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BRM

JUNE 2018



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BRITISH RAILWAY MODELLING

IN THIS EPISODE...

It's showtime! See what happens behind the scenes at one of our model railway shows. Discover Hinton Parva, our layout of the month, whilst we interview Hornby, Kytes Lights and more traders to discover what's new and useful in the world of railway modelling.



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MONTH'S DVD**

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In our second trip to Gordon Hall's scenic layout, we depart Bolton, head over the Pennines and onward to the Yorkshire Dales. It's quite a trip!

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The centrepiece of Stephen Williams' layout is an eye-catching depiction of the town's station. Elsewhere, it's packed with precise details.

56 WILLIAM SMITH WHARF (2FS)

The diminutive scale is plainly no impediment to Jerry Clifford, who creates this charmingly bucolic scene with a curvaceous aspect.

78 KENT & NORTH WALES LIGHT RAILWAY (16MM)

There's so much to see in Andrew Mountfield's monumental layout, that mere pictures can't really do it justice. We did our best, however.

PRACTICAL BRM

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We appraise the latest reading matter releases, preferably before the weight of our burgeoning library breaks our bookshelves.

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Phil Parker's creative comp takes up six busy pages on RMweb. Here are two 'boxes that caught our eye, and one from a chum in the modelling trade.

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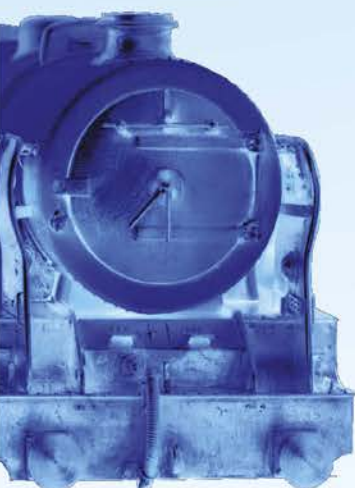
Cobalt-S levers are the best there are!

Cobalt-SS ultra-small motor drive turnout motor ready to go "as is" to use with either DC or DCC.

This motor is so small it can be almost hidden in the ballast, yet it is strong enough for all common scales.

Very stable stepper motors provide the drive power... and all the power and control connections are plug-and-play.

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While I doubt I'm the first to ask questions about the height and operation of some exhibition layouts – as I did in our April issue – they plainly seem to have struck a chord with some readers. John New wrote in recently and reported that he'd seen operators of one layout standing on pedestals in order to control it, which seems a little excessive. Conversely, he also highlighted a related issue of low pelmets. A tall geezer, like me, he'd had to bend low over a fiddleyard in order to view one particular layout without banging his head. Have other readers ever suffered this problem, I wonder? Gary White helps out on a number of exhibition layouts and acknowledges that while it's important to entertain the viewing public, sometimes interruptions are inevitable. "There may be a bit of a delay between trains running but this is not deliberate. It's just that we are setting something else up to run," he explains. "The problem is I think everybody's opinion is slightly different to each other and you will never please everyone who visits an exhibition all of the time."

E Nott chips in along similar lines, but defends the use of loftier exhibition layouts. "There is nothing better than seeing a detailed scale model approaching at eye level from some far distant point on a large layout at scale speed and slowly moving past you creating views from a bygone age," he begins. "The difference is so great that when you see a model set at two feet six inches from the ground it looks strange and that total effect disappears."

David Fleet had a slightly different perspective on the issue of layout height, since his wife is a wheelchair user. She does have difficulty looking at some exhibition layouts, he says, but her main problem is with other viewers' backpacks. "...when they turn around, they can, and have, hit my wife in the head. They don't realise what they have done

unless my wife shouts 'look out', or words to that effect," he declares, perhaps understating the words she actually uses.

My thanks to everyone who wrote in on these subjects – see more in our Inbox. As it happens, their missives dovetail nicely with this month's Tail Lamp feature, which was pitched to me by 'No Place' owner (BRM Spring 2018) and seasoned musical theatre performer, Les Richardson. In his piece he wonders how the disciplines of the stage might translate to the exhibition of model railways. Turn to page 146 to read his article.

Elsewhere, it's another packed issue, leading off with a second visit to Gordon Hall's layout as we take in the moorland scenery of 'Ingleborough Junction'. Meanwhile, 'Kent & North Wales Light Railway', is certainly among the largest home layouts that we have featured – prepare to be dazzled on page 78. We're hot on practicals too, with Michael Russell assembling a 'Salmon' wagon kit, Kevin Phare making hedges and Phil Parker building a cakebox in two scales. And then, in a special Spotlight feature, Geoff Taylor, discusses how he tackled what turned out to be his most complicated construction yet. It's eye-candy of the highest order, as you can see on page 62. Finally, a brief mention for our Father's Day gift guide on page 130.

On that paternal note, let's get on with the show.... ■



MANAGING EDITOR | Andy McVittie

BRM

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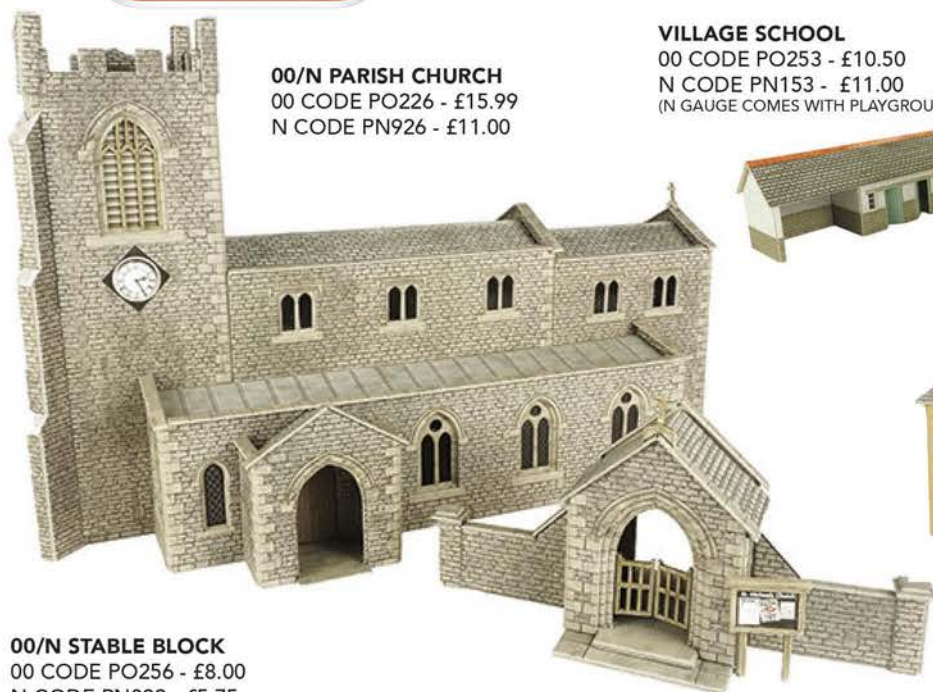
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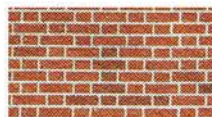
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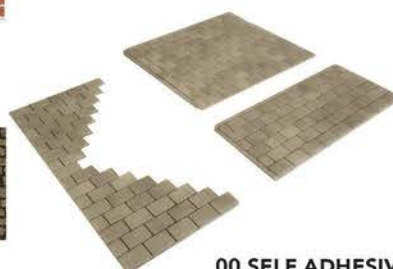
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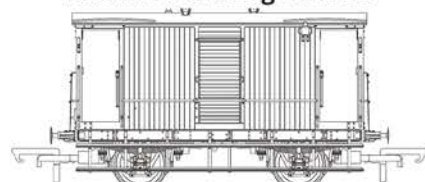
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1323 Class 1366 0-6-0PT 1367 in BR black early emblem (Hel) £124



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



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



32-304A Class 2251 0-6-0 Collett Goods 2251 in GWR green Churchward tender (Bac) £97.71



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



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



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



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



4780 Class 47xx 2-8-0 'Night Owl' 4704 in GWR green shirtbutton emblem (Hel) **NEW** £154



4783 Class 47xx 2-8-0 'Night Owl' 4706 in BR black early emblem (Hel) **NEW** £154



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) (RRP £94.99) **BARGAIN** £62



R3499 Class 49xx 4-6-0 6947 'Helmsham 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



31-168 Class 5 L&YR 2-4-2T 10713 in LMS crimson (Bac) £97.71



R3224 Class 52xx 2-8-0T 5239 in BR black late crest (Hor) (RRP £119.99) **BARGAIN** £99



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



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



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



R3516 Class 6000 'King' 4-6-0 6004 'King George III' in post-war GWR green - 'The Final Day' special edition (Hor) £161



R3409 Class 6000 King 4-6-0 6002 'King William IV' in BR Green late crest (Hor) (RRP £182.99) **BARGAIN** £109



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



R3452 Class 6800 'Grange' 4-6-0 6825 'Llanvair Grange' in BR lined green late crest (Hor) £132



R3552 Class 6800 'Grange' 4-6-0 6860 'Aberporth Grange' in GWR green shirtbutton emblem (Hor) £132



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

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



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



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 £100.99) **BARGAIN** £58



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



R3371 Class A4 4-6-2 4468 'Mallard' in LNER garter blue - Railroad range (Hor) £89



R3320 Class A4 4-6-2 60023 'Golden Eagle' in BR Blue early crest (Hor) £126



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



R3588 Class B17 4-6-0 2864 'Liverpool' in LNER green - Railroad Range (Hor) £76.50



R3004 Class B17 4-6-0 61631 'Serby 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

31-138 Class D11/2 4-4-0 62682 "Haystoun of Bucklaw" in BR black early emblem (Bac) (RRP £139.95) **BARGAIN** ... £9935-075 Class E4 Brighton tank 0-6-2 579 in LB&SCR umber (Bac) (RRP £109.95) ... **BARGAIN** ... £80R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (RRP £109.99) ... **BARGAIN** ... £76R3405 Class J50 0-6-0T 585 in LNER Black (Hor) (RRP £93.99) ... **BARGAIN** ... £89R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99) ... **BARGAIN** ... £82R3456 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) £100



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

R3208 Class V Schools 4-4-0 30915 "Brighton" in BR Black early emblem (Hor) (RRP £139.99) **BARGAIN** ... £89

31-614 Class V3 2-6-2T 67646 in BR lined black late crest (Bac) £110.46

R3420 Drummond Class 700 0-6-0 30346 in BR black late crest (Hor) (RRP £124.99) ... **BARGAIN** ... £69R3421 Drummond Class 700 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99) ... **BARGAIN** ... £69R3419 Drummond Class 700 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) ... **BARGAIN** ... £69

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



H4-P-009 SECR P Class 0-6-0T "Pioneer II" in Bowaters Paper Mill green (Hat) ... £99



H4-P-010 SECR P Class 0-6-0T "Pride of Sussex" in Robertsbridge Flour Mill green (Hat) ... £99



H4-P-005 SECR P Class 0-6-0T 1555 in SR black Egyptian lettering (Hat) ... £99



H4-P-006 SECR P Class 0-6-0T 1558 in SR black sunshine lettering (Hat) ... £99



H4-P-011 SECR P Class 0-6-0T 27 "Primrose" in Bluebell Railway lined black (1960s) (Hat) ... £99



H4-P-007 SECR P Class 0-6-0T 31027 in BR black early emblem (Hat) ... £99



H4-P-008 SECR P Class 0-6-0T 31323 in BR black late crest (Hat) ... £99



H4-P-012 SECR P Class 0-6-0T 323 "Bluebell" in Bluebell Railway lined blue (2010s) (Hat) ... £99



H4-P-003 SECR P Class 0-6-0T 754 in SE&CR grey (Hat) ... £99



H4-P-004 SECR P Class 0-6-0T A325 in SR lined Maunsell green Maunsell lettering (Hat) ... £99



31-980 Standard Class 3MT tank 82020 in BR green late crest - weathered (Bac) ... £118.96



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



R3500 The Sir Nigel Gresley Collection (Hor) ... £480



R9291 Thomas and Friends - 4-6-2 No.4 Gordon the big blue engine (Hor) ... £94



32-250A WD Austerity 2-8-0 79250 "Major-General Mc Mullen" in Longmoor Military Railway blue (Bac) ... £144.46



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32-250A WD Austerity 2-8-0 79250 "Major-General Mc Mullen" in Longmoor Military Railway blue (Bac) ... £144.46



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32-250A WD Austerity 2-8-0 79250 "Major-General Mc Mullen" in Longmoor Military Railway blue (Bac) ... £144.46



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32-250A WD Austerity 2-8-0 79250 "Major-General Mc Mullen" in Longmoor Military Railway blue (Bac) ... £144.46



32-250A WD Austerity 2-8-0 79250 "Major-General Mc Mullen" in Longmoor Military Railway blue (Bac) ... £144.46



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



2658 Class 26/0 26014 in BR blue (Hel) ... £104



2614 Class 26/1 26026 in BR blue (Hel) ... £104



2615 Class 26/1 26044 in BR blue - weathered (Hel) ... £104



2613 Class 28 CoBo D5706 in BR green small yellow ends (Hel) ... £110



R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor) ... £88



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



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



32-370 Class 37/4 37405 in DfS Compass blue (Bac) ... £117



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

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

32-482 Class 40 97407 "Aureol" in BR blue - weathered (Bac) ... £131.71

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

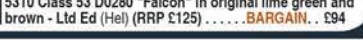
32-065 Class 43 North British (NBL) Warship D865 "Zealous" in BR Maroon Small Yellow Panel (Bac) £118.96



31-659DS Class 47 47001 in BR Blue - DCC Sound fitted (Bac) ... £203.95



31-660A Class 47/4 47444 "University of Nottingham" in BR large logo blue (Bac) ... £135.96



32-819 Class 47/8 47814 "Totnes Castle" in Virgin Trains (Bac) ... £135.96

5310 Class 53 D0280 "Falcon" in original lime green and brown - Ltd Ed (Hel) (RRP £125) ... **BARGAIN** ... £94

All prices correct
when going to press.
Errors excepted.



R3590 Class 55 'Deltic' 9010 "The Kings Own Scottish Borderer" in BR blue - Railroad Range (Hor) £56



32-5340S Class 55 Deltic 55004 "Queen's Own Highlander" in BR blue - DCC sound fitted (Bac) £225.21
32-533 Class 55 Deltic 09001 'St. Paddy' in BR green full yellow ends - weathered (Bac) £148.71



5827 Class 58 58016 in EW&S maroon and gold (Hel) (RRP £125) BARGAIN £99



5826 Class 58 58028 in unbranded Triple Grey (Hel) (RRP £125) BARGAIN £96



5824 Class 58 58030 in EWS red and gold (Hel) (RRP £125) BARGAIN £99



5825 Class 58 58038 in Mainline Freight blue (Hel) (RRP £125) BARGAIN £99
32-980A Class 66/7 66728 "Institution of Railway Operators" in GB Railfreight - weathered (Bac) £152.96



32-983 Class 66/7 66779 "Evening Star" in BR green GBRf branding (Bac) £144.46



R3272 Class 67 67006 "Royal Sovereign" in EWS Royal claret (Hor) £127



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



4D-022-008 Class 68 68003 "Astute" in Direct Rail Services compass (Dap) £131.71
4D-022-008S Class 68 68003 "Astute" in Direct Rail Services compass - DCC sound fitted (Dap) £254.96



4D-022-009 Class 68 68006 "Daring" in Scotrail - DCC Fitted (Dap) £151.16



4D-022-010 Class 68 68008 "Avenger" in Direct Rail Services compass (Dap) £131.71
4D-022-010S Class 68 68008 "Avenger" in Direct Rail Services compass - DCC sound fitted (Dap) £254.96



4D-006-001 Class 73 electro-diesel 73105 in BR large logo blue (Dap) (RRP £146.22) BARGAIN £99



4D-006-003 Class 73 electro-diesel 73135 in BR blue (Dap) (RRP £140.60) BARGAIN £99



4D-006-000 Class 73/1 73102 "Airtour Suisse" in Intercity executive (Dap) (RRP £146.22) BARGAIN £99



OLIV003 Class 73/1 73141 "Charlotte" in First GBRf purple - Olivias Trains limited edition (Dap) (RRP £140) BARGAIN £99



4D-006-006 Class 73/1 electro-diesel 73138 in Civil Engineers "Dutch" (Dap) (RRP £146.22) BARGAIN £99



4D-006-005 Class 73/1 electro-diesel E6039 in BR blue with small yellow panels (Dap) (RRP £146.22) BARGAIN £99



OLIV002 Class 73/2 73205 "Jeanette" in GB Railfreight blue - Olivias Trains limited edition (Dap) (RRP £140) BARGAIN £99



OLIV001 Class 73/2 73207 in Gatwick Express - Olivias Trains limited edition (Dap) (RRP £140) BARGAIN £99



4D-006-007 Class 73/2 electro-diesel 73206 "Lisa" in GB Railfreight (Dap) (RRP £146.22) BARGAIN £99



4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel) (RRP £155) BARGAIN £129



32-991 Type 27 Wickham Trolley and trailer B30W in BR Maroon (Bac) £76.46



32-993 Type 27 Wickham Trolley and trailer MPP0007 in BR engineers yellow wasp stripes (Bac) £67.96



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



7602 Class 76 EM1 Woodhead electric E26049 in BR blue - Ltd Ed for Olivias Trains (Hel) (RRP £160) BARGAIN £119



7601 Class 76 EM1 Woodhead electric E26051 in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £160) BARGAIN £124



7700 Class 77 EM2 Woodhead electric 27000 "Electra" in BR black early emblem - gloss finish - Ltd Ed for Olivias Trains (Hel) (RRP £165) BARGAIN £129



7704 Class 77 EM2 Woodhead electric 27001 "Ariadne" in BR green - Ltd Ed for Olivias Trains (Hel) (RRP £165) BARGAIN £129



7703 Class 77 EM2 Woodhead electric 27002 "Aurora" in BR black - Ltd Ed for Olivias Trains (Hel) (RRP £165) BARGAIN £129



7705 Class 77 EM2 Woodhead electric E27003 "Diana" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £165) BARGAIN £129



7701 Class 77 EM2 Woodhead electric E27005 "Minerva" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £165) BARGAIN £129



7706 Class 77 EM2 Woodhead electric E27006 "Pandora" in BR electric blue - Ltd Ed for Olivias Trains (Hel) (RRP £165) BARGAIN £129



31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph (Bac) £104
31-679 Class 85 (AL5) Bo-Bo Electric E3095 BR Electric Blue small yellow panel (Bac) (RRP £139.95) BARGAIN £89



R3480 Class 92 92016 "Brahms" in Railfreight grey EWS "Beastie" vinyls (Hor) (RRP £99.99) BARGAIN £52



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



R3478 Class 43 HST train pack 43070 "The Corps of Royal Electrical and Mechanical Engineers" & 43036 in First Great Western (Hor) £199



R3270 Class 43 HST twin pack - 43043 & 43044 in Midland Mainline teal green (Hor) £194.70



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor) £246
R3390 Pair of Class 43 HST Power Cars Virgin Train East Coast (Hor) NEW £154



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



32-912A Class 108 3 Car DMU in BR blue - weathered (Bac) (RRP £179.95) BARGAIN £129



4D-009-002 Class 121 single car DMU "Bubblecar" W55028 in BR green small yellow panels (Dap) £123.25



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



8940 Class 128 DPU parcels unit M55983 in BR Blue full yellow ends and flush fronts (Hel) (RRP £119.95) BARGAIN £59



32-939DS Class 150 150236 in Arriva Trains Wales passenger figures and DCC sound (Bac) NEW £297.46



30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) £490
4D-011-002D Streamlined Railcar W10 in BR lined chocolate and cream - DCC Fitted (Dap) £142.70



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



31-238A Class 205 "Thumper" in BR blue - weathered (Bac) £203.96



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



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



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



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

Train sets - 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

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

Coaches

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) £55.21

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

39-577 Haworth A38 Auto-trailer W237W in BR unlined crimson (Bac) (RRP £88.95) **BARGAIN** £49

R4618A Mk2E BSO brake second open 9508 in BR intercity (Hor) (RRP £24.99) **BARGAIN** £17

R4617A Mk2E FO first open 3221 in BR intercity (Hor) (RRP £24.99) **BARGAIN** £17

R4803 Stanier Period III corridor first 1041 in LMS crimson (Hor) £38

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

34-385 Thompson 3rd class corridor in LNER teal (Bac) £46.71

34-435 Thompson composite brake in LNER teal (Bac) £46.71

34-410 Thompson composite corridor in LNER teal (Bac) £46.71

34-485 Thompson first Corridor in LNER Teak (Bac) £46.71

Wagons

38-032A 100 ton HHA hopper wagon in Freightliner Heavy Haul - weathered (Bac) £41.61

R6422 12-ton van 2606 in LNER grey - Railroad Range (Hor) (RRP £10.99) **BARGAIN** £5

R6790 40 ton Seacow YGA bogie ballast wagon in EWS maroon (Hor) (RRP £19.99) **BARGAIN** £10

4F-080-120 8-plank open wagon 'Smith, Parkinson and Cole Ltd, Bradford' (Dap) £10

4F-080-121 8-plank open wagon 'Smith, Parkinson and Cole Ltd, Bradford' (Dap) £11

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

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

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) £210

R8213 DCC Select unit (box) (Hor) (RRP £8.99) **BARGAIN** £96

R8243 Surface Mounted point motor (Hor) £8.50

R8952 Bulbs for Scale Lighting system (x 4) (Hor) (RRP £8.99) **BARGAIN** £1.50

FL113 Wool/cotton bales wagon load (Hor) £8

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

SL-111 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2

SL-110 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pac) £2.20

18KADEE NEM362 Kadee coupling - Long (10.7mm) - Pack of four (Kad) £5

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

GM430 GWR 'Brunel' style station building - plastic kit (Gau) **NEW** £18.50

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

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

H4-CrewP-002 Crew set for P Class driver and fireman in BR uniforms - unpainted (Hat) £9

H4-CrewP-001 Crew set for P Class driver and fireman in early uniforms (SECR & SR) - unpainted (Hat) £9

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

R601 Double Straight (Hor) £2.10

R601 Box of 24 (Hor) £47

R8072 Left Hand Standard Point (Hor) £9.50

R8073 Right Hand Standard Point (Hor) £9.50

ST-245 Setrack curved double radius left handed point insultrug (Pac) £14.50

ST-244 Setrack curved double radius right handed point insultrug (Pac) £14.50

ST-241 Setrack No.2 radius left handed point insultrug (Pac) £9

ST-240 Setrack No.2 radius right handed point insultrug (Pac) £9

ST-204 Setrack Quad Straight (670mm) (Pac) £3.50

ST-101 Setrack Starter Track Set - Third Radius (Pac) £58

R621 Single 970mm length of flexible track (Hor) £3

R8213 DCC Select unit (box) (Hor) (RRP £8.99) **BARGAIN** £96

R8243 Surface Mounted point motor (Hor) £8.50

R8952 Bulbs for Scale Lighting system (x 4) (Hor) (RRP £8.99) **BARGAIN** £1.50

FL113 Wool/cotton bales wagon load (Hor) £8

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

SL-111 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2

SL-110 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pac) £2.20

18KADEE NEM362 Kadee coupling - Long (10.7mm) - Pack of four (Kad) £5

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

GM430 GWR 'Brunel' style station building - plastic kit (Gau) **NEW** £18.50

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

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R601 Double Straight (Hor) £2.10

R601 Box of 24 (Hor) £47

R8072 Left Hand Standard Point (Hor) £9.50

R8073 Right Hand Standard Point (Hor) £9.50

ST-245 Setrack curved double radius left handed point insultrug (Pac) £14.50

ST-244 Setrack curved double radius right handed point insultrug (Pac) £14.50

ST-241 Setrack No.2 radius left handed point insultrug (Pac) £9

ST-240 Setrack No.2 radius right handed point insultrug (Pac) £9

ST-204 Setrack Quad Straight (670mm) (Pac) £3.50

ST-101 Setrack Starter Track Set - Third Radius (Pac) £58

R621 Single 970mm length of flexible track (Hor) £3

R8213 DCC Select unit (box) (Hor) (RRP £8.99) **BARGAIN** £96

R8243 Surface Mounted point motor (Hor) £8.50

R8952 Bulbs for Scale Lighting system (x 4) (Hor) (RRP £8.99) **BARGAIN** £1.50

FL113 Wool/cotton bales wagon load (Hor) £8

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

SL-111 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2

SL-110 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pac) £2.20

18KADEE NEM362 Kadee coupling - Long (10.7mm) - Pack of four (Kad) £5

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

GM430 GWR 'Brunel' style station building - plastic kit (Gau) **NEW** £18.50

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

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

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

R601 Double Straight (Hor) £2.10

R601 Box of 24 (Hor) £47

R8072 Left Hand Standard Point (Hor) £9.50

R8073 Right Hand Standard Point (Hor) £9.50

ST-245 Setrack curved double radius left handed point insultrug (Pac) £14.50

ST-244 Setrack curved double radius right handed point insultrug (Pac) £14.50

ST-241 Setrack No.2 radius left handed point insultrug (Pac) £9

ST-240 Setrack No.2 radius right handed point insultrug (Pac) £9

ST-204 Setrack Quad Straight (670mm) (Pac) £3.50

ST-101 Setrack Starter Track Set - Third Radius (Pac) £58

R621 Single 970mm length of flexible track (Hor) £3



SL-E199 3 way finescale medium radius point - electrofrog (Pec) £29



SL-E190 Finescale double slip - electrofrog (Pec) £38



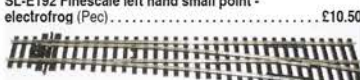
SL-E189 Finescale left hand large point electrofrog (Pec) £12.50



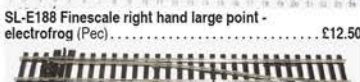
SL-E196 Finescale left hand medium point - electrofrog (Pec) £11.50



SL-E192 Finescale left hand small point - electrofrog (Pec) £10.50



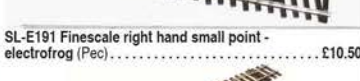
SL-E188 Finescale right hand large point - electrofrog (Pec) £12.50



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



SL-E191 Finescale right hand small point - electrofrog (Pec) £10.50



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



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



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

GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £22

SYH28 Booklet - "Shows You How" Series - Customising Ready-To-Run locos in OO scale (Pec) NEW £1

76B1003 Beadle Integral coach - "East Yorkshire" (Oxf) £16.50

76OWB013 Bedford OWB Belfast (Oxf) NEW £13

24332 BET AEC Reliance - "South Yorkshire PTE" (EFE) NEW £25.46

76AMDB9003 Aston Martin DB9 Coupe Cobalt Blue (Oxf) NEW £5

76ASS006 Austin Seven Saloon light grey (Oxf) NEW £5

76ETYP013 Jaguar E-Type White (Oxf) NEW £4.50

76TETYP013 Jaguar E-Type White (Oxf) NEW £4.50

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76TETYP013 Jaguar E-Type White (Oxf) NEW £4.50



372-628 Class 2MT Ivatt 2-6-0 46443 in BR lined black late crest (Gra) £106.21

Commercial vehicles



76DXF002 DAF XF Euro 6 curtainside - "Wreford's Transport" (Oxf) NEW £21.50



76FBB002 Fowler BB1 Plough Engine No15222 Bristol Rover + Living Wagon Dorset (Oxf) £18



76MB010 Mercedes Actros Semi Low Loader JCB (Oxf) £21



76SCT004 Scania Car Transporter - Green Tiger (Oxf) NEW £30

Farming & Construction



76LDL001 JCB 531 70 Loadall JCB (Oxf) £16



76JS001 JCB JS220 Tracked Excavator JCB (Oxf) £19.50



76ML1001 JCB Major Loader Mk1 Excavator JCB (Oxf) NEW £20



76MVD007 Bedford MVD 2 Corps 1/7th Middlesex Regiment - France 1940 (Oxf) NEW £5

Military ground vehicles



76SET58 RAF Centenary Set (Oxf) NEW £42



76SM001 Sherman Mk3 Tank - 10th Armoured division, 1942 (Oxf) £11

Tools



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



PRR-HO-01 Rolling Road stand for OO/HO scale locos wheel cleaning rollers (Pro) £133

N Gauge

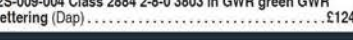
Steam locos



372-313 Class 21C1 Merchant Navy 4-6-2 35021 'New Zealand Line' in BR Malachite green (Gra) (RRP £169.95) BARGAIN £119



372-311 Class 21C1 Merchant Navy 4-6-2 35023 'Holland-Afrika Line' BR green early emblem (Gra) (RRP £169.95) BARGAIN £119



25-009-004 Class 2884 2-8-0 3803 in GWR green GWR lettering (Dap) £124



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



372-032 Class 4073 Castle 4-6-0 5070 'Sir Daniel Gooch' in BR lined green late crest (Gra) £118.96



372-750 Class 4MT Fairburn 2-6-4T 2691 in LMS black (Gra) £99



372-536 Class 4MT Standard 2-6-4T 80119 BR lined black late crest (Gra) £101.96



25-007-012 Class 57xx Pannier 0-6-0 5764 in Great Western green (Dap) £72



25-019-001 Class 80xx 4-6-0 8820 'Kingsstone Grange' in GWR green shunt emblem (Dap) £118



372-8008 Class A1 4-6-2 60163 'Tomato' BR Express blue (as preserved) (Gra) £144.46



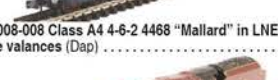
372-386 Class A2 4-6-2 60537 'Bachelors Button' in BR green early emblem (Gra) (RRP £169.95) BARGAIN £94



25-008-008 Class A4 4-6-2 4468 'Mallard' in LNER garter blue valances (Dap) £128.83



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



372-430 'Capital Connection' Network SouthEast train pack (Gra) £178.46



372-457 Class 37/0 D6714 in BR green small yellow panel and split headcode boxes (Gra) £103.66



2D-001-003D Class 33/0 D6539 BR green small yellow panels - DCC fitted (Dap) £129



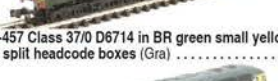
371-457 Class 37/0 D6714 in BR green small yellow panel and split headcode boxes (Gra) £103.66



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



2D-022-007 Class 68 68001 'Evolution' in DRS (Dap) £118.96



2D-022-007S Class 68 68001 'Evolution' DRS - DCC sound fitted (Dap) £242.72



2D-022-001 Class 68 68002 'Intrepid' in DRS (Dap) £118.96



2D-022-001S Class 68 68002 'Intrepid' DRS - DCC sound fitted (Dap) £242.72



2D-022-007 Class 68 68001 'Evolution' in DRS (Dap) £118.96



2D-022-007S Class 68 68001 'Evolution' DRS - DCC sound fitted (Dap) £242.72



2D-022-002 Class 68 68005 'Defiant' in DRS (Dap) £118.96



2D-022-006S Class 68 68007 'Valent' ScotRail - DCC Sound fitted (Dap) £242.72



2D-022-003 Class 68 68010 'Oxford Flyer' in Chiltern Railways (Dap) £118.96



2D-022-003S Class 68 68010 'Oxford Flyer' in Chiltern Railways - DCC Sound fitted (Dap) £242.72

DMUs

2D-009-002D Class 121 single car DMU 'Bubble car' 55032 in BR blue/grey (DCC Fitted) (Dap) £125

370-425 Class 251 Midland Pullman train pack in Pullman livery blue - Collectors Edition (Gra) £339.96

Train sets - analogue



GMKS006 Class 373 Eurostar starter train set - oval of Kato track (Gau) £224

Train sets - digital



370-048 The Highlander Digital Train Set Class 37/4 in BR large lagoon blue and two Mk2 coaches in 'Kyle Line' green and cream (Gra) NEW £229.46

Coaches

2P-003-006 GWR B Set 6411 and 6412 in GWR chocolate and cream Twin Cities crest (Dap) NEW £24.70

2P-003-007 GWR B Set 6451 and 6452 in GWR chocolate and cream shunt emblem (Dap) NEW £24.70

2P-003-008 GWR B Set 6453 and 6454 GWR brown Twin Cities crest (Dap) NEW £24.70

2P-003-009 GWR B Set 6453 and 6454 in GWR chocolate and cream post-war crest (Dap) NEW £24.70

2P-003-011 GWR B Set W8975W and W8976W BR maroon (Dap) NEW £24.70

2P-005-240 Mk3 buffet 40414 in InterCity Swallow (Dap) NEW £21.39

2P-005-223 Mk3 TFO first open 41057 in InterCity Swallow (Dap) NEW £21.39

2P-005-261 Mk3 TGS guard second 44043 in InterCity Swallow (Dap) NEW £21.39

2P-005-234 Mk3 TSO second open 42111 in InterCity Swallow (Dap) NEW £21.39

2P-005-235 Mk3 TSO second open 42125 in InterCity Swallow (Dap) NEW £21.39

Wagons



373-656 14 Ton Tank Wagon 'Shell BP' (Gra) NEW £16.11

2F-036-035 4-wheel bulk grain hopper 701376 in LMS laurel (Dap) NEW £13

2F-036-036 4-wheel bulk grain hopper 701378 LMS laurel - weathered (Dap) NEW £14

2F-013-059 4-wheel gunpowder van M701055 in BR (Dap) NEW £8.50

2F-013-060 4-wheel gunpowder van M701055 in BR - weathered (Dap) NEW £8.50

2F-023-016 Siphon H BR W1431 - weathered (Dap) NEW £14.50

Model railway spares

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

ST-11 Double straight track (Pec) £1.60

ST-19 N Strack No. 4 radius double curve (Pec) £2.50

ST-17 N Strack No.3 radius double curve (8 form a circle) £2

ST-15 No.2 radius double curve (Pec) £1.80

ST-6 Strack left hand point insulfrog (Pec) £8.50

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

SL-300 1 yard (91.5cm) length of Wooden-Sloper Nickel Silver Flexible track (Pec) £3

SL-300 Pack of 25 (Pec) £64

SL-300F Simple (Pec) £3

SL-300F Simple (Pec) £3

SL-300F Simple (Pec) £3

SL-300F Simple (Pec) £3

SL-300F Simple (Pec) £3

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SL-300F Simple (Pec) £3

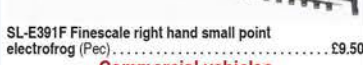
SL-300F Simple (Pec) £3



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



SL-E392F Finescale left hand small point electrofrog (Pec) £9.50



SL-E391F Finescale right hand small point electrofrog (Pec) £9.50

Commercial vehicles

NFT022 Ford Transit Mk5 - Network Rail Response unit (Ox) NEW £4.50

O Gauge (1:43 Scale)

Steam locos



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



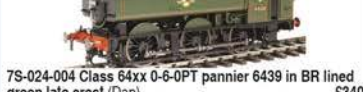
7S-007-002 Class 64xx 0-6-0T pannier 5700 in Great Western Green (Dap) £199.75



7S-007-001 Class 57xx 0-6-0T pannier 5717 in BR Black early emblem (Dap) £199.75



7S-024-001S Class 64xx 0-6-0T pannier 6412 in Great Western green - DCC sound fitted (Dap) NEW £467.50
7S-024-002S Class 64xx 0-6-0T pannier 6417 in Great Western green - DCC sound fitted (Dap) NEW £467.50
7S-024-003S Class 64xx 0-6-0T pannier 6435 in BR black early emblem - DCC sound fitted (Dap) NEW £467.50



7S-024-004 Class 64xx 0-6-0T pannier 6439 in BR lined green late crest (Dap) £340
7S-024-004S Class 64xx 0-6-0T pannier 6439 in BR lined green late crest - DCC sound fitted (Dap) NEW £467.50
7S-025-001S Class 74xx 0-6-0T pannier 7411 in GWR green - DCC sound fitted (Dap) NEW £467.50



7S-025-002 Class 74xx 0-6-0T pannier 7444 in BR black late crest (Dap) £340
7S-025-002S Class 74xx 0-6-0T pannier 7444 in BR black late crest - DCC sound fitted (Dap) NEW £467.50



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



7D-008-009 Class 08 shunter D3002 in BR green late crest and wasp stripes (Dap) £191.25
7D-008-009D Class 08 shunter D3002 in BR green late crest and wasp stripes - DCC sound fitted (Dap) £340



7D-008-002 Class 08 shunter D3045 in BR blue wasp stripes (Dap) £189



2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hattos's (Hel) £550
2013 Class 20 in BR blue full yellow ends; TOPS style double arrows on the bodysides and 'domino' headcodes (Hel) £470



2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hattos's (Hel) £550
2552 Class 25/1 in BR Green full yellow ends (unnumbered) (Hel) £470



3713 Class 37/10 in BR large logo blue centre headcode box (unnumbered) (Hel) £470



4201 Class 42 Warship D827 'Kelly' in BR green small yellow panels (Hel) £550



4502 Class 45 'Peak' in BR green small yellow panels and green roof - unnumbered (Hel) £550



6000 Class 60 diesel in Railfreight triple grey (Supplied unnumbered separate waterslide numbers, sector emblems and, a selection of nameplates.) (Hel) (RRP £549) BARGAIN £390



8951 Class 128 parcels DMU 55903 in Royal Mail red (Hel) £470



7P-004-005 GWR 59' Auto Coach in BR crimson (Dap) £170
7P-004-003 GWR 59' Auto Coach GWR chocolate and cream shirbutton (Dap) £170



7P-004-002 GWR 59' Auto Coach in GWR chocolate and cream twin cities crest (Dap) £170



7F-030-003 16-ton steel mineral wagon Diagram 108 B144783 BR grey (Dap) £38.25



7F-030-001 16-ton steel mineral wagon Diagram 108 B223910 in BR grey (Dap) £38.25



7F-051-045 5-plank open wagon M318250 in BR grey (Dap) NEW £38
7F-080-019 8-plank open wagon 'Lay Main Collieries' (Dap) NEW £38
7F-100-006 SR Pill Box brake van 55536 in Southern Railway brown and red small letters (Dap) NEW £68.51
7F-100-005 SR Pill Box brake van 55585 in Southern Railway brown and red large letters (Dap) NEW £68.51
7F-100-101 SR Pill Box brake van 55635 in Southern Railway brown and red small letters (Dap) NEW £68.51



7F-100-008 SR Pill Box brake van 55661 in BR bauxite (Dap) NEW £68.51
7F-100-007 SR Pill Box brake van 556260 in BR grey (Dap) NEW £68.51
7F-100-102 SR Pill Box brake van 556352 in BR grey (Dap) NEW £68.51
7F-100-101 SR Pill Box brake van 556371 in Southern Railway brown and red small letters (Dap) NEW £68.51



H7-WV-705 Warwell wagon 50t diamond frame bogies M360333 in BR grey (Hat) £85
H7-WV-701 Warwell wagon 50t diamond frame bogies MS.1 War Department (GWR) (Hat) £85
H7-WV-702 Warwell wagon 50t diamond frame bogies WV.55 War Department (LMS) (Hat) £85

Analogue controllers

100MO Single track controller for O gauge - 2.5a (Gau) NEW £80

Track - Code 124 Bullhead Streamline



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



SL-E790BH Double slip (8 degree angle) Electrofrog (Pec) £85



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £43



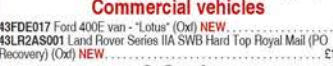
SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £43

ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"), 16 make a circle (Pec) £8
ST-U750 Setrack second radius Unifrog right hand point (Pec) £8



43JAG5001 Jaguar MkV DHC Open Opalescent Silver (Ox) NEW £21
43R25001 Rolls Royce 2530 - Thrupp & Maberly Burgundy (Ox) £21

43FDE017 Ford 400E van - 'Lotus' (Ox) NEW £12
43LR2A5001 Land Rover Series IIA SWB Hard Top Royal Mail (PO Recovery) (Ox) NEW £14.50



G Scale Steam locos



91403 James the Red Engine (with moving eyes) (Thomas the Tank Engine) (Bac) £210
91421 Thomas the Tank Engine DCC Sound (Bac) £226.10

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £34



Q Double/Twin track power controller (Gau) £80
Q Quadrelle 4 circuit power controller (Gau) £149

Analogue power supplies

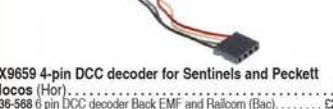
M1 Transformer Output 2 x 10v AC 1A (Gau) £39

Analogue point control

PL-15 Twin Microswitch (Pec) £7.50

Digital decoders

Imperium1 'Imperium' 21 Pin MTC 6-function DCC decoder (Dap) £19.51
36-554 21-pin 4-function 2-sided 1A decoder back EMF for slow running (Bac) £14.50
DCC-21PIN-Direct 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £16
DCC-21PIN-Direct Box of 5 (Hat) £18
DCC-21PIN-Direct Box of 10 (Hat) £19
36-557 21-pin 4-function 1A decoder back EMF (Bac) £14.66
36-557 Pack of 5 (Bac) (RRP £109.75) BARGAIN £90



X9659 4-pin DCC decoder for Sentinels and Peckett locos (Hor) £12
36-568 8-pin DCC decoder Back EMF and Railcom (Bac) £24.61
DCC-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17



DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £23
BPDC22 6 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23x1 x 27x1 x 10x1mm) x 5 (Gau) £79



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £120
DCR-8PIN-Harness Single (Hat) £15
DCR-8PIN-Harness Box of 5 (Hat) £88
36-553 8-pin 4-function 0.75A decoder back EMF (Bac) £15.50
R8249 Box of 6 (Hor) £92
DP45AP 8-pin 4-function decoder back EMF & Stay Alive (1A motor drive & 150mA function) (DCC) (RRP £23.95) BARGAIN £17
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £10
DCR-8PIN-Direct Box of 5 (Hat) £77
DCR-8PIN-Direct Box of 10 (Hat) £136
R8118 TTS DCC Sound Decoder 8 pin plug - Class 20 diesel (Hor) £36
R8101 TTS DCC Sound Decoder 8 pin plug - Class 31 diesel (Hor) £36
R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel (Hor) £36
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
R8109 TTS DCC Sound Decoder 8 pin plug - Class 6000 King steam loco (Hor) £36
R8105 TTS DCC Sound Decoder 8 pin plug - Class 67 diesel (Hor) £36
R8113 TTS DCC Sound Decoder 8 pin plug - Class 9F 2-10-0 steam loco (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
DCC-2218-5 ZEN 218 21-pin 4-function 1.1A Decoder Stay Alive (22x16x4mm) (5 Pack) (DCC) £85
DCC-22M1 ZEN Mini 8-pin 4-function 1.1A Decoder (18x10x5mm) (DCC) NEW £16.50
DCC-2N8D-5 ZEN Nano 8-pin Direct 4-function 1.1A Decoder Stay Alive (15x7x3mm) (5 Pack) (DCC) £85

Digital control accessory decoders

DCC-ADS28X 2 output Accessory Decoder for all Solenoids and other point motors needing momentary power (DCC) £21.50
DCC-ADS-8S 8-way accessory decoder for solenoid motors and individual CSMs (DCC) £68
DCC-ADS8FX COBALIT 8 output Accessory Decoder for all Solenoids and other point motors needing momentary power (DCC) £50
DCC-AD8FX COBALIT 8 output Accessory Decoder for Cobalt or other motor-drive point motors (DCC) £50

Digital controllers



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



ESU DCC Command Station DCC V2.1 controller full colour LCD touch screen & dual controllers - 6A output (ESU) £900
DCC05 Prodigy Advance WiFi Receiver - allows Smartphone or Tablet control of Prodigy DCC system (Gau) NEW £84
DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £138

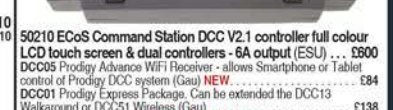


Point motors

DCC-DB12P Cobalt ip slow-action digital point motor - pack of 12 (DCC) £169
DCC-DB1DIP Cobalt ip slow-action digital point motor * 1 (DCC) £19.50



DCC-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC) £200
DCC-CB8DIP Cobalt ip slow-action digital point motor - pack of 8 (DCC) £105
DCC-CB120MG Cobalt Omega slow-action analogue point motor x 12 (DCC) £165
DCC-CB8S-6 Cobalt SS surface mounted point motors controller - pack of 6 (DCC) £124
PL-10WE High performance turnout point motor extended pin (Pec) £7
PL-10 Point Motor (Switch Machine) (Pec) £6
PL-10 Bag of 6 (Pec) £34
PL-10E Point Motor Extended Pin (use PL-9) (Pec) £6
PL-10E Bag of 6 (Pec) £34
PM-2 Sosp point motor (Gau) £4
PM-1 Sosp point motor accessory (Gau) £4.50



Point motors

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LAYOUT FOCUS

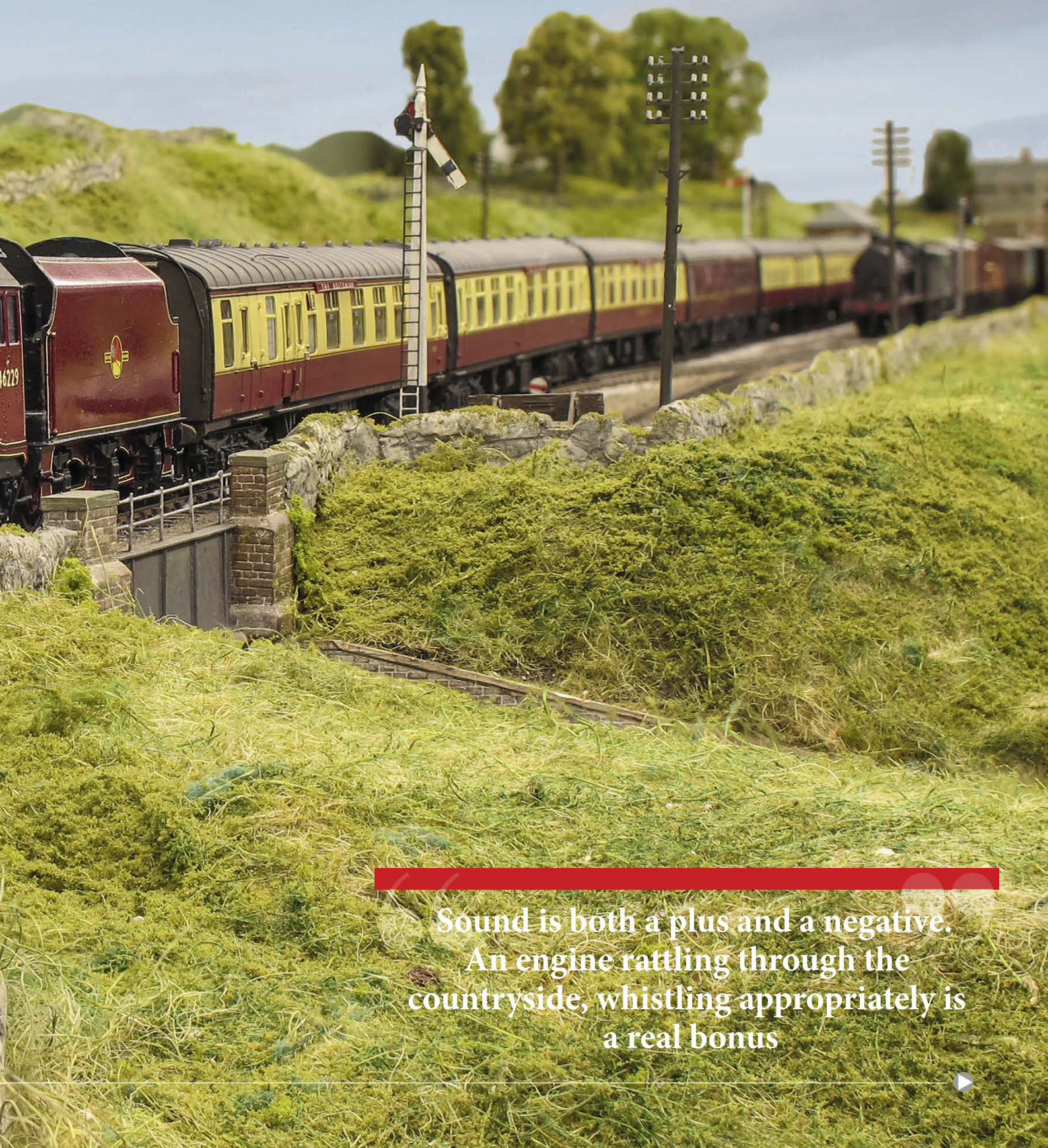
INGLEBOROUGH JUNCTION

After departing Burden Park station, we head into the Pennines and on to the terminus in the heart of the Yorkshire Dales. Gordon Hall picks the story back up...



