

FREE DVD: ELMFIELD (N) • TRACK CLEANERS REVIEWED
TOY MUSEUM TRAINSET • NEW JANUS UNBOXED

BRITISH RAILWAY MODELLING

BRM

OCTOBER 2018

SOUTHERN BELLE



**BACHMANN'S ATLANTIC
IS A REAL BEAUTY**

START TODAY!

**LAYOUT INSPIRATIONS AND EXPERT ADVICE FOR
MODELLERS OF ALL ABILITIES**

THRICE AS NICE



**READ HOW THE ELIZABETHAN
RAILWAY SOCIETY MADE THIS
THREE STOREY SIGNAL BOX**



PRACTICAL BRITISH RAILWAY MODELLING **BRM**

**DETAIL AN AUTOCOACH
ASSEMBLE AN O GAUGE WAGON
ADD MOMENTUM TO YOUR OLD LOCOS
BUILD YOUR FIRST PLASTIC KIT PROPERLY
And much more**

REVIEWED: BACHMANN LBSCR H2 • MOTORAIL CARFLATS
TMC PLATE AND BOLSTER WAGONS



CRAFT A SCENE WITH SCENECRAFT

Create a busy Shed Scene on your layout with the versatile range of OO scale structures, figures & accessories from **Scenecraft**

To see the full range of Scenecraft items go to
www.bachmann.co.uk



44-184
Mechanical Wash Plant



44-017
Modern Servicing Depot



44-0026
Electrical Relay Room



44-081
Portable Offices



44-016
Fuel Storage Tanks

Available now, these highly detailed ready painted models are perfect for creating a bustling Shed Scene of any era. Simple & quick to install they are an easy way to add an extra level of realism & interest to your layout!



To find your nearest retailer visit **www.bachmann.co.uk**
MODEL • COLLECT • CREATE



DISCOUNT 'O' GAUGE

TOWER BRASS LOCOMOTIVES

R.T.R in unpainted brass/factory painted

GWR/BR Railcar 19-33.....	£550.00
GWR/BR Parcels Railcar No.34.....	£550.00
GWR 1361 Early black chassis.....	£525.00
GWR/BR 1361 Late black chassis.....	£525.00
LY/LMS/BR Pug black.....	£450.00
LNER/BR J39 0-6-0 black.....	£925.00
GWR/BR 8750 Pannier black chassis.....	£525.00
GWR City of Truro.....	£1650.00

TOWER BRASS COACHES

Fully assembled in unpainted brass
GWR/BR Collett D127 brake 3rd.....£235.00

FULLY FINISHED R-T-R LOCOS

L&Y/LMS/BR Pug 0-4-0T.....	£525.00
GWR/BR 1361 0-6-0ST.....	£695.00
GWR/BR 8750 Pannier tank.....	£695.00
GWR/BR Razor Edge railcar.....	£835.00
GWR/BR Parcels railcar.....	£810.00
LNER/BR J39 0-6-0.....	£1075.00
LMS/BR Original Patriot.....	£1650.00
Over 100 R-T-R locos available off the shelf	

GLADIATOR LOCO KITS

GTR3 LNER/BR J11 0-6-0.....	£320.00
GTR18 LMS/BR de-streamlined Duchess.....	£415.00
GTR20 LMS/BR Princess.....	£415.00
GTR21 LMS/BR Rebuilt Royal Scot.....	£355.00
GTR24 LMS/BR Original Patriot.....	£355.00
GTR25 LMS/BR Rebuilt Patriot.....	£355.00
GTR28 LMS/BR 2P 4-4-0.....	£315.00
GTR36 LBS/BR GWR H2 Atlantic.....	£370.00
GTR50 LNER/BR Beyer Garratt 2-8-8-2.....	£620.00
GTR61 LBS/BR GWR H1 Atlantic.....	£370.00
GTR62 SR/BR Urie King Arthur.....	£415.00
FT3 LNER/BR B16/1 4-6-0.....	£355.00
F4 LNER/BR D17/1 D17/2 4-4-0.....	£300.00
FT9 LNER/BR G6/BTP 0-4-4T.....	£215.00

JAVELIN LOCOMOTIVE KITS

JLK5 SEC/RS/BR D Class 4-4-0.....	£325.00
JLK6 G.W.R. Dean Goods 0-6-0.....	£315.00
JLK11 LMS/BR Long Fire Box Black Five.....	£355.00

MERCIAN LOCO KITS

SG5 LNER/BR J94 Austerity 0-6-0ST.....	£180.00
GW2 GWR/BR 14xx Autotank.....	£175.00

TOWER COLLECTION (D.J.H) BEGINNERS KITS

Includes wheels, gears and motor

TC1 Class 02 0-4-0 Diesel Shunter.....	£240.00
TC3 Andrew Barclay 0-4-0 Steam Shunter.....	£240.00

TOWER COLLECTION LOCO KITS

Require wheels, gears and motor

TC2 LMS streamlined Coronation.....	£550.00
TC4 LMS/BR not streamlined Duchess.....	£550.00
TC5 LMS/BR de-streamlined Duchess.....	£550.00
TC6 LMS/BR Sir William Stainer.....	£550.00
TC7 LMS/BR Black Five 4-6-0.....	£550.00
TC14 LMS/BR Stainer 8F 2-8-0.....	£550.00
TC16 LMS/BR Duchess with sloping firebox.....	£550.00

D.J.H LOCO KITS

K300 B.R. Standard 84xx 2-6-2T.....	£362.00
K301 B.R. Standard 2MT 2-6-0.....	£415.00
K302 LMS/B.R. Ivatt 2-6-2T.....	£362.00
K303 LMS/BR Fairburn 2-6-4 T.....	£362.00
K310A LNER/BR A3 with Corridor tender.....	£595.00
K317B BR Britannia with BR1/1A tender.....	£595.00
K324B B.R. 9F 2-10-0 BR1B/BR1C.....	£595.00
K326 B.R. Class 03 complete kit.....	£415.00
K336 LNER/BR R Peppercorn A2.....	£562.00
K338 LNER/BR R G5 0-4-0T.....	£415.00
K340 B.R. Class 14 complete kit.....	£415.00
K344 NEW LNER/BR Hunt Class 4-4-0.....	£499.00
K345 NEW LNER/BR Thompson A2/1.....	£584.00

PECO LINESIDE KITS

LK704 Wooden lineside hut kit.....	£19.95
LK705 Brick lineside hut.....	£19.95
LK709 Ground Level Signal Box.....	£28.75
LK735 GWR Yard Crane.....	£21.50
LK741 GWR spear fencing.....	£11.00
LK742 GWR spear fencing ramps.....	£11.00
LK743 Field fencing and gates.....	£9.95
LK747 Telegraph Poles (4).....	£6.50
LK749 Loading Gauges (2).....	£12.45
LK750 Single track level crossing gates.....	£20.25
LK758 Platelayers tools.....	£6.45
LK759 Platform lamps (4).....	£8.75
LK760 Telephone boxes (2).....	£8.75
LK761 GWR Station seats (4).....	£8.30
LK762 MR/NER station seats (4).....	£8.30
LK763 SR/BR station seats.....	£8.30
LK764 Bicycles (8).....	£8.30
LK790 GWR home or distant signal.....	£18.65

SLATERS BR WAGONS AND VANS KITS

7062 B.R. 12ton Vanwade.....	£38.00
7063 B.R. Standard Van.....	£38.00
7064 B.R. 12ton Standard/Flat Van.....	£38.00
7065 B.R. Meat Van.....	£38.00
7066 B.R. Insulated Van.....	£38.00
7067 B.R. 13 ton conflat 'A'.....	£34.00
7069 B.R. Lowfit Wagon.....	£34.00
7070 B.R. 12 ton Palvan.....	£38.00
7071 B.R. 13 ton High Goods Wagon.....	£34.00
7033 LNER/BR 20T Brake Van.....	£49.00
7053 LNER/BR 20T Brake Van.....	£53.00
70202 SEC/RS/BR 4 wheel PLV/GUV.....	£77.00
7021P SR/BR Bogie Van.....	£126.00
70222 SR/BR 4 wheel BY.....	£80.00

PECO WAGON KITS

W601 GWR Toad brake can.....	£40.50
W602 GWR Permanent Way brake.....	£40.50
W603 GWR 6 wheel brake.....	£42.30
W604 GWR 4 plank open.....	£34.00
W605 GWR Steel Open.....	£34.00
W606 GWR 10 ton Van.....	£41.65
W607 BR 16 ton Mineral wagon.....	£42.30
W608 BR 27 ton Iron Ore wagon.....	£41.65
W609 BR 20 ton Pig Iron wagon.....	£41.65

PECO 'O' GAUGE TRACKWORK

SLE786BH Curved R/H Point.....	£54.75
SLE787BH Curved L/H Point.....	£54.75
SL700BH 12 yards flexitrack.....	£80.00
SLE791BH Right Hand Point.....	£43.75
SLE792BH Left Hand Point.....	£43.75
SLE797BH Y Point.....	£43.75
SLE790BH Double Slip.....	£92.25
SL10 24 metal railjoiners.....	£2.80
SL11 12 insulated railjoiners.....	£2.80
SL740BH Buffer stop.....	£2.80
TP1 Long Track pins (15mm).....	£3.25
ST700 Box (6) 393mm straight.....	£45.50
ST725 Half circle 1028mm radius curves.....	£48.75
STU750BH R/H Setrack Point.....	£41.95
STU751BH L/H Setrack Point.....	£41.95

HELMSMAN CONTROLLERS

CF5A 5amp Single Controller.....	£169.00
RM5 Remote handset for above.....	£45.00

H.M.R.S. TRANSFERS

H1 L.M.S. gold loco and coach.....	£20.00
H2 L.M.S. yellow loco and coach.....	£20.00
H2A L.M.S. black style/Crews loco.....	£20.00
H3 L.M.S. loco lining.....	£20.00
H3A L.M.S. coach lining.....	£20.00
H4 L.N.E.R. green loco and coach.....	£20.00
H4A L.N.E.R. black loco and Gill Sands.....	£20.00
H5 L.N.E.R. loco lining.....	£20.00
H6 L.M.S. goods wagon lettering.....	£18.50
H7 G.W.R. loco and coach lettering.....	£20.00
H8 G.W.R. loco and coach lining.....	£20.00
H9 S.R. Maunsell loco and coach lettering.....	£20.00
H10 S.R. Bulleid loco and coach lettering.....	£20.00
H11 G.W.R. goods wagon lettering.....	£18.50
H12 L.N.E.R. goods wagon lettering.....	£18.50
H13 S.R. goods wagon lettering.....	£18.50
H14 BR steam loco and coach lettering.....	£20.00
H15 BR blue diesel and coach lettering.....	£18.50
H16 LNW/R/WCJS loco coach & wgn.....	£21.00
H17 LTSR/MR/SD/L/MCR gds lettering.....	£20.00
H18 N.E.R. loco and coach lettering.....	£21.00
H20 CB/NB/GSW/HR/GNSR wgn lettering.....	£20.00
H22 B.R. mixed traffic/L.N.W.R. wgn lining.....	£20.00
H24 MR/SD/JR/TSR/MGN loco & coach.....	£21.00
H25 B.R. pre-TOPS wagon numbers etc.....	£18.50
H26 B.R. pre-TOPS wgn instructions etc.....	£18.50
H31 Pullman crests, names and numbers.....	£21.00
H32 Pullman lining.....	£18.50
H40 G.N.R. coach lettering.....	£21.00

PARKSIDE WAGON KITS

PS14 BR Grampus Ballast wagon.....	£33.00
PS15 BR 21 Ton Mineral wagon.....	£33.00
PS16 LNER Loco Coal wagon.....	£33.00
PS17 BR 12 ton Pipe wagon.....	£33.00
PS23 GWR/BR 13 ton open wagon.....	£33.00
PS24 GWR/BR 12 ton unfitted van.....	£33.00
PS25 BR 24.5 ton mineral wagon.....	£33.00
PS26 GWR/BR 12 ton fitted van.....	£33.00
PS27 GWR/BR 12 ton open with tarp bar.....	£33.00
PS28 GWR/BR 12 ton plywood van.....	£33.00
PS29 GWR/BR Fruit van.....	£33.00
PS30 BR 16 ton mineral wagon.....	£33.00
PS31 BR 16 ton slope sided mineral.....	£33.00
PS32 BR 16 ton mineral (ex SNCF).....	£33.00
PS33 BR 8 Plank wooden mineral.....	£33.00
PS42 LMS/BR 12 ton open wagon.....	£33.00
PS46 LNER/BR 12 ton goods van.....	£33.00
PS49 GWR/BR Mica van.....	£33.00
PS100 SR/BR Banana van.....	£33.00
PS101 SR/BR Meat van.....	£33.00
PS104 BR 21 ton coal hopper.....	£33.00
PS106 SR/BR Cattle truck.....	£33.00
PS112 GWR/BR Gunpowder van.....	£33.00
PS114 LMS/BR Banana van.....	£33.00
PS115 LNER/BR Brake Van.....	£39.15

BACHMANN SCENECRAFT BUILDINGS

47040 Diesel Refuelling Point.....	£39.95
47047 Hampton Hill Platelayers Hut.....	£19.95
47203 Low Relief Corner Shop.....	£19.95
47004 Provender Store.....	Special offer £30.00
47009 Single Engine Shed.....	Special offer £60.00
47036 Sectional Lineside Hut.....	£20.50

NEW DAPOL 14/48/58xx
0-4-2T G.W.R. or B.R.
Available in various G.W.R. & B.R. liveries, autofitted or not, numbered or un-numbered, basic, DCC or DCC sound fitted.
BASIC RRP £225.00 OUR PRICE £191.25
Sound fitted RRP £400.00 OUR PRICE £345.00
Available late 2018 Reserve yours now

LIONHEART SUBURBAN COACHES
Fully finished superb quality with interior details and lights.
2 car 'B' set G.W.R. or B.R. 6 types
RRP £470.50 OUR PRICE £399.99
4 car D set G.W.R. or B.R. 4 types
RRP £823.50 OUR PRICE £699.99

NEW DAPOL SENTINEL Y1/Y3
LNER, LMS, GWR, B.R. or N.C.B.
Basic RRP £175.00 OUR PRICE £148.75
DCC fitted RRP £205.00 OUR PRICE £174.25
Sound fitted RRP £350.00 OUR PRICE £297.50
Available late 2018 Reserve yours now

DAPOL (EX LIONHEART) PANNIERS
64XX and 74XX G.W.R. or B.R.
List Price £399.00 OUR PRICE £340.00
Sound Fitted RRP £550.00 OUR PRICE £467.50

NEW DAPOL 57XX/8750 PANNIERS
57XX in BR & London Transport
8750 in GWR and BR Liveries
Basic Version RRP £235.00 OUR PRICE £199.75
Sound Fitted RRP £420.70 OUR PRICE £357.50
LT Livery £206.25 LT Livery with sound £364.00

NEW DAPOL 10 FOOT W.B. WAGONS
B.R. Open Wagons (various)
RRP £46.35 OUR PRICE £39.50
B.R. VEA, VBA, MEAT, INSULATED AND STANDARD VANS (12 TYPES)
RRP £49.95 OUR PRICE £42.50

NEW DAPOL
B.R. Standard 20T Brakevan 8 versions including Grey or Bauxite, numbered or un-numbered
RRP £79.95 OUR PRICE £67.95

DAPOL HEA & HAA COALWAGONS
4 Types of each
RRP £54.95 OUR PRICE £46.95
HAA'S Available Now - HEA'S Autumn

TOWER MODELS LIMITED
EDITION DAPOL WAGON SETS
Set of 6 Esso or Shell BP Tankers
RRP £324.48 OUR PRICE £275.00
Set of Six Planked & Plywood Vans
RRP £299.70 OUR PRICE £255.00
ADVANCE ORDER YOURS NOW

NEW DAPOL B.R. MARK 1 COACHES
Available as CK, SO, SK and BSK in crimson & cream, S.R. green, blue & grey, chocolate & cream and maroon, numbered or un-numbered
Basic RRP £199.00 OUR PRICE £169.15
DCC fitted RRP £234.00 OUR PRICE £198.90
Available late 2018 Reserve yours now

DAPOL (EX LIONHEART) 45XX PRAIRIE
Superb quality fully finished with diecast body and excellent detail. Choice of six liveries, numbered and un-numbered.
RRP £495.00 OUR PRICE £420.75
Sound fitted RRP £650.00 OUR PRICE £552.50
Available mid 2018 Reserve yours now

DAPOL CLASS 121 & 122
Choice of 5 liveries
List Price £299.00 OUR PRICE £254.15
DCC Sound List Price £489.00 OUR PRICE £424.15
Available Late 2018 Reserve yours now

HELJAN CLASS 128 PARCELS RAILCAR
6 Versions
See website for details
RRP £599.00 OUR PRICE £475.00
Available NOW

NEW HELJAN CLASS 25/3
5 liveries available
RRP £525.00 OUR PRICE £425.00
Available late 2018
Reserve yours now

NEW HELJAN CLASS 117
3 Car D.M.U.
Available in a range of liveries from Cats Whiskers to N.S.E
RRP £1100.00 OUR PRICE £875.00
Available late 2018. Reserve yours now.

NEW HELJAN CLASS 120
2 and 3 Car D.M.U.
Choice of blue or green liveries
2 car set RRP £800.00 OUR PRICE £640.00
3 car set RRP £1100.00 OUR PRICE £875.00
Available late 2018. Reserve yours now.

NEW HELJAN 61XX PRAIRIE TANK
HJ6100 6110 Great Western
HJ6101 6106 G.W.R.
HJ6102 6114 B.R. unlined black
HJ6103 6111 B.R. unlined green
HJ6104 6132 B.R. lined green
HJ6120 un-numbered Great Western
HJ6121 un-numbered B.R. unlined black
HJ6122 un-numbered B.R. unlined green
HJ6123 un-numbered B.R. lined green
HJ6124 5184 Great Western
HJ6125 4144 B.R. unlined black
HJ6126 5158 B.R. lined green
RRP £649.00 OUR PRICE £500.00
Available mid 2018 Reserve yours now
See our website for full details

NEW HELJAN 43XX MOGUL
7 standard versions in G.W.R. and B.R. all un-numbered and 3 limited editions numbered
List Price £779.00 OUR PRICE £630.00
Available 2018 Reserve yours now

HELJAN CLASS 45
3 liveries available
RRP £699.00 OUR PRICE £550.00
LAST FEW

NEW HELJAN CLASS 03
Several versions from original green to later blue
Price to be confirmed
See our website for details

NEW HELJAN CLASS 05
HJ2590 B.R. Plain Green
HJ2591 B.R. Green with chevrons early
HJ2592 B.R. Green with chevrons late
HJ2593 B.R. Blue with chevrons
HJ2594 CEGH Yellow
HJ2595 NCB Green
HJ2596 Industrial Maroon
RRP £395.00 OUR PRICE £315.00
AVAILABLE NOW

HELJAN READY TO RUN WAGONS
Class B tankers 4 types
VAA vans 4 types
OAA open wagons 5 types
RRP £84.95 OUR PRICE £70.00
Mix and match any ten for £65.00 each

NEW HELJAN CLASS 37
CENTRE HEAD CODE VERSION
Green with yellow ends
Blue large logo
Railfreight Coal Sector
Railfreight Petroleum
Railfreight Speedlink
RRP £599.00 OUR PRICE £475.00

HELJAN CLASS 40
B.R. Blue with yellow ends
RRP £649.00 OUR PRICE £500.00
Last few

HELJAN DIESEL DEPOT
Two Road Shed **RRP £89.00 OUR PRICE £75.00**
Extension Pack **RRP £39.00 OUR PRICE £35.25**
Spare Ends (3) **RRP £19.00 OUR PRICE £16.00**
See website for details and sizes

HELJAN DELTIC
Ltd Edition original green
RRP £599.99 OUR PRICE £475.00
LAST FEW

HELJAN AC RAILBUS CLEARANCE
Light green with speed whiskers
Dark green with yellow panel
List Price £495.00
SPECIAL OFFER £299.95

NEW HELJAN CLASS 52
Six versions available late 2018
RRP £599.00 OUR PRICE £475.00
RESERVE YOURS NOW

NEW HELJAN CLASS 50
Six liveries AVAILABLE LATE 2018
RRP £699.00 OUR PRICE £550.00
RESERVE YOURS NOW

HELJAN CLASS 25/1
Ltd Ed Plain Green
Green with yellow panel
Green full yellow ends
RRP £599.00 OUR PRICE £475.00

HELJAN BR PARCELS STOCK
G.U.V. available B.R., Parcels red, Express Parcels blue or S.R. green
BG available BR maroon, crimson & cream, chocolate & cream, Newspapers blue or Royal Mail red
RRP £325.00 OUR PRICE £250.00
Buy four or more, pay only £240.00 each
Stocks now running low

NEW HELJAN WAGONS
Heljan Dogfish & Catfish RRP £99.95
OUR PRICE £79.95 or £75.00 for 6 or more
Heljan Cargo Wagons RRP £189.00
Our price £155.00 each or £600.00 for any four

HELJAN CLASS 42
WARSHIP
Ltd Ed original green (no panel)
Green, yellow panel D827 'Kelly'
Maroon, yellow panel D869 'Zest'
Ltd Ed, Maroon, yellow panel un-numbered
Maroon, yellow front D815 'Druid'
Ltd Ed, Maroon, yellow front un-numbered
Ltd Ed, Blue, yellow ends, pre tops, un-numbered
Ltd Ed, blue, yellow ends, post tops un-numbered
RRP £699.00 our price £550.00

OUR WEBSITE CONTAINS 4,000 IMAGES AND IS UPDATED SEVERAL TIMES A WEEK

TOWER MODELS, 44 Cookson St., Blackpool FY1 3ED

Email: sales@tower-models.com

TEL: 01253 623797 or 623799

TELEPHONE CREDIT CARD ORDERS WELCOME. WORLDWIDE MAIL ORDER

Visit our well stocked shop, 200 yards from Talbot Rd. Bus Station (Blackpool North Railway Station 400 yards). Open Mon to Sat 9.30 to 5.00

BRM DIGITAL

BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

WE ENJOY THE BLACK COUNTRY SCENERY IN 'ELMFIELD' (N), WE CLEAN UP THE TRACK ON OUR PROJECT LAYOUT, WE UNBOX NEW GEAR AND WE EXPLAIN THE SIMPLE TECHNIQUES OF BASIC LAYOUT WIRING.



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

VISIT OUR FACEBOOK PAGE
AND GET INVOLVED IN
THE CONVERSATION.



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



PLAY

LAYOUT FOCUS

00 GAUGE

PORTH ST JOHN

Words: Ian Stradling Photography: Tony Wright

With its unique bridge and desolate shoreline, Porth St John surely makes an impression at exhibitions. The creation of one club is now operated by another, as Bristol East MRC's Ian Stradling explains.

Factfile

Location: Porth St John, Cornwall

Scale: 00 Gauge

Club: Bristol East MRC

Model: Porth St John

Builder: Ian Stradling

Year: 2018

PRACTICAL BRM

SKILL LEVEL 2 - INTERMEDIATE

A MULTI-MEDIA MASTERPIECE

Words: & Photography: Phil Parker

Phil Parker opened a Slater's O gauge wagon kit expecting to find plastic bits and pieces. He got a lot more than he bargained for...

Tools

Known for plastic products, I was surprised and pleased to find a collection of materials in the box for the Conflat 'A'. In fact, most items were made of wood, which is a pleasant surprise. I had to use a lot of wood, but the results were worth it.

What we used

Slater's wagon kit, wood, glue, paint, and other materials.

With its unique bridge and desolate shoreline, Porth St John surely makes an impression at exhibitions. The creation of one club, is it now operated by another, as Bristol East MRC's Ian Stradling explains

Phil Parker opened a Slater's O gauge wagon kit expecting to find plastic bits and pieces. He got a lot more than he bargained for...

INTERVIEW

BRM meets...

THE MODEL CENTRE

Providing two decades of sales, weathering and customisation services to modellers worldwide, Chris Yates' business started from humble beginnings in a chicken shed. Howard Smith visited their North Yorkshire moors retreat to collect Chris' thoughts on the journey to date and what he believes the future holds.

Chris Yates

Howard Smith visited their North Yorkshire moors retreat to collect Chris' thoughts on the journey to date and what he believes the future holds.

Feature

A DAY AT THE MUSEUM

Big kids at heart, Andy McVittie and Phil Parker enjoy a day out at the seaside, although most of it enjoying the incredible exhibits at the Brighton Toy Museum...

Andy McVittie

Phil Parker

Providing two decades of sales, weathering and customisation services to modellers worldwide, Chris Yates' business started from humble beginnings in a chicken shed.

Big kids at heart, Andy McVittie and Phil Parker enjoy a day out at the seaside, although most of it enjoying the incredible exhibits at the Brighton Toy Museum...

LAYOUTS

24

PORTH ST JOHN (00)

Its eye-catching bridge is a splendid centrepiece, but there's so much more to see on this 1930s layout. Bristol East MRC shows us around.

42

AMBLESIDE (00)

The Elizabethan Railway Society's layout ticks many boxes, but it seems that the best is yet to come. Its three storey signal box is a great feature in the meantime.

56

TITHERIDGE JUNCTION (N)

A modern image layout that's unafraid to add plenty of scenery and greenery. A grand job from Bradford MRC, with lots of trains running for good measure.

68

HEBBLE VALE GOODS - PART TWO (EM)

Karl Crowther follows up last month's coverage, with a detailed look at the stock that operates on his layout and advice for improving with your own stonework.

82

GWENDRAETH (0)

As spotted by Phil Parker on his recent trip to Canada, Michael Culham presents a very accomplished late 50s Western Region scene.

PRACTICAL BRM

34

A MULTI-MEDIA MASTERPIECE

Phil Parker builds a Slaters Conflat 'A' container wagon kit, but wonders if he'll be able to see all the details.

40

MAKE YOUR FIRST PLASTIC KIT

All modelling journeys begin somewhere and Phil Parker is on hand to make sure you don't trip up, with useful tips for building a basic plastic kit.

52

FIT AN ELECTRONIC FLYWHEEL

A little extra momentum can come in very handy, as Michael Russell explains how to improve the running of old or badly running stock.

64

UPGRADE YOUR AUTOCOACH

The Hornby autocochs hail from the 1980s. However, Phil Parker gives it a thoroughly 21st century makeover.

76

BATCH PAINT FIGURES

Banish badly painted model railway figures forever, with Kevin Phare's easy to follow artistic advice.

NEWS AND REVIEWS

94

NEWS AND GOODS INWARDS

Essential modelling tools and layout accessories, DCC ground signals, new arrivals from Hornby and Bachmann with a distinctly Southern flavour and much more.

100

BACHMANN LBSCR H2 ATLANTIC

Graham Muspratt enjoys the smooth running and elegant details in Bachmann's depiction of this Brighton Line stalwart.



Ambleside has scenery and drama in abundance – and it's still a work-in progress. The Elizabethan Railway Society's Brian Hunt picks up the story...

42

BACHMANN LBSCR H2

Words: Graham Muspratt Photography: Andy York

The first H2 Class locomotive was built in 1925, and it's a masterpiece of engineering. It's a 4-4-0 steam locomotive, and it's one of the most beautiful locomotives ever built. It's a locomotive that's been built to last, and it's a locomotive that's been built to be loved. It's a locomotive that's been built to be a part of your collection, and it's a locomotive that's been built to be a part of your life.

Essential info

Model: Bachmann LBSCR H2
Scale: N
Price: £149.99
Availability: Bachmann

The model is a superb representation of the real locomotive. It's a locomotive that's been built to last, and it's a locomotive that's been built to be loved. It's a locomotive that's been built to be a part of your collection, and it's a locomotive that's been built to be a part of your life.

Graham Muspratt dives into the details in Bachmann's model of this hero of the London to Brighton line. A must-buy for LBSR, SR and BR(s) modellers.

100

- 102 TMC PLATE AND BOLSTER WAGONS**
Bachmann manufactured, TMC retailed and finely detailed in all 13 iterations. Andy York just needs to decide which ones he's going to keep.
- 104 TRACK CLEANING RANGE ROUND-UP**
With many solutions addressing the same issue, Howard Smith looks at the pros and cons of commonly available track cleaning products.
- 106 BACHMANN MOTORAIL CARFLATS**
Roll back the years, and the opportunity to take your car on the train. Andy York dons a windscreen protector and rates this utilitarian unit.

FEATURES

78 TMC INTERVIEW
Howard Smith meets with Chris Yates of TMC, and finds

a well-stocked model shop and a weathering business going from strength to strength.

92 A DAY AT THE MUSEUM
Phil Parker and Andy McVittie take a trip to the Brighton Toy Museum, with rare playthings and locomotive delights aplenty, and footage of their fabulous model railway on your free DVD.

152 TAIL LAMP
Phil Parker discovers to his entire delight that modelling imitation really is the sincerest form of flattery, with several layouts in circulation that have used his own projects as inspiration.

106

BACHMANN MOTORAIL CARFLATS



FIT AN ELECTRONIC FLYWHEEL

Words: & Photography: Michael Russell

Michael Russell's mission to improve locomotive running continues, with practical advice to add momentum to your models when required.

HINTS & TIPS

- A flywheel is a rotating mass that stores energy. It's a component that's essential for a locomotive to run smoothly. It's a component that's essential for a locomotive to run smoothly. It's a component that's essential for a locomotive to run smoothly.
- A flywheel is a rotating mass that stores energy. It's a component that's essential for a locomotive to run smoothly. It's a component that's essential for a locomotive to run smoothly. It's a component that's essential for a locomotive to run smoothly.

Michael Russell's mission to improve locomotive running continues, with practical advice to add momentum to your models when required.

52

GOODS INWARDS

DOUBLE GAUGE ASSOCIATION TRACK RUBBER

Track rubber is a vital component for any model railway. It's a component that's essential for a locomotive to run smoothly. It's a component that's essential for a locomotive to run smoothly. It's a component that's essential for a locomotive to run smoothly.

GOODS INWARDS

GRAPHITE ART PENCILS

Graphite pencils are a useful tool for any model railway. They're a tool that's essential for a locomotive to run smoothly. They're a tool that's essential for a locomotive to run smoothly. They're a tool that's essential for a locomotive to run smoothly.

GOODS INWARDS

DCC CONCEPTS (DCC-TCB) JUMBO TRACK CLEANER

Track cleaning is a vital part of any model railway. It's a part that's essential for a locomotive to run smoothly. It's a part that's essential for a locomotive to run smoothly. It's a part that's essential for a locomotive to run smoothly.

GOODS INWARDS

HOWARD SMITH TRACK CLEANING COACH

Track cleaning is a vital part of any model railway. It's a part that's essential for a locomotive to run smoothly. It's a part that's essential for a locomotive to run smoothly. It's a part that's essential for a locomotive to run smoothly.

GOODS INWARDS

DAPOL (B800) MOTORISED TRACK CLEANER

Track cleaning is a vital part of any model railway. It's a part that's essential for a locomotive to run smoothly. It's a part that's essential for a locomotive to run smoothly. It's a part that's essential for a locomotive to run smoothly.

GOODS INWARDS

VISSMANN 7840 TRACK CLEANER WITH GRIP

Track cleaning is a vital part of any model railway. It's a part that's essential for a locomotive to run smoothly. It's a part that's essential for a locomotive to run smoothly. It's a part that's essential for a locomotive to run smoothly.

GOODS INWARDS

TEN COMMANDMENTS CLEANING WAGON

Track cleaning is a vital part of any model railway. It's a part that's essential for a locomotive to run smoothly. It's a part that's essential for a locomotive to run smoothly. It's a part that's essential for a locomotive to run smoothly.

GOODS INWARDS

GAUGEMASTER HF 1

Track cleaning is a vital part of any model railway. It's a part that's essential for a locomotive to run smoothly. It's a part that's essential for a locomotive to run smoothly. It's a part that's essential for a locomotive to run smoothly.

Keeping your track clean is the key to smooth operations. Howard Smith appraises several of the commercial solutions available, with prices to suit all pockets.

104

On your BRMTV DVD

- Elmfield (N)
- Unboxing a Janus
- Track cleaning tips
- Toy Museum trainset
- DCC layout wiring explained





The most reliable turnout motors ever.

Every single batch of Cobalt iP series and Omega turnout motors is fully life-tested. Every test we do is counted using a motor's own switches so we are testing them as well. Acceptance happens only when we have simulated more than 100 years constant operations on a very, very busy club layout.

That's why we offer lifetime warranty on Cobalt iP & Cobalt Omega motors!

"World's best" for good reasons!

When we set out to create any new product, it has to be better, different... or simply easier to use for the average modeller.

We don't compromise for the sake of costs so all materials are MIL spec or better, electrical contacts are 24k gold plated and all of the switch tracks are hard gold plated. Plastics are all special engineering types not the usual polystyrene and every item we make is tested more than once before packing.

That's why we confidently offer such generous warranty and "Industry Best" customer service assistance to help you get the best from them.



Cobalt-S Levers

Over 140mm high, Cobalt-S levers are very comfortable to use and look really good when painted like the real thing.

Brass numbers and cast "top trims" are included with them to add to the realism.

These brass levers ooze quality. Each of the 3 switches have 24k gold contacts for a very long life.

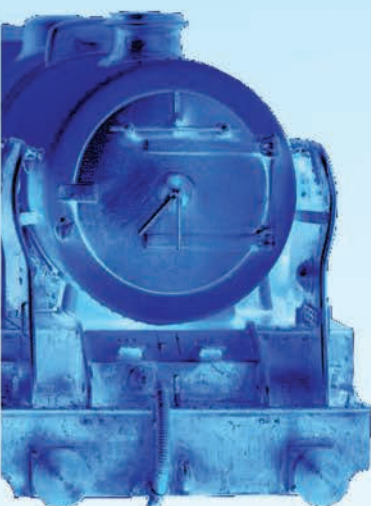
Cobalt-S levers are the best there are!

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

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

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

Economical as each control output handles 2!



Welcome



Hello all, I begin on a gloomy note this month, with Allan Downes passing away shortly before we went to press. A prodigious contributor to RMweb and the author of a great many magazine articles and assorted books, Allan will be remembered by many as one of the true giants of architectural modelling. His buildings really are the stuff of inspiration, and are all the more impressive for their cardboard construction – see his own website (www.allandownes.wixsite.com) or his gallery pages on RMweb for samples of his work. I've also included a pic here of 'Monks Bay' (as seen in **BRM** August 2014), which used many of his buildings to quite spectacular effect. Our sincere condolences to the Downes family in the meantime.

Back to business, and you might notice a few subtle changes in this month's edition. None are especially radical, but they are made in the name of improving how our articles are conveyed in both words and images. As a visual sort of chap, I'm especially pleased that our layout photographs have been given more room to breathe, but layout articles will be more commodious in general in future editions – and that can't really be a bad thing. Other tweaks will be ushered in over subsequent issues, so do please let me know what you think as we develop.

As far as this edition is concerned, we lead off with 'Porth St John'. Water effects on layouts can take many forms, but this seashore scene shows a tidal estuary where the water has largely gone out. I don't think I've seen anything like it anywhere else, but it's a fabulous effect regardless. 'Ambleside' is another stunner. It too has something of a centrepiece, in the shape of its unusual three storey signal box, but there's plenty more to admire in its depiction of Lake District scenery. Next stop is 'Titheridge Junction', a modern image layout with long rakes, trains

aplenty and gorgeous scenery. After that, Karl Crowther returns with a second look at 'Hebble Vale Goods' and the stock that rolls therein, then we round up with 'Gwendraeth'. A slight curve ball, this, in that it's a GWR layout built by one of our chums from across the pond. Speaking of which, I really must apologise to the proud Canadian owner, Michael Culham, for referring to him as a US modeller on the last issue's Next Month page. A cardinal sin if ever there was one, I'm assured, but he has been very nice about it!

Finally, a small plug for our digital endeavours. RMweb continues to be the fount of all railway knowledge, but the digital edition of **BRM** is soaring at the moment, thanks, no doubt, to the extra videos, image galleries and other goodies we're able to cram in – see www.pocketmags.com/brm for more. The regular **BRM** newsletter is similarly filled with good stuff, but is absolutely free. With that in mind, I encourage you to head to the **BRM** page of www.world-of-railways.co.uk as quickly as your fingers can type. On that note, I'd better crack on with next month's issue... ■

Best Regards

Andy



MANAGING EDITOR | Andy McVittie

BRM

**BRM NOVEMBER ISSUE ON
SALE OCTOBER 11**

BRITISH RAILWAY MODELLING

is published by Warners Group Publications plc
T 01778 392059 E BRM@warnersgroup.co.uk

SUBSCRIPTION ENQUIRIES

T 01778 392002

DIGITAL EDITION ENQUIRIES

E help@pocketmags.com

EDITORIAL

MANAGING EDITOR Andy McVittie

E andy.mcvittie@warnersgroup.co.uk

FEATURES EDITOR Howard Smith

E howards@warnersgroup.co.uk

FEATURES WRITER Phil Parker

E phil@pagenumberone.co.uk

RMWEB EDITOR & BRM PHOTOGRAPHER

Andy York

E info@rmweb.co.uk

TRACKPLAN ILLUSTRATOR

Ian Wilson at Pacific Studio

E ian@pacificstudio.co.uk

PUBLISHER Steve Cole

E stevec@warnersgroup.co.uk

MARKETING MANAGER Carly Dadge

E carlyd@warnersgroup.co.uk

ADVERTISING

GROUP ADVERTISING MANAGER Bev Machin

T 01778 392055

E bevm@warnersgroup.co.uk

SALES EXECUTIVE Allison Mould

T 01778 395002

E allison.mould@warnersgroup.co.uk

DESIGN AND PRODUCTION

DESIGNER

Ruth Jamieson

E ruth.jamieson@warnersgroup.co.uk

ADVERTISING DESIGNER

Amie Carter

E amiec@warnersgroup.co.uk

PRODUCTION

Pat Price

T 01778 391115

E patp@warnersgroup.co.uk

DISTRIBUTION

TRADE ACCOUNT SALES

E tradeaccountorders@warnersgroup.co.uk

UK/OVERSEAS NEWSTRADE SALES

Keiron Jefferies T 01778 395043

E keironj@warnersgroup.co.uk

NEWSTRADE DISTRIBUTION

Tom Brown T 01778 391135

ISSN 0968-0764

PRINTING

Warners (Midlands) plc, The Maltings,
West Street, Bourne, Lincolnshire PE10 9PH

Ideas for contributions should be sent in outline form to the Editor for consideration. Please clearly mark all material with your name and address, and include sufficient postage if you require material to be returned. Views expressed by contributors are not necessarily those of the Editor or Publisher. From time to time Warners lend reputable companies the names and addresses of readers who have responded to offers, services and competitions organised by BRM.

If you do not wish to receive such mailings, please write to Warners Group Distribution, Dept WD, Manor Lane, Bourne, Lincolnshire PE10 9PH or call 01778 391153.

Go Digital: Discover more at www.pocketmags.com/BRM

METCALFE

Card Construction Kits



PARISH CHURCH

00 CODE PO226 - £15.99
N CODE PN926 - £11.00



WORKER'S COTTAGES

00 CODE PO255 - £12.50
N CODE PN155 - £10.00



MANOR FARM HOUSE

00 CODE PO250 - £10.50
N CODE PN150 - £9.00



MANOR FARM BARN

00 CODE PO251 - £10.50
N CODE PN150 - £9.00



VILLAGE SCHOOL

00 CODE PO253 - £10.50
N CODE PN153 - £11.00



MANOR FARM BUILDINGS

00 CODE PO252 - £10.50
N CODE PN150 - £9.00

COUNTRY

MAKE GLUING EASY...



ULTRA FINE-TIP GLUE APPLICATORS

CODE MT907 - £4.00

Glue not included.



SETTLE-CARLISLE SHELTER

00 CODE PO334 - £11.50
N CODE PN934 - £8.00



SETTLE-CARLISLE STATION
MASTERS' HOUSE

00 CODE PO335 - £15.00
N CODE PN935 - £12.00

SETTLE - CARLISLE

SETTLE-CARLISLE STATION

00 CODE PO333 - £23.00
N CODE PN933 - £14.00



SHOP ONLINE: WWW.METCALFEMODELS.COM

METCALFE MODELS & TOYS LTD, BELL BUSK, SKIPTON, N.YORKS, BD23 4DU
TEL: 01729 830072. POSTAGE £2.50 FOR ORDERS UP TO £19.99 / £4.50 THEREAFTER

Join the conversation on Facebook. Follow @MetcalfeModels and join the official group forum.

METCALFE

Card Construction Kits

A HOBBY
IN ITSELF!

DOUBLE TRACK ENGINE SHED

00 CODE PO313 - £23.00

N CODE PN113 - £7.50



SINGLE TRACK ENGINE SHED

STONE 00 CODE PO332 - £16.00

BRICK 00 CODE PO331 - £16.00

STONE N CODE PN932 - £11.00

BRICK N CODE PN931 - £11.00

PLATFORM KIT

BRICK 00 CODE PO216 - £12.50

STONE 00 CODE PO235 - £12.50

BRICK N CODE PN110 - £9.50

STONE N CODE PN135 - £9.50

SIGNAL BOX

00 CODE PO233 - £10.00

N CODE PN133 - £9.00



SMALL SIGNAL BOX

00 CODE PO430 - £10.00

RAILWAY



COUNTRY STATION

00 CODE PO237 - £15.00

N CODE PN137 - £12.00

STRUCTURES

DOUBLE TRACK TUNNEL ENTRANCE

00 CODE PO242 - £10.50

N CODE PN142 - £8.00



SINGLE TRACK TUNNEL ENTRANCE

00 CODE PO243 - £10.00

N CODE PN143 - £17.50



RETAINING WALL

BRICK 00 CODE PO244 - £13.50

BRICK N CODE PN145 - £9.50

STONE 00 CODE PO245 - £13.50

STONE N CODE PN144 - £9.50



TAPERED END WALLS

BRICK 00 CODE PO248 - £13.50

BRICK N CODE PN148 - £9.50

STONE 00 CODE PO249 - £13.50

STONE N CODE PN149 - £9.50



DOUBLE TRACK BRIDGE

STONE 00 CODE PO247 - £14.50

STONE N CODE PN147 - £12.50

BRICK 00 CODE PO246 - £14.50

BRICK N CODE PN146 - £12.50



VIADUCT

STONE 00 CODE PO241 - £14.00

STONE N CODE PN141 - £12.00

BRICK 00 CODE PO240 - £14.00

BRICK N CODE PN140 - £12.00



NEW



Limited Edition Plate Wagons

Our brand new tooling plate and bolster wagons are now in stock.
Order yours now on our website or call us to place an order.



38-825Z Double Bolster Wagon, Freight Brown
Pristine £24.95 | *Weathered* £29.95



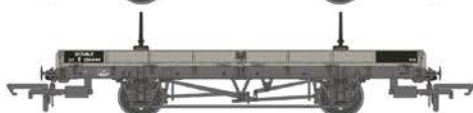
38-829Z Double Bolster Wagon LNER Grey
Pristine £24.95 | *Weathered* £29.95



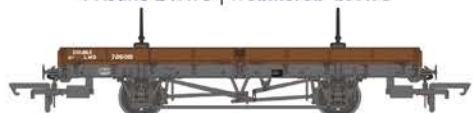
38-853Z Barrier Wagon Olive Green livery
Pristine £24.95 | *Weathered* £29.95



38-826Z Double Bolster Twin Pack, Freight Grey
Pristine £49.95 | *Weathered* £59.95



38-827Z Double Bolster Twin Pack, Freight Grey
Pristine £49.95 | *Weathered* £59.95



38-828Z Double Bolster Wagon LMS Bauxite livery
Pristine £24.95 | *Weathered* £29.95



38-850Z Plate Wagon ZDO Freight Grey
Pristine £24.95 | *Weathered* £29.95



38-851Z Reach Plate Wagon
Pristine £24.95 | *Weathered* £29.95



38-852Z Engineers 'Winkle' Wagon Engineers Black
Pristine £24.95 | *Weathered* £29.95



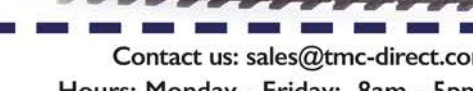
38-854Z Plate Wagon Twin pack Freight Grey
Pristine £49.95 | *Weathered* £59.95



38-855Z Plate Wagon Freight Grey
Pristine £24.95 | *Weathered* £29.95



38-856Z Plate Wagon, Lackenby Works, Freight Grey
Pristine £24.95 | *Weathered* £29.95



SPECIAL OFFER !

OFFER DETAILS TO THE RIGHT



Image reproduced by kind permission from the Irwell Press book
"T.E. Williams - The Lost Colour Collection Volume I"



Contact us: sales@tmc-direct.com | t: 01947 899125

Hours: Monday - Friday: 8am - 5pm | Saturday: 8am - 4pm

*All prices exclude P&P order and pay now to secure these pre-order prices | Prices may be subject to change without notice. E & OE.



The Model Centre, Hill Farm, Beck Hole, Whitby, YO22 5LF

A Brief History of our Plate & Bolster Wagons

Between 1937 and 1954 the LNER, LMS and BR built over 9,000 unfitted four wheel steel carrying wagons commonly known as Plate and Double Bolster wagons. The bodywork was either of welded or riveted construction and a variety of different axle boxes were used during the lifespan of the wagons. Block trains of these wagons were common throughout the network where steel was either produced or used in industry. Although built for carrying steel plate and larger steel products anchored to the bolsters they quickly found use carrying all manner of loads over the whole BR system. Many survived well into the TOPS era where they were used for a variety of departmental duties. The models being produced for us by Bachmann include examples in as built condition and those for departmental use. Many Double Bolster wagons were converted to Plate wagons but retained some of their bolster fittings, examples of these wagons are also included in the range.

"The finishing touches to your wagons"



Simulated Steel Plate Loads
PWL1 for Plate Wagons (2 x Long, 2 x Short) Weathered & Crafted by TMC

ONLY £4.95



Simulated Steel Slab Loads
PWL2 for Plate Wagons (5 pcs) Weathered & Crafted by TMC

ONLY £7.95



Simulated Steel Pipe Loads
BWL1 for Bolster Wagons (x1) Crafted by TMC

ONLY £19.99



Plate and Bolster Renumbering Service

We offer a wagon renumbering service for our plate wagons, the available numbers are listed next to the item number below. These numbers have been researched and are historically accurate for the wagon type and livery.

The price to renumber a single pack at - **£10.00** | The price to renumber a twin pack at - **£20.00**

38-826Z: E278341 / M226162
E286300 / M727047

38-855Z: E240050

38-830Z: DM76229 / DE286416

38-854Z: B931006 / M496135
B930404 / M496135

38-827Z: E310384 / B920124

38-853Z: B932010 / B931747

SPECIAL OFFER - Don't miss your chance to get your hands on this fantastic train pack. We're giving exclusive discount to our customers when all the products in the train below are purchased at the same time.

The pack contains 32-260DC WD Austerity [DCC Fitted, Parts Pack, Real Coal, Tool Carrier & Super Deluxe Weathering by TMC], 38-827Z Plate Wagon Twin Pack [Bachmann (ex-Double Bolster) Freight Grey E310418/B920098 Weathered by TMC], 38-854Z Plate Wagon Twin pack [Bachmann OO Gauge Freight Grey B930287/M496695 with Deluxe Weathering by TMC], 37-529Z 20 Ton Ex-LNER Brake Van [Bachmann OO Gauge BR Bauxite *TMC Limited Edition* Weathered by TMC]. Optional extras for this pack and used in the photo is 1 x PWL1 [Simulated Weathered Steel Plate Loads for Plate Wagons (2 x Long, 2 x Short) Crafted by TMC] and 2 x PWL2 [Simulated Weathered Steel Slab Loads for Plate Wagons (5 pcs) Crafted by TMC] which would add £21.85 to the cost of the pack.

RRP: £410.89 - OFFER PRICE: £299.99



www.themodelcentre.com



100 Piece Dispenser Bendable Brush Applications

Ideal for precise application of glue, paint, solvents & lubricants!
Perfect for painting small details on models such as eyebrows, buttons, hinges etc. These applicators have fine fibres to create a non dripping sphere to retain the material until application.

A45820 - 100 Piece Dispenser Box *Fine Tip*

Green Bendable Micro Applicators

A45821 - 100 Piece Dispenser Box *Medium*

Tip Yellow Bendable Micro Applicators

A45822 - 100 Piece Dispenser Box *Medium*

Brush Red Bendable Micro Applicators

All at one price: £7.99



71006 - Dual Action Quick Ratchet Clamps



Key Features:

- Quick ratchet trigger
- Reversible front jaw
- Push button to release & slide rear jaw

£2.50 each

www.expotools.com

Expo Acrylic 400ml Model Primers

NEW! 400ml!

Our new range of model primers are an excellent way to achieve a superior finish on all models. Use as a base coat to improve the finish and longevity of you final paint coat. Perfect for ironing out small imperfections in metal or plastic models. 400ml cans. Available in 4 different colours!



46500 - Light Grey Matt Acrylic Primer

46501 - Black Matt Acrylic Primer

46502 - Dark Grey Matt Acrylic Primer

46503 - White Matt Acrylic Primer

All at one price: £7.95!

AB800 Easy Clean Airbrush with Small 2ml Colour Cup

Compatible with all Expo Compressors



AB800 Easy Clean Airbrush with Small 2ml Colour Cup - Price: £37.95

73544 - EXPO Razor Saw Set



Set contains:
No 5 Handle
No 239 Razor
Saw Blade &
No 234 Razor
Saw Blade.

£9.95

AB900 Easy Clean Airbrush with Large 7ml Colour Cup

Compatible with all Expo Compressors



AB900 Easy Clean Airbrush with Large 7ml Colour Cup - Price: £39.95

47040 - 250ml Expo Fast Set PVA



New! Fast set PVA glue with solvent added to accelerate setting time. Perfect for normal craft and hobby use. Dries Clear.

£4.95

AB602 £119.95



Complete Airbrush and Compressor Deal

26211 £29.95



Expo Turntable Motorising Set

75090 £9.95



Expo Modellers Hand Drill with 3 Jaw Chuck

79920 £14.95



Expo Professional Rapid Cable Stripper

A28015 £9.00



SPDT Biased Miniature switches for point motors

74315 £6.50



Precision Gear Oil Lubricator

78215 £6.95



2 Inch Stainless Steel Square

73012 £5.95



Watchmakers Hammer

75120 £7.95



EXPO High Quality Pin Pusher 3mm

70515 £7.95



3pc Set of 4mm Scratch Brushes

A23000 £4.50



Pack of 10 Micro Spade Connectors with Heat Shrink

71203 £10.00



Cutting Mat A3 Size (450 x 300mm)

74300 £5.95



Precision Oiler

A23040 £7.95



Plug Together 12 Way Connector Block Set

A28015 £9.00



Pack of 5 SPDT Miniature Biased Switches

74104 £5.95



OO Gauge Scale Rule 4mm = 1 foot

73520 £11.95



4pc Modelmakers Tool Kit in Wallet

59504 £6.75



2 Sheets of Tree Foliage

Code: 74375 Hot Wire Foam and Polystyrene Cutter with Large Y Bow, Knife and Wood Burning Tip

Hot Wire Foam and Polystyrene Cutter with Large Y Bow, Knife and Wood Burning Tip
Comes with pre made wires (3 included)



Maximum depth of cut: 8cm
Throat opening: 16cm

£29.95

XURON - Top Quality Shears & Pliers

75500 £17.95



Angled High Precision Shear

75506 £17.95



Long Nose Smooth Pliers

75511 £21.95



4 in 1 Crimper

We stock a large range of Xuron shears & pliers.
All Xuron items come with a lifetime guarantee!

P & D Marsh Quality Whitemetal Accessories

PDX39 £5.75



N Gauge Ferguson Liquid Farm Tanker

PDX77 £8.40



N Gauge Painted 1950's AA Motorcycle Patrol

PDX354R £15.95



Static Model PD Marsh N Gauge Right-hand Junction Signal

PDZ7 £8.75



PD Marsh OO Gauge Postman, bike & postboxes

PDZ19 £9.00



PD Marsh OO Gauge Loco Crew x 2

PDZ29 £6.55



OO Gauge Fisherman with Tackle Box Etc

PDZ30 £6.55



PD Marsh OO Gauge Painted Farmer with pitchfork & barrow

PDZ41 £10.45



PD Marsh OO Gauge Painted 1970/80 Fire Crew

PDZ51 £6.95



OO Gauge Painted Barrels x 6

New Artprinters Backscenes



above image is 95395 & 95392

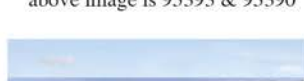
95395 - N Gauge Coast Premium - £12.99



95394 - OO Gauge Premium Coast Pack B - £16.99



95393 - OO Gauge Coast Premium Pack A - £16.99



above image is 95393 & 95390

95392 - N Gauge Coast Standard - £10.99



95391 - OO Gauge Coast Standard Pack B - £13.99



above image is 95394 & 95391

95390 - OO Gauge Standard Coast Pack A - £13.99

We ask that you support your local model shop by buying from them.

You can see a list of our principal stockists on our website.

In case of difficulty obtaining items you can order direct on our website.

www.expotools.com TRADE ENQUIRIES WELCOMED.

Expo Drills & Tools, Unit 6, The Salterns, TENBY SA70 7NJ. Tel: 01834 845150 (Mon to Fri 9am-5pm)



All New OO Class 66

Developed & Manufactured by Hatton's Model Railways

30+ versions available from a variety of freight companies, including:



Research Stage
Complete

CAD Work
Complete

First EP
Complete

Painted Sample
In Progress

Release
Due March 2019

Diecast Chassis • 21-Pin Digital • 5-Pole Motor • Fully Detailed Cab • Rotating Axleboxes
Multiple Lighting Options • Standard & Low Emission Body Styles • Etched Grilles



- H4-66-001 66005 in EWS livery
- 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 "Stephenson Locomotive Society 1909-2009"

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"

H4-66-032 66783 in Biffa red "The Flying Dustman"

Digital Ready: **£150**

Digital Fitted: **£165**

Sound Fitted: **£265**

See the full list of specifications and more at: www.hattons.co.uk/66

Forthcoming Releases from Hornby & Bachmann

All available to pre-order now at: www.hattons.co.uk

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: January 2019



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: February 2019



©Hugh Llewelyn

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

Pre-order for £82

Due in Stock: August 2018 (R3615)
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 "Niclauss" in Peckett works leaf green
R3679 74 in Port of London Authority lined blue

Class 87

Pre-order from £144

Due in Stock: September 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

Due in Stock: December 2018



R6833 140422 in LNER bauxite

R6833A 140526 in LNER bauxite

R6834 E175712 in BR grey

R6834A E1788614 in BR grey

Class J36 0-6-0

Pre-order from £112. TTS-fitted £132

Due in Stock: December 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

Due in Stock: March/April 2019



© Andy York / RMweb

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

Due in Stock: July 2019



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)

Due in Stock: TBC



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

391-050 "Alice" in Dinworic 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

Pre-order for £240 (Estimated)

Due in Stock: TBC



371-725 450073 in South West Trains livery

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

Visit

www.hattons.co.uk/preorder

for all forthcoming releases

OO Gauge (1:76 Scale)

Steam locos

NEW



R3612 80th Anniversary of World Steam Record pack gold-plated Class A4 4468 'Mallard' and commemorative box set (Hor) **NEW**£184



H4-AB14-004 Andrew Barclay 0-4-0ST 14" 1863 in Caledonian Railway lined blue (Hat)£99



H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 '705' in BR black early crest (Hat)£99



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



H4-AB16-002 Andrew Barclay 0-4-0ST 16" 2043 'No 6' in NCB green (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



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



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



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



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



H1416 Class 14xx 0-4-2T 1409 in BR Unlined green late crest (DJ)£99

NEW



R3692 Class 14xx 0-4-2T 1424 in BR green late crest (Hor) **NEW**£51



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



OR76DG005 Class 2301 'Dean Goods' 0-6-0 2534 in Great Western green snow plough (Oxt) **NEW**£95



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



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



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



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



32-236 Class 3F 'Jinty' 0-6-0T 47619 in early British Railways black (Bac) **NEW**£93.46



32-227DS Class 3F Jinty 0-6-0T 7365 in LMS black - DCC sound fitted (Bac)£182.71



R3619 Class 4073 'Castle' 4-6-0 5013 'Abergavenny Castle' in BR green late crest (Hor)£136



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



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



4784 Class 47xx 2-8-0 'Night Owl' 4705 in BR lined green late crest (Hel) **NEW**£154



4781 Class 47xx 2-8-0 'Night Owl' 4705 in GWR green Great Western lettering (Hel)£154



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



4782 Class 47xx 2-8-0 'Night Owl' 4707 in GWR green post-war GW lettering (Hel)£154



4785 Class 47xx 2-8-0 'Night Owl' 4709 in BR lined green late crest - as preserved (Hel) **NEW**£154



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



R3170 Class 49xx 4-6-0 4901 'Adderley Hall' in GWR Green - Railroad range (Hor)£74



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



32-881 Class 4MT Fairburn 2-6-4 tank 42105 BR lined black early emblem - weathered (Bac) (RRP £139.95) **BARGAIN**£94



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



32-083A Class 56xx 0-6-2T 6644 BR green late crest - weathered (Bac) **NEW**£101.96



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



R3857TS Class 5MT Black 5 4-6-0 45116 in BR black early emblem - TTS sound fitted (Hor)£170



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



R3516 Class 6000 'King' 4-6-0 6004 'King George III' in post-war GWR green - 'The Final Day' special edition (Hor)£153



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



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



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



31-214 Class 6P Patriot 4-6-0 45538 'Giggleswick' in BR Green early emblem (Bac) (RRP £164.95) **BARGAIN**£119



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



R3618 Class 7P6F Rebuilt Battle of Britain 4-6-2 34050 'Royal Observer Corps' in BR green late crest (Hor)£144



R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 'Elder Dempster Lines' in BR green late crest (Hor)£136



32-860 Class 9F 2-10-0 92211 in BR black late crest (Bac)£161.46



32-850A Class 9F 2-10-0 92220 'Evening Star' in BR green late crest (Bac)£161.46



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



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



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



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



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

Visit

www.hattons.co.uk

25,000+ items available

**NEW**R3630 Class A4 4-6-2 4493 "Woodcock" in LNER apple green (Hor) **NEW** £136

R3676 Class A4 4468 "Mallard" in LNER garter blue - as preserved (Hor) £152

R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (RRP £155.99) **BARGAIN** £87R3004 Class B17 4-6-0 61631 "Seribly Hall" in BR Green early emblem - weathered (Hor) (RRP £131.99) **BARGAIN** £79

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

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

R3433 Class D16/3 4-4-0 "Claud Hamilton" 8900 in LNER apple green (Hor) £113

35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) (RRP £109.95) **BARGAIN** £8035-075 Class E4 Brighton tank 0-6-2 579 in LB&SCR umber (Bac) (RRP £109.95) **BARGAIN** £80R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (RRP £109.99) **BARGAIN** £76R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervé de Revel" in BR Lined Green early emblem (Hor) (RRP £160.99) **BARGAIN** £1083912 Class O2/3 Tango 2-8-0 63948 in BR black early crest stepped tender (Hel) (RRP £184.95) **BARGAIN** £893913 Class O2/3 Tango 2-8-0 63952 in BR black late crest stepped tender (Hel) (RRP £184.95) **BARGAIN** £893911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) (RRP £184.95) **BARGAIN** £893920 Class O2/4 Tango 2-8-0 3962 in LNER black flush tender (Hel) (RRP £184.95) **BARGAIN** £893922 Class O2/4 Tango 2-8-0 63975 in BR black late crest flush tender (Hel) (RRP £184.95) **BARGAIN** £893923 Class O2/4 Tango 2-8-0 63982 in BR black late crest flush tender (Hel) (RRP £184.95) **BARGAIN** £893921 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



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

R3541 Class Q6 Raven 0-8-0 2265 in LNER black pre-war lettering (Hor) (RRP £160.99) **BARGAIN** £109R3208 Class V Schools 4-4-0 30915 "Brighton" in BR Black early emblem (Hor) (RRP £139.99) **BARGAIN** £89

R3279 County Class 4-6-0 1016 "County Of Hants" in BR Green early crest - Railroad range (Hor) £89.50

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

R3419 Drummond Class 700 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) £69



4S-018-002 LSWR Class B4 0-4-0T 90 "Caen" in Southampton Docks brown (Dap) £93.50



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



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



H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) (Hat) £99

H4-P-015 SECR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass) (Hat) **NEW** £99

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

H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (Hat) **NEW** £99

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

H4-P-013 SECR P Class 0-6-0T 5027 in ROD green (Hat) **NEW** £99H4-P-014 SECR P Class 0-6-0T 5753 in ROD green (Hat) **NEW** £99

H4-P-002 SECR P Class 0-6-0T 753 in SE&CR full lined green (with brass) (Hat) £99



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

31-980 Standard Class 3MT 2-6-2T 82020 in BR green late crest - weathered (Bac) (RRP £139.95) **BARGAIN** £9932-353 Standard Class 4MT 2-6-4T 80135 in BR green late crest (As Preserved) (Bac) (RRP £134.95) **BARGAIN** £99

R3500 The Sir Nigel Gresley Collection (Hor) £480



R9292 Thomas and Friends - 4-6-0 No.3 Henry the green engine (Hor) £79

Steam train packs

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

Diesel locos10001HAP 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957. (Dap) (RRP £105) **BARGAIN** £942503 Class 05 Hunslet shunter "Cider Queen" in green wasp stripes (Hel) (RRP £129.95) **BARGAIN** £692500 Class 05 Hunslet shunter D2574 in BR green (Hel) (RRP £129.95) **BARGAIN** £692523 Class 05 Hunslet shunter Departmental No.88 in BR green wasp stripes (Hel) (RRP £129.95) **BARGAIN** £69

2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) £111



2912 Class 07 shunter 07001 in Peakstone yellow (Hel) £111



2903 Class 07 shunter 07010 in BR blue wasp stripes (Hel) £111



2910 Class 07 shunter 2993 in BR blue wasp stripes and air brakes (Hel) £111



2902 Class 07 shunter D2992 in BR blue wasp stripes (Hel) £111

32-119 Class 08 Shunter 08907 in DB Schenker red (Bac) (RRP £124.95) **BARGAIN** £76

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



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

Prices valid until 10/10/18

All prices correct
when going to press.
Errors excepted.



1603 Class 16 North British Type 1 D6407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN**...£72



1604 Class 16 North British Type 1 D6409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN**...£72



4D-012-007 Class 22 D6321 in BR green small yellow panels and headcode boxes (Dap) £127.46
4D-012-007 Class 22 D6321 in BR green small yellow panels and headcode boxes - DCC fitted (Dap) **NEW** £146.91



4D-012-009 Class 22 D6322 in BR green small yellow panels and disc headcodes (Dap) £127.46



4D-012-004 Class 22 D6325 in BR green no yellow panels and disc headcodes (Dap) £127.46
4D-012-004 Class 22 D6325 in BR green no yellow panels and disc headcodes - DCC fitted (Dap) £146.91



4D-012-006 Class 22 D6327 in BR blue small yellow panels and headcode boxes (Dap) £127.46



4D-012-008 Class 22 D6332 in BR blue (Dap) £127.46
2655 Class 26/0 28008 in BR railright coal sector grey (Hel) £104
2615 Class 26/1 28044 in BR blue - weathered (Hel) £104



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



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



3525 Class 35 Hymek 7011 in BR blue full yellow ends (Hel) £101



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



32-790 Class 37/0 37049 'Imperial' in Railfreight Coal Sector triple grey (Bac) **NEW** £135.96



32-789 Class 37/0 37099 'Merl Evans 1947-2016' in Colas Rail Freight (Bac) **NEW** £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



32-389 Class 37/4 37421 in Colas Rail (Bac) £135.96



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



32-482 Class 40 97407 'Aureol' in BR blue - weathered (Bac) (RRP £179.95) **BARGAIN**...£119



R3491 Class 42 Warship D805 'Benbow' in BR green - Railroad Range (Hor) (RRP £64.99) **BARGAIN**...£59



32-066 Class 43 North British (NBL) Warship D835 'Pegasus' in BR Green Small Yellow Panel (Bac) £118.96



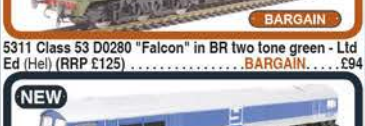
31-659 Class 47/0 47001 in BR Blue - weathered (Bac) £144.46



32-818 Class 47/0 47245 in West Coast Railway Company maroon (Bac) £135.96



R3571 Class 50 D400 in BR blue - Class 50 50th anniversary pack - Special edition (Hor) £144



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



R3666 Class 59/0 59004 'Paul A. Hammond' in Yeoman Aggregates - Railroad Range (Hor) **NEW** £68



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



32-73DS Class 66 66040 in EWS - DCC sound fitted (Bac) £225.21



4D-022-008 Class 66 68003 'Astute' in Direct Rail Services compass (Dap) £131.71



4D-022-010S Class 66 68006 'Avenger' in Direct Rail Services compass - DCC sound fitted (Dap) £254.96



4D-022-011S Class 66 68010 'Oxford Flyer' in Chiltern Railways - DCC Sound fitted (Dap) £254.96



31-590 Class 70 70015 in Freightliner air intake modifications (Bac) £144.46



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



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



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



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



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



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



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



31-679 Class 85 (AL5) Bo-Bo Electric E3095 BR Electric Blue small yellow panel (Bac) (RRP £139.95) **BARGAIN** £89



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



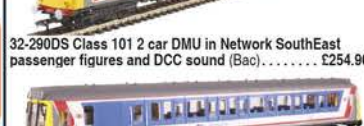
9005 Metropolitan Bo-Bo electric 19 in Metropolitan (Hel) (RRP £139.95) **BARGAIN**...£74



R3478 Class 43 HST train pack 43070 'The Corps of Royal Electrical and Mechanical Engineers' & 43038 in First Great Western (Hor) £199



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



4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (Dap) £129.95



4D-009-001 Class 121 single car DMU 'Bubblecar' W55020 in BR green speed whiskers (Dap) £123.25



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



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



32-937 Class 150/2 2 car DMU 150202 in Regional Railways Centro blue stripe (Bac) (RRP £164.95) **BARGAIN**...£96



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



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



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

Opening Hours

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

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

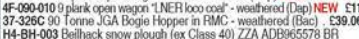

Est. 1946
MODEL RAILWAYS

31-427B Class 411 4-CEP 7106 in BR Blue & Grey (Bac) (RRP £299.95) **BARGAIN** £220R4871 Pack of three centre coaches for 5-BEL Brighton Belle in Pullman umber and cream (Hor) **NEW** £144B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum blue (Dap) **BARGAIN** £64R1220 Highland Rambler train set Class OF Pug 0-4-OST in HR blue 4-wheel coach and open wagon (Hor) **NEW** £64R9285 Thomas the Tank Engine - Passenger and Goods Train Set (Hor) (RRP £109.99) **BARGAIN** £80

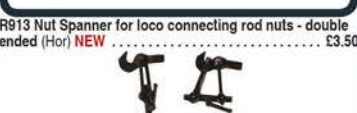
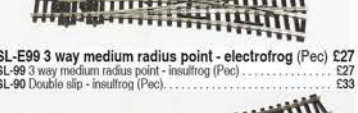
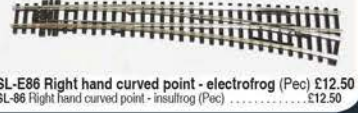
R9283 Thomas the Tank Engine starter Train Set (Hor) £55

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** £170R1125 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** £130R1184 Western Express digital train set eLink TTS sound Hail steam loco (Hor) (RRP £329.99) **BARGAIN** £19939-601 60' ex-SECR Birdcage brake third lavatory 3518 in SR olive green (Bac) **BARGAIN** £55.2139-611 60' ex-SECR Birdcage composite 5453 in SR olive green (Bac) **BARGAIN** £55.21

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

37-225H 16 Ton steel mineral wagon top flap doors in BR grey - weathered (Bac) **BARGAIN** £14.04R6837 20 ton coke hopper B447526 in BR bauxite (Hor) **NEW** £20OR76MW4009 4-plank open wagon 'Mountsorrel Granite' (Oxf) **NEW** £10.504F-016-027 4-wheel banana van B882128 BR bauxite Geest logo (Dap) **NEW** £9.504F-013-040 4-wheel gunpowder van 'Spillers Flour' - weathered (Dap) **NEW** £10.504F-052-019 5 plank open wagon 'William Thomas & Company' (Hor) **NEW** £104F-072-015 7 plank open wagon 'Alfred J Thomas, Gloucester' - weathered (Dap) **NEW** £11R6878 7-plank open wagon 'George & Matthews, Wolverhampton' (Hor) **NEW** £114F-090-009 9 plank open wagon 'LNER loco coal' (Dap) **NEW** £134F-090-010 9 plank open wagon 'LNER loco coal' - weathered (Dap) **NEW** £11H4-BH-003 Beilhack snow plough (ex Class 40) ZZA ADB965578 BR yellow (Hat) **BARGAIN** £43H4-BH-004 Beilhack snow plough (ex Class 40) ZZA ADB965579 in BR yellow 'Stratford Shark' (Hat) **BARGAIN** £43H4-BH-005 Beilhack snow plough (ex Class 45) ZZA ADB966098 in BR yellow NSE Branding (Hat) **NEW** £43H4-BH-006 Beilhack snow plough (ex Class 45) ZZA ADB966099 in BR yellow NSE Branding (Hat) **NEW** £4338-900 BR Mk1 carlat wagon in BR bauxite (Bac) **NEW** £31.41ICI005A ICI Hopper wagon 19041 in battleship grey body, underframes & bogies PHV TOPS panel (black backing), 1973 - 1992 (Oxf) **BARGAIN** £24H4-WW-003A Warwell wagon 50t diamond frame bogies WW.38 in WD (LNER) (Hat) **NEW** £33H4-WW-002A Warwell wagon 50t diamond frame bogies WW.52 in WD (LMS) (Hat) **NEW** £33R6846 YGB Seacow bogie ballast hopper DB980053 EWS maroon (Hor) **NEW** £25

44-551 Coal loads for 4-wheel wagons x4 (Bac) £6.76

76CONT004 Container Samskip (Oxf) **NEW** £7.504F-028-013 Pair of 45 foot curtain sided containers - 'P & O Ferry' - 006490-2 and 008037-7 (Dap) **NEW** £12.504F-028-014 Pair of 45 foot curtain sided containers - 'P & O Ferry' - 008460-2 and 008037-7 - weathered (Dap) **NEW** £14R8012 HM2000 High output power & speed controller, mains supply. (Hor) **Digital controllers** £87R8214 DCC Elite unit digital controller (Hor) **Point motors** £210R8243 Surface Mounted point motor (Hor) **Lighting equipment** £8.50CL2 Standard Coach Lighting Strips - Warm White (Tra) **Accessories** £17R913 Nut Spanner for loco connecting rod nuts - double ended (Hor) **NEW** £3.50R7200 Pack of four cosmetic screw couplings (Hor) **Cables & Wires** £4.50PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) **Model railway spares** £6SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) **Buildings - railways** £2SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) **Buildings - railways** £2SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline) - For OO, HO & O gauge - Pack of 24 (Pec) **Buildings - railways** £2.2019KADEE NEM362 Kadex coupling - Long (10.70mm) - Pack of four (Kad) **Buildings - railways** £5PO313 Double track brick built engine shed - card kit (Met) **Buildings - railways** £19.5044-0091 Goods unloading shed (Bac) **NEW** £37.9644-017 Modern servicing depot - Scenecraft range (Bac) **Man-made scenic structure - railway-related** £84.9644-0092 Motorail Car Loading Point (Bac) **NEW** £33.9689121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) **Buildings - railways** £199R083 Box of 6 Buffer Stop (Hor) **Buildings - railways** £9.50R083 Single (Hor) **Buildings - railways** £1.80R070 Electrically Operated Turntable (Hor) **Buildings - railways** £64R514 Platform Canopy x2 (Hor) **Signals** £174L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) **Signals** £2599660 Art Deco Bus Garage and bus (EFE) **NEW** £72.2144-0086 Industrial Gate House (Bac) **NEW** £80.7144-0088 Industrial Stores and Canopy (Bac) **NEW** £46.7144-0092 Rural Bus depot (Bac) (RRP £59.95) **BARGAIN** £3944-0090 Small Industrial unit (Bac) **NEW** £29.7144-0009 Container terminal crane (Bac) (RRP £169.95) **BARGAIN** £115GM132 Mixed trees - Pack of 10 (Gau) **NEW** £11GM106 Flowers and plants in pots - Set 1 - Pack of 9 (Gau) **NEW** £9GM107 Flowers and plants in pots - Set 2 - Pack of 9 (Gau) **NEW** £736-047 Locomotive staff x6 (Bac) **People - civil** £8.46R607 2nd radius double curve track (8 make a circle) (Hor) **Track - Code 100 Setrack** £2.50R607 Circle of 8 (Hor) **Track - Code 100 Setrack** £18R601 Double Straight (Hor) **Track - Code 100 Setrack** £2R601 Box of 24 (Hor) **Track - Code 100 Setrack** £47R6074 Left hand curved point (Hor) **Track - Code 100 Setrack** £14R8072 Left Hand Standard Point (Hor) **Track - Code 100 Setrack** £9.50R603 Long Straight - 670mm (Hor) **Track - Code 100 Setrack** £3.70R6073 Right Hand Standard Point (Hor) **Track - Code 100 Setrack** £3.50ST-245 Setrack curved double radius left handed point insulfrog (Pec) **Track - Code 100 Setrack** £14.50ST-244 Setrack curved double radius right handed point insulfrog (Pec) **Track - Code 100 Setrack** £14.50ST-241 Setrack No.2 radius left handed point insulfrog (Pec) **Track - Code 100 Setrack** £9ST-240 Setrack No.2 radius right handed point insulfrog (Pec) **Track - Code 100 Setrack** £9ST-204 Setrack Quad Straight (670mm) (Pec) **Track - Code 100 Setrack** £3.50ST-204 Box of 24 (Pec) **Track - Code 100 Setrack** £76R600 Standard Straight (Hor) **Track - Code 100 Setrack** £1.50R600 Box of 24 (Hor) **Track - Code 100 Setrack** £34SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) **Track - Code 100 Streamline** £66SL-100 Single (Pec) **Track - Code 100 Streamline** £3SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) **Track - Code 100 Streamline** £3SL-102 Pack of 25 (Pec) **Track - Code 100 Streamline** £70SL-E99 3 way medium radius point - electrofrog (Pec) **Track - Code 100 Streamline** £27SL-99 3 way medium radius point - insulfrog (Pec) **Track - Code 100 Streamline** £27SL-90 Double slip - insulfrog (Pec) **Track - Code 100 Streamline** £33SL-E87 Left hand curved point - electrofrog (Pec) **Track - Code 100 Streamline** £12.50SL-E87 Left hand curved point - insulfrog (Pec) **Track - Code 100 Streamline** £12.50SL-E89 Left hand large point - electrofrog (Pec) **Track - Code 100 Streamline** £12SL-E96 Left hand medium point - electrofrog (Pec) **Track - Code 100 Streamline** £10.50

Visit

www.hattons.co.uk/new

for all new releases



Track - Code 80 Setrack

ST-406 Setrack 009 left-hand point (Pec) £9.50
ST-405 Setrack 009 right-hand point (Pec) £9.50

Track - Code 80 Streamline

SL-400 1 yard length of 009 narrow gauge flexible track worn wooden sleepers (Pec) £3.50
SL-400 Box of 25 (Pec) £83

N Gauge Steam locos



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



372-800B Class A1 4-6-2 60163 'Tornado' in BR Express blue (as preserved) (Gra) £144.46



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

Steam train packs



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

Diesel locos



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



371-450A Class 37/0 37041 in BR blue split headcode boxes (Gra) £103.66



371-470 Class 37/0 37068 'Grainflow' in BR Railfreight triple grey distribution sector (Gra) NEW £110.46



371-471 Class 37/0 37261 in Direct Rail Services blue (Gra) NEW £110.46



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



371-384A Class 66 66111 in EWS (Gra) NEW £114.71



371-386 Class 66 66416 in Freightliner Powerhaul (Gra) NEW £114.71



371-387 Class 66 66846 in Colas Rail Freight (Gra) NEW £114.71



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



371-628 GWR Railcar W22W in BR Brunswick green speed whisks (Gra) £80.71

Train sets - analogue

QMK5007 'Railway Renewals' starter train set - Dapol Class 66 66711 'Sence', three IOA wagons and oval of Kato track contr (Gra) £212

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

374-108A Mk 1 FMB buffet in BR southern region green (Gra) NEW £29.71



2P-012-253 Pack of three Maunsell coaches - Set 394 - brake third, compartment third and compartment third in SR olive green (Dap) £70.13

Wagons

2F-038-053 20 ton steel mineral wagon - 'Bolsover' (Dap) NEW £10.50
2F-038-054 20 ton steel mineral wagon - 'Bolsover' (Dap) NEW £11.50



2F-025-001 MJA mineral & aggregates twin bogie box wagon 502003 and 502004 in Freightliner green (Dap) NEW £32.26

2F-025-002 MJA mineral & aggregates twin bogie box wagon 502017 and 502018 in Freightliner green (Dap) £32.26

2F-025-003 MJA mineral & aggregates twin bogie box wagon 502021 and 502022 in Freightliner green (Dap) NEW £32.26



2F-025-005 MJA mineral & aggregates twin bogie box wagon 502023 and 502024 in GB Railfreight blue (Dap) NEW £32.26

2F-025-006 MJA mineral & aggregates twin bogie box wagon 502025 and 502026 in GB Railfreight blue (Dap) NEW £32.26

2F-025-007 MJA mineral & aggregates twin bogie box wagon 502031 and 502032 in GB Railfreight blue (Dap) NEW £32.26

2F-025-004 MJA mineral & aggregates twin bogie box wagon 502045 and 502046 in Freightliner green (Dap) NEW £32.26

Containers & Loads

2F-028-102 Pair of 40 foot containers - 'Mitsui Lines' - 8186026 and 8186027 (Dap) NEW £13.50

2F-028-103 Pair of 40 foot containers - 'Mitsui Lines' - 8186026 and 8186027 (Dap) NEW £14

Model railway spares

SL-310 Rail Joiners/Fishplates for N & O09 gauge (24 per pack) (Pec) £2

Man-made scenic structure - railway-related

379-200 4 x Platform sections (red brick) (Gra) £11

Signals

2L-001-001 Signal - Motorised, GWR home lower quadrant (ex-NSIGN) (Dap) £26

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.60

ST-17 N Setrack No3 radius double curve (8 form a circle) (Pec) £2

ST-15 No2 radius double curve (Pec) £1.80

ST-6 Setrack left hand point insultrug (Pec) £8.50

ST-5 Setrack right hand point insultrug (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-E396 Left hand medium point electrofrog (Pec) £9.50



SL-E395 Right hand medium point electrofrog (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

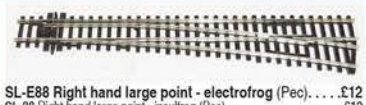
SL-300F Single (Pec) £3



SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11

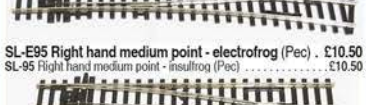
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11

SL-U396F Finescale left hand medium point unitrigr (Pec) £10



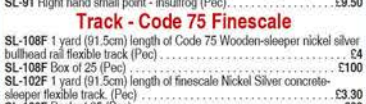
SL-E88 Right hand large point - electrofrog (Pec) £12

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



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

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



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

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

Track - Code 75 Finescale

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

SL-108F Box of 25 (Pec) £100

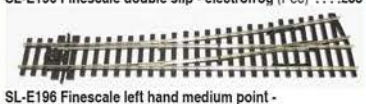
SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) £3.30

SL-102F Pack of 25 (Pec) £82

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



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



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



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



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



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

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

SL-U1188 Right hand large radius bullhead rail point - unitrigr (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 (Gra) £22

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

Railway publications

R8156 Hombly book of track plans - 14th Edition (Hor) £9.50

Buses



34112 AEC RT Bus 'London Transport' (EFE) £29.71



76PAN007 Plaxton Panorama - Ribble (Oxf) NEW £16



76SET53 5 Piece Triumph Set (Oxf) NEW £24.50



76SOM001 Austin Somerset Black (Oxf) NEW £5



76HE001 Heinkel Trojan Roman Blue (Oxf) NEW £4.50

76LAN188023 Land Rover Series 1 88" Canvas Marine Blue (Oxf) NEW £4.50

76LAN2019 Land Rover Series II LWB Station Wagon Limestone (Oxf) NEW £5



76MGBGT003 MGBGT Glacier White (Oxf) NEW £4.50



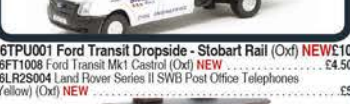
76RRP5002 Rolls Royce Phantom V Burgundy/Silver Sand (Oxf) NEW £6

76TS003 Triumph Stag Pimento (Oxf) NEW £4.50



76CRE010 Vauxhall Cresta Moonlight Blue/Bermuda Blue (Oxf) NEW £4.50

Commercial vehicles



76CWT004 Commer Walk Thru Scottish & Newcastle (Oxf) NEW £8.50

76FDE010 Ford 400E Van Cargo Grey (Oxf) NEW £5



76FTU001 Ford Transit Mk1 Castrol (Oxf) NEW £10

76F1008 Ford Transit Mk1 Castrol (Oxf) NEW £4.50

76LR2S004 Land Rover Series II SWB Post Office Telephones (Yellow) (Oxf) NEW £5



76TCAB010 Scania T Cab Short Curtainside - Stuart Nicol Transport (Oxf) NEW £20

Farming & Construction



76CHV001 Combine Harvester - Red (Oxf) NEW £13.50



76JCB001 JCB 3CX - 1980s (Oxf) NEW £17



76JCB001 JCB 3CX Eco Backhoe Loader JCB (Oxf) £19.50

Military ground vehicles



76CHT004 Churchill Tank 6th Guards Brigade 1943 (Oxf) NEW £11



76LRFA002 Land Rover FC Ambulance Nato Green (Oxf) £8.50

A01306V Stug III 75mm assault gun - Airfix Classics range - plastic kit (Air) NEW £5.50

Tools

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

OO9 Narrow Gauge

Steam locos



391-028 Baldwin Class 10-12-D 4-6-0T 'Hummy' in Ashover Railway black - weathered (Bac) £131.71



391-026 Baldwin Class 10-12-D 4-6-0T 590 in Welsh Highland Railway black (Bac) £123.21

Wagons

GR-231U Lynton and Barnstaple 8 ton bogie open wagon plain brown (Pec) NEW £20

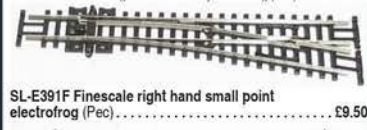
GR-230U Lynton and Barnstaple 8 ton bogie open wagon plain grey (Pec) NEW £20



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



SL-E392F Finescale left hand small point electrofrog (Pec) £9.50
 SL-U395F Finescale right hand medium point unitfrog (Pec) £10



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



SL-E383F Finescale scissors crossover electrofrog (Pec) £63

Buses
 NSEA002 Burlington Seagull Stratford Blue (Oxf) NEW £7.50

Commercial vehicles
 NDEF002 Land Rover Defender Royal Mail (Oxf) NEW £4



NVOL4003 Volvo FH4 curtainside "Knowles" (Oxf) NEW £12

Military ground vehicles
 NLRL002 Land Rover Lightweight Military Police (Oxf) NEW £4



NMB006 Mercedes Actros curtainside - "Sparks Transport" (Oxf) NEW £12

O Gauge (1:43 Scale)

Steam locos



7S-026-004U Class 3F 'Jinty' 0-6-0T in BR black late crest - unnumbered (Dap) £191.25



7S-007-006 Class 57xx 0-6-0PT pannier L92 in London Transport maroon (Dap) NEW £206.13
 7S-007-006S Class 57xx 0-6-0PT pannier L92 in London Transport maroon - DCC sound fitted (Dap) NEW £363.97



7S-007-004 Class 57xx 0-6-0PT pannier L94 in London Transport maroon (Dap) NEW £206.13
 7S-024-002S Class 64xx 0-6-0PT pannier 6417 in Great Western green shiributton emblem - DCC sound fitted (Dap) £467.50
 7S-024-003S Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC sound fitted (Dap) £467.50



7S-007-005 Class 8750 0-6-0PT pannier 3716 in BR Black late crest (Dap) £199.75
 7S-007-005S Class 8750 0-6-0PT pannier 3716 in BR Black late crest - DCC sound fitted (Dap) £357.60



7S-007-003 Class 8750 0-6-0PT pannier 9659 in GWR green (Dap) £199.75



7S-010-010 Class A1X 'Terrier' 0-6-0T W9 'Fishbourne' in Southern Railway green (Dap) £191.25



2012 Class 20 in BR blue full yellow ends; pre-TOPS style double arrows on the cabsides and 4-character headcodes (Hel) (RRP £599) BARGAIN £360



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



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



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



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



8910 Class 128 parcels DMU W55991 in BR green speed whiskers (Hel) £470

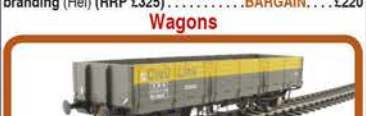
DMUs



4955 Mk1 BG full brake in BR blue Newspapers branding (Hel) (RRP £325) BARGAIN £180



4993 Mk1 GUV full brake in BR blue Express Parcels branding (Hel) (RRP £325) BARGAIN £220



1054 100xx ZDA (ex-OAA) in Civil Engineers Dutch grey and yellow (Hel) (RRP £84.95) BARGAIN £39



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



5050 2797 695 IWB Cargowagon (Hel) £151



4351 4-wheel 'Catfish' ballast hopper DB992623 in BR olive green (Hel) (RRP £99.95) BARGAIN £44



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 2797589 - "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 2797669 in silver and blue (Hel) (RRP £189) BARGAIN £89



H7-VW-702 Warwell wagon 50t diamond frame bogies WW.55 in War Department (LMS) (Hat) £85



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £75
 SL-700BH Single (Pec) £50
 SL-787BH Left hand O gauge curved turnout (Pec) £54
 SL-788BH Right hand O gauge curved turnout (Pec) £54



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £43
 ST-U751 Setrack second radius Unitfrog left hand point (Pec) £43
 ST-U750 Setrack second radius Unitfrog right hand point (Pec) £43



SL-E797BH Y Point bullhead rail & electrofrog (Pec) £43



43AMV003 Aston Martin Vanquish Coupe Quantum Silver (Oxf) NEW £21
 VA002541 Austin Mini Cooper S Mk1, Almond Green (Cor) NEW £24
 43RB003 Austin Ruby Saloon Dark Green (Oxf) NEW £15



VA10818 Ford Capri Mk3 3.0S - Arizona Bronze (Cor) NEW £24
 43EMP003 Rolls Royce Silver Cloud/Hopner Express Black/Silver (Oxf) NEW £21
 43JSS007 SS Jaguar Gunmetal (Oxf) NEW £20



VA11509 Triumph TR5 - Jasmine Yellow (Cor) £24



43TX5001 London TX5 Taxi black (Oxf) NEW £10.50



91404 Emily Steam loco (with moving eyes) (Thomas the Tank range) (Bac) £239
 91403 James the Red Engine (with moving eyes) (Thomas the Tank range) (Bac) £210

98021BAC Spiteful brake van (Thomas the Tank range) (Bac) NEW £72

Any or Multiple Scales
Analogue controllers
 COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £34



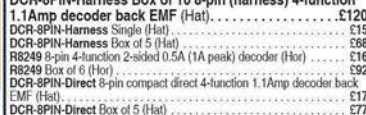
D Double/Twin track power controller (Gau) £80
 Q Quadraplo 4 circuit power controller (Gau) £149



Digital decoders
 36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £14.50
 DCR-21PIN-Direct 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £15
 DCR-21PIN-Direct Box of 5 (Hat) £68
 DCR-21PIN-Direct Box of 10 (Hat) £120
 36-557 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) £18.66
 36-557 Pack of 5 (Bac) (RRP £108.75) BARGAIN £90
 X9659 4-pin DCC decoder for Sentinel and Peckett locos (Hor) £12
 36-568 6-pin DCC decoder Back EMF and Railcom (Bac) £24.61
 DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17
 DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £23



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



NEW DIGITAL TTS SOUND
Steam
Princess Coronation
4-6-2



R8117 TTS DCC Sound Decoder 8 pin plug - Princess Coronation 4-6-2 steam loco (Hor) NEW £36
 R8118 TTS DCC Sound Decoder 8 pin plug - Class 20 diesel (Hor) £36
 R8101 TTS DCC Sound Decoder 8 pin plug - Class 31 diesel (Hor) £36
 R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel (Hor) £36
 R8110 TTS DCC Sound Decoder 8 pin plug - Class 4073 'Castle' 4-6-0 steam loco (Hor) £36
 R8103 TTS DCC Sound Decoder 8 pin plug - Class 47 diesel (Hor) £36
 R8104 TTS DCC Sound Decoder 8 pin plug - Class 60 diesel (Hor) £36
 R8113 TTS DCC Sound Decoder 8 pin plug - Class 9F 2-10-0 steam loco (Hor) £36
 R8116 TTS DCC Sound Decoder 8 pin plug - Class S15 4-6-0 steam loco (Hor) £36
 R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 4-6-2 steam loco (Hor) £36



Digital control accessory decoders
 DCC-ADS-8SX 8-way accessory decoder for solenoid motors and individual CDDs (DCC) £68



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



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



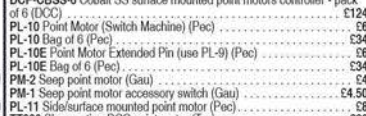
524-042 NCE Power Cab 2 Amp DCC controller (NCE) £140



DCC02 Prodigy "Advance 2" starter DCC controller package (Gau) £239
 DCC01 Prodigy Express 1.6 Amp DCC controller - complete starter pack (Gau) £138



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



DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC) £200
 DCP-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC) £105
 DCP-CBSS-12 Cobalt SS surface mounted point motors controller - pack of 12 (DCC) £245
 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
 PL-10E Point Motor Extended Pin (use PL-9) (Pec) £6
 PL-10E Bag of 6 (Pec) £34
 PM-2 Ssnp point motor (Gau) £4
 PM-1 Ssnp point motor accessory switch (Gau) £4.50
 PL-11 Side/surface mounted point motor (Pec) £8
 TT300 Slow motion DCC point motor (Tra) £20



HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £6.50
 HAT-PM-01 Pack of 6 (Hat) £35

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

THE HEREFORD MODEL CENTRE

Email: sales@herefordmodels.co.uk
www.herefordmodels.com

4 COMMERCIAL ROAD, HEREFORD,
HEREFORDSHIRE, HR1 2BB



SALES LINE
01432 352809

SHOP OPEN 9.00am - 5.30pm
Monday to Saturday

HORNBY

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
R3233	D16/3 LNER.....	£100.95
R3235	D16/3 British Railways.....	£100.95
R3276	LMS Compound.....	£66.45
R3229	British Monarch.....	£119.25
R2744	Schools Blundells BR.....	£84.95
R2917	2800 Class BR.....	£103.99
R3017	BR Patriot.....	£108.50
R2844	Schools 'St. Lawrence' BR/E.....	£84.95
R3194	Schools 'Epsom' BR/E.....	£111.95
R2784X	Mallard Green.....	£85.00
R3110	61XX BR.....	£78.45
R3074	King GWR (Stamp Collection).....	£121.99
R3318	B17 Gilwell BR Early.....	£121.95
R3380	J15 LNER.....	£96.90
R3381	J15 BR Early.....	£96.90
R3329	BR Late S15.....	£123.99
R3327	SR S15.....	£123.99
R3325	J50 BR Early.....	£69.45
R3242A	K1 BR Early.....	£116.95
R3243B	K1 BR Late.....	£116.95
R3413	S15 Late.....	£119.45
R3465	LNER Class N2.....	£82.95
R3457	SR T9 Olive Green.....	£116.45
R3424	LNER Q6.....	£125.45
R3425	BR Early Q6.....	£125.45
R3411	S.R. S15.....	£125.95
R3419	SR 700 Class.....	£99.45
R3421	BR/E 700 Class.....	£99.45
R3311	BR Schools Westminster.....	£119.45
R3426	BR Late Q6.....	£125.45
R3333	BR Early Adams Radial.....	£107.95
R3334	BR Late Adams Radial.....	£107.95
R3335	LSWR Adams Radial.....	£107.95
R3416	J15 BR Late.....	£99.45
R3415	J15 BR Early.....	£99.45
R3418	K1 BR Early.....	£114.45
R3422	Adams SR.....	£109.45
R3423	Adams BR.....	£109.45
R3499	Hall Class BR Late.....	£72.45
R3414	LNER J15.....	£99.45
R3456	BR N15.....	£137.45
R3405	J50 LNER.....	£78.50
R3407	J50 BR Early.....	£78.50

R3445	BR W.C. Camelford.....	£147.45
R3453	BR Black 5.....	£134.00
R3432	B12 BR Late.....	£127.95
R3586	Railroad Schools.....	£75.99
R3525	BoB Archibald Sinclair.....	£131.99
R3533	J94 Lord Phil.....	£67.45
R3558	BR Late Royal Scot.....	£134.00
R3560	Q1 BR Late.....	£89.45
R3385TTS	BR Black 5.....	£169.45
R3559 SR Q1.....		£89.45
R3566	BR Merchant Navy.....	£154.95
R3564	BR 8F with Fowler tender.....	£134.00
R3565	LMS 8F.....	£134.00
R3452	BR Grange.....	£119.25
R3552	GWR Grange.....	£119.25
R3534	GWR King.....	£157.00
R3588	LNER B17.....	£76.50
R3630	LNER A4 Woodcock.....	£135.99
R3612	80th Anniversary Mallard.....	£183.99

HORNBY DIESEL/ELECTRIC LOCOMOTIVES

R3268	Class 67 Arriva.....	£122.90
R2962	Cl. 56 BR Grey 'Oystermouth'.....	£96.50
R3261	Class 08 Network.....	£84.45
R3343	Class 08 FGW.....	£104.45
R3342	Class 08 BR.....	£104.45
R3373	NRM Class 71.....	£134.95
R3374	BR Blue Class 71.....	£134.95
R3376	BR Green Class 71.....	£134.95
R3483	Sentinel Crossley.....	£51.45
R3484	Class 08 BR Green.....	£109.45
R3485	Class 08 Laira Blue.....	£109.45
R3585	Class 90 Intercity.....	£75.00
R3573	Class 66 GBRF.....	£79.45
R3479	Class 60 DRAX.....	£134.45
R3577	Sentinel graham.....	£58.00

HORNBY TRACK

R083	Buffer Stop.....	£1.65
R207	Track Fixing Pins.....	£2.50
R394	Hydraulic Buffer.....	£4.95
R600	Straight.....	£1.15
R601	Double Straight.....	£1.85
R605	Double Curve 1st Rad.....	£2.05
R606	Curve 2nd Rad.....	£1.40
R607	Double Curve 2nd Rad.....	£1.95
R608	Curve 3rd Rad.....	£1.65
R609	Double Curve 3rd Rad.....	£2.25
R610	Short Straight.....	£1.10

R614	LH Diamond Crossing.....	£9.25
R615	RH Diamond Crossing.....	£9.25
R617	Uncoupling Ramp.....	£2.60
R618	Double Isolating Rail.....	£6.85
R620	Railer Uncoupler.....	£4.35
R628	Half Curve 3rd Rad.....	£1.80
R643	Half Curve 2nd Rad.....	£1.20
R8072	LH Point.....	£7.95
R8073	RH Point.....	£7.95
R8074	LH Curved Point.....	£12.60
R8075	RH Curved Point.....	£12.60
R8076	Y Point.....	£8.95
R8077	LH Express Point.....	£12.60
R8078	RH Express Point.....	£12.60
R8261	4th radius curve.....	£1.85
R8262	4th radius double curve.....	£2.65
R8206	Power Track.....	£5.95

BACHMANN STEAM LOCOMOTIVES

31-088	BR Black Earl.....	£118.95
31-980	Standard 3MT BR.....	£110.45
31-981	Standard 3MT BR.....	£101.95
31-783	Fountains Hall.....	£114.70
35-075	E4 LBSC.....	£93.45
35-076	E4 Southern.....	£93.45
35-077	E4 BR Early.....	£93.45
35-078	E4 BR Late.....	£93.45
31-001	Robinson BR Late Crest.....	£94.99
31-002	Robinson BR Early Crest.....	£94.99
31-003	Robinson LNER.....	£94.99
31-127	CL3000 BR ROD.....	£118.45
31-128	BR ROD Weathered.....	£105.45
31-136DC	D11/2.....	£115.90
31-528A	A2 Pearl Diver.....	£144.45
32-227B	LMS 3F Jinty.....	£72.20
32-235	BR 3F Jinty.....	£80.70
31-628DC	Class 3F BR weathered.....	£93.20
31-931	LMS Compound.....	£112.90
31-933	BR Compound Late Crest.....	£112.88
31-932DC	BR Compound.....	£127.75
31-465	C Class BR.....	£93.46
32-129A	Prairie BR Black.....	£72.20
32-154A	N Class BR Black Wthd.....	£99.10
32-233	3F SDJR Blue.....	£62.00
32-828A	Ivatt 2MT BR Green.....	£89.20
31-626A	3F BR Black Early.....	£76.45
32-880	Fairburn LMS.....	£106.20
32-882	Fairburn BR Late.....	£106.20
31-461A	C Class SR Black.....	£106.20
31-462A	C Class BR Early.....	£106.20

31-433	Midland Class 1F LMS.....	£81.55
31-434	Midland Class 1F BR.....	£81.55
31-003A	Robinson LNER.....	£110.45
31-004A	Robinson BR Early.....	£118.95
31-435	1F BR Early.....	£81.55
31-480	G2A LMS.....	£101.95
31-481	G2A BR Early.....	£114.70
31-119	BR Class 4MT Black.....	£135.95
32-279A	LNER Class K3 Black.....	£118.95
31-614	BR Late V3.....	£110.45
31-615	BR Early V3.....	£110.45
32-575A	LMS 4MT.....	£114.70
31-728	GWR City Class.....	£118.95
32-353	4MT BR Green.....	£110.45
32-359A	4MT BR Early.....	£110.45
32-360A	4MT BR Late.....	£110.45
32-176	BR Crab.....	£123.20
35-051	LMS Coal Tank.....	£101.95
35-052	BR Early Coal Tank.....	£101.95
31-014	Class 7F SDJR Black.....	£125.75
31-015	Class 7F LMS Black.....	£125.75
31-691	Stanier Mogul.....	£135.95
32-178A	LMS Crab.....	£123.45
32-304A	GWR 2251.....	£97.70
32-236	Class 3F BRITISH RAILWAYS.....	£93.40
32-083A	Class 56xx BR weathered.....	£101.95

BACHMANN DIESEL/ELECTRIC LOCOMOTIVES

31-266	MLV Green with yellow panel.....	£62.45
31-269	MLV Jaffa.....	£83.26
31-327	CL105 BR Green.....	£79.45
31-575	Windhoff MPV NWR.....	£104.00
31-576DC	Windhoff MPV NWR.....	£114.00
31-679	Class 85 Electric Blue.....	£118.95
32-786	Class 37 EWS.....	£106.20
32-937	Class 150 Centro.....	£127.45
32-928	Class 150 Sprinter.....	£135.95
32-066	Class 43 Pegasus.....	£118.95
32-067	Class 43 Royal Oak.....	£118.95
32-034A	Class 20 BR Green weathered.....	£97.70
32-981	Freightliner Class 66.....	£127.45
32-982	DRS Class 66.....	£127.45
32-992	Wickhams Trolley Yellow.....	£67.95
32-993	Wickhams Trolley Yellow.....	£67.95
32-068	Class 43 BR Maroon.....	£127.45
31-040	SWT Class 450.....	£271.95
31-041	SWT Class 450 wthd.....	£297.45
32-069	Class 43 BR Green.....	£127.45
31-663	BR Class 47 Rft.....	£135.95
32-789	Class 37 Colas.....	£135.95

NEW

N Gauge Exclusive
Black Shell/BP 15t TTA Tank
By PECO



Pristine	Weathered	Pack of 3	Pack of 3	All 6 Exclusive TTAs
£13.45	£14.25	Pristine	Weathered	£79.50
3 Numbers Available (5170, 5175, 5177)	3 Numbers Available (5169, 5172, 5178)	£39.60	£42.00	(3 Pristine & 3 Weathered)

**LARGE RANGE OF PECO
PRODUCTS ALWAYS IN STOCK**
See website for details

Mail Order Service

**All offers valid to
31st October 18**

You must state these prices when ordering

POSTAGE & PACKING RATES PER ORDER:

UK Standard..... £3.95

UK Insured..... £7.10

UK Courier Transport & Packing... £9.00

Worldwide at cost. VAT free to non EC

****Train Sets/Packs & Controllers/
Handsets - Postage charged at cost****

PRICES SUBJECT TO CHANGE WITHOUT NOTICE

**** Please allow 7 days for clearance**

when paying by cheque **

PLEASE QUOTE SPECIAL PRICES

WHEN YOU VISIT US.

