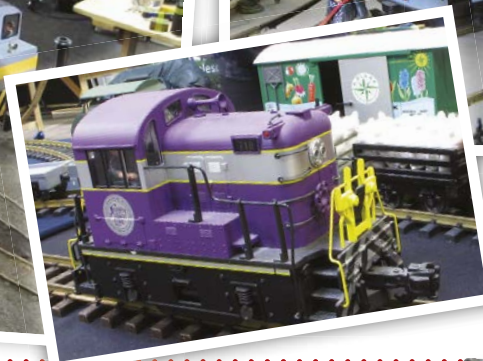


Photos from the National Garden Rail Show 2018



Far Left: The yard at Portmadog.
Above: Under the wires at Upper Crofton.
Left: G gauge switcher on the G Scale society stand.

Model of the Year Competition

Full results from the Model of the Year competition will appear in the 16mm Society magazine in due course, but we couldn't resist bringing you just a few pictures showing the high standard of entries.





Garden Railway Specialists

Last chance to buy at these prices, only 50 sets left

Diesel Loco with four Tipplers only **£299.00**

Tipplers **£30.00** each or four for **£100.00**.

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9v Battery,
manual (speed
& direction)

Tippler wagons
with removable
bodies



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Manning
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R/C
£2150.00



Only three available

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**Five inch
coal fired**

**Now in
stock
GWR 4575
2-6-2T
Four in GWR
Green livery
£6995.00**



Gauge 3 gas fired

**Coming soon
LMS/BR**

**Duchess Pacific
£5995.00**

**Now in stock
BR 4MT 2-6-4T**

**2 in BR Black, 3 in BR
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The last 25 are only available from GRS, (City's of Birmingham & Coventry, Coronation, or Duchess of Hamilton in a choice of LMS Maroon, BR Maroon, BR Green, or BR Blue)

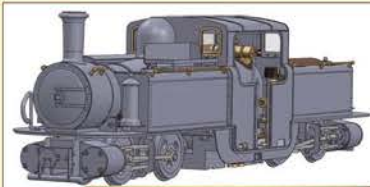


The last 3 Live Steam K1 Garratts

Grey or black, Manual **£3895.00** R/C **£4195.00**

Announced for 2019, FR Double Fairlie 'David Lloyd George'

This is sure to be a highly desirable and difficult to obtain model due to the high demand for this prototype. Why not place a pre-order with us now to secure your example as soon as possible. (we also provide a lining and nameplate service)



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Monday - Friday 09:00 - 17:30hrs Saturday 10:00 - 16:00hrs

Accucraft Live Steam Locomotives

Booking Now
Dates and prices may vary



W&L #14 2-6-2T **In Stock**
Manual £1800, R/C £2100



7/8ths Bagnall 0-4-0ST **In Stock**. Man. £1250, R/C £1550



NEW! Exe, Taw or Yeo, live steam, JMay 2018 or later, manual £1850, R/C £2150, electric £1550



NEW! IOM Mona 2-4-0T, Ailsa Green or Indian Red, Sep 2018 or later. Manual £1550, R/C £1850. Electric £1325



IOM Railcar #20, Oct 2018 or later. Track powered £995, battery powered with R/C £1295



Electric Baguley 0-6-0D all colours due Nov 2018 or later £350, battery R/C £650, Power Unit £250



NEW! WD Hunslet 4-6-0T 45mm or 32mm gauge, Aug 2018 or later, Manual £1950, R/C £2250.

TRACKSHACK *Live Steam Garden Railways*

Gauge 1 Live Steam Locomotives

Dates and prices may vary



G1 Kerr Stuart 'Victory' 0-6-0T **In Stock**, GW green or industrial black with twin safety valves, Manual £1275



Mallard A4 4-6-2, Booking now for stock due Sept 2018 or later, manual. Available as:

Garner Blue with valences as 'Mallard' or unnamed/numbered

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All types.....£3750

Gauge 1 Ready To Run Stock

BR Mark I Coaches



SK, BSK, SO & FK, all available in Maroon, Carmine & Cream, Green, Chocolate & Cream, pre-order now for June 18 or later.....£250

Roundhouse Live Steam Locomotives

Dates and prices may vary



NEW! Merseysider Nov 2018, R/C £755, with sound £875



NEW! Clarence Dec 2018, R/C £1700, Man £1470



Darjeeling Garratt with 2.4GHz R/C, July 2018, £3800



Bundaberg 0-6-2T Aug 2018 Man £1633, R/C £1806



Darjeeling 0-4-0ST Nov 2018 Manual £1930, R/C £2145

Lady Anne 0-6-0T Nov 2018 Manual £1370, R/C £1555

WD Alco 2-6-2T Nov 2018, Manual £1863, R/C £2090

Darjeeling NDM6, 0-4-0D, Nov 2018, R/C battery electric

£1252, sound £1355

Katie 0-4-0ST Jan 2019 Manual £1320, R/C £1555

Russell 2-6-2T, Jan 2019, Man. £1682, R/C £1860

Little John 0-4-0D R/C Battery electric, Jan 2019, £602

Leek & Manifold 2-6-4T Feb 19 Manual £1780, R/C £2000

Bulldog 0-4-0D Mar 2019 R/C Battery electric £634

Beddgelert 0-6-4ST March '19 Manual £1858, R/C £2075

Billy 0-4-0T March 2019 Manual £1320, R/C £1555

Fowler 0-6-2 tender, Mar 2019 Manual £1610, R/C £1835

Lilla 0-4-0ST Apr 2019 Manual £1560, R/C £1780

Silver Lady 0-6-0T Apr 2019 Manual £1678, R/C £1882

Harlech Castle 0-6-0D May 2019 R/C Battery electric £919, with sound £1055, FR yellow band additional £40

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L&B Box vans, SR brown, L&B grey, grey data only, SR brown data only£60



Cattle wagons, W&L Grey or GW Grey data only£70



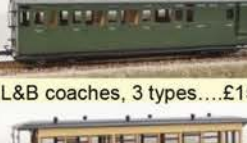
W&L Goods van, GW Dark Grey£65

W&L Flat wagon, GW grey or grey data only.....£50

W&L Open wagon GW grey only.....£55



IOM coach, compo only, £150



L&B coaches, 3 types.....£150



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In Stock.....£188



W&L 3rd Class Saloon Coach or Composite Brake bogie coach in Green & Cream livery, **In Stock**.....£188

NEW! In Stock



IOM 'E' Van in green & cream livery only.....£80

Arriving soon, date or £ may vary

Pre-Order now!



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SM32 12 x 3' flexi track£108.28

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SM32 38" rad points L&R£46.94

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G-45 6 x 2' radius curves£44.28

G-45 6 x 300mm straights£44.28

G-45 48" radius points L&R.....£59.81

G45 Buffer Stop Kit.....£4.92

Gauge 1 1 x 3' flexi track.....£10.45

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Gauge 1 points L or R£86.10

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IN THIS EPISODE...

Back to blue. Take a step back in time to the 1980s with our layout of the month, 'Oakley Green'. Join Andy McVittie as he learns how to dry brush weathering powders, guided by Phil Parker, whilst Howard Smith builds two wagon kits from the N Gauge Society.



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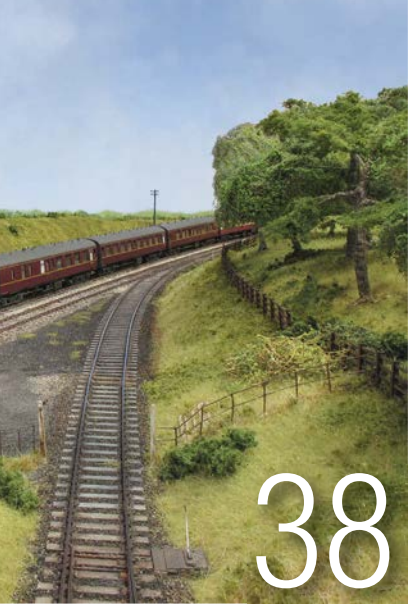
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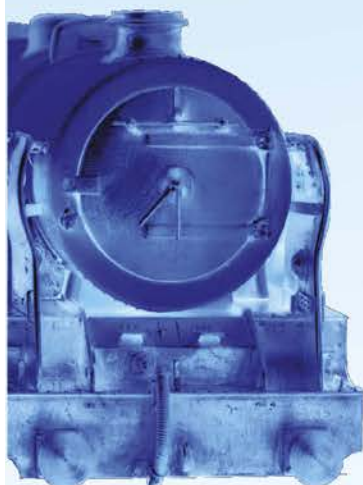
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Hello,
I must begin with a *mea culpa*. In short, yours truly got his wires well and truly crossed, captioning an image of the APT-E in the June edition in the wrong-headed belief that it had been crowd-funded. It hadn't. Rather, Rapido Trains was commissioned to produce the model by the Locomotion museum. The model has proven to be a success, and seems to have inspired other parties to consider crowd-funding different versions. In the meantime, my error has been corrected in our digital edition – email me for a PDF of the pages affected – but it was too late to change the article in the magazine. My apologies to all concerned, especially to all at Locomotion and Andy York who worked hard on the feature.

On a happier note, Mickleover MRC put another great show on at Derby recently. The restored roundhouse is surely one of the best locations to host a model railway event, and the team had arranged a great mix of British and continental layouts. It was great to see 'Minories', which reminded me of my early magazine days working in Farringdon EC1, but that was just one among many highlights. The Mickleover crew were also keen to show off their new Tool Van model, which you'll see in this month's Trade News section. Otherwise, roll on May 11/12 2019 for a repeat performance.

Even more happily, it seems that our new, and totally FREE 'BRM Express' newsletter is finding much favour. Phil Parker helms this digital missive, which should be all the recommendation needed. His latest edition focuses on the many virtues of garden railway modelling. To wit, he extends the theme this issue, with a three page article about

entering this alfresco aspect of the hobby without breaking the bank. Within the same section we also have a competition to win a Piko G Scale starter set (below) worth £299.95, the prize being generously provided by our chums at Gaugemaster. See page 85 for the start of our garden railway coverage, and head to www.world-of-railways.co.uk/brm to sign up for BRM Express newsletter.

Layout-wise, we begin this issue with 'Kensington Addison Road'. In the first of two articles we learn about the substantial research and development behind the project, while part two focuses on its building. 'Sidmouth', meanwhile, is another delightful demonstration of the precision entailed in P4 modelling, although the modellers do allow a little leeway in terms of its running. 'Allanbridge' (pictured above) and 'Shelfie' round off the package, but both are bound to please D&E and modern image fans.

Finally, we have something of a signalling special. Railway author and lifelong signaller, Adrian Vaughan, kicks off the proceedings with a review of his extensive career, and we also have practical advice about key signalling practices and protocols courtesy of Network Rail signaller, Mick Nicholson.

All of this and so much more besides – including a tale of near mishap from Phil Parker – so let's use this nicely directional note as an excuse to get started... ■



MANAGING EDITOR | Andy McVittie

BRM

**BRM AUGUST ISSUE ON SALE
JULY 19**

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Ends Glossed & Deluxe Weathered by TMC
Was £199.95 **NOW £178.99**



371-457 Class 37/0 D6714

Graham Farish Small Yellow Panel Split
Headcode Extra Detail TMC Weathered
Was £167.45 **NOW £147.99**



2D-018-001 Dapol BR Hymek

D7061 Blue Full Yellow Panels
Weathered by TMC

Was £144.10 **NOW £128.25**



2D-018-009 Dapol BR Hymek

D7007 BR Blue Small Yellow Panel Double
Arrow Logo Weathered by TMC

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372-312 Farish Merchant Navy

35028 Clan Line Real Coal & Extra
Detail Weathering by TMC

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7D-008-010 Dapol Class 08

BR Blue Diesel Locomotive D3316
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Dapol Fowler 3F Jinty Sound

7S-026-005D 47501 British Railways
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7F-030-050 Dapol Rivetted BR Grey
B70100 Deluxe Weathering by TMC

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7F-030-003 Dapol Welded BR Grey
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- H4-66-002 66079 in EWS livery "James Nightall G.C."
- H4-66-003 66125 in EWS livery
- H4-66-004 66207 in EWS livery
- H4-66-005 66088 in EWS livery with DB branding
- H4-66-006 66097 in DB Schenker livery
- H4-66-007 66118 in DB Schenker livery
- H4-66-008 66033 in Euro Cargo Rail livery with EWS branding
- H4-66-009 66218 in Euro Cargo Rail livery with DB branding
- H4-66-010 66404 in DRS compass livery
- H4-66-011 66433 in DRS compass livery
- H4-66-012 66301 in DRS plain livery "Kingmoor TMD"
- H4-66-013 66429 in DRS plain livery
- H4-66-014 66502 in Freightliner livery "Basford Hall Centenary 2001"



- H4-66-015 66513 in Freightliner livery
- H4-66-016 66593 in Freightliner livery "3MG Mersey Multimodal Gateway"
- H4-66-017 66621 in Freightliner livery

- H4-66-018 66957 in Freightliner livery
- H4-66-019 66418 in Freightliner Powerhaul livery "Patriot"
- H4-66-020 66504 in Freightliner Powerhaul livery
- H4-66-021 66528 in Freightliner Powerhaul livery "Madge Elliot MBE - Borders Railway Opening 2015"



- H4-66-022 66704 in GBRf original livery
- H4-66-023 66705 in GBRf original livery with Union Flag "Golden Jubilee"
- H4-66-024 66727 in GBRf/First group livery "Andrew Scott CBE"
- H4-66-025 66731 in GBRf/First group livery
- H4-66-026 66740 in GBRf Europorte livery "Sarah"
- H4-66-027 66756 in GBRf Europorte livery "Royal Corps of Signals"
- H4-66-028 66762 in GBRf Europorte livery
- H4-66-029 66847 in Colas Rail Freight livery
- H4-66-030 66848 in Colas Rail Freight livery



- H4-66-031 66789 in BR Large Logo blue "British Rail 1948-1997"

Digital Ready: **£150**

Digital Fitted: **£165**

Sound Fitted: **£265**

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

SR 'Lord Nelson' 4-6-0
Pre-order from £136. TTS-fitted £156
Due in Stock: September 2018



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

R3634 851 "Sir Francis Drake" in Southern Railway olive green
R3635 30863 "Lord Rodney" in BR green with early emblem

Class 8P Streamlined Princess Coronation 4-6-2
Pre-order for £152
Due in Stock: October 2018



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

R3623 6221 "Queen Elizabeth" in LMS coronation blue

R3639 6244 "King George VI" in LMS maroon

Class W4 Peckett 0-4-0ST
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Dec 2018 to Feb 2019 for other variations



R3680 'Forest No.1' in Charity Colliery lined green

R3615 560 in Peckett works leaf green with builders lettering

R3640 882 "Niclausse" in Peckett works leaf green

R3679 74 in Port of London Authority lined blue

Class 87
Pre-order from £136
Due in Stock: July 2018



R3582 87010 'King Arthur' in Intercity Swallow livery

R3580 87035 'Robert Burns' in BR Blue

R3656 87019 'Sir Winston Churchill' in Virgin Trains red and black

LNER 20-ton Toad Brake van
Pre-order for £19
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R6833 LNER bauxite

R6833A LNER bauxite

R6834 BR livery (TBC)

R6834A BR livery (TBC)

Class J36 0-6-0
Pre-order from £112. TTS-fitted £132
Due in Stock: October 2018



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

R3621 851 722 in LNER black

R3622 65311 "Haig" in BR black with early emblem



2018 Range Announced

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

Class 90
Pre-order for £152.96
Due in Stock: March/April 2019



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

32-611 90037 in Railfreight Distribution sector triple grey

32-612 90042 in Freightliner Powerhaul livery

Ransomes & Rapier 45T Breakdown Crane
Pre-order for £212.46
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38-800 SR black

38-801 GWR black

38-802 BR Black with early emblem

38-803 BR gulf red

Class 117 3-Car DMU
Pre-order from £254.96
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35-500 BR green with speed whiskers

35-501 BR blue and grey

35-502 Network SouthEast livery

009 Quarry Hunslet 0-4-0ST
Pre-order from £114 (Estimated)
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391-051 "Britomart" in Pen-yr-Orsedd Quarry blue

391-050 "Alice" in Dlnworc Quarry red

391-052 "Nesta" in Penrhyn Quarry lined black

391-053 "Dorothea" in Dorothea Quarry lined green



2017/18

Announcements

Class C Wainwright 0-6-0
Pre-order for £127.46
Due in Stock: TBC



372-775 271 in SE&CR plain green

372-776 1294 in Southern Railway black

372-777 31227 in BR black with early emblem

Class 450 4-car EMU
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Due in Stock: TBC



371-725 450073 in South West Trains livery

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H4-AB14-007 Andrew Barclay 0-4-0ST 14" 1927 'No.1' in Burnley Corporation Gas Department blue (Hat) £99



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H4-AB14-006 Andrew Barclay 0-4-0ST 14" 2069 'Little Barford' in Acton Lane Power Station blue wasp stripes (Hat) £99



H4-AB14-008 Andrew Barclay 0-4-0ST 14" 2134 'No.3' in Fina lined blue (Hat) £99



H4-AB14-003 Andrew Barclay 0-4-0ST 14" 2134 'Coronation' in lined green (Hat) £99



H4-AB14-005 Andrew Barclay 0-4-0ST 14" 2134 'WTT' in lined green (Hat) £99



H4-AB16-004 Andrew Barclay 0-4-0ST 16" 1964 in CPC UK blue (Hat) £99



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 'Katie' in lined maroon (Hat) £99



H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 'No.10' in NCB lined black (Hat) £99



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



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



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



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



OR76DG003 Class 2301 Dean Goods 0-6-0 2475 in Great Western green - DCC Sound fitted (Ox) NEW £164



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



32-235 Class 3F Fowler Jinty 0-6-0 tank 47673 in BR black late crest - weathered (Bac) £93.46



OR76AR006 Class 415 Adams Radial 4-4-2T 3520 Southern Railway green (Ox) £97.71



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



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



R3170 Class 49xx 4-6-0 4901 'Adderley Hall' in GWR Green - Railroad range (Hor) (RRP £94.99) BARGAIN £62



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



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



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

R3330 Class 6000 King 4-6-0 6000 'King George V' in BR green early crest - as preserved (Hor) £148.14



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



31-204 Class 6P Patriot 4-6-0 5530 'Sir Frank Ree' in LMS crimson (Bac) (RRP £164.95) BARGAIN £104



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



R3565 Class 8F 2-6-0 8035 in LMS black (Hor) £123



R3586 Class 8P 'Habitat Merchant Navy' 4-6-2 8574 'Wedford 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 £68



R3518 Class A3 4-6-2 108 'Gay Crusader' in LNER apple green - 'The Final Day' special edition (Hor) (RRP £189.99) BARGAIN £129



R3336 Class A3 4-6-2 4472 'Flying Scotsman' LNER Green - NRM Special Edition (Hor) £144



R3312 Class A3 4-6-2 60062 'Minion' 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



R3451 Class B1 4-6-0 61032 'Siembok' in BR black early emblem (Hor) £148



31-138 Class D11/2 4-4-0 62682 'Haystoun of Bucklaw' in BR black early emblem (Bac) (RRP £139.95) BARGAIN £99

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



R3416 Class J15 0-6-0 65464 in BR Black late crest (Hor) (RRP £127.99) BARGAIN £79



R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (RRP £109.99) BARGAIN £76



R3424A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99) BARGAIN £82



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



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



3912 Class O2/3 Tango 2-8-0 63948 in BR black early crest stepped tender (Hel) (RRP £184.95) BARGAIN £89



3913 Class O2/3 Tango 2-8-0 63952 in BR black late crest stepped tender (Hel) (RRP £184.95) BARGAIN £89



3911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) (RRP £184.95) BARGAIN £89



3920 Class O2/4 Tango 2-8-0 3962 in LNER black flush tender (Hel) (RRP £184.95) BARGAIN £89



3922 Class O2/4 Tango 2-8-0 63975 in BR black late crest flush tender (Hel) (RRP £184.95) BARGAIN £89



3923 Class O2/4 Tango 2-8-0 63982 in BR black late crest flush tender (Hel) (RRP £184.95) BARGAIN £89



3921 Class O2/4 Tango 2-8-0 63983 in BR black early crest flush tender (Hel) (RRP £184.95) BARGAIN £89



R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad Range) (Hor) £84



R3279 County Class 4-6-0 1016 'County Of Hants' in BR Green early crest - Railroad range (Hor) £99.50

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



R3419 Drummond Class 700 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) **BARGAIN** £69
 48-018-002D LSWR Class 104 0-4-0 90 "Caen" in Southampton Dock brown. DCC Fitted (Dap) **NEW** £115.33



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-008 SECR P Class 0-6-0T 1558 in SR black sunshine lettering (Hat) £99



H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) (Hat) **NEW** £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-002 SECR P Class 0-6-0T 753 in SE&CR full lined green (with brass) (Hat) **NEW** £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



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



R3299 "Going Home" train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (Hor) (RRP £289.99) **BARGAIN** £150



10001HAP 10001 BR Brunswick green orange, black & orange lining. Aug 1956 - Oct 1957. (Dap) (RRP £105) **BARGAIN** £94



2503 Class 05 Hunslet shunter "Cider Queen" in green wasp stripes (Hel) (RRP £129.95) **BARGAIN** £69



2500 Class 05 Hunslet shunter D2574 in BR green (Hel) (RRP £129.95) **BARGAIN** £69



2520 Class 05 Hunslet shunter D2592 in BR green wasp stripes (Hel) (RRP £129.95) **BARGAIN** £69



2521 Class 05 Hunslet shunter D2600 in BR green wasp stripes (Hel) (RRP £129.95) **BARGAIN** £69



2523 Class 05 Hunslet shunter Departmental No.88 in BR green wasp stripes (Hel) (RRP £129.95) **BARGAIN** £69



R3343 Class 08 0-6-0 shunter 08822 "John" in First Great Western (Hor) (RRP £119.99) **BARGAIN** £96



R3504TTS Class 08 08623 in DB Schenker - TTS Sound fitted (Hor) £132



R3484 Class 08 shunter 13363 in BR green red con rods (Hor) £118



1409 Class 14 D9531 in BR green - as preserved (Hel) £110



1410 Class 14 D9537 in BR desert sand - as preserved (Hel) £110



1411 Class 14 National Coal Board Ashington No.4 in NCB blue (Hel) £110
 1603 Class 16 North British Type 1 D8407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £72



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



2813 Class 28 CoBo D5706 in BR green small yellow ends (Hel) £110



2812 Class 28 CoBo D5710 in BR green no yellow ends (Hel) £110
 R3262 Class 31/4 31452 in Devon & Cornwall Railways green (Hor) £128
 R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor) £88



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



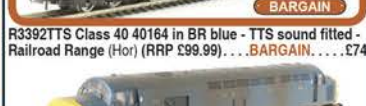
32-377A Class 37/4 37401 "Mary Queen Of Scots" in BR large logo blue (Bac) £117.26



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



32-484 Class 40 40159 in BR Blue (Bac) £123.21



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



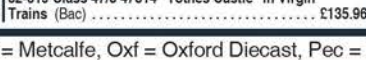
R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (RRP £64.99) **BARGAIN** £39



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



31-600A 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



5311 Class 53 D0280 "Falcon" in BR two tone green - Ltd Ed (Hel) (RRP £125) **BARGAIN** £94



5310 Class 53 D0280 "Falcon" in original lime green and brown - Ltd Ed (Hel) (RRP £125) **BARGAIN** £94
 32-534DS Class 55 Deltic 55004 "Queen's Own Highlander" in BR blue - DCC sound fitted (Bac) £225.21



5820 Class 58 58012 in Mainline triple grey (Hel) (RRP £125) **BARGAIN** £96



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



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



R3265 Class 60 60090 "Quinag" in Railfreight Coal sector (Hor) £146



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



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



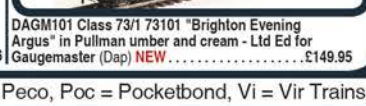
4D-022-010 Class 68 68008 "Avenger" in Direct Rail Services compass - DCC fitted (Dap) £151.16



4D-022-010 Class 68 68008 "Avenger" in Direct Rail Services compass - DCC sound fitted (Dap) £234.96



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



R3591 Class 73/0 electro-diesel E6002 in BR green - Railroad Range (Hor) £84

Prices valid until 19/07/18

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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 GBR purple - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN** £99
4D-006-005 Class 73/1 electro-diesel E6030 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

Electric locos



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



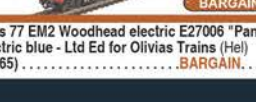
7704 Class 77 EM2 Woodhead electric 27001 "Ariadne" in BR green - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN** £129



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



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



R3365 Class 91 91120 in East Coast Trains (Hor) £83.32



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



9002 Metropolitan Bo-Bo electric 1 in London Transport wartime grey (Hel) (RRP £139.95) **BARGAIN** £74



9007 Metropolitan Bo-Bo electric 11 "George Romney" in London Transport maroon (Hel) (RRP £139.95) **BARGAIN** £74



9009 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in London Transport/Metropolitan (1990s preserved condition) (Hel) (RRP £139.95) **BARGAIN** £74



9008 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in Metropolitan (As currently preserved) (Hel) (RRP £139.95) **BARGAIN** £74



9005 Metropolitan Bo-Bo electric 19 Metropolitan (Hel) (RRP £139.95) **BARGAIN** £74



9001 Metropolitan Bo-Bo electric 9 "John Milton" in Metropolitan (Hel) (RRP £139.95) **BARGAIN** £74

HSTs

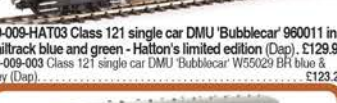


R3478 Class 43 HST train pack 43070 "The Corps of Royal Electrical and Mechanical Engineers" & 43036 in First Great Western (Hor) £199



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

DMUs



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

4D-009-003 Class 121 single car DMU "Bubblecar" W55029 BR blue & grey (Dap) £123.25



8920 Class 128 parcels DMU 55991 in BR blue yellow ends "Parcels Service" branding (Hel) (RRP £119.95) **BARGAIN** £59



8923 Class 128 parcels DMU 55991 in Royal Mail Letters red (Hel) (RRP £119.95) **BARGAIN** £59



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



8940 Class 128 parcels DMU M55993 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) £297.46



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



8751 Park Royal Railbus SC79974 in BR green small yellow warning panels (Hel) (RRP £119.95) **BARGAIN** £69

EMUs



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



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

DEMUs



31-239Z Class 205 2-H Thumper 205001 in de-branded Network SouthEast (Kernow Exclusive) (Bac) £204

Track Maintenance vehicles



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

Train sets - analogue



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



R1176 Class 373 "Eurostar" Train Set (Hor) (RRP £169.99) **BARGAIN** £129

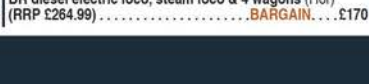


R1155 Pendolino trainset Class 390 390004 in Virgin Trains "Alstom Pendolino" branding (Hor) £150

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 SECR dark lake (Bac) £55.21



R4408B 63' Hawksworth brake composite corridor W785W in BR crimson and cream (Hor) NEW £42

R4406B 63' Hawksworth brake third corridor W2251W BR crimson and cream (Hor) NEW £42

R4404B 63' Hawksworth full brake W229W BR crimson and cream (Hor) NEW £42

39-500 Mk1 SLF Sleeper Car M2002 in BR Maroon (Bac) £38.21

39-500 Pack of 4 (Bac) (RRP £179.80) **BARGAIN** £136



OR763T0002B Mk3a TSO second open 12015 in Intercity Swallow (Oxf) £29



OR763T0002C Mk3a TSO second open 12022 in Intercity Swallow (Oxf) NEW £29



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



34-460 Thompson 3rd class brake corridor in LNER Teak (Bac) £46.71

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

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

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

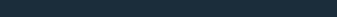


34-485 Thompson first Corridor in LNER Teak (Bac) £46.71

Wagons



4F-021-013 12 ton box van 44615 in SR brown (Dap) NEW £9.50



4F-021-014 12 ton box van 44615 in SR brown - weathered (Dap) NEW £10.50

4F-021-015 12 ton box van in GWR grey (Dap) NEW £9.50

4F-021-016 12 ton box van in GWR grey - weathered (Dap) NEW £10.50

38-700 12 Ton pipe wagon in BR bauxite (Bac) (RRP £23.95) **BARGAIN** £14

Opening Hours

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

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

Est. 1946
Hatton's
MODEL RAILWAYS

R6422 12-ton van 2606 in LNER grey - Railroad Range (Hor) (RRP £10.99) **BARGAIN** £537-225H 16 Ton steel mineral wagon top flap doors in BR grey - weathered (Bac) £14.04
R6838 20 ton coke hopper in BR grey (Hor) **NEW** £20
R6867 5-plank open wagon "W. Sawyer and Co. Cheltenham" (Hor) **NEW** £13
OR76CK7006 7-plank open wagon "Baldwin, Bristol and Birmingham" coke rails - black (Ox) **NEW** £9.50
OR76CK7005 7-plank open wagon "Baldwin, Bristol and Birmingham" coke rails - grey (Ox) **NEW** £9.50OR76MW7033 7-plank open wagon "Bass Brewery, Burton-on-Trent" (Ox) **NEW** £9.50
4F-015-010 8 ton Fruit Mex van 38229 in GWR grey - weathered (Dap) **NEW** £10.50
OR76MW7032 7-plank open wagon "Horlicks Malted Milk, Slough" (Ox) **NEW** £9.50
OR76MW7030W 7-plank open wagon "National Coal Board - NCB internal user" - weathered (Ox) **NEW** £9.504F-015-009 8 ton Fruit Mex van 38239 in GWR grey (Dap) **NEW** £9.50
4F-015-010 8 ton Fruit Mex van 38229 in GWR grey - weathered (Dap) **NEW** £10.50
4F-015-011 8 ton Fruit Mex van 383329 in BR bauleite (Dap) **NEW** £9.50
4F-015-012 8 ton Fruit Mex van 383329 in BR bauleite (Dap) **NEW** £10.50H4-BH-001 Beilhack snow plough (ex Class 40) ZZA ADB965576 in BR yellow (Hat) **NEW** £43H4-BH-002 Beilhack snow plough (ex Class 40) ZZA ADB965577 in BR yellow (Hat) **NEW** £43H4-BH-003 Beilhack snow plough (ex Class 40) ZZA ADB965578 in BR yellow (Hat) **NEW** £43H4-BH-009 Beilhack snow plough (ex Class 40) ZZA ADB965578 in Network Rail black (Hat) **NEW** £43H4-BH-004 Beilhack snow plough (ex Class 40) ZZA ADB965579 in BR yellow "Stratford Shark" (Hat) **NEW** £43H4-BH-010 Beilhack snow plough (ex Class 40) ZZA ADB965579 in Network Rail black (Hat) **NEW** £43H4-BH-007 Beilhack snow plough (ex Class 40) ZZA ADB965580 in Railroad Range (Hor) **NEW** £43H4-BH-008 Beilhack snow plough (ex Class 40) ZZA ADB965581 in Railroad Range (Hor) **NEW** £43H4-BH-012 Beilhack snow plough (ex Class 45) ZZA ADB966099 in Network Rail black (Hat) **NEW** £43H4-BH-011 Beilhack snow plough (ex Class 45) ZZA ADB966098 in Network Rail black (Hat) **NEW** £43
4F-014-017 ex-GWR Fruit D van W3105 in BR blue (Dap) **NEW** £18.50
4F-014-018 ex-GWR Fruit D van W3105 BR blue - weathered (Dap) **NEW** £17.504F-025-006 MJA mineral & aggregates twin bogie box wagon 502005 and 502006 in Freightliner green (Dap) **NEW** £42.504F-025-005 MJA mineral & aggregates twin bogie box wagon 502011 and 502012 in Freightliner green (Dap) **NEW** £42.504F-025-005 MJA mineral & aggregates twin bogie box wagon 502019 and 502020 in Freightliner green (Dap) **NEW** £42.504F-025-008 MJA mineral & aggregates twin bogie box wagon 502023 and 502024 in GB Railfreight blue (Dap) **NEW** £42.504F-025-009 MJA mineral & aggregates twin bogie box wagon 502025 and 502026 in GB Railfreight blue (Dap) **NEW** £42.504F-025-010 MJA mineral & aggregates twin bogie box wagon 502031 and 502032 in GB Railfreight blue (Dap) **NEW** £42.50R6473 Pack of 3 16 ton mineral wagons in BR bauleite - Railroad Range (Hor) (RRP £19.99) **BARGAIN** £15

37-237 Pack of three 16 ton steel mineral wagons BR grey - weathered loads (Bac) £48.41

R6884 Pack of three 8-wheel Milk Tanks "Express Dairy" (Hor) **NEW** £38OR76W010 Southern Railway Warwell - Revised Bed MS14176 (Ox) £25
OR76W009 Warwell With Steam Road Engine DM721211 (Ox) £33

Digital controllers

R8214 DCC Elite unit digital controller (Hor) £210
R8213 DCC Select unit (Boxed) (Hor) £98

Point motors



R8243 Surface Mounted point motor (Hor) £8.50

Cables & Wires

PL-80 Power lead joiners - Code 100/124 (x4 pairs) (Pec) £6

Model railway spares

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.20
19KADEE NEM362 Kadee coupling - Long (10.76mm) - Pack of four (Kad) £5
18KADEE NEM362 Kadee coupling - Medium (8.63mm) - Pack of four (Kad) £5

Buildings - railways

LK-20X Double length overall arched station roof (Pec) £22.50



44-0068 March Station Canopy (Bac) £28.01



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

Man-made scenic structure - railway-related



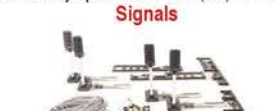
89121 21.5 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) £199



R083 Box of 6 Buffer Stop (Hor) £9.50



R070 Electrically Operated Turntable (Hor) £84

SSP1 Sensor Signal Starter Pack (Tra) £162
4L-002-001 Signal - Motorised, LMS home (OO/GN3) (Dap) £25
4L-003-001 Signal - motorised, SR lattice home (Dap) £26.68

Bridges, Tunnels & Walls

PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met) £12

People - civil

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

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

Track - Code 100 Setrack

R8090 1 single yard length of Semi-Flexible Track (Hor) £3.50

R8090 Pack of 24 (Hor) £79

R607 2nd radius double curve track (8 make a circle) (Hor) £2.50

R607 Circle of 8 (Hor) £18

R609 3rd radius double curve track (8 make a circle) (Hor) £2.60

R609 Circle of 8 (Hor) £20

R601 Double Straight (Hor) £2

R601 Box of 24 (Hor) £47

R8072 Left Hand Standard Point (Hor) £9.50

R603 Long Straight - 670mm (Hor) £3.70

R8073 Right Hand Standard Point (Hor) £14.50

ST-245 Setrack curved double radius left handed point insulfrog (Pec) £14.50

ST-244 Setrack curved double radius right handed point insulfrog (Pec) £14.50

ST-241 Setrack No 2 radius left handed point insulfrog (Pec)	£9
ST-240 Setrack No 2 radius right handed point insulfrog (Pec)	£9
ST-204 Setrack Quad Straight (670mm) (Pec)	£3.50
ST-204 Box of 24 (Pec)	£76
R621 Single 970mm length of flexible track (Hor)	£3
R621 Pack of 24 (Hor)	£66
R600 Standard Straight (Hor)	£1.50
R600 Box of 24 (Hor)	£34

Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66

SL-100 Single (Pec) £3

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

SL-102 Pack of 25 (Pec) £70

SL-99 3 way medium radius point - electrofrog (Pec) £27

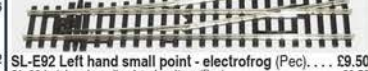
SL-99 3 way medium radius point - insulfrog (Pec) £27

SL-90 Double slip - insulfrog (Pec) £33



SL-E96 Left hand medium point - electrofrog (Pec) £10.50

SL-98 Left hand medium point - insulfrog (Pec) £10.50



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

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

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



SL-E95 Right hand medium point - electrofrog (Pec) £10.50

SL-95 Right hand medium point - insulfrog (Pec) £10.50

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

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

Track - Code 75 Finescale



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

SL-108F Single (Pec) £4

SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) £3.30

SL-102F Pack of 25 (Pec) £82



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

SL-100F Single (Pec) £3

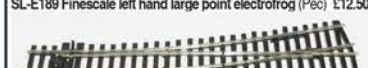
SL-199 3 way finescale medium radius point - electrofrog (Pec) £29

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

SL-E187 Finescale left hand curved point - electrofrog (Pec) £13



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



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



SL-E186 Finescale right hand curved point - electrofrog (Pec) £13



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-U189 Left hand large radius bullhead rail point - unitfrog (Pec) £26

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

Track & Points

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

Track underlay

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

Buses

20458 Bristol VR MkIII - "Midland Fox" (EFE) **NEW** £25.46OM46313A Routemaster, London & Country, Route 406, Epsom (Cor) **NEW** £33OM46313B Routemaster, London & Country, Route 414 - Leatherhead (Cor) **NEW** £33

Visit

www.hattons.co.uk/new

for all new releases

Cars

NEW



76IS001 BMW Isetta signal red (Oxf) **NEW** £5
76IS002 Land Rover Discovery 5 HSE LUX Santorini Black (Oxf) **NEW** £5
76ME006 Morris Eight E-Series Tourer Dark Blue (Oxf) **NEW** £4.50

NEW



76TR7001 Triumph TR7 convertible triton green (Oxf) **NEW** £5
76VW006 Vauxhall Wyvern metallic green (Oxf) **NEW** £4.50
76VO003 Volvo 760 Blue Metallic (Oxf) **NEW** £5

Commercial vehicles

NEW



76BUR006 Burrell Scenic Showmans Loco No. 4030-Dolphin (Oxf) **NEW** £14

NEW



76CWT002 Commer Walk Thru crewbus in British Rail yellow (Oxf) **NEW** £8.50

NEW



76CWT003 Commer Walk Thru London Fire Brigade (Oxf) **NEW** £8.50

NEW



76DXF003 DAF XF William Armstrong Houghton Parkhouse livestock trailer (Oxf) **NEW** £22

NEW



76LO001 Leyland Octopus trailer - 'Tesco' (Oxf) **NEW** £13

NEW



76J4001 Morris J4 van - 'Royal Mail' (Oxf) **NEW** £5.50
76TRF004 Thompson Refueller Silver City (Oxf) **NEW** £9.50

Farming & Construction

NEW



76CX001 JCB 3CX Eco Backhoe Loader JCB (Oxf) **NEW** £19.50

NEW



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

NEW



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

Military ground vehicles

NEW



76QLD006 Bedford QLD - 'Wiltshire Fire Brigade' (Oxf) **NEW** £12

NEW



76SM002 Sherman Mk3 Tank - Royal Scots Greys, Italy 1943 (Oxf) **NEW** £11

N Gauge

Steam locos



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



372-535 Class 4MT Standard 2-6-4T 80027 BR lined black early emblem (Gra) £101.96
372-536 Class 4MT Standard 2-6-4T 80119 BR lined black late crest (Gra) £101.96

BARGAIN



372-386 Class A2 4-6-2 60537 'Bachelors Button' in BR green early emblem (Gra) (RRP £169.95) **BARGAIN** £94
DAGM202 Class A4 4-6-2 4488 'Union of South Africa' LNER garter blue (Dap) **NEW** £149.95



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

Steam train packs

25-011-005D Class A3 4-6-2 4472 'Flying Scotsman' in LNER apple green (as preserved) four Gresley teak coaches in maroon - DCC & light bar fitted (Dap) £220.64



25-011-005 Class A3 4-6-2 4472 'Flying Scotsman' in LNER apple green (as preserved) four Gresley teak coaches in maroon - light bar fitted (Dap) £198.90

Diesel locos

371-037 Class 20 20205 in BR blue - as preserved (Gra) £101.96
372-248 Class 47 47530 'University of Dundee' Intercity Mainline (Gra) £114.71
20-022-001S Class 68 68032 'Interpret' DRS - DCC Sound fitted (Dap) £242.72

DMUs



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



2D-021-002 Class 156 2 car DMU 156419 in BR provincial Super Sprinter branding (Dap) £109

Train sets - analogue



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

Train sets - digital

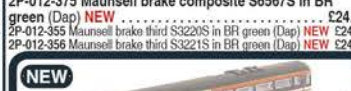


370-048 The Highlander Digital Train Set Class 37/4 in BR large logo blue and two Mk2 coaches in 'Kyle Line' green and cream (Gra) £229.46

Coaches



2P-012-375 Maunsell brake composite S6567S in BR green (Dap) **NEW** £24.23
2P-012-355 Maunsell brake third S3220S in BR green (Dap) **NEW** £24.23
2P-012-356 Maunsell brake third S3221S in BR green (Dap) **NEW** £24.23



2P-005-140 Mk3 buffet 40408 in Intercity Executive (Dap) **NEW** £21.39
2P-005-123 Mk3 TFO first open 41121 in Intercity Executive (Dap) **NEW** £21.39
2P-005-161 Mk3 TGS guard second 44061 Intercity Executive (Dap) **NEW** £21.39



2P-005-134 Mk3 TSO second open 42048 in Intercity Executive (Dap) **NEW** £21.39
2P-005-135 Mk3 TSO second open 42272 Intercity Executive (Dap) **NEW** £21.39

NEW



2P-012-551 Pack of three Maunsell coaches - Set 392 - brake third, compartment third and compartment third in BR green (Dap) **NEW** £70.13

Wagons

NR-306W CDA china day hopper in EWS maroon - weathered (Pac) **NEW** £16
2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) £20

Model railway spares

Buildings - railways

SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2
42-0033 Two Lane Engine Shed (Gra) £63.71

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.60



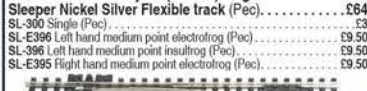
ST-6 Setrack left hand point insulfrog (Pec) £8.50
ST-5 Setrack right hand point insulfrog (Pec) £8.50



Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
SL-300 Single (Pec) £3
SL-396 Left hand medium point electrofrog (Pec) £9.50
SL-396 Left hand medium point insulfrog (Pec) £9.50
SL-395 Right hand medium point electrofrog (Pec) £9.50



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

Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
SL-300F Single (Pec) £3
SL-399F 3-way finescale turnout (Pec) £28
SL-390F Finescale double slip electrofrog (Pec) £38
SL-398F Finescale left hand large point electrofrog (Pec) £10
SL-398F Finescale left hand medium point unifrog (Pec) **NEW** £11
SL-392F Finescale left hand small point electrofrog (Pec) £9.50
SL-388F Finescale right hand large point electrofrog (Pec) £11



SL-391F Finescale right hand small point electrofrog (Pec) £9.50

Buses



NWFL001 Weymann Fanfare - Southdown (Oxf) **NEW** £8.50
NAP004 Austin Princess (Late) Black/Royal Claret (Oxf) **NEW** £4
NNMN002 New Mini Pepper White (Oxf) **NEW** £4

Cars



NLAN189020 Land Rover Series 1 88" canvas - 'R.E.M.E.' (Oxf) **NEW** £4
NBSA006 Matorbike and sidecar - Royal Air Force RAF blue (Oxf) **NEW** £3.50

Military ground vehicles



NSFE007 Scania Pump Ladder - 'Surrey Fire and Rescue' (Oxf) **NEW** £6.50



7S-007-002 Class 57xx 0-6-0PT pannier 5700 in Great Western Green - DCC sound fitted (Dap) £199.75
7S-007-002S Class 57xx 0-6-0PT pannier 5700 in Great Western Green - DCC sound fitted (Dap) £357.60



O Gauge (1:43 Scale)

Steam locos



5352 Class 53 1200 'Falcon' in BR Blue full yellow ends (Hel) (RRP £699) **BARGAIN** £390



7S-007-001 Class 57xx 0-6-0PT pannier 5717 in BR Black early emblem (Dap) £199.75
7S-007-001S Class 57xx 0-6-0PT pannier 5717 in BR Black early emblem - DCC sound fitted (Dap) £357.60
7S-024-001S Class 64xx 0-6-0PT pannier 6412 in Great Western green - DCC sound fitted (Dap) £467.50
7S-024-002S Class 64xx 0-6-0PT pannier 6417 in Great Western green shirtbutton emblem - DCC sound fitted (Dap) £467.50



7S-024-003 Class 64xx 0-6-0PT pannier 6435 in BR black early emblem (Dap) £340



7S-024-004 Class 64xx 0-6-0PT pannier 6439 in BR lined green late crest (Dap) £340
7S-025-002D Class 74xx 0-6-0PT pannier 7444 in BR black late crest - DCC fitted (Dap) £359.50
7S-025-002S Class 74xx 0-6-0PT pannier 7444 in BR black late crest - DCC sound fitted (Dap) £467.50



7S-007-005 Class 8750 0-6-0PT pannier 3716 in BR Black late crest (Dap) **NEW** £199.75



7S-007-003 Class 8750 0-6-0PT pannier 9659 in GWR green (Dap) **NEW** £199.75
7S-007-005D Class 8750 0-6-0PT pannier in BR black late crest - unnumbered (Dap) **NEW** £199.75
7S-007-003D Class 8750 0-6-0PT pannier GWR green - unnumbered (Dap) **NEW** £199.75



2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) £550
2012 Class 20 in BR blue full yellow ends; 1980s style double arrows on the bodysides and 4-character headcodes (Hel) (RRP £599) **BARGAIN** £360



2013 Class 20 in BR blue full yellow ends; TOPS style double arrows on the bodysides and 'domino' headcodes (Hel) (RRP £599) **BARGAIN** £360



2011 Class 20 in BR green full yellow ends and 4-character headcodes (Hel) (RRP £599) **BARGAIN** £340



2010 Class 20 in BR green small yellow panels and 4-character headcodes (Hel) (RRP £599) **BARGAIN** £340



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



2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) £470
3713 Class 37/0 BR large logo blue centre headcode box (unnumbered) (Hel) £470



5352 Class 53 1200 'Falcon' in BR Blue full yellow ends (Hel) (RRP £699) **BARGAIN** £390



3713 Class 37/0 BR large logo blue centre headcode box (unnumbered) (Hel) £470



5352 Class 53 1200 'Falcon' in BR Blue full yellow ends (Hel) (RRP £699) **BARGAIN** £390



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



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

Coaches



7P-004-005 GWR 59' Auto Coach in BR crimson (Dap)... £170
 7P-004-002S GWR 59' Auto Coach in GWR chocolate and cream crest - DCC sound and light bar fitted (Dap)... £318.75



4955 Mk1 BG full brake in BR blue Newspapers branding (Hel) (RRP £325)... **BARGAIN**... £180
 4950 Mk1 BG full brake BR carmine and cream (Hel) (RRP £325)... **BARGAIN**... £220



4953 Mk1 BG full brake in BR chocolate and cream (Hel) (RRP £325)... **BARGAIN**... £190



4954 Mk1 BG full brake in BR southern region green (Hel) (RRP £325)... **BARGAIN**... £190
 4956 Mk1 BG full brake in Royal Mail red (Hel) (RRP £325) **BARGAIN**... £180



4994 Mk1 GUV full brake in BR green (Hel) (RRP £325)... **BARGAIN**... £190



4990 Mk1 GUV full brake in Royal Mail Parcels red (Hel) (RRP £325)... **BARGAIN**... £180

Wagons



1050 100xx OAA in BR bauxite - early (Hel) (RRP £84.95)... **BARGAIN**... £39



1051 100xx OAA in BR bauxite - late (Hel) (RRP £84.95)... **BARGAIN**... £39



1052 100xx OAA in Railfreight red and grey (Hel) (RRP £84.95)... **BARGAIN**... £39
 1053 100xx OAA in Railfreight red and grey (Hel) (RRP £84.95) **BARGAIN**... £39



1054 100xx ZDA (ex-OAA) in Civil Engineers Dutch grey and yellow (Hel) (RRP £84.95)... **BARGAIN**... £39
 7F-030-003 16-ton steel mineral wagon Diagram 108 B144763 BR grey (Dap)... £38.25



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



1040 200xx VAA sliding door van in BR bauxite - early (Hel) (RRP £84.95)... **BARGAIN**... £39



1041 200xx VBA sliding door van in BR bauxite - late (Hel) (RRP £84.95)... **BARGAIN**... £39
 1043 200xx VBA sliding door van in EWS (Hel) (RRP £84.95) **BARGAIN**... £39



4352 4-wheel 'Catfish' ballast hopper DB983503 in BR olive green (Hel) (RRP £99.95)... **BARGAIN**... £44



4351 4-wheel 'Catfish' ballast hopper DB992623 in BR olive green (Hel) (RRP £99.95)... **BARGAIN**... £44
 1005 4-wheel Class B tank in Mobil Charrington red (Hel) (RRP £84.95)... **BARGAIN**... £39



1004 4-wheel Class B tank in Mobil Charrington red (Hel) (RRP £84.95)... **BARGAIN**... £39



1006 4-wheel Class B tank in United Molasses brown (Hel) (RRP £84.95)... **BARGAIN**... £39
 5053 Bogie covered IWB Cargowagon 2797569 - 'GB-Continent' (Hel) (RRP £189)... **BARGAIN**... £89



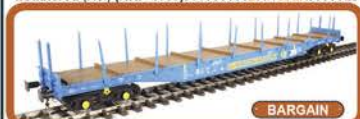
5051 Bogie covered IWB Cargowagon 2797591 in silver and blue - weathered (Hel) (RRP £189) **BARGAIN**... £89
 5052 Bogie covered IWB Cargowagon 2797609 in silver and blue (Hel) (RRP £189)... **BARGAIN**... £89



5151 Bogie flat IWB Cargowagon 4647026 in silver and blue - weathered (Hel) (RRP £189)... **BARGAIN**... £89



5153 Bogie flat IWB Cargowagon 4647039 in Corus Rail - weathered (Hel) (RRP £189)... **BARGAIN**... £89

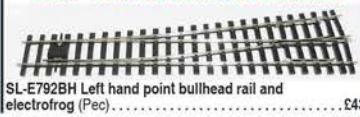


5150 Bogie flat IWB Cargowagon 4647044 in silver and blue (Hel) (RRP £189)... **BARGAIN**... £89



H7-WW-701 Warwell wagon 50t diamond frame bogies MS.1 in War Department (GWR) (Hel)... £85
 H7-WW-708 Warwell wagon 50t Gloucester GFS bogies MODJ06511 MOD 1970s olive (Hel)... £85

Track - Code 124 Bullhead Streamline



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



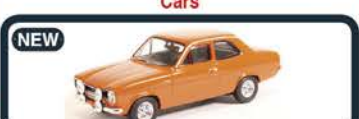
SL-E791BH Right hand point bullhead rail and electrofrog (Pec)... £43
 SL-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"), 16 make a circle (Pec)... £58



ST-U751 Setrack second radius Unifrog left hand point (Pec)... £43
 ST-U750 Setrack second radius Unifrog right hand point (Pec)... £43



Track - Code 143 Flat Bottom Streamline



SL-E791FB Finescale Right Hand Point With Flatbottom Rail, Electrofrog (Pec)... £45

Cars



VA09523 Ford Escort Mk1 Mexico Sebring Red (Cor) **NEW**... £24



43JAG5002 Jaguar MkV DHC Closed British Racing Green (Ox) **NEW**... £21
 43JAG5001 Jaguar MkV DHC Open Continental Silver (Ox)... £21



43RSC002 Rolls Royce Silver Cloud I black (Ox) **NEW** £21.50



43EMP002 Rolls Royce silver cloud/hooper empress two tone blue (Ox) **NEW**... £21.50



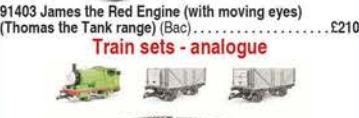
43LR3001 Land Rover Series III SWB St. Wagon Limestone (Ox) **NEW**... £14.50

Commercial vehicles



91403 James the Red Engine (with moving eyes) (Thomas the Tank range) (Bac)... £210

Train sets - analogue



90069 Percy and the Troublesome trucks train set (Thomas the Tank range) (Bac)... £249

Any or Multiple Scales

Analogue controllers



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



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

Analogue point control

PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec)... £59

Digital decoders

Imperium 1 'Imperium' 21 Pin MTC 6-function DCC decoder (Dap) £19.51
 DCR-21PIN-Direct 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat)... £15
 DCR-21PIN-Direct Box of 5 (Hat)... £58
 DCR-21PIN-Direct Box of 10 (Hat)... £120
 36-557 21-pin E-Z Command 4-function 1A decoder back EMF (Bac)... £18.86
 36-557 Pack of 5 (Bac) (RRP £108.75)... **BARGAIN**... £30
 X9659 4-pin DCC decoder for Sentinels and Peko loco (Hat)... £12



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

DCR-8PIN-Direct 8-pin 2-function 1.1Amp direct plug decoder back EMF (Hat)... £17

DCR-8PIN-Direct 8-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau)... £23

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

DCR-8PIN-HarnessMini Box of 5 (Hat)... £72

DCR-8PIN-HarnessMini Box of 10 (Hat)... £128



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)... £68
 36-553 8-pin 3-function 0.75A decoder back EMF (Bac)... £15.50



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

R8249 Single (Hor)... £16

DP45AP 8-pin 4-function decoder back EMF & Stay Alive (1A motor drive 4 x 150mA function) (DCC) (RRP £23.95)... **BARGAIN**... £10

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat)... £17

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

NEW DIGITAL (DCC SOUND) Diesel Class 40

R8119 TTS DCC Sound Decoder 8 pin plug - Class 40 diesel (Hor) **NEW**... £36

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

R8103 TTS DCC Sound Decoder 8 pin plug - Class 47 diesel (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

NEW DIGITAL (DCC SOUND) Steam Class S15 4-6-0

R8116 TTS DCC Sound Decoder 8 pin plug - Class S15 4-6-0 steam loco (Hor) **NEW**... £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

R8108 TTS DCC Sound Decoder 8 pin plug - Thompson Class A1 steam loco (Hor)... £36

Digital control accessory decoders

DCC-ADS-SSX 8-way accessory decoder for solenoid motors and individual CDOs (DCC)... £68

DCC-ADS8FX COBALT 8 output Accessory Decoder for all Solenoids and other point motors needing momentary power (DCC)... £50

Digital controllers

DCC01 Prodigy Express DCC controller (Gau)... £138

Digital control accessories

BPDC08 Pack of three DCC autofrog polarity reversal switches - for electrofrog points (Gau)... £13.50

Point motors

DCP-CB12IP Cobalt ip slow-action analogue point motor - pack of 12 (DCC)... £169

DCP-CB8IP Cobalt ip slow-action analogue point motor - pack of 8 (DCC)... £94

DCP-CB1DIP Cobalt ip slow-action digital point motor * 1 (DCC)... £19.50

Digital controllers

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

DCP-CB8DIP Cobalt ip slow-action digital point motor - pack of 8 (DCC)... £105

DCP-CBSS-2 Cobalt SS surface mounted point motors controller - pack of 2 (DCC)... £42

DCP-CBSS-6 Cobalt SS surface mounted point motors controller - pack of 6 (DCC)... £124

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

PL-10 Bag of 6 (Pec)... £34

Digital controllers

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

PL-10E Single (Pec)... £6

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

PL-11 Side/surface mounted point motor (Pec)... £8

Digital controllers

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

HAT-PM-01 Pack of 6 (Hat)... £35

Switches & Levers

PL-13 Accessory Switch for fitting to turnout motor PL-10 (Pec)... £3

Tools

DCM-RR12 Rolling Road - Active Set - 12 Way - For OO, N, HO, TT Gauge (DCC)... £85

PSG-2 Static Grass Pro Grass Applicator (Pec) **NEW**... £97

LAYOUT FOCUS

KENSINGTON ADDISON ROAD STATION c. 1925



Factfile

Layout name: Kensington Addison Road
Scale/gauge: 7mm:1ft/O
Size: 24ft 2in x 5ft 1in station, 43ft 8in over fiddleyards
Era/region: Mid-1920s
Location: West London
Layout type: Through station with a bay
Power/control: DC locomotives/MERG CBUS control
Words/diagrams: Grant Alderson
Photography: Tony Wright

Twickenham MRC's layout was a big hit at the Alexandra Palace show. In the first of two articles, club member Grant Alderson describes the inspiration, research and space considerations entailed in its creation.



A coal train from south London to Old Oak Common transfer sidings is pulled by GWR 28xx class 2-8-0 No 2871, built in 1918.

The Gauge O Group of Twickenham and District Model Railway Club (TDMRC) has, for the past ten years, been constructing a model of the southern half of Kensington Addison Road station (now known as Kensington Olympia) as it was in the mid-1920s. It is the first time we have attempted to recreate a *real* location, in any gauge or scale.

In 1985, our first exploration of 7mm to 1ft modelling was a small, freelance dockside layout 'somewhere in southern England, sometime between the two wars'. This was followed, in 1993, by 'Watersfield', a layout based on Pulborough, in West Sussex, in the 1930s.

In 2004, TDMRC was given one month's notice to leave our home for the last twenty years. We were fortunate to find a local scout group with a hall we could use on a Friday evening, but there was very little space to store our layouts. This was resolved in 2007 with the installation of a 32ft x 10ft storage unit to the rear of the hall.

Looking back, this three-year gap, was the ideal length to agree on a location, undertake research and draw up plans for a new layout.

Why we chose to model Kensington Addison Road

Whilst building and exhibiting Watersfield, the group had doubled in size, to twelve, and now included members with stock representing the Great Western (GWR), London & North Western (LNWR), London Midland & Scottish (LMSR), London & South Western (LSWR), London, Brighton & South Coast (LBSCR) and Southern



Kensington Addison Road station looking north c.1925 (*Wonderful London* Vol 2, St John Adcock)

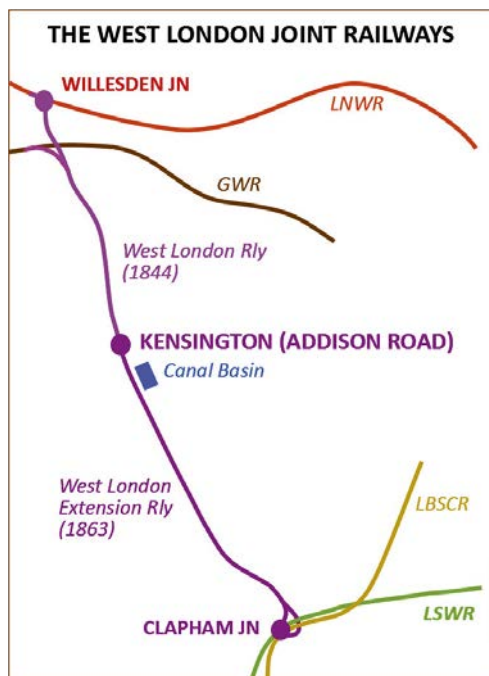
(SR). So, we looked for a prototype location that would, ideally, allow the stock of most members to run at an exhibition (on club running nights anything that will run on 32mm gauge track is acceptable). The mid-1920s was chosen as it allows trains to run in the liveries of both pre-Grouping railways and those of the Grouped railways (from 1923). For a change, we decided to have an urban setting.

