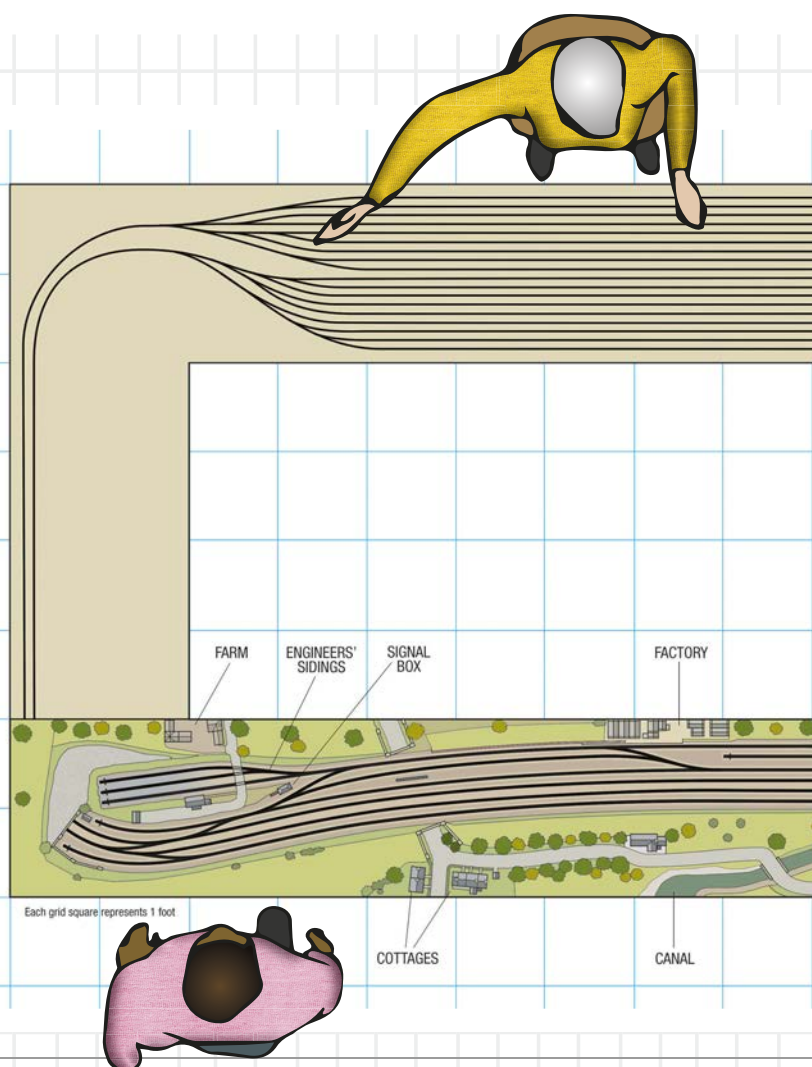




'Peak' D67 Royal Artilleryman, crosses the river with a train of fitted vans.

Trackplan

NINE MILLS



Meet the modeller

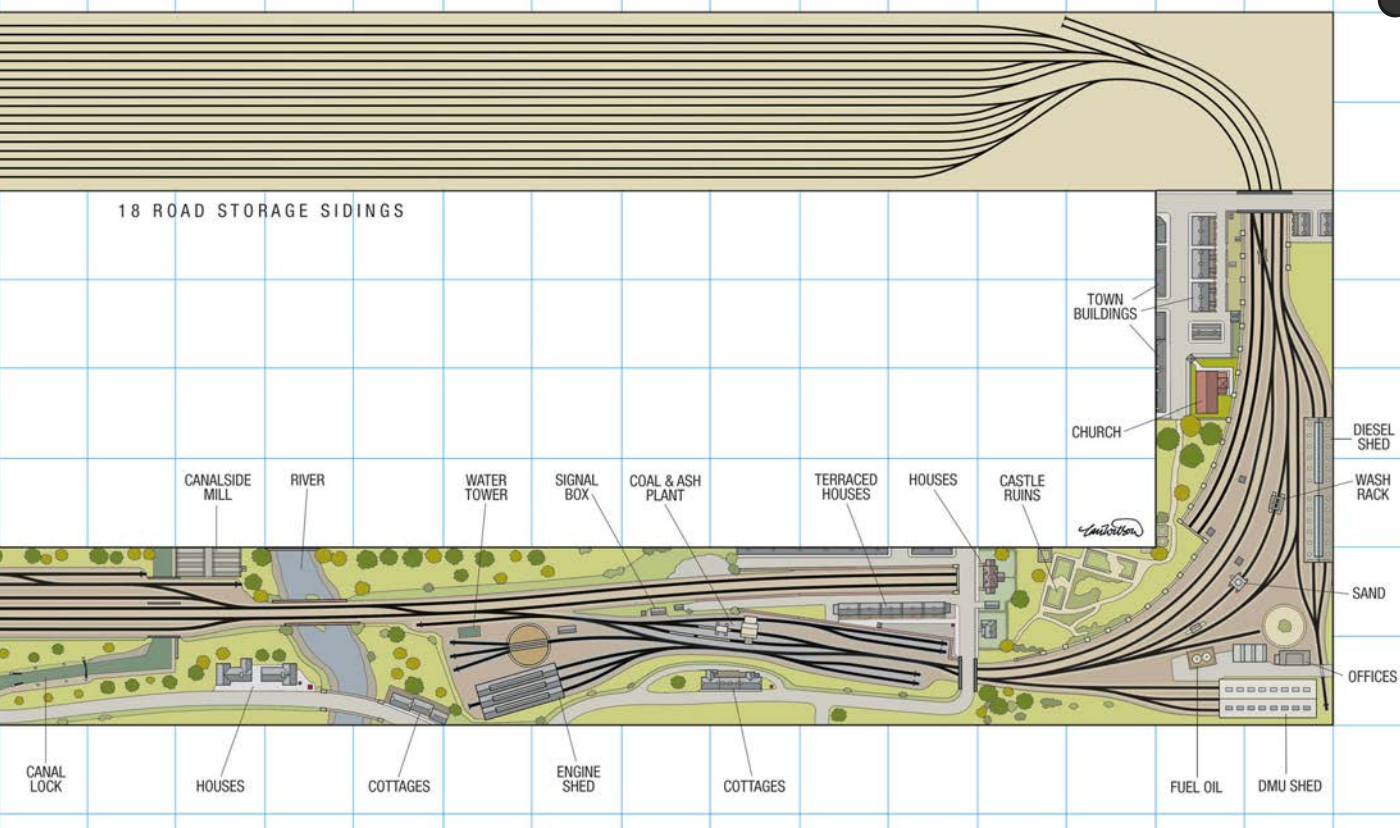
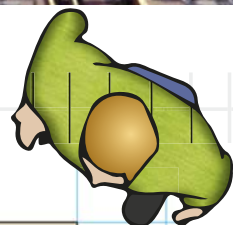


The steam-diesel transition period is something I fell into, based on the first few locos I bought as an 11 year old. I still recall trading in my bits of Triang and Hornby 00 at Hatton's original shop. I moved to N gauge so I could fit a layout under my bed, and

I have never looked back. As a Lancashire lad it had to be the LMS that inspired me, especially the Stanier locomotives. I am more open minded these days, happily running BR standard and ex-LNER models. Spending much of my adult life in Sussex even means the Southern gets a look in! This choice has proved to be a sound decision, as it seems to be the most widely modelled, and well supported by the trade.

I have always been a club modeller, joining different groups, building and exhibiting layouts as work took me around the country. Presently I am a member of the Liverpool Model Railway Society and the West Lancashire O gauge group. A few years ago I decided to dabble in O gauge, inspired by the presence of the models, enhanced by sound and smoke effects, enabled by DCC control. I have quite a bit of stock now, but my own layout is still somewhere in the future.

The coaling tower and ash plant were scratch built for me by a school friend based on those at Carnforth, which are still standing. He was working there at the time, so could climb over it and do measurements.





How to...

BUILD A 'STICK' FIDDLE YARD

Phil Parker makes a fiddle yard for 'Didsbury Green' that needs no woodworking tools.

The first question most people will be asking is, "What is a stick fiddle yard?" The answer is that it's the simplest form of fiddle yard that you can build for any layout. A single line of track on a shelf sticking out from the end of the scenic baseboard.

Micro layouts rarely need anything more sophisticated or complicated than the ability to drive a train off-stage, so it appears to go somewhere. Once away from the scenic section, the operator can re-marshall or swap over the rolling stock at his or her leisure.

On a normal layout, having several trains lined up and ready to go allows the operating session to progress rapidly. The passenger train can follow the goods as soon as the last vehicle has cleared the tunnel. It's not realistic, on the prototype there is always a delay while the departing train gets well clear of the incoming, but on a model if there's nothing moving for a few seconds, visitors have been known to get agitated and

start grumbling about lack of movement.

Micro layouts are often more about building than operation and since very few of us enjoy making a fiddle yard as much as we do the scenic features, the less time a yard takes the better.

I've mentioned before that my woodworking skills are very limited. I can cut the stuff, but rarely in a straight line. Because of this, I'm using thin MDF for the job. The fact the baseboard is made of the same material only makes the decision more sensible, but I'd use it even on a conventional plywood board. No woodworking tools are required. 2mm thick MDF, bought from a local DIY store, can be cut with a heavy craft knife. It's too thin to use nails, so glued construction is the order of the day too.

Bearing in mind this thing has to be shipped on an aeroplane, I'm using plastic bolts. Not much of a weight saving, but everything counts. You can buy these from your local motoring shop designed for

Tools required

Heavy craft knife
Steel rule
Engineers square
Clamps
Tracksetta

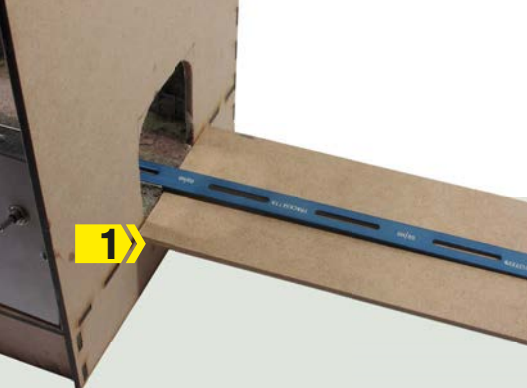
Materials

2mm thick MDF
PVA glue
Plastic nuts and bolts
2 pole plug and socket

fitting car number plates, or head online like I did and pick up 20 for less than £4.00. I'm sure I'll find use for the others.

Electrical connections demand nothing more than a 2-pin plug. You could even use an electrical chocolate block. It's not like doing up the screws will take very long. Best of all, the fiddle yard can double as a short test track or even DCC programming track when not attached to the layout. ■

“micro layouts rarely need anything more sophisticated or complicated than the ability to drive a train off-stage, so it appears to go somewhere”



1»

I know the track doesn't exit the main board at right angles, so using a Tracksetta tool gives a guide to the width the fiddle yard needs to be if the line stays straight from the scenic section to the end of the yard. It's a guess as I plan to leave plenty of space around the edge.

4»



Plastic bolts designed for car number plates are used to join the baseboards. I stick the nuts in place with epoxy resin inside the main board. It's one less thing to get lost and it certainly makes assembling the layout quick and easy.

7»



Plugged in and ready for use, the yard attached to the Didsbury Green baseboard. I'll need to provide a little support under the end nearest the camera when it's in use, but a stack of books or magazines will work perfectly well for this.

8»

A different design of stick fiddle yard in use on one of my other layouts ('The Melbridge Box Company' - BRM April 2017). I've used the same MDF but the fixing bolts have to be above the baseboard as there isn't anything underneath. In this case they also transfer electricity, although this wasn't especially successful as soldering to the metal bolts didn't work as well as I'd have liked.



2»



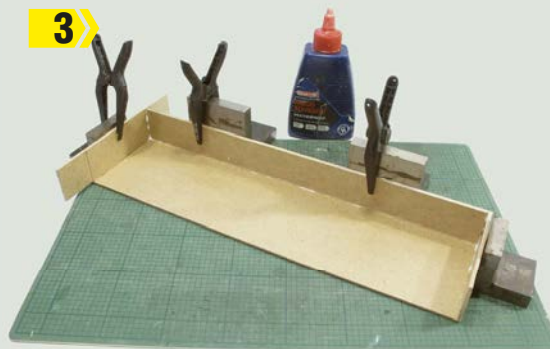
Using a steel rule and heavy craft knife, the MDF is cut to size. Don't try to go through in one go, as you'll push too hard, lose control and cut yourself as well as making a wobbly edge. I find at least half a dozen passes are required. The material blunts the blade quickly too so a snap-off knife is a good idea.

5»



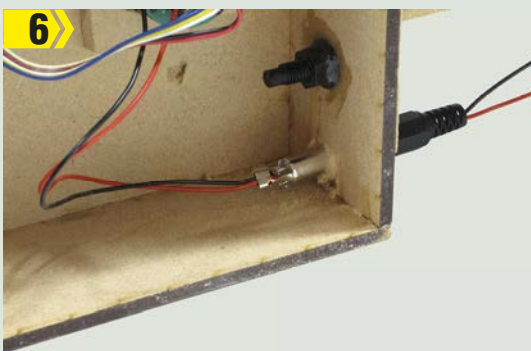
The track is now fitted using the Tracksetta again to ensure a straight run. Since the board is too thin for track pins, I'm using superglue to hold it down. I didn't get the alignment set up perfectly, so a very thin piece of plastic packing makes up the difference.

3»



40mm deep strips are stuck under the bottom of the board top. I'll laminate some taller ones around the outside to provide a thicker wall and more importantly, a lip around the edge to stop rolling stock rolling off. Ordinary woodworking glue is perfect for this.

6»



Underneath you can see the wiring using a coaxial plug and socket from the audio section of Maplin electrical store, but any 2-pin plug and socket will work. The captive nuts are also seen.

Expert Advice



Holding things square

Some of the most useful tools I own are the simplest. Cast iron angles from Squires Tools (www.squires-tools.com) can be used to keep things at right angles. Clamps or magnets hold parts hard against the angle.

For assembling buildings, larger items of rolling stock and even baseboards, I wonder how I managed without them. If all else fails, they make excellent weights at 455 and 1055g - just don't drop them on your foot.

How to...

GET STARTED IN 3D PRINTING

N Gauge LNER D49 *Yorkshire* while operating as a guest engine on The North of England Line. The basic locomotive body and tender are 3D printed and the running gear is sourced from a variety of Dapol parts.

3D printing offers a world of railway possibilities. Steven Da Costa describes the materials and procedures of use to railway modellers.

3D printing, sometimes referred to as Rapid Prototyping, is a process where a three dimensional object is grown, layer by layer, from a computer-generated file. 3D printing is an additive manufacturing process, which means that material is added to the object rather than removed as per traditional milling and turning processes.

There are many different processes that fall into the 3D printing category; far too many to adequately describe in this article. Whatever the process, all 3D printers require the model to be built in layers and it is these layers that create the distinctive 'stepping' effect inherent to 3D prints. As a rule of thumb, the thinner the layers and the finer the material deposited, the better the quality of the raw print. However, this is not an exact science, as some printing processes will produce finer/smoothier prints despite the fact that, on paper at least, they have

lesser specifications than another type of machine.

3D printing seems to be misunderstood and frowned upon by many modellers. I believe that this is largely due to the wrong materials and/or processes being used, or not knowing the best techniques to clean up a print. There are many 3D printers available on the market that seem attractive due to their low price. Most of these machines are incapable of producing a high quality product; Generally speaking, anything that prints in layers thicker than 50 microns is not likely to be suitable for fine modelling work. Luckily there are several companies that offer 3D printing services at reasonable prices. Some even enable designers to sell their work to customers, thus removing the need to have to learn Computer Aided Design (CAD) skills.

Shapeways has offices in Europe and the USA that offer 3D printing services using a

variety of different machines and materials, and the company works with designers to allow them sell their work via their own 'shops' on the site. Shapeways handles the manufacturing, quality control, shipping and customer service and the designer receives a mark-up for any items they sell.

Shapeways also offers a varied choice of materials for designers to work with, but not all of the designs uploaded will be able to be printed in all of the materials. In any case, not all the materials would be best suited to a particular design.

I have preferences for certain materials that give a good level of detail and can be cleaned up relatively easily. Some of Shapeways' most commonly used materials for railway modelling include: ■

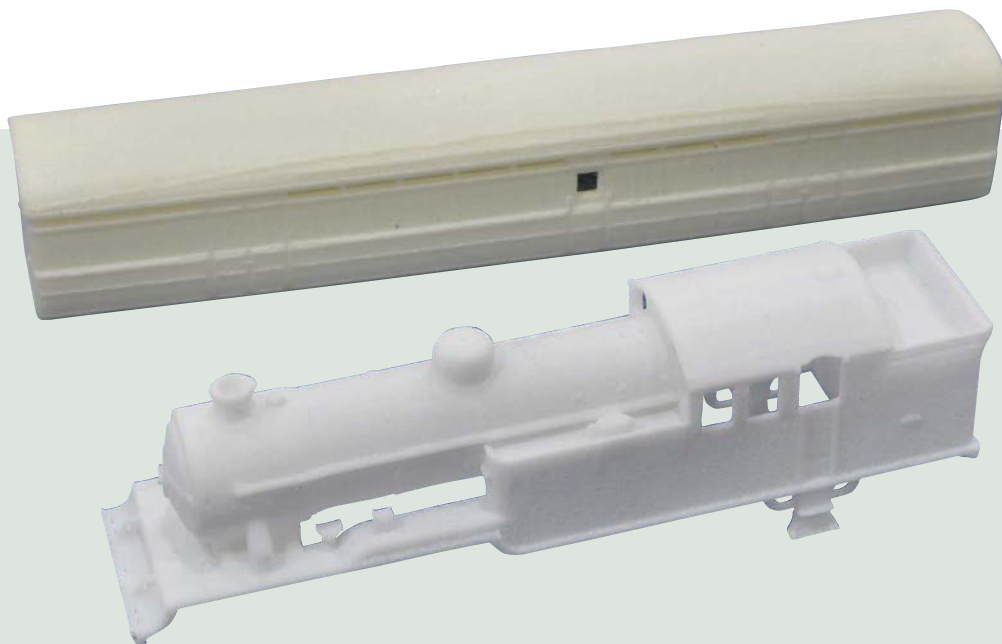
*Next time
you've bought your
first 3D print, but here's
how to turn it into
a brilliant model*

Strong White and Flexible:

This material is made of microscopic nylon particles that are sintered together using a laser; a process known as Selective Laser Sintering or SLS. The 3D objects are built in a box that is gradually filled with these particles allowing the unused areas to support the model as it is built. The resulting 3D prints are quite strong and have a good degree of flexibility, but they are porous in nature. The printer can produce details as fine as 0.2mm in height and width; although they are not as crisp as some other materials. This is one of the cheapest materials Shapeways offers and can be supplied in several colours other than white.

Due to the nature of this process, the prints will have a grainy look and feel. Shapeways offers a polishing service, but this can polish away detail so is of limited use. It is better to sand/polish the prints by hand, but the porous and flexible nature of the material does make this a little difficult.

I find that this material's use in N gauge is limited to parts that require a good degree of strength and flexibility, but where surface detail is unimportant. With work, it can be used to produce an acceptable finish in the larger scales. In fact I have seen some nice 4mm and 7mm models printed in this material, including the chassis!



Strong White and Flexible (SWF) can give a good basic shape but the surface is very rough and not as detailed compared to finer materials. The coach body at the back has been polished by Shapeways using a tumbler which, while successfully making the surface much smoother, has had the effect of removing much of the detail and will still require some filling due to its porous nature.

Frosted Detail Materials:

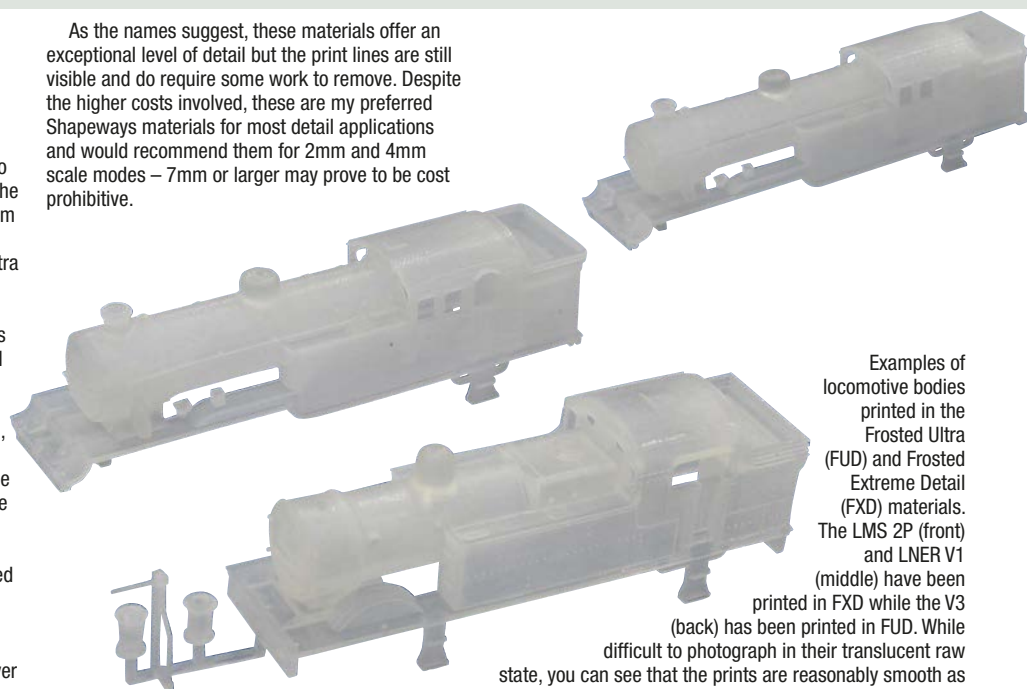
Examples of locomotive bodies printed in the Frosted Ultra Detail (FUD) and Frosted Extreme Detail (FXD) materials. The LMS 2P (front) and LNER V1 (middle) have been printed in FXD while the V3 (back) has been printed in FUD. While difficult to photograph in their translucent raw state, you can see that the prints are reasonably smooth as supplied but still benefit from rubbing down to get the best results.

Shapeways offers this material in two forms – Frosted Ultra Detail (FUD) and Frosted Extreme Detail (FXD).

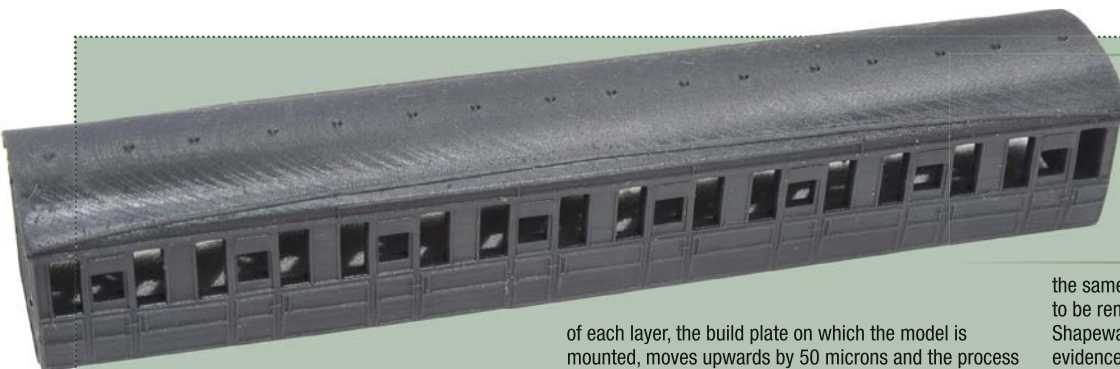
Both these are printed in an acrylic resin using multijet technology (similar to an inkjet printer); the only difference is the thickness of the layers and the price. Frosted Ultra Detail is printed in layers around 30 microns thick, while Frosted Extreme Detail refines this to 16 microns. Therefore Frosted Extreme Detail takes longer to print than Frosted Ultra Detail, hence the higher price. Both these materials can produce details as small as 0.1mm in height and width. While capable of printing thinner cross sections, this material is more brittle than Strong White and Flexible.

During the printing process, any overhanging areas must be supported with a wax material that is subsequently melted away. This does react with the acrylic resin used, which makes the surface slightly rougher where it was in contact with the wax. Any residual wax will need to be cleaned from the model before painting, as it will rise through the paint over time and give the model a sparkly effect!

As the names suggest, these materials offer an exceptional level of detail but the print lines are still visible and do require some work to remove. Despite the higher costs involved, these are my preferred Shapeways materials for most detail applications and would recommend them for 2mm and 4mm scale modes – 7mm or larger may prove to be cost prohibitive.



Examples of locomotive bodies printed in the Frosted Ultra Detail (FUD) and Frosted Extreme Detail (FXD) materials. The LMS 2P (front) and LNER V1 (middle) have been printed in FXD while the V3 (back) has been printed in FUD. While difficult to photograph in their translucent raw state, you can see that the prints are reasonably smooth as supplied but still benefit from rubbing down to get the best results.