Credit Cards Welcome...

Visa, Mastercard & Switch

Olivia's Trains of Sheffield

'OO' Gauge UK DCC
Sound Specialists.



25a Mansfield Rd,
Intake, S12 2AE

Extensive UK sound library utilising the Loksound decoders.

DCC/ Sound Fitting Whilst You Wait.



Heljan Class 58's Available Now.

Bachmann Class 66 111 Available Now!



Heljan EM2 Class 77 / EM1 Class 76 - Available Now.



Heljan "Falcon" 4 Versions.



Heljan "Kestrel" Available Now.



Dapol Class 73's
Available Now.



Coming 2016 - Class 73 In EW&S, Fragonset & Network Rail.
pre-order now!

For More details on the above & all our stock visit:

www.oliviastrains.com

Tel: 0114 3216 160 Tel: 0114 2647 449 Mob: 0755 7126 651

e-mail: oliviastrains@blueyonder.co.uk



*If you like GWR?
You will love our benches!
Click here for
more information*

 GWR BENCHES Ltd.



Factfile

Layout name: Porth St John
Scale/gauge: 4mm/OO
Size: 36ft x 2ft6in
Era/region: late 1930s, GWR
Layout type: End to end
Builders: North Devon MRC
Exhibited by: Bristol East MRC

PORTH ST JOHN

Words: Ian Stradling **Photography:** Tony Wright

With its unique bridge and desolate shoreline, Porth St John surely makes an impression at exhibitions. The creation of one club, is it now operated by another, as Bristol East MRC's Ian Stradling explains



*If you like GWR?
You will love our benches!
Click here for
more information*



GWR BENCHES Ltd.



Led by a Churchward 45xx small prairie
the milk train passes moored fishing
boats resting on the sand and the
decaying remains of a wrecked ship as it
rolls across the estuary bridge.

The North Devon Model Railway Club is well known for a series of highly scenic coastal-themed layouts produced though the 1990s and 2000s, such as 'Cadiford Water'.

Porth St John is the latest in the series and, just for a change, this time the tide is out!

When the railway came to the town of Porth St John a single-platform terminus station was constructed, along with a goods yard on the old town quay. A siding behind the platform now serves the cattle market established alongside the railway and a small locomotive shed, which is currently out of use pending repairs to the roof following a fire. The growth of the holiday trade in the 1930s has seen the establishment of a holiday camp close to Porth St John, the GWR being persuaded to pierce through the headland at the end of the station to serve a platform for the camp with through trains from several major cities.

Crossing a short bridge to Smugglers Island, the line from the quarries joins before trains cross the estuary bridge, passing the three-post junction signal needed to indicate which route is set for approaching trains.

While a holidaying family enjoys the Devon beach and explores the caves in the cliffs below the station, local fishermen are busy in the shadow of the bridge, launching their rowing boats into the main river channel to gather fresh fish using seine nets. The weather is not always so pleasant on this Atlantic coast, however, and the remains of vessels driven ashore in storms can be seen in the sand.

Leaving the bridge, through trains take a route inland towards Barnstaple and Taunton, passing behind the old mill and customs office, while many stone trains draw into the yard. Coastal ships regularly load cargoes here for ports as far away as Ireland and Spain, the ketch 'Clara May' being a

frequent visitor. A shunting engine is usually in attendance, busily moving wagons on and off the quayside and preparing trains back to the quarries.



***If you like GWR?
You will love our benches!
Click here for
more information***



GWR BENCHES Ltd.

While the chandlers, blacksmith and timber yard are kept busy with repairs to sailing ships and farm carts, not all enterprises here have been a success. It seems even the scrap man has given up hope of recovering the failed sand company's traction engine from the dunes.

“fine sand covers the foreshore, with darkened tones in the working areas of the quay. Naturally weathered driftwood and debris found along the foreshore completes the seaside atmosphere



***If you like GWR?
You will love our benches!
Click here for
more information***

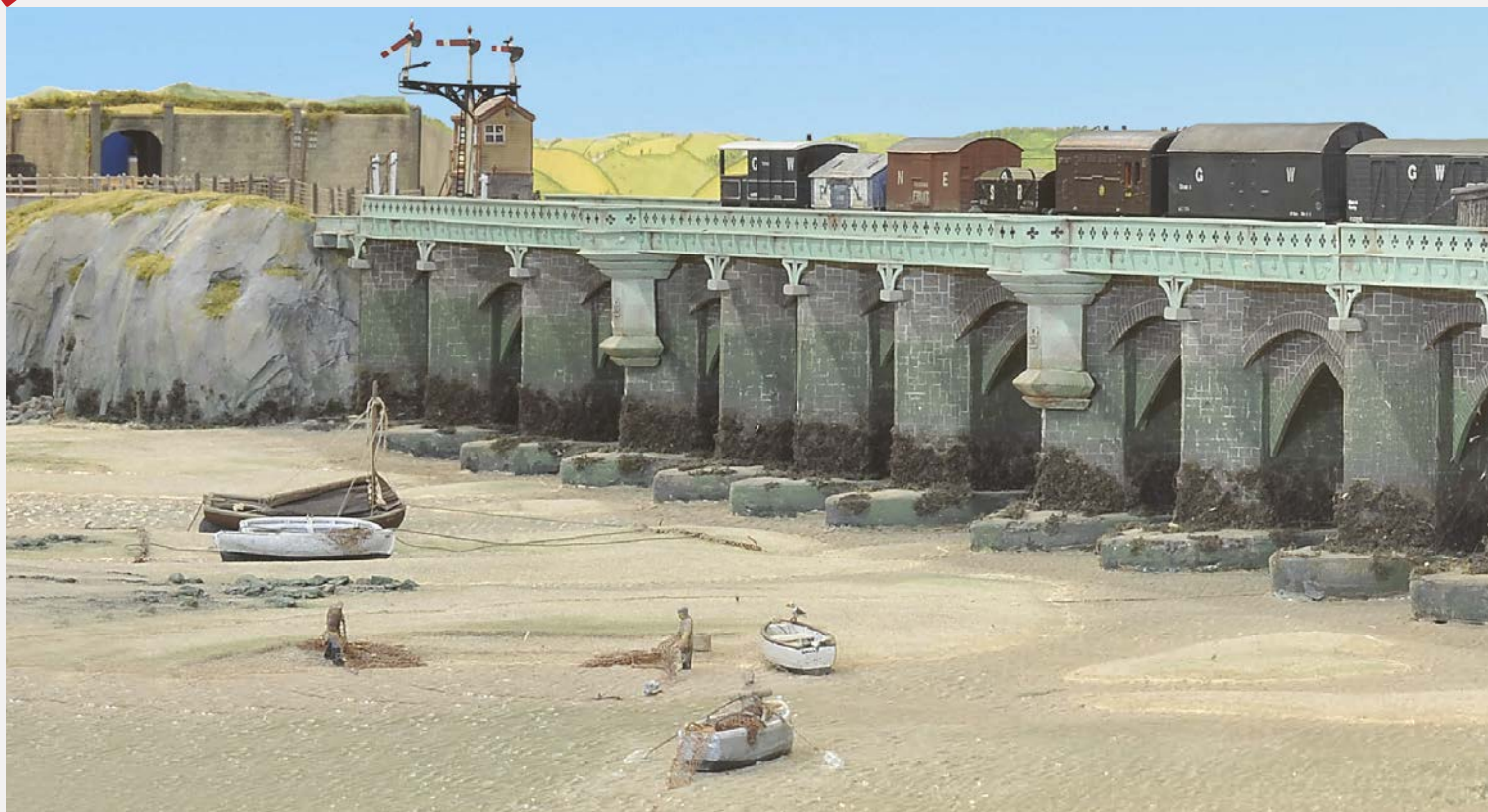


GWR BENCHES Ltd.



Grounded alongside the tidal quay the steam coaster Tresco prepares to load stone while local fishermen use seine nets in the main river channel. In front of the abandoned cottage the quay shunter crew takes a break as the branch goods approaches across the bridge, taking North Devon produce to distant city markets.

KEY DETAILS



Key Detail - The Bridge

The centrepiece of Porth St John is the bridge, which is a suitably shortened model of the medieval Bideford Long Bridge. This stone arched bridge is believed to have been constructed in the late 14th century to connect the old town of Bideford with the river port on the opposite bank. The furthest downstream crossing of the River Torridge until 1987 the bridge is famed for its varying arch widths, a feature which the model replicates. Local lore claims the bridge arches were sized to match the contributions of local parishes, but this quirk originates from the timbers of the earlier wooden bridge. The bridge has been modified and widened several times and the model represents the 1864-1925 appearance, with the decorative cast iron parapets of that period.

Although Bideford Bridge never carried a permanent railway it has been crossed by the locomotives of the Bideford, Appledore and Westward Ho! Railway on temporary track and by the layout in its trailer.

At Porth St John the bridge serves a similar purpose to Bideford, spanning the sandy expanse of the estuary to link the old town with the new quay constructed along the opposite riverbank and the Great Western Railway beyond.

A team effort

The layout was built by the combined efforts of Geoff Drew, John Long, Colin Monk and Keith Sanders of the North Devon MRC. Geoff conceived and designed the layouts, casting the railway into the scenery. The group's primary scenic artist, Geoff spent many hours bringing his vision to life, constructing and weathering the bridge, cliff faces, quay walls and estuary. Textures were created using Artex teased into ripple patterns and the river channels painted with colours carefully adjusted to create the appearance of deepening water. Fine sand covers the foreshore, with darkened tones in the working areas of the quay. Naturally weathered driftwood and debris found along the foreshore completes the seaside atmosphere.

Colin laid out the track with its many custom-built points and commenced the electrical work needed to connect up the section power supplies and links between boards for track power and point control circuits.

The station buildings, goods shed, three signal boxes and impressive bracket signals were constructed by John using plastic sheet along with Wills and Ratio kits, all modified into uniquely detailed structures.

Many of the background structures from the reasonably well maintained cattle market to the decrepit corrugated iron roof of the timber yard were built by Keith. Some of these were recovered from earlier layouts, reconstructed for their new purposes, including the fire damaged engine shed roof created by setting it on fire.

Time, like the tide, waits for no man and Colin passed on before Porth St John was completed; the wiring being finished by Geoff and John to allow trains to be run.

Recognising that the shrinking North Devon team would not be able to continue to exhibit the large layouts, the club approached Bristol East MRC to take over the layouts in order that they would continue to be available for the exhibition circuit.

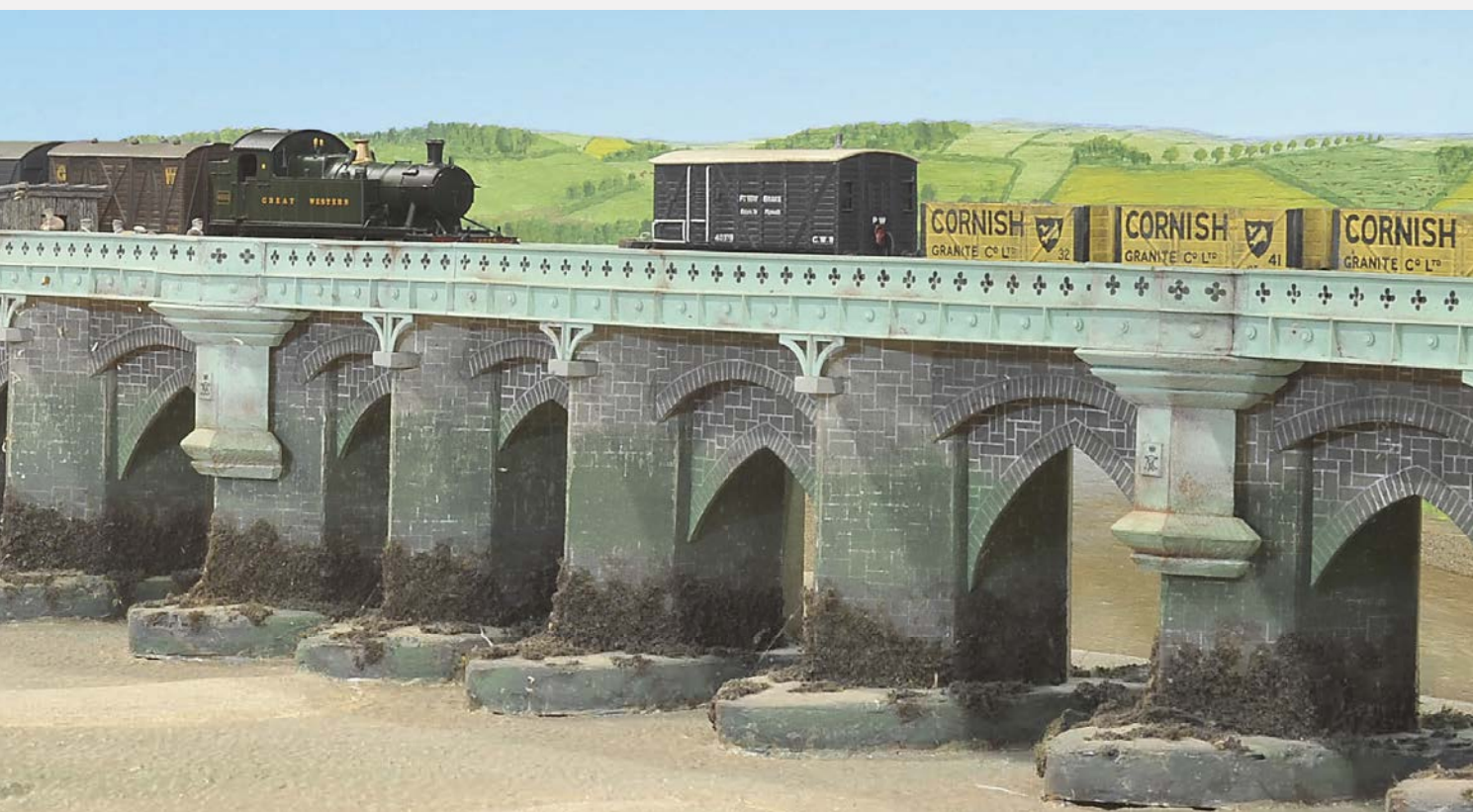
Sadly, only a few weeks before the results of the Railway Modeller layout of the year poll revealed the award of the 2011 cup to Porth St John, Geoff Drew also departed.

The Porth St John layout boards moved to the Bristol East clubroom in March 2012 where, with help and advice from John Long on previous exhibition experience, we set about getting the layout back into action.

*If you like GWR?
You will love our benches!
Click here for
more information*

GWR BENCHES Ltd.

00 GAUGE

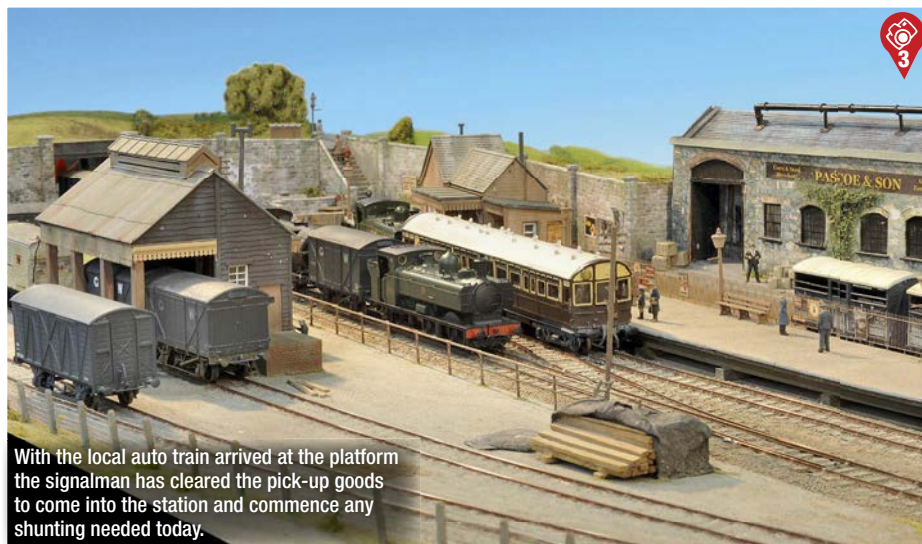


local lore claims the bridge arches were sized to match the contributions of local parishes, but this quirk originates from the timbers of the earlier wooden bridge

Operations

Porth St John is best thought of as being two overlapped end-to-end layouts, sharing the single track line across the bridge. One route takes trains from the station across the bridge to a fiddle yard behind the quay. The second route is for trains from the quarry fiddle yard behind the station to the quay yard. However, all power was supplied from the station end of the layout and, following the loss of Colin with his electrical plans incomplete, the North Devon team had never succeeded in getting both routes working independently. While trains could run from end to end the quay was powered from the bridge, so shunting of the yard interrupted through services.

The root of the issue was the shared single line across the bridge, and a revised electrical



With the local auto train arrived at the platform the signalman has cleared the pick-up goods to come into the station and commence any shunting needed today.

plan was quickly developed by Bristol East's electrician Nigel Seville. New control panels with line diagrams, stud contacts for point control and switches for track isolation sections were constructed for each end of the layout. These panels are fed from two Bristol East mains transformer 'power packs' to supply independent controllers at the station and quay ends of the layout.

The bridge still needed to be switched between controllers and this has been achieved by a cooperative push-button activated electrical 'token' relay. Both the station and quay operators must press the appropriate control button to toggle the relay and pass the bridge power feed between the panels, ensuring both ends know who is running the single line.

Easier to resolve was the need for another fiddle yard, as Porth St John had originally been designed as a terminus. When the through line was added the extra fiddle yard required at exhibitions was loaned from one of John's layouts.

To replace this a simple shuffle board type unit was built with trains stored in troughs made from aluminium angles fixed to plywood strips at 16.5mm gauge. Power remains 'temporarily' arranged using two wires with crocodile clips at the end. If it works....!!

Technical challenges

All exhibition layouts suffer from a number of issues created by the need for the layout to be portable. The boards must be separable

mechanically and electrically and survive being bounced around in a van or trailer for hundreds of miles.

Once the new control panels were in place Porth St John could be operated as intended, although running and electrical reliability at its first few exhibitions was less than desirable. Where multiple tracks crossed board joints often it was not possible to align all the tracks adequately, while several of the jumper connectors used made poor connections, causing parts of the layout inexplicably cease working.

A more extensive investigation of the electrical issues was begun, quickly turning up a number of anomalies and earlier efforts to cure the layouts' gremlins. There are a number of rail breaks where sections had



***If you like GWR?
You will love our benches!
Click here for
more information***



GWR BENCHES Ltd.

been planned but were not needed and extra feeds had been added to link up these accidentally isolated rail sections. Many of the unneeded breaks were bridged with a short wire between the rails while the wiring under the boards has been reworked, with considerable simplification achieved.

We now understand the electrical system a bit better, although the joints continue to cause amusement by becoming unsoldered between exhibitions!

Now with more confidence in the supply of power the layout boards were set up for the track alignment to be adjusted. Behind the quay with its' complex layout of sidings the main fiddle yard tracks were particularly misaligned. Fortunately the use of copper clad strips to hold the rail ends allowed the

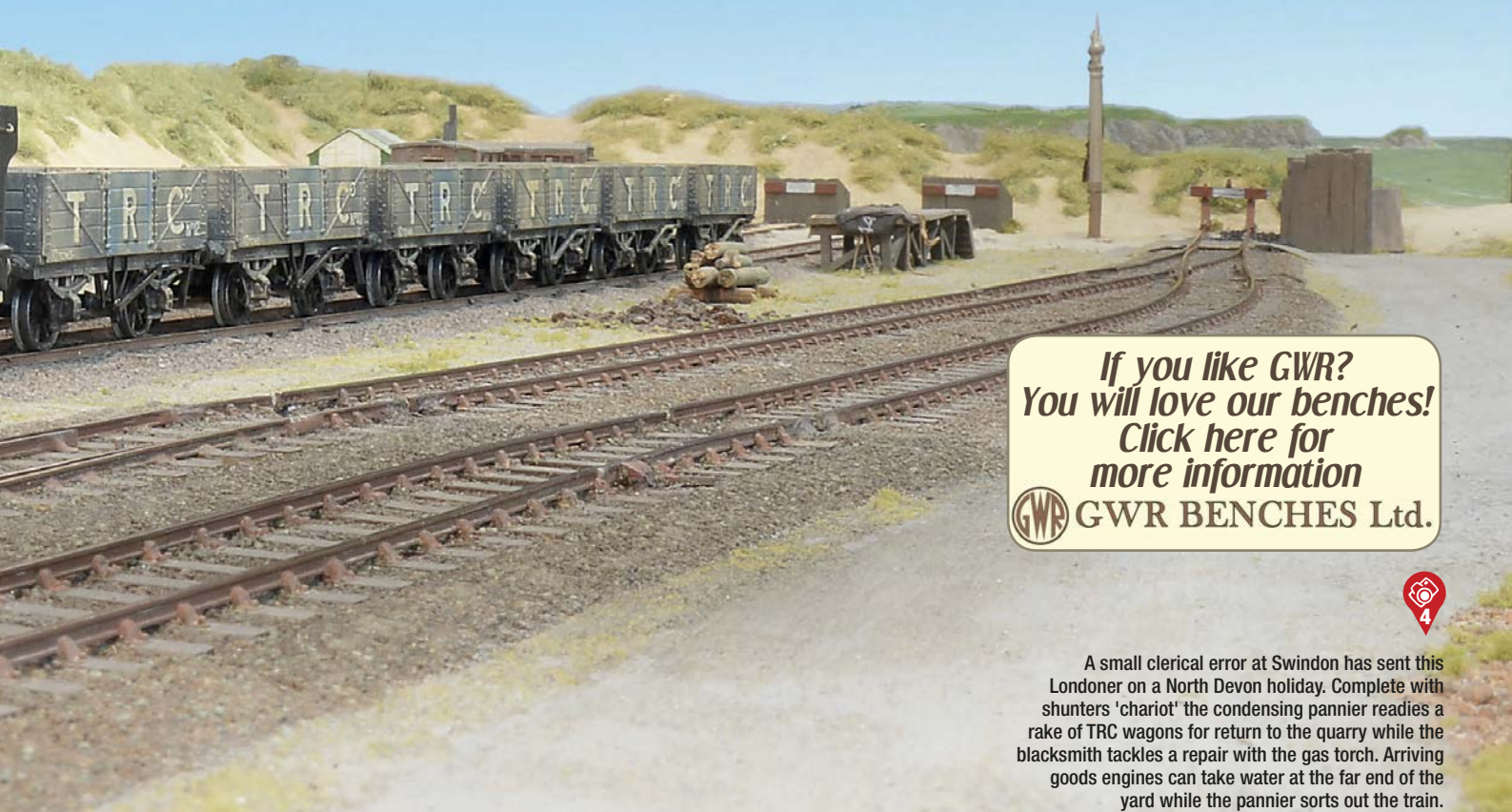
Meet the modellers...

Despite its name Bristol East Model Railway Club is based to the north of Bristol at Winterbourne, having moved further north each time it has relocated. There are currently eleven members, Richard (Chairman), Simon (Secretary), Dave, Edward, Ian, William, Gordon, Stephen, Nigel (Treasurer and chief electrician), and two Philips. The members actively model in N gauge and OO gauge, with the club and club members having exhibition layouts in these two gauges travelling with them to various exhibitions in Britain and a couple in Germany. Some members are breaking in to O gauge and are even threatening to build an O gauge layout.

As a club we do not take life too seriously and a trophy (the cockup kettle) is awarded for various reasons, funny, silly or embarrassing. The current holder, Richard, gained it by falling asleep part way through a story he was recounting, with a pint in his hand which he did not spill, in the bar of a hotel we were staying at. His pathetic excuse was that he had been working nightshift the night before and was tired.

We hope you have enjoyed this introduction to Porth St John and will visit us to see the layout in person at one of the forthcoming exhibitions.

Porth St John is best thought of as being two overlapped end-to-end layouts, sharing the single track line across the bridge



***If you like GWR?
You will love our benches!
Click here for
more information***
 **GWR BENCHES Ltd.**



A small clerical error at Swindon has sent this Londoner on a North Devon holiday. Complete with shunters 'chariot' the condensing pannier readies a rake of TRC wagons for return to the quarry while the blacksmith tackles a repair with the gas torch. Arriving goods engines can take water at the far end of the yard while the pannier sorts out the train.

hidden tracks to be re-laid once we were happy the tracks on the quay were properly aligned.

The North Devon club were always frugal with their layout materials and several of the Porth St John boards have seen service as previous layouts. As a result many of the bolt holes between the boards had become enlarged from repeated use. The final job was therefore undertaken on the Friday of an exhibition with the layout set up, carefully aligned, levelled, bolted and clamped. New 10mm diameter bolt holes were drilled between the boards, restoring a tight fit with the bolts.

While set up still needs some adjustment to get the tracks properly aligned, this is now primarily due to hall floor levels and the special North Devon conduit pipe legs which give the group's layouts their characteristic swaying motion.

The survivability of the layout has also been addressed, the builders having considered the boards were too heavy to be paired face-to-face for transport. A transport cover for each board was assembled from plywood and batten between the existing end protection boards. Once covered the scenery is well protected, the boards can be stacked if needed and nothing can accidentally fall into the layout.

Stock

Much of the rolling stock for Porth St John has come from the North Devon group, and we are pleased to be keeping the group's heritage together.

Passenger stock includes Ratio 4-wheel and stretched to scale length Tri-ang clerestory coaches. A set of four new Hornby Collett coaches has been added to the stock after being lightly weathered and fitted for close coupling.

General parcels, milk, fish and cattle trains can be formed, along with several stone or china clay trains of private owner wagons custom finished with fictional but very believable Devon and Cornwall themed company names. Along with weathered Wrenn, Hornby Dublo and Mainline models, many wagons have come from Ratio, Airfix, Ks, Colin Ashby and Ian Kirk kit ranges.

The wagons use 3-link couplings with outer wagons fitted with 'North Devon'

couplings, a magnetically worked coupler made from iron wire on the same principle as the Sprat and Winkle design, the hook being drawn downward to release the coupling.

The range of suitable ready to run GWR models has improved in recent years. The Porth St John motive power fleet has been supplemented with 42/72xx classes from Hornby, 57xx and 64xx panniers, 45xx prairies, 43xx mogul and 'Dukedog' from Bachmann and an Oxford Rail Dean Goods. We have a few more unusual classes from the North Devon club and our own collections which will continue to appear at exhibitions, even if some are a long way from 'home'! ■

3 elements that I admired - Andy McVittie

The estuary

I am a sucker for a decent water effect, but Porth St John ups the ante in showing how things might look when the tide has gone out. Thus pools form, rivulets ooze, boats are beached and what the sea might have covered earlier is revealed. It's wonderful stuff.



Architecture

Porth St John's bridge and estuary are obvious centrepieces, but the buildings should not be overlooked. Many look to be in various states of decay, but all really convey a tangible sense of 'seaside'.



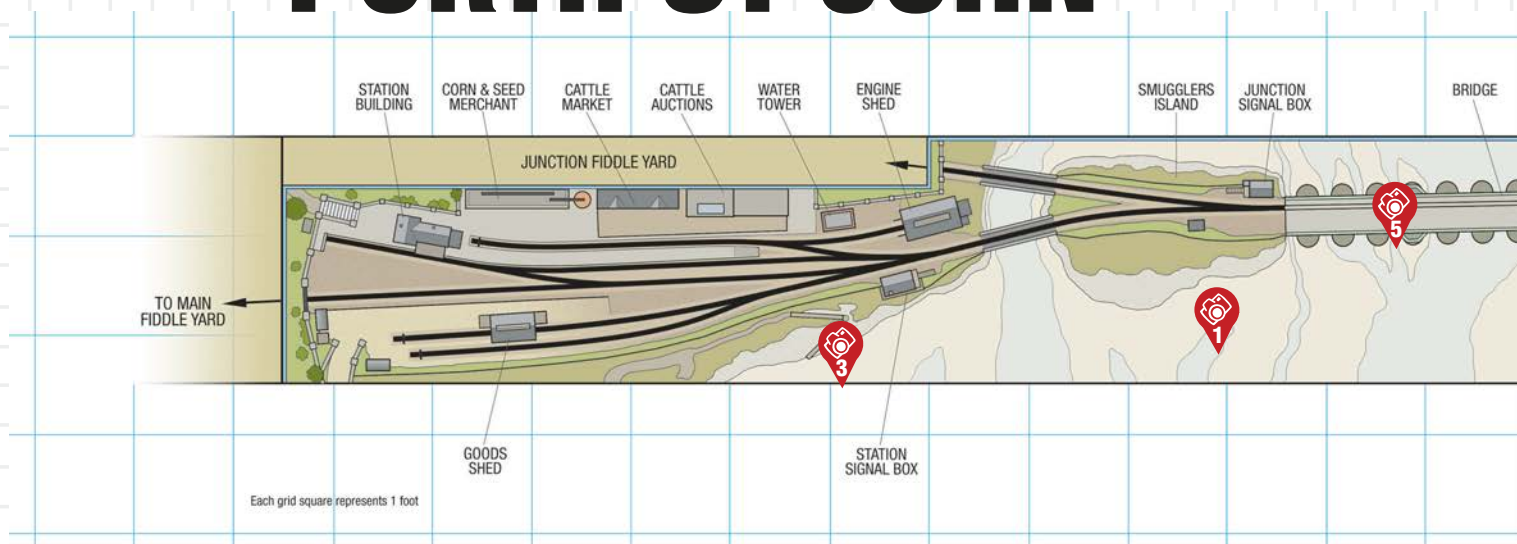
That bridge

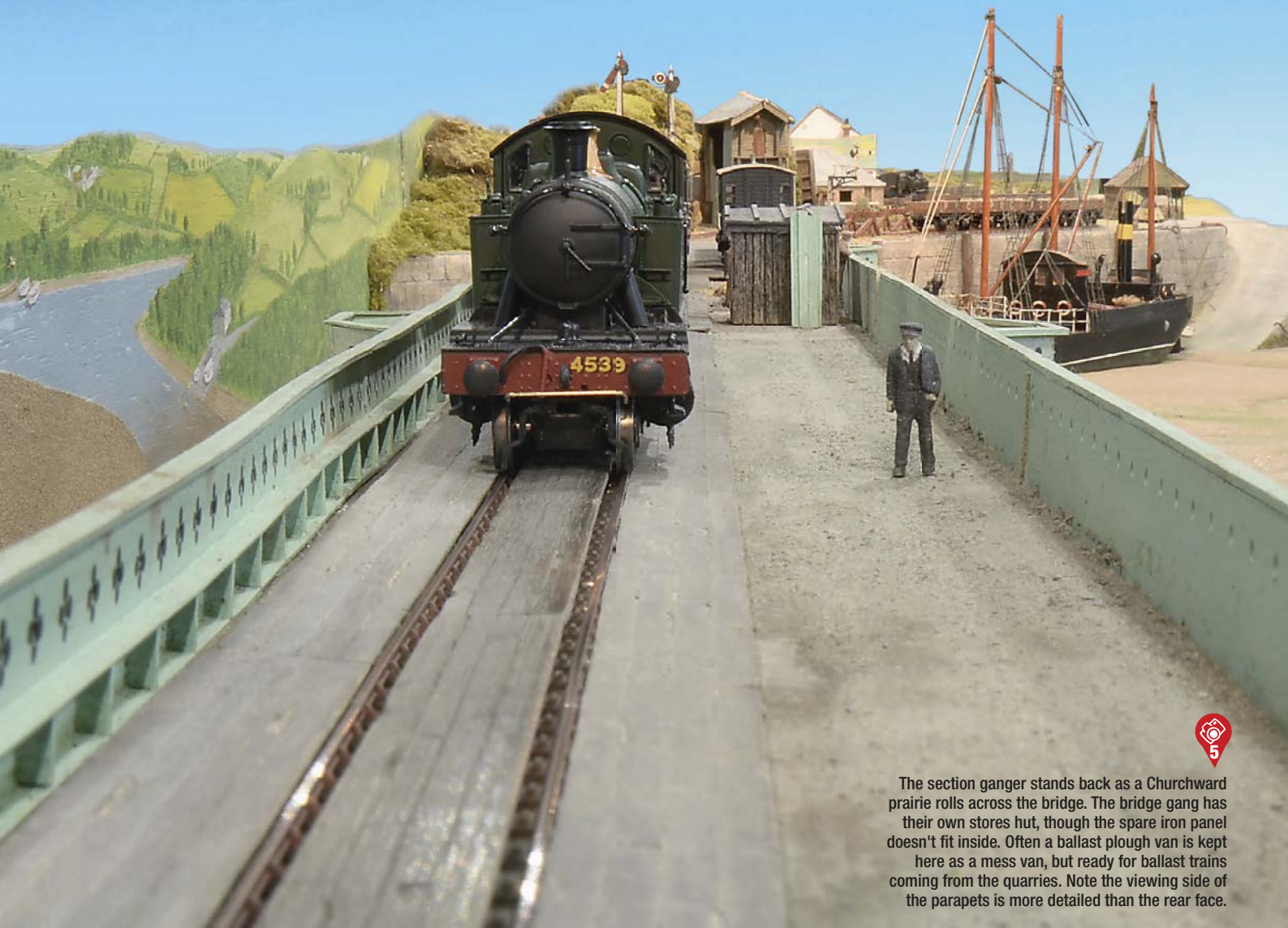
The absolute focal point of Porth St John, and the element that I stood and gawped at before I'd even noticed what else was going on. Once I'd take it all in, I was doubly determined to get the layout in the magazine.



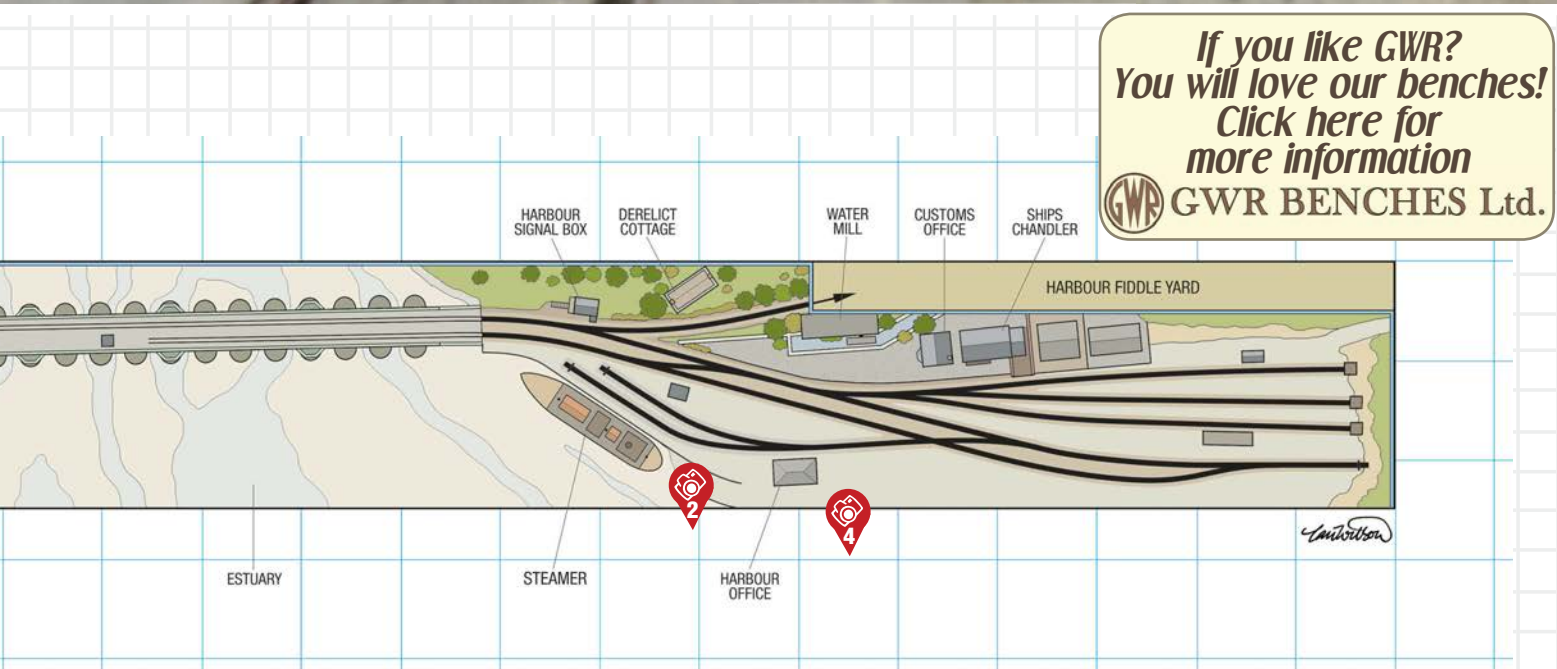
Trackplan

PORTH ST JOHN





The section ganger stands back as a Churchward prairie rolls across the bridge. The bridge gang has their own stores hut, though the spare iron panel doesn't fit inside. Often a ballast plough van is kept here as a mess van, but ready for ballast trains coming from the quarries. Note the viewing side of the parapets is more detailed than the rear face.





HOW TO MODEL A CLIFF AND ROCK FACE

Words & Photography: Michael Russell

Observation is everything, says Michael Russell as he shares his techniques to create a low-cost detailed rock face.

Rock faces and cliffs are distinguishing features of many locations.

They're prevalent in nature, and are a common feature resulting from the construction of railway lines where rock is exposed when making cuttings and building tunnels. It should be part of your study of the topography of an area you're modelling.

The rock face I've modelled here is generic and demonstrates the techniques I use, but you should research the type of rock you want to model and take reference photographs of the colouration and structure for later use. It's not particularly difficult to make and you can create dramatic scenery if you want.

Make it look like the railway is passing through your terrain – it's too easy to make it look like a flat railway with piles of rock either side. Many North American layouts feature dramatic mountainous scenery and are worth investigating. ■



Peel and discard the aluminium foil covering the foam insulation sheets, then cut it to shape with a wood saw.



Study photographs of real locations you want to base your model on, then distress the foam with rasps, files, wire brushes or drills to get different shapes.

Shopping list

- Extruded insulation foam
- Poly Fibre
- Acrylic paints
- Wall filler
- Ground foam
- Wood saw
- Rasp
- Files
- Scribe
- Wire brush
- Drill and drill bits
- 1" paint brush
- Spatula
- Mixing bowl



Mix wall filler to the consistency of double cream using a spatula. When mixing, add water a little at a time and mix before adding more.



Brush the filler onto the foam. It's better to add several thin layers to aid drying and is a necessity if you're building to a depth greater than 10mm. This is a good time to blend joints between pieces of foam.



Whilst still wet, add light brown, dark brown, green and grey washes. Use plenty of water – you can always add more layers of wash, but you can't take it off as easily. Start at the top and let the colour work its way down. I retain the base colour in the palette and add other colours to blend better.



Just like when baking, you'll find the mixture produces peaks, so once dry, sand them down. Add final detailing here - fine strata can be produced using a wire brush and scribes.



Tilt the work at about a 45 degree angle. Start by adding an overall base colour wash over the cliff/rock face. I used acrylics and emulsion paints.

creating a good-looking rock face takes careful research and planning



Dark-coloured pastels can be worked into the crevices to emphasise these more. You need to be subtle because it's easy to overdo. Ensure the base coat is dry first.

MICHAEL'S TOP TIPS

- This job is messy, especially if you're cutting lots of foam. You may want to use a dedicated space that's easy to clean afterwards. A vacuum cleaner is essential for cleaning up.
- Insulation board is obtainable from your local wood yard or builder's merchant. Ask your supplier to cut it into smaller, more manageable pieces.
- Join foam sections together with a hot glue gun or specialised foam glue.
- Wear a dust mask when working with any material that produces dust.
- The finer the detail you add to a rock surface, and the lighter the colours you paint it, the more distant it'll look in a scene. Add less surface detail to rock faces close to the viewer.
- When applying the powder filler, you may find it easier if you cut down the bristles of your brush.



Choose a light colour for the highlights and drybrush this onto the rocks. Add paint to the brush, clean it on a rag, then drag the brush lightly over the surface so that only the raised surfaces receive paint.



Tease out pieces of PolyFibre and lay out on newspaper, then coat with hairspray.



To simulate lichen and moss, take some off white and yellow-brown paint and flick it at the surface using an old toothbrush. Don't overdo this effect.



Transfer the piece to another sheet of newspaper and sprinkle on ground foam – I used Hornby R8874. Place in a safe location to dry.

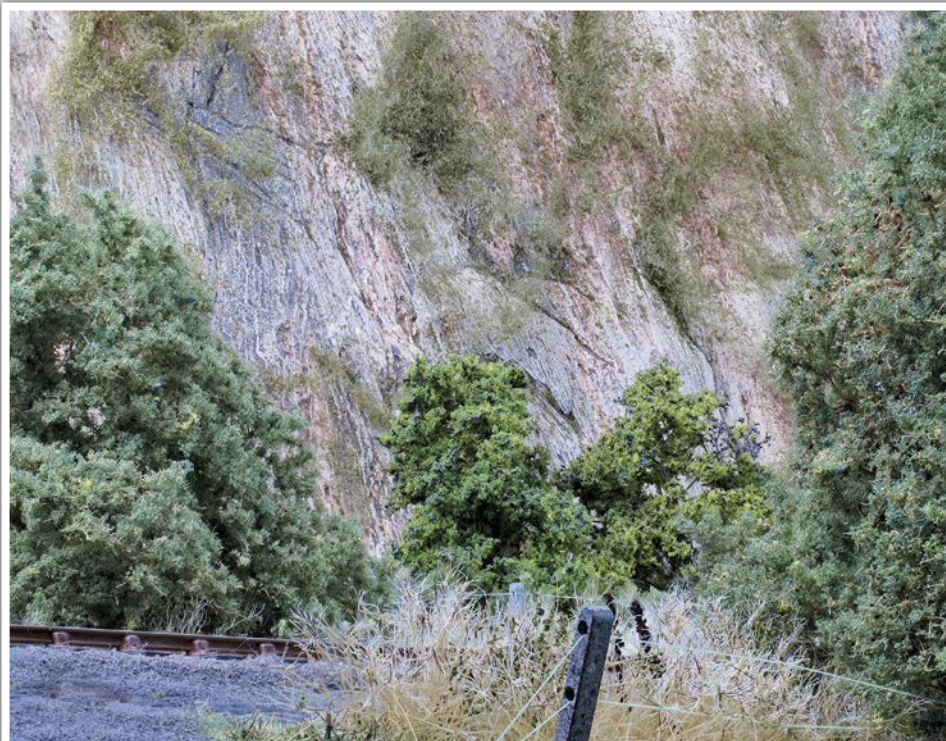


Stick the vegetation so that it hangs down the face in a random fashion. I used superglue and an activator for quick results. Glue one or two spots at one end, then stretch the PolyFibre until you have thin coverage, then glue that side down.

ABOUT THE AUTHOR



I've been modelling since my childhood and love steam power. A recent visit to the Foxfield Railway has given me an interest in industrial subjects. I like to discover fast techniques that produce realistic results – we all live busy lives!



BRM TV

BRITISH RAILWAY MODELLING

DIGITAL EDITION EXCLUSIVE

HOW TO MAKE A WATERFALL

Watch us make a waterfall using a selection of products from Deluxe materials

WATCH THE VIDEO HERE

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



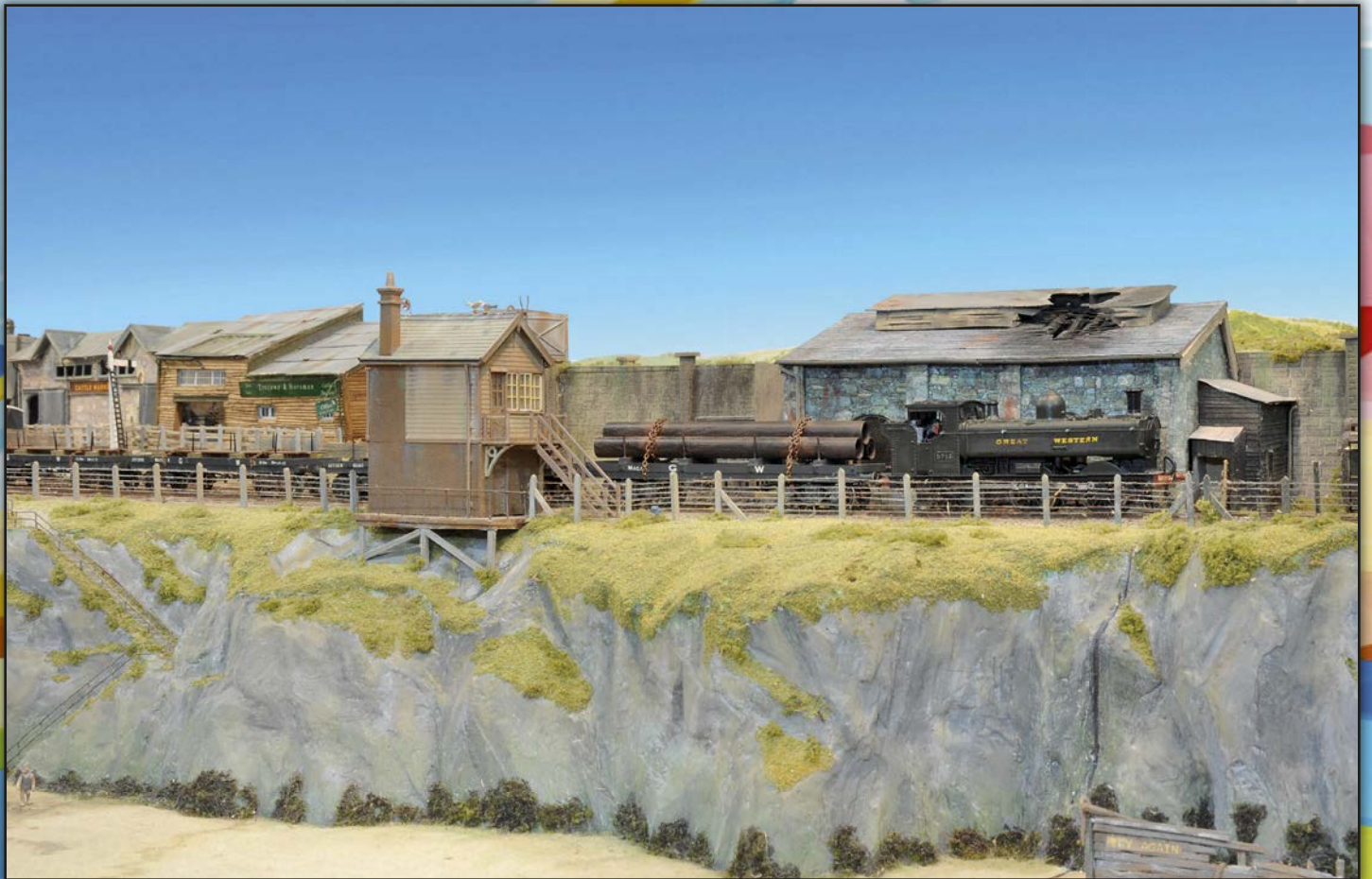
BRITISH RAILWAY MODELLING

BRM DIGITAL

DIGITAL EDITION EXCLUSIVE

CLICK AND SWIPE IMAGES
TO SEE MORE





BRMTV

BRITISH RAILWAY MODELLING

DIGITAL EDITION EXCLUSIVE

TEN COMMANDMENTS TRACK CLEANER

It's a simple truth to say that model trains run better on clean tracks. Howard Smith tries one of the most popular commercial solutions, but how well does it work? Watch this to find out



EXCLUSIVE

WATCH THE VIDEO HERE

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



TEN COMMANDMENTS
Click here to buy



**Watch Phil
make chains for
this wagon
HERE**



A MULTI-MEDIA MASTERPIECE

Words & Photography: Phil Parker

Phil Parker opened a Slater's O gauge wagon kit expecting to find plastic bits and pieces. He got a lot more than he bargained for...

Every time a new construction technology appears, people try to use it for everything. No matter if it's the right method, it's new and therefore must be the way.

3D printing is going through this stage of development at the moment, but old hands like myself remember when etching and even whitemetal casting was new, and therefore was used despite the results not being great.

Those same old hands know that in an ideal world you should use the right material for the job every time. Parts that need to be thin should be made of metal. Larger parts can be plastic, especially where plenty of thickness or light weight is called for. Castings are better for tiny bits that need the sort of strength that plastic can't offer.

You'll find no more traditional firm than Slater's, and they have many years of expertise of delivering kits.

Known for plastic products, I was surprised and pleased to find a real selection of materials in the box for this Conflat 'A'. In fact, apart from paint and transfers, often a personal choice, everything you need to build the wagon is supplied.

For variety, I fancied a refrigerated container, so picked up a single-part resin moulding from Skytrex. It adds useful weight and, when painted, a bit of colour to the model.

A kit like this shouldn't be rushed, but there are some possible shortcuts. If a detail can't be seen on a layout, can you leave it off? If so, as most of the construction is carried out with the wagon upside down, perhaps the modeller might like to simplify things a bit. On the other hand, there is pleasure in knowing all the detail is present, even if you can't see it. ■

Tools

Modelling knife
Abrasive sticks
Needle files
Small snips
Pin vice
Selection of small drill bits
Riveting tool
Plastic solvent (Slater's MEK Pak)
Superglue

What we used

Slaters
7067 BR Conflat "A" wagon kit
www.slatersplastikard.com

Skytrex
SMR21 Container Type AF
www.ogauge.co.uk

Markits
Screw Link Couplings
www.markits.com



Here are the main injection moulded plastic parts, etched brass components and, in the centre, lost-wax cast brass items. There are also wheels (steel/plastic) and, not shown, cast nickel-silver couplings and steel tie-down loops. For a four wheel wagon, there are a lot of pieces.



Most of the construction is carried out with the wagon upside down, starting with attaching the underframe. Four raised locating pegs ensure this fits in the right place, but double check that it's square and then add the buffer beams and solebars. Dry fit each part, as the corner joins needed a little trimming.



Cast brass parts are removed from their sprue with small cutters. Hold the component tightly to avoid it flying away and either vanishing into the corner of the workbench or hitting you in the face! A small file is needed to smooth away the remains of the sprue.



There is a little preparation to begin with. Start by drilling out the holes marked on the buffer beam ahead of fitting the lost-wax lamp iron and vacuum pipe fittings.



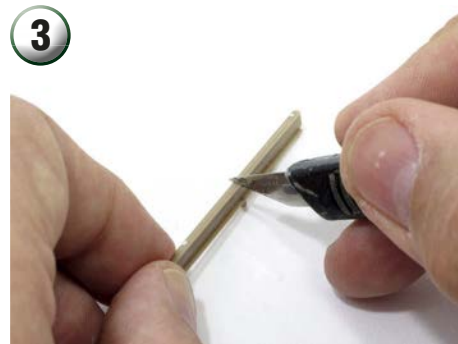
Holes for all the tie-down loop holders have to be drilled out and an etched guide is provided for this. I started each hole using the guide but don't try to drill it all the way until this is removed. Masking tape is handy to hold the metal in place while you work.



The underframe channel section should be a 'C' shape, not the 'L' as supplied. Microstrip is included to rectify this, but unless the wagon is upside down, no-one is going to see, so it's up to you to decide if this step is worth the effort.



In Oo, axleboxes and W-irons would be moulded as part of the solebar. In O gauge, you have three separate parts to assemble, complete with a choice of axlebox covers. The bearings are rather more substantial than the pin-point versions we use in the smaller scales too, which is far more like the prototype versions.



Along the top of some parts is a mould line that needs removing. You can sand this away, but scraping a knife blade along it produces a neat result. Smooth surfaces ensure well-fitting parts, so don't rush this work.



The metal loop holders can be fixed with superglue, but I drilled the holes a little undersize, put a bit of plastic solvent on them and pushed the metal part home. The solvent softens the plastic enough to allow the spigot in and then dries, gripping the part. You don't risk excess glue appearing this way.

TOP TIP

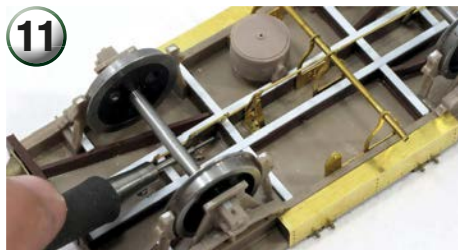


Applying superglue

Never, ever apply superglue to a model straight from the bottle. Always pour a little bit on some scrap plastic and then pick up a drop at a time using a pin or small screwdriver. You can always add a little more, but cleaning up blobs around parts is a pain.



Etched wrappers provide the tool boxes with their rivet detail – or at least they do when you've punched out the rivets from the back. I'm using a gravity tool from London Road Models, but a blunt nail gently tapped into each half-etched dimple works just as well.



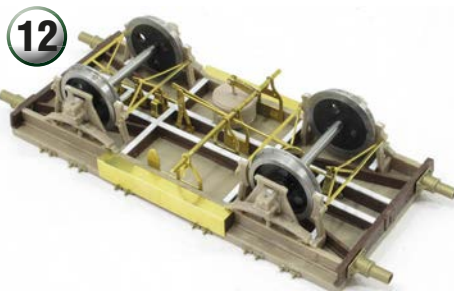
The brake gear is held in place by a selection of metal brackets and the locating pegs used for the underframe assembly are now in the way. A small chisel is used to remove them. If you don't own such a tool, it might be easier to modify the brackets to clear the pegs using a needle file.



The cast couplings can be made to work just like the real thing, so the tension can be adjusted with the "Tommy Bar" in the centre. I find the end of the loops need to be opened out slightly with a broach or small file to allow them to slip onto the cross-pieces. Do this while they are on the sprue or the brittle metal can snap. They can be repaired with solder, however.



Skytex's refrigerated AF style container is a single, solid resin moulding. Apart from a little cleaning up of the base, it is ready to use, except that the tie-down rings are moulded and therefore unusable.



Keen modellers can drill out each part of the brake rodding and use lengths of wire to join it to the brackets. I just use superglue where the bits of metal touch. It's not quite as perfect, but is serviceable and you can't see it when the wagon is on its wheels. Careful study of the excellent exploded diagrams supplied is essential before putting this lot together.



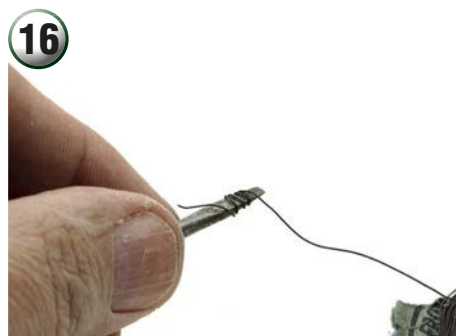
Vacuum pipes are made from springs into the ends of which you superglue the claw and solid pipe, the latter fitted under the wagon. Although the instructions explain how to plumb this up, I decided against it.



Carefully cutting off the corner rings and then using some brass wire to replace them allows the container to be tied down properly. The rings are held in twists of fine wire fitted into holes drilled in the resin.



Mould material, a gritty, off-white substance, has to be cleaned out of the buffer housings before they are attached. 2.5 and 1mm drills will remove it when used carefully. Ensure the buffers slide freely in and out.



Tie-down loops are supplied as steel links, but my kit was one short so I made a replacement by winding wire around a screwdriver. This is a handy skill, as I've since lost another loop. The wires bend easily and fit into the holders, with no cleaning up of the holes required.



On the prototype, containers were chained. 00 gauge screw couplings represent the turnbuckles but fitting them is tricky. I've used fine wire twisted around the ends and passed through the loops on the solebars. It's not perfect, but allows for a tight attachment. Do **BRM** readers have a better idea?

Conflat facts

1. Conflat were in widespread use from the 1950s until the late '70s and beyond, occasionally languishing in sidings.
2. Livery of the containers when first introduced was BR carriage crimson with yellow lettering, BR bauxite with white lettering at the end of the 1950s and **BRITISH RAILWAYS** being replaced with arrow and **DOOR TO DOOR** in the 1960s.
3. Later developments saw introductions of wagons with hydraulic buffers (as here) and insulated containers.



SLATER'S PLASTIKARD

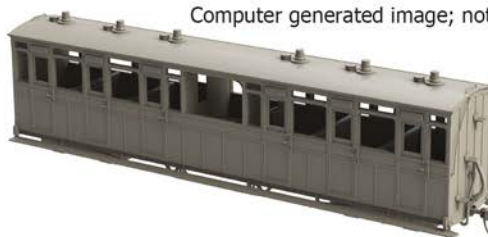
Old Road, Darley Dale, Matlock,
Derbyshire, DE4 2ER
Tel: 01629 734053; Fax: 01629 732235



7mm Lynton & Barnstaple

Our Lynton & Barnstaple Railway Coach (Open Centre Third Nos 7 to 10) in 7mm scale is now available to buy from our website.

This kit will enable you to build an accurate replica of Lynton & Barnstaple Railway coaches 7 to 10 in original condition. The kit is packed with either 14mm gauge wheelsets (suffix ..14) or with 16.5mm gauge wheelsets (suffix ..16). Assembly is the same for both. The kit includes (cast brass) scale couplings, but if you want auto couplings, the coupling pocket is designed to take the Kadée® type 146 (standard head, long centerset shaft) but these are not included in the kit version.



Computer generated image; not actual model

Gauge 3 Brass Numerals

New product Gauge 3 MR Johnson Locomotive Brass Numerals. REF No. G3965



7mm GWR LINE SIDE FENCING

New product 7mm scale GWR LINE SIDE FENCING. REF No. 7A05.



UK Postage & Packing: **£3.50** (for orders £10-£25); **£4.75** (for orders £25-£100); or **Free** for orders over £100 (excluding larger sheets of Plastikard). Overseas at cost (minimum £3.50)

www.slatersplastikard.com

DCC thinking outside the square
concepts

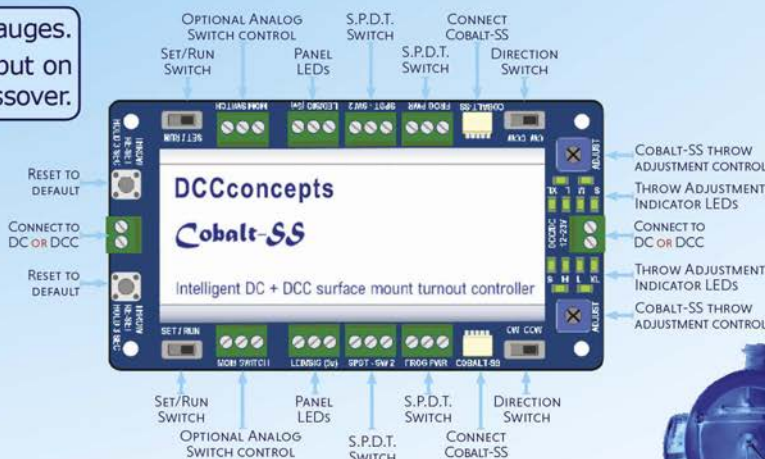
Cobalt-SS

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

So small that it can be almost hidden in the ballast, yet strong enough for all common scales. Very stable stepper motors provide the drive power... and all motor connections are plug-and-play.

Cobalt-SS works with all common scales & gauges. All you will need is in every pack. Each output on the control board is able to operate a full crossover.

This picture of Cobalt-SS is presented here full size



DCCconcepts Ltd., Unit E, The Sidings, Settle, North Yorkshire, BD24 9RP, UK

We welcome modellers in all scales and prototypes... and those knowledgeable, specialised dealers who learn about the products they sell and care about their customers from all around the world.

Ph +44 (0) 1729 821 080 * sales@dccconcepts.com * www.dccconcepts.com

INBOX

Q&A
LETTERS
PROJECTS

KEEP IN TOUCH

BRM The Maltings, West Street, Bourne, Lincolnshire PE10 9PH

TELEPHONE 01778 392059

WEBSITE www.brm-magazine.co.uk

E-MAIL howards@warnersgroup.co.uk

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

BERRYBROOK JUNCTION



Visiting preserved railways to watch and travel on steam trains has provided days out for most of our family holidays – an interest reinvigorated for the last few years with our eldest grandson. His interest has led to visiting several model railway exhibitions and the purchase of a Hornby GWR 61XX model by my wife for my 65th birthday. As a boy I travelled to school from Yiewsley/West Drayton to Southall every day from 1958 to 1966 mostly behind a 'tanner one' – the 61XX class – until DMUs took over. (For post-decimalization folks – tanner was a sixpence in old money – thus the nickname). The model was meant to sit on a shelf in my study.

My interest in railway modelling began and with retirement on the horizon my boyhood interest in the locomotives of the trainspotting period 1958 to 1964 could feature at home in model form.

In 2016, an area of the garden was cleared to house a 6m x 3m 'Smart Office' and the creation of 'Berrybrook Junction' began with a scenic area of 16ft x 10ft. I set out to create a layout that wasn't prototypical but would provide Western Region locomotives and coaches 'tail chasing' round an inner double track circuit, a shunting yard for creating and solving shunting puzzles and an outer branch line. This would rise up an incline and travel round the edge of the layout to a terminal station called 'Latimer Road'. There'll be other stations for interest. All the stations will be named after roads or houses which we've lived in during 48 years of marriage.

The track bed is laid, the electronics work well with DCC control and three of my ten locomotives have sound. Point motors are needed – another skill to be learnt! Many winter evenings have already been spent with my wife working on Metcalfe buildings and platforms. In many ways it has become a joint hobby. Naturally, my 12-year-old grandson loves to visit and play trains.

The photographs show a lack of scenery and this seems a daunting part of the process of creating a model railway to the superb standards shown at exhibitions and on the pages BRM.

John Berry

Howard says: *Hi John, thanks for the images and welcome to the hobby. I hope you enjoyed our scenery DVD last month – you might find it of use for your scenery? Keep up the good work, you're making good progress!*



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.

FROM THE BROOM CUPBOARD...



Thanks for showing my *City of Ripon* locomotive in **BRM** (Inbox, July 2018) - I thought you might like to see the latest 'bodge' from the broom cupboard, which I found an easy project. This is Class K1/1 No. 61997, *MacCailin Mor*, a two-cylinder rebuild by Thompson, of one of Gresley's K4 class, which evolved into the Peppercorn K1.

I used a shortened Replica B1 body and a Finecast LNER K3 chassis kit, which gives the correct wheelbase and valve gear.

The body was cut through at the front of the firebox and 5mm removed from the rear of the boiler. This avoids the moulded footplate fittings, then re-fitted with poly cement and epoxy. Boiler banding hides the joint. Wheels are 21mm diameter from Markits.

The K3 cylinder covers are open at the top, so I used some Comet A3 cylinder covers, trimmed and laid horizontally, to form the top curve. The K4s had the smaller standard tender, but received the larger Standard tenders later, though No. 61997, kept the smaller.

I think bodger's licence dictates that the Replica B1 tender is best for detail and lightness - I don't think there's an RTR small tender on the market and my white metal one weighs a 'ton'!

Brian Came

EXHIBITION CANCELLED

Due to circumstances beyond their control, Huddersfield Railway Modellers regret to announce that its annual exhibition on October 27 and 28 has been cancelled. The members apologise for any inconvenience this may cause.

An open weekend at its club rooms at Union Mills, Tanyard Road, Milnsbridge, Huddersfield HD3 4BN will take place instead on the same dates between 10.00 and 16.00 both days.

Admission will be free with refreshments available, ample parking, visiting layouts and trade support.

W www.huddersfieldrailwaymodellers.weebly.com

'GRONK' ENTHUSIAST

My interest in Class 08 diesels started when I was given a Hornby-Dublo three rail model for my birthday – at the time a good representation, bar the large screw in the middle of the roof which I filled with plasticine.

I now have several Class 08s in my collection in 00 and 0 gauges, the Hornby sound-fitted Class 08 is the best model to date and I believe its Railroad range model the worst. My interest in the Class was further heightened as an 18 year-old working for British Railways when I was shown how to drive an '08' by a friendly driver.

I've always liked to see engine details on view. It comes from a working life of repairing diesel engines and owning ex-London Transport RT and RF and two AEC Renown buses. I wanted a Class 08 in repair condition that's showing the engine. I had an English Electric resin engine block, so tried to find an old Kitmaster kit, but the resin 6KT engine was too big for the model, so I made my own from Plastikard!

Malcolm Hurst



PLASTIC POLLUTION

I was constructing a tunnel mouth from Plastikard recently, generating the usual large piles of plastic swarf and filings when it occurred to me that I was creating a significant quantity of micro plastics! I suspect most modellers do the same without thinking anything of it, as I had previously. We've all heard about the consequences of micro plastic pollution.

I'm not suggesting that we give up using plastics because they're too useful, but maybe we need to think about responsible disposal of the waste? Perhaps a reader with the appropriate expertise can suggest the most suitable method? I think the first priority would be keeping it out of the general environment. With this in mind I've started regularly cleaning my work area with a hand-held Dyson, being careful when disposing of the contents.

Phillip Taylor

MISSION POSSIBLE!

Inspiration to display my latest diorama and fund-raise for a valuable life-saving service came when I discovered the excellent die-cast models of the Midlands Air Ambulance sold in the charity's three shops.

My finished diorama depicts the Air Ambulance attending a fictitious scene in a cutting where a derailed and overturned Class 90 locomotive has brought down two sections of catenary, allowing the Air Ambulance paramedics to make a precarious landing for the injured driver.

Comments at exhibitions have ranged from "Wow! This is something different", to the real value of the service provided by the Air Ambulance. Many visitors make donations or buy something from the official Midlands Air Ambulance merchandise I sell, which displays the phrase 'Mission Possible'.

Trevor Moss



Acrylic Rail Paints

Restore or add wear and
tear to your prized models



Authentic Rail Colours

RC401 AB2401 Dirty Black	RC406 AB2406 Buffer Beam Red	RC411 AB2411 Diesel Blue
RC405 AB2405 GWR/BR Green	RC410 AB2410 Maunsell Green	RC415 AB2415 Pullman Umber Brown
RC409 AB2409 Malachite Green	RC414 AB2414 Executive Dark Grey	RC419 AB2419 EWS Yellow
RC413 AB2413 Engineers Grey	RC418 AB2418 EWS Red	RC423 AB2423 Carmine
RC417 AB2417 Coach Roof Off-White	RC422 AB2422 Intercity Grey	RC404 AB2404 Garter Blue
RC421 AB2421 Virgin Red	RC403 AB2403 Crimson Lake	RC412 AB2412 BR Coach Roof Grey
RC420 AB2420 Orange Lining	RC424 AB2424 BR Cream	RC416 AB2416 Pullman Cream

Visit www.humbrol.com where you'll find help and advice as well as hints, tips and product demonstration videos to get the best out of the wide variety of Humbrol products available!



HOW TO BUILD YOUR FIRST PLASTIC KIT

Words & Photography: Phil Parker

Plastic kits offer an economical and effective way to add architecture to your layout. What's more, they're easy to build, as Phil Parker now demonstrates...

Looking at the wonderful models shown every month in BRM or at exhibitions up and down the country, it's tempting to think that the creators of these masterpieces possess magical abilities. They don't, it's just that they have had lots of practice and more than a few models have passed over their workbench. Everyone has to start somewhere, though, but what was their first kit?

For many, it will have been a classic Airfix kit, from the range now sold by Dapol. Their kits for model buildings are perfect for OO gauge model railways – easy to assemble and very useful prototypes.

We don't think there is a better starting point than the platelayers' hut, which is part of the "Trackside Accessories" pack. It's a model that any layout can find space for. It goes together well, but if you don't do a perfect job it will still look fine.

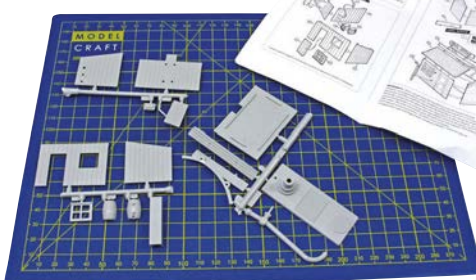
Dating from the mid-1950s, the kits still stand scrutiny but to preserve the moulds, the parts are produced in a soft plastic that cuts easily but can result in a little excess material called 'flash' which needs to be cut or sanded away for a perfect fit. Don't worry, this happens with many plastic kits and is so easy to deal with that it won't stop even a beginner. However, it will provide valuable skills for the future.

One of the benefits of building a kit over buying a ready-to-use model, apart from the pleasure of creating something yourself, is price. The Trackside Accessories kit costs less than the price of a single resin hut, but provides two huts, a water crane and a

loading gauge. All are perfect for steam and even early diesel era models.

The job isn't even very time-consuming. Building this model will comfortably take less than an evening's modelling, so you'll see results nice and quickly. ■

1



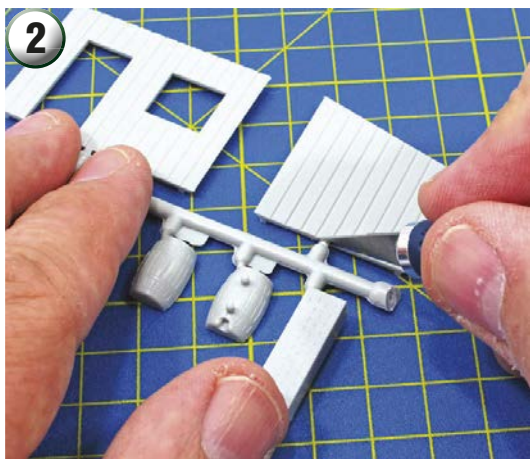
Spend time with the instructions, working out which parts on the plastic sprues are for each model. Most pieces for the hut are grouped together, but the roof is with components for other models. The exploded diagram is worth studying to get a feel for how the building goes together, it's not complicated but you don't want to be trying to work things out once you've opened the glue.

3



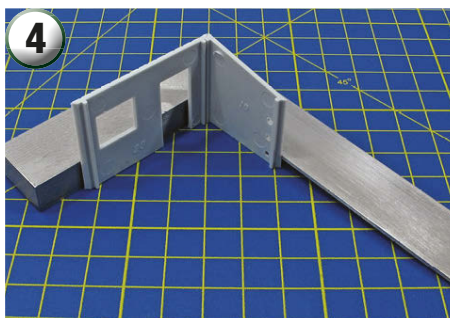
Remove any little nibs left from the sprues using the finger sander. Rub along the length of the part, not across it. We want to smooth the edge, not sand a groove in it.

2

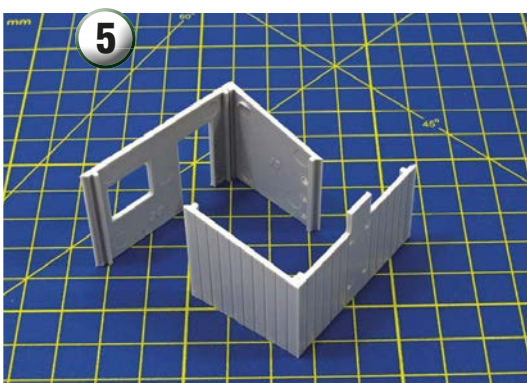


Carefully cut each part you require from the sprue with the knife. The plastic is soft, so it should cut easily. Don't worry about trimming right up to the edge, as you might damage the part. Keep everything in one place on your workbench and put all the parts for the other kits back in the bag so you don't lose them. Trust me, it's easy to do that!

4



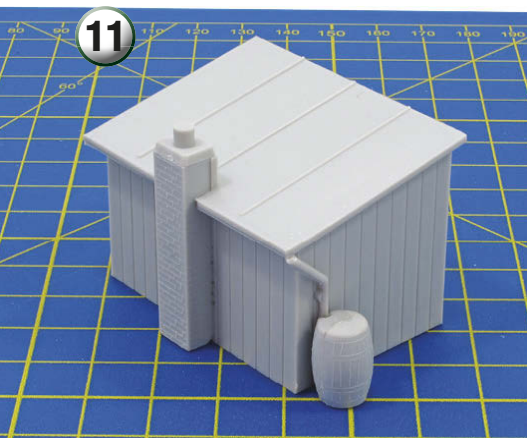
Test fit one end and the wall without glue. This is called a 'dry fit' and is important to check that everything fits together properly. If it doesn't, look at the join and see if there are any tiny bits of plastic getting in the way. Gently remove them with the knife or sander. Once happy, apply a small amount of glue to the join and use the square to make sure the corner is a proper right angle. Leave to dry.



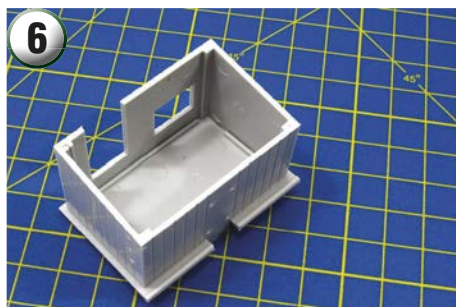
Make up the other side and end in the same way and leave it to dry. This means that when you bring them together to make up the building, the next step, you don't have to juggle several joints at once, as everything should fit pretty near perfectly.



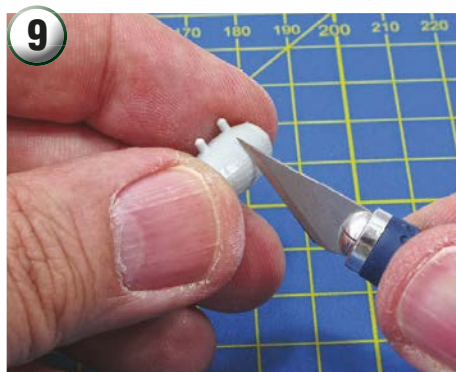
Join the two halves of the water barrel together. There will be a visible line across the top, but once the glue is dry, sanding the top surface hides it.



The chimney stack and top fit on the back of the hut using the locating holes and pegs provided.



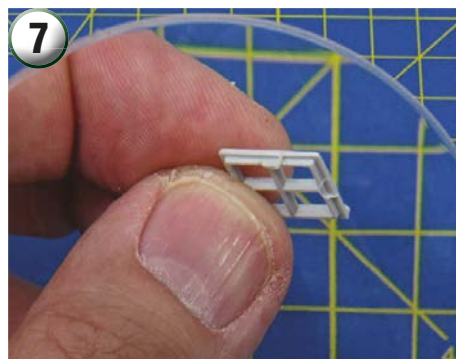
The roof fits on top and the raised ridges underneath should both locate it in position and keep everything square. You might need to clean out the cut-out where it fits around the front of the chimney stack for a good fit.



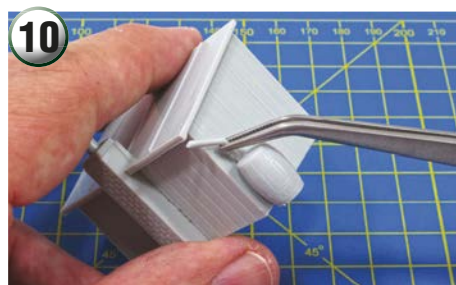
Looking at the barrel sides, the join was also pretty obvious, but scraping the knife blade gently along the join (hold the blade at 90 degrees to the join and move it sideways) several times helps to disguise this.



Finally, fit the window and door. I like to leave doors on a model slightly ajar. It looks more natural and hints that there are people going in and out. The model is now ready to paint.



While checking parts, the magnifying glass is a great help with this, I noticed that there was moulding flash on the back of the window frame. It only takes a few seconds to sand away but ensures this fits in place properly. It would be easy to miss this, but sorting it out now makes building the model much easier.



Feeding water from the roof into the barrel is the drainpipe. This fits under the roof and into the back of the barrel. Unless you have very tiny fingers, using the tweezers to locate it in place makes the job a lot easier.

ESSENTIAL KIT BUILDING TOOLS PACKAGE

We've put together the perfect Beginner's Kit Building Tools package at a massively discounted price. You get: Sanding Block – 10mm, Craft Knife & A6 Cutting Mat set, A4 seal-heal cutting mat, 6" (150mm) steel rule (flexi), 4" engineers square, reverse action fibre grip tweezers – curved, LED handheld magnifier (x2.5). This pack has an RRP of £49.85 but we're offering this to BRM readers for the discounted price of just £39.85 (which includes P&P)! To take advantage of this special offer, see www.world-of-railways.co.uk/brm/store/reader-offers or call 01778 392002

3

Handy hints

1. Only cut parts from the sprue when you are ready to fit them. Less chance of losing something!
2. Use as little glue as possible. Any excess will just splurge out from the joints.
3. Always use a sharp knife. It's safer, as you won't try to use lots of pressure to cut anything, only to slip and cut yourself.





AMBLESIDE

Words: Brian Hunt & Gordon Rush **Photography:** Tony Wright

Ambleside has scenery and drama in abundance – and it's still a work-in progress. The Elizabethan Railway Society's Brian Hunt picks up the story...



LMS No. 12971, on the main line travelling north, at the head of vans destined to call in at Ambleside goods yard.

It is often said that a layout is never finished, and this is certainly true of the Elizabethan Railway Society's 4mm finescale layout 'Ambleside'. When I was able to re-join the club a few years ago there was still some track to lay and of course all of it needed wiring up and the scenery to do. 'Ambleside' is one of three 00 layouts owned by the club, but this is the only one that we have built from scratch. It has been the work of three or four members, although the faces have changed over time and it must be said that most of us involved are not quick workers. The history of the layout dates back to a design by the late Peter Wright, with the aim of creating something that would interest both operators and viewers. I think that we are well on the way to achieving that. 'Ambleside' is a junction with branches going to Coniston in one direction and Pooley Bridge in the other. As it stands the layout is

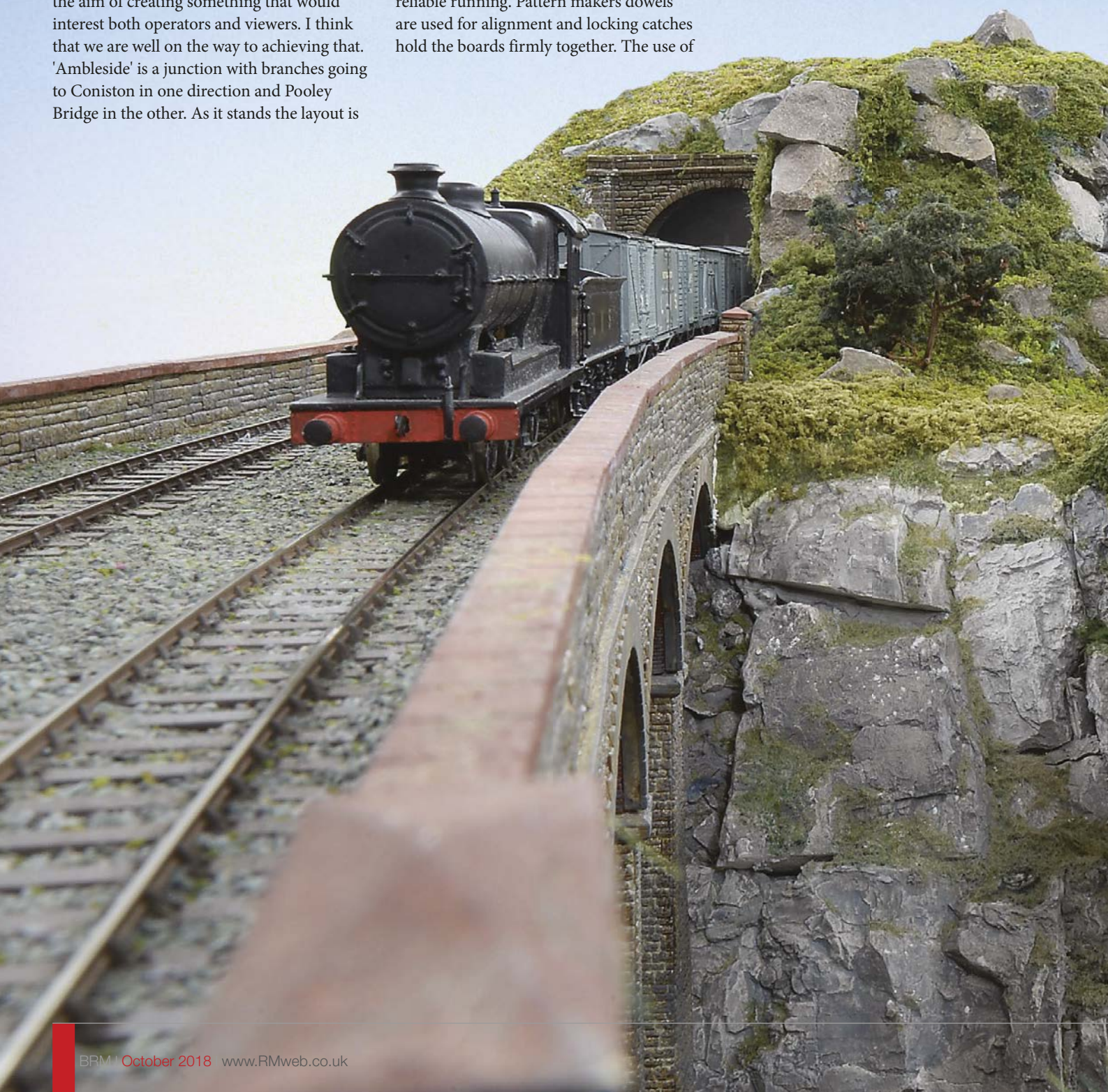
far from complete, but we are now prepared to exhibit it with the rider that it is a work in progress.