Factfile

Layout name: Ingleborough Junction
Scale/gauge: 4mm:1ft/OO gauge
Size: 37ft 3in x 10ft
Era/region: Yorkshire Dales, late 50s / early 60s
Layout type: Large terminus to fiddle yard
Power/control: DCC
Words: Gordon Hall
Photography: Andy York



Sound is both a plus and a negative.
An engine rattling through the
countryside, whistling appropriately is
a real bonus



City of Manchester bursts out onto the 'Gillshead' viaduct.
(Note, no Teddy Bears were harmed when creating the moorland greenery!)



In the previous article I alluded to what I wanted, operationally-speaking; to operate a railway as complex as is sensible, but also to allow for the pleasure of watching the trains go by. A four platform terminal station complete with goods yard, carriage sidings, turntable, four tracked Engine shed and Coaling stage at Burnden Park, and we were well on our way.

The Station pilot puts trains together as the engines are marshalled in the shed area. I must say that the sight of a rake of carriages being piloted out of the platform, with main line engines bound for the shed, is one of the undoubted pleasures of DCC.

Of all the various dioramas constructed, the shed area was to be the most critical. For it to work at its maximum it requires one dedicated operator. Engines enter the shed, go to the ash pit, are re-coaled and turned on the turntable, and then either go on shed or are held ready for a return to the station, dependent on the demands of the timetable. In addition, the shed area has various head-shunts and sufficient track to hold all of the engines that appear at Burnden Park during the 'working day'.

Attention moved to the countryside and a request to Geoff Taylor for a country station of Pennine pedigree, and thus 'Ingleborough Junction' was born. It is a junction capable of holding five coach 'stoppers' in its platforms, with a branch to serve Gillshead, a small loco shed and suitable goods yard for assembling a reasonable length goods or coal train. The area is characterised by the absence of clutter – these stations were often 'out of town or village' and so is Ingleborough. Equally, a long run in to the junction to allow watching trains go by. A little like the old Alfred Hitchcock films, the director (me) can be spotted outside the station building in earnest conversation with Tony, trying his best to disguise himself as an out of work fireman. Meanwhile, Geoff is surveying his handiwork from the steps in Gillshead village. The branch at Gillshead has much operating potential, platform and layby with a goods area capable of marshalling a small goods train. By pure fluke of lighting we have managed to create a grey area where, if you listen carefully, you can hear the rain splattering on rooftops.

For the layout to work at its full potential it needs six operators. One each for the Up and Down main line, one for the shed and goods yard, one for Ingleborough Junction and Gillshead and one for the fiddle yard. We have not got to full operating strength yet; five are now doing well and the search is on

The need for a station of 'Pennine pedigree' was apparent and was beautifully created by the talented Geoff Taylor - 'Ingleborough Junction' was born.



'Jubilee' class leaves 'Ingleborough Junction'. Ballast is never uniform, certainly not in colour.



By pure fluke of lighting we have managed to create a grey Gillshead. If you listen carefully you can hear the rain splattering on the rooftops.



LAYOUT FOCUS

for the sixth. Equally paramount was to be able to work the layout single-handedly.

Timetabling

As we near the end of construction my thoughts have turned to timetabling the layout. I had not realised how complex an issue this would be. I have recently completed 12 drafts without even attempting to begin the scheduling for six operators. Time alone will tell if I get it right with everything going to where it should and being back at the right place at the end.

Conclusions

A lesson learned early on, is that a model railway is a series of compromises.

Take distance, for instance. Prototype platforms allowing for 10/12 coach expresses would need to be over 12 feet long. The Engine shed would rarely be found within a mile of the station complex, which is around 18 feet on the layout. You compromise.

Peace and quiet at 'Gillshead' disturbed by the DMU morning arrival, up from Ingleborough Junction.



Did 'Streaks' cross this Pennine Hills? This one does, with A4 4-6-2 60010 *Dominion of Canada* pulling an afternoon Pullman.



KEY DETAILS

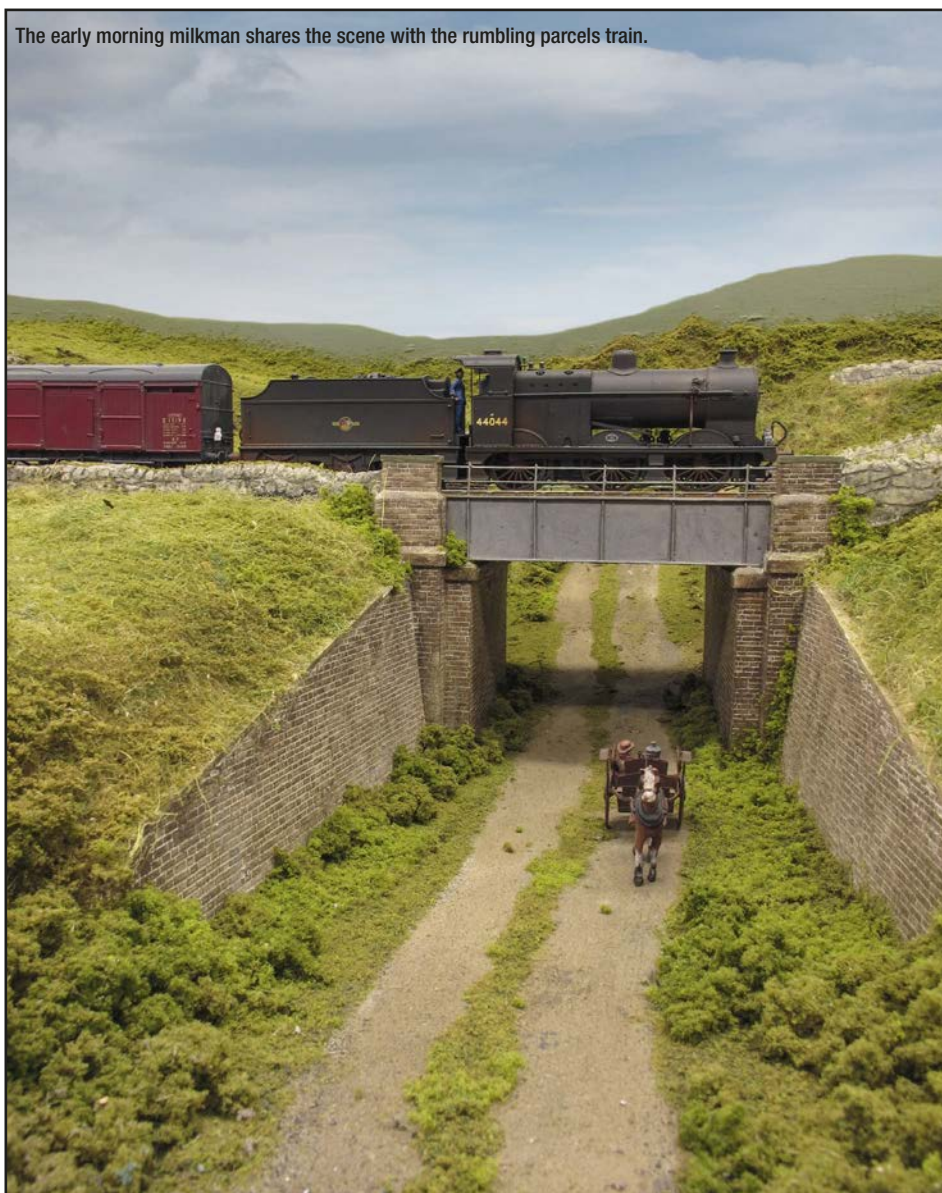
Lessons learned

Modelling a railway begins with the simplest of processes. You take a lump of wood, add two strips of plastic with two metal rods attached. To this you 'glue' two pieces of wire, attach them to the National Grid and you are well on your way. On top of the parallel rods you add a minimum of two parallel sets of wheels along with a device that will propel them along said metal rods. Reads simple, and, if go back to my distant childhood this was where it all began, with a Marklin O gauge blue engine with four wheels happily chasing itself on two metal rods round and round on the front room carpet. Result - Bliss. The evolution of something as basic as a model railway can illustrate the beauty of our wonderful island, in an era of our choosing and with unbelievable detail. It shouts loudly the magic and wonder of our hobby.

Gordon and Tony debate whether to catch the bus or wait for the next train
- the wonders of 3D technology.



The early morning milkman shares the scene with the rumbling parcels train.



Station platforms are only crowded when a train pulls into the platform and passengers disembark. Carriages can only be seen to be full when standing in the platform. They would certainly look odd when sitting in carriage sidings as they do for most of their time. Equally, can you really see inside the carriage as it rattles by, probably six feet away from the viewer? Engines are crewed, of course, but I would love a simple system of de-crewing them whilst idling in the shed.

Workmen should always have a reason to be where they are. On Burnden Park most do, and they are a very convenient way of reminding operators where the uncoupling ramps are located. The same applies to birdlime on station canopies!

Sound is both a plus and a negative. An engine rattling through the countryside, whistling appropriately is a real bonus, but three chuffing in the station with the pilot hissing away in the shed area would be a major distraction – never mind what it would do to conversation. The concept of watching and listening to the 'Duchess of Hamilton' glide into platform 3, coming to a stop and then carriage doors opening allowing passengers to disembark is probably not far away, but then I really would have to people all those carriages!

What have I learned from this experience? The answer is – a lot. We are talking here of a boy whose attempts at woodwork resulted in him being temporarily banned after nailing his battleship to the woodwork bench! Watching the likes of Geoff and Tony, creating a building is a pleasure in itself.

LAYOUT FOCUS

A break in activities at Ingleborough Goods Yard and a moment to reflect as to whether we have got all the coal wagons in the right place at the right time!



Of course techniques can be taught, artistic ability also, to a limited extent. I cannot and will never be able to create a building as complex as Burnden Park shed, but, thanks to their tutelage, I can manage a Wills building converted into a small Methodist chapel.

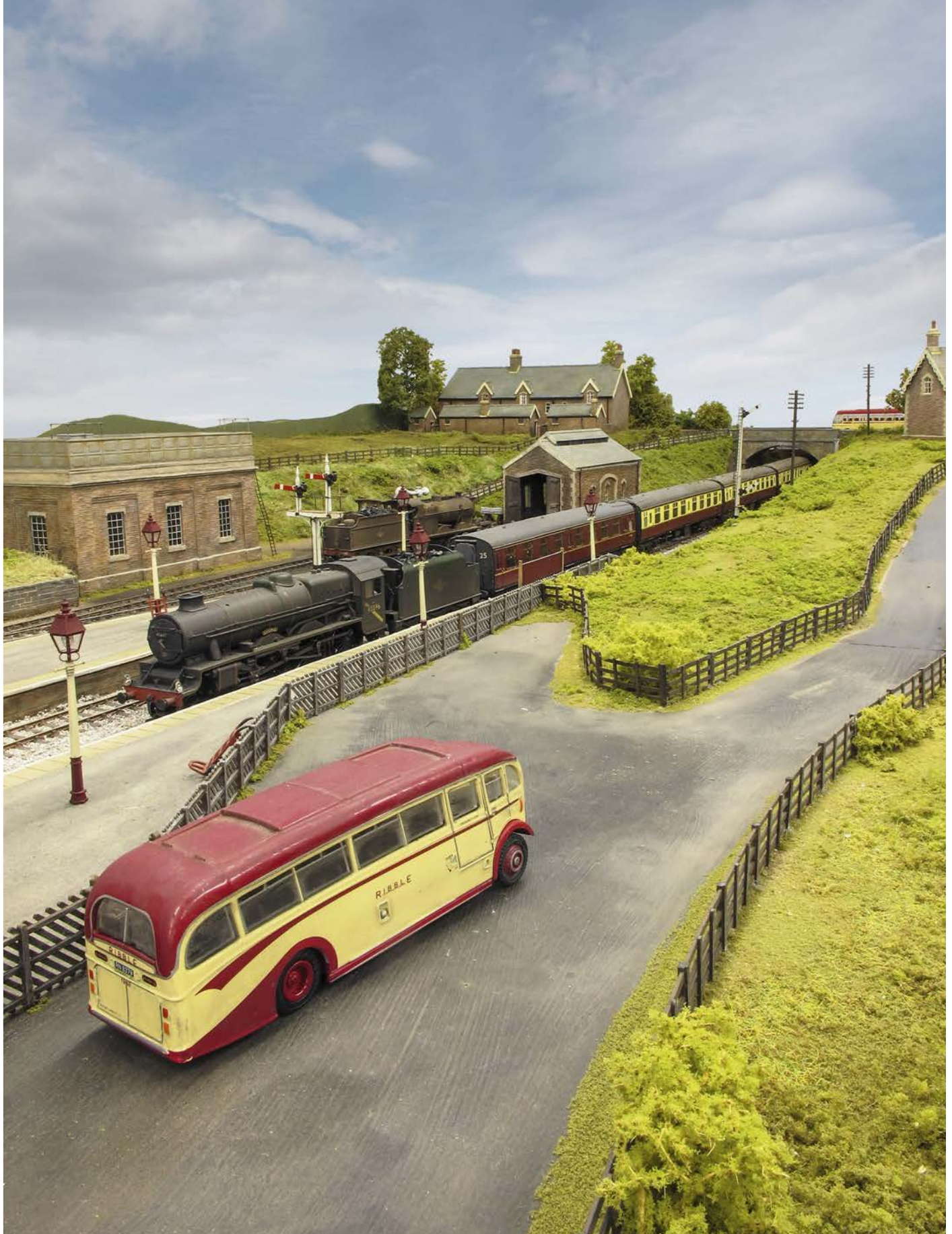
Patience, they say is a virtue, and is one I am not been known for, but in building a model railway, you really need it. The 500 feet or so of ballasting along with probably 50 feet of stone walls is testament to me having learned not only to be patient, but, if it does go wrong, it can be easily fixed a second time around. Using a paint brush no longer brings on the shivers. No, I haven't yet ventured into weathering Duchess of Hamilton. Most of the rakes of coaches have my autograph, although Tony is not convinced by my overly dirty carriage roofs!

In my previous article I quoted from the Daily Telegraph. As I now look back, I marvel at the illusion we have created. Railways ran all over and through our wonderful British landscape, but Burnden Park in many ways defies that logic, with its buildings of different heights creating the illusion of depth as it runs under bridges, then suddenly, it is high in the hills as it

An on time Patriot arrives with a local from Burnden Park. Notice the opposite platform - No Train - No Passengers.



Local Transport working together - so when did that fundamental concept disappear?



LAYOUT FOCUS

crosses the viaduct between tunnels. Out into the Pennines and the long embankment, again creating the illusion of height, before dropping into Ingleborough Junction. Throughout the whole of that journey the whole railway has neither fallen nor risen by 1/10th of an inch. The only rise on the whole layout is the journey from Ingleborough to Gillshead, all hidden from view before emerging into Gillshead.

They say a model railway is never finished. Maybe that's true for some people, but it is not a statement I would agree with. Burnden Park is built, the landscape is finished, the timetable works, but there is one more step towards total completion – that wonderful night when five of you are operating the layout, when every train leaves on schedule and passes through the points it should do, no wagon deviates from its route and not a single engine stalls or stutters on its trip from Burnden Park to Ingleborough Junction – only then is the model truly finished.

This is my first and last layout. Enormous pleasure has been gained over the last six or so years. Many new friends have been made, Geoff and Tony have been unbelievable in the work, energy and enthusiasm in helping to make Burnden Park a reality. A special mention of the two, who will sadly never see the completed Burnden Park – John B, I am sure is looking down from above, delighting in the level of complexity and beauty he helped to attain, and of course, Gill. If it had not been for that Christmas present, Burnden Park would never have been born.

Last and certainly not least, Laurie. The good lady rarely gets a mention, but this is my chance to put that right by acknowledging her. She listens to all my mumblings, often in a language quite foreign (bullhead rail – reverse loops – live frogs etc.) and smiles knowingly, as a perfect hostess should. So a big thank you for that.

Finally, will the layout leave home? No, at least not in my lifetime. ■

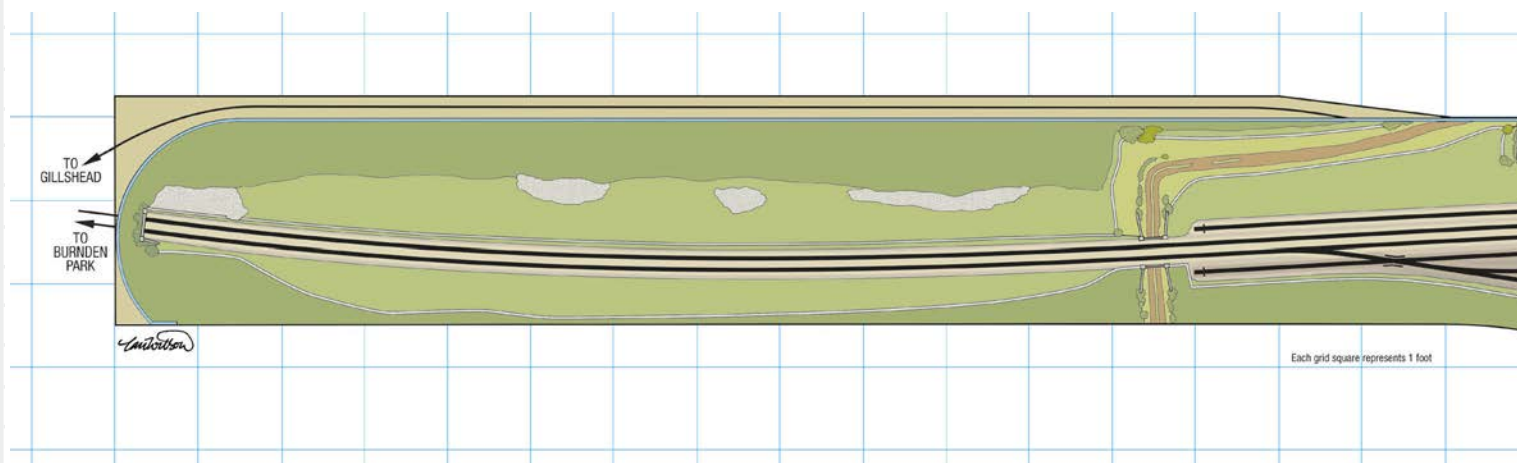
To the right, the 'Gillshead' portion of the layout, which abuts 'Ingleborough Junction', which is seen as viewed from within the layout, below. Substantial models in their own right, each is a piece of Gordon Hall's large home layout, which also features 'Burnden Park' (BRM May 2018). The entire layout measures 37'3" x 10'.

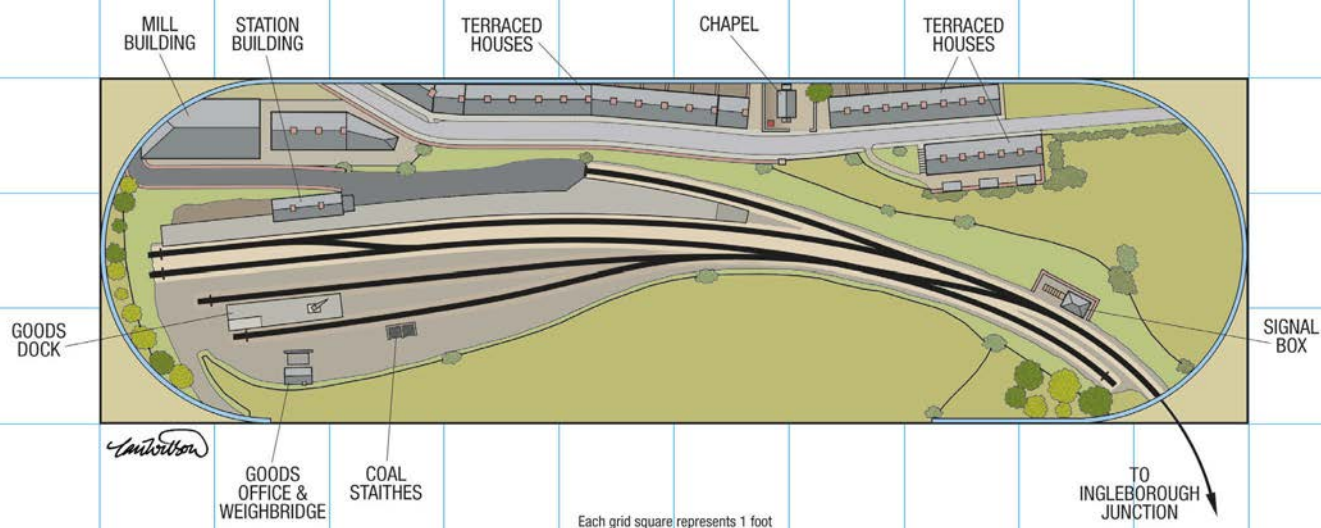
The day is almost over as two locals pass on Gillshead Viaduct. The background painted by JB - sadly unsigned.



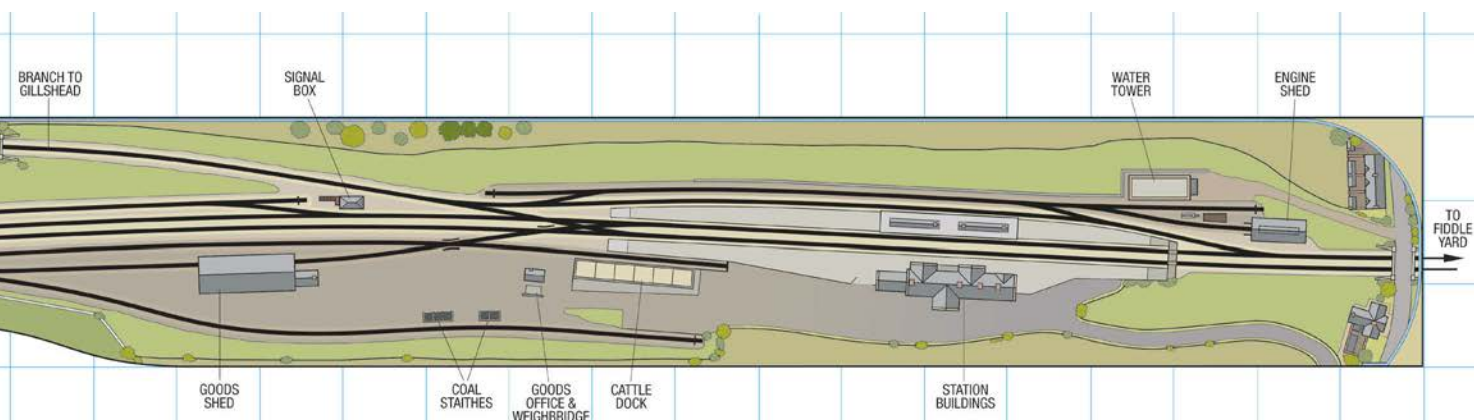
Trackplan

INGLEBOROUGH JUNCTION





The loneliness and quiet of the Pennine scenery interrupted the late afternoon Pullman. Yard after yard of hand carved stone walls - the memory lives on.



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BUILDING A CLASS 02 SHUNTER

3D printed kits are touted as the future of railway modelling, but is this true? Phil Parker builds one of the latest, from ALD Models.

ALD Models are a new name to me, until Howard handed me one of their kits. Alistair Lofthouse's background is in product and automotive design, and it shows. Rather than produce a locomotive kit the way it always has been, he's started with a blank sheet of paper and done things a little differently.

This becomes obvious when you open the box. Inside are lots of bags containing the parts. All are labelled to indicate the contents. The major body parts have been produced using an additive printing process in Polylactic acid plastic, normally called PLA, with smaller parts made using a different print process in resin.

Being handed a complete kit package, I also find motor, wheels and gears. Modern kits tend toward thin etched frames, but these need separate bearings fitted. Here, the thick metal provides weight and

bearing surfaces. Also included is laser-cut Perspex glazing, a sheet of etched details, steel weights, transfers for the wasp stripes and electrification warning flashes, plus instructions and prototype information.

All this innovation has another benefit – the 02 is available in OO, O and Gauge 1, with a version in 5 inch gauge powered by a car battery. There are some differences in the materials used for the different scales, but this sort of design allows ALD Models to cover several markets with a limited budget. I can see the G1 version being the perfect starter for micro layouts in the larger scales.

The big question with any 3D printed model is how well the surfaces are rendered. Additive printing involves layers of plastic being built up on top of each other. Normally, this results in surfaces that should be flat appearing as a series of lines and curves being made up of very fine steps.

Here, the main parts aren't as smooth as an injection moulded plastic part. They aren't bad, though, and the finished model will look fine on a layout from normal viewing distances. The resin parts are extremely well done, with no obvious steps in any of the curved areas, and are easily as good as those produced by a pattern maker in whitemetal.

What the design of this model provides is a kit that goes together in the hands of the average modeller. There is some soldering involved, but not much and nothing that will show. Most of the work involves glue, paint and patience.

So, is 3D print the future? For some jobs, yes. This model is about much more than just the manufacturing process, though. It's the complete package and, if this is how locomotive kits are increasingly going to be, the future is bright. ■



It's not hard to work out what all the parts are at a glance. The smaller 3D printed parts still have their support structure. Larger ones are ready to use. Mostly grey, the nose and cab back (not shown) are in yellow material. Laser-cut brass parts for the chassis are seen at the front. There are also several bags of screws, glazing and other fittings.

One of the most difficult jobs is assembling the chassis. Once the spacers that fit between the frames have been filed slightly, everything has to be soldered together. A gas torch is recommended. I clamp the four parts together, using old lolly sticks to insulate the clamp from heat. Some flux on the joins followed by heat and solder sees the job complete. I suspect superglue and epoxy could be used instead for the solder-phobic.

Shopping List

ALD Models
www.aldmodels.co.uk
 Class 02 diesel:
 OO gauge – Basic kit, £75
 OO gauge – Full kit, £150

Romford wheels
www.markits.com

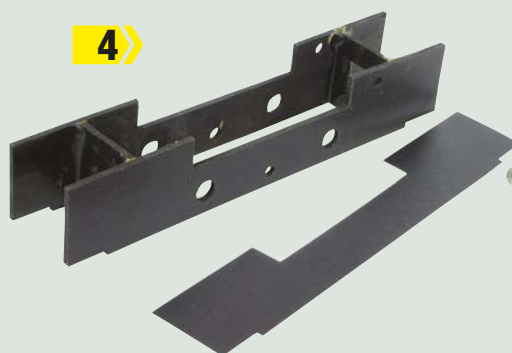
Modelmaster transfers
www.modelmaster.uk

Fox Transfers
www.fox-transfers.co.uk

Solvents
www.eileensemporium.com



Rather than paint the chassis, I dip it in some metal-black solution. This dyes the metal with a nice smokey black colour that won't chip, something paint can if not applied to an etch primer.



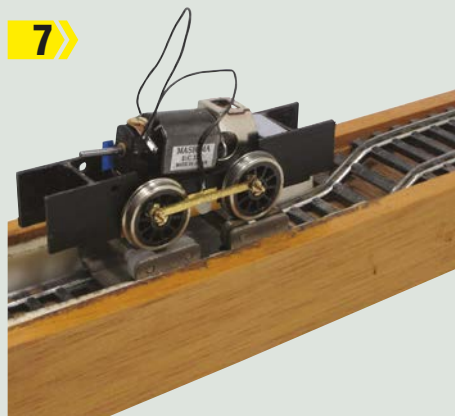
To insulate the pickups from the metal chassis, a pre-cut sticker covers each side. The cutting even includes the holes for wheels and pickup bolts.



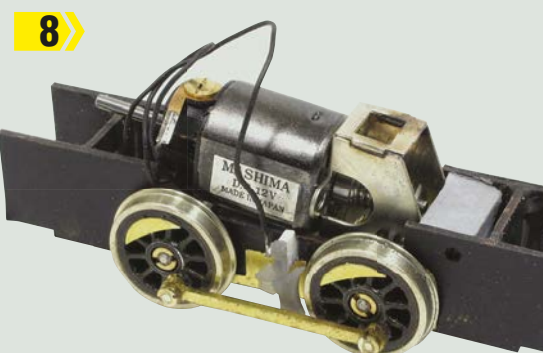
My package included a motor and gearbox. The latter has to be folded up and bearings fitted, but then holds the gears in perfect mesh. The axle is fitted to hold the gear in place for the moment and allow some test running.



I chose Romford wheels for the model, which push on the axle and are retained with the round nut. You need the special screwdriver to fit this, and the crank pins which also screw in place. Make sure you identify the insulated and non-insulated wheels and keep them on the same sides of the chassis. A line of material can be seen between the spoked centre and tyre for the insulated versions.



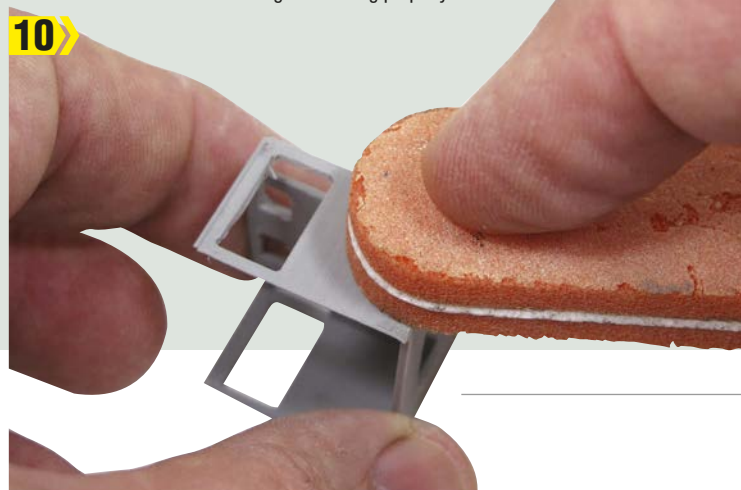
With everything screwed together, the pickups are attached to the chassis sides and the model takes a spin on my rolling road. I've built a lot of chassis and this is the first I haven't had to tweak to get it running properly.



Brake shoes are the first 3D printed part to be fitted and it's not obvious how they are attached. A small piece of 1mm thick plastic sheet and some superglue did the job. I only fitted the rear set as the space is very limited at the front.



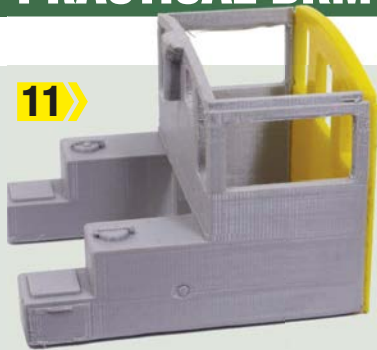
If there was one area of this model to concern me, it was the surface finish of the main 3D printed parts. In this close-up, you can clearly see the lines left by the additive printing process.



I sand all the obvious flat surfaces with an abrasive stick. This needs to be a very fine to avoid removing any detail, but the material is quite hard so will take a bit of abuse.

PRACTICAL BRM

11»



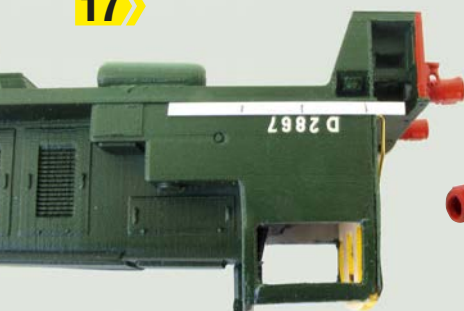
The yellow cab back is printed in a different material and I found it to be a tiny amount too wide. It's a very hard material, but I managed to file a little away for a better fit. Dry-runs like this are essential to spot any potential problems.

14»



Handrails are made from fine brass wire fitted into holes drilled in the bonnet. Dimples are supplied to guide the modeller. Two sets of buffers are included, brass ones, which can be sprung, or 3D printed versions with more detail.

17»

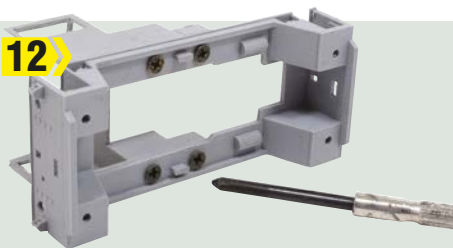


The only transfers not supplied in the kit are those for crests and numbers. I used Fox numbers and made a guide from some Microstrip to keep them level. Working with the model upside down seems to help too, as anything out of line seems to show up better.

20»



12»



The body screws to the footplate, so it can be attached after painting. For an all-green loco, this isn't required, so the four screws are tightened up. I did find I needed to open up the holes in the footplate a fraction to ensure the side of the cab were parallel to the edge of the footplate.

15»



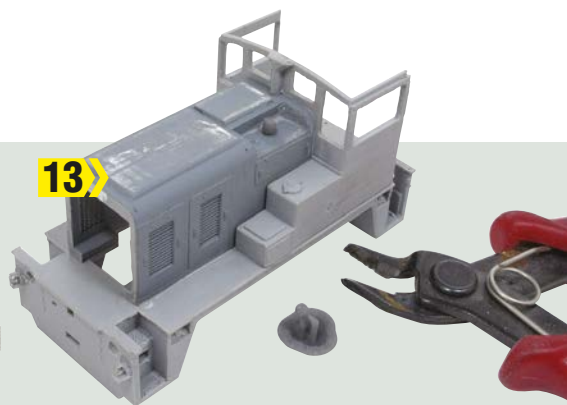
The yellow parts might be printed in the right colour, but anything other than paint looks wrong to me. After spraying with Precision Paints signal yellow, I fit the wasp-stripe transfers. This is the easiest way to produce these markings and they are still a pig of a job. Lashings of Micro-Mark softening solution is used to bend them around the nose and into the door.

18»



The BR crests are waterslide Modelmaster transfers, but the less than smooth cab sides mean lots of 'silvering' – air trapped under the transfer. The veranda handrails are a single part.

13»



Cutting the small parts away from their support structures is achieved with some small snips. The plastic is quite brittle and I find that a single cut usually breaks all the other supports away. A little trim with a knife and abrasive is all that is required afterwards. Plastic cement seems to stick everything together nicely, although slightly more slowly than with styrene.

16»



The control desk is a single part with an etched brake hand wheel. The controls are a self-adhesive sticker using a shrunk down photo of the real things.

19»



An etched hook fits into the buffer beam, but the holes are very large. Thick superglue sorted this out, and I fitted the vacuum pipes and steel buffer heads at the same time.

21»



The laser-cut glazing is very tight in the window openings. The instructions warn that even a coat of paint may make these smaller. I sanded down the side windows to fit, but chickened out of the front and rear glazing, opting for Microscale 'Kristal Klear'. It won't look quite as good as plastic, but is a lot easier to fit.

Steel weights are included to fit both in the body and chassis to improve adhesion. I feel there is more space available in the bonnet for some lead sheet if required too. The finished model weighs in at 77g.



Prototype history

The ex-L&Y 'Pug' locomotives were synonymous with the Liverpool dock network, since they were built in 1891. When it came to replacing them, the specification had to be very strict, you can't swap a short wheelbase 0-4-0 designed for tight radius curves in a confined area with a standard 0-6-0 shunter.

The Yorkshire engine company designed an attractive machine with the unusual feature of a rear veranda to provide cab access. The design was perfect for use in confined areas, such as factories and docks. To show how short the locomotive was, the official

photograph is posed on a wagon turntable.

Locos D2850 to D2852 were allocated to Bank Hall, Liverpool. The next engine headed to Manchester but deliveries reverted to Liverpool after this.

When built, hydraulic transmission was favoured for shunters, but even when this changed, the class soldiered on until 1969. The first withdrawals were due to loss of traffic rather than unreliability. Four locos survived until 1973 and were awarded TOPS numbers, although only 001/003 and 004 actually received them.

Disposal by BR saw many of the class find a

new life in industry. Thanks to this, six members made it into preservation. D2860 became a special case, being placed in store during 1970 with the intention that it would become part of the national collection. After various moves, it arrived at Thomas Hill for restoration before heading to its new role at the National Railway Museum.

In addition to the Class 02 machines, the Yorkshire Engine Company built around 50 similar locomotives for industry. These have a veranda at the front as well as the rear. Some have moved into preservation and received BR liveries they never actually carried during their working career.



Expert Advice

Parts 3D printed in resin are hard, but brittle. Grip a buffer housing too tightly with some pliers and it can shatter, resulting in a phone call to the manufacturer for a replacement.

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HALWILL

I hope readers will like my layout 'Halwill'. Halwill village is set a few miles from the Halwill Junction to Launceston railway line and ultimately to Padstow. Built by the London and South Western Railway company, beginning in 1905, it would strengthen the company's plans to further connect into the area of mid-Devon. The population had a steady increase, necessitating a railway line into Halwill.

According to the 1920 census, the population was increasing. Plans were made in 1925 to extend the line beyond the terminus at Halwill. A wooden level crossing was designed and placed across the end of the platform, to allow road vehicles to gain access to the trains.

But the plans were thwarted, by the lack of funding to buy the land necessary to extend. It was here that the line was severed, and buffer stops were constructed. Unfortunately, that ended the plans to extend further into the villages of mid Devon. However, throughout this time the goods yard was used for cattle, coal delivery and miscellaneous items passed through the stone-built goods shed. A steady flow of goods and passengers continued in the following years.

The decline in passengers who used the frequent service to Halwill Junction, couldn't support the financial costs of running the branch line. The increase in road transport and of holidays by car, assisted the unforeseen closure of this sought after single railway line.

The single branch railway line remained in place throughout time, until the demise of the Halwill Junction to Launceston line and on to Padstow, eventually closing in October 1966.

John Stubbington



THE REASON FOR RAILROAD



I returned to railway modelling around five years ago after a 50-year break. When I left, Hornby/Tri-ang, Airfix and Peco had established ranges but there was little else available to a small boy with no access to an engineering workshop. On my return I started buying **BRM** and my first visit to the London Festival of Railway Modelling showed me much had moved on. Since then prices of RTR have doubled with tender locomotives rising from £100 to around £200.

My project is to build a garage size layout of BR north eastern region in the late 1950s as quickly as time will allow. Rakes of coal wagons and tank wagons pulled by Q6 and J26 Class locomotives, interspaced with cross-country expresses and DMUs. The cost is almost prohibitive. On the plus side, my interest is in creating lifelike, not necessarily accurate models. Buying used items on auction websites, at toy fairs and kit bashing with Dapol and Parkside with the many detailing kits has led to many a pleasant and affordable afternoon in the shed.

How about using the Railroad range unnumbered, supporting transfer manufacturers and detailers so we can build up a decent fleet at a reasonable cost?

Paul Hockie

THANK YOU

The committee of 32A MRC wish to thank traders, exhibitors and enthusiasts who attended the exhibition at Bawdeswell, Norfolk on March 17, despite the atrocious weather and parking problems. Next year's show has been rescheduled for 27th April.

The club meets every Tuesday and Friday evening at its clubhouse in Catfield, Norfolk with numerous static and exhibition layouts. If you'd like to visit, call Jon Bird on 07919432752.

FOR SALE



Ebridge Mill, 10ft x 1ft 6in as featured in July 2017 BRM. Set in BR Eastern Region, circa 1965. Stock and four DCC sound locomotives with DCC controller sold with layout. Interested parties to contact Graham Tandy via ollandsend@gmail.com



EXHIBITION RUNNING: YOUR COMMENTS

My wife and I, along with the family in the early years, have been visiting some of the larger shows for many years. I have to say, from a personal point of view, that whilst both the quality of both the rolling stock and the layouts have changed and improved immeasurably over the years, when there's no action, I just move on.

I am finding myself spending more time at trader's stalls, picking up what I need. Don't get me wrong, most of the layouts being displayed are of excellent quality and the skill and craftsmanship is much better than anything I could hope to reproduce. That said, they're there to entertain the public and hopefully inspire the next generation to continue with our wonderful hobby. In my view these prototypical manoeuvres should be saved for the club room. This, I must stress, is my personal view and is no criticism of the work and effort that has gone into producing some wonderful layouts.

Dennis Mawson

Quite a few exhibitors decide to run to timetable which means there are long periods with nothing happening, and even those who operate to sequence often seem to leave long gaps between movements. If the layout is of the continuous loop type, having one or two trains going around the circuit several times would detract from realism too much, but arranging matters so that viewers saw a succession of different types of train passing the station or stopping and continuing every minute or so would be much more interesting. Sure, it's not prototypical, unless it's a model of somewhere like Clapham Junction, but then neither is having an electric motor inside the boiler of a steam locomotive. Think of it as the equivalent of editing a film.

To finish with a word of well-deserved praise, the 'Albion Yard' item in the April magazine was excellent, and the approach being from an artistic angle was very original. The use of black-and-white photography was very effective.

Steve Barrett

I visit a few shows during the year with my wife, the first one she gravitates to is that with the most movement. No movement or limited movements are of limited interest, but it shows 'newbies' like me (65 last year but only recently re-started) that exhibitors make mistakes too.

I went to the Aldridge Motor Transport Museum running day on March 26, very enjoyable with plenty of interesting layouts with lots of movement, but the most interesting of all was called 'Rabbit Warren'. It had lots of movement in a very small area. Looked like lots of OO9 gauge locomotives chasing each other but was in fact just four locomotives over five layers. Thanks for an informative magazine, keep it up.

Philip Ford

Your opinion

We are always interested to receive your letters, hear your comments and see pictures of your layouts - send them to BRM, Warners Group Publications, West Street, Bourne, PE10 9PH.



Send us your Letters



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THINKING INSIDE THE BOX

Phil Parker finds himself presented with a challenge, with models in different scales...

The BRM team loves to throw me a challenge. Casting around for ideas for future Cake Box models, a signal box came up as a potential subject. So far, so sensible. A few weeks later I'm presented with a couple of kits. One for a box, the other for an interior, but in different scales.

I think they hoped to fox me, but I was up to the challenge thanks to Saturday morning television from the 1970s. Space 1999 was one of Gerry Anderson's last science fiction series. Like most of his programmes, there was plenty of merchandising to accompany the show and inspiration for this project came from the MPC Moonbase Alpha plastic kit.

To accommodate the sprawling base and show some interior detail, the model of the moon included a larger scale module for the Main Mission to be fitted into the corner of the base. Now rare, the kit has been re-released, but with the Mission as a separate model.

Cake Box dioramas can be as weird as you like. Just look at some of those under construction on RMweb, for example. You don't have to build one model, so I'm building the Peco N gauge signal box and then, at the front of the board, showing the interior to scale in OO.

Fortunately, both kits are easy to assemble, but when you work in OO, N seems very small indeed. Not to worry, though – I've completed the challenge, although I'm sure the team is already thinking up something even more devilish...! ■

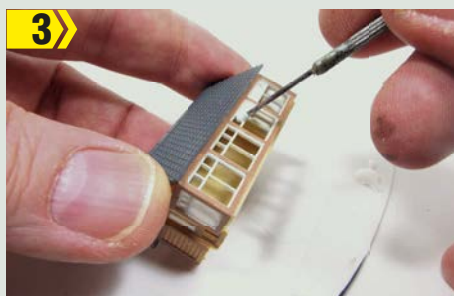
Signal Box
bought from
The Model Centre
www.themodelcentre.com

Smaller or further away? The N gauge cake box is both.

Signal Box
interior bought from
Digitrains
www.digitrains.co.uk



Peco's wood and brick signal box is a simple plastic kit, with pre-coloured parts to "make painting optional". Optional if you don't mind your buildings looking like they are made of plastic, I suppose. Full marks for putting the size of the finished model on the box, though. It's often missed out, but is really useful to a prospective purchaser – 58.5mm by 31mm in this case.



Upstairs, the colours are GWR light and dark stone from the Railmatch range, with Humbrol 141 for the windows. Clear plastic is included for glazing, but this would sit a long way behind the window bars. Using Deluxe Materials 'Glue and Glaze' gives a pretty much flush finish more like the real thing.

N Gauge



To keep painting simple, I'm making the model in two halves. The lower section is assembled using liquid poly glue and painted with Humbrol 121. Once dry, it's dry-brushed with brick colour (Humbrol 70). I'll be covering this useful technique on a future BRM DVD.



Ready for final assembly, I've even installed the levers inside. All the parts go together really well, with no flash to clean off or adjustments to be made to get things to fit.



5

There are as many components in the steps as the rest of the building. In this scale they are fiddly too! Work starts by fitting two treads to one side, then bringing the other side in and tweaking it all up until square. Go and make a cup of tea while the glue hardens. Fitting the treads is a lot easier when the rest of the parts aren't moving around.



6

Ready for the layout, although a little bit of weathering might be a good idea. The sign board is supplied on the instructions to be cut out and fitted with all-purpose glue. For steam-era models, there is a plastic surround. Later periods have plain black letters on white without a surround to represent the prototype's plastic signs.

OO Gauge

1



Metcalfe's signal box interior is from their mini kit range. All the components are laser-cut from a high quality cardboard and only need to be pushed out of their frets. Like the signal box kit, everything is pre-coloured, but I'll still paint it. There are some useful building details on the instruction sheet, so I'll squirrel anything I don't use away for the future.

4



The N gauge box has a brick chimney, so my interior needs one too. A few Daler board off-cuts are covered in Superquick brick paper to do the job. I'm planning to fit the stove in here with the flue poking up the chimney.



2

Furniture assembly is well documented in the instructions and, since everything fits perfectly, it only takes a few minutes. I'm using Roket card glue from Deluxe to fix the tiny joints. It's easier to put a couple of drops on a piece of plastic and pick even tinier ones up with a pin than to use the bottle.



3

Since Peco's frame only has eight levers, I reduced the Metcalfe version in length – a pair of ten lever frames are included. This meant cutting down the instrument shelf too, but the card takes glue well and cuts cleanly with a sharp knife.



5

More Daler board (available from art shops and picture framers) cut to match the scaled up floor size from the kit. Planks are scribed with the back of a knife and then painted with Humbrol track colour. To emphasise all my scribing, a wash of Citadel Agrax Earthshade sits in the lines.



6

Eight levers aren't enough for a box of this size, 20 or more would look a lot better, but at least I've painted and positioned them to match the smaller model. Apart from this, the Metcalfe kits fills the space well and would be ideal for any 4mm scale box.



BRM

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GRAHAM FARISH CLASS 37 ZIMO SOUND FIT

Graham Farish Class 37 Zimo sound fit. A simple N gauge installation.

Start by removing the bodyshell which simply lifts off and removing the cab interiors. Then with a small grinding tool on a mini drill grind away the mountings inside the roof at each end that located them.

The next step is the only challenging part of the whole job. This is reshaping the boxy enclosure on the 8x12mm speaker to match the curve inside of the cab roof. It fits sideways in the cab so be sure to create your curve from one short side of the speaker to the other. Do this before wiring the speaker to the decoder, allowing you to trial fit the speaker into the shell until a good fit is achieved. I do this by warming the plastic box top edges with the shaft of my soldering iron and when they are soft carefully curving them down, if the plastic spreads you can trim it back to shape when its cooled. I then glue around the edge of the speaker to ensure the box and driver don't separate in use, as this will reduce sound quality. Then renew the tape on the chassis where the speaker will sit so it's connectors don't short circuit on the metal frame and damage your decoder.