This resulted in a shortlist of one – a station on the West London Joint Railways, of which Kensington Addison Road had the

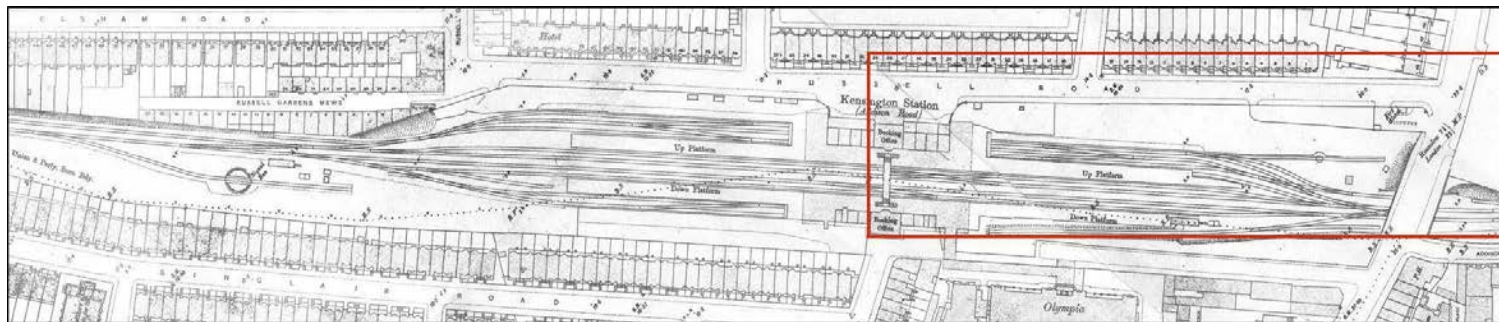
greatest potential because it was the only station with bays and non-platform through tracks.

The West London Railway (WLR) was jointly built, in 1844, by the London & Birmingham Railway (part of the LNWR from 1846) and the GWR to link their lines near Willesden and Old Oak Common, respectively, with the canal basin at the north end of the Kensington Canal, enabling access, via the Thames, with the London Docks for imported and exported goods.

The canal was not a commercial success



A Metropolitan Railway Bo-Bo electric locomotive No 2 *Oliver Cromwell*, built by Metropolitan-Vickers in 1922-3, makes a rare appearance at 'Addison Road'.



so, in 1863, it was closed and the railway extended southwards from Kensington on its filled-in bed as the West London Extension Railway (WLER), crossing the River Thames and connecting with the LBSCR and the LSWR at Clapham Junction. The WLER was jointly owned by the GWR, LNWR, LBSCR and LSWR. After the Grouping of Britain's railways into just four companies, both the WLR and the WLER were jointly owned by the GWR, LMS and SR.

Another attraction of Kensington Addison

Road was the variety of train types. Cross-London freight trains ran day and night with general goods, coal and milk. During There were two local passenger services: LBSCR/LSWR/SR steam hauled trains between Addison Road's bay platforms and Clapham Junction, and LNWR/LMS electric multiple unit trains (Oerlikons) between Willesden Junction and Earl's Court. Of special interest was the 'Sunny South Special' between Manchester and Liverpool to Brighton and Eastbourne,

which had LNWR/LMS carriages pulled by an LBSCR/SR loco south of Willesden.

Unlike town and village locations, most large city stations did not have their own goods shed, coal sidings and cattle dock; there were usually separate specialist large depots for such items. However, Kensington Addison Road did have some unusual trains for shows at the adjacent Olympia Exhibition Halls, such as Bertram Mills Circus, the Royal Tournament and the International Horse Show.

The 'Sunny South Special' pauses in the down platform. Over on the up platform, one of the elephants from Bertram Mills Circus pushes a pram holding the baby of its trainer in a publicity stunt for the annual circus held each year in the Olympia Grand Hall over the Christmas/New Year period. For the real photograph of the elephant, visit: www.gettyimages.co.uk/license/3069022



Research

Once we had decided on Kensington Addison Road, we had to make sure that there was sufficient information available for us to recreate a scene from over eighty years ago – especially as none of the buildings survive.

Most essential was to find photographs. Although those taken in the 1920s are ideal, the infrastructure changed very little before the Second World War and a few structures, including the LNWR signal box, lasted into the 1990s.

We amassed over three-hundred photographs, two-thirds of which, inevitably, have trains hiding useful detail! To get us started, the definitive book about our line: *The West London Joint Railway* by J. B. Atkinson (Ian Allan, 1984) provided sixty photographs, to which we added another one-hundred, from three albums of his photos in the archives of the National Railway Museum at York. Another eighty came from a couple of collectors of railway photographs, who heard about our project and generously allowed us to have copies of photographs showing Kensington Addison Road. Most of the rest came from sellers at model railway exhibitions and articles about the prototype station in railway magazines.

The most revealing detail comes from oblique aerial photos in the Aerofilms collection that English Heritage has conserved and made available online at www.britainfromabove.org.uk. (For more information, see **BRM** February 2015) Although this has almost 100,000 photographs, it only covers locations Aerofilms were commissioned to photograph, such as tourist attractions, factories and the homes of wealthy people. We are fortunate that views of Olympia Exhibition Halls include our adjacent station.

Visits to the National Archives at Kew provided us with original plans of some of the station buildings and working timetables for our period.

Planning the layout

The obvious place to start was with a map that was of a large enough scale to provide an accurate track plan. Fortunately, Kensington Central Library had an Ordnance Survey map at a scale of 1:1056 (60 inches to one mile) that was 'corrected in 1935'.

The full station, including approach trackwork, is 2,500ft in length which means a model length of 57ft. This is considerably longer than the hall in which we meet.

Although the West London Extension Railway was owned by four railway companies prior to the Grouping, the buildings, signals and platform seats were provided by the LNWR. The electrical multiple unit is one of 68 three-car sets the LNWR built for its North London suburban electrification scheme between 1914 and 1922. They were called 'Oerlikon' sets because the electrical apparatus was provided by a Swiss company of that name. In the mid-1920s it still carried its distinctive LNWR 'plum and spilt milk' livery.



“we had to make sure that there was sufficient information available for us to recreate a scene from over eighty years ago – especially as none of the buildings survive”



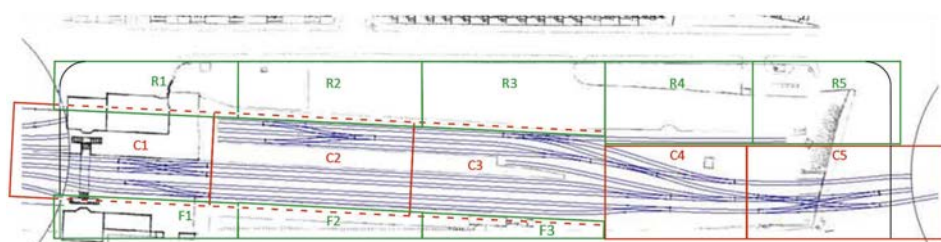
LAYOUT FOCUS

So, as was already anticipated, we had to confine ourselves to building a scale-length model of just the south end of the station which, conveniently, is contained within a footbridge between the up and down station buildings, in the middle of the full station, and a road bridge to the south end – as shown by the red rectangular frame on the map. This is a scale 24ft long, which was about the same as the scenic part of Watersfield.

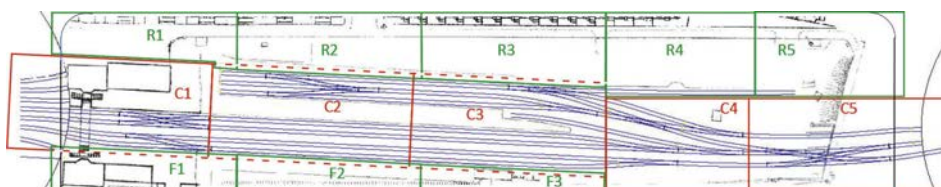
There then followed an exercise in fitting the layout's baseboards. The first task was to superimpose on the map templates for the track and turnouts that would be needed – using the free model railway track design software package from www.templot.com. ■

NEXT ISSUE

In part two of his coverage, Grant Alderson outlines how Kensington Addison Road was constructed, and how his club utilised new (to them) technologies, such as laser cutting and 3D printing. He will also cover their use of the CBUS control system produced by the Model Electronic Railway Group (MERG).



As shown above, except for the single dock track leading from the bay, the track fitted very well on five 'core' baseboards, C1- C5, that would conform with the club's standard storage trolley's maximum dimensions of 5ft 9.5in long by 2ft 9.5in wide. Conveniently, these include almost all the wiring plus turnout and signal operating mechanisms. Unfortunately, the diagram also shows that when we superimposed conveniently sized 'scenic boards' the station buildings overlapped boards and the terrace house fronts would not fit.



To avoid the station buildings overlapping baseboards required a reduction of up to 20% in their depths plus moving them closer to the tracks. This has largely been disguised by the canopies surrounding the buildings. It was also necessary to foreshorten the depth between the rear bay track and the terraced house fronts in Russell Road by almost 50%. Viewed from the front of the layout such a large reduction at the back of the layout is, surprisingly, not noticeable but moving the house fronts so much closer made them look far too large. Comparing a photo of a correct scale size house from the front of the layout with a 1920s photo from an equivalent position revealed they would be visually correct at 66% of their true scale size.

A Pre-Grouping Sunny South Special arrives on its journey from Eastbourne and Brighton to Birmingham, Manchester and Liverpool. The coaches are all LNWR and it is pulled by LBSCR I3 4-4-2T No. 24 as far as Willesden Junction where an LNWR locomotive took over.





Meet the modellers

Twickenham & District MRC was founded in 1961. Currently, we have sixty members including several who have moved away from our area; one to the USA!

We have seven layouts: one in O Gauge, three in OO and three in N. There is also a circular multi-gauge running track that will cope with anything from Z to G gauges.

We also have a lending library, a small workshop and a kitchen to make hot drinks.

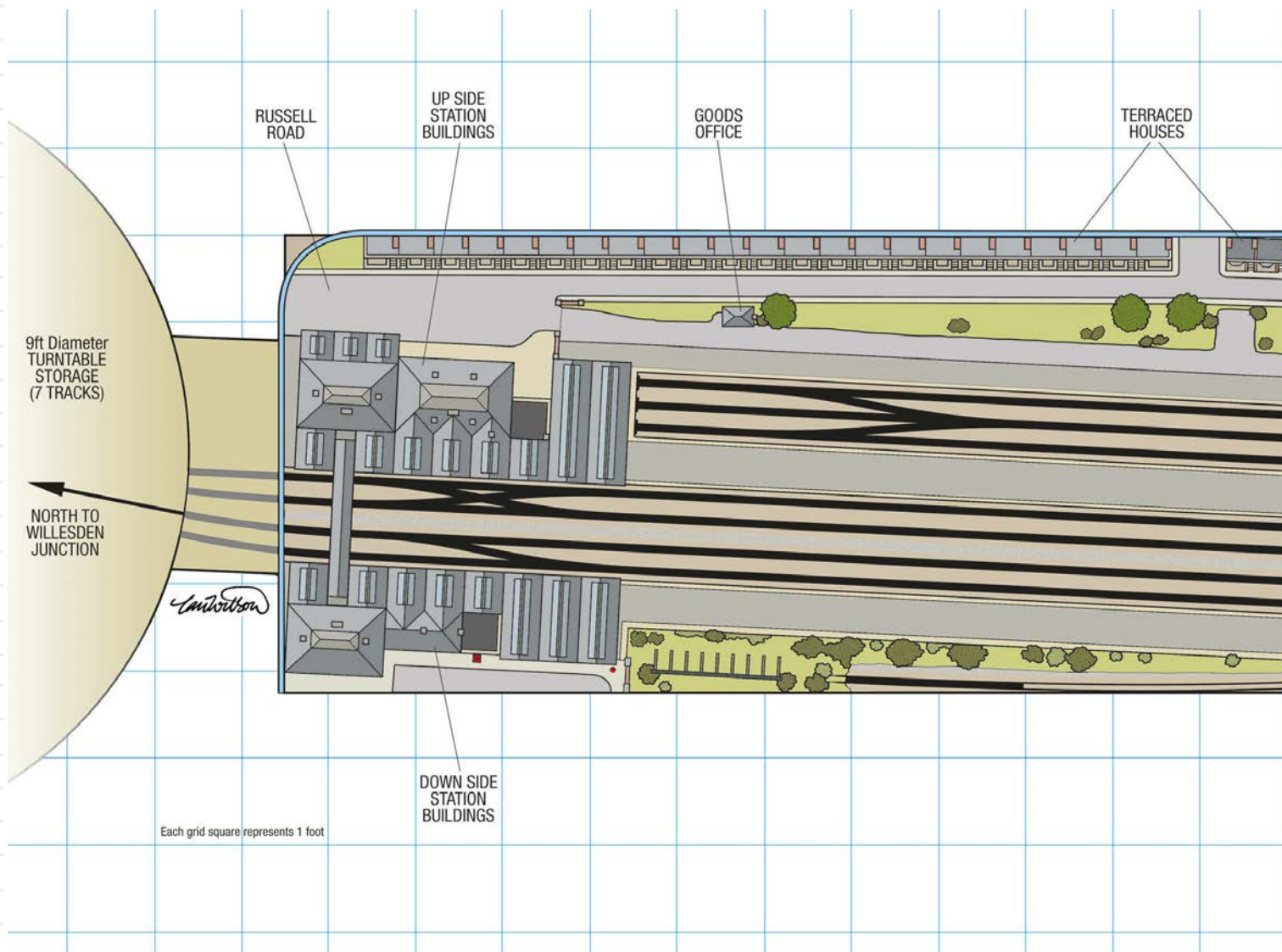
We meet in a scout hall on Friday evenings and once a month on Saturdays.

To find out more, visit: www.tdmrc.org.uk

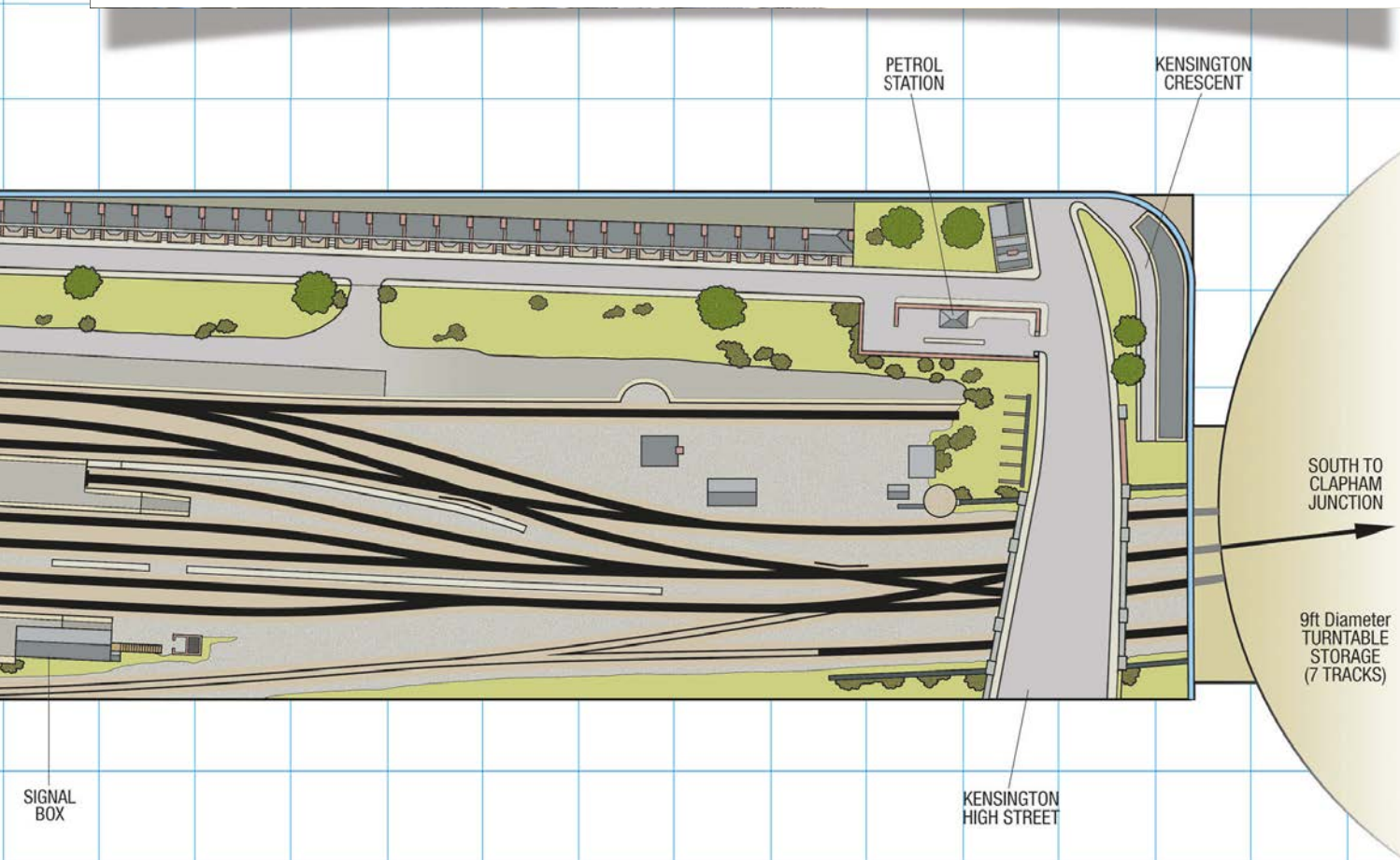


Trackplan

KENSINGTON ADDISON ROAD



J Lyons and Co. one of the UK's largest food producers had its main factory at Cadby Hall, less than half a mile from our station. In 1921 it opened another factory at Greenford and the GWR ran a train from here to Greenford each weekday morning and a return in the late afternoon for staff living in the near Cadby Hall. As people worked half-day on Saturdays, the GWR 517 Class 0-4-2T 1485 has just returned with its train in the early afternoon. There is a pile of insulated boxes of Lyons Maid ice cream just beyond the milk churns awaiting distribution to Odeon cinemas.





The finished product. Unpainted for now, but already looking splendid with its new details.

DETAIL A CLASS 31

RTR locomotives are great, although the addition of inexpensive upgrades can add details befitting the prototype. Michael Russell finds this Hornby Class 31 is an ideal test subject...

The Hornby Railroad Class 31 is a suitable basis for a detailing project – the model is relatively cheap and the body shape is good. You have great flexibility in the level of detailing that you can apply, and you can either take a no holds barred approach or work to a budget and just buy the upgrades you like. There is a lot of room inside the body shell to fit sound and the model comes apart with no difficulty and is easy to work on. Let's get started, then. ■

What we used

Hornby Railroad 31144 (R3275)
Shawplan extreme Etchings EEDP31-00,
PH Designs Class 31 detailing parts
PH4CLS31A,
0.31mm brass rod

Disassembly

1»



Lugs hold the body in place. Unclip one side, hold it in that position and then unclip the other.

2»



The central glazing piece is lifted out by gently deforming the body sides.

3»



The cab glazing has dots of glue at the nose. Gently use a screwdriver to break the bonds and deform the glazing to lift it out.

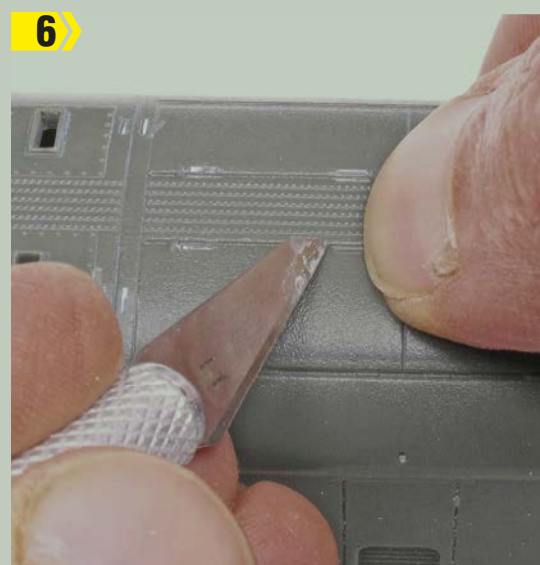
Detailing the body



The paint is removed using Dettol. Leave submerged for five hours and brush the paint off with a toothbrush. Next, dip the model in a biological washing powder solution and rinse in cold water. Wear gloves for these operations.



Remove the air intake on the cab roof with a rough file. Since the material left after sanding is so thin, it is better to cut a hole and remove it. Add a patch using a small piece of plastic card and use Humbrol Model Filler to hide any gaps.



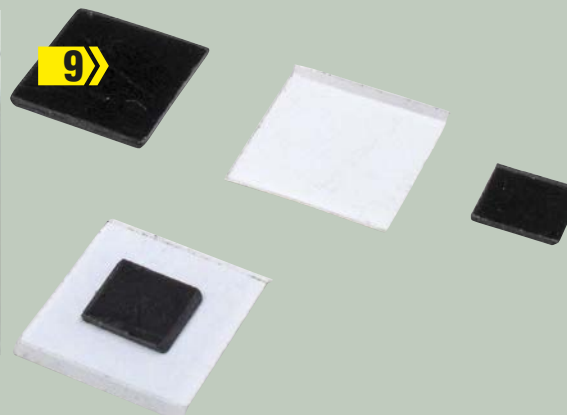
Cut off unwanted detail using a sharp knife and file smooth with abrasive paper. Take your time, as it makes a big difference to the finish.



The headlight is made from two layers of 0.5mm plastic card. The lens is made from some leftover 2.5mm clear plastic sprue.



The rings around the four rear red marker lights are on the PH Designs fret. Glue in place with cyanoacrylate.



For the aerial pod, cut a 9mm x 9mm square of 0.5mm plastic card and a 10mm x 10mm piece of 0.13mm. Bend and score two opposing edges of the larger piece so that it fits over the smaller piece. Add another piece of 0.5mm plastic card on top.



Glue the aerial pod using Humbrol Liquid Poly. The assembly in front of this unit is made from a piece of 0.5mm plastic card.



Door kicker plates are made from 0.13mm plastic card.



Make the handrails out of 0.31mm brass rod. A handrail gauge, such as that from Bill Bedford Models, is very useful. Ensure that all the handrails on the roof are in line and the same size. I used a 0.25mm piece of plastic card as a spacer.

PRACTICAL BRM

13»



A pair of square-nosed, plain jaw pliers are ideal for making the bends in the handrails.

14»



Ensure that any excess handrail inside the body shell is removed carefully. Trim the corners of the chassis to aid fitment. Wear goggles when using power tools.

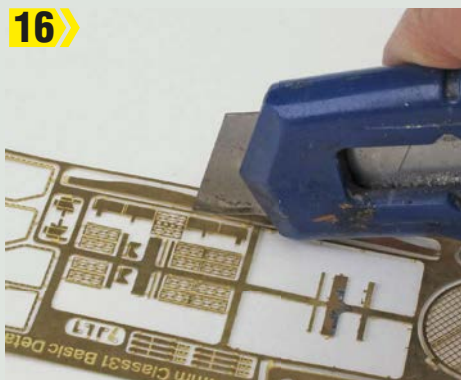
15»



Cut the lamp brackets from the PH Design fret and fold up. Solder or glue with cyanoacrylate and attach to the locomotive.

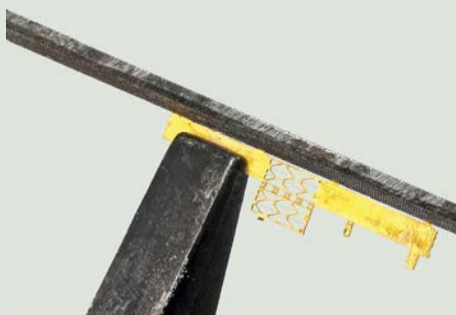
Detailing below the footplate

16»



For the steps, first cut the parts out on a self-healing mat. Don't cut too close to the part and risk damaging it.

17»



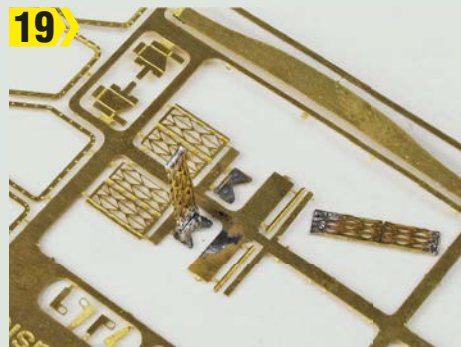
It is important to clean parts up. Remove tabs by holding the part in plain jaw pliers and stroke the end lengthwise with a good quality fine pitch file.

18»



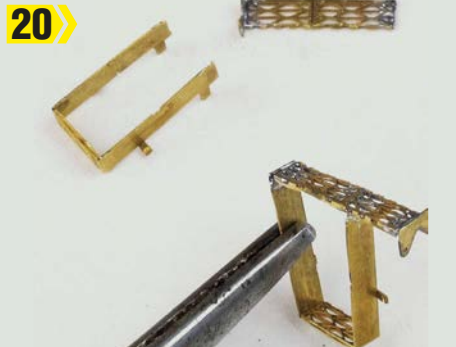
Start with the main frame and bend the steps over and then fold up. Bend the two outer tabs at 90 degrees.

19»



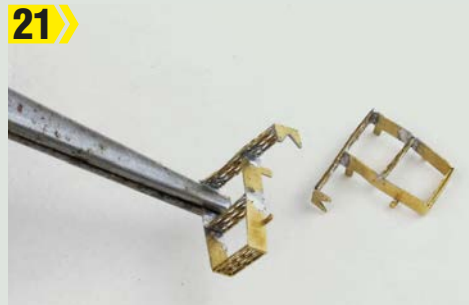
Cut out the top step, fold up and solder at the shorter grille end of the end plate. This is easier if you leave it attached to the etch frame.

20»



Attach the top step to the main frame soldering the end with the overhang first. Solder the other end by applying heat from the opposite side of the joint.

21»



Fold up the middle step and slide into position. Solder by applying heat on the other side of the joint, using the pliers as a heat sink between any existing joints.

22»



Solder the plate to the front step to finish. This is the one component that I soldered in place and then cleaned up. Notice that the steps are handed.

23»



The old steps are pared away using a sharp knife. Dropping the bogies out makes this job easier. Take your time and only remove small portions at a time.

24»



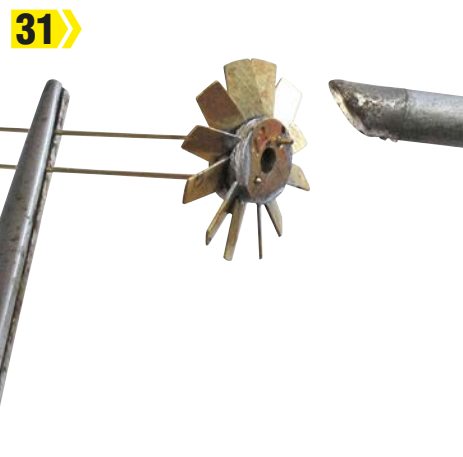
Heat a small screwdriver and make two holes in the bogie side for the step lugs. Attach with cyanoacrylate. The extension to the top rung should project over the brake cylinder.



Cut off the coupling pocket using a razor saw. Clean off the detail from the buffer beam with a sharp knife. You can omit this, and the next three steps if you want to retain model couplings.



Detail the bufferbeam with pipes for the blue star jumper and socket, air brake and engine control air pipes. I used 0.3mm florists wire and plastic rod from Slaters. I made my couplings with a mix of parts from Smiths by W&T, 51L and MJT.



Run flux over the parts and then introduce solder which will be drawn between the components.



Use a piece of soft foam, such as a mouse mat, and a solid piece of metal, such as a knife handle, to roll each piece of the fan to the shape of the roof. You can't do this with the grille as it is made from nickel silver.

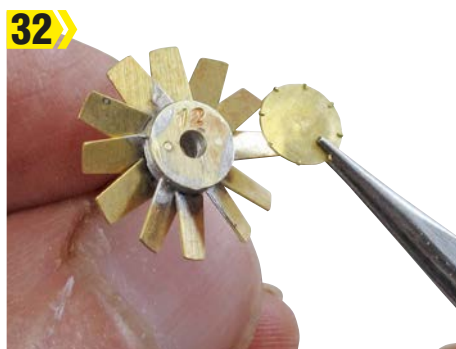


Make two v-shaped pieces of plastic card to represent the front of the bogie frames.

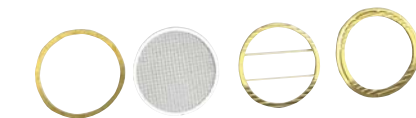
Making the fan



After cutting and cleaning all parts, twist the blades of each fan half by about 40% using a pair of pliers.



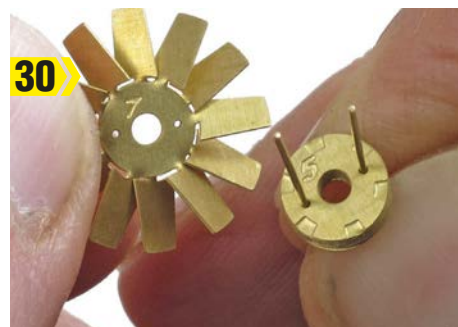
File off the ends of the rod at the top end and then fit the end cap in place either with solder or cyanoacrylate. Do not trim the other end of the rods as they are useful for handling and installation purposes. Wash the finished assembly in a washing soda solution.



Here are the fan parts lined up in order ready to be glued in place with cyanoacrylate. Stick the bottom element in place first from inside the body and then glue the other elements in from above. The fan ring should be flush or slightly proud of the roof – mine isn't and if I did this again I'd use a spacer between the rings in order to achieve this.



Stick the front of the frames in place with cyanoacrylate and use scraps of plastic card to make up an AWS sensor.



Cut two pieces of 0.45mm brass rod and thread the parts on in the same orientation and in number order starting with one and continuing until part twelve. Align the two halves of the fan before threading on.



Use a drill to make a series of holes within the moulded fan on the body. Cut between these and use a large round file to neaten up the resultant hole. You need to make the hole big enough for the three smaller pieces of the new grille to fit through. You need to be accurate so take your time.



Run flux over the parts and then introduce solder which will be drawn between the components.

INBOX

Q&A
LETTERS
PROJECTS

ROCKING PENDON



Brian May of group 'Queen' spent a day in April with members of Pendon Museum for a private tour. Brian is also founder of the London Stereoscopic Company, publishers of 3D books. The company has historical early stereograph books - and recent ones, of a Queen performance for example. Members of Pendon Museum at Long Wittenham near Didcot have previously met his curator of 3D photos, Denis Pellerin, who provided advice and support for the museum in this field.

Dr. May also has an interest in both models and rural England, making his visit to the museum of particular interest - especially with its exhibition of 3D photographs. To arrange your visit to Pendon, visit the website or call 07786 991 383.

W: www.pendonmuseum.com



KEEP IN TOUCH

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

SCRATCH-BUILT CITY OF RIPON



There has been discussion in the model press recently about the demise of scratch-building with the improvements in RTR models, but as a long-standing bodger, I'm enclosing pictures of my latest creation from the broom cupboard.

No. 2404 *City of Ripon*, was a rebuild by Gresley of one of the small class of Raven NER Pacifics, with an extended A1 boiler and cab and modified footplate. Photographs are hard to find, but I found a couple and an Isinglass drawing to work from.

The footplate and saddle are 3D printed, mainframes SR West Country / Battle of Britain modified to correct 7ft 6in wheelbase, the front end is a Comet LMS Compound, which gave the cylinders, bogie and connecting rods of the right length. The body is a Finecast A1/A3, lengthened with part of another boiler by 6mm, the tender is from South Eastern Finecast.

The rear frames under the cab are styrene sheet and because of the sheer length of the locomotive, I used flangeless wheels fixed just above track level. I'm waiting for nameplates from Modelmaster at present.

Brian Came

ROSS'S REACH

Just over three years ago I down-sized my home and was lucky to find a house that had a two storey 'Man Cave' at the rear of the property that I saw as a ground floor layout room complete with an upstairs modelling room.

Having joined a local model railway club, a layout to fill the room was developed with the help of two club members. It was obvious that there would be three locations that would be difficult to reach for scenery and attending to derailments. As a semi-retired mechanical engineer, I soon sketched up something now known as 'Ross's Reach' to solve my problem.

An old car battery was added to the front, enclosed in a wooden box to keep it stable as you climb the ladder, preventing it from tilting backwards.

Ross Tonkin, Australia





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CORNISH BOILER LOAD

In an attempt to stand out from the RTR crowd, I was looking for an unusual wagon load for my layout 'Tippingham', so settled upon a Cornish boiler. These were very common in the 19th century for driving stationary steam engines in mines and factories. The basis of my Cornish boiler is a metal gas sparkler canister (used in soda syphons) with the ends ground off using a bench grinder to form a cylinder with slight curved ends. The thick foil from a wine bottle top was unfolded and cut into 5mm wide strips to form the boiler plating. Boiler end plates were formed with more foil by cutting around a penny and placing on the cylinder end and folding over. Gaps in the foil were filled and sanded before the boiler was cleaned, primed and airbrushed black.

Mark Bateman, Sheffield

QUICK SNAPS

I have two small layouts, both very simple and built in IKEA shelves or table tops using RTR stock and PECO track with RTP buildings with a few bits added. Both are fictitious.

'Sheep Lane' is a small goods yard based on an off-shoot of the ex-S&DJR Highbridge branch in 1950s Somerset. 'Mutton' is the intermediate station on the Lyme Regis branch and is inspired by Combyne in 1950s ex-L&SWR. I hope readers enjoy the photographs.

Rob Gunstone



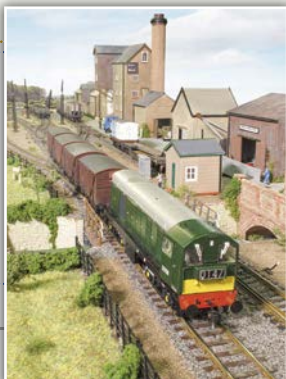
ANNIVERSARY CELEBRATED WITH NEW CLUBROOM

Tring and District Model Railway Club will celebrate its 40th Anniversary with a Show at Aston Clinton Primary School on 23 June. The Club recently moved to new premises on the outskirts of Aston Clinton, located between Aylesbury and their previous Clubroom in Tring. The new space allows all layouts to be set up and worked on and meetings are held on Tuesday and Wednesday evenings. Membership is taken from around the Vale of Aylesbury, Tring area and Leighton Buzzard. To get involved, contact Chris Hall.

W: www.tdmrc.co.uk

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



CATERING FOR TASTES



In the April 2018 issue you note peoples' comments on what they want to see at model railway shows and on **BRM** TV. I feel you're right to cover as many different aspects of railways as you can, catering for all of us at some time. Most railway enthusiasts like real trains, narrow gauge, industrial as well as model railways and help with kit-building, weathering, historical facts and buildings all helps.

As regards the people who complain that they don't appreciate seeing model railways at shows where something isn't moving all the time, I disagree. On the good layouts I much prefer to see shunting, correct realistic slow running, the adding and removing of locomotives, correct working semaphore and/or multi-aspect colour light signals in operation. Many good ideas can be learnt from observing the static scenic cameos. Our hobby is vast, and it's difficult to please all tastes but many try and succeed.

At our York club rooms, several members are quite happy to bring a locomotive and watch it go around, but not me. I prefer to teach youngsters how to shunt, explaining how and why this was done, explain the use of barrier wagons, why headlamps were on the front of locomotives and red lights on the rear of guard's vans and the last wagon or coach/carriage. It's impossible to please everyone, but I enjoy your good magazine, keep it going as it is please.

David Quarrie

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

LAYOUT FOCUS

SIDMOUTH



Factfile

Layout name: Sidmouth
Scale/gauge: 4mm / 18.83mm
Size: 27ft 6in x 4ft
Era/region: 1959-60 / BR Southern Region
Layout type: End to end
Power/control: Power box non-proprietary/
Pentroller
Words: Richard Harper
Photography: Andy York

Details are important but, while Richard Harper's layout is an admirable and accurate depiction of its prototype, a little licence was allowed in terms of its exhibition running...



The excursion from Plymouth arrives behind Bulleid West Country 34104 *Bere Alston*. Unseen behind the trees is a banking locomotive to assist with the 1-in-45 incline after Tipton St. Johns, a few miles back down the branch.

About 12 or so years ago I decided that it was time to build my own model railway. When looking for a potential prototype I happened upon a picture of Sidmouth station. Apart from being an attractive subject it took me back to an article I had read some years previously and, it seemed to me, was worth further study. So began a period of intense research, with a number of visits made to photograph and measure what remains of the railway infrastructure that ceased being used in 1967. Fortunately, the station house, part of the station building, the goods shed, the weighbridge hut (now demolished) and some merchant's sheds were still there. As I was only really going to get one shot at this I determined that I had to make a real effort to reproduce Sidmouth station and yard in the 1959/60 era as accurately as possible. As it was to be an exhibition layout, I wanted Sidmouth to appeal to those who look for detail and be interesting to those who like to watch trains. As the prototype only ever saw 15 trains a day, the latter aim would need some attention.

Seeking detail

I wanted the track to look prototypical so opted for P4 18.83mm gauge again, hand-built track using largely wooden sleepers and plastic LSWR 3 bolt chairs from Exactoscale / P4 Track Company (now C&L). The decision was also taken to build the station and yard area absolutely to scale. So, from the station to the signal box is the correct distance and no attempt was made to compress things laterally either. Beyond the signal box, I had to re-align the former gas works/factory siding, shorten the goods headshunt and introduce a road overbridge to act as a scenic break in front of the fiddle yard. The overall effect is one of space.

Observers have said the impression is of a setting with a railway in it, rather than a railway with a bit of a setting tacked on. Careful study of photographs enabled me to trace and reproduce all the point rodding, an item that is such an integral part of the railway scene, but not always modelled. The LSWR/SR point rodding stools were made from etches obtained from Southwark Bridge Models (now Roxey Mouldings).

Buildings

If a building still exists it should be relatively straightforward to get the proportions right and to end up with something that looks pretty much like the original. I was lucky with Sidmouth as a number of the important





I wanted Sidmouth to appeal to those who look for detail and be interesting to those who like to watch trains. As the prototype only ever saw 15 trains a day, the latter aim would need some attention

structures are still standing. The major missing link was the signal box. Research showed that a similar box could still be found at Instow, on the long since closed Barnstaple to Torrington line. From measurements taken there I produced my own sketches to assist in the construction. Even so, I had to make the roof twice, as my first effort did not look right. Luckily some photos were found that showed the interior and, by great good

A BR Standard 2-6-2T brings in the first train of the day. Behind the engine is a van carrying the morning's newspapers from London. It has been detached from an ex-Waterloo train at Sidmouth Junction and will ensure that the citizens of Sidmouth have something to read at breakfast.



fortune, I happened upon a picture on the Internet of the signal lever plates, which gave me the function and colour of each lever.

Building construction is largely in styrene sheet. In the early days I made a plywood carcass first for fear of the warping that one can experience with styrene. Following a conversation with a demonstrator at a show, I dropped this idea and went for 'sandwiching' of styrene and using Limonene rather than

Butanone as a liquid adhesive. The former does not dry so quickly and reduces the risk of dry areas. It is also less aggressive when used with clear plastic.

Care was taken over the telephone poles. I stripped former Airfix poles of their detail and then consulted photos to ensure that each pole was fitted with the requisite number of crossbars, insulator holders and steps. The insulators were made from

plastic rod, cut to size and grooved with a needle file. Equivalent insulator brackets and insulators were attached to the buildings in their correct positions. I was keen to get the valance along the edge of the canopy correct, as well as the canopy supports and their cast iron brackets. Fortunately, examples of each are still to be found on site so photos and sketches were taken and submitted to Bill Bedford. He was commissioned to etch the



valance and brackets and I had the support posts turned elsewhere from brass. Bill also etched the windows that I used in the Goods Shed and the former Engine Shed. My other commission was to York, who produced strips of brick edging for the station platform.

Other important stuff

When it comes to planting people, I have a general rule that I prefer to avoid frozen animation – no cyclists, driverless cars in the middle of the road, men wielding pickaxes etc. All my people (bar one exception) are often in groups of two or more having a conversation. There are individuals, of course, possibly reading a paper or just simply contemplating the scene. The exception is a porter wielding a broom in the station forecourt. My excuse here is that he has noticed something unpleasant stuck to his brush and has stopped mid-stroke. My vehicles are always parked. Any that have been purchased from the usual suppliers always have their paintwork dulled down to avoid that possibly unrealistic ultra-shiny finish.

Fish was brought into Sidmouth by rail. A suitable van is included early in the sequence and is left next to the former weighbridge hut. In later years fish suppliers would unload this van, wash the fish next to the hut and then distribute it in the local area. On the layout empty fish boxes can be seen piled up next to the hut along with old empty oil drums used by a road contractor.

Advertising hoardings outside the station and displayed on the building itself have adverts that were common in the late 1950s. They were copied from ones available on the Internet. I commissioned one or two extras, including the one for the current film at the local Radway Cinema – ‘The Captain’s Table’, which starred John Gregson. This sets the date for the layout at week commencing July 20th 1959, and leaves me wide open to purists, of course!

Detail in the operation of the railway

To stick closely to the prototypical timetable would mean long periods of inactivity, which would be clearly unacceptable to an exhibition visitor. Clearly, the frequency of trains had to be increased significantly. The motive power used is also varied between ex-SR M7 tanks, Ivatt 2-6-2 tanks and BR Standard 3 2-6-2 tanks. A goods train arrives early on in the sequence and there is

to stick closely to the prototypical timetable would mean long periods of inactivity, which would be clearly unacceptable to an Exhibition visitor



We are standing just outside the entrance to the Goods Yard, looking across Alexandria Road at the 1950s bungalow and a pair of large Edwardian semis. The owners of the bungalow were very helpful and permitted both dimensional information and photos to be taken.



A lull in activity. It is easy to imagine that this is a hot summer's day and that the silence is only broken by the buzzing of insects, the calls from seagulls and the very occasional vehicle passing the station on its way to Exeter.



A branch train departs Sidmouth. The first coach is an ex SECR 10 compartment vehicle. A few of these saw out their last days on a number of branches in the South West. The siding, originally gated, leads to the J P White Motor Caravan Works behind us.

a fairly lengthy period when shunting takes place. A Plymouth excursion hauled by a 'West Country' and assisted by a banking locomotive arrives. A four coach train from Cleethorpes arrives. Both these trains demand some interesting stock movements, interspersed by the normal branch workings. Later in the sequence a number of ex-SR CCT 4 wheel vans arrive and are swapped with the empty equivalents in the factory siding. A Fish van and a Newspaper van are brought in at appropriate times and, of course, coaches are received from and despatched to Sidmouth Junction, where they are received from or sent to London Waterloo. I emphasise that all these moves actually took place at some time, maybe not on the same day, but are not fictitious in any way. I am most grateful to my good friends Roger and Angie Sanders, both involved with the full size railway, for being instrumental in writing the varied and interesting sequence that we now use.

Stock

All the particular engines used appeared at one time or another on the branch. In

each case, whether a DJH kit, a Bachmann or Hornby body they have been fitted with compensated or sprung chassis, Portescap motors and extra weight to improve running characteristics. Cosmetically, extra detailing and some varied weathering has been added. Two of the ex-SR M7s are made from the excellent Martin Finney kits. As might be

expected, coaching stock also represents that used on the branch and is constructed from Comet kits in the case of the Bulleid coaches and Cleethorpes Gresleys. All my BR Mk1s are Comet sides on old Mainline bodies with scratch-built chassis detail. I also use two of the excellent Hornby Maunsell coaches for one of the branch trains. I simply



Having concluded their business a Sales Manager and his rather prim assistant are given directions to the next destination by one of the motor works foremen.



LAYOUT FOCUS

replaced the Hornby wheels with P4 items and close-coupled the two vehicles. They run like a dream. Wagons are all sprung and come from a number of the usual plastic kit sources.

The future

Sidmouth has been invited to the Taunton Show in October this year and to Warley in November. It will be present at four more Shows in 2019.

To keep the model railway 'juices' flowing I have recently finished a BR Standard 4 2-6-4T, which I will run occasionally. I know these engines did not appear at Exmouth Junction and thus on the Sidmouth branch until 1962, and that the concept seems to contradict my earlier statement about wanting to create an accurate model. I argue that this is my railway and that if I want to push the envelope a little then no harm is done!

Final Point

A great deal has been written about the performance of layouts at shows and I am very aware that Sidmouth has had its critics. My layout lives in a shed in the garden that is, regrettably, only long enough to accommodate two or three erected boards at any one time. Testing the various elements is therefore somewhat problematical. Temperature variation, storage conditions, humidity, normal wear and tear and travelling around the country in the back of a van can all play an interesting role in how a layout runs once it is erected on site. I am not seeking to make any excuses here, as I know that people have paid good money to see things happening. It is however sometimes worth remembering that the owner/operator may not always be at fault if things do not go as well as they should.

**I have a general rule
that I prefer to avoid
frozen animation
– no cyclists,
driverless cars in the
middle of the road
or men wielding
pickaxes**





The first task for the driver of the Goods is to remove the now emptied newspaper van from Platform 1. It will return to London later in the day. Behind the engine is the fish van referred to in the text.



LAYOUT FOCUS

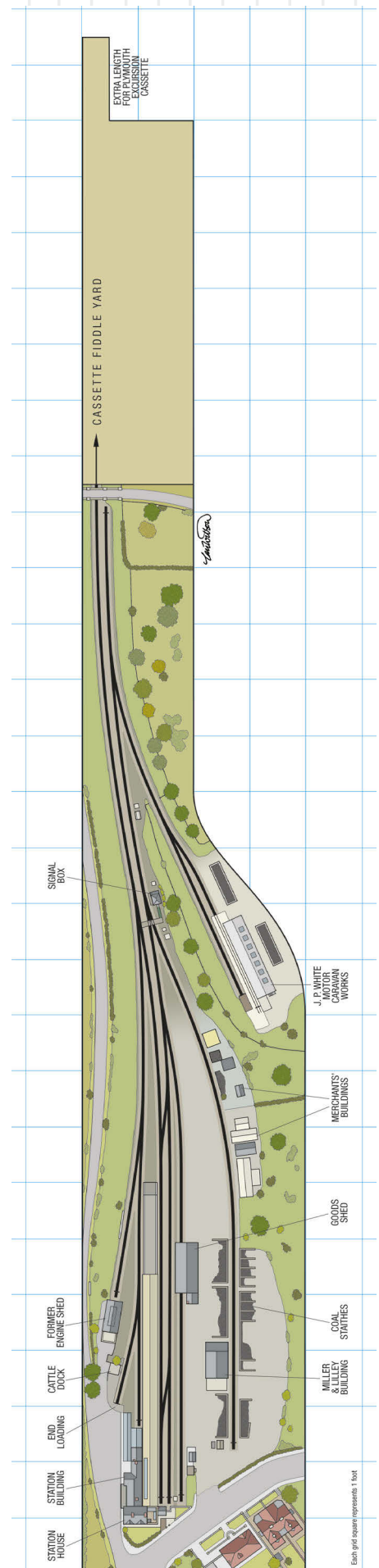


Meet the modeller...

My interest in model railways started around 65 years ago when I first became aware of the layout that my father was building in the small back bedroom of our house in suburban London. I was hooked. I progressed through Hornby '0' gauge to an oval of Hornby 3 rail to Hornby 2 rail and stopped. My father's layout had to be dismantled to accommodate a growing family and then girls came on the scene, eventual marriage then a family of my own. A career move in 1985 brought me to Leamington Spa and a good decision to join a model railway club. The Leamington & Warwick MRS was just in the early planning stages of an EM layout, which was to represent 'Modern Image'. In every way it was a departure from previous club layouts and was meant to challenge all those who wished to participate in its construction. What eventually became 'Walford Town' was born. It had a difficult childhood and very nearly did not grow to maturity. Fortunately, the concept gradually gained momentum and encouraged a number of likeminded modellers to try and build something rather better than the average. A strong team eventually came together. 'Walford' went on to enjoy a number of successful years on the exhibition circuit before it was sold to an enthusiast. It was eventually replaced by the next club layout 'Clarendon', a P4 layout that appeared in **BRM** in 2014 and has been built by the same team.

Trackplan

SIDMOUTH



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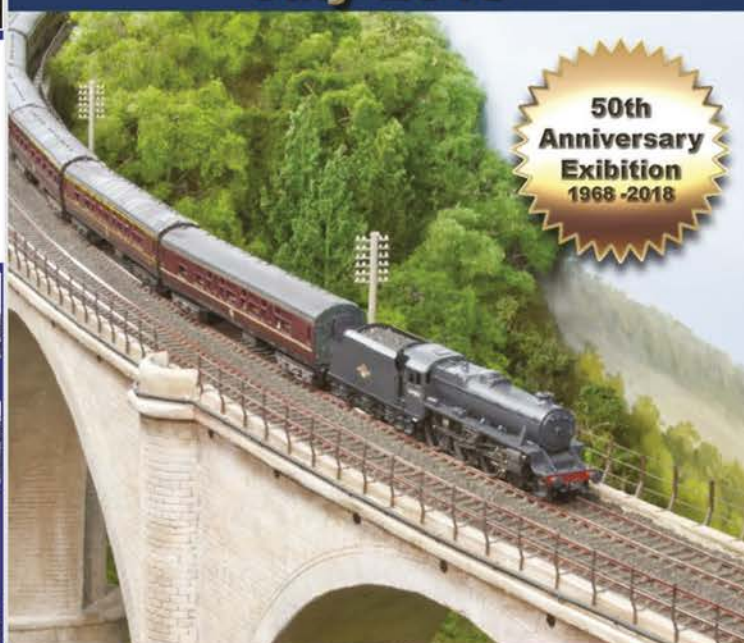


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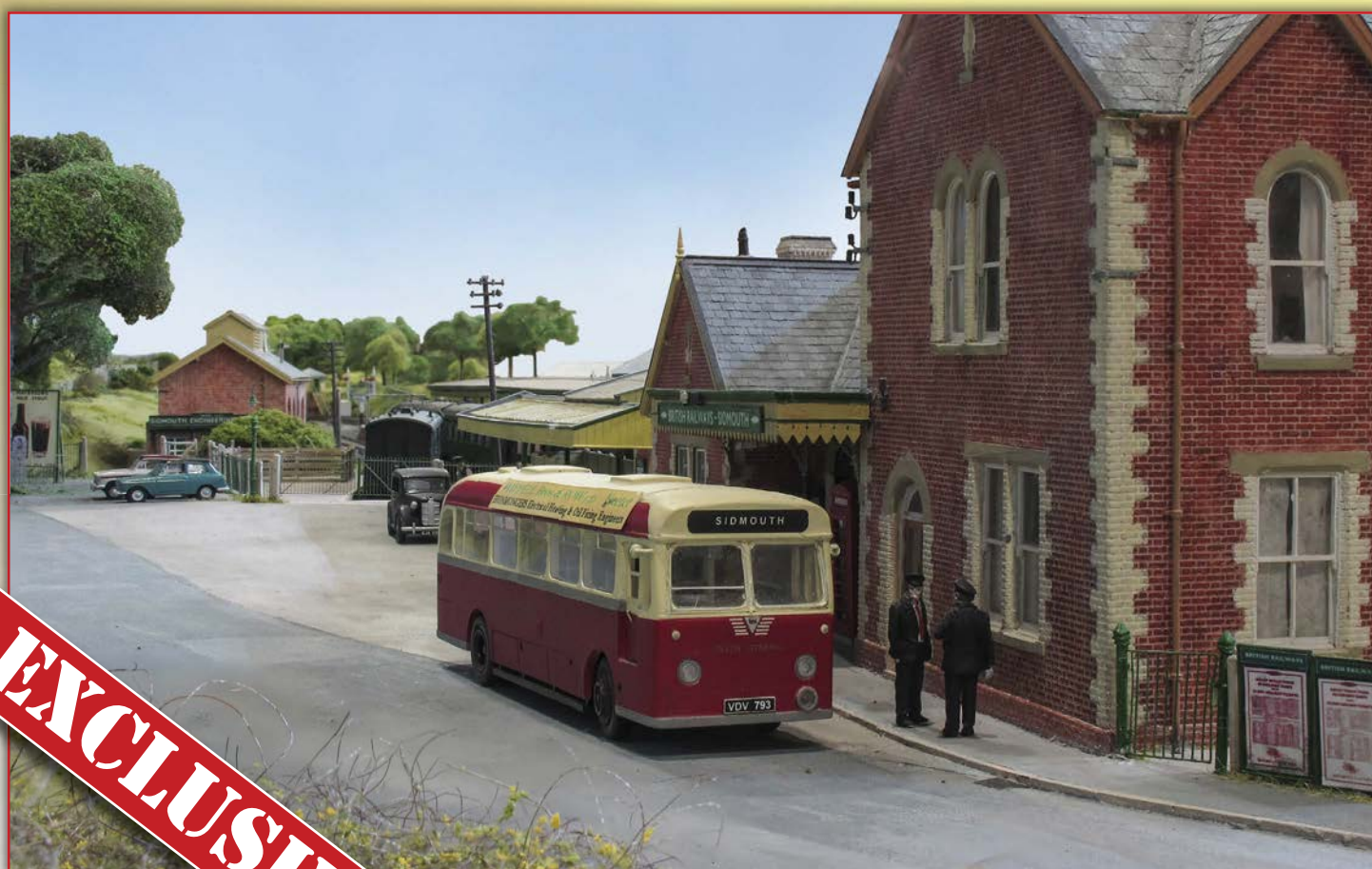
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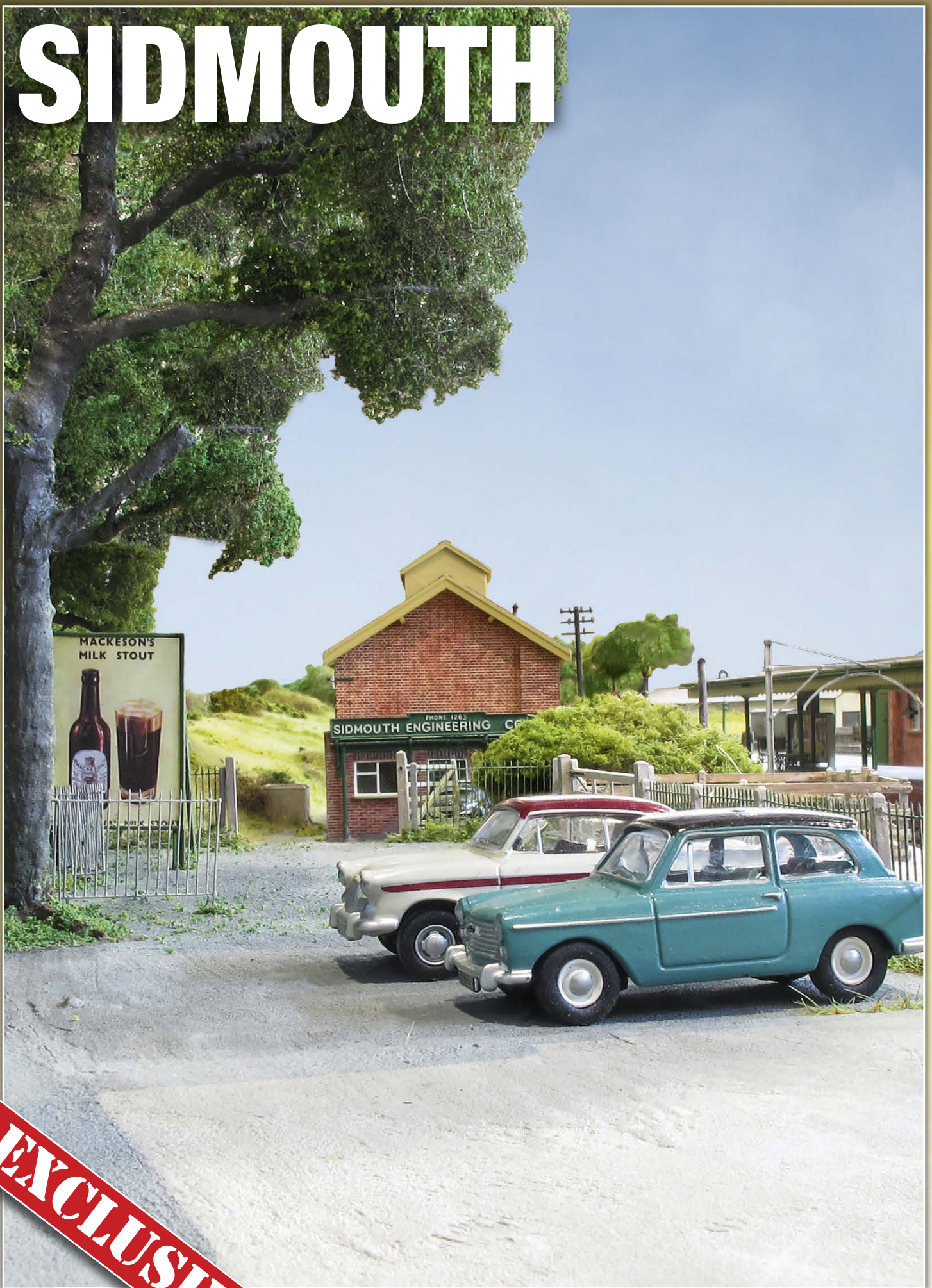
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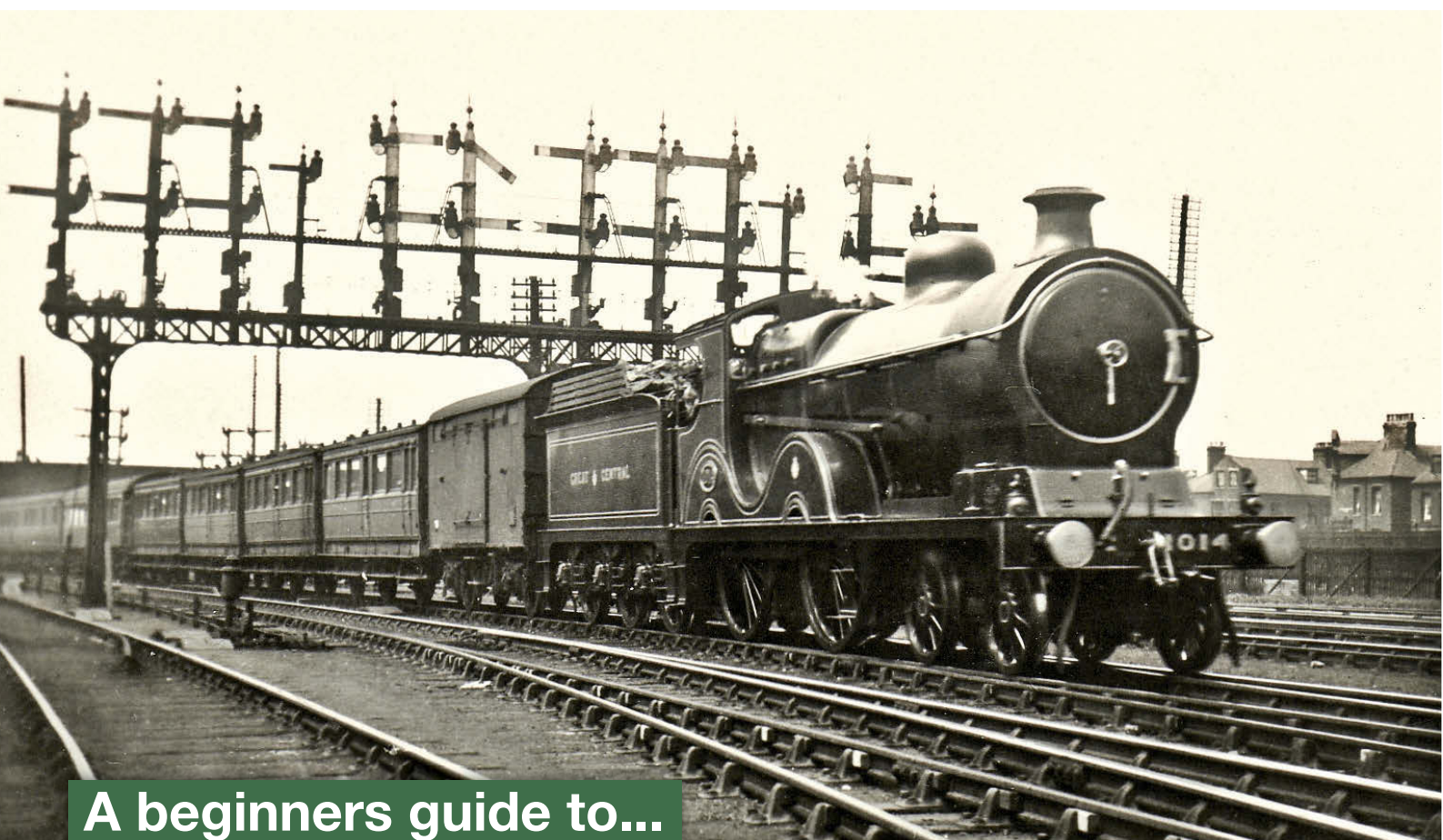


DIGITAL EDITION EXCLUSIVE

Sidmouth P4 - Phil Parker talks to layout owner Richard Harper about the development of the layout and exhibiting

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





A beginners guide to...