CONSTRUCTION

The club room does enable us to have the layout fully erected but because it sits inside a permanent raised 0 gauge layout access to the outer parts means that we have to work in sections. The baseboards are made from ply and, as you can see from the plan, the boards are curved but they are in matched pairs to make transport easier. This also means that the track crosses the joints at right angles, which hopefully will give more reliable running. Pattern makers dowels are used for alignment and locking catches hold the boards firmly together. The use of

ply has made it relatively straightforward to incorporate the gradients for the two branch lines – there are actually three different levels in the fiddle yard.

With the boards complete and covered with cork they were ready for the track. Templot software was used to create full-sized plans which were used to mark out the boards and specifically make templates for the numerous hand built points. Plain track is SMP and the points are rail soldered to copper clad sleepers. Wherever possible crossovers have been built as one unit and, for example, a section of the fiddle yard contains a unit with five points. This



method of building points has also had the benefit of encouraging members to learn new skills, which is one of the good things about belonging to a club. The points are operated by good, old-fashioned H&M solenoid motors mounted on home-made bases, which should enable quick and easy replacement in the unlikely event of a failure. These bases also incorporate micro switches for changing frog polarity.

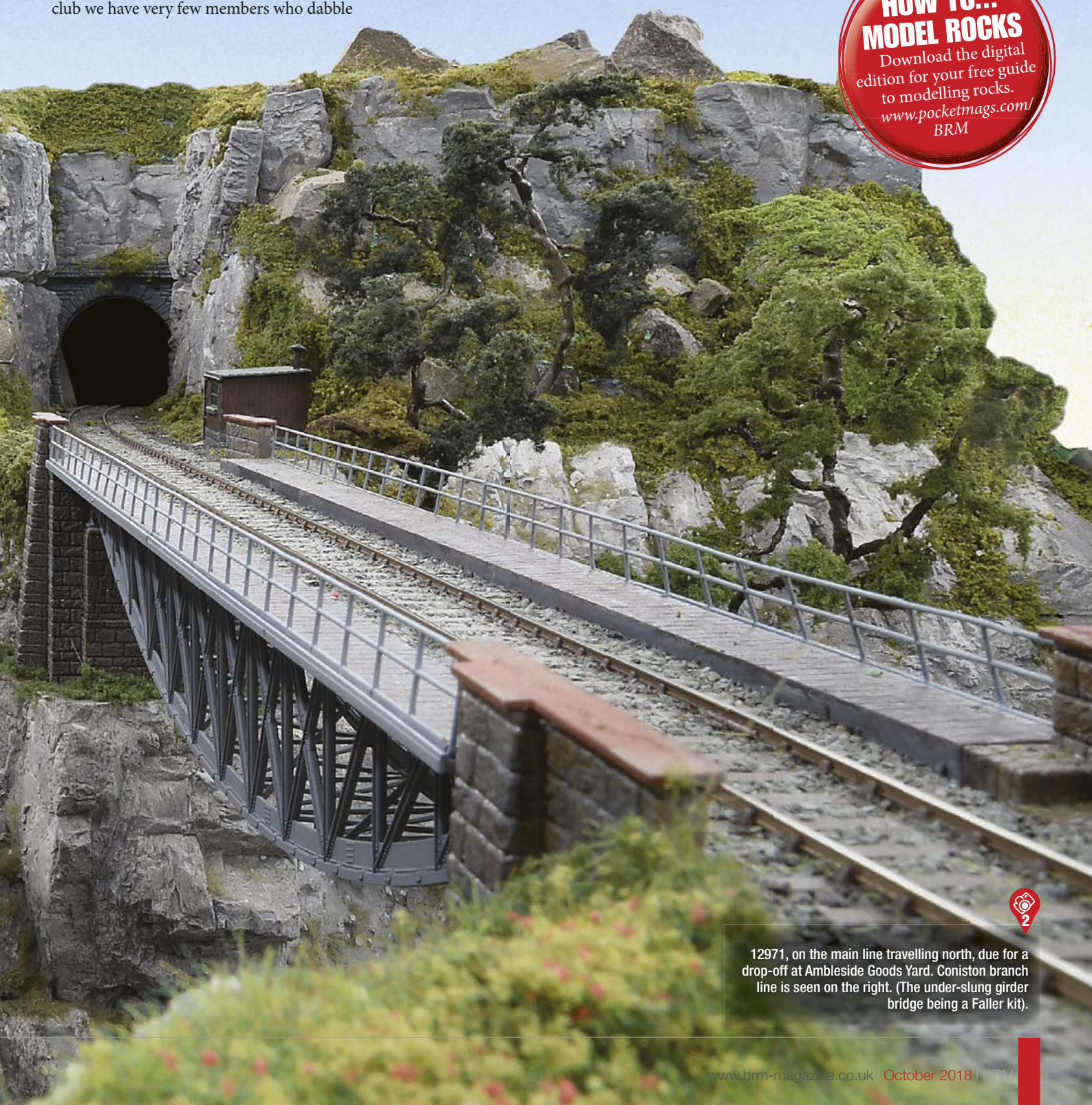
OPERATION

As you can imagine a layout of this size is going to require some complex wiring. In the club we have very few members who dabble

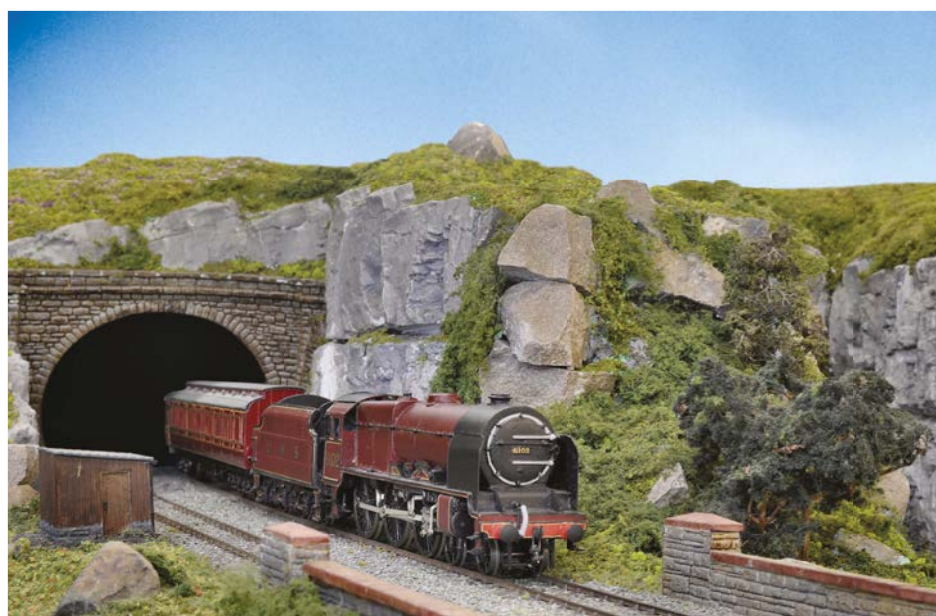
“to make the rock formation we made numerous plaster casts using Woodland Scenic moulds, these were fixed using more plaster”

HOW TO... MODEL ROCKS

Download the digital edition for your free guide to modelling rocks.
www.pocketmags.com/BRM



12971, on the main line travelling north, due for a drop-off at Ambleside Goods Yard. Coniston branch line is seen on the right. (The under-slung girder bridge being a Faller kit).



LMS No. 6102, at the head of a north-bound stopping passenger train emerges from the tunnel and is about to traverse the stone viaduct (built from Wills units) on its approach to 'Ambleside'.

in the dark art of DCC. As such the control is analogue, which gives running rights to as many people as possible. The philosophy behind the wiring diagram is to avoid a mass of cables coming from a central control panel, so for each board there is a small panel that operates the points along with a mimic diagram indicating the track sections which are in turn controlled by rotary switches that are built into the side of the boards. At the moment we use four Modelex hand-held controllers, but there is provision to increase the number should we need to. Basically, this is one each for the up and down main lines. The branch lines are operated independently and the goods yard is usually under the control of the Coniston branch. Each section switch can be set for any controller giving full flexibility to operations, for example when we want to bring a freight train

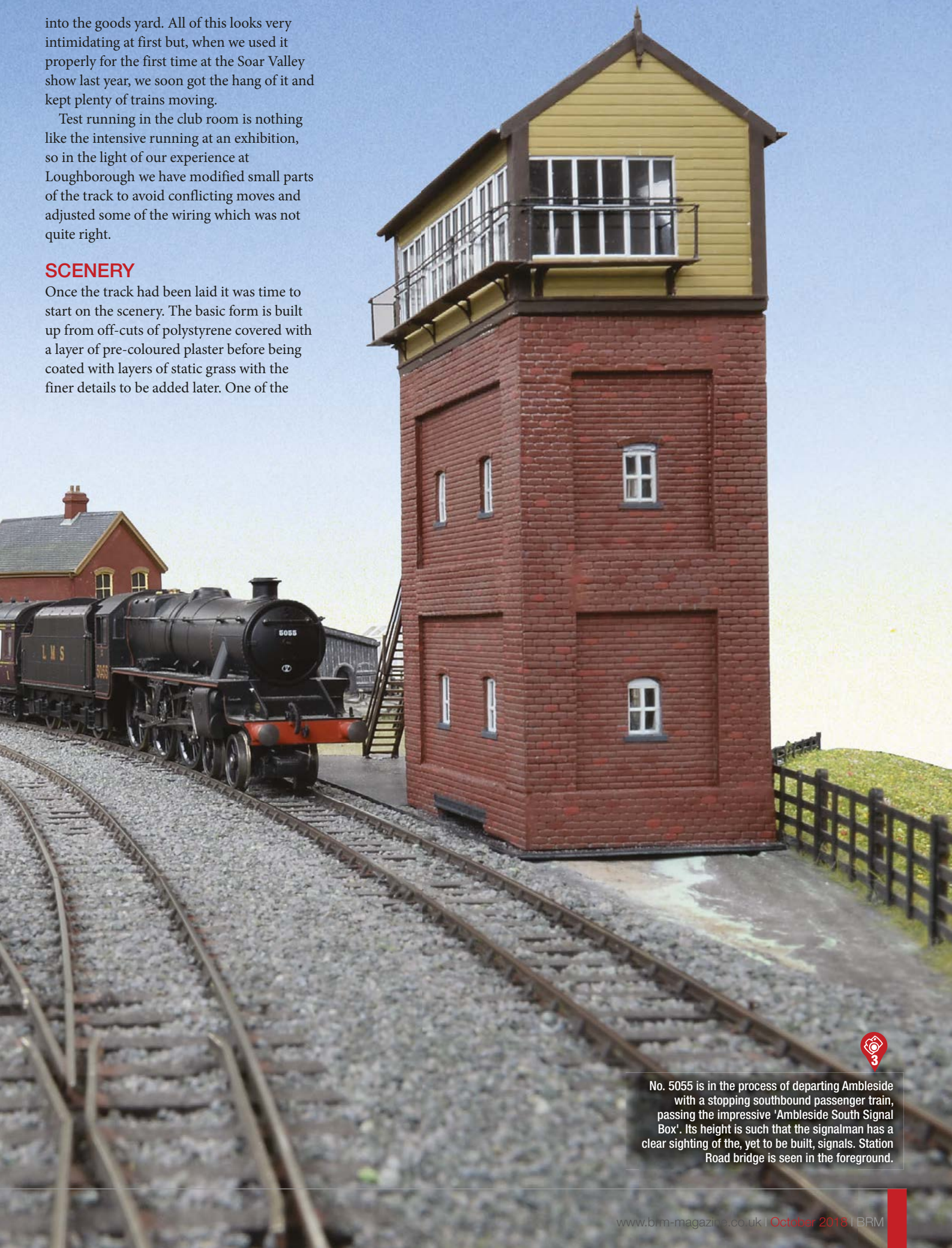


into the goods yard. All of this looks very intimidating at first but, when we used it properly for the first time at the Soar Valley show last year, we soon got the hang of it and kept plenty of trains moving.

Test running in the club room is nothing like the intensive running at an exhibition, so in the light of our experience at Loughborough we have modified small parts of the track to avoid conflicting moves and adjusted some of the wiring which was not quite right.

SCENERY

Once the track had been laid it was time to start on the scenery. The basic form is built up from off-cuts of polystyrene covered with a layer of pre-coloured plaster before being coated with layers of static grass with the finer details to be added later. One of the



No. 5055 is in the process of departing Ambleside with a stopping southbound passenger train, passing the impressive 'Ambleside South Signal Box'. Its height is such that the signalman has a clear sighting of the, yet to be built, signals. Station Road bridge is seen in the foreground.

eye-catching features of Ambleside is the river gorge, which is crossed by a viaduct and a fishbelly girder bridge. To make the rock formation we made numerous plaster casts using Woodland Scenic moulds, these were fixed in place with more plaster. I should add that some cheap black acrylic paint was added to the mix before pouring into the mould. The viaduct itself is a modified Wills product adapted to fit the curve and piers have been added to the bottom of the upright masonry. As for the girder bridge, that is a Faller kit, which is far easier and cheaper than scratch-building one. For the river we used the tried and tested method of coats of yacht varnish, with a few genuine Lake District rocks embedded – in fact a few more have been used around the layout.

BUILDINGS

If you're going to build a layout with a station it goes without saying that some buildings will be required. In our case we have made use of several of the Townstreet plaster kits. The main one being the station building which has extra detail added, most notably the platform canopies. Other large structures from the same source are the goods shed and the engine shed, using these kits has given the layout a certain amount of cohesion. We are not averse to using ready-to-plant buildings. The workmen's cottages are a case in point, but they still need a bit of work to individualise them. At present we have two signal boxes, although we really need another. One is a Townstreet kit and the other is a cabin from London Road Models, with a scratch-built base to give a tall box. Several other buildings have been used on previous club layouts and have now been recycled.

STOCK

When Ambleside is erected in the club room you may see all sorts of stock running, providing it has suitable wheels – even American diesels have been known. Going out to exhibitions is another matter and we run with LMS stock, but where that comes from depends on who is available to man the layout. Normally, we will be able to run with a reasonable amount of kit built stock, but this may well be supplemented by unmodified ready-to-run. After all, we each have different approaches to modelling and the majority of viewers are happy as long as there are plenty of trains running. Having said that, it is always nice to receive complements from more knowledgeable spectators! ■



LMS No. 8084 departs with the Coniston Branch passenger train from 'Ambleside' over the under-slung girder bridge (built from a Faller kit), whilst, on the main line, No. 6102 heads into 'Ambleside' with a northbound express (note the 12-wheel LMS Dining Car) on the stone viaduct.



when Ambleside is erected in the clubroom you may see all sorts of stock running, providing it has suitable wheels - even American diesels have been known



LMS No. 2380 departs with a southbound local passenger train, whilst the northbound 'stopper' has yet to depart. Work is still required on left-hand pillar on footbridge.



12971, on the main line travelling north, at the head of vans destined to call in at Ambleside goods yard.

KEY DETAILS

Ambleside Signal Box

Ambleside's three-storey signal box enjoys a lofty view over the layout. Its builder Brian Hunt explains how it was constructed.

When I was asked to build a tall signal box for Ambleside my first job was to do an internet search for suitable prototypes to use as a basis for the model. This was productive, as it contained photos of the London Road Models cabin which could be used and make the job much easier with only the base to scratch-build. The most useful photo that I found was of Lowton Junction, so I now had the information I needed to proceed.

Once we had acquired the cabin from LRM I started by building the main structure, as this would determine the dimensions for the footprint of the base. The height was a trial and error exercise, with cereal packet card until I got something that looked right.

Doors and windows for the base were sourced from members' spares boxes so that suitable apertures could be cut. I was going to use the larger Wills brick sheet for the main carcass and the smaller, thicker sheets for the raised panels, so I needed to measure the thickness of the sheets in order that I could make the base match the cabin. Unfortunately, the small sheets are not big enough to cover the walls of the box in one piece, so it was necessary to have joints in the raised sections. This is where I discovered that the sheets vary in thickness, making it tricky to get neat joins. Filler and a

scriber helped to disguise these.

Happy that the cabin and base matched, the cabin was completed as per instructions. The walkway is left to the builder, although brackets are provided. A raid on the brass saved from the etches of kits that I have built yielded suitable pieces to make the walkway and the planks were scribed on. Handrails are just wire soldered up. The roof was fitted after painting and an interior fitted.

The base and the cabin were painted separately before being fixed together. For the cabin, I used white spray primer to make painting the window frames easier the rest was brush painted. On the base after a

primer coat I brush painted a base colour and the picked out random bricks in slightly different colours.

The steps are based on Plastruct mouldings, with handrail detail added from plastic strip. The central support was soldered up from brass angle and strip using a jig to hold things in place and to get the sides to match. It is always worth making a jig if you have to make several identical parts.

The finished structure is mounted on a plastic base, as we transport the buildings off the layout plus the fact that it also helps strengthen the rather fragile steps.



3 Things that still need to be done...



More people

At the time of writing there are no people of the layout. We have a few white metal figures, painted and ready to place in little cameos, but we really do need a lot of more, so we bought a bag of 100 plastic people. With a little work we'll add hats or handbags to make them more appropriate for the period.



Engine shed upgrades

Another area that needs more attention is the engine shed. Apart from general clutter it will be nice to have a turntable that works.



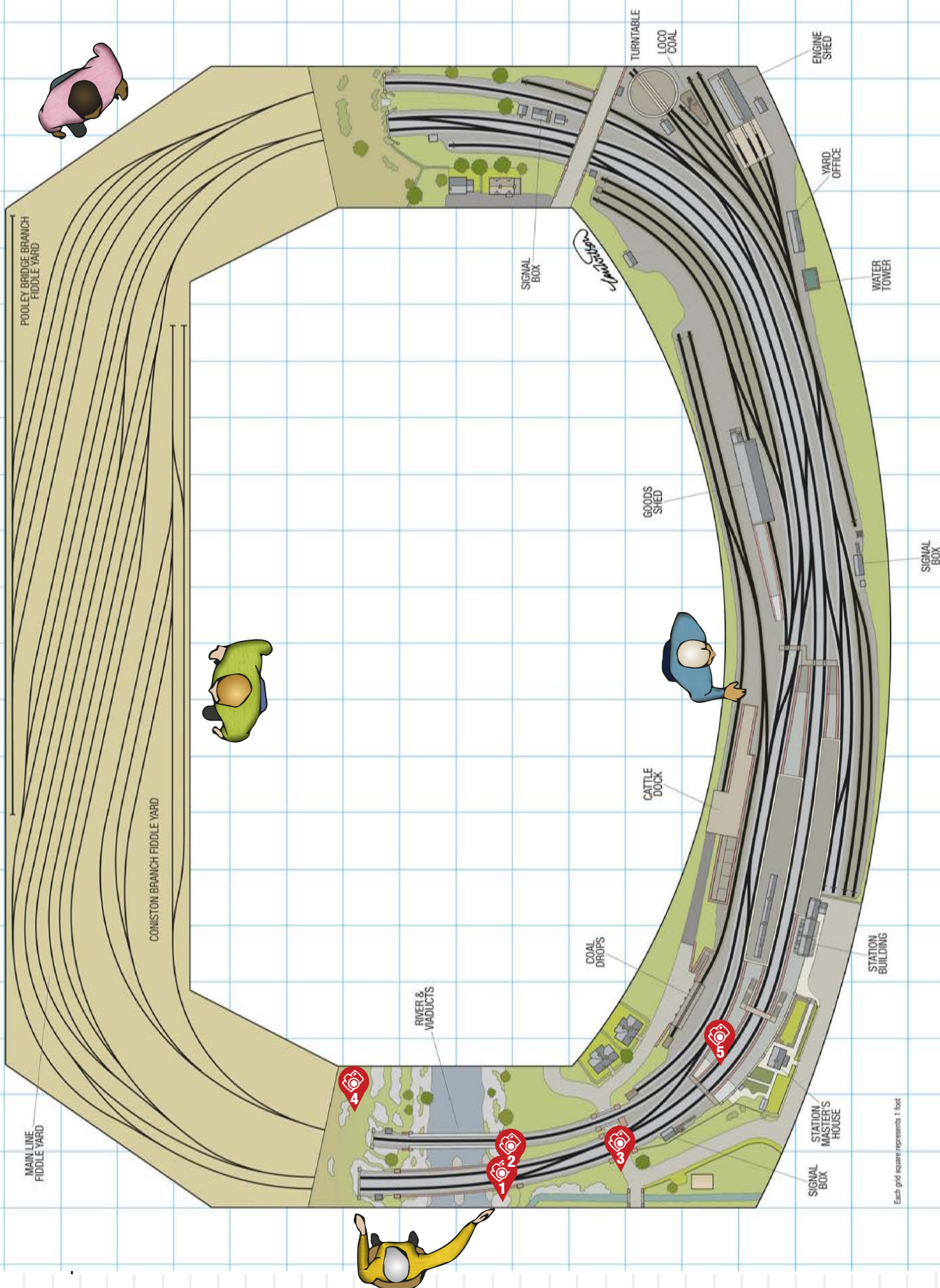
Working signals

A signalman from the Great Central has advised us on the correct placement of signals. We intend to have a lot of working signals, so we certainly have enough to keep us busy for years to come.

AMBLESIDE

Trackplan

00 GAUGE

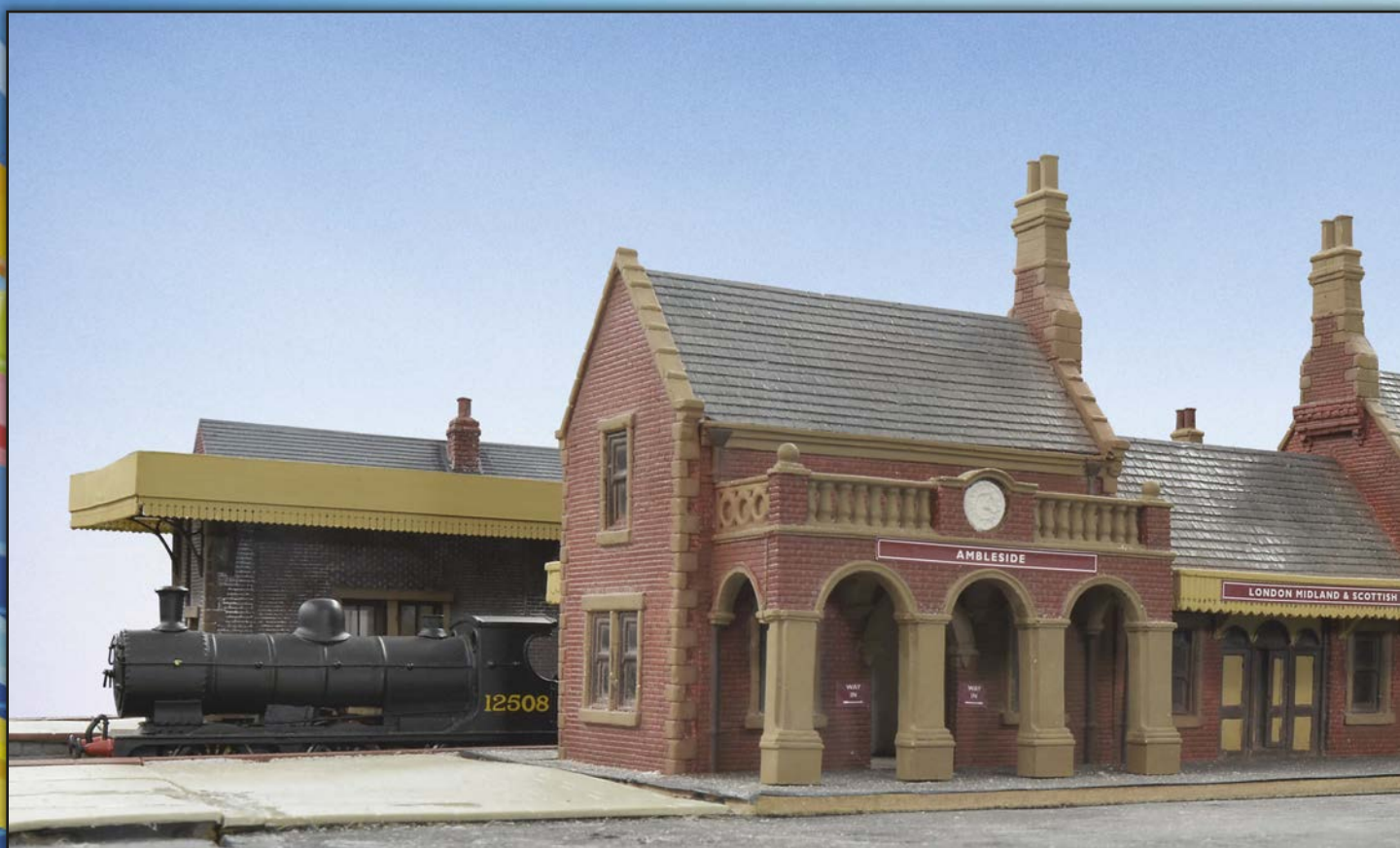


BRITISH RAILWAY MODELLING

BRM DIGITAL

DIGITAL EDITION EXCLUSIVE

CLICK AND SWIPE IMAGES
TO SEE MORE







What we used

Zimo SC68 capacitor,
Zimo MX633R decoder
Male 6-pin connector

FIT AN ELECTRONIC FLYWHEEL

Words & Photography: Michael Russell

Michael Russell's mission to improve locomotive running continues, with practical advice to add momentum to your models when required.

The Heljan 1361 model has some very nice features. However, I'm not keen on 6-pin DCC connections and I also wanted to fit an 'electronic flywheel' to improve reliability. In this project I show you how to make this change. The capacitor employed here has a rating of 6800uF, which is enough to keep the wheels on this locomotive turning for about three quarters of a revolution after the power has been withdrawn. This, I find, is more than sufficient.

This project involves some delicate soldered connections and should not be contemplated unless you are happy with your skills in this area. I also removed the protective sleeve from the decoder. This is not something I would recommend, but space was very tight. Be aware that such modifications will invalidate your warranty. ■

1



Start to dismantle the model by removing the four screws that hold the cab in place.

2



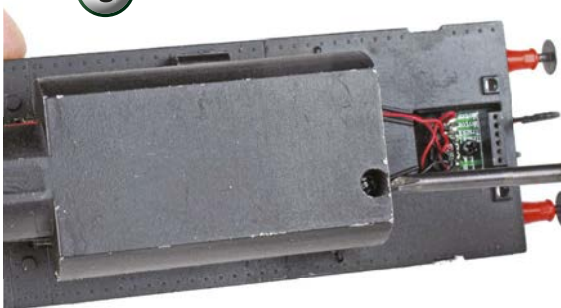
Remove the smokebox by undoing the single screw from underneath.

3



We need to slide the saddle tank off, but the balance pipe prevents this. Gently pull it off and store. Don't worry if you break it; a spare is provided with the model.

5



Remove the two screws that hold the weight in place. Be careful here as there is nothing now holding the motor to the chassis. It is best to remove it and you can unsolder the two connections and store it for the time being.

8



The coal space is covered over and we need to remove the top, by again by drilling a series of holes. Lever the imitation coal out of the way first – it is only held in place with double sided tape. The coal bunker will part company with the cab at this point, but this is not a problem.

4



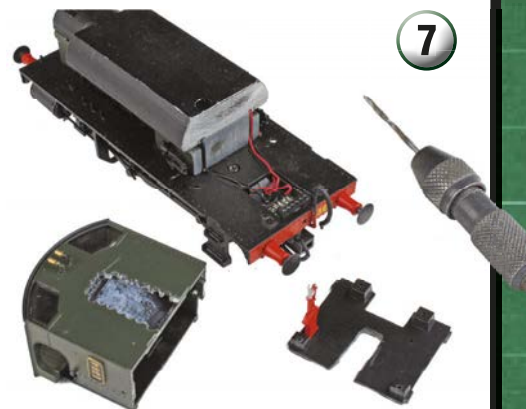
Slide the saddle tank towards the front of the locomotive to remove it. It is a tight fit and you will need a firm grip. Be careful you don't damage the saddle tank handrails, though, as they are quite delicate and are in a vulnerable position.

6



The cab needs to be disassembled and this is done by removing the baseplate, which is glued in place. Gently squeeze the cab to deform it slightly and gently lever with a flat screwdriver. You will hear the glue crack as the joints break and with care you should find it eventually drops out without any damage.

7



You need to make more room for wire runs by removing material from the cab front and the baseplate. You can do this by drilling a series of holes and cutting between them. Don't bother cleaning up the edges of the cut surfaces as it will all be hidden. The cab front has a double thickness of material and you can gently lever the backhead detail away to give yourself room.

HINTS & TIPS

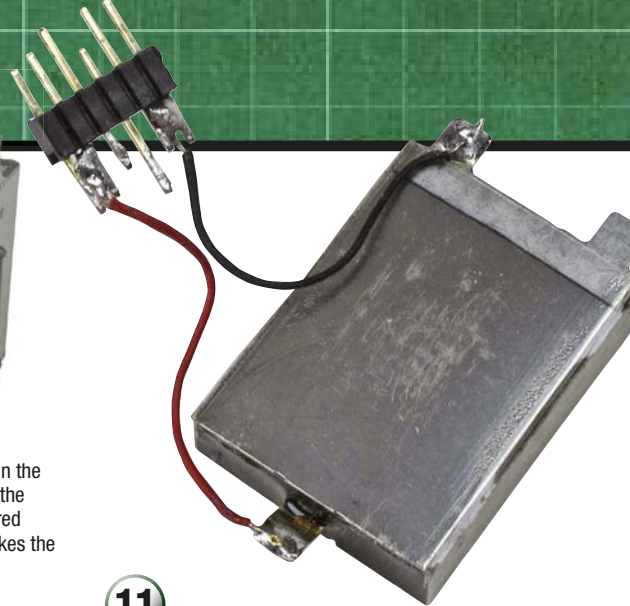
- If you find you dislodge parts from the model during the build, don't worry. I usually cause some damage when making changes of this magnitude. Immediately retrieve the parts and place them in the spares bag that came with the model. You can fit them back on at the end of the build.
- Keep an old, damaged decoder back for situations where you want to do a trial fitment. Alternatively, note the dimensions of your chosen decoder and build a plastic card replica of the same size
- Always wear eye protection when using rotary and bench grinding equipment
- When cutting and grinding metal components like weights, do so away from the locomotive and your workbench. Tidy up any sharp edges carefully and brush off any loose material. A quick rinse in cold water using a stiff brush can remove filings left in awkward recesses, but be sure to dry the item before reintroducing it to the model



Remove some material from the cab floor to allow the wires to run underneath the cab. Make a new cab floor from plastic card to cover the damage. Scribe the floorboards with a pointed implement and simulate a wood effect by using a wire brush.

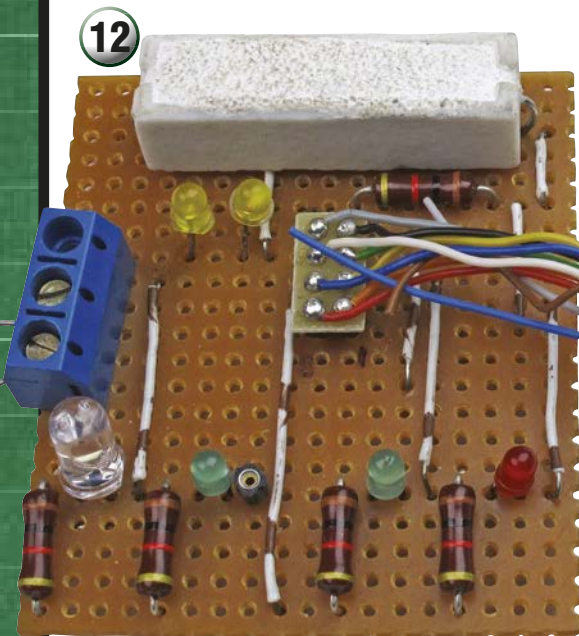


Trial fit the capacitor in the coal space to ascertain the space available. I oriented it so the positive side (the single connector) is the on the same side as the red positive right-hand track collecting wire. This makes the soldered connections easier to remember.



11

I reused the 6 pin DCC plug arrangement to make a connection to the capacitor. Solder the male connector to the leads from the capacitor. You can buy this male plug or you may have one spare from a previous job.



12



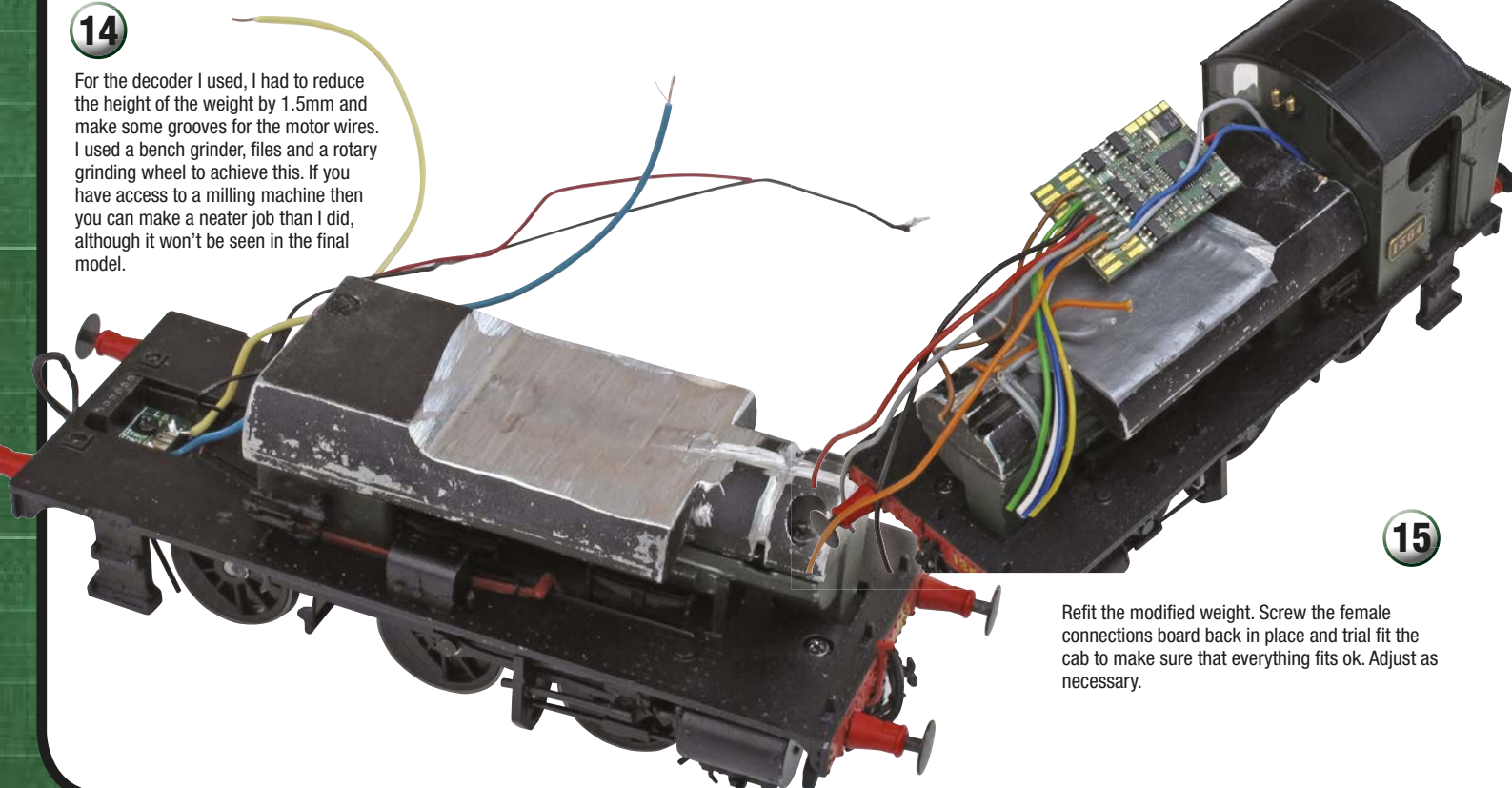
13

Unscrew the circuit board containing the female connector from below the cab and unsolder the wires. Solder the black and blue 'stay alive' decoder wires in place. Rather than just use two pins, I used the two outer pins for the positive and negative wires as a 'belt and braces' approach.

Test your decoder chip to ensure that it works correctly before you fit it into the engine.

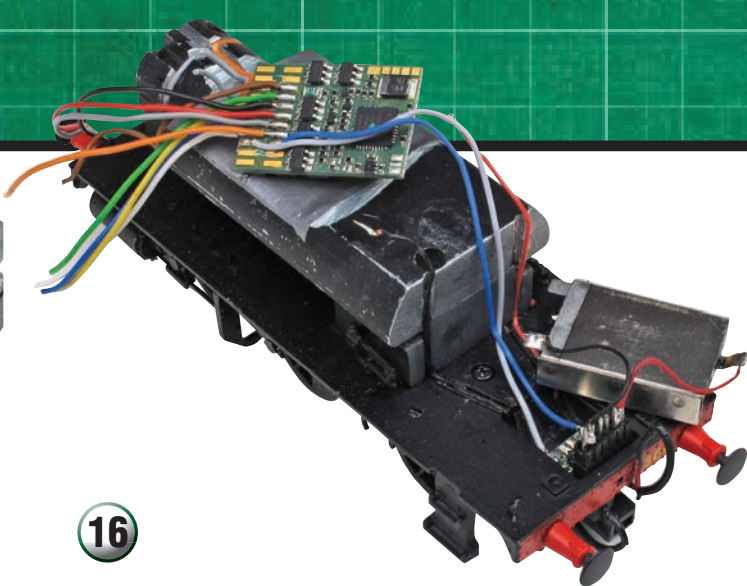
14

For the decoder I used, I had to reduce the height of the weight by 1.5mm and make some grooves for the motor wires. I used a bench grinder, files and a rotary grinding wheel to achieve this. If you have access to a milling machine then you can make a neater job than I did, although it won't be seen in the final model.



15

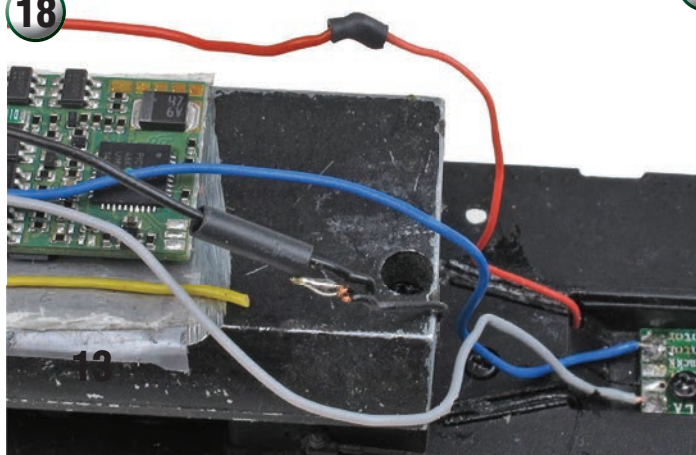
Refit the modified weight. Screw the female connections board back in place and trial fit the cab to make sure that everything fits ok. Adjust as necessary.



16

Remove the cab and, with the capacitor plugged in, use a multimeter to check for electrical continuity from the capacitor wires to the capacitor terminals. You can check the current collection wires too. Sort out any issues now whilst you can still access them easily.

18



To join two wires, twist them together and then solder. Fold the joint back along the length of the wire, slide a piece of heat shrink tubing over the joint and use the heat from the soldering iron to shrink the tube into place.

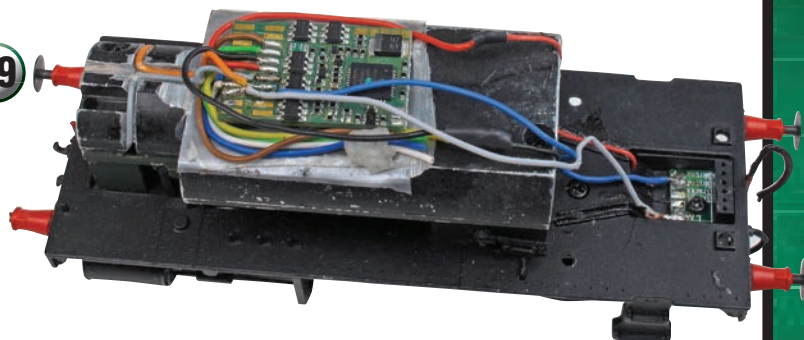
20

Test the model first on a programming track and ensure you can read the locomotive address. Perform this initially with the capacitor unplugged. Test the loco without the superstructure in place and, if all is well, reassemble the model.

17

Cover the cut surface of the weight with some insulation material and then some double sided tape to hold the decoder in place. Cut off any plugs and start to wire up the connections.

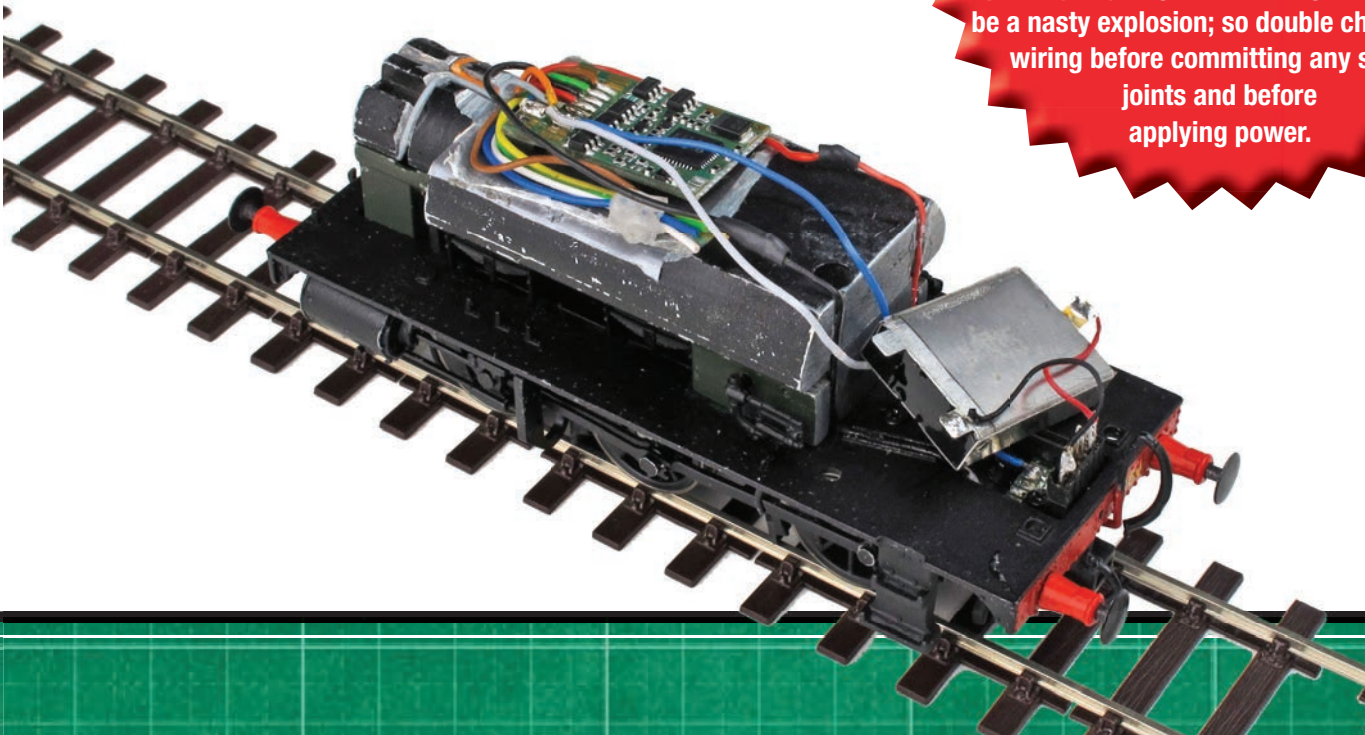
19



Due to the lack of space, I removed the insulation wrap from the decoder and soldered directly to the board. Ensure the wires are pushed well down into the grooves and glued in place, as there is little clearance when the saddle tank is refitted.

WARNING Capacitor wiring

It is vital that you wire up the capacitor the right way round by observing polarity. If you get this wrong there could be a nasty explosion; so double check your wiring before committing any solder joints and before applying power.



TITHERIDGE JUNCTION

Words: Bradford Model Railway Club **Photography:** Andy York

Modern image layouts often employ industrial aesthetics. Not so Bradford MRC's gorgeous model, which is as scenic as they come and all the better for it.



Factfile

Layout name: Titheridge Junction
Scale/gauge: 2mm/N
Size: 14ft x 8ft
Era/region: 1975-1980/Western Region
Layout type: Flying junction with a siding
Power/control: 12v ac/Analogue

“we have enjoyed building and operating Titheridge Junction and hope it will be a lasting memory to Steve, who is sadly missed by many”



Class 37s 37305/37302/37307 head an Iron Ore train. All three locos are powered. The hoppers are TPM kits. This train used to run on my 'Millfields' layout when a CJM chassis loco and two dummy locos had to work it, but the new Bachmann Class 37s are well capable of pulling the train.



Western No D1005 Western Venturer heads an express train on the main line whilst another D1057 *Western Chieftain* waits on the branch line with a China Clay train of wagons from Kernow Model Rail Centre. There are six Westerns on the layout, all the latest Dapol model, only having one fail.

Having just completed a new 14ft long, 14 road fiddle yard for our N gauge layout 'Dewsbury Midland' (which has now been scrapped) there was talk of using the fiddle yard as a multi-purpose unit for a new modern era N gauge club layout.

Coincidentally, N Gauge modeller Pauline McKenna, who is well known for her modern image layout 'Millfields' amongst others, had recently joined the club and this provided the motivation to make a start on something fairly simple that could be built quickly – in six months, to be precise. To add some interest and utilise all three double connections to the fiddle yard, a flying junction with a simple siding was conceived.

The name for the layout came from Pauline's late husband, Steve Titheridge, who was a freight train driver with DB Schenker, and who had passed away in 2012. Pauline and Steve were collecting stock for their next layout, which was going to be the Western region, so all this stock was used on the new Titheridge Junction layout.

Titheridge Junction consists of a double track main line at its heart, with a second double track main line emerging at the left hand end of the section in front. This then splits into two with one line climbing up and over the ground level double track. These lines all then converge at a junction in front of a creamery before passing through a bridge at the end of the scenic section.

Construction

The baseboards are 3ft 6in x 2ft constructed from 3in x 1in painted pine fitted with patternmakers locating dowels and toggle catches. This ensures accurate alignment between boards under different temperature and humidity conditions. Tops are 9mm quality birch plywood. All joints are glued and screwed. As far as possible, where track crosses the board joints, this is at right angles. This has not been used on previous layouts, so they suffered alignment difficulties when moved to different environments.

The legs are made of 2in x 1in pine slotted into recesses under the ends of each board. Each leg is fitted with adjustable feet. As is normal at Bradford, each board has its own pair of legs to form individual 'tables'. Although this requires more legs than sharing legs between boards or using A-frames, we find it much easier and safer at exhibitions as each board can be assembled and then pushed together. The overall size of the layout and 14 road fiddle yard is 14ft x 8ft.



A general view of the few buildings that are on 'Titheridge Junction'. The signal box is from Bachmann, while the dairy and old goods shed are Kestrel Kits. The track has been removed from the goods shed and turned into an engineering yard and a local lorry firm.

...ready-made buildings have been utilised where possible, although with the countryside theme the amount of building on Titheridge Junction is deliberately limited

Wiring

To be safe we keep all mains voltages away from our layout and use club designed and made plug-in standard power packs located on the floor and supplied from residual current device plug. These have been refined over the years and comprise of a sturdy metal enclosure, each of which contain two dual-wound toroidal transformers for compactness and lightness and provide four circuit breaker protected outputs of 16VAC, the latest one having a capacity of 3A. Two outputs are used for the clockwise/anticlockwise handheld controllers, the other two being used for points and scenic lighting and accessories. Controllers are conventional analogue, with the outer and inner circuits kept electrically separate as far as possible so that failure in one doesn't bring the layout to a halt. The layout is sectioned so that each section can be connected to either controller. Point motors are SEEP, as these are relatively cheap, service-proven and match those on the club's N Gauge fiddle yard.

Some discussion was had too regarding the best way to operate the point motors. The Model Electronics Railway Group (MERG) C-Bus system has been so successful on both our N and 00 gauge fiddle yards it was decided, despite the much simpler plan, to adopt this.

A further innovation was to connect a latching relay in parallel with each SEEP motor to switch the point frogs and also light an indicator if required. This has worked on a limited trial on our 00 'Victoria Road' layout. The big benefit of this is that it avoids the difficulty we have found in positioning and maintaining SEEP motors centrally under the points in N gauge, where the limited throw of the point motors doesn't always keep the switch and point blades in agreement with where they should be. A possible downside of this is if the relay is not in the same position as the point blades when the layout is energised a track short will exist until the point is operated. However, we feel the gains outweigh the costs on this point.



D1058 *Western Nobleman* with a milk train made of N Gauge Society six-wheel Stove and Dapol six-wheel milk tankers crosses the main line while 33102 is about to pass underneath with a local stopping service. We used a lot of trees to restrict the view of the curve and incline because they may be tighter than they should be. It has worked very well.

KEY DETAILS

The landscape is formed of polystyrene blocks covered with lightweight filler painted dark brown and given a number of coatings of Woodland Scenics flock. The rock faces are also from Woodland Scenics and the tunnel mouths and retaining walls are from Peco.

Various small dioramas including a creamery, farm and church scenes have been added to create visual interest away from the railway. To speed up construction ready-made buildings have been utilised where possible, although with the countryside theme the amount of building on Titheridge Junction is deliberately limited.

The track is Peco concrete sleeper code 55 with timber sleeper Peco points – all so far, so straightforward. But one thing we have realised over the years is how the application of ballast can make or break an otherwise good layout. We have used Woodland Scenics fine buff, which was painstakingly laid in the time-honoured way by Pauline who seems to have infinite patience for this sort of thing. Her technique was to carefully spread the ballast with her fingers, and fix it in place with a mix of diluted PVA and a dash of detergent using a fine paint brush. The track at the baseboard ends are soldered to paxolin pieces which have been glued and screwed to the board for safety when in transportation, and this allows the tracks to line up all the time.



The working three aspect colour lights are from CR Signals, as we have used these successfully before. The junction signal has a working feather and looks most impressive despite its small size. The signals are operated by a module, which comprises an infra-red detector between the rails and timer so that on a train passing the signal it changes to red then yellow and back to green after a set time using magnets under all the trains.

Rolling Stock

All locomotives, coaches and freight stock are the latest examples from Bachmann and Dapol. The only old loco used is the Bachmann Peak, of which there are several, all being heavily modified and detailed. There is the odd train from the N Gauge Society (wagon kit number 1), and their ready-to-run coaches, six wheel Stove, Thompson and Collett, which are all done in BR blue, and Revolution trains (B tanks). I have also resurrected a train from the 'Millfields' layout – the TPM Iron Ore hoppers with three powered Class 37's.

The locomotive pool started out with some Hymeks and Warships before Dapol's

Class 37 305/302/307 head the Iron Ore train across the junction on the main line. When I was making this train, I got three Class 37s and ran them around the test track to see if they were all the same, and they all stayed very close together. This is one of only two trains made up entirely of kit-built wagons – as it only goes round the same way, the other side is not seen.



Class 31 173 heads a parcels train on the main line while 25057 heads a local stopping service down the branch line. Over the last few years that Titheridge Junction has been out at exhibitions, several new locomotives have been released from Bachmann and Dapol, including the 25, 31, 33 and 40 which have replaced the Hymeks and Warships - just like the real railway.



5



6

to add some interest and utilise all three double connections to the fiddle yard, a flying junction with a simple siding was conceived.

Western became available, along with the usual Class 20, 24, 37, 44, 45, 46, 47 and a CJM Class 50. The odd Deltic could make an appearance too, but as the new Class 25, 31, 33, 40 came out, the Hymek and Warship got replaced, so the period is now TOPS (1975-1980) but there are still plenty of Westerns. All locos have buffer beam detail and are lightly weathered, with the last wagon/coach of each train having a detailed end. Some of the freight trains, such as the box vans and cement hoppers, have had the coupling changed to short shank couplings. This brings the wagons closer to about 1mm between buffers, which also looks a lot better. All the coaching stock have had couplings mixed with long and short NEM couplings to bring them closer together, again which looks good as they go round the scenic side.

Exhibition Debut

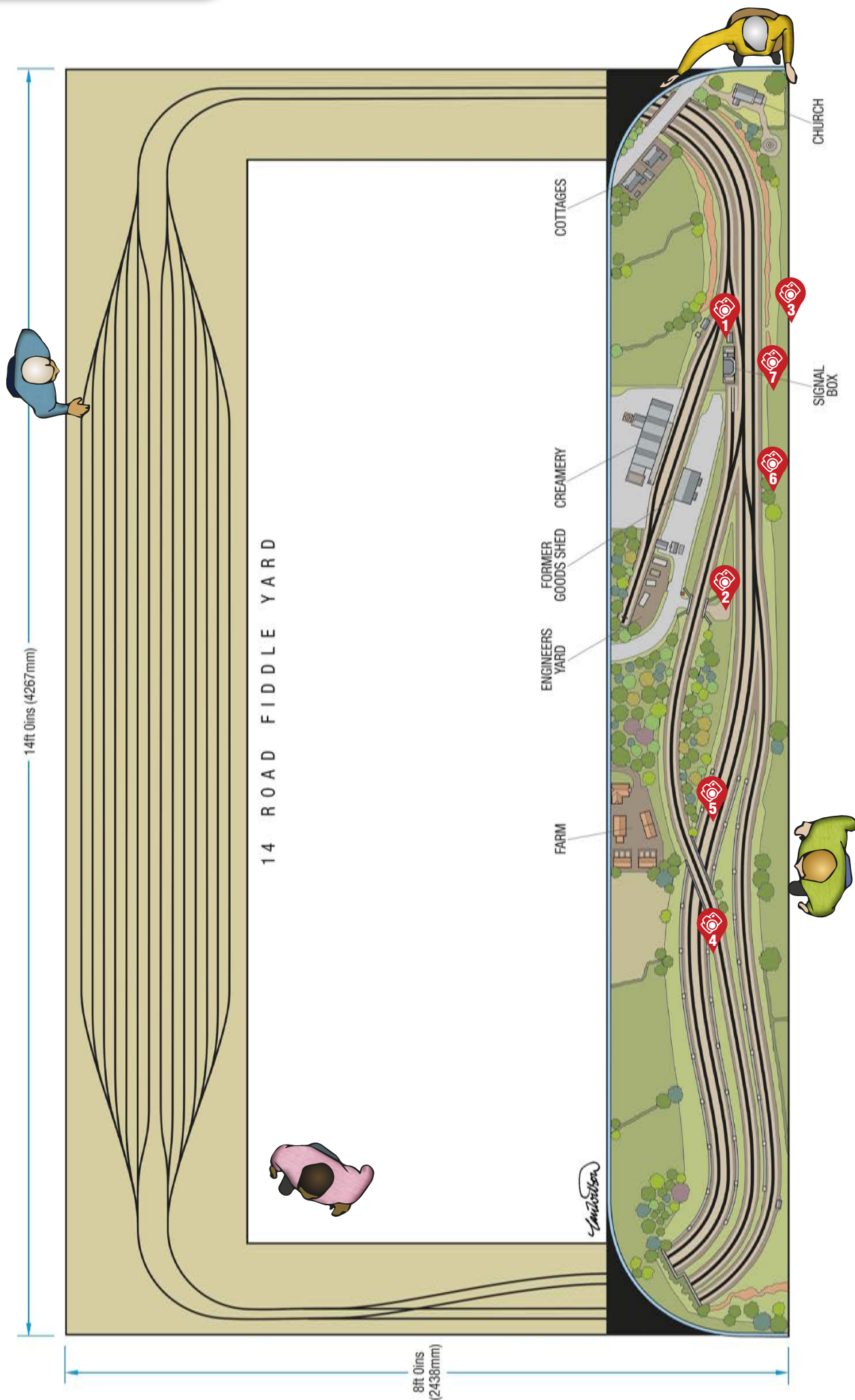
We believe simplicity is the key to operation and, while some of the electrics do sound complicated, in reality it's no more difficult than wiring up points and switches for the first time.

We have had many failures when setting up at shows over the years, and we also believe that when we are exhibiting we have an obligation to entertain the public by keeping the trains running. That's why we've gone to the trouble of using some of these devices

We have enjoyed building and operating Titheridge Junction and hope it will be a lasting memory to Steve, who is sadly missed by many. The layout made its first appearance in 2014, but many changes have taken place since then, when new rolling stock became available. ■

TITHERIDGE JUNCTION

Trackplan





3 Things we enjoyed...

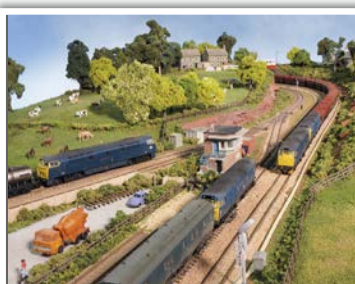
A prial of Class 37s

A staple of many modern image layouts, but why have one Class 37 running when three working in partnership will do the job just as well!



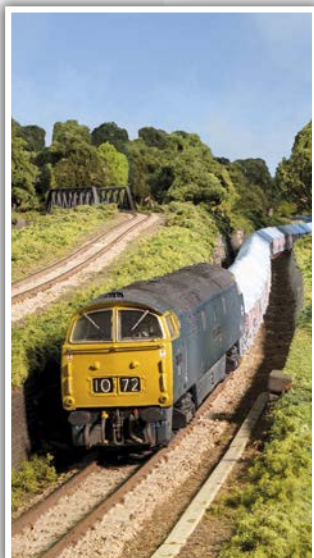
Long rakes

The benefits of N gauge are manifold, but it's still a pleasure to see such long rakes of wagons in operation.



Traffic!

BRM photos are largely posed, of course, but it's obvious there's plenty of scope for multi-train operations. See for yourself at the Wigan show on October 6 – 7 and the Crewe exhibition on November 10 – 11.



A Class 44 'Peak' No 44007 *Ingleborough* heads a rake of mineral box vans (all from Bachmann). Although slightly off region, I had a green Class 44 lying around when I came across the nameplates, so I resprayed it blue, after narrowing the bogies and detailing. This is one of five Peaks that appear, being from the old Bachmann split (not DCC-ready) chassis.



N Gauge Society

Five good reasons to be a member

1) Six full colour Journals per year



2) The biggest range of wagon kits anywhere



3) Exclusive Products



4) Free Helpline if you have a problem



5) Meet other members via the extensive Area Group network





For introductory pack and free sample journal send £1.50 (£2.50 overseas) to:
 Dept BRM, 52 Gainsborough Road, Wallasey, Merseyside CH45 8PT

www.ngaugesociety.com

BRM TV

BRITISH RAILWAY MODELLING

DIGITAL EDITION EXCLUSIVE

DETAIL A CLASSIC AUTOCOACH

Phil Parker updates the venerable Airfix autocoach, the stalwart of a great many railway layouts, bringing it bang up to date with more modern RTR variants.



EXCLUSIVE

WATCH THE VIDEO HERE

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





Part 1

Swindon Shed in the sixties:

A photograph taken at Swindon shed just a few weeks after the author's first spell of duties over the Christmas and New Year period in December 1964 and January 1965 shows a variety of motive power on view. A BR 204 hp shunter, still without any yellow and black warning chevrons, is on the left with a North British Type 2 lurking in the shadows of the shed behind a 'Western'. The only identifiable locomotive is D7092, but there is also an English Electric Type 3 and further examples of 'Westerns' and 'Hymeks' on view. RAIL ONLINE

David McPherson was inspired to write this account of his time at Swindon shed by a photograph that appeared in the May 1995 issue of TRACTION. It showed Brush Type 4s and 'Hymeks' standing outside the shed in June 1965 and was taken when he was the interim mechanical foreman at Swindon shed.

The first to call duty

After completing an apprenticeship at Swindon Locomotive Works, I was allocated to Bristol Division as a supernumerary technical assistant. This included training at Bath Road shed and also in the Divisional Offices with Traction Control, amongst others, and the use of a regional footplate pass, covering the entire WR network as far north as Birmingham. Then, for my first supervisory role, I was instructed to go to Swindon shed for a week between Christmas and New Year 1964/5 to relieve Jock, the very able chargehand of the maintenance gang.

Starting work on 29th December, a day was spent getting to know people, the shed's layout and workload. Taking up the cudgels on the 30th, we had stopped on shed D7071, D7012, D1067, D1048 (hydraulic lock -

coolant in one or more cylinders of one of the two Maybach engines), D2126, D7016 (faulty air compressor), D2143, 15100 and D1724.

The last day of the year brought D1013 (failure, loss of coolant), D9517 (coupled to the dynamometer car), D9516 and three steam locomotives: 92000, 48097 (16E - Kirby) and 73093.

During my apprenticeship, the New Year's birth was heralded by an almighty racket from the shed as all rostered personnel would sound the whistle of any loco in steam. On a still night the din could be heard up in Highworth, so I was reliably informed by workmates living there. I guess the whistles of only the three steam locos were but the dying breath of an era almost ended.

New Years Day 1965 found 15100 back on shed, also D7009 (a faulty compressor),

D2126 was still there, obviously either waiting materials or undergoing a routine examination, D7012 and D7040 (both probably in for examinations). I have no records of what was on shed on 2nd January because much of that day was spent with the breakdown vans (BDVs) at Hullavington, on the South Wales cut-off line.

D7009, with repairs completed, hauled us off shed at 10.50 a.m., arriving at the District Engineers Sidings at 11.40 to re-rail one of their 4-wheel ballast wagons, off all its wheels. It was a jack and pack and traverse job taking an hour and ten minutes. Back on the BDVs, we got the road off site at 1.30 p.m. arriving on shed by 2.45 p.m., being delayed at Brinkworth by a freight shunt.

It must have been a close run thing, for I was at the London end of Swindon station by 3.13 p.m. to board D1043 working the late-



Built by Hawthorn Leslie in 1936 and numbered No. 2 by the GWR it was renumbered 15100 by BR and allocated to Swindon until withdrawal in 1965. 15100 is seen at Swindon shed on the 14th February 1965. RAIL ONLINE

running 3.09 p.m. Up Bristol. Once on the footplate, the crew told me they had engine troubles so going back into the noisy engine room I saw the loco's 'B' engine had a bad coolant leak on its turboblower, and that 'A' engine's revs only reached 1200 to 1300 revs on full power. After getting off at Reading, I rang Bristol Traction Control and Bath Road shed to let them know. Such youthful zeal no doubt was the bane of traction controllers and mechanical foremen!

The second to call duty

"You are to go to Swindon shed for 6 weeks and deputise for the retiring mechanical foreman, pending appointment of his replacement." So said my boss in late March 1965. "It will assist you in furthering your practical experience." My previous week at the turn of the year there couldn't have been too bad.

Thus, at 7.30 a.m. on a dull April Monday morning just before Easter, with some trepidation I re-entered the comparatively large and gloomy office of the mechanical foreman inside the lingering smoky atmosphere of Swindon shed. This would be the acid test, proving myself in a real job and working five and a half days a week.

One of the attractions of Swindon shed was that it handled all the ex-works locos, and so kept a close involvement in what went in and was released from the 'Factory'. It also was roughly the halfway point between London and Bristol or Cardiff, so that if a driver was unhappy with the performance of his locomotive, Swindon was a logical place to exchange it for something better.

1965 was the closing year of steam on the Western Region; only Gloucester Horton Road shed had any significant allocation of steam remaining in our area. Steam still sometimes worked through to Swindon, and we occasionally got a sniff of one on

shed, but Swindon (82C) was predominately considered to be an outstation of Bristol Bath Road, so we saw much of their allocation of 'Hymeks' for routine servicing.

Many drivers were still wary of the intricacies of diesel traction, as indeed were the shed maintenance staff. We were all feeling our way cautiously, and easily got tripped by obscure and sometimes simple faults.

I concentrated initially on overcoming a certain amount of scepticism from the staff and the outgoing mechanical foreman, who wondered why management had let loose a greenhorn still wet behind the ears to replace a person of over forty years' service. There was one major difference between us, however, which became clearer in time. I at least had some understanding of diesel traction, whereas my predecessor was a dyed-in-the-wool steam man.

Later that first day I was reunited with an old friend - D7024, of Bath Road. Dear old '24. Three years earlier, I'd been granted a footplate pass and ridden this locomotive on the down 'Pembroke Coast Express' to Cardiff, in the days when 13 bogies would be hung on the hook from Paddington. The controller on the loco was opened up to the full position by Royal Oak and then left untouched (signals and permanent way checks excepting) until clearing Chipping Sodbury Tunnel around 100 miles later. And you'd be lucky to see 70 mph to that point. Then, only a few months previously, she'd been taken out of traffic at Bath Road for over five weeks whilst a new problem - severely worn brake rod bushes and pins - was tackled. The solution was to obtain and fit a complete new set of brakegear for both bogies. Guess who poured over schematic drawings to identify every part, then wrote out all the material requisitions and who subsequently did a fair bit of expediting, too?

The Organisation

The mechanical foreman's office was inside the shed, a dark gloomy place. Being only temporary, I did little to change the office around. In fact I cannot even remember how the filing system worked, if there was one! With the 'Factory' next door there seemed little point in keeping reams of information about the diesels, since there were plenty of specialists tucked away in the drawing offices on the station or in the research and development offices or down at the erecting shop, in most cases a phone call or 10 minutes walk away.

The fitters and fitters' mates were all steam men who were building expertise daily in their grappling with diesel traction. By now, most were pretty competent but we were all still learning. Of the electricians, at least one had graduated from the old school of wiring up the A.W.S. (automatic warning system) and speedometer systems on steam locos. They worked to a regular shift roster, though I never really fathomed out its detail. Events like holidays and sickness cover were largely rubber stamped after they'd worked it out themselves.

There was a production bonus system for the maintenance people I supervised but, as I recall, few were penalised significantly below the minimum 100% bonus. This was calculated at great expense in standard minutes by an army of white-coated time and motion experts. The system made for logical progression of work, but unplanned work was the stumbling block. This could be the need to replace a severely rusted brakegear pin, drill out a sheared off bolt with the threaded part still in a housing, or simply rectifying a mistake.

I remember a poor fitter tasked to change an injector on a Maybach engine accidentally knocking one of the holding nuts he'd removed when he pulled off the injector. It fell through the injector hole into the cylinder and lodged on top of the piston. After half a day of fruitless fishing, the cylinder head had to come off - over a day's work for a standard 15 minute job! There were times when some very creative thinking was applied to convince the foreman that all the necessary standard minutes had been put in (or down on paper) to salvage that bonus!

Versatility was essential, and this we had in our chargehand, a ginger haired Scotsman in his early 40s. Jock was a real tower of strength and as good a fitter as you could ever meet. Quiet, self-effacing and full of practical knowledge of steam and diesel, he was a typical example of the very best person who led by example, but who kept a close eye on all activities we carried out. He was normally also in charge on breakdowns as well.

Swindon's shedmaster Jack Chaplin was a dour North Countryman with a heart of gold. A very experienced and practical man, with a fund of stories about the heady days of steam, he also had the gift of being firm when necessary yet able to defuse a rising temper with a couple of well chosen words. He was a



D1067 is seen outside Swindon shed in May 1965. RAIL ONLINE

and much respected. We got on well, which was a huge benefit.

People

Overall the maintenance crew at Swindon was, in my opinion, very competent. I well remember Jock taking a 3/16 inch sliver off the edge of a DMU metal lifting pad 8 inches long with hammer and chisel. I swear that the thickness of the swarf curling off his chisel head didn't vary by more than a thousandth's part of an inch... and that was with a high ranking audience looking on! The fitters were, in the main, easy to get along with, but one I remember clearly was an old steam man who detested diesels and all they represented. Then well into his 60s, each job on a diesel was anathema to him and got his temper on the boil.

One day when I was in the office, one of the fitters came to me and suggested I ought to look at this chap as he was going berserk. I'd just given him an exam to do on a 'Hymek'. I went into the shed and became aware of a constant clatter. Rounding a wall, there he was, standing at the new cupboard we had which contained all the socket sets for diesel loco maintenance. The doors were open and a silver shower of wrenches, sockets and extension bars was pouring over his head and cascading into the pits behind him. The 'Hymek', the cause of this outburst of energy, stood forlornly just out of reach, but well within earshot of a steady stream of invective as he grabbed every item in the cupboard and flung it in temper over his head. By now, a crowd of interested drivers, firemen, fitters

and shedmen were quietly watching this spectacle, and we were eventually joined by the shedmaster. The cupboard emptied, the temper expired then he looked around him. A thousand pounds worth of sophisticated (for the railways) chromed tools lay glittering on the ground and in the pits.

"Feel better now?" asked the shedmaster in a kindly voice.

"Feel much better if I was out of this bloody place" was the reply.

"You aren't going ANYWHERE until you've picked up every tool and put it back EXACTLY where it came from," thundered the shedmaster. "And don't you ever throw a tantrum like that again or you'll be out of here faster than a jack rabbit."

So the 'Hymek' had to wait another half hour for the clean up.

Poor chap, he got his wish later on. The divisional loco superintendent paid a rare visit shortly before I left and interviewed him. I cringed as the DLS listened impassively to the usual tirade about how he hated working here and only wanted to quit.

"Very well," said the Locomotive Superintendent. "I will make one phonecall and confirm you can collect your pay now, then you can go. The Mechanical Foreman will make sure you leave all your railway-issued property behind."

He made the call and in moments the deed was done. I don't know who was more shocked, since the administration were better known for procrastination. But within 15 minutes Swindon Shed's establishment was down by one.

Swindon shed was also good for teaching me about racial differences. We had a Jamaican on shed, quite a rare sight in Swindon in those days, and he was an excellent fitter with a keen sense of humour and got on well with everyone. You could get into rational discussions and get honest opinions from his perspective. The most memorable observation he made to me, which I found extremely useful later on when working in London and overseas, was that tensions arose as a result not always from bigotry but of attitude.

"If you want to feel put-upon, then that's what you'll become and it's how people will treat you," he said. Perhaps he'd already read Norman Vincent Peale's book 'The Power of Positive Thinking'. It was another 20 years before I did, and 30 years before I heard the phrase 'Victim Mentality'!

Daily workload

Life settled into a pattern. Starting work between 7.30 and 8.00 a.m. I soon found it rare to leave much before 5.30 p.m. at night. First thing each morning I'd go straight to the running foreman's office to find out what had failed and come onto the shed overnight.

The daily workload was primarily to carry out formal examinations in line with MP 11, service the runners which had failed for minor reasons and get them back on the road again, and be available to respond if there was a call-out of the breakdown vans. I remember a critical task was to telephone Divisional Office each morning the list of locos 'stopped-on-shed'. From previous



The author's records show that D2086 received attention to its fan as well as brake blocks and belt changes in July and August 1965. It is seen at Swindon shed, stabled down the west side with another member of the same class. Note the steam era 82C shed plate. RAIL ONLINE

knowledge I knew this list ended up with the traction controllers. It was a useful way also of getting Divisional Office heavyweights more involved in expediting materials for waiting locos.

We had a good rapport, viewed from today's perspective, with the shift running foremen. Initially it was too good, for my previous involvement with Bristol Control led me to take short cuts and make decisions without always letting the running foremen know. It was a very irate foreman who approached me one morning to tell me in words of one syllable to let him know in future what was going on.

It seemed that a previous day's failed Brush Type 4 had been repaired but the train heating boiler didn't work. We'd looked at it but for some reason had elected to refer it back to home depot. I'd rung Control to release the loco and work it back home on freight only. Unfortunately, Control logged the loco as available, and consequently it was turned out to replace a failure on an overnight sleeper, only to have to replace it further down the line after the crew failed to get the boiler working.

Deployment of the shed crew was conditional on workload, and that was usually discussed with the running foreman on arrival at work each morning. He'd provide a stopped list, and let you know the order in which he wanted locos released. The list showed:

- which locos had failed and why
- when standing locos were likely to be released that day
- how many workings were uncovered (i.e. relying on the release of locos)
- which locos were subject to special Control arrangements (e.g. switching locos within their diagrams so as to return one or both of them to their home depots).

More often than not, the day's workload

would fall into shape automatically, with the Running Foreman saying for example:

"If Tom goes on 1064's earth fault, young Dick can do on 1013's burst hose Serck Oil pump. Harry should go on 2198's gearbox overhaul, Rog to finish off 4123's E exam, Sam can do daily servicing. We'll pull out 7048 for a 125 hour exam tomorrow. Have you a spare hose for 9505 over on 7 Road, she's lost her water? By the way, Control tell us to expect 1073 shortly. The B bogie intermediate final drive is running very hot. It could be a 'Factory' job but perhaps Dick could have a dekho to make sure it's not something simple like low oil level?"

You soon learnt which foreman was trying it on for size, and acted accordingly. Otherwise your fitter or electrician wouldn't hesitate to tell you how the old so-and-so was setting him up most unfairly 'cos it was a lousy job and it was time someone else took their turn!

Urgent vehicle standing

The 'UVS' (urgent - vehicle stopped) system was an important feature of life. The daily callover of stopped locos to Bristol laid considerable emphasis on specifying the material needed to get the loco back into traffic. Often the seemingly petty things could be the most awkward to obtain: - windscreen wiper blades, window catches, door locks, cab heaters. The running foremen needed a very persuasive tongue to convince a driver to take out a loco on a rainswept night when the driver's side window wouldn't shut. Forget about the openness of the steam loco footplate; the running foremen lost that argument the first week that diesels were introduced!

Funnily enough, the more 'vital' bits of equipment that tended to fail such as injectors, fuel pumps, hoses, safety switches

rarely held up locomotives, since these items were cannibalised from 'goers' that were undergoing hourly exams, on the basis that the replacement would be procured before the robbed loco was ready for traffic. Complications sometimes arose, of course, when locos had been standing waiting material for long periods. It then usually became necessary to carry out an intensive investigation to see what was missing. The highlight, to me, occurred sometime previously at Bath Road. A Brush 4 had been stabled for some weeks on a dead road 'UVS' and, when word had been received that the missing parts were on their way, was dragged inside for this almost obligatory investigation. You can almost imagine the look on the mechanical foreman's face during his inspection as he viewed the vacant space where once sat a train heating boiler.

Interaction with the loco works

Naturally, Swindon shed was in an excellent position to minimise waiting material time for hydraulic locos, with the Western Region's storehouse next door, together with a great big erecting shop full of out-of-traffic locos!

So it wasn't long before I re-established contacts with workmates in the 'Factory' since the shedmaster and the running foremen naturally, once they knew my background, had me begging, borrowing and stealing spare parts from them for 'Hymeks', 'Westerns' and shunters that were stopped waiting for parts on shed.

Many was the time I tramped across the Cheltenham lines, round by Swindon Works Drawing Office and set off westwards down to the AE Shop to get various small items such as high tensile bolts, or bits of brakegear (often for rodding damaged by lineside debris), or safety switches on pressure or temperature duty.



The author found the fault with D1006 on a Bristol to Paddington express which had one engine inoperative. He spotted the problem through the perspex side window at Swindon station. Later that year D1006 Western Stalwart is seen ready to depart from Cheltenham St.James on 27th November 1965. The 'Western' had taken over the special from No.7029 Clun Castle, working the last steam hauled train out of Paddington. The 'Castle' had brought the train from Paddington to Gloucester via Bristol. D1006 returned the train to Gloucester where Clun Castle took the train on to Swindon, being replaced there by two English Electric Type 3s for the return to London.

In an attempt to solve problems keeping the 'Westerns' windows clear of water, tests were carried out on D1039 and D1006. They were fitted with a disc that rotated in much the same way as those fitted to the windows of the bridges of ships, with an electric motor being used to rotate the screen. The test proved unsuccessful due to the reduction in visibility through the screen. RAIL ONLINE

I also recall visiting the AE Shop on one unusual occasion at Control's request. It was a Friday morning and they wanted to know if a BR Sulzer Type 4 would be ready for release by that evening. It was an London Midland Region based loco and an opportunity had cropped up to work it back to its home depot 'up North'. Obviously the formal approach to Swindon Works hadn't been beneficial but my chat with a former chargehand drew a favourable response, and result.

It was not too long before the less than comforting feeling arose that I was being used. My 'Factory' colleagues began to indicate they had their own problems too, but we managed to keep amicable contacts until I left. Having established some credibility in Bristol Traction Control also helped, since that occasionally offered the chance to rearrange the scheduling of locos, diagrams and drivers for a number of different reasons.

With steam clearly being consigned to history, one Saturday we were visited by representatives of the embryonic Dart Valley Railway, looking for tools no longer used for steam locos. We scoured the shed and the result of such labour went to Totnes in a 13 ton mineral wagon! I believe they did quite well from the Loco Works as well.

Callouts

There were two things none of the maintenance lads would ever complain about. One was callouts to the station. Depending on the driver and the fault, there was always the chance of jumping on board, fixing the fault in five minutes and then putting your

feet up in the back cab for the run to London, Bristol or Cardiff, and then back on the cushions!

With these, you had to operate carefully to ensure everyone capable got a fair share of them. Often the report would be vague and you wouldn't know whether to send a fitter for a mechanical repair or an electrician if there was a possible electrical fault. Control would ring up with a message such as, "3.15 up Bristol losing time. Only one engine" or "12.30 Cardiff loss of power 'B' engine" or "Up Acton fast fitted freight. Driver demands fresh engine. He's unlucky, We've got none spare. Sort him out."

If available, you might have to send the fitter and the electrician - and possibly lose them both for a couple of hours. We did our damndest to keep the driver in his loco so our standard response was always, "We've only got enough locos to cover our diagrams and no spares." But that didn't wash with all controllers or running foremen. Those who knew the setup best (mostly ex running foremen themselves) could quickly do the local foreman's job for him and nominate locos.

This had an effect on our maintenance programme and the morning promise of locos released that day, so I was soon being lambasted by Divisional Office and traction controllers. Firmer control was needed, so after a while I usually went to the platform with them, and if we couldn't cure the fault there and then I took a guess as to who would be most suited to fault find and fix. When they got back I demanded a minute by minute

account of every single thing they did to that loco. Eventually, it got so tiring to keep thinking up reasons that the truth began to emerge, which resulted in a corresponding reduction in their rides.

On one of these callouts I made what I considered to be one of my better observations. On the 7th June the 2.15 p.m. Up Bristol was losing time with the loco only running on one engine. Control asked us to have a look at it, but they didn't want D1006 changed. So we had 2 minutes maximum to diagnose the fault. I took a fitter and an electrician with me and we waited at the end of the station platform for the train to arrive. As soon as the train stopped, the fitter and electrician climbed on board, and I talked to the driver. The engine simply wouldn't start, and he'd been trying all the way up. So I walked down the platform and looked in through the dirty perspex bodyside windows at the recalcitrant engine. Gazing at the governor end, suddenly I spotted the cause of the trouble, and began banging like a demented fool on the bodyside. Already I could hear the whistles being blown preparatory to departure. The electrician's face appeared in the window. I pointed out the engine starting solenoid hanging down from its mounting, and mimed that it wanted re-attaching. By the time the message had been understood, the train was already on the move and I was running down the ramp at the end of the platform! I learnt afterwards they got the engine going long before Shivenham and made up a bit of time to Paddington.

NO RISK OFFER • NO RISK OFFER • NO RISK OFFER



3 ISSUES FOR JUST £3

We are sure you'll love the new look Traction magazine, but if you don't there will be nothing more to pay. If you agree with us on how great it is, we'll continue to send it to you for **just £5.99 a quarter.**

Subscribe now!

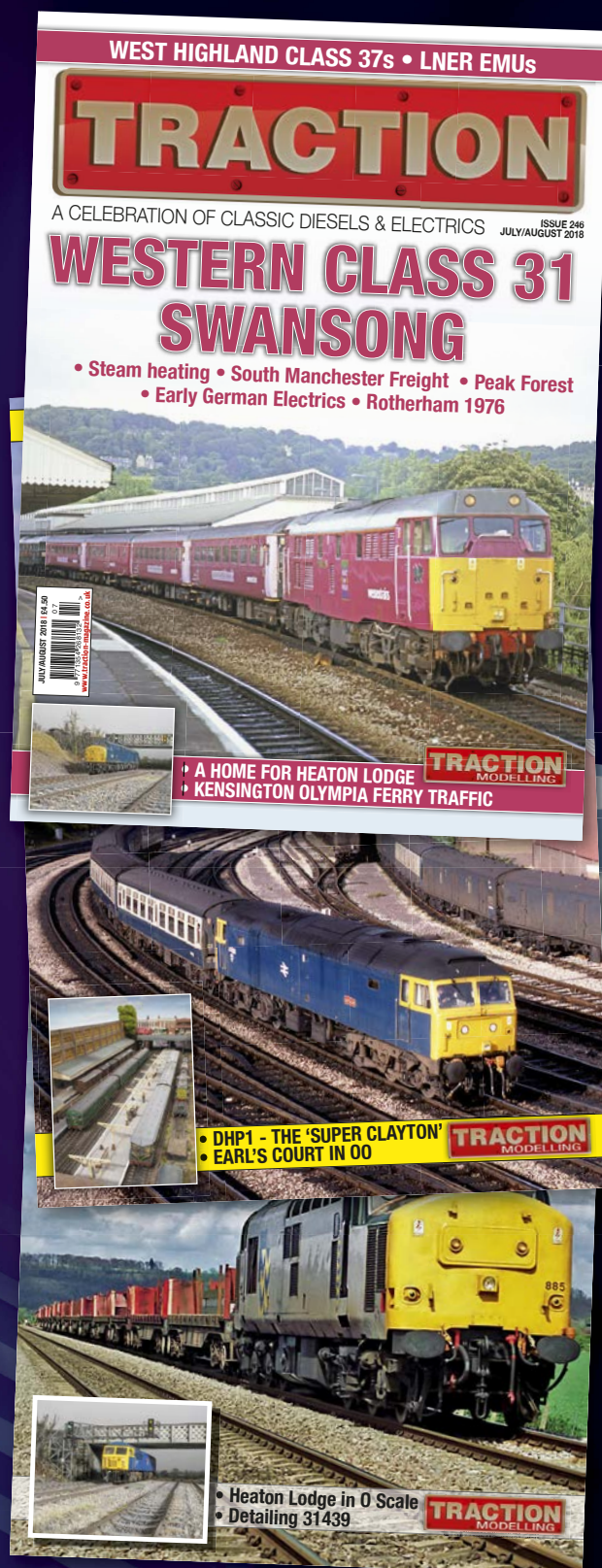
2 EASY WAYS TO SUBSCRIBE

ONLINE: WWW.TRACTION-MAGAZINE.CO.UK

(click 'subscribe' and enter code TRA/247)

CALL: 01778 392012 (QUOTE: TRA/247)

Terms and conditions: Offer open to UK residents only when you subscribe by direct debit. Minimum one year subscription.





Part 2

Swindon Shed in the sixties:

D7055 is seen outside Swindon shed on 3rd April 1965. The author's notes show that during his time at Swindon the loco received both a 250 and 500 hour exam as well as three failures. The first was for a split compressor casing, the second compressor contacts having to be welded in whilst, on the third occasion, there was a turbo blower problem followed by a 3000 hour exam. JOHN IRELAND

David McPherson continues his account of the time he spent at Swindon shed when he was the interim mechanical foreman in 1965.

Memorable Loco Events

One little perk of the job was the intimate contact one had with locomotives and the fact that several hundred thousand pounds worth of equipment was temporarily entrusted to you. Many's the time I climbed on board a dead loco, ran through the start-up procedure, got the engine(s) operating and did a quick cab check: brake pressure and the time taken to release the brakes; the A.W.S. braking times; the engine revs at idle and at full controller. Then I would follow these by a walk through the engine compartment to check the sound and appearance of the equipment therein. Occasionally, I'd fire up the train heating boiler. Sometimes, all this took place at the end of a routine examination when the fitter was away dealing with a failure. Provided the results were satisfactory, the loco could be released to traffic. My notes show that D1060, D1648, D1664, D1712, D4121 and D7053 all suffered at my hands!

We saw quite a lot of Brush 4s. The 7th May was quite a novel day for me as I named

my first locomotive. D1664 was selected to be named 'George Jackson Churchward' and the bodyside plates were duly delivered to the shed. I helped mark out the location for the plates, then drilled the holes and fitted the nameplates to the locomotive myself. During the run-up afterwards, I noticed the driver's windscreen wiper motor had packed up at one end. Well, there was a performance to get and fit a replacement when time was short on a drizzly day. I managed it, though I'd never recommend balancing on the buffer beam of a Brush 4, one hand on the grab rail as an anchor, and the other wielding a wrench, frantically trying to remove the nut securing the wiper blade assembly from the motor spindle.

On busy days, the troops didn't mind me getting my hands dirty, and that was a busy day since I noted D7051 also on shed (3000 hour exam and brake gear check), D807 (damaged brake gear and pre-heater problems), D7012 (125 hour exam), and D7055 (500 hour exam).

An advantage of being a maintenance man

was knowing the short cuts for speeding up preparation time, and also avoiding trouble. The Achilles Heel (well, one of them) of the hydraulic locos was the need to preheat the engine cooling water system before the engine would start, the general idea being that all parts of these high performance engines had to be expanded to normal working dimensions before starting by preheating the circulating engine cooling water. Whether the spate of cylinder head cracks that plagued the Maybach and MAN engines occurred as a result of incorrect starting procedures it is hard to say, but generally the problems were caused by forgetfulness. This was to some extent understandable when considering the variety of engines that worked through Swindon, and the fact that some were cold start and others were hot.

I remember one day when Landore's D1066 had failed on a down Swansea express. We'd patch-repaired the fault and the next morning the running foreman asked me to start it up as he was going to get the



On 23rd May D7006 is seen together with an English Electric 350 hp shunter outside the shed. The filthy state of this former steam shed is apparent in this photo. RAIL ONLINE

loco away to Wales on a Severn Tunnel Junction freight to work it back home. As so often occurs, we were in the middle of a spate of failures (on the downward cycle) and the loco became my 'baby' since the crews were fully employed elsewhere. When I climbed up on the loco I looked through the engine repair book. "Lost A engine - high coolant temp" was the entry. So it was into the engine room for a good visual inspection but all looked well. There was no trace of water on the floor plates, the levels were alright, the hoses were tight and the radiator banks were dry. However, I was surprised to see the pre-heaters, for warming the coolant and getting the engine temperature up prior to starting, hadn't been switched on. Consequently, the engines were stone cold, and should be impossible to start. However, a little knowledge is a dangerous thing, and by removing one of the panels in the cab, I bridged out the coolant low temperature relay, and pressed the start button. There was a "Weee-Clunk" response, and the loco rocked - an hydraulic lock.

I went back into the engine room and cracked open each engine bleed valve and coolant spewed out of three of them. I shut all the others, went back into the cab and

with some trepidation pressed the start button again and the engine fired. Then it was back into the engine room immediately to close the three bleed valves (a noisy operation). Finally I removed the bridge across the coolant low temperature relay in the cab, secured the panel cover and wrote in the engine repair book, "Suspect porous cylinder heads A1, 4 and 8." I then handed the loco over to the running foreman with an angelic smile on the face, knowing I'd broken plenty of rules in the book, but it kept the railway running.

Some of the faults that occurred were not that simple. D1060 caused a string of call-outs to Swindon station whilst working between South Wales and Paddington and back. Drivers complained of losing time because a transmission kept tripping, which shut down the engine. A week after the first report of trouble, '60 was on shed to greet us and boy, did the electrician groan when he clapped eyes on her. He was even more dejected as he climbed down after inspecting the engine repair book. "Every rotten shed between Raneleigh Road and Landore has had a go at this one, and each one says, 'No Fault Found'." Where to start?

Well, we checked the transmission oil

levels which looked good. We checked the operation of safety switches attached but no faults there. We checked the condition and tightness of hoses as these were known trouble spots on the 'Westerns'. We even checked A engine in case of a spurious fault, but drew a blank. Next we did the on-shed static run-up and were still quite baffled. Unfortunately, this enthusiastic mechanical foreman then had a brainwave and rang up Bristol Control.

"We've 1060 failed on shed, after a week of transmission trips on the main line. Can't find anything wrong on shed, so the fault must develop on the road. Can Reg (the divisional mechanical inspector) ride her?"

"No. He's on leave."

"Anyone else?"

"Nope - only you."

So, in a way, I got press-ganged into riding the beast, having first extracted a promise for a clear road.

That evening, the up fitted freight colloquially called the 'Barry Bananas' had a loco change at Swindon. At 19:30 the train set off eastwards into the gathering dusk, carrying a by now not quite so enthusiastic foreman as passenger. The Swindon driver was asked for a fast run. "You'll be so lucky,



On 23rd May 1965 Warwickshire Railway Society ran a tour with Merchant Navy No. 35005 'Canadian Pacific' from Waterloo to Eastleigh for a visit to the works there. The train continued to Swindon where the train ran into the works sidings for a stay of nearly three hours to allow the tour participants to visit the works and shed, before heading back to Paddington. This photo was taken looking down onto the shed yard with D1811 prominent in the foreground. At the time this was a London Midland Region locomotive allocated to Toton depot. The more usual Western Region locomotives on view include a 'Warship' and several 'Hymeks' and 'Westerns'. Four of the 204 hp diesel mechanical shunters, that later became Class 03, are just visible whilst one of the Swindon built D95xx series 650 hp hydraulic locos lurks in the shed. STEPHEN PARKER

with 20 on and 45 m.p.h. limit."

"Well, rub the brakes a bit," I said, "because we've got to get the transmission oil temperature up." By Stratton St. Margaret 1060 was up to 50 m.p.h. as the loco was walking away with this load.

"Can you shut down B engine and let A do the work, then slow down and try again?" I asked.

"Don't forget to tell the guard to book lost time against the engine and not the driver," came the retort, as B engine stop button was pressed.

The South Marsden signalman was leaning out of his window as we roared by at 15 m.p.h. on one engine. Our driver slid open the side window and gave him the royal wave as we passed.

Back in the engine room, I kept an anxious eye on the fault lights and gauges but they stayed infuriatingly normal. Knighton Crossing flew by with the loco still on full revs and we were really motoring along. At Uffington, the revs suddenly dropped away to idling. There was nothing amiss in the engine room, so off I went to the cab. Ahead twinkled a green over a yellow signal light.

"Running up the back of something," said the driver. Through Challow, and still the distant signal arms wouldn't drop. We came

to a stand for 5 minutes at Stevenon inner home signal. Then we were away again on yellows all the way to Tilehurst, and were switched to the Up Relief line at Reading West, after another wait to let a down freight behind a 'Warship' cross us.