The MX649N decoder is preloaded with our own Paul Chetter's Class 37/0 Activedrive soundfile and plugs straight in to the socket on the chassis. The decoder's speaker wires don't need cutting as the speaker goes at the other end of the chassis and these can be soldered to the speaker now. Route the wires down either side of the chassis under the circuit board for neatness and use tape strips to hold them in place. Refit the bodyshell and test. Job all done in about half an hour.



EXCLUSIVE

EXCLUSIVE

WATCH THE VIDEO HERE
(You must have a wifi connection to stream video content)

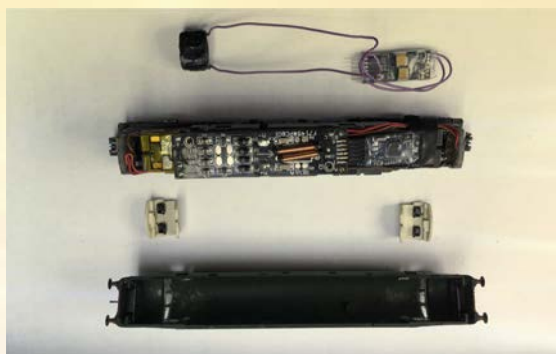


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Cakebox Challenge

There's nothing better than cakeboxes, other than *more* cakeboxes, and this month we've got a trio of belters...

Entry Name: Rokeby

Modeller: Peter Blay

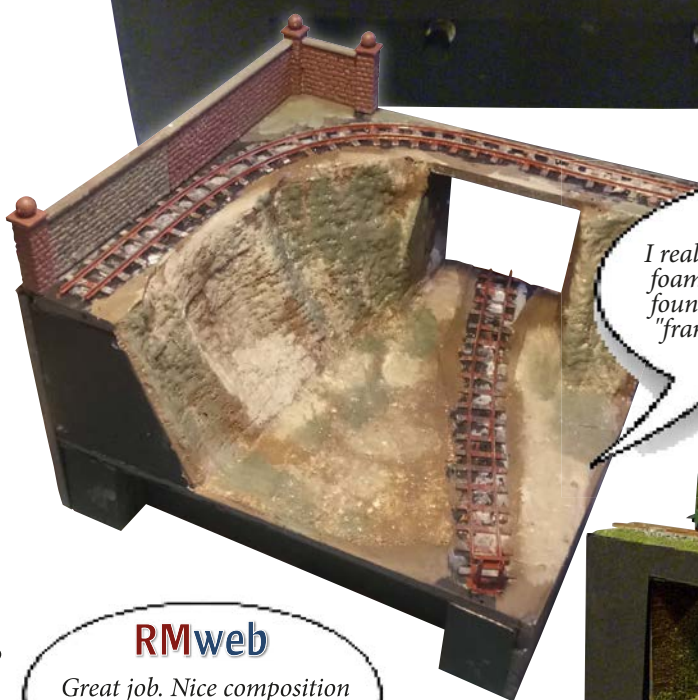
I was encouraged to enter the challenge by my wife, who shares my liking for small layouts. The only constraint she placed on the entry was that it should be made without purchasing additional items.

Construction of the layout started with a basic foamboard frame. I raised the base by an inch to locate some electrics, so that the layout could be powered to add an extra layer of interest (and complication). The track is Peco flexitrack, which was secured to the board with PVA. Due to the tight curve on the upper track it was pinned in place until the glue had set.

Initial checks were made for the 'look' of the finished items – and minor mods were made before construction was too advanced. The scenery was constructed using standard methods – mod-roc and flock. The sand was simulated using a material designed for use to create mortar for dolls houses.

A key feature is the steam shovel. This is a plastic kit of an Erie shovel, made by Highway Miniatures. The buffers are Peco items to which I added lamps with LEDs linked to the power in the respective tracks.

The shed is a modified laser-cut item from Ancorton. The figures are a mixture of Dapol and white metal castings. To add operational interest I have a removable fiddlestick – which is beyond the challenge dimensions – which allows the lower train to shunt off the layout. Power can be provided from my trusty Hornby controller – which can be plugged into a connection point under the layout.

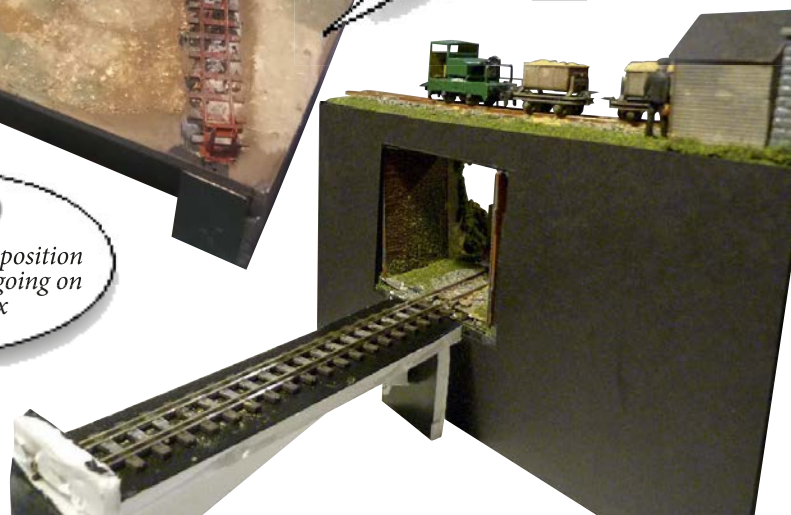


RMweb

I really do like your use of the black foamboard – provides an excellent foundation while at the same time "framing" the scene without being overpowering

RMweb

Great job. Nice composition and a heck of a lot going on for a cakebox



Entry Name: The Coal Yard
Modeller: Bryce Fulton

Coal is part of my family experience. The "Fulton" coal wagon bears my family name but I have no connection with the business. I got the wagon from Robbie Burns of Abergavenny long before Oxford Rail used the same livery.

From Robbie's PO wagons, I noted he had the Kenneth & Sons coal wagon, which I had to have for the following reasons. You may note that they were based in Dregghorn, the one near Kilmarnock, in the Montgomery coalfield. My grandfather Fulton worked as a miner with them his entire life. He, his wife, and five sons – including one who had polio – lived in a company-owned two-roomed flat in property known as Kenneth's Buildings in Dregghorn. When on holiday in the 1940/50s my brother, sister, and I would wait for the pug – an 0-4-0T, probably a Barclay from nearby Kilmarnock – to sound its whistle as it approached the level crossing. We would then run about 150 yards along the main road, jump on the crossing gates to watch the rake of coal wagons pulled by the pug go down to the main line. This was the Busby Branch and ran between Kilmarnock and Irvine.

On the same site in Dregghorn, there were Kenneth's brickworks. We wandered in and out of here where heavy machinery and dust was evident. There was a 'bing' – a heap of coal waste – about 100 ft high, which we would race up and collapse at the top to see the view across Ayrshire, including Ailsa Craig of curling stone fame. This was not done very often. We were regularly chased but never caught. If there had been Health and Safety at that time, holidays would not have been as much fun. That is why my RMweb pseudonym is 'Dregghornpug'.

RMweb

A great back story, it is lovely to see the personal connections to some of the subjects



Get involved!
See more Cakebox
Challenge entries on
RMweb. Visit
[www.brmm.ag/
CakeboxChallenge](http://www.brmm.ag/CakeboxChallenge)

RMweb

*Nice modelling,
looks very realistic!*

Special entry

Our chums in the railway modelling trade are not allowed to enter, let alone win the Cakebox Challenge. That is not to say that they can't build a 'box for their own enjoyment, though, and Dave Mylett of the venerable Hatton's organisation has built a corker. It's titled 'Call the AA', in view of the All-American soldiers depicted within. Sure, it's continental modelling, but nowhere in the rules is that precluded, and when the modelling is this good who cares? Anyway, here's what he had to say about it:

The model is based on a scene from June 7th, 1944. With the Allies arriving in Normandy the day before and still searching for their fellow soldiers, they came across different situations they had to solve and vehicles they had never seen before. In this scene, five members of the US 82nd Airborne and one of the US 101st Airborne have found an unusual German vehicle, a Panhard P204(f) of the German Army. It was used in the previous few years as a command car for the reserve units in the area, patrolling the rails to protect them from the French Resistance. On the night of June 6th, the crew suffered a breakdown and tried a hasty repair, when this was found not to work, they used all of the battery power they could working the radio to try and send reports of the invasion before abandoning it and retreating. The Americans, wary due to warnings of booby traps before they jumped, are carefully approaching before examining what they have found.

The vehicle is actually a French armoured



car converted by the Germans after capture in the Fall of France in 1940. They were not the most reliable once converted and so were used mainly on byways in Russia, but a couple were rumoured to have stayed in France. It is built from an ICM kit (35376) with the track being included with it.

The Americans are a mix of Dragon and MasterBox figures and the static grass and ballast are from Woodland Scenics. It is a 1:35 scale model (my standard scale for military modelling). All items are painted with acrylics as a base with weathering achieved using both acrylic and enamel washes and filters.



FARINGDON

Great layouts can be a lifetime's work, but for Stephen Williams the study entailed and the skills acquired along the way have all been part of the pleasure.

GWR 'Small Prairie' No. 4561 drifts into Faringdon hauling a short freight service from Uffington. A member of the station staff stands ready to hand a traffic notice to the driver whilst a handful of passengers patiently await the next passenger service. The picture captures precisely the atmosphere of the sleepy country station that I was attempting to achieve.

Faringdon has been my personal modelling project for almost forty years. In that time the layout has gone through several iterations; it has been sold but then re-acquired; and later, it was given into the permanent care of my good friend Rex Davidson, who – together with myself and our friends John Sherratt and Colin Brewer – continues to show Faringdon at exhibitions.

Throughout this extended history Faringdon has evolved significantly as a model and it is still being actively developed, as work on a new scenic section that will show some of the townscape adjacent to the station is nearing completion. Although such longevity in a personal project is not unknown, it is unusual for a model to survive for so long and that invites some explanation of such an extended commitment to a single project.

Faringdon is very much a product of a particular approach to modelling and it reflects my desire to create a layout that aimed to be, quite simply, as good as I could make it. A model railway is essentially an attempt to capture an image of the real world in miniature i.e. to produce something that is “realistic”. However, this is not a straightforward matter as we each perceive the world differently and our perception of realism alters with age and experience. As a youngster I was delighted to watch my Tri-ang “Princess” charging round an oval of track on the carpet with its three coaches in tow, and no doubt my imagination allowed me to paint in much of what was actually absent from the scene. As I matured and began to absorb other ways of model making, so my responses developed, eventually reaching a point where my quest for realism could only be satisfied by creating a model world that was visually convincing and where the trains not only replicated the real ones, but ran as well as I could possibly make them. For me, this is what constitutes excellence in a model railway: the faithful replication of a time and a place and with all aspects of the layout executed consistently and to the highest possible standard.

The station at Faringdon was, of course, a real place and the model attempts to capture that place as precisely as my knowledge and skill permit, albeit with some allowance for the constraints of the space that was at

Factfile

Layout name: Faringdon
Scale/gauge: 4mm scale, 18.83mm gauge (P4)
Size: 22ft x 3ft
Era/region: 1950s/BR (WR)
Location: Oxfordshire
Layout type: Branch terminus to fiddle yard
Power/control: 12V DC analogue/Pentroller
Words: Stephen Williams
Photography: Andy York

the more you know, the less that has to be guessed and the more accurate the end product is likely to be



LAYOUT FOCUS



The locomotive off 'The Fly' – the Didcot to Swindon pick-up goods – has come down the line with a clutch of wagons for Faringdon. Having crested the climb of Barrowbush Hill and come under the occupation bridge at Wicklesham Lodge Farm (which still stands), the train is drifting through the shallow cutting that marked the final approach to the station. The locomotive is built from a Malcolm Mitchell kit and is a superb runner. The lineside fencing uses Ratio posts, but is strung with very fine fishing line to provide a scale effect.

my disposal. The discipline of representing a real location imposed a need to scratch-build virtually all the infrastructure of the layout. This, of course, takes time and this was compounded by my intention that Faringdon should be an exhibition layout. Consequently, the layout (which was begun in 1980) took 15 years to complete in its first incarnation. But I do not begrudge the time, simply because the rewards that I derived from crafting everything by hand and seeing the layout gradually materialise, more than compensated for the time that it took.

The actual Faringdon branch was a modest affair. Opened in 1864 and built originally as a broad gauge line, its single track stretched for a mere three and a half miles to a junction at Uffington. A single engine worked the line with a simple shuttle service

KEY DETAILS



Small details matter

This is a close view of part of the main station building. Poster boards are from the Tiny Signs range but with authentic period posters downloaded as thumbnails from the Internet and printed at home. Although the poster boards have

been updated to reflect the nationalised ownership of the railway, the paintwork on the doors and the platform seat still show the faded colours of the old GWR. This was common on branch lines in the early 1950s and Faringdon deliberately shows a mix of colour schemes to reflect this transition.

of mainly passenger and some mixed trains, supplemented by occasional forays down the line by engines off the Didcot to Swindon pick-up goods with short freight trains. In the 1950s period in which the layout is set, the branch train normally comprised Collett Pannier tank No. 4651 and a single coach – a rather unusual double-ended slip of Churchward's "Concertina" design, with the slipping gear removed for general service use. This has been faithfully modelled and is seen regularly on the layout. As this single train would offer pretty poor fare for viewers at exhibitions, we do run other trains that were typical of branch services, but were not seen on the real line. In keeping with the ethos of the project, each of these imagined trains still has a credible purpose as longer distance services to the junctions at Swindon and Didcot. Passenger trains at the real Faringdon ceased at the end of 1951, although freight continued to be worked until 1963.

When we attempt to model a real location, this type of background detail is of more than passing interest, as research into the prototype is essential to the accurate portrayal of a real station and its train services. If you know what a railway setting looked like in your chosen period of interest, and you know how it was worked and by what types of engines and stock, then you are well on the way to achieving a true and realistic representation.

Research can sound very dull, conjuring images of dusty archives and libraries. But these days there is so much information that is readily available in published line histories. Consequently, the task of researching a station for a model can be a rewarding experience and not merely a means to an end. I have certainly found this to be so and one of the things that has sustained my interest in the project is the on-going search for information about the line, especially prototype photographs that I have always found to be an indispensable aid to my modelling.

But why model to such an exacting standard? In my case the answer is simple – the inspiration came from my involvement at Pendon Museum, which is where I was fortunate to come under the influence of two of the greatest modellers of the 20th century – Royce England and Guy Williams. The standard of modelling at Pendon made me realise what was possible when given the right encouragement and effective guidance. Faringdon is my "private Pendon" – a direct attempt to replicate the standards of the

The main station building is all that survives of the real Faringdon Station and has been much modified for its current use as a children's' nursery. But one of the great delights of modelling is that we can turn back the clock to produce a picture of a vanished world. As with all the buildings on the layout, this has been scratch built from card and paper and painted with artist's watercolours.



A view from the end of one of the sidings, looking through the goods shed. The shed is fully detailed internally to include a crane and a loading platform arranged with boxes, barrels and sacks. The roof timbers have also been fully modelled and can be seen from ground level vantage points. All areas of the layout have been thoroughly and carefully weathered and the treatment of the stop blocks shows up particularly well in this view.

museum in a smaller project and to show how the museum's style of modelling can be readily transferable to something that many of us can accommodate and achieve.

In adopting this approach there are inevitably some significant challenges. Some are technical but the methods that I used rely on nothing more than careful use of card, paper and watercolour paints for the buildings and card, plaster, carpet felt, horsehair, wire and some proprietary scenic materials for the landscape. These are not difficult materials to master and the real

challenge is how you use them.

In this respect my initiation at Pendon was especially transformative, as I came to appreciate that with the right mental approach to my modelling I could develop skills that I was unaware that I possessed. Even today, when I encounter modellers visiting Pendon who profess that "they could never model to the museum standard" my response is always the same – "but have you tried?" It has been my experience that until you really try, you can never know the limits of your ability.

LAYOUT FOCUS

By looking at the work of Roye England and Guy Williams and listening to them talking about modelling, I learned several important “rules” for modelling. The first I have already mentioned – the value of research and of compiling as much information as possible about the subject of the model – particularly in the form of measurements, drawings and photographs. The more you know, the less that has to be guessed and the more accurate the end product is likely to be.

Secondly, model what you can see. Roye England’s approach was to include everything that could be seen in an original, provided it could be represented to scale and still be recognisable. Guy Williams’s superb model engines reveal exactly the same approach. This requires regular and frequent recourse to the drawings and photographs of the original throughout the construction of the model and the discipline to model what is there rather than what you think is there. Most importantly, don’t model models! Too many myths about railways have been spread by modellers copying the work of other modellers, rather than going back to look closely at the original.

Thirdly, use quality parts and materials wherever possible. The majority of the engines on Faringdon are derived from etched kits or upgraded versions of the best that the ready to run trade can now offer. Most are fitted with Ultrascap wheels and Portescap motors, and the resulting reliability of performance owes much to the quality of the components. The buildings are made from acid-free card and are painted with artist grade watercolour paints. These have contributed to the largely unchanged appearance of the models through time.

Fourthly, experiment with techniques and learn from good practice elsewhere. Roye England spent many years perfecting his approach to modelling buildings in card and in the end he was able to produce some of the finest miniature buildings we have ever seen. His techniques have stood the test of time and since he was never secretive about how his models were made (as was equally true of Guy Williams’s work on engines) so that information is freely available to anyone who takes the trouble to look it up.

Fifthly, if you want a precision finish to your models, pay close attention to matters of scale, colouring and texture and don’t overdo any of these key elements. There is a finesse to much of the modelling on Faringdon that derives directly from the fact that the texture



Some of the incidental detail that is so important to producing a realistic model – such as this small platelayer's hut and the off-duty porter tending his vegetables. In the background 'Pannier' tank No. 4651 goes about its daily duties. The point rodding was laboriously made up from Colin Waite etched parts and is correctly laid out according to prototype practice.



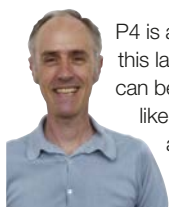
LAYOUT FOCUS

of things like the dressed stone walls and slate roofs on the buildings are very close to scale and the subtle blending of colours that watercolour paints permit is fundamental to processes like weathering that contribute such a lot to the realism of the model.

Lastly, detail brings a scene to life but in detailing Faringdon I have consciously resisted a temptation to make the scene too busy. Detailing can help to suggest the activity and purpose that makes a setting lifelike, but we need to recognise that space can also be important. Faringdon was a country station serving a small town and it was seldom busy. So, to capture that "feel", having the courage to leave large parts of the model empty of activity has proven to be an essential part of its success as a picture of a vanished world.

These are key lessons that it has taken me many years to appreciate fully, but I commend them to anyone who wants to produce models that truly convince. We show Faringdon in the hope that it will inspire others to test their own capabilities and see what they can achieve for themselves. Of course, this style of modelling is not for everyone, and that's fine; it is, after all, a hobby to be enjoyed for a multitude of motives and rewards. However, if you do aspire to produce models like Faringdon, my message is one of encouragement. Keep trying – you never know quite what you can achieve. ■

What we think...



P4 is an exacting standard, but this layout shows that effort can be its own reward. I really like that Stephen Williams acknowledges his modelling forebears, and Faringdon is a testament to the lessons he has learned

from them. Otherwise, it is also an exercise in restraint, with just the right amount of detail to convey the Oxfordshire landscape, the life and operations of a quiet countryside station, and a particular point in time. The prototype feature following this article shows how well he has recreated the main station building, which is the centrepiece of the scene. Other highlights for me are the goods shed, the lineside allotment and the porter working his vegetable patch - the latter perhaps a nod to rationing still being in force. Respect too for the point rodding, which I suppose demonstrates the lengths these P4 chaps are prepared to go to!

Andy McVittie, BRM Editor





A short freight train passes some allotments as it approaches the terminus. This area of the station is rarely shown in original photographs of the line, so some imagination has had to be used to recreate what can only be glimpsed as background in general views of the station. The train is approaching a foot crossing so the fireman is looking out to check that the crossing is clear.

BRITISH RAILWAY MODELLING

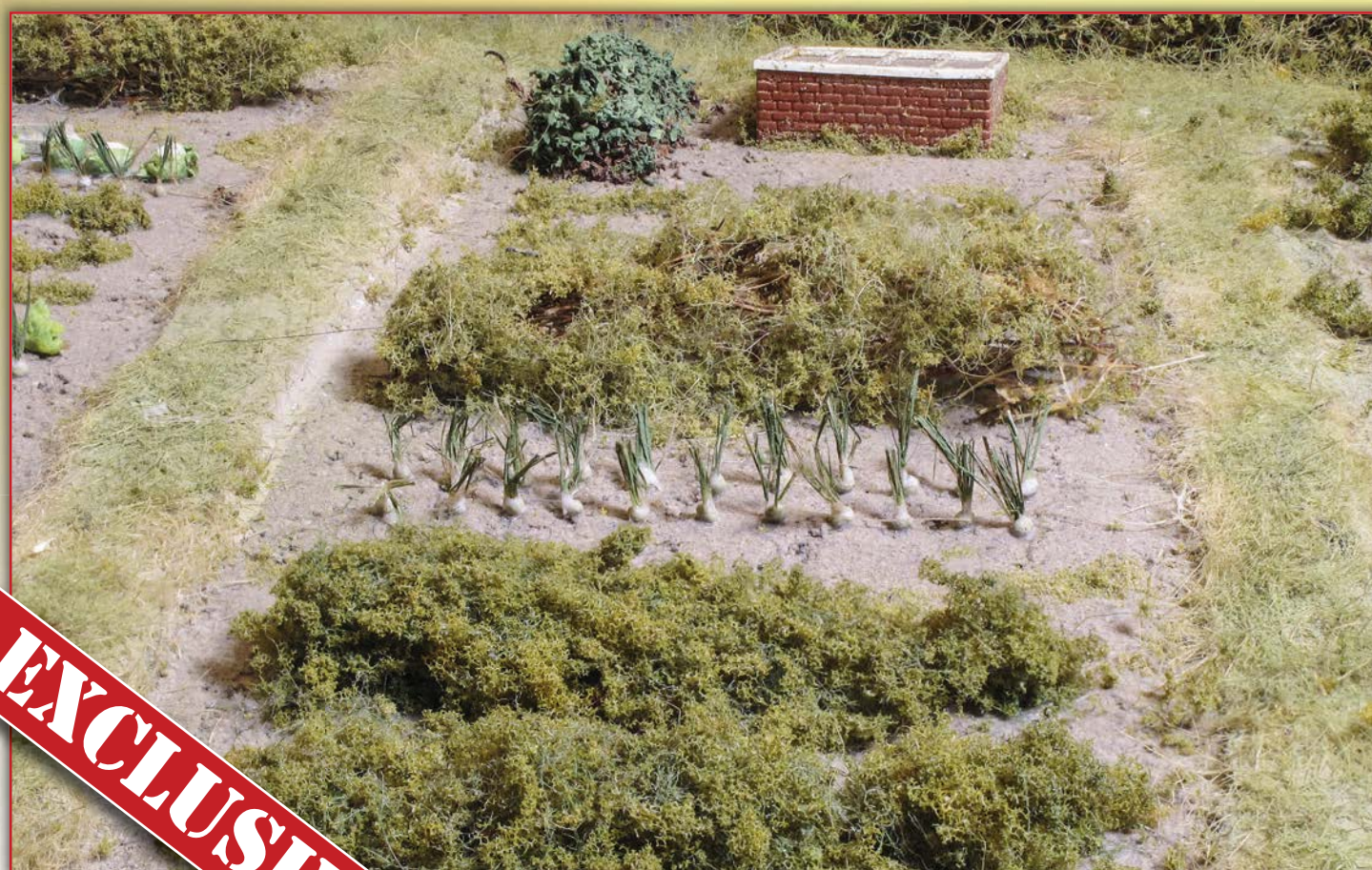
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THE FARINGDON BRANCH

Faringdon station 1961 showing all signalling removed. The only 'run-around' loop at the station is in view. The very attractive station makes for a fine model, whilst the compact trackplan could be further rationalised or condensed to suit all manner of spaces. ADRIAN VAUGHAN



Railway author, Adrian Vaughan, recalls working this former GWR branchline on the cusp of its closure and highlights reasons for modelling it along with useful information.

Uffington signal box, at the main line end of the Faringdon branch, was the first box I worked for wages - from August 1961 to March 1962. The branch swung 90 degrees from west to north, leaving Uffington and fell at 1-in-140 for half a mile to cross the Ock Brook. From there it rose at 1-in-88 for 1 ½ miles and thereafter gently fell and rose and levelled for the mile and a half into Faringdon. The initial fall after leaving Uffington gave ample opportunity for drivers, if it was necessary, to 'rush the

bank' in order to get over the summit. When I was on the 1400 – 2200 shift I'd get to Uffington in time to meet the 0730 Swindon – Faringdon goods and ride the footplate. I was a competent driver and on a couple of occasions I was offered the 'Pannier' tank to drive. The load behind the locomotive was usually well within its competence. I'd leave on a breath of steam, the pilot valve, the lever at about 25% cut off. We'd 'huff' 'huff' around the bend and down the hill. Speed increased and halfway down I'd open the regular a bit to accelerate and draw taut the

couplings, so there would be no snatch when the gradient changed. Chatter over the Ock bridge and up the hill, regulator onto 1st valve and drop the lever to 45%. Locomotive going at a gallop. The thrill soon over when we got to the undulating part, regulator eased right down and lever back to shorten the cut off.

Happy memories

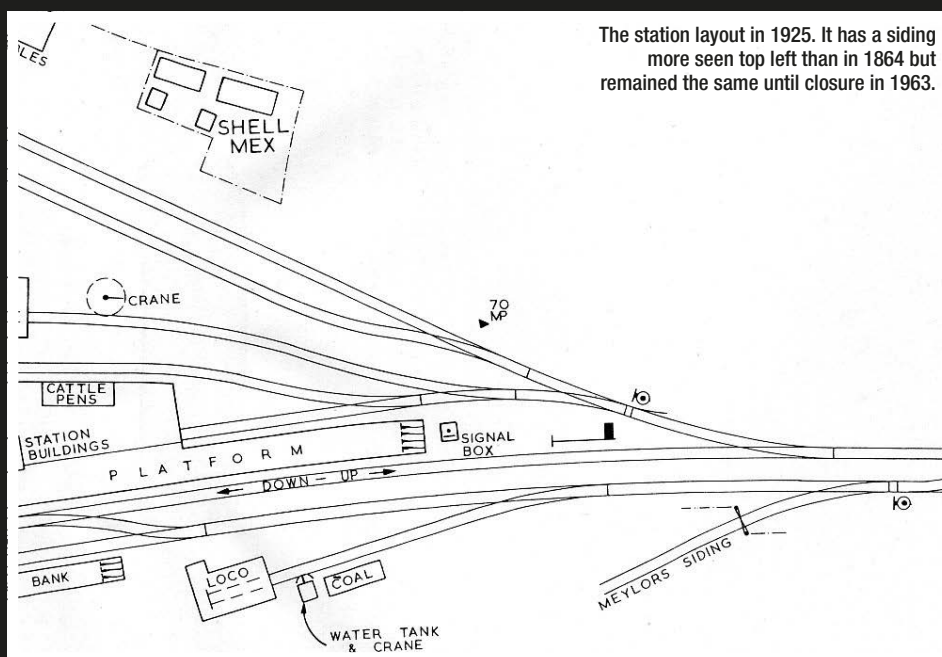
There was one particularly memorable occasion. The train brought from Swindon the usual pairing of 16T house coal

wagons and a couple of box vans of farm requirements, then several 16-ton mineral wagons loaded with wet ash. The locomotive was a GWR 57XX 'Pannier'. The guard and driver discussed whether to divide the train at Uffington and come back for the second part. That would mean a certain amount of shunting, so they decided to take the whole train. I was on early turn so I couldn't go with them. The driver set off with a long cut-off, and a good tug on the regulator, the chimney gave that away and once around the curve he opened his regulator and charged down the hill. I stood at the window and listened to them all the way to the summit, wishing I was on the locomotive. The sound of the exhaust came back clearly across the valley and it was slowing rapidly. They went over the top with what was, for a 'Pannier' tank, a harsh, ripping snort from the chimney every two seconds. Full gear, full regulator! They just made it. When they came back they whistled up as they came around the curve and were wreathed in smiles.

Early years

The Faringdon branch was a single track, laid to the GWR broad gauge, 3 ½ miles long, from the GWR main line at the 66 ½ mile post from Paddington. It was built at the instigation of Robert Campbell, owner of the Buscot estate, between Faringdon and Lechlade. He was a farmer using industrial methods: a narrow gauge, steam hauled railway to transport materials around the estate, steam traction engines and scientific agricultural methods on his wide acres. The Faringdon railway would open Faringdon farms to wider markets, it would encourage factory construction, it would increase the industry and employment of the Faringdon district. In its time it did all that until different forms of transport were found more convenient. It was a grand little railway and deserves to be commemorated by skilful modellers.

The branch was opened on June 1, 1864, worked by the GWR. The branch connection with the GWR, was a simple trailing point into the Up Main at Uffington station. The latter was built by the GWR for the branch line. The station buildings at Faringdon were built by Malachi Brown, a builder from Fairford. The branch line might have become a though route to Cheltenham Midland Railway with the East Gloucestershire Railway making a junction with it near Fairford, towards Cheltenham. The Midland Railway were interested, but the idea was abandoned. The layout of tracks at Faringdon



The station layout in 1925. It has a siding more seen top left than in 1864 but remained the same until closure in 1963.

Faringdon station goods yard in 1961 sees a few visitors on the platform. GWR 14XX No. 1401 shunts the sidings. You won't need many locomotives or rolling stock for this branch, but there's plenty of shunting for entertainment. ADRIAN VAUGHAN



station remained as built from 1864 until closure in 1963.

The branch was converted to standard gauge over the week-end of July 26 and 27, 1878, a replacement omnibus was run from the Crown and the Bull hotels to Uffington station taking 65 minutes each way at a cost of 1/5d 'inside' and 1/- outside.

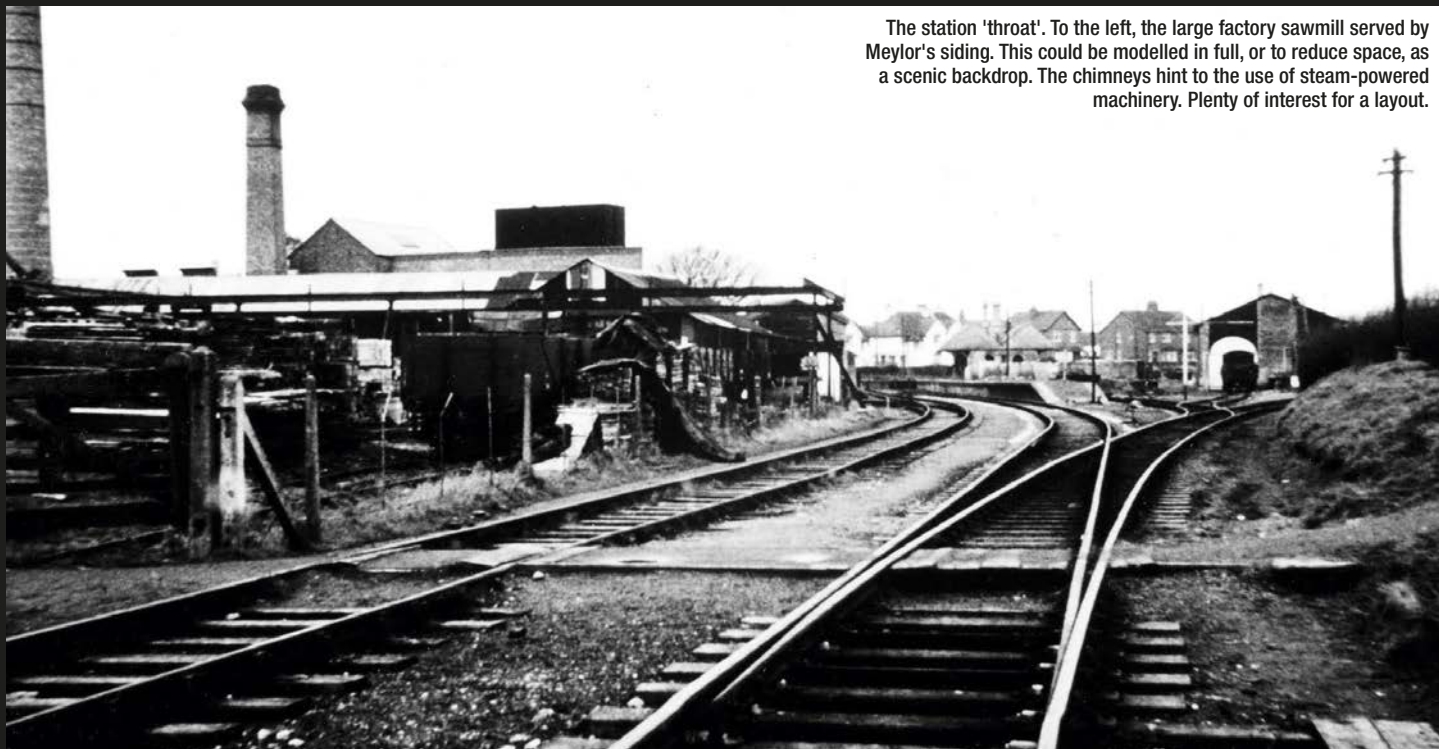
Working the line

Purchased by the GWR as from July 1, 1886, except for very brief periods, in 1912 and 1931 when military manoeuvres were taking place in the district, traffic over the line was regulated from the outset by a wooden train 'staff' – 'one locomotive in steam'. The 'staff' was a 12in long piece of varnished oak about 2 ½in thick. During the 1931 battle exercise

the branch carried 13 round trips of military specials to convey 2,682 Officers and men, 564 horses, forty-six field guns, baggage, carts and bicycles.

The branch locomotive, allocated to Faringdon shed, was kept in steam from Monday morning until the following Saturday evening. The fire banked overnight with a rostered attendant to keep watch on the boiler water level. The first train of each day on the branch started from Faringdon. On Saturday evening the last branch train from Uffington took the 'staff' to Faringdon. Therefore, before the Sundays-only locomotive and van could leave Uffington for Faringdon to collect the milk vans, the Faringdon signalman had to walk the line to Uffington carrying the train 'staff'. In 1882

PROTOTYPE INSPIRATION



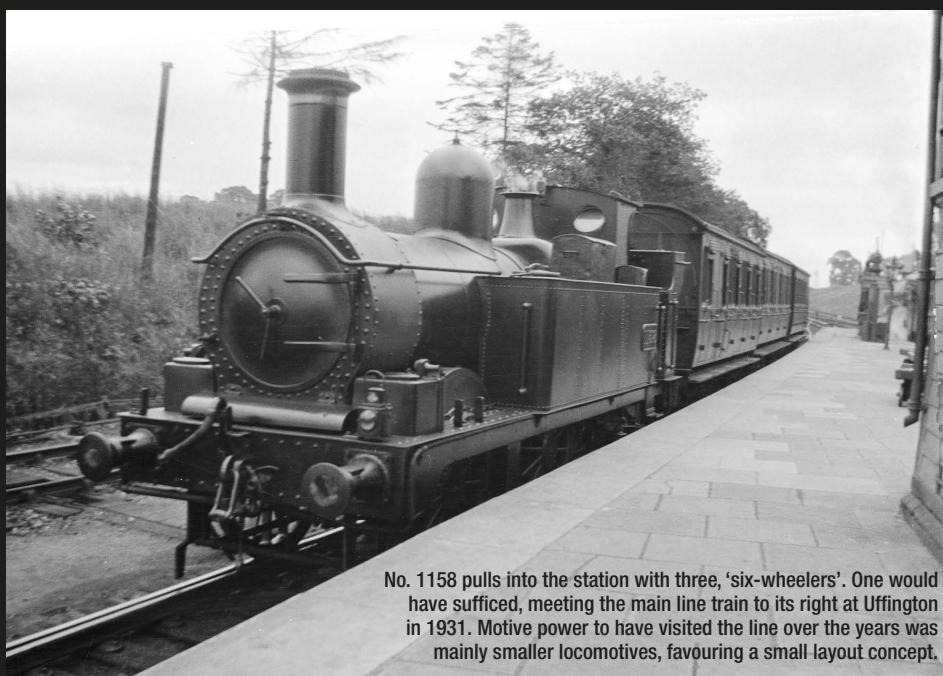
The station 'throat'. To the left, the large factory sawmill served by Meylor's siding. This could be modelled in full, or to reduce space, as a scenic backdrop. The chimneys hint to the use of steam-powered machinery. Plenty of interest for a layout.

'Train Staff & Ticket' (TS&T) working was introduced and a ticket box key was fitted to the end of the train 'staff' to unlock the ticket box. TS&T required a block telegraph instrument and bell to be installed at Uffington and Faringdon.

Motive power

The locomotives in daily use on the branch throughout its lifetime were the lightest – and the shortest – the GWR possessed. The various Armstrong and Dean 0-6-0 tender locomotives were the largest permitted. These would have been the types in use, coming up from Swindon with the Sunday milk train. The ordinary, daily, motive power on the branch were 0-6-0, 2-4-0 and 0-4-2 tank locomotives and this remained the case to the end.

In 1902 an 'Aberdare' 2-6-0 was put on the Sunday milk train to London. It went down 'locomotive and van' from Uffington to Faringdon. At Faringdon the brake van had to be coupled at the rear of the milk van(s) so the 'Aberdare' had to run around the van in the station platform. This it could not do because, with the engine tight against the buffers, the tender was fouling the run-round points. To get out of this difficulty, resort was made to 'the tow rope'. However, 'tow roping' was frowned upon and this resulted in a letter to the Swindon shed master ordering him to remember the locomotive restrictions on the Faringdon branch when rostering a locomotive for the Swindon – Paddington milk train.



No. 1158 pulls into the station with three, 'six-wheelers'. One would have sufficed, meeting the main line train to its right at Uffington in 1931. Motive power to have visited the line over the years was mainly smaller locomotives, favouring a small layout concept.

The prosperity of the branch line peaked in 1913. Then came the Great War. Even the immediate post-war 'boom' did not restore the branch income to 1913 levels. The branch passenger train service in 1923 remained the pre-war lavish 11 round trips, the first leaving Faringdon at 0655 and the last arriving at Faringdon at 2102. In between the booked trains there were, when required additional trips to carry Faringdon passengers to Uffington to connect with excursion trains, not only for a day at Weston-super-Mare but to 'Yorkshire vs. Oxford University cricket match' race

meetings and other large public attractions. Road transport was a threat, even then, to railway profitability.

Reducing overheads

Two months before the General Strike, of 1926, the GWR Directors sent H.L. Wilkinson, Assistant Superintendent of the Line to Faringdon. His task was 'to see whether the operating costs of the branch could be reduced or removed altogether by closing the line. How far would the abolition of locomotive power reduce costs and is there a case for lifting the rails and laying a



from Faringdon was 19,000 tons in 1951 and 21 loaded cattle wagons went out. The last recorded figure for milk sent out was in 1948 - 60,595 gallons in 6,262 churns and one tanker.

Latter years

From then on, the daily goods was an 0-6-0 PT or a 14XX. In the severe winter of 1962 I was on duty in Uffington signal box when a 22XX locomotive worked the branch goods from Swindon because the water columns at Uffington were frozen and the permitted locomotives didn't have sufficient water capacity.

In the last few months of the branch Swindon shed sometimes used a Class 08 shunter. It was far too slow to fit into a path on the main line, so a Class 14 'Teddy Bear' diesel shunter was used. However, 16XX and 57XX pannier tanks were the usual motive power. The freight service came to an end on July 1, 1963. The last Swindon - Faringdon goods was a diesel shunter. When I complained to my friend Alan Jones, Shed Foreman of Swindon, he said had he known it was the last day he would have used a pannier tank. ■

LEFT: The veranda of a brake van yields this view of GWR 1410 on its way back to Uffington after shunting the yard at Faringdon in the mid-1950s.

BELOW: The timetable for the last year of the branch as a passenger railway. Ideas for rolling stock...

road for the Company's motor buses.'

Wilkinson's report was harshly realistic. The branch was a liability. 'Steam rail motors were unsuitable for branch line because they cannot haul a freight tail load. Very little can be done to improve the situation at Faringdon, but we will keep an eye on the situation.' Nothing changed at Faringdon until September 1933, when Faringdon locomotive shed was closed and a 'light engine' travelled up from Swindon each day. On September 19, 1934 the 11-train service was reduced to four, two in the morning, two in the evening.

The time table for 1951 had six passenger train round trips with three of them each way being 'mixed', permitted to haul freight wagons and a brake van behind the passenger coach. The passenger trains finished in December 31, 1951. In 1951, Faringdon station earned £2,874. How many tickets were sold isn't given, but there were 41 season ticket holders. The combined tonnage for goods received and sent out

Faringdon Branch. December 1951.

Single Line worked by Train Staff and only One Engine in Steam or two or more coupled.

	Weekdays						Sundays	
	am	am	am	pm	pm	pm	am	pm
<i>Uffington</i>	7.20	8.30	11.20	4.58	6.40	8.35	8RR10	4RR10
	Mxd	Mxd		Mxd			A	A
<i>Faringdon</i>	7.32	8.42	11.30	5.09	6.50	8.45	8RR21	4RR21
			noon					
<i>Faringdon</i>	8.00	10.25	12.05	5.50	8.05	8.55	8RR40	5RR05
	Mxd	Mxd		Mxd			B	C
<i>Uffington</i>	8.11	10.36	12.15	6.01	8.15	9.05	8RR51	5RR17

Mxd = Mixed train.
 RR = Runs if required.
 A = Empty milk tanks and vans.
 B = Engine & brake van only.
 C = Loaded milk train.

MAKING HEDGES

Kevin Phare's 'Little Muddle' layout is a paradigm of great modelling in many respects. Here he describes how he makes a staple of many rural scenes – a scruffy, natural hedge.

Hedges are everywhere in the British landscape. Whether they are the well-manicured type or the shabby natural ones, they are everywhere. In this guide I will guide you through the simple steps of building a typically unkempt hedge. ■

What we used

- Normal modelling tools are required, knives, scissors, tweezers, PVA glue, paint and patience!
- Woodland Scenics – Foliage Clusters FC58, Clump Foliage FC683, Fine Turf - weeds T46, Blended Turf - Green T49
- Treemendus Earth powder
- Heki Foliage Flakes Nr 1562
- K&M Hedge strip
- Noch Grass tufts
- Seamoss
- Rubberised horsehair
- Brown spray paint
- Hairspray (extra firm hold)

1» Being a demonstration the hedge will be built on a piece of foam board but normally I will build direct on the layout itself as the process will be difficult to build (off layout) and then transfer to it to the layout in one piece.

Using a tester pot from my local DIY store, the base is painted brown, so if anything grins through the scenery cover it will look like soil. Test pots are a cheap and are a good source of basic paints that I use all the time as an undercoat.

3»

2»

Static fibres from the 6mm autumn range have been used for the grass, but any can be used to suit your needs. Under the line of the hedge form a strip covered in soil powder, this will look like the area under a hedge where nothing much grows.

The width of this strip will depend on how wide you need your hedge but this one was made to be 10mm.

A basic lump of rubberised horsehair is cut in small sections, which are sprayed brown to form the basis of the hedge. These will be further trimmed to suit hedge design as work progresses. Spray these with hairspray and sprinkle scatter on for 'leaves' – various colours can be used to give tone effect to the hedge.

4



Start to build the hedge up by laying the horsehair sections along the line of the soil, tease out further if necessary and trim as required leaving a few gaps. In these gaps build up additional sections from layered cluster and clump foliage can be added to break up the outline and feel of the finished hedge.

At this point you can let your imagination run wild as you can build the hedge up from foliage, clumps, seamoss, horsehair etc. to whatever design you feel is suitable for your hedge.

5



Using seamoss cut some small sprigs similar to those used for the trees. Spray them brown, add scatter to give the leaf effect. Use hairspray to hold them in place. Plant the sprigs in random places along the hedge to give the impression of small trees, overgrown hedge sections etc, which further breaks up the line of the hedge.

Overspray the hedge with hairspray and sprinkle on additional scatter to blend everything together and fill any gaps. The basic hedge is now finished, the following step just adds improvement to make it stand out.

6



Cut short sections off the top of K&M hedge and plant in random places along the hedge line to give the impression of standing weeds. Paint the tops and sides with purple (or a colour that suits your needs) by dragging a brush across the surface.

Overspray isolated areas of the static grass with hairspray and sprinkle on any one of the turf scatters so it lays over the static grass. This will give the impression of weeds.

To further enhance this, drag a paintbrush with say, white paint, to give the impression of flowers. The Heki flakes were then pushed into the static grass before being sprayed with hairspray to hold in place. Grass tufts planted along the hedge line further enhance the different weed-type effect. Spray the hedge with hairspray to bind and hold all sections together.

7



8



These hedges are made as described earlier, but with the one on the right being of all horse hair construction. Note the large weed with purple topping, which is made from sections cut off the K&M hedges.

Conclusion

The types of hedges are numerous and those that you build are only governed by your imagination. Don't forget you can also add wire fences interwoven with the hedge, or just posts sticking out to indicate old disused fence, styles and/or gates added, flowers, semi-derelict walls and buildings.





WILLIAM SMITH'S WHARF

Jerry Clifford's rural layout is undoubtedly small and has a relatively unsophisticated trackplan, but it still offers a wealth of modelling opportunities.

The little Fletcher Jennings 0-4-OST 'Bodmin' is glimpsed between the trees and the Wharfinger's cottage shunting a short rake of stone wagons. The wagons are scratchbuilt in plasticard on 2mm Association underframes.

The 'Wharf' is the latest, and smallest addition to my series of layouts based on the fictitious North Somerset Light Railway (NSLR). Readers may remember from my article on Tucking Mill (**BRM** March 2018) that the private siding that leads off stage right to the stone wharf terminated in a short stub. At just six inches by two inches with a single piece of track it must have constituted one of the smallest fiddle yards around but it served its purpose, namely somewhere out of sight to load/unload stone and other supplies for the quarry.

There things stood until, whilst browsing through the excellent Wild Swan Severn and Wye volumes, I came across Bicslade Wharf in the Forest of Dean. The Wharf marked one end of a tramroad that ran up the Bixslade valley (the two different spellings are curious) serving the Forest of Dean Stone firm, a number of collieries and quarries and terminating at Bixhead Quarry. Bicslade may well be fifty miles north of Tucking Mill in Gloucestershire, but its simple stone platform nestling in the trees with a couple of scotch derricks was easily transposed to Somerset. Both dealt with the transfer of Bath stone and, above all, it was extremely attractive and cried out to be modelled. That was going to be it – small, simple and pretty, with no buildings to speak of, just a derrick or two and perhaps a hut, a ground frame and lots of trees.