High Definition Acrylate:

This material is a photosensitive resin that is cured using a laser, a process known as Stereolithography (SLA). The laser is mounted under a vat of the resin and is directed to the areas in each layer where the resin is to be cured. At the conclusion of the building

of each layer, the build plate on which the model is mounted, moves upwards by 50 microns and the process repeats.

High Definition Acrylate can produce features as small as 0.1mm in height and width, and its price and strength are comparable with the Frosted Detail materials.

This material also requires a support structure to be printed, although it is capable of handling limited overhanging areas without additional supports. However, unlike the Frosted Detail materials, these are made out of

This Gresley non-corridor third coach body has been printed in High Definition Acrylate (HDA). While the black resin shows the print lines more prominently, the model is almost as smooth as a FUD/FXD print. However, this model suffered from bowing along the bottom edges and, as a result, I will print the next revision in either FUD or FXD.

the same resin as the model. This requires the supports to be removed once the 3D print is complete. Fortunately, Shapeways will do this for the modeller, but some evidence of these will remain and have to be carefully removed.

While the layers are thicker than either of the Frosted Detail materials, SLA usually produces smoother finishes than the other 3D printing processes. However, High Definition Acrylate does seem to have a greater tendency to warp than the other materials. As such, I would suggest that this material is best suited to figures or well-braced models.

Other Materials:

Shapeways offers a variety of other materials which might be of use to the modeller. These include, but are not limited to:

- Steel – Similar surface characteristics to Strong White and Flexible but a lot harder!
- Platinum/Gold/Silver/Bronze/Brass – All printed in wax and then investment cast, not quite as detailed as some of the other materials and quite expensive.
- Castable Wax – For those wishing to investment cast their own work.
- Aluminium – Laser Sintered, not great for fine detail and expensive.
- Metallic Plastic – Strong White and Flexible mixed with Aluminium powder.
- Full Colour Sandstone – Cheap and colourful (if the designer has added colour renders to the CAD file) but grainy in finish and not good for fine details - more fragile than many other materials.



Once you've found what you want (assuming somebody has designed it) you can click on the item, select from the materials the designer has made available and add the item to your 'shopping cart'.

You can continue this process until you have found all the items you wish to purchase. You can move between multiple 'shops' during this phase as Shapeways will consider all these items as one order, regardless who you have purchased from.

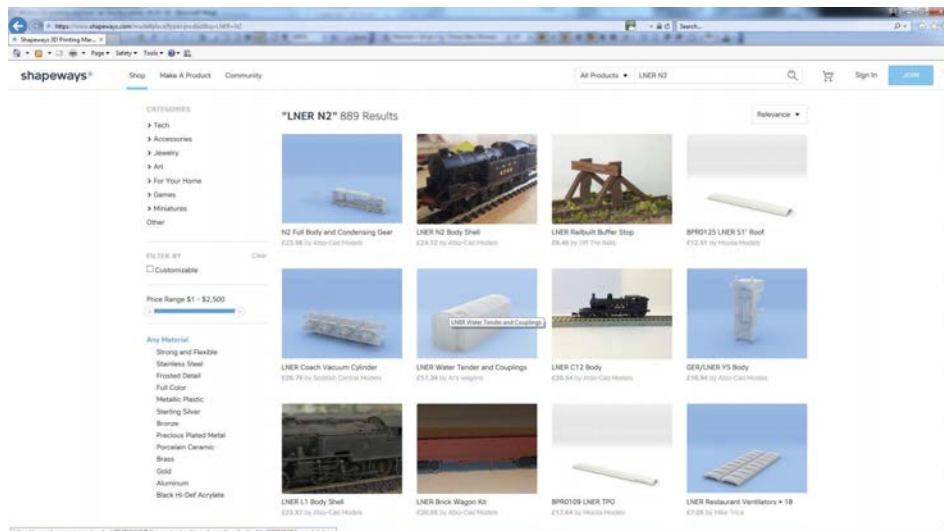
Next Steps

Once you have completed payment, Shapeways sends you an email confirming your order and, in most cases, you will have your model within a couple of weeks. You can then start to work on turning your print into your chosen model, which will be covered in another article. Here, though, are a few images that show what is possible with 3D printing.



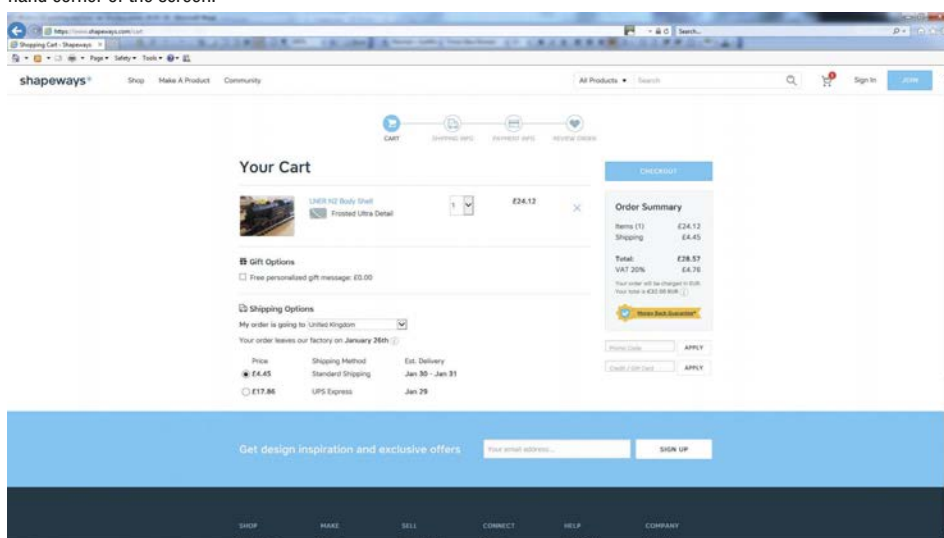
Two Strong White and Flexible prints following numerous priming and sanding applications as well as some gloss black car paint. While, with heavier detailing, this material may produce acceptable results in the larger scales, it is not the best material for fine details in N gauge.

Buying from Shapeways:



Shapeways is easy to use and you do not need to join as a member to purchase from the site. However, the sizeable number of items available does mean you can spend hours window shopping!

You will need to know which model you wish to order and, if you know the address of the 'shop' you want to visit, you can go directly there. If you do not know this, or are simply browsing, you can use the search box in the upper right hand corner of the screen.



Once you have completed your shopping, simply click on the 'shopping cart' icon at the top right hand corner of the screen to review your purchases, select your shipping method and proceed to the checkout.

If you have joined Shapeways as a member your details will be securely retained by the site. This is not necessary, but you will have to submit your name, postal address, email address and telephone number before continuing to the payment screen. You can make payment to Shapeways for your order using PayPal, a credit card or by bank transfer.



These two locomotive bodies have been printed in FXD and, following a couple of rounds of priming and sanding, are now ready to be painted and have final detailing, such as handrails and buffers fitted. The difference between the SWF and FXD prints is clear once painted. The numerous rivets on the Stanier 2P are around 0.25mm diameter which show the advantages of the Frosted Detail materials over Strong White and Flexible.

**ANY
GAUGE**



This is one of my earliest efforts working with a FUD print and is around five years old. I have not detected any deterioration in the material and it retains all the properties of my newer models. This model would benefit from lamp brackets, coupling hooks and vacuum pipes.

This is one of my more recently completed models and has been printed in FXD. While I hope my ability to fit details, paint and line has improved over the last five years, I feel that this demonstrates that, despite the finer printed layers, there is not a lot to distinguish many FUD and FXD prints once cleaned, rubbed down and painted. However, for a model with numerous compound curves or rivets, FXD would be the material of choice.



A completed 3D printed, painted and weathered LNER K3/2 bodysell by the author.



The 'Class J' configuration on the right depicts a mineral or empty wagon train. To the left an express passenger.

KNOW YOUR HEADLAMP CODES



Tony Wright and Ian Wilson shed a little light on the subject of headlamp configurations.

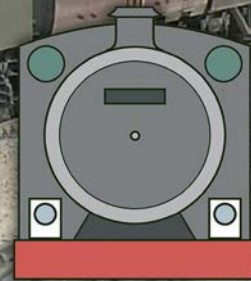
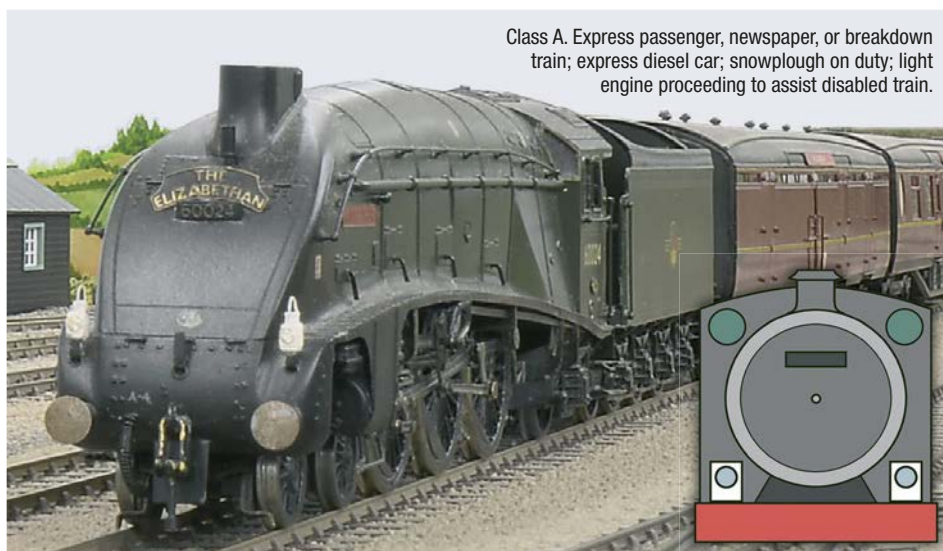
For generations, locomotives running on Britain's railways carried headlamps to denote the status of the train they were hauling. Failure to display the correct code would usually result in the train being stopped and investigated.

In large station areas, light engine movements were allowed as long as lamps at the front and rear of the locomotive were displayed. British Railways standardised as follows. There were a few exceptions, including the Somerset & Dorset which continued to use two lamp headcodes separating passenger and goods trains.

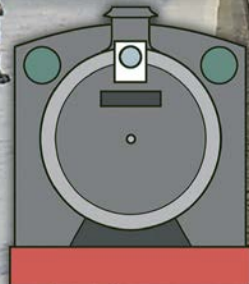
Trains running on the ex-Great Eastern system tended to be described by discs, rather than lamps, though the codes were the same. The Southern Region also used discs, though these indicated a route to be taken, not the type of train.

Headlamps have appeared in many different types. BR had white lamp bodies, though each company had its own style of lamp. Commentators have puzzled why shunting tank locomotives display Class A lamps. This is because they're on station pilot duty, where two lamps were carried over the buffers at both ends. The only time when all four lamp brackets had lamps was for the Royal Train, but only if the monarch were on board. If he/she were not present, simple Class A lamps were displayed. ■

Class A. Express passenger, newspaper, or breakdown train; express diesel car; snowplough on duty; light engine proceeding to assist disabled train.

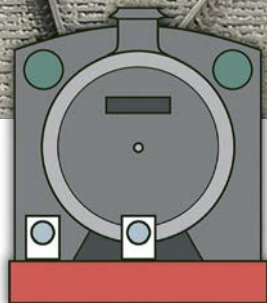


Class B. Ordinary passenger, branch passenger or 'mixed' train; rail-motor (loaded or empty) or parcels diesel car; breakdown train not on duty.

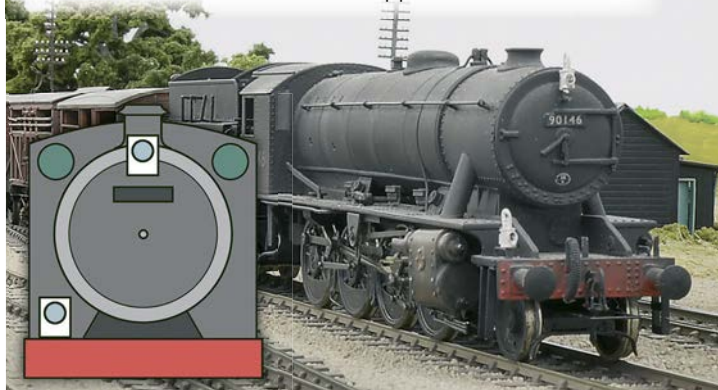




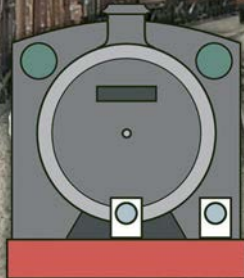
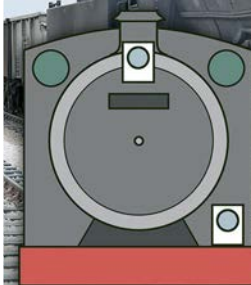
Class C. Parcels, fish, fruit, livestock, milk or other perishable train composed entirely of vehicles conforming to coaching stock requirements; express freight, livestock, perishable or ballast train pipe-fitted throughout and with automatic vacuum brake operative on not less than half of the vehicles; empty coaching stock (not specially authorised to carry class 'A' headcode).



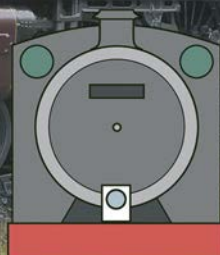
Class D. Express freight, livestock, perishable or ballast train with not less than one third of the vehicles vacuum braked and piped to the locomotive.



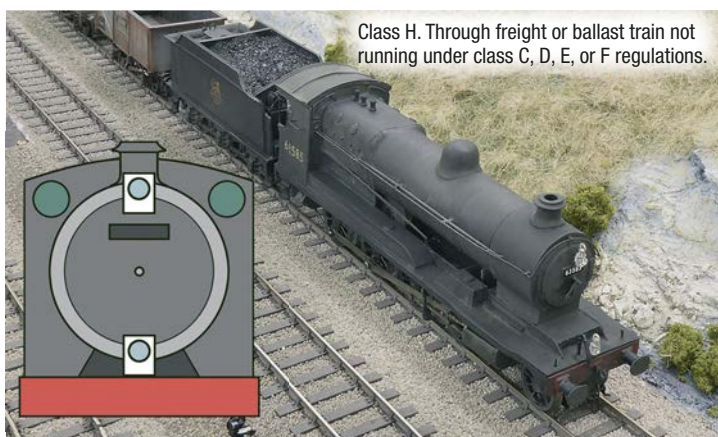
Class F. Express freight, livestock or ballast train not fitted with continuous brakes.



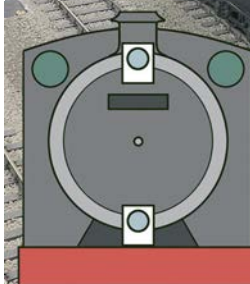
Class E. Express freight, livestock, perishable or ballast train with not less than one third of the vehicles vacuum braked and piped to the engine.



Class G. Light engine or engines coupled with not more than two brake vans.



Class H. Through freight or ballast train not running under class C, D, E, or F regulations.



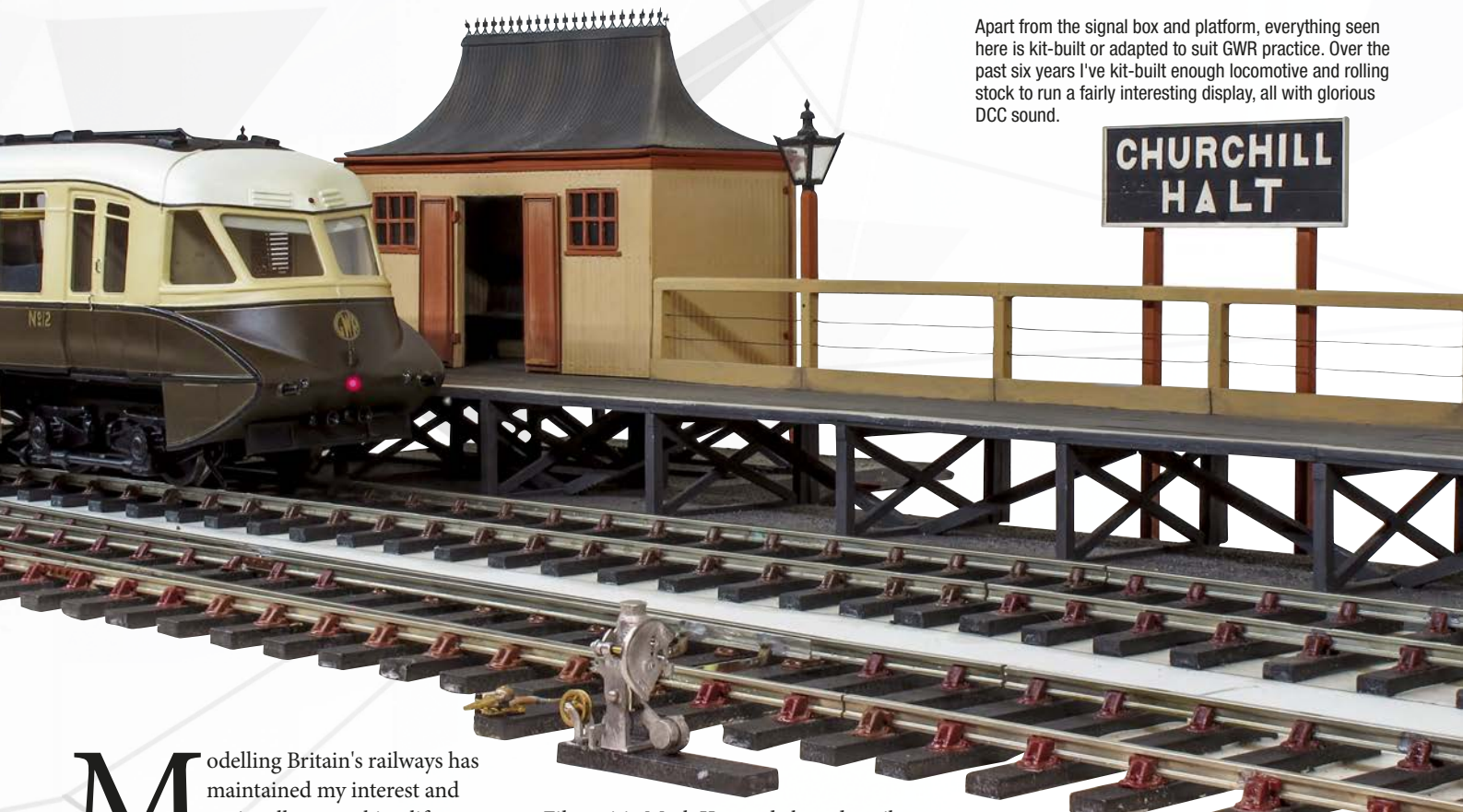
Class K. Branch or pick-up freight, mineral or ballast train.



CHURCHILL HALT

John Taylor's detailed O gauge halt project draws inspiration from the former Banbury to Cheltenham route. Here, we look at some of its features.

Apart from the signal box and platform, everything seen here is kit-built or adapted to suit GWR practice. Over the past six years I've kit-built enough locomotive and rolling stock to run a fairly interesting display, all with glorious DCC sound.



Modelling Britain's railways has maintained my interest and sanity all my working life. It matters not a jot at what level, style or method you choose to follow, as long as you are enjoying the process and can find relaxation and inspiration.

I chose a pathway towards etched brass kit building early on as an alternative to the rather poor RTR products available back in the distant past. Yes, I have been willingly tempted back into the new world of quality RTR from the likes of Hornby, Bachmann and Heljan in 4mm as well as Lionheart, Dapol, Ixion and Minerva, now at much more affordable prices in 7mm.

Now in retirement, I feel I am consolidating all that I have learnt and trying new methods and techniques but have chosen to sell on my 7mm RTR locos and return to loco kit-building using quality kits from Modern Outline (MOK) and Just Like The Real Thing (JLTRT), as well as a few carefully researched lesser quality kits from the 1980s chased up on ebay.

Film critic Mark Kermode best describes what I plan to achieve with Churchill Halt, "to transport you, to totally immerse you, to take you to another world". This, of course, can only be realised by modelling The Great Western Railway. Surely, it is no coincidence that a re-liveried Great Western engine takes Harry Potter to Hogwarts on a regular basis!

Actually, it was a copy of J H Russell's book 'The Banbury and Cheltenham Railway' that introduced me to a suitable prototype location that I felt could be easily and realistically modelled within the confines of my shed. I also feel that by choosing a railway company that is so well supported by the modelling trade saves much time and angst.

So, what I am seeking is the most realistic representation of a Great Western scene, using a prototype location for guidance, a variety of old and new skills, some scratch-building and the careful selection of realistic kits and materials.

After all is said and done, railway modelling

is mostly an illusion plus a personal choice of compromises to achieve your goal. ■

film critic Mark Kermode best describes what I plan to achieve with Churchill Halt, "to transport you, to totally immerse you, to take you to another world"

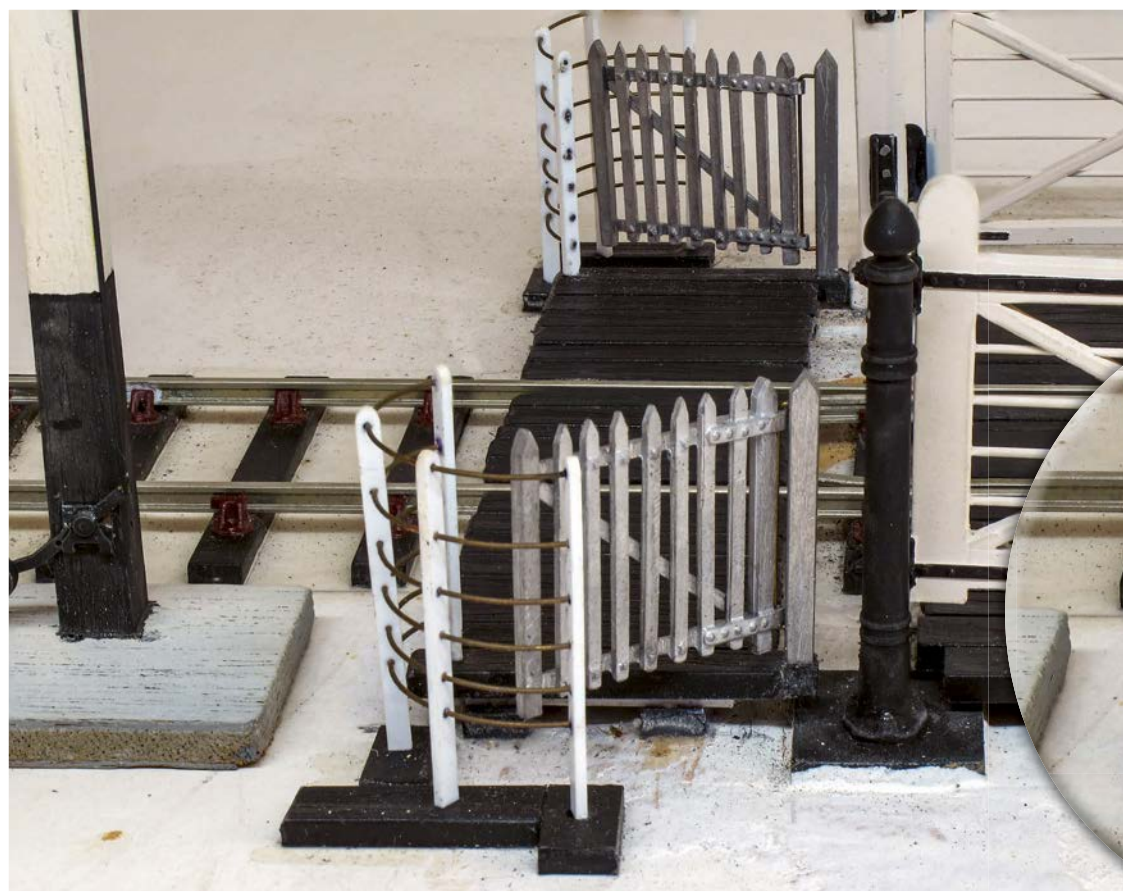


CLICK HERE FOR CONTENT

John Taylor takes us on a guided tour around Churchill Halt

You Tube

0 GAUGE



Churchill (Sarsden) Halt had these unusual semi-circular 'kissing gates'. I'm not absolutely certain about the wooden style locking gate, though. I initially used an etched brass kit supplied by CPL Products but I made a mess of the construction and finally fabricated my own version using plastic card and white metal fencing produced by S&D models. It should all come together when painted.



I used 'The Bouncer' signal servo kit, sadly no longer produced, to operate the crossing gates. I think that Peco produce a similar set up. You can just make out on the furthest gate hinge on the right, my third and final attempt at modifying the all whitmetal gate hinge, to cope with the power of the servo motor using brass channel sections and tubing. I still need to fit the crossing gate lamps and red circle warning boards. I used C&L products thick plastic point timbering to complete the boarding. I think 7mm modelling provides an easier opportunity to get things looking realistic without losing heart over having to include every single detail possible. Sometimes, less is more.