SIGNALLING WITH SEMAPHORES

Network Rail signaller, Mick Nicholson introduces key signalling practice to help you better understand their positioning and workings on your layout.

Signalling principles

Traditionally in Britain, trains were signaled by the Absolute Block system, and though now rapidly diminishing, around 11% of Network Rail retains this method. An Absolute Block Section is the portion of line between the last stop signal of the rear signal box, and the first stop signal of the advance (next) signal box. Under normal working, only one train is permitted to occupy a block section. At a signal box with more than one stop signal (for example a 'Home' and a 'Starter'), the portion of line between the first and last stop signals is known as 'Station Limits'.

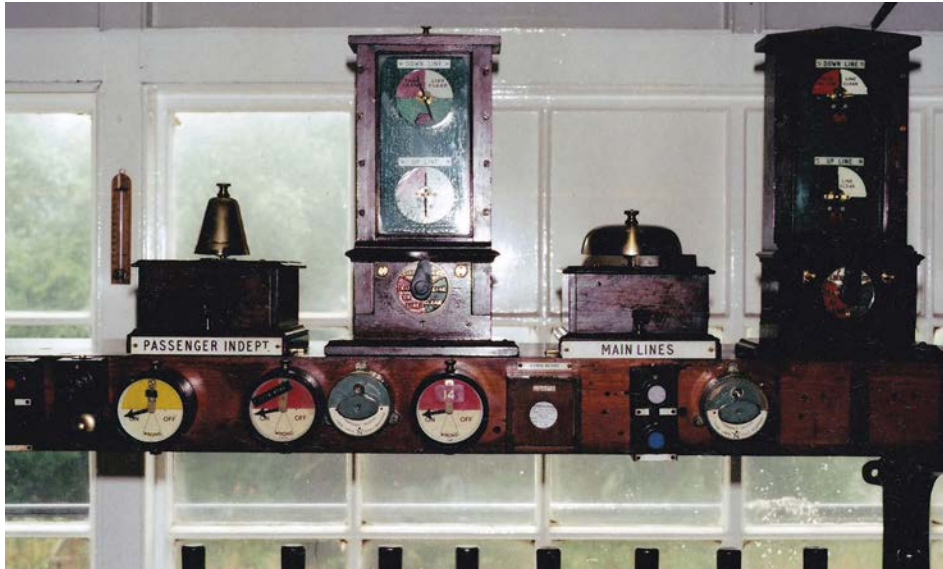
Trains don't simply appear at a signal box, they are first 'offered' by the rear signal box and only when the various regulations

permit are they 'accepted' by the advance signal box. Put briefly, before a signalman accepts a train from the rear signal box, a previous train must have proceeded 440 yards beyond his first stop signal.

Communication is key

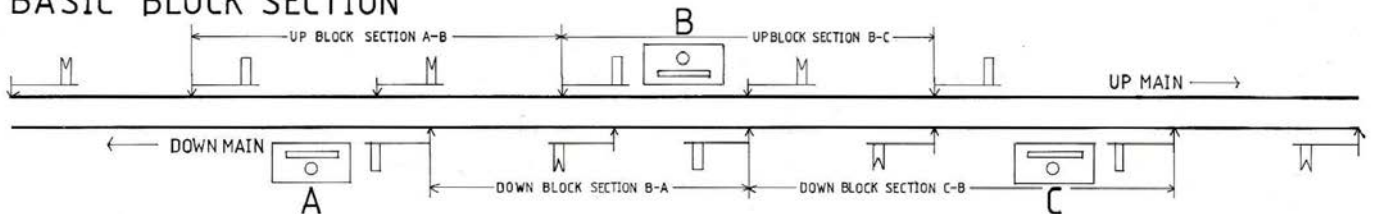
Signalmen communicate 'box to 'box using single stroke bells, known as 'Block Bells'. For example, when asking "Is Line Clear for an Express Passenger train?" the 'asking' signalman sends four consecutive beats to his colleague in the advance signal box. Providing the above-mentioned conditions have been met, the advance signalman will repeat back these four beats. The rear 'box signalman now knows the line is clear, and safe for the passage of a train.

signals keep trains a safe distance apart and indicate to a driver approaching a junction that the route ahead is safely set



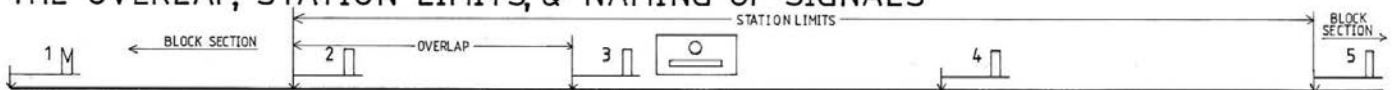
An example of block instruments at Gylberdyke signal box, Yorkshire, with visual indicators and bells. There is also a visual indicator, and this by means of a pivoted needle shows the state of the block section. When stood vertical, there is no train in the section and the needle will point to 'Line Blocked' – it's always assumed the line is blocked. On accepting a train, the advance signalman will deflect the needle to indicate 'Line Clear', the rear signalman now knows he can clear his signals and allow the train to proceed. With the signals cleared and as the train is about to enter the advance section the rear signalman sends the bell signal 'Train Entering Section'. The advance signalman acknowledges this and deflects the needle the opposite way to show 'Train on Line'. The needle will remain in this position until the train has passed through the section, complete with tail light. The tail light is the advance signalman's confirmation that the train is complete and is not divided. On seeing this, the advance signalman sends the 'Train Out of Section' bell signal to the rear 'box and restores the block needle to 'Line Blocked'. The rear signalman, is now free to offer another train.

BASIC BLOCK SECTION



THE BLOCK SECTION— The portion of line between the last stop signal of the rear signal box to the first stop signal of the advance signal box

THE OVERLAP, STATION LIMITS, & NAMING OF SIGNALS



THE OVERLAP— The portion of line in advance of the outermost home signal which must be clear before a train can be normally accepted

STATION LIMITS— The portion of line between the outermost and most advance stop signals worked from the same signal box

- 1 Distant
- 2 Outer Home
- 3 Inner Home
- 4 Starter
- 5 Advance Starter

Signals can be loosely divided as follows:

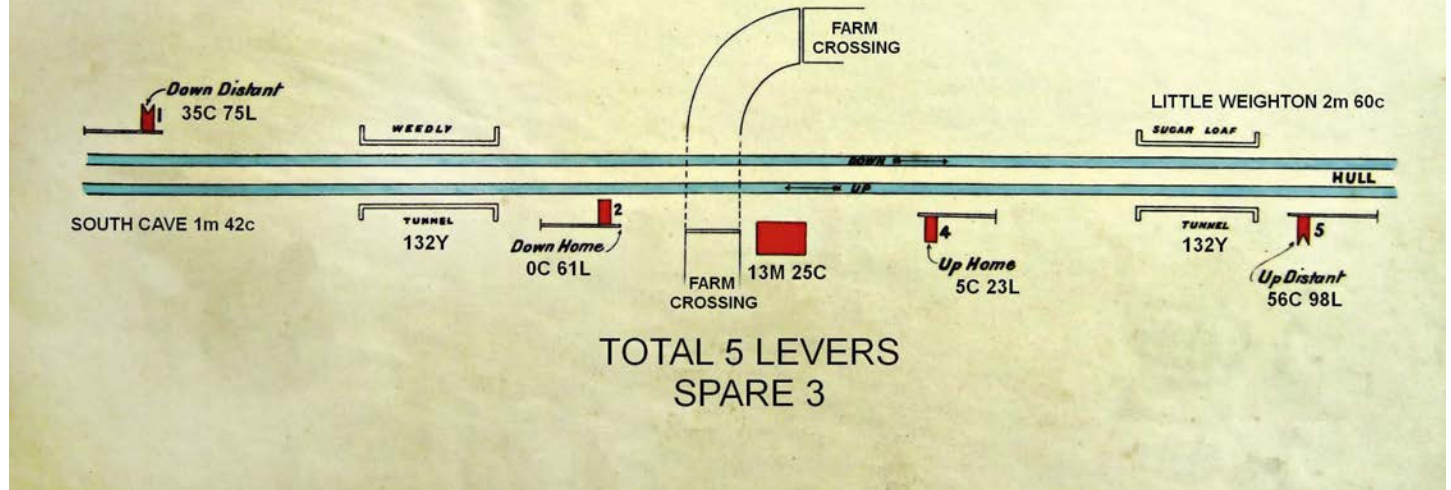
Running Signals. These have full-size arms and can be further sub-divided into 'Stop' and 'Distant'. The former is painted red with a white stripe with a squared end, the latter is painted Yellow with a Black chevron and a 'V' end. Depending on its location, a Stop signal can be a Home or Starting signal, and visually, both are identical.



Stop signal, with Distant for advance signalbox sited underneath. This short section working is as per Hamlyn Avenue plan - see page 51.

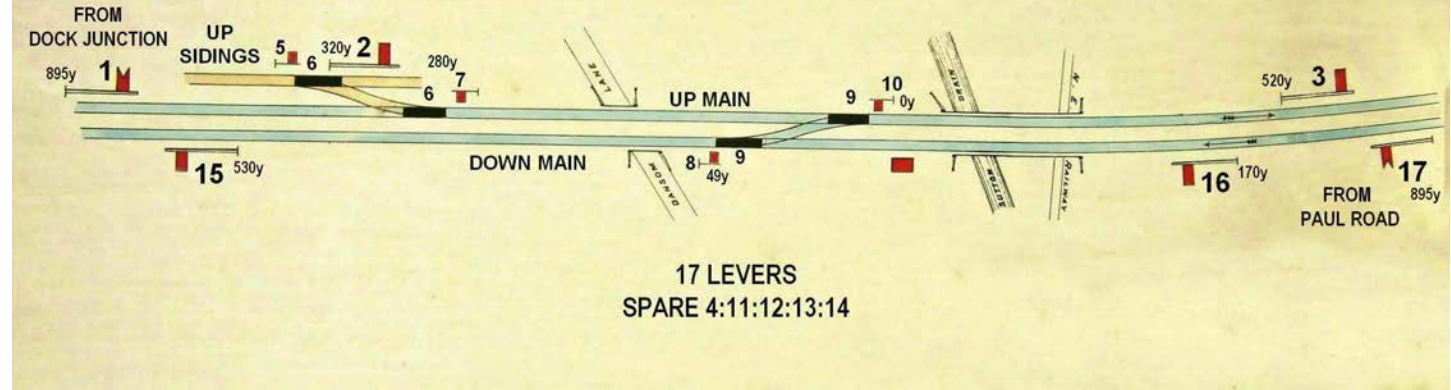
When only one Stop signal is provided it's known as a 'Home Signal', and almost without exception, will be sited a few yards rear of the signal box. Once points and crossings are brought into use the siting of this signal becomes more critical. This is because apart from protecting the advance block section it must also protect the siding or crossover connections. In theory, no matter how many points are in advance of the Home Signal, this one signal will suffice.

WEEDLEY



As an introduction, I've chosen Weedley which consists of no more than a home and distant signal in each direction, these being the bare necessity of a signalling system. There are no points to complicate matters, and the farm crossing can be ignored. Its sole purpose was to divide what would otherwise have been a long block section of 4m 22c between South Cave and Little Weighton.

DRAIN BRIDGE



Having grasped the basic principles, we can now move on to something more complex and akin to a typical model railway. Drain Bridge has a mains crossover and siding connections. Travelling along the Down Main, the first signal an approaching driver sees is No. 17 down distant, this immediately tells him the state of the line ahead. If it is at 'Caution' he must be prepared to stop at No. 16 down home the next signal. Conversely, if it is 'Off' he knows that both No. 16 and No. 15 Down Starters are also 'Off' and he can proceed at line speed. The signal box interlocking ensures that before pulling

the distant signal lever, both the Home and Starter signals must have first been cleared. The next signal encountered is No. 16 Down Home, this is where the rear Block Section, Paul Road to Drain Bridge ends. This same signal protects the crossover, and the interlocking would prevent the signalman from clearing it with No. 9 Crossover reversed that would be set for a shunt move Down Main to Up Main or vice versa. A few hundred yards ahead is No. 15 Down Starter. This signal controls entrance to the advance block section and would only be cleared with 'Line Clear' and the train accepted by

Dock Junction. The portion of line between the above two stop signals is called Station Limits and within these, the signalman can split a train or shunt vehicles as needed. A similar situation exists on the Up Main, but here the rear block section from Dock Junction ends at No. 2 Up Home signal, and the advance block section to Paul Road commences at No. 3 Up Starter. The Station Limits extend from the Home to the Starting signal, but in this case the Home signal additionally protects the trailing points No. 6 Up Main and Up Sidings.

Operating on Drain Bridge

SCENARIO 1

Imagine an Up Goods Train from Dock Junction is to shunt the sidings at Drain Bridge. The train will be offered and accepted in the same manner as any other train, but in this case the signalman will not clear No. 2 signal until the approaching train has come almost to a stand. With the signal cleared the driver will draw the train forward and bring it to a stand with the guard's van just clear of the trailing points No. 6 Up Main and Up Siding. Let's presume the train is of such a length, that when brought to a stand the locomotive is beyond No. 10 shunting signal. Once the train is at a stand the signalman will reverse No. 6 points, then clear No. 7 signal shunting Up Main to Up Sidings. The clearing of No. 7 signal then permits him to clear No. 10 shunting signal, which for this move reads 'Shunting along Up Main to No. 6 Signal. With No. 10 signal now cleared, the driver will set his entire train back into the Up Sidings. When the complete train is clear of

the Up Main and safely in the Up Sidings the signalman will send 'Train out of Section' to Dock Junction and restore the block instrument to 'Line Blocked'. As the train never passed No. 3 Up Starter, Paul Road signal box had no involvement.

After completing its shunting duties, the above-mentioned train is ready to depart to Paul Road. The signalman will first offer the train, and when accepted he will reverse No. 6 points and clear No. 5 signal 'Shunting Up Sidings to Up Main' and No. 3 Up Main Starter.

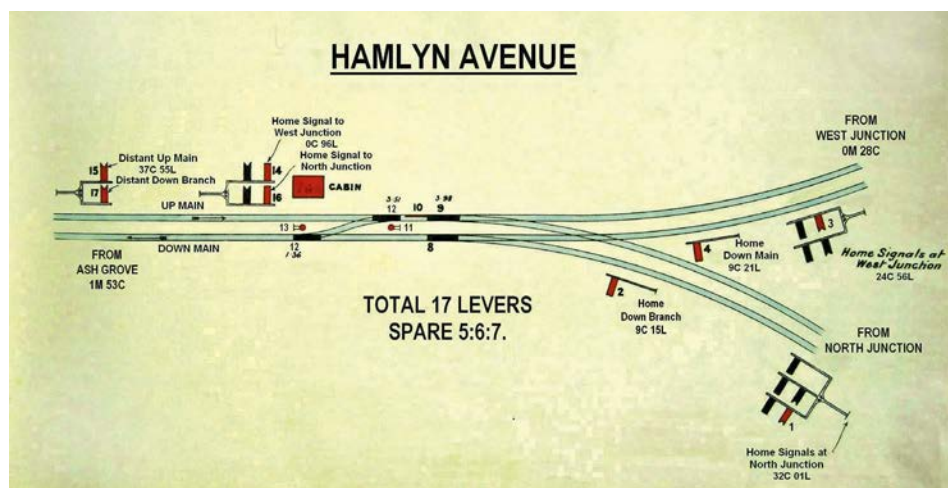
SCENARIO 2

Alternately, the train might have been left in the sidings with the locomotive left to return to Dock Junction. If so, it would shunt out from the Up Sidings as above but would only draw forward as far as No. 10 shunt signal. With it not passing No. 3 Up Starter, Paul Road will not be involved. With the locomotive at a stand, the signalman will reverse No. 9 Main Crossover and clear No. 10 shunt signal which now reads 'Shunting

Up Main to Down Main'. The locomotive will pass through the crossover towards No. 15 Down Starter, and when accepted the signal will be cleared and it'll proceed to Dock Junction.

SCENARIO 3

If a locomotive came on the Down Main from Paul Road to shunt the sidings it would be accepted in the normal manner, and on arrival it would be brought almost to a stand at No. 16 Down Home signal. With the signal cleared it would draw forward and stop just beyond No. 8 signal Shunting Down Main to Up Main. After restoring No. 16 signal to danger, the signalman will reverse No. 9 crossover and clear No. 8 signal. This is the driver's authority to shunt across to the Up Main and stand at No. 10 signal. With the locomotive on the Up Main, No. 9 crossover will be put normal. This permits No. 6 points to be reversed and No. 7 and No. 10 shunt signals to be cleared for the move to the Up Sidings.

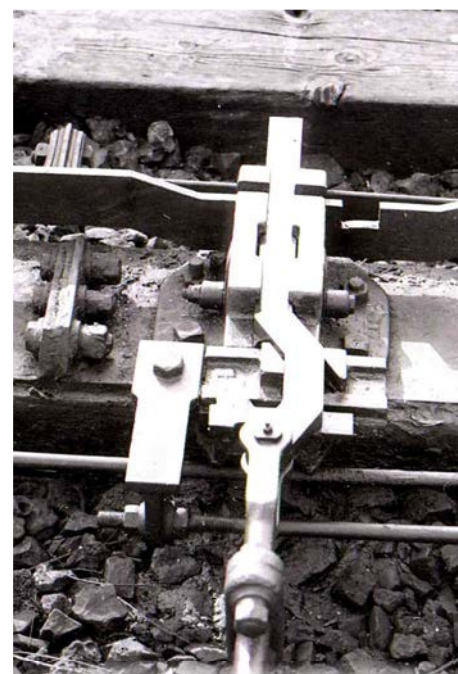


Hamlyn Avenue represents a typical double line junction and like elsewhere, Absolute Block Regulations apply. It was the southern tip of a triangular junction and with the three junctions being approximately 600 yards apart, Up Main and Up Branch Starting signals weren't provided. Similarly, on the Down Main, and despite the longer block section to Ash Grove, again a Starting signal was not provided. Owing to the short block sections to and from West and North Junction signal boxes, the Distant signals are placed below the relevant stop signals.

An Up Main train from Ash Grove to West Junction is dealt with much the same as previously described. Though before No. 14 Up Main Home and No. 15 Up Main

Distant can be cleared, No. 9 Up Main and Up Branch facing points have to be 'Normal', that is laid for the main line to West Junction. Additionally, these points are Facing and must be locked by No. 10 Facing Point Lock. The trailing mains crossover No. 11 must also be normal.

With the above train long gone, Ash Grove now offers another train, this time destined for North Junction. Before any signals can be cleared, junction points No. 8 and 9 need to be reversed, in that order. No. 9 points must also be locked before No. 16 Up Main to Up Branch Home and No. 17 Up Main to Up Branch Distant can be cleared. Additionally, the crossover must also be normal.



A point lock is in practice a much-enlarged version of a domestic door bolt - its purpose being to physically lock the points in Normal or Reverse.

Until the train has passed over and is completely clear of the junction, a train can't be accepted from West Junction on the Down Main. This is because the 440y 'Block Overlap' in advance of No. 4 Down Main Home signal is obstructed. Similarly, and for the same reason, Hamlyn Avenue can't accept simultaneously from North and West Junctions. ■



How to...

PRINT AND BUILD A COAL OFFICE KIT

Printable kits are a low cost option for layout architecture. Built properly, however, and they can be good enough for exhibition. Ian Mellors shows you how...

I get quite a few questions at shows when I stand behind my O gauge layout 'Fourgig East' (BRM October 2015) regarding the buildings and how they are constructed. Most are surprised that the whole layout makes use of Scalescenes.com OO gauge structures enlarged to suit. Recent updates to the free Adobe Reader program have added features that make this possible to anyone with a suitable printer to rescale their standard kits to any size required.

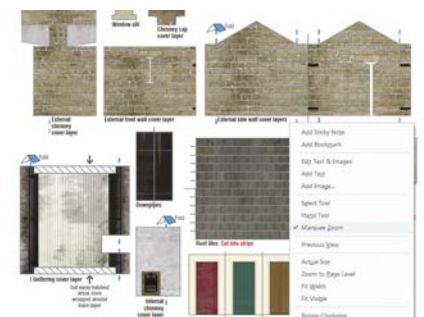
Printing

The software used in this article is Adobe Reader DC, the current free to download pdf reader. I also have used the free sample Coal Office/Weighbridge kit from Scalescenes – no excuses now, it's free to try!

Opening the kit file you should get something like this:



This is fine for OO as the kit is designed to be printed out on A4 sheets of paper, but we are going larger. Using a "right click" action on the mouse shows you three options to zoom the view. Select the "Marquee Zoom" option.



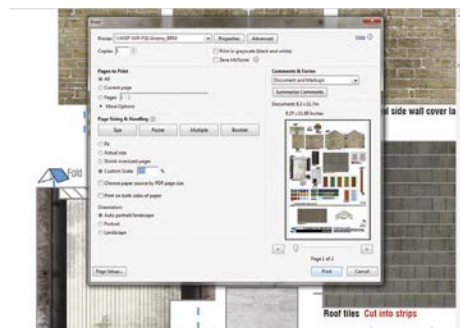
This is where a bit of trial and error comes in. Using the mouse, click and drag to zoom in on a part of the kit. In this example I chose the left-hand side from the External Chimney Cover Layer to the Internal Chimney Cover Layer. The aim is to select the maximum amount of kit that will fit on a single A4 page when printed out once enlarged.

Next is the first “trick” – we need to resize the Adobe Reader window so that only the area that we want to print is visible. This is vital for the later printing stages to work.

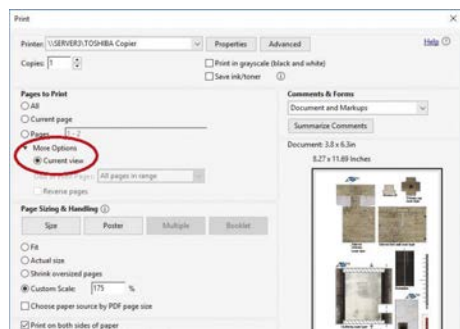
So drag the edges of the Adobe Reader window so that we have the area needed visible. You may need to use the scroll bars after resizing to get the required view back in place. You can see now how the Adobe Reader is only showing the area that is to be printed.

Now to print!

After selecting the print option there are a couple of settings that we need to change. First off is the scale. In this example it is OO to O, or 4mm to 7mm to the foot. This gives us a scale factor of 7:4 or 175%. I know that to some of you a percentage in excess of 100% is odd, but this is just how printers work. So in the “Custom Scale” box type 175. Click in any of the other boxes and you will see the preview change, but it still shows



the areas of the kit that we do not want to include in the printout. Here's the second “trick” - Click on the “More Options” option in the “Pages to Print” section and select “Current View”. Now you should see that the preview shows only the bits we want. As I said, a bit of trial and error is needed to

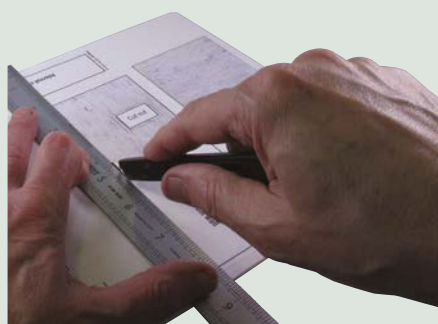


get the maximum amount of kit printed on a single sheet. If you have too much selected, you will see that it is spread over more than one page. If so, cancel the printing and repeat the zoom and resize window process to reduce the area selected. Pressing “Print” gives us our first O gauge kit parts.

Card stocks

As we have enlarged the physical dimensions of the kit we also need to consider the card that we use to build it. The same scale factor needs to be applied, enlarging the OO card thicknesses by 1.75 times. For O gauge I either use 3mm foamboard for the ‘heavy card’, or laminate 2mm and 1mm sheets for small kits. Medium card is fine at 2mm and 1mm card is fine for ‘light Card’. The small differences from the ideal thicknesses don’t really matter, as the kits are designed to handle varying thicknesses of card in any case.

1»



After gluing the prints to appropriate card or board, carefully cut out using a sharp blade and steel rule. Use several light strokes of the blade

3»



Finish wrapping the cover layer by again running your finger along the edge and ensure the flap is firmly stuck down.

5»



Glue the window face down on the exterior side wall ensuring it lines up with the opening. Add more glue and firmly stick the side wall interior over the top. Add weight to ensure adhesion.

Assembly

When it comes to gluing the prints onto the card I tend to cut up the sections and rearrange them on the card, as you often end up with quite a lot of white space on the prints which just wastes card and glue. You will find that you can include parts from other prints on the same bit of A4 card with a bit of careful rearranging.

Assembly is as per the instructions from here. That is the beauty of this approach – once you have your card parts the right size and the right thickness they go together just the same as Scalescenes intended.

2»



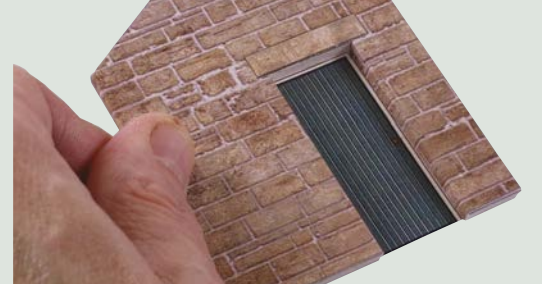
Cover layers are wrapped and glued around the base layers. Run your finger along the edges to make them crisp.

4»



Cut out the window openings on the cover layer and glue to clear plastic. Once dried, finish cutting out the windows. Two are supplied in this kit but only one is needed.

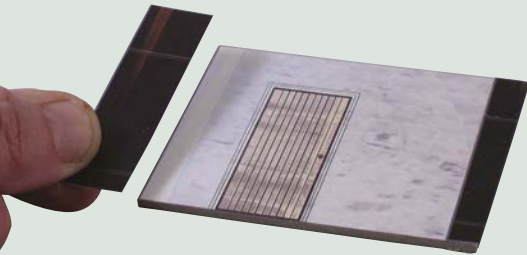
6»



Cut out your door of choice and glue in place on the exterior side wall.

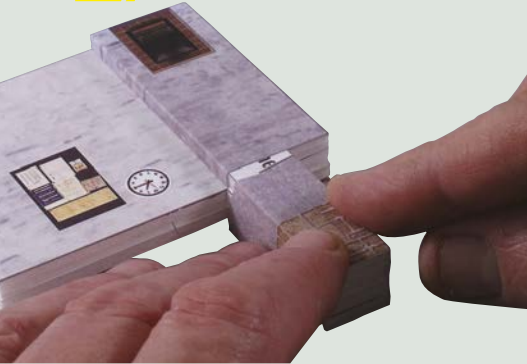
PRACTICAL BRM

7»



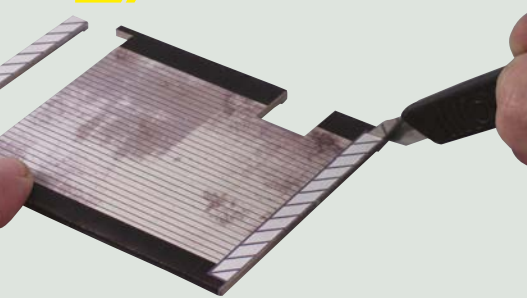
Wrap and glue the drain pipes to the interior side wall using the blue lines as a guide. Make sure you get them the right way up!

10»



Continue to build up the wall by wrapping the external chimney cover layer lower flaps around the base layer and fixing to the exterior base layer. Glue together the exterior and internal walls and wrap the remaining chimney flaps around.

13»



Wrap the guttering cover layer around the base layer and leave to dry. Cut out the shaded areas with a sharp knife.

16»



8»



Glue the completed interior and exterior end panels together. Add weight to ensure adhesion.

11»



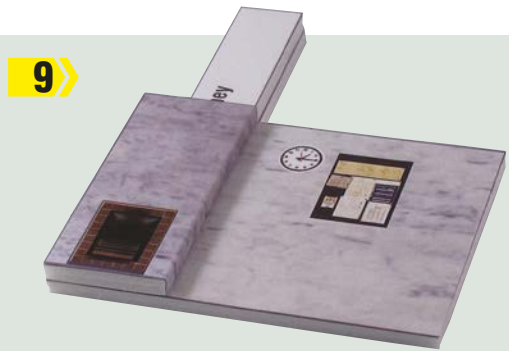
Moluit volore, ut vella vendi int et volor maximagnit, simusti oraectibus et vellaborero omnihil mos et quibus doles debit aut arum aute cum voles voluptatus ma voluptum sit

14»



Test fit and glue the guttering to the building. Apply weight to ensure good adhesion

9»



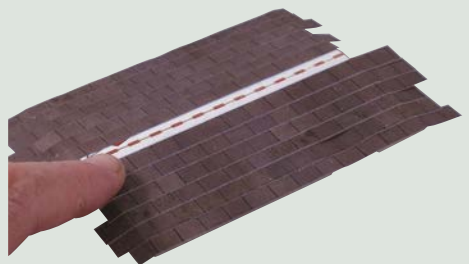
Wrap and glue the interior chimney cover layer around the base layer and glue in place on the interior base layer.

12»



Once dry, glue the two assemblies together ensuring all is square.

15»



Cut the roofing slates into strips and apply to the roof base layer starting at the bottom and working up. Once dry flip over and trim off the excess

Glue the roof in place, applying weight or an elastic band while the glue sets. Adding the ridge tile, chimney cap and barge boards completes the building.

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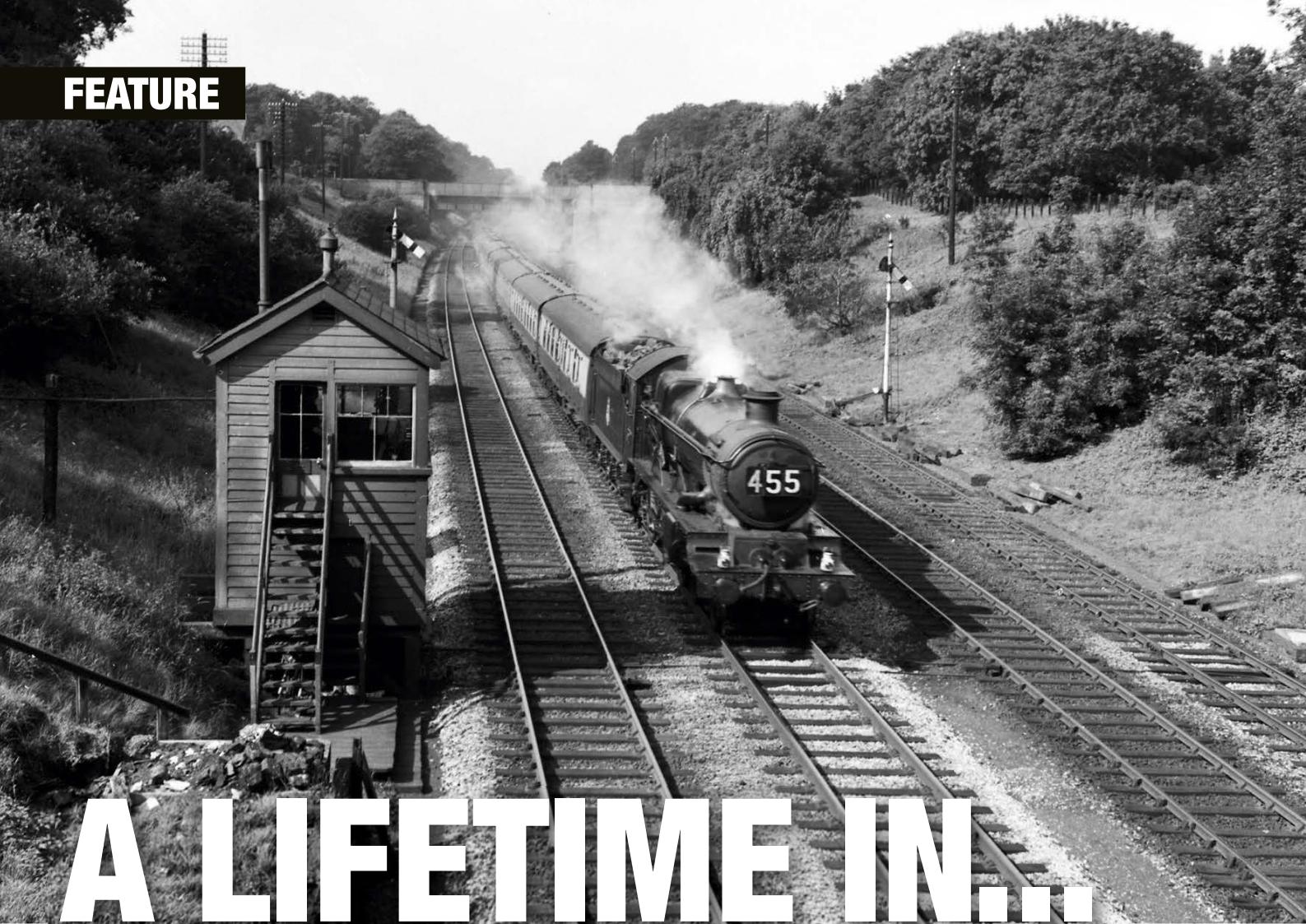
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A LIFETIME IN... SIGNALLING

A signalling professional, man and boy, railway historian Adrian Vaughan recalls an eventful, fulfilling and occasionally exhausting career.

My railway career began at Reading in 1947. Two very different stations, GWR and SR side by side, but both with lots of steam locomotives and signals. The first signal box I entered was 'Woodley Bridge' in Sonning Cutting in 1951. It was a simple 'break section' box between Twyford West and Sonning Power Station boxes. It had eight levers, a Home and a Distant on each of the four tracks. The trains passed very frequently and often we had all eight levers over. Thanks to the patience of the young signalman, Fred Hodrien, I learned the basic routine of signalling trains.

In May 1953 my family moved in Childrey, near Wantage. The village station was Challow on the Swindon-Bristol/Gloucester/South Wales line. The railway was a four-track layout from Wantage Road, reducing to double track at the 64 mile post. The station

was a simple, 1930s red brick job. I soon became a volunteer porter and learned about parcels procedures, loading and sheeting goods wagon, receiving consignments of live chicks.

The Mondays, Wednesdays and Fridays goods 'Trip' Didcot – Uffington was hauled usually by a Pannier tank. I rode on the engine frequently and was befriended by the driver, Wilf Butler. Wilf eventually invited me to drive and as I'd been watching driving for years I was able to do that well enough for Wilf to coach me in shunting engine driving. The signalman provided 'elevenses' for the station porter and so I was introduced to Challow signal box. A gleaming room, the lino floor reflecting like a mirror, the 63 lever handles polished like silver ornaments. I became a regular visitor.

The signalman, Bill Mattingley, insisted I read the book of Signalling Regulations.

He gave me a copy and I studied it, and discussed points with him. The District Inspector called in when I was there. He asked Bill why I was present. "He's learning the Regulations, sir," he answered. The Inspector turned to me and asked me Question No1. "When is it permissible to allow a train to approach this signal box?" "When the last train has passed with tail lamp attached, the line is clear for 440 yards ahead of the Home signal and all points within that distance are set for the safety of the approaching train," I replied. "Well done," said the Inspector, "you just mind your manners and do as Bill says and you'll be alright." And with that he left.

Challow Lad Porter

In March 1956 I joined the Junior Leaders Training regiment at Plymouth. I came out of the Army in September, 1960 and



Opposite: Woodley Bridge. Left: A young Adrian Vaughan, hard at work in Challow box. Below: Challow station in 1960. Bottom: The levers at Uffington.

Uffington throughout a very difficult period in February and March 1962, when the lever frame was removed and a new, 47-lever frame was installed due to the building of Up and Down Goods Loops.



Challow

I became signalman at 63 lever Challow in March 1962. The functions of the box were as I learned in 1953-56, but the Uffington goods loops had just come into use so there was less need for the Up and Down Relief Lines at Challow and there were slightly fewer trains scheduled in 1962. The total number of trains I dealt with on the early or late shifts was about 63 per eight-hour shift. There were power-operated points at the east end of the station, to go from Up Relief to Up

immediately joined BR(WR) as a 'Lad Porter' at Challow. I enjoyed being a porter. There were two shifts, 7am till 2pm and 2pm to 9.30pm. I was in charge of the station from 5pm, when the Station Master and Booking Clerk went home.

It was a delight to make the passengers comfortable. They were the station's *raison d'être* and I made sure I looked after them. I kept the GWR waiting room table, leather padded sofa and chairs polished, fresh flowers from our cottage garden on the table and a fire in the grate. Passengers for the evening trains were served tea and biscuits when I was on late turn.

There were daily four 'running-in' turns from Swindon to Didcot or Reading, where gleaming, ex-works, 'Kings', 'Castles' 'Halls', 'Granges' and even 47xx express freight locomotives came in on the local stopping trains, two or three coaches. Once a month the Stores Van, containing domestic stores for the stations and signal boxes was attached next to the engine of the 10.55 am Swindon. The van was the clerestory-roofed 1897 bogie brake van built to run with the Diamond Jubilee Royal Train. I remember seeing it coming in behind an ex-Works 'King'.

Uffington

In August 1961 I was appointed to the Signalman vacancy at Uffington. Signalman Elwyn Richards was my tutor. The signal box was built in 1896 and had a 47 lever, GWR, 'double twist' locking machine. Uffington was almost entirely a 'passing box', but it did also control the Faringdon branch, a 3 ½ miles long single track. That was worked under 'One Engine in Steam' regulations. A wooden 'Train Staff' was handed to the driver as his authority to enter the single line

and no other train could enter until the Train Staff was back at Uffington.

The passenger trains were withdrawn on 29th December 1951 and several levers in the frame then became spare. The branch remained open for a daily goods train. After a preliminary oral exam with Assistant District Inspector, Jack Lockett, I went before Inspector Millsom at Swindon. He was the same man who had found me in Challow box in 1953. He subjected me to a truly gruelling oral exam lasting four hours, going through the Regulations as they appeared in the book. He passed me as competent to work Uffington box and I emerged quite worn out from the experience. I worked





Main and from Down Main to Down Relief. The electricity was hand generated with the 'hurdy-gurdy' machine. The effort to turn the handle to move the point blades required a good effort. I always thought it would have been easier – and quicker – to have moved them in the traditional way.

Back to Uffington

Challow box was closed due to automation on April 30, 1965. I went back to Uffington, where I worked with Reading Panel by means of a 'Train Descriptor'. Trains travelled from Reading, 36th mile post to me, at 66 ½ milepost without anyone to examine them

of Oxford station. There was a 43-lever frame with several spares working the double line junction to Morris Cowley and the Up and Down Goods Loops flanking the Up and Down mains north towards Oxford. To the south was double line to Didcot with automatic signals on Reading Panel's diagram but not controlled by anyone. Ground frames, released from Kenninton, were at Radley for the Abingdon branch, and at Sandford for the Cold Meat store. These had daily goods trains and finding a margin for the Abingdon trips was an interesting problem.

Hinksey North

After a year at Kennington I took a Class 1 vacancy at Hinksey North, with 69 levers, several of them spare. The work here was possibly the busiest at Oxford. The signalman had 85 trains per eight hours and the demands of the South End Yard shunters also to deal with, including their trips across four tracks to the wartime Hinksey Yard. The work was just about continuous, certainly from 6am to 10.45. At night there was little peace because of trains stopping to put off wagons and the Yard Pilot fully employed. It was a great place to be a signalman but,

Kennington Junction



as they passed. It was a very risky time for the railway. I dealt with a serious derailment at midnight on 7th January 1966. A hot axle box had collapsed depositing a 'TUBE' wagon of pig iron onto the track at 55 mph. Uffington closed on 3rd March 1968, as Swindon Panel took over.

Kennington Junction

By the end of March I had been passed to work Kennington Junction, 2 ½ miles south

Hinksey North



as time passed, I was rostered all week to 12-hours shifts and that was not good. I was living alone and had groceries to buy, meals to cook, laundry to see to. I worked there until June 1972 when I married Susan and left the railway. A few weeks later I came back and was sent to Hinksey South. Oxford Panel was advertised and in August 1973 I applied for Clink Road Junction.

Clink Road Junction

Clink Road was 4 1/2 miles west of Westbury. It operated the double line junction where the 1932 Frome-avoiding line carried on westwards to Blatchbridge Junction. It was a busy little box with 29 levers all in use. A Down train crossing into Frome required 'refusing the road' to Blatchbridge asked 'Is Line Clear' for an Up express. As soon as the Frome train had cleared the junction, I rapidly, 'set the road straight' and gave the road to Blatchbridge. Blatchbridge Distant might go to Green in the driver's face and then he would blow 'a***holes' to me as he came thundering past on his 'Western' diesel.

Witham

In 1974 I applied for Witham. This had a 67-lever frame with many spaces. It worked the Cranmore branch, several busy sidings, an 'each-way' goods loop and also 'each-way' working over the Up Main as far as the turn off to the Branch. A frequent service of stone trains, light engine and shunting movements,

plus the 50 or so main line trains per eight hours made it a interesting box to work. There were too many 12 hours shifts and a year after starting there I resigned from the railway.

Since 1990 I have volunteered as a signalman on the North Norfolk Railway - a job I thoroughly enjoy. ■



Adrian Vaughan and Howard Smith in Sheringham signal box on the North Norfolk Railway.

Witham signal box in the mid-1970s.



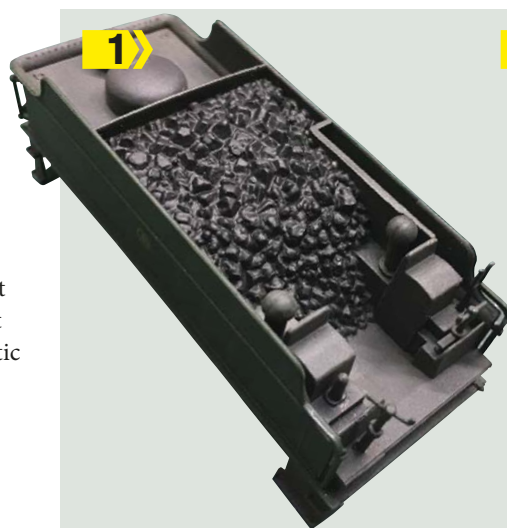


FROM PLASTIC TO REAL COAL

In Kevin Phare's bite-sized practical he shows how to make your loco's coal load look more realistic - by using real coal!

On any model steam locomotive that you buy there will be one item that stands out – namely moulded plastic coal in the tender.

Normally moulded, this amorphous heap rarely conveys the real thing. The picture to the right is the tender from my recently purchased 43xx Mogul. Even after weathering and painting, the load just looked plastic. Therefore, this will form the basis of this article, where I detail how I cut the coal out and replaced it with some real coal. Although now with only a partial load to make it look like some of it has been used. ■



Firstly, I obtained a large lump of coal many years ago whilst working on a building site. One lump can last you for years, especially when you build up a base and apply the coal as a layer on top. Make sure you use actual coal and not barbeque charcoal, as it won't give you the same visual appearance.



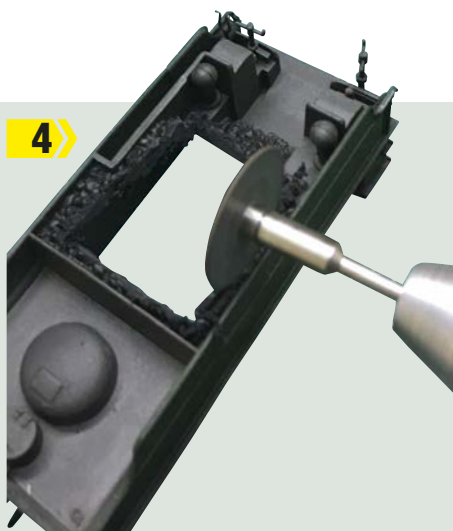
Before starting, here are the basic tools that I used. Some of the best files are meant for fingernails but, being card, they can be cut to suit any size you need. I obtain mine from the local shop that sells everything for a pound.

3»



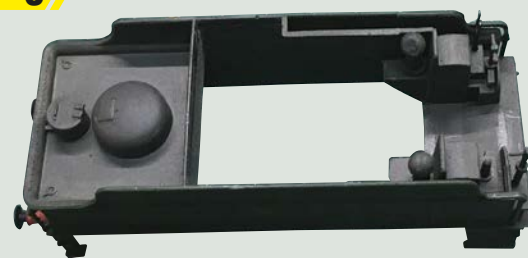
With a steady hand and thinking about how you are going to both work on the model and cutting out the coal, start using the mini drill. Pay particular attention to the spinning chuck, as it will cut into the model very easily.

4»



Keep trimming away, removing small sections at a time. This is the best approach, as you can control the drill more easily. Large deep cuts can have the tendency to run away in directions you don't want it to go!

5»



With the original coal load cut out use the files to trim the edges of the tender to tidy up and leave smooth.

8»



Once dry the entire internal surface of the tender and load was painted black to ensure nothing could be seen when the finished coal load was added.

6»



Construct a new base to the tender, in this case using 30 thou black plastic sheet including making a slope down to the crew standing area.

7»



Using DAS modelling clay to form the coal load shape, I glued it to base. This was moulded to the rough shape by using an electrical screwdriver.

By prodding the clay surface before it sets, I was able to get an uneven surface that I hoped would make the finished coal load look realistic.

11»



I have broken my coal up in lumps of various sizes, which I use for most coal loads. Then I crushed some additional coal into much finer pieces and sprinkled them between the larger chunks to fill any gaps - job done!

9»



A layer of ordinary all purpose PVA glue was applied in small sections so the glue was still wet when the coal was added.

10»



The coal load was sprinkled on the wet glue. When the entire load area was completed, individual larger lumps were added with tweezers. Spend a bit of time on this part to ensure the positioning looks correct and realistic.

ALLANBRIDGE



If at first you don't quite succeed, by all means try again. With this in mind, Bonnybridge & District MRC dismantled one club layout and built a bigger and better one with the same name.

The Bonnybridge and District Model Railway Club has built a number of layouts over the years, many of which were for operation in the club rooms only. But through time, as skills and techniques improved, the desire to build exhibition standard layouts increased.

Perhaps reflecting on the majority of members' experiences of the real railways, most of the earlier layouts were built for running steam or diesels of the green or blue liveried variety. However, whilst there is still a very keen interest in that era of modelling, there was an increasing desire to reflect the modern railway which exists all around the Bonnybridge area, and where main lines to Glasgow, Edinburgh, Stirling and Aberdeen all converge. A mixed variety of freight trains also use these lines, with links to the fuel and intermodal terminals at nearby Grangemouth. Prior to the fairly recent demise of the coal-fired power station at Longannet, lengthy 100 ton hopper wagon trains, hauled mainly by class 66s were a regular feature. This myriad of rolling stock, augmented by a healthy array of classic special trains running from the Scottish Railway Preservation Society in Bo'ness a few miles away, provided the backdrop for a modern layout with contemporary and classical traction and rolling stock.

A previous, but very different, incarnation of Allanbridge had been a club-based layout and was remembered by those who operated it over many years with great fondness. Therefore, it was decided to call our new exhibition layout by the same name.

The original plan was to create an end-to-end layout with a scenic section measuring 24ft, with fiddle yards at either end. However, once built, it quickly became clear that this arrangement did not meet our aspirations and it was decided to change the plan to a continuous running layout with a fiddleyard of 10 roads in each direction, which can easily handle full length trains.

The layout is based on a fictitious location in Central Scotland between Larbert and Stirling, running prototypical trains for that area. The main features are two railway bridges crossing the River Forth. These bridges were painstakingly researched and modelled on the Forth railway crossings at Stirling over 35 years ago by the late William McKee, one of our founding members. The only difference between the models and the real thing, is that the bridge carrying the lines from Stirling to Alloa is single track, instead of double track in reality. The bridges were carefully removed from the



Factfile

Layout name: Allanbridge
Scale/gauge: 4mm/OO Gauge
Size: 35' x 10'
Era/region: Modern Scottish Region
Layout type: Continuous run
Power/control: DCC and analogue
Words: Colin Mather
Photography: Tony Wright

DRS Class 68008 and MKII coaches in Scotrail livery cross the river on the down line.

LAYOUT FOCUS

old Allanbridge layout and painstakingly restored by one of our oldest members Allan Ogilvie. A track plan was devised to incorporate these bridges and to give them the pride of place they deserved. This gave us plenty of scope to build a river to run under the bridges and surrounding scenery. The plan also included a half-relief three platform station, which would allow us to run full length passenger trains without the need to build full length platforms. As well as bi-directional main lines, there is a bi-directional freight-only line and a small engineering yard to provide further operational interest.

Construction

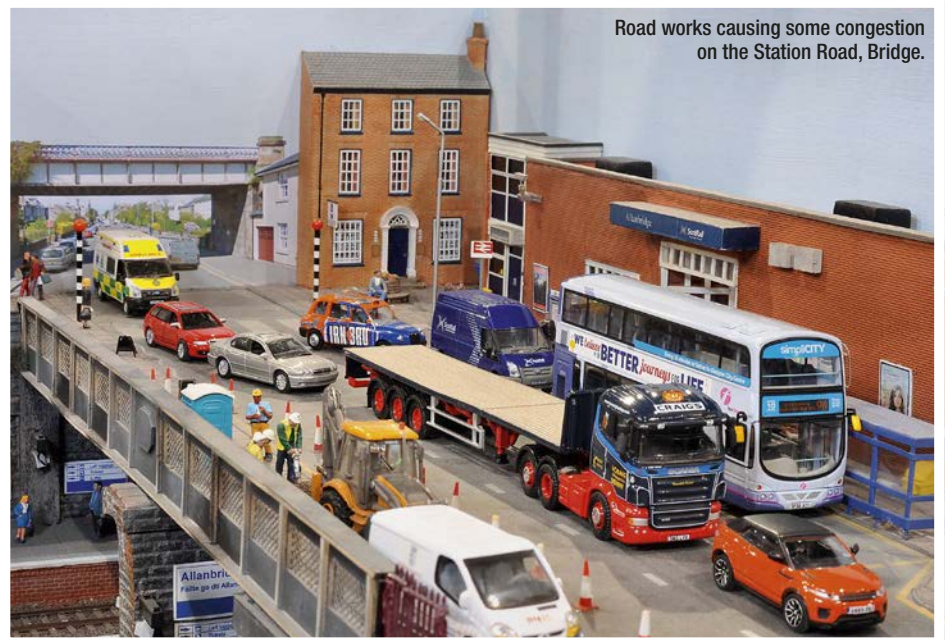
The layout is 35 feet long and 10 feet wide. The boards are 12mm ply, strengthened by 3 inch by 1 inch timber. Each board is 4 ft by 2ft and this method of construction has stood the test of time, ensuring rigidity and sturdiness. Each board is supported on metal trestle legs.

Track is Peco code 75 with live frog points in the scenic section and insulfrog points in the fiddleyard. Given that there are around 40 points in the fiddleyard, this was the easiest method of wiring and providing isolated sections as we wanted to be able to operate the layout on DCC or analogue. We use Tortoise point motors in the scenic section and seep motors in the fiddleyard. We used concrete sleepers track with wooden sleepers points for the scenic section. The rest of the track is wooden sleepers.

It can be difficult to imagine how the layout will work from plans or drawings, so paper templates were pinned to the board to get the geometry right and then the track was pinned down temporarily. After some minor changes, the bridges were incorporated into the undulating scenic section of the layout and 3mm cork glued to the boards and the track pinned on top.

At this stage, all wiring was soldered to the track and cuts made in the rails to allow for expansion and contraction. This is often overlooked when building exhibition layouts. Exhibition halls can have varying temperatures which can cause the track to buckle. This risk is eliminated by using this simple method of track laying.

The track was then weathered and ballasted before removing the track pins, as they were quite obvious on the concrete coloured sleepers. The glue used when ballasting holds the track in place.



Canoeists ambling up the river under the railway bridges.



Virgin HST on the up line slows for the signal controlling entry to the station.



there was an increasing desire to reflect the modern railway which exists all around the Bonnybridge area, and where main lines to Glasgow, Edinburgh, Stirling and Aberdeen all converge



DB 66101 hauling a prototypical train of 20,100ton coal hopper wagons.



Scenery

Railways are things very much of length and distance, and we wanted to replicate this as much as possible in the model, with undulating scenery, running down to the river that flows under the bridges. This was done by using polystyrene blocks cut to shape and covered in plaster bandage. A messy but satisfying job! This was sealed with a coat of brown paint and static grass, of various lengths and colours applied. When doing this job, it's important to look at nature or photographs of the real thing. It is also important not to mix up the seasons. Choose a season for your model and use the appropriate colours for that time of year. I thoroughly recommend Gordon Gravett's book 'Modelling Grassland and Landscape Detailing'. He gives excellent tips on how to produce realistic scenery and advises on the types of materials available.

Around the station, the scenery changes from open countryside to an urban environment with a combination of Scenecraft and scratch-built low-relief buildings. The half-relief station is built so that it gives the illusion of a much larger station with longer platforms.

The roads and pavements have been detailed using Metcalfe paving slabs and there is a highly detailed cameo of workers, maintaining underground cables on the road bridge.

Operation

We set out to achieve prototypical operation. Trains run as signalled with very detailed three aspect signals with route indicators and ground signals installed from the CR Signals range. They are operated using rotary switches and the route indicators are worked via accessory switches on Tortoise point motors and wired so they can only indicate on a yellow or green aspect.

The extensive fiddleyard is operated by two control panels, one for the north yard and another for the south. Originally, we thought that three operators would be necessary to run the layout, one on the scenic section control panel and two on the fiddleyard panels. However, we quickly learned that this was overkill and that it is far more efficient, and easier, with only two operators.

Many club members still have older models running on analogue control only, so we decided to wire the layout for analogue and DCC operation. However, this resulted



LAYOUT FOCUS

in extensive wiring and, in practice, the layout is very rarely run on analogue.

A great variety of prototypical full length trains, mostly owned by club members, are run on the layout. These include Class 156, 158 and 170 diesel multiple units and freight trains operated by EWS, Freightliner, Colas and Direct Rail Services. Locomotives include a pair of modified DRS class 20/3s, class 47s, class 57s, EWS and Freightliner class 66s, EWS class 67s, Freightliner Powerhaul class 70s and various Network rail yellow traction and rolling stock. To add variety, the layout also sees many charter trains and the line is popular with diesel and steam tours. Steam locomotives include A3 and A4s. Almost all locomotives are equipped with sound decoders from a variety of suppliers and DCC operation is by Gaugemaster Prodigy Advance 2, which has proved to be one of the most straightforward systems to use.

Challenges

Inevitably, when building a layout of this size and complexity, problems are encountered. One of the biggest challenges

was the extensive wiring, because of the necessity of analogue operation as well as DCC. There is a myriad of isolated sections, meaning a considerable number of wires and connections. However, one cannot help but marvel at the professional job carried out by our resident electrical guru Ian Donaldson. Apart from expertise, a tip from this is to be patient as it takes a while. Also, a wiring diagram is essential for fault finding later.

Despite some other challenges, we are

very pleased with the way that Allanbridge has turned out after four years of hard work and training members how to use it prototypically. It is a very enjoyable layout to operate, with scope for running full length contemporary trains as well as classic specials. Whilst primarily an exhibition layout, it is always set up for operation in the club room when not at shows. ■

Meet the modellers...

The Bonnybridge and District Model Railway Club is situated in the town of Bonnybridge, right in the heart of the Scottish central belt, about eight miles from Stirling. The club began life 40 years ago and some of the original members are still active members to this day. I'm the club secretary and joined the club at its inception, but left to pursue my career before returning 13 years ago. My interest in model railways began at the age of eight, 52 years ago and I still have my Tri-ang Hornby class 31 and wagons in a display cabinet!

Over the years, the club has produced a number of exhibition layouts including

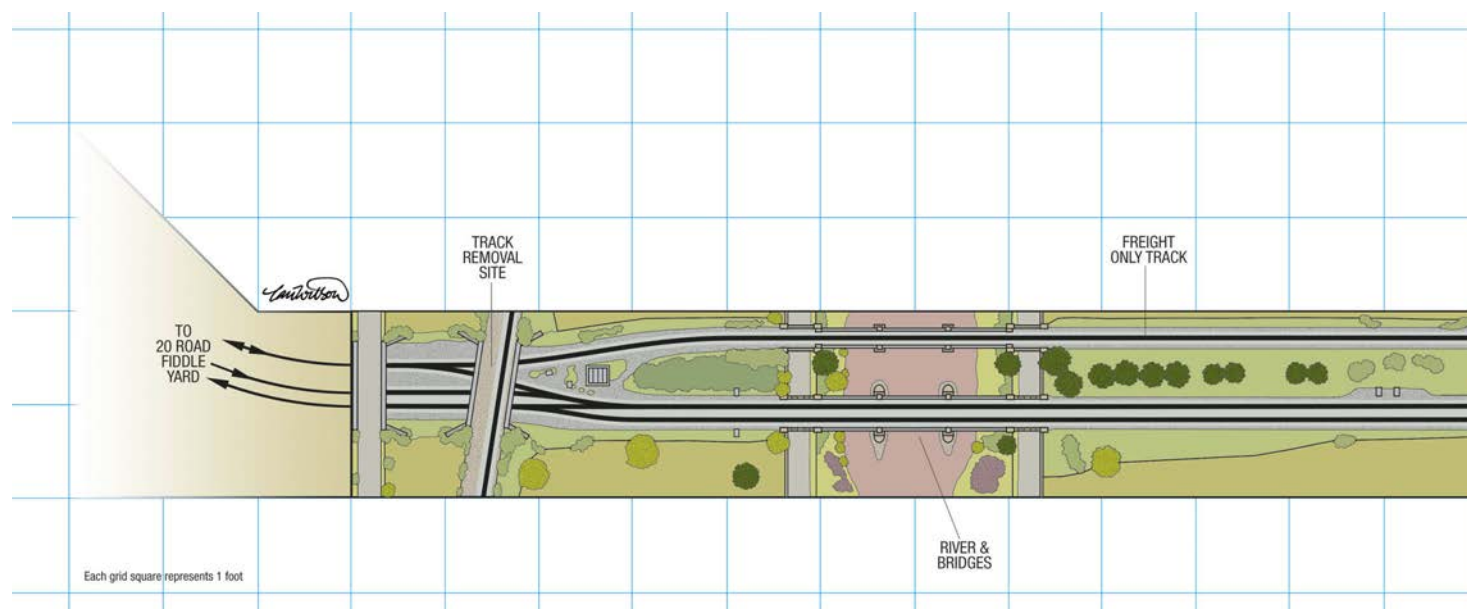
'Rosebank Junction', a continuous running layout and 'Rosebank Shed', which can be operated independently or joined to Rosebank Junction to form a larger layout. Allanbridge is our latest exhibition layout bearing the name of a previous club based incarnation.