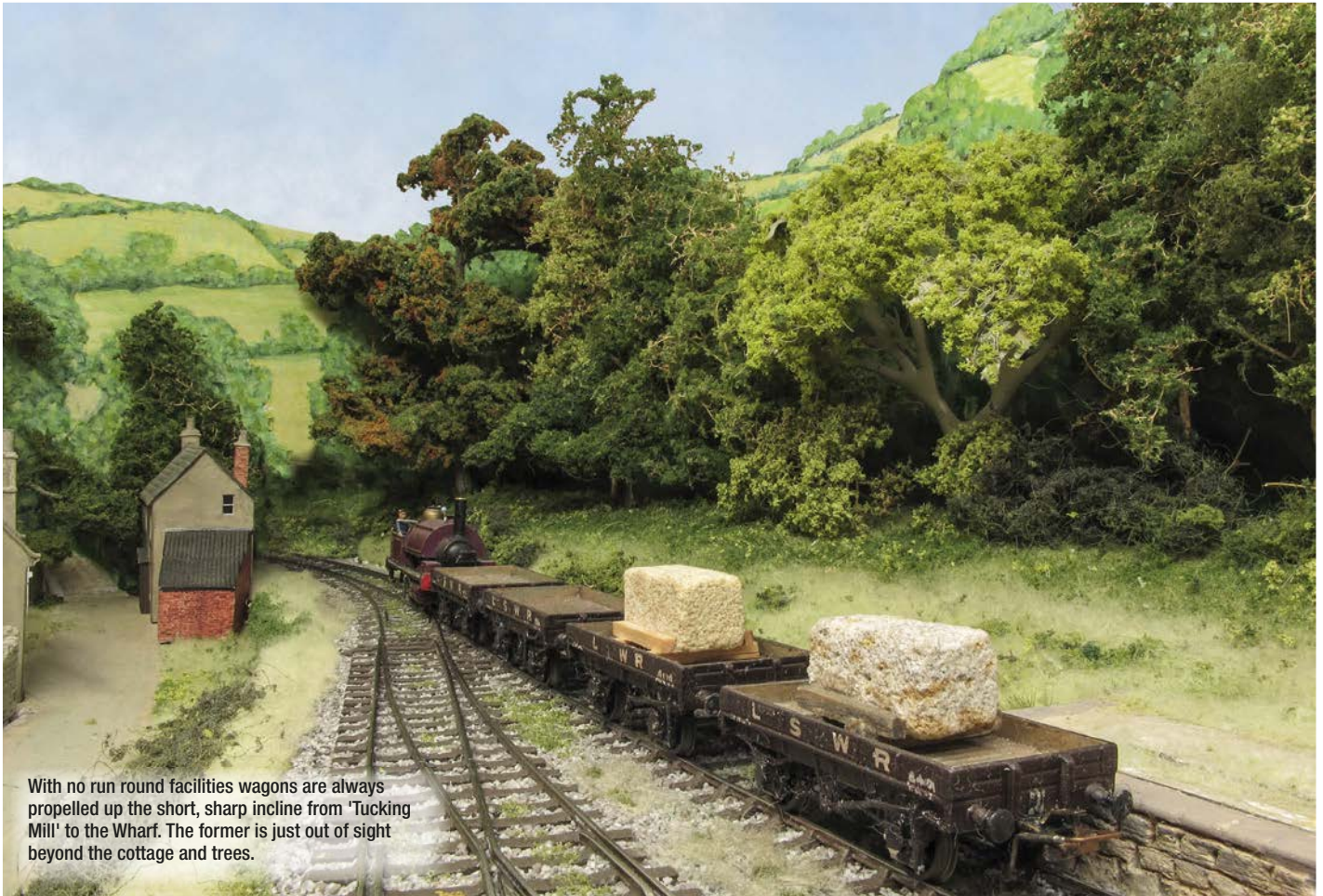
Then more browsing, this time in Roger Halse's delightful album on the Somerset Coal Canal (the same tome that had earlier been responsible for Tucking Mill) turned up another gem. This time my eyes alighted on a picture of Mill Lane Bridge and Canal Cottage at Monkton Combe. Again, the scene was just irresistible and by good fortune would fit perfectly in the front corner of the proposed extension – the abandoned canal even lined up with the existing stretch on Tucking Mill. As an added bonus the real canal wharf of Monkton Combe, which in reality is a couple of miles east of Tucking Mill, became the site of Monkton Combe (Titfield) station on the GWR's Cam Valley branch. The canal bridge was demolished and replaced by a level crossing, all of which fitted neatly into my backstory of the NSLR.

As with Tucking Mill, one of the most frequently asked questions related to the origins of the name which derives from William 'Strata' Smith, (1769-1839), one time surveyor of the Somerset Coal Canal and father of English Geology. Compared

Factfile

Layout name: William Smith's Wharf
Scale/Gauge: 2FS/9.42mm gauge
Size: 25in x 12in
Era/region: Mid 1920s/North Somerset
Layout type: Inglenook
Power/control: DCC
Words: Jerry Clifford
Photography: Andy York

with just a couple of points, one or two buildings, some simple scenery and very little in the way of stock it offers the modeller, beginner or old hand, the perfect way to try something new or different



With no run round facilities wagons are always propelled up the short, sharp incline from 'Tucking Mill' to the Wharf. The former is just out of sight beyond the cottage and trees.

to having a crater on Mars named after you (which he did in 1973), less than two square feet of ply wood and plaster is a pretty humble homage – I offer it nonetheless!

Smith, the son of an Oxfordshire blacksmith, is credited with creating the first nationwide geological map in 1815. His work on rock strata and the fossil record and its significance to mining, canal and later railway construction and even the development of Darwin's theory of evolution is often overlooked. Whilst his work is recognised today, at the time his relatively humble education and family connections held him back. This, and the fact his work was plagiarised, resulted in his ending up in debtors' prison in 1819.

In 1812 Smith had opened an ill-fated quarry at Kingham on Combe Down along with a tramway leading to a wharf at Tucking Mill, which at the time he owned, living in a nearby cottage. In reality the venture failed dismally due to serious faults in the rock, contributing to Smith's bankruptcy. Needless to say, in my version of history the venture was a great success such that when the North Somerset Light came along in 1905 it

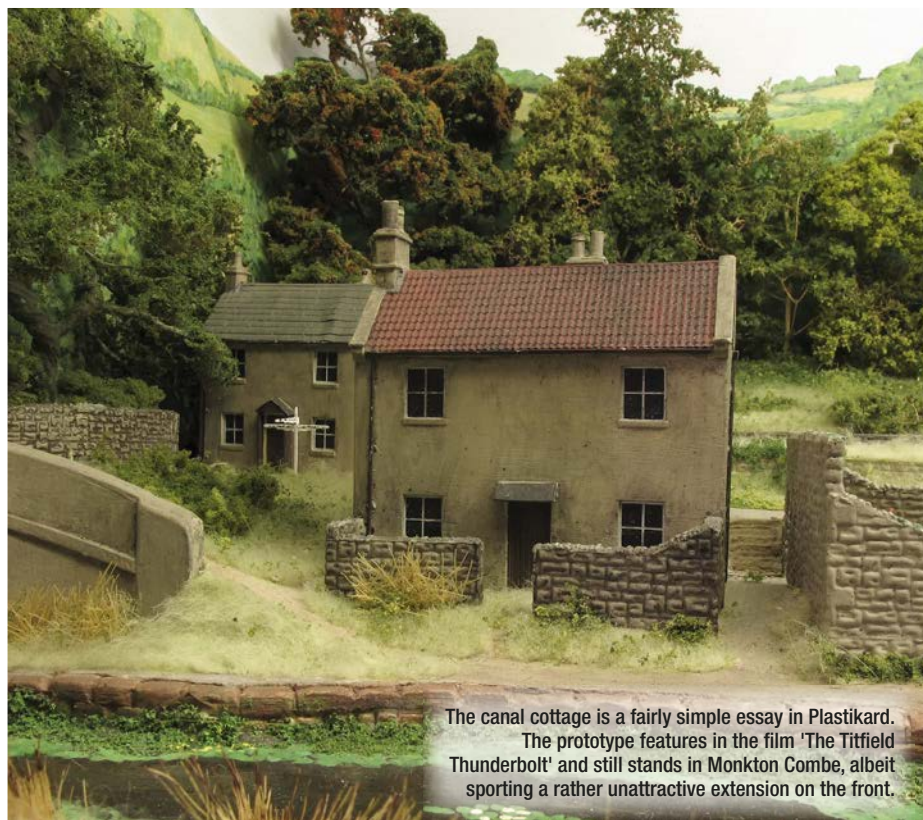


The canal wharf hasn't seen any trade for over twenty years since the arrival of the railway in 1905. The former Wharfinger, now NSLR goods clerk, can be seen in his garden where he supplements his meagre wage with a flourishing veg plot.

justified a siding and wharf to transport the valuable, high grade, Oolitic limestone all over the country.

For those interested in finding out more about this fascinating tale of 'rocks, ruin and redemption' I can heartily recommend Simon Winchester's 2002 biography 'The map that changed the world: William Smith and the birth of modern Geology'.

As for the model itself, there is little of note. Trackwork is all rendered in code 40 bullhead to the standards of the 2mm Scale Association. The two points are soldered from copperclad sleeper and chairplates, worked via wire in tube from a small GEM lever frame hidden in the trees, the same wire works a micro-switch directly below the point which takes care of crossing polarity. The yard or so of sidings are the 2mm Scale Association's Easitrac although those who want that finer look in N could easily do something similar in Finetrax. A couple of electro-magnets are incorporated to enable hands free shunting with the DG couplings which are used on all my stock. Scenics, backscene and indeed overall presentation are much the same as outlined for Tucking



The canal cottage is a fairly simple essay in Plastikard. The prototype features in the film 'The Tittfield Thunderbolt' and still stands in Monkton Combe, albeit sporting a rather unattractive extension on the front.



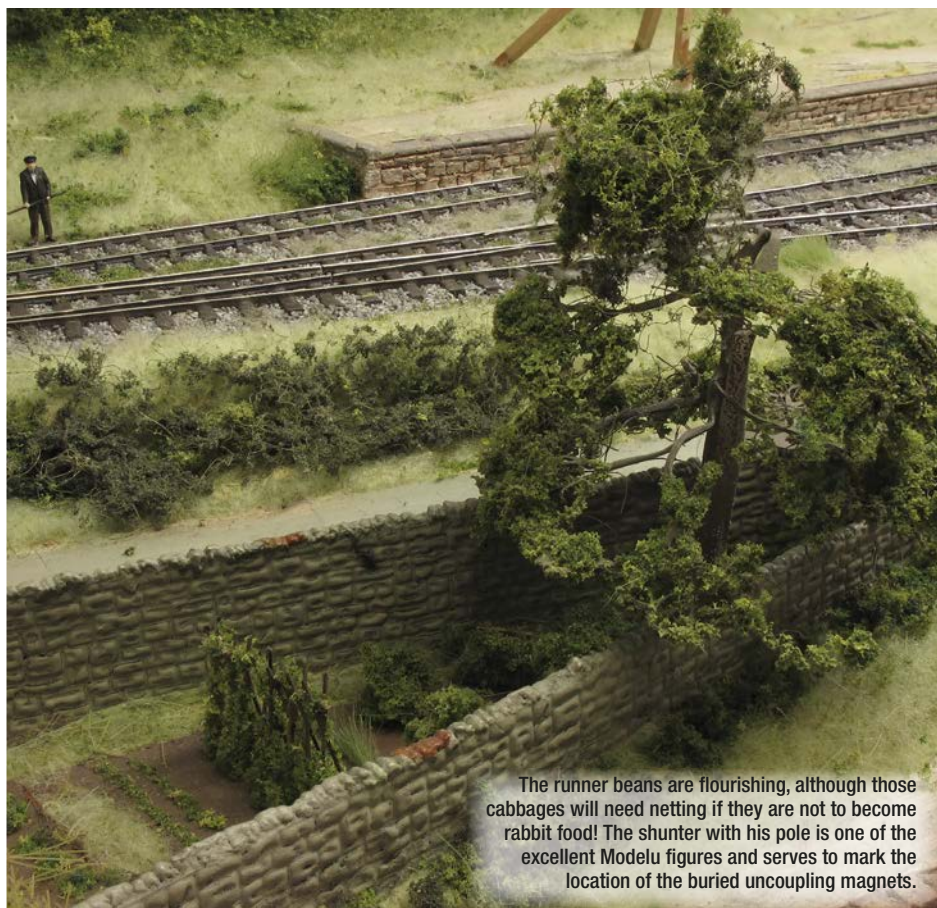
With the canal now little more than a muddy trickle between the weeds and rushes and the railway out of sight in the trees, there seems little to disturb this tranquil scene.

LAYOUT FOCUS

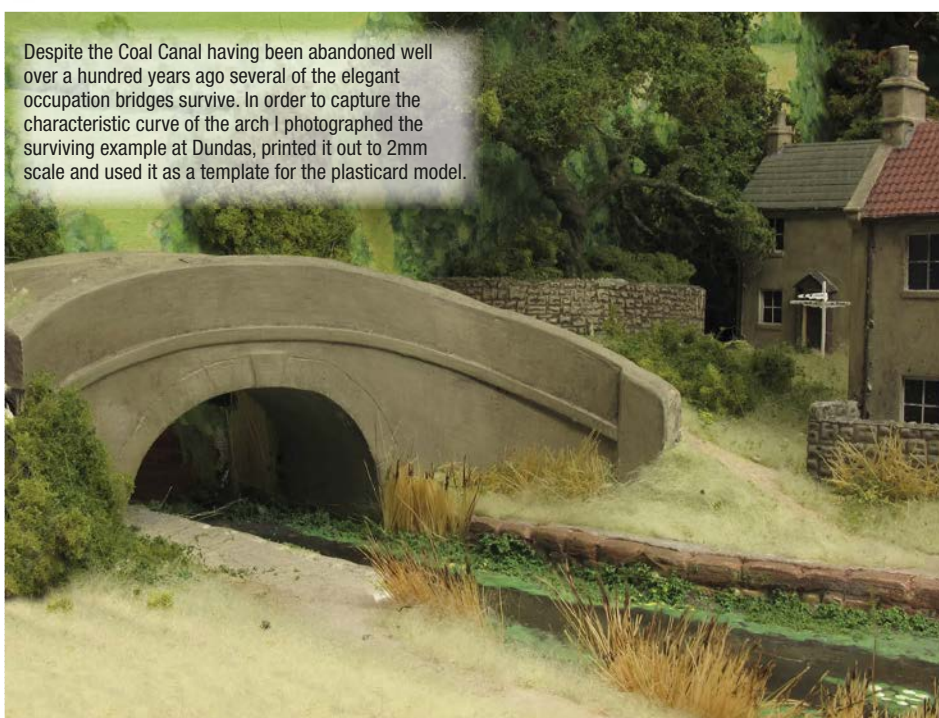
Mill, dictated by the fact that I wanted the two to present a homogenous whole when bolted together. The dummy narrow-gauge track on the wharf is soldered up from brass angle to represent that used in the Forest for the horse-drawn, flangeless tub ways but, to be honest, by the time I had buried most of it in Dass modelling clay and undergrowth as it disappeared into the woods I could easily have got away with a much quicker and simpler approach.

As a model railway in its own right, at roughly 2ft x 1ft scenic, William Smith's Wharf is pretty insignificant. However, as a modelling exercise I feel that this sort of micro layout has a huge amount to offer. With the best will in the world I'm sure I'm not the only modeller who finds it near impossible to maintain the sort of discipline required to stick to just one region, period or even scale! With just a couple of points, one or two buildings, some simple scenery and very little in the way of stock it offers the modeller, beginner or old hand, the perfect way to try something new or different without making too many demands on either time or budget. Perhaps you fancy dipping your toe in one of the other scales, OO modellers could have a go at one of the wider gauges, mainline modellers might be tempted by an industrial backwater or even a bit of narrow gauge. I know of a number of N gauge modellers who have built something similar to try their hand at 2FS. There's a strong rumour that yours truly might be dabbling with a bit of 7mm.

Overall, I'm really pleased with the new extension which has a great deal of play value for such a tiny piece of real estate. As essentially an 'inglenook' track plan, it has proved entertaining to operate on its own and regularly accompanies me when I do demonstrations of 2mm modelling at shows. A small, bolt on cassette deck has been made to facilitate this. In addition, it has transformed the operating potential of Tucking Mill. Empty stone wagons are no longer shunted off scene to a short stub but now end up at a proper wharf to be unloaded, admittedly by the great hand from the sky, although one day the mock-up of the scotch derrick crane may be replaced by a fully working model – or at least a fully detailed dummy rather than the couple of sticks that represent it at the moment! The Wharf can easily keep an operator gainfully employed at that end of the layout with the added fun of exchanging wagons between the Wharf and Tucking Mill operators. I rather



The runner beans are flourishing, although those cabbages will need netting if they are not to become rabbit food! The shunter with his pole is one of the excellent Modelu figures and serves to mark the location of the buried uncoupling magnets.

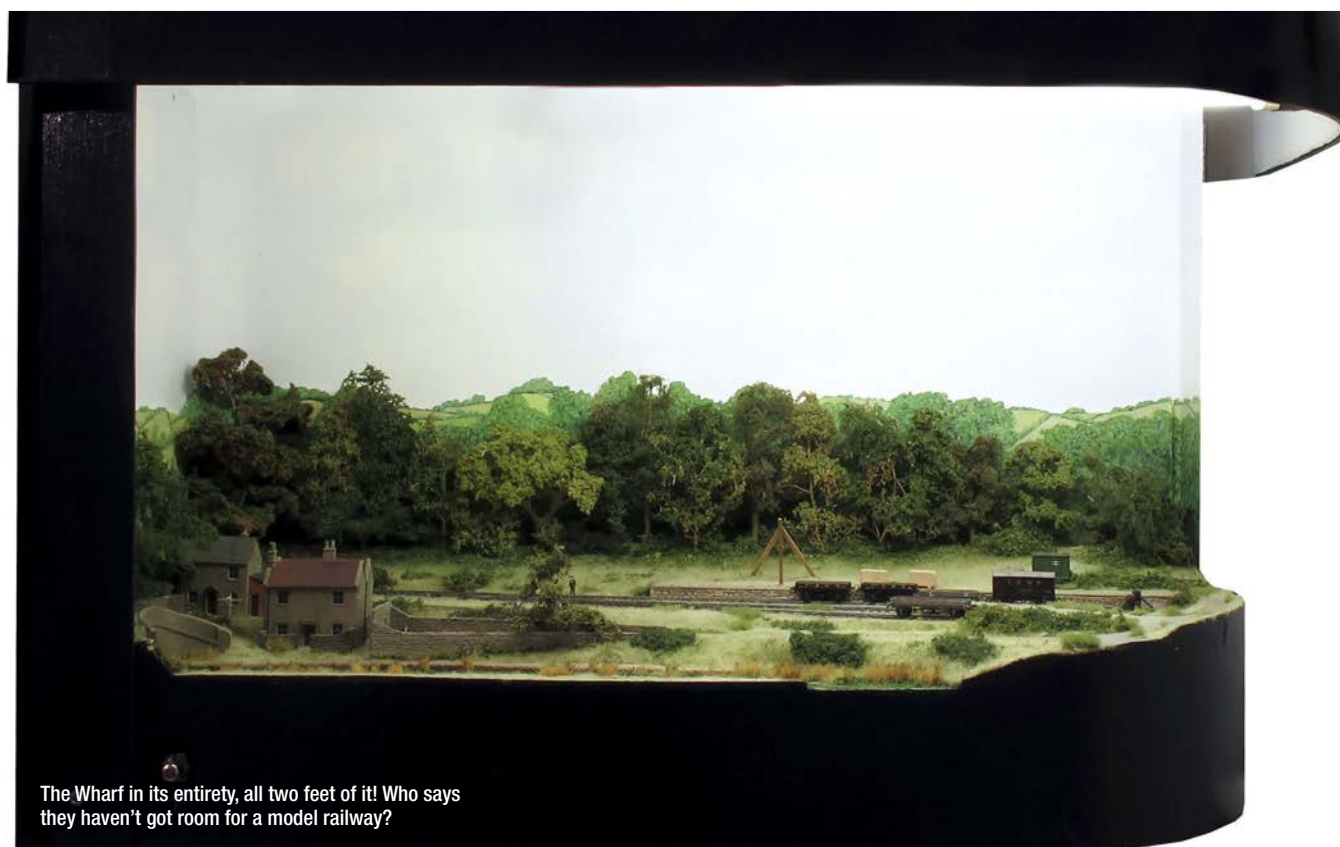


Despite the Coal Canal having been abandoned well over a hundred years ago several of the elegant occupation bridges survive. In order to capture the characteristic curve of the arch I photographed the surviving example at Dundas, printed it out to 2mm scale and used it as a template for the plasticard model.

like operating at that end when at exhibitions as it means I can chat to visitors and answer questions without the entire service grinding to a halt.

The North Somerset Light Railway has a fully developed, if fictional, history and

there are several more schemes for models of sections of the line which have been sketched to varying levels of detail. Some of these at least will be built, although whether they are all in 2mm remains to be seen! ■



BRITISH RAILWAY MODELLING

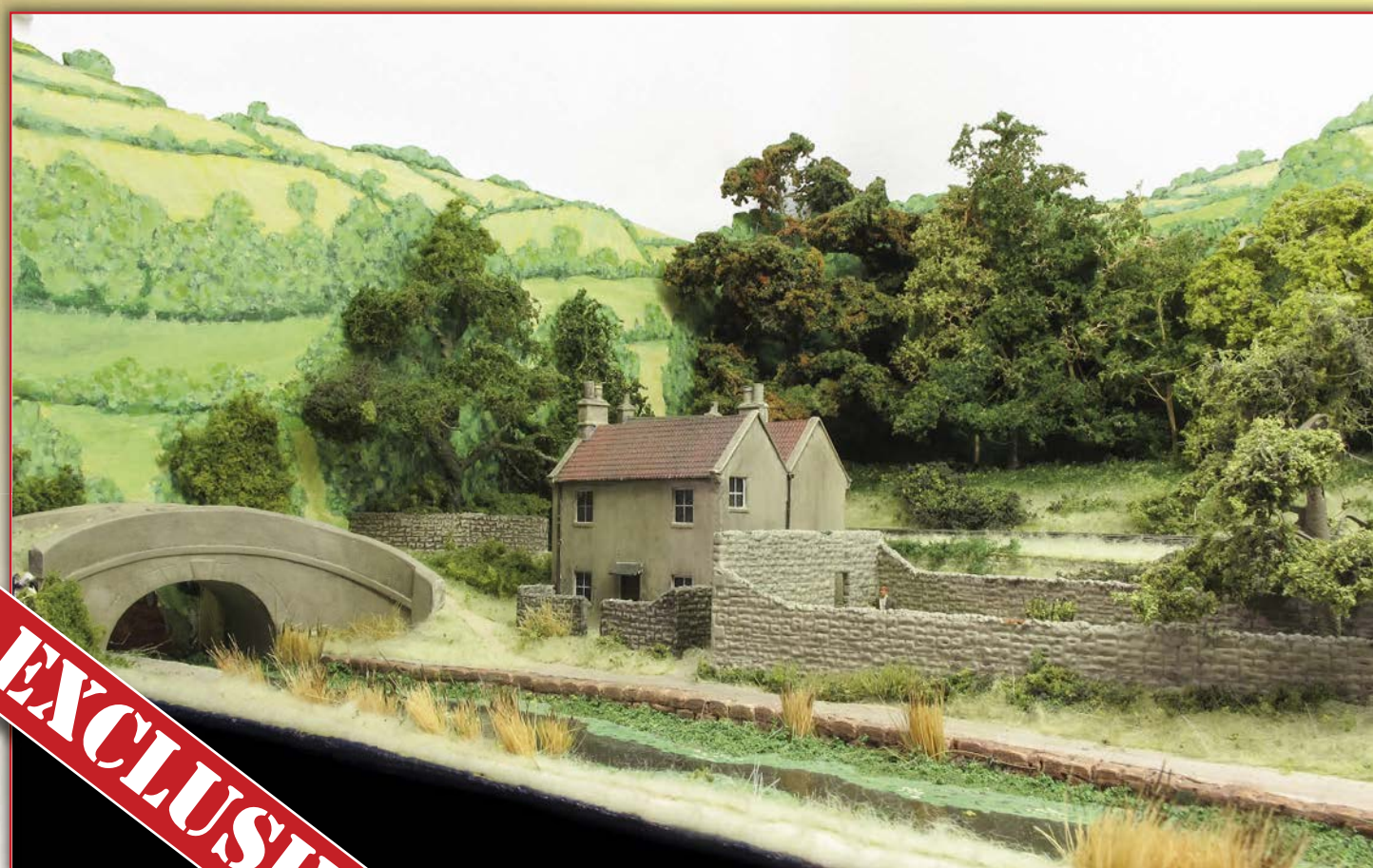
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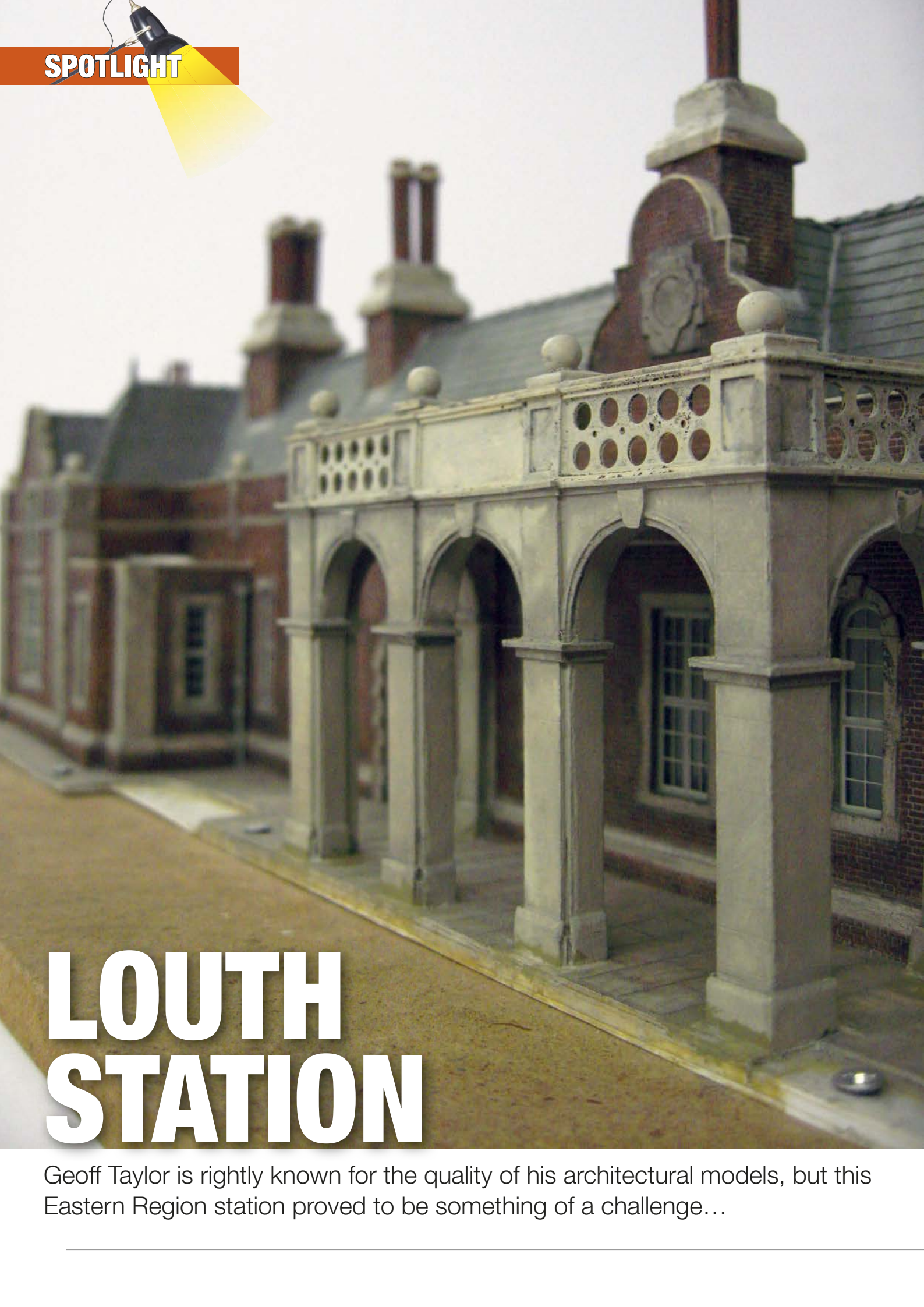
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EXCLUSIVE



A graphic of a spotlight shining down on the 'SPOTLIGHT' text.

SPOTLIGHT

A detailed architectural model of Louth Station, featuring a long, covered walkway with a series of arches supported by columns. The walkway has a decorative balustrade with circular openings. The building is constructed from light-colored stone or concrete, with red brick chimneys visible in the background. The model is set on a brown, textured base representing the ground.

LOUTH STATION

Geoff Taylor is rightly known for the quality of his architectural models, but this Eastern Region station proved to be something of a challenge...

This Victorian station was built in a Jacobean style in 1848 for the East Lincolnshire Railway and the line ran from Grimsby to Boston, Louth being the original headquarters. It was soon taken over by the Great Northern Railway at a later date.

When I was first approached to make a model of Louth station, I thought what a lovely building for a commission with all its gables, a portico and high steeply pitched roof, so immediately said that I would make the model. I wasn't expecting it to be the easiest of models to make, but it turned out to be one of the most intricate and time consuming (and sometimes very awkward) commissions that I've built. Usually, there are fairly easy parts to make on most models, such as the roof, but definitely not this one!

The roof proved difficult with its steepness and different gables and chimneys. The windows and doors also took a long time to work out, as there were many different sizes to the model. Also there were an adjoining station master's house, a toilet block and an extension building attached to the main wall of the platform. ■

Cutting the plastic

I made the two end wings first by drawing the plan onto .30thou plastic sheet and the windows were cut out. The back wall, which was the platform side, was not done at this time, but an inner strengthening wall was created in each of the wings to make sure everything was square. These two end sections have fancy shaped tops to the walls on two sides and by closely following the drawings, they were cut out.

The walls were covered in Slater's plastic brick sheet on the fronts and sides and the different plinths, pillars and window surrounds were built up on top from plastic sheet. All the window surrounds were made from .20thou sheet with added strips. The pillars were also made from .20thou sheet and the stones were scored with a scribe and then scored on the reverse down the centre, so they could be bent round the corner of the walls in one piece. The base plinths were chamfered by scraping the edges of the strips until the desired shape appeared.

A floor from .40thou sheet was marked up where the walls would be and then the two end sections were glued accurately in place. This floor was made wider and deeper than needed to make allowance for a pavement and portico on the entrance. The front wall was then marked out and all windows

Plans

The client had acquired some plans of the building when it was being converted into living accommodation. When the railway closed, the building fell into disrepair and it was originally going to be demolished, but was saved luckily. I had two books, both with reasonable pictures of the station and I was also sent other pictures to help. The usual practice of surfing the internet produced more information and pictures. A rough card mock-up was made after slightly altering the plans for the size needed. I copied these and pasted them onto the different elevations of the card model, so I could get a feel of what was needed.



The two end wings showing how ornate the gables are and the different overlays of stone and plinths.



The platform side, showing a gap in the wall for the bay window. The double laminated front wall has recesses for the windows.

and doors cut out and then glued in place between the two end sections. Brick sheet and all the extra plinths and surrounds were added. Care was taken to align the mortar courses where they met the wing walls.

The small extension was made up in the left-hand corner of the front wall and glued in place. The station master's house was made up and that also was glued to the main walls. The long back wall was added, leaving space for the bay window. This was built up

and I made sure there was sufficient room inside to allow the windows to be added later on. The ornate portico was constructed with its arches and pillars and also adding the decorative parts. I drew up artwork for the top of the portico for some etched-brass parts and made up the rest from plastic sheet and strips. It would be some time before it was attached to the main wall, as I would have to paint the walls first to make it a bit easier.

SPOTLIGHT



The station master's house adjoins the main building. The two colours of plastic brick are in fact the same type of brick. I had both sorts and, when they are painted, look identical.

Painting

Just before painting the bricks and ornamental stone pieces, any gaps and bits that needed tidying up were filled with Milliput and smoothed down. The first coat of paint was red brick, which was left to dry for a few days before the mortar colour could be put on. This was done as usual, by painting small areas on as a solid colour and before it had chance to dry, was wiped off with kitchen towel. This leaves a nice residue on the bricks as well as leaving the colour in the mortar courses.

After another period of a few days to dry, the dry-brushing of five different colours was put on. I would do one wall with one colour and then straight away, do the next colour and so on. This makes the different colours blend into one another and gives a good looking brick wall. The stonework was painted in a light stone colour first, followed by light grey and a very diluted black wash.



The extra buildings

The toilet block was constructed with a louvred roof, two doors to the platform side and one to the front of the station. A porch was added to the gents loo to the side and the other extra building was the waiting room extension. This had to be made separate because of a change in levels, which is ten millimetres below the platform level. Looking at the pictures, it was a rather strange addition with a large chimney stack for the size of the building and was built of stone with a corrugated and slate roof and small windows.



Inside details

Thoughts changed to the inside of the building, as some detail was needed. Lights were to be installed, so the booking office and waiting rooms would need work to make them look reasonably right when looking from the outside. Floorboards were scribed onto plastic sheet and painted. Dividing walls were made and were a fairly tight fit so they could be secured. The booking hall would have an open window for passengers to buy tickets and in the office, shelves, books and a ticket seller were needed. I made the walls to resemble wood panelling and placed seats and passengers in the waiting room, I roughly painted some landscape pictures and hung them on the walls.



Windows and doors

There were many different sizes of both and all were drawn up on the computer and made into etched-brass. To make sure each window was the right one on the plan, I marked numbers on the plan, the model and the artwork. Spray primer was used to give a good base for the painting, before painting the bars in light grey with light green framing. Each window had two coats of paint, so it took a considerable time to achieve. Glazing was cut and glued to each window and some of the doors, before they could be glued to the walls. Each one was secured with scrap bits of plastic, so they wouldn't fall out. Frames were made for each door and then the doors could be glued in place.

Chimney stacks were made up and glued to the interior of the walls for strength. Bricks were added and painted as before. A fireplace was made up for the base of one of the stacks in the waiting room.

Roof

The roof was not an easy job, due to the top stone plinth on the walls, the steepness of the roof and the different gables. Card was used as a base roof and as it would have been very difficult to work, the first few rows were glued on before the whole roof was attached to the formers. The gables took some time to cut and get the correct angles and shapes before the lead gulleys could be made from paper, scored down the middle and glued over the joins in each part where the gables met the main roof. Slates were drawn on the computer and cut into two rows each and the bottom row was cut on each vertical. I could then glue them to the roof and work up to the ridge. Ridge tiles were thin card with strips attached to make it look as if they were individual tiles. Two coats of Humbrol grey/green paint was applied to all roofs, followed by dry-brushing of various greys with a weathering to finish off. ■



Finishing touches

The lovely ornate chimney pots were bought from Scalelink as well as the finials and stone ornaments. For the flaunching around the base of the pots, I used Milliput. I glued paper strips to the stacks and let them dry out before cutting into the brick courses. The pavement was a sheet of .30thou plastic which was marked out and scored for each paving. Rainwater gutters and pipes were all constructed from Evergreen .40thou rod with masking tape for the joints.

The model was finally finished and it was one of my most intricate and at sometimes awkward to make, but was very satisfying all the same. I really had to think hard about the way it was going to be put together, but we could all have the odd model like this to use our brains a bit more!

The pictures of the finished model shows just how large it is. All elevations can be seen, as well as the toilet block and extension waiting room.



NIGEL THOMPSON





How to...

BUILD A 'SALMON' WAGON

Michael Russell assembles two variants of a wagon that is relevant to modellers interested in the 1950s to present era. It isn't available RTR, but luckily, the kits from Cambrian make a great weekend project, as he demonstrates.

The Cambrian model rail kit range contains useful items of rolling stock, but it helps with construction if you know your wagon nomenclature. Luckily, photographs that accompany each step will help you along. Wheels aren't included, so I sourced mine from Alan Gibson with bearings (details with each wagon pack). These kits are straightforward to build and the plastic is quite soft, so they're easy to work with and only basic tools are required. Tidying up is minimal as there is little in the way of flash or sink holes.

The Salmon wagons have had long life

spans and have been upgraded over the years as required to fit in with the modern railway. This article sees me build Cambrian's BR 50-ton bogie rail wagon built between 1951 and 1955. The re-wheeled version with ASF bogies upgraded from 1998-2000 is also covered. Other variants of this range of wagons are available from Cambrian Model Rail. I have chosen to model in OO gauge, but you can build the kits to EM or P4 standards if you wish. The older wagon I've modelled is transporting rail and the newer wagon is fitted with air brakes, steps and is carrying rail panels. ■

Shopping List

- 'Salmon' wagon kit
Cambrian Models
www.cambrianmodels.co.uk
- Wheels
Alan Gibson
www.alangibsonworkshop.com
- Humbrol Liquid Poly, acrylic paints, Decalfix, weathering powders
www.humbrol.com
- Transfers
Fox
www.fox-transfers.co.uk

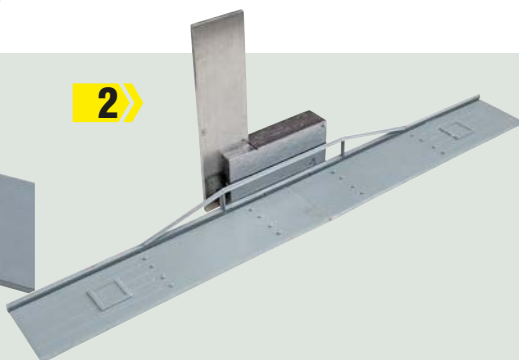
Assembly

1»



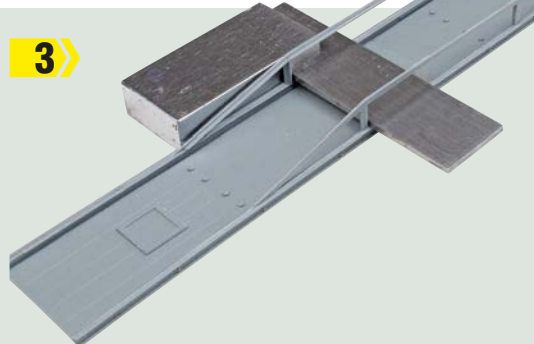
Stick the two halves of the floor together on a flat surface ensuring they're level and aligned. One of the two halves was thinner than the other so I used a piece of plastic sheet to make up the difference.

2»



Stick one of the solebars to the end of the floor. I worked using a mirror as a work surface to ensure it was flat during this stage. The solebar overhangs the end of the floor slightly so ensure that the overhang is equal at both ends.

3»



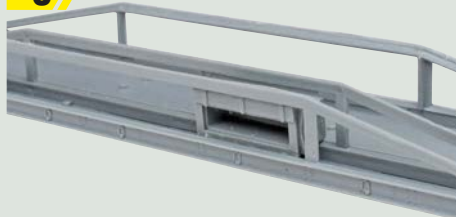
Using a set square, glue the other solebar and ensure that the vertical uprights are square.

4»



Fit one of the four trusses using the studs on the floor as a guide. Fit this nearest to one of the solebars and align the vertical posts with those on the solebars. Note that the face of the angle of the truss matches that of the solebar and faces inwards.

5»



Glue the front on one of the chain boxes and glue this on the pad marked 'x' on the inward facing side of one of the solebars – it doesn't matter which of the two solebars you fit it to. Don't glue it right in the corner otherwise they'll be no room for the crossbars.

6»



Glue the other three trusses in place. It's important you use a straight edge to ensure the verticals are in line before the glue sets.

7»



Glue the four crossbars in the corners of the uprights. If you find this difficult you might find it easier to use 1.5mm L shaped angle from the Plastruct range. Cut this oversize, clamp in place whilst the glue sets and cut off overhang when dry.

8»



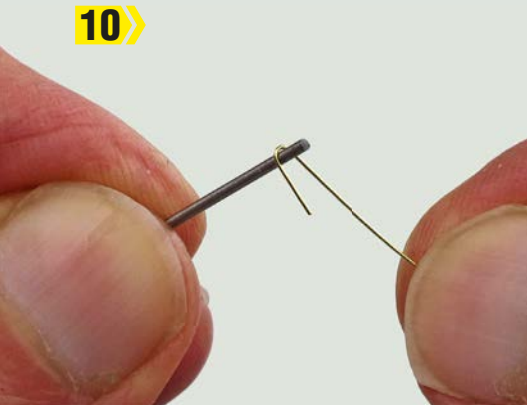
Glue the buffer bodies to the headstocks, then attach at either end of the wagon. When set, I drilled 1mm holes through these to accept the buffer shanks.

9»



Fit the winches, eight per side. These need to be evenly spaced about 33mm apart along each side.

10»



The U clamps are moulded but look better if added. Make a loop from 0.3mm brass wire using a 1mm drill as a former. Darken these using blackening fluid.

11»



Drill two holes where clamps have been moulded on the solebars using a 0.35mm drill.

“you don't need many tools or equipment to make these plastic kits, but parts need a little work before fitting together”



PRACTICAL BRM

12»



Push the loop through the holes and bend over. Secure with cyanoacrylate from the rear.

13»



Fit coupling hooks to the buffer beams. They aren't supplied with the kit which gives you lots of flexibility. I used items left over from Dapol kits, but there are lots available from the likes of Slaters, Romford, 51L, Dart Castings and Alan Gibson.

14»



Fit the handwheels (a choice of three) to the brackets, then glue in each of the four corners. For strength these are made shorter so you can glue the wheel to the solebar.

YSA/YWA with ASF bogies

15»



Some extra winches are provided with the kit and additional ones were often fitted, so I decided to add more to the contemporary model.

16»



Many later wagons had steps and if you wish to fit them there are two per wagon, on the left of each side.

17»



Glue together the two halves of the air tank and brake distributor and glue in place on the second and third trusses on the opposite side of the wagon to the chain box. Pre-drill them with 0.6mm holes to accept the wire for the pipes runs. I added a handle to the distributor made from 0.45mm wire.

18»



Fit brake pipes between the brake components using 0.6mm flexible wire, such as that sold by florists. Attach using cyanoacrylate. Don't worry about getting it exactly right – there is limited access and you only need to give an impression of what's there.

19»



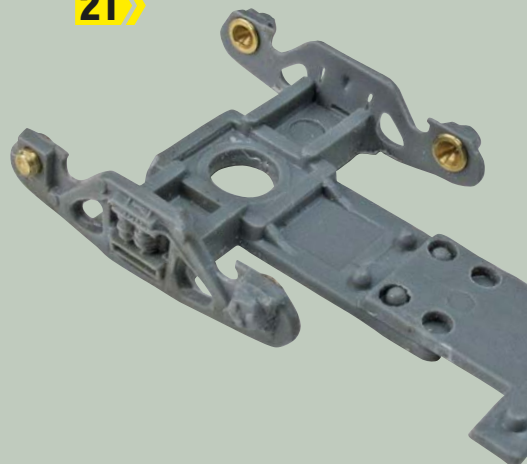
Fit air brake piping on the buffer beam using 0.4mm brass wire. Put a curve in these using pliers and crimp the free end using the same tool.

20»



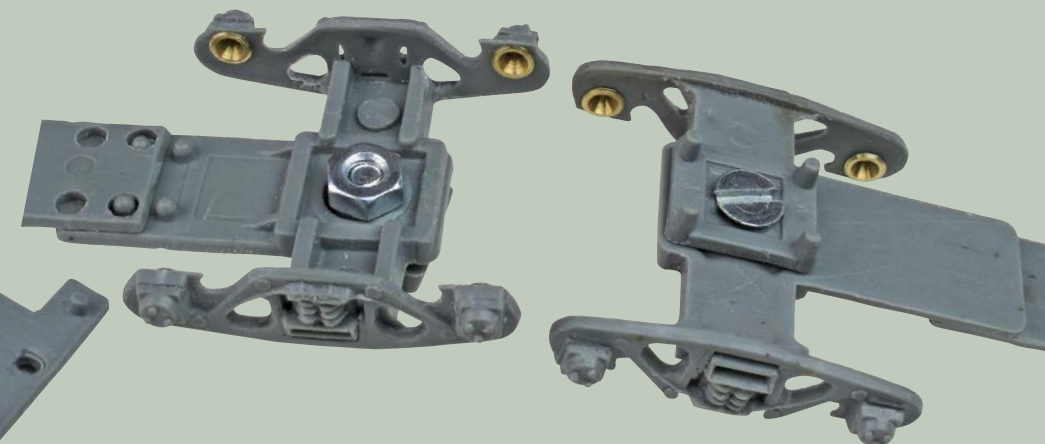
The ASF bogies are one piece of plastic. First clear the holes with a 2mm drill and glue the Gibson top hat bearings in place on the inner surface with cyanoacrylate. On the outer surface, glue the axlebox fronts in place with cyanoacrylate. Trial fit the wheels but remove them again afterwards until painting has been completed.

21»



If you wish to model railway couplings, fit the adapter plate after modifying the holes as explained in the instructions.

22»



Use the nut and screw with the rectangular-shaped bolsters to fit the bogies. Don't attach to the wagon yet, though.

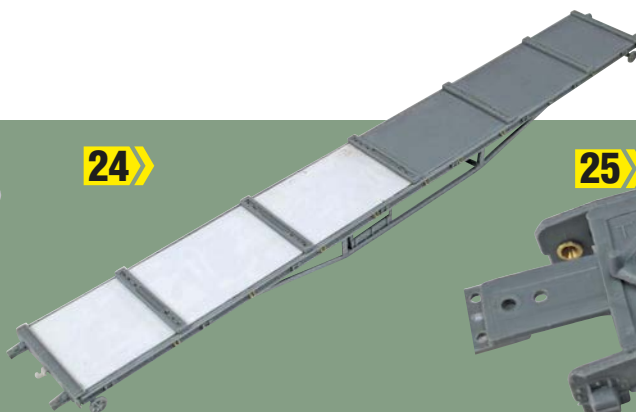
Salmon/YMA

23»



Fit the end plate detail side up to the ends of the floor with the angle iron on the inside.

24»



Fit the five bolsters with one in the centre and the others spaced equidistantly along the floor.

25»



To fit the bogies, glue the side frames onto the stretcher, then proceed with construction as with the ASF bogie instructions.

Painting

26»



If you've added bolsters (to carry loose rail), fit the stanchions. The models were primed with red oxide car primer, then sprayed black with Humbrol 33. Spray a weak solution and you can leave the primer to show through slightly, which gives a weathered rusty effect.

27»



The buffer beam and solebars of the ASF bogie variant were painted with dilute Humbrol 99 yellow acrylic. The control equipment for the air brakes and pipes were painted red (19) and the handbrake wheels and steps white (34).

28»



Paint areas where the transfers will go with floor polish, then add them using Humbrol DecalFix. The 'Salmon' logo (FRH4890/001) and warning flashes (F4214/2) come from the Fox range. Other lettering was done with a cocktail stick and Humbrol white acrylic paint.

29»



Wash the wheels to remove oil from the machining process and spray with Humbrol chocolate (98). Weather with a mix of smoke and iron oxide weathering powders and add some black around the axleboxes on the plate frame bogies to represent oil.

30»



Weather the wagons by brushing on various shades of Humbrol weathering powders, including smoke, sand, white, rust and iron oxide. You can really 'go to town' on the decking, as lots of dirt would accumulate here.

31»



The buffers were painted with Humbrol Metalcote silver 27003, then superglued after polishing. Add a dab of black paint to represent grease and oil on the faces.

32»



Prime the track using a car primer and then paint the sleepers using Humbrol 98, chocolate. When dry, coat the sleepers with a wash of tank grey (67) and then drybrush with black (33). The rails/chairs are dusted with Humbrol rust weathering powder. Hold the loads in place using chains or as here, on more modern wagons using strips of paper to represent ties. These should be spaced every scale 10ft.