LAYOUT PREVIEW



According to the photo evidence, a small signal box controlled the crossing to a mill and private school. Levers also worked the nearest three points. I modelled the box from scratch using plastic 'timbering' lengths from Evergreen Products. Windows and ogee guttering are from Churchward Models and S&D building products. Churchward Models window kits provided the name board, to which I applied appropriate size Ratio Models plastic lettering.

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This is a very accurate whitemetal kit of an early style GWR buffer stop produced by ABS Models. Some thought has to be given to avoid electrical shorting across the track. The prototype siding never had this style of buffer stop, but I didn't like the finished quality of the later version produced by ABS so I made an executive decision and swapped.



Here I've started to add point and signal rodding using C&L lost wax cast products. I have followed the photo evidence as far as I can make out to fabricate an economical point locking mechanism. It is not exact. I have also modified the C&L point tie bars to emulate how the prototype functioned. The point blades are operated via angle cranks above and below the baseboard using brass rod and tubing.

This late version GWR ground signal kit is produced by Scale Signal Supply. I have added extra weight to the balance arm so it will always return to danger when pulled off via the pulley wheel and angle crank using thread. It may be a tad crude but it's fun watching it operate when the point is powered.

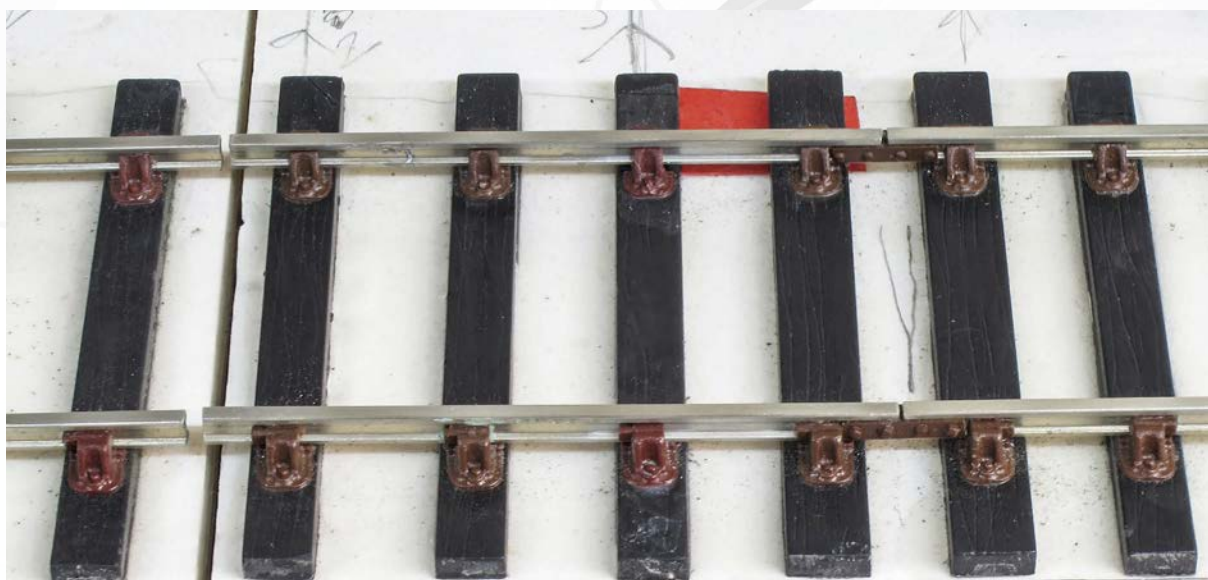
This is where hand-built track using GWR chairs and scale bullhead rail adds to the overall enjoyment with construction. Again, I haven't seen the need to faithfully model absolutely everything but to try and create a convincing scene, which can be further enhanced with careful painting and weathering at a later date.



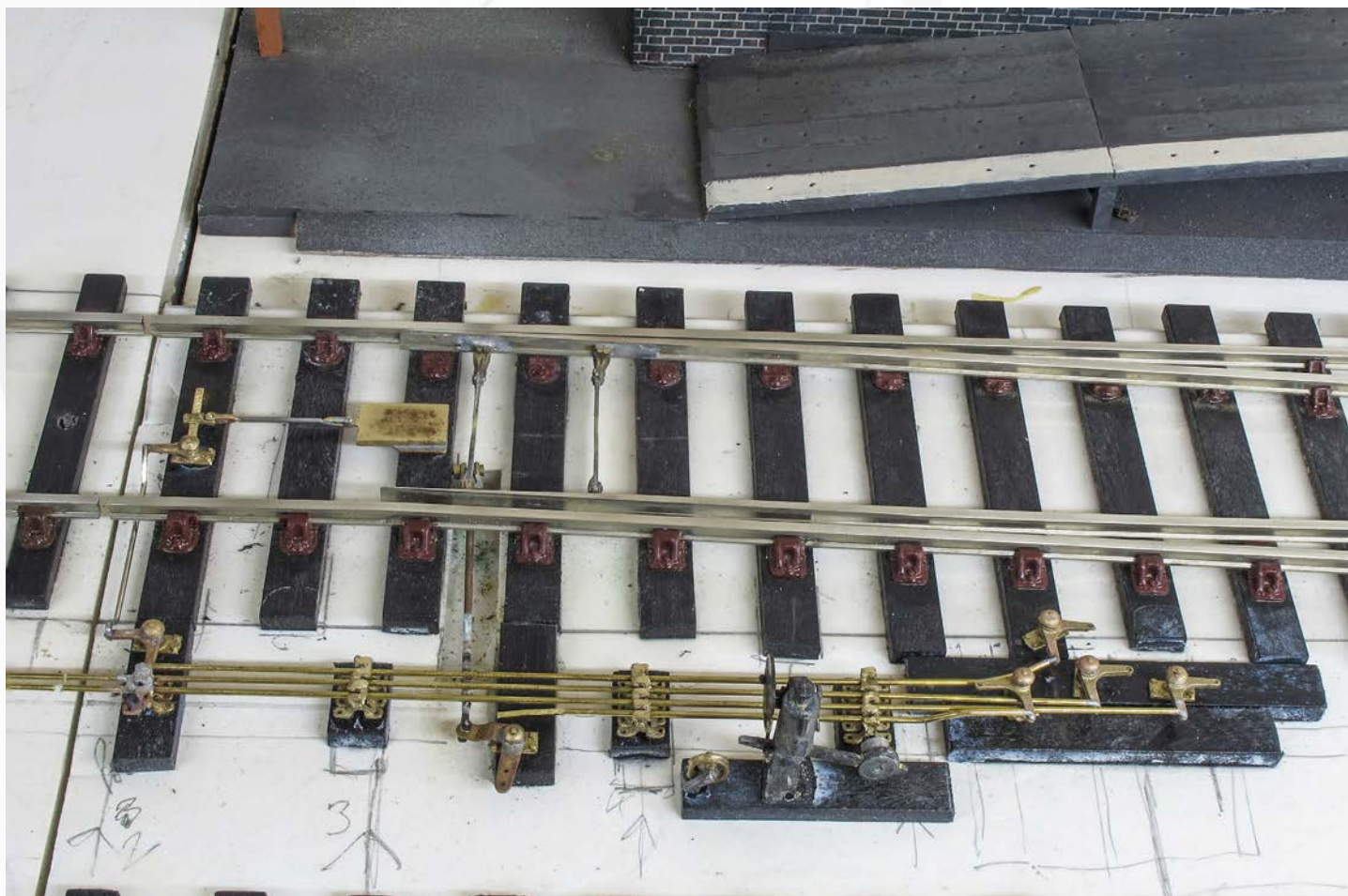
Here I used a Skytrex Models GWR Pagoda corrugated hut, which I re-modelled by making my own doors. Following a visit to a real example at Didcot, I was able to model an accurate bench that can just be seen through the open doors. I also fitted internal lighting and reshaped the resin roof edge profile.

The basswood lamp posts have been hollowed out with a dental burr to take the wiring to more grain of wheat bulbs. I used GWR lamp kits from S&D Models, they are fiddly but worth the effort, as they are more scale size than some 7mm versions on the market.

I made a basic track-making jig to set the correct sleeper spacing, not forgetting that where the fishplates are the sleepers are closer together. I used C&L products and the correct GWR two bolt chair pattern. Track power is provided by dropper wires soldered to every separate 60' rail section and point crossing, disguised by splicing a plastic chair each side of the soldered joint. Track is fixed with PVA glue. If you rush your trackwork and rely on fishplates for electrical contact you are likely to become very disheartened further down the line! I am a convert to DCC sound operation and so wiring in isolating track sections is a thing of the past. Of course, you still need to isolate your point crossing Vs in the traditional way.



LAYOUT PREVIEW



I still need to connect the angle cranks under the track to the signal box, but I've also got to model the point rodding across the front of the platform to the central point crossing. The single slip point and the furthest point are controlled by exposed trackside point levers. Once I have completed the trackwork detailing the whole lot will be airbrushed with a quality etch primer before airbrushing the sleepers and rails with suitable track colours. Ballasting will not be completed until all buildings and scenic contouring has been finalised.



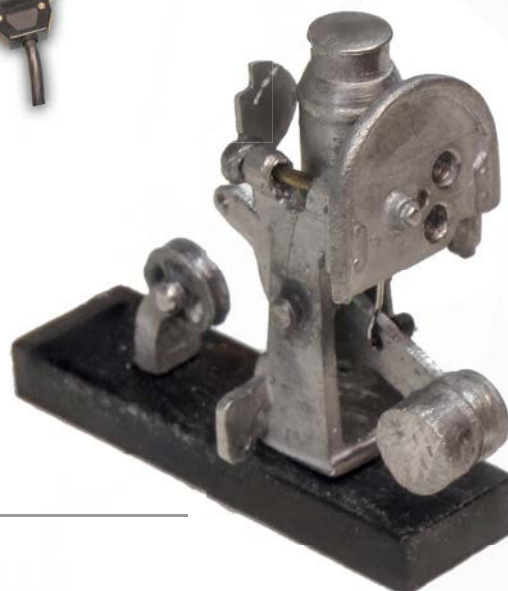
The signal box interior is fully detailed and lit with 'Grain of Wheat' bulbs. I airbrush my models wherever possible. I used GWR building colours from the Phoenix Precision range. The telegraph pole is a modified kit from Duncan Models. The pole is real wood.



This homemade control box is made from a cutlery storage box. The black multicore cable provides appropriate and varied voltage from a separate unit with multiple transformers. The ribbon cable then transfers power to the diorama modules via homemade wiring looms to the point motors and crossing gate servos. DCC track power is from separate bus cabling that connects directly into an NCE control system. The LEDs are a very simple mimic to give me some idea of what the pointwork is doing.



This is a working GWR early ground signal kit from ABS Models using the same method as described before. I will use Clostermans black etch spray can primer prior to painting the signal face and then Glue 'n' Glaze to make the lenses, which are then coloured with felt tip markers.





This layout is lightweight and easily transportable if needs be. Each of the four display modules are standalone units, all with integral lighting. This method also protects all my modelling work. Everything is joined together with M6 coach bolts, including the leg units. The diorama scenic area is 13' x 1' 6" with a 4' cassette fiddle yard at each end. My shed is only 14' long, but I'm content with operating the layout as a shunting plank in the winter months. It takes less than ten minutes to set it all up outside when the weather allows. I've experimented with using bright white light LED strip to keep the weight down, but I'm not totally convinced they are better than traditional tube lighting. The prototype location was a simple affair with just three points and a single siding, but I've changed history and due to war-time food demands and protest from local farmers I have added a single slip and extra siding to cater for a cattle dock and possible milk processing plant off scene – we shall see. To help with perspective there needs to be more detail plus longer grass etc. at the front of the diorama. I am planning to change the small wooden weighbridge hut for a larger brick built version.



I'm hoping to keep the modelling scene open plan and not overcrowded. There is more point rodding to be modelled across the front of the platform, which operated the central crossing. At the front of this scene will be a highly detailed cattle dock, beginning to look overgrown as the local farmers have failed to take advantage. I have stocked up with Heki, Silflor and Woodland Scenics long, medium and short static grasses etc. for use with a Noch Grassmaster Mk2.



A COTTAGE FROM A CARRIAGE

A trip to the North Norfolk Railway was a source of modelling inspiration for Phil Parker, although the project turned out to be a little more involved than usual.

When you feel the need of modelling inspiration, visiting a preserved railway can provide it. Sometimes you don't even need to see the trains. At the North Norfolk Railway I found the perfect project just inside the gates of Holt station – a cottage made from a railway carriage.

Small scenes like this are perfect corner fillers on a model railway. Although I've used a 'cake box' board, you could fit this scene with a little adaptation into any blank space on the layout – perhaps that odd-shaped corner between a curve and the baseboard edge, or something different on the corner of a street in a plot created by wartime bomb damage.

Assuming a wartime, or just post-war scene, the cottage owner is taking part in the 'Dig for Victory' campaign and has turned the lawn over to the growing of foodstuffs. Vegetable patches and allotments have always been popular features for modellers. The gold-standard are those seen at Pendon. I've looked to there for inspiration, but I cheated a little to save myself a lot of time. If you expect to identify the species of vegetable in the ground you'll

be disappointed, as this is very much 80% of the look for 20% of the effort territory.

To make life easier, even if you are planning to fit the model into a layout, I'd still recommend working on a piece of board that can sit on a workbench before being set in place. This is a detailed scene, so easy access makes the build a lot easier – especially if you end up planting individual potato plants, like I did.

My model is inspired by the Poppy Line prototype, mostly because I wanted to use the generic Hornby 4-wheel coach as the basis rather than an expensive, but correct, etched brass model. Widely available second hand, they make a great basis for kit-bashing.

While inspired by the prototype, I've ignored the advice I received on wooden outside toilets, preferring to provide a brick privy. If you don't want to scratch-build, have a look at the Hornby Fogman's hut – it's about the right size and just needs a door on the front to do the job.

To fit in with the Cake Box competition rules, at least two items of railway interest must be included. The coach is one, but the other is a pair of station fire buckets that I

assume our gardener has retrieved when they were being thrown out. No gardener will let a good bucket go to waste. Talking of the man with a hoe – he's from the classic Dapol set of platelayers figures, so also of railway origin.

This scene took me a week of spare time between other jobs, and I'm still not complete. Apparently I need some chickens, then there is a shed and of course a tin bath to hang on the back wall of the cottage. But then it wouldn't be a model railway if it were ever finished, would it? ■

What we used

Deluxe Materials – Create and Shape landscaping material
Finishing Touches – 1 and 2mm tall electrostatic grass
Gaugemaster – Hedge
Green Scene – Forest in a Box (Sea foam)
Hornby – R4671 4 wheel coach, bought second hand
Pheonix Precision Paints – Superstrip and Superweld
Ratio – GWR Station fencing and drainpipes
Slaters – 1mm plain and brick embossed
Plastikard, **Microstrip**
Tasma Products – Cabbages
Wills – Building detail pack A for guttering
Woodland Scenics – Flock powders



For this project we just need the body and underframe. A missing coupling hook isn't going to be a problem.



Remove the roof (push the glazing in and it slides up) and unclip the underframe before dunking the body in a paint stripper suitable for plastic. Phoenix Precision Paint's version is re-usable, so is very economical, and a plastic tray from a takeaway makes a perfect bath. Wear gloves and use an old toothbrush to scrub the paint away once it starts to bubble up.



The moulded handrails and steps aren't required. Presumably the railway company would have removed the ironwork before selling the carriage body. Carefully trim these and the vertical lines away with a sharp knife, finishing up with some abrasive.



The verticals are now replaced with Slaters Microstrip fixed with an ABS adhesive. It is a lot easier to do this than trying to cut around them in the previous step.



All the "danglies" (as they call them in the NNR carriage works) have to be cut away to just leave the solebar. The plastic is hard, so a sharp saw works best. If you use a knife, keep your fingers well away from the blade.



Trace the windows onto a piece of card. Tape a bit of clear sheet to the card and use it as a guide to stick very fine strips of self-adhesive parcel tape to the windows to represent wartime anti-blast measures. The glazing is glued in place before fitting the roof.



The chimney is made from 1mm plastic, wrapped with embossed sheet. I find it easier to cut this oversize and strip it back once the glue has hardened. Corners end up much neater this way



The roof is more plastic sheet carefully curved and stuck to the walls. Lying the model on its side makes drawing the oddly shaped barge boards simple. I've left the chimney loose at the moment as it's easier to paint this way.



Guttering comes from a Wills building details pack with modified Ratio downpipes, although wire would have been easier to use in retrospect.



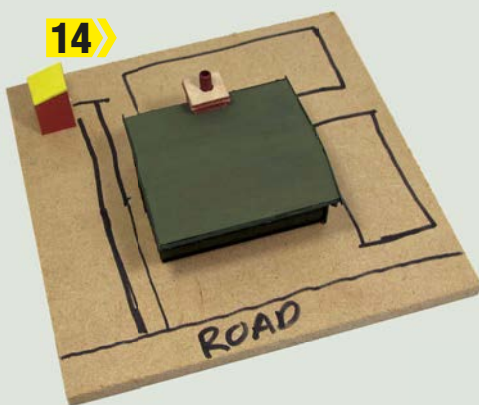
11 Felt roof covering is quick and easy to model, just use strips of masking tape. Start at the edges of the roof working towards the centre, overlapping each one by a few millimetres. This works in larger scales too – just use tape with a coarser surface.



12 I found pictures of brick-built outside toilets online. Since I didn't have any dimensions, I simply counted the bricks to work out how large my model should be. The model is built using 1mm plastic box covered with embossed sheet. The roof is covered with masking tape.



13 A couple of coats of Railmatch BR green paint for the walls and the cottage is ready to be set into a scene.



14 Using an MDF cakebox base provided by Digitrains at their open day last year, mark out the positions of the buildings followed by the vegetable patch. Despite the small size of the building, there's not a lot of space on the diorama.



15 A mix of Deluxe Materials Create and Shape mixed with brown emulsion provides a little ground contour around the vegetable beds. It's an effect that I've copied from local allotments.



16 The beds are Woodland Scenics fine turf earth colour flock. Potatoes are planted under raised lines of earth. I built these up with lines of PVA sprinkled with flock. Four layers seemed to give the required result, although I'm no gardener! To add variety, the whole lot was sprayed lightly with Railmatch track colour.



17 Sticking with the railway theme, the front fence is from the Ratio range of station platform fencing.



18 The potato plant tops start life as clippings from sea foam plants, sold as Forest in a Box by Gaugemaster.



19 Each plant is dipped in PVA, then sprinkled with green flock. Finally, it's planted, using tweezers, into a hole drilled in the vegetable patch.

Expert Advice

Unless you are very organised, it's worth keeping certain modelling products in stock. One of the most important in my opinion, is Slater's Microstrip. I tend to buy assorted packs that contain loads of different thicknesses and widths. These are stored in a cardboard sleeve and I just pick out the ones I need while working. Once a year, I re-stock with another pack or two and add them to the stock. Despite this lack of organisation, this usually means I can find the size I need.



20 Carrot tops are simply lines of Woodland Scenics coarse scatter carefully glued down with PVA. A fine tipped plastic bottle is useful for this, or dab it in place using a flat bladed screwdriver.



21 The bamboo pole framework is made from 0.45mm brass wire soldered together. The Pendo guys prefer bristles from brooms for this, which works just as well if you are careful with your model. A little more coarse scatter glued to the poles represents runner beans.



22

Tasma Products produce ready-to-plant cabbages in green and purple varieties. I'm not sure when red cabbage was introduced, so I repainted the purple ones to look like cauliflowers. Spring onions are 5mm lengths of garden sisal string planted in blobs of PVA. The rose is coarse flock glued to the wall with a sprinkle of pink, and it usefully hides a less than perfect join in the cottage.



23 A good gardener always has a compost heap. Mine is made from an old plastic door cut in half and stuck beside the toilet. The filling is long electrostatic grass mixed with watered-down PVA.

RAILWAY CARRIAGE COTTAGES



Social historian and Education Manager of the North Norfolk Railway, Daisy Robinson, explains how redundant railway coaches found new uses as dwellings across the country.

Those of a certain age might have memories of slow country summer journeys of the early 1970s, the car interior smelling of hot plastic, and through the open windows it wouldn't be uncommon to pass curiously shaped dwellings on well-maintained plots with 'chocolate box' gardens. These cottages were what remained of a now virtually forgotten part of Britain's early social housing - the Railway Carriage Cottage.

Looking back to the late-Victorian period, redundant railway carriages could be purchased relatively cheaply and sited on both rural and coastal plots, providing the financially comfortable, if somewhat bohemian city dweller with a cheap holiday

cottage. With no planning regulations inhibiting development and settlement, carriage cottages could be placed amongst the dunes or on picturesque rural plots, and by the early part of the 20th century, many areas of the country played host to small developments of temporary holiday homes, often extended and built around as to hardly resemble their humble origins.

After the Great War's pressure to produce enough food for the nation was removed, the farming industry continued its pre-war decline and the value of agricultural land fell. With plots of marginal land selling for £1 an acre, the unemployed returning soldiers anticipating Lloyd Georges' promised 'land fit for heroes', found that these plots became

a way of obtaining an independent living, and embraced the 'Plotland' movement.

For a budget of £5, a redundant railway carriage could be purchased, delivered by horse, then sited on the plot to provide a stable and dry basis with which to form a home. The magazine 'The Woodworker' even published plans and suggested layouts to help the new home owner with a conversion. One carriage with small extensions could house a family, whilst two carriages placed in an 'L' shaped, or parallel to each other with a pitched roof between would provide far greater scope and privacy.

The 'gap' between two carriages could be as small as 4ft and act as a corridor between the two carriages or far larger and provide

further welcome additional living space.

Externally, the carriage exterior could be painted or clad with little of the original carriage visible.

Internally, the carriage dividing walls would often remain intact. Smaller rooms are easier to heat and furnish, and a single, small solid fuel range or stove was often the sole source of heat for the entire dwelling. This could be flued through a window with the glass removed, or in the case of a range, used for cooking and an external chimney would be constructed.

If the cottage was close enough for connection to basic utilities, a single cold-water tap would serve a stone sink in the kitchen or scullery area, however, water would be more likely to come from a well in the garden, or in very rural areas from a stream. Having no hot water 'on tap', personal washing would be heated in a kettle, and the weekly laundry washed in a 'copper' which was housed in a separate, often timber-shed style building to avoid condensation in the home. Heated by an independent fire below, the 'washday' for the housewife was exactly that and required planning and weather watching. Once 'boil washed', excess water would be wrung from the garments using a cast iron mangle, usually placed outside the wash house and once a regular feature of many back yards.



Beyond the confines of the kitchen, a small pantry. Note rabbits hung to cure, canned foods and bottom left, large cereal storage tins. Details for the inside of your model?



A wooden-bodied grounded coach lingered just a few hundred yards from the sea at Skipsea, East Yorkshire in 2009. Two years later, the coach had disappeared. Note the use of doors to surround the chimney flue. DAVID SMITH

The large galvanised tub which spent most of the week hanging outside on a wall would be brought in once a week for bathing. This would take place inside the scullery if large enough to avoid unnecessary mess in the living space. The water would be heated in the washing copper and carried inside by large jugs - another task which took planning and co-ordination, with each family member

taking their turn in the bathing queue. Finally, the dirty and tepid water would be carried one jug at a time to a water butt outside or decanted away via the sink if a domestic soak-away had been installed.

Sanitary arrangements would consist of a 'bucket and chuck it' housed inside a timber out building and the siting of this was very much dependant on the method of disposal.



Pagham Beach in West Sussex has a number of railway cottages, but it's easier to identify them from the rear. This Victorian carriage grounded in the 1920s is protected by the almost obligatory pebble dashed finish for weather protection and isn't completely disguised by later additions. CLIVE BARKER

PROTOTYPE INSPIRATION

the 'gap' between two carriages could be as small as 4ft and act as a corridor between the two carriages or far larger and provide welcome additional living space.

It would be placed as far away from the living quarters as possible, usually surrounded by lavender or other large and fragrant shrubs, coining the expression the 'shed at the end of the garden'. However, if the dwelling was on the route of the 'honey cart man', the back of the 'privvy' would need to be accessible for the frequent emptying of the pail closet.

The average smallholding plot would contain a range of wooden outbuildings, usually built from materials that could be found, 'borrowed' and re-purposed. These would provide shelter for livestock, as well as housing all the tools required to maintain the plots and repair the home and its contents. The care and maintenance of these were in addition to working full time. If it broke, it needed to be fixed, life for a railway cottage dweller was very different from that in today's 'throw away' society.

So, what of these railway carriage dwellings today? Some still stand in reduced sized plots, dwarfed by new developments built on once productive gardens. Others are heavily extended, renovated and refurbished to provide luxury accommodation for today's holiday maker. Some lay crumbling and overgrown at the bottom of gardens and a lucky few have been rescued by preservation groups, restored to their former glory and once again carry passengers behind steam locomotives along railway lines.