We are a small club of about 20 members, only some of whom are active modellers. Like most clubs, the average age profile is high but the active modellers span all age groups, the oldest being in their 80s!

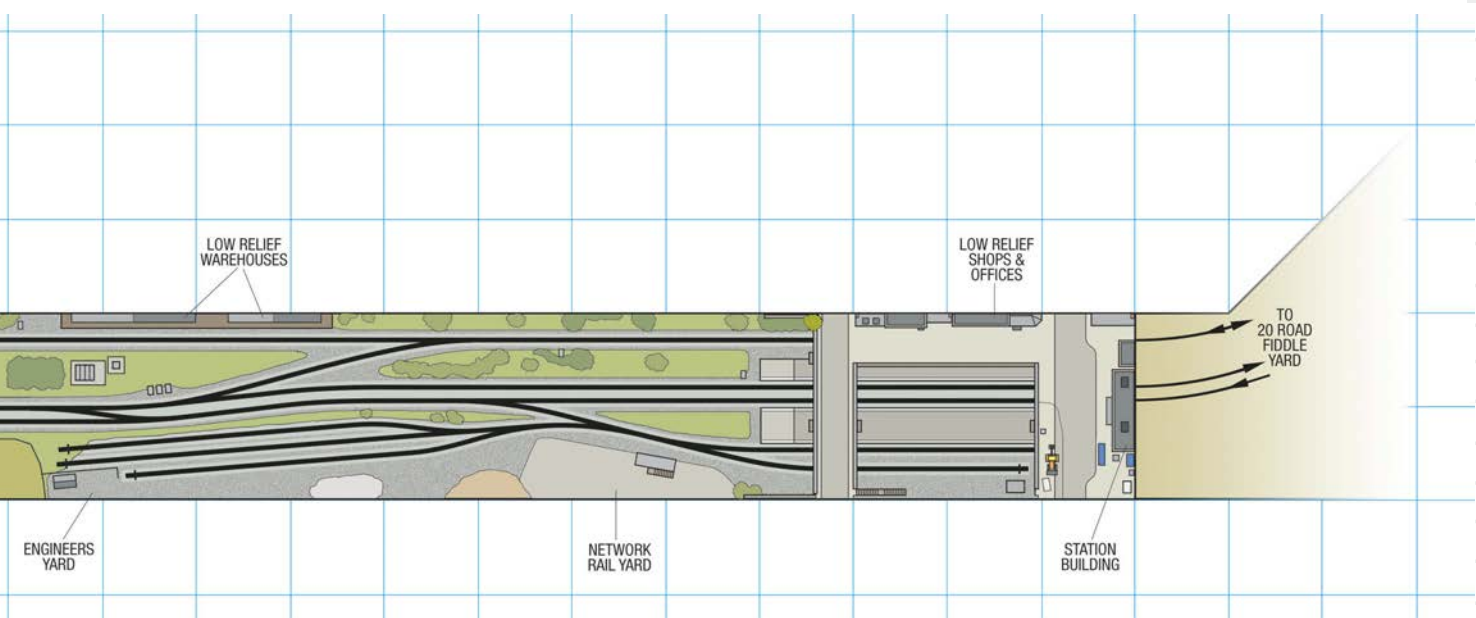
Our next exhibition standard layout is already at the planning stage.

Trackplan

ALLANBRIDGE



Duke of Sutherland heading north on the down line with support coach.



BRITISH RAILWAY MODELLING

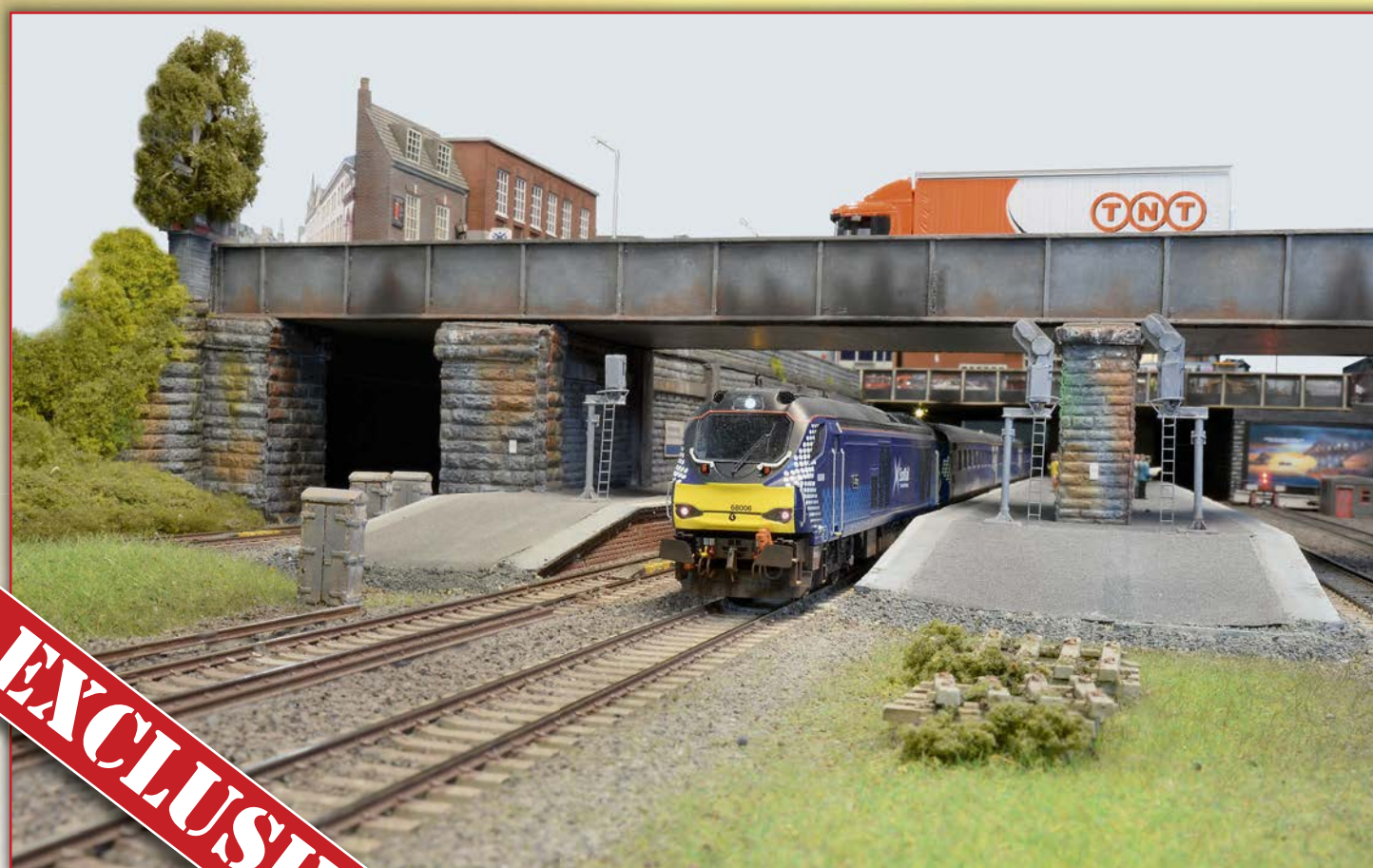
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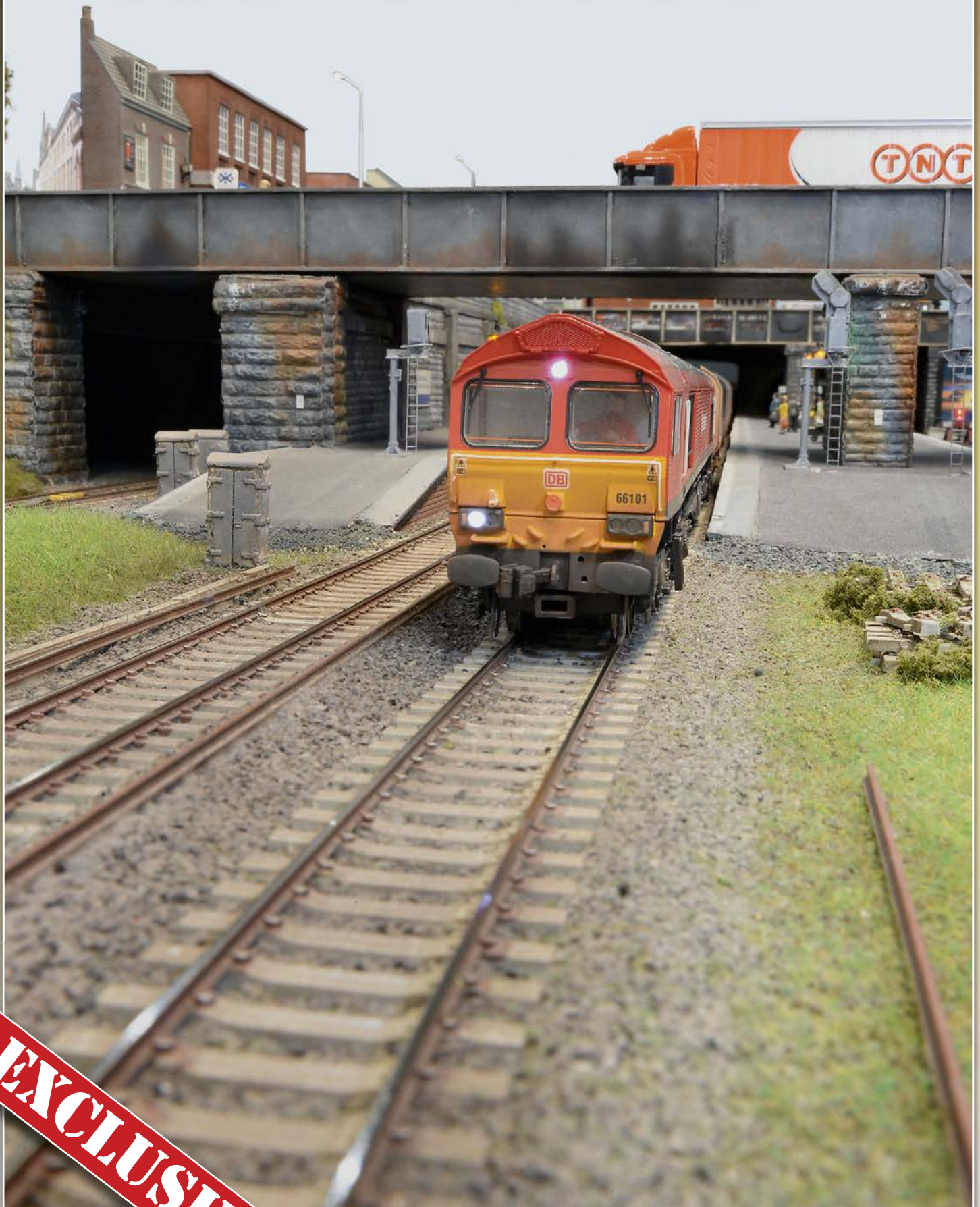


EXCLUSIVE

EXCLUSIVE



ALLENBRIDGE



EXCLUSIVE



DIGITAL EDITION EXCLUSIVE

Bonnybridge & District's layout runs so well that it was Tony Wright's pick from the recent Model Rail event in Scotland.

WATCH THE VIDEO HERE

(You must have a wifi connection to stream video content)





IMMINENT ARRIVAL

Cakebox completion – it's all in the finishing touches says Howard Smith as he completes his London Underground diorama. It's attracted quite a crowd too...

It's quite satisfying when you've finished a project. You can reflect on it, whilst sharing it with your friends and others. But what defines the completion of a modelling project? Temptation to refine and improve it is always there, not that it's a bad thing, but when you've a deadline to meet, you have to draw the line somewhere.

How does all this relate to a diorama? When faced with a spare afternoon to complete my Underground Cakebox diorama and pushed for time, convenience was the order of the day. Part one of this diorama build (January 2018 **BRM**) saw me scratch-build the structures - more out of necessity than desire - but adding the last elements and painting was all made possible using items from the local model shop. Fast and effective had to be the order of the day.

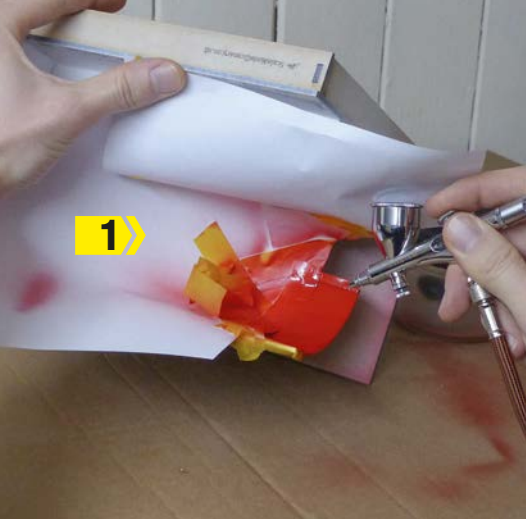
There are plenty of details I'd like to add, further bringing the diorama to life, but this is where I drew the line. Whilst they wouldn't have changed the appearance of the diorama significantly, they'd be noticeable. The same can be said when building a layout – it's better to get to a stage where you've added buildings and scenery, before further refining areas you like with smaller details. These details give the eye something to focus on between trains.

I've used an airbrush to get a good paint finish on larger surfaces of the diorama, painting smaller objects and areas by brush. I've amassed a nice collection of paints over the years - some acrylic, some enamel, but I don't have an allegiance to either. There are two rules to follow however - you can't mix both and avoid applying one over the

other as they'll most likely react. If in doubt, test on an offcut of plastic sheet. Better still, avoid painting one over another altogether because a reaction can take place over a course of weeks. ■

What we used

Airbrush
Paintbrush
Scalpel
Humbrol 238, 111, 25, 69
Lifecolor UA 780 Blue Stone, UA783 Green Stone
Tamiya masking tape
Railmatch Roof Dirt, Track Dirt
Model Railway Structures 3D bench print
Stuart Semple Black 2.0
Scale Model Scenery DC022-OO, TX1250 and H&S sheet
Wills SS87 Concrete Trunking kit
Bachmann Scenecraft 36-045, 36-411, 36-044 and 36-040
Testor's Dullcote



1

Tunnel entrances are often highlighted in a contrasting colour. I'm airbrushing these with a 50:50 mix of Humbrol 25 and thinners through my trusty Iwata Custom Micron.



4

Roof Dirt from Railmatch is thinned and applied as a first coat. It's off-black appearance is a close match for ground dirt in the tunnels but can be enhanced further. The spray pattern is kept small to avoid flooding and excess overspray, helping to get paint into smaller areas.



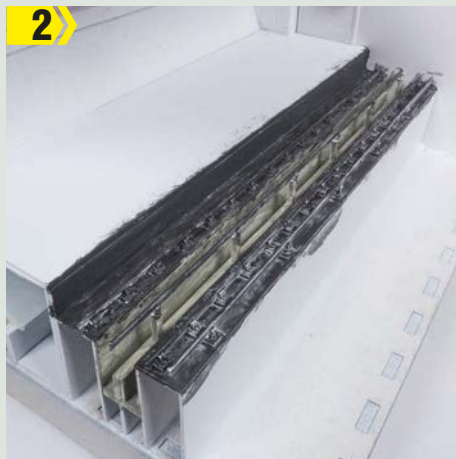
7

Representing a stainless-steel bench, I'm using Tarnished Steel from Darkstar's Molten metals range. When dry, outer handles are painted Humbrol 69 yellow.



10

Station walls are painted Humbrol 25 Matt blue. I did this by hand using masking tape as an edge guide.



2

The area surrounding the tracks is very dark and traditionally covered in brake dust and grime. A quick wash of UA 780 Blue Stone and UA783 Green Stone base colours from Lifecolor kill the stark white plastic glare.



5

Railmatch Track Dirt can be used as a good accent colour. I've used it to highlight chairs, platform edge stains and rail colour changes.



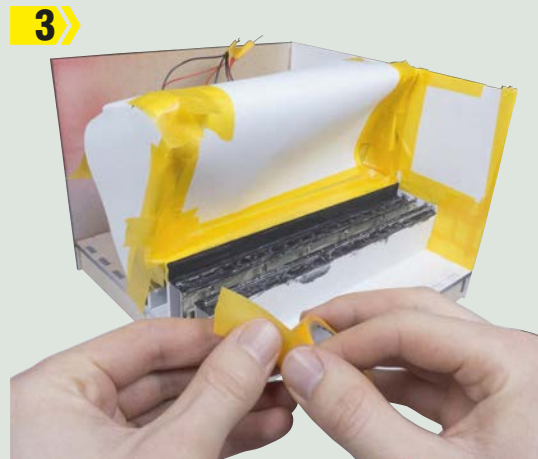
8

Arriving just in time, Scale Model Scenery's new Platform Markings (ref. DC022-00) are ready to peel and apply to the platform edge surface. Their translucent sticky-back saves mess and painting.



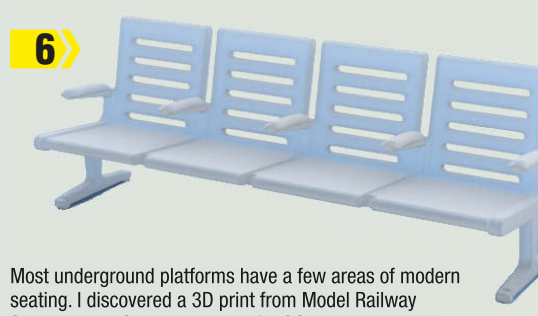
11

Rail surfaces are cleaned of paint using an abrasive sanding stick. The rail between the running tracks is particularly fragile, so I'm not applying too much pressure.



3

The platform edge and beyond could be weathered with further paints and enamels, but I'm going to airbrush it because it's out and ready. Edges are masked with Tamiya tape, larger surfaces covered with paper.



6

Most underground platforms have a few areas of modern seating. I discovered a 3D print from Model Railway Structures on Shapeways.com for OO scale that I liked and placed an order. A week later, the part arrived.



9

Before applying the markings, the platform is sprayed Humbrol Matt 111. A strip of Scale Model Scenery's TX1250 anti-slip paving sheet is glued with UHU adhesive. Cutting the first edge of the sheet allowed me to include the white line of the paper, acting as the line.

12»



Tracing around a plastic paint measuring cup, the tunnel mouth is drawn, then painted with Black 2.0 from Stuart Semple – allegedly the world's mattest, flattest, black art material. The consensus in the office was that it was pretty black – see more on culturehustle.com.

13»



Details are added to the station. Above the walls, wiring panels, adapted from Wills SS87 Concrete Trunking kit. Station posters are printed and applied to walls with UHU glue. Bachmann 36-045 seated figures from its Scenecraft range complete the scene.

14»



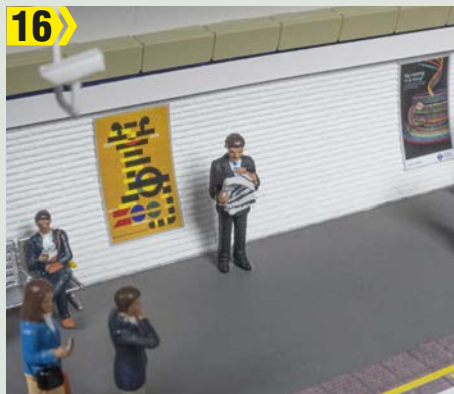
By the station side entrance door, Bachmann 36-411 Modern Street Scene figures are added, to represent Underground staff beginning, or completing their shift. Pay particular attention to how figures are arranged to create atmosphere. Fire exit, no unauthorised access and other health and safety signs are cut from ModelRailwayScenery.com's sheets.

15»



A combination of Station Passengers Standing 36-044 and Businessmen 36-040 are added to the scene to bulk up the number of passengers on the platform.

16»



Don't group all passengers together, adding the odd one who might be lost or waiting can add further realism to the scene – this gentleman reading, for instance.

17»



On the platform entrance corner, a police officer stands guard, whilst a woman hands out magazines. Behind, further into the tunnel, a 'busker' has setup with his stool. The crowds eagerly await the next train, looking towards the tunnel.

Choosing colours...

Whilst in London visiting MailRail, Phil Parker took the following photographs that helped considerably in choosing the right shades of dirt and wall colours. Whilst I haven't chosen an elaborate floor tile pattern, opting to keep it simple with a tarmac-effect, it shows that if time is unlimited, there's a wealth of detail on these platforms not usually found on traditional mainline station platforms today. My choice of line is a little non-descript, leaving it open to debate as to which it could be, and this allowed more freedom to include the features I wanted in the diorama.



18»



I found the figures to be too glossy in appearance, so to complete the diorama, a uniform spray of Testor's Dullcote is applied. It also helps to seal the posters and platform edging. If you had the time, the scene could be improved with cables and stray pieces of litter around the platform. For another time, perhaps?

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Two Class 08 shunters idle in the summer of 1975. This summer, NASA and Soyuz spacecraft dock in orbit, Springsteen finishes 'Born to Run' and the British government takes a majority holding in British Leyland. The Class 08s here are a pair of detailed Bachmann models, representing locomotives from the mid-70s. At this period it was a fascinating change over between green and Rail Blue corporate colour schemes, with mixes of schemes appearing on locomotives, here, the green Class 08 wearing a TOPS number on a blue background.



SHELFIE

Paul Marshall Potter's adaptable layout has found favour on the exhibition circuit, and proves that size is no impediment to operational enjoyment.

Shelfie' has had quite a few variations over its gestation. At the time of starting its build I had two layouts, 'Albion Yard' in OO and 'Bawdsey' in EM. Both are exhibition layouts and, at the moment, I keep them stored when not in use. I do like 'playing trains' or 'operating', as the grown-ups put it, and I wanted something that I could use more frequently. I also build kits and sometimes friends ask me to have a look at a model that's not running well, so having a test track with a couple of points and curves is a useful thing to have for troubleshooting or just checking that what I've made works as it should.

As with most of my friends, I have a set of rollers that are great for running-in mechanisms, but I wanted something with a bit more play value and I started thinking about a small layout to fit that bill. I didn't want an inglenook layout, as I quickly get bored with them, but I did want a run round loop, a couple of sidings and some scenery, and that was the basic starting criteria. I use three-link couplings, so the layout would need relatively gentle curves to accommodate them.

With my basic criteria in place, I started pushing track around – quite literally. I had a space for the layout in the workshop of

roughly 4ft x 1ft, and wanted a fully scenic layout to fill it. I started looking for compact prototype locations that I could adapt, such as a small space lending itself to an inner city or urban area, and thought a short engineering type of siding in a cutting would work. I mocked it up using cardboard cutouts for buildings and boxes to build the volume. This gave a good idea of how the finished project would look.

Having decided on the overall structure of the layout I got started using a mix of Peco Code 75 Streamline and C&L bullhead flexitrack. I use an unusual technique to fix the track down using superglue. This means



Factfile

Layout name: Shelfie
Scale/gauge: 4mm/00
Size: 4ft 6in x 15in
Era/region: Freelance
Layout type: Scenic test track
Power/control: DC/NCE DCC
Words and photography: Paul Marshall Potter

working fast, but it does fix and hold the track well, and retains the cushioning effect of the underlay – Woodland Scenics foam in this case. The track is initially painted with Halfords plastic primers. The grey is applied first, then matt black is misted on to give a variation in the colours. Ballast is fixed in the same way. I use the lowest viscosity superglue, as that dries faster and flows better between sleepers.

Having got the core elements of the layout built I started to make the scenery with the retaining wall and buildings behind. I was using the Wills Scenics brick retaining wall kits and it very quickly became apparent that the scene I was making wasn't working. It took a while, but I eventually realised there was a real lack of plausibility to what



This Class 05 is the Heljan Bulmers 'Cider Queen'. Removing the cosmetic chimney and the Bulmers branding from the paintwork gives a plausible private industry locomotive with very little effort.



Hornby Sentinel working 21ton hoppers through the yard. This is a simple makeover of a standard product. After weathering and renumbering, I have an engine I can use anywhere up to the late-1990s.

Bachmann Class 08, 3930 awaits its next duty. The bufferbeam detail is scratchbuilt from brass strip. Using three link couplings makes this area very visible, and is worth adding if tension lock couplings are not being used.



LAYOUT FOCUS

I was making – the concept was nice, but ultimately unrealistic.

Around this time Paul Lunn and I were asked to write and film a layout planning DVD, (Right Track No.19 from Activity Media) and it made sense to use the layout as an example. This we did, discussing why the original design didn't work and preparing a number of iterations for the existing track plan. One big change I made was to add three inches of depth to the back of the layout. This meant the design had a little bit more breathing space, and if you find yourself working on a design, even with a restricted footprint, small additions like this can have a huge beneficial impact.

A key feature of the layout is that none of the track is parallel to the baseboard edge, which breaks up the linear appearance it might have. Throwing a curve into the plan gave it more flow and was far more visually interesting without compromising the design or its operation. The minimum radius for the track work is the Peco medium radius. I also use three link couplings, so 3ft radius is about the minimum for my stock to work well consistently.

Paul Lunn looked at the plan and drew a slightly different variation, which still included a high retaining wall acting as a natural backdrop. His design also kept the through line appearance also using view blockers and an overbridge to disguise the end of the layout. Both of us wanted to have a design that was as era neutral as possible, to allow me to run both steam and diesel without either looking out of place. To achieve this we steered away from infrastructure that was biased towards either steam or diesel operation, as well as making the loading area a mix of stone setts and concrete.

Having settled the revised design I then had to think about how we would film the build, as it wouldn't be practical to have film studio cameras and lighting on site for a couple of months. We went 'old school', rather like the Blue Peter TV show, and made the layout scenery in modules, so as we talked through the design on the film set we could say 'here's one we made earlier' and show how the whole layout fitted together sequentially and naturally during the filming. The buildings are predominantly scratch-built with a few adaptations of kits – the warehouse awning, for example, is a cut down Airfix platform canopy.

One thing that draws comments with the layout is its small physical size; with the

its 1964 as a Class 22 shunts the yard with a reflection of the rapidly dwindling freight services, competition ever more rapidly advancing from the road haulage sector. The great train robbers go on trial, Radio Caroline commences broadcasting, Match of the Day is shown for the first time, and Dr. Beeching announces his resignation from the British Railways Board. The warehouse is scratch-built from a selection of Wills scenic sheets and an Airfix Platform Canopy kit. I deliberately left them all seeming run down and neglected to capture that backwater, not important look. The Dapol locomotive is virtually from the box, just a waft of weathering and new headcode glazing.

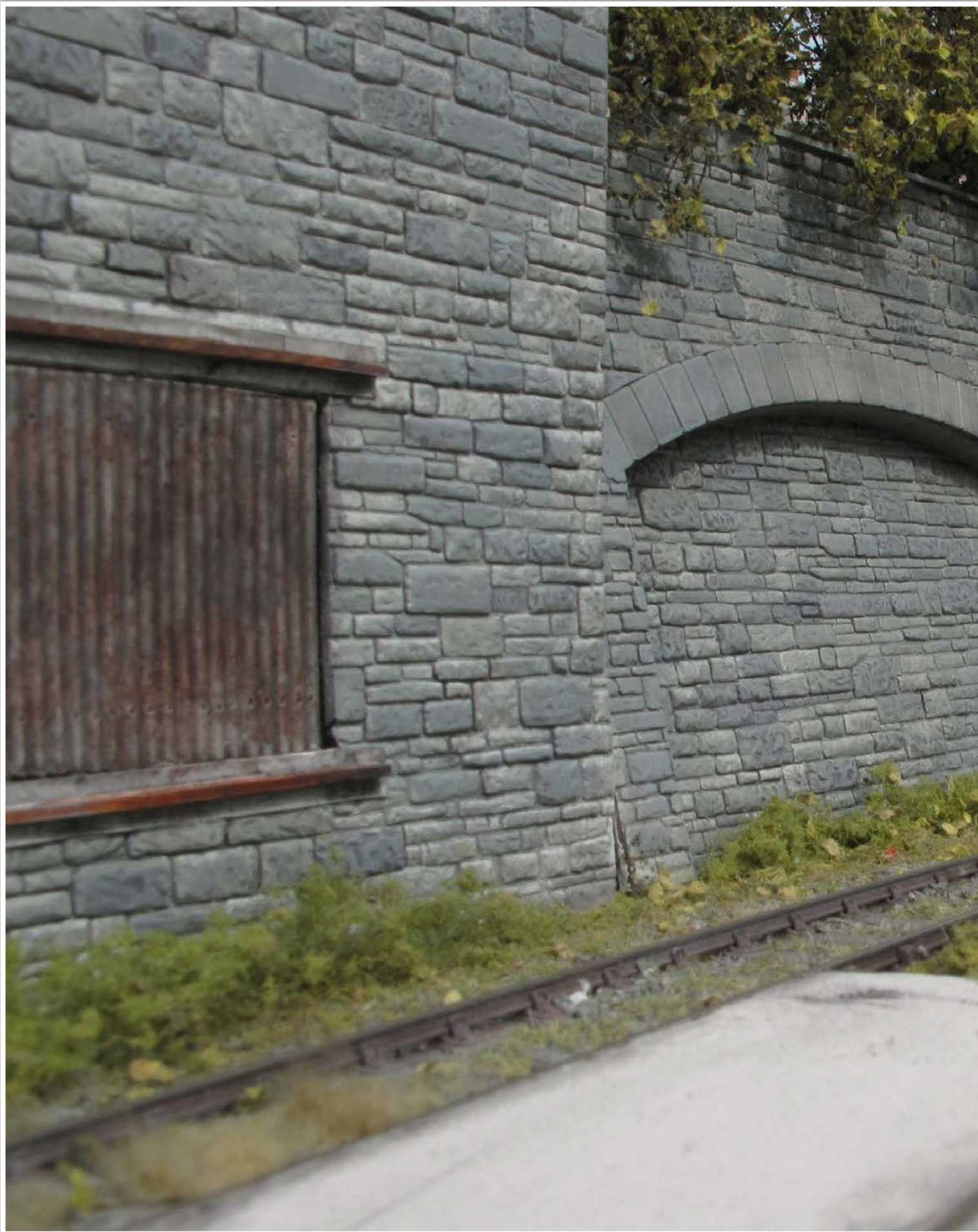


A pair of Class 08s saunter across the yard, the left from Hornby, the right from Bachmann. The liveries reflect that changeover of the mid to late-70s full TOPS 08402 on the Hornby engine, whilst the Bachmann 3930 sports the last of the pre-TOPS numbering convention.



D6316 arrives with a short train of vans to be distributed around the yard. This is the scenic break to fiddle yard, and the back corner of the layout is above the right hand end of the locomotive. With the diffusing trees and curved backscene, it's very hard to detect the actual ninety degree right angle here, which has been very pleasing to achieve.





Again a mid-60s era picture, the Class 14 'Teddy Bear' arriving to work the yard. The retaining walls are from Wills Scenics kits SS69. Additionally I've used SSMP200 coarse stone sheets to make the inset in the retaining arches. This gives a uniform effect along the length of the wall and a seamless join to the bridge and warehouse in the yard. The natural sunlight gives a nice effect falling through the sea moss tree branches on the left hand side.



footprint of just over 4ft x 1ft and a height of 15 inches, it is quite compact. This is a direct result of its original intention to be a test track, and needing to be easy to store. The filming really pushed its development, as we wanted to demonstrate subjects such as choosing which scale, view blocking, volume, size and spacing of buildings, lighting, and considerations of how you make the best use of that space for your chosen subject matter including prototype selection.

The appearance of the layout for me is important too. The back scene is a Chris Nevard image, which has been printed on banner vinyl and hung from the lighting framework using Velcro. This allows for a curve at the corners, whereas many layouts have right angle corners which often results in an unfortunate vertical line through the sky and emphasises that the viewer is looking into a box. Masking between the back scene and the layout join is by a diffuser line of trees – you can see through them, but they form a visual block for that join between 2D image and 3D modelling.

The fascias are painted in medium greys, a neutral colour that doesn't draw attention to itself but constrains the viewpoints to make the visual display work at its best. Lighting is a single fluorescent kitchen cupboard tube, but with blue LEDs added either side of the tube. These are controlled by a 12 volt transformer and allow the layout lighting balance to be changed. This has been very useful in different exhibitions, as it helps balance the layout lighting regardless of the venues ambient light.

Operation is very simple and is a small shunting puzzle. The layout has no stock storage except for a 'flying fiddle yard', i.e. a single piece of track on a stick! At exhibitions I run the layout with a variety of stock, its small size obviously suits shunting engines well and my regular operating team have both steam and diesel preferences. As the layout is era neutral it's been possible to operate it from early BR steam up to the sectorisation era, and it draws attention regardless which era is being utilised. I had no idea when I started this test piece, or indeed the subsequent filming that the layout would be so popular with people. At exhibitions probably the most asked questions relate to its dimensions. However, its operation and size seem to appeal across a wide range of interests, and that has been extremely satisfying. ■

KEY DETAILS

ADAPTABILITY

In this early 1990s era image an 08 is shunting one of the long Heljan Blue Circle Cargowaggon vans to pick up pallets of ready bagged cement.

The track plan allows two of these lengthy wagons to be run round on the long side of the loop, so having contemporary long vehicles isn't necessarily an obstruction to having a workable compact layout. With an era and location neutral scene, the most can be made in terms of operating the widest variety of stock and locomotives, which hopefully this article helps illustrate. A benefit of a small layout like Shelfie is that it can be used as an easily transportable photography set. The wrap round back scene encloses the layout reflecting light back into the modelled area. With the lightweight construction and small size of the layout it can also be angled



and moved easily to make the best of the available light. One thing that doesn't change is the rail built buffer stop, and it is intriguing how the eye captures that very British piece of rail infrastructure when running varied stock, including overseas items in HO scale.





Bachmann 03 sorts gunpowder vans into a departing train. The gunpowder vans are conversions using chassis' from Red Panda and Iron Mink bodies from Parkside. Whilst they don't make up to exact replicas of the fitted versions of the gunpowder vans they do capture the look very well.



A pair of Class 08s pose for their day in the spotlight. The two models here are from Hornby (left) and Bachmann (right). In release terms they are probably fifteen years apart, but this emphasises just how good they both are. The Bachmann model being older needs a bit more work to make it closely match the Hornby model. Both are accurate in their overall shape and dimensions. To lift the Bachmann version I've added new coupling rods from Brassmasters, Shawplan Laserglaze windows, Tim Horn laser cut springs, and added scratch-built bufferbeam and chassis pipework. The Hornby model has had Laserglazing added, this being the first model using this type of technology. For me both of them now capture that 'BR Blue' era of the mid-1970s which was for me an interesting and varied time with all the changes taking place.

BRITISH RAILWAY MODELLING

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POSTCARDS FROM CANADA



Rapido Trains challenged Phil Parker to build a layout for 'The Great British Train Show' in Toronto. We've shown how the model was made, so let's see how his trip turned out...



After discussions with Air Canada, the layout was securely packed in its box and labelled to ensure the baggage handlers knew it was fragile. The rolling stock, controller and fiddle yard were all packed in my bag, with clothes for protection.



Something bad happened on the aeroplane. Exactly what is a mystery, and there wasn't anyone manning the oversized luggage desk to explain how a strong plastic box had a hole bashed into one corner. Back at the hotel, I opened the lid with trepidation.



Editor Andy might have survived the trip, but the water crane didn't. A tree behind the shed had been felled too.



Hiding in various corners of the model were the parts that had come adrift. Some, such as the engine shed doors, didn't surprise me. A bottle of brushable superglue formed part of my tiny toolkit to handle minor repairs, but for this work, more adhesive was required.



The baseboard is made up of a pair of boards glued together. The shock had partially split this joint, which tore the backscene and lifted the end of the platform.



I'd arranged a day free to look around, so there was time for a little shopping. A Dollar Store supplied PVA and epoxy resin. 'Michaels' turns out to be the Canadian equivalent of Hobbycraft and had Woodland Scenics trees and flock in stock.



Clips from a clothes hanger held the backscene together while the new glue dried. I carefully removed some gaffer tape from the outside of the box and braced the joint with this too.

FEATURE

Epoxy resin is mixed on some old plastic packing and wooden coffee stirrers are perfect for applying glue to the bottom of buildings. One lesson learned, taking a tube of epoxy up the CN Tower is frowned upon by the security guards!



Bottles of water hold buildings down while the glue dries. Hotel-based modelling is always going to involve a bit of improvisation, as my toolkit was limited to track cleaning bits, a screwdriver, pair of pliers and some nail scissors.



While the Woodland Scenics models are flocked, the colour didn't match the rest of the layout, but it was easily fixed. This tree was used to cover the torn backscene.



Repairs complete, the layout now worked perfectly, trains ran and points operated. I went to bed happy, ready for setting up the next day.



Dinner time was approaching, so I decided to leave the layout in its box. That way, we'd avoid people poking around while I was away from it. Setup the day before had only taken a few minutes so there was no need to rush.

The show takes place in an ice hockey rink, which has plenty of space for exhibits. You might notice the Tardis on our stand. It's useful for storage, but proved challenging to take in and out of the van





Disaster – the controller wasn't working! With limited tools to hand, I bought the only controller on sale at the show – a 50 year old H&M Duetto for \$20



As the show drew to a close, Didsbury played host to a few interlopers. First up, a Realtrack models Class 156 DMU.



Saturday passed off incredibly quickly. At least a dozen BRM readers came up to say hello and mention they had been following the layout build in the magazine. My new Duetto worked well, the Hatton's P Class operating smoothly on such an old device.



Rapido boss, Jason Shron, joined me for the day. It's a good job that everything was now fixed, as I didn't want the man who paid for my air fare thinking I'd brought a duff model along



Next a rare 3-car APT-E. We couldn't fit all four vehicles on the layout, though!



Finally the Canadian National "shunter" under development.



The layout was intended to be given away in a raffle. The winner was Mike Cioci, who was delighted with his prize. Although I'm sad to see Didsbury Green go, it's great that it's found a good home.

Other photos



My souvenir of the show, a Triang Canadian National caboose. Produced 40 years ago in Margate, it's coming home!



Didsbury Green wasn't the only layout exported from the UK. Roy C Link's 'Crowsnest Tramway' in O14 also found its way here, along with the rolling stock from his never completed 16mm version. A layout I've always wanted to see turning up at a small Canadian show – amazing!



Tri-ang produced a small number of Canadian train sets and at least two could be found for sale at the show. With the favourable exchange rates in force, only shipping considerations stopped me bringing this unusual set back.



Minibrix is a new vintage toy to me. The production of these interlocking rubber bricks, started before WW2 and continued to the early 1970s. The models were apparently suitable for use with coarse scale O gauge models. Does any reader remember them?

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AN ENGLISH RAILFAN ABROAD

Toronto is a great place for the railway enthusiast (railfan in the local lingo) offering plenty of interesting things to see. We didn't have space in the paper edition of BRM for all my photos, but especially for digital readers, here's a more of Phils' photos.



EXCLUSIVE



BRM TV

BRITISH RAILWAY MODELLING

DIGITAL EDITION EXCLUSIVE

Phil Parker visits Rapido Trains Inc

Phil talks to Jason, Bill and Gareth about models for the UK market (32 mins)

WATCH THE VIDEO HERE

(You must have a wifi connection to stream video content)



EXCLUSIVE

EXCLUSIVE

Rapido's latest Brummie Bus sample

Phil sees Jason unwrap an engineering sample for the first time and looks at the model's features.

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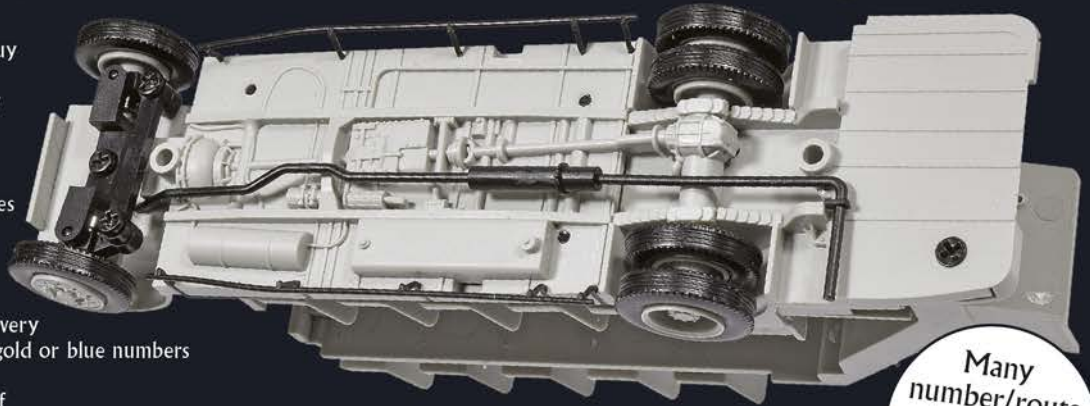
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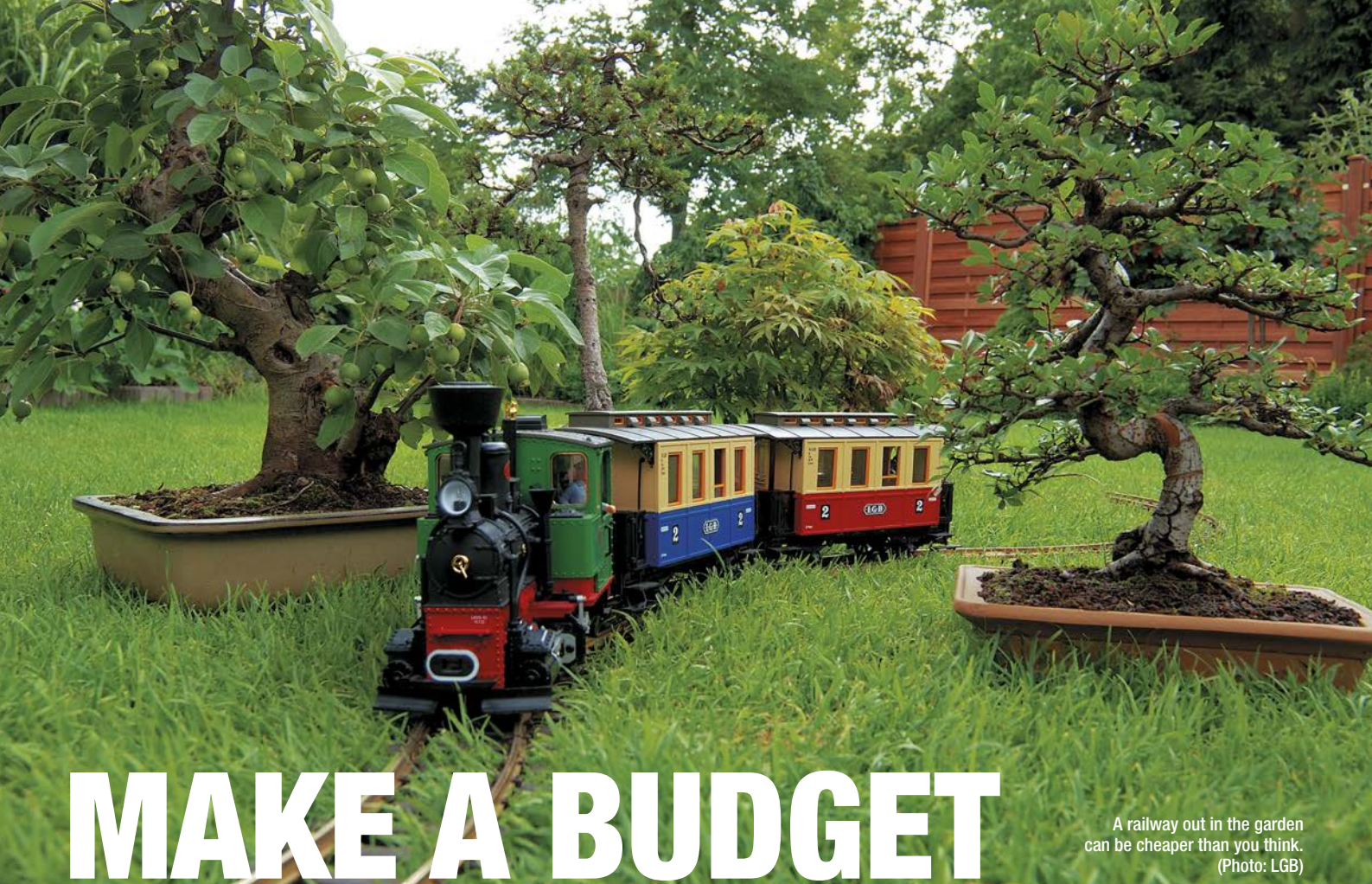
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MAKE A BUDGET GARDEN RAILWAY

A railway out in the garden can be cheaper than you think.
(Photo: LGB)

Bigger must mean more expensive, correct? Garden Rail Editor, Phil Parker, proves the contrary by moving outside without breaking the bank.

Railway models are getting more expensive and are becoming too fiddly for youngsters or the less nimble to handle without knocking bits off. The solution? Buy bigger model railways, of course.

Take your modelling outdoors and the world changes. While you can run OO gauge in the fresh air, and some masochists have even tried N, really you need to be thinking about the larger scales such as 16mm and G gauge.

You might expect larger models to cost more, since even N gauge locomotives aren't that much cheaper than the larger OO gauge ones. So a whopping great big G gauge locomotive must cost a fortune, right?

It is true that you can spend thousands on a beautiful live steam locomotive to run in the garden, but this isn't compulsory. Starter sets that include a locomotive, two wagons, an oval of track and a controller can be bought for less than the price of a top-end OO gauge model with all the bells and whistles. Despite the climbing prices of

smaller scales, the larger ones have stayed pretty much the same for many years.

What you get for your money won't be the highly detailed models that we take for granted in OO, but simpler and more rugged models designed for life outdoors. Cheaper trains can be handled by children without worrying about knocking tiny details off.

This doesn't matter to most garden rail fans because they have a different approach to the hobby than those working indoors. In the garden, we aren't generally building a model of a particular railway, but a line of our own that can use rolling stock acquired from different manufacturers.

A good starting point is a Piko or LGB set. Lay the oval of track on the lawn – cut the grass first – plug the controller in and watch your new train trundling around. Being outside is a different and very relaxing way to spend time. The family will love it too – these models appeal to everyone.

There's no need to consider a permanent layout straight away. Imagine you are running a contractors railway and move the setup around a few times. You can always add track to the line and the good news is that it will also take the rough and tumble of being set up and broken down again.

Eventually, you might decide to lay something more permanent, but even then, materials are cheap. Track can be laid on small stones bought in big bags from a builders merchant. Landscaping involves mounds of earth or real rocks and the



Houstoun Gate Locomotive Works Basic kit (32 and 45mm gauge) made from laser-cut MDF and built straight from the box. Right: The same kit detailed by its builder. Complete kit price £26 to £36.

PRACTICAL BRM



A pair of coaches made from Newqida RTR G scale (45mm gauge) models sold by East Coast Railway for £37. These have been painted and fitted out with interior detail by Eric Upton. Full details of this appear in the July 2018 issue of Garden Rail.

vegetation, well, it literally grows out of the ground. Be patient and learn a few gardening skills, then you'll spend tiny amounts on small plants and grow as many as you need. Better still, enlist the family gardener and let the garden budget cover the cost of your scenery!

Rolling stock can be bought RTR or built from kits. There is a huge selection of cottage industries ready to supply larger scale modellers. All the parts for a small diesel outline, battery-powered, locomotive can be yours for less than £40. Assembly takes time, but very little skill and, after a few evenings, you'll have a model to be proud of. Beware though, locomotive collecting and personalisation can become a hobby in itself. Most garden modellers have a fine collection of 'electric mice', as they are nicknamed.

The biggest problem is often storage. A 4-wheel coach can be 30cm long, 10cm wide and 16cm tall. You'll quickly fill a cupboard if you build lots of those. The good news is that even non-enthusiasts can appreciate the large and attractive narrow gauge models rather better than tiny highly detailed ones, so you can often leave them on display.

Finally, if all this is still too expensive, large scale fans love to take cheap motorised toys and convert them to models. Years ago, 4-wheel drive cars sold as 'Stompers' found their wheels replaced with some suitable for running on rails and the bodies modified using card and wood into small diesels – what the Americans call 'Crittlers'. Stompers are no more, but last year a lot of 16mm scale fans were buying Tesco Caterpillar train sets for under £30 as raw materials for future projects.

Building big really doesn't need to cost the earth. Visit any of our excellent suppliers or any of the large scale shows around the country (details in the Garden Rail diary) and you'll be pleasantly surprised how far your money can go.



Many kits are sold as packs of laser-cut parts with metal fittings. This model of a coach from the Groudle Glen Railway is made by IP Engineering and costs £50.



Scales and Gauges

When looking at garden railways, there are two distinct scales and gauges, and whichever one you chose can affect the models available to you.

32mm gauge – Normally described as 16mm scale, the models are 1:19 scale. Very much a builders scale, there are lots of kits available, but very little RTR. If you pick this, then membership of the Association of 16mm Narrow Gauge Modellers is very worthwhile. See www.16mm.org.uk

45mm gauge -the commercial scale. Lots of RTR from Piko, LGB, Bachmann, Accucraft and others. Described as G gauge, the scale is nominally 1:22.5 but this tends to be altered to make the models fit. There are still plenty of kits available, but you can buy a starter set and be running on the lawn in an afternoon. Membership of the G Scale Society is recommended. See www.gscalesociety.com for details.

Many models can be re-gauged between the two and since the scales aren't that far apart, people will often use the same kits for either. Narrow gauge railways being far less prescriptive than standard gauge ones, this normally looks perfectly normal. ■

Even a Playmobil chassis has its uses. This steeple cab electric is a resin kit sitting on top of the basic 0-4-0 running gear.



LGB produces some 45mm gauge flat wagons with Lego tops so young modellers can try their hand at building. This crane built by Harry Lloyd-Edwards appeared in April's Garden Rail, along with some of his other creations and an explanation by his father of how to build your own version of the Lego wagon.

RIVENDELL

Built many moons ago, this layout has stood the test of time, even having been re-built. Layouts have a shelf life, no matter how well maintained they are!

FACT FILE

- ▶ **LAYOUT NAME** Rivendell
- ▶ **SCALE/GAUGE** On16.5
- ▶ **SIZE** 12' x 2'
- ▶ **ERA** Pre-second world war
- ▶ **CONTROL** 12v DC
- ▶ **LAYOUT TYPE** Exhibition
- ▶ **PHOTOGRAPHY** Paul Bason

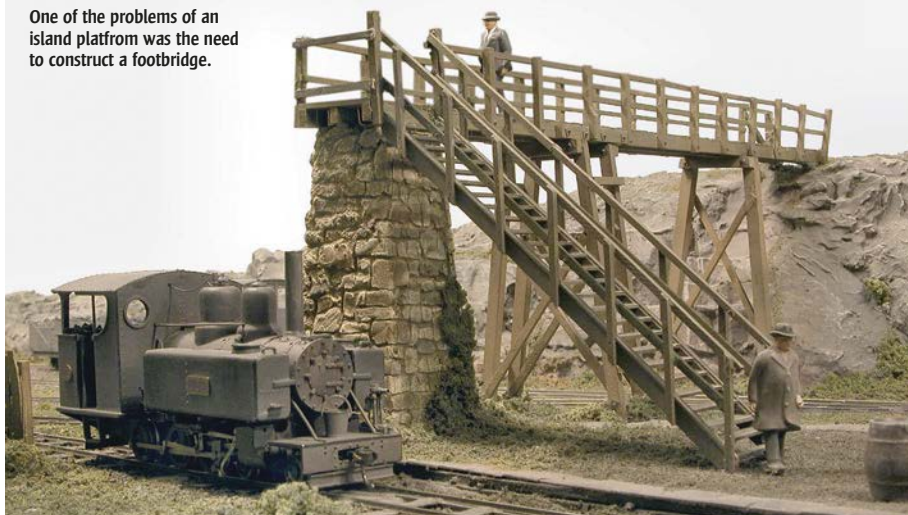
FOR

- ✓ Compact layout, but still has the detail of 0 gauge
- ✓ OO gauge mechanisms for easy installation and reliability
- ✓ More room for modelling in a larger scale, using less space.

AGAINST

- ✗ The superstructure of rolling stock will need to be scratch or kit-built
- ✗ Trackwork requires modifying from OO or scratch-building
- ✗ Little to focus the eye on, the layout is a little 'one-ended'.

One of the problems of an island platform was the need to construct a footbridge.



This narrow gauge layout was built in the late '70s, using what was available at the time. It served its purpose, only to be put up in the loft for a number of years. Brandon Evans thought that it was a project worth resurrecting and spent quite some time restoring it to a 'better than new' state.

TIME FOR A REFRESH

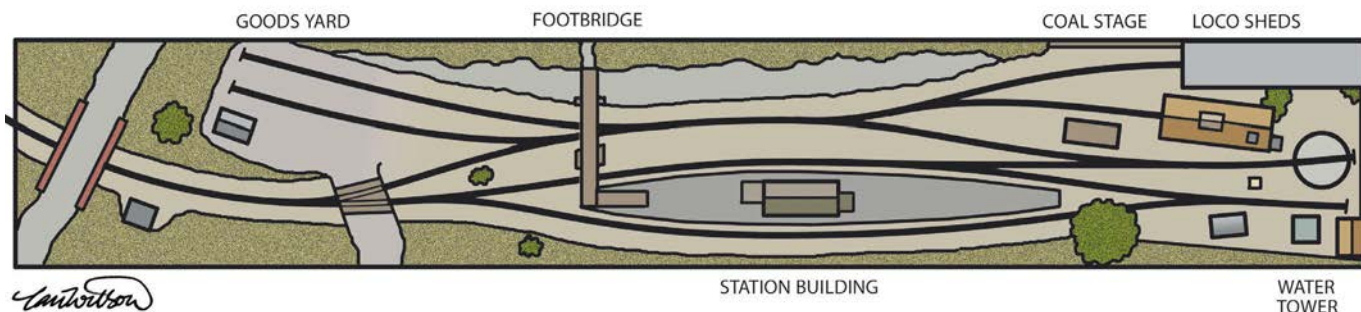
As time passes, layouts deteriorate - even those that have been looked after the most. A well designed and constructed layout can last a few decades and need a little maintenance from time to time, but this will only last for so long. The time will come when the scenery will have faded and become dusty, items require repainting, components may have failed or worn out and technology will have evolved.

You are faced with two options - scrap the layout and start from fresh, or, if the design is good enough, retain most of the elements, but give it a new lease of life. The latter is what happened with Rivendell.

Have you considered buying a layout second-hand, with a view to updating or refreshing it? Invariably the cost of a second-hand layout isn't representative of the number of hours and money spent on it, so, occasionally there is a good deal to be had. **BRM**



Shunting over a longer distance is the main attraction of this trackplan and something that you'll have to be content with should you choose a similar plan. The island platform allows trains up to four foot in length to be housed, but so must the storage area!



TOWER PIER

The urban sprawl of Central London is one of the least evident areas in which to site a terminus station of small proportions. But, it is possible.



FACT FILE

- ▶ **LAYOUT NAME** Tower Pier
- ▶ **SCALE/GAUGE** 4mm:ft / EM
- ▶ **SIZE** 10' x 20"
- ▶ **ERA** 1955
- ▶ **CONTROL** 12v DC
- ▶ **LAYOUT TYPE** Exhibition
- ▶ **PHOTOGRAPHY** Paul Bason

FOR

- ✓ Compact prototype which results in mainly a track-based layout
- ✓ Very little additional scenery required
- ✓ Plenty of rolling stock variety as most BR Regions used these lines, if only for freight
- ✓ Easy to run off-scene as the railway is in a cutting.

AGAINST

- ✗ Restricted view due to nature of cutting arrangement
- ✗ Little space in which to add additional scenery for variety
- ✗ Gritty and grimy - not for those who like pretty scenery!

If you are lured by the idea of modelling a railway set somewhere near the 'big smoke', then here is a layout that can get you thinking creatively – Geoff Ashdown's Tower Pier.

Attempting to re-create the inner-city 'muck and grime' of the mid-1950s, when coal fires burned a plenty, the layout is uniformly weathered using sooty tones. It is also very busy architecturally, making the most of every square inch of space. At only ten feet in length by 20 inches in width, the trackplan on this layout really does employ the room available on the baseboards to its fullest, placing all other items into a secondary position.

What makes it so appealing? The urban architecture. Correctly weathered bridges and archways built with London brick adorn all sides of the layout, ridding the need for a

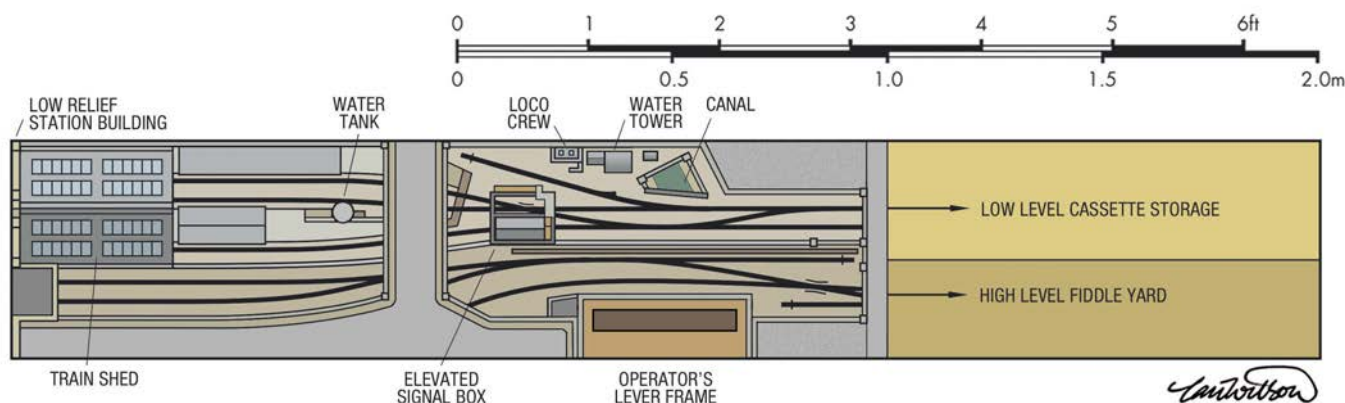
backscene. Every item on the model has to fight for space. The water tower is sandwiched between the track, a canal, a loco crew building and a retaining wall, whilst the signalbox that controls the station entrance is elevated above the rails – its metal frame and stairway being a little different. The short station canopy effectively takes up the most space on this layout, being just under half a metre long in length, but still, it has enough room in width to accommodate two platforms – one even being an island.