‘SALMON’ WAGONS

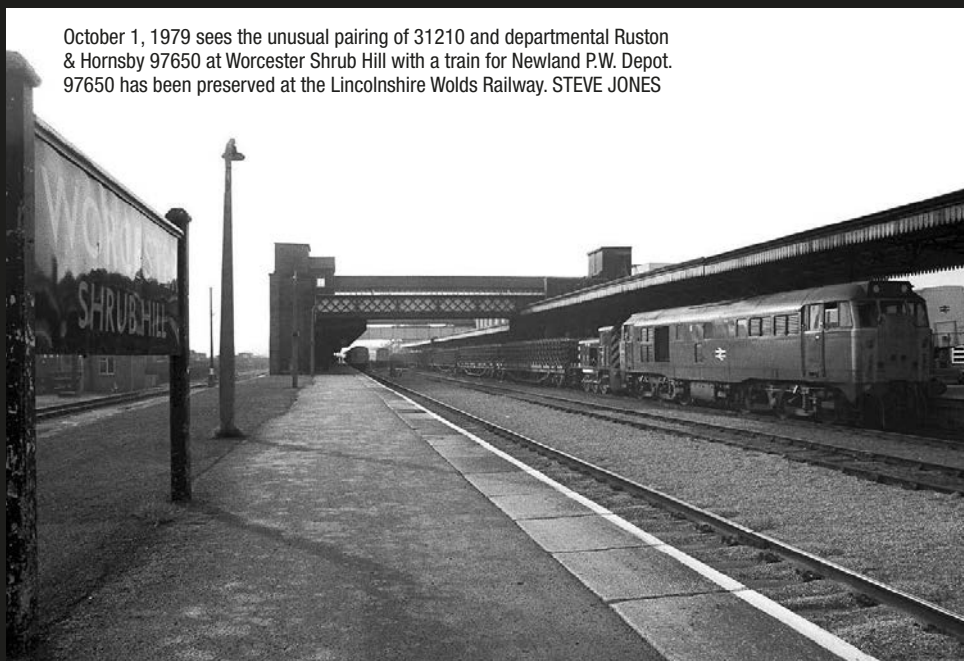
Simon Paley charts the history of these versatile engineering wagons, with a long career carrying rails, sleepers and track panels around the network.

On May 9, 1982, 50 033 ambles slowly through the southbound centre road at Oxford, with an engineers working. Sandwiched between the two LNER/BR 20ton brakevans is a ‘Salmon’ bogie bolster fitted with Stumec side rail loader cranes and four ‘Grampus’ spoil wagons. STEPHEN DANCE



The ‘Salmon’ is based on an LMS design with a 62ft deck (65ft 5in over buffers) and fitted with 5 bolsters capable of carrying 60ft rail lengths. The fleet, which at its peak consisted of 894 wagons, was built between 1949 and 1961 by various firms, including British Railways Derby and Wolverton works and private firms. The design was built under six separate diagram numbers to account for detail differences, mainly the inclusion or exclusion of a curb-rail, the type of braking system fitted and the type of bogie fitted. About two thirds of the wagons were fitted with BR plateback bogies of 8ft wheelbase, with the rest receiving a shorter, standard 5ft 6in version of these bogies. The oil bearings in these bogies required frequent maintenance with incidents of overheating axle boxes

October 1, 1979 sees the unusual pairing of 31210 and departmental Ruston & Hornsby 97650 at Worcester Shrub Hill with a train for Newland P.W. Depot. 97650 has been preserved at the Lincolnshire Wolds Railway. STEVE JONES



known as 'hot boxes'. This resulted in a speed restriction of 50mph (later reduced to 40mph) applying to the wagons.

In 1974, following the introduction of the TOPS (Total Operations Processing System) by BR, the fleet of 'Salmon' Wagons were coded YMO, for unfitted wagons, or YMP, for wagons fitted with vacuum brakes. By this point, many 'Salmons' had their bolsters removed to enable carrying of 60ft track panels rather than just rail. Some wagons had been modified further to carry rail cranes to help permanent way crews handle the heavy rail, these were coded in the YF_x series. The 'Salmon' fleet now carried the numbers DB996000 - DB996677 and DB996804 - DB997019 and were painted in BR departmental black.

British Rail undertook two modernisation programmes on its 'Salmon' fleet, the first was carried out in the 1980s, mainly at Doncaster works. The program was to update the braking systems with large numbers converted to air brakes, these being recoded YMA. Some of these gained or retained vacuum brake pipes, becoming YMB. Other modifications to the wagons were the addition of steps, generally on the left of each side frame, and strap tensioners along the solebar. The wagons were repainted into either engineer's grey and yellow or plain yellow, liveries that survive to this day.

A program of fitting new bogies started in 1998. Two 'Salmon' wagons were fitted with ASF bogies to combat the hot box issue that affected the fleet, although these would retain their YMA TOPS codes. The successful bogie conversion led to 193 wagons converted, with a new YSA code, between 1998 and 2008. Although the speed limit was retained, reliability improved dramatically. The speed limit was increased to 60mph for some wagons, which were given a new YWA TOPS code.

The last 'Salmon' wagons to retain their original bogies were withdrawn in 2006, but this only reduced the fleet to 388 wagons by January 2008.

Despite being upwards of 47 years old, in 2009 a number of 'Salmons' were converted to YKA 'Osprey' wagons. These conversions involved installing large steel stanchions at both ends of the deck to hold track panels in their lateral position, to simplify loading. A pair of central stanchions set the longitudinal position of the panels. The program saw 199 wagons



DB Schenker YWA 'Salmon' bogie sleeper carrying wagon 996485 is caught at Northampton, in the consist of 6A11 - Bescot Up Engineers Sidings to Bourne End Junction engineers' on May 3, 2014. DAN ADKINS



On March 6, 2001, 37688 backs into the former important Speedlink hub of Bescot Departmental yard, with two 'Salmon' wagons, loaded concrete sleepers. The short consist has arrived from the WWH Concrete Terminal. This shot is no longer possible because of lineside tree growth. DAVE GOMMERSALL



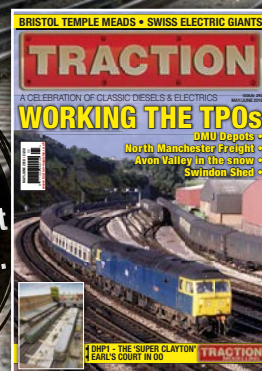
BR blue 08707 crosses York Yard North Junction on September 26, 1985, transferring two YFP 'Salmon' wagons DB 997008 and DB 996808 from York permanent way yard to York Leeman Road CCE Depot. ADRIAN NICHOLLS

PROTOTYPE INSPIRATION

DB Cargo YKA 'Osprey' bogie track panel carrying wagon 996215 is seen at Shornemead Crossing, being shunted from Hoo Junction Up Yard to Hoo Junction Down Yard on February 17, 2017. DAN ADKINS



Interested in diesel locomotive nostalgia? See our sister title Traction magazine at www.world-of-railways.co.uk



converted, although their existing numbers and liveries were retained. Many of both the Salmon and Osprey fleets are still active in 2018.

Operations for modellers

Throughout their lives, 'Salmons' were primarily departmental and engineering wagons used by the civil and permanent way departments of British Railways, later British Rail (BR), then Railtrack and Network Rail.

Engineering Wagons are great for modellers as they can run with most locomotives and in any length train. 'Salmons' are no different, the only constant being that they have carried rails, sleepers or track panels for their entire careers, unlike some departmental wagons. Despite being an LMS design, the wagons could be seen across the national network.

When first built, the wagons were hauled by both heavy- and medium-sized freight locomotives from all regions, as well as BR mixed-traffic 'standards'. After the end of steam on BR, engineering trains were taken over by an equally eclectic mix of traction, from Class 31s to Class 50s (and beyond) in various liveries, ranging from BR Blue to most sectorisation liveries. After privatisation

in the 1990s, the range of traction reduced quickly to being dominated by EWS Class 66s, however this diversity was increased in recent years with most of the freight companies having worked trains containing 'Salmon' wagons using Class 59, 66, 60, 68, 70 and 88s.

Consists depend on the work being carried out at the destination of the train. A single 'Salmon' wagon might suffice if a rail replacement was all that was required. If a small section of track is being renewed, a

ballast wagon, 'Salmon' and tool wagons can be used, and if a large renewal is underway, a bulk train of 'Salmons' carrying track panels might be seen. These of consists might include a rail crane, depending on the lifting capabilities on site. Initially, 'Salmons' were paired with 'fishkind' departmental wagons, but can now be seen with more modern designs, like the latest Auto-ballasters and Kirow Rail Cranes. ■

BELOW: Class 68 'Astute' in its Direct Rail Services livery shows there's plenty of life left in the Salmon wagons yet.



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CROWDFUNDING:

Revolution Trains have succeeded in bringing a substantial and complex product to market in the shape of their Virgin Pendolino to the acclaim of the customers who helped crowdfund the project.

Crowdfunding is one of the buzzwords of the modern era, but what does it mean and how safe is it when it comes to investing your hard-earned cash? Andy York finds out...

Increasingly frequently, it seems, news pages announce the prospect of a new model from smaller businesses and potentially new entrants to the marketplace. Lacking the necessary capital for their projects, some are turning to “crowdfunding” to raise the money. Perhaps we should stop and analyse what this alternative business model actually means, both for modeller and manufacturer, and ask the big question “Is your money safe”?

What is crowdfunding?

Traditionally a manufacturer invests its own capital in the development and production of a model and we pay our money when we decide, or not, to buy it. Crowdfunding business models are very different, in that it is our capital that is utilised to enable that item to be produced. Simply put, if we do not invest that money the producer does not have the capital available to design, tool, assemble and ship that item.

So why invest? It all depends how strong the desire of the buyer is to see that product on their layout. Another consideration is the possibility of a mainstream manufacturer producing the same item. In a world of

ever-increasing costs, how much would it cost if/when that eventually happens? Undoubtedly, the crowdfunding model is giving ever more opportunities and choices. As a consumer that can be viewed as a good thing, certainly in the short term, but it is pertinent to state that there can also be risks involved.

Assessing interest

Through crowdfunding websites it's possible for a commissioning producer to assess the levels of interest in a project; potential buyers can express interest and lodge their details. Hopefully, the supplier will have made an assessment as to what production run will be viable and calculated all costs and margins to establish whether the project will either proceed or not. With mainstream websites, such as Kickstarter, you will have provided payment details – if the project crosses its pre-established thresholds, funds will be taken from the buyer. With independently-managed websites it is more likely that expressions of interest will be moved on to invoicing for payment of the item, either in full or through installments; something that should be made clear in any initial pitch.

Why don't producers utilise existing frameworks such as Kickstarter or

Where does my money go?

I asked Revolution Trains how the funds are utilised. “All models nowadays are produced the same way: there is initial research, then a CAD drawing is produced, moulds are cut, and electrical components or photo etches are sourced, and all these parts are assembled, painted, lettered and packaged to create the finished model. Revolution Trains also adds a small additional amount to the project cost to account for currency fluctuations and show attendance expenses, though neither of us takes any salary. For Revolution Trains project funding is ring-fenced as we feel it would harm the credibility of the entire concept if a project were to fail because pledged cash was diverted to a different model.”





RISK AND REWARD

Crowdfunder? Simply put; 5-10% of the price will go to the website owner, a margin that can affect the viability of a project. Arguably there's no greater protection for the customer even if such an existing website was utilised, as they simply gather and pass on the funds after taking a slice without any legal obligations if a project were to fail for whatever reason.

Investment choices

According to the UK Crowdfunding Association there are three types of crowdfunding: 'equity crowdfunding', where investors are rewarded with a share in the business; 'debt crowdfunding', where money loaned is repaid with interest, also known as peer-to-peer lending which carries potential risks and 'donation/reward crowd-funding'. It is the latter that is closest to our interest areas. It's unfortunate to think of it as a donation to a business, but that is what it really comes down to. It's the reward which is the motivator for the customer; a product that they want or at a price they find appealing. This might be incentivised, with early adopters gaining a more beneficial reward and late-comers paying a higher price or receiving fewer additional benefits. This doesn't tend to happen much within the context of model railways, though, and it's generally a simpler outcome of an item being supplied or not. To date there have not been any instances where payment has been taken and goods have not supplied. However, it is true to say that some projects are still in progress and have not been delivered yet.

Success stories

We are starting to see physical evidence that crowdfunding can deliver quality models to customers which otherwise would not have happened. 2016 saw the first crowdfunded model for the UK; Revolution Trains delivered an excellent N Gauge contemporary TEA 100T tanker and 2018 sees shipment of their flagship N gauge Pendolino project, which is being well received by those who pledged to invest in

the model, and their N gauge Class B tankers and OO gauge TEA tankers are well on their way to being supplied.

DJ Models successfully delivered a 00 gauge Class 71 model in 2016 that was crowd-funded; arguably we would have seen a Class 71 model anyway, as this was simultaneously developed and delivered by Hornby. In retrospect this seems to have

Revolution's N Gauge model of the Pendolino narrowly missed its Kickstarter target, but was then produced in partnership with Rapido.





fallen outside the framework of producing a model which, otherwise, would not have been produced – sometimes duplication is an unfortunate by-product of a free market and sadly it can affect the viability of the model for both parties.

Mitigating risk

It is evident that some businesses are keen to try and provide reassurance to customers. Kernow Models processed the payments for the DJM 71 and clearly stated “In the unlikely event that the project does not proceed then all monies will be refunded in full. You can also cancel at any time, without penalty, and receive a full refund, right up until the model is sent to you.” Whilst Revolution Trains advised, “In theory once they have pledged they are committed to the project, but for all Revolution projects so far we have refunded anyone who has wished to pull out as the numbers are so minuscule it had no impact on the project as a whole.”

However, if there were to be a substantial problem with a factory or production rather than the odd customer having a change of heart then the situation becomes potentially less palatable for the investor, as Dave Jones of DJ Models said on RMweb, “Once the funds are allocated and spent with China, there is, like all crowdfunding ventures, no chance of refund except through the kindness of the crowdfunder and his hopefully deep pockets.” That’s where the risk is; we are making a discretionary purchase, failure to deliver is unlikely to have significant life-changing repercussions as long as we have gambled within our means assessing the likelihood of non-performance against the size of our investment and the

impact if the worst happened. This being compared to the reward of possessing a model we otherwise wouldn’t have been able to own.

The commissioner bears responsibility too for mitigating risk in this area and as Revolution told us, “We take seriously our obligations of due diligence and so on and we try to mitigate risk by using trusted and admired companies, such as Rapido Trains of Canada, or by enlisting the assistance and contacts of trusted third parties such as former Bachmann/Farish designer Colin Albright. We also try to price the models to hedge against unwanted currency fluctuations, and

against unforeseen additional costs during production. Those considering backing a crowdfunding project should look at the proposer’s track record of delivery, consider how the project is presented and make their own assessment of its likelihood of success. They should understand that there are risks, and if planning to sink a large amount of money into a project they should take some responsibility, and not be afraid to ask searching questions.”

How should we assess that risk? Look at the terms and conditions set out by the commissioner, there should be clarity about what your rights are at any point. If there is vagueness in this regard, it is very

Severn Models

In August 2014 Andy Vaughan of Severn Models used Kickstarter to assess the viability of producing a run of etches to make an etched brass kit of a 2mm scale cottage, ‘A House in your Hand’. Modest targets to cover production costs were exceeded inside three weeks and the models were successfully delivered within three months. Severn Models has subsequently produced many more items in their interesting range and now attends over 20 shows a year – a real ‘cottage industry’!





much *caveat emptor*. Has the commissioner delivered before? What were the timescales? Was it a good model? Do you feel they can manage the process or are they juggling too many projects? Then go back to the point of clarity once again; is it all crystal clear or are there unanswered questions? If so, ask the questions and make an assessment based on any clarification given. Also look at the payment methods offered and whether they offer any recourse to reclaim payments made. A recent crowdfunding project for a substantially-priced O gauge model only offered payment via bank transfer, bankers draft, building society cheque or postal order – good luck in reversing those payments!

simply put, if we do not invest that money the producer does not have the capital available to design, tool, assemble and ship that item

Ideally the crowd-funding model is an exciting stepping stone for a growing business which hopefully sees them grow and deliver more products to the satisfaction of their customers. Personally, I worry if I see an existing business that has previously used a conventional investment model moving toward crowdfunding, as this infers that they have insufficient cash or confidence and are transferring the risk to the customer. It is important to distinguish this from commissioning parties who may seek a deposit as part of a conventional transaction to supply goods, as these elements do not add up to be the total cost of a project.

Established manufacturers have warranties, spares supply and service departments – all factored into the price you pay for a model, so it is worth exploring this with crowd-funded models too. As Revolution states, “When producing models, we factor in spares to ensure that any defect models can either be replaced or repaired. Often our customers prefer to fit or fix parts themselves rather than return their models; for example, we have sent out replacement

ladders for TEAs for the owner to fit or given email help to correct the occasional assembly error.”

Reaping the rewards

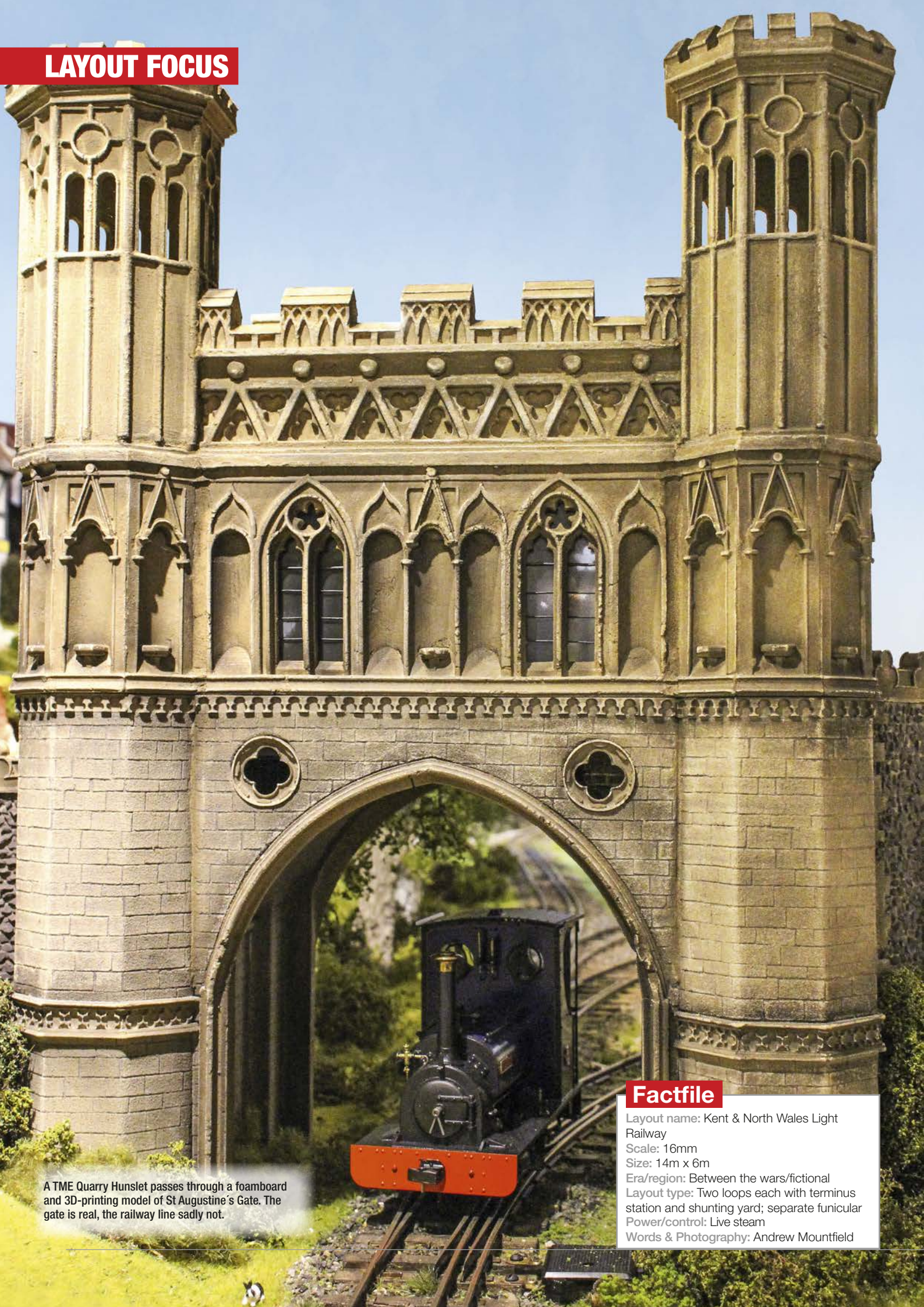
Revolution Trains sums it up nicely, “The main ongoing benefit to customers is just enjoyment of the models and the satisfaction of knowing that they played a part in making them happen. However, Revolution also likes to reward its supporters and when we send out new models we often include a voucher giving discounts on forthcoming models ordered before a certain date. This obviously saves the customer money and helps us by bringing in support early.”

Crowdfunding can work and it is evident that we can now enjoy some models we wouldn't yet have – and some of superb quality too. Just remember that there were risks; you accepted those risks, maybe without full consideration, but you have nonetheless reaped the rewards. ■



DJ Models delivered the UK's first crowdfunded OO locomotive in 2016. Is crowdfunding the future?

LAYOUT FOCUS



A TME Quarry Hunslet passes through a foamboard and 3D-printing model of St Augustine's Gate. The gate is real, the railway line sadly not.

Factfile

Layout name: Kent & North Wales Light Railway

Scale: 16mm

Size: 14m x 6m

Era/region: Between the wars/fictional

Layout type: Two loops each with terminus station and shunting yard; separate funicular

Power/control: Live steam

Words & Photography: Andrew Mountfield

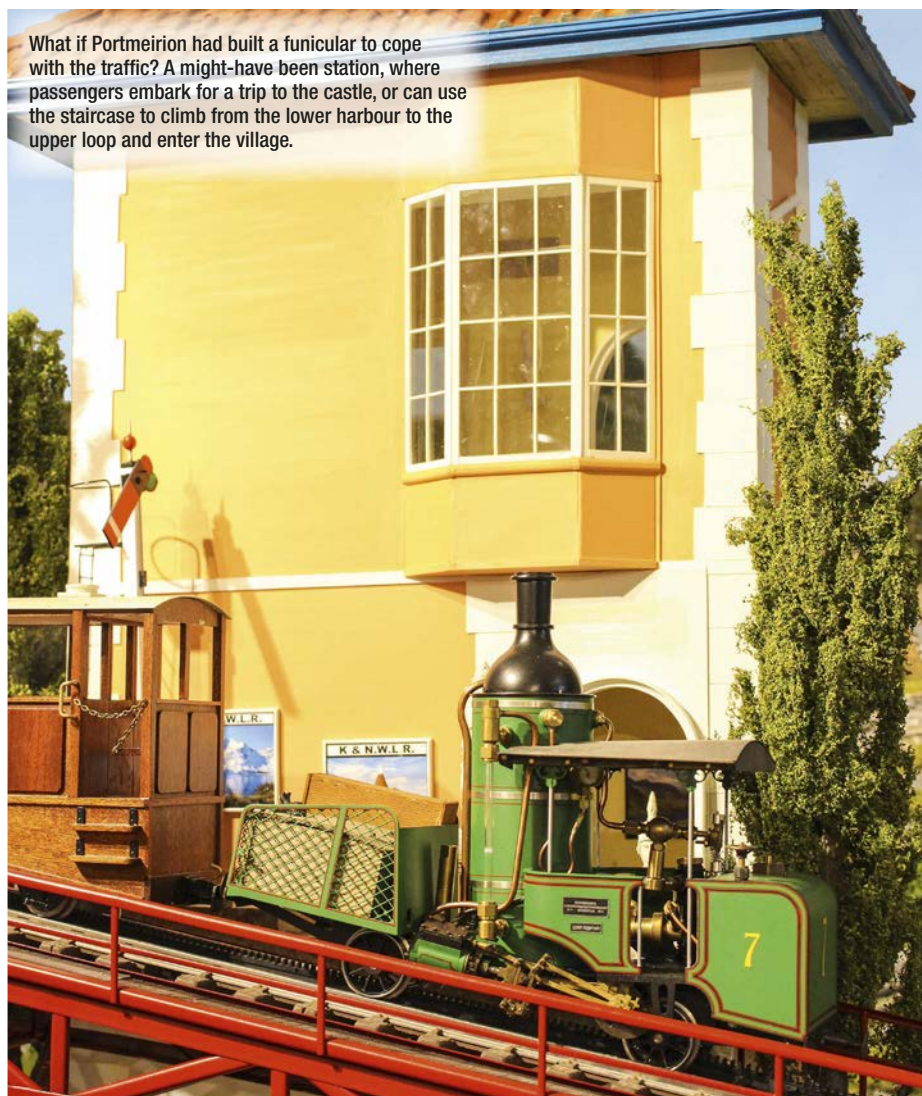
KENT & NORTH WALES LIGHT RAILWAY

Model railways come in all shapes and sizes, although few rival Andrew Mountfield's layout in terms of scale and scenic variety. What's the story behind its peculiar name, we wonder...?

How did I get here? Most of us probably have a first memory about when we realised that railways were a good thing. For me, it was a family holiday in Wales during which we visited the Talylyn, the Welshpool and Llanfair, Devil's Bridge and the Vale of Rheidol. I think we even got as far as the Ffestiniog. The first glimpse of these small locomotives, the sound of steam moving through cylinders and the smell of coal were forever etched on my memory. Back home my father built a 009 line. Only later did I realise that my mother was also a skilled modeller, as a series of beautifully detailed 4mm hand-made buildings, made before I was born, proved. So, it was in the family, even if the seeds lay long dormant in my case.

Studies in Germany, a first job in Switzerland and a house purchase across the border in France didn't allow much freedom for modelling. But upon changing jobs, my leaving present was a generous LGB Stainz locomotive, narrow gauge and 45mm, which however sat on a bookshelf for another ten years. But 20 years ago, and with the encouragement of friends, I bought a first Roundhouse narrow gauge live steam locomotive, and track that I occasionally laid outside in the garden.

Finally a house move closer to the Swiss border gave me a chance to do something more permanent. The previous owner had collected cars and fiddled with them in the cellar, a space 14m by 6m, the equivalent of three double garages. The floor was concrete,



LAYOUT FOCUS



A view across the Kent side of the line, with St Augustine's Gate to the left, and the Colonel Stephens-style terminus station in the centre. In the background, a corner of Canterbury rises above the viaduct.



Meet the Modeller...



I am a consultant and academic, and I live in Switzerland and France, where the K&NWL R is currently still being built. I came into modelling through making military dioramas, so perhaps it's no surprise that for the last few years, I have focused on the buildings and scenery that make up self-contained small vignettes in different parts of the line. That's why, underneath the line and hidden from view, there are at least as many buildings in storage, as above and in view. Recently, I've discovered architectural 3D printing, which adds a whole new set of possibilities. I'm playing with the idea of replacing the current Colonel Stephens' Kentish station with something Victorian Gothic, complete with cast-iron canopies. And plans for a Welsh version of the Lisbon Elevador steam-powered lift up to the village of Portmeirion are well-underway, which will need both laser-cut metal and 3D stonework. I'm reasonably certain that Sir Clough Williams-Ellis would have smiled benevolently on the project, and positioned it on the cliff edge down to the sea

LAYOUT FOCUS

with slopes to enable oil to escape and a large hole on one side to allow for the inspection of cars from below. Also, there was no heating. Where others would have seen only problems, I saw the possibility to lay claim to this wasteland for myself, and installed a floor, plasterboard walls and doors to keep interlopers out. And without any serious planning, I found myself with the location to build a garden railway indoors. But there was a natural dividing line created by the interior and exterior doors into the room, where the space had to be traversed by removable bridges. Having grown up in Kent with its history of (standard gauge) country branch lines, and with my knowledge of the narrow gauge of North Wales, I decided that one half of the line would model Kent and the other, well, you've probably already guessed. And so the idea of the geographically-challenged Kent & North Wales Light Railway was born.

My carpentry skills can charitably be called basic, and it soon became clear that the size of the space called for something beyond my childhood 4ft x 6ft Hornby baseboard experiments. Fortunately, I had a chance to talk to Gauge 1 modellers who advised me to get professional support. My ambition was to go beyond the bare ovals of track they favoured and give myself the foundation to do some "real" modelling.

Through the internet, I found Uwe Brilmayer, who specialises in making bespoke baseboards for HO Märklin layouts, just not in the size I had in mind. We settled on a modular construction technique, using 20mm and 10mm ply, where each module could fit through a normal door frame, and all legs could be adjusted for the uneven floor. But the most important piece of advice was from his experience with HO layouts. This encouraged me to abandon the flat baseboards, and to have two loops at different heights – the exterior 300mm above the interior one. He rightly argued this would provide more scope for modelling, and make the line visually more interesting. After a long period of 3D CAD design, the final structure was agreed, and the basic modules constructed. The installation took three of us just one day to complete. Bridges and viaducts had also all been designed using the CAD system, and could be easily put into place.

Track however was trickier. Those familiar with G scale and 16mm practice, will know that LGB-style track uses 45mm to model metre gauge; 16mm British narrow gauge uses 32mm track as the equivalent of two foot practice. On the continent the first is



The top loop viaduct with the lower dual gauge loop below, showing the K&NWLR warehouse (which hides a concrete pillar).



The oast house and hopfield on the Kent side, with St Trinian's school from the original film behind, in reality today a part of the University of Edinburgh.



0-4-2ST *Talyllyn* pulls a train of TR coaches along the tree-lined section next to the Kentish terminus on the lower loop.



A DJB live steam vintage model of a Manning Wardle *Taw* from the Lynton & Barnstable.



A TME cabbed 0-4-0 quarry Hunslet. This small locomotive can be fired with either gas or coal.

KEY DETAILS

Portmeirion

The second version of Portmeirion now models the centre of the village and shows the central piazza, complete with an ornamental pond.

At the back of the piazza, the Bristol Colonnade is made of foamboard with resin columns. These are flanked by the Gloriette and, at the other end, the Gothic Pavilion is made from foamboard and 3D-printed elements.

The half relief buildings that form the background are mainly plastic sheet constructions.



almost universal, but British rolling stock is often only available in the second. The solution: dual gauge track on the lower loop, which was built using wooden sleepers. By the end of 2010 the track and basic scenery was in place, and the first battery-powered trains could run.

Although it's easy to apply techniques for landscaping in 16mm, extrapolating from 4mm practice, visitors forget the sheer volume of material required. A chicken wire frame needed to be constructed on a module-by-module basis, with plaster bandage and scenic material in the usual manner. The larger modules have person-sized hatches built in, but experience has shown that these sometimes require longer arms than the average human possesses. I quickly discovered that the two levels of track meant that scenery and buildings needed to reflect the landscape, and placing buildings on a flat plane next to the upper line risked looking a little too toy-like. I went back to the drawing board on multiple occasions, and sketched out designs that would make full use of the multiple levels offered by the space.

My first attempts to use 4mm technique for modelling buildings failed. Card, even Bristol board, was not stable enough, even with my robust attempts at compensating for imminent collapse. I engaged Peter Smith, the well-known model architect to provide me with some first buildings to replace my modest attempts, and it was examining these, that I learned the most. Peter had used thick plastic sheet, with wooden frameworks for bracing, combined with commercially available window frames. This was something to be shamelessly copied.

Further inspiration was gathered from Mike Duffy, whose G scale work using scored and shaped foamboard is well known. Foamboard has a problem; it's difficult to carve (at least for me) to produce more ornate stonework. While looking at the problem, I got to know Pierre Marschner, who had just invested in an industrial-quality 3D printer. Printed parts can then be combined with foamboard to produce authentic looking carving, particularly if you choose prototypes that use a repeating pattern. Using painting techniques to exaggerate shading effects, it's possible to obtain convincing results without too much real depth, as the pictures of the Canterbury gates I think demonstrate.

Other sources of building materials included kit-bashed dolls houses and toy castles. I also indulged in a bespoke



For more advice about garden scale scenery and locomotives, see www.world-of-railways.co.uk/garden-rail

A view of the terminus on the Kent side, showing a rear view of St Augustine's Gate to the left and a member of local wildlife using the station facilities in the foreground.

warehouse for the harbour, courtesy of Brunel Models. Tree making, however, is an art form. Though the basics of using wire to create trunk and branches are easily learned, getting this tangle of metal to really look like a tree requires practice. Then I discovered Manfred Grünig's work, which can now be found on the K&NWLR.

For the 16mm garden railways fan, it's no longer true that you have to be a model engineer for locomotives, and a scratch-builder for rolling stock. Companies like Roundhouse, Regner or Accucraft build dual gauge, reliable and often prototypical live steam, gas-fired locomotives, and starting out this is what I bought for the line. Unlike meths, gas-fired live steam doesn't require a powerful ventilation system if running indoors, as only water vapour and carbon dioxide are produced. Although the modest length of the K&NWLR doesn't justify a large locomotive fleet, I've found that over the past twenty years, motive power has

increased at an alarming rate.

I try to keep the liveries to a small number of fictional companies that run on the two upper and lower lines. Although most locomotives have space in the cab for radio control, I choose not to, getting my pleasure from watching them go around the line, making occasional adjustments to gas and regulator, rather than constantly fiddling with an R/C set. Major hazards of gas-firing indoors? Well, the locomotives are pressure vessels (gas and steam) but are tested when manufactured, and are regularly tested by me. And if a Garratt does lose its flexible gas hose while going around the upper loop, setting fire to the scenery is a possibility, so I never leave a locomotive unattended and have a fire extinguisher in easy reach. More frequent accidents tend to involve derailments, as even the best laid track at this scale is no defence against tangled couplings or wheelsets that jump when going through points.

Does 16mm live steam work indoors? Well, it's worked for me, and like almost all model railways, is still not finished. But that's all part of the fun. ■

What we think...



Large scale model railways running in a fully scenic setting are rare. Live steam ones running indoors through beautifully modelled scenery are rarer still. Andrew's model is simply stunning and shows what can be

achieved in the traditional garden scales. Judging from his regular posts on social media, the locomotives aren't shelf queens either – they all seem to perform regularly on the model. Mind you, if I'd built a layout as good as this, I'd want to spend all my time in the railway room running it too!



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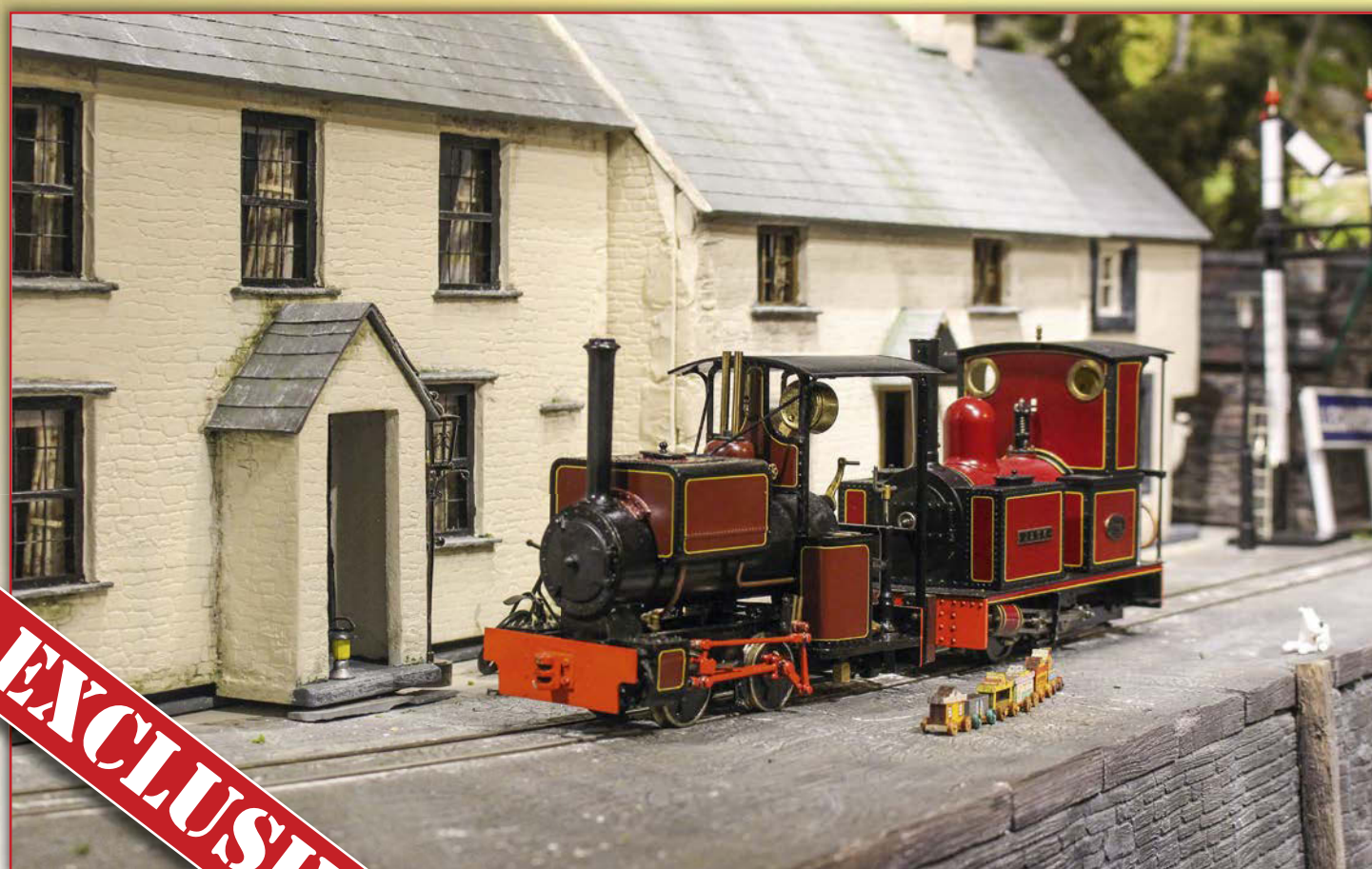
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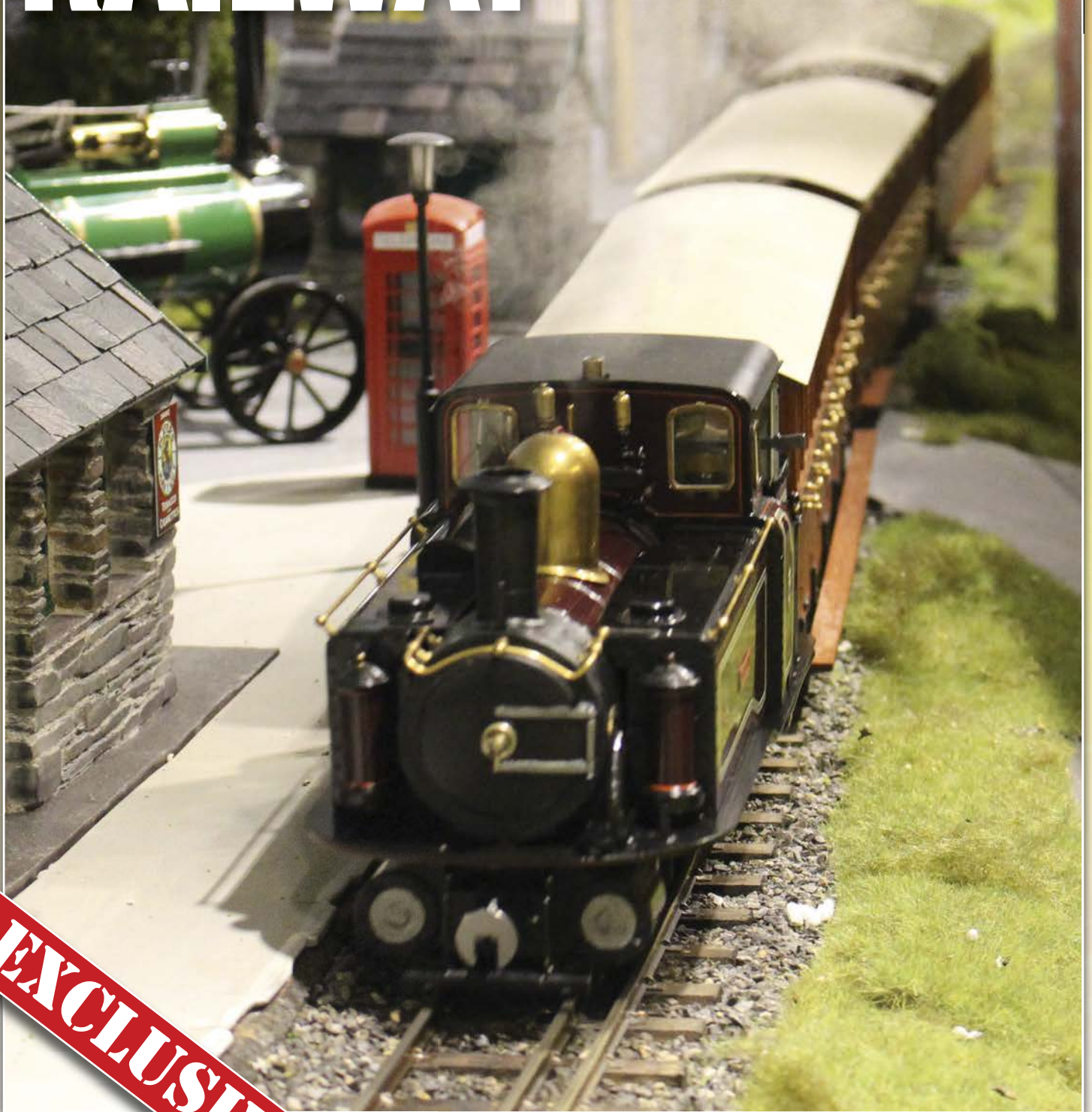


EXCLUSIVE

EXCLUSIVE



KENT AND NORTH WALES LIGHT RAILWAY



EXCLUSIVE



DIGITAL EDITION EXCLUSIVE

The happy memories of a bygone era inspire a lovely layout and, occasionally, some unusual loco choices. Gordon Hall rolls back the years...

WATCH THE VIDEO HERE
(You must have a wifi connection to stream video content)





The obscure locomotive, lightly weathered in its final form. With a top speed of 2.5mph, it was slower than the horses it was suggested to replace.

A 'MECHANICAL TRAVELLER'

This model of William Brunton's railway propulsion design from 1813 has generated interest at exhibitions. Its creator, Adrian Dyer, enlightens us on his motorised horse to go by steam.

I'd been curious about early locomotives and considering that Brunton's locomotives were amongst the first two dozen machines propelled by purely mechanical force on land, this seemed reason enough to model one. Brunton's mechanism is interesting because it might be seen as the doyen of mechanical walking robots.

Building the model

I used a drawing of Brunton's locomotive from www.locos-in-profile.co.uk as a basis for my model and took further details directly from his patent (GB3700/1813). The first locomotive, which Brunton said was in accordance to the description given in his

patent submission, was built for the 3ft 6in gauge Crich plateway in Derbyshire. The model was scaled from this gauge to run on standard O-gauge track and use commercial wheels and edge rail for convenience of construction. The scale is 9.1 mm:1ft, which approximates to 1:32 scale.

In building the locomotive, I had to compromise to accommodate the motor drive and cranks needed to create the piston throw, which is what determines the steam horse's stride length. I wanted to hide the cranks and motor within the boiler casing both for aesthetic reasons and to make a

"...I have been, as you will easily perceive, in a scheming way lately invented a horse to go by steam..."

William Brunton, April 1813



Hauling its loaded coal wagon via a chain, Brunton's 'horse to go by steam' is almost other worldly.

mounting point for the tall motion standard that supports the hips.

The model picks up current from the rails, but the wheels aren't driven by the motor. Like the prototype, the locomotive lacks compensation. The feet are mounted on tiny ball joints similar to those described by Brunton which are made using 4mm scale hand rail knobs. Power is provided by a Mashima 1420 motor paired with a London Road Models gearbox and 38:1 gears. With hindsight, a 60:1 ratio gearing would have provided more torque at low speeds. The only new parts bought specifically for the project were Slaters 7136 wheelsets.

I added a tender based on that of the Wylam Dilly using a dray barrel from the Dapol Scammell Scarab kit, although the real locomotives may have used line side 'kettles' to periodically refill the boiler directly with hot water.

To exhibit the project, I built a short demonstration track using Ambis Engineering's 7mm scale fish-belly rail from Hobby Holidays, coincidentally modelled from a design of rail made by the Butterley. A non-scale treadmill salvaged from my initial test track provides the horse with 'exercise' without it moving forward.

Operations and trials

When the direction of the motor is reversed by changing the polarity of the power controller, the engine does a shimmy as it switches from right to left leg, or vice versa, but it carries on going forwards. Just how

the original locomotives returned down the line to begin another journey isn't known. The locomotive is more of a donkey than a racehorse. Brunton claimed a speed of only 2.5 mph for his first locomotive, which had a small twenty-six-inch stride equivalent to that of the model, whilst the second locomotive with a much longer stride of six feet was intended to gallop much faster. Although motion of the model on the treadmill is steadier at higher speeds, a sedate walking pace is preferred for realism.

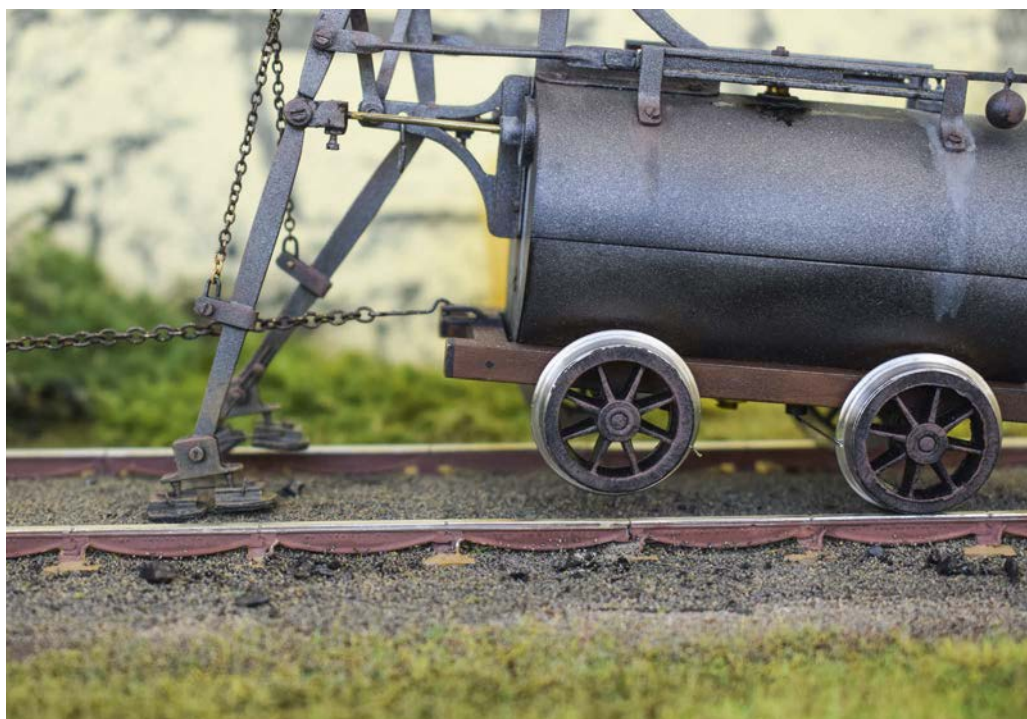
When the locomotive is loaded to a stall, the rear wheels are lifted dangerously from the track as Brunton described. When a stall occurs, both feet can end up next to each other rather than a stride apart. Wheel slip is a safer alternative as it avoids the risk of derailment. Brunton's solution to the problem comprised of an angled chain to transfer weight from the leading wagon to the engine.

A question I wanted to answer using the model was whether Brunton's machine should be classified with regular locomotives, or as a non-rail adhesion locomotive alongside the rack system devised by Blenkinsop and Murray and the fixed chain used by another contemporary engineer William Chapman; or whether it was an intermediate.

Drawbar pull tests confirmed that the model exhibited haulage capabilities similar to a single driver adhesion locomotive of the same weight. Lack of weight on the rear wheels rather than grip or motor torque was found to be the limiting factor. The benefit of coupling all the wheels together had not gone unnoticed by George Stephenson and others.