A side view of a carriage at Pagham in West Sussex. They're easy to spot from the beach, normally in pairs and the gap between is filled with extra living space. The carriage doors and windows down the sides of this example have been cutout and replaced with uPVC windows. Conveniently, the guard's observation post has been 'dashed over' – possibly a post Victorian LSWR coach? You could model this example and place it on a present-day era layout. CLIVE BARKER

Lighting, particularly for the rural cottage dweller was from hurricane or tilley lamps and candles. The wonders of electricity fitted to this example at the North Norfolk Railway would have to wait until the late 1950s, or even well into the 1960s.



Take a
guided tour of a
railway cottage
on this month's
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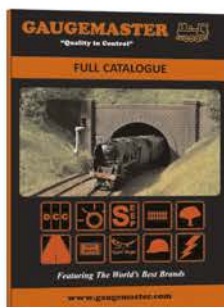
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SOLVING PICKUP PROBLEMS

RTR locos are getting better, but they don't always run well out of the box. In the first of a short series, Michael Russell shows how you can achieve a smoother outcome.

Generally speaking, manufacturers do a good job of assembling ready-to-run locomotives, although it's worth remembering that they are mass-produced items. Therefore, sometimes a bit of fine tuning and optimisation is required to get the best running results. One area that has a particular relevance to performance is the pickups. These need to meet the wheels for the full range of side play in the axles, and the surfaces need to be clean and devoid of debris. If you follow the simple steps outlined in this article you will soon turn a locomotive that often stalls into one that is a pleasure to use. ■

Next Month

With the pickups now sorted, Michael tackles flywheels and suspension...

Hints and Tips



- When dismantling locomotives, work over a large tray so that stray parts will be caught if dropped.
- To aid reassembly when removing baseplate screws, keep a careful note of which holes they come from. Some may be longer than others or use a different thread.
- While the running gear is disassembled, it is a good idea to lubricate your model if necessary. Consult the documentation that was supplied or download the service sheets from the manufacturer's website.
- If the locomotive is new, check for over lubrication and clean it off while disassembled. I have bought both secondhand and new locomotives that haven't worked well because of this problem.
- If you aren't used to taking locomotives to pieces, start with something small and simple, such as an inside cylinder 0-4-0, 0-6-0 or diesel shunter.
- If you have spray-painted a model, such as when weathering, you will need to clean the wheel treads and pickups carefully afterwards.

Pickup wiper adjustment



Firstly, check that the pickup wipers meet the back of the wheels for the full range of movement. You can do this by pushing each axle to one side, then the other in turn. Make a note of wipers that fail this test, then you can disassemble the locomotive to fix any issues.



For this Bachmann 3F, I had to remove the brake pull rods first. These are a snap-fitting and can be removed by pushing to one side using a pair of tweezers to free the tab from the hole in the brake levers.



To access the wipers, remove the base plate from beneath the locomotive. This varies from locomotive to locomotive, so consult the manual that came with the model or look online for the service sheet. Sometimes you will need to remove the locomotive body first, as in this case.



Lift out the wheels and place them to one side. Using needle-nose pliers, carefully move the offending wipers further out by increasing the bend at the base of the wiper rather than deform the wiper itself.

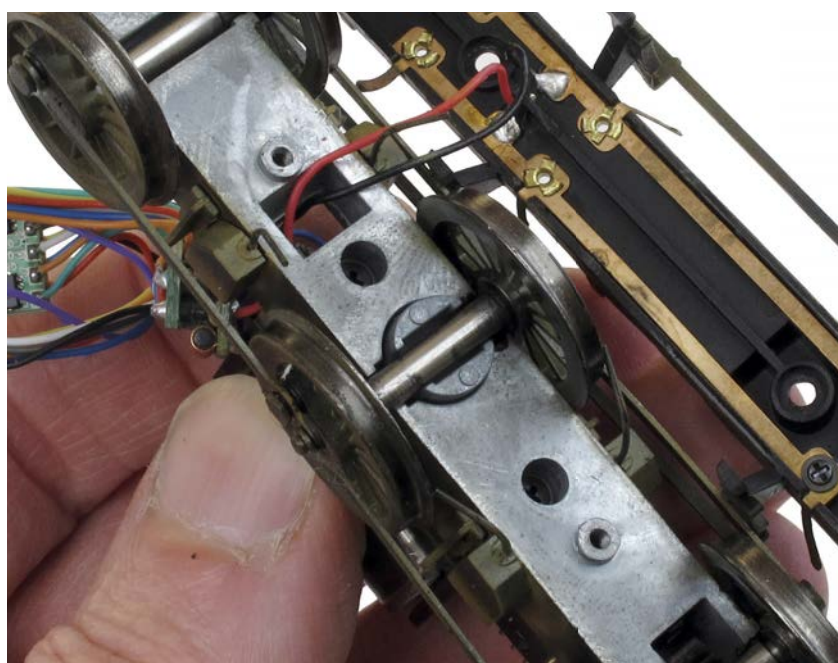


Drop the baseplate back into place and be sure to align any axle bearings carefully with the frames. Ensure that your adjustments have been successful by moving the wheels to either side and checking the wipers are in contact for the full range of movement before you refit the screws.

Sprung axle checks

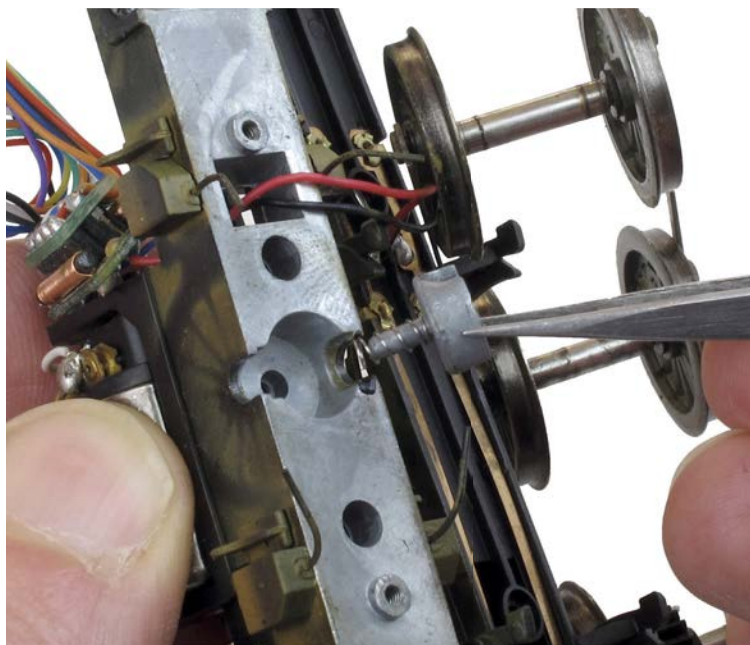


Some locomotives have a sprung axle to aid current collection. This is a great idea, but the mechanisms can seize.

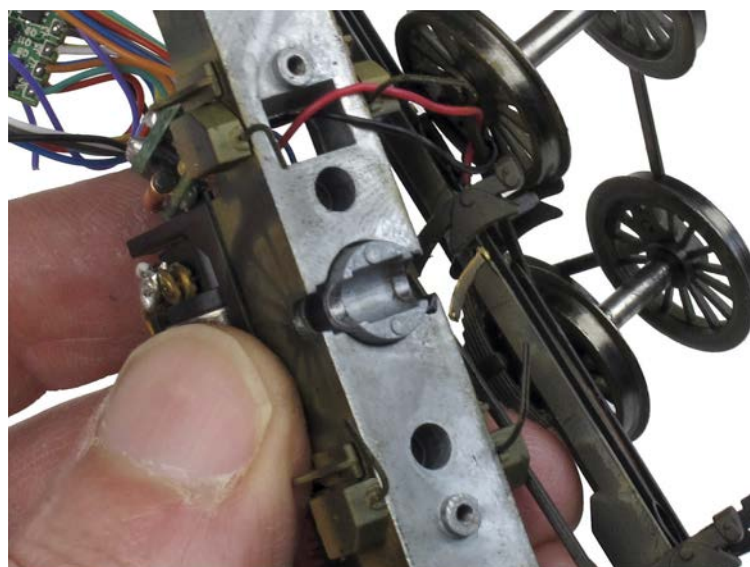


While performing the wiper checks, look to see if a sprung axle arrangement is fitted on any axles that aren't geared. If you find any, depress the wheel set and see if the mechanism is stiff or isn't working. If you find a problem then continue to the next step.





Working over a tray to catch the parts, take a screwdriver and gently lift the pressure plate out. Be careful not to lose the spring hiding underneath.



Replace the pressure plate and spring and ensure that it stands proud of the chassis. Refit the wheels and ensure that the springing action is present. If all is well, refit the baseplate.



Remove the wheels and use a cotton bud that has been dipped in a cleaning solution to clean the wheel treads and the points where the wipers contact the wheels.



Check that the pressure plate is a loose fit and that there are no burrs or stray objects stopping it from moving freely. Also clean out dirt or debris and check the spring for damage and foreign matter.

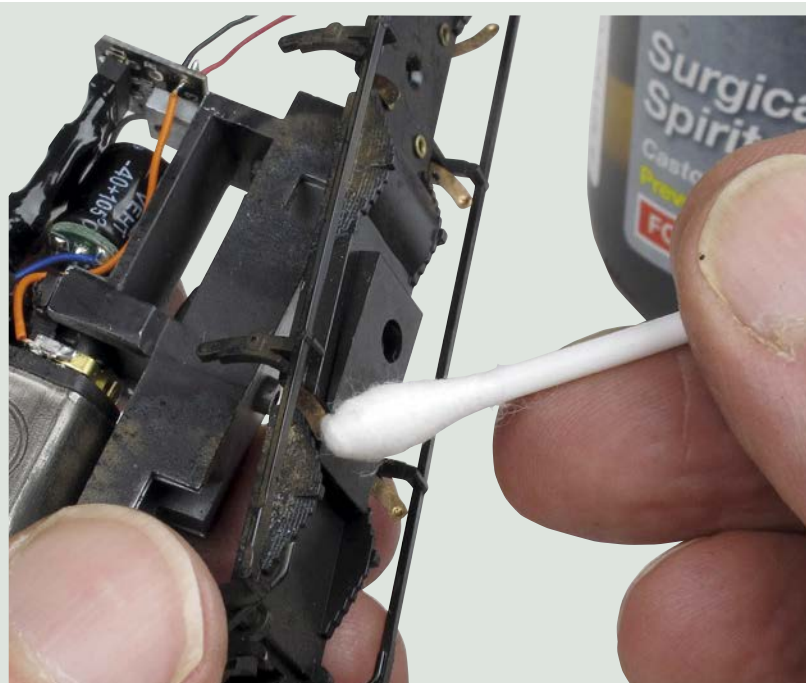
Wheel checks



With the wheels in place, make a note of where the wipers make contact with the wheels.



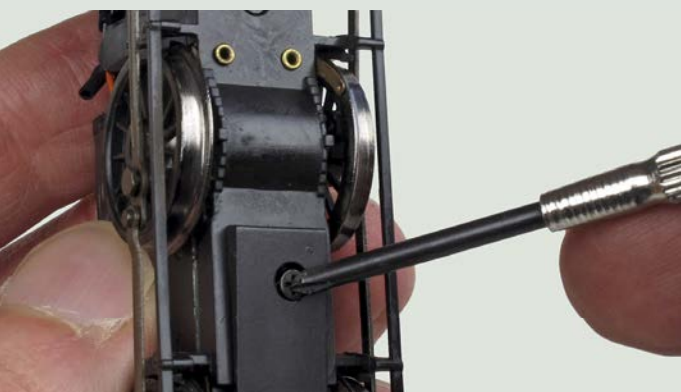
Carefully examine the wheels for anything that could cause current collection problems. Pay attention to areas that meet with the pickup wipers and the wheel treads. If you find any debris or ingrained dirt, give them special attention. A glass fibre scratch brush is useful for stubborn deposits.



Take a cotton bud that has been dipped in a cleaning solution and carefully clean the face of the wipers.

What about the track?

The state of your track has a significant bearing on the performance of your locomotives. This series of articles won't cover this, but here are a few issues to consider:



Replace the wheels and baseplate. Don't overtighten the baseplate retaining screws. Check the locomotive on a running track to ensure that all is well.



- You must keep the track and wheel treads free of dirt, which means you must clean them regularly.
- Avoid using points with an insulated frog, as these contain a 'dead' section that is detrimental to electrical contact.
- Ensure that every rail of your track has its own soldered power feed; don't rely on fishplates to do this.
- Ensure that the rails on either side of a fishplate are level with each other.
- If you nail your track down, be careful not to introduce distortion.
- Avoid sharp changes in gradient or twists in your track.
- If you have anything other than a very small layout, ensure that you have divided it up into the correct sections and have adequate, good quality power supplies to meet your needs.
- Your power bus should use wires that are a minimum of 16 gauge.





MISSION ACCOMPLISHED: **THE BIGGEST LITTLE RAILWAY**

Jennifer Kirk, a team leader on Channel Four's recently aired 'The Biggest Little Railway in the World' recalls the efforts required by almost 160 people to build a miniature railway along the Great Glen Way in Scotland.



After 12 days and through 71 miles of challenging, midge-infested terrain, Dick Strawbridge and the team toast the successful arrival of Silver Lady at Inverness castle. CHANNEL 4/LOVE PRODUCTIONS

A model railway across an entire country from west to east coast is a pretty extreme proposition, especially when you add in hostile terrain, Scottish midges (that eat most Midge repellent brands for breakfast and come back for seconds) and the weather.

That was exactly what Love Productions – more commonly recognised as the production company behind programmes such as the Great British Bake Off – were planning. They had assembled a team of 56 experts in their respective fields drawn from across the UK to work alongside nearly 100 crew to make this railway project a reality over two weeks. Plus, we would film it to be shown on Channel four. I don't think that Scotland quite realised what it was in for!

The Victorians had proposed several schemes to make a rail link from Fort William to Inverness a reality. None of them got off the ground for a variety of reasons, only a section heading north as far as Fort Augustus was. The rest of the route was virgin territory that had never had a railway – until now.

Love had recruited all of us from across engineering, project management and the world of railway. There were also a fair few modellers like me, and we were to be divided into four track building teams with prominent team leaders such as myself, and a further two 'special build' groups that would tackle specific engineering challenges. Overseeing the whole production were three presenters: Dick Strawbridge, Hadrian Spooner and Claire Barrett.

We would roughly follow the Great Glen Way and hopefully achieve in two weeks something the Victorians never quite managed; namely that we would connect Fort William with Inverness by a direct railway.

The track was something a little different

from what most modellers would recognise. Resembling lengths of guttering, it came in three metre lengths of extruded black plastic that were connected together with fishplates, not unlike the way Hot Wheels track fits together. These sections could be cut and chopped, and whilst it didn't bend, it was possible to create a corner by kinking lots of short sections together in a kind of 'threepenny bit' type curve. The shorter the bits, the tighter the curve – to a point.

For even tighter curves, a two-part flexible track had been devised. These two identical halves could be combined at almost any radius, then made rigid with screws down the centre. All track had a rubberised coating on the rail surfaces to aid adhesion. To give an idea of how much there was, it filled around eleven artie lorry trailers. This was a project on a truly massive scale.

Trackbuilding

At the start of filming the terrain was pretty easy and this allowed the build teams to become accustomed to the art of tracklaying in a gentle manner. It was also about the only day of the filming where it was warm and sunny!

We were to follow a series of cones at quarter mile intervals that mapped out the route and gave instructions of where to turn and sides of the path to keep to. The Great Glen Way was still open to walkers.

Quadbikes were provided that would pull special trailers, consisting of a metal rack frame. Up to just over a quarter of a mile of track could be loaded onto one of these and moved along with all of the other personal gear and tools that we had to take with us. Each group could be laying up to four, five or six miles of track per day, so it was important to get the logistics right.



The Inchnacardoch canyon trestle is filmed during construction. ANDREW CHRISTIE

others have tried to undertake similar feats before, but never on such an ambitious scale



Roundhouse 0-6-0T *Silver Lady* makes progress through the streets of Fort Augustus under the watchful gaze of onlookers.
CHANNEL 4/LOVE PRODUCTIONS

Of course, four groups laying track in remote locations meant that the Production Company struggled to keep us all supplied with the materials we needed, and there were frustrating times where we were slowed down by a lack of track. We took to light-heartedly referring on camera to the mysterious shadowy 'Production' causing calamity, when in fact the reality was that it really was a massive project being run by people more used to the Great British Bake Off, and it was a Herculean task.

Curves were time consuming, especially the flexible ones which were quickly relegated to track variety of last resort when no other method would get the 'head of steel' through! We soon learnt that there were ways to fudge the route to minimise corners, such as using pre-made lengths of track that could be pulled out and fixed in place when the train came, but would be left to one side to keep people's drives and lay-bys open.

Of course, that was all very well on the level towpaths along the Caledonian canal, or the remains of the former railway to Fort Augustus, but in places the terrain became impossible to take a Quadbike on, and we were forced to hand carry bundles of track

up steep stony paths through the Forestry Commission plantations and across exposed mountainsides.

Essentially, wherever the Great Glen Way went, so did we. It became a task so physical that we were fed around 5,000 calories a day in crisps and chocolate and still lost weight!

Challenging obstacles

There were occasions where the geography was interesting. From day one of filming, the special build teams composed of engineers had already gone ahead to put together some pretty special constructions that would hopefully be completed by the time that the tracklaying parties reached them. The idea behind these structures was, in the case of bridges, to build something that represented different types of structure that could be found across the UK rail network.

At one point the route needed to cross a water spillway off the canal. This was built as a miniature rendition of something akin to the Ribbleshead viaduct. The sides of this were made from plywood and cut to represent the arches. Once complete it was an impressive sight on a grand scale that would allow *Silver Lady* to make it across the spillway on

the level. Further up the canal a method to get the train from one bank to another was required, and a girder construction was built that would be long enough to bridge the not inconsiderable width of the canal near one of the locks. The canal, like the Great Glen Way, is still in operation and provision had to be made for boats to pass unimpeded. The bridge could be put into position at a moment's notice by carrying one end across the top of the lock gates, then walking it back into position to line up with the track already built at either end.

The next bridge was my personal favourite, between a small rocky stream in the woods outside Fort Augustus. This would be constructed on a graceful S-bend using a structure that would immediately suggest shades of the long-gone viaducts such as Belah on the Stainmore route.

There would also be a helix built in Inverness to allow the train to gain a great deal of height within the constraints of the city. It achieved this in much the same way that a helix in smaller scales might work, except this was quite an epic structure built solidly enough to take a live steam locomotive.



**CLICK AND SWIPE FOR
MORE GALLERY IMAGES**

**32mm
GAUGE**

Elsewhere the tracklaying teams were allowed to improvise more modest structures, and each had their chance to shine with specific projects for a day. Team A and B had the honour of the first, with a turntable and crane to lift the train onto a pontoon and float it beneath a bridge. That would have been fine, except the pontoon sank, taking with it the train. Luckily it survived its dunking.

Further up the line at the point that the trestle bridge was being constructed, the route took a steep climb up a path. Regular adhesion would only go so far, so Team C spent the day constructing an elaborate funicular to get the train to the top and then along some of the most stunning views of the route looking down on Loch Ness.

The team I led, D, had its chance towards the end of the film shoot. With only a few days left to go, our engineering challenge was to build a rack railway to scale a steep section of the Great Glen Way. The only problem was that access was poor and our entire track supply had to be hand-carried to the location as not even a Quadbike could get near.

The rack was made by gluing a toothed rubber belt to the top of a pre-cut strip of wood. This was fastened down the centre of the track lengths, and in turn a toothed wheel on the underside of battery powered mule locomotives would assist *Silver Lady* to make the grade.

Scotland provided us with weather that was too cold for superglue to set – this was June! Other smaller structures were fabricated or improvised along the way including a small bridge over a stream on the banks of Loch Lochy. When Dick Strawbridge came to visit us and film a piece, we were rightly proud of our work that had meant that we could cut out several time-consuming curves from the route. Each Team had their similar moments of bodging epiphany.

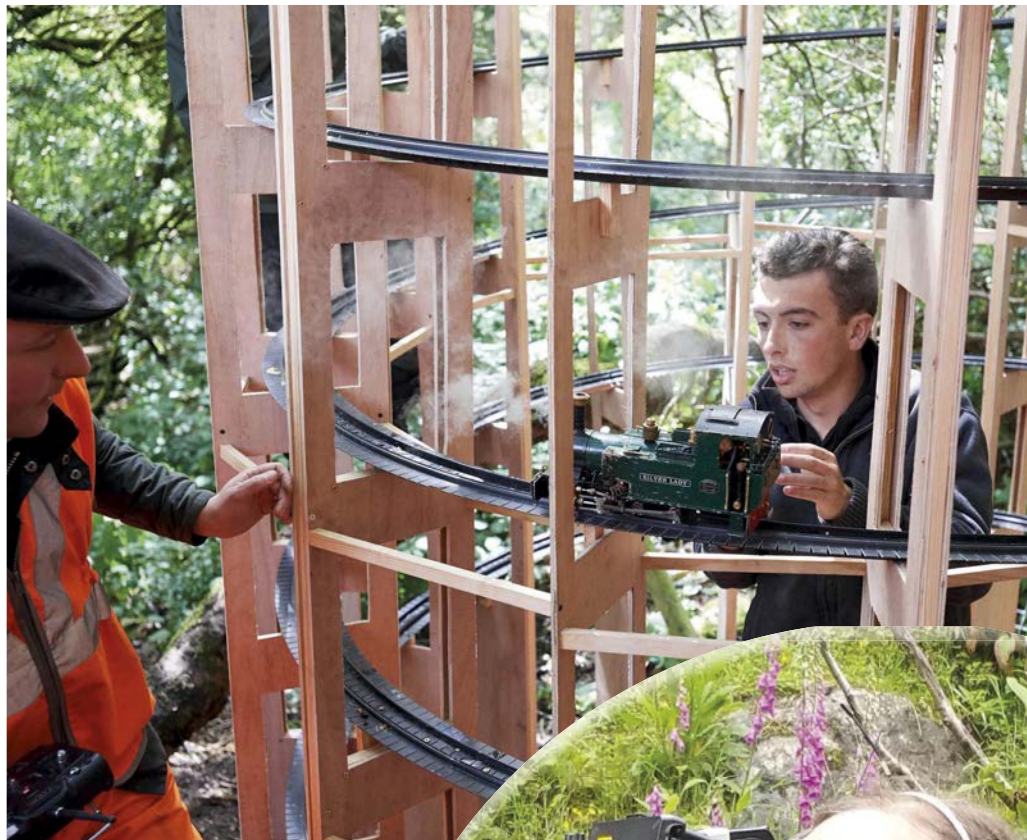
Near to the end of the line in Inverness a large ramp appeared to get the line up a flight of stairs. At the very end of the line at Inverness castle the local model railway club were able to provide a scenic section for the train to arrive in a station at the feet of the statue of Flora MacDonald.

Running the train

The plan was to start the train running from Fort William a number of days behind the build teams so as to allow them to gain a head start. The running crew was drawn from all of the different build teams. The plan was that trackbuilding was to just be ahead of the train as we went into Inverness, as permission to lay the track only allowed for it to be in



Chris Robertson of team D shows off the curve construction for the camera at the start of the climb up Coire Foitheneha from Drumnadrochit. CHANNEL 4/LOVE PRODUCTIONS



Cameron Stephenson keeps a watchful eye, as Roundhouse 0-6-0T *Silver Lady* inches its way carefully up the immense Inverness spiral. CHANNEL 4/LOVE PRODUCTIONS

Jennifer Kirk, leader of team D takes a turn on the camera during a break from laying track along the disused railway line from Invergarry station. ALEXANDER CROFT





Team C battles the midge-infested forests of Invermoriston to get the track ready for the impending passage of *Silver Lady*. ROD NIPPUR

position for a few hours of filming.

The terrain conspired to throw a spanner in the works by being a far cry from what the locomotive had been designed to tolerate on a garden railway. Very quickly it became apparent that progress of the train was not as fast as the track building was progressing, and further personnel were drafted off the build teams. Tools were also improvised to hold the track steady as the *Silver Lady* passed, and also later on physically propping the train down to prevent it falling off. After a few days a night shift was also drafted so that the train never really stopped rolling.

One issue that no-one had bargained for was missing track. Because of communication issues, quite often teams would be dropped in the wrong location and gaps could open up between the end of one team's build and the start of the next. On some occasions the locomotive running team also found themselves hurriedly building sections of the track like something out of *Wallace and Grommit*!

By the final day, as all four teams quickly laid out the last four miles through the streets of Inverness, the locomotive driving crew had really got to grips how to get the best out of the *Silver Lady*, and she romped home with a huge crowd of spectators following. At times it felt like the whole of Scotland was talking about this madcap project, and it certainly felt like they turned up to watch the final few miles.

A great experience

There were a large number of camera crews on the shoot. Each group had their own dedicated crew that spent the entire day with us, and team leaders were always wired up with a radio microphone, as were three other members of each fourteen strong teams, so we had to be careful what we said. Being a part of a television programme is an amazing experience. Nothing beats having a film runner coming into a crowded restaurant and making me feel all important by loudly asking: "If you could gobble that down it

The finished Inchnacardoch canyon trestle awaits its first passing train. ANDREW CHRISTIE





The locomotive cautiously traverses the Caledonian canal atop the graceful Laggan Locks truss bridge. J M BRISCOE

would be much appreciated because we have a car waiting outside to get you to some extra filming that we need you for”.