SETTING THE SCENE

What makes London, London? Evidently, the amount of room on this layout is limited, but with some clever designing, Geoff managed to incorporate a road bridge, allowing him to place two red 'double-decker' buses – a hint that this is the London scene and an area not immune to bustling public transport.

A SCALE FOR A REASON

Tower Pier has been built to EM gauge, a scale chosen by a need for the trackwork to fit the surrounding area, rather than let the track dictate the situation and placement of structures and other architectural features. This works for Geoff, but whether or not this fits your specific criteria, only you can decide. **BRM**



Geoff Ashdown



GAUGEMASTER *Spotlight* SEEP Point Motors



SEEP GMC-PM10 *Classic* Solenoid Point Motor



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- In-built terminal block, no soldering.
- OO, N and O Scale compatible.
- Precision-built with high tolerance levels.
- Value Packs of 5 available.
- *Digital version* available, that can be powered by either DC or DCC power sources.



The in-built terminal block means that installing the PM10 is a breeze, with no soldering required. The motor can be fitted either directly to the point, or under the baseboard.

The GMC-PM10 *Classic* Solenoid Point Motor has been created to work with all leading brands of track in the United Kingdom. Designed with easy installation in mind, it has a built-in reversible mounting plate (with adjustment slots and holes), robust plated metalwork frame and fibreglass circuit boards for longer life.

The PM10s magnetic coils are high-efficiency for reliable operation, needing less current than other brands. The PM10 also has easy to use solder-free screw terminals. We have included mounting screws and a throw-bar extension for each motor for easy, simple installation. We even supply a handy screwdriver with the Value Pack, for use with the solderless terminals.

The *Digital version* (GMC-PM10D) comes complete with an accessory decoder and harness, with the same features and flexibility as the *Classic* version. It has built-in connections for manual switch operation, as well as LEDs for your mimic panel for position indicators. All terminals are screw connections.



SEEP GMC-PM20 *Surface Mounted* Point Motor



- 'Plug and Play' installation with reversible 3-Way connector.
- Fits parallel to point work - tie-bar linkage drops over tie-bar pin.
- Strong metal body shell construction.
- Complete with mounting screws and pre-terminated harness.
- Low voltage, energy efficient operation (16-24v AC or DC).
- OO, N and O Scale compatible.
- Value Packs of 5 available.
- *Digital version* available, that can be powered by either DC or DCC power sources.

Designed with easy installation in mind, the GMC-PM20 *Surface Mounted* Point Motor is placed parallel to your point-work and operates equally well orientated either way. PM20 works well with all popular modelling scales, and with the leading brands of track in the UK.

The magnetic coils are high-efficiency for reliable operation, needing much less current than most other brands. The GMC-PM20 also has a plug-in harness that is very easy to use. Mounting screws are included.

GMC-PM20 has built-in connections for manual switch operation, as well as LEDs for your mimic panel for position indicators. All terminals are screw connections.

Installation is simplified with three pin plug socket on the end of the point motor. Simply plug in the pre-terminated harness and connect the wires to your power source.



GMC-PM50 Connection Boxes (3)

Ever find you've cut your run of wire too short or run out before you get to the switch? These connectors will help. They even come with screws to fix them on.



GM09RB Red/Black Twinned Wire
10m (14 x 0.15mm)

10m of Red/Black twinned wire. Ideal for model railway use and when trying to keep wiring tidy.



GMC-PM52 Point Motor Accessory Pack Contains 5 spare extension pins and collars, 20 attachment screws, screwdriver, and 5 ballast stickers.

This is a useful pack for anyone using our GMC-M10/PM10D Point Motors. It contains extra extension pins and collars, screws, and a screwdriver which fits the terminal block on the PM-10, as well as ballast stickers to cover the hole in the baseboard.



GMC-PM51 Point Motor Wire (Red/Green/Black) 10m Tripled (14 x 0.15)

This is a useful 10m reel of tripled wire; with red, green, and black wires together. Easier, tidier wiring for point motors.



GM612 45mm Hole Saw & Arbor for Point Motor Fitting

Great for drilling holes in your baseboard if you are fitting your motors directly to the track.

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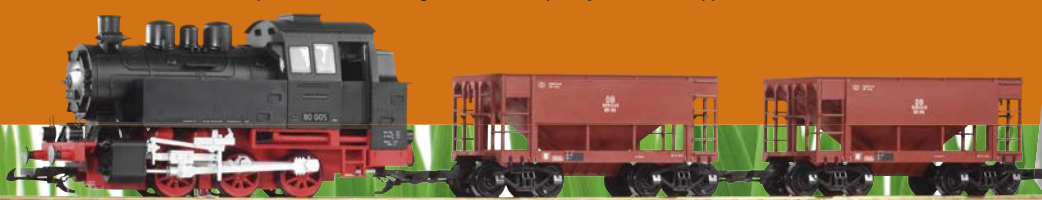
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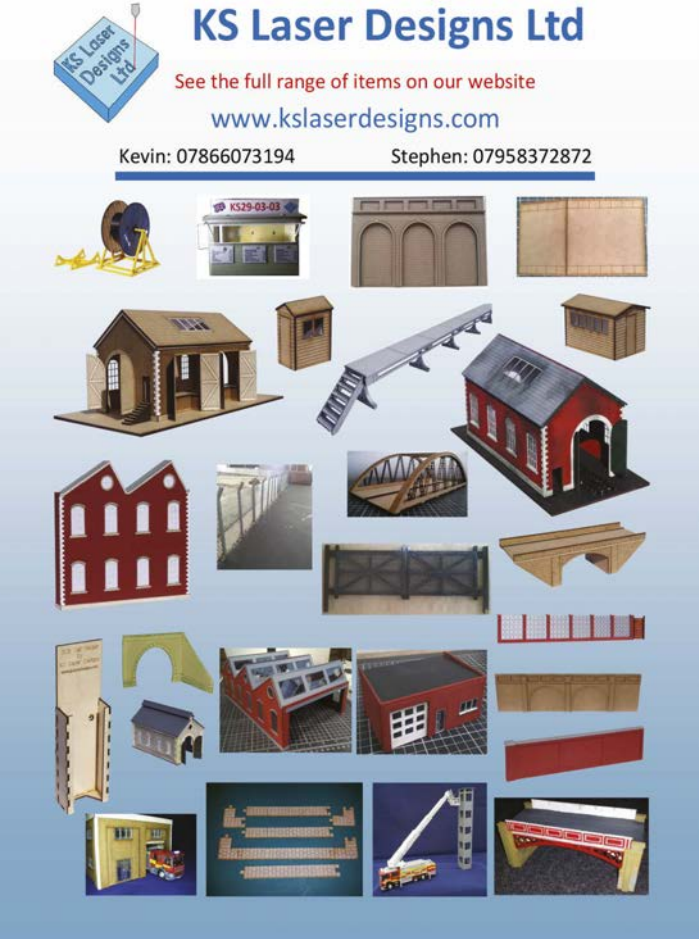
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LAYOUT FOCUS

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



Factfile

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

OO
GAUGE

ELLESMERE

CHANGE FOR WREXHAM

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.





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

ABOVE: 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.

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.

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?

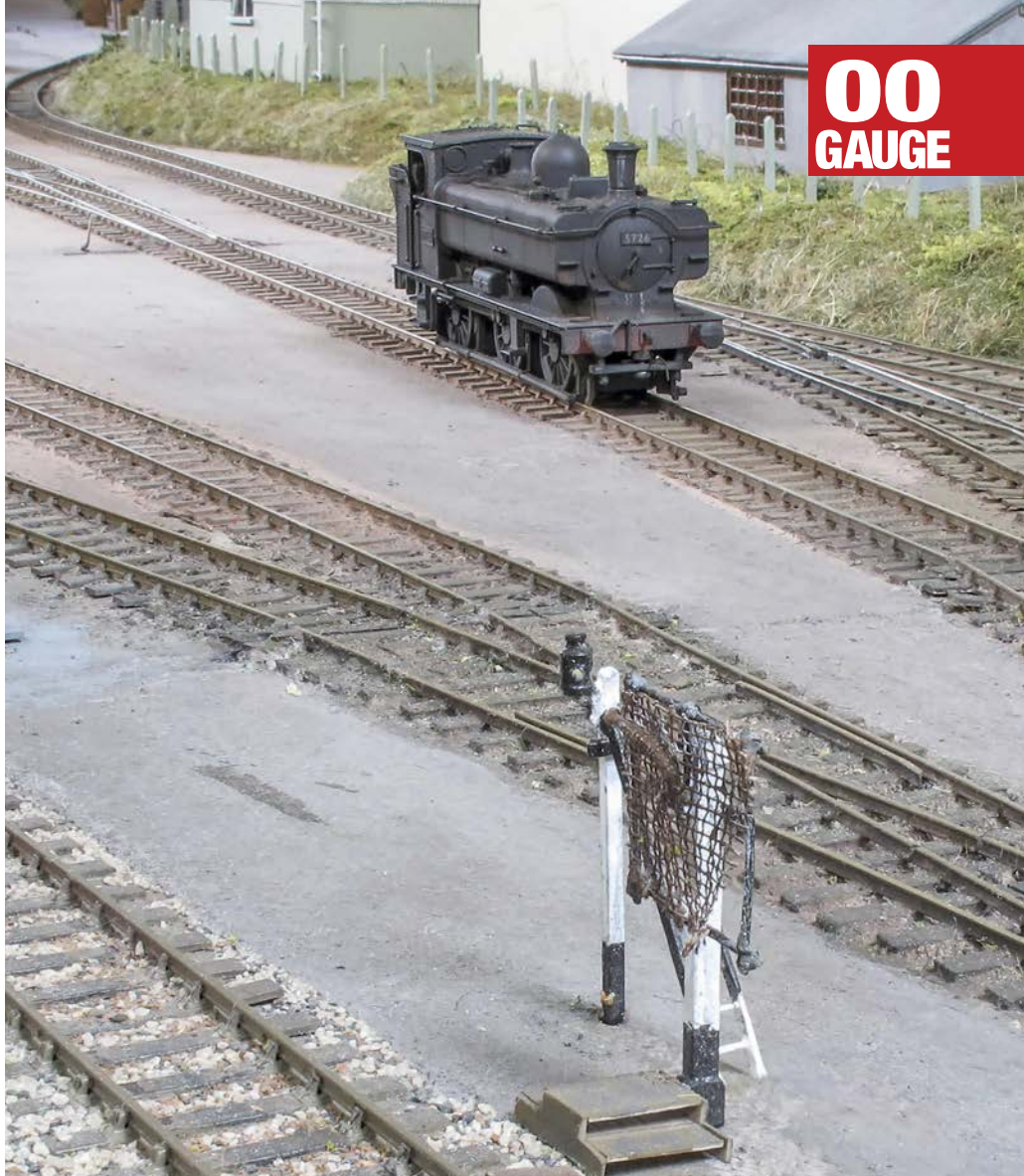
A We realised that the layout would be a non-starter if we could not make a decent job of the station building. It was a large building, intended as the headquarters of the Oswestry & Whitchurch Railway and the construction of this building was extremely daunting. Because the building still exists it was possible to take detailed photographs and measurements. Construction followed typical scratchbuilding practices using 6mm foamboard covered in South Eastern finecast 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.



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



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

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





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. 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.

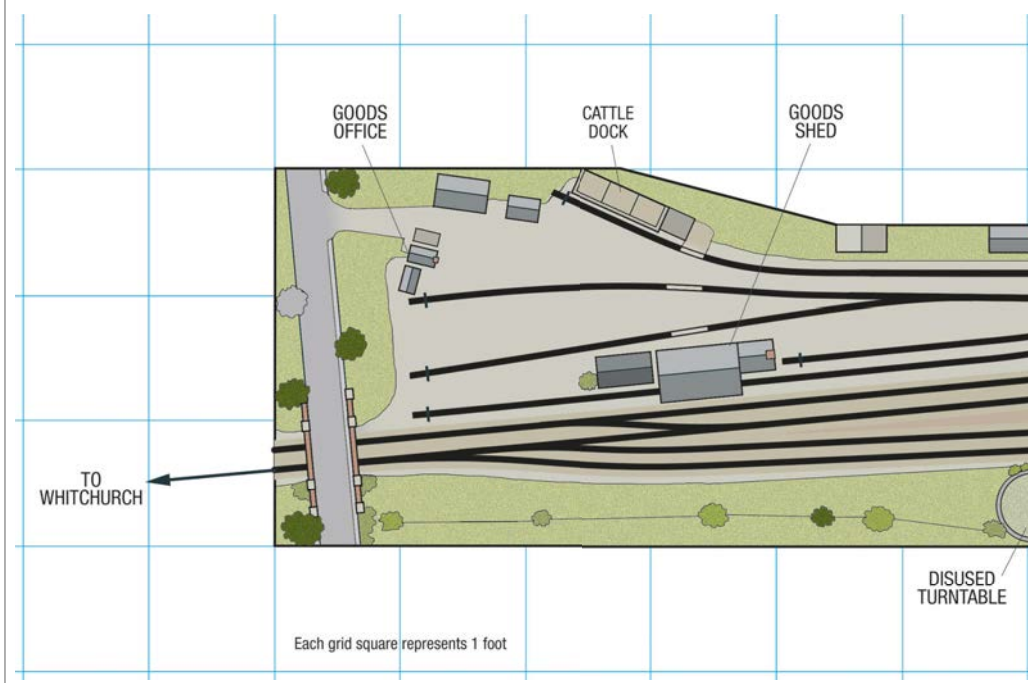
BUILDING BRIDGES

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

TRACKPLAN ELLESMERE



Pwllheli, a typical Dutton 'box used on the Cambrian.

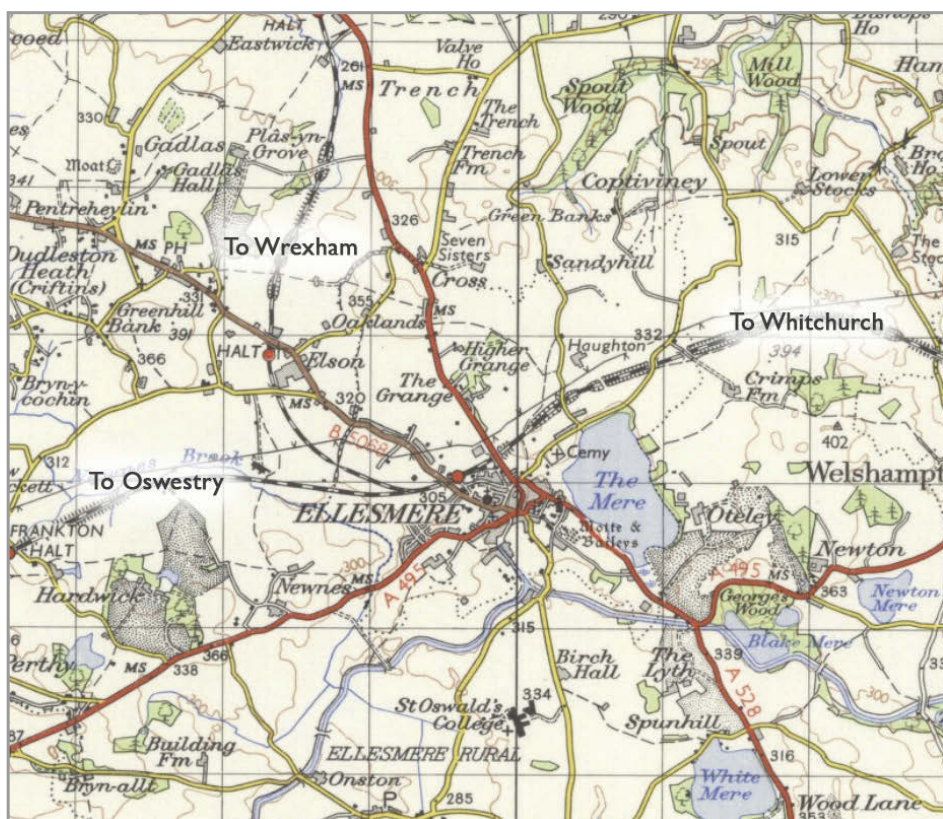
Where possible photographs and measurements were taken and bricks were counted, bricks generally measuring 9in by 3½in including the cement. Derek Lowe's book on the Cambrian main line had images of the weighbridge office and stable which helped, although the measurements are guesswork as are those for 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.

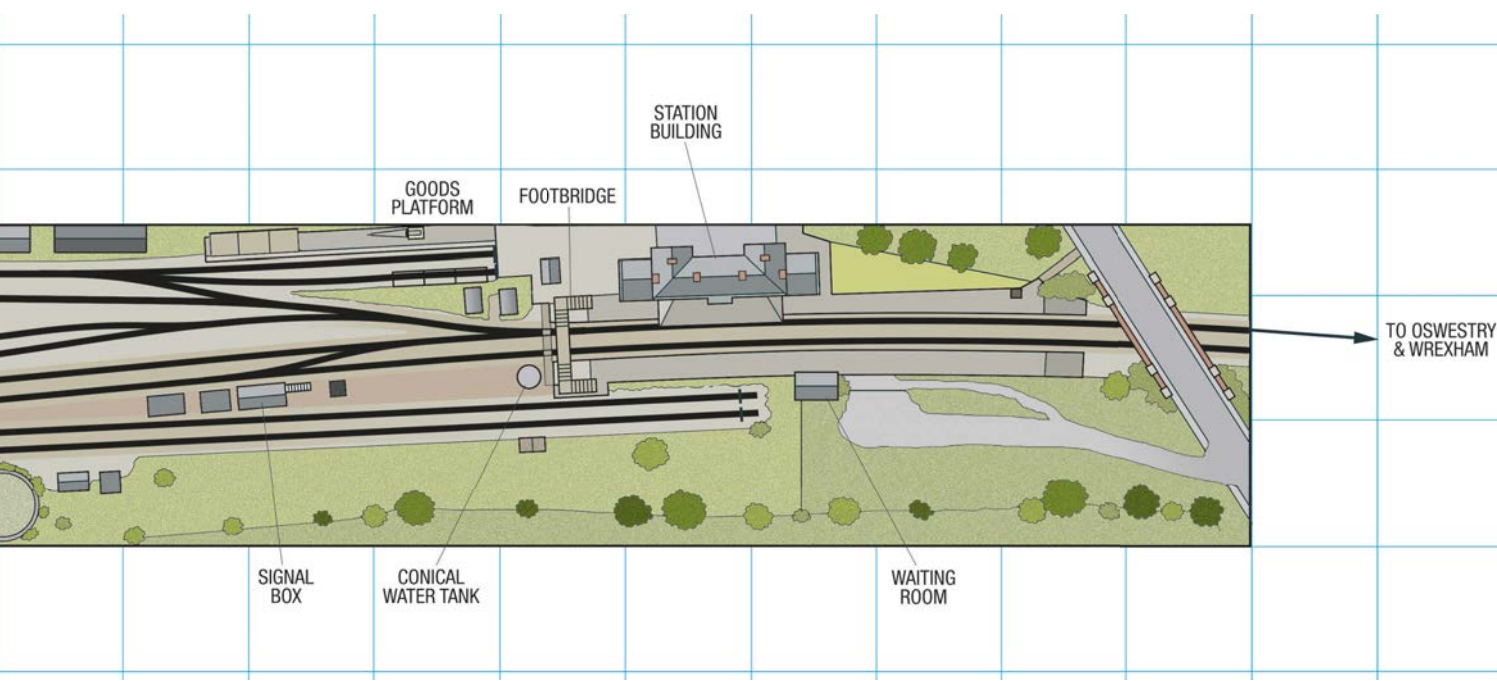
Trees are made from Greenscene's sea moss with leaves fixed with hairspray. The 6 ton yard crane was constructed using plastic card and some bits from a whitmetal kit. It is based on plans found in the preview edition of the *Great Western Journal* which was obtained from eBay.

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.

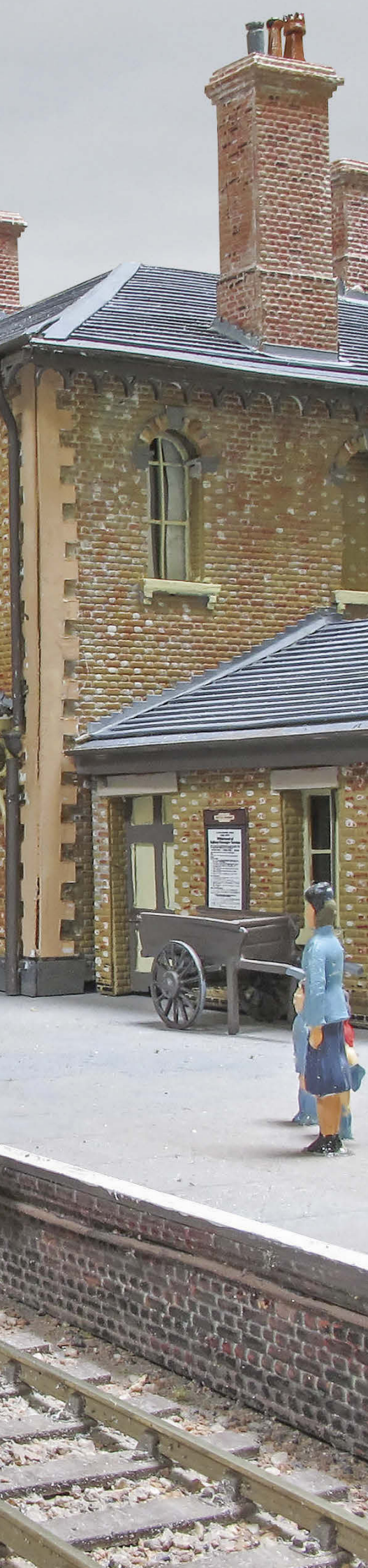
At present, the non-working signals are a mixture of Ratio and MSE parts. It is intended to have working signals and (bravely for me) I have entered new territory by investing in four servos, a Megapoints controller and a suitable transformer. We'll see how that goes!



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







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 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.

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.





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 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 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.

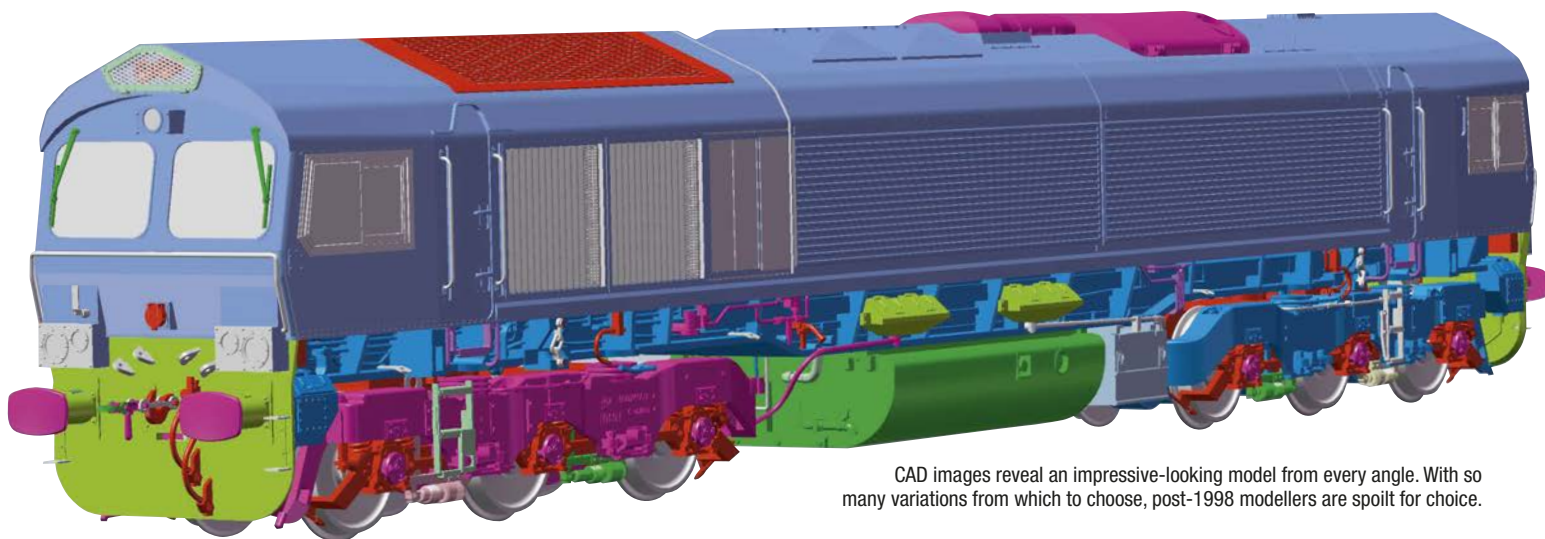
The locomotive off the afternoon goods from Whitchurch spent about four hours shunting the yard. This also included attaching milk tanks to the Up Aberystwyth-Crewe, requiring no fewer than nine movements. The Elson Siding shunt saw wagons propelled up the Wrexham line for the best part of a mile.

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. ■



HATTON'S NEW 'SHED'



CAD images reveal an impressive-looking model from every angle. With so many variations from which to choose, post-1998 modellers are spoilt for choice.

Continuing its trend of bringing new models to market, model railway retailer turned manufacturer, Hatton's Model Railways declared this month its intention to introduce a new model to the railway market. Announced on May 8, Hatton's revealed that its development team has been working on bringing a new model of Britain's most commonly-seen diesel-electric workhorse to market. Using the same standards and techniques as its previously released 'P' Class and Andrew Barclay locomotives, the new models are set to rival Bachmann and Hornby's current offerings of the prototype, with a promising specification.

Hatton's commented "This is one which we feel is in need of a model of 21st Century standards and we have done this with the model which we will be releasing. The Class 66 diesel locomotive has been part of the railway scene since 1998, in its 20th year of operation, it is well overdue a new model."

An impressive 31 variants are to be produced, covering standard and low emission versions, with details for individual locomotives such as windscreen wipers and snow ploughs, and two types of air dam included, one with coupling holes and the other without. Etched details include horn, radiator and side grilles for extra finesse, the latter, folded to replicate the concertina style of the prototype locomotives. Behind these, a representation of the equipment will be represented.

Three different headlight configurations, two different cabside windows, rotating axleboxes and detailed cab and bogies are

expected to push boundaries on what is available RTR currently. Other specifications include a five-pole motor with twin flywheels, all-wheel drive, RP25 wheels, sprung buffers and diecast chassis, in addition to the following:

- High quality livery printing
- Cab front with 'invisible' seam
- Clip off bodyshell for easy access to DCC socket and speaker recess
- Space for new 'Passive Radiator' speaker with ultimate dynamic sound range
- 'Sound Ready' with socket for speaker to plug into, no soldering needed
- Underframe features full detail with cable

runs and separately fitted pipes

- 21-pin DCC ready
- 3 digital functions allowing independent control of headlights, tail lights and cab lights
- hree Switches on bottom of loco allowing lights to be selected on or off on analogue
- Sand pipes and body to bogie chains modelled

Liveries include debranded EWS maroon/gold with DB vinyls, EWS/ECR maroon/gold, Freightliner green, Freightliner heavyhaul revised, GBRF and EWS maroon/gold, with a choice of numbers. To see the full list and to pre-order, visit www.hattons.co.uk/66

**What do you think about Hatton's announcement?
join in the discussion at RMweb.co.uk**



ZIMO MICRO SOUND DECODER FOR NEXT 18

DCC equipment manufacturer, Zimo is introducing a new micro-sized sound decoder for the Next 18 interface this summer. Next 18 is rapidly becoming the new standard connection type for N gauge models.

Using technology derived from its MX658 decoder, this new decoder has a 1 Watt audio amplifier and 0.7 Amp (1.5 Amp peak) current rating, but squeezes it into an even smaller package measuring just 20 x 9.5 x 3mm. With four function outputs available, it answers the call for ever-smaller sound chips and finds use in space-starved 'N' gauge and narrow-gauge applications, such as the recent Bachmann 009 steam locomotives.

Despite its ultra-compact size, the sound decoder retains all the expected ZIMO features, and is an ideal companion to its LS12x8x8 micro cube 8-ohm speaker.

- Suitable for all DC motors, including latest coreless types
- Built in thermal cut-outs and overload protection
- Automatic motor regulation and

- optimization
- 20 or 40 kHz 'silent' drive with back-EMF sampling
- 3 & 28-step programmable speed curves
- Special speed calibration to kmh or mph equivalents
- Numerous lighting features inc. dimming and soft on/off
- Shunting and half-speed modes (low gear, no momentum)
- Automatic signal and distance-controlled stopping
- Special CVs for automatic uncoupling - 'Coupler Waltz'
- Software update via track (no need to remove decoder)
- RailCom™ equipped (bi-directional data communication)

ZIMO authorised retailers supply the MX659N18 decoder, priced £99, with their own British projects pre-installed at no extra charge. The list of approved ZIMO dealers can be found on its website.

W www.zimo-digital.co.uk



BOX SET LAUNCH PROMISES FAMILY DAY OUT

Visitors to Locomotion, Shildon, will have the chance to see Class 66 No. 66779 on outdoor display – at a special event to launch a new models box set from www.Locomotionmodels.com.

The new Evening Star models box set launch will take place at Locomotion, Shildon, on Saturday June 30 and Sunday July 1, 2018. The exclusive edition features OO gauge models of 66779 *Evening Star*, and Class 9F No. 92220 *Evening Star*, the last steam locomotive to be built by British Railways.

Suitable for all the family, the event will feature a range of activities that celebrate modern rail traction. GB Railfreight 66779 *Evening Star* will be on display on the museum's outdoor events area - the last member of its class, named by GB Railfreight in May 2016. Visitors will have the chance to take a closer look at this locomotive, including inside the driver's cab, throughout the event weekend.

Locomotion's Class 03 diesel shunter D2090 will also be on outdoor display,

whilst inside the museum's collection building, visitors will find a modern image model railway on show, operated by Shildon Model Railway Club.

Access sessions to Locomotion's workshop will also be available during the event, where participants will have the chance to learn more about current and

future cosmetic restoration projects. Plus – for a small charge – visitors can enjoy a passenger ride behind Locomotion's Class 08 diesel shunter 08911 *Matey*.

For more information on the Evening Star models box set Grand Launch, visit its website.

W www.locomotion.org.uk



CARGOWAGGON 'TWINS' FOR KERNOW

Kernow Model Rail Centre is teaming up with Revolution Trains to offer the long-lived Cargowaggon twin ferryvans in 00 gauge. The announcement is in response to a number of requests from 00 gauge modellers following the development of Revolution Trains' N gauge wagons. The models will represent the first joint venture between Revolution Trains and a major retailer.

High levels of detail are promised, with a battery-operated flashing red tail lamp.

Chris Trerise, of Kernow Model Rail Centre, said: "Over the years Kernow has forged a reputation for listening to modellers and offering what they want – from the Beattie Well Tank to the iconic Bulleid diesel (see New Models, p103). Revolution Trains has been doing something similar in N, so teaming up seemed a logical step."

The wagons are suitable for the BR Blue period through sectorisation to the post-privatisation era and can be used in block trains or solo, further adding variety to Speedlink and post-Speedlink era workings. The wagons have seen much use in Cornwall for transporting bagged clay and electrical components, hence made a logical choice for the shop.

The models will feature NEM couplers on kinematic mounts, RP25 profile wheels and high levels of detail including separately fitted brake parts and handrails. In the mid-1980s, Cargowaggon GmbH of Frankfurt ordered 100 ferry vans from wagon builder Duewag for traffic between Britain and the continent.

To take advantage of grants then available for 4-axle vehicles, but to offer maximum capacity within the restrictive British loading gauge, the wagons were configured as two permanently coupled 4-wheel vehicles, or Twins. They feature

large full height sliding doors, to allow easy access for loading, and are cleared for British, Continental and Channel Tunnel use.

The first 100 were built in 1986, with further builds of 50 each in 1989 and 1991 and most of the fleet remains in service. The wagons have been used to carry mineral water, newsprint, bagged clay or cement, Scottish whisky, cider, pet food and other goods to and from destinations as widespread as Cornwall, the Highlands, North and South Wales and destinations in southern France and Germany.

Cargowaggon was later absorbed into GE Rail Services, which has since been acquired by Touax, and the models are being produced with the co-operation of Touax and will be manufactured in China.

Kernow's models will be produced in the following liveries:

- Original Cargowaggon without tail lamp (four running numbers) - £89.99 each.
- Original Cargowaggon with tail lamp (one running number) - £94.99 each.
- Revised Cargowaggon with yellow lashing loops and warning signs without tail lamp (four running numbers) - £89.99 each.
- Revised Cargowaggon with yellow lashing loops and warning signs with tail lamp (one running number) - £94.99 each.

The above prices are pre-order prices. Once the models are delivered the price will increase by £10 per model. A further discount is available if buying a pack of four wagons. CAD work is complete and the model is expected go into production in mid-2019. To order and for more information see its website.

W www.kernowmodelrailcentre.com



SCENIC SUCCESS



On Friday May 4, Great Eastern Model Railways, Norwich held its second in-store scenery workshop. Supported by Peco and Bachmann, the day saw over 200 customers visit the shop and try out the latest scenery products. Demonstrations, layouts and an A4 scenic challenge ran throughout the day. Representatives from Peco, Bachmann, Gaugemaster along with Train Terrain models and Advent modellers were in attendance. Don't miss our **BRM** scenery special, on-sale July 19.

W www.greasternmodels.co.uk

HANDS-ON DEMONSTRATIONS

The South Hants Area Group and friends, supported by the EM Gauge and Scalefour Societies are to hold a day of practical modelling demonstrations, with two layouts to view on Saturday July 14, 2018 between 10.30 and 16.30. WORKSHOP WISE (SOUTH) 2018 will see a team of modellers demonstrate topics including soldering, silver soldering, using an RSU, DCC, Templot, etched-kit construction, RTR conversions, scratch-building and diesel period modelling (all TBC). All modellers are welcome to the venue, at Fort Widley, Portsdown Hill Road, Portsmouth, PO6 3LS. Admission £3.

W www.shmrc.org.uk/area-group/

DARSTAED GOES SUBURBAN

Darstaed and Ellis Clark Trains have been working on their next release, revealed this month on their website - a range of finescale Mk1 'suburban' coaches.

Available to pre-order immediately and scheduled to arrive in the fourth quarter of this year, the models are priced at £169 each.

Following the release of its finescale MK1 coaches, the new additions feature brass sides, lighting as standard and interior and exterior detailing. Currently announced are a Suburban Second with lavatory, second class, open second, brake second, composite with lavatory and composite.

The specification announced promises a scale length with finely detailed etched brass sides, coach ends and roofs in finely detailed ABS, a detailed metal underframe, detailed interiors with lighting, newly tooled and detailed BR1 compensated bogies capable of running on Peco 40.5in radius track, sprung all-metal buffers, brake ends and Full brakes with detachable working (plug-in) rear light, finescale wheels according to GOG and NEM 310 specifications, underside brake rod detailing.

A sheet of prototypical running numbers will be included to apply, whilst liveries include lined or unlined Maroon, Crimson and Blue with pre-orders are being taken via Ellis Clark Trains' or Darstaed's websites at £169 per coach.

W www.ellisclarktrains.co.uk or www.darstaed.com

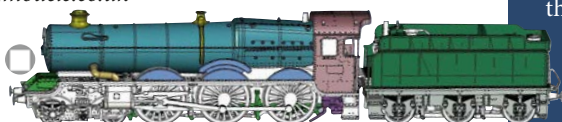
DJ MODELS 'KING' PROGRESS UPDATE

DJModels has released the first CAD images of its new N gauge crowdfunding N gauge 4-6-0 'King' locomotive. After a change of factory, Dave Jones of DJModels commented "just over a month ago I changed this project from one factory to another and this is the second CAD/CAM that I've received for checking, so progress is quite quick by comparison.

The images represent a mix of locomotives that have yet to be sorted for detail differences; amongst which, cab, smokebox door, and chimneys. DJ Models has pointed out that there is no gap between the top of the bogie and the underside of the chassis, which is prototypical, and it is hoped this can be kept on production models. It is also hoped that splashers will be thinner in depth too.

Pre-orders on this crowd-funded model are being taken at £135.50 but will be closing as soon as tooling is signed off, after which prices will rise to £169.95 per model. To secure your model, visit its website.

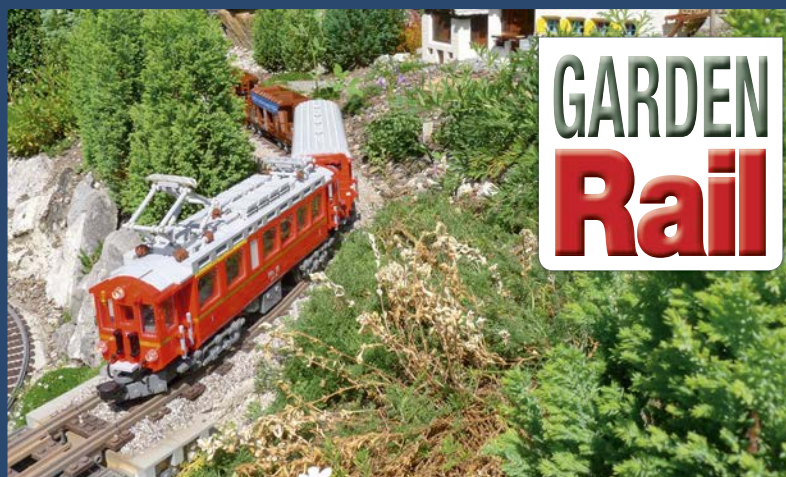
W www.djmodels.co.uk



THIS MONTH IN...



In the September/ October issue of TRACTION a driver based at Ayr depot describes his time on the Stranraer line working overnight passenger trains with Class 47s and Class 107 DMUs on locals. It's now 60 years since BR introduced main line diesels on a regular basis and we look back at the performance of Class 31s and 40s on the East Coast and Great Eastern in the late 1950s. Freight trains feature in an article about sand trains on the Caldon Low branch. Tyneside is the focus in a colour photo feature of the area in the 1970s with lots of main line action. There is a look back through the years at the Class 26s in Scotland and details of Deltic 55022 on Scotrail EMU drags. A driver tells us what it was like to work on Class 31s in North London in the 1980s. In our model section there's a DCC operated N Gauge layout based on the Bristol area and a feature about detailing Hornby Class 50s.

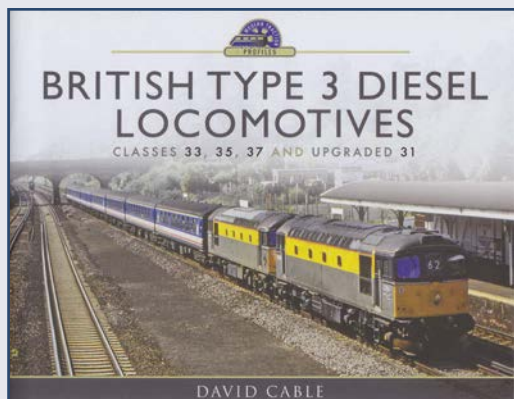


July sees the 25th anniversary of Garden Rail's first issue and, despite all our history, this month we've still managed to find something not seen on our pages before - a permanently installed LEGO layout.

Varda Furrer has built a huge model in her Swiss garden and it looks every bit as good as a more traditional garden railway, made from the famous plastic bricks. Apart from a little fading, they seem to survive very well outside, even in the snow! All the rolling stock accurately models German railway prototypes within the limitations of the materials used.

If steam trams appeal, we've the first review of Roundhouse Engineering's latest model Clarence. Within a few minutes of unpacking the review sample, Phil Parker had it running around the track hauling a train.

Their new battery-powered diesel is apparently nice too, but more of that in the magazine...

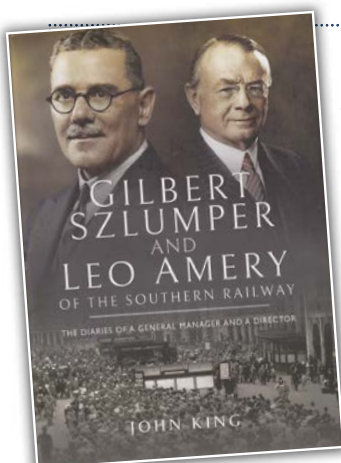


**British Type 3 Diesel Locomotives:
Classes 33, 35, 37 and Upgraded 31
David Cable**

There can't be much that hasn't already been said about these adaptable and enduring locomotives, so this book doesn't really bother saying it, preferring instead to concentrate on over 200 colour (and largely unpublished) photographs. The photos themselves are of mixed quality, some being crisper, better composed and plainly more modern than others. However, all are evocative in some way - the older snaps in particular - and there are short captions for each throughout. A good one for the coffee table, then, albeit with a price to match...

Price £30

www.pen-and-sword.co.uk



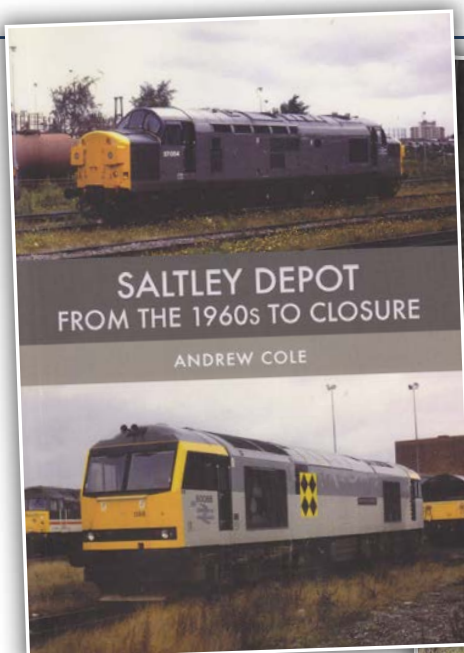
**Gilbert Szlumper
and Leo Amer of The
Southern Railway:
The Diaries of a
General Manager and
a Director
John King**

Credit to Messrs Szlumper and Amer for diarising their times at the Southern Railway, and then keeping them in such order that they not only survive to the

present, but, in the case of Amer, do so within the august Cambridge University library. This book documents their dayjobs from the mid-1930s through to planning and rebuilding the railway after the Second World War. As diary entries, their words were presumably never meant for public consumption. Thus, punches aren't always pulled and this is perhaps a more honest record of events and personnel from the era. The book is peppered with monochrome photos, which help to set the various scenes, and the mostly short entries make for an easy reading experience. A little specialised, perhaps, but a useful and interesting volume for fans of the railway.

Price £30

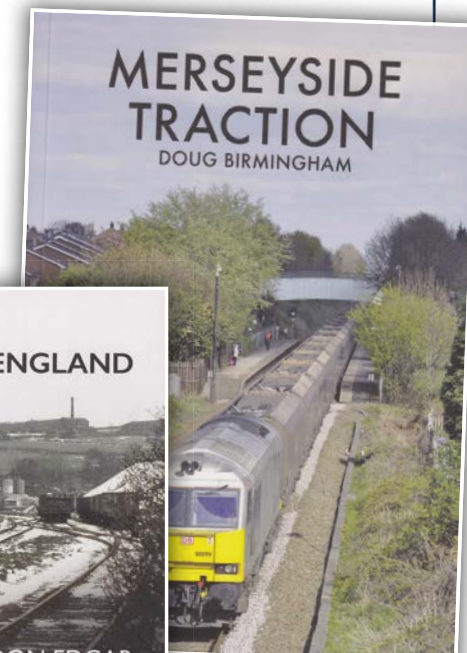
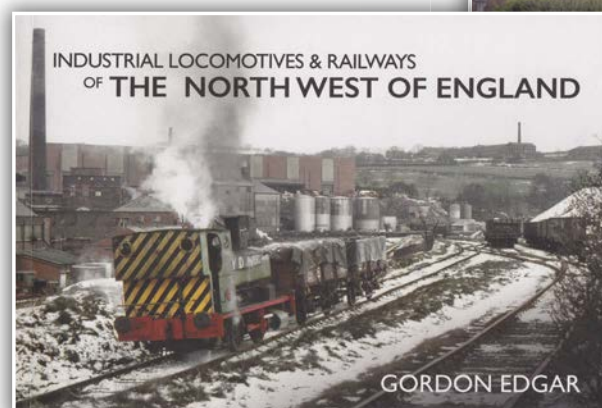
www.pen-and-sword.co.uk



Various – Amberley

Our chums at Amberley have furnished us with a quartet of new titles this month. Thickest and priciest of the bunch, 'Industrial Locomotives and Railways of the North West of England' by Gordon Edgar (£19.99) focuses on the various heavy/filthy industries in the counties of Greater Manchester Lancashire, Cheshire and Merseyside. Beyond that, it's a treasure trove of inspiration for modellers of such scenes, with mostly colour photographs capturing noted, interesting and occasionally quirky locomotives going about their businesses within a mixture of fittingly grimy settings. Better yet, there's rather more than usual in the way of text describing each image. A welcome and recommended addition to the Amberley library. Normal Amberley service is resumed with 'Merseyside Traction' (Doug Birmingham, £14.99) and 'Saltley Depot from the 1960s to Closure' (Andrew Cole, £14.99). The former edges it in terms of the variety of locomotives covered and the general quality of the images collected. However, the latter has a little more of a story to tell about this busy West Midlands depot, and the monochrome chapter at the beginning of the book is a nice touch. Otherwise, two photos per page with brief captions is the order of the day. Finally, the slimmest, cheapest but perhaps most enjoyable of the bunch – 'Narrow Gauge Locomotives' by Andrew Coulls (£8.99) is a concise history of these diverse and surprisingly enduring locomotives. Having a chapter entitled 'The Odd Ones Out' is something of an achievement given the unique nature of many of the locomotives featured. Elsewhere, what might have been a slightly earnest tome is enjoyably rescued with a breezy editorial style, informative captions and useful 'Did You Know' panels introducing key facts and figures. It's a tiddler of a book, really, but punches well for its weight. All told, a pretty good haul from Amberley!

www.amberley-books.com

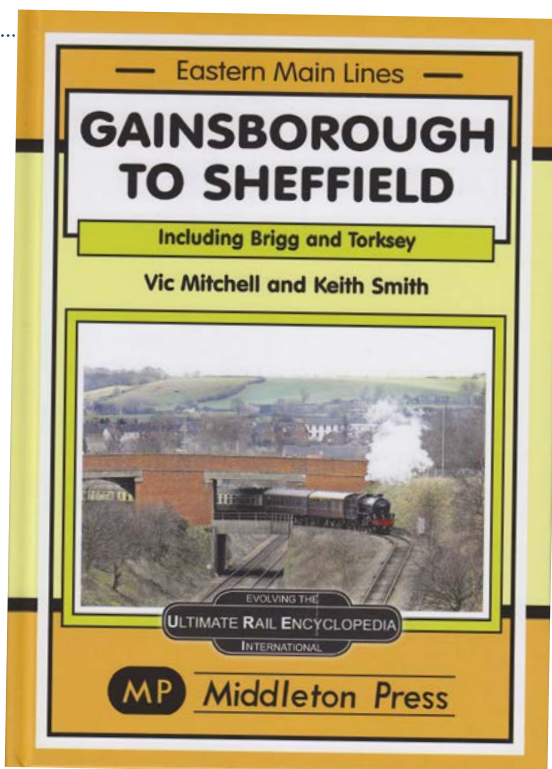


Gainsborough to Sheffield: including Brigg and Torksey Vic Mitchell and Keith Smith

Heaven only knows how Vic Mitchell finds the time to publish so many books, let alone to write or co-write them. In this, the latest addition to his 'Eastern Main Lines' series, he teams up with regular cohort Keith Smith in a palatable tour of these regional routes. Prototype imagery takes the centre stage, as usual, but where others might adopt a minimal pics and captions approach, this book 'ups the ante' with historical and geographical contexts, pages drawn from Bradshaw's guide, useful maps and diagrams, and assorted railway ephemera. Vic's mission statement of 'Evolving the Ultimate Rail Encyclopaedia' is a laudable one indeed. A glance at the appendix shows that he's well on his way, however, and if all his many 'chapters' are supplied to these standards it would be a weighty and worthy volume indeed.

Price: £18.95

www.middletonpress.co.uk



The Model-Railway Men Ray Pope

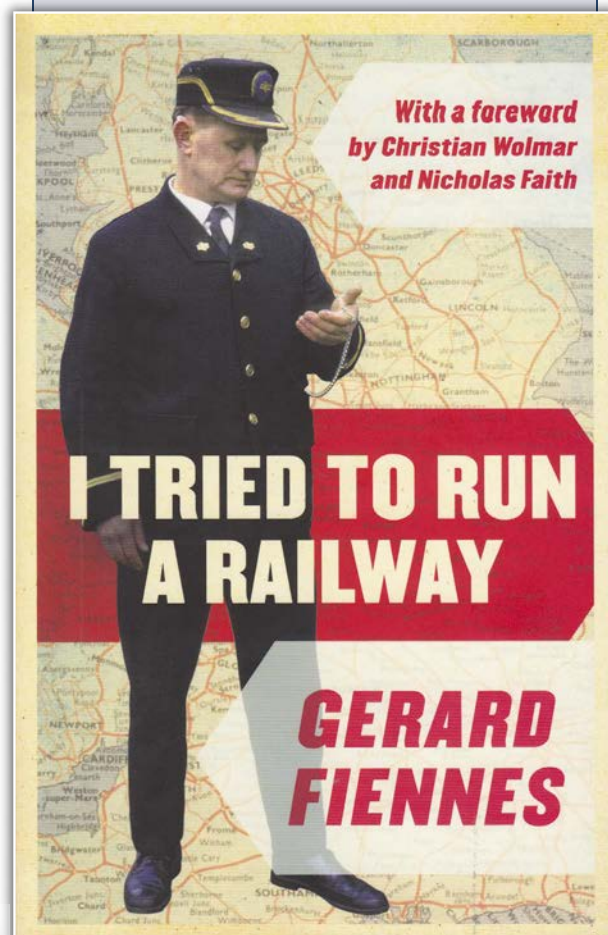
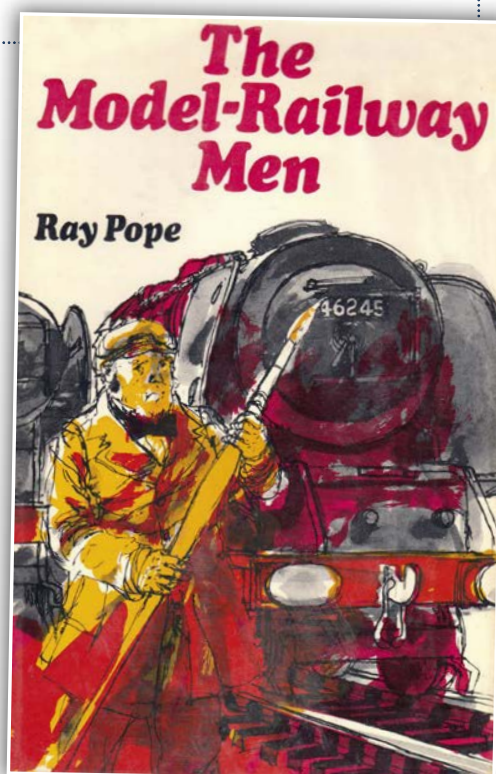
Ray Pope, taught at a high school, in Wiltshire, but before this ran a toy shop with a model railway department and has his own layout at home. With this in mind, he wrote a book for children in 1970, the first of a series, which has now been republished.

The story revolves around Mark, a young boy, who discovers that some of the people on his model railway in the attic are alive. For educational reasons, all the men are named after famous engineers. Mark is lucky in that the little people gradually improve his railway, and are entertainingly snuffy about some typical model railway compromises, such as sharp pointwork at the bottom of gradients, locomotives running at faster than scale speeds and operations that are designed for fun rather than efficiency.

Many older readers remember reading the series as children, so it's nice to see them available again.

Price £7.99

Ray Pope Publishing (Kindle version also available)



I tried to run a railway Gerard Fiennes

Tread carefully whenever words such as 'whimsical' and 'iconoclastic' are used in the description of a book, and even more so if said book also purports to have 'laugh out loud moments'. All such descriptions are apt in this instance, though, as Gerard Fiennes recalls his 'accidental' introduction to the world of railways; first as a Traffic Apprentice on the LNER through to his eventual ascent to the highest ranks of British Railways. The hilarity comes in his warts-and-all assessment of his four decade stint, the idiosyncrasies, inadequacies and uncertainties of the railways at the time, and his frank appraisal of various colleagues encountered along the way. As far as career memoirs go, it was an extended suicide note, and Fiennes, in having tried to bring new ideas to an old industry, soon found himself out of work. All of which makes for great reading, even for non-afficionados. The book itself has been in and out of print since 1967, but good stories survive the years nonetheless and this one is certainly worth retelling.

Price £10

www.headofzeus.com

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4D-011-002	BR Railcar W10.....	£123.25
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4D-022-010	Class 68 DRS.....	£131.70
4D-022-011	Class 68 Chiltern.....	£131.70
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14091	Class 14 Green.....	£109.95
14111	Class 14 NCB.....	£109.95
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R3003	B17 Barnsley.....	£116.45
R3004	BR Serby Hall weathered.....	£116.45
R3004X	BR Serby Hall weathered.....	£133.45
R3371	Mallard Railroad Version.....	£74.00
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R3235	D16/3 British Railways.....	£100.95
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R3413	S15 Late.....	£119.45
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HELJAN RUSTON & HORNSBY/BR CLASS 07 0-6-0

Arriving with local stockists as this issue went to press are Heljan's Class 07 diesel shunters. Delivered to BR Southern Region in 1962 as a replacement for the USA tanks, their short wheelbase made them particularly useful for negotiating the many tightly curved dock lines. After a downturn in traditional handling of dock goods and the increase in containerised traffic flows, their work declined and the Class was withdrawn by BR in 1976/77. Heljan's models cover the original BR and later dual-braked variants. Look out for our review in next month's issue, or watch our unboxing video on our YouTube channel.

Price RRP £139.95

W www.heljan.dk

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LOCOMOTION MODELS STIRLING SINGLE 4-4-2 NO. 1

On its way to Locomotion Models as this issue went to press are models of its exclusive Stirling Single. Toolled by Canadian manufacturer Rapido Trains Inc. and working in close collaboration with the NRM, owner of GNR Stirling Single No. 1, the OO gauge models are the latest to be added to the National Collection in Miniature range. Turn to page 106 for a review of this model. Don't miss our unboxing video of this model - subscribe to our BRM Express newsletter so you don't miss out.

Price DCC-ready RRP £179.00, DCC sound-fitted £279.00

W www.locomotionmodels.com

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BULLEID 1-CO-CO-1 (K2701) DIESEL ELECTRIC LOCOMOTIVE, KERNOW MODEL RAIL CENTRE EXCLUSIVE

Expected to arrive shortly with Cornish model railway retailer Kernow Model Rail is the last batch of its LMS 10000 diesel electric locomotives, representing 10203. Changes to the tooling allow the roof of 10203, with its rectangular exhaust ports, to be accurately represented. This differs from the round ports of 10201 and 10202, models of which arrived with customers last winter. Also available with DCC sound by Legomanbiffo.

Price RRP £179.99, £309.99 DCC-sound fitted

W www.kernowmodelrailcentre.com

HORNBY (R3634) SR LORD NELSON CLASS 4-6-0 851 SIR FRANCIS DRAKE AND 30863 LORD RODNEY

Expected to arrive with retailers at the end of this month are two of Hornby's newly-tooled SR/BR Lord Nelson Class 4-6-0 locomotives. Era three modellers of the Southern Region should find its model of 851 *Sir Francis Drake* (R3634) of interest, whilst later BR-era modellers should look to its model of 30863 *Lord Rodney* (R3635). Arriving later this summer is TTS sound-fitted 30850 *Lord Nelson* (R3603TTS), the original prototype locomotive of the Class, completed on August 11, 1926.

Price £169.99

W www.hornby.com



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BACHMANN BR MK1 BG RE-RAILING TOOL VAN MICKLEOVER MODEL RAILWAY GROUP EXCLUSIVE

Mickleover Model Railway Group's second OO gauge limited edition model has a Scottish connection - as with its first commission, 37114 - a BR Mk1 BG in engineer's yellow with black chevrons. Toolled by Bachmann, the models will depict ADB 977155QRV, with Highland terrier motifs of Glasgow Eastfield depot. Registrations are being taken via the club's website, with a delivery date expected later this winter. Profits from the sale of the model contribute to the rebuilding of the MMRG clubrooms, helping to keep its Derby model railway show running. An optional weathering of the models is available for £10 extra.

Price £47.95 est.

W www.mmrg.org.uk





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- DSS1 Loco Shuttle - automatic train running sequences. £60.00
- TXC1 Turntable Controller - automatic indexing. £80.00
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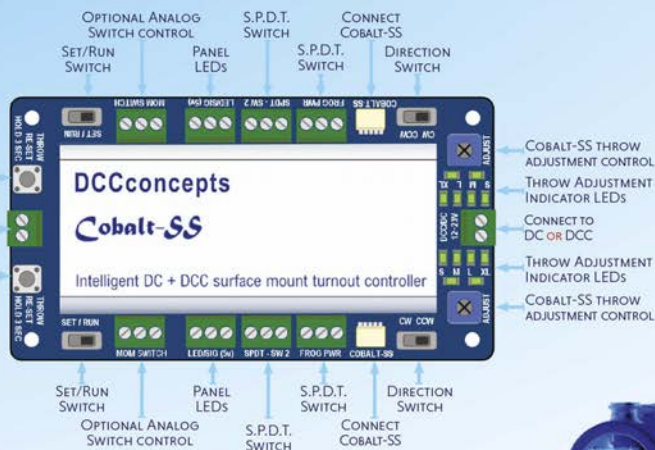
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PETERS SPARES 00 GAUGE WHEELS, TRACTION TYRES AND MOTOR BUSH REPLACEMENTS

Struggling to find spares for your 00 gauge models? Peters Spares carries a large stock of 00 gauge hard-to-source spare parts for most of the popular wheel sizes, motors and gears as used by Lima, Hornby and Bachmann amongst others. New in-stock with the shop are packs of 14.1mm solid disc coach wheels (PS84), 12.6mm three-hole wagon and coach wheels (PS82) and 12.6mm eight-spoked wagon wheels (PS83). All are supplied as pairs on a 25.6mm long, 2mm diameter pin-point axle. Also now available are packs of 10 traction tyres for Lima wheels large (L1-1505-00), small (L1-1504-00) and Hornby (X8461, X8029 and S8318). A replacement Hornby carbon brush and springs (PS66) is also available.