Building Brunton's locomotive has taxed my limited engineering capabilities, but I'm pleased with the results and delighted with the trials it has made possible. Like most ten-minute jobs, it took far longer to do than I'd expected! ■

Further reading: The Butterley Gangroad (or Crich rail-way), Derbyshire Archaeological Society pp50-72 ISBN: 9781320438605



Stalling the locomotive raises the rear wheels from the rails – not ideal in any given scenario...

BRM

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THE MECHANICAL TRAVELLER

Engineer William Brunton played his part in the Industrial Revolution, although his concept for a 'mechanical traveller', with its articulated legs providing the locomotion, is perhaps not one of his more successful inventions. Modeller Adrian Dyer was impressed nonetheless, and has produced a stunning model of the machine. See it working here.

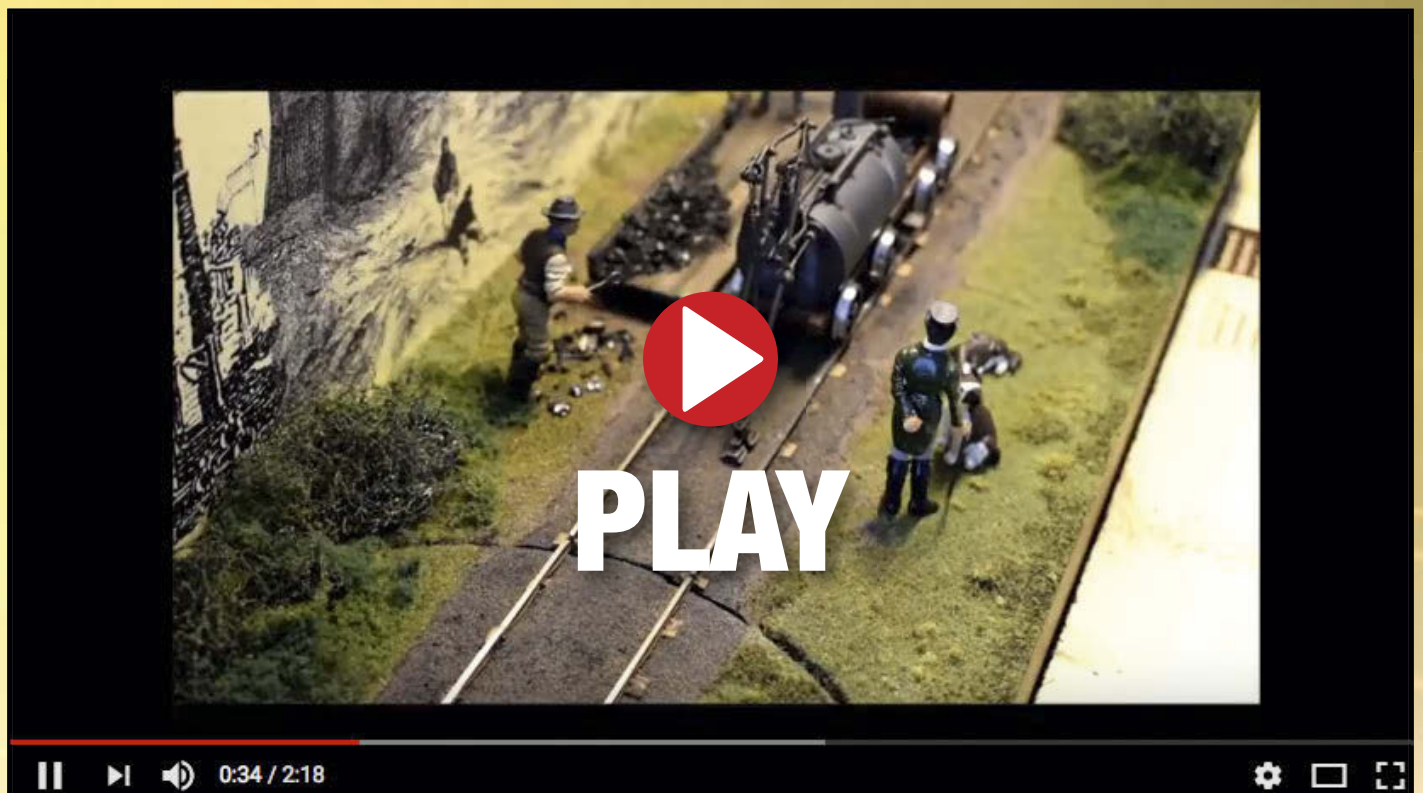


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A fondness for the Cambrian Railway and need of a new exhibition layout led Phil Greaves to build this tribute to the Western Region set in the 1960s.

After 14 years on the exhibition circuit, my layout 'Rhyd-y-Clafdy' had become very tired, bruised and battered. It was becoming obvious that I needed a replacement, to be built with the help of my close friend, Ian Downing. The new layout had to be based on the Cambrian section and set in the 1950s/60s because that is where our interest lies, and we had built up a collection of appropriate locomotives and rolling stock.

No consideration was given to going for DCC because of the cost of converting so many locomotives. Ellesmere was chosen because we wanted to model somewhere real that also offered more operational interest than 'Rhyd-y-Clafdy'. Ian obtained a copy of the 1:2500 Ordnance Survey map of the area (see page 29) and the site at Ellesmere appeared quite compact with road overbridges at either end - ideal for scenic breaks.

Ellesmere was on the Cambrian Railway 'main line' between Oswestry and Whitchurch. At Whitchurch it connected with the Crewe-Shrewsbury line. Although technically a main line, services were distinctly local, mainly from Whitchurch to Oswestry and Welshpool with some trains having a long wait at Oswestry.

There was a daily through service to Aberystwyth and one to Llanidloes, but the highlight was the 'mail' - including vans for Liverpool and Manchester - leaving Aberystwyth for Whitchurch in the evening and returning in the early hours. Even so, the through services were combined with Shrewsbury portions which split at Welshpool so most trains at Ellesmere consisted of between two and four coaches. On summer Saturdays there was a through working from Manchester to Aberystwyth.

There was a branch to Wrexham just to the west of Ellesmere and this was worked by an autotrain which connected with most 'main line' trains but had to be shunted out of the way when two trains were due. There were two goods trains each day on the Wrexham branch and two between Whitchurch and Oswestry, the afternoon one spending several hours shunting and attaching milk tanks to the Aberystwyth to Crewe passenger train. On occasions there

was enough milk traffic to justify a separate Ellesmere to Crewe milk train. There were also 'pilot' shunts to Elson Siding, a mile west of the station. These would provide the increased operational interest that we wanted.

Prototype modelling

Any attempt to model a real place has to be a compromise and in fact can only really be 'based on' the prototype. Unless the railway is still *in situ* and we want to model it as it is today, we have to rely on whatever evidence is available. We visited Ellesmere and discovered the intact, if rather forlorn, station building and the bridges at either end of the site. However, nothing else remains so more research was needed. An internet search came up with 'Disused Stations' and a useful collection of photographs of Ellesmere. Since construction started more books have appeared containing appropriate images, for example Derek Lowe's *The Cambrian Main Line* (Book Law/Foxline), *Oswestry to Whitchurch* from the 'Country Railway Routes' series by Vic Mitchell and Keith Smith (Middleton Press) and *The Wrexham & Ellesmere Railway* by Stanley Jenkins and John Strange (Oakwood Press). All have proved to be invaluable.

David Saunders of Ellesmere Model Railway Club provided a CD with images of Ellesmere, including an aerial photograph of the area from 1956. However, most photographs are of trains and certain areas of the site are not covered at all. Even these caused some headscratching with changes in track layout including removal of the turntable, modification of bridges, updated signals and alterations to the goods yard.

We decided that the layout was to fit into two cars to avoid the complication and cost of van hire. Thus it was decided to fit the scenic section of the layout onto four 4ft baseboards which could be boxed in pairs. Google Maps was used to work out a scale as well as the 1:2,500 scale map of the area and the plan only needed to be shortened by about 18in to fit into a 16ft space. This was achieved by shortening the goods yard, although it is still plenty long enough.

The station had short platforms that couldn't be compressed, but otherwise



Factfile

Layout name: ELLESMERE
Scale/gauge: 4mm:1ft scale, 16.5mm gauge OO
Size: 16ft by 4ft
Era/region: Early-1960s, BR Western Region
Location: North Shropshire
Layout type: End-to-end
Power/control: 12V DC analogue
Words: Phil Greaves
Photography: Andy York

00
GAUGE

ELLESMERE

CHANGE FOR WREXHAM





ABOVE: The 4.15pm to Crewe must be a few minutes late, as the 4.20pm Wrexham autotrain has already departed.

LEFT: The turntable on the Up side at Ellesmere was taken out of use in the mid-1950s. The Permanent Way department now has a presence there as witnessed by the various bits and pieces and the new hut.



the track layout is pretty much to scale, even if some points had to be repositioned slightly to avoid baseboard joints. The baseboards needed to be 3ft wide to accommodate everything but widen to 4ft at the Whitchurch end where there was a Smithfield Cattle market.

Having 3ft baseboards can cause problems when reaching over to put derailed vehicles back on the track and restricts the height of the backscene so that operators can reach over when they need to.

Rich history

The layout had to be built in a garage with little room to move. Bikes, freezers, washing machine, a tumble drier and other household clutter meant I could only work on two boards at a time. Baseboard construction used traditional 3in by 1in and 2in by 1in timber frames with 5mm ply tops. They are joined by wooden dowels for alignment and 6mm bolts and wingnuts. Ray Elwin of Warrington MRC built the baseboards and saved me a lot of time. Ray also built my control panel, for which I am most grateful.

The whole baseboard surface was covered in 1/8th in cork sheet, painted with a base coat of dark grey emulsion. The trackplan was drawn full size on greaseproof paper so that adjustments could be made. I tried to keep a minimum curve radius of 6ft in the goods yard and used C&L templates for the points, although these had to be adapted to suit individual locations. The railway through Ellesmere was mostly straight, but with a gentle curve through the station.

we decided that the layout was to fit into two cars to avoid the complication and cost of van hire. It was decided to fit the scenic section onto four 4ft baseboards which could be boxed in pairs.

ask the expert

Q Modelling a prototype location means the buildings have to look authentic. What was required to produce an exact scale copy of the station buildings at Ellesmere?

A We realised that the layout would be a non-starter if we could not make a decent job of the station building. It was a large building, intended as the headquarters of the Oswestry & Whitchurch Railway and the construction of this building was extremely daunting. Because the building still exists it was possible to take detailed photographs and measurements. Construction followed typical scratchbuilding practices using 6mm foamboard covered in South Eastern fincast plastic card brickwork, following advice and ideas in Ken Ball's books and articles. I must admit though that I am no longer a fan of foamboard! The cast iron canopy supports were designed on a PC by Ivor Higham of Warrington Model Railway Club and laser-cut by a company in Germany. Six months later, on completion of the building the decision was made whether to continue with the layout or not.



ABOVE: A very grimy '57XX' No. 5726 pauses while shunting the goods yard. In the foreground is tablet exchange equipment for single line working.

I gave this a radius of roughly 25ft using a long piece of string as a measure.

Track is SMP flexible bullhead rail with hand-built points on soldered copperclad sleepers. I wanted to use C&L components throughout but decided it was going to be too expensive for the 14 points required. This was a daunting task as my previous layout only had four points to build. Most of the goods yard points are close together and use wire-in-tube operation but three points at the Whitchurch end are powered by Tortoise motors to save operators having to walk backwards and forwards; an issue on the previous layout.

Ballast is from Geoscenics using fine 2mm scale granules in a variety of shades mixed together depending on the location and photographic evidence. It was fixed using watered-down PVA glue applied with an eyedropper. The sidings on the Up side had rails mounted on concrete blocks with steel stretcher bars instead of sleepers - regular Cambrian Railway practice. This effect was attempted by cutting and painting the sleepers to look like concrete blocks with fine

plastic strips glued between to represent the stretcher bars.

Building bridges

The two overbridges were photographed and measured on site and built using the same techniques as the station building. Originally they were very similar but it appears that around 1960, Elson Road bridge at the Oswestry end was widened and strengthened. It now has an unusual camber on the road but it was decided not to attempt to copy this aspect of the rebuilding.

None of the other buildings exist today but similar structures can still be found on the old Cambrian system. The goods shed is based on those at Bettisfield (now a dwelling) and Llanfyllin (a workshop) whilst the signalbox is similar to that still standing at Pwllheli, a typical Dutton 'box' used on the Cambrian.

Where possible photographs and measurements were taken and bricks were counted, bricks generally measuring 9in by 3½in including the cement. Derek

Lowe's book on the Cambrian main line had images of the weighbridge office and stable which helped, although the measurements are guesswork as are those for the Up platform shelter and various other small sheds and huts.

The footbridge is rebuilt from a Hornby kit whilst the water tower is by Ratio. The workshops at the back of the layout are based on photographs but had to be turned through 90 degrees to fit on the baseboards.

Trees are made from Greenscene's sea moss with leaves fixed with hairspray. The 6 ton yard crane was constructed using plastic card and some bits from a whitmetal kit. It is based on plans found in the preview edition of the *Great Western Journal* which was obtained from eBay.

A very poor quality photograph (date unknown) shows a milk loading gantry but apparently this had gone by the late-1940s. However, I decided to include a representation of it as a point of interest, although the design is pretty much my own.

At present, the non-working signals are a mixture of Ratio and MSE parts. It is intended to have working signals and (bravely for me)

LAYOUT FOCUS

Having arrived at 7.33am with a short goods from Whitchurch, 'Collett Goods' No. 2268 has deposited its brake van by the loading dock and shunts the yard. It will also do a shunt to Elson Siding, before departing for Oswestry at 9.40am.



I have entered new territory by investing in four servos, a Megapoints controller and a suitable transformer. We'll see how that goes!

The Up home signal was on a short steel post while the Down home/inner home was on a wooden post (although it appears to have been replaced with a steel post in the early-1960s). The Up starter signal was an offset bracket signal which included a shunt signal for the Up side headshunt. Lots of GWR photographs and diagrams were consulted for this one but I have not yet found any that fit the bill so it is cobbled together in an attempt to look right.

On the far side of the road bridge at the Whitchurch end was a tall signal post, which I assume would have had a repeater lower down and I may add this later. Non-working shunt signals controlling the crossover and access in and out of the goods yard are again a mixture of Ratio and Model Signal Engineering parts.

Point rodding is the Wills kit, which although overscale, looks pretty convincing. If I did it again, I would be tempted to try 3-D printed components from ModelU, which also supplied the supports for the Cambrian platform benches. Again photographs have been used to make this feature as much like Ellesmere as possible. Token exchange equipment is from Mainly Trains. I even started putting in signal wire posts (made from brass wire) but gave up on the actual signal wires!

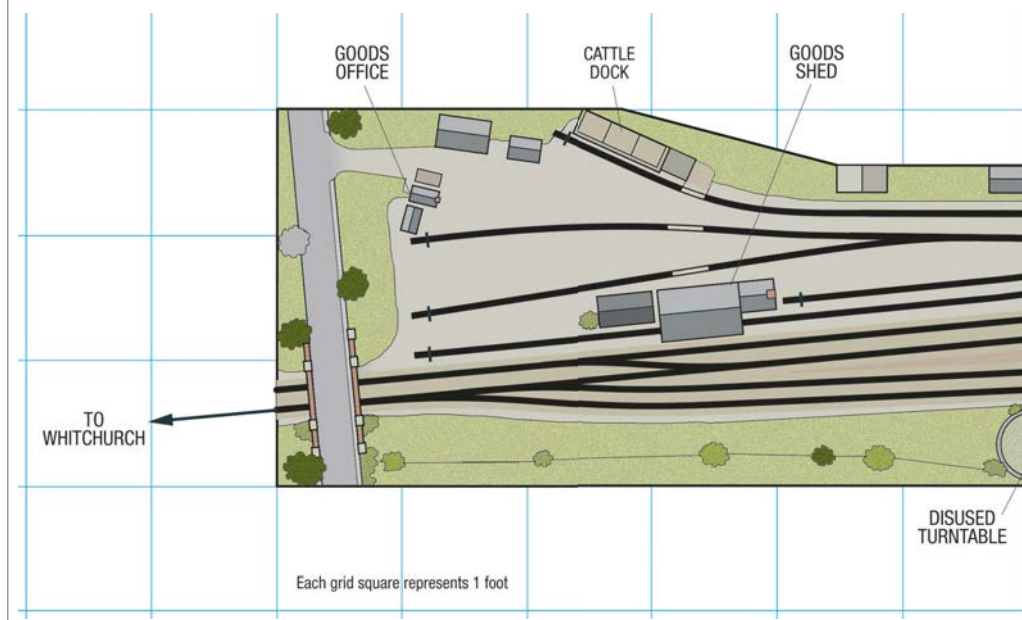
Surrounding landscape is fabricated from expanded polystyrene covered in hanging basket liner and various scatter materials. For the time being the backscene will have to be plain until I can find some way of including elements of the real Ellesmere skyline. Unfortunately it is pretty flat and there are no vantage points from which to take photographs of the town and surrounding area.

Like most places, Ellesmere has changed considerably since the 1960s; there are far more trees and a housing estate has been built on the site of the cattle market. However, Google Earth has been useful for looking at images of Ellesmere.

Storage yards

It was decided that the layout had to have fiddleyards at each end to enable the whole

TRACKPLAN ELLESMERE

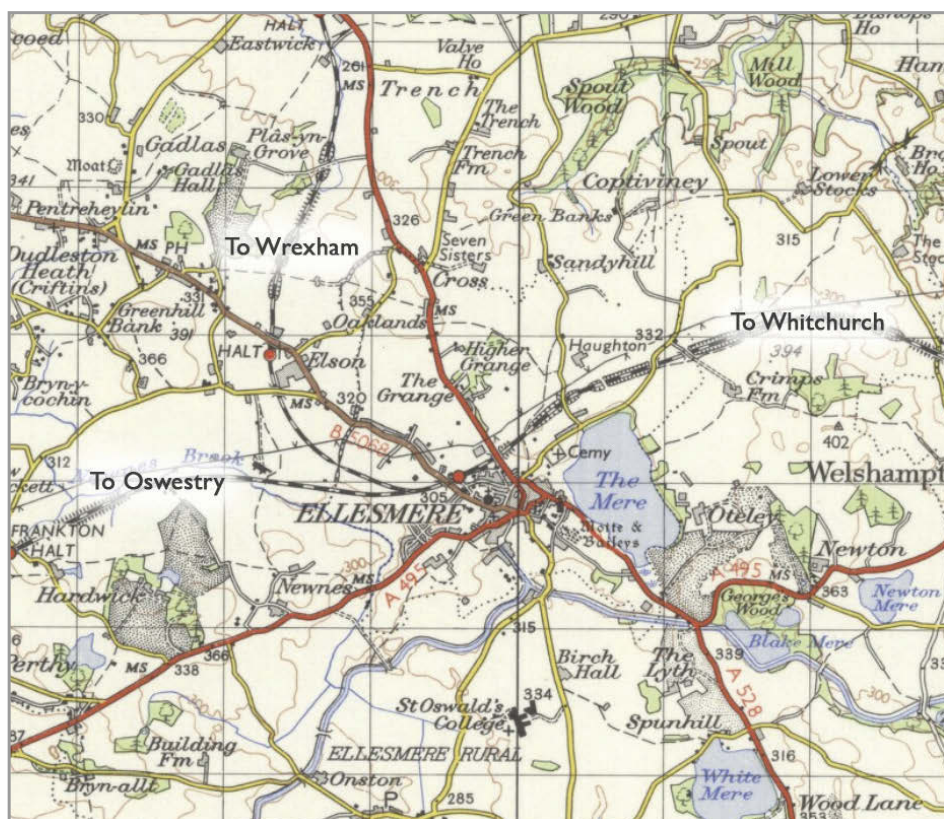


thing to be transported in two cars. There had to be enough length to fit four-coach trains. The Whitchurch end only needed three roads because most trains ran out and back from Oswestry, so Peco Code 100 track and two points were used on a 5ft baseboard. At the other end it was decided to try a traverser.

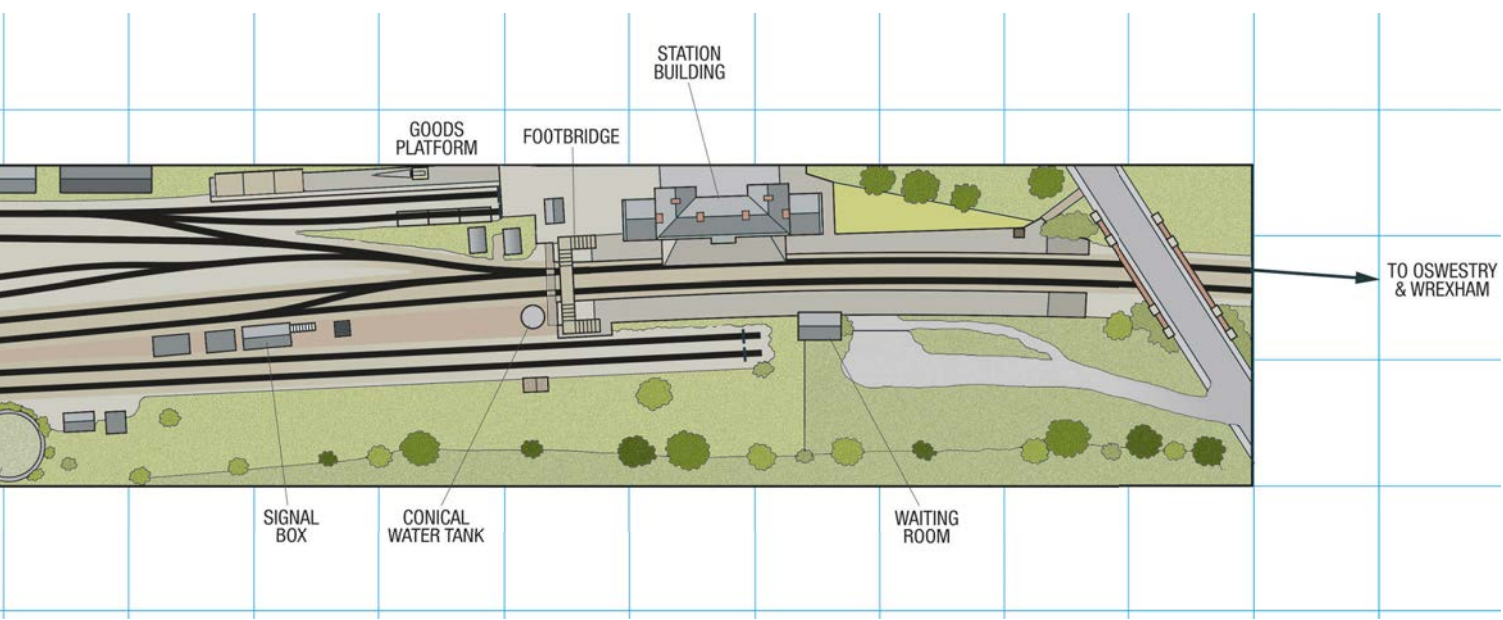
This was built using heavy-duty drawer runners, the top of which were attached to a sub-frame on which the traverser was mounted. The bottom of the drawer runners were attached to the main framework below. This proved to be a most challenging task. The main problem was the amount of sag in the drawer runners when extended. This was eventually solved by insertion of a piece of 3in by 1in timber underneath the fiddleyard board to give extra support where the tracks had to line up. Home-made sliding brass bolts align the track and make the necessary electrical connections. This arrangement has allowed for a total of nine 4ft 6in long roads and has actually worked far better than I expected.

Authentic trains

Having tried to make the layout as realistic as possible it is important to me to operate it as realistically as possible. Therefore, the layout has to use the correct classes - correctly numbered as Oswestry-based locomotives where appropriate - and rolling stock. How fortunate that the manufacturers have provided us with everything we need, and



we obtained a copy of the 1:2500 Ordnance Survey map of the area and the site at Ellesmere appeared quite compact with road overbridges at either end - ideal for scenic breaks







having modelled the Cambrian before we already have more than enough! Great Western machines include 'Manors', '43XX' 2-6-0s, 'Collett Goods' 0-6-0s and '57XX' and '74XX' pannier tanks. I thought I would have to convert a Bachmann '64XX' to a '74XX' until I discovered that No. 6404 was at Oswestry for a while in 1959.

Similarly 'Rhyd-y-Clafdy' had a couple of 'Small Prairies' which I didn't think I would be able to use until I found out that No. 4578 was at Oswestry for a while in 1958, and I found a photograph of it working the Wrexham autotrain. BR Standard 4MTs of both the tender and tank variety were seen, and in later days LMS Ivatt 2MT 2-6-0s were also common.

Coaching stock was frequently a mix of ex-GWR Collett and Hawksworth vehicles with LMS Stanier designs, generally in rakes of two to four coaches. BR Mk 1s did not usually appear.

A modified Hornby auto trailer has been operating the Wrexham autotrain and has

ask the expert

Q I'm struggling to find a coupling system that is robust, reliable and discreet, but still practical for regular coupling and uncoupling of wagons. What system do you use?

A All the shunting activity requires the ability to couple and uncouple a lot of freight stock. It was planned to use Alex Jackson type couplings and electromagnets were installed from the outset. However, I did try Kadees as a temporary measure for an initial exhibition at Ellesmere town hall in September 2015. I found these bring their own set of issues; NEM socket heights, whether to use Kadee No. 17, 18 or 19s and how to convert stock without NEM sockets. The uncouplers are an eyesore and I don't like the look of the couplings themselves but I have since decided to use them on coaching stock to facilitate close coupling. By the second outing at Rainhill exhibition in March 2016 I had fitted quite a lot of freight stock with Alex Jackson couplings. But as these work best with EM gauge, I am now going to fit Sprat & Winkle couplings which will use the already installed electromagnets.



At 5.25pm the autotrain has arrived from Wrexham hauled by 0-4-2T No. 1438. Having offloaded its passengers it is pulling up to the signalbox before reversing into the Down platform for departure at 5.50pm. Passengers will have to wait 20 minutes for a connection to Whitchurch and nearly an hour for one to Oswestry.



The goods shed seen from the from yard side. The smaller shed was used to store animal feeds for delivery to local farmers. In the distance an ex-GWR pannier tank is shunting the yard.



now been joined by a Bachmann BR(W) Hawksworth auto trailer.

We operate to a sequence based on the working timetable; it's important to me to run as realistically as possible. That's not to the liking of everybody but makes for far more interesting operating.

Typically, the autotrain arrives in the Up platform but has to be shunted out of the way for main line trains to pass before it reverses into the Down platform and departs back to Wrexham. Oswestry to Wrexham goods trains have to reverse, the locomotive running round its train, shunting into the yard to place the brake van at the other end before a return departure.

One interesting bit of operation sees an early morning Pannier-hauled passenger train from Wrexham arriving in the Up platform behind a main line train whilst a Down train also stops. After the main line trains have departed the Pannier has to run round its train before departing back to Wrexham.

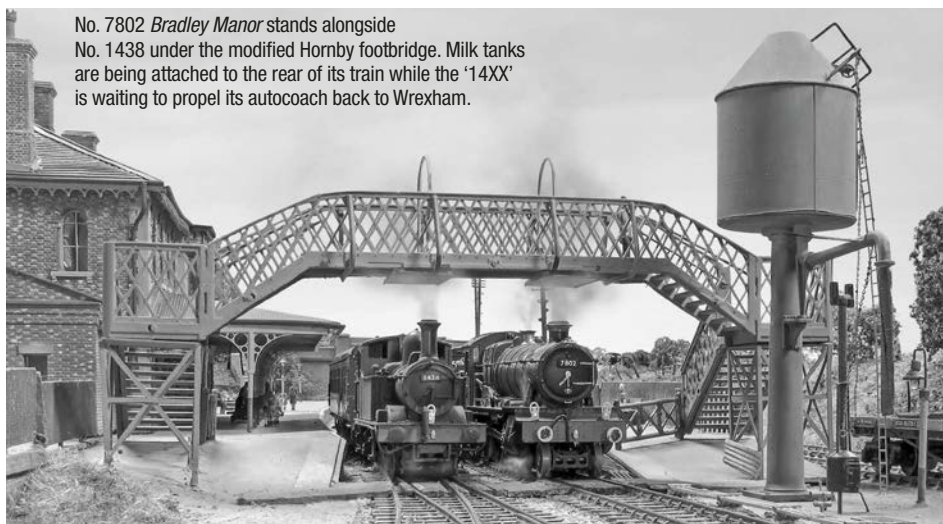
The locomotive off the afternoon goods

from Whitchurch spent about four hours shunting the yard. This also included attaching milk tanks to the Up Aberystwyth-Crewe, requiring no fewer than nine movements. The Elson Siding shunt saw wagons propelled up the Wrexham line for the best part of a mile.

Five years on there's still work to do, including the backscene, working signals and finalising the couplings at least, but the layout has been tested at two exhibitions and operates better than expected at this stage. More exhibitions are on the horizon including Wigan, the National Festival of Railway Modelling in Peterborough and Stafford over the coming months.

I'll finish by saying a big thank you to my wife, Laura, for her patience when bits of scenery are found in the tumble drier or I'm using the dining table as a workbench, and close friends Ian Downing and Ian Chapman, for all their interest, assistance, encouragement, patience and help at exhibitions. ■

No. 7802 *Bradley Manor* stands alongside No. 1438 under the modified Hornby footbridge. Milk tanks are being attached to the rear of its train while the '14XX' is waiting to propel its autococh back to Wrexham.



LAYOUT FOCUS



OUTWELL VILLAGE

Modelling one of the more idyllic areas of the country can result in two models based on the same location, both with the same goals in mind, but built in separate scales.



Outwell captures the look and feel of the West Norfolk area.



The modelling of the waterways is first-class!

FACT FILE

- ▶ **LAYOUT NAME** Outwell Village
- ▶ **SCALE/GAUGE** 2mm:ft / N Gauge & 4mm:ft / OO Gauge
- ▶ **SIZE** 7' x 2'
- ▶ **ERA** Pre- and post-war
- ▶ **CONTROL** DC
- ▶ **LAYOUT TYPE** Tail chaser / End to end
- ▶ **PHOTOGRAPHY** Andy York

FOR

- ✓ A scenically picturesque location which captures the essence of the location to good effect
- ✓ Operation need not be complicated, so wiring should be kept as simple as possible
- ✓ Even if the railway isn't the busiest, there is enough to keep the viewer entertained.

AGAINST

- ✗ Be prepared to adapt RTR items

Two different takes on the same location, one built in OO gauge, the other in N, such is the case with Outwell. This is just as good as example as any that even after choosing a location and environment in which to set your model, the end result is ultimately entirely the owner's choice.

OPEN TO INTERPRETATION

If you were to look at both models in the flesh, they both capture the 'look' and 'feel' of the west Norfolk area - the Wisbech and Upwell tramway meanders and snakes its way adjacent to dykes, crossing roads and bridges along the way, but look again more closely at the trackplans and you will be able to play 'spot the difference'. Note how two interpretations of the same subject can vary, being modified to suit their own needs.

The core essence of each layout is retained - the

waterway, buildings and tree line, but the space in which it is built varies. One design being a tailchaser, the other an end to end is possibly the most obvious difference, but look at the way in which the sidings have been altered - the OO gauge version being more operator friendly with its extra pointwork.

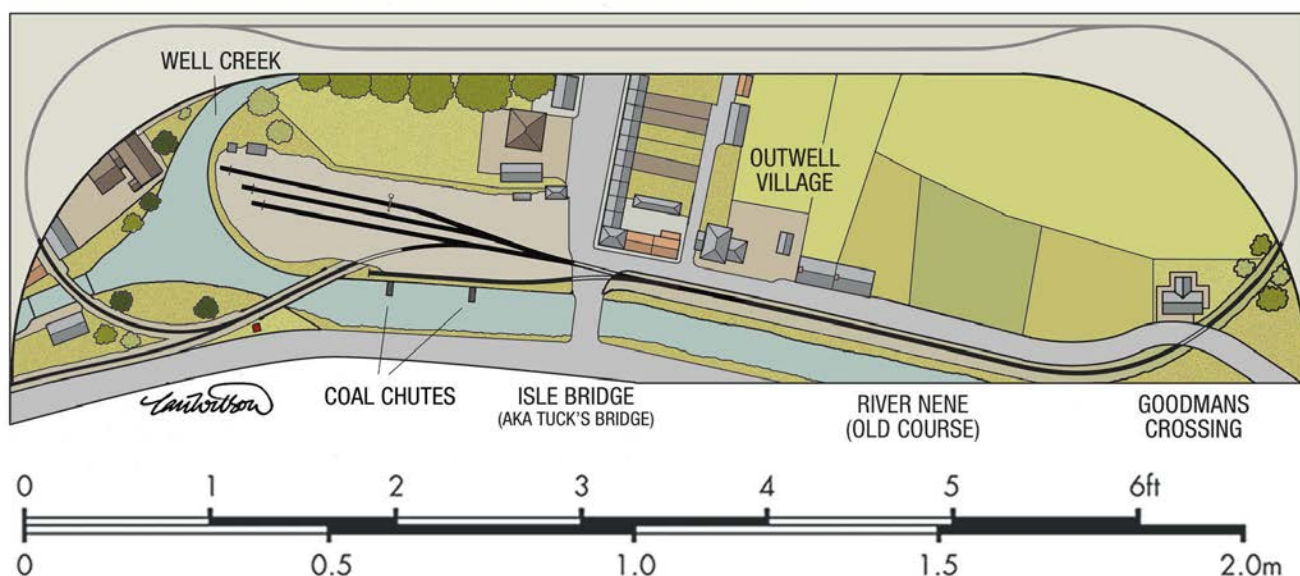
Both scales are different, N gauge allows the opportunity to model the return loop and additional countryside, but the OO gauge version caters for detail - ducks, weeds and a whole host of other items.

BEWARE OF THE LIMITATIONS

Indeed, the Wisbech and Upwell was a tramway, hence most of the locomotives to run across the light rail lines were either purpose-built for the job or modified. Cow catchers had to be fitted to protect both livestock and people from injury. You'll have to resort to either 'kit-bashing' or scratch-building if you want the same. Bachmann produce a very nice model of an O4 diesel shunter and with some added

etched sides, you'll soon have yourself a superb little model.

As for wagons, the supply is virtually endless, take your pick - from cattle wagons to opens or vans, all were frequenters of this line conveying fresh goods and produce or livestock from the area to the rest of the country. **BRM**



ALBION METALS

Richard Coleman built this scrapyard shunting layout to display locomotives from the BR Sectorisation era - a favourite of his. A fair amount can be learnt from this compact trackplan.



The sheer quantity of things to look at on this compact layout detracts the eye from an otherwise quite simple trackplan.

Albion Metals is a small, rail served scrapyard set in the industrial West Midlands. It is very loosely based on operations at Bilston which was situated at the end of a long siding from Wednesbury Yard.

Given that this layout is purely a shunting yard, it does have its operational limitations as well as reducing the possibilities to run other types of train with different items of rolling stock. That said, the very nature of this site permits some of the more unusual forms of motive power such as small industrials to be used to full effect.

A simple track plan is used with two exchange sidings and two loading sidings with the use of an industrial shunter to move the wagons around the yard.

MORE REALISTIC TRACK

The track used is Peco code 75 finescale, with small radius live frog points - in-keeping with

the shunting theme that this layout portrays. The two storage sidings can be isolated to switch off locomotives at the buffer stops.

N gauge ballast was used on the track and Woodlands Scenic cinders and Carr's ash ballast for general ground cover. Siflor tufts and various scatter powders and ground foam were used for weeds, all glued down with PVA glue. The rails were painted with rust coloured paints and the entire trackwork flooded with lots of thinned down black and 'grime' coloured paints. It is these elements, that when achieved correctly, bring a trackplan to life.

SIMPLE LAYOUT OPERATION

Richard operates the layout from the front. Albion Metals was never built for general exhibitions and when at home, it sits on a small table. On the odd occasion when it does attend local shows, it sits on adjustable trestles that are readily available from D.I.Y retailers.

The points are switched using piano wire push rods

FACT FILE

- ▶ **LAYOUT NAME** Albion Metals
- ▶ **SCALE/GAUGE** 4mm:ft / 00 gauge
- ▶ **SIZE** 4' x 14"
- ▶ **ERA** 1982 - 1994 BR Sectorisation
- ▶ **CONTROL** 12 volt DC
- ▶ **LAYOUT TYPE** End to end shunting
- ▶ **PHOTOGRAPHY** Paul Bason

FOR

- ✓ The size of this layout means that it can easily be setup at an exhibition by a small group of people
- ✓ The simple wiring will result in fewer headaches and things to go wrong
- ✓ The scrapyard is an interesting subject and something different.

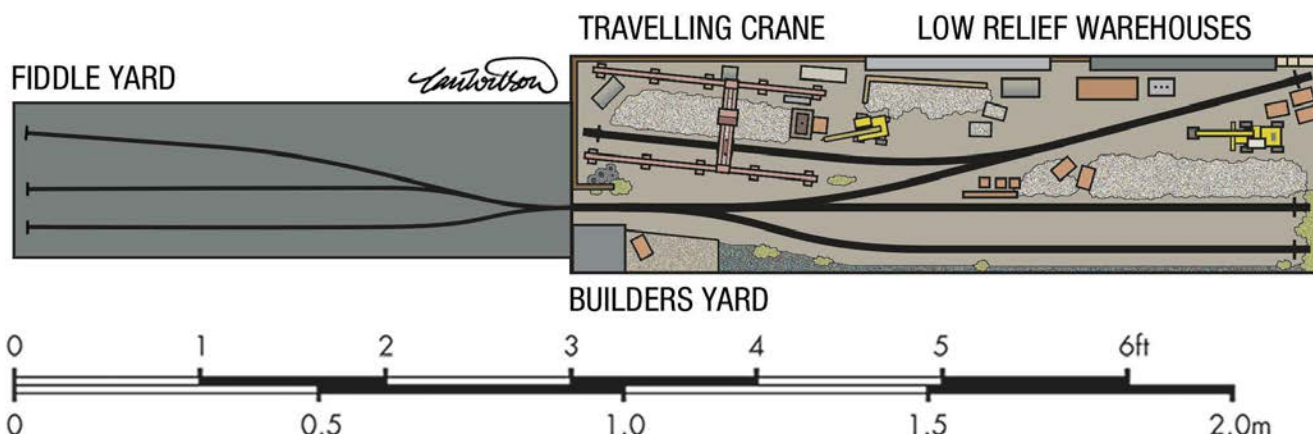
AGAINST

- ✗ Its small size means less variety over the length of the layout
- ✗ A shunting layout means that operation will be limited somewhat to the capacity of the operator and traditional DC control equipment

- a simple and cheap system for changing points where very little can go wrong.

As a whole, Albion Metals is a compact layout and something different to admire when at an exhibition, given the subject that it covers.

It just goes to show that good scenic modelling doesn't always have to involve lots of trees. **BRM**



HORNBY'S MID-YEAR RANGE YIELDS LIVERIES



Announced on May 8, Hornby's mid-2018 announcements yielded a series of new liveries applied to its recent best-selling models, however, unsurprisingly, no announcements requiring new tooling.

Arriving ahead of Christmas is its 'Peckett' W4 Class 0-4-0ST in Port of London Authority livery as No.74 (R3679) and Charity Colliery green as *Forest No.1*. Sales of previous livery iterations of its 'Peckett' proved their demand was strong with collectors and modellers alike. The 0-4-0ST can soon be bought as part of a pack containing three wagons in the red livery of Huntley & Palmers, the locomotive receiving the blue of the same former Reading-based biscuit manufacturers.



A 14XX 0-4-2T in BR green as 1424 should prove popular with GWR branch line enthusiasts, whilst at the other side of the locomotive size spectrum are two livery additions to its recently released Princess Coronation Class seeing LMS 4-6-2 6241 *City of Edinburgh* (R3681) in wartime black and BR 46225 *Duchess of Gloucester* (R3682) in blue join the ranks.



Other locomotive highlights include a Class 43 'HST' power car pack in GWR livery (R3685) as 43041 *Meningitis Trust Support for Life* and 43005 (see individual coaches below) and its Hitachi IEP Bi-mode Class 800/0 in GWR livery with Paddington vinyls (R3691).



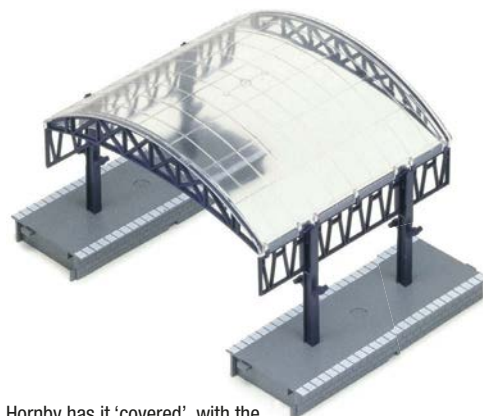
Joining the Hornby rolling stock range from as early as this summer is its Mk 3s Trailer Standards (TS), Trailer First Disabled (TFD), Buffet (TRFB), Trailer Guard Standard (TGS) in GWR liveries, with its First Open (FO) and Trailer Standard Open (TSO) in Virgin liveries. Also, on the rolling stock front, a three-pack of its LMS coaches sees the



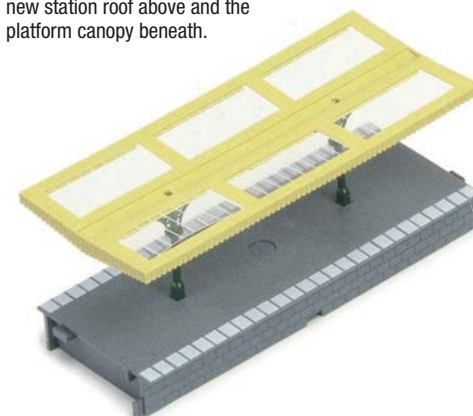
application of the striped 'Coronation Scot' livery (R4873).

Its range of non-Skaledale buildings and track accessories sees the re-introduction of some out of stock items, including a covered station roof (R334), platform canopy (R514) and lineside fencing (R537). To see the full range visit www.RMweb.co.uk.

W www.hornby.com



Hornby has it 'covered', with the new station roof above and the platform canopy beneath.



DAPOL SHOWS CLASS 21 AND 29 EPS

Dapol's design team has reviewed its first engineering prototypes of its OO gauge Class 21 and 29 locomotives, finding a series of changes and improvements to the models that will take place before production proceeds. Modifications include changes to the lower valances and roof areas of the locomotives and additional finer details.

Dapol's model is to have a detailed body with etched grilles and separately-fitted handrails, finely detailed cast wheels, metal sprung buffers and a five-pole motor with twin brass flywheels. All wheel drive and pickup and independent directional and cab lighting will also feature. Models are DCC ready with a 21-pin DCC socket and will be supplied with an accessory bag with optional component extras.

Pre-orders are being accepted on models via Dapol stockists for the four liveries of Class 21: D6102 or D6110 in BR green and D6116 or D6120 in BR green with small yellow warning panels, plus four liveries of the Class 29: 6112 in BR two-tone green, D6114 or D6133 in BR green with small yellow warning panels or D6129 in BR blue with full yellow warning panel.

Recommended retail prices are £151.94 for DC variants, £173.93 for DCC-fitted models and £293.93 for DCC sound-fitted models. Read full details about these



models on its website or see your local retailer.

*Our last issue stated that the Class 122 on display at Ally Pally was a 3D print. It was actually from the tooling - we apologise to Dapol for this inaccuracy.

W www.dapol.co.uk



DISTRIBUTING POWER



A new power distribution board has been manufactured by CM3Models with two inputs, each distributed to nine outlets. Input and output connection ports have a screw terminal for rapid solderless connections. Designed for under layout mounting on either DC or DCC layouts, each board is 77mm long x 18mm wide x 17mm deep.

Priced at £4.75 each, the PCB boards have solder pads allowing them to be daisy chained together if required and are supplied with fixings.

W www.cm3models.co.uk

INSURE YOUR VALUABLES

Model railway insurance specialist Assetsure offers policies designed for collections of any type and provides cover on a worldwide 'all-risks' basis including accidental damage, theft and loss. A collection can quickly increase in value, particularly if items are added on a regular basis and isn't always covered on a home insurance policy. Policies are offered without excess to pay.

Visit its website for a no-obligation quote.

W www.assetsure.com



MORE CLASS 24 LIVERIES FROM SUTTON'S LOCO WORKS

Sutton's Locomotive Workshop has authorised more liveries of its OO gauge Class 24 diesel locomotive. BR Green No. D5082 with small yellow panels joins previously announced Research Department No. 97201 *Experiment* and two-tone green D5040 in the production schedule. The model represents common details and liveries of the mid-1960s with a production-series bodyshell and features like front-end doors, solebar fairings and exhaust silencer. Etched headboards will be included because this Type 2 was recorded working the CONDOR containerised freight service.

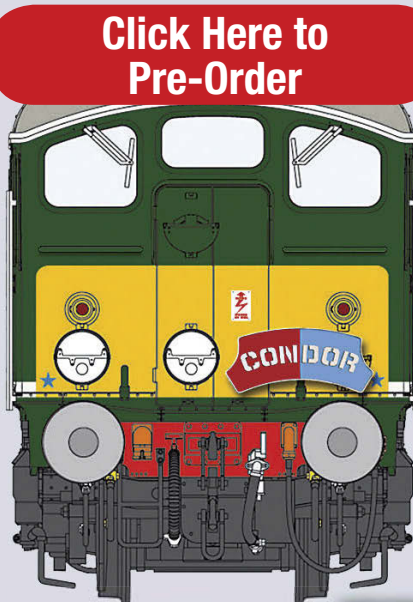
The new announcement also sees the first Scottish Region-allocated machine; a first pre-TOPS numbered blue model; a unique TOPS locomotive, and front-end tooling changes to represent locomotives repaired at Glasgow Works. The BR blue locomotive will be made with plated over doors as pre-TOPS No. 5099 and No. 24009 with uniquely-positioned bodyside running numbers.

Efforts to reduce the prismatic effect of factory glazing are being made with this next tranche of models, expected to be released over the last quarter of 2018. Models are available with and without DCC sound and are factory-fitted with OO, EM or P4 wheelsets. Prices start at £170 and production quantities have been fixed, so early pre-ordering is advised.

In other news, the manufacturer has launched a range of individual locomotive upgrade parts, starting with packs of eight softly-sprung Oleo hydraulic buffers in red or black with turned metal heads, and eight cosmetic screw-link couplings - all are priced at £10. Visit the website for more details.

W www.sulzertype2.com T 01780 470086

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MODELMAKER BY BACHMANN

Announced as part of its 2018 range, Bachmann Europe's new modelling tool range is arriving with retailers. The range includes all the modelling essentials, from pliers to cutting mats, sanding sticks, knives, tweezers and razor saws. Highlight of the range is its 25-piece essentials tool set with an RRP of £39.95, supplied in an aluminium case, including snipe nose pliers, side cutters, knife blades, tweezers, files, screwdrivers and more. Also recommended is its hobby vice £10.95, helping hands and magnifier £7.95 and four-piece tweezer set £7.95.

Visit its website to explore the full range or visit your local Bachmann stockist.

W www.bachmann.co.uk



DCCCONCEPTS MOVES HQ TO UK

Model railway accessory manufacturer and DCC specialist, DCCconcepts, has moved its base permanently to the UK. Closing its Western Australia base, the decision to integrate its southern-hemisphere operations with those at its new UK headquarters in North Yorkshire came as more than 85% of post-2000 growth came from the Northern Hemisphere. Customers can expect the same high-quality level of service and customer support as before, with many exciting new projects afoot. Stay tuned as we reveal these in BRM soon.