The team leader's job was a lot of work. From straight after breakfast there were leader's briefings with the main presenters where we went over the nuts and bolts of what we had been doing and what needed to be done that day. For two weeks we were navvies achieving what the Victorians never got around to and it's something that I feel honoured to have been allowed to be a part of.

You probably won't see much in the programme that really brings home how cold and wet it could be. Even in summer, Scotland's weather can be a little challenging. Out on the mountainside the rain could be persistent, and the temperatures could get rather low. Add to that the Midgees that would swarm every time the wind dropped away or when we were deep in the trees. Scottish Midgees are a hardy breed. Amongst us all we must have used pretty much every type of Midge repellent available to buy, and none of



Success! Roundhouse 0-6-0T *Silver Lady* arrives at Inverness castle. Light refreshments are most definitely in order. CHANNEL 4/LOVE PRODUCTIONS

them were a panacea against the onslaught.

We slept in tents at four different campsites as the construction moved along the Great Glen. Whilst we didn't have to take down or pitch these tents it still meant that getting clothes dry was difficult. There's no substitute to a good bed on aching bones that somehow a paper-thin camping mat and a sleeping bag can't touch! There were nights it was so cold that we woke up teeth chattering under every item of clothing, still failing to get warm.

The camaraderie told a story that none of us really resented. When we left we were like one big family, and friendships were forged that will last a lifetime.

At 71 miles coast to coast, it's unlikely anyone will be mad enough to beat our record. One wonders how Love Productions could ever top something as awe inspiring as a model railway to end all model railways through the most stunning scenery imaginable. ■

NO PLACE

Les Richardson's interestingly named layout is a testament to a misspent youth and a tribute to bygone regional industry.



Factfile

Layout name: No Place
Scale/gauge: 1:76, 16.5mm OO
Size: 7 feet by 2 feet, 5 feet scenic
Era/region: NCB/preservation, early seventies
Location: North West County Durham
Layout type: Small shunting plank
Power/control: DCC
Words: Les Richardson
Photography: Andy York

Geisl-fitted WD 'Austerity' 0-6-0T saddletank
Revenge shunts hopper wagons by the screens.





Having got the second of two N gauge exhibition layouts onto the circuit the question came "What next?" The answer was to be found in my display cabinet. Over a number of years I have been building up a collection of brass industrial locos, mostly made for me by David Temple. It was about time to give them something to run on. Thus a ten foot long N gauge layout was followed by a OO gauge layout half the size.

The Area

Coming originally from County Durham and having misspent a goodly part of my late teens in colliery yards gawping at generally filthy steam locos, the county was a given. But where? The coalfield doesn't extend to the Southern third of the county, and the Eastern side had pits that were too big to go into a five foot space.

However, County Durham rejoices in places with eccentric names, 'Pity Me' and 'Quaking Houses' being the first two that come to mind. I considered a quarry in the Staindrop area at a location called 'Seldomseen', but thought this might be an exhortation to show managers not to send me invitations. However, I remembered that Northern General had a bus route from Chester-le-Street to 'No Place' via 'Twizell', no less.

Looking for No Place on old maps showed that the original settlement was just South of the Beamish Mary Inn. It has since been demolished and the name transferred to the adjacent village of Co-operative Villas. Indeed, there is a signpost to both on the A693 at the roundabout at the site of Beamish Station. Not only that, there was East Stanley Colliery, which closed in the late nineteen-thirties and which had been served by a branch of the Beamish railway. There was never an engine shed there, and the track plan looks as if it was either horse or rope-worked. The site is now a large field, with only a small part of a stone abutment by Beamish Mary Inn to show there was ever a pit and railway there.

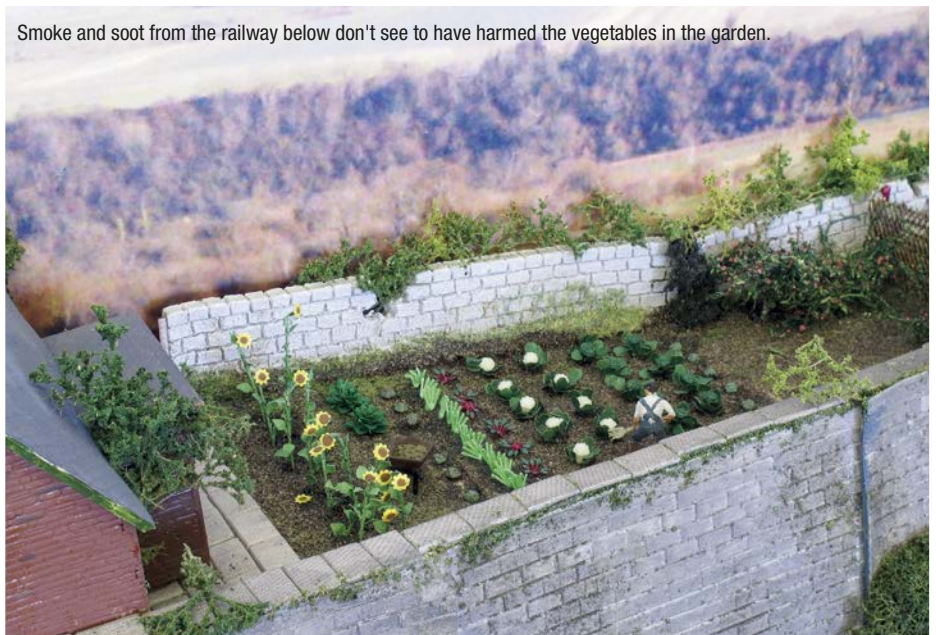
A Fictional History

After East Stanley Colliery closed the buildings were demolished. However, the Ministry of Fuel and Power turned a few old colliery sites into screening plants for opencast coal. The fiction begins with the East Stanley site being selected for one of these. A new screening plant of corrugated iron on a reclaimed steel frame was constructed, and a wagon repair shop was

A private Royal visit has caught the management on the hop, though the press seem to have been tipped off.



Smoke and soot from the railway below don't seem to have harmed the vegetables in the garden.



built next to the single-road engine shed. Locos from Beamish worked short trains up the hill to the screens, normally propelling due to the severe gradient.

Fast forward to the early seventies. The screens are still open – just, although a narrow gauge tramway is now derelict and the rails being scrapped. The engine shed and wagon shops have been leased to a preservation group, rather in the manner of Marley Hill shed a few miles away. The preservationists have built a passenger platform and give short rides along the line to Beamish. The NCB, and sometimes BR, shunt the screens, still propelling wagons up the hill. In a few years' time there would be a

miners strike and the whole lot closed. The preservationists dispersed their stock and the site was cleared leaving the green field we see today.

Building the Layout

The baseboard is five feet long by two feet deep, and was built from a kit. To this I added a fiddle yard at each end. Originally I was going to only have a yard at the Beamish end and fill the wagons in the screens. Failure to get this to work sufficiently well meant that I added a small yard at the uphill end. The Beamish yard is about 20 inches long and six inches wide, largely because that was the size of the plywood offcut I had available.

A group of locos have been pulled forwards for inspection. In the background No. 65 *Yellow Peril* stands in front of the running shed. The nearer row contains a Hunslet saddletank built from a Mercian kit and a Hudswell Clarke side tank by Agenoria. The second row is shared by a DJModels WD 'Austerity' saddletank with an RT Models Lambton cab and a Hornby Peckett saddletank.





CLICK HERE FOR CONTENT

CATCH UP: Lee Richardson describes his County Durham based layout.



The grey cat on the baler seems fascinated by *Revenge* and hasn't seen the pigeon in the tree above him.



Uncoupling

I wanted a system that was reliable automatic, and which didn't need stock to be modified irreversibly. Each item of stock has a narrow tension lock coupler on one end and a wide one at the other. The wide coupler has no hook. The dropper of the narrow coupler has a tiny neodymium magnet glued near the bottom. This is arranged to repel a flat plate magnet set into the track, lifting the hook and effecting uncoupling. The small magnet is glued twice- firstly with superglue to stop it rotating while the glue sets, then again with epoxy as superglue isn't strong enough to keep the magnet attached in use.

All stock is placed on the layout with the dropper facing Beamish and the wider loop facing the screens. Locos have a lamp at the end with no dropper to make it easier to place on the track the right way round in the fiddle yard.

It consists of a single track long enough to keep an 0-6-0 tank and four wagons out of sight. The yard through and beyond the screens is a whole six inches long and nine inches wide, and has no track. This is attached by a pair of bolts.

The ends and backscene are built onto the baseboard, and the proscenium arch is also part of the board. Having designed it to fit on the pair of trestles I used with my N-gauge layout 'Furtwangen Ost'. I promptly sold the layout and the trestles with it. 'No Place' now sits on a pair of oversized trestles borrowed from my next project.

Trackwork is Peco with mostly electrofrog points worked by wire-in-tube. Two exceptions are worked by side-mounted

motors, the motors being disguised under foliage. There is no run-round loop on the layout, the track plan effectively being two inglenook puzzles facing opposite ways.

Control is DCC using the same NCE Power Cabs I use with my other layouts. The two electric points are analogue, and the Peco switches for these are under the terraced house at the back of the layout, together with the levers for the other points. Having blogged both 'Furtwangen Ost' and then 'Hawthorn Dene' on RMWeb I felt the feedback I had received as the layouts progressed had helped me a lot with ideas and suggestions that improved both layouts immeasurably. 'No Place' was therefore blogged, and as a result I've got to know

much more about the area, and had a few mistakes gently pointed out.

Ground and Structures

The main line is set at a diagonal, entering under a lane behind the loco shed, and running to a short headshunt in the front left. Kicking back from this headshunt is the preservationists' yard with the wagon workshop and loco shed both at an angle to the front. The screens are at the left, beyond the main running line. At the front this left a pair of fields in a D-shaped area slightly above yard level to bring the eye into the picture. A tree is used as a view blocker. At the rear of the layout a big wall defines the boundary of the railway. This was mocked

'Austerity' 0-6-0T *Revenge* has collected full hoppers to take down to Beamish. Only two empties await filling and the screens won't last much longer.



up in cardboard then covered in heavy plastic for strength with a layer of Redutex forming the individual stones. The Redutex was repeated as a separate layer as the original OO-scale stonework was too small. The current top surface is O-scale. Capping stones are Metcalfe Models paving stones. These didn't stick as the level capping I wanted so have been heavily weathered with foliage and moss to explain why some are lifting unevenly.

Buildings are a mixture of ready-to-plant, recycled kits and kits built amazingly badly by me, not always deliberately. The screening house is a made from parts of a Walthers kit deliberately assembled in the wrong order with Wills stone sheet cladding at the bottom. When I added the flat roof I had failed to brace it adequately and it sagged.

As the screens are supposed to be neglected and decaying I made a feature of this with a puddle in the dip formed by layers of gloss varnish with scatter material at the edges.

The wagon workshop is a superb laser-cut kit by LCut Creative. I failed to recognise the centre section of the roof and needed to seek help and replacement parts. Grateful thanks go to Derek and Jakub for their patience. The wonky wall was caused by painting one side only with acrylic paint heavily diluted with thinners. However, the prototype would have been affected by subsidence so the end result fits the purpose.

Houses along the back are upcycled donations to Bingham Model Railway Club, part-repainted and weathered. The engine shed is one of Kernow's Helston buildings. The stonework was correct for this part of County Durham, so a small amount of paint and weathering produced a much better shed than I could build myself. Similarly the barn at the front came from a war gaming fair, as did much of the stone walling around the outside.

The Stock

Locos are the main reason for the layout's existence and of course I have far too many. Most are 0-4-0 or 0-6-0 types, both steam and diesel. BR is represented by one each of Class 03s, 05s, 08s, and occasionally by a high-bunker DJM J94. The screens are shunted by these and by a pair of Hornby J94s, which I have fitted with Geisl ejectors and chipped for DCC. Both are weathered very heavily and really belong in the North Western Area. One of them has a most realistic wheel-flat clunk.

The preserved fleet includes more WDs,



Two managers discuss the future while in the distance No. 51 is ready with a passenger train.



**CLICK AND SWIPE FOR
MORE GALLERY IMAGES**



Hunslet saddletank *James* stands in front of the running shed, while the now decrepit wagon repair shop is fronted by 0-6-2 tank No. 42 and one of the Pecketts.



most of which are clean. Other ready-to-run locos are Bachmann USA tank, a Beattie Well tank and a pair of Hornby Pecketts, both renamed and renumbered. Kitbuilt locos include a Hudswell Clarke 0-6-0 tank and 0-4-0 saddletank by Agenoria, a Mercian Hunslet 50550 Class 0-6-0 saddletank, a tiny Ruston and Hornsby diesel by Judith Edge kits and a Taff Vale 0-6-2 tank, which is the largest loco in regular use. An occasional visitor is a K1 62027, the prototype of which I spent an hour clambering over outside Arnott Young's scrapyard at Dinsdale. Almost all locos have a driver, from as wide a variety of sources as I could manage.

The latest arrival is another DJModels WD. This one has had its cab replaced by an RT Models etched Lambton cab and is finished off as No. 51, an engine I had a cab ride on at Philadelphia some fifty years ago. No lettering on the tank side as I don't remember No. 51 having any, though that may be due to the loco being filthy. I'm not sure whether or not to cover it in grot.

Exhibiting No Place

The layout has enough to keep two operators busy throughout a show. Before the passenger train appears a loco is taken from the shed to the one of the screens sidings. The passenger train arrives and pulls forwards. The loco uncouples and runs into the headshunt then back to the crane. Meanwhile locos coal up and then stand ready for work. The loco from the screens siding is brought out to couple to the coach and stand at the platform ready for the next departure. Nothing is fixed, except that it is easy to end up without a loco to take the passenger coach out, because all available motive power is trapped in the shed area.

The Future

Layouts are never really finished, and there are still details to add. There are a couple more locos to chip, including working out how to fit a decoder invisibly into a Backwoods Models Doxford crane tank. More needs to be done to weather locos and wagons, but 'No Place' has now been to three shows and been well received at all three. In 2018 it will be at the L&YDCC show at the Manchester Museum of Transport in May. Meanwhile the next project has started- back to N-gauge with a model of Croft Spa. In conclusion I need to thank my contacts on RMWeb for their advice and Bingham Model Railway Club for their support. ■

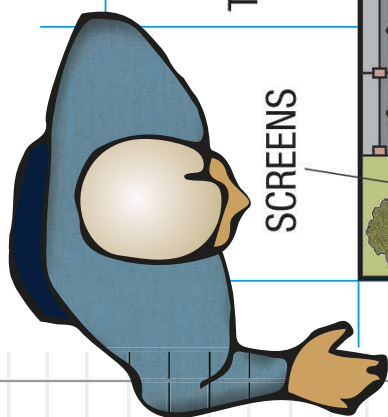
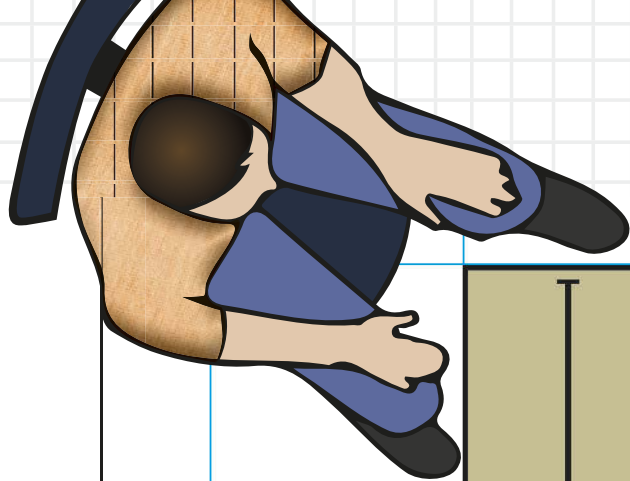
Meet the modeller



Living near Newark on Trent, I am a retired teacher and exhibition manager for Bingham Model Railway Club. I started with my first models at the age of 11 and have gone through TT, OO, HO and N over the years. Nowadays I mainly model in N, so this layout has been a chance to experience different problems.

Les Richardson

NO PLACE



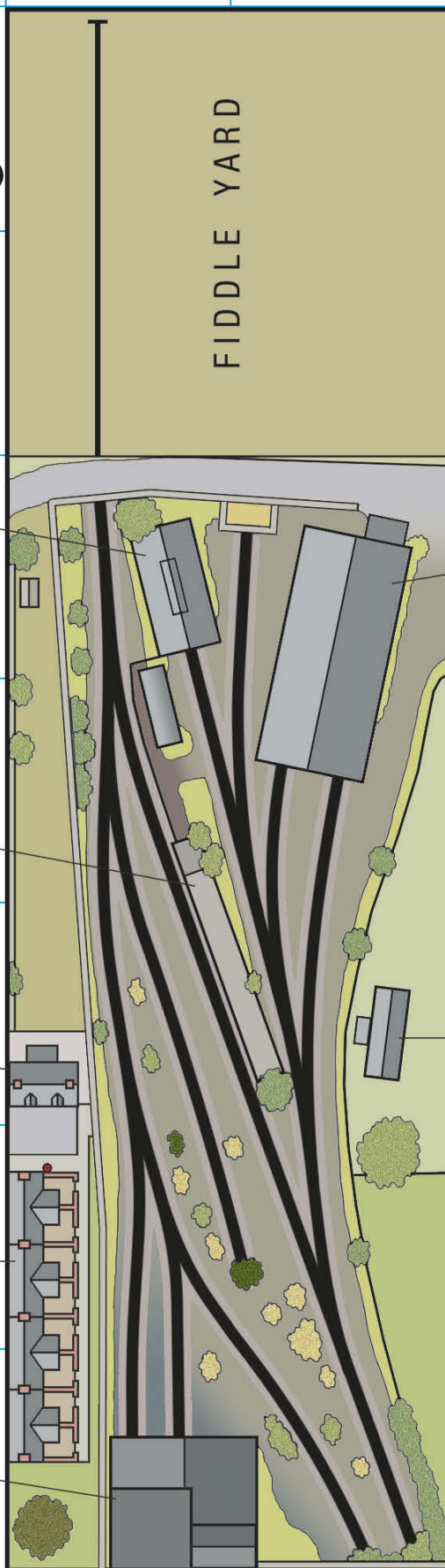
SCREENS

TERRACED
HOUSES

HOUSE

PLATFORM

ENGINE
SHED



Lambertson

WORKSHOP

BARN

Each grid square represents 1 foot

00
GAUGE

DAPOL UNVEILS GWR MOTIVE POWER

Model manufacturer Dapol has seen a recent flourish in the launch of new models which is set to continue with the unveiling of two new OO gauge locomotives. Announced in the midst of the Bachmann and Hornby announcements, a GWR 5101 Class large 'Prairie' 2-6-2 and GWR Mogul 2-6-0 are currently under CAD development and expected with Dapol stockists at the end of the first quarter of 2019.

GWR Mogul 2-6-0

Artwork and specification of both models has been revealed. The 'Mogul' will represent the later Churchward-built examples carrying numbers 5390 to 7321, constructed between 1920 and 1923 with the final eight (6362-6369) in 1925 under Collett.

The Collett locomotives had outside cylinder steam pipes fitted from new, whilst these were added to the majority of the earlier batch from the late-1940s to the early-1950s. The last Class member, No. 6395 was withdrawn on November 21, 1964.

Dapol's model will be paired with a standard Churchward 3,500-gallon type tender. A hinged fall plate between the two disguising the push-fit drawbar with integrated electrical connections. All-wheel pickup, a sprung centre driving wheel and cam-operated front pony truck will ensure smooth running and operation around second radius curves.

A Next-18 DCC decoder and a no-solder speaker connection is made possible by sliding the connecting board through the smokebox door which connects directly to the locomotive motherboard. An optional base reflex speaker can be fitted into the tender. On factory-fitted sound locomotives, a firebox glow can be synchronised with the sound.

Other options on the models include

Churchward taper/Collett straight shank buffers, smokebox with/without cylinder steam pipes, tall/low vacuum pipes, tall/short safety valve covers, smokebox top-mounted/door-mounted lamp brackets and smokebox number plates for BR-era locomotives.

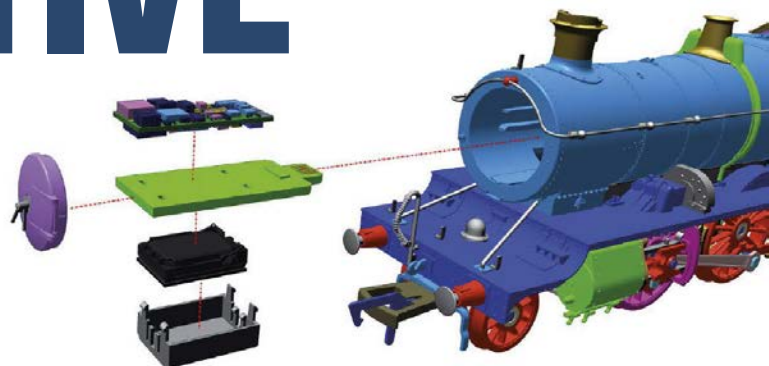
GWR large 'Prairie' 2-6-2

The GWR's 5101 Class of large 'Prairie' locomotives were updated versions of its 3100 Class and were built between 1929 and 1939 which included the 6100 series, designed for London suburban services with a higher boiler pressure. The final batch was built between 1946 and 1949 with the last twenty receiving black from new. During December 1965 the last eleven locomotives were

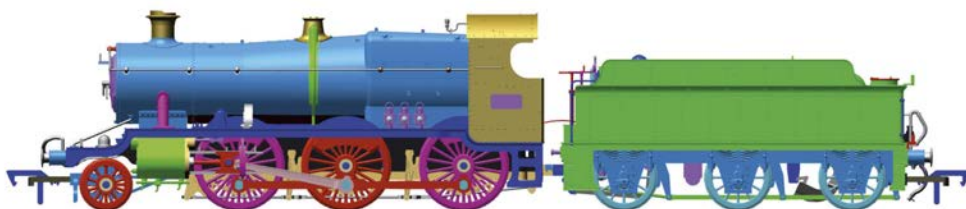
withdrawn all from the 6100 batch. Dapol's models will represent those from the early 1930s when cab side shutters were added and its specification closely mirrors that of its GWR 2-6-0 'Mogul', with a sprung centre driving wheel and pony truck, plus lamp bracket and safety valve cover location and size options. A similar tool-free decoder and speaker fitting board will slot into the model through the smokebox door with a clip-fit.

Prices are expected to be in the range of £135.95 for the 'Prairie', £159.95 DCC-fitted and £285.95 DCC sound-fitted and £159.95 for the 'Mogul', £183.95 DCC-fitted and £309.95 DCC sound-fitted. See its website for full details.

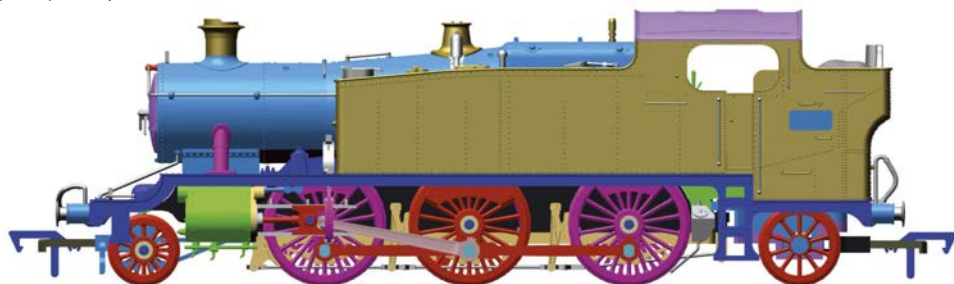
W www.dapol.co.uk



A patent-pending design promises trouble-free access to install a DCC decoder without tools.



The two new models, a GWR 'Mogul' 2-6-0 (above) and GWR 2-6-2 'Prairie' (below) are expected to arrive with retailers in 2019.



DJM APT UPDATE MEGAPOINTS' MINIPANEL

Durham Trains of Stanley has announced that funding for its crowd-funded APT-P, to be manufactured by DJModels in OO and N gauge, is progressing well. Funding for its OO gauge model is currently running at over 65% of the total required, whilst its N gauge model is over 25% funded.

The promising specification of the models includes a working tilting mechanism in both gauges, a Next18 decoder socket, onboard DCC sound capability, directional lighting, internal car lighting throughout, tartan seats, a painted buffet car, removable nose and much more.

Prices for the models start at £549.95 for a five car N gauge set and £649.95 for a OO gauge five-car set, with six, seven, 10 and 14-car sets being offered in both scales. DJModels is continuing work on the design of this model ahead of the anticipated 'laser scanning party' at Crewe Heritage Centre. To place your pre-order and guarantee a model, visit the Durham Trains of Stanley website.