We went through Reading on full revs but they were not to last for long. Sonning Cutting saw us with more yellows, which was how we continued right through to Acton. In Old Oak Common yard, I made a very irate call to Paddington's diesel controller. Yes, he knew about 1060. And no, it wasn't going west on the 00:40 papers as he wanted it for a South Wales freight. Yes, he appreciated that the fault had not been found. No, the loco was not going into Paddington. Goodnight.

I thumbed a lift into Paddington and rode with a driver I knew on the paper train back to Swindon, crawling into bed at 3 a.m. for a brief fitful sleep. The irony was that at 7.30 a.m. as I walked into the running foreman's office, I was greeted with loud laughter. The joke was revealed by pointing fingers through the window. There stood 1060, failed again after the A engine transmission tripped. My notes simply record 'D1060 F.H.D. (For Home Depot)'. The grapevine had it that after several days' investigation, Landore found a

broken wire in a cable duct.

Breakdowns

The other part of shed life which nobody complained about were call-outs. These were trips out in the breakdown vans (BDV), usually dragging our 36 ton crane. We averaged about a call a fortnight, and the daylight ones usually occurred in the middle of a busy spell of work on shed. Maximum disruption was assured, because almost all the members of the breakdown gang were maintenance men. Bang went all your promises for loco release times!

Most of the jobs we were called to while I was there consisted of re-railing wagons off the road, derailed through points splitting, heavy shunting, buffers locking, track giving way, and so on. One night we had to stand by while the Royal Train travelled on the Down road to Cardiff behind D1029.

Shedmaster Jack Chaplin sometimes accompanied us, and since we were all equal on the BDVs, usually took off his shedmaster's hat and regaled us with railway lore collected over many years mostly on the LNER. Oh for a tape recorder! He had that wonderful gift of being a born storyteller of railway happenings, and usually had us in stitches. His very dry and lively sense of



humour was the perfect antidote when the job was not going right or the weather was abominable.

The first BDV I recorded was a call to Wotton Bassett, to rerail a Continental wagon No. 1057099 that took just half an hour.

Another was on 11th May, when DMU power car No. W50715 drove through the spring points on the shed incoming line in the afternoon, derailed one bogie and blocked the shed. It was well slewed and off the track, and would be a massive jack, pack and traverse job, all manual tasks in those days. So the decision was taken to use the 36 ton crane, which meant locating and fitting the special spreader beam to hook under the mainframe of the rail car. It took us four hours to get it back on track and stow the vans away afterwards.

A memorable and unusual call-out was on a Monday morning, when spare motive power was always tight. As I walked into the shed, I was greeted by, "B.D.V.s to Hullavington, D.E Sidings." So the breakdown gang members were buttonholed as they came to work, and by 8 a.m. we were being hauled out of the B.D.Vs. stabling road by a 'Hymek'. Calamity then struck as the points sprang under the tool van, which gracefully dropped one bogie onto the ballast. "Getting a bit of practice in

first, are you?" was the dry comment of the shedmaster, as he watched us go through the 'jack & pack' routine. The 'Hymek' was promptly collared for another job.

With the tool van back on the track, the only available locomotive was a steamer: 'Hall' class No. 6917, already turned for return to Gloucester. The 'Hall' dragged us into Swindon Station, ran around us and set off down the Main. I was on the footplate, completely unaware that this was to be the last time I'd ride a steam locomotive on B.R. in ordinary service. We cantered along to Hullavington, and crossed over the Up Main and ran gently into the D.E.'s sidings, to stop by a porter. "I've set the road for you. Just keep going." A tug on the regulator and we quietly glided off into a veritable wilderness of grass and weeds. Soon, the rails were obliterated.

"Go and stand on the buffer beam," requested the driver of his mate. "I can't see the wood for the trees in here ... hah, hah!" Then, as the fireman disappeared along the running plate, he added, "I wonder if he'll meet Dr. Livingstone." We moved off again.

After another 100 yards, the fireman motioned to the driver to ease off. Abruptly, the rear of a wagon came into view. We stopped, and could see no landmarks at all, just matted vegetation that rose to the height of the running plate and small trees thickly sprinkled about. "It feels much better using a steamer as a battering ram," remarked the driver, pouring himself a cuppa from the billy. "You're that much more exposed on a diesel."

I jumped down into the '6 foot', snapping off a sapling during the descent, and peered under the ashpan to judge the risk of fire from the compressed vegetation thereunder. Then, I tramped a way past the loco to the visible wagon. A bit of grass-pulling from around the wheels revealed that this one was still on the track. Another wagon loomed into view. Checked this one out - on the rails, too. Yet a third, and a fourth, all OK. There the track finished, in an overgrown earth bank. The shedmaster joined me.

"Where's the derailment?" I asked.

"Keep going, young man" replied the voice of experience. "They've shunted this siding and pushed one off the end."

And so it proved. We ploughed a trail through the undergrowth and came across a four-wheeler, around 15 feet from the track. "Some push," I said. Studying the size of intermediate saplings which would need removing before hauling the wagon back to the rails, the shedmaster observed "Do you know, this wagon could have rested here for several decades?"

The job was pretty straightforward. We unloaded plenty of timber from the match truck and got the 'Hall' to drag the four wagons onto another road. The driver, on his return, wryly advised us that they would need more than a 'Hall' to find them next time! Meanwhile we laid out the timber to form a rough permanent way, and jacked up the wagon to lay timber under its wheels. After roughly clearing the ground between the loco and the wagon, a long, strong wire was

then coupled between the loco's drawhook and that on the derailed wagon. Gently, the loco reversed, pulling up the slack, and applied more steam when the wire was taut. With a jerk, the wagon slowly began rolling back along our timbers and up onto the rails first time. Then the back-breaking job of recovering our packing timbers began, the shedmaster's absence now was a trifle conspicuous!

Depending on the time and distance to travel to site, the inspector in charge (usually the chargehand) would authorise the opening of rations. That meant the stove would be lit up and the 'cook' (a fitter's mate) would put on the large cast iron teapot billy for a steaming hot mug of condensed milk sweetened tea - I can taste it now! The billy hadn't been cleaned since Churchward's time, to judge by the black tar lining it inside. Then later on would come the soup, a real country vegetable mix, and stew. There were biscuits and cheese, and as much as you wanted at the site and on the return to the shed.

I stayed in the messing van for the return trip to Swindon, enjoying some of that delicious tea and soup and we were soon all convulsed with laughter as our born raconteur shedmaster regaled us with some events he'd witnessed in his steam days. Meanwhile the chance to ride a steam locomotive was slipping inexorably away, to terminate for ever at 2 p.m. as we rolled to a stand on shed.

Another memorable breakdown occurred two weeks later, on a Saturday morning. At 9 a.m. we were told, "B.D.V.s to Ashbury Crossing - Up Main blocked by loco failure." By 10 a.m. we were inching our way on the parallel Up Relief line past a line of coaches and we were leaning out of the van window, being harangued! This was no ordinary passenger train but one of the Swindon Works Annual Holiday or 'Trip' trains, bound for the Kent Coast. Many were the ribald comments flying back and forth, as fitters and chargehands, with whom I'd worked as an apprentice, saw who their saviours were!

D7065 was immobile all right. The driver reported one hell of a racket and thumping from the bogie under him, and the cause was there to see. The cardan shaft between the inner and outer final drive gearboxes had sheared. Both ends had flailed around until the train stopped. There'd been a fair bit of damage to the brake rigging, too. This was no 'jack and pack' job, so we removed just enough to get the loco mobile and back to Swindon.

The damaged brake rigging was quickly removed and piled up on the engine room floor through '65's' side doors. Both parts of the cardan shaft were similarly dealt with. During this time, our loco, diminutive D2186, had moved forward onto the up Main and reversed back onto D7065. Once we'd finished our work, it hauled the uncoupled 'Hymek' up to the crossing and reversed back down to drop the loco onto the BDVs. Meanwhile, another 'Hymek' had arrived light engine to take over from '65, and so order was sorted from chaos. The delayed



D1664 'George Jackson Churchward' had its nameplates fitted at Swindon shed on the 7th May 1965 by the author. It is seen here four years later on the 11th June 1969 at Kensington Olympia at the head of a Willesden to Cardiff Freightliner. By this time the locomotive has received full yellow ends but still retains its D prefix to the number. RAIL ONLINE

holidaymakers were on their way east and, after D2186 had run round the BDVs, we set off west, still chuckling over their lousy start to the holiday!

Memorable Loco Repairs

D1648 was one of our driver training locos, being an early dual air-braked Brush 4 and still quite new. It was a great loco except for one thing - we couldn't get the train air-brake system to work. The loco air-brake system was OK, as was the train vacuum system, but no matter what we did, feeling our way cautiously, we ended up having to tell the duty running foreman that once again the loco was available but only for vacuum braked workings.

We didn't stop the loco just for that fault, usually we looked at it whenever it was on shed between turns, but it was a constant niggle. We eventually got hold of brake system drawings and focused on the proportional valve, but we couldn't prove that that valve was the culprit. Days spread into weeks and the loco seemed to mock us each time we walked past it.

One glorious Saturday morning we were once again tracing out the air pipes inside the loco body. The fitter and I were following a

particular small bore pipe and found a small fitting. "What's this?" asked the fitter.

"Strainer," I replied, looking at the schematic drawing.

"What's it do?"

"Filters the air."

"From what?"

"Any muck and sediment in the pipelines."

"Think we ought to look at it?"

"Naw, this is a new loco, we haven't interfered with the brake system at all. It's got to be clean."

"Well, we're clutching at straws, let's have a dekho" and out came a shifting spanner and he unscrewed the cap off the strainer housing. The fine mesh filter was clogged with a tightly packed mixture of paint and rust flakes. With a growing feeling of euphoria, we carried the tiny strainer off the loco and showed the mixture to other fitters and the running foreman, cleaned it up with compressed air, replaced the strainer, started the loco's engine and, with bated breath, tested the air-brake system. Both train pipe gauges registered pressure, and when we operated the air-brake lever, the brake pipe gauge dropped to zero. Cheers of jubilation rang inside the shed that day. D1648 lost its smirk, and became just another Brush 4.





Another interesting occasion was on a drizzly Monday when our golfing fanatic fitter, walking across the shed entrance, suddenly leapt to one side, shouting "FORE" at the top of his voice! D4124 skidded with all wheels locked along No. 7 shed road, through the shed entrance and into a pile of empty oil drums. That put the loco out of service for a couple of days whilst the footsteps were straightened. If anyone had been in the way.....

We were associated with a little history making event on the weekend of 14th-15th August 1965, when we carried out the vacuum governor change on the 12 'Hymeks' at Swindon, bringing the vacuum brake operation down from the Great Western standard of 25 inches to the British Railways standard of 21 inches.

D0280 'Falcon' came on shed on 3rd May for headquarters inspection. Effectively the loco was a 'Western' with electric transmission instead of hydraulic and in a Brush 4 body. I'd ridden on 'Falcon' before and I liked the combination as, without a doubt, it was stronger than a 'Western', and it cleared Box Summit a full 5 mph faster than any 'Western' could on up Bristol expresses.

The Ending

The mechanical foreman had long since

retired, but during my nineteenth week in his job, officialdom caught up with me and I was told I would be replaced the following week. By now I had my own copy of the BR Rule Book, a Bardic Lamp AND my first (and only) B.R. black mackintosh, to make me feel part of the establishment.

My appointed replacement arrived, straight off the 'Blue Pullmans', on which he'd been an inspector. Like the shed master, he had a formidable repertoire of stories, both tall and short. The handover was swift and sure. Ivor was, after all, still a running shed man.

Handover complete, I was instructed to report to Cardiff Division, and from there was immediately reallocated to Landore and the beginning of a new chapter.

Postscript

I was returning to Swansea from London on the 'Blue Pullman' one Friday evening some months later. We pulled up on the through road in Swindon station with a lighting fault on one of the Pullman cars. Who should attend but one of my former colleagues, an electrician from Swindon shed. We had a brief chat while he traced and rectified the fault and we parted ways. That was a call-out I hadn't experienced whilst at Swindon shed.

This unusual view, taken on 23rd May 1965, shows the interior of the shed with one of the Swindon built D95xx series 650 hp hydraulic locos on the right, whilst outside is a line up of Brush Type 4s, 'Hymeks' and 'Westerns'.



BRITISH RAILWAY MODELLING

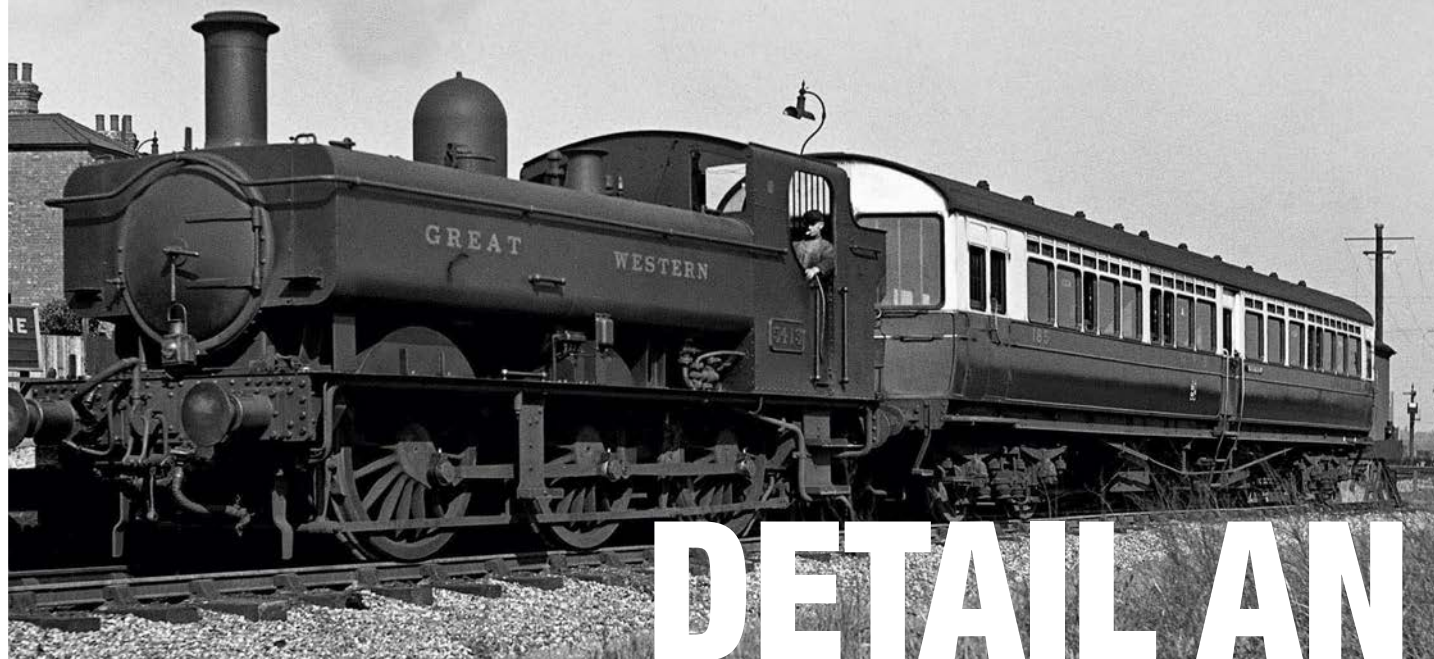
BRM DIGITAL

DIGITAL EDITION EXCLUSIVE

CLICK AND SWIPE IMAGES
TO SEE MORE







DETAIL AN AUTOCOACH

Words & Photography: Phil Parker

Phil Parker updates the venerable Airfix autocoach so that it can sit more easily with modern RTR stock.

Can there be a more model railway friendly prototype passenger train than an autocoach? A single vehicle pulled by a short locomotive intended to potter around lightly used branch lines. Best of all, even in OO it will fit in a platform 40cm long.

The Great Western railway found themselves operating many lines that didn't warrant a full length train for much of the day and in 1930, ordered ten coaches to a design diagram labelled A28. 62" 8' long, they would work with a locomotive that was "auto fitted" that is, it could be controlled through a set of rods from one end of the coach. The best known of these was the 0-4-2 14xx class but all the 54xx and some of the 64xx Pannier were also fitted to perform these operations.

Airfix GMR launched in the late 1970s and provided a real wake-up call to the industry. The levels of detail were higher than anything modellers had been used to. They also focused on the GWR – always

one of the most popular railway companies. Realising that most modellers are strapped for space and so a short passenger train would be perfect, 1978 saw the arrival of their autocoach and 14xx tank, both of which can still be found in Hornby's range.

More recently, Bachmann has produced a rival in the Hawkesworth version, however sat next to each other, the older model cries out for a bit of a facelift. As luck would have it, Dart Casting produce a comprehensive kit to do the job. ■

Tools

Craft Knife
Small pliers
Razor saw
Flush wire cutters
Scissors
Pin vice
0.5, 1.0 and 1.5mm drill bits
Flat Swiss file
Round Swiss file
Superglue

What we used

Airfix GMR GWR Auto-trailer
(Now produced by Hornby as R4790- GWR or R4791- BR liveries)
www.airfix.com

Dart Castings
DK1 GWR Autocoach Detailing Kit
PP1 Pewter Passengers
www.dartcastings.co.uk

1



The Airfix model, now available from Hornby, looks pretty good and has always been a very popular, available in at least 20 GWR and BR liveries. This example was purchased second-hand and a quick look at eBay shows nearly 50 on offer, so there isn't any problem getting hold of one.

2



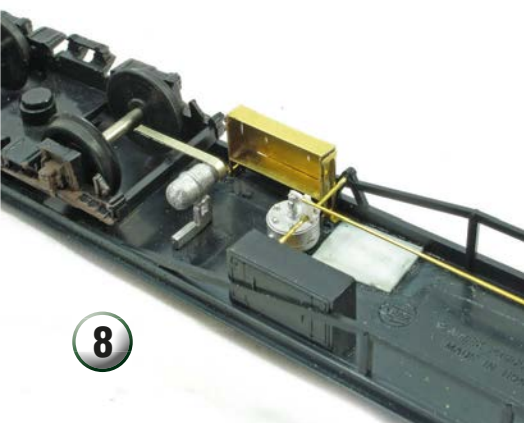
Compared to the Bachmann Hawksworth version released a couple of years ago. From the top, these things might look simple, but the equipment required to operate a loco from one end of a coach in the days before electronics is impressive and complicated. We expect our RTR models to include it nowadays too.

5



The vacuum cylinders can come off, as they are basic lumps. Sawing from the top allows me to get some wire snips in to chop the plastic away. Finally tidying up is carried out with a sharp knife. The leftover holes are covered with a piece of thin plastic, although you can't see when the model is on its wheels, so this isn't essential.

8



Working with the bogies in place is essential if they are to be able to swing without knocking into newly fitted details. The dynamo is set up to clear the end of the bogie and its drive belt, made from a strip of metal, is cut away to keep clear of moving parts. In reality, this is a belt that runs around the axle, but again, from the side this will look OK.

3



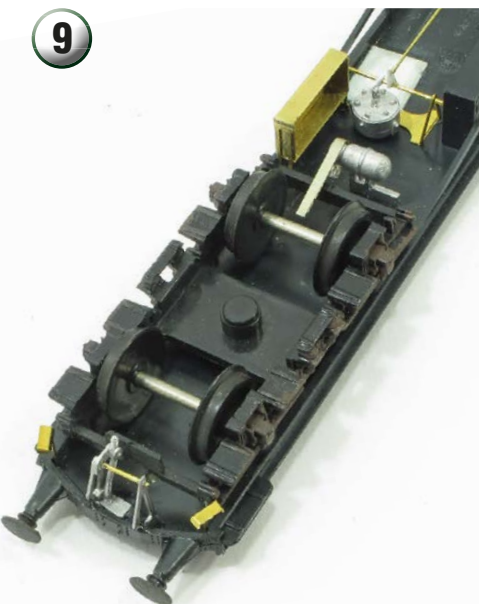
Most detailing projects commence with dismantling the model. Run a fingernail under the bottom edge of the roof to pop this off, then undo four small cross-head screws in the floor to separate body and chassis. The bogies are removed by squeezing the lugs together. I'll leave the glazing in place, as clear plastic can be very brittle when it's several decades old. If I planned a repaint, obviously it would need to be unclipped.

6



There should be three battery boxes under the coach so I fold up one of the brass ones, running superglue into all of the corners and behind the legs. You can solder, but I didn't heat up the iron as the glue was handy. Proper handles are supplied, but I used plastic strip to match the pair of moulded boxes on the model already.

9



At the front (driving) end, things get really tight. The whitmetal castings are trimmed to allow them to be set forward a few millimetres and the etched plate hangers left off entirely. It's not ideal, but does add useful clutter under the driving cab. The corner steps are fitted at this end only, as they would be clobbered by the tension lock coupling fitted at the back end.

4



One of the first jobs to be tackled is the removal of the moulded battery boxes. This is difficult to do, the boxes being bulky, the truss fragile and all the plastic being very old. I wrecked two chassis before deciding to leave it alone. If you must do this, I suggest removing all the trussing and replacing it with brass angle using the plastic originals as a guide.

7



I'm using the original V-hangers for the same reason the battery boxes have been retained. Inner ones are from the etched parts in the kit and all are drilled to accept 0.5mm brass wire. Some whitmetal parts are supplied for this but wire is easier to keep straight and less fragile. I have had to make cranks from plastic strip drilled, cut to a pointed shape and fixed with superglue. The new cast vacuum tanks look a lot better than the originals even from the side.

TOP TIP



Old model railway stock gets damaged. Repairing it isn't easy as the plastic is usually quite hard and doesn't take normal modelling glues. Underframe trusses are particularly vulnerable to breakage if the owner has picked up their coach by gripping it tightly around the middle.

Even if the break is really tidy, and they generally are, there's not enough area in the join for superglue to hold. The trick is to add a splint of plastic strip behind the broken area and fix this in place with lashings of solvent designed for ABS plastics. This bonds the two materials well, but it's worth leaving the joint overnight to fully harden before sanding away any of the splint that is visible.

Sadly, for a join this small, the ABS solvent on its own won't hold and you really have to brace it for strength.

10



To make the "face" of the model look good, a Romford screw coupling is fitted into a hole drilled in the plate on the buffer beam. Pipes fit under the beam, tucking behind it for a reasonably strong joint.

13



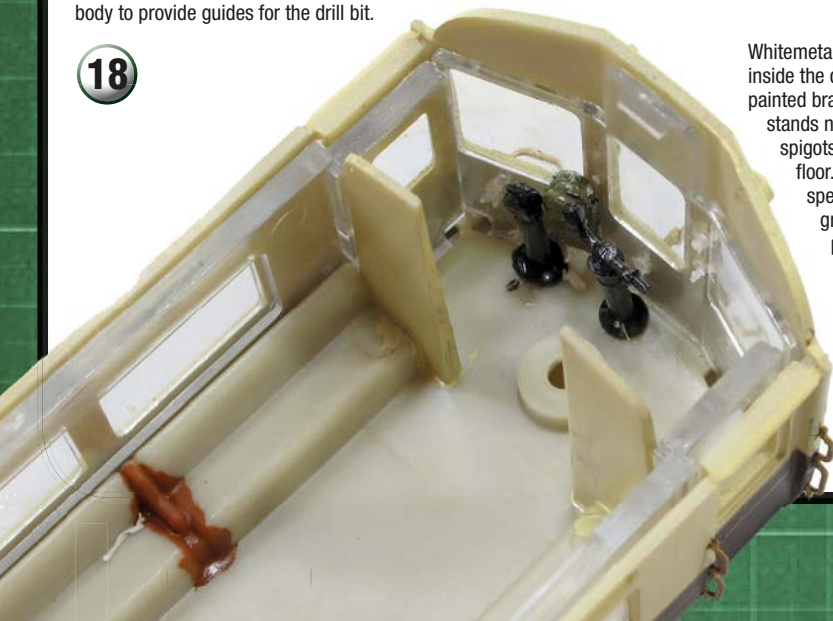
The model will never look worse than it does now, with battered paintwork and scars all over the body. If you've not done anything like this before, it's the point at which you believe you have ruined the model. Look on the bright side, anything you do now can only make it look better.

15



Etched grab rails are provided, requiring a pair of holes to be drilled to accept the legs. Marking the holes is easier if you set a pair of compasses fitted with two spikes to the correct distance, then press into the plastic body to provide guides for the drill bit.

18



11



The Airfix plastic wheels on the left were very good in their day, especially when compared to some of the steamrollers other makers fitted, but not as nice as the metal Romfords on the right. Changing over involves flexing the bogie sides to remove the old wheels and drop in the new.

14



I'm desperate to avoid repainting the body, but some serious touching up of the paintwork will be required. Railmatch 603 GWR Stock Cream is perfect for upperworks but the 602 Stock Brown is too rich for Airfix's interpretation of the colour, which is curiously flat. A much better match is 402 Frame Dirt. It's still not perfect, but for a working coach, is not far away.

16



The lamp irons need to be folded up and added front and back. In a sure sign the kits was designed by a modeller, spares are provided on the etch, so you can afford to drop one on the floor and lose it. Superglue is ideal for fixing – use a brand with slight gap-filling properties to hide the holes.

Whitemetal controls are fitted inside the driving cab. The black painted brake and regulator stands need holes drilled for spigots to go through the floor. What I assume is the speedometer, painted green according to prototype photos, fits just under the window. All this gives viewers the impression there is something inside the cab when looking from outside.

12



Time to ruin the body. The moulded on handrails are carefully carved away using a small chisel and sharp knives. While I'm at it, the lamp irons can come off too.

17



Door handles are replaced by bending bits of the 0.45mm brass wire supplied in the kit and fitting into holes drilled in the coach side. The trick is to cut them to length after fitting. Sadly, this doesn't work for the curved handrail, which is anchored at both ends and has to be bent to the right shape before gluing in.

19



Destination boards are fitted part way along the coach side. They scale out at 11mm by 2mm and of course the originals had fallen off. I made a new set on the computer and decided this coach would operate into my local station.

21



Airfix sold the model with a self-coloured plastic chassis, but that won't do any more. I spray everything with Revell No.9, Anthracite black. This isn't a pure black, but a very dark grey that looks more convincing. Railmatch makes a similar colour called "Weathered Black", which is one of my favourite paints. Once dry, the chassis and bogies will be dry-brushed with dark grey, rust and track colour to provide the appearance of use on the railway.

24



None of the little people needed their lower limbs amputating to sit in the seats. Painting passengers is a great way to practice figure-work, as the finer details aren't so visible. I just picked out the main clothes with nicely muted colours and then gave them a wash of Games Workshop brown weathering ink to show the creases and shadows.

20



With everything clipped back together, the additions to the previously fairly plain end can be seen. There's much more you could do to the base model, but my aim has been produce a piece of stock suitable for running on a layout, not a showcase queen.

22



White roofs don't stay that colour very long on a steam railway, so although the coach was to be clean, I sprayed a much thinned coat of Anthracite black over the top, letting it run into the ribs and vents. You can achieve the same effect with black weathering powders. In both cases, work with the roof off the model to avoid dirtying the sides.

23



Empty coaches look wrong but Dart Castings have a special set of passengers perfect for populating this one. Cast in pewter, they are lighter than the same models in whitmetal. You might recognise some of the Monty's Models range as well as other from the company in here. The detail casting isn't as good as these but then they will be hidden away, only visible through the windows so you can save a few quid by using them.

Useful books

Great Western Auto Trailers – Parts 1 and 2 by John Lewis

Publisher: Wild Swan

These are the books you need on your shelf if you really want to know the prototype. Part one covers the pre-grouping vehicles with the second volume looking at post grouping and also those carriages absorbed by the GWR. One for the serious carriage enthusiast, but you won't do any better.

Detailing and Improving Ready to Run Coaches by Tony Wright

Irwell Press

Tony takes on the Dart Castings kit, excellent if you want to try for the "full fat" version of the model.

If you want to get out and about, the Didcot Railway Centre, Llangollen Railway, South Devon Railway and Severn Valley Railway all have prototype auto-trailers although you'll need to check how accessible they are and when there is a chance to travel on one.

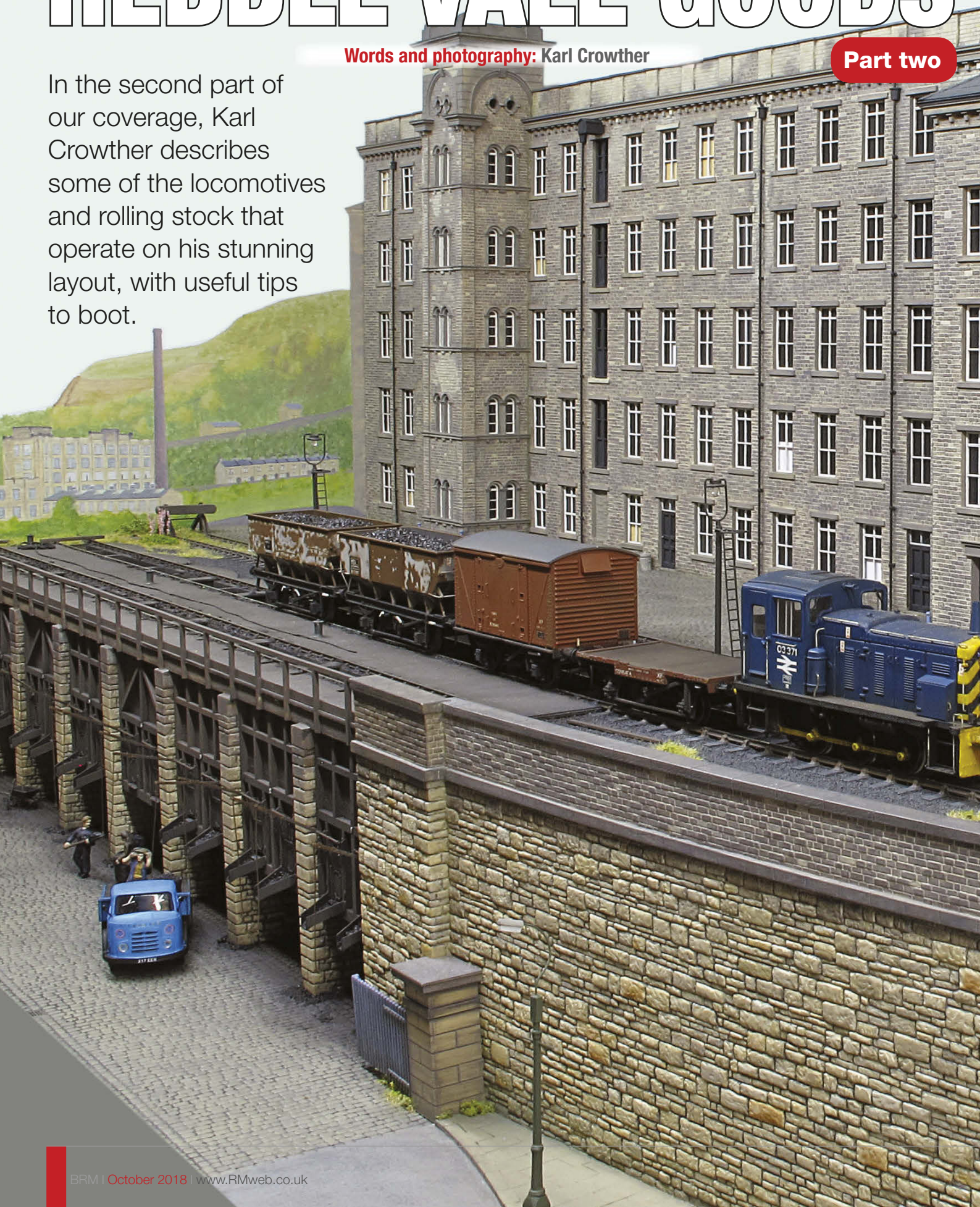


HEBBLE VALE GOODS

Words and photography: Karl Crowther

Part two

In the second part of our coverage, Karl Crowther describes some of the locomotives and rolling stock that operate on his stunning layout, with useful tips to boot.





I'm really pleased how the backscene has helped toward presenting the overall scene I was attempting to create. Features from the Beacon Hill area of Halifax have formed the basis of what has been depicted at this end of the layout.

In the original December 2011 **BRM** feature I touched on the intended motive power and, as it turned out, I've managed to stick pretty much to the plan in this respect. The Class 25 comprises a Bachmann mechanism converted to a sprung assembly using one of Ian Penberth's excellent 'Penbits' kits, with a body made up from the original Bachmann centre section plus the cabs taken from an old Hornby donor model (the Bachmann cabs are the wrong shape). The Class 37 is again Bachmann and while given an upgrade with various Shawplan 'Extreme Etchings' body detailing components, still awaits the 'Penbits' treatment. The Class 31 on the other hand is pretty much a straight Hornby model, renumbered, and runs on Ultrascap replacement wheelsets. The 03 shunter project (a detailed Mainline body on a High Level chassis) has turned out nicely and is a very steady runner, as one would expect from the High Level stable. All locomotives are fitted with sound decoders and I have a mix of both ESU and Zimo types.

The main work involved re-modelling the front ends including deepening the cab side windows, dropping the bonnet top by around 1.0mm and then applying the full range of Shawplan Extreme Etchings upgrade parts (cab front window frames, air horn grilles, roof fan/grille, Clayton boiler ports etc.). Then, a new centre headcode box was scratch-built from styrene sheet. After sorting out the marker lights (based on a kit from Express Models), I decided to model it as 40195, an incumbent of Healey Mills at the time and the last class member I recorded in normal service on BR. The finishing touch was an ESU V4 sound decoder pre-loaded with a DC Kits 'Legomanbiffo' sound project and a 20x40mm speaker mounted into the chassis block, for which I had to mill out a suitable aperture.

That brings us onto the rolling stock and here I've managed to stick fairly closely to the plan (though I do now have rather more than is needed). There is the usual mix of adapted proprietary and kit-built offerings (mainly Parkside and a few Chivers), plus



Work on re-modelling a Lima Class 40 bodysell. Having deepened the cab-side windows I then cut off the bonnet top, repositioning it 1mm shallower and also then rounding off the 'shoulder' where it meets the sides. This work destroys the horn grilles so I removed everything else from the front end, with the exception of the tail light surrounds. A new centre headcode box was fabricated from layers of styrene sheet and new handrails from 0.3mm nickel-silver wire. The original lamp irons were reinstated and Extreme Etchings horn grilles were fitted. You'll see I also cut away and replaced the cab door handrails with the same 0.3mm wire. Other refinements to the body included fitting EE roof fan/grille and cab roof ventilator cowls, and of course the new cab front windscreen frames.

In that original article I said one of the main things that reawakened my interest in the Blue Diesel period was a rediscovered passion for Class 40s, and at long last one of these has been added to the fleet. I'd purchased one of the original Bachmann 4-axle drive versions when they first appeared. Given the well-documented constraints with the body proportions of this initial version (the more recent ones are very good), I looked into replacing the superstructure with a spare Lima bodysell.

the odd scratch-build. The greatest variety is amongst the parcels fleet and in particular, ferry van traffic was something I was keen to represent. The first one tackled was a BR standard ferry wagon, based on the Hornby model. I say 'based on' because I removed just about all details below the solebars and did a complete rebuild in the underframe department, including the incorporation of Bill Bedford sprung axleguards. It was also pointed out to me that the Hornby vehicle is slightly too narrow so the work included



BR Blue 40195 idles in the sidings awaiting the shunter to change the points.



Re-worked and detailed Hornby BR ferry van. Transfers for the distinctive branding came from Railtec.

cutting it in half lengthways and inserting styrene strip to widen it! The icing on the cake was in persuading Railtec to produce some suitable transfers for these vehicles.

Having completed this BR version I turn back again to my **BRM** article of 2011. In that I showed a photo I took at Halifax Station around 1980, with a short rake of wagons standing on a section of the partly demolished GNR/LYR Queensbury line platform. One of these vehicles was an intriguing looking ferry van whose origins



The completed Belgian Ferry Van. Painting was by hand using Humbrol enamels. A coat of Johnson's Klear was applied to areas where the transfers were to go, with a further coat to seal them in after allowing to dry thoroughly. A couple of coats of Testors Dullcote spray varnish were then applied, after which final weathering could take place.

I couldn't identify at the time. That was until my friend Adam Chapman said it was a Belgian vehicle. Having sourced a suitable drawing and compared it with the Hornby model the two were significantly different, though the same overall length and wheelbase. However, they did have one consistent feature in the form of the prominent body side vents, which were pretty much identical in both types. I therefore took the plunge and carved up a Hornby model to get just the required eight body panels containing the vents. Having removed the springs and axleguards from the underframe, the rest of the model was duly binned and the Belgian Ferry van effectively scratchbuilt from styrene sheet, with the incorporation of these few parts from the original donor model. As with the BR version, castings and various small details such as the ferry cleats & hooks came from variety of sources (Wizard Models, Lanarkshire Models & Supplies etc). The completed model makes an interesting contrast to the BR example (the transfers were cobbled together again from the Railtec sheet – not quite everything that should be is there, but the most important branding is present, at least).

On the longer wheelbase vans, the RTR ones included, I've tended again to spring them as I feel this gives a better ride on such vehicles (again mainly Bill Bedford and occasionally Masokits). The single bogie vehicle (an ex-LMS 50ft Full Brake) is an old Mainline model with the corridor connections removed and runs on Comet bogies, with some added detail in the underframe department.

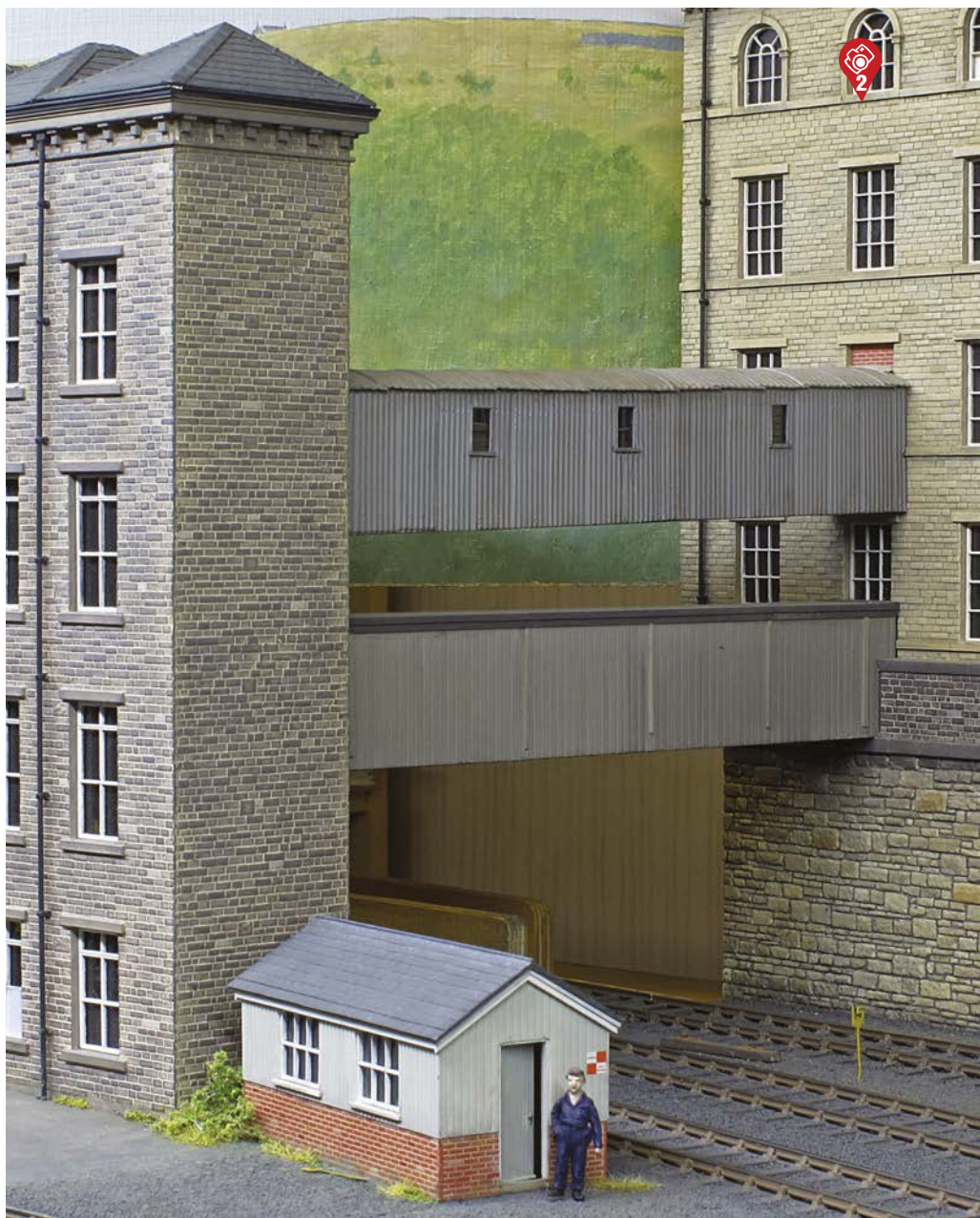
So there you have it, Hebble Vale is now just about complete – a full 10 years in the making. Having got 1970s Blue Diesels out of my system I intend now to return to my Cumbrian-based 1960s steam/green diesel theme, so watch this space, as they say. ■

See Hebble Vale Goods at:
Wigan – October 6 and 7
Stevenage – January 12 and 13, 2019
York – April 22, 2019

Covered walkways between adjacent mill buildings were a distinctive local feature and it was thought that these examples (from Dean Clough) would help disguise the exit from the sector plate. The little brick/timber staff cabin was based on an example that formerly stood at Halifax (Town) Station and gives a pleasing contrast to the stonework that otherwise dominates the scene.



Ex-LMS/Stanier 50' full brake. This uses an old Mainline model as the basis. The bogies have been replaced with Comet, while a certain amount of extra detail has been added to the underframe (including new buffers – also from Comet, plus scratchbuilt footsteps). On the body, the end corridor connections have been removed (as was done on some vehicles at this period), with new end framing and other detail being fabricated. New, separate wire handrails were fitted, along with door handles, while the windows have been flush-glazed with individually cut pieces of clear acrylic, with the glazing bars represented by pieces of pre-painted 0.3mm nickel-silver wire.





There were coal drops (as they are called locally) similar to those modelled, at both Halifax and Sowerby Bridge, and the model versions always seem to generate a lot of comment at shows. The supporting piers were made up from more Wills sheet, but with the large stones on the ends being separately-cut and shaped styrene 'blocks', while the hopper woodwork was laser-cut in 2mm MDF. The doors, chutes and the operating mechanisms were constructed from a set of nickel-silver photo-etched parts I had prepared from my own artwork. A final detail was the little numbers on the hoppers which are a Slater's product. A full account of how these were built appears in MRJ 255. The figures active in the coal yard are from the Pete Goss range, while I have to admit that at present the coal lorry isn't right for either the period, or the locality.....



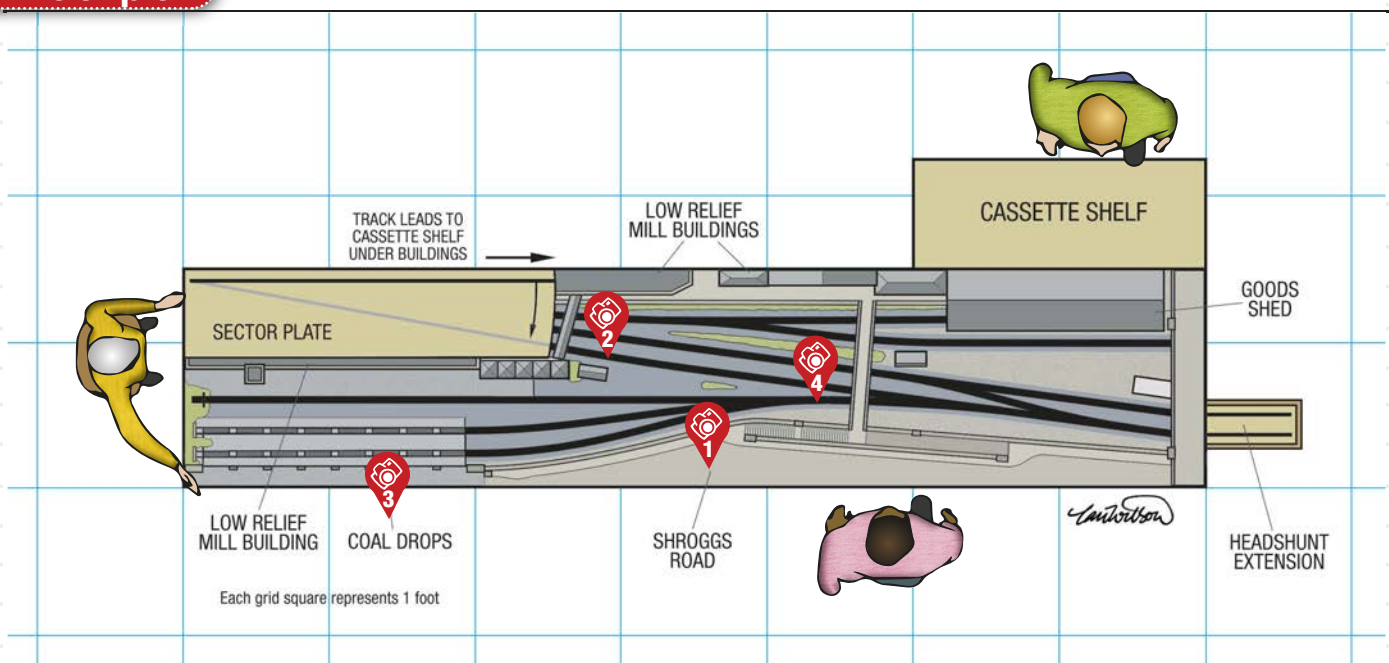
3 Tips for perfect stonework

1. Base your efforts on a real example. Get photos of stonework in the area you are modelling, or even better, visit the location and see for yourself. This will give you a feel for the texture of the stonework and serve as an aid to the final colouring.
2. Where there are to be corners, where possible, cut the structure from a single sheet so you can be sure the courses match up correctly. Hide any non-matching joins in parts of the model that won't normally be seen.
3. Where sheets join up, be prepared to get stuck in with knives and scribes to create a new pattern of courses that straddle the join. Once filler has been applied to create these 'new' stones, with luck evidence of the join should magically disappear.



Trackplan

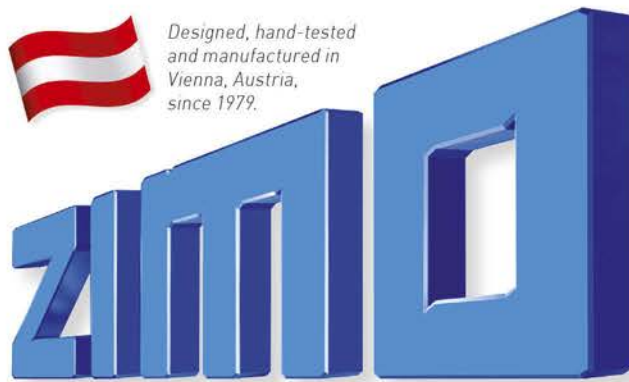
HEBBLE VALE GOODS



BRITAIN'S
FASTEST GROWING
DCC DECODER BRAND
BUILT ON QUALITY & SERVICE



Designed, hand-tested
and manufactured in
Vienna, Austria,
since 1979.



Thinking of
going digital?

Considering
DCC sound?

BEWARE! NOT ALL DECODERS ARE THE SAME

Tempted by 'own-brand' chips and bulk deals offered by big discount internet-based retailers? What about cheap sound locomotives and decoders from the major ready-to-run manufacturers? These seem attractive but can end up being a false economy. Built-in obsolescence could leave you locked-out of exciting new features, software updates and the reloading of improved sound files.

There is an alternative. ZIMO - once the 'best kept secret' of a handful of experts - is now Britain's fastest-growing DCC brand. Invest in the best and you will enjoy peace of mind through a three-year warranty, unrivalled customer support and an easy-to-use repair option if you make a mistake. In a time of rising prices, ZIMO's future-proof technology also offers great value for money.

There's more. With the ability to update 'via the rails', ZIMO is constantly innovating. We are known for maximising functions, simple to fit 'stay-alive' options and our ground-breaking 'smart stop' technology. ZIMO's legendary silky-smooth motor control obtains optimum performance from every type of mechanism - in all scales - including the latest trend for coreless designs.

Paying over
the odds for sound?
It is time to think again!

£99

Premium ZIMO sound decoder*
pre-loaded with a FREE
British sound project

New loco?
You no longer have to
skimp on your decoder choice.

£20

Quality ZIMO motor decoder*
with back-EMF sampling
and RailCom™

*Prices exclude P&P. Sound offer: MX644/MX645/MX648/MX649/MX658/MX659 (from retailers that offer sounds). Motor offer: MX600/MX618/MX622N/MX638D. RailCom is a trademark of Lenz GmbH

COMPREHENSIVE BRITISH & CONTINENTAL SOUND LIBRARY

The full range of ZIMO sound, motor, function and accessory decoders is available from these trusted specialists, all of which have extensive libraries of steam, diesel and electric loco sound projects waiting for you. Your choice of project will be loaded on to a ZIMO sound decoder, with full customer support provided as standard.

YOUCHOOS

www.youchoos.co.uk

08447 725052

Telephone, web and shows

DIGITRAINS

www.digitrains.co.uk

01522 527731

Shop, telephone, web and shows

COASTAL DCC

www.coastaldcc.co.uk

01473 710946

Shop, telephone, web and shows

MR. SOUNDGUY

www.mrsoundguy.co.uk

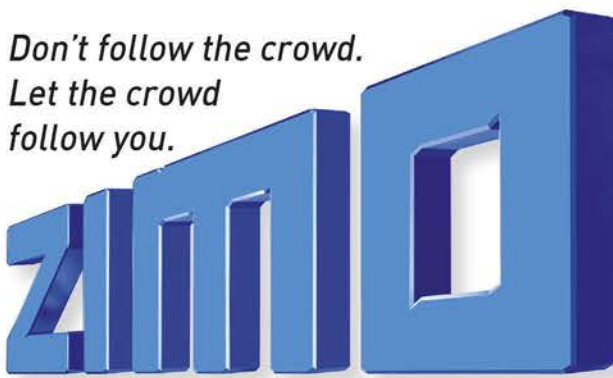
01983 531443

Telephone and web

Standard features found on all ZIMO decoders

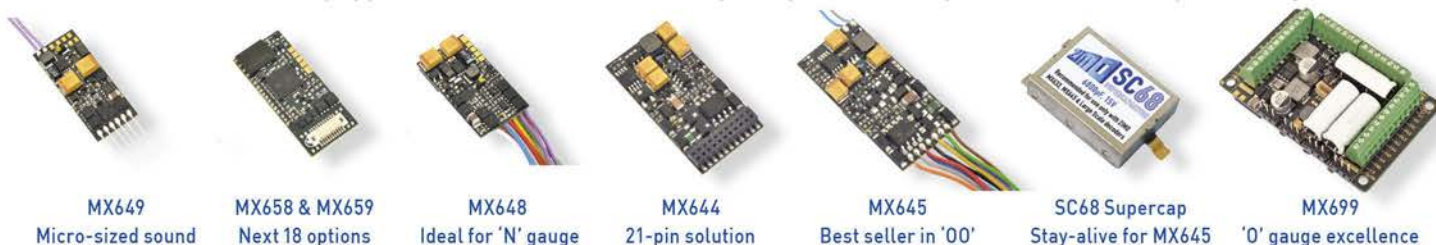
- Suitable for all DC motors, including coreless types
- Built-in thermal cut-outs and overload protection
- Automatic motor regulation and optimisation
- 20 or 40 kHz 'silent' drive with back-EMF sampling
- 3 & 28-step fully programmable speed curves
- Special speed calibration to kmh or mph equivalents
- 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 updates via track (no need to remove decoder)
- RailCom™ equipped (bi-directional data communication)

*Don't follow the crowd.
Let the crowd
follow you.*



PREMIUM QUALITY SOUND DECODERS TO SUIT EVERY APPLICATION

A family of reliable, powerful and highly-specified DCC sound decoders and accessories to suit all scales and gauges. Common connection types are catered for including the newest Next 18 interface. ZIMO's silky-smooth motor control comes as standard. Many types include on-board circuitry for quick and easy connection of 'stay alive' capacitors.



MX649 Micro-sized sound MX658 & MX659 Next 18 options MX648 Ideal for 'N' gauge MX644 21-pin solution MX645 Best seller in '00' SC68 Supercap Stay-alive for MX645 MX699 'O' gauge excellence

THE 'NEXT GENERATION' SPEAKERS THAT EVERYONE IS TALKING ABOUT

A range of miniaturised speakers, with matching resonance chambers, provide incredible sound quality for their size. Optimised solutions to suit 'N', '00' & 'O' gauges, including powerful 3D-printed twin-speaker arrangements. Don't be fooled into using cheap speakers - your sounds are only as good as the weakest link in the audio chain.



LS 12x08x08 Micro cube 1W LS 15x11x09 Sugar cube 1W LS 18x13x13 Cube 1W LS 26x20x08 3D optimised 1W LS 40x20x09 3D optimised 1W LS 40x22x09 Twin speaker 2W LS 50x15x14 Twin speaker 2W LS 55x22x09 Twin speaker 2W

ECONOMY MOTOR DECODERS OFFER INCREDIBLE VALUE FOR MONEY

It's easy to start off on the right track and join the growing band of ZIMO devotees. Our range of £20 entry-level motor (non-sound) decoders has been expanded to cover all the popular connection types and is ideal for most R-T-R locomotives. The 21-pin MX638D was recently awarded 'first choice' in Hornby Magazine's equipment guide.

ASK FOR ZIMO BY NAME AND PURCHASE WITH CONFIDENCE

The ZIMO DCC range encompasses the flagship MX10 command station and MX32 touchscreen handset, along with a wide range of sound, motor, function and accessory decoders (to suit all scales and interface types).

These products are available only from officially approved retailers, listed opposite and below.

DCC Train Automation 01823 429309	AGR Model Store 01525 854788	Mark's Trains 07515 436396	Sunningwell Command Control 01865 730455
EDM Models (NG Trains) 01904 331973	Wickness Models 01387 738175	Frizinghall Model Railways 01274 747447	RAIL EXCLUSIVE (Distributor) 01780 470086

Beware of imitations! Genuine ZIMO products can be distinguished by the blue-themed blister packaging and English language instructions.



How to...

SKILL LEVEL 1 - BEGINNER

BATCH PAINT FIGURES

The painting of layout figures is definitely an art, but a few simple techniques can produce some pleasing results. Kevin Phare picks up his paintbrush and shows you how...

I posted a picture on RMweb that showed a suited gentlemen waiting on a station platform. I have been asked on more than one occasion if I could pass on any tips on how I painted him. I do seem to have ended up finding a method that is relatively quick, simple and that produces some reasonable results.

Painting purists might turn their noses up at my slightly lazy technique, but I argue that these figures form part of a much larger picture, which is the railway layout itself, so they should rarely be looked at in isolation.

For this article, I have used figures from Dart Castings and Modelu. All the paint is from the Vallejo range and the varnish referred to is the Winsor and Newton Artists' Acrylic Matt UV varnish. ■

Words & Photography: Kevin Phare

1



I use a plastic top from a spray can and some blue tack to hold the figures firmly. I also tend to paint in small numbers, normally four figures at a time, as this is light enough to hold without getting too heavy.

These figures have been checked over for flash or mould lines, which was minimal, and then they were fixed to the can lid. I had also washed them in warm soapy water beforehand, to ensure any release agent has been removed and I left them to dry thoroughly before I started.



A coat of grey primer was applied to highlight the details and make it easier to see them before starting the painting. This was left to dry thoroughly.

At this point I should mention that I use fine paint brushes for all this work. I suspect for those of you who prefer spray guns (or cans), this will work just as well if thin coats are used

2

My layout is based in the mid-1930s so I researched the period to give me some idea of the colour of the clothes typically worn at that time. The best way is to use books, photographs and search engines. I was amazed at amount of information that is available, much is in colour as well.

Here it would also be useful to explain the best process I have found in painting figures, which is to start with the furthest, or deepest, part of the model first. This is because it is easier to over paint an edge than it is to cut in. For instance, I paint the face, then the shirt and finally the jacket in that order. The brush can be easily held over an edge where a better paint line can be formed.

3



Note the face and hands have been painted first and that I have not been overly careful in getting the flesh colour onto adjoining areas, as this can be over painted easily at the next stage.

4



Here you can see that I have painted the lady's dress before the coat, as it is the furthest area. The gent to her right has had his shirt and bow tie painted using the same principle.

5



This gent has now moved on a bit, and his suit has been painted with a brush, overpainting the suit/shirt edge to give a sharp demarcation between the two.

6



This shows some of the other figures painted using the same principle.

One thing I should mention is brush technique. Always use a small brush loaded with a little amount of paint at any one time, as this is far more controllable and won't leave a large blob of paint where it's not needed. Also, and this applies to any form of model painting, is to ensure that everything is supported and steady because if the model or brush shakes then so will the paint result. I often use a supporting stick, upon which I rest the wrist of my paint brush hand

7



This shows the four figures, all painted and ready for the final stage of detailing. The shoes will be painted after I have applied a couple of coats of varnish to protect each figure whilst being handled.

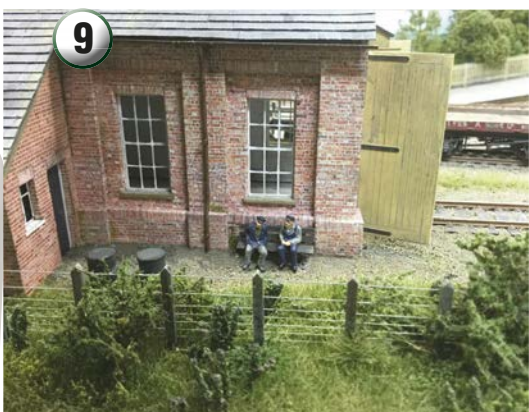
8



These figures have had a few applications of black wash applied, which runs into all the creases, folds and detail lines giving a shadow effect. This has taken a few applications, sometimes to localised areas only, but you will end up with these results. Finally, apply another coat of varnish to seal figures for handling.

The two seated men to the centre and right are HO scale (1/87), so they appear much smaller when seated next to the Dart Castings figures. Be careful when mixing scales, as it does become noticeable. All it needs is a little thought and not to group different scale figures together.

9



The placing of figures is key to making a layout look realistic, so do try to pose them in credible positions. A dry run of their placing is always a good idea too, and perhaps leave them in place for a day or two to see if you are happy with their location. This picture shows my attempt at this. You will also note that I am not a fan of figures in mid-flight. I don't use models of people in motion, as I don't think it looks correct.



BRM meets...

THE MODEL CENTRE

Providing two decades of sales, weathering and customisation services to modellers worldwide, Chris Yates' business started from humble beginnings in a chicken shed. Howard Smith visited their North Yorkshire moors retreat to collect Chris' thoughts on the journey to date and what he believes the future holds...

I've heard a great deal of good about TMC, mostly from its satisfied customers, but on the odd occasion when I see Chris at an exhibition it's usually a flurry of excitement around the stand. Never having visited their premises and living in such an idyllic place adjacent to the wonderful North Yorkshire Moors Railway, I met Chris, his son (and successor), Alex and the team to discover more...



The team behind model shop and model sales, customer service, model research, product development, weathering, customisation and more - from left to right: Richard Sawyer, Chris Yates, Andrew Heslington, Michael Simmonds and Alex Yates.

HOWARD: What was the motivation behind TMC? Was there something from your career in the model industry that made you realise things could be done differently?

CHRIS: They say 'stick to what you know, play to your strengths and you won't go far wrong'. It's a good basis for a business. Simply put, my experience gleaned from visiting model and toy shops was put into practice - I used to get paid for this! My former career working in the model industry selling Hornby and Scalextric was a dream

and I often joke I've never had a proper job! Who wants to grow up?

Most model shops were situated in secondary locations. It's why I chose the Trafford Centre - the most prestigious high profile, high footfall shopping centre in Europe to see how models would perform in this environment. The answer was very well indeed and the original unit was expanded to three, each time engaging shop fitters - an expensive business. Despite reassurances from landlords that after five years the lease

would be renewed, we had to move to a more expensive main mall location near Next and Debenhams requiring another shop refit. I wanted to stick to the script selling models, not become a property developer, working for landlords and banks.

TMC Trafford was a destination store so we could operate more or less anywhere within the malls. I'm sure this influenced the present beautiful rural location which has been greatly assisted by the internet revolution. I wish I could say this was all

1977

Chris joined Hornby Hobbies Ltd. as trainee becoming area representative 10 months later for Yorkshire - one of the key areas in geographical size and turnover.

1979

Chris won salesman of the year with £1500 prize bonus - a lot of money then when you could buy a new house or bungalow for £12000. A year later, Hornby appointed receivers.

1998

Chris left Hornby and opened Trafford Model Centre where he had many famous people in the shop, even seeing 'Posh' and 'Becks' looking through the window on one occasion.

Take a guided tour of TMC's workshop with Howard. Download the digital edition from www.pocketmags.com/BRM

TMC's workshop demystifies the processes it offers. Its experienced modellers work their magic across a host of customisation projects from rolling stock to buildings, each time their creations on view drying aside their work stations before despatch to an eager customer

planned, but it was a case of being in the right place at the right time.

The present TMC mantra is the same as it was in 1998, quality value and service. This has been refined slightly by introducing the workshop from day one in Beck Hole August 2007, to showcase the latent talent of the TMC team.

HOWARD: Since 2007, how has TMC evolved and what do you think it could be doing in five years' time?

CHRIS: Still here but with more shop customers. The numbers increase each year as more people find out about us and that we don't 'just do weathering', but are a fully stocked model shop. Improvements on our website and online offerings will also enhance that side of the business. There will be more special commissions and hopefully we can develop more products like our plate and bolster wagon loads.

HOWARD: With many different aspects to the business, does running TMC feel like spinning plates at times? Who does what in the team?

CHRIS: Business is simple, keep your costs screwed to the floor and if buy right you should sell right. The caveat is 'give the customers what they want'. This diversity of services can be challenging and certainly has felt like being a plate spinner at times. With such a high proportion of our business being repeat business and knowing how keen customers are to receive items, the pressure is on to keep delivery times realistic and short. We're constantly adding the right people to the team. We have a great mix of young and old which works really well - youth and experience.

Robert and Richard primarily perform weathering. Paul re-numbers and applies transfers, parts and DCC sound, and Andy and Alex also 'chip in' at busy times! We all help each other to clear backlogs. Chris Duncan, Alex, Mikey, Jay and Andy work on customer services providing the fulfilment, which covers answering the telephone, picking and packing orders, photography, testing, quality control, stock control and buying, website management and compiling adverts for the model press.

HOWARD: Tell us about the decision to produce your latest exclusives, is someone responsible for choosing each? How closely do you work with Bachmann?

CHRIS: We've a history of working with Bachmann and have a very good

In-house transformations vary from complete resprays to renumbering with transfers, weathering, fitting DCC or accessories such as lamps, jumper cables or lights.



More than a centre for locomotive and rolling stock transformation, TMC is a fully-stocked model shop, with a vast array of consumables, building materials, glues, scenic items, paints, track and so much more.

relationship. We're always confident of getting high-quality products from them. The choice of exclusive models is getting more difficult because of an increasing number of manufacturers and large retailers manufacturing direct. We consider many models for exclusive tooling, even more for limited runs from existing tooling and many people here contribute their thoughts.



Before and after. TMC's 'Covhop' sugar hoppers were commissioned from Bachmann and available in pristine or a variety of weathered conditions as a four-pack. Read our review of these models in our September 2016 issue.



2005

Moved to Hill Farm Beck Hole. The lure of the North Yorkshire Moors Railway proved too much - it runs in a cutting at the bottom of Chris' driveway.

2007

Purchased the TMC name from Modelzone who acquired it in 2005 and started afresh at Hill Farm Beck Hole taking over the chicken shed. Spray booth installed and workshop fitted out.

2008

First Bachmann Scenecraft TMC building arrives - Birch Hall Inn Pub. Developed into a series known as the Heartbeat collection also featuring The Aidsfield Arms, Scripps Garage, Goathland Church, Goathland Station and Extensions.

DON'T MISS OUR
REVIEW OF TMC'S
NEW 'PLATE' WAGONS
- SEE PAGE 102.



The peeling paint effect on TMC's 9F offering is a delight to see at close quarters. Weathering effects are to customers requirements, ranging from a light dusting around valvegear on locomotives to the heavy staining and blistering seen here. Simply add your effects and accessories upon checkout on the website, or call to discuss with a member of staff.

The final decisions are taken by a small group of us, not just me. We have to be comfortable that we have a good chance of selling the minimum quantity in a reasonable timeframe. The manufacturer has to be comfortable too.

We've always wanted to make an exclusive locomotive. Some candidates were ruled out because of cost, others because of a high risk of duplication. Of those that remained the G5 ticked all the boxes. Tank locomotives are popular and the G5s were based at various times from the London area up to Aberdeen. We found almost 50 tooling/livery combinations and we try to ensure that tooling covers different variations. This gives our models more potential beyond the first run.

HOWARD: You've assembled a skilled team and business is booming - are there aspects of model manufacturing you feel could be returned to the UK to simplify production lead times?

CHRIS: Production lead times are one of the more challenging aspects of the hobby,

especially for the major manufacturers. It wouldn't surprise me if more production, particularly with smaller manufacturers, is returned here over time. I'm not sure this would either simplify production or reduce costs in the short term though, but it might get products to market faster.

HOWARD: Are there unexplored avenues within the hobby that you feel TMC could explore?

CHRIS: We're always trying to develop new ideas. With the help of new technology who knows what it'll lead to, mindful of sticking to the script and not straying too far - watch this space...

HOWARD: There's an element of risk for a retailer in commissioning a new model. You commission directly, is the crowd-funding route not for TMC, or something that hasn't been explored? What are your thoughts on crowd-funding?

CHRIS: I'll be blunt, I feel crowdfunding isn't for us because I believe there's so much that can go wrong. A Chinese factory recently closed with little warning, causing

problems for a number of North American companies. In using Bachmann or one of the other established manufacturers, rather than going direct, we're reducing the chances of such an event affecting us financially and our customers aren't affected if something goes wrong, other than occasionally being frustrated by delays.

HOWARD: Do you feel confident that the list of potential all-new exclusive models is plentiful without venturing into overly-risky waters?

CHRIS: The waters are becoming a bit shark infested, but there are still plenty of models to be commissioned. The problem is that whilst the increased number of projects being announced leaves more choice for the modeller - a good thing - commissions have to be carefully thought through because most modellers' spending power is unchanged.

HOWARD: Is TMC where you want it to be? Was there a vision when you started

we didn't want to be
the same as other
model shops, but
evolve by adding
value and creating
custom models



With a reputation for limited edition exclusives, TMC doesn't just look to the age of steam for inspiration. Its commission of DB Schenker 66136 (32-738Z) is a prime example, with limited numbers available to purchase.

2009

Made enhanced model of 60163 *Tornado* for A1 Locomotive Trust presented to HRH Prince Charles at York Station. Chris' son Alex joins TMC from Whitby College, later attending York College on a four-year course outside work for a Business and Finance Degree.

2012

Mk 1 Horse Boxes arrive, TMC's first exclusive model with new tooling.

2013

TMC doubles in size with chicken shed two and second spray booth installed providing extra capacity to meet increased demand, keeping delivery dates prompt.

or has the customisation of models for customers been a natural progression?

CHRIS: I'd like to say it was all planned, but from day one we've been customer driven, which fits our aims. Attracting the right people with the requisite skills is also key. We didn't want to be the same as other model shops so we set out to be different. The hive of workshop activity appeals to me and many of our customers. In addition to personnel with latent talent we've invested heavily in technology and equipment to create an environment our team can flourish in. The view from their windows isn't bad either!

HOWARD: How do you think retailers will fare in an increasingly online marketplace? Have you had to re-invent the rules as TMC became more online-orientated?

CHRIS: I can only see online growing alongside customers' expectations of immediacy. Being in the middle of the North Yorkshire Moors we carry considerable stock levels covering over 20,000 product lines to enable today's orders to be despatched same day for delivery next day or the following. We sell at competitive discount prices and have an ever-expanding model shop offering to enable immediate fulfilment of orders. The growing number of customers who take the trouble to visit aren't disappointed. The immediate fulfilment refers to standard proprietary stock lines, anything requiring custom finishing would take a little longer, although we have hundreds of locomotives, coaches and wagons ready-weathered off the shelf for immediate despatch or collection.

HOWARD: Lastly, what are your thoughts on how the hobby will look in a decade, from a model shop/manufacturer/customer point of view?

CHRIS: These are interesting times on the high street. Even before the recent shake up and online marketplace revolution, model shops were in lower cost secondary locations. I'm sure this trend will continue. Model shops have always been destination stores, so customers will seek them out wherever they're situated. These locations naturally have less footfall which has to be made up with on-line sales. The worry for years was that the days of the local model shop are numbered and they are

disappearing as fast as pubs, but there are many start-up model shops with on-line offerings. Some of the nation's largest retailers have discovered how to adapt to on-line or die. Manufacturers like Bachmann and Peco avidly support the independent model shop which is reassuring and demonstrates a massive ongoing commitment on their part.

Hornby has changed its direction over the way it treated the trade in the last 3-5 years where its own concession stores and selling direct was the order of the day, but much damage was done to the trade in the process. Thankfully some of the good people they lost have returned to steady the ship with a new captain at the helm. ■



TMC's latest arrivals - its 21T 'Plate' wagons in numerous guises with and without bolsters, stanchions and a host of other detail variations. Read our review of these excellent models on page 102.

**a restaurant is only as good as its chef...
someone once told me to never trust a
skinny chef! Only joking and no reference
at all to the fitness or otherwise of TMC
operatives...**

A MINUTE WITH CHRIS...

- **Who do you admire in the hobby?**

Merl Evans, he was 'World Class'. His vision at Palitoy Mainline, then Bachmann Branch-line set new standards for the industry and his legacy is testament to his achievements. We owe Merl a debt of gratitude.



- **What do you enjoy most about exhibitions?**

Talking to customers and meeting new ones and having a laugh with them.

- **How many models are in your collection?**

25,000 and they're all for sale!

- **Favourite heritage railway and why?**

I absolutely love them all. The NYMR if I had to pick one, which runs past the farm. Drivers and firemen often whistle as they power up Beck Hole Bank or when they return coasting back to Grosmont. I never tire of seeing the locomotives with steam and exhaust and hearing the lovely sounds and distinctive smells.

- **What's your biggest pet hate at exhibitions?**

Packing up, driving home exhausted and no free bar for traders!

- **Do you have other hobbies?**

Dog walking, skiing holidays, country pubs with real ale and playing football. The sound of my team mates groaning when I'm picked for their side or when I score spurs me on! Anything to do with railways both real and model.

- **What's the best thing about running a model shop?**

Being involved in something that grows organically into a serious international business providing immense pleasure to many satisfied customers. Succession: My son Alex taking over the reins, providing continuity for his team and customers. I'm still around to meet customers, many of whom are good friends and enjoy a bit of good-humoured banter.

BRM TV

BRITISH RAILWAY MODELLING

DIGITAL EDITION EXCLUSIVE

TOUR OF TMC

Located in the heart of the North York Moors, TMC is not just a fabulous model shops but a thriving model custom finishing business with several exclusive editions to its name. Howard Smith meets and chats with owner Chris Yates.



EXCLUSIVE

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



BRITISH

GWENDRAETH

RAILWAY



Factfile

Scale/gauge: 7mm/O Gauge

Size: 8ft x 2ft

Era/region: 1950s/ Western Region

Location: Wales

Layout type: Branch line to terminus

Power/control: DC

Words and Photography: Michael Culham

GWENDRAETH

Words and Photography: Michael Culham

Modeller Michael Culham resides in Canada, yet the inspiration for his eye-catching O gauge layout, and indeed his own roots, are Welsh in origin.



A up bound freight with pannier #9629 waiting to depart the station



With the passenger train arriving at the station, the freight will soon depart.

Although this is my first attempt at a 7mm UK layout it is not my first rodeo, as I have been modelling North American railways in O gauge for 35 years. I am a third generation O gauge railway modeller; my Grandfather had an O gauge steam layout and my Father had an O gauge trolley layout, so I teathed on O gauge trains. When I was five years old my Grandfather started teaching me how to hand lay track and I have not looked back since.

I have modelled in several scales over the years, from N scale all the way up to 1 inch scale live steam. For 27 years I modelled in HO, but back in 1997 I decided to go back to O gauge. It was easier to see and work with the small details, as age was catching up on me!

With this decision made, it was back to my roots. My railway would be named in memory of my Grandfather's layout, 'The Great Central Railway'. I understand he named his layout after travelling on the GCR

...my dad was third generation Canadian with roots in Wales, but where in Wales? It turns out that my predecessors came from a small village in the Gwendraeth Valley, so I decided my layout would be called 'Gwendraeth'

in the UK when he served in the Canadian army during the First World War. If you have ever read 'O Scale Trains' magazine over the past 10 years you may have seen the articles I have written on my different O gauge layouts. Two years ago I got the itch to try building a 7mm British layout. The British railway bug first bit me back in 1989, when my wife and I went to the UK for our honeymoon and to see her family. Lucky for me she likes trains as well, so we spent a lot of time riding trains

and going to heritage lines over the next 20 years on our visits.

Building a 7mm British layout – how hard could that be? Well, as I have found out, very hard when you live in Canada. I really did not know much about British railways and what was available on the market to model them. I went on the Internet to find out whatever I could, looking at all sorts of 7mm layouts and track designs. I read all the British train magazines. Finally, after about



six months, I felt I was ready for my new adventure in 7mm.

My first loco was purchased, a Dapol Terrier in BR black and a couple of Dapol wagons. My head was spinning; what and where should I model. I thought of a small village with a terminus and started looking at prototype lines, ones that used the Terriers, and I came across the Hayling Island branch. This looked interesting, but while searching the web for what 7mm structure kits were out there that I could use, I came across a company called Timber Tracks and discovered they did a model of Culham station. Wow, we had visited it in 1989 on our travels to the UK, and I fell in love with it.

I decided I had to get it (for an obvious reason) and the other structures that were available for Culham that they also had. After more research on the Culham station area I discovered this would be too much for me to model. It was a main line station and I did not have the room to model it, so I thought okay, how about a fictitious village on a single track line that used the same structures. This sounded good, but what to call it. About the same time I was working this out I had been researching my British roots. I knew my mother was from Leeds and



The points are set for the freight so it can depart.



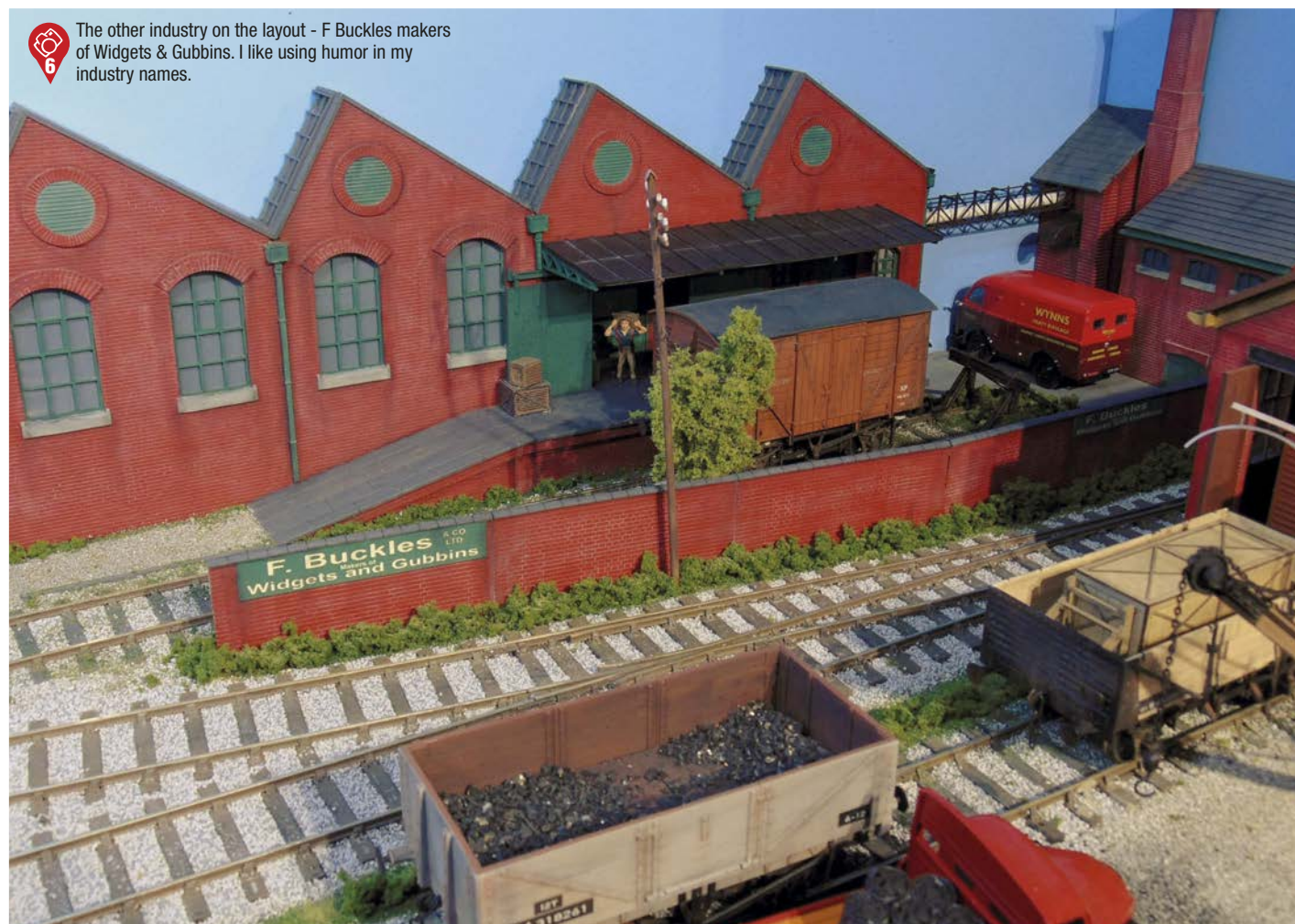
The down passenger train behind No. 9682 rolls past the goods shed on its way to the station.

my dad was third generation Canadian with roots in Wales, but where in Wales? It turns out that my predecessors came from a small village in the Gwendraeth Valley, so I decided my layout would be called 'Gwendraeth' and it would be a Western Region line, as I kind of like the GWR. So I decided that my layout would be a Western region freelanced BR layout in the late fifties. Perfect!

With this decision made, it was time to put pencil to paper and work out the layout. There was an area in my basement that was eight feet long that I could use. Again I started looking at 7mm layouts for ideas on how they are built. Most of them were small layouts that were built to fit in a spare room and they would be made portable to take to shows. The size of my layout would be eight feet long and two feet deep, with a two track sector plate on one end as I was going to model it as if Gwendraeth was a terminus after the line had been cut back to it. The sector plate would be made removable, so when the layout was not in use it would not block the doorway behind it. This layout would be permanent as I am unable to do shows, due to health issues.



One of the industries on the layout. R. L. Clinker and Son Coal & Coke Merchant.



The other industry on the layout - F Buckles makers of Widgets & Gubbins. I like using humor in my industry names.



I used the general layout of the road and footbridge, stations, signal box and cattle pen at Culham but compacted them a bit. I added a small industry and a goods shed into the mix as well. Now I was all set to start building, so off to my local DIY shop for the lumber for the bench work, which I built out of 1in x 4in clear pine with a half inch plywood top and 2in x 2in pine legs, with 1/8th inch hardboard for the fascia and as end panels for the backdrop. The inside of these end pieces were painted a sky blue as well as the back wall the layout was built against. I then built a frame on the front to give the look of a proscenium of a stage – I once heard that a layout is like a stage and the trains are the actors coming and going from the wings.

All the outside frame and fascia were painted black. With all this done the bench work was ready for track work. I placed an order for the Peco track I needed. This is another thing I found out about 7mm British trains; that almost everything has to be ordered from the UK. Going to the local hobby shop was not an option, other

than for scratch-building material, scenery materials and paints. I was told about a shop called Tower Hobbies by a friend two years ago when I first started and I have dealt with them ever since; nice staff and good service. Structures for the layout have come from Timber Tracks, as mentioned, and Skytrex – both of these companies were great to deal with. Details and autos for the layout have come from various places, and 90% of the figures that I will use on my layout are from ModelU who make great looking 3D figures.

As mentioned, my first loco was a Dapol Terrier and since then I have purchased three Minerva Panniers, two of the 8750s and one 57XX and a Dapol/Lionheart 64XX Pannier along with a Dapol Class 08 diesel. I'm now waiting for the Dapol 14XX to be released. All my rolling stock is Dapol/Lionheart other than two Minerva Iron Minks. I am quite happy with my purchases, all are well made and the locos run great right out of the box.

Over the past two years the layout has progressed nicely and is now looking pretty good, if I say so myself, but there is still lots to do. I'm thinking of installing a three

track traverser at the left-hand end of the layout and will work on it over the next few months. This will improve the operation of the layout. I'm running the layout with DC at the moment but maybe I will change over to DCC in the future, but for now I have locos and rolling stock to weather, plus about a dozen figures to paint.

I'm glad I tried O gauge because it has given me a lot of pleasure, and I have met several new friends that model in 7mm. I have also joined the Gauge O Guild, which is another useful source of information.

How lucky can one person be – I have two great O gauge layouts, one modelling North American trains and the other British trains? Life is good. ■

3 thoughts on building Gwendraeth

1. Two years ago I did not know anything about modelling a British railway layout and now I have a layout to be proud of. I have learned a lot over the past two years but still have lots more to learn.

2. Building a 7mm layout was interesting as I had a chance to work in the true sense of O gauge and everything is done to fine scale. A big difference from what I had been working with doing North American O gauge.

3. Gwendraeth has not only ticked off an item on my bucket list, but has been a whole new experience in railway modeling. I have learned that layouts do not have to be big and that you can do a lot in a small space. Also, I have made many new friends in this hobby.



Meet the modeller...

I was born in 1951 in Toronto, Canada. For the past ten years I've lived in Peterborough, Ontario.

As far back as I can remember there have been model trains in the houses that my family or I have lived in. No wonder I'm so interested in model railways.

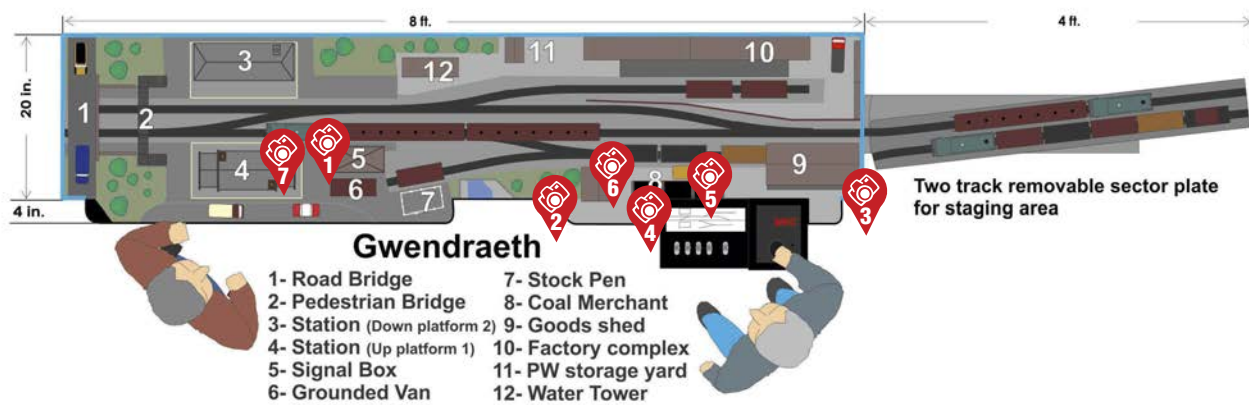
I have worked at several jobs over the years – 11 years at the CBC (Canada's version of the BBC) and 34 years working in different sales positions, which includes 13 years at a model train store. I retired three years ago and enjoy spending time with my wife, two dogs and working on my model railways.



GWR 0-6-0 'Pannier' No. 9689 prepares to depart with its train.

Trackplan

GWENDRAETH



BRITISH RAILWAY MODELLING

BRM DIGITAL

DIGITAL EDITION EXCLUSIVE

CLICK AND SWIPE IMAGES
TO SEE MORE



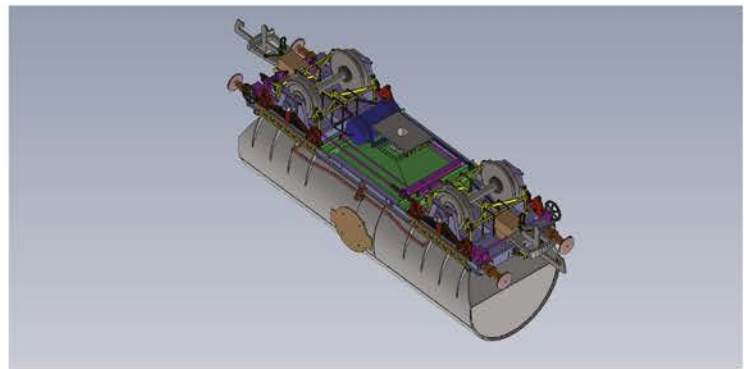
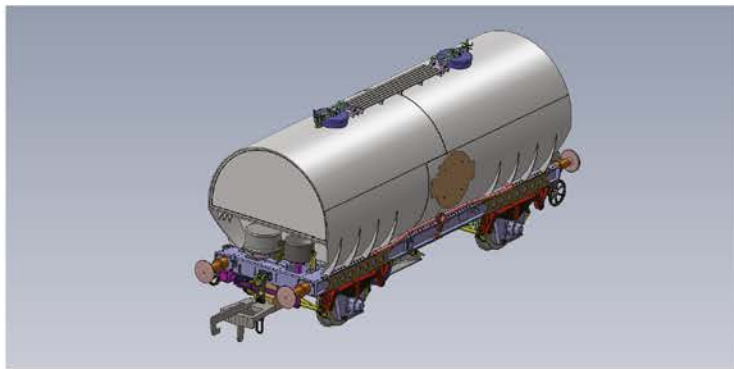


M. Culham

accurascale



OO gauge Pre-TOPS HOP24/HUO wagon packs in stock
TOPS and Internal User packs available to order now



OO gauge Cemflo/PCV bulk cement wagon
Due October 2018

Pre-TOPS and TOPS versions available to order now

NEW ANNOUNCEMENT!

BR HOP24/HUO 24.5T hopper in O gauge

Due December 2018

Pre-TOPS & TOPS wagons available to order now



Order online at www.accurascale.co.uk

Free shipping to the United Kingdom and Ireland on orders over £100

BRIGHTON TOY and MODEL MUSEUM

Opening Times
Tues - Fri 10:00 - 17:00
Sat - 11:00 - 17:00
Admission Prices
Adult - £6.50
Child/Student - £4.00
Family - £14.00
Concessions - £5.50



Brighton Toy and Model Museum is home to an amazing collection of toys and models that extends under four of the Early Victorian arches supporting Brighton Railway Station. The Museum has over ten thousand toys and models in its catalogue, including two large working model railway layouts (in '0' and '00' gauge), from a range of classic early manufacturers including Bing, Hornby, Marklin, Bassett Lowke and more.

2 minutes walk from Brighton Railway station and bus services and 5 minutes away from convenient car parking, the Museum is the perfect place to begin your visit to Brighton.

Group rates are available on request so please get in touch for details.

52 - 55 Trafalgar Street, Brighton, BN1 4EB
tel:01273 749 494 www.brightontoymuseum.co.uk



BUFFERBEAM



For Railway, Personalised
& Promotion products

Dedicated trade
section on website

The largest selection of railway themed
products available online with
over 1400 items available



Proud supplier to Locomotive groups, Preserved railways and Societies
for over 12 years with quality promotional products

Bufferbeam
5 The Rowans, Dalton, Thirsk
North Yorkshire, YO7 3JW
Telephone 01845 577170



email: info@bufferbeam.uk
Order online
www.bufferbeam.uk

Follow us on Twitter and Facebook for latest updates

Our 2018 Catalogue is available on request



Which silly bugger called us DCCconcepts?

The reality is, most of the products we make are able to be used effectively on DC layouts by DC modellers

In fact, almost every single product that is related to the powering, connection or operation of point-work, control panel creation and layout control will reduce the DC modellers need for wiring, soldering and time use by 50 to 90 percent... and it may even end up costing less!

A simple example: Powering Solenoids

When used on DC with an appropriate power supply, ONE of our ADS-8sx 8-way Accessory decoders will power up to SIXTEEN Peco, Hornby, Seep or other solenoids very reliably as each output already has its own CDU build in and can quite comfortably power TWO solenoids.



You will not need to add micro-switches to the points either, as we already provide "frog power" switching in addition to direct connection terminals for LEDs or signals.

Control Panel creation is also easier, as with AD-S8sx, DC modellers can still control the solenoids with their preferred momentary switches or even choose to use stud-and-probe etc, while LED control is taken care of via the AD-S8sx LED outputs with no need for another LED power supply!

There are MANY more ways for a DC modeller to save time, cost & complexity with the DCCconcepts product range.

The best way to learn more is to visit us here in Settle, but if you can't manage that, please visit us on-line and then call us if you have any questions.

We are here to help and advise you 7 days per week, and we always have knowledgeable model railway experts here, ready to help with any subject at all.

DCCconcepts Ltd., Unit E, The Sidings
Settle, North Yorkshire BD24 9RP UK

We welcome modellers & knowledgeable, specialised dealers who care about their customers from all around the world.

Ph: +44 (0)1729 821 080 (7 days)

sales@dccconcepts.com

www.dccconcepts.com



DOVINGTON CAMP

Words: Paul Taylor Photography: Andy York



Factfile

Layout name: Dovington Camp
Scale/gauge: 4mm:1ft scale, 16.5mm gauge OO
Size: 17ft by 2ft 6in
Era/region: BR 1990 (Region varies)
Layout type: Fiddleyard to freight depot

Military depots have long been a valuable source of traffic for Britain's railways, and a fascinating topic for modellers, as Paul Taylor confirms.

It all started from an off-the-cuff response to a question from a member of the public at an exhibition. When looking at two 'Lowmac' wagons, loaded with military vehicles, sitting in 'Whitchurch Canonorum' yard, he asked "What are they doing there?"

My answer was: "Oh, they're waiting to be tripped to the MoD depot just down the line."

That was it, the seed had been sown and 'Dovington Camp' was born.

Why 'Dovington Camp'? The name is an amalgam of Bovington Camp, the Dorset home of the Tank Museum, and Donnington, the Shropshire MoD depot. The idea was to have both a name and a layout design that was deliberately vague in terms of its location. This would allow a variety of stock to be run and, given the fact that military buildings don't alter much over time, even different periods of operation. Indeed, 'Dovington Camp' started life as a 1960s shunting layout.

LAYOUT DESIGN

Our first outing was as a 6ft by 2ft layout building demonstration at the 2003 Nailsea & District MRC exhibition. In this form it was, in effect, a shunting plank, with trains being formed and then broken back down into the depot.