Price Wheels: £3.00, Lima Traction tyres £5.99, Hornby Traction tyres £8.18, Springs and bushes £2.99
W www.petersspares.com

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SCALEMODELSCENERY (LX155-00) 6FT FENCE PANELS, (AX047-00) 3D-PRINTED CONCRETE FENCE POSTS AND (LX102-00) SCHOOL / PARK RAILINGS AND GATES

Enhance the boundaries of your model properties with these new items from Scalemodelscenery. Choose from its pack of 6ft pre-cut fence panels, 3D-printed concrete posts or school or park railings. Its pack of 6ft fence panels can be used single sided if stacked in a pile or glued back to back to make a double-sided fence. Fence panel texture is printed onto a natural-wood finish laserboard. Use in conjunction with its 3D-printed 8ft pre-cast concrete fence posts (pictured), also ideal for detailing builders yards, construction sites or for use as lorry or wagon loads. Use its pack of laser-cut 00 scale 5ft hairpin style railings around schools, parks and community gardens, with enough to build 60cm of fencing. See its extension pack (LX162-00) with 73cm of railings. Also available in N gauge.

Price Fence panels: £3.50, posts: £2.50, railings: £5.99
W www.scalemodelscenery.co.uk

PLASTIC MAGIC AD83 CEMENT

Claiming a drying time of between 10 and 15 seconds, Deluxe Materials AD83 Cement is a modelling essential that bonds styrene, styrene sheets, ABS and most kit plastics. It can be applied to one or both surfaces giving time for adjustment. Supplied in a stable bottle, it's non-toxic, non-flammable and has a low odour. Supplied with two brushes for a more accurate application of glue.

Price AD83 RRP £6.99
W www.gaugemaster.com or your local stockist



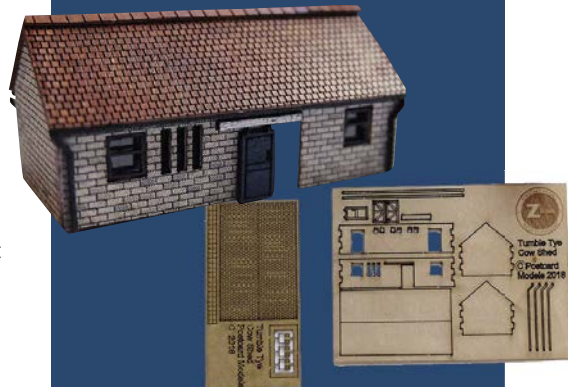
POSTCARD MODELS

TUMBLE TYE COW SHED

A recent architectural newcomer to the model railway market is Postcard Models. Each of its laser-cut kits is cut from a postcard-sized piece of material. This, its cow shed, has a sliding entrance door, two windows and three air ventilation openings at the front and two rear doorways with small windows. A range of N gauge buildings will appear soon.

Price £8.00

W www.postcardmodels.co.uk



WASPSLOT 3D PRINTED SPRAY STAND

Support your models when spray painting or weathering with this handy spray stand. Designed for slot car modellers, but useful to modellers in scales of 0 and above, the 3D printed parts slot together without tools to make a light, but stable stand with an 8cm diameter base. Its jaws close to 33mm - too small for 00 gauge bodyshells, but suit for 0 gauge and above. The jaws are spring loaded, closing to a minimum of 33mm and a knurled wheel locks them in position.

Price £11

W www.waspslot.co.uk



NARROW PLANET 15IN GAUGE WAGON THREE-PACK

15in narrow gauge railways were common in many parts of Britain and modelling these is best accomplished in 4mm scale using Z gauge track to represent 18in gauge lines. Narrow Planet has released three multimedia wagon kits for British prototypes for 4mm scale. Pictured is a Royal Arsenal single plank and Eaton Hall Railway wagon, each painted and weathered. Use in combination with RTR locomotives and rolling stock from Busch's 'Feldbahn system' to add a narrow gauge line on your 00 gauge layout.

Price £20 (three-pack incl. wheelsets)
W www.narrowplanet.co.uk



4mm scale

LOCOMOTION MODELS GNR STIRLING SINGLE NO.1



Locomotion Models took a brave step in April 2015 announcing that it was commissioning a flagship product for its National Collection in Miniature range, in the stately Victorian shape of Patrick Stirling's Great Northern railway racehorse for its express services. The locomotive was 'preserved' back in 1909 and we are lucky to have this and other locomotives of the 'Race to the North' era in the National Collection. Standing at the announcement event and looking at the locomotive, it was evident that it would be challenging to produce the model to contemporary standards. The product was entrusted to Rapido Trains, so we knew it would be an interesting journey. Let's take a look at a couple of the major challenges.

Challenge No. 1 – The real locomotive is famed for its single 8ft 1in diameter driving wheel. To effectively haul model trains this would always be an issue, undoubtedly leading to limited haulage and slipping. To solve this the model has two driven axles - the large driver and the trailing axle are geared together, combined with excellent weight distribution thanks to the die-cast boiler and running plate. Picking the model up at the arch over the driving wheels tells you that the centre of gravity on the model is exactly where it should be, top dead centre over the driver.

Challenge No. 2 – Standing by those huge driving wheels it's evident that there would be very limited clearances on the model. Indeed, there's barely a millimetre clearance between the wheel and that gorgeous splashers, so there's no option for conversion to EM or P4. The front bogie also features splashers over the wheels, which would present problems in meeting the museum's stipulation that the model should be able to negotiate second radius curves. The problem was solved by splashers that the modeller fits and adjusts based on their curvature to give clearance.

Unpacking the model, you'll find an A5-sized

Victorian express locomotives were elegant creatures, with curves, polished details and graceful proportions. The Stirling Single embodies all of these attributes, plus it had the prestige of hauling some of the country's fastest trains at the time.

booklet. Please do read this beforehand, especially page four which gives guidance on unpacking and coupling the locomotive and tender together. An 8-pin plug under the locomotive footplate connects to an 8-pin socket on the tender, but please make sure you couple them together on a level surface – just push them together until it's firmly home. To uncouple it's best to turn the model upside-down and release the side clips a little and it will part easily.

I cannot stress enough that the model should be handled with care, as there are many fine components. A couple of parts had worked loose in the hands of the courier, but nothing that wasn't fixed in a couple of minutes. There's a little work to do with the detailing pack, with cosmetic screw-link couplings, brake pipes and coupling safety chains (although these were missing in this sample). A small nickel silver etch includes silver bosses for the centre of the driver covering the assembly screw.

The main body colour is rich Doncaster Green, while superb lining, detailing and printed text show the ownership and build of the locomotive. Victorian express locomotives had a lot of finery and so it is with the model, with internal motion and piping picked out in red, polished steel details and softly sprung buffers. It really is a delight to look at and I'm sure many buyers will just mount it in a display cabinet. The model does work, of course!

In testing, the impression of balance and weight translates into smooth and steady performance. It pulled eight Mk1 coaches with no evidence of slipping and it successfully negotiated small radius

FACT FILE

MANUFACTURER Rapido Trains Inc
MODEL GNR Stirling Single No.1 with DCC sound
PRICE RRP £279.00
WORDS and PHOTOGRAPHS Andy York



pointwork with the bogie splashers eased out. I've yet to test it on an incline, but I think it will be capable in that regard.

This model is DCC sound fitted, with the decoder and speaker mounted in the tender giving a warm and rich sound – the basic motion sounds work on DC too. Accessing the decoder socket is quite straightforward, the instructions indicating two screws ahead of the rear tender axle. However, I found there were two sets of screws there. I undid the wrong ones first, which secure the tender pickups, but the correct screws are the ones close to the rear axle. You will need a jewellers' crosshead screwdriver to access these.

I must again emphasise the care that should be taken in handling this model, as details could be knocked off. I wouldn't want owners to be upset, as this is truly one of the finest models I have ever seen produced in 4mm scale. In that context, the price of £179.00 for the DCC-ready version is on a par with an express locomotive from a mainstream manufacturer, which makes this excellent value for the quality exhibited. This looks like a model made by an accomplished scratch-builder, with a weight and feel of great quality, and very good performance. Even if you rarely, or never use the model it really

Looking at these images, it is very clear how limited some of the clearances and tolerances are. It is a testament to modern factory production that a model can look so good yet perform so well, even on a train set oval. Recent discussions indicate that Locomotion Models is considering producing period coaching stock to complement this model.

is a thing of beauty to add to any collection.

An American Great Western modeller working for a Canadian business designs the UK's finest ready-to-run OO model – how can that happen? Take a bow Bill Schneider, you really have achieved something quite special in overcoming the challenges and producing a model of such fine quality. ■

datafile

BASICS

Manufacturer: Rapido Trains Inc.

CATALOGUE REFS:

GNR Stirling Single No.1 - DCC Ready £179.00

GNR Stirling Single No.1 - DCC Sound £279.00

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

Era: 1 to 9

Company/Operator: LNER

Weight: Locomotive 189g, Tender 76g

Body: Die-cast and plastic

Chassis: Die-cast and plastic

Wheel Profile: RP25

Couplings: NEM mounted tension lock

Accessories: Bufferbeam detailing

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Stirling Single

Andy York looks at the model in detail, puts it on the rolling road, talks to Jason Shron and sees what it's capable of.



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Revolution Trains Class B tank wagon is arriving with retailers. Howard Smith and Andy McVittie examine these new N gauge models of great interest for late-steam to sectorisation-era modellers.



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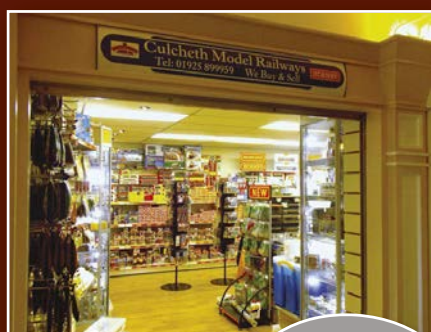
Pre-production model on Owen Pedder
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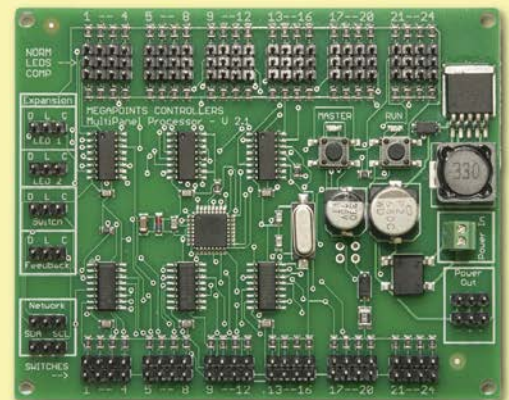
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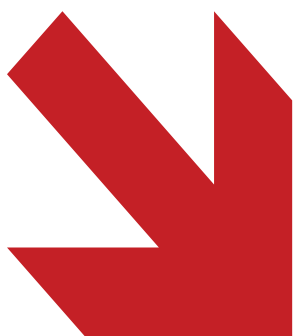
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EVENTS

EXHIBITIONS

JUNE 30 - JULY 01

Exeter Model Railway Show Exeter Matford Centre, Matford Park Road, Matford Business Park Marsh Barton Trading Estate, Exeter, Devon EX2 8FD
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adult £7.00
 Children Free with paying adult
T: 01392 421906

JULY 07

Exbury Club Charity Model Railway Exhibition Exbury Club, Nr Beaulieu, Southampton, Hampshire SO451AH
Opening Times: Saturday 1030 - 1700
Prices: Adult £4.00
 Accompanied Children Free
T: 02380 891345

CONTACT US

DIARY DATES are now ONLINE!

As of the December 2016 issue of BRM, only a select number of Events will be listed within the magazine. For an extensive list of all Diary Dates please visit our website at the address below.

www.brmm.ag/brmevents

WEBSITE

Enter your event on our website
www.world-of-railways.co.uk

Closing date for SEPT issue is July 17th

Suitable for disabled visitors.

JULY 07 - JULY 08

Basildon 39th Model Railway Exhibition Leinster Road, Laindon, Basildon, Essex SS15 5NX
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adult £5.00 Senior £3.00 Child £2.00 Family £12.00 (2+2)
T: 01268 574884

JULY 14

The Friends of Robert Barclay Academy 25th Annual Model Railway Exhibition Cock Lane Hoddesdon, Hertfordshire EN11 8JY
Opening Times: Saturday 1030 - 1630
T: 07866 641215

JULY 28 - JULY 29

Stoke-on-Trent (Trent Vale) Model Railway Exhibition St John's Primary School, Wheatly Avenue, Stoke-on-Trent, Staffordshire ST4 6SB
Opening Times: Saturday 1030 - 1700 Sunday 1030 - 1630
Prices: Adult £4.00 Child £2.00 (16 and under) Family £10.00 (2+2)

AUGUST 18 - AUGUST 19

Carnforth Heritage Centre Model Weekend The Heritage Centre, Carnforth Station, Warton Road, Carnforth, Lancashire LA5 9TR
Opening Times: 1000 - 1600
Prices: Adult £2.00, Children FREE
T: 07967743126

OTHER EVENTS

JULY 13 - JULY 15

Moseley Railway Trust - Tracks to the Trenches 2018 Apedale Valley Light Railway, Loomer Road, Newcastle-under-Lyme, Staffs ST5 7LB
Opening Times: Friday 1230 - 1730 Sat/Sun 1030 - 1730
Prices: Adult £9.00 Child £4.00
T: 0845 094 1953

JULY 14

Workshop Wise (South) 2018 - EM Gauge Society South Hants Area Group in collaboration with the Scalefour Society Fort Widley, Portsdown Hill Road, Portsmouth, Hampshire PO6 3LS
Opening Times: Saturday 1030 - 1630
Prices: Admission £3.00
 Note access to the hall where the event is taking place is regrettably via stairs only
T: 07710 591511

AUGUST 11

The East Anglia Garden Railway Show Bressingham Steam Museum, Diss, Norfolk
Opening Times: Saturday 1030 - 1700
Prices: Admission £6.50
T: 01379 686900

TRAIN & TOY FAIRS

JULY 04

Joe Lock Toy & Train Fair - Hertford Richard Hale School, Hale Road, Hertford, Hertfordshire SG13 8EN
Opening Times: Wed 1900 - 2100
Prices: Admission £1.00
T: 07866 641215

JULY 07

Barry Stockton - Merseyside Hobbies & Model Railway Show Hulme Hall, Port Sunlight, Wirral, Merseyside CH62 5DH
Opening Times: Saturday 1030 - 1530
Prices: Adult £4.50 Child £1.00
T: 0151 334 3362

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JULY 18

Joe Lock Toy & Train Fair - South Croydon St John's Community Hall, Selsdon, Croydon, London, CR2 8DD
Opening Times: Wed 1800 - 2000
Prices: Admission £1.00
T: 07866 641215

JULY 19

Joe Lock Toy & Train Fair - Theydon Bois Village Hall, Coppice Row, Theydon Bois, Epping, Essex CM16 7ER
Opening Times: Thursday 1900 - 2100
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JULY 28

Bluebell Railway - Toy & Rail Collectors' Fair Horsted Keynes Station, Station Approach, Horsted Keynes, Haywards Heath, West Sussex RH17 7BB
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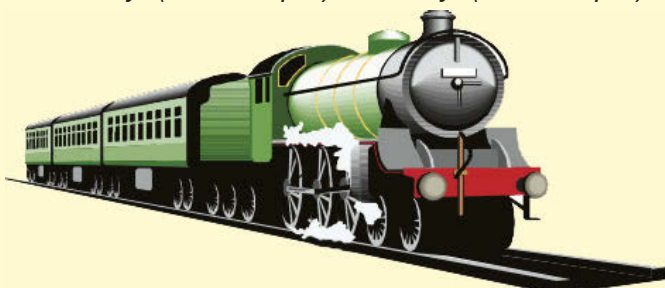
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**Squires will be exhibiting at the following shows in 2018 –
Diary updated as bookings are confirmed.**

June 23/24 - PERTH Model Railway Exhibition, 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 14/15 - BARRY & PENARTH Model Railw Exh - Clubs 40th Anniversary. St Cyres
School, Sully Road, Penarth, Vale of Glamorgan, **CF64 2XP**. Sat 10-5, Sun 10-4.30.

July 28/29 - North Shields RAILEX NORTH EAST, John Spence Community High
School, Preston Road, North Shields. Tyne & Wear. **NE29 9PU** Sat 10-5, Sun 10-4.30.

Aug 4/5 - SOUTHWOLD Waveney Valley Model Railway Exhibition, Saint Felix School
Southwold, **IP18 6SD** 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 M/Rail Exhibition, Skipton Academy (Formerly Aireville School)
Gargrave Road, Skipton, **BD23 1UQ**, Sat 10-5, Sun 10-4. www.skiptonrailsoc.org.uk

Aug 25 - BOURNVILLE Model Railway Exhibition, The Hollymoor Centre, 8 Manor
Park Grove, Northfield, Birmingham, **B31 5ER**. 10.00am to 4.30pm

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

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 13/14 - ALDERSHOT Farnham MRC 44th Exhibition, Alderwood Leisure Centre,
Tongham Road, Aldershot, Hants. **GU12 4AS**. Sat 10-5, Sun 10 - 4.30.

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.

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, Springfields 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 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** Fri 5.30-9. Sat 10-5.30. Sun 10-4.30

Nov 17 - PORTSMOUTH South Hants Model Railway Exhibition, Admiral Lord Nelson
School, Dundas Lane, Portsmouth, Hants **PO3 5XT**. 10-5 *Plenty of Free Parking*

Nov 17/18 - WORKINGTON Model Rail Show, University of Cumbria, Energen
Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, **CA14 4JW**. Sat 10 -
5, Sun 10 - 4. **5th Year at this NEW VENUE**

Nov 24/25 - BIRMINGHAM Warley National Model Railway Exhibition, Hall 5, NEC
Birmingham **B40 1NT**. Sat 9.15 - 6pm, Sunday 9.15 - 5pm. www.warley-mrc.org.uk

EXHIBITIONS & SHOWS IN 2019

Jan 26/27 - KENDAL Model Railway Exhibition Leisure Centre, Burton Rd, Kendal,
LA9 7HX Sat/Sun 10-5

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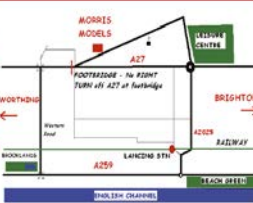
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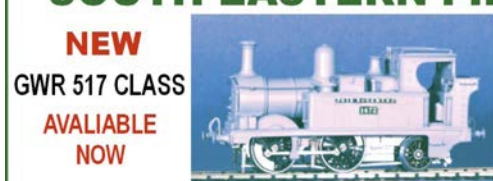
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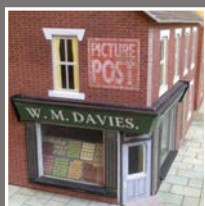
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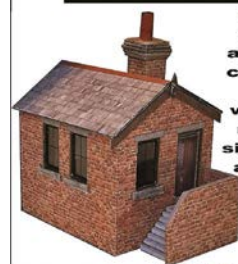
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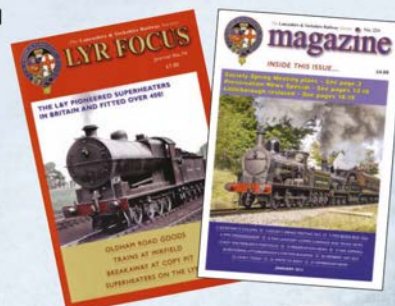
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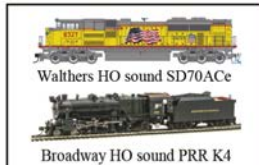
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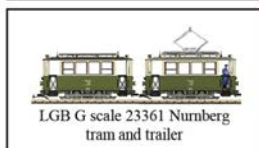
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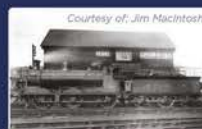
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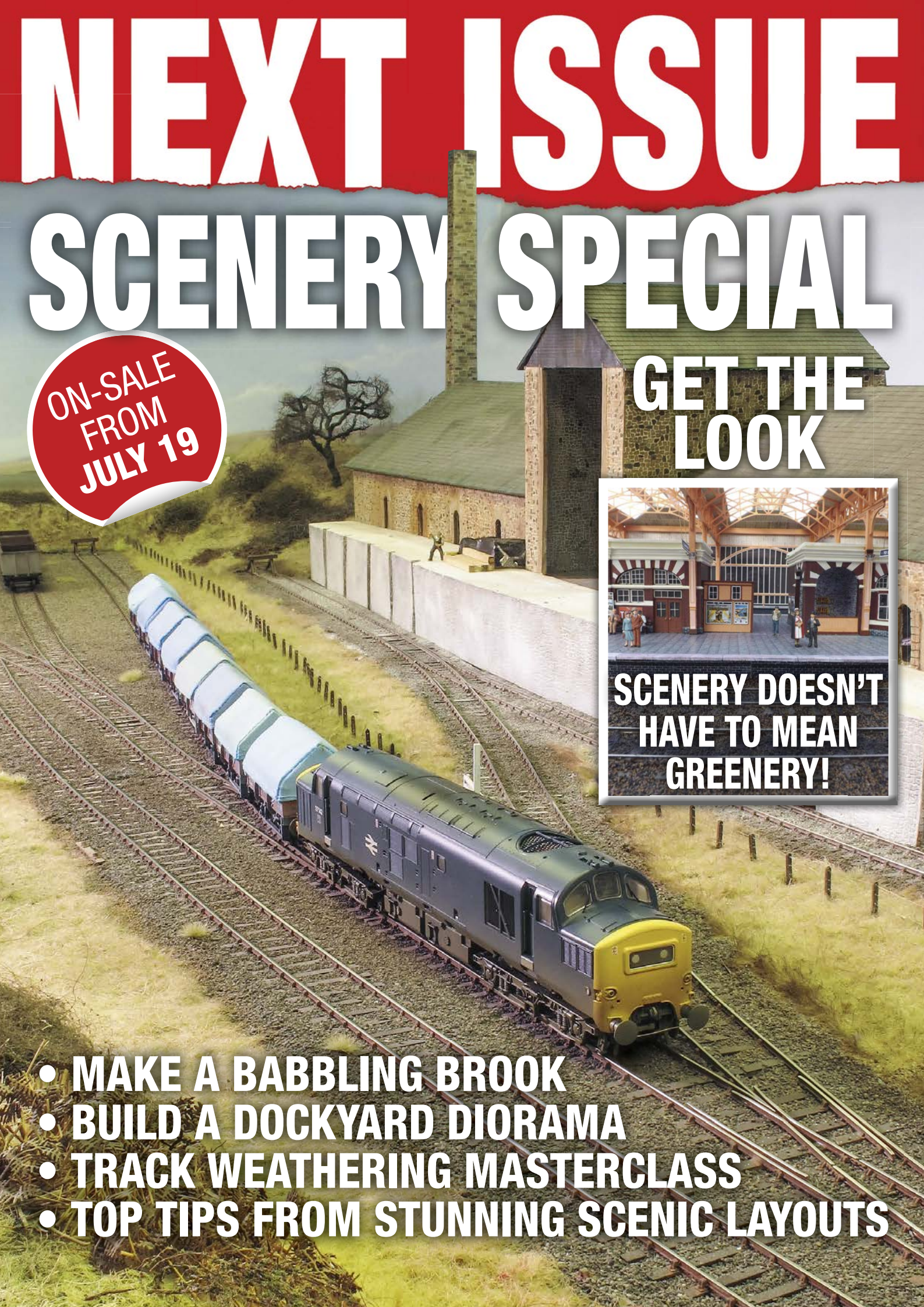
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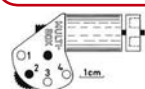
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Dig this

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.



FUNNY VIDEOS

Friday Funny video



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Handy Hints – Using plaster for scenery

Sometimes it's powdered, sometimes it's impregnated into bandages – plaster is the perfect hard shell, although it can be fragile. You don't want a glaring white gash appearing in the hillside thanks to an accident. Unless that gash looks like a horse, you're not going to convince anyone it's prototypical. There are ways to avoid this, though.

[Read our](#) scenic advice



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

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.



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](#).

RMweb

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TAIL LAMP

Phil Parker doesn't *do* DCC, so why does he collect vintage systems?

The DCC revolution has rather passed me by. Little layouts, the sort I like to build, don't benefit as much from digital control. Sound and lights are fine, but the costs of the chips makes me wince. That, and regularly hearing of people frying expensive electronics.

Despite this, I do have an interest. Growing up at the start of the home computer boom, with a fraction of the processing power of my current mobile phone, my ZX81 was a little slice of the future.

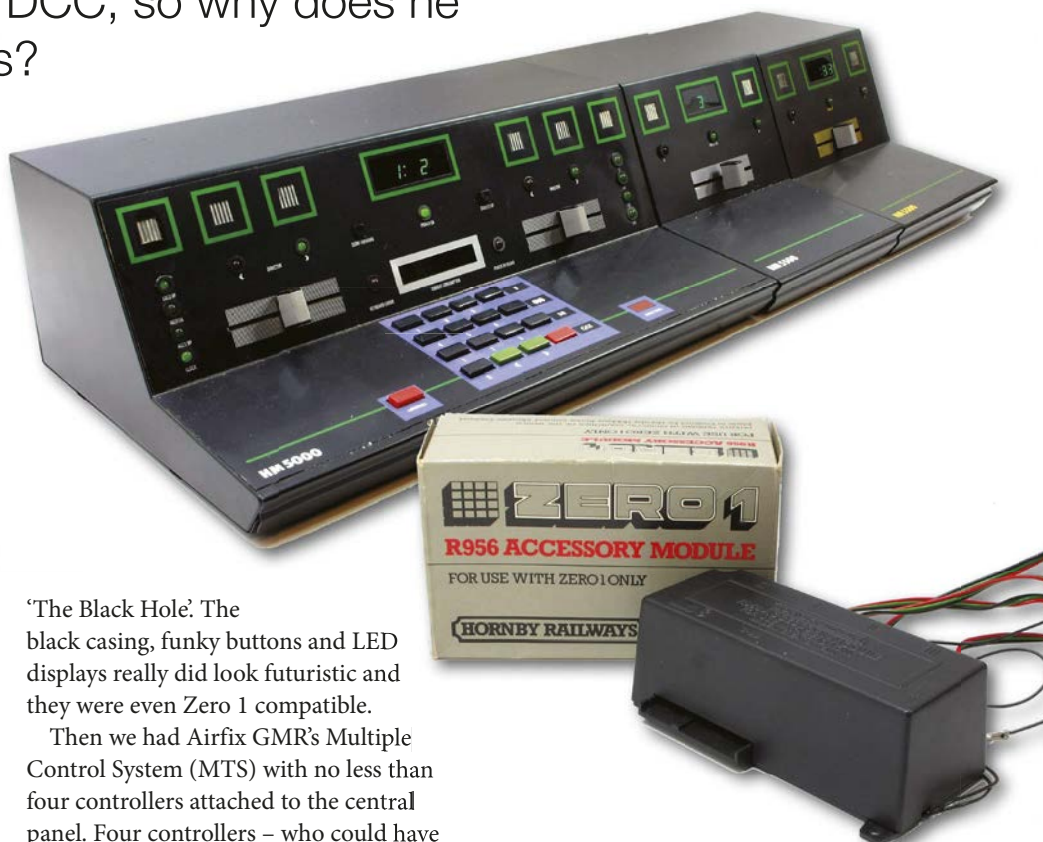
The year before Clive Sinclair launched my computer, Hornby revealed to the world, the first "Command control" system – Zero 1. Costing £300,000 to develop (nearly £2 million in today's money) this revolutionary product made an appearance on the BBC TV show *Tomorrow's World*, where the presenters drove locomotives toward each other – on the same track – and then balanced a ping-pong ball between them on the buffers to prove that each model was operating independently.

Adverts promised not only amazing control, but features such as a microminic display panel that would light up to show the direction points were set and a hand-held slave controller on the end of a great long length of black ribbon cable.

Chips were best described as chunky and for many years the catalogue included notes against many smaller locomotives to the effect they they couldn't be converted to Zero 1.

Ten years later, the system quietly faded away as the company that owned Hornby hit financial trouble and stopped development. Shops continued to sell the units, but had to warn customers of limited supplies.

Zero 1 was the big noise in the Command Control world, but Hornby didn't have the market to itself. Hammant & Morgan (H&M) launched the HM5000 controller, a development of its analogue H&M3000 with looks that put me in mind of the Disney film



'The Black Hole'. The black casing, funky buttons and LED displays really did look futuristic and they were even Zero 1 compatible.

Then we had Airfix GMR's Multiple Control System (MTS) with no less than four controllers attached to the central panel. Four controllers – who could have dreamed of such a thing?

By the 1990s, those early adopters who had seen the future were ruining the day they jumped in as component supplies dried up. Model railways pretty much reverted to the analogue dark ages for a few years.

Now we have all the digital control we could want. The units are all compatible with each other and everyone is happy, but in the same way I miss my ZX81 (it's in the loft), I yearn for the days when all this stuff was futuristic.

You can still buy Command Control units, but they are now bona-fide collectables. Last year at Nottingham show, I amazed our editor by grabbing a Zero 1 unit along with a slave controller (the one that plugged into the side, not the cool slave on a cable version) for £3. There were a couple of chips with it too. All for the price of a coffee.

On the same secondhand stall was a GMR MTS unit for the same money. Two controllers that in their day were beyond my wildest financial dreams for less than the price of fish and chips.

Hearing how happy this acquisition made me, Andy York decided to clear some space in his loft, presenting me with a fine H&M 5000 for free. He even had the manuals, with instructions for converting over 200 locomotives.

More recently, I found some R906 conductive paint. This rare, and valuable liquid is how you set the number of each model on the chip. There's none of this CV nonsense, the modeller carefully joins two terminals on the circuit board with the special paint, following the instructions to turn the thing upside down as soon as they have finished welding the fine brush lest some of it runs into the chip, ruining it forever.

If your controllers need more attention, the Model Railway Electronics Group (MERG) publish a series of technical bulletins for members.

While I've not used my controllers yet, they look great in a retro way and remind me of the days when the future was just around the corner. ■

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2D-019-007 - Class 43 HST Virgin East Coast 43311/43312

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2D-026-002/D - Class 86 Les Ross / Peter Pan 86259/E3137 Blue SYP/DCC



2D-026-004/D - Class 86 Meteor 86216 BR Blue FYP/DCC

Class 86 artwork for illustration purposes only. Decorated samples expected for review end of May, watch the Dapol's website for more details...

CLASS 22



4D-012-004/D - Class 22 D6325 BR Green No WP Font A Disc H/Code/DCC

4D-012-005/D - Class 22 D6331 BR Green FYP Font A H/Code/DCC

4D-012-006/D - Class 22 D6327 BR Blue SYP Font A H/Code/DCC



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4D-012-009/D - Class 22 D6322 BR Green SYP Disc H/Code/DCC

7F-080-029 - 8 Plank - Enoch Haythorn 109

7F-080-029W - 8 Plank - Enoch Haythorn 109 Weathered

7F-200-001 - BR 20T Brake Van B951771 Grey CAO

7F-200-002 - BR 20T Brake Van B952182 Grey

7F-200-003 - BR 20T Brake Van B953095 Grey

7F-200-004 - BR 20T Brake Van B951224 Bauxite CAP

7F-200-005 - BR 20T Brake Van B952042 Bauxite

7F-200-006 - BR 20T Brake Van B952978 Bauxite

7F-200-007 - BR 20T Brake Van Unnumbered Grey

7F-200-008 - BR 20T Brake Van Unnumbered Bauxite

4F-016-106 - Banana Van - N E Grey 158650

4F-016-107 - Banana Van - N E Grey 158650 Weathered

4F-034-110 - 21T Hopper - Pilkington 1970

4F-034-111 - 21T Hopper - Pilkington 1970 Weathered

4F-071-011 - 7 Plank - BR 238761

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	from £127.46	Jul 2014							
BR Mk1 Carlat	hattons.co.uk/BRCarlat	from £31.41	Jan 2017							
Class H1 & H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	from £161.46	Mar 2013							
Class 90	hattons.co.uk/c90	from £152.96	Jul 2014							
Class 117 DMU	hattons.co.uk/c117	£254.96	Sep 2015							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 142	hattons.co.uk/c142	from £115.18	Jan 2011							
LSWR Class B4 0-4-0T	hattons.co.uk/b4	from £93.50	Apr 2014							
Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	from £115.56	Dec 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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							
Class 66	hattons.co.uk/66	from £150	May 2018							

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Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
Class 07 Shunter	hattons.co.uk/cl07	£111	Jan 2016							
O Gauge Class 37/4	hattons.co.uk/hel374	£560	Nov 2017							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£560	Apr 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Hltachi 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							

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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

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Rail

Mark Thatcher
reviews the new 16mm
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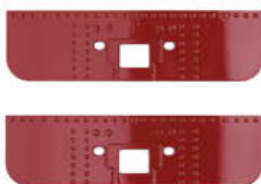
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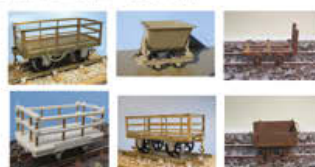
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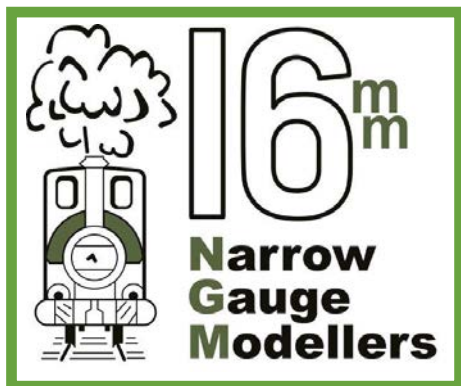


Next Month: On a garden railway, wagons can earn their keep. Dave Skertchly takes a look a selection of useful items of rolling stock for your line.

VIEW FROM THE END OF THE PLATFORM



So many good things, so little time
The National Garden Railway Show at Peterborough – Wow



So much to see, so many people to chat to, and so little time. Arriving while the hard-working volunteers were setting up and leaving as we all packed up our stands, there just didn't seem to be enough time to do everything. At close of play, I could still be found crouched behind the Garden Rail stand taking photos in my mobile studio (OK, a couple of large, white bits of foamboard). I did have the chance to meet up with both Tag and Manfred R. Meliset, editor of Garten Bahn magazine (the German equivalent of Garden Rail). One thing struck me, they both have trademark hats. Do I need some editorial headgear? Asking this on the GR Facebook page resulted in suggestions of either a deerstalker or fez – but I'm sure readers will have more ideas.

Rather than try to describe everything, I'll let my camera do the talking, with pictures here and on page 62 of this issue.

Talking of cameras, now the sun has made an appearance in the sky and all the plants are bursting into life, I'm still on the lookout for photos showing your garden railway. Please don't be bashful, we all learn from each other. More to the point, we all enjoy looking at each others' layouts, so send me some snaps to phil.parker@warnersgroup.co.uk and I'll do my best to feature your model in print. ■

Right: The event saw the biggest gathering of team members from The Biggest Little Railway In The World TV programme, along of course, with "Silver Lady".



Above: Opening – The event was opened by the Deputy Mayor posing with a whistle and flag alongside some of the organisers.



Right: Manfred R. Meliset, editor of Garten Bahn magazine, Tag Gorton and myself.



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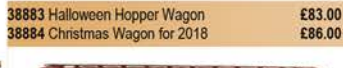
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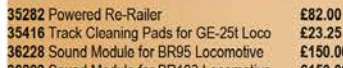


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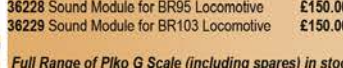
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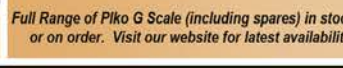
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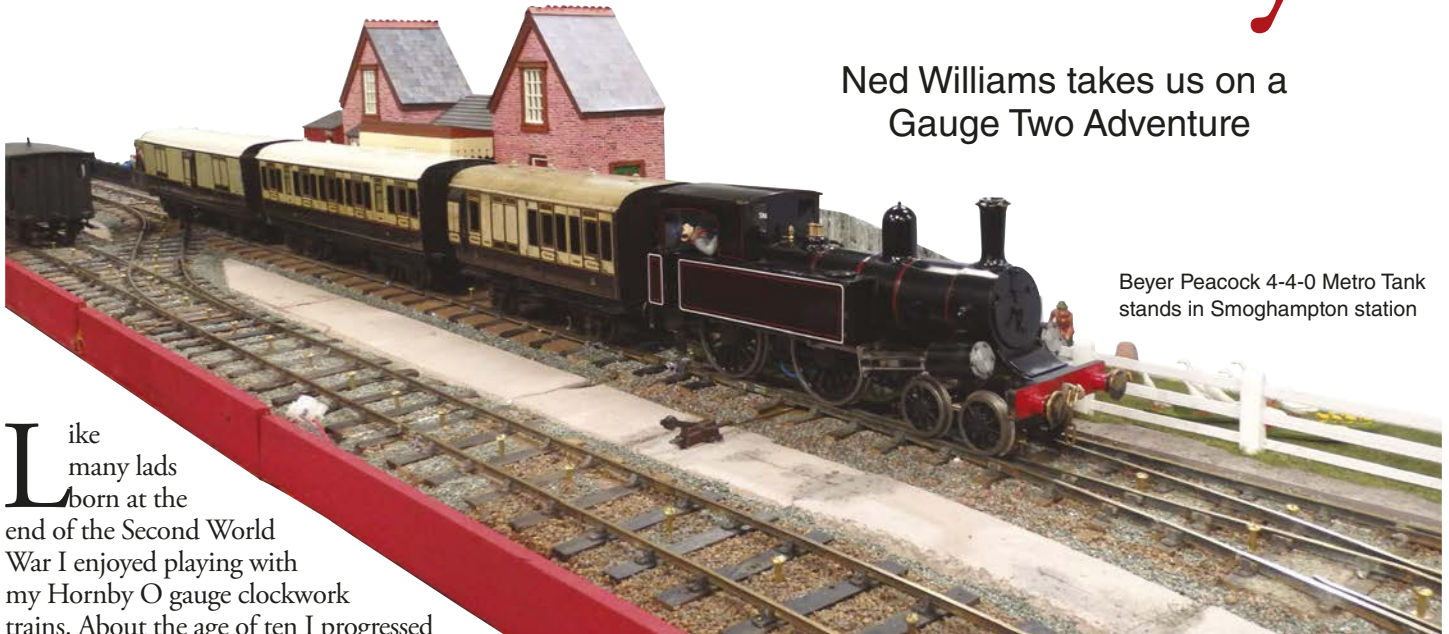
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TRADE ENQUIRIES WELCOME

The Smoghampton & Greenhills Railway

Ned Williams takes us on a
Gauge Two Adventure



Beyer Peacock 4-4-0 Metro Tank stands in Smoghampton station

Like many lads born at the end of the Second World War I enjoyed playing with my Hornby O gauge clockwork trains. About the age of ten I progressed to Tri-ang 00 electric trains and felt very impressed with their realistic properties despite their heavy grey plastic based track. While playing with my Princess Elizabeth, two short coaches and a circle of track, I met a man named Francis Ashley who had come to our house on business. He pointed out to me that real trains did not go round in circles and bare carpet did not provide them with an adequate landscape through which to travel. I was fairly mortified by this criticism, but was pleased to accept an invitation to his house to be taught more about model railways.

Until my visit to Francis Ashley's house my knowledge of model railways was limited to the fact that there were two scales: "0" and "00", and in the latter scale there was some kind of war going on between the followers of Tri-ang and the disciples of Hornby Dublo. There was also some kind of demarcation between the world of "toy trains" and "serious modelling".

Francis lived in a large bungalow with at least two large front rooms. He showed me into one that was the home of his model railway, or at least part of it. What I saw was two large 8ft x 4ft baseboards on which a layout was being built. I had never seen anything like it before. It turned out that Francis Ashley's railway

was "Gauge 2" – last manufactured commercially before the First World War to a gauge of 2 inches and an approximate scale of 7/16ths of an inch to the foot. It had never been very popular as it was not significantly larger than Gauge 1, and if "size mattered" why not adopt Gauge 3 on 2 ½ inch gauge tracks? Nevertheless manufacturers like Bassett Lowke had sold

trains in this gauge even if most of the models were German imports! Propulsion was usually clockwork, and occasionally live steam.

Francis Ashley was born in Ilford on 2nd May 1910 and had developed a great musical and artistic talent as a child. He studied both art and music and eventually became a professional violinist.



The S&GR 0-6-2 on shed.



In the 1930s he had played the violin with Mantovani's Orchestra and had travelled on trans-Atlantic liners to both North and South America with ships' orchestras. He used to say to me, "I've always been on the fiddle!" When the Second World War came along Francis found himself in Army Intelligence and was sent to Burma. He was captured by the Japanese and his subsequent life in a PoW camp permanently affected his health and gave him arthritis in his hands which meant the he could not return to work as professional violinist – although he gave violin lessons and conducted local orchestras for the rest of his life.

He had been attracted to the idea of collecting Gauge 1 model railway equipment but soon found out that there was second-hand Gauge 2 equipment appearing that no-one wanted. He joined the Gauge 1 Association and found that members had sometimes bought Gauge 2 equipment "by mistake" and were pleased to dispose of it. Through the 1950s he collected quite a vast amount of

GNR 0-4-0ST and the Metro Tank.

LNWR "Precursor" 4-4-2T on mustard duties.

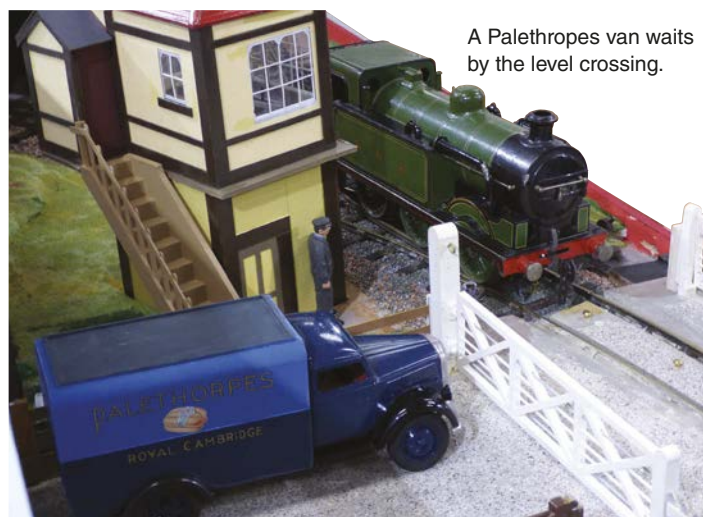
Our Gauge 1 tramway runs at a high level above the railway.

Gauge 2 models including scenic items and track as well as locomotives, coaches and wagons. The latter were sometimes "tinplate", and sometimes made of wood. Although we would think of Francis Ashley as a "collector" he saw himself as a "modeller" and he acquired the models with the intention of building a Gauge 2 layout that he would one day exhibit or even feature in his own museum. He had met the legendary John Ahearn and was inspired by his ideas about model railways, their scenery, and their "context" – i.e. what was their reason for being, what communities did they serve etc. – all demonstrated in Ahearn's Madder Valley Railway, now preserved at Pendon. To try and do the same thing in Gauge 2 was hopelessly ambitious but nevertheless that is what Francis Ashley intended doing.

Francis set about planning the

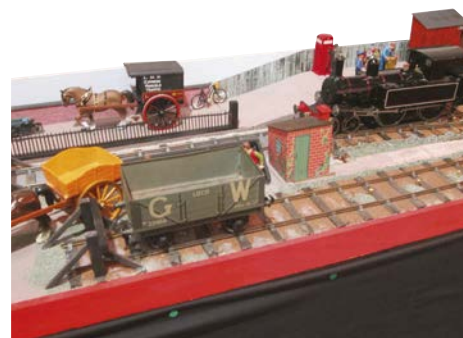


Smoghampton & Greenhills Railway. It would be about 18ft x 32ft, using mainly 8ft x 4ft boards. It would consist of a continuous double track mainline and within the circuit there would be two terminal stations, one in an urban setting and one in a rural setting. Track would be solid brass rail in cast metal chairs and laid on wooden sleepers produced in his own jig. It would be "two rail" but not electric as all his engines would be powered by clockwork mechanisms – most of the engines he acquired being clockwork anyway. The engines acquired may have been commercially produced as sophisticated "toys" in pre- First World War days, but were all reasonably faithfully "models" of Edwardian prototypes in pre-grouping liveries. The layout would include engine sheds, good yards, and at least two signal boxes,



A Paethropes van waits by the level crossing.

The tramway section includes two shops which take advantage of the large scale with loads of detail popular with exhibition visitors.



At the station end, efforts have been made to make buildings that fit the tinplate look of the rest of the model.

plus the two stations. Buildings were of wooden construction – some of which survive to this day.

During my early teenage years I helped Francis Ashley work on the first two boards of the proposed railway and one board reached semi-completion with some nice scenery including a country lane which crossed the mainline on a suitable bridge. (The bridge survives to this day) Constructing the track was laborious and slow and sometimes we became fed up with it and went out into the garden and laid commercially made sectional track down the length of the garden to give the trains an airing. In the garden we had space to use an eight-foot long wooden girder bridge which had been built by Edward Greenly in 1913. (This also survives!)

In the end the Smoghampton and Greenhills Railway was “doomed”. Not only was it a hopelessly ambitious project, but Francis Ashley’s life went through a number of changes of occupation and house-moves. He was something of a workaholic and could never really force himself to take the retirement of which he dreamed – let alone build the railway of which he dreamed.

At one stage Francis believed his was on his deathbed and summoned me to Portsmouth General Hospital to tell me that he wished to bequeath his Gauge 2 railway equipment to me on the understanding that I would build the Smoghampton and Greenhills Railway and exhibit so that a larger public would appreciate the qualities of this gauge and scale. As it turned out Francis was not on his deathbed and he enjoyed life for a few more years, although not able to do any modelling. He also had to sell some items

from his collection in later life to pay for care. Nevertheless when Francis died in 1991 I did inherit what remained of his Gauge 2 collection.

Since then I have tried to fulfil his ambition of sharing Gauge 2 with a wider audience. There was no possibility of building the Smoghampton & Greenhills Railway as Francis had planned it. It was barely possible for two people to manhandle a single 8ft x 4ft baseboard, let alone think about the storage and transportation implications of trying to build such a large layout. Instead it had to be re-imagined almost as a modern “minimum space” project along the lines of the “small terminus to fiddle yard” type.

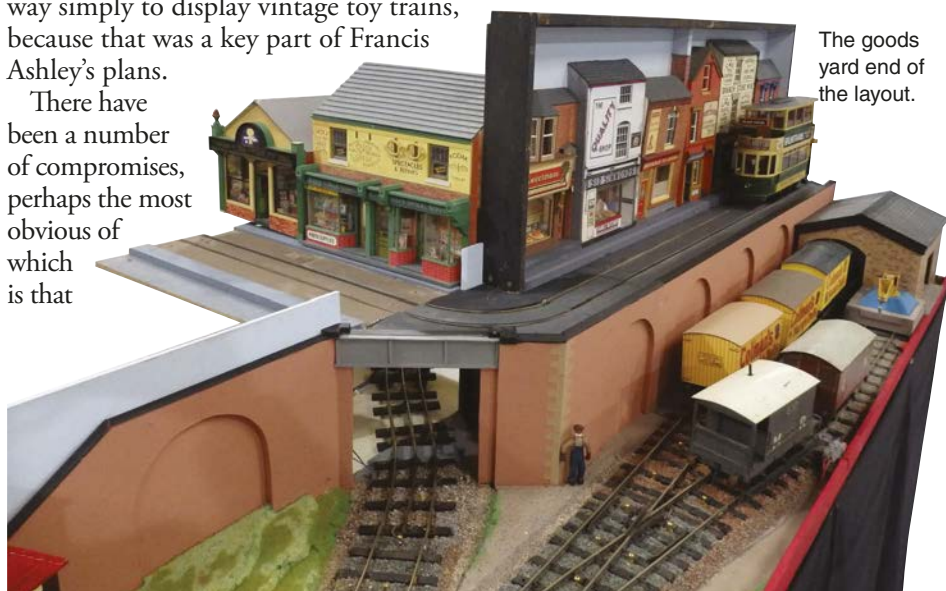
Over the last two decades I have built and exhibited a version of The Smoghampton & Greenhills Railways in a variety of forms. I have always tried to treat the exercise as a railway modelling project rather than seeking a way simply to display vintage toy trains, because that was a key part of Francis Ashley’s plans.

There have been a number of compromises, perhaps the most obvious of which is that

I favour electric propulsion to clockwork. In the early days I received invaluable assistance from Tim Hughes, of “Meteor Models”, and we looked at ways of providing electric locomotives.

Among the many spares inherited from Francis was a set of locomotive wheels, apparently from a 4-4-0 tender locomotive. We looked for a practical prototype which could be built to make use of these wheels and Tim produced a very handsome model of a Beyer Peacock 4-4-0 Metro Tank of the type used by the Metropolitan Railway, District Railway and main line companies such as the LNWR and LSWR.

The locomotive is built in the “Bing-for-Bassett Lowke” style and always attracts a lot of attention. We also found the parts of small GNR 0-4-0ST which had lost its wheels and motor. These two locomotives are now electric and operate the railway. Recently they have been joined by a LNWR “Precursor” 4-4-2T



The goods yard end of the layout.



Above: The Metro tank passes the signal box, you can clearly see the brass screws used for the stud contact system.

built by Robert Chester-Lamb starting with a few components he had found "in stock". It is painted by Geoff Haynes and is a very impressive beast. On rare occasions we run the clockwork locos inherited from Francis.

The layout itself, although rebuilt several times, has always consisted of a small terminus and a line running to a fiddle yard. At one exhibition we did experiment with adding a circle of track to provide a continuous run but this took up a lot of space and added infrastructure. Even an eight-foot diameter circle is minimal in the Gauge 2 world! This year we thought we would re-introduce a continuous run and for the first time a separate set of baseboards has been constructed to carry the circle of track. This was prepared with an exhibition in mind but at the last minute many problems were encountered in trying to connect the circle to the existing layout. However, the circle was used to run a second train and enabled us to display more of Francis Ashley's stock actually running, as opposed to decorating the sidings.

When it comes to electrifying the system, we use stud contact rather than three-rail. This is, in itself, an old fashioned way of doing things but seemed appropriate as it would have been almost impossible to fit insulated wheels to all the vintage rolling stock. The coaches are tinsplate as are many of the wagons, but the collection includes some wooden wagons, and the distinction seems to promote discussion amongst exhibition goers. Whichever you like, the key thing when it comes to Gauge 2 is simply the sheer bulk of the engines and rolling stock.

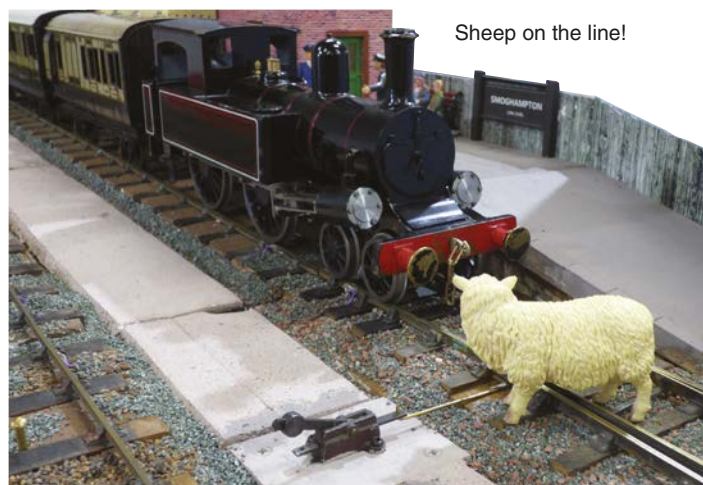
Smoghampton as exhibited in recent

years is indeed a very modest branchline terminus with just a run round and short head-shunt, plus one siding to an engine shed. The line leaves the station and then divides – one track leading to the fiddle yard, the other to a small goods yard consisting of two sidings. Even such a simple layout needs a space of 24ft x 2ft (i.e. six boards each 4ft x 2ft) The fiddle yard is concealed by a high-level street which forms a backdrop to the goods yard. The street enables a number of shops to be modelled and a tram to operate on a short length of Gauge 1 track. Once again this is done to fulfil Francis Ashley's feeling that Smoghampton had to be a place – not just a railway station!

Various fiddle yard arrangements have been tried over the years, including one variation which featured a very long turntable which enabled operators to completely turn a train round before returning it to the station. I do not think we have yet stumbled on the right solution to fiddle-yard problems partly because so much space is required for even a two-coach train.



At the station, S&GR 0-6-2 hauls a passenger train.



Exhibiting the Smoghampton & Greenhills Railway has bought peoples' attention to the vanished world of Gauge 2 model railways, particularly as most of the stock seen running is over 100 years old! There is something attractive about these scales and gauges however anachronistic they are. Hopefully Francis Ashley would approve of the railway even if it is not as ambitious as the one he had planned. ■

(Editors note: When I met Ned at the Midlands Garden Rail show, he explained that this collection of tinsplate G2 models may well be unique in the UK. If any reader has models tucked away at the back of a cupboard that need a good home, I'd be happy to pass on messages sent via the editorial address.)

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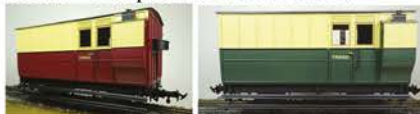
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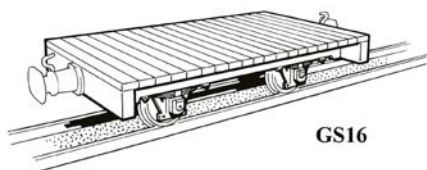


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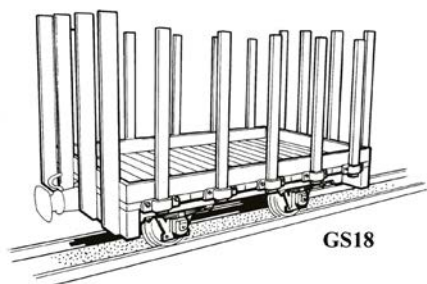
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On the same track – just doing it bigger

Steve Dean explains 7/8th scale

A group of like-minded individuals have appeared at the Association of 16mm Narrow Gauge Modellers annual exhibition in Peterborough in recent years under the banner of the '7/8th Scale Modellers Group'. So what is 7/8th scale and how did it come about?

Let's start with the mathematical part first. Unsurprisingly 7/8th scale has a wide appeal to enthusiasts of narrow gauge railways and use is made of standard 32 or 45mm track. To put it simply, a scale of 7/8ths can be used to represent a 15" prototype on 32mm track or a 2ft gauge prototype on 45mm track.

To put this in context for model builders familiar with using 16mm to represent 1ft, we are moving up in size to 22mm presenting 1ft. This means that everything is 40% bigger. Herein lays the appeal of 7/8ths scale, as even small narrow gauge locomotives and rolling stock become very practical machines and take on a more 'chunky' appearance.

Each year at the show it becomes clear that there are a high number of closet

An Accucraft 7/8ths quarry Hunslet posed in Dinorwic Quarry when a group of enthusiasts had a weekend in the land of dragons.



fans of the scale and the appeal is clearly in the size of the models and the level of detail that can be incorporated. There is clearly a huge love of narrow gauge railways, whether it is the slate quarries of North Wales, a sugar cane plantation or widespread military use. Narrow gauge railways seem to have a unique appeal that is universally loved.

As is to be expected 7/8ths scale has wide support amongst scratch builders, however there are a number of commercial manufacturers that produce products in the scale. Two batches of Accucraft quarry Hunslet were quickly snapped up by eager buyers and a recent release of a Bagnall 0-4-0, in four different colours, has proven to be a

A stunning roster of 7/8ths scale locomotives seen at the 2018 National Garden Railway Show.

highly regarded model. Then there is the little Decauville 0-4-0 which in 7/8th scale is nothing short of exquisite. The serialisation of building 'Jack' in **Garden Rail** also fuelled interest in the scale. Another manufacturer with deep rooted support for the scale is Model Earth run by narrow gauge aficionado Simon Harris. Not only does the company produce kits but it also offers a wide range of mouldings and castings to help scratch builders produce their masterpieces. A number of other manufacturers, particularly those that specialise in laser cut brass and wood parts, have also entered the market.

A quick look around at an exhibition, on the internet or a Google search will reveal a surprising range of products available for what is a minority but highly compelling scale. When it comes to heading out into the garden, the larger size of the scale doesn't mean you need to be 'Lord of the Manor', as a highly convincing slate quarry or wood yard can be created in a small space. Buildings obviously become proportionately bigger but small slow growing conifers become very realistically sized trees.

So there you have it – 7/8ths scale – join the fun and do it bigger! ■

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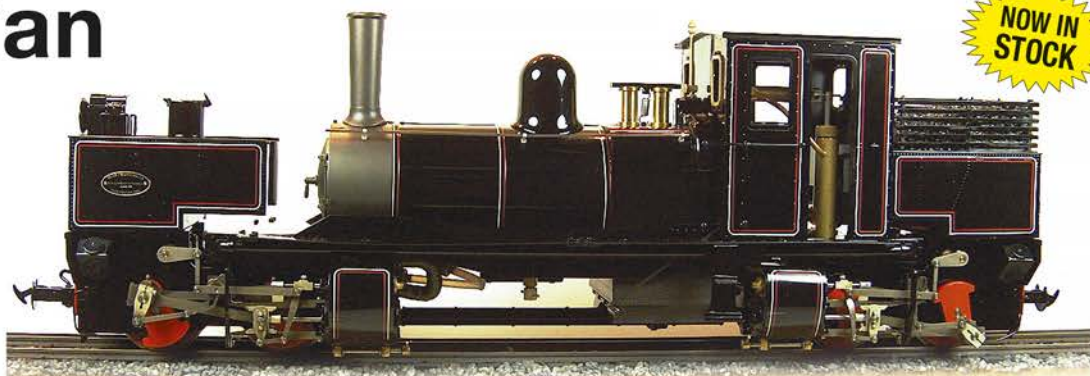
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Bringing up the Rear

Steph' Hicking builds a resin 7/8ths scale guard's van.



After building the five Model Earth budget range tumbrel kits (**Garden Rail** October 2017) it was apparent that a guard's van was needed to finish off the rear of the train.

As I said the article covering that build, Model Earth had thoughtfully included a guard's van in the budget range of kits and one was duly picked up from Simon Harris's Model Earth stall at Accucraft's open

Guard's van bringing up the rear of the tumbrel wagon train.

day and squirreled away till the time arose when I could give my attention to it.

After a few weeks I found the time to break out the parts and have a think what I was going to make of it. The model is very tiny, designed to fit on the same chassis size as the rest of the budget range, and is based on the dimensions of some of the smallest stock around, such as the minute guard's vans on the Ffestiniog etc. There is just enough room for a 7/8ths chap or chappo to duck through the door and sit down in the dry. To me it feels like something the railway workshop

The parts all laid out, as you can see it is a very simple kit. Not too many parts to worry over.



Adding the grain, the knife and the scraper board "scraper" are all I used to scribe the planks and wood grain. Working slowly and neatly.