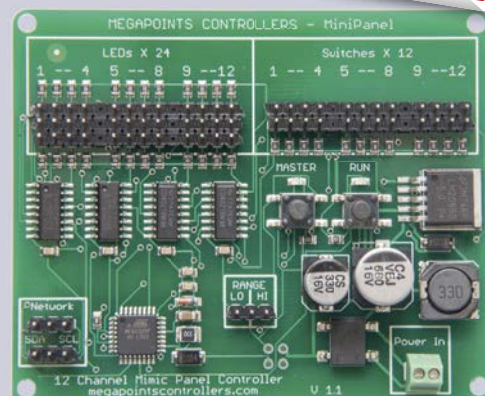
W www.durhamtrainsofstanley.com

MEGAPOINTS' MINIPANEL

MegaPoints Controllers new MiniPanel - a mimic panel controller for smaller layouts of up to 12 turnouts or semaphore signals - is now on-sale. Available in standalone and starter kit versions, the MiniPanel allows plug and play connection of LEDs and buttons for your mimic panel. Connection to turnout motors is via a network cable.

Its starter kit has 24 LEDs and 12 buttons with cables, button mounting screws and circuit boards for 12 servo, solenoid or stall-type motors. Suitable for all gauges from N to 7¹/₄in, the new MiniPanel starter kits are priced at £150.

W www.megapointscontrollers.com



CRAVENS FROM MURPHY MODELS

Irish manufacturer Murphy Models has produced Cravens coaches in OO gauge. Made exclusively for the Railway Preservation Society of Ireland (RPSI), a three-coach pack based on the current GNR(I) style blue/cream livery applied to the RPSI Cravens set for railtour operations across the Republic of Ireland and Northern Ireland is now available from its website. All proceeds from sales go towards helping the RPSI maintain and develop its main line steam operations.

The models in the RPSI Blue and cream livery, standards 1505 and 1532 along with snack car 1508, were produced as a fund-raising project to assist the Society with the purchase of a water bowser vehicle. The purchase of this vehicle will assist the operation of steam trains around the network. Remaining funds will go directly to the overhaul of 134, currently underway in Inchicore works.

The three coach sets are priced at €159.99 (£145). To purchase a set of the models, visit its website or Marks Models, Hawkins Street, Dublin 2.



With a wealth of detail complemented by an excellent paint finish and application of transfers, Murphy Models' latest exclusives are sure to please modellers of the Irish rail scene.

W www.steamtrainsireland.com

TOY FAIR 2018 REPORT

The London Toy Fair took place at Olympia during January and is the UK's largest exhibition for the toy industry in the country. Model railway interest is limited, but Hornby and Oxford Rail were in attendance to show products to retailers.

RAIL-MOUNTED GUN

Oxford Rail and Oxford Diecast divisions used the show to announce new models, many of which appear are at prototype stage. A surprise addition to its railway range is its rail-mounted Gladiator Railgun (OR76BOOM02). Known as the 'Boche Buster' and developed during World War I, it saw use again in World War II. The prototype survived at Shoburness until 1959 and OxfordRail's model will be available on its own or as a pack with a Dean Goods in olive drab livery as ROD2330 (OR76BOOM01/XS). A sound-fitted version of this locomotive will include a suitable gun-firing noise.

Dean Goods – OR76DG006

For those modelling a wartime theme, the popular GWR 0-6-0 'Dean Goods' will be released in plain black as WD 101.



Dean Goods – OR76DG003

Oxford Rail's GWR 0-6-0 'Dean Goods' in GWR unlined green.



GER/LNER N7 0-6 2T – OR76N7001 / OR76N7002 / OR76N7003

Engineering prototypes for the N7 announced last year were on show. The model will be produced with both Belpaire and round top boilers.



Oxford Rail Mk3 coaches in Intercity livery now available from your local stockist

Mk3a Coaches

Five decorated samples of its Mk3a coach were on show in West Coast Mainline blue and grey livery as seen between 1975 and 1984. These are awaiting approval.



COMING SOON FROM OXFORD RAIL...

4mm:1ft scale vehicles ideal for model railways...

JCB Major Loader
MK1 Excavator



Austin A40 Somerset



Commer Van



JCB 3CX suitable for
the 1980s onward



Ford Consul Capri



Heinkel Bubble Car



Massey Ferguson
combine harvester



Ford Transit
long wheelbase

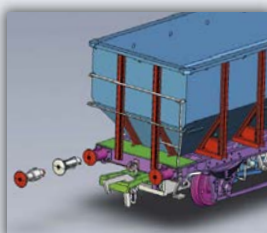


For updates on these models:
W www.oxfordrail.com

ACCURASCALE – NEW OO GAUGE MANUFACTURER



A new model railway manufacturer, Accurascale, has announced its first model for the British market. Headed by the four founders of Irish Railway Models, the firm's new 24.5T HUO coal hopper wagon has finished tooling and an engineering sample is currently en-route from its factory in China. A total of 8,263 of the wagons were built by BR from 1954 for transporting coal and coke throughout Britain until their withdrawal in the 1980s, with many entering private use at collieries upon retirement by British Rail.



A choice of three buffers are offered, providing modellers with greater variety in wagon rakes.

The model representing diagram 1/148 to lot 2069 has been designed around the surviving prototypes surveyed at the Tanfield Railway, County Durham. Accurascale has made a donation to the railway for its help.

Accurascale's rendition of the HUO will feature an offset brake hanger arrangement a choice of spindle, heavy duty and Oleo type buffers, NEM coupling housings, RP25.110 darkened profile wheel sets, wire handrails, lettering and markings from real wagons and tolerances allowing the conversion to EM and P4 standards.

The HUO will go on sale in the second quarter of 2018 in packs of three, with pre-TOPs, TOPs and private owner packs arriving on a staggered release basis throughout 2018 in a variety of liveries, such as BR freight grey and bauxite. The first release will see four different packs of three individually numbered wagons in BR grey with pre-TOPs markings allowing a 12-wagon consist without duplication.

Flows which utilised HUO wagons include coke from East London to Wellingborough, Kirkby- Staythorpe, Killingworth to Stella, Kincardine, Stella North / Stella South / Dunston / Blyth, Thorpe Marsh Tunstead Works - Smaledale Works and Hesse Quarry to Hull Wilmington. They were also synonymous with coke flows from South Wales coking plants to Barry Docks.

W www.accrascale.co.uk



CLICK HERE FOR CONTENT

Andy York looks at the CAD files for Accurascale's forthcoming HUO hopper wagon



British Model Railway Awards 2017

The results of the hotly anticipated BMRA's are in. Here are the winners from each category.

The BMRA results from 2017 products see a lot of glory shared between the key players with Graham Farish having a clean sweep in the N gauge categories and Dapol taking the laurels in O gauge. In the fiercely contested OO gauge sectors there's wins for Hornby, Dapol, Bachmann and Hatton's. Hornby take the title of OO gauge manufacturer of the year whilst Bachmann/Farish jump back up a spot from 2016 to win the Overall manufacturer of the year award again. With Hatton's Model Railways and Kernow Model Rail Centre joining the ranks of manufacturers with products directly sourced from China it is interesting to see they have found favour coming just behind the big two names in the manufacturer titles.

Hatton's has gained top spot in the Retailer Customer Service Award, received several nominations and a large number of votes for its website. Rails of Sheffield appeared in the top two indicates that modellers spend a lot of time considering purchases online.

The Model Railway Club's 2mm scale 'Copenhagen Fields' appeared at our Alexandra Palace and Peterborough shows last year and took home 'Layout of the Year' award. Regular **BRM** and **RMweb** contributor, Tony Wright earned his title of 'RMweb Modeller of the Year'. The organisers of the Warley show continue to dominate the 'Exhibition of the year' category – proof that the UK's largest gathering of model railways is still a firm favourite for many.

A total of 5,200 voters took place in this year's poll, and here we rank the top three of the main categories – see the full list of results on www.rmweb.co.uk. Finally, we'd like to thank everyone for taking part in rewarding the industry. ■



Bringing home the award for best locomotive in the N gauge locomotive category was the new Class 40 from Graham Farish.

N GAUGE LOCOMOTIVES	Votes	%
Graham Farish Class 40 diesel	825	40.7%
Graham Farish Castle Class 4-6-0	704	34.8%
Union Mills 'Dukedog' 4-4-0	313	15.5%

OO GAUGE STEAM	Votes	%
Hornby 'Princess Coronation' 4-6-2	603	17.1%
Hornby 'Merchant Navy' Class 4-6-2	587	16.7%
Hornby 'H Class' 0-4-4T	575	16.3%

OO GAUGE MODERN TRACTION	Votes	%
Dapol Class 68	766	22.9%
Kernow Class D16/2 'Bulleid diesel'	594	17.8%
Dapol GWR streamlined railcar	489	14.6%

OO GAUGE COACHES	Votes	%
Bachmann SECR/SR/BR Birdcage stock	1223	38.7%
Bachmann LNER/BR Thompson stock	812	25.7%
Kernow Model Rail Centre Gate Stock	594	18.8%

OO GAUGE WAGONS	Votes	%
Hattons 50T Warwell	1131	33.8%
Hornby 20T GWR 'Toad' brake van	552	16.5%
Oxford Rail 50T Warwell wagon	394	11.8%



Graham Farish's Hawksworth Autocoach gained top place in the category for N gauge rolling stock.



An even spread of votes for new Hornby models in the OO gauge steam locomotive category saw it secure first, second and third places. Narrowly winning first spot was its 'Princess Coronation' 4-6-2.

O GAUGE LOCOMOTIVES	Votes	%
Dapol 3F 'Jinty' 0-6-0	972	49.9%
Minerva Models 57XX/8750 0-6-0PT	355	18.2%
Little Loco Company Class 15	324	16.6%

OVERALL MANUFACTURER OF THE YEAR	Votes	%
Bachmann/Farish	1145	27.9%
Hornby	920	22.4%
Hatton's Model Railways	486	11.8%



The Warley Show won 'Exhibition of the year'.

O GAUGE ROLLING STOCK	Votes	%
Dapol GW Autocoach	828	45.5%
Dapol 12T ventilated van	328	18.0%
Dapol/Lionheart GW Collett non-corridor stock	252	13.8%

RETAIL CUSTOMER SERVICE	Votes	%
Hatton's	1820	44.4%
Rails of Sheffield	966	23.6%
Kernow Model Rail Centre	575	14%

EXHIBITION OF THE YEAR	Votes	%
Warley National	999	35.7%
London Festival of Railway Modelling	441	15.8%
Model Rail Scotland	260	9.3%



A clear win for Dapol in the O gauge rolling stock category was secured with more than 45% of votes for its GWR Autocoach.

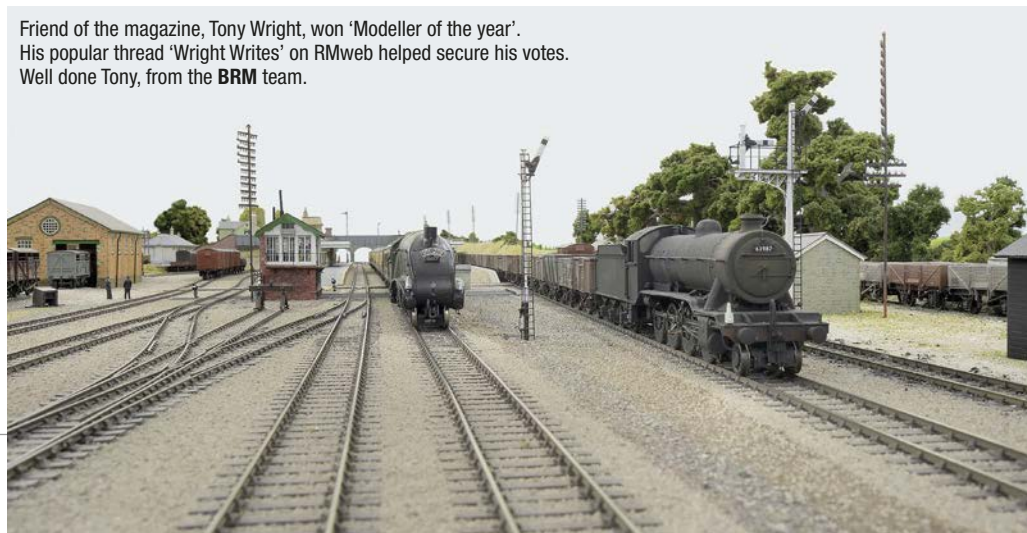
LAYOUT OF THE YEAR	Votes	%
Copenhagen Fields	639	21.9%
Waverley West	351	12%
Little Bytham	350	12%

INNOVATION OF THE YEAR	Votes	%
Peco Code 75 bullhead turnouts	904	25.1%
Modelu 3D printed figures	835	23.2%
Train Tech SSP1 Automatic Signals	788	21.9%

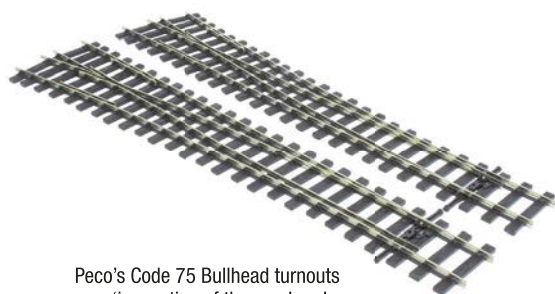
WEBSITE OF THE YEAR	Votes	%
Hatton's	1805	45.6%
Rails of Sheffield	731	18.5%
UK Model Shops	284	7.2%

MODELLER OF THE YEAR	Votes	%
Tony Wright	489	23.2%
Dave Segar	347	16.2%
Allan Downes	338	15.8%

Friend of the magazine, Tony Wright, won 'Modeller of the year'. His popular thread 'Wright Writes' on RMweb helped secure his votes. Well done Tony, from the BRM team.



Peco's Code 75 Bullhead turnouts won 'innovation of the year' and are sure to be a popular staple product.





Model • Collect • Create



From all of the team at Bachmann Europe Plc, we would like to express our sincere thanks to you, our valued collectors and modellers, who voted for our products in the recent 'British Model Railway Awards', in association with BRM, MREmag and RM Web. Without you showing your appreciation of our products by way of a vote, our Branchline and Graham Farish models would not have won the many awards that they have over the years. We hope that our high-quality models continue to delight you for many years to come.



OO Scale Coaching Stock Winner 2017 - Bachmann Branchline SECR 60' Birdcage Coach



www.bachmann-collectorsclub.co.uk

Thank You!

From Bachmann Europe Plc -

Overall Manufacturer of the Year 2017



**N Scale Manufacturer of the Year 2017 -
*Graham Farish***



N Scale Locomotive Winner 2017 - Graham Farish Class 40 Diesel Locomotive



N Scale Rolling Stock Winner 2017 - Graham Farish Hawksworth Auto Trailer



NEW MODELS

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BACHMANN (38-750Z) 22TON STV TUBE WAGON CHELTENHAM MODEL CENTRE EXCLUSIVE

Available to pre-order from the Cheltenham Model Centre, this 22 Ton STV Tube wagon in the red and yellow of Satlink Western livery is sure to catch your attention in an engineering train. The wagon depicts KDB730863, as used by the Signal & Telecommunications department of British Rail from the mid-1980s to carry anything related to signalling and communications. Produced as an exclusive limited edition run of 504 by Bachmann, pre-ordering is advised to avoid disappointment.

Price £30.95

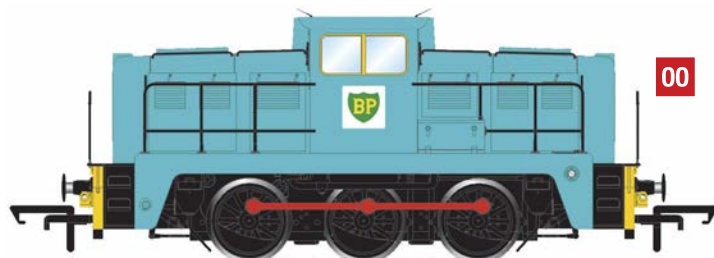
W www.cheltenhammodelcentre.com

GOLDEN VALLEY HOBBIES (GV2014) 'JANUS' 0-6-0 SHUNTER BP

Golden Valley Hobbies is taking delivery of its latest exclusive - a 'Janus' 0-6-0 diesel locomotive in the distinctive livery of turquoise with BP cabside emblems and yellow bufferbeams as seen at BP refineries and is available to order from its website. See its website for two new livery announcements of this model - GV2016 Allied Steel and GV2020 ICI Richard Borrett, both expected later this year. We apologise for the incorrect attribution of the model in the Feb issue of **BRM**, this is a GVH exclusive, also available from selected retailers.

Price £99.95

W www.goldenvalleyhobbies.com



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BACHMANN (32-135X) 4575 CLASS 'PRAIRIE' TANK NO. 5541 KERNOW MODEL RAIL CENTRE EXCLUSIVE

Finished in BR lined green livery with late crest, Bachmann's 4575 Class 'Prairie' is decorated to depict No. 5541 with a lightly weathered finish. The model is DCC ready with an eight pin socket. Production is limited to 512 models, each supplied with a numbered certificate of authenticity.

Price £119.95

W www.kernowmodelrailcentre.com



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BACHMANN (28-140W) 29T ZXA VAN KERNOW MODEL RAIL CENTRE EXCLUSIVE

Representing wagon number ADC201055, Bachmann's 29T van sees application of the vibrant red over grey livery of Sercos in this exclusive for Kernow Model Rail Centre. Based on the VDA van, the model depicts a vehicle recoded ZXA for use in infrastructure monitoring trains. A matching coach pack is in preparation, for which details will shortly be unveiled.

Price £27.95

W www.kernowmodelrailcentre.com



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REVOLUTION TRAINS CLASS 390/0 AND 390/1 'PENDOLINO'

Crowd-funded N gauge specialist Revolution Trains has released its first powered mode - the Virgin Trains Class 390/0 and 391/1 'Pendolino'. Currently en-route to those that placed deposits in 2015 and manufactured by Rapido Trains of Canada, these units are supplied in quality packaging and boast fine levels of detail. See its website for other crowd-funded projects.

Price Sold out

W www.revolutiontrains.com



BACHMANN 40T YGB 'SEACOW' EWS (38-132Z) AND CIVIL ENGINEERS (38-131Z) KERNOW MODEL RAIL CENTRE EXCLUSIVES

Kernow Model Rail Centre has taken delivery of two exclusive Bachmann 40 T YGB 'Seacow' bogie hopper wagons DB982790 in weathered EWS livery and DB982608 in weathered civil engineers livery. Half-peeled OHLE warning flashes to reveal the older ones beneath, matching the prototype and rust patches are key features. Note the two different lengths of overhead platform protection, an ideal way to vary your post-1996 ballast wagon rakes.

Price £54.95 each

W www.kernowmodelrailcentre.com



CLICK HERE FOR CONTENT

A look around Bachmann's new 'Teak' Thompson carriages

YouTube

N GAUGE SOCIETY BR MK1 CARFLATS



Between 1964 and 1965, BR Swindon converted a batch of 48 mainly Western Region BR Mk1 coach chassis for the transportation of cars. The vehicles had a tare weight of 23T and initially ran on their original BR1 bogies. The N Gauge Society commissioned Graham Farish to produce models of the 64ft-long variant, the most common, although a few were converted from 57ft vehicles, however these aren't to be represented. The carflats were employed on Motorail services from 1966 and were soon used for vehicle manufacturer block train workings.

The N Gauge Society has a long history of identifying and commissioning rolling stock that modellers feel is missing from the modelling scene in 2mm:1ft scale. Its previous RTR models include Thompson and Collet gangwayed full brake coaches (BG) and this, its seventh RTR model produced is available in six different guises, catering for all eras throughout the lifespan of these vehicles.

Announced in July 2016 and now arriving with the Society 18 months later, the variants offer a choice of liveries from BR brown to blue, blue with Motorail branding, BR bauxite and Railease yellow, representing the last batch converted in 1979 for wagon lessor Railease.

The prototype carflats are Mk 1 coaches minus their bodywork and Graham Farish already having Mk 1 coaches in its range has made development of this model easier – indeed the BR1 and B4 bogies on the model are identical and these are very fine. Model research has played a key role with the production of these models, to the extent that the moulded plastic TOPs data panels are larger on some models than others. Transfers are equally brilliant, in-keeping with the quality of models from this manufacturer and it's evident that photographs of prototypes have been carefully consulted when looking around particularly the Railease model variant. Very small lettering adorns the underframe on this model, more so than the other liveries.

Wagons would be loaded end-on with end doors dropping over bufferbeam end supports, side rails helping to guide stray car wheels as they made their way down the wagons. The side support rails are captured to good effect and despite a half oval appearance because of manufacturing limitations, this is only noticed if scrutinised by the lens of a camera.

A variety of liveries and physical differences like data panels and bogies distinguish the different batches of these vehicles and the eras in which they operated.

In summary, a highly anticipated and great model that'll run just as easily behind an Anglo-Scottish sleeper train as it will in a rake topped with new cars. You'll need to become an N Gauge Society member to order one, but in doing so you'll support a worthy cause that seeks to improve the standards and availability of models in the scale. Don't forget to make Motorail-branded windscreen protection tarpaulins for your cars to avoid those chipped windscreens! ■

datafile

BASICS

Manufacturer: Graham Farish

Models Produced: BR brown with BR1 bogies vacuum-braked (377-400U), BR blue with BR1 bogies vacuum-braked (377-4002V), BR blue Motorail BR1 bogies vacuum-braked (377-4003W), BR blue Motorail B4 bogies vacuum-braked with air brakes in accessory bag (377-4004X), BR bauxite B4 bogies air-braked (377-4005Y), Railease yellow BR1 bogies air-braked (377-4006Z)

RRP: £29.95 each

Gauge/scale: 9mm gauge, 1:148 scale N

Era: 5 to 9

Company/Operator: BR

Region: All

Weight: 12g

Chassis: Moulded ABS plastic

Minimum Curve Radius: N/A

Couplings: NEM Standard Buckeye

FACT FILE

MANUFACTURER Graham Farish

MODEL BR Mk.1 Carflat

PRICE RRP £29.95 each

PHOTOGRAPHS Andy York

WORDS Howard Smith

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The UK's No.1 Model Railway Brand

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- Personalised VIP Membership Reward Card
- The Collector 2018 Pin Badge
- All new quarterly magazine
- Receive an 0-4-0 Club locomotive
- Able to purchase exclusive Club model of the SECR, 'H' Class locomotive

For more information and to join The Collector Club
visit **www.hornby.com/thecollector**
or call the dedicated club team on **01843 233512**



00 3DK VICTORIAN FACTORY AND ENTRANCE WALL KIT

Justify goods sidings on your model railway easily with this set of print-at-home kits that can be downloaded from the website of Canadian manufacturer 3DK. Released one at a time, starting with its 00-24 Brick Arch and Walling, the kits are designed to allow building of a modular factory, large or small. Victorian factories often had decorative entrances and 3DK's kit is based on British examples. When assembled, the wall measures 45mm high to wall tops and 130mm high to the top of the arch. The kit can be printed numerous times, allowing a custom length of wall to suit your needs. Alternative door styles and colours are included with the kit, as are photographic instructions. See its website for future releases.

Price 00-24 £3.53
W www.3dk.ca

CONNOISSEUR MODELS LNER STANDARD FREIGHT WAGON BOGIE KIT

Used on bogie bolster, boplate wagons amongst many others, these bogies are designed for 3ft 1in standard wagon wheels such as Slater's three hole disc (ref: 7122). Cast in whitmetal to build two bogies, sideframes are secured with pins allowing a small amount of compensation to improve running. A double-sided A4 colour instruction sheet is included. The kit is available post-free from Connoisseur Models, 1 Newton Cottages, Nr. Weobley, Herefordshire, HR4 8QX

Price RRP £16.00
W www.jimmcgeown.com



KS LASER DESIGNS KS31-01-02 SMALL INDUSTRIAL UNIT

Described as a small industrial unit, but equally of use as a small ambulance or fire station, KS Laser Designs' latest kit uses a combination of laser-cut wooden and plastic parts of varying thicknesses. Requiring only a PVA-based glue for assembly, edges are of tongue and groove construction for ease of assembly.

Price £19.20
W www.kslaserdesigns.com



00 HORNBY HC8040 SET OF 4 SCHARFENBERG COUPLINGS

Hornby's Scharfenberg coupling set, a popular accessory upgrade for modern multiple units, is back in stock with its retailers. The prototype couplings manufactured by Dellner are fitted to many current multiple unit classes, such as Class 221, 333 and 350. The pack of four working couplings are fitted with NEM sockets to permit direct replacement of standard tension lock couplings.

Price £7.80
W www.hornby.com



MODELLBAHN UNION A00238 NARROW GAUGE LOCOMOTIVE

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Representing a 'Feldbahn' - German term for a field railway - locomotive, this highly-detailed 3D printed locomotive can be added to overgrowth to depict an abandoned narrow gauge railway. Narrow gauge field railways were usually closed to the public and would transport agricultural or industrial raw materials, such as wood, peat, stone, earth and sand. Also included are two unpainted bufferstops. The locomotive measures 26mm x 6mm x 10mm.