MoD depots are renowned for their tight curves - hence the survival of VEA short wheelbase vans into the 1990s - it was possible to squeeze the proverbial quart into a pint pot through the use of Peco Code 75 short radius and three-way electrofrog points and crossings. The result was a lot of trackwork in a small space, with overlapping sidings and a less than obvious run-round facility. The headshunt was designed to allow a shunter and either four 10ft vans or two VGAs, although longer rakes can be handled with some nifty shunting manoeuvres.

Over time a fiddleyard was added, which includes a cassette shelf, allowing a much wider selection of trains to be operated.

For internal rail movements, Dovington Camp has a small fleet of diesel shunters, including a Ruston 0-6-ODE. With VEA vans behind (see page 60), the Class 07 clone shunts 'Warflat' wagons loaded with various types of armoured vehicles.



A Westland Wessex helicopter from the Royal Flight waits for its VIPs to return from their official duties at the camp.

This is hidden behind the barrack block and parade ground. I like to have an area without tracks, to give context and appeal to visitors who are not as interested in the trains. The 'river board' allowed connection with my other layouts.

After working more closely with my good friend John Anderson on his layouts, the decision was taken to concentrate efforts on what is my favourite era of operations - the colourful years between the creation of Network SouthEast in 1986 and the start of privatisation in 1994.



The river board extension provides some scenic relief from the camp and acts as a link to Paul's other layouts.

Today, the layout is 17ft by 2ft 6in and operates with 10-12 trains, which vary according to the region of operations. The chosen year is 1990, in the build up to 'Operation Desert Storm' and prior to the cessation of Speedlink services in 1991.

LIGHTWEIGHT CONSTRUCTION

The layout is built on a 6mm ply framework with 9mm ply ends. This is quite lightweight but has stood the test of time. As previously mentioned, trackwork is Peco Code 75, with the main line ballasted using Greenscene fine ballast and the MoD sidings using a mixture of powders to represent the lighter

ash ballast often found in such locations.

The inlaid trackwork was created using scrap N gauge rail tacked to copper-clad sleepers, inserted at 6in intervals between the Peco webbing, using a track gauge to create an inside running rail/check rail. The road surface was created using cork tiles to the sleeper edge. The gaps between tile and rail between the rails were filled with ready-made filler. A piece of plastic card, shaped to 1mm below rail height, was used to create a smooth surface by rubbing it along the rails. This was much more reliable than some other methods I have experienced.

Operation is via traditional DC cab control with two Gaugemaster hand-held

|| about the author

Paul Taylor, 51, from Clevedon, North Somerset. Married with two grown-up daughters. For the last nine years I have worked as an internal auditor in the energy industry, spending lots of time away from home and having to fit modelling around family life.

My first train set was given to me at the age of two and my first layout was on the floor of an attic room. After the usual break for courting and getting married, which luckily didn't seem to take too long, I started my first proper layout after moving to Exeter in 1987. With space an issue, 'Penwick TMD' - a 6ft by 2ft N gauge depot and yard - was created to live on top of the bedroom wardrobes. It was soon doing the rounds on the exhibition circuit. Following a move to Clevedon in 1995, 'Whitchurch Canoncorum', a 11ft by 2ft 1960s BR(W) layout in OO gauge followed and developed over the years through many incarnations. 'Dovington Camp' was a part of that story.



Space is at a premium on the short sidings, which leads to intensive shunting operations as incoming trains are broken down into manageable rakes or assembled for despatch. Turn to page 30 for more about the layout's collection of military vehicles.



controllers. Points are operated using single-pole-double-throw (SPDT) toggle switches and SEEP point motors with built in switching.

MILITARY BUILDINGS

As you will appreciate, getting access to MoD premises for research hasn't been possible and I am much indebted to three main sources of inspiration. Firstly, three excellent Telerail videos of the Bicester, Longtown and Chilmark/Marchwood military railways and secondly, the books *The Bicester Military Railway* and *The Army's Central Railway Workshops* (Lawton & Sackett). Finally, I am grateful to Paul Gandy

of PG Models, for a selection of images of MoD buildings.

The buildings are, in the main, scratchbuilt using plain and embossed plastic card, but based on real buildings. The fuel tanks are from Ludgershall in Hampshire, the old locomotive shed from Bicester, the flat-roofed stores from the old Second World War Ministry of Supply (MoS) buildings at Norton Fitzwarren in Somerset and the 'open' shed from Ashchurch. The vehicle repair facility is a Faller military kit, built pretty much as intended.

The barrack block started life as a Heljan cruciform US Court House kit.

However, I tend to think of these kits as 'a box of useful mouldings' and put them together in ways that were never intended to create something more in line with my requirements - in this case a 2ft 6in low-relief building based on the Territorial Army centre in Bristol.

To add interest, the design includes a shed at the front of the layout where the 'internals' are open to the public to view, something a little different to the norm. It also gives context and purpose to the building and the layout as a whole. I well remember many quizzical looks whilst gluing the roof trusses together from balsa strip! Whilst it was tedious at the time, the overall impression

A recent addition to the MoD locomotive fleet is a modified Hornby Sentinel 4w diesel, repainted in drab green. Here, it brings in a VDA and two VGAs off the main line.



ask the expert

Q One of the most eye-catching features of the layout is your collection of British Army vehicles. Where did you find them and are they widely available?

A We are often asked about the source of the various military vehicles to be found across the depot. The standard Bedford MK lorries and Land Rovers are from the JB Models (now Airfix) range, as are the 105mm Field Guns seen as loads in OCA open wagons. The 'Warflats' are waiting to offload a variety of Combat Vehicle Reconnaissance (Tracked) (CVR(T)) vehicles including Scorpion/Scimitar reconnaissance vehicles (Airfix), Spartan Armoured Personnel Carriers (APCs) and Sultan command vehicles. The latter, together with one Warrior APC, an FV432 APC and Ferret armoured cars are all from Cromwell Models' 'Combat Ready' range of simple resin kits. For example, the Warrior is a five-piece kit (hull, two track units, turret & barrel) with bags of detail moulded in that just needs to be brought to life with a paintbrush. Also to be seen are two Revell Warriors, a Forces of Valor Challenger battle tank and various items from BW Models (whitemetal kits, whilst the engineers' earthmovers are repainted Wiking models.



One of Thornaby's unofficially embellished Class 47/3s passes with a Speedlink wagonload freight. Much MoD traffic was distributed via this network from the late-1970s until 1991.



A JB Models forward control Land Rover ambulance is held up alongside an MOD 'Warflat' loaded with two armoured personnel carriers.



was well worth it. Alongside the shed is an office building with meeting room, office and toilets, all visible to viewers.

ROYAL VISIT

Having arrived in the Queen's Flight helicopter (a converted Revell Westland Wessex), Her Majesty and Prince Phillip (Preiser figures) are presenting new Regimental Colours. On parade are Airfix bandmen and Colour Party figures. Being made from the old 1960s polyurethane, they do not take paint well. The solution is an undercoat of Halfords grey primer as a base for Humbrol acrylics.

The soldiers have all had their 1960s Lee Enfield rifles replaced with more appropriate SLRs. Uniforms are generic so that they can represent regiments linked to the area

of operation, for example the Scots Guards when we're operating Scottish Region stock.

Another cameo which receives many comments is the archaeological dig, where Channel 4's *Time Team* is being filmed as they uncover a Roman Villa, with baths and a tessellated pavement (mosaic). As a long-time fan of the programme, I wanted to include a dig as an unusual cameo.

Fans of the programme will recognise many of the early 'cast', gathered round a finds table doing a piece to camera, including Tony Robinson, Carenza Lewis, Robin Bush, Phil Harding and, of course, Mick Aston and his stripy jumper! Elsewhere, Victor is creating a painting of what the villa would have been like circa 240 AD. In true *Time Team* style, the figures arrived from another dig on my previous layout, 'Whitchurch Canonorum'. Roman remains were fabricated from DAS clay and statuary finds from various Preiser figures. The mosaic is based loosely on one in Dorchester Museum.

FREIGHT SERVICES

Trains fall into two categories; MoD traffic exchanged at the depot gates and those serving other facilities on 'the branch' which utilise the run-round facility outside the depot.

MoD traffic is handled by specific Speedlink trains, usually hauled by appropriate Railfreight Distribution sector Class 37s and 47s. Wagons include the full range of BR air-braked vans (VAA-VGA), OCA opens, 'Warflats' and 'Warwells', as well as some containerised traffic, which will be correctly paired with barrier wagons



Inside the transshipment shed VEA vans wait to be loaded with their next 'classified' cargo. Various widely available models have been adapted for military use on the layout.

as required. Occasionally, Army internal vehicles are transported between depots and some more unusual items are seen, such as the MoD flask carriers for 'safe storage'.

Three MoD shunters are available to work the depot. These are a Ruston 0-6-0 - a modified Silver Fox Class 07 kit on a Bachmann chassis; a repainted Hornby Sentinel 4w diesel and a small 0-4-0DM from a Knightwing kit on a Tenshodo SPUD motor bogie. All are based on photographs of MoD shunters in books.

Other traffic depends on which area of the country is being portrayed on that day's operations but we will always try to represent actual or potential traffic flows for that area. The photographs depict a West Country operation, with flows that would have been seen in Devon at that time. All are powered by an appropriate locomotive.

John is the expert when it comes to detailing and converting locomotives and rolling stock, so the majority of items are

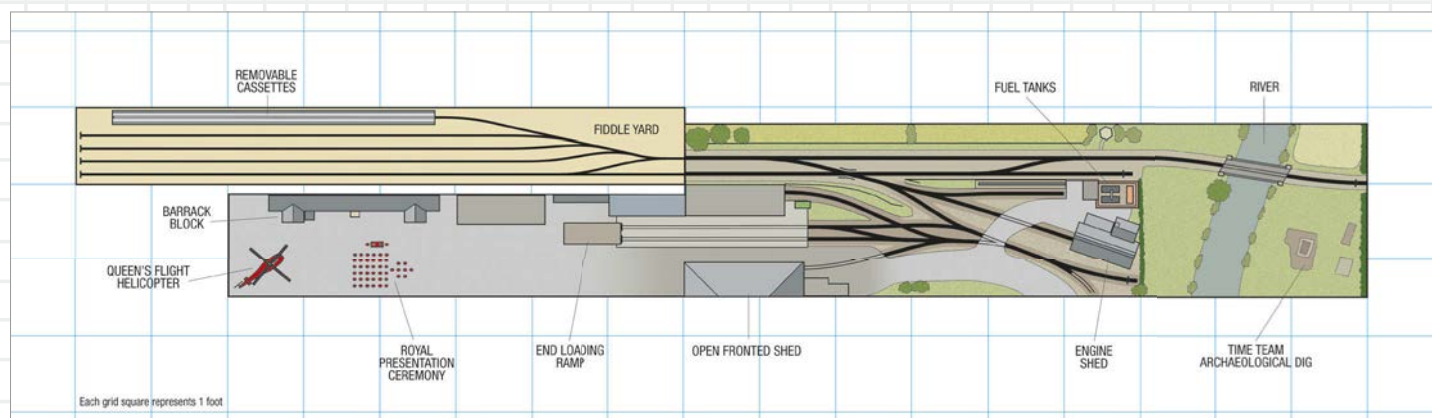
super-detailed and weathered to a very high standard and I must thank him for making them available to run on 'Dovington Camp'.

It is this partnership approach that has enabled us to keep redeveloping the layout and keeping it fresh. We each have our preferred topics when it comes to modelling, and thankfully these are complementary. We have several layouts out on the circuit, plus replacements in production.

Finally, I must thank those that have helped and inspired me. John is always pushing me forward and helping me to develop my skills. Thanks should also go to Ellis Johns (military vehicles) and other members of Nailsea & District MRC for assisting with operation over the years. Finally, special thanks to my wife, Julie and daughters Cat and Jen for 'the views of the general public' and for putting up with my mess, even when I left the dining room table looking like it had lost an argument with an angry tiger! ■

Trackplan

DOVINGTON CAMP



ELGIN

Ted Burt chose an unusual Scottish prototype as the basis for his all-action exhibition layout.

Factfile

Layout name: Elgin
Scale/gauge: N gauge
Size: 11ft 4in x 8ft
Era/region: 1980s/1990s BR ScR
Location: Scottish Highlands
Layout type: Continuous loop
Owner: Ted Burt
Photography: Tony Wright
See more: October 2009 **BRM**

N gauge (1:148 scale) allows a good deal to be modelled in a given space. To be able to model trains running through a landscape, Ted believed that N gauge gives the widest options for most people.

Ted's wishlist for an exhibition was that it should depict the 1980-1990 era, offer a variety of rolling stock with freight and passenger operations, have potential for shunting and be constructed with a view to exhibiting it.

Scanning books and railway magazines, he found that the Inverness to Aberdeen line, in particular Elgin, fulfilled these requirements. With his location and era chosen, Ordnance Survey maps were bought and consulted and a trackplan was drawn using this information alongside various photographs and video footage. The resulting plan suggested that 10ft was necessary to model the freight yard and around 6ft for the passenger station.

The road bridge to the east of the station was chosen as the location to 'distort' the trackplan from the relatively straight Inverness-Aberdeen prototype. The track is curved to either side of the bridge on the model and so the main line runs closer to the freight yard than in reality.

The modern station building was fairly straightforward, but the GNoSR station has a square section tower which transforms into a circular section with coned slate roof turret.

Wiring on 'Elgin' is kept relatively simple and the layout is controlled by a Gaugemaster UD panel-mounted twin-track unit, powered from a Gaugemaster M1 cased transformer. The goods yard is operated



from 'track 1' and the mainline from 'track 2'. Electrical connection across board joins is by means of double terminal (male/female) screw strip connectors. The main line is singled beyond the passing loop of the station lines, so trains are isolated in the loop until the single section is cleared by the train from the other direction.

Points on the fiddleyard are Peco Insulfrog, so only the line set is powered, but each 'half' (Up or Down) can be isolated using miniature switches. ■

Pros

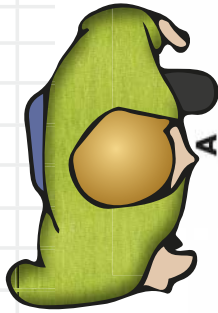
- Running lines extend round side of the layout at the Inverness side of the layout
- Generous storage roads allow good variety of rolling stock to be displayed

Cons

- Wire in tube points sometimes prone to damage in transit
- DCC would simplify operation and remove the need for isolation switches

“Ordnance Survey maps were bought and consulted and a trackplan was drawn using this information alongside various photographs and video footage”

Trackplan



OWDHAM CENTRAL

A lot of landscape can be modelled in N gauge, it's the scale of choice for a layout that focuses on the general picture of the railway. But what if you want to achieve more?

So much can be achieved in the smaller scales, on both architectural and scenic levels. Elements that would otherwise have to be omitted due to their size or sheer intricacy in scales from OO upwards needn't be in N gauge - that is what attracts so many modellers to this scale.

ROOM FOR MORE? ALWAYS!

Few projects struggle to be modelled in N gauge, after all, the scale is a solution to modelling larger projects that won't ordinarily fit in OO gauge if short on space. However, you can go one step further and decide to fit more on a layout than the scale or space provided will allow.

One of the many techniques becoming



increasingly popular is the use of forced perspective - a technique using multiple scales on the same layout, that decrease, the further away they are from the viewing point. What this offers the viewer is an impression that the model is in fact larger than actually is.

Forced perspective like most modelling techniques needs to be used in the right situation. A layout measuring no more than a foot in width for example has little need for such a skill, as there is little to be gained. Owdham Central however, at four feet in width, is the perfect candidate and here it has been used to full effect. The best use of forced perspective on a layout is when it becomes indiscernable from other areas and you'll see from the photograph below that the rows of houses seemingly 'disappear' the further away they are.



Creating an industrial atmosphere in model form is a challenge in itself, but one that has been achieved successfully on Owdham Central.



Forced perspective has been used to make the townscape behind the railway apparently decrease in size as it gets further away. This technique can be employed to make layouts seem larger than they actually are.

Indeed, so they appear, but the width of this layout isn't sufficient enough to create this effect naturally as they are always close to the eye. Instead, the first row of houses has been modelled to the scale of the layout at 2mm:1ft, but the rows decrease in scale progressively until they reach the row that is furthest away at a scale of just 0.75mm:1ft. Looking at the overall scene from the front, you'd never know!

Having smaller buildings to the rear of the layout helps the transition between three dimensional objects and two dimensional photographic backscene blend more easily.

ARCHITECTURE AND SCENERY

Neither architecture nor scenery looks out of place on Owdham, purely because no one element stands out

more than the rest. The same range of colour tones has been used on all of the buildings throughout the layout, but you may notice that the colours darken in tone ever so slightly towards the rear of the layout. This takes into account how you would most likely see them through the industrial smog. You'll also note that the backscene has a faded haze to it and adds furthermore to the scene.

Despite depicting an industrial town depot, the quantity of scenic scatters and bushes used on the layout is actually quite surprising. Undeveloped or unkempt areas that have been neglected over the years are plentiful, from the vegetation creeping over the motive depot's retaining walls to the land surrounding the mill pond, this layout is surprisingly green. **BRM**

FACT FILE

- ▶ **LAYOUT NAME** Owdham Central
- ▶ **SCALE/GAUGE** 2mm:ft scale, 9mm gauge N
- ▶ **SIZE** 10' x 4'
- ▶ **ERA** late-1950s
- ▶ **CONTROL** DCC
- ▶ **LAYOUT TYPE** Continuous loop
- ▶ **PHOTOGRAPHY** John de Freyssinet

FOR

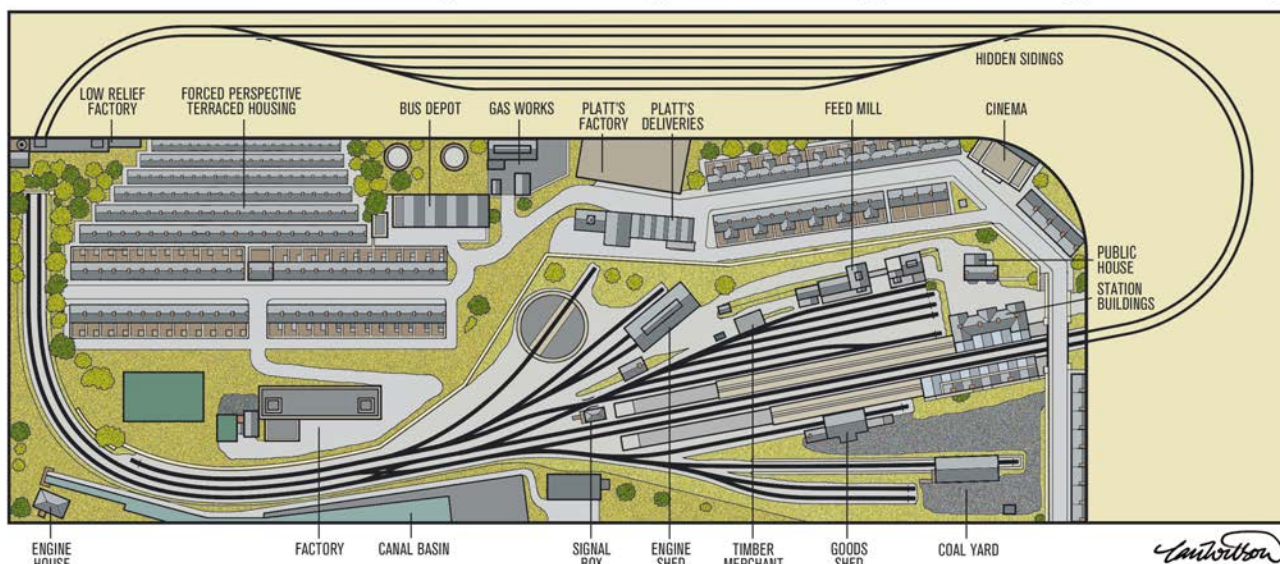
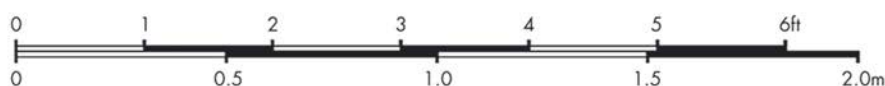
- ✓ A lot of track in a smaller space
- ✓ Good use of forced perspective modelling
- ✓ A well balanced layout with enough elements to justify different operations
- ✓ The boards are very busy with different items yet don't look overcrowded.

AGAINST

- ✗ More could be done with the space to the right of the layout.



The curves on Owdham are surprisingly sharp, but necessary in order to circulate around the houses.



A DAY AT THE MUSEUM

Big kids at heart, Andy McVittie and Phil Parker enjoy a day out at the seaside, although most of it enjoying the incredible exhibits at the Brighton Toy Museum...



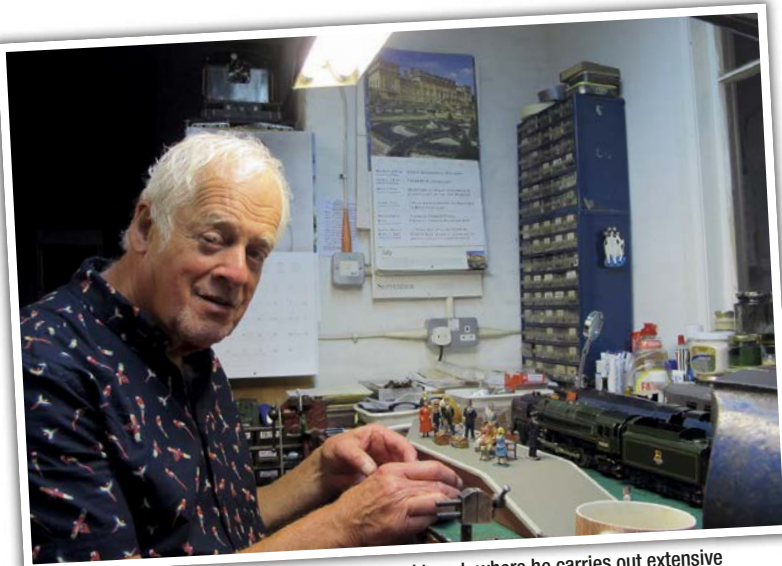
The Brighton Toy Museum is something of a hidden gem, being tucked away on a street running beneath Brighton Railway Station. It's a very short walk that's well worth taking, however, as its modest exterior gives way to what can only be described as an Aladdin's Cave of childhood playthings with railway modelling at its very core.

Founder/Director Christopher Littledale

was on hand throughout our day, guiding us around his impressively capacious and beautifully presented collection. An expert modeller himself, he ensures that everything is ship-shaped, making repairs as needs be, and even running the vintage model railway that forms the centre of the museum for our enthusiastic benefit.

Phil Parker describes just a few of the highlights among the many thousands of

items on display. In the meantime, our thanks to Christopher Littledale and Deputy Manager Jan Etches for a cracking day out, and to Michael Foster for making the arrangements. The Brighton Toy Museum is located at 52-55 Trafalgar Street, Brighton, BN1 4EB, and it is recommended without a moment of hesitation – see www.brightontoymuseum.co.uk for more details. ■



Museum owner Christopher Littledale at the workbench where he carries out extensive restorations of the exhibits.



Hornby three-rail O gauge, 4-4-0 *Bramham Moor* manufactured in the late 1930s, hauls the Clacton Pullman train. The LNER D49-class was the fifth member of the No.2 Special locomotive range, replacing the original (also D49 Class) No. 234, *Yorkshire*, in 1935.



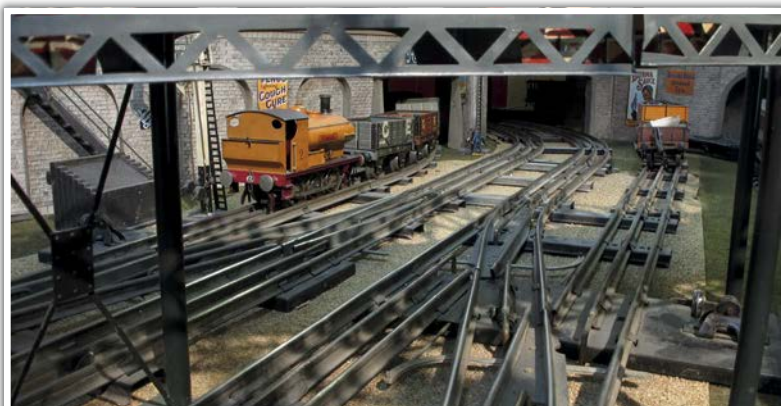
We were allowed behind the scenes to see progress on this magnificent O gauge warehouse for a future display.



Being so close to the site of the prototype, a model of the famous Brighton and Rottingdean Seashore Electric Railway's "Daddy Longlegs" tram is very appropriate. The real thing ran through the sea from 1896 to 1901. Although long gone, a few traces of the trackbed can still be found at low tide.



The street scene features road vehicles from the Tri-ang Minic series from the 1930s and 40s. Manufactured in tinsplate, they are powered by clockwork motors. Penguin kits, as advertised on the bus side, were Tri-ang's range of plastic models.



Shunting under the bridges and viaducts, orange gauge O "Bonzone" Peckett saddle-tank 0-6-0 locomotive made by Bond's of Euston Road in 1938, carries number "2".



How about a very early 4mm scale lorry kit? You were expected to do some serious modelling in those days! This was on sale in the museum shop, a treasure trove of old models and kits.



**BRIGHTON
TOY and MODEL
MUSEUM**

ARRIVING AT YOUR LOCAL MODEL SHOP...

Arriving with Graham Farish stockists this month are models of its Bulleid Semi open Brake Third coach in BR(S) Malachite Green S4019 (374-432) and Bulleid Third corridor coach in BR(S) Malachite Green S34 (374-442). Both models carry an RRP of £34.95. Set S84 comprises of four coaches which have been produced, made up with 374-432A (Semi open Brake Third) and 374-462 (Composite corridor).

Arriving with Hornby retailers is its 0-4-0 'Peckett' in all-over black carrying works number 883/1901. Representing its life-size counterpart No. 10, built for the Lilleshall Company of Oakengates, Shropshire the locomotive worked the company's extensive rail network between mechanical engineering, coal mining, iron and steel-making and brickworks until it was scrapped in 1958.

W: www.bachmann.co.uk and www.hornby.com



LEST WE FORGET

Fox Transfers is producing a selection of in-house designed commemorative head boards based upon the British Legion Poppy and fallen soldiers since World War One. Reflecting upon the role of the railways in the mobilisation of troops and the wounded, profits from the sales will be donated to the British Legion Charity No. 219279.

Headboards are to be produced in three gauges - N, OO and O, with different designs between the three scales. Already specialising in the largest range of British-outline model railway transfers, Fox's new headboards are etched and pre-painted with red, green and black enamels where relevant. See the full range on its website.

W: www.fox-transfers.co.uk

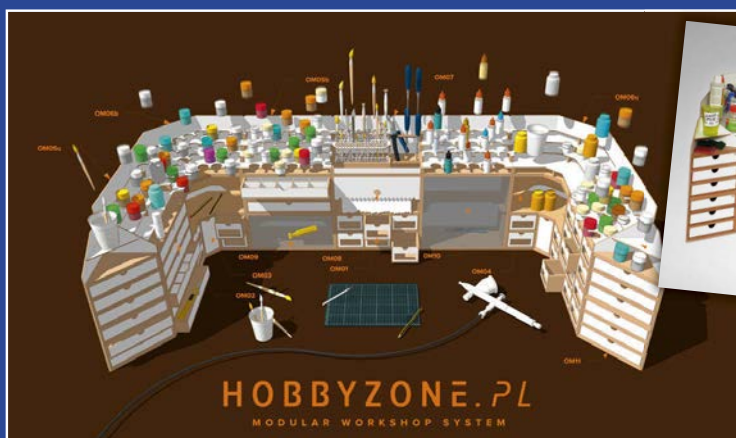


MODULAR WORKBENCH SOLUTION

Arriving in stock with Hatton's Model Railways as this issue went to press is a new Modular Workshop storage range, ideal for railway modellers. Using common dimensions, the combination of shelves, miniature cupboards, paint racks, brush holders and drawers allow a custom workshop or workbench to be built to suit your needs. Parts slot together requiring only wood glue and are connected by magnets for easy reconfiguration.

See the comprehensive range on Hatton's website - search for 'Hobbyzone'

W: www.hattons.co.uk



DOWNLOADABLE DAIRY KIT

Pre-cut from plastic sheet, sprayed a metallic colour and weathered in-house by TMC staff, these new packs are ideal loads for placing on its new 'plate' wagons. One side of each sheet has been treated to a more rusted effect than the other, so you can portray loads that are new, or have been left out in the elements. Also useful for placing around a steelworks, construction site, or on the back of trucks in larger scales. Available soon from TMC are pipe loads for wagons and more. Read about them in BRM shortly.

W: www.3dk.ca



NEW RADIO CONTROL SYSTEM

The latest model railway control system from Train Engineer is now in stock with the UK's official distributor, Finescale Brass. The new CRE59000 Revolution radio control system is an upgrade on the current CRE57000 system and receivers with steam and diesel generic sound. The system has a published range of 400ft – ideal for gauges 0 and 1 in the garden, but isn't compatible with the older system.

Track and battery-powered models can be fitted with receivers that contain up to 16 sound recordings, control operation of the locomotive and can synchronise with smoke units.

The base system with a handset and receiver is priced at £259.60, with additional receivers at £105.80. Finescale Brass provides a fitting service at cost, for more details on this and the new system, visit its website.

W: www.finescalebrass.co.uk

DIESELS AT PENDON

Over the weekend of December 1 and 2, Pendon is to have running sessions depicting the early 1960s, showing a small selection of trains hauled by diesel traction. Diesel trains will run every half an hour interlaced between its traditional Great Western displays.

The chosen timeframe is on the eve of the appointment of Beeching and his famous report, which would sweep away much of the landscape depicted at Pendon. A Warship, Hymek and two-car DMU are expected to appear amongst others, hauling a variety of passenger and goods trains.

More details of Pendon, including its hosting of the Cornish branch terminus 'Bodmin GWR' (P4) operating in the year of 1928 on the same weekend, look under the events section of the website.

W: www.Pendonmuseum.com



BONUS LIVERY FROM IRM

Irish Railway Models CIÉ/Irish Rail 24850-24854 series ballast plough van is available to pre-order in original CIE condition in an announcement made this August.

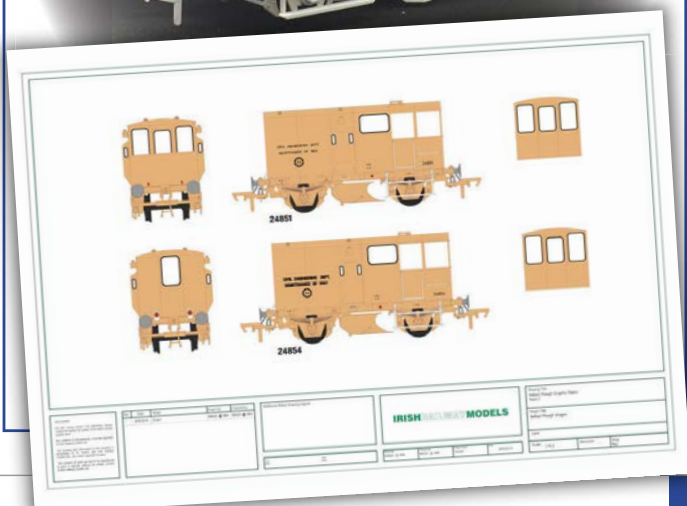
Five of the CIÉ/Irish Rail 24850-24854 series vans were introduced in 1978 to supersede elderly pre-grouping vans for the Civil Engineering Department. They usually ran in pairs, top and tailing ballast hopper trains with the plough/veranda facing inward across the Irish railway network until their withdrawal in 2013.

IRM had previously announced the vans in later IR and IE condition, but after calls from modellers, an additional pack in original CIE condition has been added to the production run, limited to 250 packs. The vans are to lack the later-applied mesh screening over the windows, featuring the half-sized doors on the veranda of each van. The livery will be yellow with CIE roundels.

The model will utilise the same chassis as the ballast hopper and cement bubbles, including a detailed interior, with bunks and heaters for the crew. DCC control of interior and tail lights via a two function 8-pin decoder (available separately) is planned. A switch for the control of these is to be provided for analogue users.

The Plough Vans will be made in a strictly limited production run with the vans coming in a pack of two priced at €119.95. Discount bundles are also being offered – for full details, visit its website.

W: www.irishrailwaymodels.com



BRM TV

BRITISH RAILWAY MODELLING

DIGITAL EDITION EXCLUSIVE

UNBOXING CONCRETE DRAINPIPES

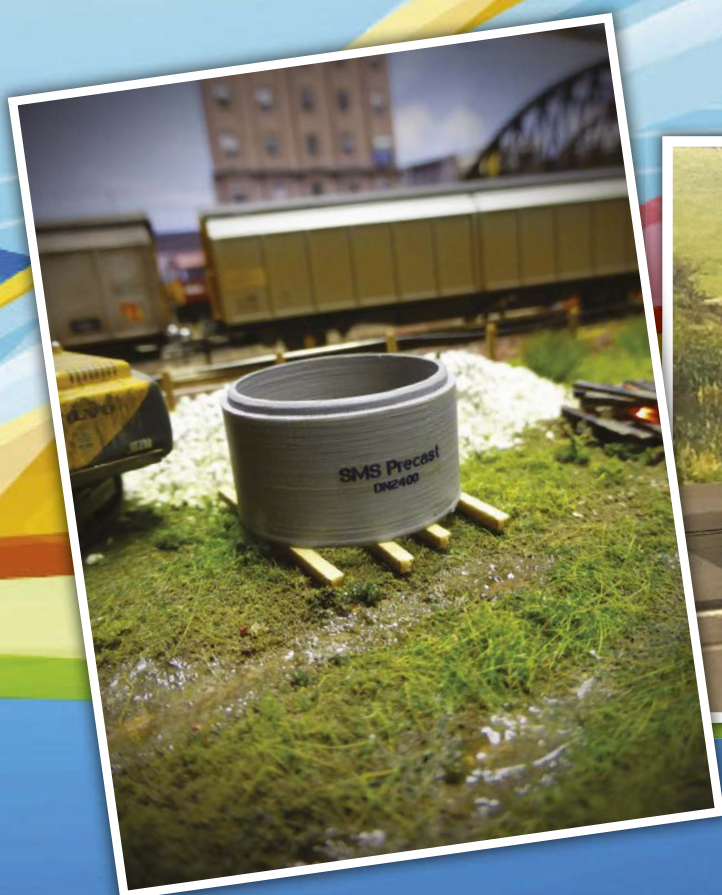
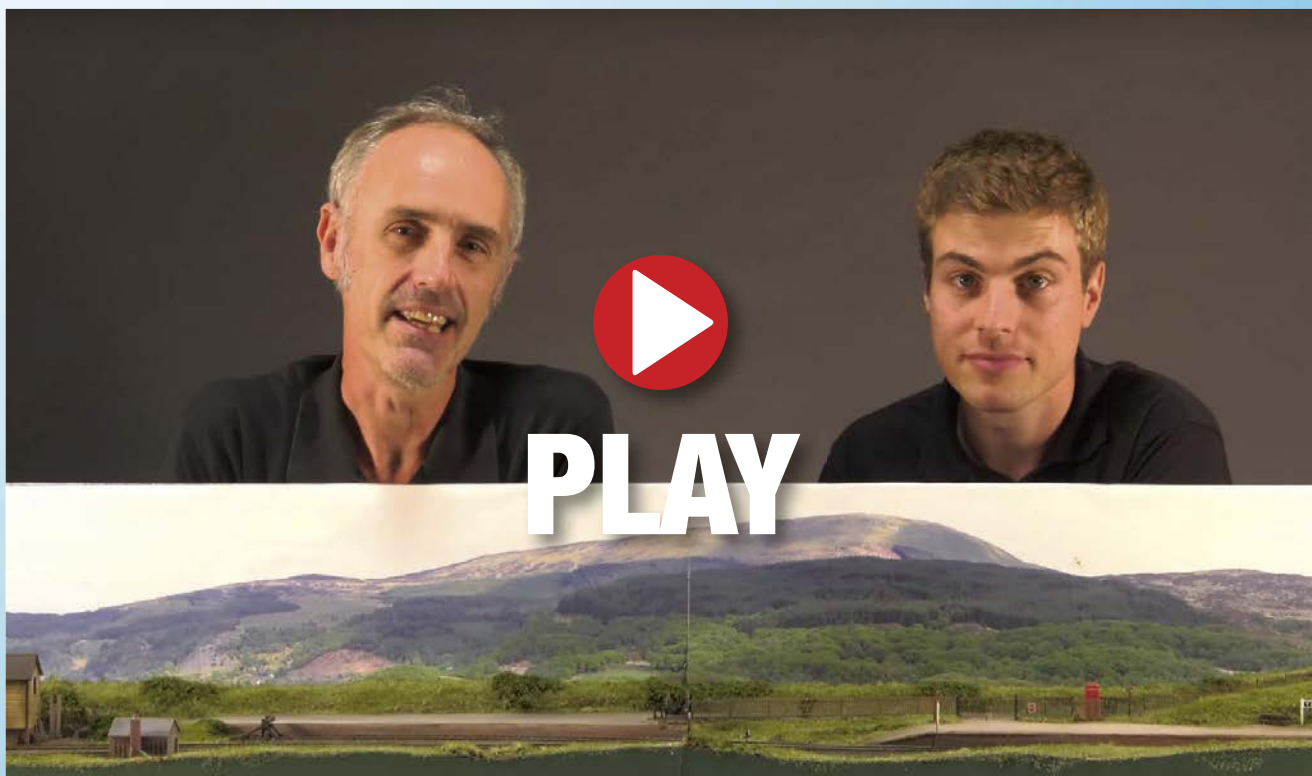
Small details can make a big impact on a railway layout. In this video Andy and Howard remove the wrappers on a selection of scenic accessories that are just right for the job.



EXCLUSIVE

WATCH THE VIDEO HERE

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





GAUGEMASTER *Spotlight*

Scenic Trees & Hedges



Ready-Made Trees

Our bulk pack of trees are an economical way of filling large areas at a keen price. These trees also make ideal starting points for providing extra detail using the complimentary range of **GAUGEMASTER** Scenics.

The heights of the trees are provided as generally model trees are suitable for all scales, unless where noted.



GM120
Deciduous Trees (25)
9cm to 15cm tall
£23.95



GM121
Mixed Forest Trees (25)
9cm to 15cm tall
£23.95



GM122
Fir Trees (25)
9cm to 15cm tall
£23.95



GM124
Spring Deciduous Trees (25)
9cm to 15cm tall
£23.95



GM125
Spruce Trees (25)
9cm to 15cm tall
£23.95



GM127
N Scale Mixed Trees (10)
4cm to 10cm tall
£10.95



GM128
Spring Trees (10)
8cm tall
£12.95



GM129
Summer Trees (10)
8cm tall
£12.95



GM132
Tree Pack Mixed (10)
10cm to 14cm
£12.95



GM180
Plum Trees (3)
8cm tall
£8.75



GM181
Plum Trees in Blossom (3)
8cm tall
£8.75



GM182
Fruit Trees (3)
8cm tall
£8.75



GM183
Apple Trees (3)
8cm tall
£8.75



GM184
Birch Trees (3)
8cm to 10cm tall
£8.75



GM185
Weeping Willow Trees (3)
8cm tall
£8.75



GM186
Poplar Trees (3)
12cm tall
£8.75



GM187
Pine Trees (3)
12cm tall
£9.75



GM189
Beech Trees (2)
12cm tall
£8.75

Seafoam Trees



This starter set enables you to create trees, bushes, and hedging with a realistic appearance. Seafoam is a natural product which can be 'planted' straight from the box if you wish, but adding scatter material with spray adhesive is well worth the effort.

GM195 Seafoam Tree Starter Set
£19.95



GM156
Light Green Scenic Leaves
£4.45



GM157
Mid Green Scenic Leaves
£4.45



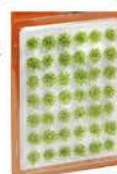
GM158
Dark Green Scenic Leaves
£4.45

Grass Tufts

Ideal for building up vegetation on your layout.



GM162
Grass Tufts
Green
6mm (42)
£5.25



GM149
Plants
12mm
Green (42)
£5.25



GM163
Grass Tufts
Green
12mm (42)
£5.25



GM159
Plants
12mm
Yellow (42)
£5.25

Hedgerows and Lichen

Hedgerows and lichen can be used to add additional green features to your layout right out of the packet! Combined with flocks/scatters you can get some great effects.



GM160
Light Green Hedgerow
Most suited to OO/HO
Total Length 1 metre.
£7.75



GM161
Dark Green Hedgerow
Most suited to OO/HO
Total Length 1 metre.
£7.75



GM164
Light Green Lichen (80g)
£5.25



GM165
Dark Green Lichen (80g)
£5.25



GM166
Mixed Lichen (80g)
£5.25



GM194
Scenic Starter Set

The perfect way to begin scenic modelling - this pack contains a small selection of trees, flocks, scatters, ballast, glue scenic mat and a puffer bottle, in fact just about everything you need to get started in one convenient starter pack.

£24.95

Full details of our Scenics range can be found in the Gaugemaster Full Catalogue **AVAILABLE SUMMER 2018**.

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

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

GM353 Gaugemaster Full Catalogue

£3.95

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

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

FINESCALE MODEL WORLD SET OF SIX TWEEZERS



For picking and placing a variety of small objects when modelling, this six-pack of black epoxy-coated stainless steel tweezers from FMR are a must-have for modelling. Not only will they stay clean for years - if you keep glue and paint away from them - they're non-magnetic too, so won't attract all those stray pieces of wire wool and filings from your workbench. Available in sizes 7A, 5, 2A, 00, 3C and SS, they're cost-effective too!

Price: £4.50

W: www.finescalemodelworld.co.uk

THE MODEL CENTRE (PWL1 AND PWL2) STEEL PLATE SLABS

00 0

Pre-cut from plastic sheet, sprayed a metallic colour and weathered in-house by TMC staff, these new packs are ideal loads for placing on its new 'plate' wagons. One side of each sheet has been treated to a more rusted effect than the other, so you can portray loads that are new, or have been left out in the elements. Also useful for placing around a steelworks, construction site, or on the back of trucks in larger scales. Available soon from TMC are pipe loads for wagons and more. Read about them in **BRM** shortly.

Price: PWL1 £4.95, PWL2 £7.95

W: www.themodelcentre.com



GAUGEMASTER (GM107) FLOWER POTS

00 0



Spruce up the garden or front doorstep of your miniature houses with this selection of colourful flowers, represented in a variety of terracotta-style pots. Designed for 00, but equally suitable for 0 gauge layouts as smaller pots, a similar set is available containing a representation of perennials in flower.

Price: £7.95

W: www.gaugemaster.com

GOLDEN VALLEY HOBBIES (GV2016) 'JANUS' 0-6-0 DIESEL SHUNTER No. 379 CAERLEON - ALLIED STEEL AND WIRE

00

Buy it now!



Another fresh batch of this popular model arrives with Golden Valley Hobbies this month, in the attractive deep blue of the firm Allied Steel and Wire. ASW was an independently-owned British steel company formed in 1981 through a partnership between British Steel and GKN. Plants operated by the venture included GKN's Tremorfa Steel Works at Cardiff, its associated bar and section mills and Castle Rod Mill, also at Cardiff. DCC-ready with an 8-pin DCC socket, the model awaits weathering for the authentic industrial look.

Price: £99.95

W: www.goldenvalleyhobbies.com

GOLDEN VALLEY HOBBIES (GV6016) SEVEN PLANK WAGONS - THREE PACK

00



To coincide with the release of its latest 'Janus' 0-6-0 diesel shunter (see above), Golden Valley Hobbies has commissioned this three-pack of seven plank wagons from Oxford Rail. Sporting different running numbers and the logo of Allied Steel, the wagons are available from its online shop and selected retailers.

Price: £29.99

W: www.goldenvalleyhobbies.com

Buy it now!

TRAIN-TECH (GS1) DCC-FITTED RED/WHITE GROUND SIGNAL



Joining its new Sensor Signal starter pack is this new multi-aspect modern signal and ground signal range from Train-Tech. Ground position signals are mainly used to control shunting movements in sidings or stations. Electronics are kept underneath allowing the signal head to be mounted as close to the surface requiring a single 10mm hole in the baseboard. The signal can be configured via a simple push button to display the original stop light (red and white) or the modern style (red and red). Can be used in conjunction with Approach Track/Return sensors from Train-Tech or manually forced using a switch.

Price: £35.00

W: www.dcpexpress.com or www.train-tech.com for technical information.

Selling your model railways?

Warwick and Warwick have an expanding requirement for early to modern collections of British and Foreign trains and train sets from large accumulations to items of individual value. Our customer base is increasing dramatically and we need an ever larger supply of quality material to keep pace with demand. The market has never been stronger and if you are considering the sale of your collection, now is the time to act.



FREE VALUATIONS - We will provide a free, professional valuation of your collection, without obligation on your part to proceed. Either we will make you a fair, binding private treaty offer, or we will recommend inclusion of your property in our next public auction.

FREE TRANSPORTATION - We can arrange insured transportation of your collection to our Warwick offices completely free of charge. If you decline our offer, we ask you to cover the return carriage costs only.

FREE VISITS - Visits by our valuers are possible anywhere in the country or abroad, in order to assess more valuable collections. Please phone for details.

ADVISORY DAYS - We have an ongoing programme of advisory days, in all regions of the United Kingdom, where you can meet us and discuss the sale of your collection. Visit our website for further details. We will be visiting the following towns within the next few weeks:

Buckingham, Penrith, Chorley, Reading, Haywards Heath, Shepperton, Crewe, Folkestone, Maidstone, Chesterfield, Ipswich, Bury St. Edmunds, Guisborough, Huddersfield, Tamworth, Weymouth and Yeovil.

EXCELLENT PRICES - Because of the strength of our customer base we are in a position to offer prices that we feel sure will exceed your expectations.

ACT NOW - Telephone or email Richard Beale today with details of your property.



Warwick & Warwick

AUCTIONEERS AND VALUERS
www.warwickandwarwick.com

Get the experts on your side!

Warwick & Warwick Ltd., Chalon House, Scar Bank,
Millers Road, Warwick CV34 5DB England

Tel: (01926) 499031 • Fax: (01926) 491906
Email: richard.beale@warwickandwarwick.com

 /warwickauctions

 @warwickauctions

HORNBY MAUNSELL KITCHEN/DINING COACH (R4816) SR GREEN AND (R4817) BR GREEN

00



Available in SR or BR green are these Maunsell Kitchen/Dining coaches from Hornby.

By 1925, the Southern Railway had settled on its new standard design corridor coach of 59ft length, 9ft width and 12ft 4in height, with 8ft bogies. Six First Class Dining Saloons were constructed for the Western section. Twenty six vehicles were constructed under Diagram 2651 for the London-Bournemouth, London-Portsmouth and London-Exeter services and seated twenty four passengers in four seating bays at one end, with the kitchen, pantry, service vestibule and side corridor at the other.

Price: £47.99 (each)

W: www.hornby.com or your local stockist

GAUGEMASTER (GM590) MODEL RAILWAY MAINTENANCE SET

Famed for stocking all the modelling essentials, Gaugemaster now has this useful pack of three cruciform and six flat miniature screwdrivers which includes a pair of tweezers and scribe in a small box. Supplied with an oil (pre-filled) and glass fibre pen - the ideal pack for dismantling RTR chassis, cleaning wheels and pickups and lubricating moving parts before reassembly.

Price: £12.95

W: www.gaugemaster.com



HORNBY RAILROAD (R3692) GWR 14XX No. 1424

00



Fitting into the most popular late-1950s to 1960s modelling era category, this new wallet-friendly arrival from Hornby is an ideal addition to a small branch-line terminus layout, or secondary route on the Western Region of British Railways around Gloucester. Designed to replace the Wolverhampton '517' class on light branch line duties, Collett's 1928 0-4-2T 48XX Class were of a similar but updated design. The locomotive depicted, No. 1424 was built at Swindon in November 1933, as No. 4824, allocated to Fishguard Goodwick shed. Post-war, the locomotive was renumbered as No. 1424 and spent much of its working life around Gloucester. The locomotive was withdrawn in December 1963 from Gloucester Horton Road and disposed of the following June.

Price: £59.99

W: www.hornby.com

FINESCALE MODEL WORLD 30 PIECE MICRO BRUSH PACK

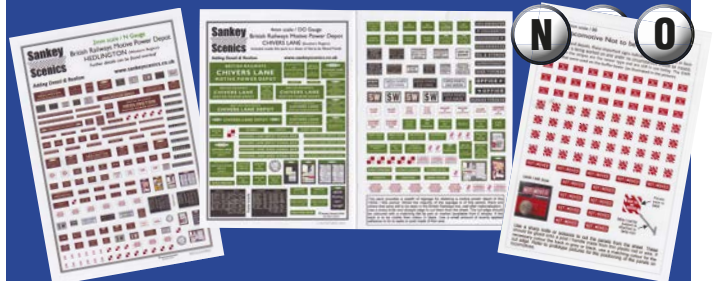
Micro brushes are a new product in stock with online model tool specialist Finescale Model World. Cleaning those hard to reach or delicate areas of models can be challenging at times - a task made easier by these smaller-than-cotton bud cleaners. Supplied in the pack are 10 each of the small white, medium yellow and large blue brushes, ideal for cleaning glazing when weathering or adding spots of rust to the sides of wagons.

Price: £3.50

W: www.finescalemodelworld.co.uk



SANKEY SCENICS - BRITISH RAILWAYS MOTIVE POWER DEPOT SIGNAGE



Looking for the finishing touch for your small shed, MPD or diesel maintenance depot? Here's a selection from a new range of shed signage packs for N, OO and O gauge modellers spanning the 1950s to the late-1960s and beyond. Supplied on the pre-printed packs are a variety of signs, from depot names to 'Sound Whistle', office notices, timetables, danger signs, clocks, a variety of overhead warning signs, including the mid-1980s-1998 style.

Prices: N: £4.95, OO: £7.95, O: £11.95

W: www.sankeyscenics.co.uk

GAUGEMASTER (GM 189) LANDSCAPING WIRE MESH

Here's a lightweight solution for creating those undulating hills, embankments, rock faces or river banks you've always dreamed of. Made from aluminium mesh so it won't rust when wet, the pack contains a sheet which unfolds to a 75cm x 100cm size - enough when cut to size for micro and small and most medium-sized layouts, unless you're modelling the Swiss Alps! Ideal for use with its (GM100) Mod Roc plaster coating.

Price: £18.50

W: www.gaugemaster.com



BACHMANN

LBSCR H2

Words: Graham Muspratt Photography: Andy York

The first H1 Class Atlantics were built to haul express trains between London and Brighton. They were designed by D.E. Marsh and such was the urgency for express motive power on the Brighton line that he borrowed a set of Doncaster drawings and made amendments. The result was five H1 Class locomotives, which were built between December 1905 and February 1906.

The second batch known as the H2 Class, as depicted in this Bachmann model, were to Marsh's design, but modified by his deputy, L. Billinton. Changes included superheating, larger cylinders, a running plate, which

maintained a continuous line above driving wheels and cylinders and a reduced boiler pressure that was increased between 1936 and 1940 to 200psi to match the H1 class.

Six H2 Class locomotives were built at Brighton Works between 1911 and 1912 and remained on front line Brighton express work until the arrival of the King Arthur Class 4-6-0s in 1925. They were named by the SR publicity department during 1925/6 after geographical features on the South Coast.

The model

Bachmann's efforts match well the dimensions, look, details and elegant lines of the prototype when compared to drawings and contemporary photographs.

Separately-applied fittings to the body include handrails, pipework, a smokebox dart and the characteristic LBSC lamp irons on the front buffer beam. The open cab is well detailed with a number of individually-fitted and painted parts with pipework, gauges, valves, regulator, reverser and tip up seats all represented.





Essential info

CATALOGUE REFS:

Catalogue Refs:

31-920 H2 Class Atlantic 4-4-2 2421 South Foreland SR Olive Green (note: was originally announced as being 2426 St. Alban's Head)
31-921 H2 Class Atlantic 4-4-2 32424 Beachy Head BR Black Early livery

RRP: £125.00

Gauge/scale: 16.5mm gauge, 1:76 scale OO

Era: 2 to 4 plus preservation

Company/Operator: NER, LNER, BR(E)

Weight: 138g

Body and chassis: Plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: Tension lock

Accessories: vacuum pipes, steam pipes, engine head signal discs, open or closed cab doors, cab weather sheet uprights, cosmetic screw couplings, front guard irons and front cylinder corner infills

Drive System: 12V DC 3-pole motor with gears to rear driving axle (no flywheel)

DCC Provision: 21-pin socket

Pick-ups: Contacts to rear of driving wheels and to front and rear tender axles.

The tender also includes open coal rails, fire iron stands and a cast metal full coal load to add weight. Other than those on the buffer beam, the middle and top lamp irons on the tender body are moulded rather than separate fitted items.

The diecast metal chassis is fitted with a three-pole motor, located in the firebox driving the rear driver axle via a gear tower, though no flywheel is fitted. The boiler is packed with weight to ensure good adhesion of the four coupled driving wheels, which are like the prototype. This has been achieved by them being slightly under the scale 6ft 7½in. The tight clearances between driving wheels, footsteps, cylinders and front bogie result in connecting rods with excess

play, probably more obvious in its pristine finish because of reflections than if slightly weathered. The front bogie and rear trailing axle are slightly sprung, the latter being a pony truck with plenty of swing between the fixed 'dummy' side frames. Brake blocks and factory-fitted brake rigging are fitted to locomotive and tender with the locomotive chassis featuring sand boxes and sand pipes.

On test

Running on our sample was smooth and quiet across all speed ranges and in a test, it hauled eight Bachmann Mk 1 coaches on the level with relative ease and no wheel slip on starting.

Electrical pickups are fitted to all driving wheels and the front and rear tender wheels. The tender is permanently connected to the locomotive via a fixed length drawbar (although the locating pin on the tender is adjustable to reduce the gap) and a

four-wired connection that is plugged into the tender.

A 21-pin socket is located in the tender along with space for a 23mm diameter sound speaker, a speaker mount bracket and screws are included within the accessory pack.

The livery application for the Southern Railway Maunsell Olive Green with white and black lining is well applied including the rear trailing truck side frames, though not all Class members had these so lined. The tender frames are correctly plain black. The lubricator boxes atop of the splashers are picked out in brass and the cast nameplates and cabside number plates are neatly printed. A nice touch are the etched name and number plates included for the owner to fit.

Verdict

The introduction of these elegant-looking locomotives with character of pre-grouping origin are sure to prove popular with LBSR, SR and BR(s) modellers. Bachmann's options for further liveries include LBSC umber, SR Malachite green, wartime black and BR lined black. It's understood that provision has been included within the tooling for a number of the details changes that took place over time. Highly recommended. ■



TMC 22T PLATE AND BOLSTER WAGONS

Words & Photography: Andy York

When is it better for modellers that a product is produced as an exclusive for one commissioning retailer than it being a catalogue release distributed to all stockists? This range of 22T plate and double bolster wagons commissioned by TMC for one; there is no way we would see this breadth of range of individualised variants appear in a main range. How does this happen? A manufacturer needs to produce several thousand models from a new tooling to make it viable as a product but that means it would take a commissioning retailer a long time to sell several thousand of two or three livery variants as would normally be seen so some clever thinking needs to go into the selection of a variety of products based on the same wagon family and tooling suite.

There is plenty of variety in this wagon range right from the early as-built double

bolster wagons, principally for the LNER from 1937 onwards and also for the LMS from 1942. In this form the models include the early plate-fronted RCH W-irons and the bolsters and stanchions on the deck of the wagon. At the same time Darlington and Wolverton works produced the same basic wagon design without bolsters as Plate wagons for carrying steel plate sections on the deck through into the nationalised period, a variant accommodated in the model's tooling. As years progressed a number of wagons lost their bolsters to become plate wagons, these are identifiable in model form with securing loops left in place over the deck of the plate wagons. Differences in the reinforcing irons on the ends of the wagons are also recorded with both welded and rivetted forms, later wagons also have solid W-irons so there are many variations before we even get to liveries.

The vast majority of wagons would have been in unfitted grey through to the TOPs-era ZDO but TMC's creativity extends to departmental uses for their later life and wagons dedicated to specific locations and uses such as the Lackenby wagon. In all cases the liveries are well-executed to Bachmann's usual high standard particularly with respect to the numbering and lettering.

The underside of the wagons is as good, if not better, as any we have seen from Bachmann with planking detail and quite fine clasp-brake detail.

TMC have made the more prevalent examples of the wagons available as twin-packs and the more unusual wagons as single items, the pricing of £24.95 for a single wagon and £49.96 for the twin-pack puts them right on the expected price of a top-quality wagon at this time. TMC are renowned for their weathering service and

Read our
interview with
TMC's Chris Yates
- see page 78...



Essential info

CATALOGUE REFS:

38-825Z Double Bolster Wagon Freight Brown Livery B920055
 38-826Z Double Bolster Wagon Twin Pack Freight Grey livery M726282/E286444
 38-827Z Plate ex Double Bolster Wagons Twin Pack Freight Grey livery E310418/B920098
 38-828Z Double Bolster Wagon LMS Bauxite livery 726018
 38-829Z Double Bolster Wagon LNER Grey livery 250641
 38-830Z Double Bolster Wagon Olive Green/ Freight Grey livery DE250482
 38-850Z Plate Wagon ZDO Freight Grey livery DB931321
 38-851Z Reach Wagon TDB931937
 38-852Z 'Winkle' Wagon Engineers Black Livery DB997539
 38-853Z Barrier Wagon Olive Green livery

B931873

38-854Z Plate Wagon Twin Pack Freight Grey B930287/M498695

38-855Z Plate Wagon Freight Grey E239992

38-856Z Plate Wagon Lackenby Works Freight Grey E212085I

RRP: £24.95 (single), £49.96 (twin pack)

Gauge/scale: 16.5mm gauge, 1:76 scale OO

Era: 3 to 7

Company/Operator: LNER, LMS, BR

Weight: 36g

Body and chassis: Plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM mounted tension lock

Accessories: Buffer-beam detailing and 3-link coupling chains

customers may choose to have their wagons supplied with light, medium or heavy weathering for just £5.00 extra per wagon. TMC can also provide steel plate loads, relatively clean on one side of the plate and more rusted on the reverse, for £4.96 and painted and chained pipe loads for £19.99. Please see their website for more details in this respect.

The models are excellent and will personally cost me a bit, as I really can't decide which wagons to retain for my own use and which, sadly, will have to go back after the review! ■



38-852Z - Between 1951 and 1956 BR Shildon built 43 plate wagons specifically for the Signal and Telegraph Department. They were originally distributed throughout the London Midland and Scottish regions. Livery was Engineers Black with Straw lettering, although during the 1960s repaints led to them appearing in other Engineers or non-standard liveries. DB997539 has welded sides and rivetted ends with plate front axle boxes and RCH W irons. These wagons were coded WINKLE, the model is produced in pristine condition but TMC are able to produce custom deluxe weathered versions to make sure your WINKLE is unique.



Catalogue ref – 38 826Z. Both of the models in this twin pack represent Double Bolster wagons built before the advent of British Railways. M726282 was part of a batch of 1050 built between 1945 and 1949. It has welded sides and ends, split axleboxes and RCH W irons. E286444 was one of the final batch of Double Bolster wagons built by the LNER in 1946 to diagram 168. Both wagons survived long into BR days as revenue earning Double Bolster wagons and are reproduced in the Freight Grey livery these wagons carried in BR days.

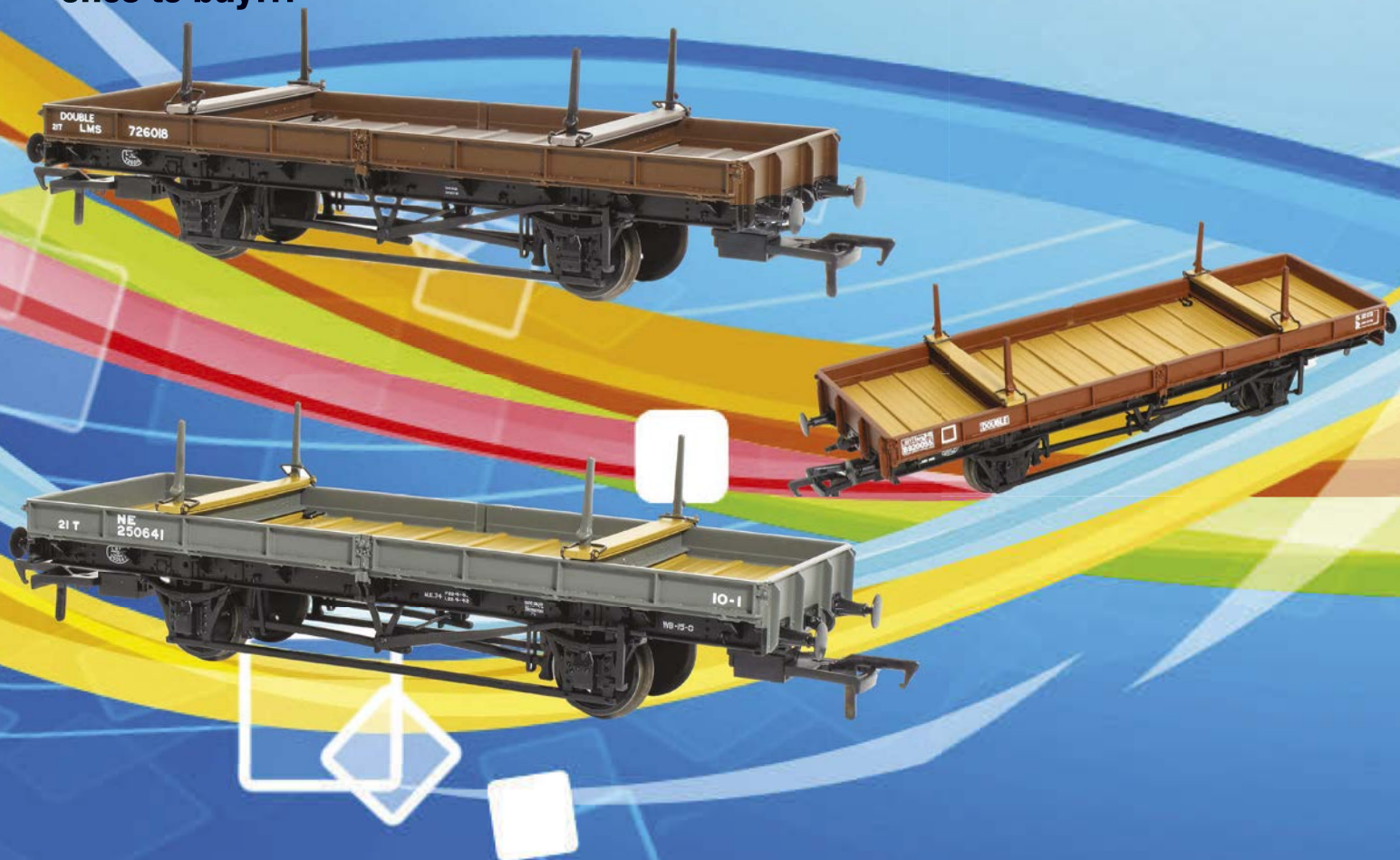
BRM TV

BRITISH RAILWAY MODELLING

DIGITAL EDITION EXCLUSIVE

TMC WAGON

Arriving in 13 variants, and in single or twin-packs with range of weathering options, TMC's plate and bolster wagons are well-made and finely detailed. The only issue that Andy York now faces is which ones to buy...



EXCLUSIVE

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



DOUBLE O GAUGE ASSOCIATION TRACK RUBBER

Standard track rubbers are a cost-effective way of ensuring cleanliness. Fitting into the above category perfectly is this rail cleaning block from the Double O Gauge Association. Long-lasting with careful use, it'll keep your rails clean and avoid those embarrassing stuttering moments on running sessions with your friends. One for the toolbox.

- Pros:** Cost-effective, tough on stubborn rail dirt, ideal for cleaning freshly-weathered track
- Cons:** Rails can be left with micro scratches which are prone to accumulate dirt. Rubber debris and fine particles must be hoovered from rail gaps which eat away at the rubber.
- Verdict:** Gets the job done - something every toolbox should have.
- Price:** £4.80 or £3.00 for members
- W:** www.doubleogauge.com



GRAPHITE ART PENCILS

See how effective these pencils are on your DVD



A little known fact is that graphite works wonders on model railways for conducting electricity on the rail/wheel interface. It won't clean your tracks of dust and debris, so prior cleaning is required, but once applied, the graphite forms a long-lasting layer, transforming the electrical reliability of your pickups and wheels.

- Pros:** Long-lasting, a small amount goes a long way. Doesn't need to be re-applied often - once a month on average. Leaves a metallic steel finish on rails.
- Cons:** Graphite prolongs track-cleaning intervals, but applying it after cleaning the track on larger layouts can be quite labour-intensive.
- Verdict:** Not a 'magic solution' to clean track - it won't stop accumulation of dust and dirt, but a cheap way to considerably prolong your cleaning intervals.

Price: From £1.97-£5.00

W: See your local model or art shop

DAPOL (B800) MOTORISED TRACK CLEANER

A non-self-propelled three-in-one solution for cleaning track. Designed to be hauled by a locomotive, a motor powers a large rotating cleaning head that removes built-up grime on rails, whilst its on-board fluid reservoir provides adequate storage for a suitable cleaning fluid, which is fed to the cleaning pad. An onboard vacuum removes dust and fluff from the track. Replacement heads, pads and consumables are available from Dapol.

Pros: All-in-one solution for cleaning rails with a bonus of removing track debris. Ideal for cleaning large layouts - can be set off and left to do its work. DCC-ready with 8-pin socket.

Replacement heads, pads and consumables are available from Dapol.

Cons: Can't be used over areas of track where surrounding terrain is proud of rail height - level crossings, cobbled sidings or dockyards and track with weeds for instance.

Verdict: A hefty investment, but one of the most effective track cleaning solutions on the market.

Price: RRP £79.92

W: www.dapol.co.uk or your local Dapol stockist



VISSMANN 7840 TRACK CLEANER WITH GRIP

Viessmann's track rubber on a handle is an upgrade over standard rubbers. Designed to reach those inaccessible areas such as underneath tunnels or hidden fiddleyards. Its pivot point is particularly useful, allowing large sections of track to be cleaned with each swift pass.

Pros: Low-cost and useful for cleaning beneath overhead lines. Pivot maintains rubber level with track surface.

Cons: Debris left behind might also be hard to reach - keep a vacuum cleaner with a fine nozzle to hand.

Verdict: Ideal for reaching places where a standard track rubber can't.

Price: £9.25

W: www.gaugemaster.com



TEN COMMANDMENTS CLEANING WAGON



Not long stocked with the Fife-based model railway accessory specialist Ten Commandments are these new cleaning wagons with two pads. Connect to a locomotive and run around your layout to remove dust with ease. Designed to be used without cleaning fluid, but supplied with sticky-back replacement pads to be cut and fitted as replacements.

Pros: Ball bearings weigh each arm down to rails, ensuring sufficient contact to clean.

Cons: Not as much cleaning force as similar wagons, but cleans track nonetheless.

Verdict: Available in N and OO gauges, this solution is probably best used in conjunction with a cleaning fluid such as Deluxe Materials Track Magic.

Price: £40.00 (OO and N)

W: www.tencommandmentsmodels.com

DCC CONCEPTS (DCT-TCB) JUMBO TRACK CLEANER



Claiming to polish rails without scratching them, this track rubber from DCCconcepts is almost three times the size of the average rubber. Above all, it polishes track without scratching rails thanks to the round Aluminium Oxide particles it contains over many of its competitors which have sharp particles.

Pros: On test the rubber performs as it describes

Cons: Pads accumulate dirt in two areas only, wearing out faster than some of its rivals which rotate.

Verdict: We rate this as the best track rubber currently on the market, but even with light passes, a little debris is left behind. Follow up with a vacuum for best results.

Price: £10.96

W: www.dccconcepts.com

DELUXE MATERIALS (AC-13) TRACK MAGIC 50mL

Deluxe Materials Track Magic is a special liquid cleaning fluid for model rail & car metal tracks, electric contacts and wheels. Track Magic works by dissolving, and mobilizing microscopic oily contaminants to leave a clean conducting surface for smooth and steady running. Track Magic creates an invisible protection film which resists surface corrosion.

Also available separately, its AC18 applicator pack, should your pads supplied wear out with use.

Pros: Supplied with a microbrush to clean wheels, power collectors and points, a pad to apply to rail surfaces and a dispensing pipette and beaker. Harmless on foam, acrylic and enamel paint. Prevents scratching rails which are polished, but dirty.

Cons: A more manual method of application than other solutions and not as abrasive on stubborn stains.

Verdict: Ideal for use in conjunction with propelled rail cleaners or simply apply with a lint-free cloth for more corrosion-resistant track. Can be used on its own as a universal cleaner to remove grease and stubborn marks.

Price: £9.50

W: www.gaugemaster.com



HORNBY (R296) TRACK CLEANING COACH

To be fitted with self-adhesive cleaning strips (provided), this coach from Hornby can be easily added ahead of a locomotive and propelled on a tour of your layout before running sessions. Replacement adhesive cleaning strips sold in packs of six provide three replacement pairs - more than enough for average use on layouts for a year or two.

Pros: Works best when a cleaning fluid is applied to the pad. Great for cleaning track in tunnels and other hard-to-reach places.

Cons: Pads are less effective after a few cleaning sessions because dirt accumulates in the same areas, unlike some of its rivals which rotate.

Verdict: The most wallet-friendly propelled track cleaning solution. Works well, but pads must be changed frequently for best results.

Price: £30.99

W: www.hornby.com



GAUGEMASTER HF 1

Of particular use to DC layout owners is this easy-to-install fully-automated box from Gaugemaster that cleans rails without the need for physical contact. Simply wire into the main track feed and connect to 16VAC and 12VDC power supplies and let the unit do its work. When resistance is detected because of poor contact between wheels and rail, a high-frequency signal is turned on, ionising the air gap between rail and locomotive wheel, burning off the dirt and residue. When contact is restored, the high-frequency signal overlay is turned off.

Pros: Effortless cleaning with no physical rail contact required by layout owners, reducing the risk of catching items when track is cleaned. Ideal for exhibition use when track cleaning isn't always possible in front of public.

Cons: Not compatible with DCC systems and some DC motor types. Check instructions before use.

Verdict: A great solution for track cleaning, but one that won't remove stubborn grime or paint if rails have been recently weathered. Will prolong intervals between manual track cleaning sessions.

Price: £41.95

W: www.gaugemaster.com

BACHMANN FVX BR MK1 CARFLAT

Words & Photography: Andy York

Essential info

CATALOGUE REFS:

38-900 BR Mk1 Carflat Wagon BR Bauxite
38-901 BR Mk1 Carflat Wagon BR Blue
38-902 BR Mk1 Carflat Wagon BR Blue Motorail

RRP: £36.95

Gauge/scale: 16.5mm gauge, 1:76 scale OO

Era: 5 to 8

Company/Operator: BR

Weight: 95g

Body and chassis: Plastic with metal weight

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: EM mounted tension lock

Accessories: vehicle wheel chocks, dummy buckeye couplings and brake pipes

It only takes a short period of looking at reference images of Carflat wagons to reveal that there's a multitude of differences between wagons, which were given a generic title and the same, or similar, TOPS codes. All such wagons were converted from surplus coaching stock to receive a flat timbered deck with hinged end flaps that could be lowered to allow vehicles to drive onto the wagons. However, there were many differences in frame lengths, bogie types, rails and end flap types.

Bachmann's model is the longer-lived variety that was based on redundant Mk 1 coaching stock and, within the three models available at launch, there are detail differences to note. Our review sample with Motorail branded side panels (in common with the unbranded blue model 38-901) features BR1 bogies, whilst the bauxite version sports B4 bogies more commonly seen on Mk2 stock. Oxford Rail's Carflat of 2017 was based on redundant LMS

stock frames and bogies, and would have seen earlier withdrawal in general, and so Bachmann's version is more suitable for those modelling later years of usage.

Widely used for the transportation of road vehicles from manufacturing plants to ports for export and longer distances for distribution, a rake of Carflats could swallow a large number of model vehicles. It is pleasing to note that Bachmann's wagon is well-balanced with a central metal weight sandwiched between the underframes and the planked deck to give 95g of mass, which leads to smooth and stable running qualities.

Synonymous with Motorail workings across the length and breadth of Great Britain the branded Carflat could be found behind rakes of Mk1 coaching stock of variable lengths dependent upon seasonal demand. The normal balance would seem to be two Carflats for every passenger vehicle, so a mixed rake could easily run up to 18 vehicles. If you had the space available

to model a terminal, what an interesting operation it would be with passenger stock at a platform shunted onto the loaded flats before departure! The heyday of the service would have been in the early 1970s. However, as car reliability improved and driving times shortened, the usage of the service dwindled and it was finally ended by privatisation.

Many of the reference pictures I looked at showed the wagons with planked end flaps but there were a significant number of later adaptations, which feature the plated end flaps as modelled by Bachmann. There's a wealth of modelling opportunity in the accessory packs, with 16 wheel chocks on sprues, sufficient for the four vehicles which could be accommodated on the deck, brake piping and dummy buckeye couplings both in dropped and raised positions.

I'm off to cut out some windscreen protectors and find some suitcases and bedding to stick on the back seats!

3 Motorail facts

1. A car sleeper service was introduced in 1955, but the Motorail brand was launched in 1966.
2. Motorail routes spanned the UK, running from London to locations as far flung as Penzance and Fort William.
3. The service closed in 1995, but was relaunched by First Great Western between 1996 and 2005.



GWR/BR 61XX 'LARGE PRAIRIE'

HELJAN

AVAILABLE NOW!



6100 GREAT WESTERN green (6110)

SRP **£699,00**



6101 GWR green (6106)



6102 BR unlined black w. early crest (6144(81A))



6103 BR unlined green w. late crest (6111(81F))



6104 BR lined green w. late crest (6132(81C))

DUE SEPTEMBER 2018

'O' gauge Class 52 'WESTERN'

Note model 5289 is in weathered rail blue finish



5285 - D1035 'WESTERN YEOMAN'
5287 - D1039 'WESTERN KING'
5289 - D1067 'WESTERN DRUID'

5286 - D1061 'WESTERN ENVOY'
5288 - D1023 'WESTERN FUSILIER'
5290 - D1043 'WESTERN DUKE'

SRP **£599.00**

EVENTS

KEIGHLEY MODEL RAILWAY CLUB
KMRC

10th Keighley 7mm Festival

Sunday, 14th October, 2018
Keighley Model Railway Club,
Keighley Business Centre, Knowle Mill,
South Street, Keighley, BD21 1SY
10.00am - 4.30pm

Adults £4.00, Children £2.50, no concessions please
*At least 9 Quality Layouts inc. Guests - Extensive 7mm Trade support -
Bring & Buy Stall - O Gauge Finescale & 16.5mm NG Test Track -
Demos & Clinics - Full Quality Catering - Lift Access - Free Off-Road Parking*
For full details visit: www.keighley-mrc.org.uk

Advert sponsored by: Connoisseur Models & Haywood Railway

EXHIBITIONS

SEPTEMBER 29 - 30
The Garden of England Modelfest
Coolings Garden Centre, Rushmore Hill,
Knockholt, Sevenoaks, Kent TN14 7NN
Opening Times: Sat/Sun 1000 - 1600
Prices: Adult £5.00 Accompanied under
14's Free. Discounted Advance tickets
available up to 1 month before from
www.gardenofenglandmodelfest.co.uk
E: gardenofenglandmodelfest@gmail.com

Boston MRS Model Railway Exhibition
Stickney Village Hall - PE22 8BG
Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1600 **Prices:** Adult £3.00
Family £7.00 Child £1.00
T: 07958 137122 E: djcurrie@live.com

CONTACT US

DIARY DATES are now ONLINE!

As of the December 2016 issue of BRM, only a select number of Events will be listed within the magazine. For an extensive list of all Diary Dates please visit our website at the address below.

www.brmm.ag/brmevents

WEBSITE

Enter your event on our website
www.world-of-railways.co.uk

Closing date for the December issue is October 9

 Suitable for disabled visitors.

OCTOBER 6

Tring & District Model Railway Exhibition The Cottesloe School,
Aylesbury Road, Wing, Leighton Buzzard,
Bedfordshire LU7 0PD
Opening Times: 1015 - 1630
Prices: Adult £6.00 Child £3.50
Family £14.00 (2+2) T: 01525 850703

OCTOBER 6 - 7

Fareham Railx Fareham Leisure Centre,
Park Lane, Fareham, Hamps PO16 7JU
Opening Times: Sat 1000 - 1730 Sun
1000 - 1630 **Prices:** Admission £7.00
Accompanied Children (under 16) Free
W: www.fareham-mrc.org.uk/railx-2018

Swansea Railway Modellers Group

Model Railway Exhibition Swansea
Leisure Centre, Oystermouth Road,
Swansea, West Glam SA1 3ST
Opening Times: Sat/Sun 1000 - 1700
Prices: Adult £6.00 Concession £5.00
Child £2.00 T: 07866521510

Mickleover Model Railway Exhibition
Mickleover Community Centre, Utttoxeter
Road, Mickleover, Derby, DE3 0DA

OCTOBER 14

Keighley Model Railway Club 7mm Festival The Clubrooms, Knowle Mill,
South St, Keighley, West Yorks BD21 1SY
Opening Times: Sunday 1000 - 1630
Prices: Adult £4.00 Child £2.50
T: 01535 661173

OCTOBER 18 - 21

Midlands Model Engineering Exhibition
Warwickshire Event Centre, Leamington
Spa, CV31 1XN **Opening Times:** Thurs/
Sat 1000 - 1700 Sun 1000 - 1600
Prices: Adult £9.50 (online) £10.50 (full)
Senior £8.50 (online) £9.50 (full) Child
£3.00 (online) £4.00 (full) (5-14)
T: 01926 614101

OCTOBER 20 - 21

Hartlepool Model Railway Show
Hartlepool College of Further Education,
Stockton Street, Hartlepool, Durham
TS24 7LB **Opening Times:** Saturday
1000 - 1700 Sunday 1000 - 1600
Prices: Adult £6.00 OAP £5.00 Child
£4.00 Under 5s free Family £18.00 (2+3)
T: 07956 063807

OTHER EVENTS

SEPTEMBER 22

Derby Trains Only Swap Meet Our Lady
of Lourdes Catholic Church, Utttoxeter
Road, Mickleover, Derby, DE3 9GE
Opening Times: Saturday 1030 - 1400
Prices: Admission £1.00
T: 07798 858535 / 01773 279407

OCTOBER 6 - 7

Apedale Valley Light Railway - Diesel Delights Apedale Valley Light Railway,
Loomer Rd, Newcastle, Staffs ST5 7LB
Opening Times: 1130 - 1600
T: 0845 094 1953

TRAIN & TOY FAIRS

SEPTEMBER 16

Ray Heard Train & Toy Fair
- **Newton Abbot Racecourse**
Newton Road, Kingsteignton
Newton Abbot, Devon TQ12 3AF
Opening Times: Sunday 1000 - 1530
Prices: £2.00
T: 01823 480097

SEPTEMBER 23

Toy & Train Fair - Kidderminster
Gilt Edge Leisure Centre, Zortech Avenue,
Kidderminster, Worcestershire DY11 7DY
Opening Times: Sunday 1030 - 1400
Prices: £1.50
T: 01270 652773 Tony Oakes

SEPTEMBER 26

Joe Lock Toy & Train Fair - Hertford
Richard Hale School, Hale Road, Hertford
SG13 8EN
Opening Times: Wed 1900 - 2100
Prices: £1.00
T: 07866 641215

SEPTEMBER 29

Toy & Train Fair - Worcester
Perdiswell Leisure Centre, Bifford Road,
Worcester WR3 8DX
Opening Times: Sunday 1030 - 1400
Prices: £2.00
T: 01270 652773 Tony Oakes

SEPTEMBER 29

Jim Corr Toy & Train Fair - Gateshead
International Stadium, Neilson Road,
Gateshead NE10 0EF
Opening Times: Sunday 1000 - 1500
Prices: Early bird tickets (from 9am)
£5.00 Adult £3.00 OAP/Child £2.00
T: 07504 035955

SEPTEMBER 30

Barry Stockton Train & Toy Collectors Fairs - Wirral
Hulme Hall, Port Sunlight, Wirral
Merseyside CH62 5DH
Opening Times: Sunday 1030 - 1430
Prices: Adult £2.00 Child £0.50
T: 0151 334 3362

OCTOBER 7

Barry Stockton Train & Toy Collectors Fairs - Haydock Park
The Exhibition Centre, Haydock Park
Racecourse, Warrington Road,
Newton-le-Willows,
Merseyside WA12 0HQ
Opening Times:
Sunday 1030 - 1430
Prices: Adult £2.00
Child £0.50
T: 0151 334 3362

OCTOBER 13

Toy & Train Fair - Chester
The Cheshire County Sports Club, Plas
Newton Lane, Chester, Cheshire CH2 1PR
Opening Times: Saturday 1030 - 1430
Prices: Admission £2.00
T: 01270 652773 Tony Oakes

OCTOBER 14

Toy & Train Fair - Leigh
Leigh Sports Centre, Sale Way,
Leigh, WN7 4JY
(off the A580, on A579)
Opening Times:
Saturday 1030 - 1430
Prices: Adults £2.00 Children 50p
T: 0151 334 3362

OCTOBER 21

Jim Corr Toy & Train Fair - Carlisle
The Shepherds Inn, Rosehill Estate,
Rosehill, Carlisle, Cumbria CA1 2RS
Opening Times:
Sunday 1100 - 1500
Prices: Adult/Senior £3.00
Child £2.00 Under 16
Early Bird Tickets from 1000 Adult/Senior
£5.00
Child £3.00 under 16
T: 07504035955

DECEMBER 8 - 9

The National Festival of Railway Modelling East of England Showground,
Oundle Road, Alwalton, Peterborough,
Cambridgeshire PE2 6XE
Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1600
Prebooked Ticket Prices:
Adults £9.00 in advance, or £8.00 for
BRM Subscribers in advance
Child £5.00 (5-16 years) Family £30.00
T: 0844 5814904

Swansea Railway Modellers' Group 9th Model Railway Exhibition 2018



Layouts from South Wales and beyond.
Trader and society stands. Demonstrations.
Wheel-chair friendly venue.

LC Swansea, Oystermouth Rd, SA1 3ST

10am-5pm 6th-7th October Hosted by
Visit srmg.org.uk/2018-show for the latest information **SRMG**

Admission: Adults £6, Concessions £5, Children £2, Under 3's Free



FAREHAM
& District Model Railway Club



**FAREHAM & DISTRICT MRC
PROUDLY PRESENTS**

FAREHAM RAILEX

Fareham Leisure Centre,
Park Lane, Fareham, PO16 7JU

Sat, 6th Oct 1000 ~ 1730

Sun, 7th Oct 1000 ~ 1630

Admission £7

Accompanied Children Free (under 16's)

Over 30 layouts booked, Demonstrations &
Full Trade Support by National & Local Names

Free parking for up to 3hrs

On-site catering

@farehammrc

Fareham & District Model Railway Club

www.fareham-mrc.org.uk/railex-2018

Free Heritage Bus Service from Fareham
Railway Station to the Leisure Centre
(courtesy of SDTHT & CPPTD)

Supported
by

SQUIRES

HARRISON-BROWN MODELS

DJ

ROSE



Hartlepool Model Railway Show

20th & 21st October 2018

Saturday 10am - 5pm, Sunday 10am - 4pm

All proceeds to Hartlepool Families First and RNLI



Hartlepool College of Further Education,
Stockton Street, Hartlepool, Sat Nav TS24 7LB

Less than a 10 minute walk from the Travel Exchange (train/bus)

**20+ layouts in various gauges, 24+ trade stands,
modelling demonstrations, disabled access,
full catering facilities**

More info go to www.gbmr.com or go to our  Facebook page, Hartlepool Model Railway Show

Parking charge of £1.50 Saturday only

Admission charges: Adults £6, OAP £5, Children £4, Under 5s free,
Family Ticket (2+3) £18

Sponsored by:

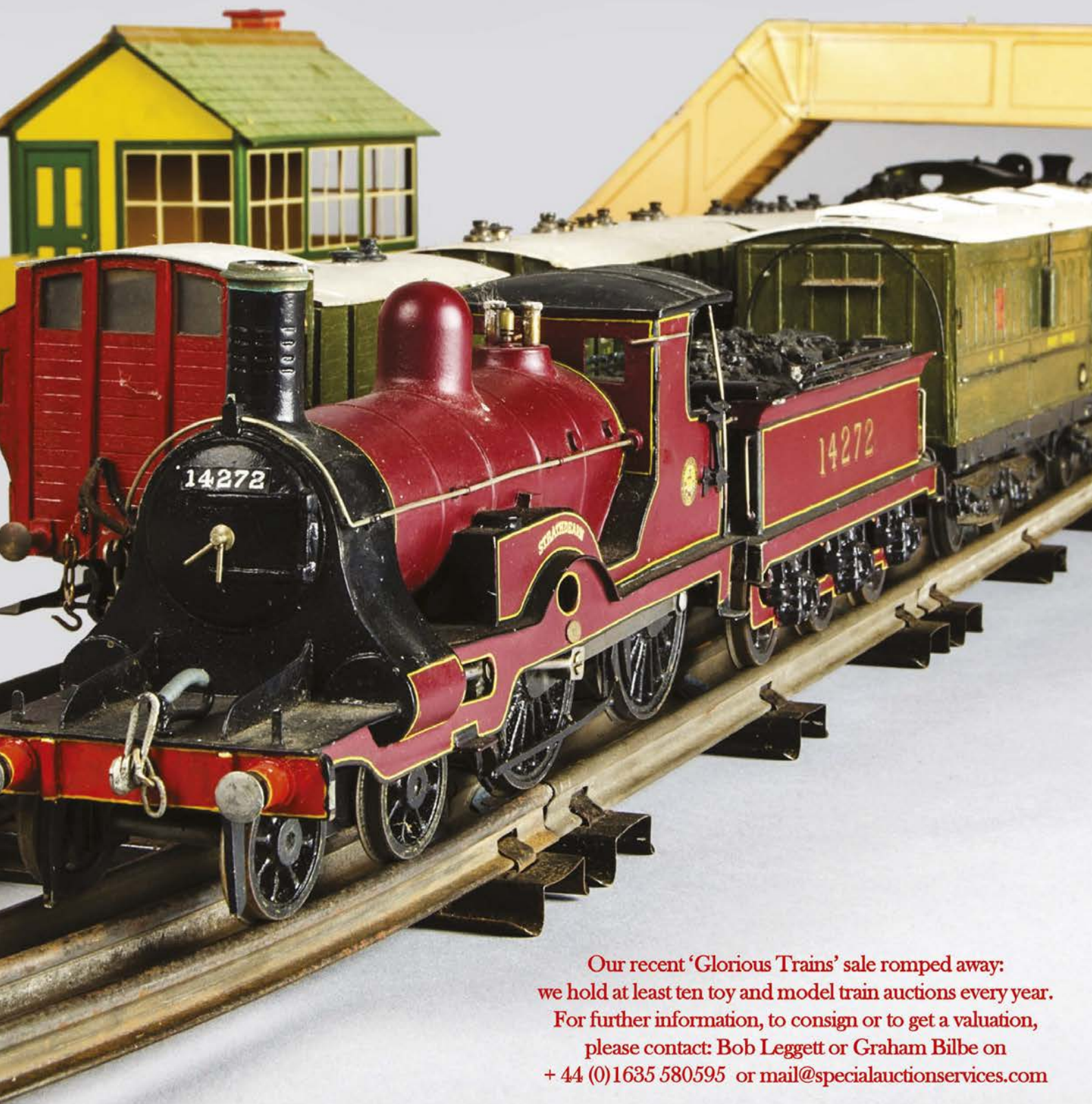
**PUBLISHING
WORKS**

SAS

Est. 1991

specialauctionservices.com

Toys & Trains for the Collector 9 October
Express Toys & Trains 30 October
Trains Galore 11 & 12 December



Our recent 'Glorious Trains' sale romped away:
we hold at least ten toy and model train auctions every year.
For further information, to consign or to get a valuation,
please contact: Bob Leggett or Graham Bilbe on
+ 44 (0)1635 580595 or mail@specialauctionservices.com

81 Greenham Business Park, Newbury RG19 6HW



MIDLANDS MODEL ENGINEERING EXHIBITION

THE SHOW FOR MODEL ENGINEERS



**THURSDAY 18th to
SUNDAY 21st
OCTOBER 2018**

Thursday - Saturday 10am - 5pm
Sunday 10am - 4pm

**WARWICKSHIRE
EVENT CENTRE**

...more than just an exhibition
- it's an experience...



Meet over 35
clubs & societies.
See nearly 1,000
models. **Learn**
from the experts
in the workshops &
lectures. **Buy** from
over 50 specialist
suppliers.

BOOK YOUR TICKETS NOW

ADMISSION PRICES	ONLINE TICKETS*	FULL PRICE TICKETS**
Adult	£9.50	£10.50
Senior Citizen	£8.50	£9.50
Child (5-14 yrs)	£3.00	£4.00

*Tickets are available via our website at discounted prices.

** Full price tickets are available on the day from the ticket office.

Please call SEE Tickets on 0115 896 01547 if you would like to book a ticket by phone. Last admission 1 hour before closing.

SPONSORED BY

THE MAGAZINE FOR MODEL ENGINEERS
**ENGINEERING
in Miniature**

EXHIBITION LINK BUS
from Leamington Spa Railway Station.

FREE PARKING Ample
free parking for over 2,000 vehicles.

FREE SHOW GUIDE
upon entry to the show.

GROUP DISCOUNTS: 10+ enter code GRP10 on website.

Lecture programme, exhibitor list & bus timetables online.

www.midlandsmodelengineering.co.uk

Organised by Meridienne Exhibitions Ltd

All information subject to change, correct at time of printing.

Meridienne
Exhibitions LTD

@MeridienneEx



SQUIRES

MODEL & CRAFT TOOLS

100 London Rd, Bognor Regis, West Sussex PO21 1DD

Tel 01243 842424, Fax 01243 842525

Email sales@squirestools.com www.squirestools.com

Squires will be exhibiting at the following shows in 2018 -

Diary updated as bookings are confirmed.

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 - Bury St. Edmunds Model Railway Club Annual Exh, Thurston Sixth, Beyton Campus, Drinkstone Rd, Beyton, Bury St Edmunds, Suffolk IP30 9AQ. Sat 10 - 5

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 - CHICHESTER Model Railway Exhibition, Boy's High School, Kingsham Rd, Chichester, W.Sussex. PO19 8AE. 10-5.

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 - IPSWICH Model Railway Exhibition, Rushmere Hall Primary School, Lanark Road, Ipswich, Suffolk IP4 3EJ, Saturday 10 - 5pm.