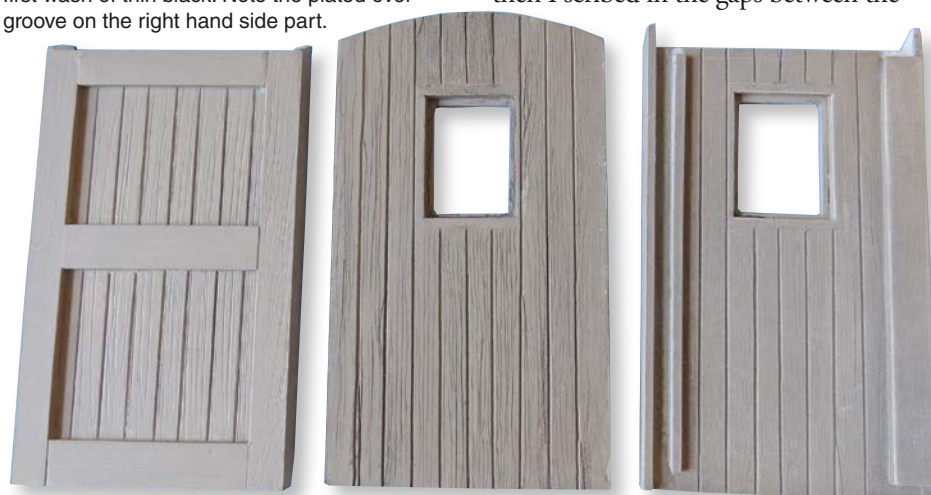
Marking out the cut line for the revised cabin door opening, the lower door section will be discarded.

would have cobbled together on to a redundant wagon chassis when the guards complained about the weather.

As usual I wanted something that was that little bit different to just building the standard kit so I laid out the parts (it's a simple kit so there are not that many!) and then had a play with the parts as a dry run. I decided I would leave out the door section of the cabin and have a curtain separating the interior from the balcony end instead. This meant I had to make a few alterations and that I would have to detail the interior a bit.

At this stage (as I always do) I thought

The interiors of the walls have been given a spray of primer and the first base coat of the basic wood colour. The middle one has had it's first wash of thin black. Note the plated over groove on the right hand side part.



planks with a craft knife and some small sharp scrapers, which I think came from that black and white "scraper board" drawing system, but I've had them so long and used them for scribing wood grain I can't be sure. They are useful as they came in several shapes and are therefore useful for different types of scribing. When working with resin dust it is important to take suitable precautions to not inhale the stuff as it is nasty to your health. Once the planks were scribed I used the same tool to scribe in the wood grain along the planks.

The kit is designed to fit together using grooves to locate the sides into each other, there was the problem of the exposed edges at the front of the cabin where the door section would normally have fitted in, this was solved by planking this over with a couple of strips of thin plastic sheet, which was then scribed with wood grain to match the rest of the interior.

Left with three side pieces with planking on both sides and needing to address the top of the now wide open front of the cabin section I turned to the redundant door section and marked a cutting line across the top of the molding at the top of door height tidying up the remains to form a roof beam across the opening.

I now had another "dry run" at assembling the sides and had a look at the interior. As the size is so small there really wasn't much room to play with, so I decided to just make a seat come tool box for the guard to sit on. This was easy, I just measured it up and cut two bits of plastic. The lid was scribed with a faint grain and rounded off at the front edge to look like worn wood and the front was just scribed with grain. A small key hole was added to the front from thin plastic, but you could make a strap and loop and use a small brass casting of a padlock (the Talisman 16mm one is good) to finish it off. This was pretty much all the work I needed to do at this point so it was on to the painting.

Work started with spraying all the body parts with a Citadel acrylic white aerosol as primer and then giving the whole thing a coat of my buff grey basic wood ground colour. All the paint job apart from the Citadel aerosol undercoat is brush painted.

Here the sides have had more work, the basic wood colour has had a thin black wash and a couple of layers of dry brushing



The left hand interior wall has now had the final dusting of Humbrol smoke weathering powder to give it the dusty dry look of old worn wood.

The plastic sheet seat/toolbox in rather cruel close up.



slightly yellowed tone of the green and very, very sparingly dry brushed this over giving some areas slight highlights. Again with the the drying. Next up was a very light dry brush with the basic wood colour. This was done more at areas where wear would occur such as round where the hand rails would be, the window sills and frames, corners, and where I wanted the planking to look old and worn. This was left to dry and then I added scratches and dings with a very thin brush and the wood colour paint, again at exposed areas. Once this was dry, a final very thin wash of black draws it all together. Finally, an application of smoke weathering powder added a grimy look to the panels etc.

Happy with the finish achieved, this was repeated on the model parts themselves before it was time to put the whole thing together. This took very little time compared to the painting as it is really simple, it was just a matter of gluing the three sides to the chassis and making sure the glue doesn't escape to where it was not wanted and ruining the finish of the paint job! The seat/toolbox was glued in place along the back wall having been given a less weathered and slightly richer brown paint job. The roof is a lovely moulding with an excellent texture to the covering and this was accentuated with a coat of grey followed by dry brushing with paler grey and white to just bring up the texture with highlights. At this point though I did not glue the roof in place as I still had to add to the interior.

The wheels are Binnie spoked plastic, you can of course replace these with suitable 7/8ths wheels from the Slaters range for instance, however this was a build of the standard kit as it comes (I might replace the wheels later as cash and time allows to add some weight to the kit.). These run in whitmetal axle boxes that fit into pre-molded locating holes in the chassis, taking the hassle out of lining everything up.

The interior was my first focus, this was to be plain wood, so the painting followed the same basic procedure at the Tumbrils, with the basic ground colour getting a wash of black and allowing it to dry before dry brushing on successive layers of paler mixes of the basic wood colour and white or grey. I can often go through this a couple of times before I get the result I like, but be careful and only use small thin amounts of paint as you do not want to obscure the grain with the thickness of the paint! As with the tumbrils the final bit was a dusting of Humbrol weathering powder to give the whole thing a dry dusty worn wood feel. The same technique was used on the chassis section, with the iron parts, the dumb buffers and bolt heads, painted with black brown mix and

slight touches of rusty over tones.

Turning my attention to the exterior, I decided to trial run on the spare door part! This is something I would recommend to folk if you are not sure about how you want something to look, rather than start out straight on the model and be displeased with the finish, if you have a spare bit of kit or indeed a piece of plastic, give it a trial run and have a practise.

I wanted a dull worn and rather dirty green finish so it was out with the Citadel acrylic pots and I brush painted the whole of the outside with a suitable green tone. This was allowed to dry before I gave it a wash of warm black (Black with a tiny touch of brown).

Once again it was placed aside to let it dry really well. Next up I mixed a



The chassis after paint and the first layers of weathering.



Below: The first coat of green has had its first wash of thin black.



The rather rough remaining door casting at the start of the trial run for the paint job, the work mat shows the colours of projects past. I haven't been careful as regards cleaning it up or worried too much about dust etc as this is just practicing the idea. On the real job the cleaning and finishing will need to be much better.



Above: Now the dry brushing has begun, using the basic pale wood colour to give the worn paint effect.



Above: Ready for the weathering powders.



Detailing painting has commenced, adding scratches and marks using a thin brush, next it will get an overall wash of very weak thin black to tone it down and tie it together.

Now the one thing I usually do is use metal black the whitmetal before painting so if chips occur in use it doesn't shine out, but I could not get this whitmetal to blacken much with the blackeners I have in stock, I wonder if it is the new mixes of whitmetal or whether I have the wrong blackener for this particular type? At least the shine was taken off so I gave the axle boxes a coat of primer and painted then the same as the rest of the iron work in the brown black mix.



Above: Finished shot indoors on the work bench.

Now for the curtain... I had not really given that much thought to this when I

blithely decided to use one as weather protection, but now I did have to give it some, just how was I going to make it?

At first I thought I might sculpt one out of Milliput but this seemed too much like hard work, so my eyes lit up on a rolled up remnant of the plastic fabric that radio control aero modeller's use as coverings on fuselage. I had previously used a piece of this stuff that I had inherited from my father-in-law, as a tarpaulin for a boat on my indoor 7/8ths layout. When you heat it it shrinks and

Model Earth resin tool bag casting after cleaning up.



Tool Bag painted up.

sticks in place, and my piece has a slight texture giving it a suitable fabric look when painted, could this work for the curtain too? Turns out, yes it could.

I cut a piece to the size of the door and carefully pieced holes at the top through which I threaded a very fine piece of blackened brass wire to represent the cord the curtain was hung from (the wire was 4mm scale handrail wire). I folded the curtain back in pleats so would hang to one side then applied the warmth from a hair dryer whilst holding the fabric to shape. This heat shrank the fabric a little and stuck it together along with hardening it, thus fixing the pleats in place. I then gave it a coat of suitable colour and again using dry brushing brought up the texture. This curtain was then fixed at the door of the cabin.

In the bits box I found four Roundhouse 16mm handrail knobs

(just the right size for such a small 7/8ths wagon) and after blackening them along with some suitable brass rod for the hand rails, the sides of the door openings to the balcony were drilled and these affixed. At the same time four lamp irons (Talisman brass castings) were given the once over with the sandpaper and files just to remove the faint mold lines and were then fixed two at either end, again after a dunk in the metal blackener fluid.

Now for the details. When I bought the kit I, with surprising forethought for me, also bought a guard's lamp from Model Earth. This is a simple resin casting with a nice red glass "lens" As usual the resin had a pour stub which was cut off and the casting was cleaned up with a small file, then it was painted white and weathered with some details such as scratches added with a fine

brush, before the red lens was glued in place. This was hung off the lamp irons at the rear.

Finally the interior needed the final touches, I knew that in the bits box was a tool bag resin casting that had also come from Model Earth. A bit of time was spent getting it to look like worn leather and picking out the tools that are cast in to the interior to make them look like metal and wood. This was affixed in the door with a bit of bluetack so it can be removed easily. A final touch was an Internet search for a couple of appropriate posters for the inside. There were printed out and then distressed a bit around the edges with fine sandpaper then stuck on the inside walls.

Finally the guards van was taken outside and added to the rear of the tumbril train. All together they make a nice industrial train for my new Accucraft Bagnall to haul round the line. ■

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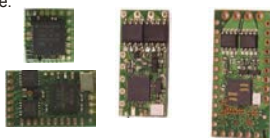
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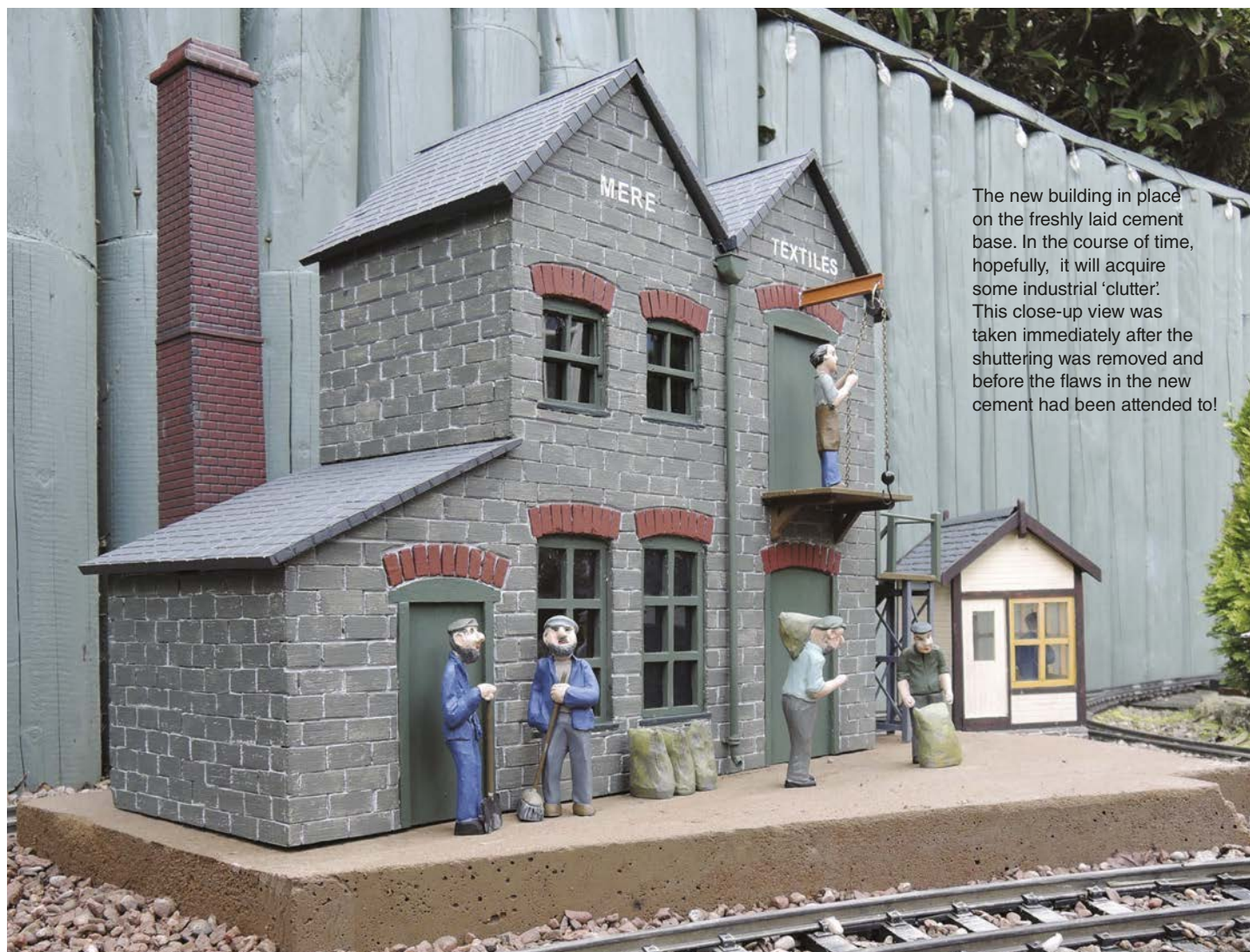
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Industry comes to The Shreen Valley

Peter Lord redevelops a quiet corner of his railway



The new building in place on the freshly laid cement base. In the course of time, hopefully, it will acquire some industrial 'clutter'. This close-up view was taken immediately after the shuttering was removed and before the flaws in the new cement had been attended to!

The Shreen Valley Railway (*Garden Rail 278 - Oct 2017*) is a modest-sized 16mm scale garden railway developed over the past seven years. As such it has nearly reached the limits of available space so any future developments will almost certainly involve modification rather than expansion. For some time now I have wanted to add some form of industrial building but the only way to do so would involve removing something else. The area eventually selected for re-development contained a coaling stage, platelayers hut and some rockery.

Having measured up the space available it appeared that, with the rocks removed and the buildings etc. re-located, there would be room for a small factory building. Unfortunately, the resin kit I had planned to use was no longer being manufactured and I could find nothing else suitable on the market so I set to and drew up a simple design of my own.

The decision to build from scratch was the result of reading *Practical Garden Railways* by Peter Jones. This is a book full of inspiration for garden railway modellers written by a man who is able to share his ideas clearly and often in an

amusing way. Having studied how he constructed his buildings I settled on a wooden carcass faced with balsa wood stonework all suitably waterproofed. A half-scale outline drawing was made showing front and end elevations and then the doors and windows added. Once all the materials were to hand some adjustments to the proportions were made and, when everything looked right, construction could begin.

I was fortunate to obtain, free of charge, a 4' x 2' sheet of 9mm marine ply which appeared ideal for the purpose. On this, the walls and base were marked out along with the



Above: The area selected for re-development. Everything including the rocks has been re-used elsewhere.

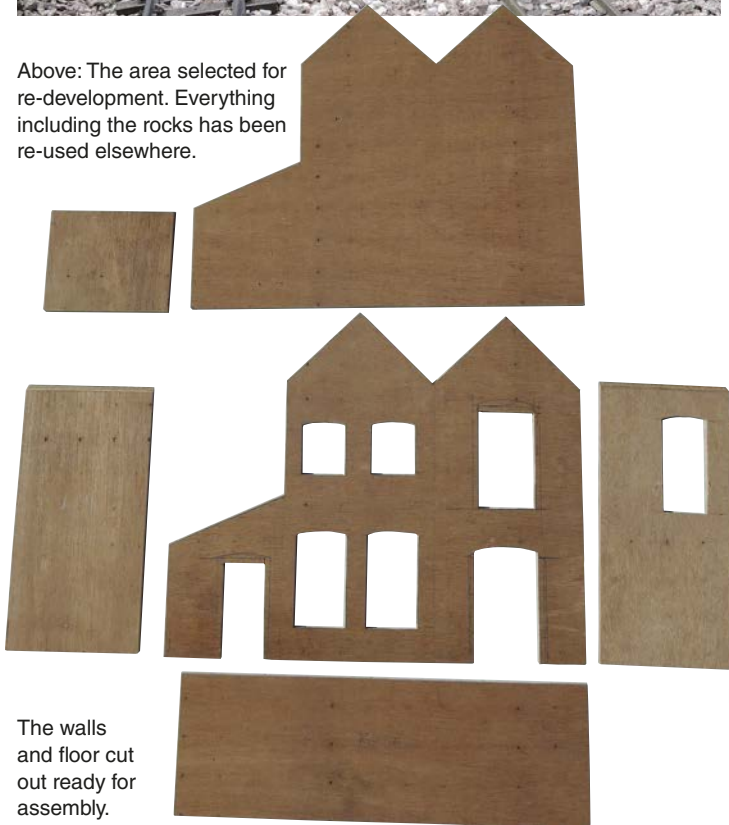
Preliminary Drawing
(Not to Scale)



The preliminary design drawing with some parts only roughly sketched in. Note that the left-hand end is incomplete. The paper was not big enough!

Door & window openings to have curved lintels

Floor to be raised 10mm above ground level



The walls and floor cut out ready for assembly.



Right: The parts assembled with the lintels, doors and door surrounds in place.

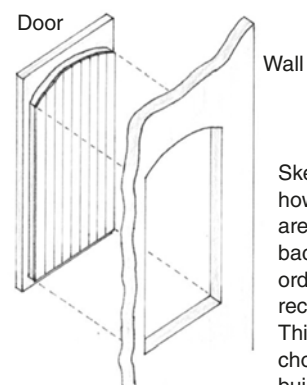
openings for the doors and windows. By good fortune, at this time, Modeltown (usual disclaimer) had started to market builders parts and I was able to obtain suitable ready-made window frames so it was just a case of drawing round these in the appropriate locations before cutting out the openings with a portable jigsaw.

The base and walls were assembled using Resin W Waterproof Wood Adhesive and 1" panel pins to hold everything in place whilst the glue set. In the past I have found this adhesive to be very reliable as it seems to tolerate the moisture and temperature fluctuations encountered in the garden. The floor was fixed 10mm above ground level so that only the bottom edges of the walls would be in contact with the cement base.

The doors were made, in each case, by cutting a piece of the marine ply 5mm larger all round than the opening.

Rebates 5mm wide and 4mm deep were then cut on the edges so that, when slotted into the opening from the back, the door face was suitably recessed from the outside surface of the wall. The doors were glued in place before the walls were assembled. Coffee stirrers were used to make the door surrounds and to face the doors themselves. The brick lintels over the door and window openings were made by cutting individual bricks from balsa wood and gluing them in place.

The next step was to produce the stonework. This was achieved by cutting sheets of 1/16th thick balsa wood into 10mm wide strips with a craft knife and straight edge. Then, holding 10



Sketch illustrating how the doors are fitted from the back of the wall in order to leave a recess at the front. This method was chosen to keep the building watertight.

strips together they were put through the band saw to produce stones 20mm long. By these means some 1,400 stones were produced quite quickly and easily. Laying them in place however, was another story altogether! This was, inevitably, a time consuming task and one to which I did not look forward but, after several sessions spread over five days of sticky fingers and backache, it was done. Before laying commenced pencil lines were drawn on the walls to make sure the courses stayed parallel and to ensure that the stones lined up on the corners of the building. Resin W was used to glue the brick lintels and the stones in position.

Next to be produced were the two loading platforms at first-floor level. These, together with their corner posts and supporting brackets, were made from odd pieces of hardwood (walnut & mahogany) which were left over after constructing some 16mm scale wagons. The safety rails are of 1/8th" brass tubing. The beam for the hoist is "H" section styrene.

Once the loading platforms had been glued in place then the whole structure was waterproofed. This was achieved by thoroughly coating all surfaces, inside and out, with a dilute solution of Resin W. The bottom edges of the walls, which would be in continuous contact with the ground were given an additional coating.

After allowing 48 hours for everything to dry thoroughly, the outside was given a coat of light grey exterior masonry paint which served not only as an additional protection but was the right colour for the pointing between the stones. Once this had dried the painting of the stonework could begin. The paint selected was Revell acrylic Greyish Green which I have used on most of my outdoor buildings. It was applied using a damp cloth rather than a sponge but the result is similar with the depth of colour varying across the surface to produce a suitably weathered appearance.

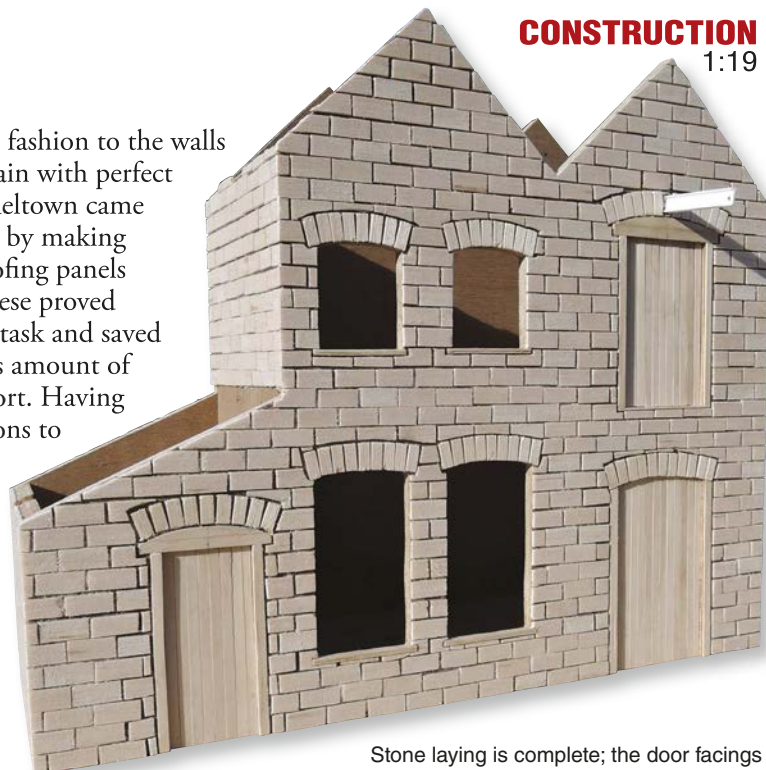
The brick lintels were picked out with a dark brick colour. Next, the window frames were given two coats of dark green paint and, once dry, were glued in place with Araldite epoxy adhesive. When this had cured they were glazed with clear styrene sheet.

With the walls now complete work started on the roof. My original plan had been to make the roof sections from marine ply with individual slates glued

on in similar fashion to the walls but, once again with perfect timing, Modeltown came to the rescue by making cast resin roofing panels available. These proved ideal for the task and saved an enormous amount of time and effort. Having cut the sections to size I began by gluing a piece of 1/2" brass angle open side up in the valley between the central roof sections to act as a gutter. The roof sections were then glued in place using epoxy resin.

The roofs of all my buildings are painted in the same way. When I built the first one five years ago I mixed a small tin of black masonry paint with a tin of slate green. This produced what I felt was a suitable slate colour and resulted in enough material to paint all my buildings to date and I still have some left for touching in as well as for any future constructions (if I can find room for them!).

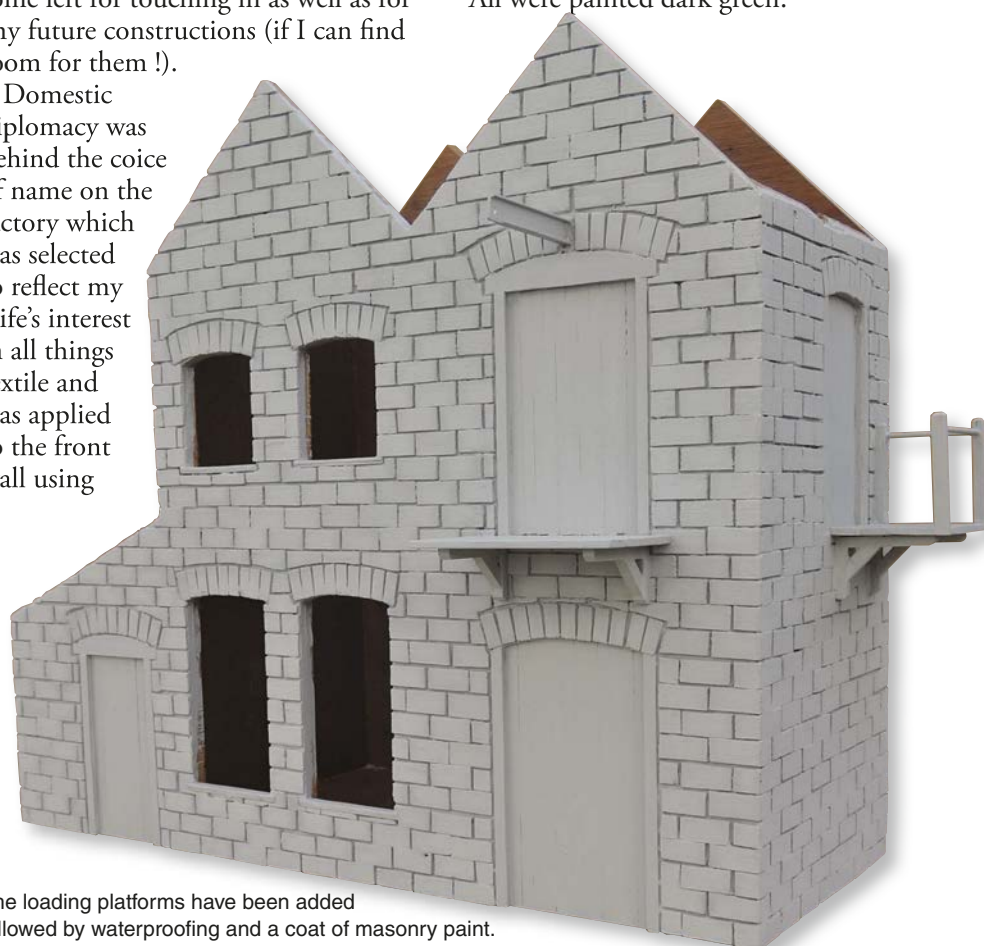
Domestic diplomacy was behind the choice of name on the factory which was selected to reflect my wife's interest in all things textile and was applied to the front wall using



Stone laying is complete; the door facings and surrounds have been fitted and the beam for the hoist inserted.

10mm rub-down white vinyl lettering. This was weathered by rubbing a dilute mix of Greyish Green paint across the letters. Once dry, a coat of matt varnish was applied.

The finishing touch for the front was to add the drainpipe. The hopper at the top and the shoe at the bottom are white metal castings from Trenarren Models and the pipe itself is brass tube. All were painted dark green.



The loading platforms have been added followed by waterproofing and a coat of masonry paint.

At this stage I turned my attention to the chimney without which no factory would look complete. Once again, this is a Modeltown product and a very fine one at that. At a height of 410mm (approx. 16") it looks impressive as well as realistic. It is simple to assemble and paint and is heavy enough to be free-standing if required. I coloured it using brick red with a thin wash of black. For those willing to take the trouble there is sufficient room to fit a smoke unit inside.

Attention now turned to the fire escape on the end wall. The stairs are styrene mouldings and the short upper section was glued to the wall and loading platform with epoxy resin and the sloping handrails added. These are also styrene strip. To make the building easier to transport the lower section, including the midway platform is free-standing. The framework for this is a mixture of styrene angle and strip sections. Once complete, the whole assembly was primed with Halfords acrylic primer before painting

the stairs and framework Revell Gunship Grey and the handrails Dark Green.

Finally the pulley for the chain hoist was attached to the beam with a hook made from 1mm brass rod. The pulley itself was fashioned from a piece of 10mm dia. plastic rod originally supplied as the pivot for a toilet seat! With the building now complete, the next stage was to prepare the site.

January is probably not the most sensible time of year to undertake this sort of work outdoors but I was impatient to see the project completed so towards the end of the month when we were promised a few days with temperatures above freezing I wrapped up warm and set to!

Once the rocks and buildings etc had been removed for use elsewhere, the shape of the base was marked out and soil etc. removed to a depth of approximately 50mm. The shuttering was made from offcuts of 9mm ply apart from the front edge which was 4mm ply as it had to be bent to match the curved track.

When all the levels had been checked thoroughly, a ready mixed mortar mix was used and left to set. After a couple of days the shuttering was removed, the soil and ballast replaced and the track relaid. All that was left was to put the building in place, add the workforce, all from Modeltown, awaiting the arrival – by rail of course – of the first load of wool. ■

Left: The free-standing chimney after painting.



The fire escape. The lower platform, stairs and supporting framework are free-standing.



The free-standing section of the fire-escape.

Garden Rail Resource

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Left: The shuttering for the base ready to receive the cement.

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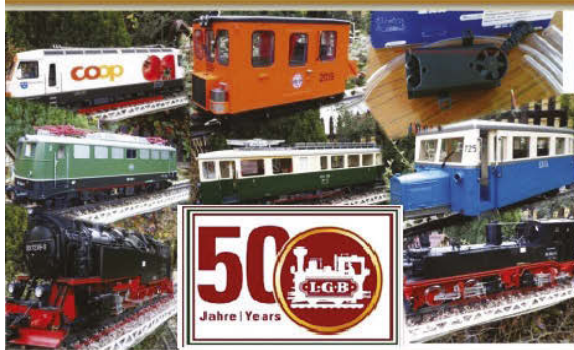


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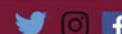
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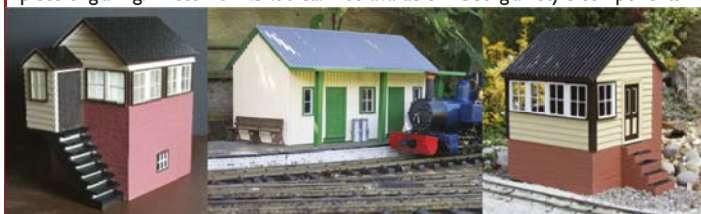
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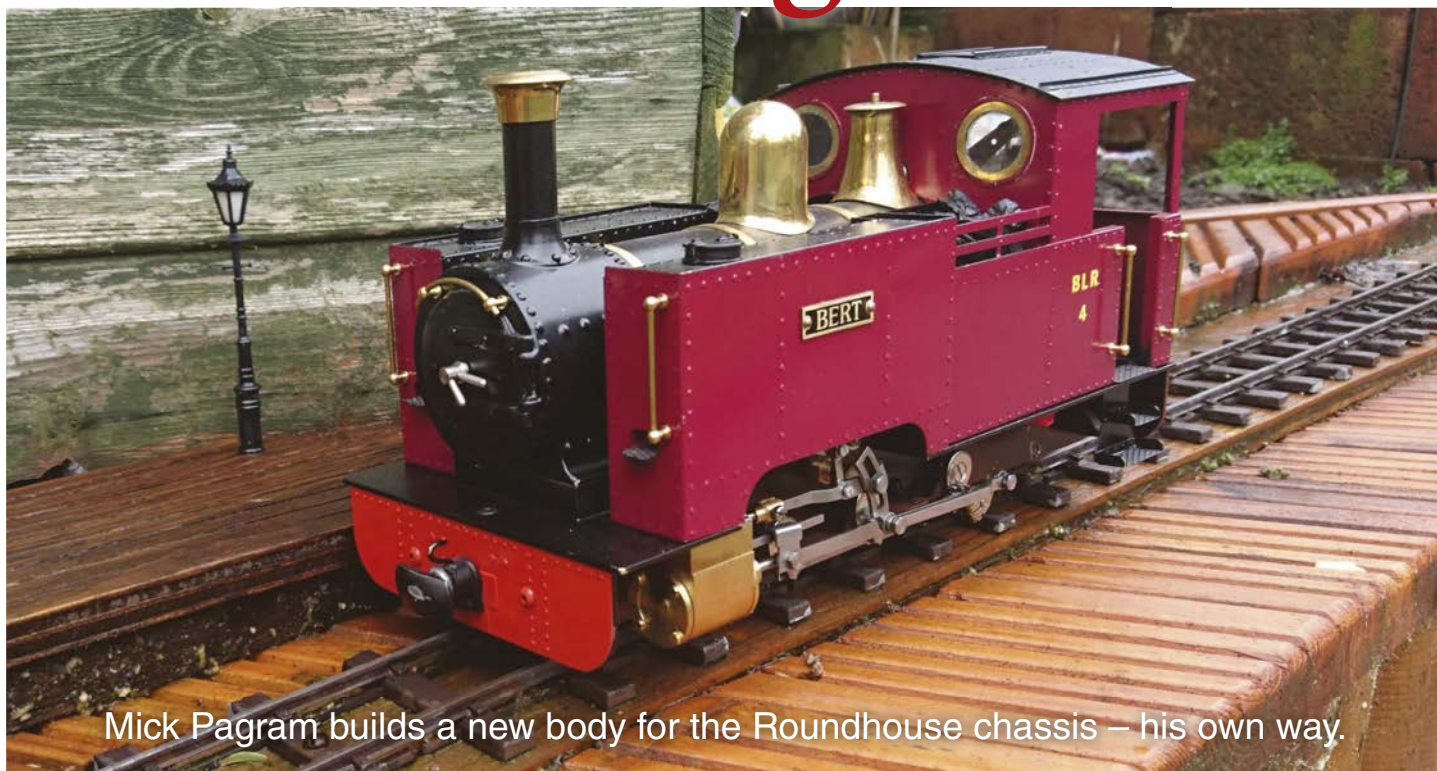
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Building Bert



Mick Pagram builds a new body for the Roundhouse chassis – his own way.



All the bits for Bert laid out on the dining table

I am fairly new to 16mm scale having played around with 00 and 009 for many years. Having been introduced to it by a friend, I built an IP Engineering electric powered diesel (Feenor) and laid about 10m of track down the side of my garden “just to try it out on”. Next, having thought “a diesel loco ought to be powered by diesel”, I scratch built a nitro powered diesel which may be the subject of a future article.

For my first foray into steam naturally I wanted something a bit different, and I like a challenge! Looking around I really liked the look of the Swift Sixteen ‘Owain’ but didn’t want to use the running gear it

was designed for. I spotted that in the description for the kit were the words, “maybe Roundhouse Lady Anne” and that was enough for me.

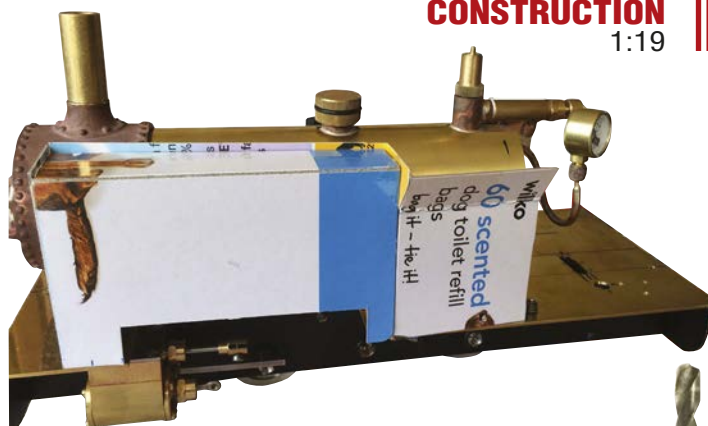
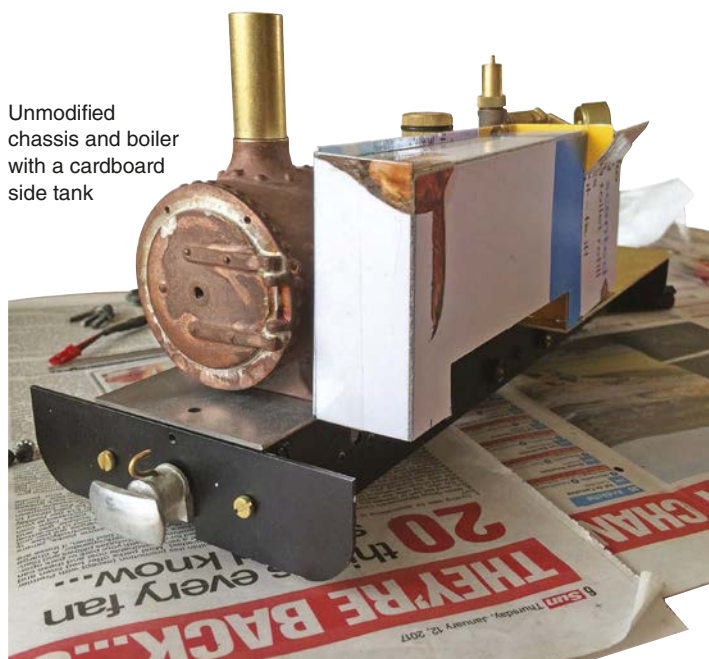
An order was placed on Roundhouse for the Lady Anne chassis and boiler kits and from Swift Sixteen for Owain body kit and cab steps. These all arrived a few days later - what a lot of bits!

I started by making up the chassis getting it to a rolling state, then loosely fitting the boiler. To get a rough idea of how things were going to fit, I made cardboard mock-ups of the side tanks and cab front of Owain. This revealed that, for the safety valve to be outside the cab, the boiler would need moving forward about 20mm and because I thought it didn’t look right I decided to raise the boiler 10mm.

Happy that it could all be made to fit together I made running and foot plates out of cardboard to get all the holes in the right places and when happy with these, used them to make the real things out of 1.5mm brass. Aluminium blocks were made to raise the boiler and the whole lot bolted together.

I was fairly happy at this stage that the body would fit without too many problems, so I went ahead and completed building the chassis and boiler testing it on compressed air. The

Unmodified chassis and boiler with a cardboard side tank



Boiler moved forward and raised sitting on new foot and running plates

Home made rivet embosser. The anvil bolts to the pillar drill table, and the punch goes in the chuck. It's a bit of a fiddle to get them lined up right, but once they are it works really well.



only thing I did have a bit of a problem with was getting the return cranks set correctly and then drilling and pinning them. Fiddly job, but I managed it in the end. I didn't fit the gas tank or oiler at this stage because I had a feeling they would need relocating (which they did). So far so good.

Now for the body. I didn't have a means of producing all the rivet detail there is on the body kit, and it just wouldn't look right without it, so I decided to make a rivet embosser. A punch was made out of an old drill and the anvil made out of a bolt. These were used to great effect in a pillar drill to produce all the rivet detail before the body was folded and soldered together. I was really impressed with this kit, all the parts fitted together perfectly. The only modifications I needed to make was to cut away some of the side tank bottoms to clear the reversing gear and

cut a hole in the front of the cab for the steam take off to pass through.

I also added a bit of metal work inside the left hand tank to hold the battery for the radio control. The servo for the reversing gear is mounted under the left hand coal bunker and the one for the throttle is between the chassis frames under the foot plate. The receiver is mounted under the right hand coal bunker.

Back to the gas tank and oiler. The gas tank didn't actually need relocating, but I did anyway. In its original location it would have been right in the cab doorway, and as there was plenty of room to move it forwards, I did so to hide it more effectively.

The oiler supplied had the drain coming out the side, which meant mounting it in the cab doorway. I didn't like this. As it happens, about this time Roundhouse were having an open day, and whilst there I happened to notice on one of the shelves

an oiler with the drain out of the bottom. "That's what I need", I thought, and after a chat with one of the Roundhouse guys (what a lovely helpful bunch of people they are) I bought said oiler. To fit this it just required a hole to be drilled through the foot plate, outside of the chassis plate, for the drain to poke through. Result! This leaves plenty of room in the cab for a driver and fireman.

This was an enjoyable build. I'm really pleased with the end result. I think it looks the part, but then I'm biased! I can't fault the swift Sixteen body kit or the parts from Roundhouse.

Why Bert? It's named after my Dad who loved all things steam so I'm sure would have liked this. ■



Bert in all his glory, not quite finished, there's still the cylinder covers to fit. There is still space in the cab for a crew.

Garden Rail Resource

Roundhouse Engineering

Units 6-10, Churchill Business Park,
Churchill Road, Wheatley, Doncaster,
DN1 2TF

www.roundhouse-eng.com

Swift Sixteen

10 Waun Road, St Dials, Cwmbran,
Gwent, NP44 7JN

www.swiftsixteen.co.uk

Please mention **Garden Rail**
when contacting suppliers.

Mass-producing wagons

It is said that if one truck is not enough then 10 is not too many, Dave Skertchly sets out to find a way mass producing robust wagons for an industrial railway at low cost.



Let's face it trucks and even carriages are nothing more than a box on wheels, indeed I have heard say that one of the most famous carriage manufacturers, possibly Ashbury or Gloucester, but don't quote

me on it, started life making garden sheds. Producing a basic plywood box from 3mm ply is straight forward, but as ever the devil is in the detailing.

For my Glyn Valley Tramway bogie carriages the detailing was added using

The object of the exercise. A Rake of North Wales narrow Gauge Railways coal trucks hauled by Penelope the Melbourne Gasworks Peckett.

cocktail sticks cut in half lengthways and glued to the surface, whereas my North Wales Narrow Gauge Railways coal trucks have the detail cut from cereal packets to the shape of the strapping. Cocktail sticks are inserted through drilled holes to pass as rivets.

For each truck there must be two sides and two ends so for 10 trucks that makes 40 mind numbing sides of painfully pedantic cutting and sticking. Just one slip of the scalpel could wreck a part and worse remove a blooded bit of finger, there has to be a better way. I wanted to try glass fibre, you know the stuff from which they make new boats and bodge old cars, it has the benefit of being cheap and best of all very robust.

Most trucks are a simple wooden box with detail added, in this case by sticking split cocktail sticks to the surface to create the half round beading of a GVT coach.



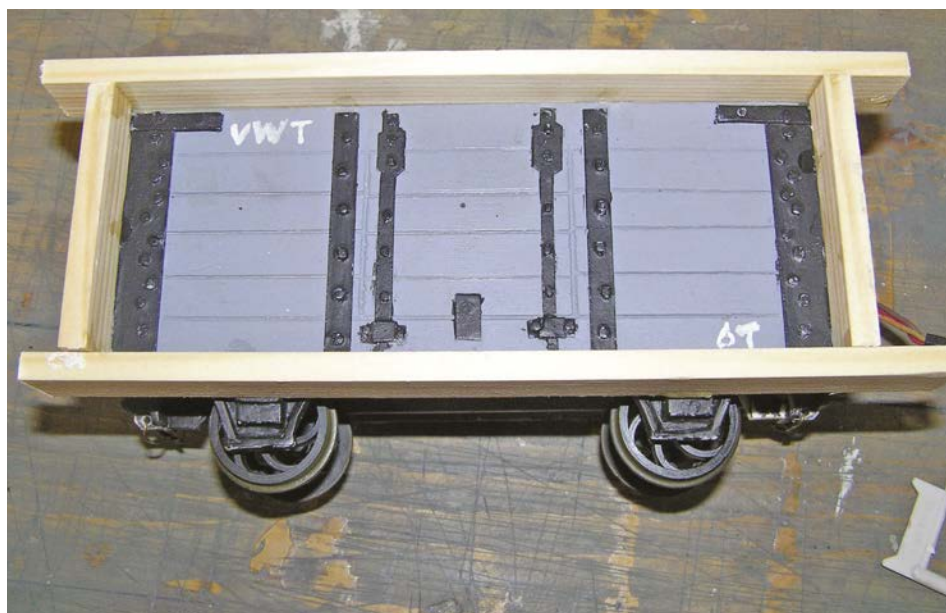
Weiring up the master NWNGR coal truck for copying

The first problem to be faced was a mould. Usually glass fibre parts are made from glass fibre moulds, but care is required with draft angles so that the part can be removed from the tool. The manufacturing methods I use for my master parts would not create much scope for controlling draft. Silicone rubber tools are flexible and nothing sticks to them so I selected silicone rubber for the mould. I used a condensation curing silicone rubber called Polycraft GP3481-F which comes with a catalyst. I believe this is a condensation cured silicone rubber for those who are interested. It will be necessary to mix the ratios by weight so a low cost set of digital scales are a good investment.

Ideally I would have made one side and one end component and used these to create a pattern which could be modified to include moulding features and even make parts which would be the correct size. For this quick tryout I wanted to copy my NWNG truck, but as this is fitted with the radio control and battery packs for my locomotives, it could not be destroyed or even damaged in the cause of experimentation. I decided to take a mould off one end and one side. Before there are howls of protest, yes I do know that these trucks had different sides, but let's face it, it would take an exceptional person to see both sides at once!

I started by creating a frame (known as "weiring" in the composites business) to hold the silicone rubber in contact with the part. A word of warning, make sure you seal the gap between the weiring and part with an easily removed filler because despite its high viscosity the silicone rubber will leak out and flow everywhere.

I mixed the silicone rubber and cast it into the cavity. It was cured on top of the central heating boiler over night. Once cured the weiring was broken off, taking care not to damage the master truck, and then the mould peeled off. The completed mould surface was impressive and clearly shows the faults with the master component, so I guess it was not all



good news. The worst problem with the prototype moulds is that they are tapered and they have a meniscus on the edges which prevents them from lying flat when moulding the components, this in turn causes variable thickness parts.

Once ready for moulding a set of edge bars was made up which can be dismantled. Blue tape called flash breaker tape, which is a kind of release agent on a roll, was applied to the edge bars.

The gel coat was applied to the mould surface. I used standard resin but you can buy special gel coat if you must. This coat was carefully applied taking account of the fine detail in the surface to prevent the formation of surface voids. The liquid was allowed to go solid but not cure fully. On these prototype moulds resin would flow between the mould and the edge bars, and important consideration for the design of the next

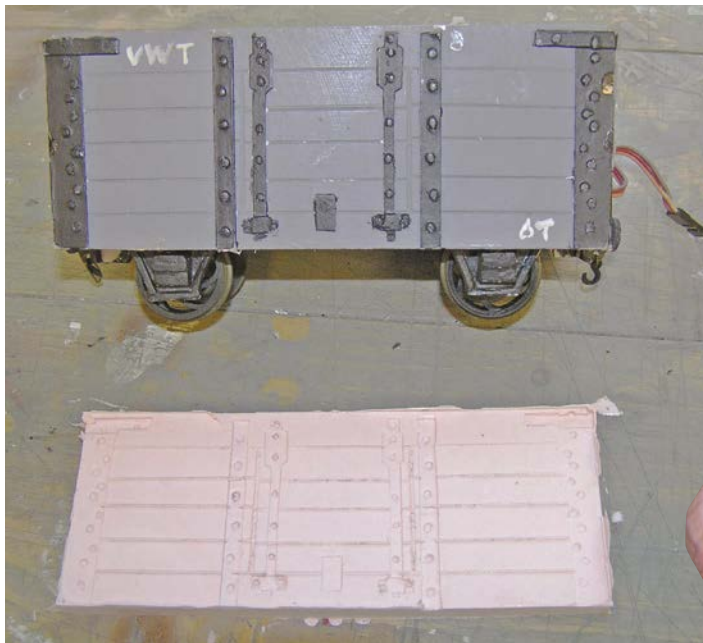
set of moulds. Two layers of cheap chop strand reinforcement and were applied with more resin and with special care taken to get out all the bubbles. This layer was allowed to gel.

The worst problem I encountered was that the parts would bend due to shrinkage of the resin rich detail surface, this was overcome by applying a 1/16th (3mm) ply sheet with 5 vent holes to the non mould side of the component with yet more resin. This feature, as it turned out, is the greatest benefit of my new system. The parts made this way are in effect plywood which interfaces to other parts using the usual scratch building methods which work so well.

During production I realised I could speed up the process by using my wife Pauline's hot water bottle wrapped in cling film to heat the mould, but I would be grateful if we could keep this between ourselves for the time being.

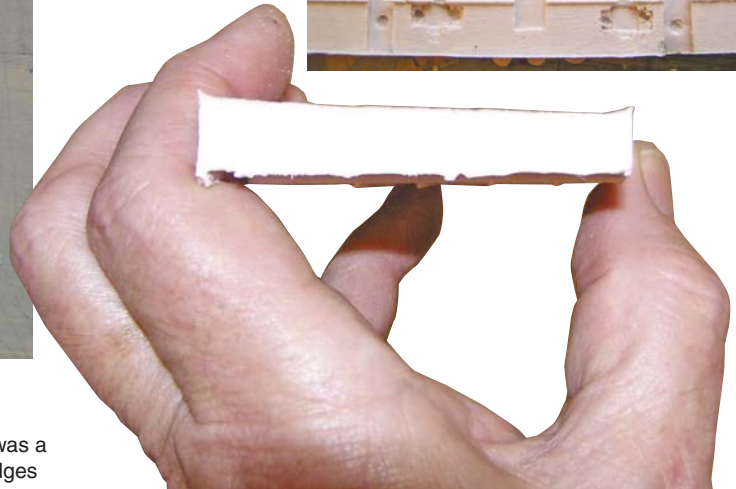
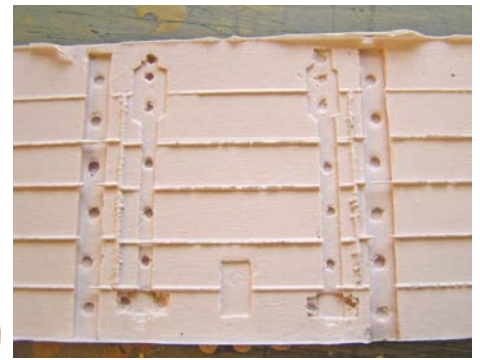


Casting the silicone rubber mould seen curing on top of the central heating boiler



The completed mould surface with the undamaged original truck

The completed mould surface even shows the faults with the original.



The parts drop out of the mould really easily and can be de-flashed. Again the better design of the next generation of tools will almost eliminate flash.

For rapid assembly I made a jig. An advantage of the lay-up with a ply face is that the assembly was made with cheap very strong cyanoacrylate and PVA adhesives in a conventional way.

The moulds were tapered and there was a meniscus on the edges

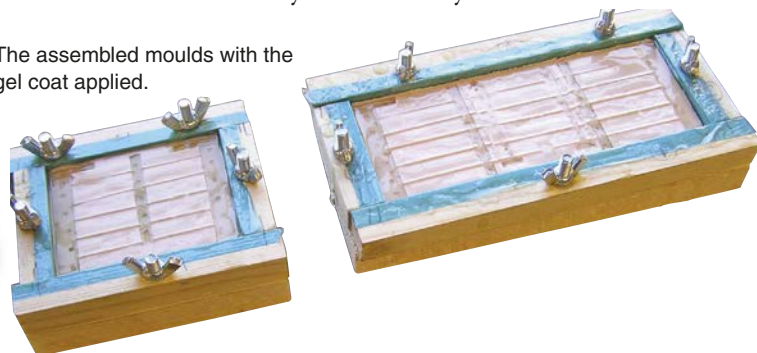
As for the rest of the construction I make my chassis in a rather peculiar way. The axle bearers are made from Plastikard so they can be adjusted, aligned, replaced or even "borrowed"

for other projects. The dummy axle boxes are made from body filler. The moulds are made by impressing a pattern in plasticine and then filling the cavity with car body filler.

Ready for moulding



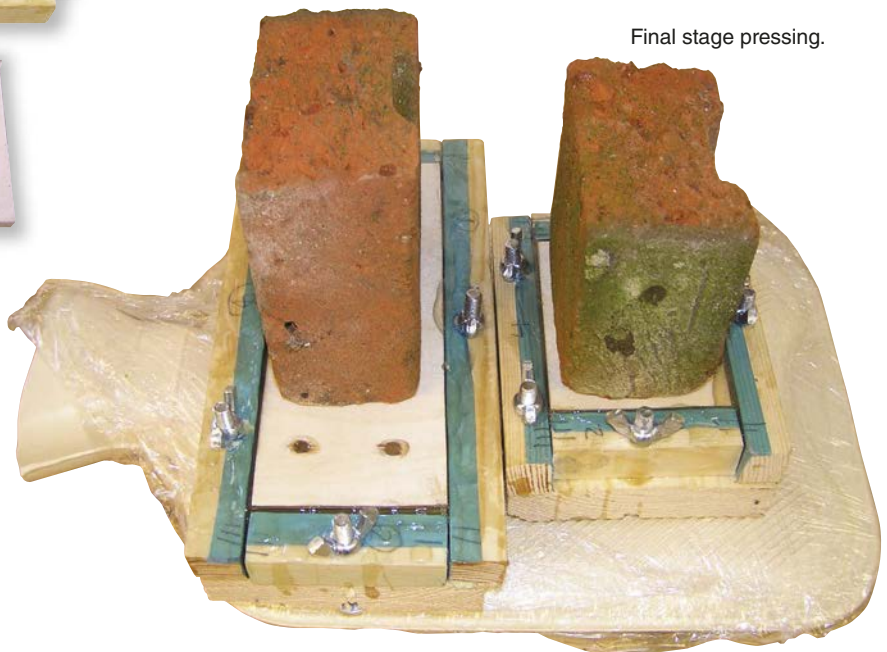
The assembled moulds with the gel coat applied.



The worst problem was that the parts bent due to shrinkage of the resin detail surface.



Final stage pressing.

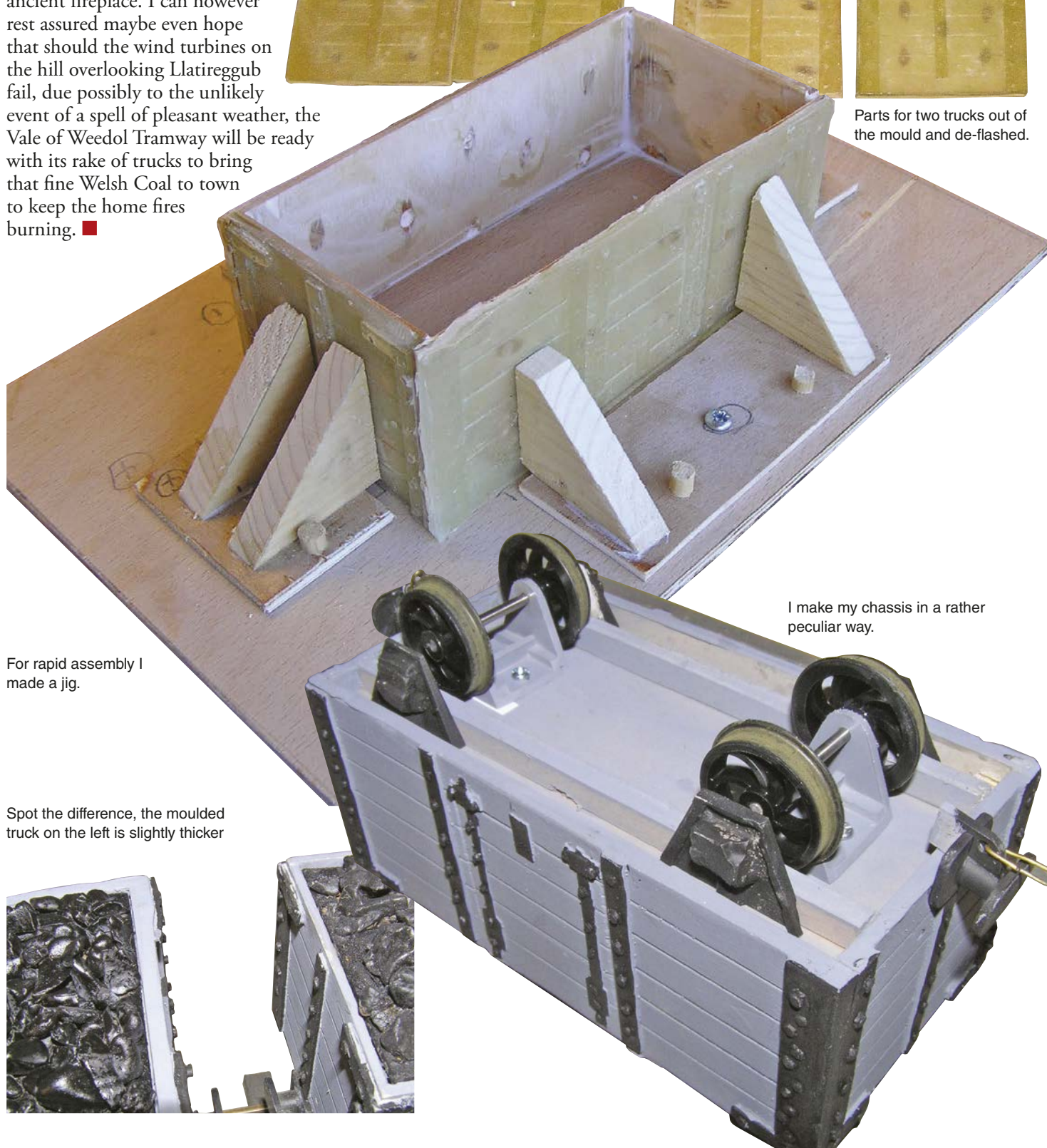


Finally I have included a sketch of the production version of a mould, which I may one day make if don't get distracted by some other project.

So as I sit in the snug bar of the Sheep Shearers Arms I can listen to the Welsh rain pounding on the darkened windows. I can sip at my fine pint of Auld Phagbutt and try to warm myself in front of the artificial flame electric fire flickering in the ancient fireplace. I can however rest assured maybe even hope that should the wind turbines on the hill overlooking Llatireggub fail, due possibly to the unlikely event of a spell of pleasant weather, the Vale of Weedol Tramway will be ready with its rake of trucks to bring that fine Welsh Coal to town to keep the home fires burning. ■



Parts for two trucks out of the mould and de-flashed.



For rapid assembly I made a jig.

Spot the difference, the moulded truck on the left is slightly thicker

I make my chassis in a rather peculiar way.

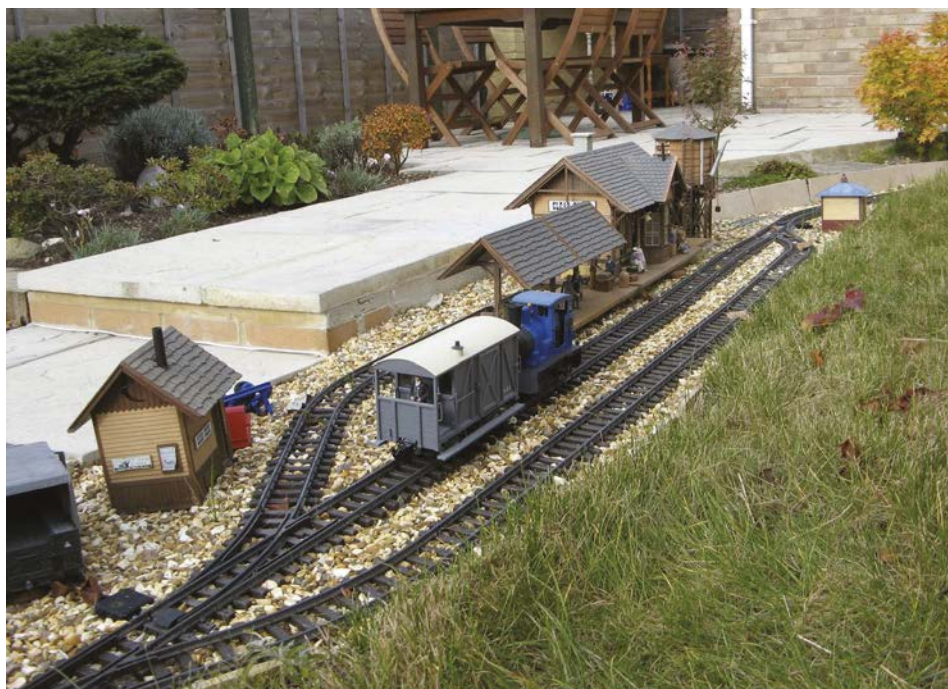
Canford Valley Railway — ‘Back in Action’

Building work forced Allan Tidmarsh to start his garden line from scratch. Now trains are running, he updates us on progress.