Price £7.99
W www.en.dm-toys.de



NATURAL SCENICS CR25 RESISTOR PACK AND 3MM MIXED LED PACK

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A close-up look at Hatton's first directly produced steam locomotive, the SE&CR P Class

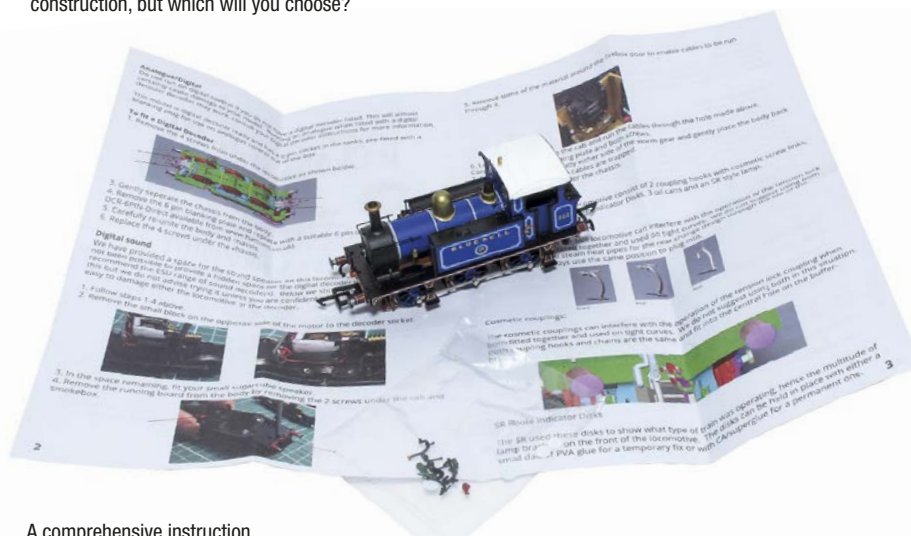


HATTON'S SE&CR P CLASS 0-6-0T



I'm sure the South Eastern & Chatham Railways letter classification for locomotives didn't have such an intent, but maybe the 'P' stands for pretty? Wainwright's diminutive locomotive certainly is, especially when resplendent in its fully lined pre-grouping livery. Dating from the end of the Edwardian era the eight P Class locomotives were built in 1909 and 1910 at the company's Ashford works for light branch duties and fitted with push-pull working equipment. All of the class survived into British Railways ownership and withdrawn from 1955-61 before half of the class came to survive in preservation. For a small class they can certainly show a wide range of liveries and it's easy to see how Hatton's could choose twelve distinctly different models for the initial launch of their first directly produced locomotive.

Every one's a winner!
Liveries aside, each is distinguished by small variations in construction, but which will you choose?



FIRST IMPRESSIONS

The models are well-protected inside the sturdy card box, and there's a useful full-colour instruction sheet showing how to fit decoders, sound and the detail accessories. I opened the box with 'Bluebell' first; what a striking livery and so well applied. That's not to decry the olive green liveried Southern model or even the industrial usage 'Pride of Sussex', as they are of commendable accuracy and quality of finish. 'Bluebell' was so-named and liveried as one of the first locomotives to work on the Bluebell Railway in 1960 and it is in the current preserved livery with the tank-side Bluebell Railway crest that Hatton's has produced the model.

Aside from the striking colour, the lining quality is excellent. The locomotive frames are a deep red-brown colour and the domes, painted in a dulled brass metallic tone, add a touch of copper to the chimney top and some bright brass around the cab's spectacle windows. Even after taking close-up shots I had not realised, until speaking to Hatton's again, that inside the cab, behind the doors, the rear face has lined panels either side of the bunker hole. That's not even

A comprehensive instruction sheet explains how to fit a wide range of accessories.

the finest livery in the range, I have seen the decoration sample of the SE&CR lined version and that is another step onwards again.

To more mundane liveries now, the tone and density of the livery on A325 is very good and the accuracy of the hand-lettered scroll on the tank of *Pride of Sussex* is absolutely correct. All of the handrails and their supports, the smokebox door handles, pumps, pipes and finer fittings are exquisitely fine, whilst not feeling as though they will disintegrate with handling. It seems too churlish to raise such a minor point, but a slight moulding seam shows on the front of the tank and along the front of the boiler. However, it's otherwise a minor freckle on a beauty queen.

At 120g the model is capable of handling four or five Mk1 coaches. In a small locomotive the motor and gear design have to be considered to keep a clear cab and daylight beneath the front of the boiler, and so the small 5-pole motor with a transversely orientated circuit board with a 6-pin decoder socket makes the best use of the space. Hatton's own direct 6-pin decoder comfortably fits within the tank side.

FACT FILE

MANUFACTURER Hatton's
MODELS H4-P-04 A325 in Southern Railway green 1924-1937
H4-P-10 "Pride of Sussex" in Robertsbridge flour mill green 1961-1971
H4-P-12 323 in Bluebell Railway lined blue - as preserved
PRICE RRP £99.00
WORDS AND PHOTOGRAPHS Andy York



On test through second radius curves the model is a smooth and quiet performer, with haulage capabilities on a par with what may be expected of the real thing.

Access to the model to fit a decoder is by two screws at each end; an easy process which means that a decoder can be fitted in a couple of minutes. Sound installation requires removing the weight from the opposite side of the motor from the decoder socket and to mount the decoder inside the cab.

Beauties from any angle. The first three liveries are sure to be popular, and Hatton's has even more in the offing. Act quickly to avoid disappointment.

VARIETY

The P Class had quite a few differences between locomotives over its life, and Hatton's has chosen to capture many of these variations. For instance, A325 features the lower tanks and cab roof, bottle-shaped buffer shanks, bars on the rear cab spectacle windows, a higher rear steam heat pipe and two rows of rivets on the smokebox (front and back). *Pride of Sussex* has the slightly taller cab with taller tanks, stepped buffers, plain rear windows and the two rows of smokebox rivets. 'Bluebell' has the short cab and tanks, stepped buffers, plain windows and just the rear row of rivets on the smokebox.

OPINION

It's little more than ten years ago when the first UK RTR locomotive breached the psychological £100 barrier. Hatton's P Class is just inside that limit, but I can't see many more products of this quality sitting below the ton and my overriding feeling is that this model really is worth that. Prices may have nearly doubled in ten years, but so has the quality of what we can now get. How good is it? Very good indeed. I wouldn't hang about if you want a lined SE&CR one, though! ■



Fine details are readily apparent, but there's even more to see within the cab.

A cutaway showing the ease of fitting a 6-pin decoder.



datafile

BASICS

Manufacturer: Hatton's Model Railways

Catalogue Refs: H4-P-01 178 in SE&CR lined green 1910-1911 & as preserved

H4-P-02 753 in SE&CR lined green 1909-1911 & as preserved

H4-P-03 754 in SE&CR wartime grey 1910-1920s

H4-P-04 A325 in Southern Railway green 1924-1937

H4-P-05 1555 in Southern Railway black 1938-1948

H4-P-06 1558 in Southern Railway black with Sunshine lettering 1941-1953

H4-P-07 31027 in BR black with early emblem 1949-1961

H4-P-08 31323 in BR black with late crest 1959-1961

H4-P-09 "Pioneer II" in Bowaters Paper Mill lined green 1958-1968

H4-P-10 "Pride of Sussex" in Robertsbridge flour mill green 1961-1971

H4-P-11 27 "Primrose" in Bluebell Railway lined black 1961-1963

H4-P-12 323 in Bluebell Railway lined blue - as preserved

RRP: £99.00

Gauge/scale: 16.5mm gauge, 1:76 scale 00

Era: 2 to 9

Company/Operator: SECR/SR/BR(S)

Region: SR

Weight: 120g

Body and chassis: Diecast metal and plastic.

Wheels: RP25 wheel profiles

DCC: 6-pin DCC socket in tanks

Couplings: NEM pockets with tension lock couplings

Motor: 5 pole motor

Pickups: All wheel pickup

Chassis: Weights within boiler for maximum adhesion

Accessories: Steam heat pipes, cosmetic couplings, oil cans, SR route indicator discs and a SR style red-bodied lamp



DARSTAED BR MK1 COACHES



Coach sides in etched brass are solid and detailed with obvious shut lines and window vents. They have a correct tumblehome appearance, a feature which hasn't always been captured to best effect with previous iterations from other manufacturers.

Long after the golden era of O gauge tinplate, one manufacturer, Darstaed Vintage Trains, has kept with the philosophy of the period by making models aimed at the collector and tinplate enthusiast. The most ubiquitous of the post-war coaching stock – the BR Mk.1 is a fitting start, despite numerous attempts from other manufacturers.

Arriving individually or as a boxed set of four models, packaging is functional, but provides adequate protection in the event of a mishap. When bought as a group of four, the blue boxes are contained within a larger blue box, complete with carry handle. You could carry a rake of eight coaches, in two boxes with two hands – handy for those long running sessions.

From the box, my eyes were drawn to the underscale 22mm diameter wheels. This equates to the 3ft wheels as fitted to the very different B4 bogies, instead of the 3ft 6in wheels as fitted to the BR1 and Commonwealth bogies produced by Darstaed. That said, the axles are substantial and the wheelsets fit into heavy duty top hat brass bearings. Bogie sides are cast with bogie frames stamped in metal and compensation via a centre screw allows the coaches to run over uneven track, particularly helpful for outdoor running.

The strength of the model continues with the underframe, also stamped to shape in traditional tinplate style. The depth of the underframe is overscale, but doesn't lack detail, with footsteps, battery boxes, a dynamo, vacuum brake cylinder and linkage screwed into place.

To the ends, sprung metal buffers feel like they can withstand a little mistreatment without coming loose, however, the mould lines to the buffer faces would have benefitted from the passing of a file before paint. Inter-connectivity between vehicles is provided courtesy of metal buckeye couplings from Kadee. Two screws to the underside of the coach allow three adjustable coupling distances should your track have exceptionally tight curves.

The coach roof can be removed by detaching the push-fit water pipes at either end and swinging



The finish of paint and application of transfers is good. The thickness of paint is considerable, making it reasonably scratch-proof and ideal for outdoor running.



Pivoted corridor connections are fitted with magnets for a 'snap fit' and rubber surrounds provide an effective seal between coaches. A gangway end to cover the magnets will be sent free of charge with all sets of four coaches.

FACT FILE

MANUFACTURER Darstaed Vintage Trains Ltd
MODEL Darstaed BR Mk.1
PRICE RRP £189.00
WORDS AND PHOTOGRAPHS Howard Smith

them outwards. This provides access to the coach interior, which is detailed with coach seating and compartments. The seating inside is decorated with pattern overlays. Behind the seating on compartment walls, an overlay creates the illusion of lights, a mirror and luggage rack. In this respect, combined with the curtains printed over the windows, the interior detailing is better than Heljan's Mk.1. Interior lighting is made possible through the use of pickups on one bogie supplying power to an LED strip light that runs the full length of the coach above compartments.

For the Mk.1 purist, there have been more accurate representations, but this coach is certainly the most robust. With Dapol's Mk.1 release expected later this year, the choice of Mk.1 coaches in O gauge is set to grow further still. Will the wait be worthwhile? ■

datafile

BASICS

Manufacturer: Darstaed Vintage Trains Ltd
RRP: £189.00
Gauge/scale: 32mm gauge, 1:43.5 scale O
Era: 4 to 8
Company/Operator: BR
Region: All
Weight: 1021g
Body and chassis: etched brass
Minimum Curve Radius: N/A
Wheel Profile: NEM 310
Couplings: Kadee Buckeye



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HATTON'S MODEL RAILWAYS O GAUGE 50T WARWELL

It's a substantial unit, at 492g, and it sounds a treat running over joints and pointwork.



The 'wood' deck is a contrasting feature, but it played an important role in cargo loading. The screw jacks beneath look like they might work. Alas, they don't.

The Warwell wagon was designed by the Ministry of Supply during WW2 to transport US Sherman tanks around Britain's rail network ahead of Operation Overlord. The size of the Sherman tank and our loading gauge meant it was necessary to accommodate the vehicle within a lowered well between the bogies. 200 wagons were built for the MoS by Gloucester Carriage & Wagon Co. (100), Head Wrightson (75) and the Southern Railway (25). The military retained many wagons after the war but a number were sold to the LMS and have, over the years, seen adaptation and modification to produce a significant variety of forms. The wagons had an operational lifespan of 75 years, so it will be of interest to modellers of the contemporary railway too.

FIRST IMPRESSIONS

You don't even have to open the parcel to know something of substance has arrived - these models weigh in at an impressive 492g and they feel like value for money. They're not just bigger than their OO relatives but are far better. The wow factor, for me, is evident in the ends of the wagons with superb detail, variations in sprung buffer types and chain and brake piping according to era. The screw jacks look as if they could be adjusted - they can't, but I felt compelled to try given their finesse. The screw-link couplings work too.

The livery application is excellent with good density of printing of the lettering, nicely blackened wheels and good underframe detail with brake rodding and cylinders as separate parts. As the model is taken out of the box there is a separately bagged timber section that fits into the recess beneath the deck of the wagon, giving a representation of the wooden deck from underneath. This is supplied as a separate fit part, as the acetate clamshell packaging of the wagon has a raised section that fits into the recess to reduce movement whilst in transit.

I can vouch for their running characteristics too, having played with a rake of the pre-production models on Hatton's test tracks. There is no need for



DCC sound with these wagons on the move, as the mass gives aural pleasure over track joints and through pointwork.

All the detail captured on the OO gauge models is there, and more besides. The die-cast metal deck, which gives the model its heft, nicely captures the wood grain of the flat deck; the raised ridges for grip while loading vehicles and the recessed eyes for chains or straps.

VARIETY

As with the 4mm scale model, Hatton's have accommodated several and significant variations in the tooling spanning the life of these long-lived wagons.

As built, the Warwell had diamond frame bogies, which are nicely portrayed including the sloping axlebox covers and a good depth to the recess for the springs. From the late-1970s the remaining military wagons had replacement Gloucester plate bogies that are well captured on the appropriate models. In both cases the bogies have coiled springs, rather than a moulded representation.

Earlier models feature the original style of buffer housing and the OCEM buffers with the levelled off top to allow the bridging plates and ramps to be used

FACT FILE

MANUFACTURER Hattons
CATALOGUE REF H7-
WW-703 Warwell wagon 50t
with diamond frame bogies
WW36 in War Department
livery (LNER)
H7-WW-708 Warwell
wagon 50t with Gloucester
GPS bogies MODA95511
in MOD 1970s olive
PRICE RRP £85.00
**WORDS AND
PHOTOGRAPHS**
Andy York

Raised ridges enable grip, and the larger scale allows for crisp lettering and livery details.

the mass gives
aural pleasure over track joints



Hatton's has modelled both versions of the buffers. The original style to the right allowed for the use of bridging plates and ramps.



Blackened wheels and sprung bogies.

for driving vehicles along the length of the train whilst loading. Later models have replacement buffer housing and oval buffers. Each style of buffer is sprung on the models.

The early models are available in War Department livery and LMS, LNER and GWR loaned liveries through the BR years in Gulf Red and BR Grey and later WD olive green liveries through to the present day.

Hatton's has released ten number and livery variations. I'll be interested to see if additional variants made for the OO modeller, such as the bolster decks are produced.

OPINION

I'm very impressed with these wagons; so much so that I am tempted to get a couple to create a diorama scene loading some 1:43 scale Shermans and a few figures to supervise loading. ■

datafile

i BASICS

Manufacturer: Hatton's Model Railways

Catalogue Refs:

H7-WW-701 DIAMOND FRAME BOGIES MS.1 IN WAR DEPARTMENT LIVERY (GWR)
H7-WW-702 DIAMOND FRAME BOGIES WW.55 IN WAR DEPARTMENT LIVERY (LMS)
H7-WW-703 DIAMOND FRAME BOGIES WW36 IN WAR DEPARTMENT LIVERY (LNER)
H7-WW-704 DIAMOND FRAME BOGIES MODA95560 IN MOD 1970S OLIVE
H7-WW-705 DIAMOND FRAME BOGIES M360333 IN BR GREY
H7-WW-706 DIAMOND FRAME BOGIES M360329 IN BR GULF RED
H7-WW-707 DIAMOND FRAME BOGIES ADRW96501 IN BR ENGINEERS YELLOW
H7-WW-708 GLOUCESTER GPS BOGIES MODA95511 IN MOD 1970S OLIVE
H7-WW-709 GLOUCESTER GPS BOGIES MODA95537 IN MOD 1990S OLIVE
H7-WW-710 GLOUCESTER GPS BOGIES MODA95536 IN MOD 2000S OLIVE

RRP: RRP £85.00

Gauge/scale: O gauge / 1:43.5

Era: 3 to 9

Company/Operator: WD/LMS/LNER/GW/BR

Region: All

Weight: 492g

Body: Die-cast metal

Chassis: Die-cast metal

VITAL STATISTICS

DIMENSIONS	1:1	1:76	MODEL	+/-
Length (over headstocks)	47" 0"	329.3mm	329.3mm	
Width	8' 3"	57.8mm	57.8mm	
Wheel diameter	2' 9"	19.3mm	19.3mm	
Wheel to Back-to-Backs		14.4 to 14.5 mm		

THE LONDON FESTIVAL OF RAILWAY MODELLING

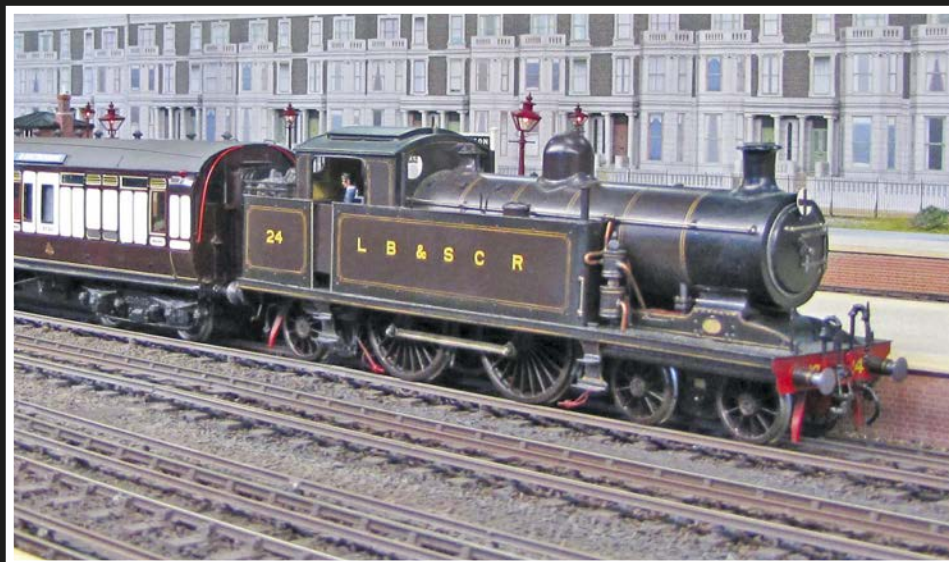


Now in its 19th year, our 'Ally Pally' show is better than ever, with more than 100 exhibitors and over 40 hand-picked layouts to peruse. Here are a few highlights to whet your appetites...



Kensington Addison Road (0)

Twickenham MRC's ambitious model captures this West London station in the mid-1920s. Freight and passenger services run in pre- and post-grouping liveries, but keep an eye out for the 'Sunny South Special', which linked the industrial cities of the north with south coast resorts.



In a nutshell

- Visitors can enjoy over 40 layouts, each hand-picked by the Model Railway Club.
 - There are over 100 exhibitors, including a massive selection of trade stands dealing in all scales, gauges and eras, and expert demonstrators who can answer your questions and boost your modelling skills.
 - A free shuttle bus from Wood Green Underground station delivers you straight to the venue. The last bus from Alexandra Palace departs at 17:15 each day.
 - The 2018 London Festival of Railway Modelling takes place at Alexandra Palace on March 24th – 25th. Visit www.world-of-railways.co.uk for further information, and to book your tickets.
- We look forward to seeing you there!



Brighton East (EM)

Dave and Matt Smith's layout imagines a vibrant future for a long-defunct branch line. Scratch-built buildings are based on local prototypes, and the substantial chalk cutting is a nice piece of work.



Didsbury Green (00)

Phil Parker is adding the final details to his portable project layout, but - fingers crossed - this will be the first chance to see it running. It'll be on the BRM stand all weekend.

Up the line (0 16.5)

Wartime layouts can be grim, but there is beauty in the way that Kevin Hughes has expertly modelled bomb-damaged buildings and other scenes of general destruction.



Harlyn Pier (0)

Peter Beckley's North Cornwall harbour scene makes the most of its modest dimensions, and all the coastal details are present and correct.



Mostyn (P4)

Already a hit on the exhibition circuit, Barrowmore MRG's diesel and electric era layout contains a good deal to admire – realistic line speeds, prototypical formations and enough stock variations to keep you entertained for some time.

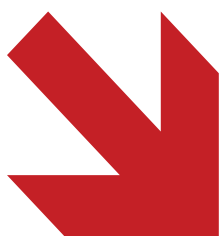
Essential information

When? March 24 – 25w, 2018

Where? Alexandra Palace, London, N22 7AY

How much? Advance ticket prices (available via www.world-of-railways.co.uk) BRM Subscribers £10, Adults £11, Children (5-16) £6, Families (two adults and up to three children) £36. **On the door prices:** Adults £12, Children (5-16) £6, Families (two adults and up to three children) £36

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



EVENTS

EXHIBITIONS

MARCH 10 - MARCH 11

East Anglian Model Railway Exhibition

The Britten Arena Wood Green Animal Charity Centre, Godmanchester, Cambridgeshire PE29 2NH

Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1600 **Prices:** Adult £7.00
Child £4.00 Family £20.00 (2+2)

W: www.stneotsmrc.com

T: 01480 353607

MARCH 17 - MARCH 18

Perth Green Model Railway Exhibition (Jarrow)

Perth Green Community Centre, Inverness Road, Jarrow, Tyne and Wear NE32 4AQ

Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1600

Prices: Adult £5.00

Child £3.00

Family £12.00

T: www.perthgreenmrc.org

Dorset Model Railway Exhibition

Queen Elizabeth School, Blandford Road, Wimborne, Dorset BH21 4DT

Opening Times: Saturday 1000 - 1630
Sunday 1000 - 1600

Prices: Adult £6.00

Children Free

T: 01823 480097

MARCH 24 - MARCH 25

The London Festival of Railway

Modelling Alexandra Palace, London, N22 7AY

Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1630

Prices: Adult £11.00 Child £6.00

Advance tickets on: **T:** 0844 5814972

APRIL 14

Cambridge Model Railway Exhibition

Sawston Village College, New Road, Sawston, Cambridge CB22 3BP

Opening Times: Saturday 1000 - 1600

Prices: Adult £4.50 Concession £3.50

Child £2.00

(Parties with 2 + children and at least 1 adult, 1 child admitted FREE)

Under 5 Free

W: www.cambridge31a-mrc.org.uk

MAY 4 - MAY 6

Bristol Model Railway Exhibition

Thornbury Leisure Centre, Alveston Hill, Thornbury, Bristol, BS35 3JB

Opening Times: Friday 1300 - 1900

Saturday 1000 - 1830

Sunday 1000 - 1700

Prices: Adult £7.50 Young Adult (12 - 16)

Accompanied children FREE

W: www.bristolmodrailx.co.uk

OTHER EVENTS

MARCH 17 - MARCH 18

Meridienne - Midlands Garden

Rail Show/ Large Scale Model Rail

Warwickshire Exhibition Centre, The

Fosse, Fosse Way, Leamington Spa,

Warwickshire CV31 1XN

Opening Times:

Saturday/Sunday 1000 - 1600

APRIL 01

Eastbourne Historic Vehicle Club

Ltd - Toy & Transport Collectors Fair

Polegate Community Centre, Polegate,

Eastbourne BN26 6QF

T: 01323 500001

APRIL 07 - APRIL 08

Severn Valley Open House Weekend

Severn Valley Railway,

Number One, Comberton Place,

Kidderminster, DY10 1QR

Prices: Pre-book & save:

Adults £19.50, Child/Member £13.00

Family £55.00 On the day: Adults £21.00,

Child/Member £14.00,

Family £59.00

W: www.svr-vlo.org.uk

T: 01562 757900

TRAIN & TOY FAIRS

MARCH 25

Jim Corr Toy & Train Fair - Carlisle

The Shepherds Inn, Rosehill Estate, Rosehill, Carlisle, Cumbria CA1 2RS

Opening Times: Sunday 1100 - 1500

Prices: Adult/Senior £3.00

Child £2.00 (under 16)

Early bird tickets: Adult/Senior £5.00

Child £3.00 under 16

T: 07504035955

MARCH 28

Joe Lock Toy & Train Fair - South

Croydon St John's Community Hall,

Selsdon, Croydon, London, CR2 8DD

Opening Times: Wed 1800 - 2000

Prices: Admission £1.00

T: 07866 641215

MARCH 30

Barry Stockton Train &

Toy Collectors Fair - Southport

Splash World, Dunes Leisure Centre,

Esplanade, Southport, Merseyside

PR8 1RX **Opening Times:** Friday 1030 -

1430 **Prices:** Adult £2.00 Child £0.50

T: 0151 334 3362

APRIL 02

Toy & Train Fair - Bridgnorth

Leisure Centre, High Town, Bridgnorth,

Shropshire WV16 4ER **Opening Times:**

Monday 1030 - 1500 **Prices:** Admission

£2.00 **T:** 01270 652773 Tony Oakes

APRIL 05

Joe Lock Toy & Train Fair - Theydon

Bois The Village Hall, Coppice Row,

Theydon Bois, Epping, Essex CM16 7ER

Opening Times: Thursday 1900 - 2100

Prices: Admission £1 **T:** 07866 641215

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WEBSITE

Enter your event on our website at
www.world-of-railways.co.uk

Closing date for the May issue is
23rd March

 Suitable for disabled visitors.