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, Energun 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 Coming to Warley? - Why not try Sunday?? The show is less busy see more of the layouts AND a lot easier to get to our stand!! :-)

Been to Warley before? Didn't like it?? Found it too crowded???

Maybe you said "never again"???? Well.....

The show is now planned to have much wider aisles, larger gaps between layouts, much more seating in the refreshment areas and now with the "Kids for a Quid" Promotion - now is the time to think about revisiting Warley and see just how the show has evolved!!! Plus for this event Squires assembles the largest exhibition display stand of Modelling Tools, Materials and Accessories of any show in the country!!!! (Probably!!!!!!) :-)

EXHIBITIONS & SHOWS IN 2019

Jan 12/13 - BOGNOR REGIS Model Railway Exhibition, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex PO22 8EL Sat 10 - 5, Sun 10 - 4.30

Plenty of Free Parking

Jan 19/20 - CALNE MODEL RAILWAY EXHIBITION Calne Leisure Centre, White Horse Way, Calne, Wilts. SN11 0SP Free parking, Sat/Sun 10-5 - **Enlarged Show for 2019**

Jan 20 GUILDFORD - Astolat M/Railway Exh, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, GU2 7AD. Sunday 10-5. www.astolatmrc.co.uk

Jan 26/27 KENDAL Mod Rail Exh Leisure Centre, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5

New Tools Shop Extension Opening Soon.

New Printed Mail Order Catalogue to be published soon

- reserve your copy now.

Exhibition Invitations always welcomed.

THE ULTIMATE DAY OUT FOR RAILWAY MODELLERS



8-9 DECEMBER 2018

30+ LAYOUTS • 100+ TRADERS/SOCIETIES • LEARN FROM EXPERTS



**PRE-BOOKED
TICKETS**

ADULT £9.00
BRM SUBSCRIBERS £8.00

Kids(5+) £5.00
Family £30.00
(2 adults & 3 kids)

TICKETS ON SALE!

MODEL-RAILWAY-SHOWS.CO.UK

Sat 10am - 5pm & Sunday 10am - 4pm. Advance ticket holders 9.30am Sat & Sun

East of England Arena & Events Centre, Peterborough, PE2 6XE | Ticket hotline 0844 581 4904

FREE PARKING AND SHUTTLE BUS



Toy and Collectors Models Sale

Saturday 17th November 2018

Sale includes Live Steam and Sundry Related Items,
All Gauges of Model Railway & Railwayana, Diecast Models Incl. Corgi,
Dinky, Matchbox, Tinsplate and
Triang, juvenalia, Britains &
Plastic Kits etc.

*Entries Close four
weeks prior to sale*



If you feel you have anything for this sale, please contact
Oliver Leggett at oleggett@lsk.co.uk or 01284 748 623

Strong foundations. Exciting future

Model Train Sale

Friday 21st September 2018

auction commences at 10.30am - Thornaby Auction Rooms

Contact **Michael Bond**
on **01642 750616**
email: michael.bond@vectis.co.uk

or **Mike Delaney**
on **01993 709424**
email: mike.delaney@vectis.co.uk

Vectis Auctions - Fleck Way, Thornaby,
Stockton on Tees TS17 9JZ

Oxford Office - Unit 5A, West End
Industrial Estate, Witney,
Oxon OX28 1UB



Constantly Achieving Excellent Prices

Items always wanted for our Vintage & Modern Train Auctions

For more information regarding forthcoming sales visit the Vectis website
All Vectis sales are Room Auctions. Live internet bidding available at
www.vectis.co.uk & www.invaluable.com

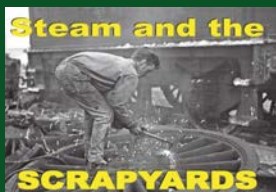
Strathwood

For a number of years we have been collating the very best black & white photographs in preparation for launching the Steam's Lament series of large landscape format 128 page hardback albums, printed onto high quality glossy art-paper, and limited to just 500 copies of each title.

This series will form a classic photographic library for both enthusiasts and railway modelers alike, after selecting from in excess of 100,000 images we are able to bring you within each volume a truly superb nostalgic variety of images that capture the British Railway's steam era perfectly.

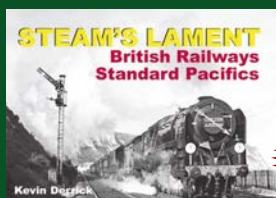
STEAM AND THE SCRAPYARDS

We take a good look at the disposal and scrapping of the British Railways steam fleet through the 1950s and 1960s, dealing with each region separately and lavishly illustrated. Explores how the private scrapyards became involved in the race to eradicate the steam locomotive, and how some locomotives enjoyed a temporary reprieve whilst acting as stationary boilers before they too fell victim to the scrappers armed with their "gas axes". A chance to recall those days of walking along the lines of scrap locomotives whilst taking their numbers for the last time and not to be missed.



£25.95

STEAM'S LAMENT BRITISH RAILWAYS STANDARD PACIFICS



£25.95

We take a good look at all of the British Railways Standard Pacifics, with photographs of every one of the Britannias, Clans and the Duke of Gloucester from their introduction in 1951 through to 1968. The selection of high-quality photographs takes in a wide host of workings all chosen to be as evocative as possible. A real treat for those who are interested and recall Britannias, Clans and the Duke all makes for a sure favourite.

STEAM'S LAMENT BRITISH RAILWAYS STANDARD CLASS 9F 2-10-0s

Inside we examine the British Railways Class 9Fs from their earliest days in 1954 through to 1968 when the last examples headed away to the scrapyards, looking at all of the different variations and differences within the class during their all too short working lives. A joy for those who admired the Class 9Fs.



£25.95



£25.95

STEAM'S LAMENT BRITISH RAILWAYS STANDARD 4-6-0s & MOGULS

Covering all five designs from their earliest days in 1951 through to 1968. A thorough exploration of members of each class at work around all of the regions on a varied selection of both passenger and freight turns often bringing us some superb exhausts, combines with views of them on shed all around the regions too. Inside we take an opportunity to enjoy a view of each of the named Standard Arthurs individually from the 1950s into the mid-1960s. A superb volume for those who recall any of the British Railways Standard mixed traffic designs during their heyday and not to be missed.

STEAM'S LAMENT BRITISH RAILWAYS STANDARD TANKS

All three of the tank locomotive designs from their earliest days in 1951 through to 1967 are well covered looking at all of the variations and differences within each of the separate classes during the 1950s and 1960s. Through a variety of archive photographs at work around all of the regions on both passenger and freight duties well captured by some of the finest cameramen of the day, all combined with views of the locomotives on shed too. The perfect record for all three of these Standard designs, be sure not to miss out.



£25.95

STRATHWOOD, 9 BOSWELL CRESCENT, INVERNESS IV2 3ET

TELEPHONE ORDERS: 01463 234004

WWW.STRATHWOOD.CO.UK

New & Recent Books ALL OUT NOW

All five of these recent titles are 96 pages, full colour, and printed on glossy art paper, in a larger landscape format as hardbacks and limited to just 1000 copies of each title.



LARGE LOGO SALUTE

£22.95

LARGE LOGO SALUTE

last few copies be quick!

Depicting a whole host of locomotive classes wearing Large Logo liveries. With views from the 1980s through to 2018, we record some of the many livery variations and oddballs from Classes 20, 26, 31, 37, 47, 50, 73, 86, 87, 56 and 58, along with a few surprises too... Utilising the finest colour photographs from some of the nation's best cameramen, all supported with fascinating and detailed captions.

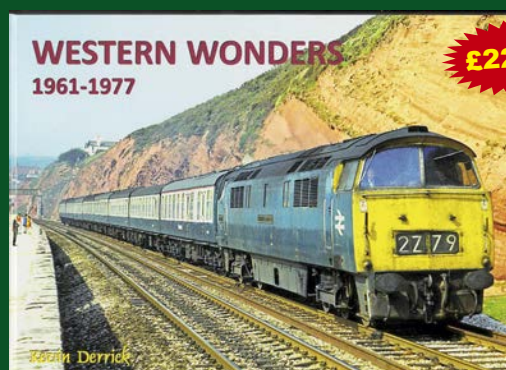
CLASS 40 CELEBRATION 1958 - 1988

We take a look back through many of the variations, liveries and workings for the Whistlers with colour photographs taken from every year of their service lives from their earliest days in 1958 step by step until 1988. Definitely another fine book to add to your collection.



**CLASS 40 CELEBRATION
1958-1988**

£22.95



**WESTERN WONDERS
1961-1977**

£22.95

WESTERN WONDERS 1961 - 1977

Enjoy once again a long look at the Class 52 Westerns during their active service lives, taking in colour photographs of all seventy-four Westerns.

Once again we have a wide range of locomotive liveries, locations and workings for you to make this a real treat for fans of the Westerns, another winner for your collection.



FIFTY YEARS OF CLASS 50s

£22.95

FIFTY YEARS of CLASS 50s

We take a good look at the Class 50s from their earliest days in 1968, we have colour photographs from every one of the Class 50s in service, bringing us a wide range of locomotive liveries, locations and workings that have been selected to make this a real gem for fans of the Class 50s.

DELTIC DEVOTION

£22.95

DELTIC DEVOTION



Dealing with the Class 55s from their earliest days through to 1982. Inside we have colour photographs of all twenty-two Deltics taken during their heydays from their introduction in 1961 until 1982, in addition, we cover the service life of DELTIC during the 1950s and that popular Deltic lookalike DP2. Not to be missed.

Please add £2.95 for post & packaging on all orders.

Overseas orders add 20%, all shipped by surface mail.

Cheques payable to: Strathwood



Strathwood

STEAM DAYS REMEMBERED

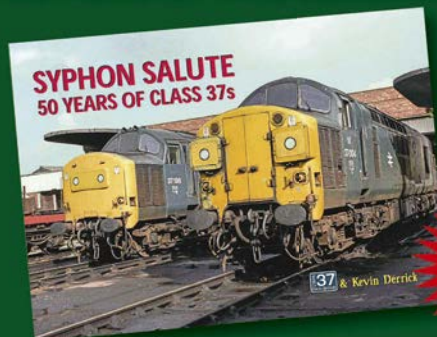


The Steam Days Remembered series are 160 pages all colour large format landscape hardbacks full of top class 1950s and 1960s colour photos.

- Eastern Steam Days Remembered
- London Midland Steam Days Remembered II
- London Midland Steam Days Remembered (low stocks)
- Western Steam Days Remembered

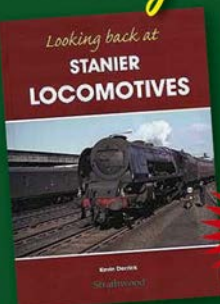
**£29.95
EACH**

SYPHON SALUTE 50 YEAR OF THE CLASS 37s



£19.95

Looking Back At...



Stanier
Locomotives ★

£19.95

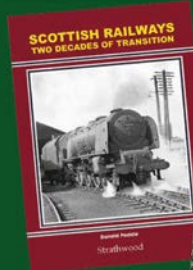
SIXTIES SPOTTING DAYS



**£19.95
EACH**

- Sixties Spotting Days around the Midlands ★
- Sixties Spotting Days around the Scottish Region ★
- Sixties Spotting Days around the Western Region ★
- Sixties Spotting Days around the Eastern Region ★

SCOTTISH RAILWAYS

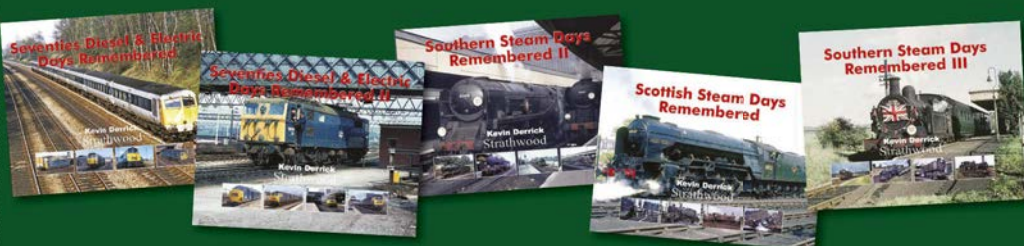


Scottish Railways
Two Decades of Transition ★

Glasgow Central -
Central to Glasgow ★



**£19.95
EACH**



Each title is in full colour with 160 pages printed on high quality glossy art paper and large format, hardback landscape albums.

All five volumes are a must for your collection at £34.95 each

- Seventies Diesel & Electric Days Remembered
- Seventies Diesel & Electric Days Remembered II
- Scottish Steam Days Remembered
- Southern Steam Days Remembered II
- Southern Steam Days Remembered III

**£34.95
EACH**

**STRATHWOOD, 9 BOSWELL CRESCENT, INVERNESS IV2 3ET
TELEPHONE ORDERS: 01463 234004**

WWW.STRATHWOOD.CO.UK

AUTUMN STOCK CLEARANCE

Your chance to grab some real bargains on our back catalogue

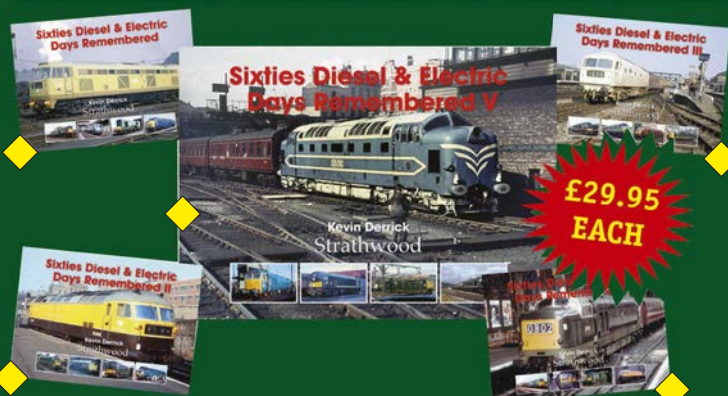
Any three red star ★ marked titles for £29.95 plus £2.95 P&P

Any six red star ★ marked titles for £49.95 plus £2.95 P&P

Any three yellow diamond ◇ marked titles for £49.95 plus £2.95 P&P

Any five yellow diamond ◇ marked titles for £79.95 plus £2.95 P&P

SIXTIES DIESEL & ELECTRIC



The Sixties Diesel & Electric Remembered series are 160 pages all colour large format landscape hardbacks packed with some of the very best colour photographs we can find of both forms of traction taken during this fondly recalled era.

This much acclaimed series runs to five volumes, but be quick as the latest two are in short supply already.

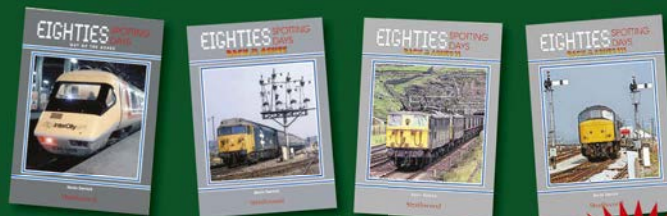
SEVENTIES SPOTTING DAYS



The Seventies Spotting Days series are 96 page all colour larger format hardbacks packed with a great selection of over 150 colour archive photos from the 1970s on British Railways.

- Seventies Spotting Days around London & the Home Counties ★
- Seventies Spotting Days around the North West ★
- Seventies Spotting Days around the Scottish Region ★
- Seventies Spotting Days around the Midlands ★
- Seventies Spotting Days around Yorkshire & the North East ★
- Seventies Spotting Days around the West Country ★
- Seventies Spotting Days Chasing the Westerns ★

EIGHTIES SPOTTING DAYS



Why not take all four volumes for £39.95

The Eighties Spotting Days series are 96 pages all colour larger format hardbacks packed with a great selection of over 150 colour archive photos from the 1980s on British Railways.

- Eighties Spotting Days Out of the Ashes ★
- Eighties Spotting Days Back to the Ashes ★
- Eighties Spotting Days Back to the Ashes II ★
- Eighties Spotting Days Back to the Ashes III ★

Looking Back At...



These titles from the Looking back at series are 96 pages All colour larger format hardbacks packed with a great selection of over 150 colour archive photos from each classes earliest days until their demise on British Railways or until the end of the end of the millennium if they lasted in service that long. We concentrate on their working lives, details and livery variation etc.

- Looking back at Type 5 Heavy Freight Locomotives
- Looking back at Class 31 Locomotives
- Looking back at Class 33 Locomotives
- Looking back at AC Electric Locomotives
- Looking back at Class 26 & Class 27 Locomotives
- Looking back at Class 47 Locomotives (LAST FEW COPIES)
- Looking back at Warships ★
- Looking back at Westerns ★
- Looking back at Western Region Hydraulics (SOLD OUT)
- Looking back at Deltics ★
- Looking back at Class 50 Locomotives ★
- Looking back at Class 37 Locomotives ★
- Looking back at English Electric Locomotives ★

Please add £2.95 for post & packaging on all orders.

Overseas orders add 20%, all shipped by surface mail.



Cheques payable to: Strathwood



Airbrushes.com

The *Airbrush Company* Ltd



SHA-NR

SharpenAir™ is the first and only hand-held device that is designed specifically for repairing bent and damaged airbrush needles.

iwata



Professional airbrushes, compressors and accessories.

SPARMAX

Air Compressor ZETA



C-AC-ZETA

The Smart-Stop Hanger pauses the compressor when airbrush is placed into hanger and restarts when airbrush is taken off again.

www.Airbrushes.com

01903 767800

sales@airbrushes.com

Bournemouth Model Railway Centre RETIREMENT SALE - MASSIVE STOCK CLEARANCE

Up to 70% off

selected items

All stock reduced - Starts 24th September for a limited time only

Special deals for bulk wholesale orders

The biggest stockist of new and old model railway and slot cars in the South
A massive range of over 8,000 slot racing cars and 10,000 model railway products
for both the casual and serious hobbyist.

Many rare and unusual finds

Hand made display cabinets, point of sale displays, shop fittings all need to go

Bournemouth Model Railway Centre
329-331 Holdenhurst Rd, Bournemouth

Tel: 01202 309872

Email: sales@slotrail.com

DAPOL 0 GAUGE

OPEN WAGONS

Both BR EX LIONHEART & Dapol private owner
ALL £37.50



CLASS A (SILVER/GREY)

002 Shell BP 003 Regent
004 Shell Motor Spirit 005 Lobitos

CLASS B BLACK

059 001 Shell BP, 003 Shell BP
004 Esso ALL £42.50



RESTOCK

7F-053-0054/5/6 5 plank wagon £37.50

7F-053-005/6/7/8 Bauxite vans £42.50

7F-057-002 Blue insulated vans £42.50

7F-054-001 Meat van £42.50

16 TON MINERALS riveted and welded bodies
grey and bauxite £42.50 4 OR MORE POST FREE

DAPOL 0 GAUGE 08 SHUNTERS &

0-6-0 LMS JINTYS ALL £185

008 D3305 green E/C no ladder w/s

009 D3316 blue no ladder w/s

010 D3002 green L/C ladder w/s

011 08 173 blue no ladder w/s

PANNIER TANKS

DIE CAST BODY £335 or with sound £460

6439 L/C green, 7444 L/C black, 6435 E/C black,

7411 GWR green, 6417 shirt button green,

6412 Great Western green, London Transport L94 & L92

PLASTIC MOULDED BODY 5700 Great Western green,

5717 E/C black £185 ALL PANNIERS POST FREE

Penning Models

at Haworth

NOW STOCKING

Gaugemaster Controls Dc & DCC
and Accessories

Roco & Peco 009 & HOe -
Locos, wagons, track etc

A LARGE VARIETY OF NEW PLASTIC KITS, MANY NOW SOUGHT AFTER

Also paints, glue, K&S metals,
Deluxe Materials - glues, Evergreen,
Balsawood etc.

Everything in shop to make a
trainset in to a model railway

DJ MODELS

J94 LNER, British Railways only £69.00

HUGE STOCKS OF HORNBY REMAINING

07938 137397

SKALEDAL HORNBY DAPOL PECO

Wednesday to Sunday 11am-5pm

33/35 Mill Hey, Haworth,
Keighley BD22 8NQ

penninemodels@gmail.com

O GAUGE COACHES EX LIONHEART

GW & B R B set 2 car £399.00

GW & B R 4 car B set £699.00

Single composite carriages £225.00

GW & B R Autocoach £175.00



NEW DAPOL CLASS 68

DRS 68003, ASTUTE Early Livery £129.95

DRS 68008, AVENGER Late Modified £129.95

SCOTRAIL 68006, DARING Late Modified £129.95

CHILTERN 68010, OXFORD FLYER Late Modified £129.95

CHILTERN 68015, UNNAMED Early Livery £129.95

NEW DAPOL OO Gauge

OO JNA Falcon Network Rail £22.00

DAPOL CLASS 121/122

Gt Western Flying Bananas Choc/Cream £117.50,

Five Liveries £117.50

(Green small yellow end, Green with whiskers,
Blue/Grey, BR Blue & Regional Railways)

DAPOL 4F-054-001/2/3/4

Container Wagons I.D.A £37.50

DAPOL B910C/D/E/F, KQA/KTA Pocket
wagon & container £25.50

Large range of 4 wheel wagons at discount prices

GVH JANUS N.C.B, DCC ready £79.49

British Steel Scunthorpe £99

OXFORD Dean Goods DCC ready £89.95

Gt Western & British Rail Livery

• Variety of Carflats £23.95

Warwell Wagon & Warwell Steel Carrier £23.95

• Private Owner Coke & Cattle Wagons £8.95

Complete range of Peco Track, G, 0, 00, N GAUGES

Tillig Elite Track in 00/HO & 009/HOe & Interlaced HO/HOe

Full range of Gaugemaster controllers at mega discount prices

Full range of Hornby track at discount prices

• REPAIRS DONE • CUSTOMERS WANTED!... With an eye for a bargain • DCC DECODERS FITTED •

LANETOP models

MODEL RAIL DEPT

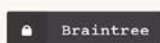
- ◆ Free UK delivery on all orders over £15
- ◆ Pre-order future releases
- ◆ Loyalty Points
- ◆ Gift vouchers

15% off first order with coupon code **adfod15**



Specialising in Oxford Rail OO Gauge locos, wagons & coaches.

www.lanetopmodels.co.uk/model-rail





OPEN

Mon to Sat:

9:30am - 5pm

Closed Sunday

**1000'S OF
PRODUCTS
IN STOCK**



We Buy & Sell
CULCHETH MODEL RAILWAYS - WARRINGTON
Tel: 01925 899959

WE BUY / SELL / PART EXCHANGE
Most Gauges Stocked - Z/N/HO/OO/O/G/1

View/Buy our stock online in our eBay shop:
www.culchethmodelrailways.co.uk

- WE BUY -
Visit - www.holdercollectables.co.uk

FREE PARKING / DISABLED ACCESS

Credit / Debit Cards Accepted

Call: **01925 899959**

Email: info@culchethmodelrailways.co.uk

Culcheth Model Railways, CPS Shopping Centre,
Common Lane, Culcheth, Warrington, WA3 4EH

NORTH WEST MODEL SHOP

WARRINGTON CHESHIRE - WA3 4EH - OPEN 6 DAYS!



**FOR MODELLERS WHO
REQUIRE QUALITY,
ACCURACY,
PERFORMANCE &
DURABILITY**

*The new name in brass
O gauge RTR locomotives,
built to the highest standards*

*Fully finished by FM Models
in South Korea, designed and
developed in conjunction with
L H Loveless*



www.55H.co.uk
www.loveless.co.uk

55H Unit 3 Fulford Business Centre,
35 Hospital Fields Road, York YO10 4DZ
Tel: 01132 761759 / John@55h.co.uk
01423 712446 / Lawrie@loveless.co.uk

55H is a TRADING NAME of FINE SCALE BRASS

9F IN STOCK NOW!



WHY WAIT AND PAY MORE?

4 versions, choice of numbers BR1G, BR1C, BR1D and BR1F tenders, single/double chimney and Tyne Dock, late/early crests.

£2300.00 DC
£2650.00 DCC & sound
£3000.00 DCC, sound &
sync. smoke



NOW IN PRODUCTION!



© Cliff Williams

In production for delivery
early-2019 7MT "Britannia"
class and 8P Duke of Gloucester,
choice of names, tenders, smoke
deflectors, front steps and crests.
Fully finished by the factory and
ready to run on delivery.

£2600.00 DC
£2950.00 DCC & sound (UK fitted)
£3300.00 DCC, sound &
sync. smoke



brimal.co.uk

Sales 01429 297277

Just a small selection from our Catalogue of over 1000 items....See them all on brimal.co.uk or phone 01429297277

CP800 THE SOUND CONTROLLER

Scalable from the largest of layouts to smaller single track book shelf type layouts irrespective of gauge. With up to 15 sound effects available to play on demand, they can be played either individually or together to give a richer mix to the scene. For example sounds of sea birds combined with those of rain, traffic or people. All sound tracks can be initiated by moving the toggle switch down momentarily, or with the toggle switch in the UP position by using magnetically activated switches in the track bed, and a small magnet fitted under the locomotive or rolling stock.



MR204



Momentary Points Switch Memory

This is a very simple circuit that can indicate the last action taken on a Momentary Switch. An example of this is if you are using a momentary toggle switch to control the points on a Model Rail Layout. This circuit will latch on an Indicator when the switch is used, that indicator will remain ON when the switch returns to the centre OFF position. Today there are over 120 uses

CN165



Power Distribution Board

A DC Power Distribution Board. There is a set of Input Terminals and a set of extension terminals for the next Distribution Board. The output consists of 18 Positive terminals and 18 negative terminals. The board has a Power ON indicator, which is also a polarity indicator. Green is the correct polarity, Red is incorrect, & Orange is DCC. Ideal for Bus Bars etc.

MR210



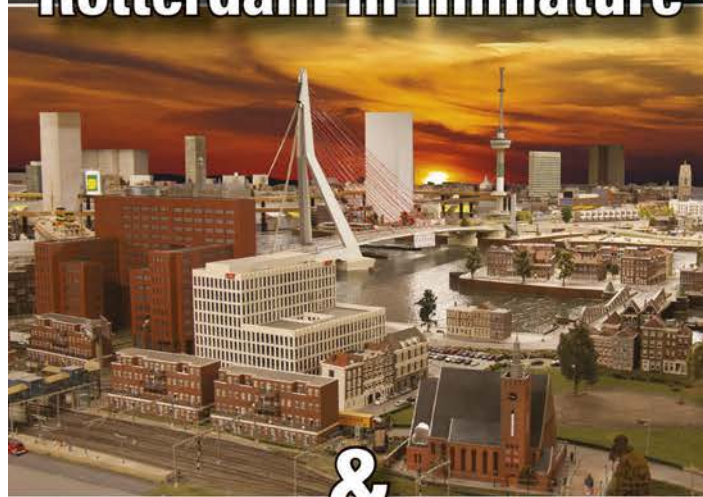
Capacitor Discharge Unit (CDU)

The CDU can be supplied with either an AC or DC voltage up to 24v. Operating from 24 volts typically gives 4 times the power. In most cases a voltage of 16v AC is ideal to power a CDU. The output of a CDU is always DC. The Standard unit will power up to 4 sets of points simultaneously. The CDU stores DC current in Capacitors, when the switch is thrown it releases this all in fraction of a second

We now have a Stock Catalogue. Please contact us on 01429 297277 for a copy

Have a look on thehobbyshed.co.uk for Inspiration & Solutions

We accept all forms of Payment on the web site brimal.co.uk If you have any problems ordering please contact us



CR Signals

N Gauge Locomotives

DCC Sound conversions

Wagon & Coach conversions



Lights
Signals

Trackside

DCC Control

07908-814059

info@crsignals.com

Follow us on Facebook

www.crsignals.com

Weena 745 / Rotterdam / 5 min. walk from Rotterdam CS

www.miniworldrotterdam.com



WHY PAY MORE?

This is what we supply **FREE** with our weathering service:

Loco Coal Loads

Fitting of Accessory Packs

- Loco Weathering - Full bespoke weathering including real coal loads (where applicable), greased buffers, rust / brake dust, oil / water spillage / limescale.
- **FREE** Loco coal loads. Detail packs fitted (if required) **FREE** of charge prior to weathering. Varnish Protection Coat applied.

	Tank Loco	Tender loco	Diesel	Shed plates fitted	Crew fitted	Lamps fitted
N gauge	£15	£20	£15	-	£7	£3
OO gauge	£25	£30	£20	£3	£7	£3
O gauge	POA	POA	POA	£4	-	-

- Renumbering £15.00 & Renaming from £25.00 (dependant on class).
- All Rolling Stock catered for - POA

**COMPARE OUR QUALITY WORK & PRICES. JOIN OUR
THOUSANDS OF SATISFIED REPEAT CUSTOMERS**

www.grimytimes.co.uk

187 Orford Lane, Warrington, Cheshire WA2 7BA 01925 632209



FROME MODEL CENTRE
Service and quality the way it should be

QUALITY MODELLING PRODUCTS
Established since 1986

We are one of the largest independent family run model shops in the country situated in the historic town of Frome.

We offer our customers the largest, most diverse range of modelling products under one roof with helpful & friendly service provided by our experienced team.

Model Railway Service & Repairs

Our experienced team are on hand to help with all General Enquiries & Technical Advice.

Buyers & Sellers of Second Hand Railway

One of the Largest Ranges of Model Railway Under One Roof



FROME MODEL CENTRE
1-2 Catherine Street,
Frome, Somerset, BA11 1DA

TEL: 01373 465295

Fax: 01373 451468

Email: sales@frome-model-centre.com

www.fromemodelcentre.com

FREE PARKING

OPENING HOURS

Tues-Sat: 10am-5pm
Sun/Mon: Closed



CRIKEY!

- Fast, easy to use website!
- Clear live stock levels!
- Unbelievably fast dispatch!
- Legendary rapid low cost UK delivery!
- Free delivery on orders over £100!
- Award winning customer service!
- And now...



We constantly compare our prices to ensure that you get the best deal at Track-shack.com

2018
Gold Trusted Service
★★★★★
feefo



www.track-shack.com

Tel: 0330 0885759 UK local rate call

Or visit us in-store at

Units 4-8 Olive Court, Ramsay Road,
Peel, Isle of Man IM5 1RH

THE HOBBY SHOP

Est. 1988

www.hobb-e-mail.com 01795 531666 info@hobb-e-mail.com

85 Preston Street, Faversham, Kent. ME13 8NU



37425 "Concrete Bob" in DRS livery
Coming August 2018
in both DC & DCC Sound versions



New and Used Model Railways. Hornby, Bachmann, Heljan, Dapol, Peco, Oxford, Gaugemaster and more....
Large selection of 2nd hand models. Mail order available, pre-orders welcomed.

Open: Tuesday to Saturday 10AM - 5PM (4PM on Saturdays)

Tel: 01788 543442 email: tony@bmrail.co.uk web: www.bmrail.co.uk
Studio 3, The Locks, Hillmorton, Rugby, CV21 4PP

WE BUY YOUR MODEL TRAINS

GOOD PRICES PAID, PLEASE CALL TO ARRANGE A VALUATION



AC Models

Tel: 02380 610100

www.acmodelseastleigh.co.uk



Your one stop shop for the model enthusiast selling new and secondhand Model Trains, Slotcars, Radio Control, Warhammer Diecast etc. Visit our shop for all your modelling needs. Open 9-5 except for Wednesdays & Sundays.

Both shops are **closed on Wednesdays and Sundays**
Gift vouchers available

Radio Control Department, Spares Department and Games Workshop now at No.7
www.acmodelsspares.co.uk

7/9 High Street, Eastleigh, Hants, SO50 5LB
email: info@acmodelseastleigh.co.uk



Stockists of

Bachrus, Circuitron, Tam Valley, CML Electronic, DCC Specialties, Digitrax, ESU, Express Models, Gaugemaster, LDT, CT Elektronik, Lenz, New Rail Models, Roco, RR-Ciruits, Sprog DCC, Team Digital, TCS, NCE, Zimo. Plus Many More!

Friendly advice, support and installation services

Ipswich Model Railway Centre,
Unit 2, 48-52 Tomline Road
Ipswich IP3 8DB.



Coastal DCC

+44 (0) 1473 710946

www.coastaldcc.co.uk
enquiries@coastaldcc.co.uk

LIMITED NUMBER AVAILABLE

STIRLING SINGLE

GNR Stirling Single 4-2-2
No.1 in 00 Gauge.

AVAILABLE
DCC READY £249
SOUND £349

In association with
Rapido Trains Inc.

This highly detailed locomotive is the latest in the exclusive range of models that make up the 'National Collection in Miniature'.



Visit the locomotionmodels.com team at WARLEY SHOW - new and exclusive models, show offers & more

www.locomotionmodels.com the NRM's online model shop
Locomotion, Shildon, County Durham, DL4 2RE Tel: 01904 685785



FOLLOW US



@LocomotionSHD

Visit the Locomotion Museum Shop for:



All prices and offers are subject to change without notice



Sig-naTrak®

Model railway electronics by GFB Designs

Our DCC controller - updated - more features!



- ★ Up to 9999 train and 2044 accessory addresses
- ★ Trains and accessories can be named
- ★ Easy to use - elegant, clearly-labelled touch keys - clear, colour graphical display
- ★ Drive from the touch panel, or optional handsets
- ★ USB interface for updating AND computer control!
- ★ Generous 5A output!

£249.00

The ACE-2 (DCS2044-2H)

NMRA-compliant DCC controller with full decoder programming and reading functions. Interfaces for XpressNet and LocoNet under development! Compact: only 220x150x45mm!

and for accessories.....

£16.00

The IMP (part no: DSI1001)

Servo controller - DCC or DC.



£28.00

The GEM (part no: DPD2001)

Point motor - DCC or DC.

£19.00



The DRIVER

(BHS1204)

ACE Handset.



See website or send large-letter SAE for more details. (prices inc. VAT, p+p extra)
GFB Designs - WE put YOU in control!

Layout control modules - DCC or LocoNet™

DAC20 Accessory Decoder - 8 outputs, built-in CDU. £65.00

SIGM20 Colour-light Signal Controller - 6 or 8 outputs. £54.00

DTM30 Digital Tower Master - 30 inputs & outputs. £63.00

DSS1 Loco Shuttle - automatic train running sequences. £60.00

TXC1 Turntable Controller - automatic indexing. £80.00

MSC8 Scenery Animator - control lights, motors & servos. £30.00

67 Boddens Hill Road, Stockport, SK4 2DG

Tel: 0161 883 2022; fax: 0161 883 2077

(Callers by appointment only, please.)

Email: info@signatrak.co.uk; Web: www.signatrak.co.uk

WIGAN

Model Railway Exhibition 2018

Incorporating the North West Festival of Diesel & Electric Layouts



Kids go
FREE
when accompanied

Newhaven Harbour by WFRM²

Saturday 6th October 10am-5.30pm

Sunday 7th October 10am-4.30pm

Robin Park Leisure Centre, Loire Drive,
Wigan, WN5 0UH. Opposite DW Stadium.

Free vintage bus from Wigan NW Rail Station

£10 Admission with free guidebook

Accompanied children FREE

Discounted advance tickets available online



Wirral
Finescale
Railway Modellers

Organisers



Exhibition Sponsor

www.wiganfrm.co.uk

Harburn Hamlet > ready made > ready painted > ready to appreciate

HARBURN HAMLET
Acclaimed Accessories



GC213 Round bales stacked £8.95



GC214 Silage storage £11.95

P&P
£3.00
per order

'00'
scale

NEW!



SS359 Isambard Kingdom Brunel Statue £19.95



GC211 Round bales (pair) £5.25



GC212 Round bales (5) £9.99



GC209 Rectangular bales (5) £6.50



GC238 Hen House £10.95



GC230 Animal shelters (pair) £9.99

NEW!

CG228 Poultry Shed with nest boxes £16.58

GC229 Feeder & trough £8.95



GC220 Blackface sheep (5) £6.50

Preiser 14168 Chickens £8.75



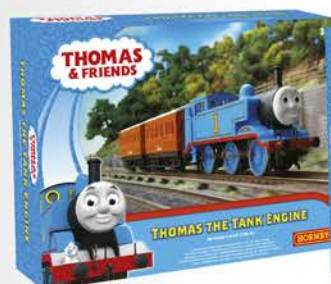
Harburn Hobbies, 67 Elm Row, Edinburgh EH7 4AQ
Tel: 0131 556 3233 Web: www.harburns.co.uk



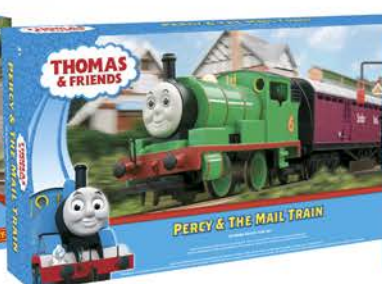
THE END OF THE LINE

The production of all Hornby Thomas & Friends™ products is drawing to a close.

Order now while stocks last!



R9283
Thomas the Tank Engine™ Train Set



R9284
Percy and the Mail Train Set



R9285
Thomas Passenger and Goods Train Set



R9287
Thomas the Tank Engine™



R9288
Percy the Saddle Tank Engine



R9289
Edward the Blue Engine



R9291
Gordon the Big Engine



R9292
Henry the Green Engine



R9294
Troublesome Trucks



R9295
James' Composite Coach

R9296
James' Brake Coach

R9298
Gordon's Brake Coach

Visit www.hornby.com to find your nearest retailer
or call **01843 233512** to place your order today



©2018 GULLANE (THOMAS) LIMITED. ©2018 HIT ENTERTAINMENT LIMITED.

www.hornby.com

In The Greenwood LASER

No Bridge Too Far....?

From a single track footbridge to a
Twin Track Road over Rail Bridge

We've got it covered...
or should we say crossed?



Footbridges - Single track
to quad track span
From £7.75 to £12.75



Girder Bridges
In 2 lengths and 2 Widths
From £6.75 to £12.75

BR009 - Twin Track
Extra Long Girder Bridge
£30.00



Bowstring Bridges
In 3 lengths and 2 Widths
From £9.00 to £18.00

BR001 Twin Track Rail Bridge £15.50
BR002 Single Track Rail Bridge £ 13.15



BR007 "Connors" Bridge £30.00
BR008 Low relief version £20.00

For the full range visit -

WWW.INTHEGREENWOODLASER.CO.UK

see the full range of
kits and building papers at...

www.superquick.co.uk



**DIE-CUT
CARD KITS**

B25 Police station

B27 Supermarket & Shop

C6 Victorian Terrace House Fronts

A5 Locomotive Shed (double track)

A16 Stone Bridge/Tunnel Entrance

**OUT
NOW**



A15 Blue Brick Bridge/Tunnel Entrance
(road bridge arrangement)



C01 Restaurant, Offis & Hotel



B24 Farmhouse



A14 Red Brick
Bridge/Tunnel Entrance



C5 Victorian Terrace House Backs

**NO PRINTING
REQUIRED**



A13 Ash Plant

Fine OO/HO detail from...

SUPERQUICK
MODEL KITS

Available from all good model shops & online NOW!

EXCLUSIVE COLLECTIBLES

- High quality hand finished non-motorised models (1:76 scale)
- With Free moving motion, all over paint and print work
- Manufactured after full laser scanning



Loco No. 13 Kissack &
No. 12 Hutchinson
£19.95 Each



MER tram 19 and 21
£24.95 Each



SPECIAL OFFER

MER Tram & Locomotive
Only £42.00

AVAILABLE FROM

The Welcome Centre • Ramsey
Bus Station • Douglas and
Port Erin Railway Stations

Online at www.rail.im

Isle of Man
TRANSPORT

SouthWest
digital

Distributor
for the UK



Photos: Chris Parkins



As real as it gets!

New **YouTube** channel, see website for details
ALL products come with a 2 year warranty and FREE return postage

Close your eyes and
you're there!

UDRIVE
responsive sound algorithm

The highest quality sounds in all
gauges. A wide range of responsive
steam and diesel sounds developed
for the all new **UDRIVE**



Crystal clear digital sound

Test drive the latest loco sounds with
stunning clarity at SWD – call now for
more info

T: 01934 515382

info@swd4esu.co.uk

www.southwestdigital.co.uk

PETER'S SPARES

MODEL RAILWAYS LIMITED
MAIL ORDER & REPAIR SPECIALISTS



- ❖ New & Used Hornby Spare Parts
- ❖ Our own spare parts made in China
- ❖ Locomotives and Rolling Stock
- ❖ Plastic Kits, Paints, Tools & Glues
- ❖ Digital Decoders & Controllers
- ❖ Locomotive Detailing parts
- ❖ Mega Steam Smoke Fluid
- ❖ Tracks & Train Sets
- ❖ We have it all at Peters Spares

NEED HORNBY SPARES?

Talk to Peter's Spares Over 2000
Different Hornby Spares in Stock.
East Kent Models Parts Are
Being Listed On Our Website.

We stock
10,000
items

DON'T FORGET WE SELL:

Locomotives, Rolling Stock, Scenics

and much more!



NEW & USED MODEL RAILWAYS

Specialists in Model Trains since 1994 – Servicing, Repairs & DCC Decoder Fitting
2J Brighthouse Business Village, Riverside Park, Middlesbrough, Cleveland TS2 1RT



Tel: 01642 909794

Open Mon-Sat 10am-5pm



Web: www.petersspares.com

Email: sales@petersspares.com



GAUGEMASTER

TEN COMMANDMENTS

Accessories for the discerning OO, O and N gauge modeller.



NEW CCTV & LAMPS RANGE – OO GAUGE

A new range of hand built and painted cameras and lamps
(non-working) no assembly required. Simply make
appropriate hole in baseboard and glue in place. Great for use
around stations, industries, car parks etc.
See website for further information and pictures

L235 CCTV camera on pole.....	£5.95
L241 CCTV cameras – 2 x wall mounted.....	£3.50
L242 Level crossing cameras.....	£6.50
L243 DMU disabled access ramp.....	£2.00
L244 Car park / yard lights x 2.....	£4.00
More items coming soon including mobile phone mast	



ROLLING ROADS

Highest quality german engineering. Suitable for use with DC
or DCC control. Simple electrical connection. Available for
most popular gauges. See website for more information

N mini - 200mm - 6 rollers – suitable for most n locos.....	£55
N long - 400mm - 8 rollers – large locos / multiple units.....	£70
O0 small - 300mm - 6 rollers - small steam locos/diesels.....	£60
O0 std - 400mm - 7 rollers & pony truck – large locos.....	£75
O small - 400mm - 6 rollers - small steam locos/diesels.....	£70
O std - 600mm - 10 rollers - suitable for most O locos.....	£99
O large - 800mm - 10 rollers - for extra long O locos.....	£110



TRACK CLEANING WAGONS

Perfect for hidden sidings, tunnels etc. Cleans your track with
no effort. Simply hook wagon up to a loco and run round. No
cleaners / solvents required. Cloth pads clean track grime
and dirt. Once pads are dirty simply peel old ones off, cut
replacements from the sheet provided (self adhesive) and
stick in place O0 Gauge £40 ; N Gauge £40

FOAM LINED STOCK STORAGE BOXES

We now supply foam lined stock storage boxes. Total
protection for your rolling stock in transit. See website for
further details. O0 gauge £28 N gauge £20 O gauge - £35

See us this month at Wigan & The Great Electric Train Show

TEN COMMANDMENTS 20 STRUAN DRIVE, INVERKEITHING, FIFE, KY11 1AR

Telephone orders 01383-410032 Monday - Thursday 10am-7pm

Email: tencommandments@btinternet.com

Please add £3.50 Post and Packing per order.



Online at: www.tencommandmentsmodels.co.uk



YouChoos
DCC Sound

BE THERE WITH

**immersive
Drive**



Active braking
Dynamic & exponential inertia
Consistent function keys
Smoothed transitions
More sounds
Realistic shunt mode
Light-engine for steam
Notching for diesel
Mute (fade in/out)
Volume controls
and more...

Isn't it time you dived into the best DCC sound?

0844 7725052

www.YouChoos.co.uk

info@youchoos.co.uk

Kent Garden Railways

16mm and G Scale Specialists

Whether its live steam, battery or electric for your garden we have the stock to get you going



LGB * Accucraft * Peco * Piko *
Bachmann * Trainline * Roundhouse * Pola *
USA Trains and much more

Great Stocks of OO, HO & N

We have large stocks from the leading manufacturers



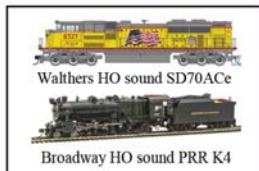
Hornby * Bachmann * Peco * Gaugemaster *
Metcalf * Heljan * Graham Farish * Dapol *
Woodland Scenics * Kato * Walthers * Kadec *
Expo * Noch * Oxford Diecast * Kestrel * Atlas
* Parkside * Oxford Rail * Ratio * Wills *
Modelscene and much more



Bundaberg - Roundhouse 16mm
live steam - radio control



Farish N gauge



Walthers HO sound SD70ACe

Broadway HO sound PRR K4



LGB G scale 23361 Nurnberg
tram and trailer

Kent Garden Railways

66 High Street, St Mary Cray, Orpington, Kent, BR5 3NH

Tel 01689 891668 email sales@kgrmodels.com www.kgrmodels.com

Shop open 0900-1700 Monday to Saturday



KS Laser Designs Ltd

See the full range of items on our website

www.kslaserdesigns.com

Kevin: 07866073194

Stephen: 07958372872



Mimic Control Panels
Made To Order



Kernow Model Rail Centre

f KernowModelRailCentre @kernowmodelrail

TYPE 1s & 2s - OO GAUGE



2609 Class 26 Bo-Bo Diesel Loco No. D5341
BR Green w/small yellow panels. £92.99



2712 Class 27 Diesel Loco No. DS403
BR Green w/small yellow panels. £101.95



2713 Class 27 Diesel Loco No. 5370 BR
Green with small yellow panels. £101.95



2727 Class 27 Diesel Locomotive No. 5363
BR Blue w/full yellow ends. £101.95



1509 Heljan Class 15 Bo-Bo Diesel Locomotive No. D8204 BR Green. £101.99



1510 Heljan Class 15 Bo-Bo Diesel Loco
No. D8208 BR Green. £101.99



1511 Heljan Class 15 Bo-Bo Diesel Loco
No. D8234 BR Green. £101.99



1512 Heljan Class 15 Bo-Bo Diesel Loco
No. D8242 BR Green. £101.99



1513 Heljan Class 15 Bo-Bo Diesel Loco No.
ADB96800 BR Sherwood Green. £101.99

TYPE 1s & 2s - N GAUGE



371-036 Class 20 Diesel Locomotive No. 20 227 London Underground. £106.95



371-037 Class 20 Diesel Locomotive No. 20 205
BR Blue. £106.95



371-085A Class 25/1 Diesel Loco No. D5177
BR Green with small yellow ends. £101.99



371-087A Class 25/2 Diesel Locomotive No. 25 225
BR Blue. £101.99



372-976A Class 24 Diesel Locomotive No. D5031
BR Green. £101.99



372-980 Class 24 Diesel Loco No. 97 201 "Experiment" RTC, weathered. £110.95

KEEP UP TO DATE THROUGH OUR WEEKLY NEWSLETTER. SIGN UP VIA OUR WEBSITE TODAY

Visit www.kernowmodelrailcentre.com to see our full range of models and accessories or call our team on 01209 714099

UK POSTAGE & PACKING = £4 PER ORDER. OVER £175 = POST FREE

SHOP HOURS: MON-SAT: 09.30-17.00 SUN: 10.00-16.00

98A Trelowarren Street, Camborne, Cornwall, United Kingdom, TR14 8AN

AGR MODEL RAILWAY STORE

Family Run Business

Buying Pre-owned Collections & Un-wanted Models

NOW STOCKING A WIDE SELECTION OF PRE-OWNED MODEL & NEW RAILWAY COLLECTIONS ONLINE & INSTORE

Send us a list or bring items in store & we will give you a **FREE** valuation!

Visit our eBay shop & like us on Facebook

ebay Find us on **f**

AGR Model Railway Store
9 High Street Mews • 28 High Street
Leighton Buzzard, Beds LU7 1EA
Mon-Fri 9am-5pm • Sat 9am-4pm
01525 854788
www.agrmodelrailwaystore.co.uk
sales@agrmodelrailwaystore.co.uk



SALE SALE SALE SALE SALE SALE SALE SALE

HELJAN:		DAPOL N:		FARISH:	
1600	D8400 BR Green.....£105.00	ND-095B	70013 BR Grn Early...£102.00	372-139	45206 BR Early.....£108.00
1601	D8401 BR Green SYP.....£105.00	ND-129E	60070 BR Early.....£95.00	372-185	46236 BR Black.....£118.00
1602	D8404 BR Grn SYP.....£105.00	ND-210C	W55016 Grn Dummy...£37.50	372-244	47711 Large Logo.....£92.50
2302	D5908 Grn Full Yell.....£90.00	2D-009-000	W55022 Green SYP...£86.50	372-246	47715 NSE.....£92.50
2320	D5900 Gloss Green.....£101.00	2S-008-001	60012 BR Grn Early...£103.00	372-427	90201 BR Late (w).....£105.00
2322	D5905 Grn No Frost.....£101.00	2S-008-003	60004 Garter Blue...£103.00	372-800B	60163 BR Late Early...£123.00
2323	D5909 Green (W).....£109.00	BACHMANN:		HORNBY:	
2724	D5353 BR Green.....£78.00	30-575	R'way Children.....£100.00	R3003	61669 BR Green Late...£108.00
		31-167DC	50795 Black (W).....£84.00	R3004	61631 BR Green early...£108.00
		31-932DC	40957 BR Early.....£111.50	R3169	5972 Olton Hall.....£65.00
		31-933	41157 BR Early.....£102.50	R3205	4965 BR Green Late.....£96.00
		32-067	842 BR Blue.....£108.00	R3332	65445 BR Late.....£100.00
				R3332	6029 BR Green Late.....£142.00

All subject to availability
UK P & P from £4.10 per order

We also stock OO & N gauge from Bachmann, Base Toys, Britbus, Classix, Dapol, Dornaplas, EFE, Farish, Gaugemaster, Heljan, Hornby, Humbrol, Kestrel, Metcalfe, Modelscene, Oxford Diecast, P. Dundas (N), Peco, Plastruct, Ratio, Superquick, Wills, Woodland Scenic & Deluxe Materials.

ONLINE SHOP www.churchstreetmodels.co.uk

Mon-Sat 09.30-17.30 • Closed 7-11 Sept
Church Street Models, 10A, Church Street, Basingstoke, Hants, RG21 7QE
01256 358060 • Mail Order Welcome

DESPERATION CONTEMPLATION GRATIFICATION

Get your retail therapy at

C&M Models

1 Crosby Street, Carlisle CA1 1DQ Tel: 01228 514689
Web: www.candmmodels.co.uk E-mail: sales@candmmodels.co.uk
Opening Hours: Tuesday to Saturday, 10a.m. to 5p.m.

Plastruct

Please ask your model shop for genuine Plastruct fineline Styrene structural shapes.

Range contains over 70 shapes including: Angles, I-Beams, Channels, Columns, Deep Channels, Tees and Z Sections, Round, Rectangular and Square Tubing, Plastic Strips and Sheetting, Scale Ladders, Stairs and Railings, Open Web Trusses.

Essential for all scratch model makers.

www.plastruct.co.uk



MORLEY CONTROLLERS

Experience the ultimate in controller technology!

VANGUARD ZERO ONE
• 2 x 5mtr hand held controllers
• 1 x 12V DC accessory
• 0 gauge
• Twin track
£127
PLUS £6.90 P&P

VESTA ZERO TWO
• 2 x 2.5mtr hand held controllers
• 1 x 12V DC accessory
• N gauge
• Twin track
£75
PLUS £4.80 P&P

VECTOR ZERO TWO
• 2 x 2.5mtr hand held controllers
• 1 x 12V DC accessory
• OO/HO/N/OO9 gauge (1 amp per track)
• Twin track
£75
PLUS £4.80 P&P

VORTRAK ZERO TEN
• 2 x 5mtr hand held controllers
• OO/HO/N/OO9 gauge (1 amp per track)
• 2 x 12V DC accessories
• Four track
£135
PLUS £6.90 P&P

Each controller has state-of-the-art design, offering very best performance capability. Slow and fast speeds are superb. Internal separate transformers for each track from 220/240 AC mains and on-board CDU for point motors.

www.morleycontrollers.com
(Secure order site)

01704 533 116
(Overseas enquiries +44 1704 533 116)

Jet@morleycontrollers.com

10% discount code: BRM10

sleeper spacers, bridges, footbridges, servo supports, and more ...

www.englishmodelrailways.shop



www.expressmodels.co.uk

LIGHTING SPECIALISTS

The light at the end of the tunnel could be one of our high intensity headlights fitted to your loco.

We manufacture head and tail lights and coach lighting units for DCC and DC operation. We also make red or yellow oil type lamps for steam locos and flashing tail lights for coaches/wagons.

Why not save on postage and buy your smoke generators and decoders from us at the same time? Visit our website which has secure online shopping.

EXPRESS MODELS, 65 CONWAY DRIVE, SHEPshed, LOUGHBOROUGH, LEICS. LE12 9PP
Tel: 01509 829008 Fax: 01509 560878
Email: express.models@ntlworld.com

As seen on
trade news
page 94/95



EXCLUSIVE RELEASE OF
OUR UNIQUE ETCHED STEEL
POPPY HEADBOARDS

Fox Transfers are proud to present our latest range of headboards
commemorating the centenary year of the end of WW1.
We have 8 designs for you to choose from
all depicting the iconic poppy image.

Any profits from sales of each poppy headboard
will be donated to The Royal British Legion.



FOX TRANSFERS LTD • TEL +44 (0) 116 319 4950 (DEPT BRM)
Dept BRM, Unit 5, Priory Business Park, Wistow Road,
Kibworth, Leicestershire LE8 0RX, ENGLAND. callers by appointment
email: sales@fox-transfers.co.uk web: www.fox-transfers.co.uk



POPPY TRADEMARK USAGE WITH AGREEMENT FROM THE ROYAL BRITISH LEGION - CHARITY NUMBER 219279

FIRE BRIGADE MODELS
WWW.FIREBRIGADEMODELS.NET
PAUL SLADE, 15 GREENELL CLOSE, SUTTON, SURREY, SM3 8LU, ENGLAND

WWII Fireman

Fireman 1960's £32

1970's

Set of 8 Figures

BA Blue Uniform

Ladder Set

BA 1960's

Police Station £40

Pub £35

Shops £35

Terrace £32

Villas £35

Fire Station £40

36 Page catalogue at
£6 - Trade Welcome.
All firecrews in
sets of 8
All fire sets £32 inc
VAT & Postage

For more information you can call
Tel: 0208 6448730 Fax: 0208 286 1152
Email: firebrigademodel@aol.com Web: www.firebrigademodels.net

MAC'S MODEL



RAILROADING

4-8 REFORM STREET KIRRIEMUIR SCOTLAND DD8 4BS
TEL: 01575 572397

WWW.MACSMODELS.CO.UK WWW.ECSCENICS.CO.UK

SALES@ECSCENICS.CO.UK

OPEN MONDAY-SATURDAY 10:30 - 5:00

CLOSED THURSDAY

BRITISH, AMERICAN AND CONTINENTAL OUTLINE
STOCKED

COMPREHENSIVE WOODLANDS SCENIC SELECTION

Illustrated Catalogues Inc. post

00, 009 (1/76th).....£6 in colour
N Catalogue (1/148th).....£5 in colour
O Catalogue (1/43rd).....£4 in colour

Mail Order By Return P&P £4, over £40 POST FREE.
Unpainted metal kits - glue with epoxy glue (£7.00)

LANGLEY MODELS

166 Three Bridges Road, Crawley, Sussex, RH10 1LE
Tel: 01293 516329 Fax: 01293 403955 www.langleymodels.co.uk

00 SCALE
Railway Raptor
Loading Crane £32.90
Steel Pile Harbour Wall 820mm
long + wall & turntable £21.60

Loads of kits in our illustrated colour catalogue
or website www.langleymodels.co.uk

Cricket Game - 15 figures, stumps etc	£ 9.90	Painted Funeral Scene	£ 12.25
NEW Cricket Sight Screen	£ 7.55	Painted 6 Assorted Dogs	£ 8.40
NEW Cricket Portable Scoreboard	£ 4.40	Painted Newspaper vendor and paper box	£ 6.30
NEW 6 seated Cricketers (waiting to play)	£ 5.40	Painted 2 Freisan Cows (patched brown/white)	£ 7.35
Morris Dancers & Musicians	£ 7.90	Painted 2 x Highland Cattle	£ 7.85
Loco spotters & school boys	£ 7.80	Painted White Wedding scene (8 figs)	£ 21.50
Victorian Wedding Party	£ 8.15	Painted 6 x working figures set1	£ 14.30
Town Hall Dignitaries - 3 figures	£ 3.60	Painted 2 x Wharfside Figures	£ 14.30
Lych Gate (suitable for churchyard)	£ 7.55	Painted 2 Wooden Barrels Weathered	£ 5.05
Church Notice Board & Crucifix	£ 5.70	Painted Lifebelts and Stands	£ 9.05
War Memorial	£ 6.25	Painted Mangle, tin bath and bucket	£ 6.50
Rag & Bone man & family	£ 8.65	Painted Sundial, bird bath and flower pots/urns	£ 9.05
Street Characters	£ 8.00	Painted Water Butt and 4 Flower Tubs	£ 9.65
Kneef Grinder & Hot Chestnut man	£ 8.65	Painted Private Siding Gate	£ 11.20
4 Gardeners with tools, mower, etc.	£ 6.25	Painted Small 5 Bar Gate	£ 7.30
New 2 x Lawnmowers & Figs (ride on and push)	£ 5.20	Painted 10 Chimney Pots (terracotta)	£ 4.40
Blacksmith's Forge scene	£ 15.85	Painted 6 Kings and Queens Pots	£ 8.95
Illuminated Forge conversion (working kit)	£ 4.80	Painted 12 Round Chimney Pots (weathered)	£ 8.95
2 street traders with barrows	£ 7.10	Painted Milkman & Milk Crates	£ 10.45
8 soldiers & 1 Officer (1908-37)	£ 7.50	Painted Loco Driver & Fireman	£ 5.65
8 soldiers & 1 Mounted Officer	£ 7.90	Painted 6 Seated Engine Crew	£ 14.30
6 x 1950's seated figures	£ 5.40	Painted Loco Crew 2 x Diesel Drivers	£ 6.65
6 x 1950's standing figures - set 1	£ 5.40	Painted Waterfowl-swans and ducks etc	£ 10.90
6 x 1950's standing figures - set 2	£ 5.40	Painted Pigs / piglets and feeding troughs	£ 9.05
6 x 1950's standing figures - set 3	£ 5.40	Painted 5 Assorted Firemen Action Figures	£ 12.25

N Scale
Church Lych Gate £4.90.
6 Seated Passengers £4.35
Two sets

Gantry Hoist	£ 5.50	Painted Single head Traffic Light x 4	£ 7.30
New Gibbet Crane (wall or floor mounted)	£ 4.70	Painted Twin head Traffic Light x 4	£ 7.40
Air Compressor and Electricity Generator	£ 6.70	Painted Police Telephone box	£ 5.60
4 pallets & hydraulic pallet truck	£ 4.45	Painted AA Box	£ 5.60
Beehives and bee-keepers	£ 4.70	Painted Ballist Boxes (two wooden boxes)	£ 5.80
6 Bulk Building Bags	£ 3.95	Painted trackside relay boxes	£ 5.70
Band Stand	£ 9.95	Painted War Memorial	£ 6.45
Air Conditioning Cabinets (2 wall, 4 floor)	£ 3.65	Painted 2 Plain Horses (unharnessed)	£ 6.35
6 Assorted Rock Climbers	£ 5.00	Painted Loco Crew	£ 4.25
4 Assorted Highland Cattle	£ 4.60	Painted Swans & Ducks x 4 each	£ 6.85
6 Assorted Firemen in action poses	£ 4.80	Painted Washing Line & Figure	£ 7.50
6 Trawlermen/Fisherman Figures	£ 4.60	Painted Wild Animals	£ 7.40
3 Assorted Donkeys (unharnessed)	£ 3.85	Painted Assorted Seagulls x 8	£ 6.95
4 Assorted Donkeys and Children	£ 4.60	Painted Dogs 6 off	£ 6.85
Beach Set (figures and equipment)	£ 5.80	Painted 6 x Pigs	£ 6.45
8 Guards Marching	£ 5.20	Painted Sheep 8 off	£ 6.95
Guards Colour Party (flags) (5 figs)	£ 3.95	Painted Chickens 10 off	£ 6.95
Guards Marching Band	£ 5.60	Painted Funeral Scene	£ 9.85
Cub/Scout Camp Set	£ 5.80	Painted Wedding Scene	£ 19.25
6 Assorted Cats	£ 3.20	Painted Cricket Game	£ 28.40
2 x Pub Table/bench (real wood)	£ 3.95	Painted Church Notice board & crucifix	£ 7.90
Church Stained Glass Windows / Spire	£ 6.55	Painted Lrg Wooden (Oak) Barrels x 4	£ 6.45
6 Seated Passengers / Figures. Set 1	£ 4.35	Painted Flower tubs and water butt	£ 8.00
6 Seated Passengers / Figures Set 2	£ 4.35	Painted Welding Figures & Equipment	£ 9.25

GHOST-SIGNS.COM

Realistic faded street advertising in miniature

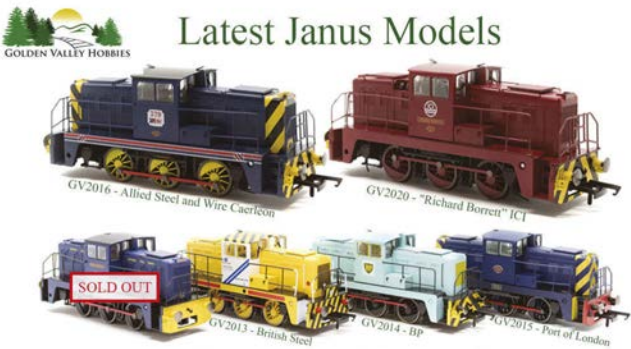


Add a little extra character and individuality to your layout's towns and villages with our authentic replica faded 'ghost sign' adverts. Ideal for card, plastic or resin buildings, in a choice of paper or water-slide transfer.

- OO and N Gauge
- Free UK delivery
- Personalised options

NOT ONLINE? CALL 07970 977 628 FOR AN ILLUSTRATED PRICE LIST

Latest Janus Models



Available as DCC Ready, DCC Fitted & DCC Sound Fitted
Each locomotive has a matching wagon set available
www.GoldenValleyHobbies.com

Unit 1 Francisco Business Park, Francisco, Northamptonshire, NN3 0AZ
While, call us on 01930 245 217 or visit our website to order. Trade enquiries welcome.

Graeme Simmonds

Painting & Weathering
Professional Fine Artist 07790733302

I work mainly in OO gauge and O gauge as most of my clients model in these scales. I also have weathered locomotives for sale.
Please see my website for full details:



Website: www.graemesimmonds.com
Email: studio@graemesimmonds.com

EAST COAST RAILWAY

Tel 07748008108 & 01493655356
www.gscale.co.uk
email: gscale@outlook.com



£35.00
£20.00
£20.00
£20.00
RC LOCOMOTIVE - £130.00

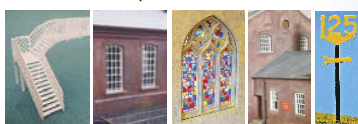
**THE BEST VALUE G SCALE
45MM GAUGE SPECIALIST
& PIKO RETAILER**

RC Plastic Track & Electric Metal Track

www.YorkModelrail.com

Precision laser cut architectural components
Helping you create your individual buildings

Unique range of scenery detailing, kits, tools & materials
Laser cut plastics, timbers & card produce perfect results, with realistic depth, intricate detail and longevity



N, OO & O scales. Bespoke service for ALL other scales
Please visit our website to view all our products

York Modelmaking Printed price lists available 01904
Unit 13, Bull Centre, Stockton-on-the-Forest, York, YO32 9LE 400358

LORD AND BUTLER CARDIFF

2000 sq ft model railway showroom CAFE & FREE PARKING



LORD AND BUTLER
The Old Warehouse The Pumping Station
Penarth Rd Cardiff CF11 8TT
OPEN Mon - Sat 10-5.30 Sunday CLOSED
029 2066 7225 info@lordandbutler.com lordandbutler.com

MAD ABOUT TRAINS OF GAINSBOROUGH (K&M MODELS)

For all your Model Railway needs from design to finished layout, scratch built buildings, trees dioramas etc. We carry a vast selection of scenic materials. We carry a comprehensive range of all aspects of Railway Modeling from track pins to finished layouts. DCC Specialist, repairs, weathering etc undertaken in our own workshop. Hornby, Bachmann, Peco Gaugemaster, Dapol and Knightwing stockists. Large range of scenic materials. We are always looking for second hand collections. Just give us a call or come and visit our shop.



**Tel: 01427 811040
Mobile 07858612716**
106 Trinity Street, Gainsborough DN21 1HS
e-mail: sales@madabouttrains.co.uk
www.madabouttrains.co.uk

mike's models

- THE MODELLERS MODEL SHOP -

Whether you want a ready to go kit to start a new hobby, the materials to build your model from scratch or anything inbetween.

Then come see why we are the modellers model shop of choice!

Contact us on:
0121 360 4521
Email: info@mikes-models.co.uk
www.mikes-models.co.uk