W www.dccconcepts.com

DCC concepts

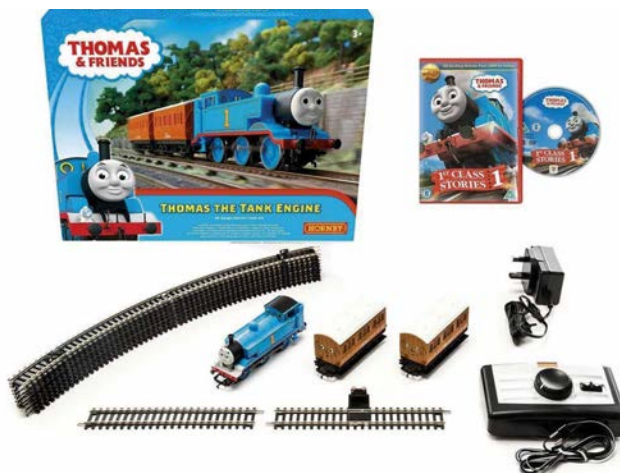
HORNBY TO DROP 'THOMAS'

News came from Hornby this month that it is to cease producing models of the Rev. Audrey's Thomas & Friends. Since the mid-eighties, the manufacturer has been associated with clockwork and electric train sets of the famous locomotive from the island of Sodor and his chums, much beloved by children, but a decision not to continue with the Thomas license is to force its removal from the range by the end of this year.

The change of direction follows a trend by the manufacturer to focus more on the core market of model railway enthusiasts than the more competitive toy market. Hornby said "association with Thomas and his Friends has been a long and happy one, but with changing trends affecting the target age demographic, plus the toy safety restrictions on the Hornby Thomas & Friends electric train sets, we have taken the difficult decision not to continue with the Thomas License."

Currently, a limited selection of Thomas & Friends sets and accessories are available from Hornby stockists, so ordering now is highly advised if planning a Thomas gift for a birthday or Christmas 2018 gift.

W www.hornby.com



AIRBRUSH VALET

Model airbrush retailer, Airbrushes.com, is offering a new professional airbrush valet and repair service. The service will restore airbrushes to a clean and full-working state, however, replacement parts if required will be charged at addition cost. As such, the service is only being offered on brands it sells and supports.

As part of the price of £40 inc. VAT, airbrushes will be cleaned and returned by special delivery. Buyers of Iwata airbrushes through Airbrushes.com can claim 20% off a Valet Service, which includes return postage to mainland UK.

New in stock with the retailer this month is the Sparmax Zeta Air compressor. Priced at £199, its Smart-Stop power-saving function pauses the compressor when the airbrush is placed into its holder and restarts it when the airbrush is removed for

use, saving energy and extending the compressor's lifetime.

The Smart-Stop internationally patented hanger and regulator/pressure gauge can be positioned on your worktop away from the compressor using the clamp provided. See further details of this new product on its website and 'on-test' in BRM soon.

Freshly arrived with the retailer are jars of Wilder's 'Aqua Line' reactivatable acrylic rust effects. Priced at £3.90 each, a useful selection of weathering shades include Brown, Common Dust, Dark Earth, Light Mud, Dry Earth, Orange Ochre Rust, Brown Rust, Dark Track Rust, White Winter Cameo and Black Smoke. Reactivate the water-based colours during the weathering process, before overpainting with enamels if desired once dry.

W www.airbrushes.com

NEW RTR FROM DJH



Manufacturer and O gauge specialist, DJH Group has unveiled new additions to its 2018 and 2019 kits and ready-to-run projects. Highlights of the ready-to-run range include a J.F. McIntosh-designed Caledonian Railway/LMS/BR 439 Class 0-4-4T, a Gresley LNER/BR J39 0-6-0, NER/LNER/BR D20 4-4-0 and NER/LNER/BR A8 4-6-2T. Prices were unconfirmed as this issue went to press. See the full range of kits and on its website.

W www.djhmodelloco.co.uk



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37-730Z	GWR Vent Vans Weathered <i>Set of Three</i>	£25.45

NEW RELEASES

R3577	Sentinel graham.....	£58.00
R3552	GWR Grange.....	£119.25
R3534	GWR King.....	£157.00
R3588	LNER B17.....	£76.50

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OR76AR005	Adams East Kent.....	£84.45
OR76DG001	Great Western Dean Goods.....	£88.95
H1301	1361 GWR s.button.....	£122.45
H1302	1361 GWR.....	£122.45
H1303	1361 BR Early.....	£122.45
H1304	1361 BR Late.....	£122.45
DJMO0J94	SPI NCB J94.....	£99.75
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4D-011-002	BR Railcar W10.....	£123.25
GV2013	Janus British Steel.....	£92.45
4D-022-009	Class 68 Scotrail.....	£131.70
4D-022-010	Class 68 DRS.....	£131.70
4D-022-011	Class 68 Chiltern.....	£131.70
4D-022-012	Class 68 Chiltern.....	£131.70
14091	Class 14 Green.....	£109.95
14111	Class 14 NCB.....	£109.95
OR76AR006	Adams SR.....	£84.45

HORNBY

R3003	B17 Barnsley.....	£116.45
R3004	BR Serlby Hall weathered.....	£116.45
R3004X	BR Serlby Hall weathered.....	£133.45
R3371	Mallard Railroad Version.....	£74.00
R3233	D16/3 LNER.....	£100.95
R3235	D16/3 British Railways.....	£100.95
R3276	LMS Compound.....	£66.45
R3229	British Monarch.....	£119.25
R2744	Schools Blundells BR.....	£84.95
R2917	2800 Class BR.....	£103.99
R3017	BR Patriot.....	£108.50
R2844	Schools 'St. Lawrence' BR/E.....	£93.75
R3194	Schools 'Epsom' BR/E.....	£111.95
R2784X	Mallard Green.....	£85.00
R3110	61XX BR.....	£78.45
R3074	King GWR (Stamp Collection).....	£112.99
R3318	B17 Gilwell BR Early.....	£121.95
R3380	J15 LNER.....	£96.90
R3381	J15 BR Early.....	£96.90
R3316	Fowler 2P SDJR.....	£87.45
R3329	BR Late S15.....	£123.99
R3327	SR S15.....	£123.99
R3325	J50 BR Early.....	£69.45
R3242A	K1 BR Early.....	£116.95
R3243B	K1 BR Late.....	£116.95
R3413	S15 Late.....	£119.45
R3463	52XX BR.....	£106.45
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R3356	BR Crosti 9F Weathered.....	£104.45
R3457	SR T9 Olive Green.....	£116.45
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R3419	SR 700 Class.....	£99.45
R3421	BR/E 700 Class.....	£99.45
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R3334	BR Late Adams Radial.....	£107.95
R3335	LSWR Adams Radial.....	£107.95
R3416	J15 BR Late.....	£99.45
R3415	J15 BR Early.....	£99.45
R3418	K1 BR Early.....	£114.45
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R3432	B12 BR Late.....	£127.95
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R3533	J94 Lord Phil.....	£67.45
R3558	BR Late Royal Scot.....	£134.00
R3559	SR class Q1.....	£89.45
R3560	Q1 BR Late.....	£89.45
R3553	LMS Duchess.....	£159.45
R3385TTS	BR Black 5.....	£169.45
R3559	SR Q1.....	£89.45
R3566	BR Merchant Navy.....	£154.95
R3564	BR 8F with Fowler tender.....	£134.00
R3565	LMS 8F.....	£134.00
R3452	BR Grange.....	£119.25

TRAIN PACKS & SETS

R3397	LMS Suburban Train pack.....	£220.25
R3302	Return from Dunkirk.....	£229.75
R2815	Southern Suburban Ltd.....	£159.00
R2986	Date with the Duchy.....	£179.90
R3059	Tornado Train Pack.....	£128.45
R3098	BR Tornado.....	£93.45
R3401	The Bristolian.....	£234.45
30-165	The Thanet Flyer Set.....	£152.95
30-285	The Midlander Set.....	£178.45
R1180	Postal Express Set.....	£124.45
R3398	Lyme Regis Pack.....	£179.45

HORNBY

DIESEL/ELECTRIC LOCOMOTIVES

R3340	BR Green 2Hal.....	£119.75
R3353	Sentinel Balfour Beatty.....	£49.45
R3161B	SR 2 Bil Green.....	£120.60
R3290A	BR 2 Hal Green.....	£113.90
R3268	Class 67 Arriva.....	£122.90
R3283	Bagnall Shunter.....	£25.75
R2962	Cl. 56 BR Grey 'Oystermouth'.....	£96.50
R3261	Class 08 Network.....	£84.45
R3343	Class 08 FGW.....	£104.45
R3342	Class 08 BR.....	£104.45
R3373	NRM Class 71.....	£134.95
R3374	BR Blue Class 71.....	£134.95
R3376	BR Green Class 71.....	£134.95
R3483	Sentinel Crossley.....	£51.45
R3484	Class 08 BR Green.....	£109.45
R3485	Class 08 Laura Blue.....	£109.45
R3585	Class 90 Intercity.....	£75.00
R3573	Class 66 GBRF.....	£79.45
R3479	Class 60 DRAX.....	£134.45

HORNBY TRACK

R083	Buffer Stop.....	£1.65
R207	Track Fixing Pins.....	£2.50
R394	Hydraulic Buffer.....	£4.95
R600	Straight.....	£1.15
R601	Double Straight.....	£1.85
R605	Double Curve 1st Rad.....	£2.05
R606	Curve 2nd Rad.....	£1.40
R607	Double Curve 2nd Rad.....	£1.95
R608	Curve 3rd Rad.....	£1.65
R609	Double Curve 3rd Rad.....	£2.25
R610	Short Straight.....	£1.10
R614	LH Diamond Crossing.....	£9.25
R615	RH Diamond Crossing.....	£9.25
R617	Uncoupling Ramp.....	£2.60
R618	Double Isolating Rail.....	£6.85
R620	Railer Uncoupler.....	£4.35
R628	Half Curve 3rd Rad.....	£1.80
R643	Half Curve 2nd Rad.....	£1.20
R8072	LH Point.....	£7.95
R8073	RH Point.....	£7.95
R8074	LH Curved Point.....	£12.60
R8075	RH Curved Point.....	£12.60
R8076	Y Point.....	£8.95

R8077	LH Express Point.....	£12.60
R8078	RH Express Point.....	£12.60
R8261	4th radius curve.....	£1.85
R8262	4th radius double curve.....	£2.65
R8206	Power Track.....	£5.95

HORNBY TRACK ACCESSORIES

R076	Footbridge.....	£15.10
R169	Junction Home Signal.....	£10.35
R170	Junction Distant Signal.....	£10.35
R171	Single Home Signal.....	£7.95
R172	Single Distant Signal.....	£7.95
R189	Single Brick Bridge.....	£7.95
R406	Colour Light Signal.....	£19.00
R574	Trackside Accessories.....	£12.95
R626	Point Underlay.....	£4.20
R636	Double Level Crossing.....	£20.15
R638	Track Underlay.....	£10.55
R645	Single Level Crossing.....	£12.45
R657	Girder Bridge.....	£13.50
R658	Inclined Pier Set.....	£12.65
R659	High Level Pier Set.....	£6.95
R660	Elevated Track Side Walls.....	£18.95
R909	Track Supports.....	£8.65

HORNBY CONTROL EQUIPMENT

R044	Point Switch.....	£8.45
R046	Two Way Switch.....	£8.45
R047	On/Off Switch.....	£8.45
R602	Power Connecting Clip.....	£1.65
R8014	Point Motor.....	£6.75
R8015	Point Motor Housing.....	£3.99

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31-088	BR Black Earl.....	£118.95
31-089	GWR Earl.....	£118.95
32-085	Class 56XX BR.....	£76.45
31-980	Standard 3MT BR.....	£110.45
31-981	Standard 3MT BR.....	£101.95
31-783	Fountains Hall.....	£114.70
35-075	E4 LBSC.....	£93.45
35-076	E4 Southern.....	£93.45
35-077	E4 BR Early.....	£93.45
35-078	E4 BR Late.....	£93.45
31-001	Robinson BR Late Crest.....	£94.99
31-002	Robinson BR Early Crest.....	£94.99
31-003	Robinson LNER.....	£94.99
31-127	Cl.3000 BR ROD.....	£118.45
31-128	BR ROD Weathered.....	£105.45
31-136DC	D111-2.....	£115.90
31-528A	A2 Pearl Diver.....	£144.45
32-227B	LMS 3F Jinty.....	£72.20
32-235	BR 3F Jinty.....	£80.70
31-628DC	Class 3F BR weathered.....	£93.20
31-931	LMS Compound.....	£112.90
31-933	BR Compound Late Crest.....	£112.88
31-932DC	BR Compound.....	£127.75
31-465	C Class BR.....	£93.46
32-129A	Prairie BR Black.....	£72.20
32-154A	N Class BR Black Withd.....	£99.10
32-233	3F SDJR Blue.....	£62.00
32-828A	Ivatt 2MT BR Green.....	£89.20
31-626A	3F BR Black Early.....	£76.45
32-880	Fairburn LMS.....	£106.20
32-882	Fairburn BR Late.....	£106.20
31-461A	C Class SR Black.....	£106.20
31-462A	C Class BR Early.....	£106.20
31-433	Midland Class 1F LMS.....	£81.55
31-434	Midland Class 1F BR.....	£81.55
31-003A	Robinson LNER.....	£110.45
31-004A	Robinson BR Early.....	£118.95
31-435	1F BR Early.....	£81.55
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31-481	G2A BR Early.....	£114.70
31-119	BR Class 4MT Black.....	£135.95
32-279A	LNER Class K3 Black.....	£118.95
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31-615	BR Early V3.....	£110.45
32-575A	LMS 4MT.....	£114.70
31-728	GWR City Class.....	£118.95
32-353	4MT BR Green.....	£110.45

32-359A	4MT BR Early.....	£110.45
32-360A	4MT BR Late.....	£110.45
32-176	BR Crab.....	£123.20
35-051	LMS Coal Tank.....	£101.95
35-052	BR Early Coal Tank.....	£101.95
31-014	Class 7F SDJR Black.....	£125.75
31-015	Class 7F LMS Black.....	£125.75
31-691	Stanier Mogul.....	£135.95
32-178A	LMS Crab.....	£123.45
32-304A	GWR 2251.....	£97.70

BACHMANN DIESEL/ELECTRIC LOCOMOTIVES

31-266	MLV Green with yellow panel.....	£62.45
31-269	MLV Jaffa.....	£83.26
31-327	Cl.105 BR Green.....	£79.45
31-575	Windhoff MPV NWR.....	£104.00
31-576DC	Windhoff MPV NWR.....	£114.00
31-679	Class 85 Electric Blue.....	£118.95
32-389	Class 37 COLAS.....	£117.25
32-786	Class 37 EWS.....	£106.20
32-937	Class 150 Centro.....	£127.45
32-928	Class 150 Sprinter.....	£135.95
31-364	03 BR Green Withd.....	£76.45
32-066	Class 43 Pegasus.....	£118.95
32-067	Class 43 Royal Oak.....	£118.95
32-044	Class 20 BR Green.....	£93.45
32-034A	Class 20 BR Green weathered.....	£97.70
32-981	Freightliner Class 66.....	£127.45
32-982	DRS Class 66.....	£127.45
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32-993	Wickham Trolley Yellow.....	£67.95
32-068	Class 43 BR Maroon.....	£127.45
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31-041	SWT Class 450 withd.....	£297.45
32-069	Class 43 BR Green.....	£127.45
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BACHMANN (32-381L) 37419 DB SCHENKER - TRAINS4U EXCLUSIVE

Available from July/August 2018, this exclusive limited edition Class 37 in the livery of DB Schenker is available to pre-order today from Peterborough model shop, Trains4U. The prototype - 37419 - was repainted from EW&S maroon and gold into the vibrant red of Deutsche Bahn, however its power unit failed on a trial run. The locomotive currently operates with Direct Rail Services. The 500 models are supplied with numbered certificates and can be ordered with the following options: DCC, DCC sound, weathering and re-numbering.

Price £159.95 (DC), £184.95 (DCC fitted), £279.95 (DCC sound-fitted) Weathering available for £35 extra

W www.trains4u.com

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DAPOL (7F-030-052) 16T MINERAL WAGON

Available in 12 different liveries and guises, Dapol's ex-Lionheart 16T mineral wagon sees an ABS plastic body, solebars, axleboxes and brake gear components finished in liveries suitable for modellers of the 1950s to the 1980s.

With a die-cast metal floor for extra chassis weight, a compensating beam on one side to improve running performance, brass bearings, die-cast wheels with steel tyres, sprung metal buffers and die-cast hook and metal coupling links, liveries cover BR blue/grey, BR bauxite, BR grey and BR light grey with data panels covering TOPS and 'Coal 16' variants too.

Price RRP £45.00 **W** www.dapol.co.uk



DAPOL GNER (2D-019-008) AND EAST COAST (2D-019-006) 'HST' FOUR CAR SETS

Not for this month, but very shortly arriving with Dapol stockists are two new HST four-pack sets from the manufacturer. Recently received first decorated samples are undergoing modifications before they are put into production. The packs will see the pairing of 43309 and 43306 in East Coast livery and 43106 and 43109 in GNER blue. Each pairing is supplied with a Mk 3 buffet and TGS guard second in their respective liveries.

Price RRP £189.28

W www.dapol.co.uk

DAPOL FIVE PLANK OPEN - BAGNALL LOCOMOTIVE GROUP EXCLUSIVE

Carrying the livery of Sidney Forest, local merchant of Peak Forest, this new commission by the Bagnall Locomotive Group, sees another attractive private owner colour scheme applied to a Dapol five plank open wagon. Proceeds from the sale go towards the overhaul of Bagnall Austerity No. 2746 *The Duke* at Winksworth, the mechanical work on which is now complete, with substantial work required on its boiler.

Price £13.00 + £3.50 P&P for up to four wagons.

Cheques payable to: Bagnall Locomotive Group, 13 Trenchard Drive, Buxton, Derbyshire SK17 9JV

E sleepmonster@yahoo.com



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HORNBY (R3582) 87010 KING ARTHUR INTERCITY LIVERY

Fitted with a five-pole motor, Hornby's newly-tooled DCC-ready Class 87 is on its way to retailers. Suitable for modellers in the 1973 to 2008 period, the models are sound-ready and feature separate handrails, roof and body details. Also available in BR blue as 87035 *Robert Burns* and 87019 *Sir Winston Churchill* in Virgin Trains.

Price RRP £170.99

W www.hornby.com



DCC concepts

thinking outside the square

Cobalt-SS

Cobalt-SS. The ultra-small motor drive turnout motor, ready to go "as is" to use with DC or DCC.

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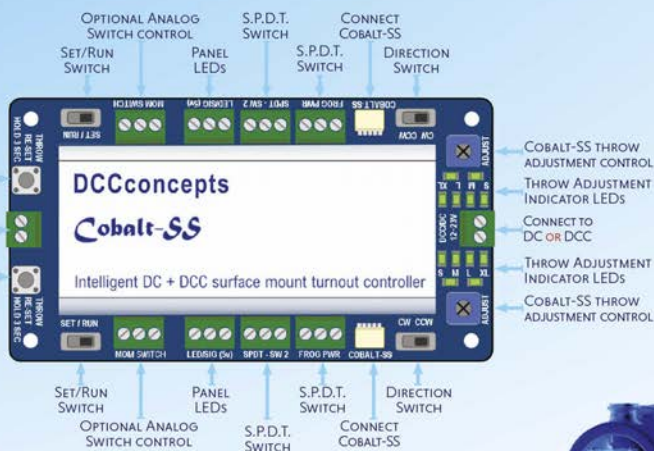
This picture of Cobalt-SS is presented here full size



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www.ngauesociety.com

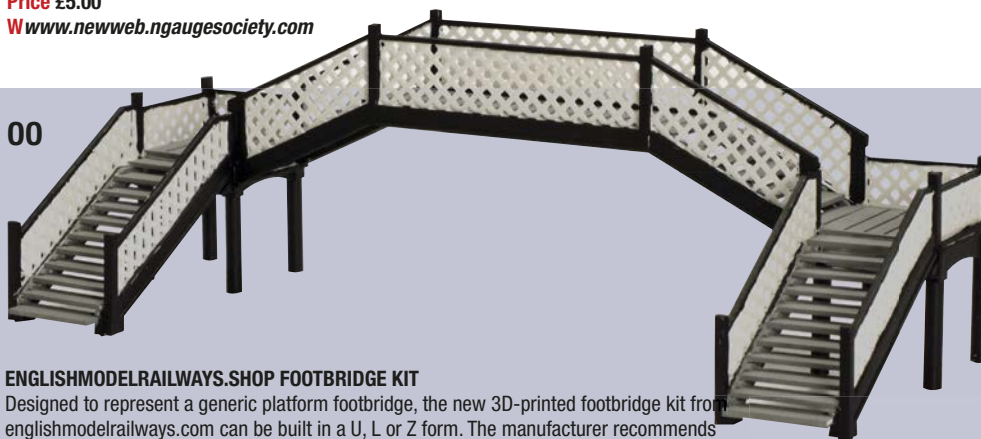


N GAUGE SOCIETY (KIT 29) SEVEN PLANK PRIVATE OWNER WAGON

This beginner's kit from the N Gauge Society uses a Peco 10ft chassis, a coal load by Ten Commandments and Society member transfers to bring an affordable entry-level kit that is simple to build, largely helped by its one piece body. Transfers are one piece per side in the black livery with white lettering of Norton & Biddulph of Stoke-on-Trent. A minimum donation of £1 to the British Heart Foundation is made with each kit sale. Watch us build this kit on next month's DVD.

Price £5.00

W www.newweb.ngaugesociety.com



ENGLISHMODELRAILWAYS.SHOP FOOTBRIDGE KIT

Designed to represent a generic platform footbridge, the new 3D-printed footbridge kit from englishmodelrailways.com can be built in a U, L or Z form. The manufacturer recommends a minimum platform height of 12mm to avoid fouling. The kit contains 19 parts and jigs are supplied to help locate the steps. Instructions included. If built in the U form, as pictured, the footbridge measures 220mm long, 70mm high and 82 mm in width.

Price €19.95

W www.englishmodelrailways.shop



MODELU CREW AND ACCESSORIES FOR MINERVA 57XX/8750 PANNIER TANK LOCOMOTIVE

ModelU is producing sets of O gauge crew figures and locomotive accessories for Minerva Model Railway's RTR GWR 57XX/8750 0-6-0 'Pannier' tank locomotive. Owners of the locomotives can claim a 20% discount for the special ModelU for Minerva items. Two unpainted sets are available, each comprising a driver and fireman with one pair in GWR uniform, the other in British Railways attire. Included in the offer are sets of GWR/BR(W) lamps and oil cans. Buyers of Minerva's 'Panniers' will find a coupon in their locomotive box with a discount code. Existing 'Pannier' owners can obtain a discount code by contacting Minerva with proof of purchase.

Price Oil Cans £1.20, Crew £5.00 (each)

W www.modelu3d.co.uk/minerva

CONNOISSEUR MODELS DAVIS AND LLOYD RIDEMASTER BOGIES

O

Used extensively by British Railways from 1960 onwards on new-build vacuum brake fitted wagons and on conversions of unfitted wagons, Davis and Lloyd bogies are now available as of this month from O gauge kit manufacturer Connoisseur Models. Designed for 3ft 1in standard wagon wheels, sideframes are secured with pins for compensation.

Price £16.00

W www.jimmcgeown.com



FERRO-TRAIN (M-387.10-S-FM) ALUMINIUM FISHING BOAT AND (M-382) GARDEN TOOLS

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W www.shop.ferro-train.com

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W www.osbornsmodels.com

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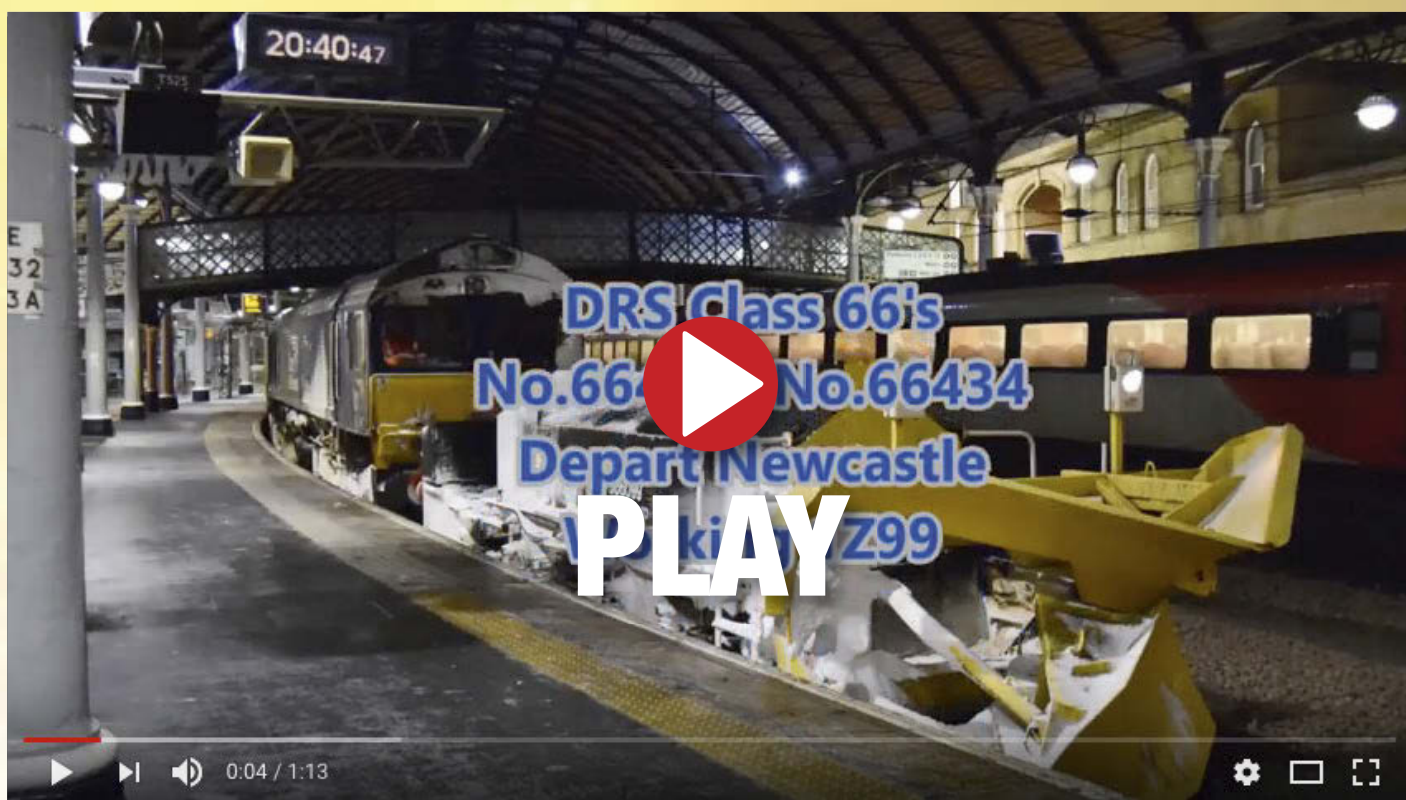


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NEW MODELS

DAPOL 57XX/8750 & 64XX/74XX GWR 0-6-0 'PANNIER' TANK LOCOMOTIVES



It seems GWR and BR Western Region fans are spoilt for choice in O gauge with Minerva's recent release of its GWR 57XX 0-6-0PT, Heljan's planned release of the GWR 61XX 2-6-2T 'Prairie' and GWR 43XX/53XX 2-6-0 'Mogul', and two exciting additions from Dapol in the shape of its 57XX/8750 0-6-0PT and 64XX/74XX 0-6-0PT. Two 'Panniers' at the same time from a manufacturer? Let's examine.

Dapol's 57XX/8750 is from all-new tooling, its 64XX/74XX, a re-run of Lionheart's model. Releasing two GWR 'Panniers' at the same time is rare in this scale, but both are very different beasts in both external appearance and internal design.

A total of 823 57XX/8750 locomotives were built by the GWR and British Railways (many by contractors) between 1929 and 1950, but in true GWR style, the design evolved and was subject to changes and upgrades during their lives. As the backbone of many secondary routes across the GWR and British Railways Western Region networks, they operated passenger, suburban and freight traffic equally well, with push-pull fitted examples making an ideal compact train for smaller O gauge layouts and those beginning in the scale.

If the evolution of the GWR 0-6-0 'Pannier' design and associated classes is something you find confusing, I recommend the website of Jim Champ which explains all the essentials and provides a good 'crash course' on these GWR stalwarts. Visit www.gwr.org.uk/nopanniers to read more.

57XX: Miniature marvel

Dapol's 57XX has a diecast chassis and footplate,

Cab design changed from the 57XX (left) with the 8750 to offer larger cab windows for better visibility - an alteration carried through to subsequent classes like the 64XX (right).

plus detailed cab interiors with visible dials and individually-painted pipes. Atop the tanks, an excellent representation of the lifting eyes and an accurate representation of rivets are present, whilst whistles are well presented.

Dapol's model has better depth to the safety valve covers than similar models, and a visible and wider-bore 'descent' when looking down the chimney. Its removable cab roof, held in place with two magnets, makes cab weathering and the fitting of figures much easier.

The highlight of the 57XX model is the working inside motion, moulded in vibrant red plastic. It is visible from the outside and surprisingly doesn't look unpainted when viewed from this angle. Connected by the centre driver, it's a 'nicety', but full marks to Dapol for including it, I haven't seen other RTR models at this price point with this feature. Equally as good is the level of chassis detail around the drivers and at running plate level. Dapol's model has the sanding gear rod running the full width of the model. The brake linkage has a good depth of detail to the brake shoes, hangers and physical holes in the rear of the adjustable linkage.

64XX: The heavyweight

Introduced in 1932, all 40 members of the GWR 64XX class were 'push-pull' fitted. At almost 1kg, Dapol's 64XX is a substantial model with useful tractive effort. Whilst these locomotives typically wouldn't be seen hauling more than three suburban or push-pull coaches at a time, the heaviest of kit-built vehicles shouldn't pose a problem.

FACT FILE

! MANUFACTURER Dapol
! CATALOGUE REF
57XX/8750 & 64XX/74XX
0-6-0PTs
! PRICE 57XX/8750: RRP
£235.00 (DC), £420.70
(DCC sound-fitted)
64XX/74XX: RRP £400.00
(DC), £422.89 (DCC-fitted),
£549.99 (DCC sound-fitted)
! WORDS and
PHOTOGRAPHS
Howard Smith



The 57XX cab interior - has RTR ever been this good? Pipes, valves, dials and control gear, all are accurately injection-moulded and painted.

Painted in a low-sheen gloss, I prefer its appearance to the satin finish seen on many models today, especially on a model in this scale. The glossier finish also appears to better highlight raised details at certain angles from further away. Its moulded representation of coal is good too and is perfected only by the real coal used on its 57XX. Detail-wise, all areas are equally outstanding, though no working inside motion on this model. I still like it for its 'heft' and even though the roof is fixed and the doors of this less-exposed cab are modelled in their shut positions, there's still enough room inside to position a crew.

The springing of the buffers and draw hooks I feel is spot on and there's little to criticise either of the model's buffer beams, detail-wise. Vacuum and steam heat pipes are present (as with its 57XX) and autogear equipment is represented in cast metal - all very solid.

Running is smooth from both 57XX and 64XX, though a 90-minute running-in session is advised in either direction. Interestingly, compensation methods differ - the new 57XX receiving a centrally sprung axle, the 64XX a legacy balance beam between the front and centre drivers. Both are made possible because of the coupling rod pivot point as per prototypical practice. I'd choose to paint the 64XX's 'beam' and bright zinc-plated retaining nut black to help disguise its view underneath the boiler, but nothing else should be required on this otherwise outstanding model, bar adding a crew and if you desired, a little weathering.

In summary

Both models present very well and retailers are already selling out of popular variants. Liveries are well applied, and I feel Dapol's GWR green is a better match than attempts by rival manufacturers. Cast cabside plates (on numbered versions) really enhance the look and are another thing that buyers needn't worry about fitting. Given that anything from an MPD to a small branch line terminus layout on the Western Region can justify at least one of these 'icons', what's holding you back? Value for money - certainly and long may it continue. Highly recommended.

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



The sister act - left the 64XX, right, the 57XX. Note the difference in boiler position and water tank heights through evolution on a design which stood the test of time for many years.



Dapol's 64XX - a fine model indeed. The GWR introduced the non-auto fitted 74XX class in 1936. Its higher 180psi boiler pressure and right-angled join between cab sheet and bunker top edge distinguished it from the 64XX with its radius profile in this area.



The flip side - the 64XX above and 57XX below. Both are driven via the rear axle, but the new 57XX offers a more realistic view between the frames. Note the different methods of compensation.



Back to back, the 64XX left, 57XX right. A nice array of bunker rivet detail and lamp brackets. Note how buffers and bunkers align perfectly between the two.



datafile

BASICS

Manufacturer: Dapol Ltd

RRP: 57XX/8750: RRP £235.00 (DC), £420.70 (DCC sound-fitted). 64XX/74XX: RRP £340.00 (DC), £359.50 (DCC-fitted), £467.50 (DCC sound-fitted)

Gauge/scale: 32mm gauge, 1:43.5 scale O

Era: 3 to 5

Company/Operator: GWR and BR

Region: WR

Weight: 64/74XX: 933g 57XX/8750: 760g

Body: Plastic: 57XX/8750, metal: 64XX/74XX

Chassis: Diecast metal

Wheel Profile: Wheel diameter 31.5mm, back-to-backs: 29.4mm

Couplings: Sprung screw-link

MINERVA MODELS GWR IMPROVISED GUNPOWDER VAN



Preceding the Great Western Railway's 'Iron Minks' by some years and built in 1885, its Gunpowder vans were a sturdy design that saw widespread use for the transportation of ammunition. Following hot on the heels of the release of the 'Iron Mink' wagons reviewed in the March 2018 issue of **BRM**, Minerva Model Railways released this month its earlier Gunpowder wagon variant.

The model is a good representation of a Diagram V6 wagon, a few of which have been preserved such as 105777 on the Severn Valley Railway and 105560 at the Gloucester and Warwickshire Railway. Improved Gunpowder vans differed slightly from the Iron Minks, with bodies painted black or very dark grey. The letters 'GPV' for Gun Powder Van were painted in red to the upper left of each side with 1ft high lettering. On early vans this was repeated on the ends, one letter in each of the end panels near the top. On some vans, the word GUNPOWDER was painted to the left of the body, halfway up, between the small GW and the GPV. Gunpowder van doors were marked with a red cross, the four inch-wide stripes indicating a smoking ban around the vehicle.

Originally built as an Iron Mink in 1896, 11346 would be of a batch converted to an Improved Gunpowder Van (telegraph code CONE). Iron minks converted to this use wore 'IMPROVED GUNPOWDER VAN' lettering in 6in high white letters, across the doors in addition to the above markings. Modifications included blocking of the vents at each end, and a different and more flush design of side door too, both requiring new tooling.

To the bottom right of the van, a depiction of the non-common user plate that would measure 10in wide with 'RETURN TO GWR' and 'NOT COMMON USER' has been accurately tampon-printed. Such markings remained relevant until Nationalisation in 1948.

The wagon is largely identical bar its livery, lack of end ventilators and different side doors to Minerva's

A striking vehicle from every angle, Minerva's improved gunpowder van in its 1930s-1940s livery minus large 'GW' lettering can't be overlooked on a layout. A little weathering of the roof will help it blend better.

previous release and so construction and assembly is identical. Previously mentioned rivets and outstanding level of detail is continued with the traditional inclusion of sprung couplings and buffers. The model features a plastic injection-moulded body and chassis, with metal-tyred wheels on pin-point axles fitted in compensated axle-boxes. Brake gear, though simplistic on this early non-vacuum braked design, is well executed with moulded handbrake retaining pin holes and tie securing the handbrake lever retainer to the 'W' iron - very effective.

Dimensionally, the model is accurate, but I feel this livery, circa 1930s-1940s is the most attractive. Other liveries available include the larger 16in 'GW' lettering worn in the 1920s-1930s or larger still, 25in 'GW' lettering from the wagons earlier careers from 1903-1920s. Both earlier variants carry wagon numbers, centrally located at wagon ends beneath the G.P.V. lettering. Each of the three livery variants is available with four different running numbers, allowing the modeller to assemble a short rake with no modifications. In summary, these characterful wagons in their vibrant colours are highly recommended. ■



Minerva reports that insufficient glue has been used on the axleboxes of some vans. Customers encountering this problem can repair the van themselves without compromising the warranty or return it free of charge to Minerva for replacement.

datafile

BASICS

Manufacturer: Minerva Model Railways Ltd

Gauge/scale: 32mm gauge, 1:43.5 scale O

Era: 2 to 5

Company/Operator: GWR and BR

Region: WR

Weight: 154g

Body and Chassis: Plastic

Wheel Profile: Wheel width 3.8mm, flange thickness 0.85mm

Couplings: Sprung three-link

FACT FILE

I CATALOGUE REF H4-I
Minerva GW Iron Mink van
PRICE RRP £42.50
1 WORDS and
PHOTOGRAPHS
Howard Smith

BACHMANN CLASS 70/8



Shortly after the arrival of the Class 70 on our shores at the end of 2009 from General Electric in Pennsylvania, Bachmann released its first Class 70 model in December 2010 reflecting the condition as first delivered to Freightliner. From 70007 onwards there was a significant difference to the cabsides, with the panel beneath the cab-side windows lacking a diagonal panel line. This later style is reflected in this newly-tooled body from Bachmann.

During 2012 there were a few significant engine-room fires and a subsequent modification was for a large air-intake box to be fitted to the outside of the body approximately two-thirds of the way along the bodyside. This appeared from new on the locomotives supplied for Colas (70801-70817) from 2014 and was retro-fitted to the Freightliner locomotives (70001-70020) during 2014, making this new model appropriate for current usage.

I am sure the Colas-liveried model will be very popular with modellers of the contemporary scene, as photographs show they have appeared across swathes of the rail network most often appearing on heavier infrastructure trains for Network Rail with loads of rail and stone. A regular freight working for Colas was working log trains to Kronospan at Chirk. Picture evidence shows that they often run light engine between workings and are sometimes seen working in multiple with other class members and other Colas-liveried locomotives of Classes 56, 60 and 66, so there's plenty of flexibility there for usage.

We are already familiar with the earlier model, which is very well-regarded for its accuracy in shape, detail and decoration, and the Colas livery is well-executed with good distinction between the coloured panels and a mass of warning and information signs printed onto the model – nearly 140 of them to meet current safety standards, and most of those signs will need three different colours printing. I would love to see the masking and tampo-printing setup for that!

The model features switchable front, rear and cab lights beneath the fuel tanks, and alternative air dam/ploughs dependent on whether the modeller wishes to fit tension lock couplings along with the usual bufferbeam detailing pack of hoses and pipes. I did notice that this model includes a driver at one end. The model weights in at 437g, which contributes to its

Somewhat unpretty in aspect, Bachmann has nevertheless produced a fine model.



FACT FILE

MANUFACTURER
Bachmann
CATALOGUE REF 31-591 Class 70/8 70805
Colas Livery (Air Intake Modifications)
PRICE RRP £169.95
WORDS and PHOTOGRAPHS
Andy York

smooth and powerful handling, and the model has a 21-pin DCC decoder socket accessed by removing the body after removing four screws at the inner end of each bogie.

I don't think anyone could ever regard a Class 70 as an attractive locomotive, but that is not to take away from Bachmann's execution of a very fine model. ■

datafile

BASICS

Manufacturer: Bachmann Europe PLC
Catalogue Refs:
31-590 Class 70 70015 Freightliner (Air Intake Modifications)
31-591 Class 70 70805 Colas Livery (Air Intake Modifications)
RRP: £169.95
Gauge/scale: 16.5mm gauge, 1:76 scale OO
Era: 9
Company/Operator: Colas/Freightliner
Weight: 437g
Body: Plastic
Chassis: Diecast/Plastic
Minimum Curve Radius: 438mm (R2)
Wheel Profile: RP25
Couplings: NEM mounted tension lock
Accessories: Bufferbeam detail and lower air-dams/ploughs



NEW MODELS

HATTON'S MODEL RAILWAYS ZZA BEILHACK SNOW PLOUGH



In addition to a fleet of independent 'drift' snowploughs dating from the 1960s and constructed on locomotive tenders, British Rail utilised redundant bogies from scrapped Class 40 and Class 45 locomotives to bolster the snowplough fleet with a further eight ploughs suited to clearing snow up to six feet in depth. The bogies had their trailing axles removed and stripped of mechanical and electrical parts, although the braking systems were fitted at BR works with plough blades supplied by Beilhack.

A large tool compartment sits on top of the bogie and steps to a recessed working platform for adjusting the plough height. The face of the plough blade has a separate section on each side that can be opened or closed to clear snow to one or both sides of the track. Undoubtedly these ploughs have much better forward visibility for the crew than the traditional drift ploughs.

With the snowfalls in March this year the ploughs have been out and about, particularly on the ECML and around the Peak District, working with pairs of Colas, DRS and Network Rail locomotives of Classes 37, 56 and 66 with a plough at each end.

FIRST IMPRESSIONS

The real snowploughs are weighty beasts for obvious reasons, sitting at 36 tonnes, and the first impression when lifting the model from its box is a good weight of 100g. The bogie frame is diecast metal with clear bolt-head and rivet detail. The bogie springs and roller bearing cover-plates are separately-fitted plastic parts, as are the upper toolbox, plough blades, handrails and brake wheel. The recessed working platform at the front of the plough has a good representation of a non-slip surface. Beneath the bogie the three wheelsets with painted faces are simply clipped into place. For those looking to fit EM or P4 replacement wheelsets there is 22.9mm of clearance inside the bogie. There is 1.5mm clearance between the railhead and the bottom edge of the plough blades, so make sure you do not have stray items above rail level.

Vertical lamp irons above the plough should be utilised for head and tail lamps, something that is very evidently used in real world operations.

Practical and effective in up to six feet of snow, the Beilhack snowploughs nevertheless possess a fearful symmetry. To which end, one of the liveries includes a shark's jaws painted on the blades.



The model features metal sprung-buffers and a good density of paint application and decoration.

OPINION

Departmental workings are always popular and Hatton's model addresses a vacant niche very well. However, if you intend to operate these on your layout, it's probably best to opt to buy two of these for a proper working. Who will be the first to 'weather' the model with a heavy coating of snow? ■

datafile

i BASICS

Manufacturer: Hatton's Model Railways

Catalogue Refs:

H4-BH-001 (ex Class 40) ZZA ADB965576 in BR yellow
H4-BH-002 (ex Class 40) ZZA ADB965577 in BR yellow
H4-BH-003 (ex Class 40) ZZA ADB965578 in BR yellow
H4-BH-004 (ex Class 40) ZZA ADB965579 in BR yellow
"Stratford Shark", H4-BH-005 (ex Class 45) ZZA ADB966098 in BR yellow with NSE Branding, H4-BH-006 (ex Class 45) ZZA ADB966099 in BR yellow with NSE Branding, H4-BH-007 (ex Class 40) ZZA ADB965580 in Railtrack Black, H4-BH-008 (ex Class 40) ZZA ADB965581 in Railtrack Black, H4-BH-009 (ex Class 40) ZZA ADB965578 in Network Rail black, H4-BH-010 (ex Class 40) ZZA ADB965579 in Network Rail black, H4-BH-011 (ex Class 45) ZZA ADB996098 in Network Rail black, H4-BH-012 (ex Class 45) ZZA ADB996099 in Network Rail black

RRP: £43.00

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

Era: 8 to 9

Company/Operator: BR/Railtrack/Network Rail

Region: All

Weight: 100g

Body: Plastic

Chassis: Diecast/Plastic

Minimum Curve Radius: 438mm (R2)

Accessories: Brake pipes

FACT FILE

I MANUFACTURER Hattons

I CATALOGUE REF H4-

BH-002 Beilhack snow

plough (ex-Class 40) ZZA

ADB965577 in BR yellow

H4-BH-009 Beilhack snow

plough (ex-Class 40) ZZA

ADB965578 in Network

Rail black

I PRICE RRP £43.00

I WORDS and

PHOTOGRAPHS

Andy York

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ALD Models' Class 02 kit is reviewed this very issue. Watch as Phil Parker and Andy McVittie unbox it all for the first time.



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THE LEGO® TRAINS BOOK



HOLGER MATTHES

The LEGO Trains Book Holger Matthes No Starch Press

LEGO trains have become a regular sight at exhibitions over the last few years, but did you know the very first ones that appeared two years before steam vanished from the UK main line?

Hobbyist and occasional official designer, Holger Matthes, takes us through the history of the line and then explains the basic, and not so basic techniques that builders can use to create stunning replicas using the popular toy. He finishes up with several full builds to inspire and instruct which have a surprising amount of detail. Foreign prototypes (Swiss Crocodile, ICE) understandably feature heavily, but there is also a HST power car and Mk1 carriage shown to demonstrate the system's versatility.

Price £14.27 (based on exchange rates)
www.nostarch.com



London Underground 1863 onwards (all lines and extensions) Paul Moss Haynes Publishing

Haynes manuals used to be based on a full strip down of a specific car. While Paul Moss hasn't dismantled the entire tube system, he has produced a detailed history with plenty of technical detail within this 189 page book.

Not just a book of pretty pictures, there are plans and cut-away diagrams of several items of rolling stock, including an intriguing cross section of the tunnel during the war when it was pressed into service for manufacturing showing a female using a lathe with a BEV locomotive running behind her on a narrow gauge line.

For anyone contemplating going underground with their modelling, this is a really useful starting point thanks to the huge number of images showing it in different eras, essential on a prototype with such a strong sense of design.

Price £22.99
www.haynes.com

ON PARALLEL LINES



VOLUME 2

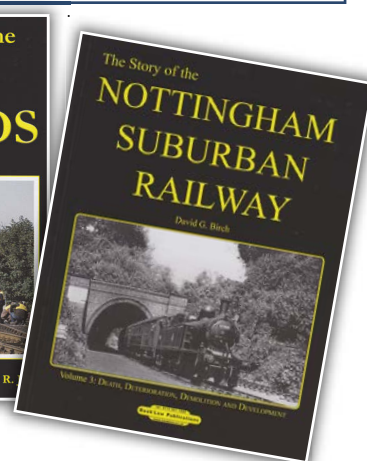
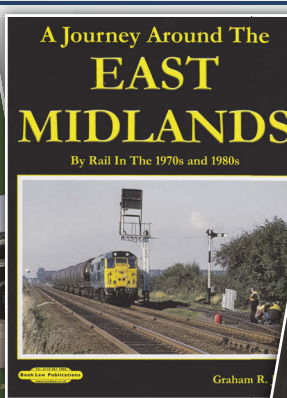
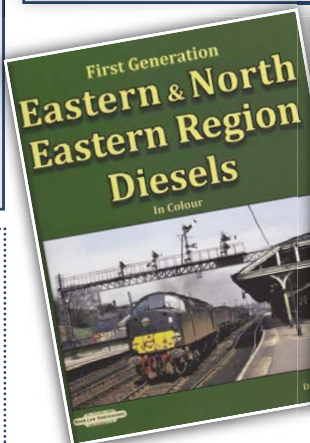
BY KEN HORAN AND TED PARKER



On Parallel Lines Ken Horan and Ted Parker Self-published

Where Colin T Gifford's celebrated photography is perhaps artistic in the first instance and documentary in the second, admirers and aficionados of steam locomotives are bound find a bit more to pore over in this splendid book. Horan and Parker are unabashed trainspotters, and it shows, but their monochrome pictures capture well the final years of the steam age – not just with images of many of the cherished locos that ran at the time, but of the personnel that worked on and around them and a wealth of details therein. A wonder that their work is not better known or more widely appreciated, but volume 1 has already sold out. Act quickly to secure a copy of this second volume, then.