Whilst BRM makes every attempt to include all Diary Date events and exhibition dates, occasionally, due to limited space, we may have to leave some out. Gold (paid for) listings are always included.

Diary Dates entries are published free of charge to bona fide model railway clubs and societies.



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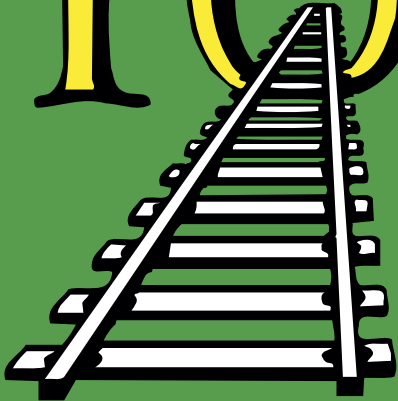
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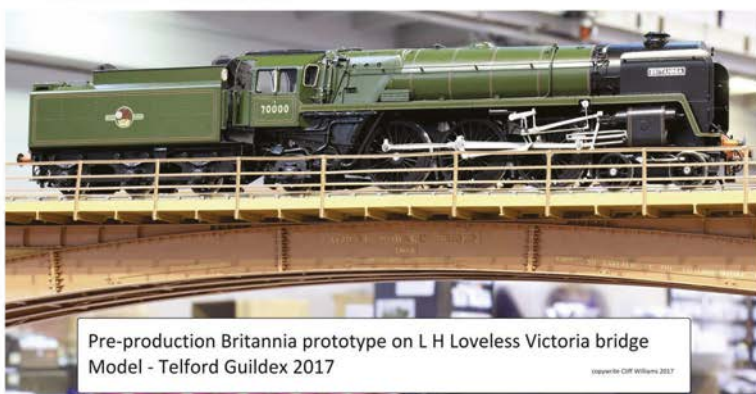
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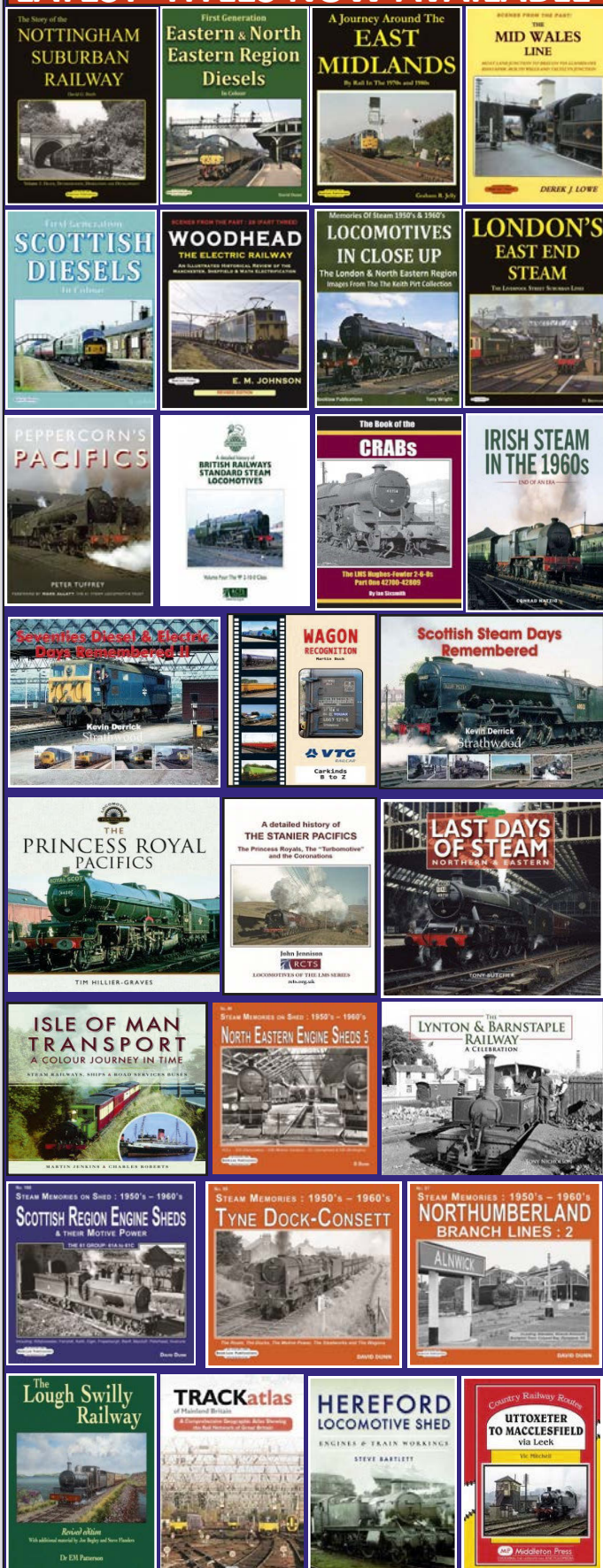
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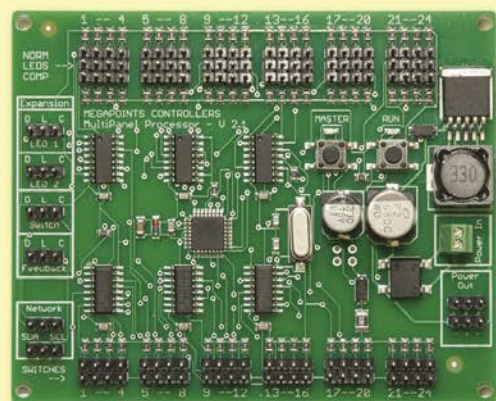
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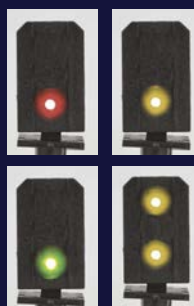
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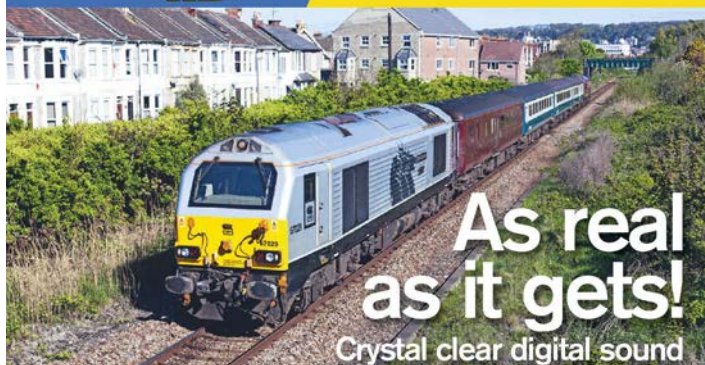


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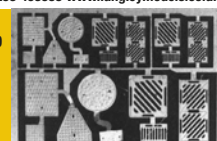
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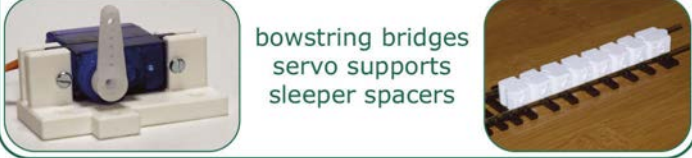
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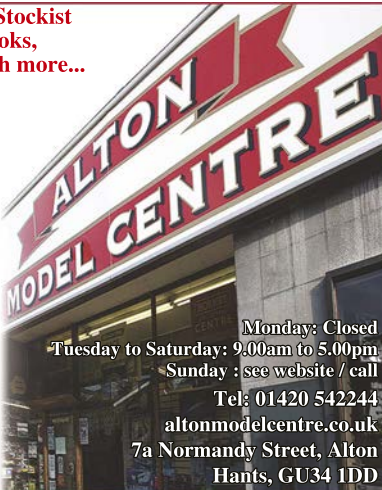
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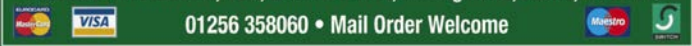
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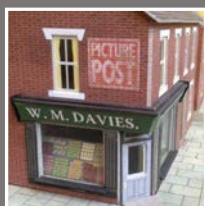
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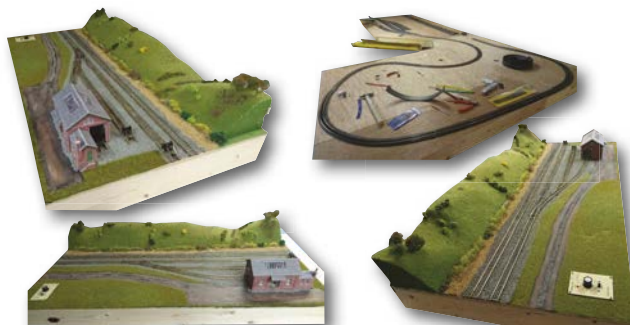
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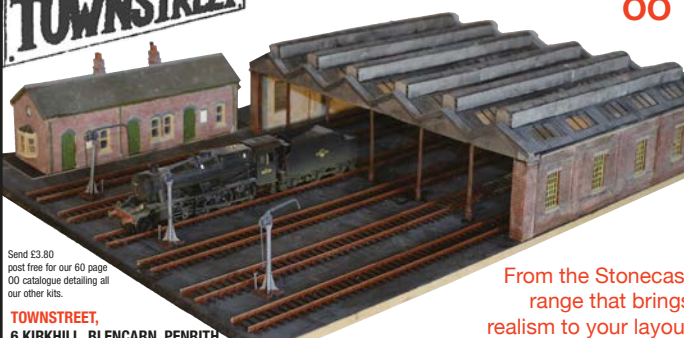
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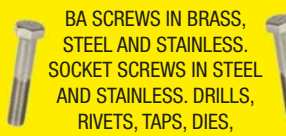
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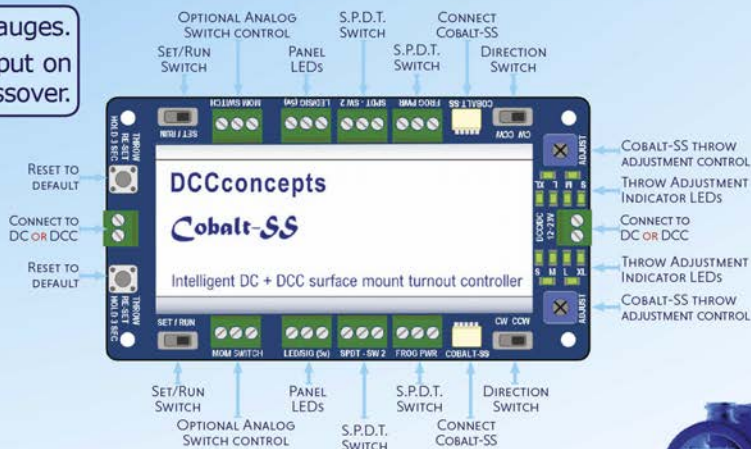


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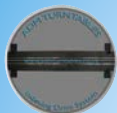
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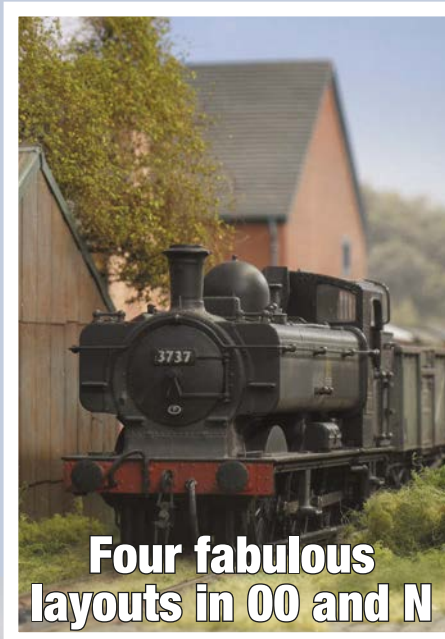
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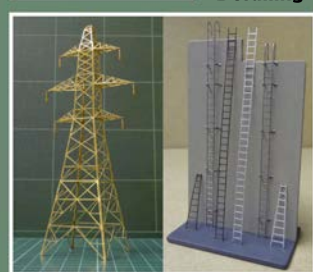
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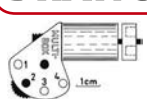
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ADVERTISERS' INDEX

3CP-Tools.....	124	Mad About Trains.....	123
3DK.....	143	Malc's Models.....	127
4Ground Ltd.....	112	Megapoint Controllers.....	114
A C Models.....	113	Mercian Models.....	128
Acc+Ess Protocab.....	113	Metcalfe Models & Toys Ltd.....	10 & 11
Addlestone Models.....	142	Mid Hants Railway.....	106
ADM Turntables.....	131	Middleton Press.....	142
AGR Model Railway Store.....	122	Mike's Models.....	124
Airframed Glass Display Cases.....	124	Millenium Models'.....	144
Alphagraphix.....	127	Model Junction (Bury).....	142
Alton Model Centre.....	122	Model Railway Solutions.....	124
Anoraks Anonymous.....	130	Model Scenery Supplies.....	127
Assoc. Of MRC Wales & W. Eng.....	111	Modelit.....	124
Bachmann Europe Plc.....	2, 92 & 93	Modelmania.....	124
Barry Jones.....	128	Modula Layouts.....	124
Barry Stockton Fairs.....	106	Monk Bar Model Shop Ltd.....	124
Bill Hudson Transport Books.....	144	Morley Controllers Ltd.....	121
Black Dwarf Lightmoor.....	111	Morris Models.....	125
Blackwells Of Hawkwell.....	127	N Gauge Society.....	128
Book Law Publications.....	113	Nelevation.....	121
Bournemouth Model Railway Centre.....	115	Nick Tozer.....	142
Box Tunnel Railways.....	126	Northumbrian Painting Services.....	125
Branchlines.....	142	Olivia's Trains & Models'.....	121
Britannia Pacific Models.....	122	P & D Marsh.....	127
Buckie Model Centre.....	122	Paignton Model Shop.....	127
C & M Models.....	122	Panda Models.....	139
Cambridge Model Railway Exhibition.....	106	Perth Green Model Rly. Club.....	108
Church Street Models'.....	122	Peters Spares Model Railways Ltd.....	120
Cm3models.....	119	Phoenix Precision Paints.....	142
Coastal Dcc.....	115	Platform 3 Models.....	127
Connoisseur Models.....	144	Pooleys Puffers.....	142
CR Signals.....	116	Quainton Road Models.....	128
Crafty Hobbies.....	127	Rails Of Sheffield.....	134-137
Culcheth Model Railways.....	132	Railway Conductor.....	129
Dapol Ltd.....	147	Ray Heard.....	108
Db Models.....	139	Redcar Models & Hobbies.....	127
Dcc Concepts Pty Ltd.....	6, 116, 129	Rochester Games & Models.....	127
Derek's Transport Books.....	142	Ron Lines.....	125
Digitrains Ltd.....	133	Roxey Mouldings.....	144
Dj Models.....	116	Roxley Models.....	130
Doon Valley Models.....	131	Scale Model Scenery Ltd.....	125
Durham Trains Of Stanley.....	144	Scalescenec.com.....	126
E.M.A Model Supplies Ltd.....	122	Severn Models.....	142
Eastbourne Historic Vehicle Club Ltd.....	106	Severn Valley Railway.....	111
Ellis Clark Trains.....	101 & 132	Shady Lane Models.....	126
English Model Railways.....	122	Skytex (2013) Ltd.....	131
Expo Drills and Tools.....	8 & 9	South Eastern Finecast.....	126
Express Models.....	123	South West Digital.....	120
Finescalebrass (Uk) Ltd'.....	112	Special Auction Services.....	109
Fox Transfers Ltd.....	117	Sports And Model Shop.....	126
Frome Model Centre.....	119	St. Neots Exhibitions Ltd.....	106
FTG Models.....	128	Statfold Engineering Ltd.....	131
Gateshead Toy Fair.....	106	Strawberry Line Railway'.....	144
Gaugemaster.....	67	Sunningwell Command Control Ltd.....	144
GC Weathering.....	125	Test Valley Models.....	123
GFB Designs (Sig-Na Trak).....	119	The Assoc. 16mm Narrow Gauge	
Ghost-Signs.....	123	Modellers.....	108
Golden Valley Hobbies Ltd.....	123	The Hobby Goblin'.....	142
Graeme Simmonds.....	128	The Hobby Shop.....	126
Great Central Railway Plc.....	110	The Lancs & Yorkshire RS.....	120
Grimy Times'.....	119	The Model Shop.....	127
H. & A. Models.....	127	The Model Shop (Exeter).....	142
Harburn Hobbies.....	118	Time Machine Model Shop.....	128
Harder & Steenbeck GmbH & Co.....	114	TMC The Model Centre.....	12 & 13
Hatton's.....	14-21 & 140-141 & 148	Tony Oakes.....	106
High Lane Model Railways.....	127	Tony's Trains.....	126
Hornby Hobbies Ltd.....	96	Topp Trains.....	142
Howard Scenic Supplies.....	144	Townstreet.....	126
In The Greenwood Laser.....	118	Train Tech.....	117 & 125
Irish Railway Models.....	39	Train Times Model Shop.....	128
Isinglass Models.....	144	Trains 4U.....	126
Items Mail Order Ltd.....	127	Tri-Angman.....	128
Jack The Station Cat Ltd.....	127	Trident Trains Model Shop.....	144
Jacksons Models.....	127	Tutbury Models.....	128
Joe Lock.....	106	Upstairs Downstairs.....	126
John Dutfield.....	142	W D Models.....	128
Just-Tracks'.....	118	Waltons Of Altrincham.....	144
Keen Systems.....	124	Warners Exhibitions.....	145
Kent Garden Railways.....	118	Warwick & Warwick.....	3
Kernow Model Rail Centre Ltd.....	115	White Rose Modelworks.....	35
Langley Miniature Models.....	121	York Modelmaking.....	123
Locomotion.....	130	York Model Railway Show.....	107
Lord And Butler.....	123	You Choos.....	120

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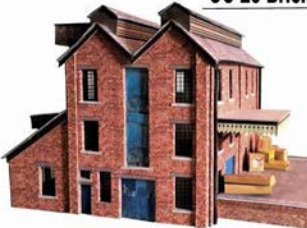
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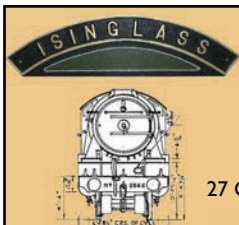
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TAIL LAMP

Phil Parker suggests that we should stop worrying about every last rivet and take a look at the whole of our models instead...

What makes a model railway look good? Is it the fine collection of mint, highly detailed locomotives attached to pristine rolling stock? Or is it, as I like to think, the overall scene - buildings, scenery and trains all forming a harmonious picture with no one part catching the eye?

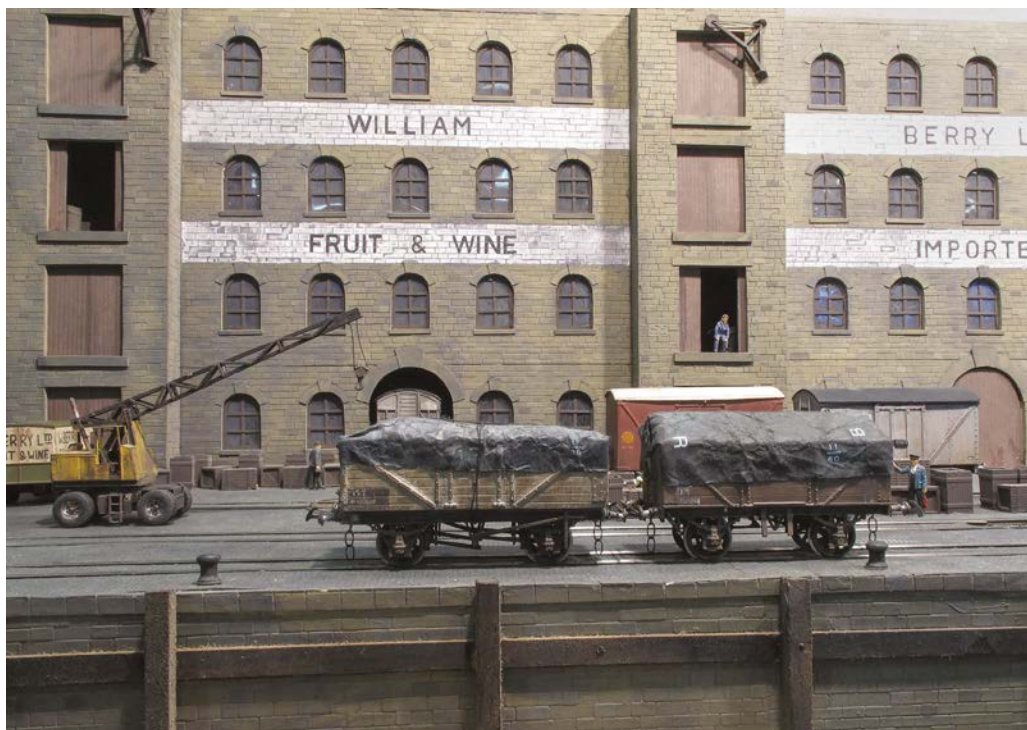
Years of standing behind my own layout at exhibitions suggest that when people look at a layout in real life, they see the whole thing, not a collection of individual models. We might build each item on its own, but then, like completing a jigsaw, the piece is taken from the workbench and added to the greater whole. I'm usually complimented on weathering applied consistently over the whole layout, not on a specific model on it.

A good example of this is Peter Denny's classic layout 'Buckingham' last seen in March's *BRM*. It positively reeks of traditional steam railway, evoking the atmosphere of an age now past living memory. Despite its age, Denny produced a result that most of us can only dream of, but there is a catch. Look at the rolling stock. It's not perfect, at least not in the sense that a cheap ready-to-run wagon would be. Take a modern private owner wagon and stand it on the track in Buckingham yard – it would simply look wrong. The mouldings would be too crisp, the colours too bright.

How come? Surely the "perfect" plastic wagon is better? On its own, that's true, but in the context of the layout it simply doesn't fit in.

How does that help us? My suggestion is to stop worrying and frothing about the latest mega-quality ready-to-run. The truth is, as this gets better then it just shows up the deficiencies in the rest of our modelling. Before you rush to thunder online about a moulded handrail, think about where you will using the model. How closely will you be looking at the model for a start?

In this respect, model magazines with ever better photography haven't helped. We are presented with super close-ups of models shown many times life-size in the news and



Number-shaped blobs of paint are so much cheaper and easier to apply than transfers, at least as far as I am concerned, but give everything a coat of dirt and no-one notices.

reviews sections. Readers are encouraged to *ohh* and *ahh* over perfect panel lines and expensively, separately-fitted details.

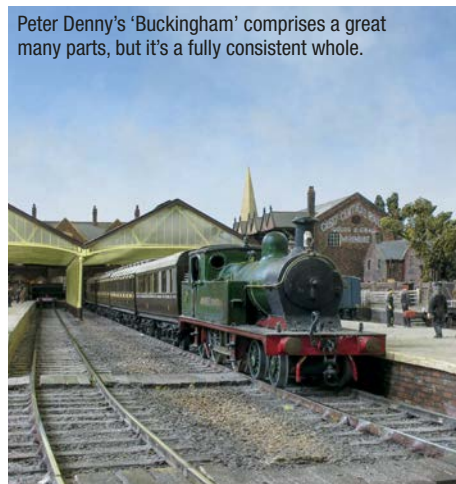
Move to the layout features, though, and the camera takes in a wider scene. Instead of a gleaming white background, views of locomotives can be blocked by scenery or shown at an angle that doesn't highlight all the details. What you won't see, because they don't make it past the editors, are perfect models sitting on track ballasted with pebbles from a garden centre or passing by hillsides covered in colours we politely refer to as "radioactive green".

So, I suggest that we worry less about the parts and focus on the whole. None of my kit-built locomotives are as perfect as the ones coming out of China, but I still like and run them. Worse (you may need to be sitting down for this), none of my wagons have proper numbers on them. I hate applying fiddly transfers, so don't bother. Vaguely number-shaped blobs of off-white paint

followed by a dose of dirt are enough for me. And no-one ever notices.

So, run your railway. Use those older models, even if they have been superseded by something better. Stop fretting about the teeny tiny details and enjoy modelling the whole railway instead. ■

Peter Denny's 'Buckingham' comprises a great many parts, but it's a fully consistent whole.



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4F-011-012 - Ventilated Van - LMS Eggs 511282 Weathered
4F-018-021 - Salt Van - Saxa Salt 238
4F-018-022 - Salt Van - Saxa Salt 238 Weathered
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4F-033-107 - 24T Hopper - Stanton Weathered
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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							

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