Over 11,000 products in stock
~~~~~  
Covering all aspects of modelling  
~~~~~  
Expert advice from passionate modellers
~~~~~  
Great after sales support



## ALL COMPONENTS LTD

Upper Owlbury House, Montgomery,  
Powys SY15 6SZ

**Tel: 01588 638678**

[www.allcomponentsltd.co.uk](http://www.allcomponentsltd.co.uk)

P&P £4. Catalogue now available £4.95

**P1B4 - POINTS INDICATOR BOARD**

Shows the direction of up to 4 points. Operated by Solenoid point motors with 4 individual sets of supplied red and green LEDs and remembers the direction when you next power up the layout. Easy to fit with clear instructions. ALWAYS KNOW THE WAY YOUR POINTS ARE SET - EVEN WHEN YOU FIRST SWITCH ON. **£22.95** for up to 4 pts.

**VERY FINE WIRE 2m pkt for £3.95**

3amp multistrand flexible wire.  
EW53 0.53mm dia in rd, bk, bl, grn, yl, brn, grey.  
HS5 Heat Shrink Sleeving For Above £1.30

**ROLLING STOCK DETECTOR**

Operating on supplied light-dependent resistors, this easy-to-fit board shows where up to 4 locos are located. **RSD1 £23.95**

• CAGED TRANSFORMERS • SWANN  
MORTON • MINIATURE TOGGLE SWITCHES  
• HAND-HELD CONTROLLERS WITH  
FEEDBACK • BULBS • LAYOUT WIRE  
• XURON CUTTERS • READY CUT CORK

**Capacitor Discharge Unit**

One CDU protects all your points from blowing. A must for any layout **CDU £10.95**  
If you are changing more than 2 points on 1 switch use **HDCDU £15.95**

**LU10 VARIABLE LIGHTING UNIT**

The OnTrack Controls LU10 powers up to 54 grain of wheat bulbs or 150 LEDs for lighting-up your layout, and also lets you vary the brightness. It has 2 x 12v DC outlets at 2.2amps on each winding. It is in a strong metal box, with moulded plug and lead. **£84.95** A Best Seller!

## CAMBRIAN 4mm Wagon Kits

Cambrian Models is now Cambrian Model Rail Limited. There is a new website with fully integrated online shop. Delivery from £1.45



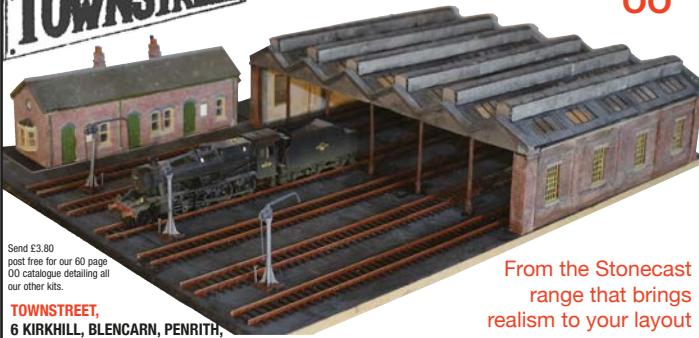
**C29 BR "Taunton Concrete" (ZCV/ZRW) - £10.30 (delivery £1.60)**

Wheels, couplings, paint and transfers needed.

Over 100 more kits available from Pre-Grouping to 1990's  
See the website for details or send C5 SAE for list

16mm Narrow Gauge Components are also available  
[cambrianmodelrail.co.uk](http://cambrianmodelrail.co.uk) [cmr@cambrianmodelrail.co.uk](mailto:cmr@cambrianmodelrail.co.uk)  
01322 515672 2pm-4pm PO Box 85, Greenhithe, Kent. DA10 9DN

## TOWNSTREET



Send £3.80 post free for our 60 page 00 catalogue detailing all our other kits.

**TOWNSTREET, 6 KIRKILL, BLENCARN, PENRITH, CUMBRIA, CA10 1TZ**

See our new extended website!  
[www.townstreetuk.co.uk](http://www.townstreetuk.co.uk)  
MON TO FRI 2-8PM 01768 88456  
MAIL ORDER ONLY

**NEW - 6 Road Engine Shed £99.50**  
Stand Alone Engine Shed Office **£39.00**  
As Above But Without 1 Wall For Side Office **£25.00**

From the Stonecast range that brings realism to your layout

## Trains4U.com

27 St. David's Square, Fengate, Peterborough, PE1 5QA  
Open Tues-Fri 9:30-5:00, Sat 9:00-5:00, Sunday 10:30-3:30, closed Monday

**Revolution** **dapol** **HELJAN** **GRAHAM FARISH** **HORNBY** **BRACHMANN**

Huge range of Models in N, OO & O. Used items bought & sold. Free parking

**CAVALEX Available to pre-order now**

**Models OO PGA Hoppers**

**£32.50 each**

Previous pre-order prices will be honoured for orders placed before 31 July

Redland Green LaFarge White

DCC & Sound Fitting. Repairs & Servicing. Models detailed & weathered to your spec

**NOCH kibri Train-Tech BUSCH CAMBRIAN**

Tel: 01733 895989 e-mail: [Trains4U@BTConnect.com](mailto:Trains4U@BTConnect.com)

## NEW FROM LIGHTMOOR PRESS

### GAZETTEER OF THE COAL MINES OF SOUTH WALES & MONMOUTHSHIRE FROM 1854



Details of all known South Wales collieries on a fully searchable 1,800 page CD included with a book containing a series of colour maps locating each mine and a selection of photographs to give a flavour of the coalfield. A mammoth undertaking, requiring visits to many reference sources to enable all of the information to be collated together for the first time across an entire coalfield, including: all relevant dates, ownership details & changes, selected output figures & manpower, site maps where possible.

192 pages + 1,800 page searchable CD, laminated board covers. ISBN 9781911038 37 5.

**PRICE £30.00 + £4 p&p**

### THE MELBOURNE MILITARY RAILWAY and the Derby to Ashby Branch Part One: Historical Background

Mike Christensen OBE

From late 1939 to the end of 1944, the War Dept leased most of the branch line from Derby to Ashby de la Zouch to provide for training Army Railwaymen. Part One covers the history of the Ashby Canal railway and the Midland and LM&S line, and the industries that they served, up to 1939. Part Two will recount the operation of the line up to closure.

192 pages, laminated board covers. ISBN 9781911038 41 2.

**PRICE £25.00 + £4 p&p**

### LITTLE GIANTS A HISTORY OF THE Ffestiniog Railway's PRE-REVIVAL LOCOMOTIVES, THEIR MENTORS, MANUFACTURE AND MAINTENANCE

CHRIS JONES AND PETER DENNIS

This new study of the Ffestiniog's locomotives utilises on-line newspaper records and the recent cataloguing of the FR's own archives to produce an authoritative record of not only the technical evolution of the engines but also the lives and interactions of the colourful characters involved with them. Access to the railway's vast collection of photographs, documents, letters and drawings has enabled a highly detailed picture of the history to be drawn. **DUE LATE SEPT**

592 pages, in full colour throughout, laminated board covers. ISBN 9781911038 43 6.

**PRICE £60.00 + £4 p&p**

### THE SOUTHWOLD RAILWAY

PETER PAYE

The first full history of the narrow gauge Southwold Railway. The 3 feet gauge line opened in 1879, running to the coastal town from the nearest standard gauge station at Halesworth. For five decades, with varying degrees of prosperity, the railway provided reasonable and adequate services to the locality and acted as a feeder to the GER. The introduction of competitive bus services meant its days were numbered and the directors had little option but to close the line on and from 11th April 1929. **DUE LATE SEPT**

248 pages, laminated board covers. ISBN 9781911038 42 9.

**PRICE £25.00 + £4 p&p**

### BRITISH MOTOR COASTERS

CHARLES V. WAINE

By an acknowledged expert on coastal shipping, this is a history of the British motor coaster from the pioneering tiny motor ships built just before WW1 up to the near 5,000 tonners of the early 1980s. Enlivened with the memories of men who worked on or with various of the craft mentioned and illustrated throughout with a copious number of highly detailed ships' plans, along with a selection of photographs and a 16 page colour section depicting a number of the ships described. **DUE LATE SEPT**

216 pages (incl. 16 in colour), laminated board covers. ISBN 9781903599 24 2.

**PRICE £25.00 + £4 p&p**

## LIGHTMOOR PRESS

Unit 144B, Harbour Road, Lydney, Gloucestershire GL15 4EJ  
Tel: 01594 840641 or 01993 773927; Email: [info@lightmoor.co.uk](mailto:info@lightmoor.co.uk)  
[www.lightmoor.co.uk](http://www.lightmoor.co.uk)  
for full details and to order any of our extensive range of publications



## MODEL RAILWAY SOLUTIONS

*Established 1971*

### NEW MODEL SHOP NOW OPEN!

- All well known brands stocked.
- Free on-site parking.
- Gift cards available.
- See website for info on our Modular Baseboard & Helix systems.
- We also purchase any unwanted railway items or collections.
- Online shop to follow shortly.

Unit 1, 10-12 Alder Hills,  
Poole, Dorset. BH12 4AL.  
01202 798068.

**www.modelrailwaysolutions.co.uk**  
Email: [info@modelrailwaysolutions.co.uk](mailto:info@modelrailwaysolutions.co.uk)

## modula layouts

### Layouts built & wired to the highest standards

READY TO RUN & DELIVERED TO YOUR DOOR

We build layouts to your own design and specification.  
Designs can be of any size and in most gauges.  
Just call us to discuss your requirements.

BRM OCT18

**01277 624741** Mon-Fri 9am- 5pm  
Order directly from  
**www.modulalayouts.co.uk**

SEE A SELECTION  
OF LAYOUTS -  
VISIT OUR GALLERY PAGE AT  
**www.modulalayouts.co.uk**

## MonkBar Model Shop

2 Goodramgate  
York - YO1 7LQ  
01904 659423  
[info@monkbarmodelshop.co.uk](mailto:info@monkbarmodelshop.co.uk)

Celebrating **55** years of trading in 2018. Est. 1963

### OO & N Gauge Model Railways

Open Monday - Saturday  
9am - 5.30pm

Stockists of Hornby, Bachmann, Graham Farish, Peco, Dapol, Gaugemaster, Ratio, Wills, Woodland Scenics, Metcalfe, Oxford Diecast, Base Toys and many more

**monkbarmodelshop.co.uk**

## MORRIS MODELS

NORTH LANCING

80 Manor Road, N Lancing,  
West Sussex, BN15 0HD  
Tel 01903 754850  
[www.morris-models.co.uk](http://www.morris-models.co.uk)  
[info@morrismodels.co.uk](mailto:info@morrismodels.co.uk)

We are between Brighton & Worthing, just off A27 west of Shoreham Airport

|                                                                                                    |                                                                                                                                                                       |                                     |
|----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| <b>BRITISH RAILWAYS</b><br><br>PLUS MANY OTHER RANGES OF SCENIC MATERIALS, BUILDINGS, VEHICLES etc | <b>BICYC-LED</b><br><br>OO/HO & N Cycles & M/cycles with working lights!!<br>See our webshop for details<br><b>Easy free parking!!</b><br>Open Mon - Sat 9.30 to 5.00 | <b>CONTINENTAL RAILWAYS</b><br><br> |
|----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|

## REPTA 2018

**STILL GOING STRONG!**

Railway Employees & Public Transport Association

**YOU ARE PROBABLY READING THIS AS A  
TRANSPORT, BUSES & TRAINS ENTHUSIAST.  
YOU MAY OR MAY NOT HAVE HEARD OF**

### REPTA

(Railway Employees & Public Transport Association)

**Look us up - join online @ [www.repta.co.uk](http://www.repta.co.uk)**  
 or send a cheque payable to Colin Rolle, 4 Brackmills Close, Forest Town, Mansfield, NG19 0PB  
 for £5.75 per person (inc. Yearbook & p&p) Please quote BRM when responding

**REPTA has moved with the times.**  
**Why not find out for yourself - JOIN TODAY!!!**

## RON LINES

Large stocks of pre-owned railways, a selection of which is on our website.

We stock new Hornby, Bachmann, Graham Farish, PECO, Expo tools, Electrical components & much more.

We also purchase your unwanted railways, whether it's a single item or collection anything considered.

Whether you're a novice or an expert we are always happy to help!  
 So why not visit us today or give us a ring!

Tel: 02380 772 681 [www.ronlines.com](http://www.ronlines.com)  
 342 Shirley Road, Southampton, SO15 3HJ  
 Open Mon-Fri 10am-5pm & Sat 9am-4pm

Visit → [scalescenery.com](http://scalescenery.com)  
 Download → Print → Build

The home of quality  
downloadable card model  
railway kits since 2005

### NEW Crossing Keepers Cottage

Includes  
selection of  
door colours  
ONLY £3.99

→ **scaleglaze**  
Windows available for this kit

Card kits that pass closer inspection

View our large range of  
N and OO kits and texture sheets

**scale  
scenery  
.co.uk**

Buy once unlimited prints

### LX050-OO Modular Catenary

Packs Start At Just £12.95

### LASER CUT TRACKSIDE ACCESSORIES IN OO

Modular Catenary Masts & Headspans For 2, 3, 4 Or More Tracks!  
A Choice Of Head Span & Mast Styles Available - Mix & Match!

Sturdy Laserboard & MDF Construction. No Soldering... Just like a card kit!

## scalemodelscenery .co.uk

Order online or call **01530 456952**



WE SELL ALL MAKES, MODELS AND ACCESSORIES  
• MODEL TRAINS & ACCESSORIES

# RAILWAY CONDUCTOR



Also Die Cast - Radio Controlled - Toys - etc.

T: 01327 439736 M: 07961 757094 E: jonathan18r@sky.com

**www.therailwayconductor.co.uk**

Unit 2, The Old Dairy Craft Centre, Upper Stowe,  
Nr Weedon off A5, Northamptonshire NN7 4SH



SHOP OPEN 7 DAYS A WEEK  
FREE PARKING

- Mon to Fri 10.30 - 17.30
  - Sat 10.30 - 5.30
  - Sun 11.00 - 16.00
- out of hours please call  
mobile thanks

NEW AND USED OO  
GAUGE & N GAUGE &  
OTHER GAUGES SOLD.  
TOP PRICES PAID  
FOR USED ITEMS ON  
COLLECTION.  
**NOW STOCKING O &  
OO9 GAUGE ITEMS**

Mail order available by phone or visit us online. All major credit and  
debit cards accepted. We accept PayPal through our online shop.

We now do repairs and servicing and  
we build layouts



## Olivia's Trains of Sheffield

'OO' Gauge UK DCC Sound Specialists. **HORNBY** 25a Mansfield Rd,  
Intake, S12 2AE  
Extensive UK sound library utilising the Loksound decoders.  
DCC/ Sound Fitting Whilst You Wait.



Heljan Class 58's Available Now.

Bachmann Class 66 111 Available Now!



Heljan EM2 Class 77 / EM1 Class 76 - Available Now.



Heljan "Falcon" 4 Versions.



Heljan "Kestrel" Available Now.



Dapol Class 73's  
Available Now.



Coming 2016 - Class 73 In EW&S, Fragonset & Network Rail.  
pre-order now!

For More details on the above & all our stock visit:

**www.oliviastrains.com**

Tel: 0114 3216 160 Tel: 0114 2647 449 Mob: 0755 7126 651

e-mail: oliviastrains@blueyonder.co.uk



**WE WANT  
YOUR  
Model  
Railways**



We will buy  
almost any Railway  
Collection, large or small.  
All gauges will be taken, in any  
condition. We always give an honest  
price and will collect and dismantle any layout.

Telephone: **01302 371623**

Mobile: **07526 768178**

or email: anoraksanonymous@googlemail.com

## GREAT NEWS! Train Times Model Shop

is now open again.

Find us at  
**37 Seaside, Eastbourne,  
BN22 7NB**

(01323) 722026  
traintimestoo@gmail.com  
**www.traintimesmodelshop.com**



## Tri-angman

specialist in model railways

Tri-ang, Hornby, Wrenn,  
Bachmann, Minic etc...  
buy, sell & repair hard to  
find items and collectables

Find me on  
**www.tri-angman.co.uk**

or contact:

Tel 07966 333605  
laurence@tri-angman.co.uk

## Alan Cliff's Railway Books

Teens/ Adults

"Holy War" - The story of the last  
narrow-gauge steam quarry engine in Wales £3

Children - Reading Age 6-9yrs

Jack the Station Cat Takes a Holiday (all colour)

Jack the Station Cat and the Vanishing Lady (all colour)

Jack the Station Cat and the August Day (all colour)

Jack the Station Cat and the Snail Trail (all colour)

Jack the Station Cat and the Midnight Mice (all colour)

Jack goes to School (all colour)

Jack and the Lost Kittens (all colour)

Jack and the Great Little Trains Robbery

Jack in a Signal Box

Jack and the Tail's End Tickets

Each book £2.95 - Set of 11 stories £28.50

CD - The Jack Song £2 + post free when ordered with book(s)

All above books post free

Books signed. Cheques payable to:

Jack the Station Cat Ltd

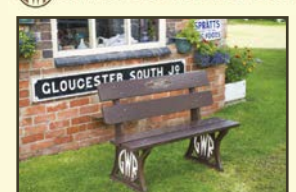
38 Clifton Park Road, Rhyll LL18 4AW

Tel 01745 344963

**www.jackthestationcat.co.uk**

Trade Enquiries Welcome

## GWR BENCHES Ltd.



**British Made  
Railway Benches**

GWR Benches and Tables  
Made in England

info@gwrbenches.co.uk  
01608 674650  
www.gwrbenches.co.uk



## REDCAR MODELS & HOBBIES

Most leading brands of 'OO' gauge model railways & accessories.  
Also Diecast, Plastic Kits, Woodland Scenics, K+S Metal Centre etc.

130 High Street, Redcar, Cleveland, TS10 3DH Tel: 01642 494912

(open Tuesday to Saturday)

Email: [sales@redcarmodels.co.uk](mailto:sales@redcarmodels.co.uk)

HORNBY  
SERVICE  
DEALER

## TUTBURY MODELS

COLLECTABLES

01283 814777

MODELS

UNIT 5, TUTBURY MILL MEWS, TUTBURY, Nr. BURTON-UPON-TRENT DE13 9LS

BASS/WORTHINGTON VENT VAN.....£13.50 (plus £3.00 p&p for either one or two)

6-WHEEL MILK TANK NESTLE 'OO' GAUGE.....£17.50 (plus £3.00 p&p for either one or two)

BASS/WORTHINGTON GRAIN HOPPER.....£13.75 (plus £3.00 p&p for either one or two)

Downloadable Model Railway Card Kits  
Instant Downloads Straight to your Computer

JUST RELEASED

OO GAUGE OO-26 DAIRY/CREAMERY BUILDING KIT

INCLUDES ALTERNATIVE DOORS  
AND WINDOWS, A CHOICE OF WOOD  
OR BRICK GABLE ENDS. ALSO INCLUDED  
ARE PACKING CASES, POSTERS,  
PERIOD ADVERTS & COMPANY SIGNAGE.



PLATFORM CAN BE ANY LENGTH OR WIDTH  
WITH A CHOICE OF PLATFORM SURFACES.

Have a look at our YouTube Channel at [3dk.ca](http://3dk.ca)

[www.3dk.ca](http://www.3dk.ca)

## CRAFTY HOBBIES

Visiting the South Lakes?

Hornby, Bachmann, Dapol,  
Farish, Peco, Gaugemaster,  
Woodland Scenics  
New and used items  
Large range of N Gauge

DAPOL Gold Stockist

Open 9.30am-5pm  
Mon, Tues, Wed, Fri and Sat.

54 Cavendish Street, Barrow in Furnish,  
Cumbria, LA14 1PZ  
Tel: 01229 820759

## Visiting the Isle of Wight?

UPSTAIRS DOWNSTAIRS  
Pier Street - Sandown  
PO36 8JR

Two floors of  
locomotives, wagons,  
coaches, buildings, scenery,  
electrics, figures, cars and more!

ALL BRANDS  
H-009-HO  
OO-On30-G

01983 406 616 - [www.trainshop.co.uk](http://www.trainshop.co.uk)

## WD MODELS

"for all your modelling needs"

Your local supplier with all you need and more

25 Chatsworth Road, Chesterfield S40 2AH

01246 208244 • [info@wdmodels.co.uk](mailto:info@wdmodels.co.uk)

[www.wdmodels.co.uk](http://www.wdmodels.co.uk)

Like us on  
Facebook



## EDWINSTOWE TRAINS N THINGS

@ BENHAMS

Model Railway Retailer of:-  
Train Sets, Engines, Rolling Stock

HORNBY of Hornby, Bachmann, Dapol & Accessories.

Graham Farish, Gaugemaster,  
New & Secondhand

Tel: 01623 822302

Mob: 07435 967999

Email: [shop@benhamsonline.com](mailto:shop@benhamsonline.com)

45 High Street,

Edwinstowe NG21 9QR

[www.benhamsonline.com](http://www.benhamsonline.com)

## FTG MODELS

FILLING THE GAP MODELS

BRINGING READY TO RUN MODELS  
TO THE RAILWAY ENTHUSIAST



Set of 5 "OO" gauge SPA  
- Wagon in Network Rail Livery -

Only 24 sets left  
Call now to reserve yours

£105 inc P&P to UK address

[www.ftgmodels.co.uk](http://www.ftgmodels.co.uk)

[stpaddy9001@aol.com](mailto:stpaddy9001@aol.com)

## 3mm Scale Model Railways

4 Greenwood Drive, Redhill, Surrey, RH1 5PJ. Tel: 01737 761919

40 Page Full Colour Catalogue £4.50

Catering exclusively for TT and 3mm Scale

[www.3smr.co.uk](http://www.3smr.co.uk)

BlackBeetle, BullAnt, Halling, Tenshodo

[www.motorbogies.com](http://www.motorbogies.com)



Bespoke and trade enquiries please call Nigel Julian on  
07971 741478 or 01332 781795  
email: [nigel@airframed.co.uk](mailto:nigel@airframed.co.uk)

AirFramed  
Bespoke Glass Display Cases  
[www.airframed.co.uk](http://www.airframed.co.uk)

OO gauge, O gauge, Gauge 1 and  
Gauge 3 cases with  
mirrored or clear back wall.  
Prices start from £35.00 plus p&p.  
Bespoke sizes made to order.  
Prices on application.

## High Lane Model Railways

Stockport Indoor Market,  
Market Place, Stockport SK1 1ES  
Email: [info@highlanemodelrailways.co.uk](mailto:info@highlanemodelrailways.co.uk)  
Tel: 07955 362105

Stockists of  
JAVIS • GAUGEMASTER  
HORNBY • BACHMANN  
New and Pre-owned Model Railways  
in gauges OO/HO • N • O  
Also stock  
Diecast cars • Buses • Track  
Scenic Accessories, paints & adhesives

Open 9.00am - 4.30pm  
Tuesday, Thursday, Friday & Saturday

## ITEMS MAIL ORDER LTD

MAYFIELD, MARSH LANE,  
SAUNDBY, RETFORD,  
NOTTS, DN22 9ES

Tel/Fax: 01427 848880

BA SCREWS IN BRASS,  
STEEL AND STAINLESS.  
SOCKET SCREWS IN STEEL  
AND STAINLESS. DRILLS,  
RIVETS, TAPS, DIES,  
END MILLS, SLOT DRILLS ETC

PHONE FOR  
FREE LIST

## ALPHAGRAPHIX

[sirberkeley@outlook.com](mailto:sirberkeley@outlook.com)

7mm Scale etched brass

locomotive and carriage kits

for Col. Stephens Light Railways

Send 6x 2nd Class Stamps for CATALOGUE

23 Darris Road, Selly Park, Birmingham B29 7QY



JOHN DAY MODELS  
by Darryle Toney



A large range of 1/76th /  
4mm - OO scale road vehicles  
spanning many decades and  
subject matter OO/4mm scale  
white metal road vehicle kits and  
scenics from 1920s - 1970s

[johndaymodels@gmail.com](mailto:johndaymodels@gmail.com)

[www.johndaymodels.webplus.net](http://www.johndaymodels.webplus.net)

## Jacksons Models and Railways

33 New Street, Wigton, Cumbria CA7 9AL  
Tel: 01697 342557



• TRUCKS • CARS • PLANT •  
• KITS • PLANES • MILITARY •  
• RAILWAY • BUSES •

Stocking Model Railways by Hornby, Bachmann,  
Farish, Peco, Dapol, Metcalfe, Corgi, Oxford etc.  
Railway Scenery by Gaugemaster,  
Woodland Scenics, Javis, Expo etc.

Shop opening hours: Monday - Friday 9am - 5pm;  
Saturday 9am - 1pm; Closed Sunday and Wednesday;  
Late night opening Thursday until 6pm

[www.jacksonsmodels.co.uk](http://www.jacksonsmodels.co.uk)



Tel: 01933 355531  
Mobile: 07969 535 699



19 Keats Way, Higham Ferrers,  
Northants. NN10 8DQ  
Email: [sales@hamodels.net](mailto:sales@hamodels.net)



Coach & Wagon Kits, Wheels, Decals, Wagon Loads, Paint & Sundries  
Parkside Models, Dundas Models, Cambrian, Genesis, Slaters, Ian Kirk, Red Panda, Dapol, Kadee,  
Ratio, Peco, Precision Paint, Modelmaster, Labelle Oils, Alan Gibson, Romford, Seuthe, Smiths

Order on line at: [www.hamodels.net](http://www.hamodels.net) or ring us (same day or next day despatch)

Precision Paint - pre order and pick up at exhibitions (minimum two weeks notice)

October Exhibitions - 13th & 14th Great Electric Train Show MK1 1QB - 27th & 28th Railx Taunton TA2 6AD





☎ 01237 238872  
✉ shadylane@live.co.uk  
[www.shadylanemodels.co.uk](http://www.shadylanemodels.co.uk)

Retailers of Bachmann, Hornby, Peco,  
& many other main manufacturers including  
Scalextric, Airfix, Woodland scenics.

New & pre-owned stock

Open Mon to Sat 9.30 to 5.00 (6pm Tues)  
11 Grenville st, Bideford, Devon, EX39 2EA

## SOUTH EASTERN FINECAST

**NEW**  
GWR 517 CLASS  
**AVAILABLE  
NOW**



Price :  
F212 Loco & Chassis Kit £89.50  
FC212 N/S Chassis Kit £32.50

Whitemetal body complete with etched N/S chassis. Can be built in either 00, EM or P4. Fully compensation compatible. The kit includes name & number plates for 'Fair Rosamund' with number plates for five others. Chassis has options to build inside or outside bearing trailing wheel versions. (Includes brake and pull rod options).

Don't forget our range of:-

VAC formed Building Sheets in 2, 4, 7 & 10mm scales - Flushglaze Window packs  
1/24 & 1/34 CAR KITS - 1/32 TRACTION ENGINE KITS  
4mm LOCOMOTIVE KITS including the NUCAST PARTNERS range

Email or SAE for Price List

GLENN HOUSE, HARTFIELD ROAD, FOREST ROW EAST SUSSEX RH18 5DZ  
Tel : 01342 824711 email : dave@sefinecast.co.uk

[www.sefinecast.co.uk](http://www.sefinecast.co.uk)

# Fmw

SEE WEBSITE FOR MORE INFO.

**AIRBRUSH & MINI  
COMPRESSOR KIT**

**OUR PRICE**  
**£59.99\***



**NEW HALF MASK  
RESPIRATOR**  
with A1 Dust Filter

**£16.95\***

**OUR PRICE**



**NEW 6 PIECE TWEEZERS SET**  
Black Epoxy Coated

Stainless Steel. Includes:  
7A, 5, 2A, 00, 3C, SS

**£4.50\***

**OUR PRICE**



**NEW 3PIECE SET**  
Retractable  
SCRATCH BRUSH

**£4.50\***

**OUR PRICE**



## STATIC GRASS APPLICATORS

**Standard £25.99\***

**Maxi £32.99\***

1000's SOLD SINCE 2011

## STARTER KITS

**Standard £34.99\***

**Maxi £39.99\***

\* plus p&p

**Service & Repairs to**  
**7mm & 4mm Locos**

Email or phone with your requirements

## STATIC GRASS

**2mm, 4mm & 6mm lengths**

**NOW AVAILABLE - from £2.85/bag**

Trade enquiries welcome

[www.finescalemodelworld.co.uk](http://www.finescalemodelworld.co.uk)

Telephone:

01902 650077

email: [finescalemodelrailways@gmail.com](mailto:finescalemodelrailways@gmail.com)



# MegaPoints Controllers

## Awesome layout control system

Control your model railway points from one or more tactile  
control panels

- NO SOLDERING! *It's all plug and play!* ✓
- Uses a single cable between each control board.
- Includes optional **feedback display** to show the position of your trains as they move around the layout
- Optional **bespoke professional mimic panel design** service.
- Control servos, traditional solenoids, stall motors and relays.
- Works with **analogue** and **digital** layouts.

See website videos and product pages for more information.  
Our MultiPanel or MiniPanel control boards do it all!

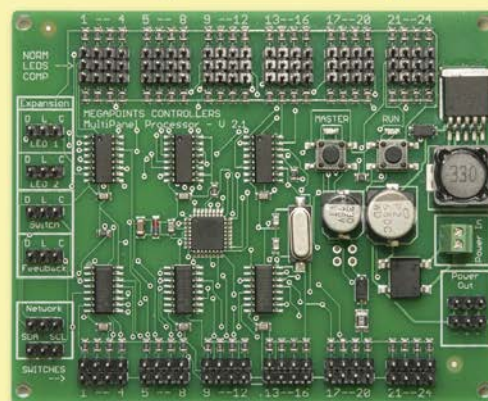
A single cable connects each control board together and operates in  
BOTH directions for feedback display.

**Plug-and-play, NO Soldering for control panel hookup.** Cables and buttons  
available pre-wired with plugs attached. See our new website for details.

**Web & details:** [megapointscontrollers.com](http://megapointscontrollers.com)



**Your bespoke mimic panel**



Size 8cm x 10cm

1. Plug in LED cables
2. Plug in switch cables
3. Connect to control boards
4. Press buttons, start using!



Designed and built  
in Great Britain

Rev: 18-03



## Malc's Models

- All gauges of model railways
- New & Second Hand
- Stockists of Woodland Scenics and PECO Scenery
- Diecast models
- We also repair most makes of locos



Open Mon-Sat 10am-5pm  
Closed Weds & Sun

2-4 Pelham Street,  
Ilkeston, DE7 8AR  
Tel: 07786 896807

[www.malcsmodels.co.uk](http://www.malcsmodels.co.uk)  
Email: [malcolmgrubey@btinternet.com](mailto:malcolmgrubey@btinternet.com)

## Northumbrian Painting Services

Manufacturer of metal railway figures and Resin scenery suited to railway enthusiasts of all ages. Figures available in N Gauge, OO Gauge and O Gauge. Resin Scenery available in all sizes.

Tel: 01434 600529

[www.paintinghistory.co.uk](http://www.paintinghistory.co.uk)

NEW Resin  
Barns  
available now



NEW Pony and  
Carts  
available now



## P & D MARSH MODELS

### PAINTED OO GAUGE

PDZ07 Postman, bike & postbox .....£8.75  
PDZ12 Trackside signs (4) .....£8.25  
PDZ19 Loco crew (2) steam.....£9.00  
PDZ28 Window cleaner/ladder.....£7.15  
PDZ32 Firebuckets on stand (2).....£7.50

### PAINTED N GAUGE

PDX51 Cyclists (2) .....£7.60  
PDX56 Gravestones (8) .....£6.00  
PDX68 Forklift truck.....£7.00  
PDX69 Traffic lights single.....£5.50  
PDX70 Traffic lights dble.....£6.50

AVAILABLE FROM ALL GOOD  
MODEL SHOPS. DISTRIBUTED  
BY EXPO TOOLS & DRILLS  
[WWW.PDMARSHMODELS.COM](http://WWW.PDMARSHMODELS.COM)  
07730 202270

## PAIGNTON MODEL SHOP

Stockist of:

Hornby, Bachmann, Peco,  
OO & N gauge, Woodland  
Scenics, Metcalfe, Superquick, Airfix,  
Scalextric, Ratio, Wills & Scenerama.  
Loco Weathering service available.

60 Hyde Road, Paignton,  
Devon, TQ4 5BY  
Tel: 01803 555882

Email:

[paigntonmodels@hotmail.co.uk](mailto:paigntonmodels@hotmail.co.uk)

Website:

[www.paigntonmodelshop.com](http://www.paigntonmodelshop.com)

## Platform 3 Models

Layouts designed and built  
from N to Garden railways  
based in Devon. All loco  
Servicing & Repairs and  
DCC decoder installation  
for N & OO

Contact Tom Hussey  
Tel: 0781 1903231

[platform3models@hotmail.co.uk](mailto:platform3models@hotmail.co.uk)  
Web search: platform 3 models

## RHUDDLAN MODELS

- Model Railways
- Games Workshop
- Die Cast Models  
Corgi - Dinky - Matchbox
- Plastic Kits  
Airfix - Revel - Etc

**NEW AND USED ITEMS  
BOUGHT AND SOLD**

HIGH ST, RHUDDLAN.

**01745 590048**

[www.rhuddlanmodels.co.uk](http://www.rhuddlanmodels.co.uk)

## ROCHESTER GAMES MODELS & RAILWAY

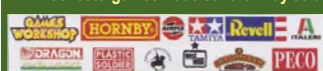
All your wargaming, modelling and  
railway needs under one roof

FREE parking

Find us on

Shop opening hours: Mon-Sat 10am  
to 6pm, Sun 10am to 4pm. Late night  
opening Tuesdays and Thursdays.

21 Corporation Street, Rochester,  
Kent ME1 1NN Tel: 01634 815699  
Email: [rochester-games-models@gmx.co.uk](mailto:rochester-games-models@gmx.co.uk)  
[www.rochestergamesmodelsandrailway.co.uk](http://www.rochestergamesmodelsandrailway.co.uk)



## THE MODEL SHOP

[www.marketmodels.co.uk](http://www.marketmodels.co.uk)

TRAINS • BOATS • PLANES

CARS • VANS • LORRIES

Unit 7a Ground Floor

The Octagon Centre,  
New Street, Burton on Trent,  
Staffordshire DE14 3TN

**07939 544527**

*Bob or Liz*

# HARDER & STEENBECK



Available from  
[graphicair.co.uk](http://graphicair.co.uk)  
[everythingairbrush.com](http://everythingairbrush.com)  
[veteranus.co.uk](http://veteranus.co.uk)  
[elementgames.co.uk](http://elementgames.co.uk)  
[air-craft.net](http://air-craft.net)  
[graphicsdirect.co.uk](http://graphicsdirect.co.uk)  
[modellertools.co.uk](http://modellertools.co.uk)  
[wargamestore.com](http://wargamestore.com)  
[emodels.co.uk](http://emodels.co.uk)  
[scalemodelshop.co.uk](http://scalemodelshop.co.uk)  
[eileensemporium.com](http://eileensemporium.com)

**PAINT EASY WITH HARDER**  
[www.harder-airbrush.eu](http://www.harder-airbrush.eu)



FRIZINGHALL MODELS & RAILWAYS

# FMR

THE MODELLER'S CHOICE SINCE 1950

**EXCLUSIVE MODEL COMING SOON!**



PECO 'N' SCALE 7-PLANK OPEN  
'LISTER & CO LTD'  
MANNINGHAM MILLS, BRADFORD  
TWO DIFFERENT RUNNING NUMBERS  
WEATHERED OR PRISTINE

**£9.99 EACH**

**WWW.MODELRAILSHOP.CO.UK**

Tel: 01274 747447

E-mail: [shop@fmrdirect.co.uk](mailto:shop@fmrdirect.co.uk)

Unit 8A, Sapper Jordan Rossi Park  
BAILDON, West Yorkshire, BD17 7AX



OUR WELL STOCKED MODEL  
RAILWAY SHOP CARRIES A  
HUGE RANGE OF LOCOMOTIVES,  
ROLLING STOCK, SCENICS, KITS,  
TOOLS, PAINTS, ETC. AND WE  
ALWAYS HAVE A WIDE RANGE  
OF PRE-OWNED MODELS AND  
SPECIAL OFFERS ON DISPLAY

Find us on  Facebook

**OPENING HOURS 09.30 - 17.30**

**MONDAY - SATURDAY**

**(CLOSED WEDNESDAY)**

## CM3MODELS



### LAYOUT BUILDING SUPPLIES

Seafoam trees, Foliage / Lichen and Scatters

25 & 50mm Rubberised Horsehair

Teddy Bear Fur for grass and embankments

Plaster Bandage, LasisDCC Chips

Wire, Connectors, Switches for both

DCC & Conventional wiring. DCC wiring kits

Modelling Card compatible with Scalescenes Kits

Call: 0333 0502763 • Email: [sales@cm3models.co.uk](mailto:sales@cm3models.co.uk)

**www.cm3models.co.uk**

# WANTED - MODEL RAILWAY & COLLECTABLES

## Top Prices Paid

For all makes, all gauges and live steam, aeroplane kits,  
boats, die cast etc.

*Instant cash paid - Will travel to collect*

**DB MODELS LTD. 01778 420 066**

**07723 336344**

**THE MODEL RAILWAY SPECIALISTS**

**email: [pre-owned@dbmodels.co.uk](mailto:pre-owned@dbmodels.co.uk)**

Unit 3 The Arena, Roman Bank, Bourne, Lincolnshire, PE10 9LQ

**Visit our website**

**www.dbmodels.co.uk**





RAILS OF SHEFFIELD

railsofsheffield.com

Corporate Partners of

RAILWAY  
MUSEUM**HORNBY®****HORNBY 2018 NEW RANGE!****HORNBY®**

|          |                                                                             |         |
|----------|-----------------------------------------------------------------------------|---------|
| R3600TTS | NBR, J36 CLASS, 0-6-0, 673 'MAUDE' WITH TTS SOUND                           | £127.50 |
| R3603TTS | BR, LORD NELSON CLASS, 4-6-0 LOCOMOTIVE 30850 'LORD NELSON' WITH TTS SOUND! | £149.50 |
| R3612    | LNER, A4 CLASS, 4-6-2, 4468 MALLARD - LIMITED EDITION ANNIVERSARY PACK      | £182.50 |
| R3615    | PECKETT WORKS LIVERY NO.560/1893 0-4-0ST                                    | £79.50  |
| R3617    | BR, REBUILT MERCHANT NAVY CLASS, 4-6-2, 35030 'ELDER DEMPSTER LINES'        | £129.50 |
| R3618    | BR, REBUILT BATTLE OF BRITAIN CLASS, 4-6-2, 34050 'ROYAL OBSERVER CORPS'    | £139.50 |
| R3619    | BR, CASTLE CLASS, 4-6-0, 5013 'ABERGAVENNY CASTLE'                          | £129.50 |
| R3621    | LNER J36 CLASS, 0-6-0 STEAM LOCOMOTIVE 722                                  | £107.50 |
| R3622    | BR, J36 CLASS 'HAIG' 0-6-0 STEAM LOCOMOTIVE 67531                           | £107.50 |
| R3623    | LMS 'QUEEN ELIZABETH' PRINCESS CORONATION CLASS 4-6-2 STEAM LOCOMOTIVE 6221 | £146.50 |
| R3630    | LNER A4 CLASS 'WOODCOCK' 4-6-2 STEAM LOCOMOTIVE 4493                        | £129.50 |
| R3631    | BR H CLASS 0-4-4T LOCOMOTIVE 31265                                          | £99.50  |
| R3632    | BR 'EAST ASIATIC COMPANY' MERCHANT NAVY CLASS 4-6-2 STEAM LOCOMOTIVE 35024  | £137.50 |
| R3634    | SR, 'SIR FRANCIS DRAKE' LORD NELSON CLASS 4-6-0 STEAM LOCOMOTIVE 851        | £129.50 |
| R3635    | BR, 'LORD RODNEY' LORD NELSON CLASS 4-6-0 STEAM LOCOMOTIVE 30863            | £129.50 |
| R3638    | BR, 'BIDEFORD' WEST COUNTRY CLASS 4-6-2 STEAM LOCOMOTIVE 34019              | £142.50 |

|          |                                                                                 |         |
|----------|---------------------------------------------------------------------------------|---------|
| R3639    | LMS, 'KING GEORGE VI' PRINCESS CORONATION CLASS 4-6-2 STEAM LOCOMOTIVE 6244     | £146.50 |
| R3677    | LMS 'DUCHESS OF HAMILTON' PRINCESS CORONATION CLASS 4-6-2 STEAM LOCOMOTIVE 6229 | £146.50 |
| R3580    | CLASS 87 87035 ROBERT BURNS BR RAIL BLUE (CROSS ARM PANTOGRAPH)                 | £129.50 |
| R3582    | CLASS 87 010 KING ARTHUR BR INTERCITY SWALLOW LOGO (HIGH SPEED PANTOGRAPH)      | £129.50 |
| R3602TTS | BR INTERCITY, CLASS 43 HST, 'VALENTA' POWERED TRAIN PACK WITH TTS SOUND!        | £229.50 |
| R3606    | PULLMAN, 5-BEL 'BRIGHTON BELLE' TRAIN PACK                                      | £154.50 |
| R4871    | MATCHING COACH PACK:<br>5-BEL 'BRIGHTON BELLE' COACH PACK                       | £137.50 |
| R3609    | GWR, IEP BI-MODE CLASS 800/0 'QUEEN ELIZABETH II' & 'QUEEN VICTORIA' TRAIN PACK | £229.50 |
| R4870    | MATCHING COACH PACK:<br>GWR, IEP BI-MODE CLASS 800/0 COACH PACK                 | £137.50 |
| R4816    | SR, MAUNSELL KITCHEN/DINING FIRST, 7869                                         | £36.50  |
| R4817    | BR, MAUNSELL KITCHEN/DINING FIRST, S7946S                                       | £36.50  |
| R3656    | VIRGIN TRAINS CLASS 87 019 'SIR WINSTON CHURCHILL' BO-BO LOCOMOTIVE             | £129.50 |
| R3659    | COLAS RAIL FREIGHT CLASS 67 023 BO-BO DIESEL LOCOMOTIVE                         | £123.50 |
| R3662    | GWR GREEN CLASS 153 368 DMSL LOCOMOTIVE                                         | £84.50  |
| R6888TTS | VENT VAN WITH TTS SOUND                                                         | £32.50  |

SEE OUR WEBSITE FOR FULL LISTINGS  
INCLUDING SPECIAL OFFERS & GREAT DEALS!!

www.railsofsheffield.com

PRICING POLICY FOR IN STOCK AND AVAILABLE ITEMS: The price advertised on Rails of Sheffield website will be the price charged at the time of the order being processed. This excludes errors in pricing (E & OE) in the event of an error with a price you will be contacted prior to the order being processed and given the option to accept the correct price or cancel the order.

PLEASE NOTE: All items currently in stock are despatched immediately. Forthcoming releases will be despatched immediately upon release. If your order contains both current items and forthcoming releases then these will be despatched separately and subject to separate delivery charges.

*All popular  
Manufacturers*

**ALSO STOCKED AT BARGAIN PRICES!**



**NOW STOCKING**



SHIPPING COSTS: ROYAL MAIL 48 HOUR TRACKED £4.00: Royal Mail aim to deliver within 2 days of dispatch including Saturdays (this is not a guaranteed service and parcels can take longer to arrive).

ROYAL MAIL 24 HOUR TRACKED £5.00: Royal Mail aim to deliver within 1 day of dispatch including Saturdays (this is not a guaranteed service and parcels can take longer to arrive).

SPECIAL DELIVERY £8.50: Guaranteed delivery by 1pm the next day Monday to Saturday. With full track and trace system, your parcel is delivered speedily and securely (orders must be placed by 2pm to guarantee same day dispatch).

PARCEL FORCE COURIER SERVICE £7.50: Next day delivery for much of the UK, including Saturdays. Full track and trace system. Used for parcels over 1.8kg without packing or if you would like a speedy secure delivery of your parcel. This excludes the following post codes BT, JE, GY, IM, KW, IV, PA and PO30-44, KA27-28, PH17-26, PH49-50 and ZE. The cost for these postcodes is £12.00 and will be delivered within two to three working days (orders must be placed by 3pm to guarantee same day dispatch).

WORLDWIDE POSTAGE: For all orders outside the UK, postage will be charged at cost, based on the weight and size of the parcel.

21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 ORL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: [info@railsofsheffield.com](mailto:info@railsofsheffield.com)

Web: [railsofsheffield.com](http://railsofsheffield.com)

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railssheffield](https://www.twitter.com/railssheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)





RAILS OF SHEFFIELD

railsofsheffield.com

Corporate Partners of

RAILWAY  
MUSEUM

# WANTED

## CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED,  
ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A  
LIFETIME COLLECTION. DISTANCE NO OBJECT.  
PLEASE TELEPHONE, OR EMAIL YOUR LISTS TO  
SECONDHAND@RAILSOF SHEFFIELD.COM

**BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE**

**RAILS OF SHEFFIELD VALUE YOUR SECOND HAND COLLECTION VERY HIGHLY**

LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES  
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE

**FULL COLLECTIONS PURCHASED / UK & WORLDWIDE COLLECTION AVAILABLE**

**TOP  
GUARANTEED  
PRICES  
PAID**

*We urgently require collections of any size,  
featuring products from the following manufacturers:*

**FAMILY  
BUSINESS  
FRIENDLY  
SERVICE**



Telephone our Second Hand team on: (0114) 255 1436 or email: secondhand@railsofsheffield.com - Ref: BRM2018

21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 0RL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: info@railsofsheffield.com

Web: railsofsheffield.com

YouTube: railsofsheffield

Facebook: railsofsheffield

Twitter: railssheffield

Instagram: railsofsheffield





# RAILS



[railsofsheffield.com/exclusive](http://railsofsheffield.com/exclusive)

Corporate Partners of

## RAILWAY MUSEUM



*HURRY Final Few Remaining*  
ORDER NOW TO AVOID DISAPPOINTMENT

## Dynamometer Car

EXCLUSIVELY PRODUCED BY RAPIDO  
TRAINS INC. ONLY FOR RAILS LIMITED

**BUY NOW**  
**£125.00**



### CLASS 37 425 'CONCRETE BOB' BR Diesel Locomotive



EXCLUSIVE EDITION  
FOR RAILS LIMITED

DCC  
READY

**NEW  
LOWER  
PRICE**

**BUY NOW**  
**£129.50**



32-384Y

### CLASS 66 727 'MARITIME ONE' GBRf Diesel Locomotive



EXCLUSIVE EDITION  
FOR RAILS LIMITED

DCC  
READY

**BUY NOW**  
**£169.99**



32-979W

STROUDLEY TERRIER A1 CLASS LBSCR

## 'BOXHILL' TERRIER

IMPROVED ENGINE GREEN 0-6-0 LOCOMOTIVE NO.82

IN  
PARTNERSHIP  
WITH

**dapol**  
Model Railway Company

LIMITED  
EDITION  
OF ONLY  
150



Image is of  
an early  
pre-production  
sample.

RAILS EXCLUSIVE MODEL

O GAUGE

LIMITED EDITION OF ONLY 150 PIECES!

Features include: sprung metal buffers, die cast running plate for extra quality and weight, complete with firebox glow and flicker, sprung metal coupling hook and screw coupling, etched plates where applicable, finely moulded body with many separately added fine details, cast profiled wheels with fine relief and appropriate colouring, tungsten chassis and all wheel pick up, powerful 5 pole skew wound motor with refined slow running control.

**BUY NOW £225.00**

IN  
ASSOCIATION  
WITH



RAILWAY  
MUSEUM

21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 0RL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: [info@railsofsheffield.com](mailto:info@railsofsheffield.com)

Web: [railsofsheffield.com](http://railsofsheffield.com)

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railssheffield](https://www.twitter.com/railssheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)





# RAILS



railsofsheffield.com/exclusive

Corporate Partners of

## RAILWAY MUSEUM

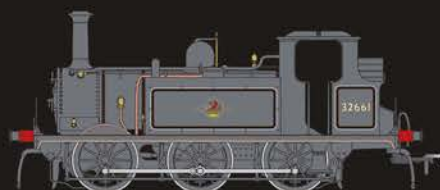
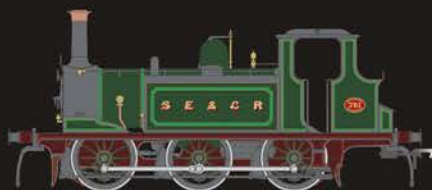
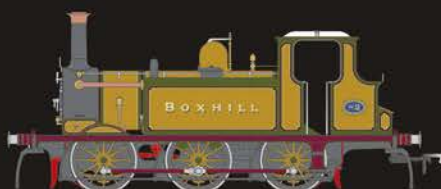
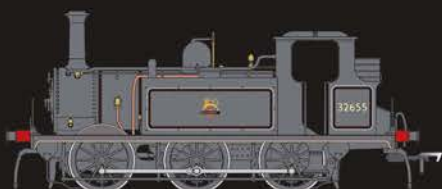
# STROUDLEY A1 / A1X TERRIER 0-6-0

NEWLY TOOLED OO GAUGE MODEL

IN  
PARTNERSHIP  
WITH

## dapol

Model Railway Company



**PRE-ORDER NOW!**  
DCC READY VERSION £110

**6 VERSIONS  
AVAILABLE**

*Secure yours for  
ONLY £30 DEPOSIT*

*Expected Q4 2018*

# — CALEDONIAN CLASS 812 —



**FIVE VERSIONS  
AVAILABLE:**

Caledonian Railway No. 828  
(as preserved)

Caledonian Railway No. 828  
(as built)

LMS Black Livery No. 17566

BR Black Early Emblem  
No. 57565 (weathered)

BR Black Late Crest No. 57566



IN  
ASSOCIATION  
WITH



**PRE-ORDER  
NOW!**

**ONLY  
£30 DEPOSIT**

OO GAUGE MODEL



21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 0RL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: [info@railsofsheffield.com](mailto:info@railsofsheffield.com)

Web: [railsofsheffield.com](http://railsofsheffield.com)

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railssheffield](https://twitter.com/railssheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)



SELL yours today at [www.hattons.co.uk/preowned](http://www.hattons.co.uk/preowned)

## Get cash for your items in just four easy steps...



\*Same day payments apply for collections received Monday to Friday before 2pm. Any collections received after 2pm will be paid on the next working day. Please note: In the unlikely event that we revise our offer price for your collection, you will be paid after responding to our offer. For full Terms and Conditions, visit [hattons.co.uk/preownedterms](http://hattons.co.uk/preownedterms)

ALL brands purchased including:





# FOR CASH



**BUY pre-owned items online at [hattons.co.uk/latestpreowned](http://hattons.co.uk/latestpreowned)**



**WE PAY\***  
**STRAIGHT AWAY!**

## So why choose Hatton's?

- More than 70 years of experience
- Offering you the best prices in the industry
- Valuations made by experts
- Free quotes with no obligation to trade
- We can arrange delivery – no collection too big or too small
- Fast, secure payment • Store credit available

**//** An excellent service everytime without fault. I honestly cannot think of anything which could be improved."

**Mr A Manning, Ipswich**

**//** Excellent service, fair offer. I will not hesitate to use their service again and recommend it. Thank you."

**Mr P Shaddock, Portsmouth**

**//** Very simple to trade-in. Beforehand I had thoughts of problems with couriers and the like, but all very easy."

**Mr D Spottiswoode, Kilmarnock**

**Call us on 0151 305 1755**  
**or email [preowned@hattons.co.uk](mailto:preowned@hattons.co.uk)**

**17 Montague Road,  
Widnes WA8 8FZ**

Phone opening times:  
Mon to Sun 9am-5pm.





Ellis Clark Trains  
Unit 1 Toller Court  
Shortbank Road, Skipton  
North Yorkshire BD23 2HG



# WANTED

**TOP PRICES PAID FOR YOUR COLLECTIONS  
OF MODEL RAILWAYS, DIECAST & TINPLATE**  
For more info call Ellis on 07799 554491

- ◆ Call, email or post a list
- ◆ All makes, gauges and ages considered
- ◆ British, Continental and American
- ◆ All gauges of kit/scratch built and live steam
- ◆ Diecast & tinplate cars, lorries, planes, soldiers
- ◆ Payment in your preferred method
- ◆ Happy to travel nationwide and view or collect
- ◆ Friendly and professional service
- ◆ Large collections a speciality



T 01756 701451  
M 07799 554491  
E [ellis@ellisclarktrains.com](mailto:ellis@ellisclarktrains.com)  
W [ellisclarktrains.com](http://ellisclarktrains.com)

**NEW  
PRODUCTS  
ADDED  
WEEKLY**





# RTR FINESCALE 'O' GAUGE MK1 COACHES

FEATURING BRASS SIDES, SUPER-DETAILED INTERIORS WITH LIGHTS & MANY MORE FEATURES.

"I THINK THE CONSTRUCTION METHODOLOGY IS A TOUR DE FORCE."

ROBIN MCHUGH, GOG REVIEWER

**ONLY £189 EACH**

AVAILABLE IN 6 LIVERIES. IN STOCK NOW: BSK, SK, CK, TSO, BCK & FK.  
Other coach types available for pre-order:



SLF/S Sleepers



Miniature Buffet



57' Full Brake



Restaurant Second Open



Restaurant/Kitchen



Restaurant First Open



## RTR 57' BR MK1 SUBURBAN COACHES

AVAILABLE FOR PRE-ORDER EXCLUSIVELY THROUGH ELLIS CLARK TRAINS. AVAILABLE Q4.

PRE-ORDER IN MAROON (LINED & UNLINED), CRIMSON & BLUE:

- ✓ Composite
- ✓ Composite (with lavatory)
- ✓ Brake Second
- ✓ Open Second
- ✓ Second
- ✓ Second (with lavatory)

### FEATURING:

- ✓ Brass sides
- ✓ Super-detailed interiors with lights
- ✓ Professionally painted & lined
- ✓ Die-cast underframe
- ✓ Compensated all-new MK1 bogies

**PART-EX  
AVAILABLE  
on all  
DARSTAED**

**ONLY £169 EACH**

For more info visit:  
[ellisclarktrains.com/pages/darstaed](http://ellisclarktrains.com/pages/darstaed)



**ONLY AVAILABLE THROUGH  
ELLIS CLARK TRAINS**

Ellis Clark Trains, Unit 1 Toller Court, Shortbank Road, Skipton, North Yorkshire BD23 2HG

[ellis@ellisclarktrains.com](mailto:ellis@ellisclarktrains.com) ♦ 01756 701451 or 07799 554491 ♦ [ellisclarktrains.com](http://ellisclarktrains.com)





# CLASSIFIED SECTION

## ACCESSORIES, BOOKS & MODEL SERVICES

### NICK TOZER

RAILWAY BOOKS

### RAILWAY BOOKS BOUGHT & SOLD

### Free Railway Booksearch Service

155 Church Street, Paddock,  
Huddersfield, HD1 4UJ  
Shop now open: Tue/Wed/Sat  
(non-show dates) 11:00-17:00  
+ Thu 14:00-20:00

Tel: 01484 518159 (answer machine)

[www.railwaybook.com](http://www.railwaybook.com)

email: [nick@railwaybook.com](mailto:nick@railwaybook.com)

### Top Trains

### NEW

### Shop for model railway enthusiasts

### OPEN NOW Free Parking

Wide range of stock from all  
your favourite suppliers,  
PLUS bespoke services,  
ordering service and online shop.



Top Pets

Call us or see our website for details

28 Marston Road, Stafford, ST16 3BS

Tel: 01785 247883

## MODELS

### Pooleys Puffers

MODEL RAILWAY SUPPLIES  
NEW & USED MODEL  
RAILWAYS



Partnership: David & Anne Poole  
Diecast Models  
Kits & Accessories

382a Jedburgh Court, Team Valley Trading Estate, Gateshead, Tyne & Wear. NE11 0BQ  
Mon - Thurs - 10am - 4pm. Fri - Sat & Bank holidays please telephone for opening times. Sunday Closed

Tel: 0191 4910202/4106386 Mobile: 07976 519178

[www.pooleypuffers.com](http://www.pooleypuffers.com) e-mail: [pooleypuffers@btopenworld.com](mailto:pooleypuffers@btopenworld.com)

## MODELS



### JOHN DUTFIELD LLP

Gift  
Vouchers  
available

Stockists of many brands inc Bachmann, Hornby, Graham  
Farish, Dapol, Gaugemaster and Peco.  
Secondhand bought and sold.  
Selection of kits, glues, tools, paints and accessories.  
Wards Yard, 133 Springfield Park Road  
(at the junction with Hill Road) Chelmsford CM2 6EE  
TEL: 01245 494455. EMAIL: [heatherwilkinson@btconnect.com](mailto:heatherwilkinson@btconnect.com)  
[www.johndutfieldmodelrailways.co.uk](http://www.johndutfieldmodelrailways.co.uk)

**OPENING HOURS:**  
9.00am-5.30pm  
Mon, Tues, Thurs,  
Fri and Saturday  
Closed Wed, Sun  
& Bank Holidays  
All major credit/debit  
cards accepted.

## ACCESSORIES, BOOKS & MODEL SERVICES

### MP Middleton Press

EVOLVING THE ULTIMATE RAIL ENCYCLOPEDIA

PUBLISHED 20 OCTOBER

### MANSFIELD TO DONCASTER

via Shirebook and Shireoaks

- Recently Published -  
DISS TO NORWICH  
CHESTERFIELD TO LINCOLN  
PEEBLES LOOP

Albums £18.95 FREE P&P (UK) MAIL ORDER

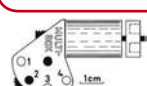
[www.middletonpress.co.uk](http://www.middletonpress.co.uk)

Easebourne Lane, Midhurst. GU29 9AZ

T: 01730 813169 E: [sales@middletonpress.co.uk](mailto:sales@middletonpress.co.uk)

Please visit our website  
or telephone for a brochure

### BRANCHLINES



### MOTORS AND GEARBOXES

Please email or write for our  
extensive catalogue covering  
all the Mashima range, our  
bearings, drive shafts etc to suit all popular modelling scales.



### BLACK BEETLE MOTOR BOGIES

Powered 'Black Beetle' £48.50

Unpowered 'Dummy Beetle' £17.50

Black Beetle N/Silver wheels £3.30/axle

P.O Box 4293, Westbury, BA13 9AA

Tel/Fax: 01373 822231

Email: [sales@branchlines.com](mailto:sales@branchlines.com)

Blog: [branchlines.blogspot.com](http://branchlines.blogspot.com)

Cat's SSAE +£1 (in stamps) extra or £2.50 C.Card

Please state interests.

P&P: UK £2.25 (value under £30) £3.50 (value £30-£60)

£4.50 (over £60) per order.

Non-EU and BFPD less VAT. Exports £4.00 Minimum

Mon-Thurs: 9.30am-1pm, 2pm-6pm

## BOOKS

### Alan Cliff's Railway Books

Teens/Adults

"Holy War" - The story of the last  
narrow-gauge steam quarry engine in Wales £3

Children - Reading Age 6-9yrs

Jack the Station Cat Takes a Holiday (all colour)

Jack the Station Cat and the Vanishing Lady (all colour)

Jack the Station Cat and the August Day (all colour)

Jack the Station Cat and the Snail Trail (all colour)

Jack the Station Cat Takes Charge (all colour)

Jack the Station Cat and the Midnight Mice (all colour)

Jack goes to School (all colour)

Jack and the Lost Kittens (all colour)

Jack and the Great Little Trains Robbery

Jack in a Signal Box

Jack and the Tail's End Tickets

Each book £2.95 - Set of 11 stories £28.50

CD - The Jack Song £2 + post free when ordered with book(s)

All above books post free

Books signed. Cheques payable to:

Jack the Station Cat Ltd

38 Clifton Park Road, Rhyl LL18 4AW

Tel 01745 344963

[www.jackthestationcat.co.uk](http://www.jackthestationcat.co.uk)

Trade Enquiries Welcome

## KITS

### Severn Models

Fine Kits  
of Buildings  
& Miniature  
Detailing



Kits for N, OO & O layouts  
See the website for a painting guide  
Severn Models, PO Box 785,  
Broseley, TF7 9FT, UK.

[www.SevernModels.com](http://www.SevernModels.com)

### MODEL JUNCTION

### The Best Model Shop In Suffolk

Peco  
Hornby  
Bachmann  
Gaugemaster  
Metcalfe Models  
And So Much More

Whiting St. Bury St. Edmunds IP33 1NX

[www.modeljunction.com](http://www.modeljunction.com)

Open Mon - Sat 9.00 - 5.00 **01284 753456**

### Skytrex Model Railways

Unit 1 Charnwood Business Park, North Rd,  
Loughborough, Leics LE11 1LE  
tel: 01509 213789

For OO Gauge

[www.skytrexmodelrailways.com](http://www.skytrexmodelrailways.com)

For O Gauge

[www.ogauge.co.uk](http://www.ogauge.co.uk)

Free subscription to newsletters!  
Details on websites

### THE HOBBY GOBLIN

### STOKE-ON-TRENT

54 Hamil Road, Burslem,

Stoke-on-Trent ST6 1AU

- Hornby
- Bachmann
- Peco • Lenz
- Dapol
- Gaugemaster
- Plus much more!

New website  
and new larger  
shop with easy,  
free parking!

OPEN: Tue, Weds, Fri 10-4;

Thurs 10-5.30 Sat 10-2

T: 01782 818433/07973 478294

E: [info@thehobbygoblin.co.uk](mailto:info@thehobbygoblin.co.uk)

[www.thehobbygoblin.co.uk](http://www.thehobbygoblin.co.uk)

**ADDLESTONE**  
**Model Centre**  
Opening Times Mon-Sat 9:30-5:30, Sun 11:00-2:00  
**130 Station Road, Addlestone,**  
**Surrey KT15 2BE**  
Tel: 01932 845440 [www.addlestone-models.co.uk](http://www.addlestone-models.co.uk)

Railways  
Buses  
Aviation  
Canals  
**DEREK'S TRANSPORT BOOKS**  
All Transport Subjects Covered  
[www.derekstransportbooks.com](http://www.derekstransportbooks.com)  
Over 8000 Books in Stock on-line  
Based in the New Forest  
Est. 1995  
Shipping  
Commercial  
Motoring  
Vehicles

Sign up to our monthly FREE e-newsletter

## EXCLUSIVE ARTICLES, COMPETITIONS & OFFERS



**REGISTER NOW!**  
[www.brmm.ag/brmeshotsignup](http://www.brmm.ag/brmeshotsignup)

### THE MODEL SHOP

Now taking orders for New models  
Specialist Model Railway Stockist

4 St David's Hill,  
Exeter EX4 3RG

(just off the old Iron Bridge)

Now Agents for NCE DCC systems

[www.trainsandtrack.co.uk](http://www.trainsandtrack.co.uk)

Tel: 01392 421906

Shop open Tues to Sat, 9.30-5pm

### JACKSON MEDIA

Cherished Memories Brought Back To Life

Got lots of old 8mm film or VHS tapes  
containing movies of steam from a bygone era?  
Why not have them transferred to DVD.



Send an email or telephone us for a quote.  
[info@jacksonmedia.co.uk](mailto:info@jacksonmedia.co.uk) - 07968 108918



## ADVERTISERS' INDEX

|                                          |                       |                                       |         |
|------------------------------------------|-----------------------|---------------------------------------|---------|
| 3DK.....                                 | 136                   | Malc's Models.....                    | 138     |
| 3mm Scale Model Railways.....            | 136                   | Marcway Models & Hobbies.....         | 149     |
| A C Models.....                          | 124                   | Megapoint Controllers.....            | 137     |
| Addlestone Models.....                   | 148                   | Meridienne Exhibitions Ltd.....       | 111     |
| AGR Model Railway Store.....             | 130                   | Metcalfe Models & Toys Ltd.....       | 8 & 9   |
| Airframed Glass Display Cases.....       | 136                   | Mickleover Mr Group.....              | 108     |
| All Components.....                      | 133                   | Middleton Press.....                  | 148     |
| Alphagraphix.....                        | 136                   | Mike's Models.....                    | 132     |
| Anoraks Anonymous.....                   | 135                   | Millenium Models.....                 | 150     |
| Bachmann Europe Plc.....                 | 2                     | Miniature World Rotterdam.....        | 121     |
| Barry Stockton Fairs.....                | 108                   | Model Junction (Bury).....            | 148     |
| Bill Hudson Transport Books.....         | 150                   | Model Railway Solutions.....          | 134     |
| Black Dwarf Lightmoor.....               | 133                   | Modula Layouts.....                   | 134     |
| Book Law Publications.....               | 125                   | Monk Bar Model Shop Ltd.....          | 134     |
| Bournemouth Model Railway Centre.....    | 118                   | Morley Controllers Ltd.....           | 130     |
| Bradford Exchange.....                   | 23                    | Morris Models.....                    | 134     |
| Branchlines.....                         | 148                   | Moseley Railway Trust's.....          | 108     |
| Brighton Toy & Model Museum.....         | 91                    | N Gauge Society.....                  | 63      |
| Brimal.co.uk.....                        | 121                   | Nick Tozer.....                       | 148     |
| Bufferbeam.....                          | 91                    | Northumbrian Painting Services.....   | 138     |
| C & M Models.....                        | 130                   | Olivia's Trains & Models.....         | 135     |
| Cambrian Model Rail.....                 | 133                   | P & D Marsh.....                      | 138     |
| Church Street Models.....                | 130                   | Paington Model Shop.....              | 138     |
| Cm3models.....                           | 139                   | Pems Butler.....                      | 127     |
| Coastal DCC.....                         | 124                   | Pennine Models.....                   | 119     |
| Connoisseur Models.....                  | 150                   | Peter Osborne Backscenes.....         | 150     |
| Cr Signals.....                          | 121                   | Peters Spares Model Railways Ltd..... | 128     |
| Crafty Hobbies.....                      | 136                   | Platform 3 Models.....                | 138     |
| Culcheth Model Railways.....             | 120                   | Pooleys Puffers.....                  | 148     |
| Dapol Ltd.....                           | 153                   | Rails Of Sheffield.....               | 140-143 |
| Db Models.....                           | 139                   | Railway Conductor.....                | 135     |
| DCC Concepts.....                        | 6, 37 & 91            | Redcar Models & Hobbies.....          | 136     |
| Derek's Transport Books.....             | 148                   | Repta.....                            | 134     |
| Durham Trains of Stanley.....            | 150                   | Rhuddlan Models.....                  | 138     |
| E.M.A Model Supplies Ltd.....            | 130                   | Rochester Games & Models.....         | 138     |
| Edwinstowe Trains.....                   | 136                   | Ron Lines.....                        | 134     |
| Ellis Clark Trains.....                  | 146 To 147            | Roxey Mouldings.....                  | 150     |
| English Model Railways.....              | 130                   | S Kits.....                           | 150     |
| Expo Drills & Tools.....                 | 12 & 13               | Scale Model Scenery Ltd.....          | 134     |
| Express Models.....                      | 130                   | Scalescenes.com.....                  | 134     |
| Fareham District M.r.c.....              | 109                   | Severn Models.....                    | 148     |
| Finescale Model World Ltd.....           | 137                   | Shady Lane Models.....                | 137     |
| Finescalebrass (UK) Ltd.....             | 120                   | Skytrex.....                          | 148     |
| Fire Brigade Models.....                 | 131                   | Slater's Plastikard Ltd.....          | 37      |
| Foursight Publications Ltd.....          | 74 & 75               | South Eastern Finecast.....           | 137     |
| Fox Transfers Ltd.....                   | 131                   | South West Digital.....               | 128     |
| Frizinghall Models & Railways.....       | 139                   | Special Auction Services.....         | 110     |
| Frome Model Centre.....                  | 123                   | Sports & Model Shop.....              | 150     |
| Ftg Models.....                          | 136                   | Squires Model & Craft Tools.....      | 111     |
| Gateshead Toy Fair.....                  | 108                   | Strathwood.....                       | 114-117 |
| Gaugemaster Com.....                     | 96                    | Sunningwell Comm& Control Ltd.....    | 150     |
| GFB Designs (Sig-Na Trak).....           | 125                   | Swansea Railway Modellers Group.....  | 109     |
| Ghost-Signs.....                         | 132                   | Ten Comm&ments.....                   | 128     |
| Golden Valley Hobbies Ltd.....           | 132                   | The Airbrush Company.....             | 118     |
| Graeme Simmonds.....                     | 132                   | The Garden Of Engl& Modelfest.....    | 108     |
| Grimy Times.....                         | 122                   | The Hereford Model Centre.....        | 22      |
| Gscale.co.uk.....                        | 132                   | The Hobby Goblin.....                 | 148     |
| GWR Benches Ltd.....                     | 135                   | The Hobby Shop.....                   | 123     |
| H. & A. Models.....                      | 136                   | The Model Shop.....                   | 138     |
| Harburn Hobbies.....                     | 125                   | The Model Shop (Exeter).....          | 148     |
| Harder & Steenbeck GmbH & Co.....        | 138                   | TMC The Model Centre.....             | 10 & 11 |
| Hartlepool Model Railway Exhibition..... | 109                   | Tony Oakes.....                       | 108     |
| Hatton's.....                            | 14-21 & 144-145 & 154 | Tony's Trains.....                    | 123     |
| Heljan.....                              | 107                   | Topp Trains.....                      | 148     |
| High Lane Model Railways.....            | 136                   | Tower Models.....                     | 3       |
| Hornby Hobbies Ltd.....                  | 39 & 126              | Townstreet.....                       | 133     |
| Howard Scenic Supplies.....              | 150                   | Trackshack.....                       | 123     |
| In The Greenwood Laser.....              | 127                   | Train Times Model Shop.....           | 135     |
| Irish Railway Models.....                | 90                    | Trains 4U.....                        | 133     |
| Isle Of Man Railways.....                | 127                   | Tri-Angman.....                       | 135     |
| Items Mail Order Ltd.....                | 136                   | Trident Trains Model Shop.....        | 135     |
| Jack The Station Cat Ltd.....            | 135                   | Tring & District MRC.....             | 108     |
| Jackson Media.....                       | 148                   | Tutbury Models.....                   | 136     |
| Jacksons Models.....                     | 136                   | Upstairs Downstairs.....              | 136     |
| Joe Lock.....                            | 108                   | Vectis.....                           | 113     |
| John Day Models.....                     | 136                   | W D Models.....                       | 136     |
| John Outfield.....                       | 148                   | Warners Exhibitions.....              | 112     |
| Keighley Model Railway Club.....         | 108                   | Warwick & Warwick.....                | 98      |
| Kent Garden Railways.....                | 129                   | You Choos.....                        | 128     |
| Kernow Model Rail Centre Ltd.....        | 129                   | York Modelmaking.....                 | 132     |
| KS Laser Designs Ltd.....                | 129                   |                                       |         |
| Lacy Scott & Knight.....                 | 113                   |                                       |         |
| Lanetop Models.....                      | 119                   |                                       |         |
| Langley Miniature Models.....            | 131                   |                                       |         |
| Locomotion.....                          | 124                   |                                       |         |
| Lord & Butler.....                       | 132                   |                                       |         |
| Mac's Model Railroading.....             | 131                   |                                       |         |
| Mad About Trains.....                    | 132                   |                                       |         |
| Magnet Insurance.....                    | 149                   |                                       |         |

# MARCWAY

## POINTWORK

**PROFESSIONAL** **Est. 54 Years**  
**RENOWN FOR QUALITY**  
 UNRIVALLED EXPERTISE IN TRACK AND POINTWORK  
 Ranges available in gauges 1, 0, SM32, 00, EM, HO 0-16.5.  
 All are ready to run and spray finished. SAE or phone for leaflet

### MARCWAY 0 Gauge Pointwork

Handcrafted with code 125 bullhead nickel silver rail matching Marcway, Peco and C & L 0 gauge track. Built as per all our ready to run pointwork ranges with live frogs, are self isolating and rail built throughout with no cast or moulded parts. Extensive standard range including 3 ways, slips, crossings, curve points etc. L & R point start at £52.50. Introduction offer 4x72" or 48" points £190.00

### MARCWAY 00 or EM Pointwork

Handcrafted in either 00 or EM gauges with code 75 nickel silver Bullhead rail and to match to SMP Scaleway track. The 00 range are built to take Hornby, Bachmann, Lima as well as finescale wheel standards. EM are set to the normal fine settings. Range includes slips, 3 ways, curve points etc. Construction & finish as per 0. Prices start at £29.50 for L or R. Introductory offer 4 or L or R, hand 36" or 48" points for £108.00

### & MARCWAY SCALE FLEXIBLE TRACKS

Injection moulded plastic based. Finely detailed and proportioned to capture bullhead trackwork of the British Steam Era

**- NEW 0 GAUGE -**

|                                                                     |        |
|---------------------------------------------------------------------|--------|
| 0 Gauge 0 Track 125BH Rail Nickel Silver. Box of 10 yards.....      | £65.00 |
| J Scaleway 00 Track 75BH Nickel Silver Rail. Box of 10 yards.....   | £46.50 |
| K Scaleway 00 Track 75BH Phosphor Bronze Rail. Box of 10 yards..... | £46.50 |
| L Scaleway EM Nickel Silver Track 75BH Box of 10 yards.....         | £46.50 |
| M Scaleway EM Phosphor Bronze Track 75BH Box of 10 yards.....       | £46.50 |
| P4 18.88 + 19.33 75BH Rail. Boxes of 10.....                        | £49.50 |

### Custom Pointwork

We construct custom pointwork & junctions in any gauge to your required specifications. All gauges from G to 009 including Dual Gauge & American 0 & Narrow Gauges.  
 PHONE MARC 01709 542951  
 (not always manned)  
 TECHNICAL & CUSTOM POINTWORK

### PCB, SLEEPER, RAILS, TEMPLATES, GAUGES, KITS ETC

## MARCWAY SCALE MODELS

POSTAGE EXTRA  
**0114 2449170**  
 Orders by phone with credit or debit card. No cheques or postal orders / phone Marc

VISIT OUR SPACIOUS SHOP - 1200sq ft Sales Area • SHOP OPEN 10am-4pm 6 days a week  
 Phone, Fax or Post your order. [marcway.net](http://marcway.net) has full Marcway Pointwork list  
**HORNBY & SCALEXTRIC MAIN AGENTS** Peco - Farish - Gaugemaster - Bachmann etc. Sets, Train Packs, Locos & Rolling Stock, Track Controls & Accessories etc. Also modellers tools, airbrushes, paints, plastic, metal and wood section and sheet. **Secondhand equipment bought and sold. Vast selection combined with helpful & friendly service - Free technical advice by phone or in store**  
**598-600 ATTERCLIFFE RD, SHEFFIELD S9 3QS**  
 SITUATED 2 MILES FROM M1 JUNC 34 (Meadowhall Exit) 200yds from Attercliffe Tram Stop

Underwritten by

**ansvar**  
 keeping the best of your community

modelrailwayinsurance.co.uk

# SPECIALIST MODEL RAILWAY COLLECTION INSURANCE

from £67.20\* per annum

\*Based on sums insured of £12,500

Full policy terms and conditions available at [www.modelrailwayinsurance.co.uk](http://www.modelrailwayinsurance.co.uk)

## Call us on 01636 858249

Our Model Railway Collection Policy is for enthusiasts who own a Model or Garden Railway, and provides cover anywhere in the UK, including in transit and whilst at an exhibition.

Optional cover can be added to include Public Liability for ride-on passenger carrying locomotives.

We also offer:

- Exhibition Insurance
- Club or Society Insurance

**magnet™**

[www.modelrailwayinsurance.co.uk](http://www.modelrailwayinsurance.co.uk)  
 Newark Beacon | Cafferata Way | Newark | NG24 2TN  
 Authorised and regulated by the Financial Conduct Authority



## WEB DIRECTORY

### CONNOISSEUR MODELS

0 Gauge Etched Locomotive, Wagon & Carriage Kits  
Website & On Line Catalogue

[www.jimmcgeown.com](http://www.jimmcgeown.com)

or Send 2nd Class Address Label For Free Printed Catalogue  
1 Newton Cottages, Nr Weobley, Herefordshire HR4 8QX

Sign up to our monthly FREE e-newsletter

**EXCLUSIVE ARTICLES, COMPETITIONS & OFFERS**

**BRM**  
BRITISH RAILWAY MODELLING

**REGISTER NOW!**

[www.brmm.ag/brmeshotsignup](http://www.brmm.ag/brmeshotsignup)



*Always looking to bring you the best in  
Digital Command Control systems and support*

For further details please send a SAE to:

SCC Ltd. PO Box 381, Abingdon SO, OX13 6YB Tel: 01865 730455

Or visit our website at: [www.scc4dcc.co.uk](http://www.scc4dcc.co.uk) Email: [info@scc4dcc.co.uk](mailto:info@scc4dcc.co.uk)



## Millennium Models

Hornby, Bachmann, Peco and more.

New and Secondhand stock

Jarvis, Dapol, Metcalfe, Corgi, Oxford

**67 Queen Street, Morley, Leeds LS27 8EB**

**Tel: 0113 2189286 [www.millenniummodels.co.uk](http://www.millenniummodels.co.uk)**

### BILL HUDSON TRANSPORT BOOKS

New, second-hand & American books

[www.billhudsontransportbooks.co.uk](http://www.billhudsontransportbooks.co.uk)

Tel/Fax: 01629 580797

Please visit: Matlock Station, Station Yard, Matlock DE4 3NA

### PLASTICS • METALS • SCENICS

00 & N Scale • Peco • Hornby • Bachmann • Metcalfe • Wills • Ratio • Dapol



**SPORTS & MODEL**

[www.sportsandmodelshop.co.uk](http://www.sportsandmodelshop.co.uk)

80 High Street, Dringwall, N13 9FF • Based in the Highlands • Phone: 01349 952346

### PETER OSBORNE BACKSCENES

Photo scenes bespoke printed to size

Photo sheets of Buildings & Alleyways

Downloadable Facades & Alleyways

[www.peterosbornebackscenes.co.uk](http://www.peterosbornebackscenes.co.uk)

## roxeymouldings.co.uk

Your website for finescale locomotive, carriage and wagon kits in 00 and 0 gauges. A wide range of accessories in stock from Slater's, Markits, Romford, Alan Gibson and our own etched detail frets. Motors from Mashima and Tenshodo with gears and gearboxes from Markits and Roxey. Markits 00 rolling stock wheels and our own turned steel wheels for 0 gauge. Ixion 0 gauge ready to run locos locos. For Exhibition sales only, we stock solder, flux and Precision Paints.

**Roxey**  
MOULDINGS

58 Dudley Road, Walton-on-Thames, Surrey KT12 2JU

Tel: 01932 245439

**Roxey**  
MOULDINGS



No10, The Craft Arcade  
Dagfields Craft Centre,  
Crewe Road, Walgherton, Nantwich,  
Cheshire. CW5 7LG

[www.tridenttrains.co.uk](http://www.tridenttrains.co.uk)

HORNBY-BACHMANN-HELJAN-FARISH DAPOL-PECO-LENZ-  
TCS-GAUGEMASTER-METCALFE-RATIO+MUCH MORE

01270 842400

### S KITS

16 BARROW ROAD, SILEBY,  
LOUGHBOROUGH, LEICS LE12 7LP  
[info@shrapnel.btinternet.com](mailto:info@shrapnel.btinternet.com)

Please make cheques payable to:  
George Ansell.

P&P: Orders under £15 add £1.50,  
under £35 add £2,  
over £35 - post free

Wagon kits with resin bodies/whitemetal fittings  
(require wheels & bearings) and scenic items

#### Scenic Items

|                                     |                |
|-------------------------------------|----------------|
| SC25 Portastore Toolvault.....      | £4.20          |
| SC26 3 Portastore Flamvaults.....   | £4.20          |
| SC33 Lineside wire fence posts..... | £7.25 per pack |
| SC39 4 Point heater boxes.....      | £2.00          |
| SC42 Stencil speed limit signs..... | £2.10          |

## DURHAM TRAINS OF STANLEY

MORE THAN JUST A MODEL SHOP

WE STOCK ALL MAJOR BRITISH OUTLINE ROLLING STOCK AND SCENICS AS WELL AS OXFORD DIECAST. WE ALSO OFFER A CHIP FITTING SERVICE RTO READY AND HOME DCC READY LOCOS AND SERVICE MOST MAKES OF LOCOS. JUST CLICK ON OUR WEBSITE FOR MORE INFORMATION. WE ALSO HAVE OVER 3000 ITEMS FOR SALE ONLINE.

6 STATION ROAD, STANLEY, CO.DURHAM, DH8 0JL

SHOP OPEN MON-TUES-FRI-SAT OPEN 0930-1700 • THURS 1100-1900 • CLOSED WEDNESDAY AND SUNDAY

TEL: 01207 232545 • [www.durhamtrainsofstanley.co.uk](http://www.durhamtrainsofstanley.co.uk) • email: [sales@durhamtrainsofstanley.co.uk](mailto:sales@durhamtrainsofstanley.co.uk)

## Howard Scenic Supplies

Your first stop for model railway scenery



[www.howardscenicsupplies.co.uk](http://www.howardscenicsupplies.co.uk)

Email: [sales@howardscenicsupplies.co.uk](mailto:sales@howardscenicsupplies.co.uk) Tel: 01206 385409

## WORLD OF RAILWAYS

The new online home of leading railways titles

**BRM**  
BRITISH RAILWAY MODELLING

**GardenRail**

**NARROW  
GAUGE  
WORLD**

**TRACTION**

+ Find out about our leading exhibitions  
The London Festival of Railway Modelling  
The National Festival of Railway Modelling  
The Festival of British Railway Modelling

- Exhibition Diary
- Trade Directory
- Competitions

[www.world-of-railways.co.uk](http://www.world-of-railways.co.uk)



# NEXT ISSUE

## CAROLINE CONCRETE WORKS

**(0-16.5)** Graham Morfoot's narrow gauge layout has industrial chic to spare

### TACKEROO (EM)



Andy York and Andy Banks delve into local history, researching a military railway network that only lasted three years.

ON-SALE  
FROM  
OCTOBER 11



### ALSO THIS ISSUE:

Making the 'Boche Buster' • Smarten up a card kit  
DCC conversion tips • Build an occupation crossing  
• LNER running on 'Little Bytham' • And much more



# TAIL LAMP

Phil Parker explains his motivation for all the projects he carries out, and no, it's not the Editor shouting at him!

**W**hen I'm up to my armpits in glue and paint working on a project for **BRM** or Garden Rail, with a deadline looming and things not going as well as they should, I wonder why I do this job.

You'll be surprised to learn that it's not just because no-one else will employ me, or that my generous salary funds my exotic lifestyle (they don't and I don't have one), but that I really care about what I do. OK, model railways aren't exactly an essential service, but they give a lot of people a lot of pleasure without harming anyone else and, to my mind, that's a good thing.

What really drives me is when I meet someone who has been inspired to have a go at some modelling because of something I have written in this magazine, or carried out on our DVD.

**BRM** is a very practical magazine. Model railways, for us, require more than just flashing a credit card to acquire another shiny new box to join the piles of shiny boxes stashed away in a cupboard, probably hidden from the 'other half' for fear of them finding out just how much of a hit the bank account has taken.

All of us enjoy getting our hands dirty and doing something creative. We believe the real pleasure in our hobby can be expressed in three words. The words you say when you sit back and look at a model and say, "I built that."

So, the greatest thrill I get is when I meet someone at a show who waves a picture, usually on a mobile 'phone, in my face to



Phil's 009 layout, now owned by Bachmann, Owen's Bridge. Full details of the build can be found in the November/December/January 2014-15 issues of **BRM**

show off their latest piece of model-making.

I don't expect anyone to follow everything I do and try to repeat it exactly, but amazingly this does happen. There are at least two versions of 'Edgeworth', the GWR branch line layout I built a few years ago and which we serialised in the magazine. Both take elements of my model and then incorporate changes to suit the builders. One decided his model was to be a preserved line and so replaced the goods shed with a car park – just what would have happened in real life.

There are also copies of 'Ruston Quays'. One N gauge modeller was hard at work building parts for his version of my OO layout while at The Festival of British Railway Modelling a couple of years ago. I've never seen his finished model, but I'd really like to. If you are reading this, please drop me a line at [BRM@warnersgroup.co.uk](mailto:BRM@warnersgroup.co.uk).

A few weeks ago, though, there was a huge surprise for me at the 'Tracks to the Trenches' narrow gauge railway event – an almost perfect copy of the WW1 009

layout 'Owen's Bridge', which was serialised in this magazine back in 2014.

The mystery builder has made an excellent job of the whole project, especially recreating the centrepiece wooden bridge. It was hardly an easy build, especially if you only have my photos to go on. They have used the same Airfix buildings and tents as I did. The weathering treatment is slightly different, but that's only paint and probably a matter of taste. Looking at the tents, I'm wondering if I should have painted mine a different colour. Sadly, the current owner bought the model on eBay and so can't furnish me with any details of the builder.

Inspired by this, I have a list of projects for **BRM** coming up in the next few months for your entertainment and edification. I try to include at least one technique that people will find useful, even if they aren't doing the same thing as me.

Also, don't forget that if you have any questions or comments on a model I've built, there is always a thread running on RMweb covering each issue, and the whole team do our best to answer any points raised. **BRM** is a truly interactive magazine, and that's how we all enjoy it. ■



Spotted at Tracks to the Trenches, another version of Owen's Bridge built by a mystery modeller.



# dapol

model railway company

Tel: 01691 774455

Fax: 01691 778866

e-mail: sales@dapol.co.uk

www.dapol.co.uk

Dapol Limited, Gledrid Industrial Park, Chirk, Wrexham, LL14 5DG

## September releases

### HST



**2D-019-006** - Class 43 HST East Coast 43309/43306



**2D-019-009** - Class 43 HST GWR Green 43187/43188

These are 1st Decorated Samples Copyright Dapol Ltd.

**NEW!**

### Turbot



These are 1st Decorated Samples Copyright Dapol Ltd.

**4F-043-001** - Turbot Bogie Ballast Wagon EWS Maroon DB978363

**4F-043-002** - Turbot Bogie Ballast Wagon EWS Maroon DB978396

**4F-043-003** - Turbot Bogie Ballast Wagon EWS Maroon DB978309

**4F-043-004** - Turbot Bogie Ballast Wagon Engineers Dutch Livery DB978337

### MGR HAA



These are 1st Decorated Samples Copyright Dapol Ltd.

**7F-048-001** - MGR HAA Coal Wagon (Red Cradle) 350274 ERA 7-8

**7F-048-002** - MGR HAA Coal Wagon (Red Cradle) 355203 ERA 7-8

**7F-048-003** - MGR HAA Coal Wagon (Red Cradle) 353823 ERA 7-8

**7F-048-004** - MGR HAA Coal Wagon (Blue Cradle) 351351 ERA 8-9

**7F-048-005** - MGR HAA Coal Wagon (Brown Cradle) 354317 ERA 5-7

**7F-048-006** - MGR HAA Coal Wagon (Brown Cradle) 359180 ERA 5-7

**7F-048-007** - MGR HAA Coal Wagon (Brown Cradle) 359447 ERA 5-7

**7F-048-008** - MGR HAA Coal Wagon (Yellow Cradle) 354469 ERA 7-8

**4F-012-019** - Ventilated Van - BR Bauxite B768120

**4F-012-020** - Ventilated Van - BR Bauxite B768120 Weathered

**4F-014-015** - Fruit D - GWR Shirtbutton 2873

**4F-014-016** - Fruit D - GWR Shirtbutton 2873 Weathered

**4F-036-025** - Grain Hopper - BR B885320

**4F-036-026** - Grain Hopper - BR B885320 Weathered

**4F-071-152** - 7 Plank - Buckley Junction 26

**4F-071-153** - 7 Plank - Buckley Junction 26 Weathered

**4L-001-005** - Junction Signal GWR Right hand with two arms shorter post to right

**4L-001-006** - Junction Signal GWR Left hand with two arms shorter post to left

**4L-001-007** - Bracket Signal GWR Right hand with one arm

**4L-001-008** - Bracket Signal GWR Left hand with one arm

**2F-028-104** - 45Ft High Cube Container P & O Ferry 008460 2 & 008037 7

**2F-028-105** - 45Ft High Cube Container P & O Ferry 008460 2 & 008037 7 Weathered

All product release dates correct at time of going to press

**Product Scale Key**

**O Gauge**

**OO Gauge**

**N Gauge**

dapol

collectors

club

**15% DISCOUNT ON ALL DAPOL PRODUCTS PURCHASED THROUGH DAPOL**

**ANNUAL OPEN DAY**

**4 NEWSLETTERS PER YEAR**

**ONLY £25 PER YEAR**  
(Plus p&p)

**IN GAUGES 'N' 'OO' & 'O'**

FOR MORE INFORMATION CONTACT ANDREA / NEIL ON 01691 774455 OPTION 1 OR EMAIL club@dapol.co.uk

### SPECIAL COMMISSION WAGONS

- YOUR CHOICE OF DAPOL BODY
- YOUR CHOICE OF LIVERY
- TURN AROUND IN JUST 3 MONTHS
- FROM JUST 100 IDENTICAL MODELS IN 'OO' OR 'N' 25 IN 'O'
- FOR MORE DETAILS CONTACT CLAIRE ON 01691 774455 OPTION 1 OR EMAIL studio@dapol.co.uk



Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

0151 733 3655

17 Montague Road,  
Widnes, WA8 8FZ

Phone opening times Mon to Sat 7:30am-6pm  
Shop opening times Mon to Sun 9am-5pm  
Sun 9am-5pm

|  | 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                                                       | <a href="http://hattons.co.uk/baldwin460">hattons.co.uk/baldwin460</a> | from £127.46 | Jul 2014       |          |            |             |                   |               |               |          |
| BR Mk1 Carlat                                                                     | <a href="http://hattons.co.uk/BRCarlat">hattons.co.uk/BRCarlat</a>     | from £31.41  | Jan 2017       |          |            |             |                   |               |               |          |
| Class H1 & H2 Atlantic 4-4-2                                                      | <a href="http://hattons.co.uk/h2atlantic">hattons.co.uk/h2atlantic</a> | from £161.46 | Mar 2013       |          |            |             |                   |               |               |          |
| Class 90                                                                          | <a href="http://hattons.co.uk/c90">hattons.co.uk/c90</a>               | from £152.96 | Jul 2014       |          |            |             |                   |               |               |          |
| Class 117 DMU                                                                     | <a href="http://hattons.co.uk/c117">hattons.co.uk/c117</a>             | £254.96      | Sep 2015       |          |            |             |                   |               |               |          |

|  | Link                                                                       | Price        | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|-----------------------------------------------------------------------------------|----------------------------------------------------------------------------|--------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| LSWR Class B4 0-4-0T                                                              | <a href="http://hattons.co.uk/b4">hattons.co.uk/b4</a>                     | from £93.50  | Apr 2014       |          |            |             |                   |               |               |          |
| N Gauge Class 142                                                                 | <a href="http://hattons.co.uk/c142">hattons.co.uk/c142</a>                 | from £115.18 | Jan 2011       |          |            |             |                   |               |               |          |
| Class 59                                                                          | <a href="http://hattons.co.uk/dapol59">hattons.co.uk/dapol59</a>           | from £124.43 | Oct 2015       |          |            |             |                   |               |               |          |
| GWR 'Large Prairie' 2-6-2T                                                        | <a href="http://hattons.co.uk/dapolprairie">hattons.co.uk/dapolprairie</a> | 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                                                               | <a href="http://hattons.co.uk/pclass">hattons.co.uk/pclass</a>                 | £99       | Sep 2017       |          |            |             |                   |               |               |          |
| Andrew Barclay 14" & 16" 0-4-0ST                                                  | <a href="http://hattons.co.uk/barclay">hattons.co.uk/barclay</a>               | £99       | Sep 2017       |          |            |             |                   |               |               |          |
| Beilhack ZZA Snowplough                                                           | <a href="http://hattons.co.uk/beilhack">hattons.co.uk/beilhack</a>             | £43       | Oct 2016       |          |            |             |                   |               |               |          |
| O Gauge Class A3/A4                                                               | <a href="http://hattons.co.uk/recordbreakers">hattons.co.uk/recordbreakers</a> | £750      | Aug 2016       |          |            |             |                   |               |               |          |
| Rail Head Treatment Train (RHTT)                                                  | <a href="http://hattons.co.uk/RHTT">hattons.co.uk/RHTT</a>                     | from £118 | Nov 2017       |          |            |             |                   |               |               |          |
| FEA Intermodal Wagons                                                             | <a href="http://hattons.co.uk/FEA">hattons.co.uk/FEA</a>                       | from £32  | Nov 2017       |          |            |             |                   |               |               |          |
| Class 66                                                                          | <a href="http://hattons.co.uk/66">hattons.co.uk/66</a>                         | from £150 | May 2018       |          |            |             |                   |               |               |          |

|  | Link                                                           | Price | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------|-------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Class 47xx 'Night Owl' 2-8-0                                                        | <a href="http://hattons.co.uk/47xx">hattons.co.uk/47xx</a>     | £154  | Nov 2014       |          |            |             |                   |               |               |          |
| Class 07 Shunter                                                                    | <a href="http://hattons.co.uk/c107">hattons.co.uk/c107</a>     | £111  | Jan 2016       |          |            |             |                   |               |               |          |
| O Gauge Class 50 (Refurbished)                                                      | <a href="http://hattons.co.uk/hel50">hattons.co.uk/hel50</a>   | £560  | Apr 2017       |          |            |             |                   |               |               |          |
| O Gauge Class 37/4                                                                  | <a href="http://hattons.co.uk/hel374">hattons.co.uk/hel374</a> | £560  | Nov 2017       |          |            |             |                   |               |               |          |

|  | Link                                                                   | Price     | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|------------------------------------------------------------------------------------|------------------------------------------------------------------------|-----------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Hittachi IEP Class 800                                                             | <a href="http://hattons.co.uk/IEP800">hattons.co.uk/IEP800</a>         | from £239 | Nov 2016       |          |            |             |                   |               |               |          |
| Class 87                                                                           | <a href="http://hattons.co.uk/hornby87">hattons.co.uk/hornby87</a>     | from £144 | Nov 2016       |          |            |             |                   |               |               |          |
| SR 'Lord Nelson' 4-6-0                                                             | <a href="http://hattons.co.uk/lordnelson">hattons.co.uk/lordnelson</a> | from £136 | Jan 2018       |          |            |             |                   |               |               |          |
| NBR Class J36 0-6-0                                                                | <a href="http://hattons.co.uk/J36">hattons.co.uk/J36</a>               | from £112 | Jan 2018       |          |            |             |                   |               |               |          |

|  | Link                                                             | Price       | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------|-------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| GER/LNER Class N7 0-6-2T                                                            | <a href="http://hattons.co.uk/oxN7">hattons.co.uk/oxN7</a>       | from £87    | Jan 2017       |          |            |             |                   |               |               |          |
| 5 Plank Open Wagon                                                                  | <a href="http://hattons.co.uk/ox5p">hattons.co.uk/ox5p</a>       | £10         | Jan 2016       |          |            |             |                   |               |               |          |
| BL 18" Howitzer Railgun                                                             | <a href="http://hattons.co.uk/railgun">hattons.co.uk/railgun</a> | from £42.50 | Jan 2018       |          |            |             |                   |               |               |          |

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

[www.hattons.co.uk/projectupdates](http://www.hattons.co.uk/projectupdates)

Information correct at the time of going to press on 22/08/18.



**BRISTOL TEMPLE MEADS • SWISS ELECTRIC GIANTS**

# TRACTION

A CELEBRATION OF CLASSIC DIESELS & ELECTRICS

ISSUE 245  
MAY/JUNE 2018

## WORKING THE TPOs

**DMU Depots •**

**North Manchester Freight •**

**Avon Valley in the snow •**

**Swindon Shed •**

MAY/JUNE 2018 | £4.50



9 771354 268132 >  
[www.traction-magazine.co.uk](http://www.traction-magazine.co.uk)



- DHP1 - THE 'SUPER CLAYTON'
- EARL'S COURT IN OO

**TRACTION**  
MODELLING



# EVERYTHING YOU NEED FOR YOUR DIGITAL RAILWAY

## DIGITRAINS

**Just starting out in DCC and not sure what's available?  
Grown out of your system and thinking of upgrading?  
Getting into sound and want to know the best decoders?**

**DIGITAL COMMAND CONTROL (DCC) is one of the fastest growing areas of the model railway hobby.**

As the first new company to set up as a DCC specialist in the UK, DIGITRAINS now has over 12 years experience to share. Working in all the popular scales, we are here to guide you through choosing the best equipment.

We stock a wide range of products as well as offering free advice, a decoder installation service and the best DCC 'test drive' facility around.

**Don't leave that major purchase to chance!**

Why not visit our shop? Our comprehensive library of loco sounds can be demonstrated.

**We stock 1,000s of products from more than 30 leading manufacturers. And don't worry if you're not digital. We're also a traditional model shop, holding all the major ready-to-run lines**



- Try before you buy
- Expert advice
- Great service
- Experience
- Major brands
- Worldwide mailing



**We regularly attend railway shows countrywide. Please check website for details**

**15 Clifton Street, Lincoln LN5 8LQ  
01522 527731**

**[www.digitrains.co.uk](http://www.digitrains.co.uk)  
[enquiries@digitrains.co.uk](mailto:enquiries@digitrains.co.uk)**



**PLATFORM  
5**

# PLATFORM 5 MAIL ORDER

## BRITISH RAILWAYS LOCOMOTIVES & COACHING STOCK 2018

**NOW AVAILABLE!**

British Railways Locomotives & Coaching Stock 2018 contains a complete listing of all locomotives, coaching stock and multiple units that run on Britain's main line railways with full owner, operator, livery and depot allocation information for every vehicle. Includes full details of:

- Locomotives
- Diesel Multiple Units
- Electric Multiple Units
- Loco-Hauled Coaching Stock
- On-Track Machines
- Network Rail Service Stock
- Rolling Stock Awaiting Disposal
- Multiple Unit & HST Formations
- Former Main Line Locos in Industrial Service
- Lists of Depots & Workshops
- Owner and Operator Information
- Livery Details
- 64 pages of colour illustrations

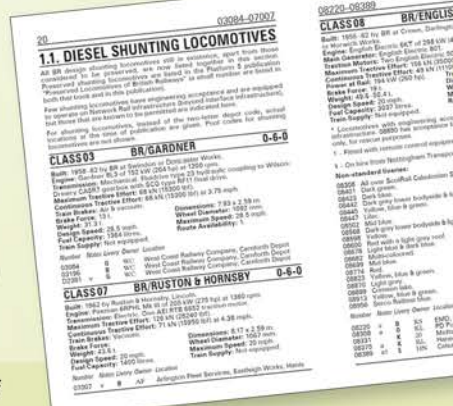
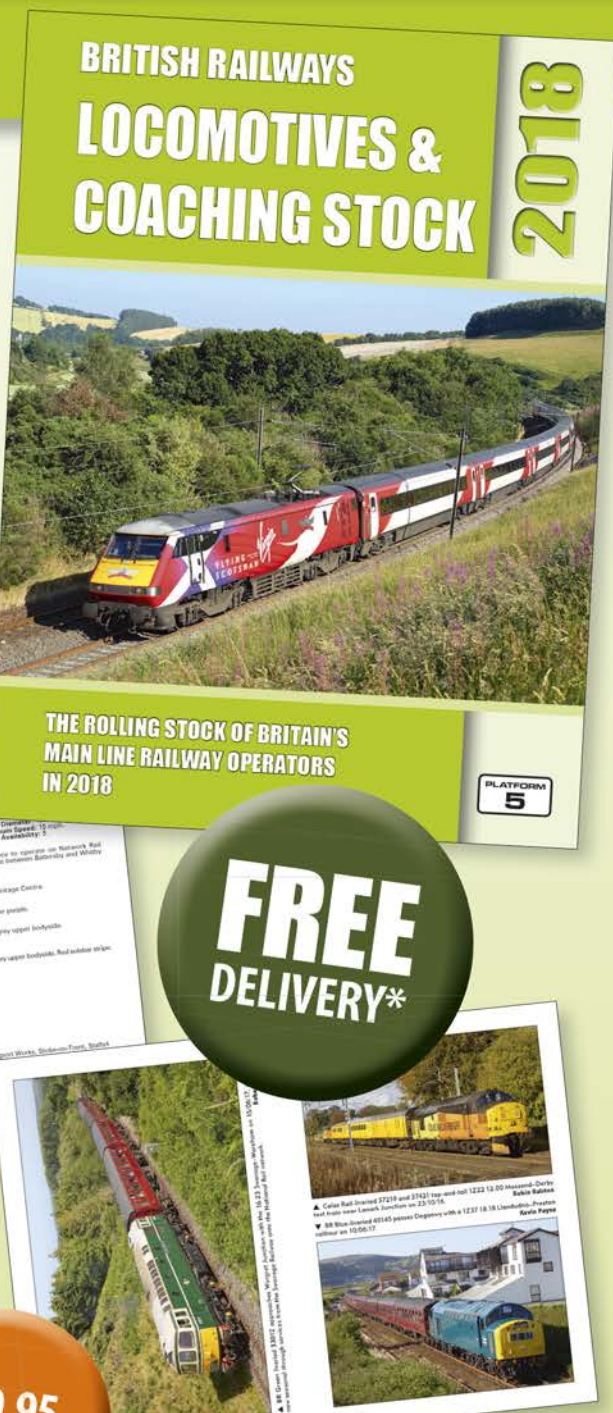
Also contains a comprehensive overview of Britain's railway network today including details of the sphere of operation of all franchised train operating companies and major freight operators, plus a wealth of useful technical data for every class of vehicle.

**416 PAGES. HARDBACK.**

British Railways Locomotives & Coaching Stock has been the industry standard reference work since 1985. New additions to the 2018 edition include:

**Northern Class 195 DMUs and Class 331 EMUs.**  
**TPE Class 397 EMUs, Class 802 bi-modes and Mark 5A coaches.**  
**GTR Class 717 EMUs.**  
**Greater Anglia Class 720 EMUs.**  
**GWR Class 802 bi-modes.**  
**Hull Trains Class 802 bi-modes.**  
**16 Extra pages!**

**£20.95  
POST FREE\***



**FREE  
DELIVERY\***

### HOW TO ORDER

**\*POSTAGE & PACKING:** Post free to UK addresses until 30/04/2018. Please add 10% Europe; 20% Rest of World. Please allow 28 days for delivery in the UK.

Telephone your order and credit/debit card details to our 24-hour sales orderline:

**0114 255 8000 or Fax: 0114 255 2471**

Or send your credit/debit card details, sterling cheque or British Postal order payable to Platform 5 Publishing Ltd. to:

**Mail Order Department (T), Platform 5 Publishing Ltd, 52 Broadfield Road, SHEFFIELD, S8 0XJ, ENGLAND**

**PLATFORM 5 PUBLISHING LTD, 52 BROADFIELD ROAD, SHEFFIELD, S8 0XJ**





# Contents

6

**Working the TPOs**  
by Mick Humphrys



12

**The DMU Depots of British Rail**  
by Alex Fisher



19

**Local Freight around North Manchester**  
by David Ratcliffe



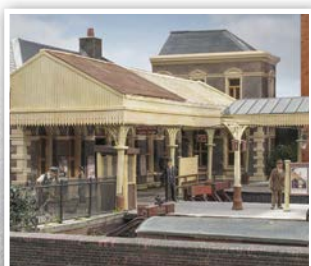
25

**DHP1- Modelling the 'Super Clayton'**  
by James Smith



30

**Earl's Court layout built by Terry Tew**



34

**The Avon Valley in the snow by Steve Randall**



40

**Swindon Shed in the sixties : Part 2**  
by David McPherson



46

**Bristol Temple Meads**  
photos by Gavin Morrison



51

**Electric Locomotives of the Swiss Railways: Part 3**  
by Michael Watkins



54

**Your letters and photos to the editor**

**TRACTION**  
issue 246 will be  
published on  
Friday 1st  
June

**TRACTION**



ISSN: 1354-2680

Scan this QR code with your  
smartphone to link through to  
TRACTION's website

Find us on 

[www.facebook.com/tractionbywarrers](http://www.facebook.com/tractionbywarrers)  
[www.traction-magazine.co.uk](http://www.traction-magazine.co.uk)

E-mail: [steverabone@hotmail.com](mailto:steverabone@hotmail.com)

Editorial postal address:

120 Churchill Road,  
Middlesbrough TS6 9NS



# Welcome

One of the types of traffic that has disappeared from our railways is the travelling post office train, where mail was sorted on board as the train hurtled through the night. If you ever saw the frantic activity at places like Carlisle, when the 'Up Special' TPO appeared, it's a sight you'll never forget. Mick Humphrys, being based at Euston, drove the TPOs north from the Capital and recounts his experiences driving electric locomotives on the TPOs as far as Crewe.

The humble diesel multiple unit was often overlooked by the enthusiast, who tended to be attracted to the thousands of main line diesels that BR operated. However, from the late 1950s, they became an essential part of the railway and are now viewed by many as just as interesting as locomotives. Alex Fisher's article about the DMU depots of British Rail attempts to give this aspect of the railway its proper prominence.

Another feature of railway operation that has gone is the local freight train. David Ratcliffe looks at north Manchester in the dying days of such trains.

Hopefully, by the time this issue appears, the chances of disruptive snow will have diminished, so perhaps it's time to look at one of those days when

the chance to photograph the railways in the 'white stuff' occurred. In December 1978, Steve Randall had the opportunity to photograph trains near Bradford upon Avon and was surprised by the variety of traffic.

In another article set in Wiltshire, David McPherson returns with the second part of his article about Swindon Shed in the nineteen sixties. Moving a little further west, Gavin Morrison's photographs of that great railway station, Bristol Temple Meads, take us back to the days of locomotive hauled trains in the 1980s and 1990s.

In our European section, Michael Watkins continues his series of articles about the electric locomotives of the Swiss railways. This time he looks at some of the real giants of the railway, including the articulated 'Crocodiles' which had a life in traffic of over 60 years!