It's nice to sit in your garden and enjoy watching a little train poole round, however five or so years ago this wasn't an option for me. At the end of 2012, work to relay my garden paths and patio ran into problems. Heavy rain, general ground water drainage issues and the discovery that the soak-away for the house roof was non-operational all played a part. Eventually, the layout of the paths had to be altered and allowance made to improve the drainage.

These changes and other alterations to the garden had a major impact on the existing garden railway layout. Initially I had hoped that it could have been left in place with some small parts taken up if needed and put back afterwards but by the time all work had been completed I'd had to take up nearly two thirds of the track. Ultimately, I had to take up all the track, store it away in the garage and plan to build a new layout.

Over the years I had assembled a rather varied collection of locos and rolling stock, mostly from Bachmann, Piko and LGB. Since I was going to have a new layout I decided to sell it all apart from a couple of smaller locos and



an LGB track cleaning loco. The money obtained from the sale was used to buy a couple of Accucraft four wheel coaches and a couple of wagons. The two locos I had kept were adapted to pull them by fitting chopper couplings.

To get things rolling I started by drawing up a new garden layout track

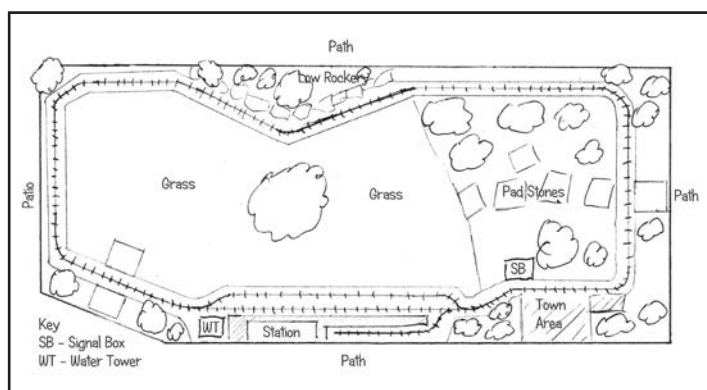
plan. The main requirement for the new layout was that it had to look as if it was part of the garden; with secondary aims: simple layout, easy access to the track and the re-use of the best buildings saved from the old layout.

Before starting work on building the new garden layout I extended and refurbished my simple garage test track into a reasonable sized layout. With this done I was able to run trains while the garden railway was being rebuilt. Unfortunately the garage layout does not connect with the outdoor one, although I have thought of doing so; it would be a big project as the garden layout is in on the ground and the garage one raised up about three feet.

I had hoped it would take me a year or so to sort out the garden and build the new layout; but overall it has taken five years to get it into a good running state and for the garden planting to mature. Progress was slow



Passenger train passes through rocky cutting



mainly due to the limited time slots I had to do the work in, mostly at weekends and then being subject to weather conditions.

During the first two years most of the time was spent digging out the trackbed and laying the track. The trackbed itself is a simple trench with sides of ceramic floor tile or bits of broken paving slab; on the bottom of the trench are two layers of weed fabric; on top of that is the ballast of 10mm gravel. In addition to works on the railway, the basic ground works to set out garden borders and plant the larger 'structural' shrubs was done.

In the third year the rest of planting was done and the control box, recovered from the previous layout, connected up. The lineside planting has been kept as simple as possible with a general structure of small shrubs and dwarf conifers to provide some height, along with some small pinks (dianthus), alpines and sedums.

The bottom part of the layout

Garden layout track plan

Overview of the layout



The last couple of years has seen the garden mature. Some changes have been made as needed where plants didn't quite take to the conditions or proved not to be slug and snail resistant. During the same period I got on with re-furbishing the lineside buildings and resolving the operational niggles.

So by the time I got to the end of the running season in 2017 I felt that the garden railway was properly back in action, looking like it belonged as part of the garden with trains running smoothly with the occasional derailment.

The layout itself is relatively simple, a deformed circuit with a station on one side. The station has a passing loop and a small siding. In the middle of the layout is an island grassed at the top part of the garden, with a small path for access and shrubs at the bottom. The

track is in easy reach of the paths so a derailment can be sorted out. Buildings are a mix of proprietary kits, reworked toy items and an old style Sylvanian Families windmill.

The current mainstay of the motive power is a Playmobil remote control battery operated diesel; I can just get a train running with the minimum of hassle. When the weather is better I get the track cleaned for the use of electric powered locos as well; a good session with a track rubber followed by running my LGB track cleaner loco round a couple of times. With shiny rails I use either a 0-4-0 tank engine or an 0-4-0 diesel; both of which have scratch built bodies on old LGB motions. The scratch built bodies are mainly constructed using plastic sheet and parts from train toys plus a few oddments from the bits box.

The bulk of the rolling stock is from Accucraft, comprising three 4-wheel coaches, a van, three open wagons, a cattle wagon, three flat bed wagons and a guards van. Along with those there are few items of LGB: three tipper trucks, a toy train crane and wagon.

With the 2018 running season approaching, in early spring I will be carrying out the essential maintenance work, including topping up the ballast in places and checking the track. The lineside buildings stay out all year round and get weather fatigued, these are repaired and re-painted as needed.

The garden railway is an ongoing project with plenty to do, including regular weeding and care of the line side planting. Future plans included improving the lineside buildings, adding a small halt, upgrading my loco stock and adding some more wagons. ■



Garden Railway Open Days-A Brief Guide

With the benefit of several successfully organised events, Martin R. Wicks discusses how to prepare for an Open-Day.

In the not too distant past, on the H&BLR, we have held several open days as well as numerous garden-railway meetings, the latter for friends and fellow members of the Association of 16mm Narrow Gauge Modellers and the former for the general public et al. - something that often fills garden railway wayfarers with dread. But opening up one's garden to the public, especially with care and appropriateness applied isn't scary if you approach it carefully.

In these days of, sometimes, 'doom and gloom', it's nice to generate, whenever possible, some good times and the feeling of well-being from the achievement of a job well done and of sharing one's hobby, with fellow modellers and the general public. Our garden railways, are not exactly portable, and they are rooted within our gardens, hidden away and some are eminently suitable for display by inviting folk along to see them. Pete Waterman, Rod Stewart and Roger Daltrey have openly spoken about their love of the hobby, all three are great model-makers too, so no need to hide your creative genius away - it's cool to be a railway modeller!



As has often been said, our garden railways are real railways - outdoors - in miniature and our H&BLR has developed a life of it's own - much to our surprise and delight - and has thus become more than just a sum of its parts. By this I mean that the railway has become a vehicle for charity works, education and fun.

We have been lucky enough to have visitors of all ages (youngsters in particular, get a great view of the railway - as it is constructed upon raised baseboards - and are able to enter the magical world of the H&BLR just by virtue of their height!) and all walks of

This photo of an apt sign taken at our local friendly heritage railway and it says it all really - but when holding an open day for our garden railways we need to be a little more specific (Photo by the Author).

Primary considerations for a garden-railway open day

- The reason for the open day?;
- How many days do you wish to have the event run for?;
- Open just the garden-railway or the whole garden?;
- Available space and access for pedestrians and those with wheelchairs etc?;
- Localised car parking - liaising with local authorities and/or police?;
- Will I need extra hands-on help (from friends, family, fellow club members, members/staff from nominated charities et al.)?;
- How much room is there relative to visitor numbers?;
- How and where do I advertise such, relative to visitor numbers and types of visitors (demographic)? - remember appropriateness, safety and security;
- Locos and stock, RC types/band-widths used, Rosters and Rotas if more than one operator and multiple trains are involved;
- Will I need corporate sponsorship from local businesses - ie for a charity based event?;
- House Insurance and liabilities, Society/Guild/Club insurances, Risk Assessments etc;
- Security and safety etc.



Peter Martin (a retired Traction Inspector) and Paul Fergusson (Network Rail) checking the railway prior to opening - Hi-Vis tabards were de rigueur for railway staff on the weekend, it helped to highlight 'staff' as a point of contact as did our badges - (note the crowd control measures and warning notices along them, overkill? The area got very crowded, access to the railway for 'staff' was of paramount importance, especially when operating live steam engines!). The curved hedge, in the foreground has, nowadays, morphed into 'Hedge Hill Tunnel'. (Photo by kind permission of Rob Cooke).



'All Dogs Must Be Kept On A Lead' ? An early visitor to the H&BLR a family friend, & visiting prior to opening to the general public. Such things are a consideration as some dogs need controlling especially around strangers - some folk may not like, or be scared of, dogs. We all hate notices being plastered, everywhere for everything, perhaps making sure dogs are kept on the lead can be down to those on gate duty, and for these staff members to merely have a friendly word with dog owners. Your gate staff should be fun, firm and fair, select the right person(s) for the job and all will go well. (Photo by kind permission of Rob Cooke).



'BEWARE TRIP HAZARD' A close-up of generic trip hazard notice, as an outcome of the Risk Assessment/Hazard Survey and Risk Control Measures etc., the remedy was to tape off the area and affix notices. Our gardens aren't always designed with large numbers of visitors in mind - father's is several hundred years old in places - so some safe compromises are in order. (Photo by kind permission of Rob Cooke).

Early morning fundraising - you don't have to quite so full on, this was part of a two day charity event and mini fate. Note in the left foreground of the photo., the fenced off rockery. Such was a trip hazard and also provided, via a narrow footpath, access to the railway operating area, we wanted to 'encourage' folk through an alternative larger access point and to the 'front' of the layout, so this area was also taped off and signed accordingly, thus fulfilling several H&S and security requirements. The fencing isn't pretty but needs must and it wasn't too obtrusive. Note at the top left of the photo. volunteer gate guardians and entrance donation fee cashiers. (Photo by kind permission of Rob Cooke).

life and some younger visitors have now grown up and 'gone up to university' to study engineering, after, so we are told, being inspired by the H&BLR as well as then going on to volunteer for heritage railways. We have been privileged to have had distinguished railway authors visit, as well as the local media.

I was inspired by one such garden railway, 45 years ago - just around the corner from my father's home now - and the fellow who owned that line is now a family friend.

ORGANISING AN OPEN DAY - PRIMARY CONSIDERATIONS

The starting point is the intent, why do you wish to hold an open day, why open up you garden and/or garden railway? Charity is a common and honourable cause, perhaps you may wish to hold an open day to promote the hobby, another good cause, whatever the reason there are a few considerations that must given to such an endeavour. I wont be telling you how to play trains, we are all well versed at that.



As some reassurance, I have noted that the National Garden Society (NGS) 'Yellow Book' has members open their gardens - to the general public - for charity and that is a very similar type of event to a garden-railway open day. I have attended one or two of the NGS open days and one even had a G scale garden-railway, which was a pleasant surprise, and I have seen whole villages opened up to the public for NGS weekends. As far as I can tell, such events seem to run smoothly and no 'hoodlums' or 'yobboes' were in attendance - why would they be, gardens are, after all, boring, aren't they?

Fairly early on one has to ensure that, as the general public are to be involved, all health and safety (H&S) considerations are taken care of - for their protection as well of that of the owners/operators. Such involves, including, but not limited to; Risk Assessments, Insurance(s), Fire Extinguishers, Contingency Plans, H&S equipment various, First Aid equipment, Signage etc.. and various, not to mention numerous, forms of documentation for Risk Assessment and H&S etc. etc.

The aforementioned is common sense really and should not be feared. Start early and make lists relating to all that needs to be attended to for the open day(s). Remember too that, whilst you have to cater for all, usually the lowest denominator as far as risk and H&S is concerned, is the most important. Thus the phrase; 'common sense isn't always common' springs to mind and if such is catered for then all will be well. View your garden and garden-railway through the eyes of a first time visitor in terms of not only features and attractions but trip hazards and other such issues as well! Also get a trusted friend to help with the Risk Assessment as two sets of eyes are better than one, remember

Good friend Martyn Stear has a final check around before the crowds start to appear (note the staff - chained - entry access point), one can get tied up with all the H&S stuff and the garden looking nice, but remember loco, train and layout maintenance. How many of us have had layouts and models working perfectly the day before and then at exhibition, when the general public hone into view? Something fails! It's no different with garden railways. There are a few phrases that encompass such - I'm too polite to mention such here - in short make sure everything is in tip top order and plan for contingencies and failures - keep things running! (Photo by kind permission of Rob Cooke).

An Example of a Typical Hazard Survey Form

Date and address of venue: 22, Acacia Avenue, Newish Town, Somewhereshire.

Activity: Operation of Model Railway (Including Public Open Days and Private Operation.).

No of Persons at Risk: (Indicate with tick for each group) Operatives or Others (1, 2-5, 6-10, 10 plus). Please NOTE: Activities that pose risk to more than one person or members of the public should be afforded High Priority

Hazards Involved with Activity:

1. Trip Hazards - paths, stonework, surface, steps, protrusions etc (cater for disabilities).
2. Overhead Hazards (doorways, branches etc.)
3. Operation of equipment (staff controlled)
4. Uncontrolled Operation of equipment
5. Lifting/Manual Handling
6. Slip Hazards with ref to release of surface water, POL, improper foot wear
7. Sharp Edges on objects/protrusions
8. Knocking over of objects resulting in damage to individuals and/or items
9. Uncontrolled movement of equipment
10. Pinch hazards
11. Fire/Explosion
12. Climbing on/falling
13. Fume hazards when equipment running/preparing
14. Noise hazards when equipment running/preparing
15. Allergies to flora and fauna
16. Allegation of improper conduct
17. Access and egress
18. Theft and vandalism etc.
19. Control of animals and pets.

Existing Safety Measures and Controls

(Some of Which are Already In Place):

1. Correct operating method of railway (inc. Operating Brief.)
2. Signs and fences
3. Competent persons to instruct/supervise use of equipment
4. Correct clothing to be worn
5. Out-of-bounds areas to be cordoned off and patrolled
6. Photography and video prohibited without the express written permission of the organiser
7. General good housekeeping - inc provision of litter/refuse bins etc
8. Brief to guests/visitors - by way of signage and/or verbally
9. Before use checks of all and any equipment
10. Control of access and egress into running area/site
11. Flood-lighting
12. Shelter from inclement weather
13. Trained first-aider on site
14. Formal accident reporting process in place within the site
15. Windows and doors serviceable for ventilation
16. Fire alarms, emergency lighting and extinguishers available and tested routinely
17. Event will be insured
18. Guidance from external H&S representative for H&S issues and/or insurers, societies and guilds.



Example of the remedial actions and risk/liability reduction.

Excerpt Example (Trip Hazards Section)
From A Risk Assessment/Hazard Survey
Forms – Remedial Actions and Ongoing
Risks

Remaining Risks & Remedial Actions:

Risk: Trip Hazards - Paths, Stonework,
Surfaces, Steps, Protrusions etc.

Likelihood: 3, Severity: 5, Overall Rating:
5-9 (Moderate to High)

Remedies/Risk Reduction:-

Children must be supervised at all times by parent/guardian. Rolling briefs will take place throughout the day. Appropriate signs and notices of specific risks will be displayed in accordance with the Risk Assessment and specific 'no go' areas will be cordoned off. There will be assistance for disabled access. A First Aid kit is located on site at all times. The site has at least one telephone on the premises, which can be used to call an ambulance in the event of an emergency. Accident form/book in place for any incidents/accidents. And adhering to briefed operating procedures will significantly reduce the risk.



Remember that, 'failure to prepare is to prepare to fail', get all the documents prepared, done and dusted and the day/weekend will go well and will be fun and thus relatively carefree in the end!

I understand that there are Risk Assessment forms available on-line either for free or for a nominal fee, I have to state that I have never used such, so buyer please beware. It might be that your model club, guild or association may be able to help with such too, after all, they often organise large weekend exhibitions etc.

Please view the tables for ideas, notes and headings, for compiling Risk Assessment and Hazard Survey Forms and Notices etc. The following notes are a rough guide only and should not be seen as exhaustive (if in doubt please seek further advice from those in the know, such as clubs, societies guilds and/or professionals).

THOUGHTS AND CONCLUSIONS – THE CURTAIN FALLS, TAKE A BOW.

After, or towards the end of the successful open day(s), remember to thank everyone involved (thank visitors

for coming throughout the duration of the event)!

There is no denying the fact that an open day event takes up time and effort for all of those involved (prior, during and post the event) and opening one's garden and railway to the general public, is not something, in this day and age, perhaps, to be undertaken lightly for anyone considering such. But it is hugely rewarding in many ways!

Some may question the amount of 'bureaucracy' and H&S/Risk Assessment documentation (and signage) however, if opening one's garden up to anyone other than friends and relatives i.e. the 'general public', then one really shouldn't take the risk without the correct insurances and associated provisions etc.

These are not too onerous - it's not rocket science - precautions are in place so as to protect the organisers, their property and belongings, and so as to, provide the same level of cover for the general public.

Also such provisions (documented in writing, if not in stone) are in place so as to prove to the insurance companies et al. that all was - and is - in order

Don't forget to keep the trains running! Martyn Stear diligently filling in the Roster sheets, so as to keep a record of which radios/crystals are in use and to keep something different running as Peter Martin Traction Inspector looks on. Maintaining battery condition for RC equipment and motive power is important as is keeping one or more live steam locos in steam throughout the whole weekend - live steam is what interests the public. I always endeavour - although it isn't always possible - to drive live steam as prototypically as possible and at prototypical speeds. A challenge at times, back in the day, yet easier in this day and age with various gadgets available to aid slow running for live steam. (Photo by kind permission of Rob Cooke)

during the event, which will assist one in ensuring that such organisations fulfil their 'contracted obligations' and pay out - should the worst happen and a claim has to be made.

Luckily, our events all went off without a hitch just as they should do, due to planning I would like to think and fortunately none of the contingency plans were called upon - thank goodness! Also once a Risk Assessment is made, then only minor tweaks are required if having an open day the following year as long as all is

Martyn Stear presents the railway to the crowd, after a quick, friendly and informal briefing on safety around live steam locos etc., Martyn then gives an overview of the railway, what is running and then answers any questions, whilst Peter Martin and my dad, Terry Wicks, discuss all things train and loco and what is rostered next (Photo by kind permission of Rob Cooke).

almost as before, in the garden, from the previous year.

Running the trains was, for us, most of the time, relatively easy, as long as our 'Rota' and 'Roster' sheets were adhered to and kept up-to-date. Running prototypically is not always required (such can end up being self indulgent - unless your target audience has specifically visited so as to see historically accurate prototypical running), keeping the crowd entertained IS a priority though. Info. sheets can be compiled if individual visitors would like to read more about the railway, how it was built, it's reason for being, its fictitious history etc.

We never imagined that the H&BLR would provide everyone concerned with something that brought about so much enjoyment and pleasure. There is no doubt in our minds that having a hobby such as railway modelling, whilst presenting us with challenges from time to time, also provides one with a great sense of well-being and pleasure, especially when it is shared with others and provides, from time to time, the



resource so as to provide the means by which one can raise funds for charity and promote our wonderful hobby.

The railway allows us, as I suspect is true for many hobbies, to escape the rigours of the real world for a few hours and it is a great privilege to be able to share such with interested others.

Remember to consult with the appropriate authorities and organisations for advice - always get insurance details etc. in writing - and all

will be well, enjoy your open days on those hazy steam filled summer days. ■

What it's all about. The last train of the day and No. 11 Guenevere, working hard - a 'Special' with six bogies on (it's the do of the boozy old, First Artillery Regiment Tourist Special - the Fat Controller banned the use of a railtour head board, I wonder why?!) - crests the grade out of Hobbiton, the crew will now have to back off a little and take the curve at the junction of Westwick Lodge and Bree - no mean feat - before stopping at Westwick Lodge Halt for a breather (Photo by the Author).

Sample Notices

H&BLR VISITOR NOTICE

SO THAT YOU, YOUR FAMILY AND FRIENDS ENJOY YOUR VISIT PLEASE HEED THE FOLLOWING ADVICE FOR YOUR OWN SAFETY AND THAT OF OTHERS:-

WARNING; STEAM ENGINES ARE VERY HOT AND CAN EMIT SCALDING STEAM AND OIL AT ANY TIME - PLEASE TAKE CARE WHEN VIEWING THEM AND ENSURE THAT CHILDREN ARE SUPERVISED BY AN ADULT AT ALL TIMES - THANK YOU.

FOR A FULL COSHH AND H&S SCHEDULE PLEASE SEE COMPANY RULE BOOK & RISK ASSESMENT."

H&BLR VISITOR NOTICE

PHOTOGRAPHY & VIDEO IS STRICTLY PROHIBITED WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE ORGANISERS.

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Jurassic Open Wagons

Brian L Dominic builds a selection of useful wagons.

When I started down the road of building “cheap ‘n cheerful” trains, there weren’t anywhere near as many wagons (or makers) as there are now. My choice of “non-slate” wagons was rather restricted, so I was delighted to find Jurassic Model’s freelance open wagons – available as 1, 2 or 3 plank wagons.

The kits come beautifully packed – Mike has even lasered out a piece of ply to hold wheels, axles, axle bearings and coupling pins together when on the workbench so it’s easy to see all the parts.

Unlike many other manufacturers, he lasers out recesses for the tabs that hold the parts together, rather than

blasting straight through and letting the tabs show through, so the finished wagon looks very well. These recesses repay being carefully cleaned out with a grinding bit in a Dremel (other high-speed grinding and polishing tools are available) though at a push a scalpel would do.

Before I started assembly, I distressed the top edges of the body and treated all the woodwork with my Patent Indian Ink Dilution - one brushful of ink in a small jam pot full of water. The iron strapping pieces for the side doors are cut in high-quality card: these were removed and stuck to a piece of wood and spray painted matt black.

The most complex assemblies are the solebars / axleboxes where there are a number of layers which all fit over the brass “eyelet-style” bearings which hold everything in alignment.

Once the (counts to himself) 5 layers have all (as Her Majesty would say) “gorn orf” then the whole assembly can be hung up and spray painted matt black. Do this carefully, there are a fair number of spots which can be easily missed. I took 3 goes to get the last one right.

That done, assembly is a piece of cake. The main “box” is assembled first, the

The kit on the bench – solebars/axleboxes already made up.





A distressed top edge

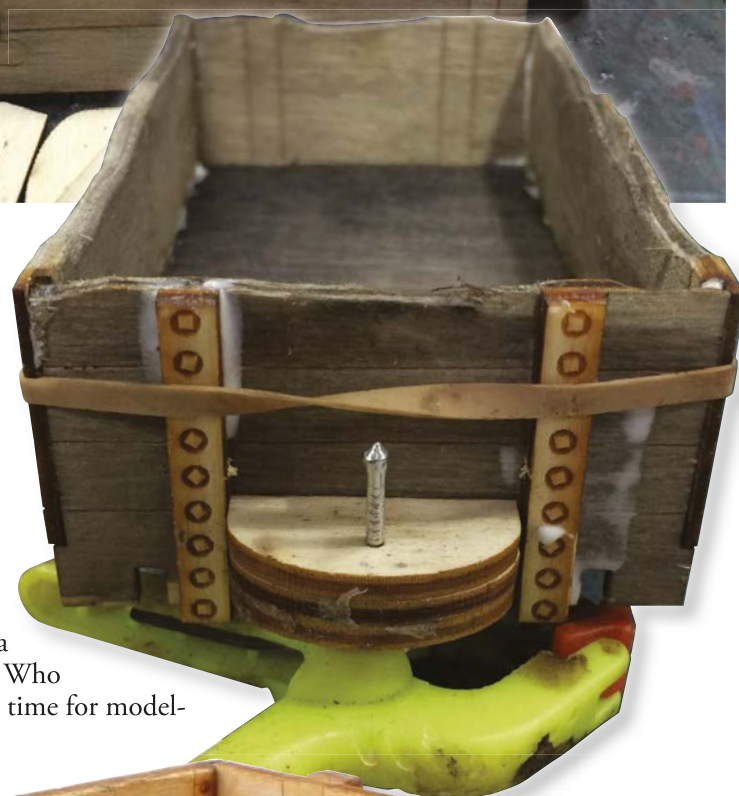
wheels, axles and solebars go underneath, the end strengtheners and couplers go on each end. Use the coupling pins, a pair of substantial nails, to hold everything in alignment. Finally add the hinge strapping fitted to the sides.

There IS a bit of black brush painting on this wagon: the underframe and

Couplings and end strengtheners added to a distinctly grotty-looking body

couplings all need painting, but even an old duffer like me can just about manage it.

Total build time? I have done one in a shade over 2 hours. Who says they don't have time for model-making? ■



Garden Rail Resource

Jurassic Models

No web site, but Summerland Chuffers keep a list at: www.summerlands-chuffer.co.uk/jurassic-models/4577586366

Please mention **Garden Rail** when contacting suppliers.



A completed by unpainted model

A big small loco from Garden Railway Specialists

Mark Thatcher reviews the new RTR 16mm 0-4-0 Diesel loco and metal tipper wagons from Garden Railway Specialists



The yellow satin finish on this model is superb. Working lights front and back can be selected independently of the motive power, but when selected both lights remain on and are not directional

It was back in 1993 when I made my very first garden railway purchase from Mike at Garden Railway Specialists (GRS), a plastic-bodied 0-4-0 saddle tank locomotive, to be fitted to a track-powered LGB chassis. Back then over £200 was a considered purchase, but it was £200 of happiness that eventually led me into this engaging and illustrious hobby. I think it is fair to say that GRS are known to promote premium brands and whilst this is laudable I was somewhat taken aback to see their new offering of a diminutive 16mm scale diesel loco and four two-wheel tipper wagons on sale at the 16mm AGM in Peterborough on the 7th of April, for £299 all in.

In one respect this does not sound that remarkable. I mean, for under a tenner each you can grab plastic tippers from Binnie Engineering, or indeed a number of other sources. So for the loco and four tippers at this price, what's so special? Well, quite a lot actually. And given the individual price of GRS

tippers is £30 each, or four for £100 (so that's £299 - £100 = £199 for the loco) then the deal becomes even more attractive. So what do you really get, in the GRS battery-powered loco for just under two hundred notes?

BODY BEAUTIFUL

So let's start this review looking at the yellow diesel. Measuring roughly 17cm long, 7 cm wide and with a loading gauge of 11cm from rail to cab roof, it has an 0-4-0 wheel arrangement and is gauged for 32mm track. Yes - it is made in the Far East by Lik Enterprises in Korea. Thanks to the all-metal construction, this is a weighty and well-detailed model. The yellow paintwork is beautiful, with a really nice satin finish.

Wherever you look details abound. Grab rails, cab door handles, vents, hand rails to the cab doors, a lovely oil filler and exhaust pipe. It's all proper and all where it should be. On the right side of the cab there is even a poker

stick, more reminiscent of poking a fire box in a steam loco, but it is there on the prototype.

The interior of the cab is painted in light green, not my personal favourite, but cream may have been too light so I can see why this was chosen. I noticed a black lever to the left of the cab and a flimsy brass rod to the right. Upon purchase I had no idea what functions these performed and as there were no operating instructions I was left to figure this out by myself.

UNDER THE FOOTPLATE

Time to take a look below stairs where there is a three-position switch that I wrongly guessed was for the forward and back motion. All the running gear is metal and the motor gears are made from tough nylon plastic. Talking about the chassis, you have a choice of colours, red or a very dark grey which I think goes better with the grey tipper wagons, although their grey is lighter still.



Accessories are provided, namely two coupling pins, two three-link coupling chains, and a delightful name plate which, if you are minded to, you may affix to the rear of the cab in the marked location. You'll need good eyesight to read the maker's plate though, but it does say "VEB Lokomotivbau – Babelsburg". Research led to a picture of a D11 LKM NS2F locomotive 'Karl Marx' built in 1957 and numbered 248837. So, this locomotive did really exist.

But, I digress. Back to that three-way switch. I figured (without instructions to hand) this would be the forward/backward motion control. Not so as this loco is far more sophisticated than that! Think of this switch as the master on/off switch. In the middle, it's off. To the right and it is on – meaning there is power to the motor. To the left and there is power to the motor, and the lights stay on permanently. Both lights remain on in this position despite the direction of travel of the loco. Note that with the lights on, this will decrease the voltage to the speed controller.

Once you have chosen the lights on or off underneath the loco, you then revert to the cab, which has its own forward and backward motion toggle switch. Select the on position underneath firstly, then use the cab control to select

forward or reverse. This means you can easily control the direction of the model when it is running. Simple but ingenious!

FINE CONTROL

And it gets even better. Remember that flimsy brass rod I mentioned? Well that is your speed controller. Frankly I don't like the look of it and it rubs along the edge of the cab roof. But it works a treat. A simple enhancement would be a little black heat shrink tube over it to disguise it and stop it from interfering with the cab roof.

This was what sold me on the model as I saw it crawling along at a prototypical speed on the GRS test track at the show. They say the PP3 battery will last for 12 hours at this sedate speed, although I have not tested this. Battery fixing is the only other criticism I have with the model. The PP3 battery simply connects to the terminals and is jiggled underneath in the hope that it won't fall out. A small cover held in by Blu-tack or Velcro would be a good idea.

AND NOW, THE TRAIN

The wagons, described as 'Dump Cars', are presented beautifully in a hard-formed cardboard box, wherein specially-cut foam inserts hold the chassis and the hopper as two separate

Here you can see the three position master switch that selects power to the motor in one direction, and motor and lights in the other

components so they won't get scratched. Now one of my businesses is in packing – and I'll tell you now, this would cost us a considerable sum even to present the model in this outer box with the foam packing.

After unpacking you simply sit the hopper on the chassis and it is even free to tip left and right. I will probably tack-glue mine in place though as I suspect they will be prone to wobble about a bit on any rough track. Even the rivets are there. I am astounded by them. I should also mention that these wagons come with lovely black three-link chains included (as does the loco), not just brass finished ones.

TO CONCLUDE

I've tried not to be too effusive with praise in my two decades or so of reviewing for this magazine but frankly, on this occasion I find it hard not to be. Including build and paint time, it usually takes over six months for me to complete a review, yet on the very afternoon of collecting my purchase from the 16mm AGM show, I find myself minded to write this review to get it to print ASAP. Suffice to say readers will not be disappointed should they choose to purchase these items, as they are very, very good indeed.

If you have a need for a loco just to podder sedately round your line whilst you tend to the herbaceous borders, or indeed sip a glass or two of whatever takes your fancy, then I would seriously recommend you take a look at this set. You need to be quick though, as they are selling well! ■



Garden Rail Resource

Garden Railway Specialists

Station Studio, 6 Summerleys Road, Princes Risborough, Buckinghamshire, HP27 9DT
www.grsuk.com
£299.00 for loco and four metal hopper wagons

Please mention **Garden Rail** when contacting suppliers.

The all-metal tipper trucks have some great detailing touches

From the Works

Trade information on new products for the garden railway modeller...
If you are a trader with any new product, then contact phil.parker@warnersgroup.co.uk
Please mention **Garden Rail** when contacting suppliers

ACCUCRAFT UK

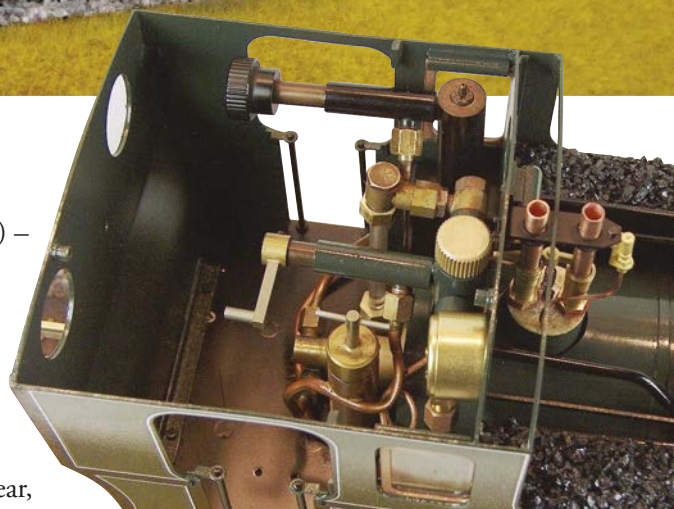
16mm scale Exe, Taw and Yeo

Deliveries of the L&B locos, Exe, Taw and Yeo have commenced.

The models are internally gas fired and is gauge adjustable for either 32mm ('0' gauge) or 45mm ('1' gauge) – all the parts for this are supplied with the model. This operation can be undertaken by the owner and only takes a few minutes. The loco is supplied with blanking plates for the cut-outs in the frames but these are really for display only, severely restricting the choice of track curvature if used in operation. The cab roof lifts up to give access to the gas, water and lubricator fillers. The boiler is fitted with a water gauge and the lubricator has an under floor drain. The model is fitted with slide valves. The model is fitted with fully functioning Joy valve gear and is built from stainless steel, copper and brass. With the correct maintenance, will give a lifetime of pleasure.

Specifications:

- Scale: 16mm to 1 foot (1:19)
- Length over couplings: 420mm
- Gauge: 32mm or 45mm
- Width: 110mm
- Min Radius: 1m (3') – Gauge 0, 1.2m (4') – Gauge 1
- Maximum height: 145mm
- Boiler: Centre Flue
- Working Pressure: 60psi
- Reversing Gear: Working Joy valve gear, slide valves
- Fuel: Butane Gas
- Boiler Fittings: Safety valve, pressure gauge, water gauge.



- Cab Controls: Steam regulator, gas regulator, reverse lever, lubricator under floor drain valve.



1:32 Scale BR Mk1 Coaches

Introduced following the nationalisation in 1948, the British Railways Mk1 coaches were intended to be the standard carriage design for use across all routes, incorporating the best features of each of the former companies' designs. They were meant to be much stronger than previous designs and provide better protection for passengers in the event of an accident.

The Mk 1 coaches were built in two distinct batches, the early vehicles (1951–60) and the 'Commonwealth' stock (named from the type of bogie used) from 1961 onwards. Built of steel, the coaches were produced in a multitude of different formats and gradually replaced pre-nationalisation coaches across all the regions. The original bogies were a double bolster type, which like the carriages mounted

upon them, were designated 'BR Mark 1' (BR1 for short). These gave an unsatisfactory ride and a new cast-steel design was introduced from 1958 (often referred to as the Commonwealth type).

The models feature flushglaze windows, sprung brass buffers, Kadee knuckle couplings throughout, metal bogies with insulated steel wheels & axles running on roller bearings and flexible rubber corridor connectors. Full interior compartment detailing.

Accucraft UK

Unit 4 Long Meadow Industrial Estate,
Pontilias, Herefordshire, HR2 0UA
www.accucraft.uk.com

MAMOD

Dress up kits for Brunel vertical boiler locomotive.

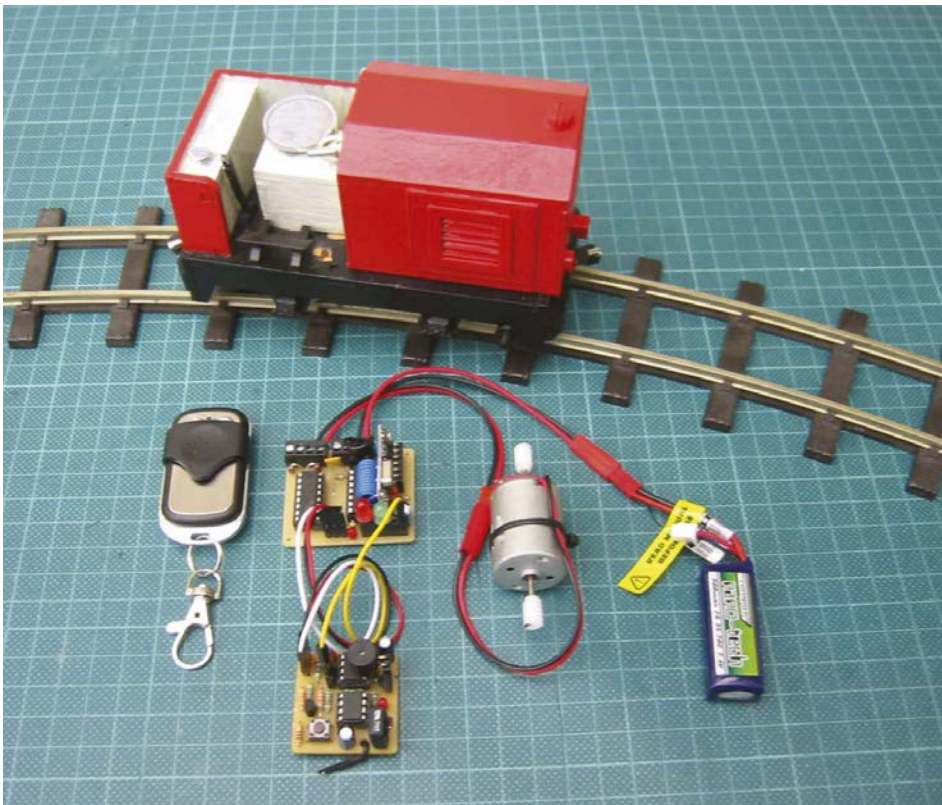
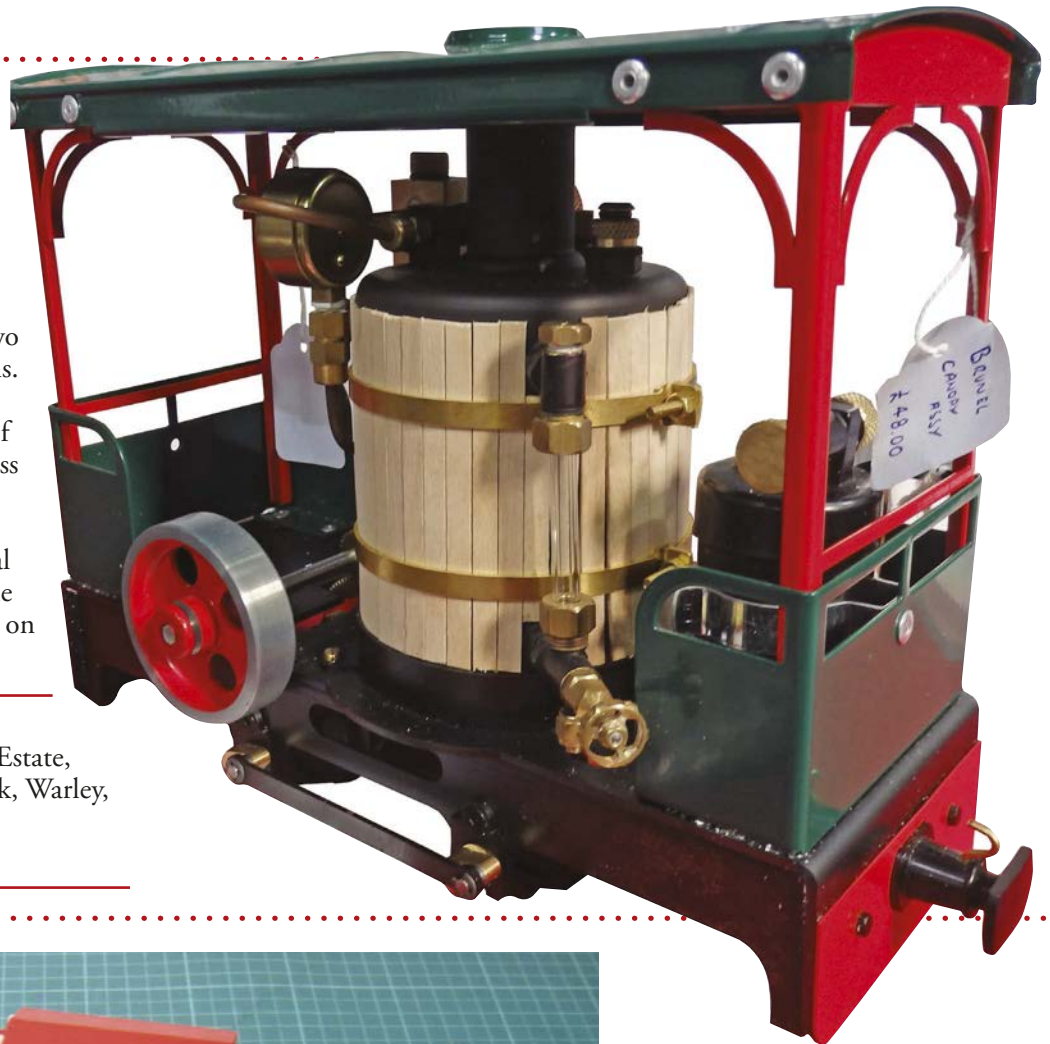
Mamod's Brunel Vertical Boiler Engine is Mamod's most popular steam locomotive on the market. Now owners can purchase two kits to customise their models.

The first is a set of wooden boiler cladding. Consisting of pre-cut wooden slats and brass retaining bands, the price is £12

A canopy kit made of metal will keep your crew dry in the rain. Painted and ready to fit on the model, the price is £48

Mamod Ltd

Summit Crescent Industrial Estate,
Summit Crescent, Smethwick, Warley,
West Midlands, B66 1BT
www.mamod.co.uk



YATTON MODEL ENGINEERING

Key-fob Radio Control

Seen for the first time at the 2018 Garden Railway Show was this unique and compact radio system for controlling your electric powered locomotives. It is based on using a simple and reliable key-fob transmitter

similar to those used to lock and unlock your car.

The two large buttons on the key-fob are used to control the speed and direction of travel. On the receiver there are latching outputs for forward and reverse lights that are set to automatically follow the selected travel direction.

The left-hand small button can be used to operate a horn.

In common with Yatton Model Engineering's designed radio systems the small right-hand button provides possibly the most important control of all – an emergency stop.

The complete system was installed in one of Yatton Model Engineering's smallest locomotive, the 22hp Hibbard Plant and was running up and down the front of the stand. Control was possible across the full width of the hall despite all the other radio traffic that was about.

The receiver is designed to control motors up to 12V and provide 1 amp continuous protected by a cut-out. Peak outputs above 2 amps are possible for short durations.

Separate outputs for two motors are provided. All connections are either screw terminals or plugs and sockets. No soldering is required.

Price: £75 for the loco control and £35 for the motor sound card.

Yatton Model Engineering

7 Ashleigh Crescent, Yatton, BS49 4DF
www.yattonmodelengineering.co.uk

IP ENGINEERING

Welsh Highland Glaslyn Loco Kit

16 mm scale Ruston Glaslyn loco is a model of the loco that is used on the Welsh Highland Railway at Porthmadog in North Wales. The kit is complete and made from CNC machined sheet and metal castings to give it a feel of quality and substance.

Powered by a 360 five pole motor through heavy duty 30:1 gears making a powerful model. Details include horns and dummy cast lights and fine window frames included as well as name and number plates

Dimensions

Length: 185 mm

Height: 150 mm

Width: 105 mm

Available in 32 mm or 45 mm gauge

Price: £140.00



Darjeeling Himalayan coaches

All kits are complete constructed many using high quality laser cut ply with seating and cast couplings and steel wheels running in brass bearings to run behind your Darjeeling Garrett or B class locomotive



1st generation 2nd Class Passenger 4 Wheel Coach -
Dimensions length 220 mm height 125 mm width 100 mm



1st generation 1st Class Passenger 4 Wheel Coach -
Dimensions length 220 mm height 125 mm width 100 mm



2nd generation 3rd Class Low Roof Passenger 4 Wheel Coach Kit
- Dimensions length 220 mm height 125 mm width 100 mm



3rd class Passenger Trolley Kit - Dimensions length 135 mm
height 125 mm width 100 mm
Prices of all coaches £45 – Passenger trolley £35
Available in 32 and 45mm gauge

Colonial Rail Bus Kit

A freelance design commonly used around the world to transport people, livestock and goods from small village to village. Normally built using a lot of bus of lorry parts but make up to a useful tool in full size and also on your railway.

The kit is made up from laser cut high quality ply and 3D printed parts for the luggage rack, gearbox etc. It has a cast metal bonnet and the kit includes all that is required to finish the model powered by a powerful 280 motor running through around heavy duty 30:1 gears onto steel wheels all seating is included

Dimensions

Length: 275 mm
Height: 145 mm
Width: 100 mm
Available in 32 mm gauge or 45 mm gauge
Price: £95.00



IP Engineering

Carousell, Spilsby Road, New Leake, Lincolnshire, PE22 8JT
www.ipengineering.co.uk

BLACK CAT BRIDGES

Welshpool & Llanfair bridge

Designed and built in 2017 for the Llanfair show, the standard length is 41 inches. Painted black and of all aluminium construction.

Other lengths and designs are available. Price £160.00

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NORTH PILTON WORKS

Flexity Style Narrow Gauge Tram Kit

Image: Flex tram

Many towns are now investing in public transport and upgrading or building new tram systems with modern modular tram units such as the Bombardier Flexity 2 trams, including narrow gauge trams.

North Pilton Works have announced two Flexity style kits, with the first having the three cars for the power car, pantograph car and trailer car as the core tram system. The second kit extends the tram with a powered motor bogie unit and an additional suspended coach, so you can make a five car or seven car tram set. Each additional extension kit then adds another powered motor driving unit driving on both axles, so that the tram has more than enough power to drive round extreme curves and up steep gradients for crossing over bridges, like road systems have. The only unpowered axles will then be on the trailer car.

The tram measures 106mm wide and has seating designed as one seat one

side and two the other, as it is narrower than standard gauge trams. This allows it to run round tight curves without too much overhang and allows for close coupling through the flexible corridors round curves sharper than R1 radius, coping with curves down to 450mm radius.

The kit comes with everything to build the complete unit including LED lights, switches, connectors, motor and gearing, axles, interior seating and hand rail details, glazing and close fitting laser cut plywood sections. The instruction sheets have detailed photographs for easy to follow assembly guides to building up each car. The battery pack is a 12V sealed Lion battery pack with a simple plug in UK power adapter for easy charging.

The front driver cabs have two white and two inner red lights for directional lighting, a lit notice header bar above the cab and indicators lights on the side panels of the cab. Each car then has four LED lights for interior lighting and connect together with fly leads over the corridors to interconnect the electronics.



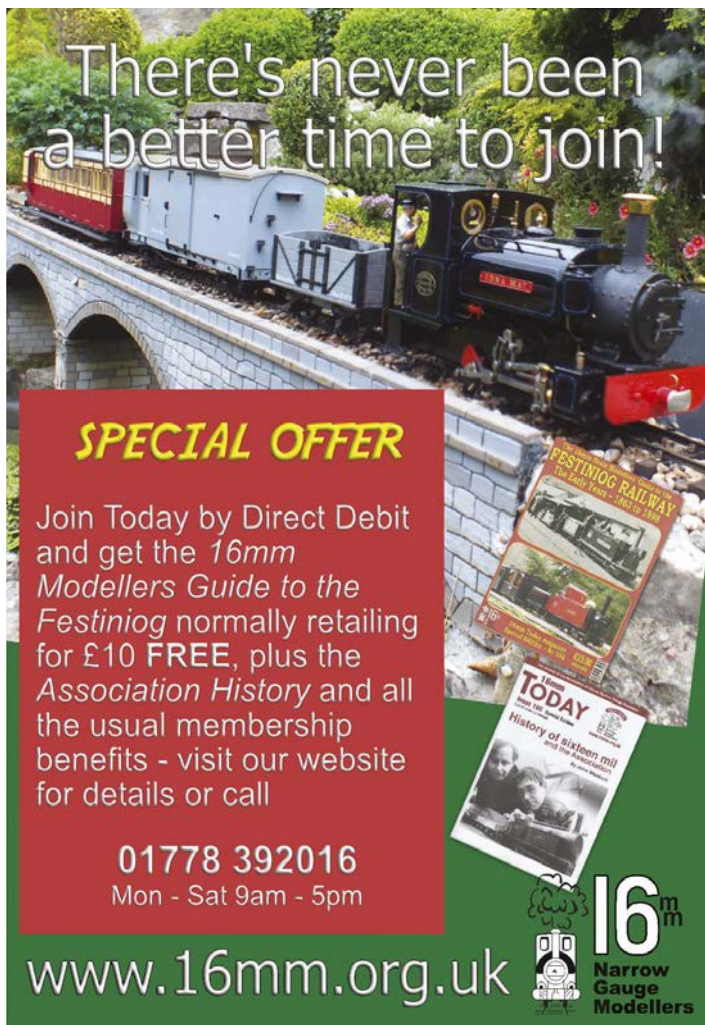
All parts are readily available for easy spares and replacements.

The units will launched with a pricing of around £200 for the three car set and £80 for each extension kit. The radio control upgrade kits is available for £75 and will be programmed specifically for the tram controls.

North Pilton Works

5 Pennell Street, Lincoln, Lincolnshire, LN57TD
www.northpiltonworks.com

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www.16mm.org.uk

16m
Narrow Gauge Modellers



Timpdon MODELS

This month we're featuring our 16mm scale Party Wagons!



The Maharaja of Gwalior was very fond of railways. He was also a little eccentric. He built a solid silver railway in his dining room and would serve guests their food and drink by rail.



Inspired by this tale, we now produce wagons and removable inserts specifically designed for everything from lager cans to bottles of prosecco – even G&T or crème eggs (but the wagons are made from plywood, not silver).



The 5, 3 or 1 Plank wagons are very strong, made from 3.2mm ply that will take the knocks. They're simple to build and re-gauge (32-45mm). The plank grooves are deep and wide, which allow them to show when painted.



The finished wagons are only available in grey. You can use them for serious railway business, or put in a removable & interchangeable insert. The inserts range in price from £3.00 to £5.50 as some of them include bottles and glasses.



Ideal for your next barbeque, or if you're a Maharaja, your next dinner party.

9 Inserts available from £3.00 to £5.50

1 Plank Wagon	Kit: £21.00	Finished: £33.50
3 Plank Wagon	Kit: £22.50	Finished: £35.00
5 Plank Wagon	Kit: £24.00	Finished: £36.50

See this and more at: www.timpdonmodels.co.uk

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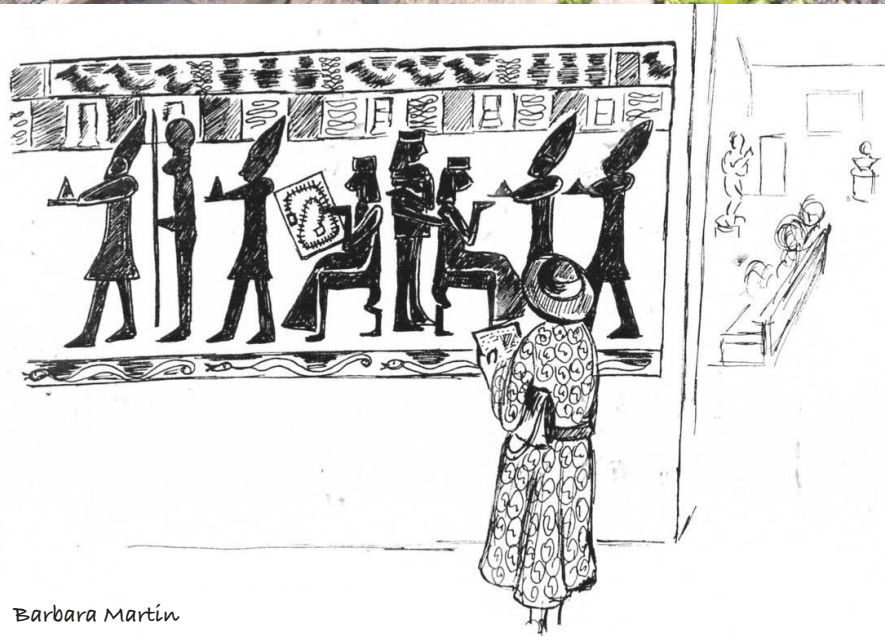


Letters are welcomed on any aspect of large scale railway modelling. Please e-mail the Editor:
phil.parker@warnersgroup.co.uk
 or post to The Editor, **Garden Rail Magazine**,
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GARGOYLES?

I note with interest Graham Colover's letter regarding 'gargoyle' figures. One presumes that it is the Donald McGill seaside postcard type figures first produced by Rob Bennett that has aroused Graham's ire. First of all I should declare an interest in that

one of the 'gargoyles' on page 28 of the issue to which Graham refers is, er – a rendition of me – or indeed the 'me' of a few years ago. Certainly these figures are very popular amongst narrow gauge modellers particularly those who are seeking to capture a style and an era rather than a dead scale model of a specific narrow gauge



Barbara Martin

line. They suit particularly, the generic live steam locomotive, your 'Lady Anne' or 'Ragleth' loco running on a self-contained railway of one's own imagination

Now, generally I like to add believable scale figures in my locomotives and for instance, there is both a 'scale' driver and fireman in the cab of my much-modified Ragleth (as shewn on the opposite page to your letter). I do however employ the slightly cartoony Busy Bodies figures in other areas of the line. For instance the late Peter Jones (whose writings I enjoyed so much) stands waiting for a train at Trematon Halt, while in the full bloom of summer he is joined by a lady of the night leaning up against a lamppost outside Longlands station. A peer over the top of the cast iron 'Gents' on the platform will reveal a sailor making use of the facilities and Captain Mike Hurst stands outside his hilltop cottage making use of a pair of binoculars to check on the activities of another sailor, who is leaning on a tree in the woods smoking a cigarette, while his dishevelled girlfriend lies relaxed beneath the trees (the ladies seem to like that particular cameo).

No one has to my knowledge, heaped 'ridicule and derision' on my Longlands & Western Railway (not that I would care if they did), but you see, people like these characterful figures and I do think they add atmosphere to a garden railway. Of course this sort of frippery is not popular with many who run trains on bare boards but you see I wonder what most of the general public would prefer – the sort of scenic narrow gauge line I have described above, or a train running on ballast free bare boards with no infrastructure or growing scenery at all. It is perhaps, the difference between a painting of a railway and an engineering drawing...

Yours Aye

Tag Gorton

CHOPPER COUPLING

A few years ago there was an article in Garden Rail Magazine illustrating an uncoupler for chopper couplings formed from "V" shaped wire. While this did work reasonably well when I was operating a train I had a thin flat piece of model timber handy and tried it to uncouple my Accucraft chopper couplings. It worked quite well so I decided to make something a little more refined.

I had some 5mm wide, strip brass handy so I cut a piece about 4 cm long off the strip with the trusty dremel.

I then used the cutting disk to cut a slot into the handle of an Ikea child's paintbrush which was handy. The brass strip was then super glued into the slot and left to set.

The brush is handy to clean out flange ways on points, or dust down locos and rolling stock. You could use a piece of dowel and bend up a wire hook for the other end to couple and uncouple chain couplings if required.

To uncouple two couplings all you do is to push the flat blade between the two coupler faces, and lift the two arms up, and then move the two vehicles apart.

I have fitted my two Essell locos with

Swift 16 chopper couplings, which look much better on the locos, but it takes a little patience to couple and uncouple with the Accucraft couplings.

Les Fordham.

Sunny Adelaide.



DIARY DATES

Date: 25th to 28th May 2018

Event: Second Annual Gathering of North American Members of the Association of 16mm N.G. Modellers

Venue: Stowe, Pennsylvania, USA

Organiser: North American members of the 16mm Association

Web: www.northamerican16mmmodellers.org

Exhibitors: See website for full details.

Date: 2nd and 3rd June 2018

Event: Modelling at the Water Tower

Venue: E-Park, Ludwigstrasse 14, 89415 Lauingen, Germany

Times: 10am to 6pm

Organiser: KM1

Exhibitors: KM1 is manufacturer of fine handcrafted brass models in Germany. Each year there is a modelling exhibition for all kinds of model sections, such as RC, live steam trains, electric trains, boats, construction vehicles and much more. This year KM1 celebrates its 15th anniversary. On about 10,000m², visitors can see and experience modelling hobby. A large social program for children and family is available, as well as shopping facility and catering. During the day, there will be several air-shows, boat-shows, train-shows and much more. At the same time there is in the town hall, about 5 minutes by foot from KM1 company, one of the largest 1 gauge meeting. A layout is set up on 1200 m² with operated trains up to 12 meter length. Come and visit one of the most interesting shows in South of Germany.

Date: 16th June 2018

Event: Accucraft (UK) Ltd open day

Venue: Unit 4, Long Meadow Industrial Estate, Pontrilas, Herefordshire, HR2 0UA

Web: www.accucraft.uk.com

Exhibitors: Following the success of last year's open day and sale we have decided to run one again this year with an emphasis on clearing out old stock lines to make room for new inventory. We will have factory seconds, damaged items and test samples to sell, as well as many 'end of line' items. This stock will be offered for sale on a 'first come, first served' basis without prior reservation and will include 'open box'

locomotives, rolling stock and track components as well as sundry 'kits of parts' with potential for re-assembly! As they say, "everything must go!". Additional trade support from: Swift Sixteen, Model Earth Design & Talisman Brass Castings and Blackcat Bridges among others. We will be running Accucraft locomotives in 1:13.7, 1:19, 1:20.3 and 1:32 scales. Opening times are 10:30hrs to 16:00hrs and there will be an on site café offering refreshments and light lunches.

Date: 16th & 17th June 2018

Event: Mere Model Railway Exhibition.

Venue: Mere Lecture Hall, Salisbury Street, Mere, Wilts BA12 6HA.

Times: 10.am to 4.00pm both days.

Admission: Adults 4.00. Children under 12 free if accompanied by an adult.

Organiser: T.Snook. 01747 861977

Web: www.meremodeller.co.uk

Exhibitors: See website for full details.

Additional info: Free parking available. Disabled access.

Date: 1st and 2nd September 2018

Event: Llanfair Garden Railway Show

Venue: Llanfair Careinion Leisure Centre, SY21 0HW

Times: Sat 10am-5pm Sun 10am-4pm

Exhibitors: Layouts in 16mm and G scale. 40+ Traders. Refreshment. Free parking. Free bus from Welshpool & Llanfair Railway gala.

SUBMISSION NOTES

Garden Rail welcomes articles submitted via posted disc, e-mail, Dropbox (or other large file sending system on-line). Please ensure that your name, e-mail address, telephone number and postal address for payment on publication are included. Send to phil.parker@warnersgroup.co.uk or to the contact address on the Contents page.

Articles should be submitted in MS Word or other word processing format. Please do not use fancy formatting or embed photos in the piece, these should be sent separately at the highest resolution possible and in JPEG format. Printed photos of a historic nature will be accepted. Captions for all photos should be included as part of the submission. You must own copyright to any material submitted.

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