Price £10 (promotional offer)
www.on-parallel-lines.co.uk



Booklaw has furnished us with a trio of titles, two of which were of particular interest to Editor and Notts resident, Andy. Starting with those first, 'The Story of the Nottingham Suburban Railway' (David G. Birch, RRP £23.99) reaches its third volume, but shows no signs of slowing down with thorough research and a great selection of annotated B&W images. There's even a section about modelling this bygone railway for those interested to do so. In a similar vein, 'A Journey around the East Midlands' (Graham R. Jelly, rrp £21.99) is a pictorial tour of the region during the 1970s and 1980s. It's familiar 'pics & captions' territory, although the former are generally crisp and colourful, and latter are interesting and informative throughout. In spite of its regional focus, there's plenty here for fans of the era. Last, and beefiest in its hard cover, 'Eastern & North Eastern Region Diesels in Colour' (David Dunn, RRP £23.99) delivers exactly what is proposed – in other words, a collection of annotated colour photographs of diesel locomotives that ran in these regions from the early 60s onwards. This plainly covers a lot of ground, hence the author has helpfully arranged his coverage from north to south. The images themselves are great, showing many of the most celebrated diesel locomotives at their prime and in often in pristine condition. Modest captions are in order throughout, but the photos are the real selling point here.

www.booklaw.co.uk

ABERLLEFENNI



A SLATE LANDSCAPE
Peter & Ginny Barnfield
Wes Magee

Aberllefenni – A slate landscape

Peter & Ginny Barnfield and Wes Magee
Wild Swan Books

Aberllefenni quarry is alone in Wales in claiming almost five centuries of continuous operation. Sadly, all things must come to an end, with final closure taking place in 2003.

Looking back to 1977, 25 men were still employed at Foel Grochen. The authors chose that year to take a series of atmospheric black and white photographs showing the derelict remains of the industry including buildings and railway slowly reverting to nature. Along with poems by Wes Magee, these images were published in a very limited form a couple of years later. This new publication includes new photos and benefits from modern quality reproduction.

This is a record of an area rather than a pure railway book. Derelict buildings and piles of leftover slate feature alongside some excellent views of rolling stock, a couple of locomotives and plenty of tractor hauled trains. Anyone with an interest in slate mining, industrial architecture, or looking to build a model will find the images well worth studying. Even those with only a passing interest can soak up the atmosphere of scenes now long since vanished.

Price £12.95

www.wildswanbooks.co.uk

ENGLISH ELECTRIC Class 50 Type 4s The New Warships



English Electric Class 50 Type 4s – The New warships Tony Wright Irwell Press

Stalwarts of the the West Coast main line, the Class 50s, in all their years of service, suited the heroic names they carried – ‘Dreadnought’, ‘Superb’, ‘Valiant’ and others likewise triumphalistic. Tony Wright leans towards the steam era in his own modelling, but here he takes a slight deviation in reasonably-priced bookazine. Thoughts and recollections are provided in

brief but informative captions, although the research is top-notch as you might expect and the many photographs are crisp and colourful throughout. Weightier tomes are undoubtedly available, but this is an eminently palatable introduction to these characterful diesel-electrics.

Price £9.99

www.irwellpress.com

CHINESE STEAM THE LAST YEARS DAVID KITCHING



Chinese Steam – The Last Years David Kitching Amberley

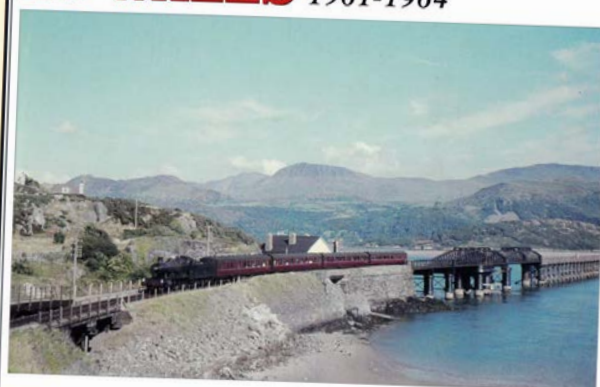
As sinful as it might be to admit an appreciation of non-British locomotives, there's an undeniable drama to the images collected in this book. The format is standard Amberley fare, which is to say lots of photos and fairly minimal text, but it works like a photo journal here as it charts the efforts of a group of British enthusiasts to capture these hulking industrial locomotives before the ravages of age and the spiralling expense of maintenance kills them off once and for all. The plucky Brits made ten trips between 1992 and 2017, often confounding their Chinese hosts with their evident zeal. However, their labours were plainly not in vain, and it's great to see steam locos doing proper work in the modern age. And they look even better in winter weather that

characterised many of the group's visits, or framed within the open expanses of the Mongolian landscape. An enjoyable addition to the Amberley range.

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Peter Barnfield

Memories of Railway Journeys in Wales 1961-1964 Peter Barnfield Wild Swan Books

Described as “neither a technical nor chronological history”, the author has written up a series of anecdotes to accompany his photographs taken over the early 60s period.

For the most part, these relate to standard gauge lines, but the very early days of preservation on the Welshpool and Llanfair Railway merit a chapter which shows early preservation really clearly along with enough road vehicles to keep classic car spotters happy for hours.

Covering the nation pretty comprehensively, the photos show a railway system still very much alive with well-maintained stations and infrastructure. Many of the photos don't have trains in sight but will make excellent references for any modeller looking to model the era.

Steam fans will be delighted that only one picture includes diesels, and that is a line-up of new Sentinel shunters stores in Craven Arms shed. Don't think it's all bucolic views, however, as the chapter covering Ebbw Vale to Methyr Tydfil includes both the steel works and ICI plant.

Each chapter is dated and includes a map. Text and captions are very readable, but include much useful information. Photograph reproduction is excellent and for those with an interest in Welsh railways, this is a very reasonably priced addition to your library.

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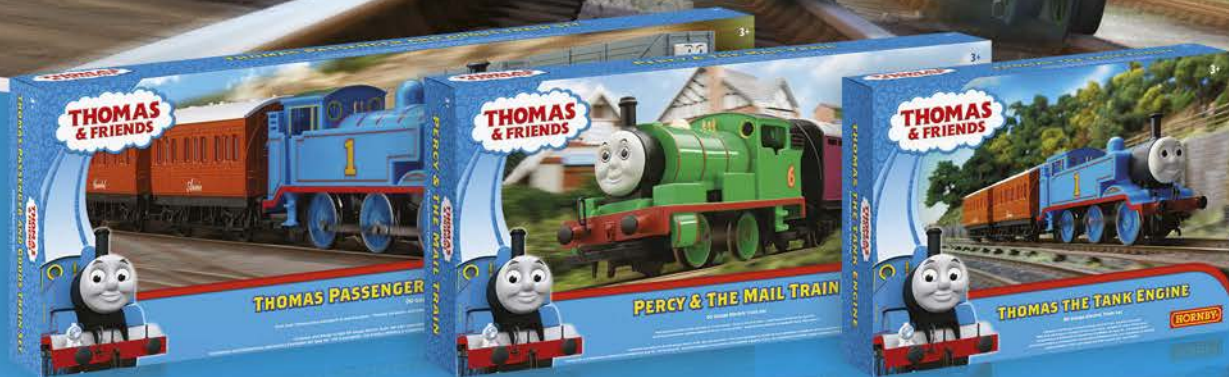
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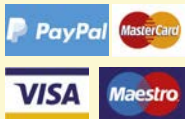
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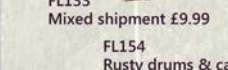
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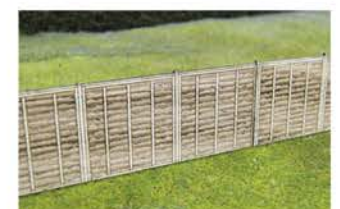
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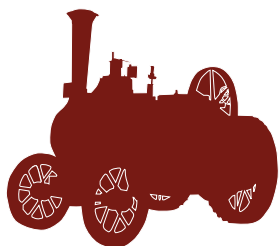
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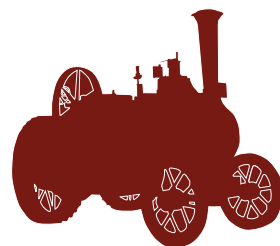
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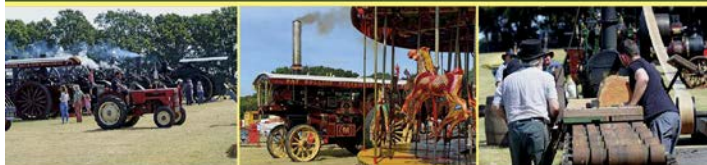
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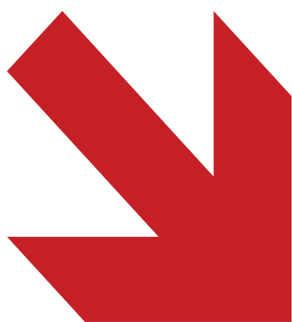


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EVENTS

EXHIBITIONS

MAY 26 - MAY 27

Railx 2018

Stoke Mandeville Sports Stadium,
Stadium Approach, Aylesbury,
Buckinghamshire HP21 9PP

Opening Times:

Saturday 1030 - 1730

Sunday 1000 - 1700

Prices: Adult £9.00 Child £5.00

Sunday Only upto 2 Children Free
with Paying Adult

T: 01296 437475

JUNE 02

Narrow Gauge East

Steam Museum, Low Road,
Bressingham, Diss,
Norfolk IP22 2AA

Opening Times:

Saturday 1030 - 1700

Prices: Admission £6.50

T: 01379 686900

JUNE 09

7mm Narrow Gauge Association Exhibition

Burton Town Hall , King Edward
Place, Burton-on-Trent, Staffordshire
DE14 2EB

Opening Times:

Saturday 1030 - 1630

Prices: Adult £5.00

Members £3.00

Partners/Children Free

JUNE 16

National Festival of Toy Trains

Perins School, Pound Hill,
Alresford, Hampshire SO24 9BS

Opening Times: Saturday

Prices:

Early Ent 0900 £10.00

Adult £6.00

Child £2.00

Family £14.00 (2+2)

T: 01962 733475

JUNE 23 - JUNE 24

Perth Model Railway Exhibition

Dewars Centre, Glover Street, Perth.
Perth & Kinross. PH2 0TH.

Opening Times:

Saturday 1000 - 1730

Sunday 1000 - 1700

Prices: Adult £7.00

Child £3.50

Family £16.00 (2+2)

T: 07588 754959

OTHER EVENTS

JUNE 30 - JULY 01

Amerton Railway Steam Gala

Amerton Railway, Stowe-by-Chartley,
Nr Weston, Stafford, Staffordshire
ST18 0LA

Opening Times:

Saturday/Sunday

JULY 13 - JULY 15

Moseley Railway Trust Tracks to the Trenches 2018

Apedale
Valley Light Railway, Loomer Road,
Newcastle-under-Lyme, Stoke-on-
Trent, Staffs ST5 7LB

Opening Times:

Friday 1230 - 1730

Sat/Sun 1030- 1730

Prices: Adult £9.00 Child £4.00

JULY 14 - JULY 15

Amberley Museum Gala Day

Amberley Museum & Heritage
Centre, New Barn Road, Amberley,
Arundle, West Sussex BN18 9LT

AUGUST 04 - AUGUST 05

Weald of Kent Steam Rally

Little Engeham Farm, Woodchurch,
Kent TN26 3QY

Opening Times

Sat/Sun 1000-1800

Prices: Adult £8.00

Senior Citizen £5.00

TRAIN & TOY FAIRS

JUNE 02

Toy & Train Fair - Chester

The Cheshire County Sports Club,
Plas Newton Lane, Chester,
Cheshire CH2 1PR

Opening Times:

Saturday 1030 - 1430

Prices: Admission £2.00

T: 01270 652773 Tony Oakes

JUNE 09

Ray Heard Train & Toy Fair -

Exeter Exeter Matford Centre,
Matford Park Road, Matford
Business Park Marsh, Barton Trading
Estate, Exeter, Devon EX2 8FD

Opening Times:

Saturday 1000 - 1530

Prices: Admission £2.00

T: 01823 480097

Toy & Train Fair - Ludlow

The Racecourse, Ludlow, Bromfield ,
Ludlow, Shropshire SY8 2BT

Opening Times:

Saturday 1030 - 1400

Prices: Admission £2.00

T: 01270 652773 Tony Oakes

JUNE 14

Joe Lock Toy & Train Fair - Theydon Bois

Theydon Bois Village Hall , Coppice
Row , Theydon Bois , Epping, Essex
CM16 7ER

Opening Times:

Thursday 1900- 2100

Prices: Admission £1.00

T: 07866 641215

JUNE 24

Ray Heard Train & Toy Fair -

Newton Abbot Racecourse

Newton Abbot Racecourse, Newton
Road, Kingsteignton, Newton Abbot,
Devon TQ12 3AF

Opening Times:

Sunday 1000 - 1530

Prices: Admission £2.00

T: 01823 480097

Jim Corr Toy & Train Fair -

Catterick Garrison - NEW FAIR

Catterick Leisure Centre, Gough
Road , Catterick Garrison, North
Yorkshire DL9 3EL

Opening Times:

Sunday 1100 - 1500

Prices: Early Ent £5.00 Adult £3.00

Senior/Child £2.00

T: 07504 035955

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DIARY DATES are now ONLINE!

As of the December 2016 issue
of BRM, only a select number
of Events will be listed within
the magazine. For an extensive
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below.

www.brmm.ag/brmevents

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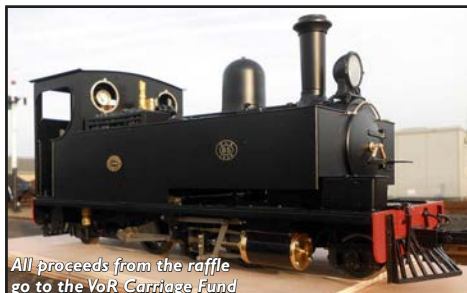
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**Squires will be exhibiting at the following shows in 2018 –
Diary updated as bookings are confirmed.**

June 2 - DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, **DN4 7PD**. Sat 10 - 4.00.

June 2/3 - DONCASTER NORTHERN MODEL BOAT SHOW, Doncaster Deaf Trust, Leger Way, Doncaster. **DN2 6AY**. Sat 10-5/Sun 10-4 Free Parking - Camping on site (chargeable) & Restaurant

June 2/3 - SHILDON, M/Rail Ex Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10-5pm. *Free Car Parking & Free Entry to Museum & Exhibition - Yes that's Free Entry!

June 9/10 - GLASGOW 'O' Gauge Model Railway Exhibition, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow, **G43 1NE**. Sat 10-4, Sun 11-4. *Free Parking, Close to Railway Stations*

June 23/24 - PERTH Model Railway Exh, Dewars Ice Rink, Perth, PH2 0TH Sat 10-5.30, Sun 10-5

July 23/24 - PERTH Model Railway Exh, Dewars Ice Rink, Perth, PH2 0TH Sat 10-5.30, Sun 10-5

July 7/8 - GUILDFORD The Stoke Park Railway Gala Weekend, Guildford Model Engineering Soc, Stoke Park, London Rd, Guildford, Surrey, **GU1 1TU** Sat 10-6, Sun 10-5.

July 28/29 - North Shields RAILEX NORTH EAST, John Spence Community High School, Preston Road, North Shields. Tyne & Wear. **NE29 9PU** Sat 10-5, Sun 10-4.30.

Aug 4/5 - SOUTHWOLD Waveney Valley Model Railway Exhibition, Saint Felix School Southwold, **IP18 6SD** Sat 10 - 5pm Sunday 10-4.30pm. **Plenty of FREE Parking**

Aug 11 - BEXHILL Model Rail Exh, St. Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex, **TN40 1SE** Sat 10 - 5pm *Plenty of FREE Car Parking on site!*

Aug 11/12 - SKIPTON Model Railway Exhibition, Skipton Academy (Formerly Aireville School) Gargrave Road, Skipton, **BD23 1UQ**, Sat 10 - 5, Sun 10 - 4. www.skiptonrailsoc.org.uk

Sept 1/2 - TELFORD GUILDEX 2018, O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**, Saturday 10 - 5, Sunday 10 - 4.

Sept 8/9 - SWINDON, Railway Festival STEAM Museum of the Great Western Railway, Fire Fly Avenue, Swindon **SN2 2EY**, Sat/Sun 10 - 5, Tel: 01793 466646,

Email enquiries: steammuseum@swindon.gov.uk.

Sept 15/16 - AYR, Model Railway Exhibition, The Citadel Leisure Centre, Ayr **KA7 1JB** *Modern Venue with easy access & FREE car parking *Sat 10-5/Sun 10-4

Sept 22/23 - HALIFAX Model Rail Exhibition, North Bridge Leisure Centre, Halifax, **HX1 1XH**. Sat/Sun 10 - 5.

Sept 29/30 - WORTHING Model Railway Exhibition, Durrington High School, The Boulevard, Durrington, Worthing, West Sussex **BN13 1LA** Sat 10-5, Sun 10-4 *Plenty of Free Parking*

Oct 6/7 - SHILDON, M/Rail Exh Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10-5pm. *Free Car Parking & Free Entry to Museum & Exhibition - Yes that's Free Entry

Oct 6/7 - FOLKESTONE, Folkestone, Hythe & District Model Railway Exhibition, The Leas Cliff Hall, Folkestone, Kent **CT20 2DZ** Saturday 10-5.30, Sunday 10-5

Oct 6/7 - FAREHAM, Fareham & District Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire **PO16 7JU** Sat 10-5.30, Sun 10-4.3

Oct 6/7 - SWANSEA, Model Railway Exhibition, presented by Swansea Railway Modellers Group, Swansea Leisure Centre, Oystermouth Road, Maritime Quarter, Swansea **SA1 3ST** Sat/Sun 10-5

Oct 13/14 - ALDERSHOT Farnham MRC 44th Exhibition, Alderwood Leisure Centre, Tongham Road, Aldershot, Hants. **GU12 4AS**. Sat 10-5, Sun 10 - 4.30. www.farnhammrc.or.uk

Oct 20/21 - UCKFIELD Model Railway Exhibition, Uckfield Civic Centre, Uckfield. **TN22 1AE** Sat/Sun 10 - 5.

Oct 27/28 - ABERDEEN Model Railway Exhibition, Hallmark Hotel, Aberdeen Airport, Aberdeen, **AB21 7DW** Sat 10-5/Sun 10-4. ***www.facebook.com/AberdeenModelRailwayclub ***

Oct 27/28 - LEEDS The Leeds Model Railway Society, Model Railway Exhibition, The Grammar School, Alwoodley Gates, Harrogate Road, Leeds, **LS17 8GS** Sat 10-5, Sun 10-4.30. **Plenty of Free Parking**

Oct 27/28 - STOCKPORT Hazel Grove & District Model Railway Society Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire, **SK7 5JX** Sat 10 - 5, Sun 10-4. **Enlarged Show**

Nov 3 - HIGH WYCOMBE - WYCRAIL 18 Model Railway Exhibition, Cressex Community School, Cressex Road, High Wycombe Bucks **HP12 4UD**. Saturday 10-5. **Nov 3/4 - SPALDING** Model Railway Exhibition, Springfield Event Centre, Camelgate, Spalding, **PE12 6ET**, Saturday 10 - 5pm, / Sunday 9.30am - 4.30pm.

Nov 3/4 - ANGMERING W.Sussex Area Group N Gauge Society "All Scales Model Railway Exhibition", The Angmering School, Greenwood Drive, Station Rd, Angmering, **BN16 4HH**, Sat 10-5 Sun 10-4 *Now 2 Day Show - Short Walk Angmering Station - Features various scales not just N Gauge!!**

Nov 10/11 - TELFORD IPMS SCALE MODEL WORLD 2018 The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**, Sat 10-6, Sun 10-4 FREE Entry for IPMS Members.

Nov 16-18 - WAKEFIELD 57th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, **WF2 8TY** Friday 5.30-9. Saturday 10-5.30. Sunday 10-4.30

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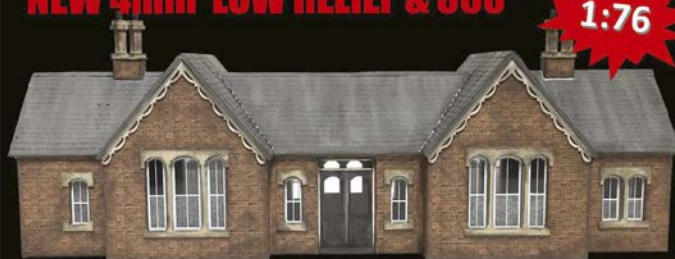
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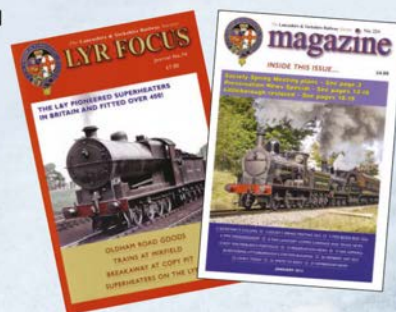
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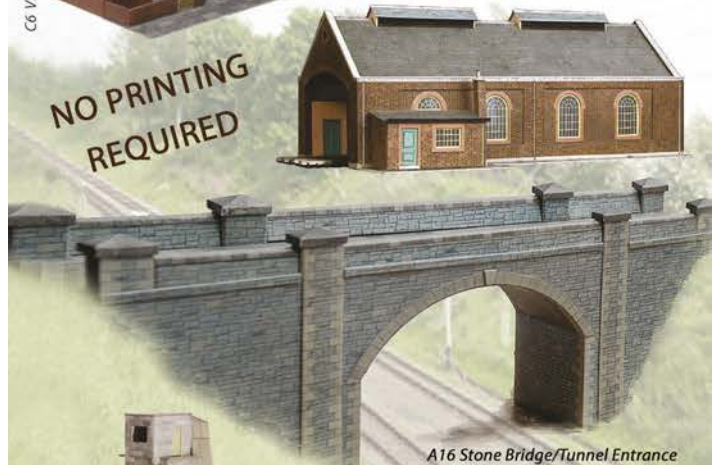
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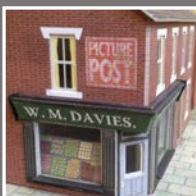
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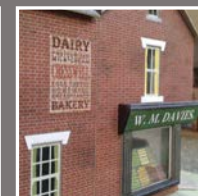
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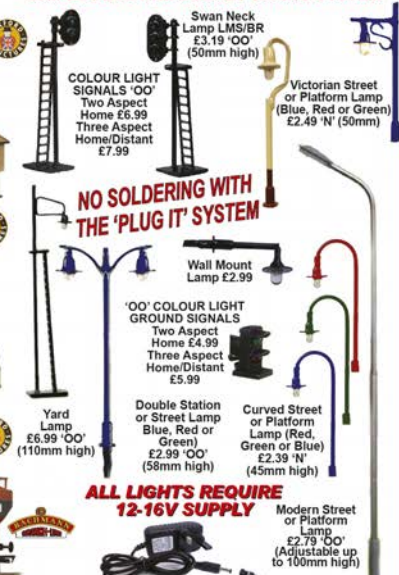
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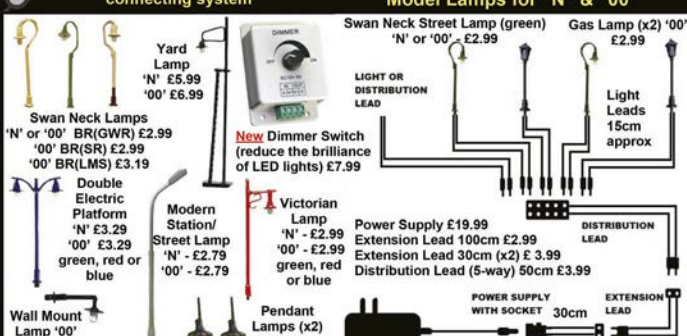
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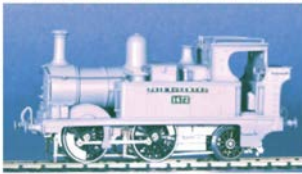
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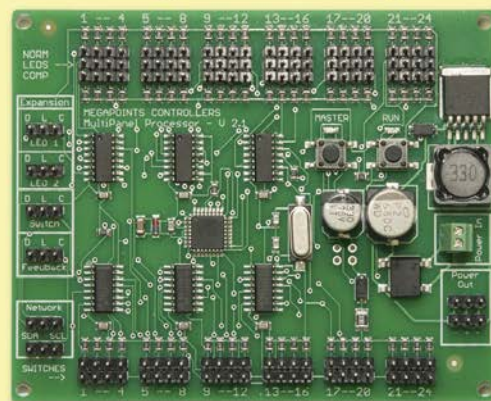
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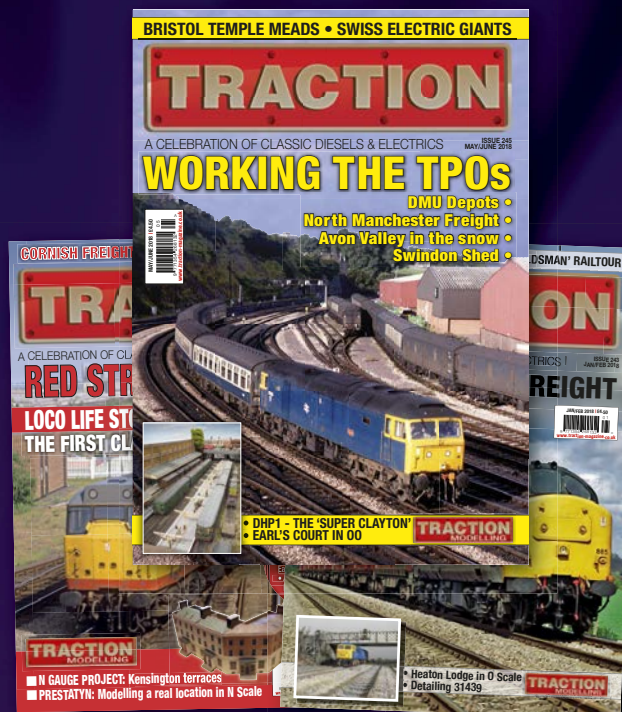
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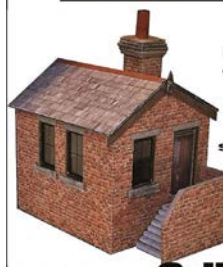
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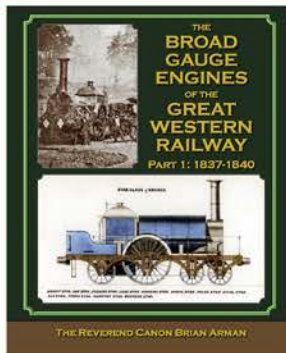
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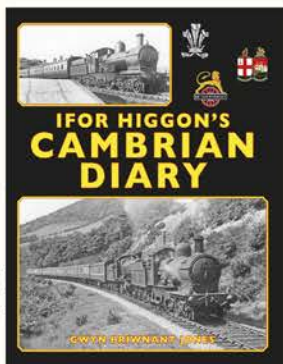
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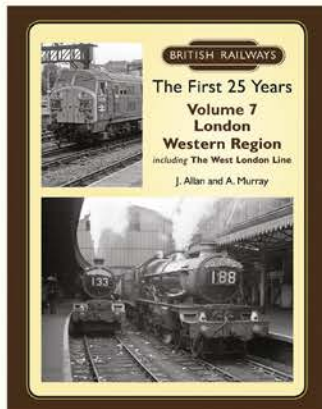
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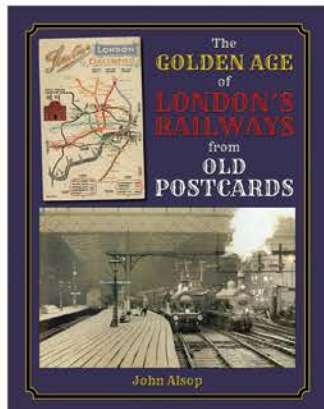
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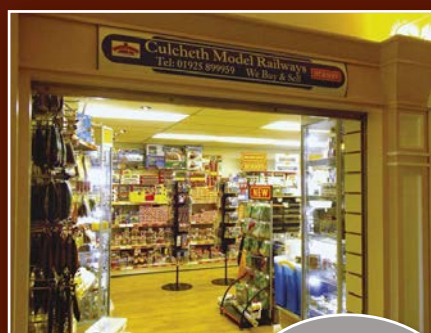
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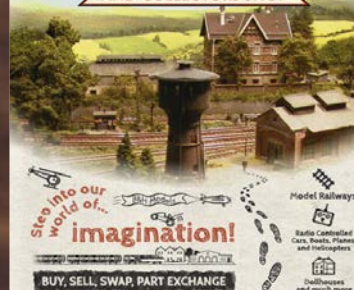
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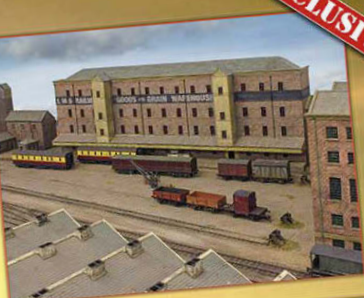
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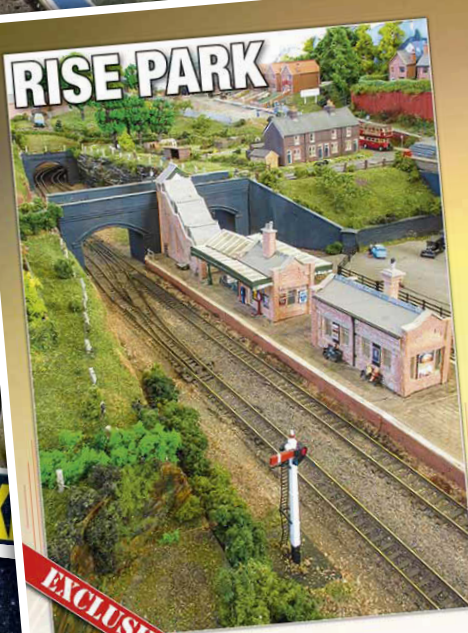
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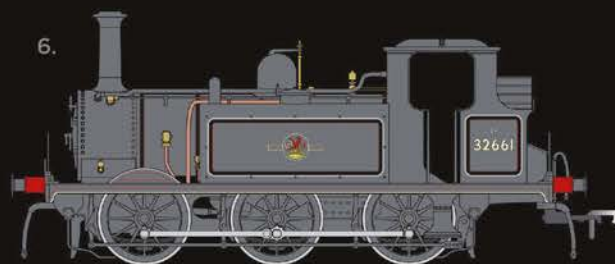
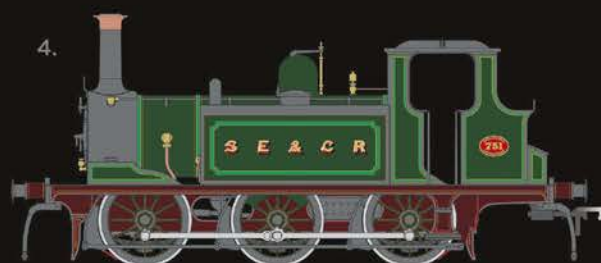
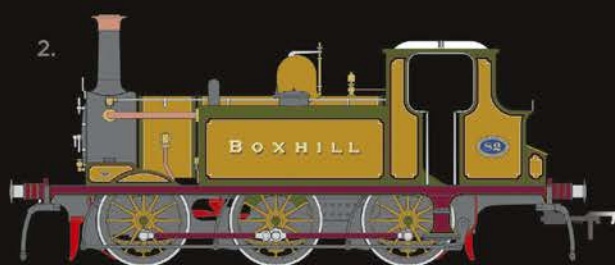
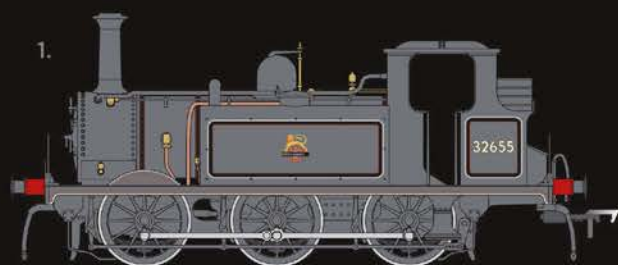
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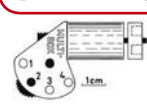
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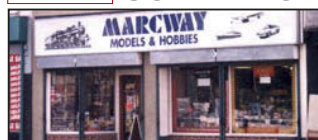
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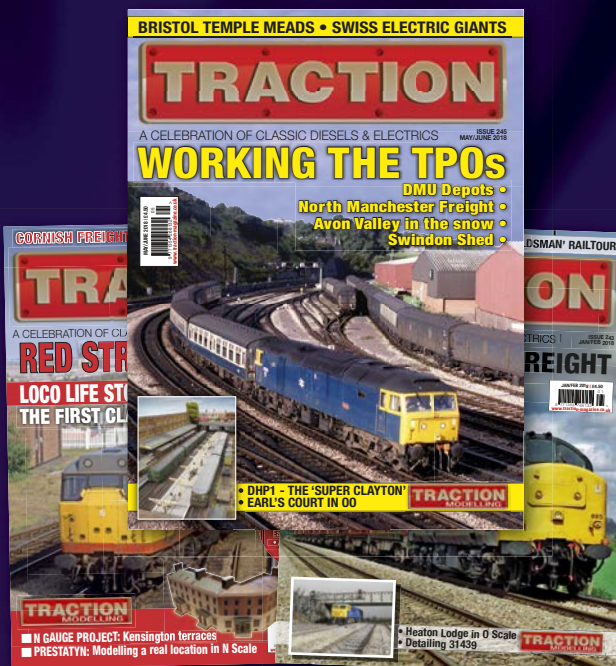
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Phil's Blog - April

What does Easter mean to you? For me, it means a trip to one of my favourite model railway exhibitions in the country – York. It's a beautiful city with fascinating railway history, all of which I ignored in favour of a day indoors at the racecourse. A couple of weeks later, my destination was The National Garden Railway show at Peterborough for some large scale antics and a problem – do I need a hat?

Find out Phil's favourite models at these shows, [read on](#).



PHIL'S BLOG

Dig this

In the BRM office, everyone likes to get hands-on with the layouts. Our designer Ruth found time at the National Garden Railway Show to learn from John Campbell how to operate a drag-line excavator on his layout, Campbell's Quarry.



BRM pic of the month

Gordon Hall's mammoth layout takes in urban scenes in the centre of Bolton, before heading out over the Pennines towards its final destination in the heart of the Yorkshire Dales.



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RMweb - Casting plaster for buildings

Do you remember Linka? The system for constructing buildings out of cast plaster parts was popular years ago and sets still appear on the second-hand market. Actually making successful casts isn't as easy as you think. Fortunately, there is plenty of advice available from some surprising sources.

If you've ever used plaster, [read on](#).

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TAIL LAMP

As a singer and actor, Les Richardson knows plenty about stagecraft, but, as a modeller too, how might this be translated to the 'theatre' of layout exhibiting?

Most of us have been to the theatre on occasion, some very regularly. Most readers of this will have been to at least one model railway show or have their own model railway. But how many of us stop to consider what the two activities have in common? More than we might think, and there are plenty of lessons we can learn from theatre.

I'm not referring really to those layouts that never leave home. These are generally for the owner's (or their younger relatives') enjoyment and the only rule that applies is 'Rule One' - it's my layout and I run what I like. On the other hand, those layouts which are exhibited in front of a paying public need to give them something for their money - and that is value. An exhibition layout is designed to entertain others and thus has a lot in common with a theatrical production.

A good stage production is a long time in the planning, and that doesn't get easier with practice. As the production is crafted actors suggest changes to their lines and the show evolves. How many of us have made changes to our plan as we've built a layout? In a good theatrical production things happen for a reason and there is coherence. The director places the actors in different parts of the stage to make the piece interesting and hopefully believable. The set is designed in the same way, and a good set is dressed so that during the entrance and exit pauses there is something worth looking at.

We do the same with exhibition layouts. View blockers are used to make the passage of the train interesting and scenic cameos are created to hold the viewer's attention between trains. To me, the look and positioning of things on a layout are far more important than how they are made. If a certain building looks right then it probably is. Similarly, the positioning of



A group of visitors to the London Festival of Railway Modelling at Alexandra Palace gather in front of the N gauge layout, 'Hawthorn Dene', seemingly enjoying the spectacle it provides.

buildings, scenic items and people and animals. I give the people in a cameo names and a back story to explain why they are in that place. If the back story is believable the cameo works. Don't forget that something in one cameo could affect characters nearby - the director expects actors on the periphery of a scene to react (or not) as appropriate.

Having now got our scenery made and employed the theatrical tricks of hiding entrances and exits and using half-relief and false perspective, the next step is creating a performance. Mr and Mrs 'Average' don't like looking at a pair of legs sticking out underneath a layout curtain, so we test and rehearse. Until comparatively recently an actor on the professional stage would be fined part of their salary if they messed up badly enough for the audience to notice.

Our layouts should look to be performing faultlessly likewise. We may be in a state of panic behind the layout but the show must go on. Those trains were of course run on the layout repeatedly without derailing

or splitting, weren't they? An actor will rehearse every line a good many times, and everything technical is rehearsed again and again so it can't possibly go wrong. That is what the punter pays for at the theatre. Is showing a model railway so different?

Once set up, what next? The doors open and in comes the paying public, which is why the show exists. The model railway exhibition has the same objectives as the local theatre - to make enough money to afford to continue for another year, and to provide entertainment of a high enough quality to persuade their audience they want to come back next time.

A Musical Director I work with judges each show or concert by the quality it doesn't fall below. In other words the weakest part of the show is the bit some of the audience will remember. This means it is up to me as owner and operator to ensure that what happens out front is as good as possible.

Finally - to quote every director I've ever worked with - SMILE! ■

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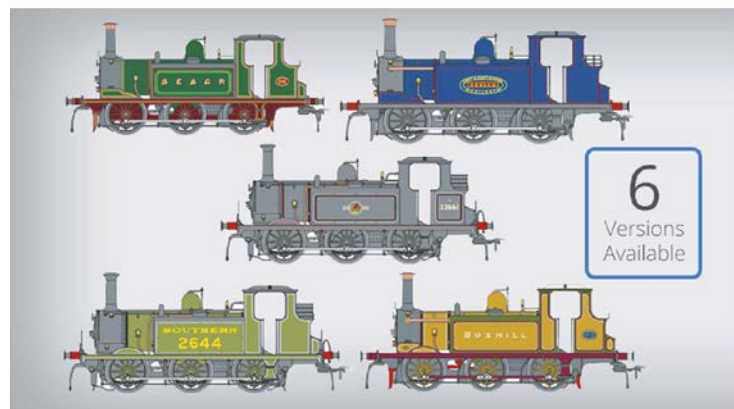
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SECR P Class 0-6-0T	hattons.co.uk/pclass	£99	Sep 2017							
Andrew Barclay 14" & 16" 0-4-0ST	hattons.co.uk/barclay	£99	Sep 2017							
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 2016							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
Rail Head Treatment Train (RHTT)	hattons.co.uk/RHTT	from £118	Nov 2017							
FEA Intermodal Wagons	hattons.co.uk/FEA	from £32	Nov 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
Class 07 Shunter	hattons.co.uk/c107	from £111	Jan 2016							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£600 (EST)	Apr 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Hitachi IEP Class 800	hattons.co.uk/IEP800	from £239	Nov 2016							
Class 87	hattons.co.uk/hornby87	from £144	Nov 2016							
SR 'Lord Nelson' 4-6-0	hattons.co.uk/lordnelson	from £136	Jan 2018							
NBR Class J36 0-6-0	hattons.co.uk/J36	from £112	Jan 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
GER/LNER Class N7 0-6-2T	hattons.co.uk/oxN7	from £87	Jan 2017							
BL 18" Howitzer Railgun	hattons.co.uk/railgun	from £42.50	Jan 2018							
5 Plank Open Wagon	hattons.co.uk/ox5p	£10	Jan 2016							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

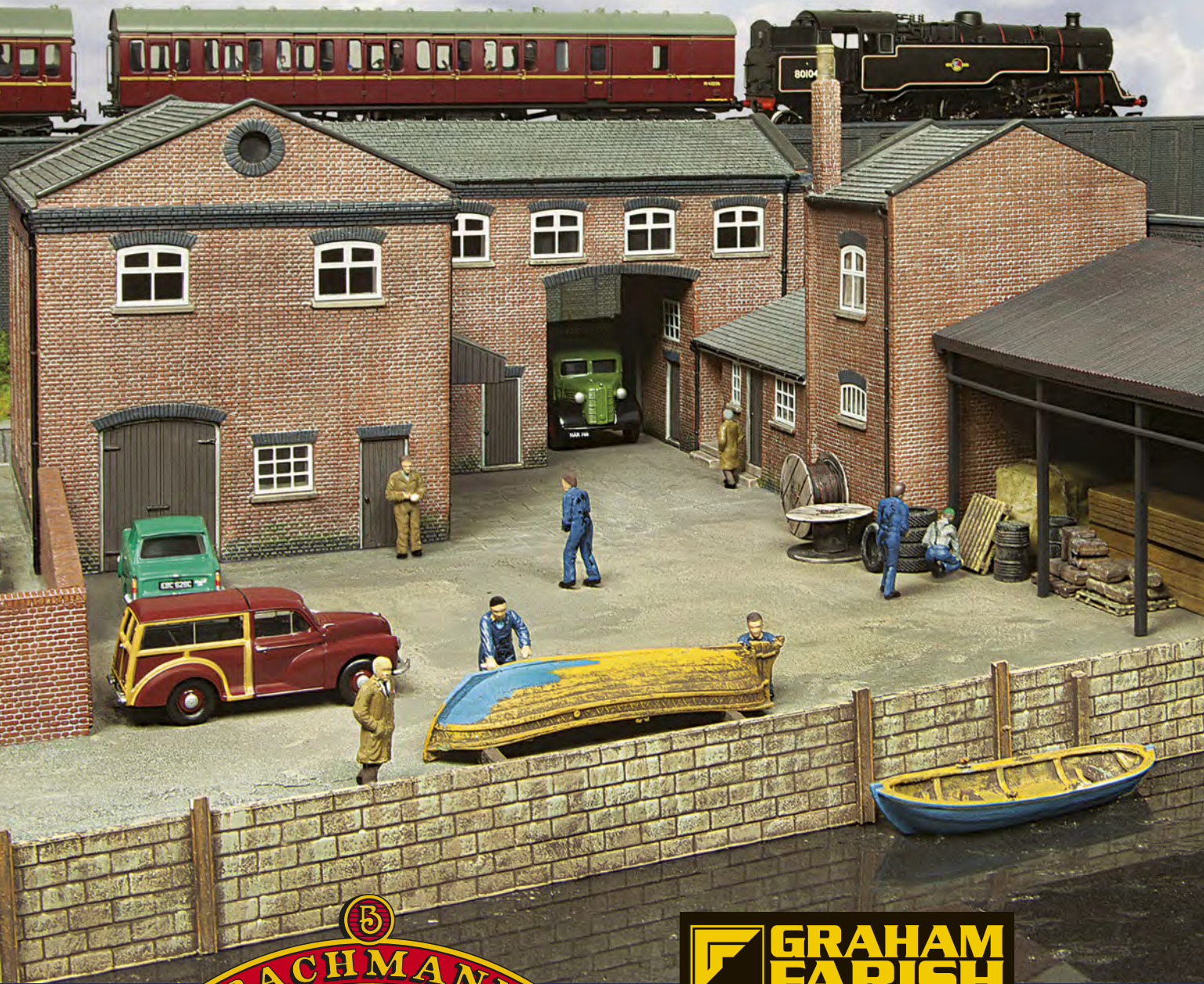
www.hattons.co.uk/projectupdates

Information correct at the time of going to press on 03/05/18.



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44-040 Diesel Fuelling Point
£14.95 162 x 37 x 56 mm



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£15.95 68 x 32 x 57 mm



44-036 Sectional Lineside Hut
£11.95 56mm x 43mm x 37mm



44-0031 Wooden Lamp Hut
£7.95 38mm x 31mm x 27mm



44-0012 Platform Book Stand
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44-506 Kiosk
£9.95 30 x 21 x 33 mm



44-0037 Narrow Gauge Water Tower
£19.95 48 x 30 x 65 mm



44-579 Narrow Gauge Slate Loads for Wagons
£6.95 20 x 12 x 8 mm



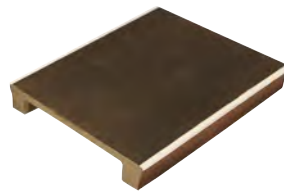
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44-0008 Two Platform Ramps
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44-548 Station Signage Set
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£8.50



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Pack includes:
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1 x Left Feather
1 x Right Feather
1 x Route Box



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£14.95

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40 x 20 x 28 mm



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£13.95

Colour Light Signals
27 x 12 x 60 mm

44-561
£12.95

Wooden Post Yard Lamps x 2
32 x 14 x 126 mm

44-560
£8.95

Lineside Cabinets
9 x 5 x 18 mm



44-042
£12.95

Lifting Jacks x 4
16 x 23 x 50 mm

44-550
£5.95

Braziers x 2
5 x 5 x 30 mm



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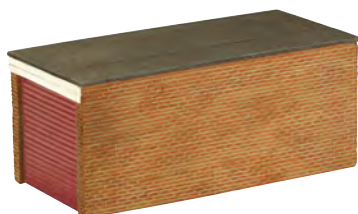
44-0087 Industrial Yard Office
£17.95 104 x 54 x 97 mm



44-110 Nissen Hut
£14.95 65 x 145 x 40 mm



44-290 Low Relief Modular Mill Entrance
£14.95 150 x 32 x 87 mm



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44-591 Concrete Single Arm Lamp Post x 4
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44-592 Sleeved Street Lamp Posts x 4
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44-559 Street Lamps x 4
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44-547

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51 x 25 x 28 mm



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£11.95
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£11.95
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42-182 Ground Frame Hut
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26 x 20 x 31 mm



42-037 Riveted Water Tank
£19.95
33 x 21 x 54 mm



42-040 Fuelling Point
£15.95
79 x 18 x 27 mm



42-177 Line Side Control Cabin
£12.95
31 x 17 x 19 mm



42-0012 Platform Book Stand
£9.95
19 x 11 x 21 mm



42-228 Low Relief Double Track Tunnel Portal
£13.95
91 x 5 x 49 mm



42-225 Low Relief Retaining Walls
£5.95
86 x 5 x 44 mm





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£15.95
51 x 25 x 28 mm



42-169 Shillingstone Platelayers Hut
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42-047 Hampton Hill Platelayers Hut
£11.95
40 x 18 x 19 mm



42-182 Ground Frame Hut
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26 x 20 x 31 mm



42-037 Riveted Water Tank
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33 x 21 x 54 mm



42-040 Fuelling Point
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42-177 Line Side Control Cabin
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Van Body
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42-035 Bicycle Rack
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34 x 14 x 16 mm



42-547 Cycle Cabinets
£5.25
16 x 8 x 11 mm



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Lamps x 4
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17 x 8 x 37 mm



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£5.95
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(use with plank & mineral wagons)



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Corner Chemists
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42-266 Low Relief
'The Cod Father'
Fish & Chip Shop
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£19.95
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£19.95
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42-202 Low Relief Front
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42-190 Crossing Keepers
Cottage
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42-060 Boiler House Chimney
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16 x 16 x 104 mm



42-059 Boiler House
£15.95
37 x 27 x 27 mm



42-290 Low Relief Modular Mill Entrance
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16 x 4 x 49 mm



42-234 Low Relief Public Convenience
£11.95
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42-150 Road Side Farm Shop
£16.95
42 x 23 x 20 mm



42-549 Market Stalls x 2
£19.95
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42-194 Taxi Office
£13.95
25 x 22 x 32 mm



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13 x 17 x 15 mm



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57 x 20 x 45 mm



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104 x 54 x 97 mm



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