In TRACTION MODELLING, James Smith describes how he took a 4mm scale model of a 'Clayton' and rebuilt it to represent the prototype DHP1, or 'Super Clayton'. This issue's featured layout is a model of an imaginary main line suburban station at Earl's Court in London built by Terry Tew.



## **Publisher:** Steve Cole

E: [stevec@warnersgroup.co.uk](mailto:stevec@warnersgroup.co.uk)

## **Editor:** Stephen Rabone

E: [stevearabone@hotmail.com](mailto:stevearabone@hotmail.com)

## **ADVERTISING AND PRODUCTION**

### **Group Advertising Manager:**

Bev Machin T: 01778 392055

E: [bevm@warnersgroup.co.uk](mailto:bevm@warnersgroup.co.uk)

### **Sales Executive:**

Allison Mould: T: 01778 395002

E: [allison.mould@warnersgroup.co.uk](mailto:allison.mould@warnersgroup.co.uk)

### **Ad Production:**

Pat Price T: 01778 391115

E: [patp@warnersgroup.co.uk](mailto:patp@warnersgroup.co.uk)

### **Design:** Ruth Jamieson

### **Ad Design:** Amie Carter

Printed by: Warners Midlands plc

## **MARKETING**

### **Marketing Manager:** Carly Dadge

T: 01778 392440

E: [carlyd@warnersgroup.co.uk](mailto:carlyd@warnersgroup.co.uk)

## **DISTRIBUTION**

### **News Trade, Warners Distribution:**

T: 01778 392417

Model Trade, Warners Trade Sales:

T: 01778 392404

## **SUBSCRIPTIONS**

1 Year - £24.00

### **For all subscription enquiries:**

T: 01778 392012

F: 01778 421706

E: [subscriptions@warnersgroup.co.uk](mailto:subscriptions@warnersgroup.co.uk)

West Street, Bourne, Lincolnshire PE10 9PH

## **BACK ISSUES**

Tel: 01778 391180

E: [subsaccecexcteam@warnersgroup.co.uk](mailto:subsaccecexcteam@warnersgroup.co.uk)

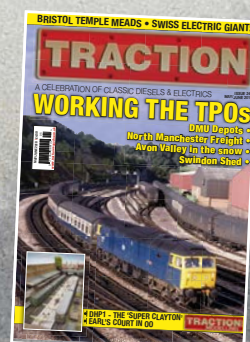
West Street, Bourne, Lincolnshire PE10 9PH

## **CONTRIBUTIONS TO TRACTION**

TRACTION welcomes contributions from railway staff and enthusiasts about diesel and electric traction and railway operation. If possible articles should be sent in digital format either by email or on CD or memory stick. Photographs and slides should be scanned and also submitted in the same way. Please contact the Editor for further details and advice about scanning methods when submitting photographs.

## **©Warners Group Publications plc 2016**

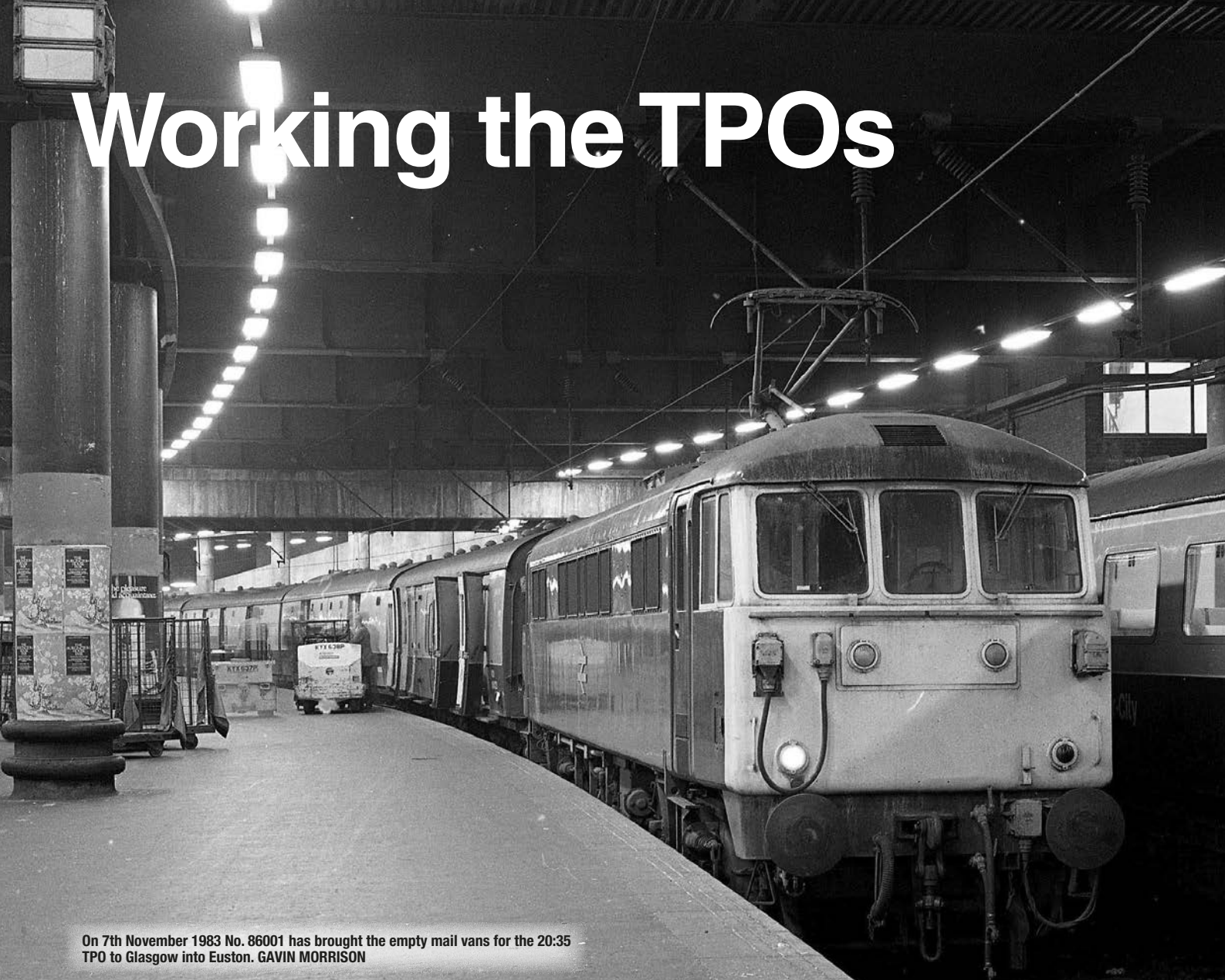
All rights reserved. Material is only accepted on the understanding that there are no copyright restrictions. Although every care will be taken, all materials submitted are at the owner's risk and Warners Group Publications plc cannot be held responsible for loss or damage however caused. Copyright on all materials in the magazine remains vested in the Authors and Warners Group Publications plc. Reproduction of the whole or any part is forbidden without the relevant permissions. Warners Group Publications plc and the Editor cannot be held responsible for any error that might occur in the text or advertisements. Reliance placed upon the contents of the magazine is entirely at reader's own risk.



47626 approaches Bristol Temple Meads with a train from the West Country on 10th August 1985.  
GAVIN MORRISON



# Working the TPOs



On 7th November 1983 No. 86001 has brought the empty mail vans for the 20:35 TPO to Glasgow into Euston. GAVIN MORRISON

Mick Humphrys writes that, “It is with a sense of regret that once again my article details workings that are long gone from the railway network. This time it is the Travelling Post Office (TPO) services that I was involved in from 1979, at the start of my railway career as a driver’s assistant (DA) or secondman at Stonebridge Park, until 1995 when I was a driver at Euston and sectorisation meant that the work was lost to my depot.”

**M**y first TPO working was what we called ‘turning the postals’. 1M44 had departed Glasgow at 19:30, and was scheduled to arrive at Euston at 03:57 the following morning. It was required to be turned after arrival and before its departure back to Scotland the following evening. This was to facilitate loading and unloading at intermediate stations en route as the large sliding doors were fitted on only one side of each vehicle. Turning the formation simply meant that the doors were on the required platform side on both the up and then down journey.

Two Class 25 locomotives took care of this manoeuvre, one at each end of the formation, running via the North London Line (see TRACTION 235 for further details). Moving to Euston as a drivers assistant in

1982, I was involved further with 1M44, the much more exciting mainline working from Euston to Crewe. With a book on time of 20:05, Turn 41 was termed the postals with the down working being 1S09, the 20:35 TPO to Glasgow via the West Midlands. I worked this vacuum brake service on 14th September 1982 and, as the booked Euston driver had reported in sick, cover was provided by one of my former Stonebridge drivers, Frank Toner.

86212 provided the power and the long night started with a stop at Watford Junction with the postmen and ‘British Railway Utility Trolleys’ or BRUTES already in position as we drew in to the platform. Bletchley was the next calling point followed by Rugby, Coventry and then the black hole of Birmingham New Street.

All stations stops resulted in a huge amount of activity by the platform postal workers, unloading sorted mail, and loading mail to be sorted by the postmen on board as we speeded down the line. The postmen on the TPO were the crème de la crème of the Royal Mail, being graded as Postman Higher Grade (PHG) and worked very quickly with a huge degree of accuracy though the night on these fast moving expresses.

After Wolverhampton the run was booked non-stop to Crewe. However, the signalman at Stafford No. 4 box had other ideas with the junction signal at Stafford South Junction at danger causing Frank to make a heavy brake application as the poorly sighted signal came into view. As is so often the case, once at a stand the signal cleared to a green with the number 4 junction indicator (row of five





white lights set at 45 degrees to the right) commonly known as a 'feather' routing us onto the fast line, which was our booked route to Crewe. With a generous 24 minutes, including 4 minutes recovery time, arrival into Crewe platform 3 (now platform 11) was due at 23:38. The postal workers sprang into action with 22 minutes allowed for the huge amount of loading and unloading.

The requirement for a secondman rostered to this turn became apparent as the return working was the up TPO 1M44. This was due to depart Crewe platform 4 at 00:22, which meant the required physical needs break (PNB) break was short. Under the manning agreements present at the time, a secondman was required should a shift be in excess of 8hrs and/or the driver had insufficient time for a PNB. 86224 was at the head of 1M44 and working south via Birmingham New Street, by the time Bletchley and Watford Junction were reached the postal workers were no doubt keen to reach their beds as indeed I was. I must admit that, on more than one occasion, my driver allowed me to depart at Watford Junction, although this meant a 4 mile walk home to Carpenters Park. Journeys end was the buffer stops of platform 2 at the London

terminus with, it seemed, the postal staff off the train before our wheels stopped rolling. I remember being impressed at how quickly 1M44 was unloaded with the hectic scene returning to peace and quiet in a matter of minutes.

### First Crewe Job

Transferring back to Stonebridge Park for a driver's position, and qualifying as such in August 1985, my TPO workings were once again limited to their turning, although now with Class 31s as the motive power. Once back as a driver in February 1990 at Euston, I commenced a period of route learning to extend my route knowledge (limited whilst at Stonebridge to Bletchley) to Crewe via both Trent Valley main lines and the West Midlands routes. My first Crewe job as a driver would be over a year later on Friday the 26th April 1991.

Booking on at 20:30 the down working was 1N20, the 21:05 service to Blackpool with 87025 providing the motive power for my maiden voyage. My log shows a 10 minute wait at Stafford for a late running connection, finally arriving into Crewe 12 minutes late at 23:20. My return working was once again 1M44, by now air braked, and departing from the same platform but after the Crewe remodelling in 1985 was now called platform 6. With 86244 in charge all went according to plan until the Bletchley stop when, keen to provide a smooth stop for the postal workers, I stopped short and had to draw forward. On my next working of 1M44 on the summer morning of the 6th July 1991 with 86430, I avoided the Bletchley stop as I was issued a 'Special Stop Order' at Crewe to call at Milton Keynes instead. The cause of this was due to the fast line platforms being blocked at Bletchley and the slow line platforms there being too short to accommodate the TPO.

### First Down Road TPO

With a large volume of night work as a junior driver at Euston, TPOs were regular workings and it was on the 17th October 1991 that I worked 1S24, my first down road TPO, the 22:55 departure of the second TPO service of the evening to Glasgow. The book on time of 21:55 allowed for preparation of my engine 90017 and to attach the locomotive to the postals on platform 2.

The prevailing weather conditions of driving rain, strong winds, and the first heavy leaf fall of the season caused very poor rail conditions, which resulted in a very sedate run to the first loading stop of Watford Junction. This was compounded by the Class 90s habit of wheel slipping whenever it sighted a cloud on the horizon! Departing Watford already 3 minutes late, I managed to reach around 70 mph exiting Watford Tunnel, aided by the 1 mile and 47 yards of relative dry and uncontaminated rail conditions in the tunnel. The 1 in 335 gradient up to Tring soon proved too much for the '90' with speed slowing right back to 45mph.

I was relieved to reach the end of the

large cutting with gravity now on my side and speed slowly increasing, despite the continuous scream from the wheels as they slipped their way forward. With another 9 minutes lost by the time I reached Rugby, I realised that I needn't have tried so hard as due to a freightliner waiting for a driver and occupying platform 1, our train had to stand waiting at signal RY56 for a further 6 minutes, finally arriving at 00:26. I departed 10 minutes later at 00:36, by now 18mins late. With better weather and therefore rail conditions I drew into platform 11 at Crewe at 01:30 and with recovery time allowances, just 12 minutes late. The weather further north played another part that night with very strong winds and speed limits imposed. This resulted in a longer break waiting for my return working 1A73 which ran in at 03:15, around an hour late. 87008 'City Of Liverpool' made a better job of holding her feet taking me safely to Euston arriving at 05:31.

### Rough Riding Complaints

I had the pleasure of working another week of nights just 3 weeks later, on the night of 7th November, and attached sister locomotive 90018 onto 1S24. Due to complaints about rough riding from the onboard PHGs working the TPOs, a Post Office manager and a Preston based traction inspector were waiting at the country end of 1S24. (Note: - Country and London end are the terms used to identify the carbons of electric traction pantographs. With most pantographs consisting of 2 rows of carbons, London end was the edge nearest the buffer stops at Euston. This assisted in the identification of a fault or damage to the pantograph carbons)

With my guests joining me on the footplate, we departed 2 minutes late and, as on the 17th October, a night of appalling weather and very poor rail conditions was encountered. After struggling up the 1 in 50 down departure line, 90018 found some grip whilst accelerating through Primrose Hill Tunnel. Once exited the tunnel, however, she proved her class worth in such conditions with her wheels and traction motors taking part in an aerobics class! Watford Junction was finally reached at 23:19 with me once again stopping not to the postmen's liking and I was requested by the platform chameleon to move forward a coach length running the loco just off the end of the platform.

The exercise regarding rough riding proved somewhat fruitless as line speed was seldom achieved. The Post Office manager on board commented, with a smile on his face, that the PHG on board would be more than happy with the slow sedate progress as this gave them longer and therefore allowed for a more leisurely pace to sort the mail. At Rugby the Post Office manager had seen enough and left the footplate and joined his colleagues in the train, no doubt he helped to sort the mail. The conditions again improved and with a slightly faster run I finally arrived at Crewe at 01:50, 32mins late.



The 'Up Special TPO' IM44, the 19:30 Glasgow to Euston, is seen behind 86231 Starlight Express at Carlisle in the mid 1980s. PAUL MARSHALL



### Wrong Platform

On the 10th January 1992 the postmen on board 1S24 had once more cause to complain with my stopping skill at Watford Junction, although this time I didn't stop short but arrived at the wrong platform! Departing Euston with 90019 and with speed increasing up to 90mph I was somewhat frustrated to receive cautionary signals approaching Kensal Green Tunnel, just 4 miles north of Euston. With the junction signal at West London junction displaying a route four junction indicator I was routed onto the down slow line. The reason for the diversion became apparent when I sighted a failed freightliner on the down fast at Wembley. I was, at the time, unconcerned

that I was not routed back onto the fast line at Harrow North Junction (this junction is no longer present) although this lack of concern was soon challenged when drawing into platform 8 on the down Slow at Watford Junction.

Here I observed the bemused expressions on the faces of the postal workers standing patiently on the down fast platform 6. It should go without saying that as the postal workers had previously proved themselves reluctant to move their barrows one coach length there was no way on earth that they would move from one platform to another. With the efficiency of old, the signalman in Watford signal box was 'on the ball', as the Watford based train crew supervisor

had been informed and was waiting armed with a radio as I pulled up to the end of the platform. A plan of action was agreed and with the supervisor joining me on the footplate and another member of staff boarding on the rearmost vehicle again equipped with a radio, I shunted the train from platform 8 to 6 via the North Junction. The radios enabled contact between the three parties; the supervisor with me on the loco, the chargeman at the rear and Watford signal box. This greatly assisted in the smooth, safe, and indeed speed of the move, especially the wrong direction propelling movement on the down fast, into platform 6. Once re-platformed, the postal workers sprang once more into action and the





loading duties were very quickly completed, I departed Watford at 23:41, only 22 minutes late. Diverted via Northampton arrival into Crewe was at 01:40, still 22 minutes late!

### Pea Soup

In my article 'sleeper stories' in TRACTION 224, I wrote that on the 23rd of December 1992 I worked 'The Royal Highlander', the 21.05 London Euston to Inverness as far as Crewe; the return working was once more 1M44. After a short break at Crewe, I departed with the TPO on board 86243 at 00:22. The night in question was an extremely foggy night with a thick pea soup of freezing fog which had been building over a number of days and nights.

The temperature when I passed the neon temperature indicator on the Ovaltine factory at Kings Langley showed -8! After a long night peering into this freezing gloom I arrived at the last signal before Euston, EN64. I was pleased with myself that, despite the conditions, I had made it on time, only to be held due to a point's failure for 18 minutes, finally arriving into platform 2 at 03:38!

### 1S06 and 1M44

Mainline work as a junior driver at Euston continued with Wolverhampton jobs when on day turns and Crewe, postal or sleeper workings at night. The December diagram alterations of 1993 saw the TPO 1S06 (20:35 TPO to Glasgow formerly 1S09) once more manned by Euston men after being covered by Preston drivers for a number of years. The diagram T253 also combined the down TPO working once more with the up working, 1M44.

1S06 took the much faster Trent Valley line via Nuneaton to Crewe, enabling an arrival time of 22:45. It was on the 11th February the following year that I booked on at 19:35. After preparing and attaching 86236 to 1S06 I worked this to Crewe. By this time the return working 1M44, which had departed Glasgow at 19:15, upon arrival at 23:31 divided into two portions at Crewe, usually in platform 1. The front portion departed at 23:45 and ran forward as 1M44 via Birmingham to Coventry where it terminated with the mail unloaded on to road vehicles. The postal workers also de-trained and the stock was worked forward to London as 5A44. The rear portion started at Crewe as 1A93 and ran via the Trent Valley line to London calling at Rugby, Bletchley, and Watford Junction.

86238 was my loco for 1M44 on the return; sadly, by this time, the right hand seat on the engine remained unoccupied. A right time arrival at Coventry at 01:15 and another impressive unloading exercise saw me depart 8 minutes early at 01:22. Running non-stop as an ECS enabled a fast run and on this occasion I was pleased to arrive at Euston at 02:31, 25 minutes early.

### Brake drag on 1S06

I didn't have to wait too long to once more be on 1S06 as two weeks later on the 24th I attached 86401 on to the stock on platform 2 at Euston. I was slightly concerned that one of the Euston rolling stock inspectors was waiting at the north end and greeted me with the explanation that the train had brake problems on the short ECS run from Wembley carriage sidings and further investigation was required. He went off to carry out his examination of the train, leaving me to dwell on the realisation that this was already looking like it might turn into a long night. Two of my driver colleagues at Euston (one of whom was the instructor driver the late Alan Hall) who both resided at Bletchley, also joined me for a perceived fast lift home.

On his return the inspector explained that

he had found a brake fault on one vehicle, No. 92232, and therefore had isolated its brake. Also the main reservoir pipe was to be isolated from the locomotive and the train was to run single pipe. (Single piped means that the air supply for the vehicles brake system is supplied via the brake pipe only). After a brake continuity test and overcharge our departure was only delayed by 10 minutes, much to the relief of my two guests.

The 'brake continuity test' is carried out by the driver opening his brake valve to the running position and charging the brake pipe up to 72.5psi. The brake valve is then moved swiftly round to a shut down position 'trapping' at least 60psi in the brake pipe. At the opposite end of the train on the last vehicle, a brake valve or brake cock attached to the end of the brake pipe is opened and the pressure trapped in the pipe is vented. This reduction to zero pressure is observed by the driver who then returns his brake valve to 'running', recharging the brake pipe once again to 72.5psi. This proves that the brake pipe is continuous throughout the length of the train. It is very necessary for correct brake operation as the basic principle of air brake operation is that as the brake pipe pressure is reduced a piece of equipment called a distributor on each vehicle reacts to this reduction and allows a further air supply to flow to the vehicle's brake cylinders, which in turn operate brake rigging attached to the brake blocks adjacent to each wheel.

After departure the sense of well-being was not to last as, despite full power applied 86401 just didn't seem to be accelerating as much as she should have. This was confirmed as when shutting off power for the neutral section at Headstone Lane a marked reduction in speed was noted, despite me carrying out another 'brake overcharge'. A brake overcharge is carried out every time a locomotive is attached to a train as brake pipe pressure can vary slightly between locomotives up to the nominal 72.5 psi. As the brake pipe is charged via the locomotive's brake valve, in use a slight difference in pressure could result in problems. To prevent any problems occurring, for example 'dragging brakes', a brake overcharge is performed. This is achieved on a Class 86 by the driver holding the brake valve in use in the release position for 60 seconds. The brake pipe is then charged up to around 78.5 psi, over charging in turn the disturber on each vehicle. The brake pipe then slowly, up to 4 minutes, bleeds the air down to the nominal 72.5psi of that brake valve in use, ensuring the brakes are fully released. Should a driver make a brake application during the 4 minute bleed down time this overcharge procedure must be repeated. The overcharge procedure is also the first course of action if dragging brakes are suspected, hence my action on that night.

My decision to stop out of course at Watford Junction was confirmed by the fact that I was brought to a stand by a red signal at the end of the down fast platform.





**86101 is ready to depart with a TPO from Glasgow Central on the 27th March 1982. DAVE HIGSON**

On contacting the signalman I was informed that sparks had been observed from a vehicle near the rear of my train by a traction inspector travelling aboard a passing freightliner on the up slow. Walking back to the rear of the train accompanied by Alan, who by now must have been wishing that he had taken a different ride home, we could smell evidence of brake drag before reaching the rear vehicles. The brakes were in fact found to be on two vehicles, No. 92902 the 4th from the rear and No. 92346 the rearmost. With Alan's help and a block taken on the Up Fast we 'pulled the strings' on both vehicles ('pulled the strings' refers to the action of releasing the air from the control side of the distributor fitted to each vehicle, thus releasing the brakes).

This did release the brakes and with our colleague on the locomotive carrying out several static brake applications, the brakes were observed applying and releasing correctly. I should add that the postal workers on board remained unseen and indeed unheard, no doubt busy sorting letters. Departing from Watford at 21:20, things moved a lot more smoothly and I ran into the first booked stop, Bletchley, at 21:45. Alan and friend made a quick exit whilst I learnt that the powers that be had determined that the train required examination by a carriage and wagon inspector.

The chap was waiting as I came to a stand, armed with a tool bag containing little more than a ball point hammer and a rather fed

up attitude as his day was up at 22:00. Nevertheless he walked back to examine the two troublesome vehicles and promptly 'red-carded' No. 92346. Being 'red-carded' referred to the placement of a red label attached to a vehicle endorsed with the text 'Not to Go' when a repair was deemed required before any further movement. Unfortunately the dragging brake and resultant heat had caused the tyre on one pair of the wheels on No. 92346 to 'shift', hence its failure. This movement was identified by white marks painted on both the wheel body and the tyre. Should the paint marks be out of line, movement had indeed occurred.

In order to cause the minimum of delay it was permitted to detach the vehicle on the down fast after transferring both postmen and letters. The plan then was to move it off the mainline with a shunt loco after I finally departed at 22:42, 1 hour and 28 minutes late. The rest of the journey was uneventful and I arrived at Crewe at 00:10 and, after observing my return working 1M44 heading south without me, I knew a ride back 'on the cushions' would be in order. A rather uncomfortable cushion turned out to be the rear cab of the loco working 1A93 which, for some reason I cannot recall, had not departed Crewe right time and which, by the skin of my teeth, I managed to catch.

#### **The end**

My turns on 1S06 and 1M44 continued

throughout 1994 with my last working being on 4th of November 1994. 86419 provided the power on the down train, with 86430 on the up, both in the red Rail Express System (RES) livery. By the 21st November most of postal work was lost to Euston depot, being transferred to the RES allocated train crew based at Wembley which had been formed as a prelude to privatisation in April 1994. At the end of 1994, after nearly six years, I finally moved out of the bottom link 4 at Euston into link 3B and started learning the road to Preston. The remaining very limited RES work at Euston was lost by July 1995 with the newly built RES Rail Net facility at Wembley being completed the following year. So yet another chapter of my railway workings came to an end, along with the Motorail services, a massive reduction in sleeper trains from the capital to the North, and the loss of all target work. With numerous rumours circulating regarding the closure of Wembley Intercity depot, things were looking grim for Euston. There was, indeed, a driver severance package which several men took advantage off. Wembley, however, did remain open and by 1997 with Virgin Trains West Coast created and expanding with the cross country work out of Paddington coming to the depot, things started to look up once more.

This article was completed with information from both my diaries (kept from 1980 to present day) and my logbook which I kept from 1990 to 1996 detailing my mainline driving turns at Euston.



NO RISK OFFER • NO RISK OFFER • NO RISK OFFER  
**ENJOY THE NEW LOOK**

**TRACTION**

**3 ISSUES  
FOR JUST £3**

We are sure you'll love the new look Traction magazine, but if you don't there will be nothing more to pay.

If you agree with us on how great it is, we'll continue to

send it to you for  
**just £5.99 a quarter.**

**Subscribe now!**

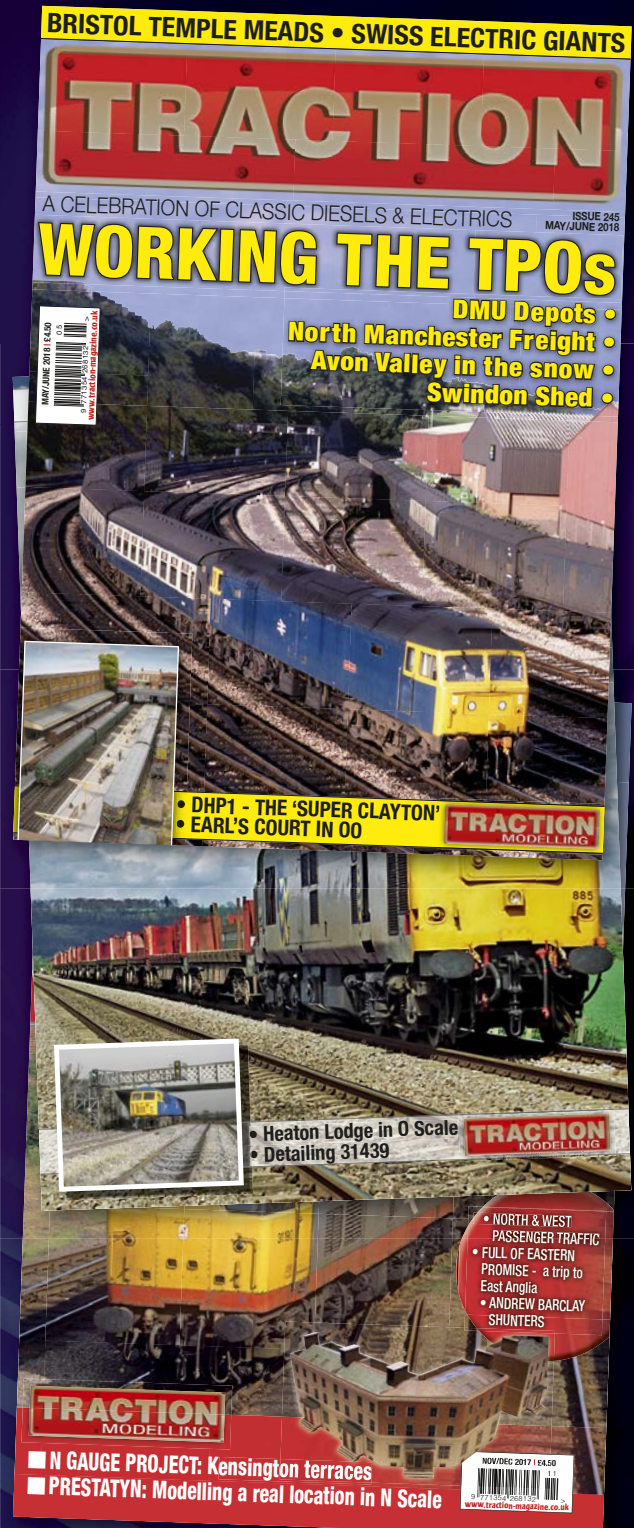
**2 EASY WAYS TO SUBSCRIBE**

ONLINE: [WWW.TRACTION-MAGAZINE.CO.UK](http://WWW.TRACTION-MAGAZINE.CO.UK)

(click 'subscribe' and enter code TRA/245)

CALL: 01778 392012 (QUOTE: TRA/245)

Terms and conditions: Offer open to UK residents only when you subscribe by direct debit. Minimum one year subscription.





An incredible view taken from one of the lighting towers at Neville Hill depot on Christmas Day 1982. The mixture of converted steam era buildings and more modern structures is evident. PAUL CORRIE



# The DMU Depots of British Rail

Love them or loath them, diesel multiple units have been with us since the days of the Great Western Railway and, from the 1950s onwards, they've gone on to dominate the UK's railways. Alex Fisher looks at how BR maintained its extensive fleet.

One of my earliest railway memories is of my father calling the DMUs that passed our house 'bug boxes'. For the number crunching railway enthusiast, however, large diesel depots such as Toton, Cardiff Canton and Tinsley were always more interesting than their DMU depot counterparts. Space prevents a comprehensive review of BR's DMU depot policy and works, but this article hopes to give an overview of these unloved environs

which have serviced and maintained DMUs for over 60 years.

In many parts of the country DMUs were a revelation and they gave BR substantial increases in patronage. For example on the London Midland Region (LMR), passenger numbers were up 371,000 across the region from 1956 to 1957 on the services where they had been introduced. While facilities to maintain the earliest diesel locomotives often saw nothing more sophisticated than

a diesel fuel tank and, if they were lucky, the partitioning off of a couple of roads in a steam shed, the Modernisation Plan's DMUs arguably fared far better with many new DMU depots opening.

## Eastern Region

The Eastern Region (ER) was by far the most progressive and enthusiastic when it came to building new DMU and diesel depots. The classic ER designed Lincoln depot opened





Ipswich DMU depot on May 2nd 1971. RAILPHOTOPRINTS - GORDON EDGAR

strengthening jobs for peak hour services, the other end of the spectrum saw former steam sheds such as Dereham which closed to steam as early as September 1955 but continued to stable DMUs until September 1968 with no alterations. Ultimately however, the ER's new depots had given them a solid base from which local steam workings were phased out in a manner which put the ER at the forefront of dieselisation.

#### North Eastern Region

The North Eastern Region (NER) was just as enthusiastic about new DMUs but were a little slower in building new depots. They received their first units in 1954 and were based at Hammerton Street, Bradford. Stage-by-stage conversion and modernisation and the introduction of more units meant that there were 85 cars based

there by 1961 as steam was eradicated fairly early.

By mid 1957 Cravens and Metropolitan-Cammell units had come to the former Hull and Barnsley Railway's Springhead Depot. The Hull area was dieselised for the winter 1957 timetable and the units soon moved to the purpose built Hull Botanic Gardens depot.

On September 17th 1957 the NER opened Darlington Depot and its design was described by some as a "converted steam shed from scratch" as its design was akin to a steam depot. It was home to a fleet of 13 four-car Metro-Cammell units. Ultimately 130 cars were to be based there with additional stabling at Middleton-in-Teesdale, Saltburn, West Auckland and Middlesbrough.

DMUs were also stabled and maintained in the ex LNER's Gosforth Car Shed and

in 1956 and its DMUs soon covered a wide area from Sheffield to the East Coast. They were maintained in a well equipped, modern airy building light years away from the grout and filth of the steam sheds that most diesels were subjected to.

The former Woodhead electric loco depot at Darnall was also converted to diesels and DMU servicing when it was re-opened in April 1959. Derby-built Class 114 units received attention there and it was envisaged that up to 60 units would be based at Darnall. An October 3rd 1960 decision to dieselise the Sheffield Division meant that Darnall shed received an ever increasing number of diesel locos which ultimately pushed DMU servicing out and the Class 114s were transferred to Lincoln from April 28th 1962.

In 1958 the ER opened its new Stratford depot and, while it was used for the modernisation mainline diesel locos, it was actually designed as a purpose built DMU depot. Finally while Norwich saw a new depot which was eventually home to 38 twin-units covering 24 train workings and six

'Calder Valley' Class 110 unit, Nos. 52083, 59703 and 51814, is seen in the roofless depot at Bradford Hammerton Street on 10th November 1979. RAILPHOTOPRINTS - GORDON EDGAR





A refurbished Class 108 No. 51905 and a Class 100 No. 56105 are in Longsight depot on March 26th 1978.  
RAILPHOTOPRINTS - JOHN CHALCRAFT



were worked by drivers from Heaton and Gateshead. Notably the shed even retained a turntable long after steam, for the turning of individual DMU cars. 1960 saw the opening of Neville Hill and it soon built up a large allocation with work being undertaken upon 250 diesel cars while steam was extradited to the two remaining roundhouse sections of the old shed. Gateshead had seen some quite comprehensive rebuilding work in the 1950s with only a footnote of "suitable for later conversion" with conversion work being completed during 1964.

The Region's greatest folly was, of course, Thornaby. It was Britain's last new steam shed and although supposedly built for easy conversion to diesels, it was ultimately a poor substitute for a purpose built diesel depot, as were many of the NER's conversions which were compromises between the expense of new builds and the inadequacies of the old.

### London Midland Region

On the London Midland Region (LMR) there was a real mixture of fortunes for its DMUs. At Toton, the mighty freight facility of the Midlands, DMUs initially shared the filthy conditions of the 'Garratt Road' which lay along the side of two of its roundhouses, this road being the only one long enough for inspecting DMUs before better facilities were opened at Derby's Etches Park. Conversely the 270ft by 141ft wide brand new Crewe

Diesel depot welcomed DMUs in early 1958. The shed was technically a steam conversion, having been originally designed as a super centre for the region's steam fleet.

Notable new build depots on the LMR included: the three road 454ft building at Stoke which was equipped for the heavy maintenance and could service and clean up to 38 sets a day, the 240ft two road depot at Buxton which could handle up to nine three-car sets and opened in 1957. A shortcoming of both, however, were their lightweight supports which, officially at least, prohibited diesel locos from using them.

Cricklewood, however, was the LMR's zenith in combined DMU and loco maintenance design. It opened in 1961 and the large three section depot of four, three and three roads respectively and was designed to service and maintain 75 railcars and 150 main line locomotives.

Many other depots however, such as Workington, Barrow, Bury and Accrington, saw DMUs with the most minimal of alterations, many of which soldiered on for a decade or more. Accrington, for example was closed to steam in March 1961 but continued as a DMU depot until it closed

Park Royal DMU No. M56153 is stored outside Chester depot on 20th June 1976. DAVE HIGSON







**By this date Southall depot was no longer maintaining DMUs but the building and fuelling point can be seen as 50046 heads past with a westbound express on the 18th March 1989. JOSEPH PORTER - IVAN STEWART COLLECTION**

completely in October 1972. One oddity though was the former steam shed at Ryecroft near Walsall. In 1956/7 it was re-roofed and had work done to make one of the first DMU depots in the country but just ten years later, its usefulness had elapsed thanks to the Beeching cuts and the depot closed in 1967.

### Western Region

Despite facilities still being built up, DMUs had taken over large parts of the Western Region (WR) by 1958. Initial units were based at Barry while Cardiff Cathays was upgraded as a stop gap before the DMUs were eventually migrated to Cardiff Canton. The

depot gained a large fleet of DMUs for use on the Cardiff Valley lines and, while the former carriage building didn't have raised rails, the floor either side and between the tracks was lowered to facilitate better and easier access to the DMUs under frames. Maintenance was also undertaken in the purpose built two road DMU shed whilst outside a semi covered fuelling canopy allowed the fuelling of several DMUs at once.

Reading enjoyed a new three road DMU depot building in 1961 and it had a 150ft two road shed added to the side for locomotives in 1964. This was further extended in the 1980s to give a five road shed. It was a good example of a mixed traffic depot servicing

and maintaining diesel locos, DMUs and Civil Engineers track machinery.

In the Bristol area Barton Hill had an inspection pit built for DMUs in 1958 and at Bristol St Phillips Marsh Junction DMU facilities were quite comprehensive from early on. Two roads gained a new semi covered fuelling facility long enough for 12 cars and a new four-road DMU depot was opened on September 23rd 1959. The roads were built on 2ft 6in high concrete plinths with embedded fluorescent tube lighting along each side. The shed was closed to steam in June 1964 but continued to service and maintain locomotives and DMUs. In 1965 its DMU allocation stood at 32 cross-country, 12 suburban, four single cars and one Pullman set. The depot ceased DMU maintenance on May 18th 1970 when the work was transferred to Bristol Bath Road. CCE plant was then maintained at the depot, but DMUs were still fuelled at Marsh Junction. Bath Road's DMU allocation in July 1980 was two Class 101/2 3-car sets, nine Class 118/8 3-car sets, thirteen Class 102 3-car sets and two Class 121 single cars.

While Newton Abbot concentrated on locomotive maintenance, Class 120 DMU units were initially serviced at Exmouth Junction shed until the depot was closed in March 1967. Ultimately the former steam shed at Exeter St Davids became the main stabling point for the DMUs used on the Barnstable, Exmouth and Paignton branches.

After Plymouth Laira was completely rebuilt between 1960 and 1961; it became the principle locomotive depot of the West of England and gained a DMU contingent alongside a sizeable loco allocation. Further to the west, 3-car BRCW (later Class 118) DMUs were at Truro depot by 1959, it closed to steam in March 1962 and the shed continued until closure in October 1965.

**The maintenance of DMUs in the Bristol area was undertaken at Bath Road depot by the time this photograph was taken on the 17th October 1976. Visible in the middle, between all the main line locomotives, is a Derby built unit. DAVE HIGSON**





The DMU depot furthest to the west was, of course, Penzance which closed to steam a month earlier in September 1962 and saw local DMUs and locomotive servicing. After the opening of the new HST depot at Long Rock, DMU servicing was transferred to the new depot.

The former steam shed at Southall, closed to steam in January 1966, was home to DMUs in it eight road through shed until its closure as a servicing point in October 1986. DMUs then took advantage of the WR's new HST shed at Old Oak Common which had opened in September 1976.

In 1979 Exeter St Davids finally received some covered accommodation to replace the Heath Robinson affair which existed before.

### Scottish Region

On the Scottish Region (ScR) one of its earliest DMU depots was at the former Leith Central station which found further use after closure to passengers as a stabling and minor servicing point for DMUs through to 1972.

Ardrossan and Dundee had received a DMU contingent by the early 1960s but few changes were made to the actual structure of the depot, although rails were slightly raised to facilitate better access to DMU undersides.

When the large steam depot at Eastfield was completely rebuilt as a diesel depot,

it had roads dedicated to DMUs which could take a three car unit for underframe inspection and repair. Similarly, Ayr, Corkerhill, Hamilton and Haymarket were good examples of depots which received new purpose built buildings.

As part of ScR's initiative to concentrate their DMU maintenance upon an ever smaller number of depots, the depots at Dundee and Hamilton had closed by mid 1982. In contrast, the early 1980s saw them open a new, local authority funded, depot for DMUs at Corkerhill in Glasgow. ScotRail's DMU depots with an allocation as at January 1st 1985 were: Eastfield - 20 sets, Haymarket 25 sets and Ayr with 41 sets.

### Southern Region

With its dense electrified network, the Southern made great use of EMUs and where electrification couldn't be justified, it tended to go for DEMUs over the more common DMU. As this article is concerned mainly with diesel mechanical multiple units, the Southern's Diesel Electric Multiple Unit depots aren't covered here and nor are its EMU depots.

### Maintenance in the Early Years

The ability to start up a DMU and have it ready for traffic in a matter of minutes was the death knell of the small branchline

steam depot. Almost universally, whenever and wherever a line was dieselised, it usually meant the end of the, often single track, small shed and train crew contingent as BR concentrated its DMU maintenance at new and better equipped depots. For example, the closure of Alston shed in September 1959 upon the introduction of a Metro-Cammell DMU service, was just one example of the dozens that happened throughout the country as BR reduced many of its branch lines to 'basic railways' with just a single line from a mainline junction worked on the 'One Train Working' principle, which was arguably the saviour of many a branch line.

Despite BR's attempts to build suitable DMU depots, the BTC's statistics for March 24th 1957 showed that 60, or 9.7% of BR's 618 DMU vehicles were out of action and a year later, 166 or 10.3% of its 1,650 cars were out of service, a not exactly encouraging picture.

Come the 1970s and with 75% of BR's DMUs having been introduced between 1957 and 1960 they were approaching their midlife and were in dire need of heavy overhauls in order to extend their working lives into the mid 1980s. At this time many classes of DMU were maintained under a schedule based on periods of 1,500 miles running. A thorough inspection took place every 3,000 miles through to a major overhaul at 30-

Single car No.55015 is outside Eastfield depot in Glasgow on the 18th August 1983. It was being used by the British Transport Police to combat vandalism. GAVIN MORRISON







Metro Cammell power car no. SC50174 is stabled inside Dundee depot on May 24th 1980. DAVE HIGSON



36,000 miles. At each of those intervals the DMU vehicle would be out of service while the requisite work was undertaken. In an effort to speed up the vehicle's down time, BR was keen to restrict the amount of repair work actually undertaken at depot level with, instead, spare reconditioned major parts being fitted while the defective part was dispatched for repair at a region's principal diesel works such as Stratford or Derby. Thus at Norwich, for example, two spare engines and gear boxes were held to facilitate swift changes of defective equipment, the diesel power plant lending itself to this method of component exchange so much more readily than the steam locomotive.

### Maintaining the Next Generation

In the late 1970s, BR had begun planning for the replacement of its first generation DMUs and two distinct proposals developed. The Class 210 diesel-electric design with an above floor engine to match the performance and reliability set by the Southern Region's DEMUs. The alternative was the low cost 'Railbus', utilising standard Leyland bus components. While the Class 210 proved too expensive, the railbus saw Class 141s come to West Yorkshire, Class 142s to Greater Manchester and elsewhere and later Class 143s and 144s to Tynside and West Yorkshire.

What was ultimately needed, however, was a DMU midway between the '210' and the railbus - a second generation of the classic DMU. The contenders were the BREL Class 150 and the Metro-Cammell Class 151, with BREL's Class 150 being the preferred



The new order arrives! One of the Perkins engined 'Sprinter' prototypes 150002 leaves Buxton with a test train for Manchester Piccadilly in January 1985. The DMU depot, which also serviced locomotives for freight traffic in the Peak District is on the right. RAILPHOTOPRINTS - THE LATE COLIN WHITFIELD



with BREL's Class 150 being the preferred choice. The high density seating of the Class 150s meant that two vehicles could replace three Class 120 low density vehicles and at Derby Etches Park, Class 150/1 units covered 43 diagrams, 22 for the lines east of Crewe and 21 for those to the west. Each set was programmed to cover roughly 105,000 miles annually, almost double that of the first generation DMUs. With larger fuel tanks giving a range of 1,000 miles between refuelling, coupled with greater reliability, visits to maintenance facilities were reduced from two or three times a week to fortnightly. Fuelling and service checks were undertaken every 1,500 miles and took roughly three hours. An A exam was undertaken every 3,000 miles while a B exam lasted seven and a half hours and was carried out every 15,000 miles.

In order to relieve pressure upon Chester depot, Etches Park also undertook A exams on the first generation DMUs used on the services in Lincolnshire. Where the first generation DMUs averaged 70-75% availability, the new DMUs were required to operate at 85%. In fact 90% availability soon became the accepted norm and there were even days when the Class 150/2s achieved 100% daytime availability, as all their scheduled attention was given in the night, weekends and between peak diagrams.

Casualties of the increased reliability and longer periods between examinations included depots such as Lincoln, which was closed on October 4th 1987 and Carlisle Kingmoor, which from May 16 1988 saw its DMU allocation split with those working lines in Cumbria going to Heaton, whilst the Lancashire duties went to Chester. Buxton ceased maintaining DMUs from May 6th 1989 when its remaining Class 104s were transferred to Chester. The UK's largest DMU depot at the time was Tyesley in Birmingham and its fleet covered lines all over the Midlands. It also saw visiting locomotives for maintenance but as sectorisation became ever more prevalent on BR, coupled with the loss of parcels traffic and the reduction of mail and freight trains, they became less frequent visitors as it focused almost exclusively upon DMUs.

The first of 204 air-conditioned 23 metre Class 158 vehicles began public service in September 1990 on the Glasgow Queen Street to Edinburgh Waverley route and services between Aberdeen and Inverness. Subsequent deliveries were used on lines in Northern England, the Midlands, Wales and the South West. The 'Super-Sprinter' revolution of the late 1980s and into the 1990s was responsible for eradicating most of BR's final locomotive hauled secondary passenger trains. Provincial, which later became Regional Railways, went

entirely DMU.

The 'Super-Sprinters' also helped in the drive towards services which ran over longer routes, such as the Newcastle to Stranraer and the lengthy Liverpool to Norwich services. DMUs on the latter service were based at Norwich Crown Point with some A exams undertaken at Newton Heath plus over night cleaning and fuelling at other locations. All B exams, however, were to be undertaken at Crown Point. The 90mph fully air-conditioned Class 158s offered a high quality service and their annual mileage was well in excess of 150,000. The improvements they offered through greater utilisation and reduced maintenance requirements allowed a dramatic improvement in costs. The Provincial Sector lost £473.6M in 1986/7 but following the introduction of the new DMU fleets Regional Railway's operating cost to revenue ratio of 4:1 in the late 1980s was reduced to 2.5:1 in the early 1990s.

In concluding this piece, it can be seen that sectorisation had helped to concentrate DMU maintenance on fewer and larger more specialised centres which, after privatisation, allowed each Train Operating Company to, where practicable, maintain their own fleets within their own facilities. That is very much a story for a later date.



# Local Freight around North Manchester

In the 1980s the Manchester area still saw a considerable number of local freight workings with a wide variety of traffics being forwarded by rail. David Ratcliffe had the foresight to record on film these long gone scenes.

## Stone trains

Close to the boundary between the cities of Salford and Manchester, traffic to the scrapyard at Brindle Heath and the wagon repair sidings at Hope Street had all but ceased by 1981, but stone trains from the Peak District were a regular sight with daily block workings from Tarmac's Topley Quarry, near Buxton, to their Pendleton terminal and from RMC's Dove Holes Quarry at Peak Forest to the Peakstone terminal at Salford Hope Street. Both of these services, which comprised modern air-braked privately owned hopper wagons introduced in the 1970s, carried limestone while, in addition, the Peakstone terminal was also the destination for a weekly trainload of granite from the Kingston Minerals quarry at Penmaenmawr formed of a set of railway owned vacuum-braked ex-iron ore hoppers.



**LEFT:** Unlike the train from Peak Forest, the weekly Penmaenmawr to Hope Street stone train employed a pool of elderly BR vacuum-braked hopper wagons (TOPS code HKV) that had originally been built back in 1956 to carry imported iron ore from Glasgow General Terminus to Clyde Ironworks and Ravenscraig steelworks. Following the closure of the Hope Street C&W works, maintenance of the wagons in the Penmaenmawr service was undertaken at Manchester Ashton Road Wagon Shops, near Ashburys. On 11th July 1984 Class 31 No. 31113 hurries through Manchester Victoria with a special working returning two repaired HKVs from Ashton Rd. to the stone terminal at Hope Street.

**BELOW:** In the 1980s the Peakstone terminal at Salford Hope Street was the destination for a daily train from Dove Holes Quarry, Peak Forest, and a weekly service from Penmaenmawr Quarry. The Peak Forest working, which had been equipped with new bogie hopper wagons in 1987, was invariably headed by a pair of Class 37s and 6J46, the 14:27 Peak Forest to Hope Street, is pictured near to Miles Platting behind Nos. 37684 and 37677 on 22nd September 1988.







### Bolton and Ordsall Lane

On the north western edge of the conurbation, the foundry at BREL's Horwich Works produced brake blocks with a daily trip conveying them to Manchester's Ashburys Yard from where they would be forwarded on wagonload freights to locomotive depots and carriage works across the network. Some seven miles south east of Horwich, the town of Bolton also continued to support a daily trip from Ashburys Yard, this being retimed in 1983 in order to also serve Ordsall Lane, Salford, where Duncan Transrail had opened a new private freight terminal.

**ABOVE:** The Duncan Transrail terminal opened in 1983 on the site of Ordsall Lane yard, initially to receive vanloads of imported newsprint for the Manchester presses, but it quickly diversified into handling a range of other commodities including barium compounds, bituminous sheet, government supplies, grain, and wine and spirits. On 31st August 1984 Class 31 No. 31280 heads past Manchester Victoria East Junction signalbox with an early running 6T85 Ordsall Lane to Ashburys trip, consisting of a single bogie Cargowaggon van which had arrived at Duncan Transrail earlier in the week with cases of French brandy.

To shunt their terminal, Duncan Transrail purchased a 0-4-ODM locomotive (works No. VFD139/DC2273) from the Purfleet Deep Wharf and Storage Co. Built in 1951 at Vulcan Foundry, Newton-le-Willows, and named 'Taurus', the 0-4-ODM is seen propelling two bogie Polybulk grain wagons towards the grain unloading shed on 9th December 1986. The two Polybulks had arrived that morning loaded with malt from Arbroath while the third wagon, a German registered bogie Cargowaggon van, was carrying bituminous roofing felt.







Class 31 No. 31113 propels a BR owned VAA air-braked van loaded with china clay into the NCL depot at Bolton whilst working 6T88, the 09:30 local trip from Ashburys on 3rd July 1984. Situated next to Bolton Trinity Street station, the NCL depot received regular consignments of bagged china clay from Cornwall, which were then forwarded by road to the numerous wallpaper mills situated in Darwen and Blackburn. Other commodities railed to the NCL depot in the early 1980s included steel section from Scunthorpe steelworks, conveyed on BDA wagons, and dyestuff from the Continent carried in both bogie and two-axle ferry vans. However, all these traffics ceased when the NCL depot closed at the end of August 1984.

### East of Victoria

To the east of Manchester Victoria station both Tilcon's Collyhurst Street stone terminal at Miles Platting and the Quickmix Concrete siding at Dean Lane each received two daily trains of limestone from Tunstead Quarry, these trains being formed of ICI owned bogie vacuum-braked hopper wagons of the type also used to supply the ICI chemical works in Northwich. Close to Miles Platting station could be found Skew Bridge Sidings which not only provided access to the Civil Engineers' Newton Heath Concrete Works but also provided a convenient location to stable wagons waiting to enter the Newton Heath Traction Maintenance Depot and was the base for Trip 85, also known as 'North Manchester Local Trip No. 1'. The concrete works, which was usually shunted once a day, produced a range of items including concrete troughing for the Signal & Telegraph Engineers department while freight traffic into Newton Heath TMD included around eight tank wagons of gas oil each week, plus occasional tank wagons of lubricating oil, and various opens and vans loaded with locomotive and dmu equipment and spare parts

Travelling further east along the Oldham line beyond the Quickmix terminal Greater Manchester Council had opened the first of their refuse treatment plants at Dean Lane in 1981. The plant was designed to handle approximately 400 tons of containerised waste a day and despatched up to seven trains each week to the Wimpey Waste Management disposal site at Appley Bridge, west of Wigan. In 1985 a similar refuse treatment plant was opened by the GMC at Brindle Heath, on the opposite side of the Salford to Bolton line to Tarmac's Pendleton terminal, and the train plan modified so that the Dean Lane trains would call to pick up and drop off wagons en route to or from Appley Bridge.

Class 45 No. 45046 heads past the closed platforms of the former Manchester Exchange station with 6J75, the 09:57 MSX Appley Bridge to Dean Lane Greater Manchester empty refuse container train on 1st May 1986. When first introduced, the Dean Lane 'Binliner' workings had been hauled by Class 40s but in subsequent years the motive power provided was a mixed bag with Classes 25, 31, 37, 45 and 47 all putting in an appearance.





## Weaste

Elsewhere in Salford, traffic to the Royal Ordnance Factory at Patricroft had ended in 1980 while the very occasional trainloads of naphtha from Washwood Heath to the North West Gas Board sidings at Ordsall Lane would finally cease to run in 1985. However, traffic to the Lancashire Tar Distillers oil terminal at Weaste, opened in 1965, remained buoyant with three trains per week scheduled to arrive from the ICI/Phillips refinery at Port Clarence conveying derv and kerosene plus a weekly trainload of fuel oil which ran from either Lindsey Refinery at Immingham or from Waterston Refinery near Milford Haven. During the 1980s Weaste was also the destination for an occasional trainload of diesel from Shell's Stanlow Refinery.



In the 1980s the oil terminal at Weaste, situated at the end of a half mile long branch which left the Liverpool to Manchester main line at Eccles station, would usually receive three block trains each week carrying derv and kerosene in bogie Class A tank wagons from the Phillips refinery at Port Clarence. The discharged tanks would head back to the north east as 6E31, the 10:40 MWFO departure from Weaste, which is seen heading through Manchester Victoria behind Class 47 No. 47361 'Wilton Endeavour' on 9th May 1989.



Opened in 1965, Weaste oil depot was situated next to the Manchester Ship Canal and, to access the unloading sidings trains, had to traverse a short section of the privately owned Manchester Ship Canal Railway. Consequently the BR locomotive would leave its train at Weaste Junction with all shunting into and out of the oil depot being performed by one of the Ship Canal's own locomotives. MSC No. D3, a Hudswell Clarke 204 bhp 0-6-0DM (works No. HC D1188/built 1960) shunts loaded tanks of kerosene at Weaste on 8th December 1989.



## Calder Valley Line

Heading up the Calder Valley line from Newton Heath, coal traffic to Chadderton Power Station ceased in 1981 but the adjacent Middleton Junction sidings might still contain a handful of loaded coal hoppers waiting to be tripped to the British Fuels depot at Chadderton. The short mile long branch to Chadderton was worked by the Class 08 locomotive out-stationed at Middleton Junction until that diagram was withdrawn in 1984 and the job added to the work of 'North Manchester Local Trip No. 1'.

Continuing along the former Lancashire & Yorkshire main line towards Rochdale, the next freight location to be reached was Castleton where, although the F.W. Woolworth private siding, the coal depot, and the general freight depot had all closed in the 1970s, the Long Welded Rail Depot and Civil Engineers Sidings remained very busy with traffic being handled both by the local trip and by special train. Freight traffic could also still be seen along part of the Castleton to Bury line for, although Rawtenstall Coal Depot closed in 1982, the first mile of the line from Castleton remained in regular use to serve the works of the Standard Wagon Company at Heywood.



In 1986 the Manchester area freight trips were recast with most now running directly to and from the major Speedlink hub at Warrington rather than via the yard at Ashburys and on 23rd April 1986 Class 45 No. 45069 was recorded at Miles Platting with 6F14, the 14:45 Castleton to Warrington Arpley. Its train includes BR air-braked opens and vans recently transferred to departmental service, which had been picked up at Skew Bridge Sidings and Newton Heath, as well as three Borail wagons loaded with rail from Castleton and a privately owned two-axle chemical tank that was returning to traffic following repair at Heywood. After heading through Manchester Victoria, this train would next call at Ordsall Lane to pick up any traffic from the Duncan Transrail depot.



Once or twice a week the Castleton trip locomotive would run down the Castleton to Bury line as far as Heywood in order to serve the Standard Wagon Co. works, and, as there was no run round loop at Heywood, wagons would be propelled down the branch the short distance from Castleton. On 29th March 1988 Class 47 No. 47117 is seen arriving at Heywood propelling a single bogie potash container flat in need of repair.





# Multiple Memories Railcar Gala

**Saturday 19<sup>th</sup> & Sunday 20<sup>th</sup> May 2018**



Photo: Ribble Steam Railway

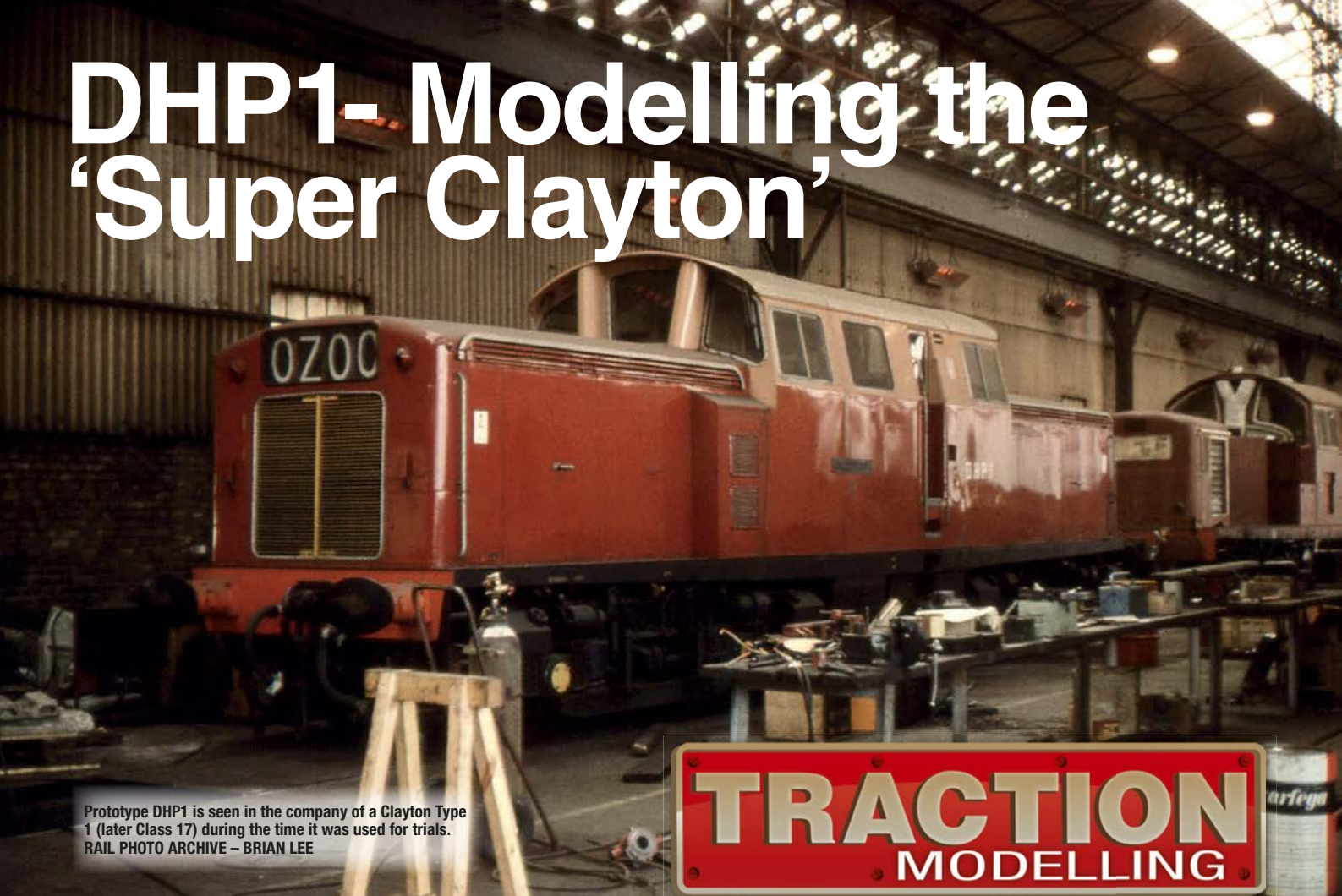
**with visiting W&M Railbus E79960 and home fleet  
Classes 101, 108, 119, 122 & Derby Lightweight**

**Special Orange Timetable - Various Combinations  
Saturday Evening Fish and Chip Special (pre-bookable)**

**[www.e-v-r.com](http://www.e-v-r.com)**



# DHP1- Modelling the 'Super Clayton'



Prototype DHP1 is seen in the company of a Clayton Type 1 (later Class 17) during the time it was used for trials.  
RAIL PHOTO ARCHIVE – BRIAN LEE

## TRACTION MODELLING

James Smith set himself the task of building a model of DHP1, one of the most elusive of all the prototypes produced for BR's consideration.

Constructed as a joint venture between the Clayton Equipment Company and Rolls Royce, DHP1 had four 375HP engines and hydraulic transmission along the same lines as 10100 (the 'Fell' locomotive). The loco was completed in June 1963 and trials on BR started in July. Pictures of it working trains are rare as, by 1964, interest in the locomotive had dropped and it was stored in Clayton's yard having clocked up a mere 450 miles on BR metals. Its final days were spent at International Combustion in Derby acting as stand-in works shunter. Once the regular loco was repaired, DHP1 was stored before being broken up in 1966.

I have always been intrigued by this strange-looking prototype in its striking red and cream livery and spent many years collecting pictures and information, hopefully to one day produce a working model. Having come across a cheap Heljan Class 17 Clayton chassis on eBay, and acquiring a damaged matching body from Howes Models, I began planning how to 'cut and shut' a Class 17 into DHP1. Having found scale plans of the locomotive, and happy that I had all the dimensions reasonably accurately scaled, I made a start.



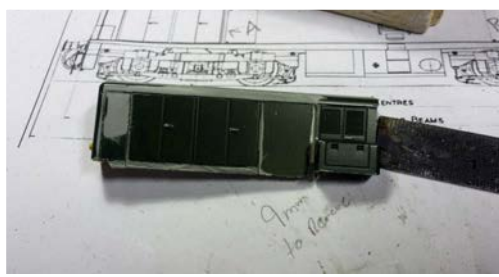
Firstly, the Class 17 body and chassis were stripped to their component parts and work started on removing the bonnet sections from the running plate, making sure to preserve as much of the details of the bonnet side doors as possible.



As the bonnets of DHP1 are much wider than a standard Class 17, I cut down the centre line of each bonnet section to allow me to insert fillets later. In addition, it is easier to alter the bonnet side grills and doors to match DHP1 with the nose sections split in two.



3

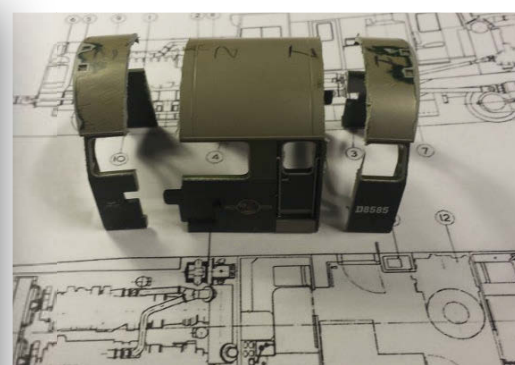


The bonnet side doors had to be moved closer to the nose ends, but thankfully the doors are the same on both locomotives so all I had to do was to cut out the radiator louvres and doors, cut away the louvred section and move the doors into the resulting hole closest to the nose end. The louvred section was then glued face down into the remaining gap to fill up the empty space. A piece of thick plasticard at the back strengthened the joints. The same process was carried out on the other bonnet pieces.

4



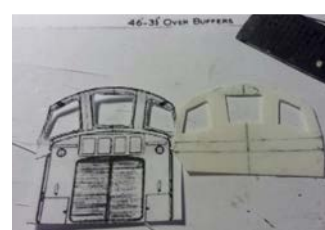
5



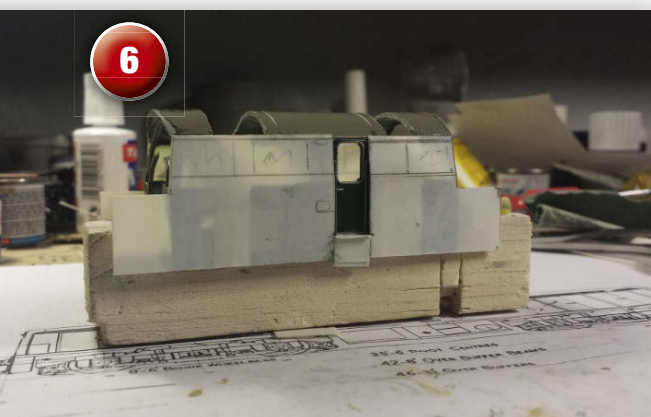
Whilst I was filling and sanding the bonnet sections, I also turned my attention to altering the Class 17 cab section. The cab section of DHP1 is much longer than the Class 17 and the doors are not symmetrical. After cutting the cab section into three pieces, the middle section with the doors needs one side to be moved 4.5mm further to the left.

Once the side doors had all been altered, the bonnets were rebuilt to the correct width for DHP1. 5.5mm had to be added to the width, so strips of thick plasticard were cut and inserted with plenty of plasticard and liquid poly used internally to strengthen the joints and fill up the headcode box apertures. Once hardened, the plasticard inserts were filed and sanded flush, followed by seemingly endless rounds of filling and sanding until achieving a smooth surface. Also at this point, I used a sharp knife to carefully slice off the moulded nose end headlights, for re-use later.

7



6



I made new cab side overlays by tracing the scale plan onto thin plasticard. The overlays were then glued to the 3 pieces of the cab and strengthened on the inside with more plasticard and left to set hard. The overlays actually reduce the height of the cab door by about 2mm so I created a new step on each side to reflect this.

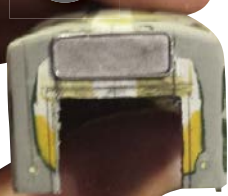


DHP1 had three-piece windscreens, so the Class 17 frames were removed and new overlays created by gluing paper copies of the DHP1 plans to plasticard sheet with PVA and cutting out the window apertures. The paper was then removed with warm water before thin plasticard strip was cut to create the window frames which were glued into the cab ends.

Cab side windows were carefully cut out, and a new roof made from thin plasticard with a couple of ribs added.

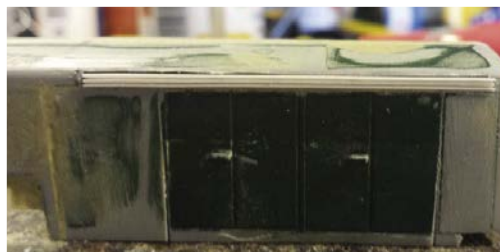


8



Once the bonnet ends were as smooth as I could get them, I needed to add new headcode boxes and the prominent front and side radiator grills. The headcode boxes are slimmed down Craftsman white metal ones, and the front radiator grill is actually a bodyside radiator grill from a scrap Tri-ang Blue Pullman power car which conveniently is very nearly the right size and shape! I added a central vertical bar and very thin slivers of plasticard around the bottom to re create the 'lip' of the original.

9



The bodyside louvers were created by cutting and filing a slot in each side of the bonnets above the doors. I made my own slats from 10 thou plasticard cut into 5mm wide strips. The first layer was glued about 1mm back from the edge of the bottom layer and the second layer was then glued on top but flush with the bottom layer. This was repeated to produce my 3 slat louvers

10



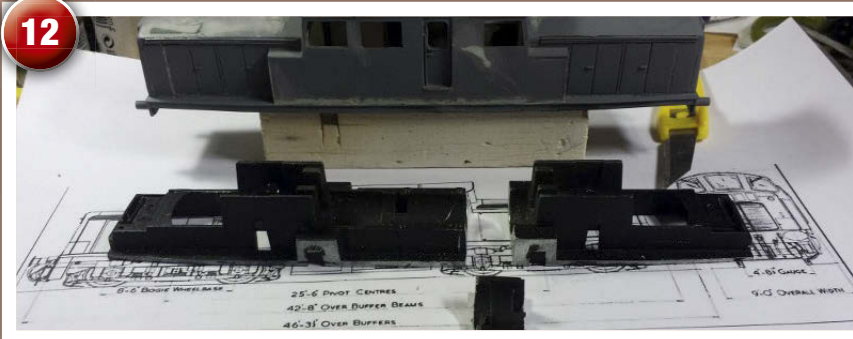
Although I originally thought DHP1 would be longer than a Class 17, it is in fact quite a bit shorter, so I needed to remove 9 mm from the running plate.

11



The reduced running plate, cab, and bonnets were recombined to produce a complete body once more. I trimmed down the height of the bonnet sides by shaving off 3mm at the bottom while ensuring things remained square. Next I cut them down to the required length, again ensuring they would butt up squarely to the new cab section. I glued one bonnet section on to the running plate and, once set, followed with the cab section and the second bonnet. I braced all joins internally and left to set solid before setting about filling and sanding.

12



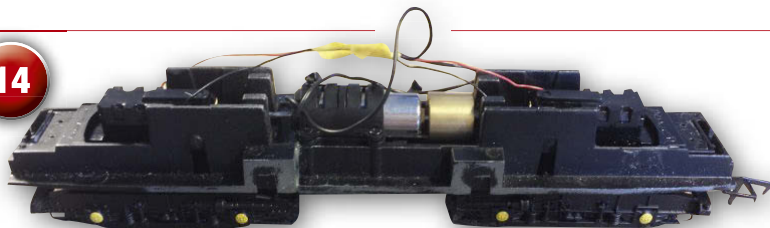
Whilst further filling and sanding was happening on the body, attention turned to the chassis. A 9mm section was removed from the chassis block, taken off-centre in order to preserve the motor mountings. The chassis was glued back together with Araldite and strengthened with plasticard underneath.

13



Once the chassis was back in one piece, the bogie mounting holes had to be moved out by 2.5mm using a drill and a file, to match the prototype bogie centres.

14



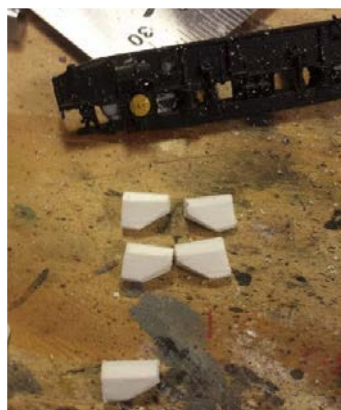
To fit within the now-shortened chassis block I removed one flywheel and worm so the chassis now has only one powered bogie. After deciding which would be powered I removed the final drive cogs from the other bogie to make it as free moving as possible.



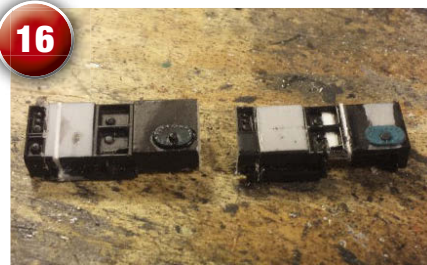
15



The model Class 17's bogie side frames aren't an exact match for DHP1 but are pretty near. The most obvious differences and additions are the sand boxes and brake actuator cylinders. I 'borrowed' cylinders from one of my Hornby Class 50s and made new sandboxes by shaping and filing thick plasticard after carving off the originals, finally adding the original Heljan sand pipes to the bottom.

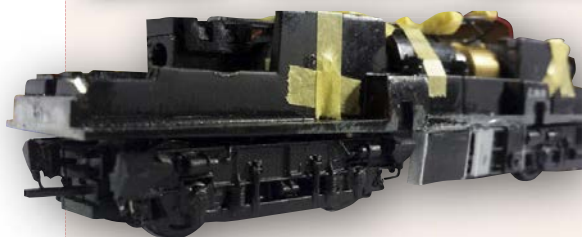
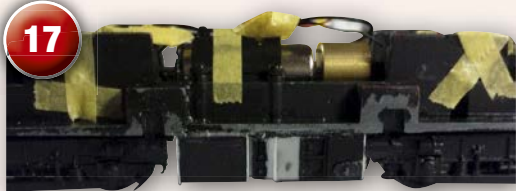


16



The tank and battery boxes under the cab were created by re-using bits of the original Class 17 tanks and adding new sections with plasticard. The inspection covers were cannibalised from an ancient Kitmaster 08 I had lying around!

17



When reassembling the chassis, I used cut down plastic cotton wool bud tubes to fill the gap in the bogie pivots which, incredibly, work very well. Once the motor was re-installed the original drive shaft was just long enough for the worm to mesh with the gear train on the one remaining powered bogie. Amazingly the chassis now runs more smoothly than when I first acquired it, and still manages to pull a reasonable load! Finally, the tank sections were added with extra weight glued behind to aid traction.

18



Turning back to the now virtually complete body, I re-attached the original bonnet end hand rails and the marker lights in their new positions, and added lamp brackets made from phosphor bronze strip. I marked out and cut the cabside hand and foot holds and added new cab hand rails. Exhaust stacks between the windscreens were made from scrap sprue. Another prominent feature added was the curved rail above the bonnet side radiator slats; 1mm strips of 10 thou plasticard was bent carefully to shape with the aid of a little liquid poly applied at the angles. Any gaps that I spotted were filled and smoothed back.

20



19



Further additions were exhaust ports on the roof above the left hand pipe (pinched from a Craftsman warship detailing pack), a boiler exhaust port (from a spare brass grill), and a hatch (a left-over Shawplan 'Deltic' water filler hatch). Buffer beam details were fitted and the original Class 17 nose end steps refitted.

A blow-over with aerosol primer showed up a couple of problems but these were soon sorted out and painting commenced. I used Precision Paints' GWR Indian Red and Humbrol cream.

After several thin coats were brushed on DHP1 was really coming to life. The front radiator grill was painted with Railmatch warning panel yellow and, after a few coats, a black wash was put in and wiped away when nearly dry to replicate the look of open slats.



The DHP1 transfers were created by carefully cutting up other numbers from BR diesel number transfer sheets. From photographs, the prototype looks to have white numerals but I used cream ones that I had to hand. A small amount of weathering was applied to reflect the locomotive having had a bit of use and then all was sealed with a coat of Humbrol spray satin varnish.

Finally, I commissioned some etched plates from Narrow Planet for the cab-side works plates to finish off the model. The larger plate reads 'The Clayton Equipment Co Ltd Hatton Derby' whilst the smaller plate is the 'Double R' Rolls Royce badge. Dimensions of both plates were estimated from photographs.





Single DVD £14.95 each (Free P&P)

- AV135 The Western Region (& Southern) DMU (1986-1993)
- AV136 The Cumbrian Coast Class 108 DMU (1987&1989)
- AV137 The Manchester South Class 101 DMU (1993-2003)
- AV138 The North West Class 101-116 DMU (1987-1995)
- AV139 The North East Slam-Door DMU (1986-2009)
- AV141 The West Yorkshire Class 141-144 DMU (1984-2016)
- AV142 The North West Class 142 & 144 DMU (1987-2016)
- AV143 The North East & North Yorkshire 141-144 (1988-2016)
- AV144 The South Yorkshire & Humberside 141-144 (1986-2016)
- AV151 The Cumbrian Class 150-158 (1989-2017)
- AV152 The North Lancashire Class 150-158 (1987-2017)
- AV153 The Manchester Victoria Class 150-158 (1987-2016)
- AV154 The Manchester Piccadilly Class 150-158 (1991-2017)
- AV156 The North East & North Yorkshire 150-158 (1987-2018) **NEW!**
- AV157 The Calder Valley & Leeds-Skipton 150-158 (1987-2018) **NEW!**
- AV158 The Marsden-Selby & Wakefield 150-158 (1986-2017) **NEW!**
- AV159 The South Yorkshire & Scarborough 150-158 (88-2018) **NEW!**
- AV166 The Paddington-Reading Class 165/166 (1992-2016)
- AV167 The Gatwick-Worcester Class 165/166 (1992-2016)
- AV168 The Marylebone-Aylesbury Class 165-172 (1993-2016)
- AV169 The Birmingham-Oxford Class 165-172 (1993-2016)

4 x DVDs £39.95 each (Free P&P)

- AV140 The Northern England slam-door DMU (1986-2009)  
(includes: AV136, AV137, AV138 & AV139)
- AV145 The Northern England Class 141-144 (1984-2016)  
(includes: AV141, AV142, AV143 & AV144)
- AV150 The North West Class 150-158 (1987-2017)  
(includes: AV151, AV152, AV153 & AV154)
- AV155 The Yorkshire & North East Class 150-158 (1986-2018) **NEW!**  
(includes: AV156, AV157, AV158 & AV159)
- AV165 The Networker DMU Class 165-172 (1993-2016)  
(includes: AV166, AV167, AV168 & AV169)

## New DMU DVDs

### The North East & North Yorkshire Class 150 - 158



1987 - 2018

Felixjaz Productions

AV156  
Anbrico

Runtime  
85 mins

### The Calder Valley & Leeds - Skipton Class 150 - 158



1987 - 2018

Felixjaz Productions

AV157  
Anbrico

Runtime  
75 mins

### The Marsden - Selby & Wakefield - Knottingley Class 150 - 158



1986 - 2017

Felixjaz Productions

AV158  
Anbrico

Runtime  
75 mins

### The Yorkshire & North East Class 150 - 158



1986 - 2018

Felixjaz Productions

AV155  
Anbrico

Runtime  
85 mins

### The South Yorkshire & Doncaster - Scarborough Class 150 - 158



1988 - 2018

Felixjaz Productions

AV159  
Anbrico

Runtime  
75 mins

Visit our online shop: [www.anbricofelixjaz.com](http://www.anbricofelixjaz.com) or send for our catalogue of over 250 DVD titles to the address below.  
Cheques should be made payable to **Anbrico Felixjaz** and sent to: Room 1, 14 St Giles Way, Copmanthorpe, York, YO23 3XT

## DIESEL DAY Sunday 20th May 2018 10.30am - 5pm



BUCKINGHAMSHIRE  
RAILWAY  
CENTRE

This year's Diesel Day will be Cromwell's passenger train debut! Diesel locomotive MOD LSSH No.423 'Cromwell' will be offering passenger train rides with coaches for the first time. With a smart new coat of paint, Cromwell will be the star of the show! We hope to be running a timetable of four diesels throughout the day with passenger rides in coaches in the Up Yard and brake van rides in the Down Yard, as well as demonstration freight trains.

Also: miniature train rides, model railway, Visitor Centre with cafe and shop all open.

[www.bucksrailcentre.org](http://www.bucksrailcentre.org)  
E: [marketing@bucksrailcentre.org](mailto:marketing@bucksrailcentre.org)  
T: 01296 655720

## WEST SOMERSET RAILWAY



### Diesel Gala

Vintage Diesels to the Seaside  
8th - 10th June 2018

Featuring a large fleet of Diesel engines in action over three days including visiting locomotives and our home fleet.

Speed restrictions, long carriage formations and the banks at Washford and Bishops Lydeard combine to make this event

**THRASHTASTIC!**

**BACK FROM OVERHAUL:**

Class 33 'Crompton' No. D6575  
Class 35 'Hymek' No D7018

**Including:**

Class 14 Teddy Bear No D9526  
Class 33 'Crompton' No. D6566 & D6575  
Class 35 'Hymek' No. D7017 & D7018  
Class 47 'North Star' No D1661  
Class 52 'Western Campaigner' No. D1010  
Shunter Shuttles  
Visiting locos to be confirmed.

Discover more and book online for advance discounts at  
[www.west-somerset-railway.co.uk](http://www.west-somerset-railway.co.uk)  
or telephone 01643 704996



# TRACTION MODELLING





# Earl's Court

Terry Tew wanted a layout that recreated the urban locations, with British Railways and London Transport trains, that he remembered from his youth. Earl's Court is the result.

After considering various locations Terry remembered that, until 1940, the LMS (and before it the LNWR) had run four-rail electric multiple units into the District Line station at Earl's Court. Suspended during WW2, the service never resumed. This gave Terry an idea: just supposing that the LNWR had built its own station adjacent to the District Line one. Perhaps it might also have been a joint station with the GWR and remained open after the war.

## The layout

The layout has three platforms, a shunting neck (which leads to an off-stage dairy) as well as a parcels depot that provides some extra operational interest. There are no points on the scenic part of the layout, although there are four in the fiddle yard. Peco code 75 track has been used, together with further Peco products to represent the third and fourth conductor rails. The main visible section of the layout is only four feet long so additional scenic section interest is provided by a bolt-on board at the front with industrial premises. An overbridge at the end of the station and a scenic High Street section help disguise the fiddle yard.



Photographs by Andy York



Considerable effort was put into researching what West London looked like around 1960. Modified kits from Kibri and various American manufacturers, such as DPM and Walthers, were used with many additional scratchbuilt parts added to Anglicise them.

## Rolling stock

As well as a few steam locomotives, such as GWR pannier tanks, there are various diesel and electric multiple units. The LMS built 'GEC' units were built by heavily modifying Airfix and Dapol LMS suburban coaches. Bachmann 2 EPB models were turned into the three car BR Watford 'DC lines' units (the later Class 501), which involved shortening the metal chassis. Former Lima GWR railcars have been modified to produce a twin-power car version with centre coach. These models have styrene side overlays produced using a Cameo Silhouette cutter. An ex-GWR Hawthorn Leslie diesel shunter, No 15100, uses a detailed resin body on a Bachmann chassis. Main line diesels include ex-LMS No.10000, running in the condition seen shortly before withdrawal, as well as the smaller Bo-Bos such as BTH Type 1, Sulzer Type 2s and North British Type 2 hydraulics. There are also a small number of London Transport items such as the Metropolitan Line Bo-Bo electric locomotive and rake of 'Q' stock multiple units. All stock is fitted with DCC sound chips which adds to the atmosphere on the layout.



# Rail Head Treatment Train

**OO**  
**GAUGE**



©Train Photos

Introduced in the early 2000s, Rail Head Treatment Trains (RHTT) are a fleet of 50 flat wagons with specialist modules mounted to them. With a very wide variety of Train Operating Companies providing "top n tail" traction for 20 daily "circuits" across the entire UK network, water modules clear leaves off the rails and sandite modules reduce wheel slippage during autumn & winter seasons.

H4-RHTT-001



'Sandite' with 2 wagons and sandite modules - £118

**Due**  
**Nov '18**

H4-RHTT-002



'Water Jet' with 2 wagons and water jetting modules - £118

**Due**  
**Nov '18**

H4-RHTT-003



Additional 'Water' wagon with 3 water modules - £59

**Due**  
**Nov '18**

H4-RHTT-004



'Sandite' with 2 wagons and sandite modules - weathered - £126

**Due**  
**Nov '18**

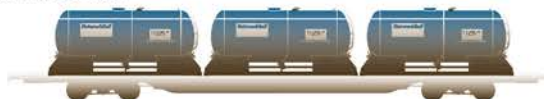
H4-RHTT-005



'Water Jet' with 2 wagons and water jetting modules - weathered - £126

**Due**  
**Nov '18**

H4-RHTT-006



Additional 'Water' wagon with 3 water modules - weathered - £63

**Due**  
**Nov '18**

To keep up to date on all the latest news regarding this project, visit:

[www.hattons.co.uk/RHTT](http://www.hattons.co.uk/RHTT)

Hatton's Model Railways, 17 Montague Road, Widnes, WA8 8FZ

0151 733 3655

[www.hattons.co.uk](http://www.hattons.co.uk)



# FEA Intermodal Wagon

**00**  
GAUGE

Delivered between 2004 & 2007, single unit FEA wagons have seen use as intermodal container wagons as well as on infrastructure traffic carrying track panels and general materials. They see widespread use, behind any locomotives in the GBRf & Freightliner fleets.



**H4-FEAE-001** FEA-E wagon 6410xx in Freightliner green

002  
003  
004

**Pre-order for £32 each**

Due  
Nov '18



**H4-FEAE-005** FEA-E wagon 641015 in Freightliner green with track panel carriers

**Pre-order for £50 each**

Due  
Nov '18



**H4-FEAS-001** FEA-S wagon 6406xx in GBRf blue

002  
003  
004

**Pre-order for £32 each**

Due  
Nov '18



**H4-FEAS-005** FEA-S wagon 6409xx in GBRf/Metronet yellow with track panel carriers

006

**Pre-order for £59 each**

Due  
Nov '18



**H4-FEAS-007** FEA-S wagon 640931 in TransPlant yellow

**Pre-order for £32 each**

Due  
Nov '18

To keep up to date on all the latest new regarding this project, visit:

[www.hattons.co.uk/FEA](http://www.hattons.co.uk/FEA)

Hatton's Model Railways, 17 Montague Road, Widnes, WA8 8FZ

0151 733 3655

[www.hattons.co.uk](http://www.hattons.co.uk)



With the previous night's snowfall in evidence, 31213 roars away from Bradford-on-Avon station with the 09:15 Weymouth to Bristol Temple Meads. The train has just crossed the River Avon which it will follow all the way to its final destination, crossing the river a number of times on the way.



# The Avon Valley in the snow

With the winter, hopefully, behind us Steve Randall recalls a day in December 1978 when he seized the opportunity to photograph trains in the snow.

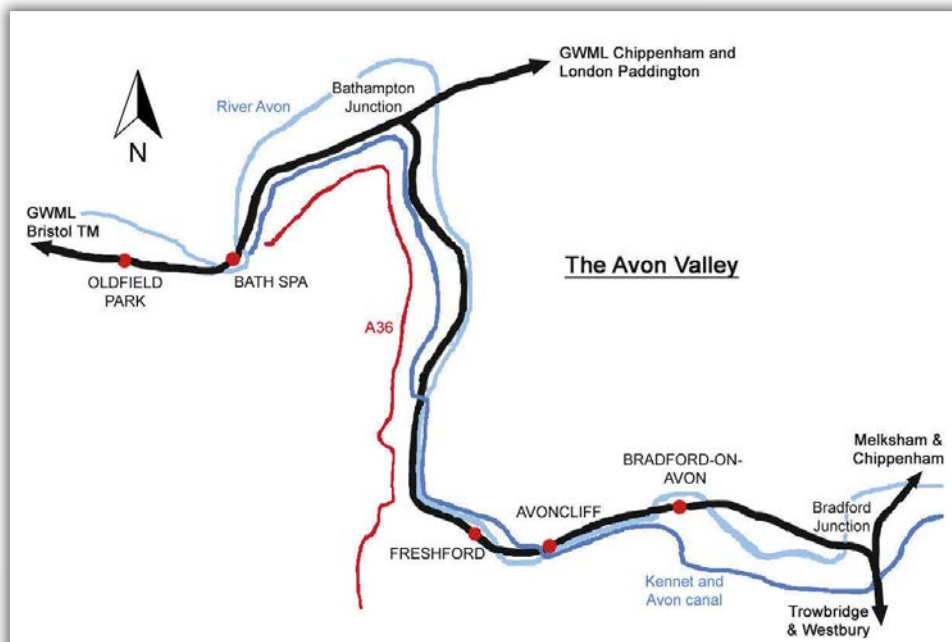
As regular readers may remember from my previous ramblings, I cut my spotting teeth in the glorious West Country. In December 1978 I was a fourth year at school in Bradford-on-Avon, Wiltshire. Whenever possible, I would get out and cop as many local locomotives as possible. December 21st 1978, as well as being the shortest day, was the first day of the Christmas holiday and I awoke to a cold and snowy morning.

I made the decision to get my bike out and ride down to the railway in an effort to see what was about and to get some seasonal pictures in the superb Avon Valley close to home. For those not familiar with this lovely part of the country, the line runs from Bradford-on-Avon following a gently curving north westerly direction towards Bath. At Bathampton Junction, it joins the Great Western Main Line for the run through the Georgian city and then on to Bristol. Running cheek by jowl with the railway is the River Avon, the Kennet and Avon canal and, for part of the way, the A36 trunk road. This combination makes it particularly interesting. Today, it still affords some superb photographic opportunities and is a popular location for many

photographers, particularly when there are steam charters.

I started my ride from Bradford-on-Avon in relatively benign conditions eventually turning for home in a blizzard at Limpley Stoke. The accompanying pictures show

every working I saw on the day. The thing to notice is the incredible variety of motive power seen in the matter of a few hours on what is a secondary route. It's what made the BR days so different from today's rather humdrum and homogenised railway.







33027 is sporting the wrong Southern Region reporting code heading the 08:56 Portsmouth Harbour to Bristol Temple Meads working. 85 was a Portsmouth to Southampton/Romsey slow working, but it should have been 89 for the working pictured. The driver peers back waiting for the right away from Bradford-on-Avon station, next

This was an unusual working that appeared out of the blue as I was returning to my bike. 50035 Ark Royal ambles along from the Bristol direction towards Westbury with a short PW train. Notice that there is a departmental former GWR Siphon G van in the consist.





33005 emerges from the short tunnel at Bradford-on-Avon and is about to cross Greenland Mills level crossing with the 11:15 Bristol Temple Meads to Portsmouth Harbour working. It had just begun to snow again so I decided to head for home along the Avon Valley.



Another unusual working was observed from the station car park at Bradford-on-Avon. 45007 leads a long freight of mixed empty wagons heading in the Bristol direction. Looking at the age and type of wagons I wonder if they had been selected for scrap and were making their final journey to the cutters?







47055 leads an up parcels working along the Avon Valley. It is approaching Bradford-on-Avon and the photo was taken from one of the two foot crossings in this area. Both are now tricky to take pictures from as, like so much of the railway, they are chronically overgrown.



The snow was now falling again with some intensity as 31257 leads the 10:42 Portsmouth Harbour to Bristol Temple Meads. It is pictured approximately half way between Bradford-on-Avon and the diminutive halt of Avoncliff.



A six-car DMU combination, with Class 119 set B581 on the rear, pauses at Avoncliff halt with the 12:15 Bristol Temple Meads to Weymouth. With a six-car DMU the arrangements for alighting passengers were a little long winded. Initially, the middle coach of the front set would be stopped at the platform for passengers from the front set to alight. Then the guard would call the train on, enabling anybody to alight from the rear set. The guard would sometimes also take the opportunity to join the other half of the train in order to complete his ticket inspection. The photograph is taken from the Avoncliff Aqueduct that spans the entire valley carrying the Kennet and Avon canal and a small road over the railway and the river.



In conditions that were now very difficult, 31246 is seen passing the site of Limpley Stoke station. It is leading a train of Presflo wagons destined for Westbury cement works. This working could have originated from a number of places including Tutbury, Portishead, Toton or even Exeter Central; I never have identified exactly what this working was. The remains of Limpley Stoke station (closed 1966) can be seen on the left. This station's claim to fame was that it featured in the 1953 film, 'The Titfield Thunderbolt'.

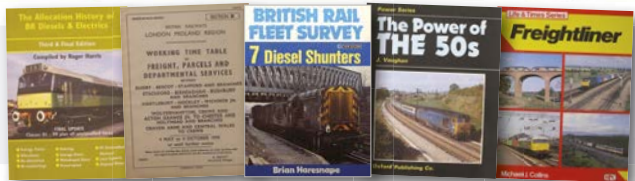




**Michael Field Video**  
**NEW. Scottish Railway Roundabout 2017**  
 Filmed mainly around the Highlands covering Specials, Freight, Network rail test trains and Departmentals with class 37s including 37025, 47s, 56s, 60s, 66s, 67s, 68s and 73-9s.  
 R. T. Approx. 104 mins. On 2-DVDs **£14.95 + P&P**  
**Scottish Railway Roundabout 2016**  
 With 20s, 37s, 47s, 60s, 66s, 67s and 73-9s.  
 R. T. Approx. 79 mins. DVD **£12.95 + P&P**  
**BOTH 2016 & 2017 only £27.50 + Free P&P**  
 The DVDs look at the Scottish rail scene with diesel traction  
**Cheques to M. FIELD.** (No cards) U.K. P&P **£1.55 per DVD**  
**MFP** The Rowans, Bishop Kinkell, Conon Bridge, Ross-shire. IV7 8AW. 01349-861129 m.fieldvideo@gmail.com

  
**TRANSPORT STORE**  
 4 Nasmyth Court,  
 Livingston, EH54 5EG  
 Tel: 01506 441023  
 sales@transportstore.com

Railway books from the UK and world-wide  
 The world's largest transport literature website



[www.transportstore.com](http://www.transportstore.com)

**Mid Hants Railway**  
**WATERCRESS LINE**

The Watercress line is located just off the A31,  
 about 7 miles from Winchester.  
 20 May - Free food festival in the streets of Alresford  
 1-3 June - A long weekend of heritage diesel traction  
 19-21 October - Our Autumn steam spectacular

Check our website for opening details  
[www.watercressline.co.uk](http://www.watercressline.co.uk)  
 All profits from the shop go to supporting the railway

**NEXT  
 ISSUE OF**  
**TRACTION**  
**ON SALE  
 1st June**

**JACKSON MEDIA**

**Cherished Memories  
 Brought Back To Life**

Got lots of 8mm film or VHS  
 tapes containing movies of  
 steam from a bygone era?  
 Why not have them  
 transferred to DVD.



Send an email or  
 telephone us for a quote.  
 Tel: 07968 108918  
 Email: info@jacksonmedia.co.uk

  
**PRE-BOOK & SAVE**

**SPRING DIESEL  
 FESTIVAL** MAY 17 - 19

A stunning mix of heritage and mainline diesels  
 working at the biggest diesel event in the country!

**Visiting locomotives include:**

- Class 66, Class 73/1 and Class 88
- Class 37 No. 37688
- Class 42 'Warship' No. D832
- Class 45 'Peak' No. 45060
- Class 47 No. 47292
- Class 55 'Deltic' No. 55019
- Royal Highland Fusilier
- Class 56 No. 56097
- Mixed Traction Day (May 20)
- Sherwood Forester

Further guest locomotives to be announced. All locomotives and attractions  
 are subject to availability.

For further information or to  
 book tickets, visit [svr.co.uk](http://svr.co.uk)  
 or call **01562 757900**

  
 Severn Valley Railway Official Site @svrofficialsite

**KIDDERMINSTER · BEWDLEY · BRIDGNORTH**

**To advertise here call  
 Allison on  
 01778 395002**

**Mercian Models**  
 Visit our website  
[www.modelrailways.tv](http://www.modelrailways.tv)

High quality locomotives and rolling stock 4, 7 and 10mm scales (00, 0, 1 and NG)  
**1A MARKET WAY, HAGLEY, STOURBRIDGE, WEST MIDLANDS DY9 9LT**  
 Telephone: 01562 884800

**NICK TOZER**  
 RAILWAY BOOKS

**RAILWAY BOOKS  
 BOUGHT & SOLD**

**Free Railway  
 Booksearch Service**

155 Church Street, Paddock,  
 Huddersfield, HD1 4UJ  
 Shop now open: Tue/Wed/Sat  
 (non-show dates) 11:00-17:00  
 + Thu 14:00-20:00  
 Tel: 01484 518159 (answer machine)  
[www.railwaybook.com](http://www.railwaybook.com)  
 email: nick@railwaybook.com

**Alan Cliff's Railway Books**

Teens/Adults  
**"Holy War"** - The story of the last  
 narrow-gauge steam quarry engine in Wales **£3**

Children - Reading Age 6-9yrs  
**Jack the Station Cat Takes a Holiday** (all colour)  
 Jack the Station Cat and the Vanishing Lady (all colour)  
 Jack the Station Cat and the August Day (all colour)  
 Jack the Station Cat and the Snail Trail (all colour)  
 Jack the Station Cat Takes Charge (all colour)  
 Jack the Station Cat and the Midnight Mice (all colour)  
 Jack goes to School (all colour)  
 Jack and the Lost Kittens (all colour)  
 Jack and the Great Little Trains Robbery  
 Jack in a Signal Box  
 Jack and the Tail's End Tickets

**Each book £2.95 - Set of 11 stories £28.50**  
 CD - The Jack Song £2 + post free when ordered with book(s)

**All above books post free**  
 Books signed. Cheques payable to:  
 Jack the Station Cat Ltd  
 38 Clifton Park Road, Rhyl LL18 4AW  
**Tel 01745 344963**  
[www.jackthestationcat.co.uk](http://www.jackthestationcat.co.uk)  
 Trade Enquiries Welcome





## Part 2

# Swindon Shed in the sixties:

D7055 is seen outside Swindon shed on 3rd April 1965. The author's notes show that during his time at Swindon the loco received both a 250 and 500 hour exam as well as three failures. The first was for a split compressor casing, the second compressor contacts having to be welded in whilst, on the third occasion, there was a turbo blower problem followed by a 3000 hour exam. JOHN IRELAND

David McPherson continues his account of the time he spent at Swindon shed when he was the interim mechanical foreman in 1965.

### Memorable Loco Events

One little perk of the job was the intimate contact one had with locomotives and the fact that several hundred thousand pounds worth of equipment was temporarily entrusted to you. Many's the time I climbed on board a dead loco, ran through the start-up procedure, got the engine(s) operating and did a quick cab check: brake pressure and the time taken to release the brakes; the A.W.S. braking times; the engine revs at idle and at full controller. Then I would follow these by a walk through the engine compartment to check the sound and appearance of the equipment therein. Occasionally, I'd fire up the train heating boiler. Sometimes, all this took place at the end of a routine examination when the fitter was away dealing with a failure. Provided the results were satisfactory, the loco could be released to traffic. My notes show that D1060, D1648, D1664, D1712, D4121 and D7053 all suffered at my hands!

We saw quite a lot of Brush 4s. The 7th May was quite a novel day for me as I named

my first locomotive. D1664 was selected to be named 'George Jackson Churchward' and the bodyside plates were duly delivered to the shed. I helped mark out the location for the plates, then drilled the holes and fitted the nameplates to the locomotive myself. During the run-up afterwards, I noticed the driver's windscreen wiper motor had packed up at one end. Well, there was a performance to get and fit a replacement when time was short on a drizzly day. I managed it, though I'd never recommend balancing on the buffer beam of a Brush 4, one hand on the grab rail as an anchor, and the other wielding a wrench, frantically trying to remove the nut securing the wiper blade assembly from the motor spindle.

On busy days, the troops didn't mind me getting my hands dirty, and that was a busy day since I noted D7051 also on shed (3000 hour exam and brake gear check), D807 (damaged brake gear and pre-heater problems), D7012 (125 hour exam), and D7055 (500 hour exam).

An advantage of being a maintenance man

was knowing the short cuts for speeding up preparation time, and also avoiding trouble. The Achilles Heel (well, one of them) of the hydraulic locos was the need to preheat the engine cooling water system before the engine would start, the general idea being that all parts of these high performance engines had to be expanded to normal working dimensions before starting by preheating the circulating engine cooling water. Whether the spate of cylinder head cracks that plagued the Maybach and MAN engines occurred as a result of incorrect starting procedures it is hard to say, but generally the problems were caused by forgetfulness. This was to some extent understandable when considering the variety of engines that worked through Swindon, and the fact that some were cold start and others were hot.

I remember one day when Landore's D1066 had failed on a down Swansea express. We'd patch-repaired the fault and the next morning the running foreman asked me to start it up as he was going to get the





On 23rd May D7006 is seen together with an English Electric 350 hp shunter outside the shed. The filthy state of this former steam shed is apparent in this photo. RAIL ONLINE

loco away to Wales on a Severn Tunnel Junction freight to work it back home. As so often occurs, we were in the middle of a spate of failures (on the downward cycle) and the loco became my 'baby' since the crews were fully employed elsewhere. When I climbed up on the loco I looked through the engine repair book. "Lost A engine - high coolant temp" was the entry. So it was into the engine room for a good visual inspection but all looked well. There was no trace of water on the floor plates, the levels were alright, the hoses were tight and the radiator banks were dry. However, I was surprised to see the pre-heaters, for warming the coolant and getting the engine temperature up prior to starting, hadn't been switched on. Consequently, the engines were stone cold, and should be impossible to start. However, a little knowledge is a dangerous thing, and by removing one of the panels in the cab, I bridged out the coolant low temperature relay, and pressed the start button. There was a "Weee-Clunk" response, and the loco rocked - an hydraulic lock.

I went back into the engine room and cracked open each engine bleed valve and coolant spewed out of three of them. I shut all the others, went back into the cab and

with some trepidation pressed the start button again and the engine fired. Then it was back into the engine room immediately to close the three bleed valves (a noisy operation). Finally I removed the bridge across the coolant low temperature relay in the cab, secured the panel cover and wrote in the engine repair book, "Suspect porous cylinder heads A1, 4 and 8." I then handed the loco over to the running foreman with an angelic smile on the face, knowing I'd broken plenty of rules in the book, but it kept the railway running.

Some of the faults that occurred were not that simple. D1060 caused a string of call-outs to Swindon station whilst working between South Wales and Paddington and back. Drivers complained of losing time because a transmission kept tripping, which shut down the engine. A week after the first report of trouble, '60 was on shed to greet us and boy, did the electrician groan when he clapped eyes on her. He was even more dejected as he climbed down after inspecting the engine repair book. "Every rotten shed between Raneleigh Road and Landore has had a go at this one, and each one says, 'No Fault Found'." Where to start?

Well, we checked the transmission oil

levels which looked good. We checked the operation of safety switches attached but no faults there. We checked the condition and tightness of hoses as these were known trouble spots on the 'Westerns'. We even checked A engine in case of a spurious fault, but drew a blank. Next we did the on-shed static run-up and were still quite baffled. Unfortunately, this enthusiastic mechanical foreman then had a brainwave and rang up Bristol Control.

"We've 1060 failed on shed, after a week of transmission trips on the main line. Can't find anything wrong on shed, so the fault must develop on the road. Can Reg (the divisional mechanical inspector) ride her?"

"No. He's on leave."

"Anyone else?"

"Nope - only you."

So, in a way, I got press-ganged into riding the beast, having first extracted a promise for a clear road.

That evening, the up fitted freight colloquially called the 'Barry Bananas' had a loco change at Swindon. At 19:30 the train set off eastwards into the gathering dusk, carrying a by now not quite so enthusiastic foreman as passenger. The Swindon driver was asked for a fast run. "You'll be so lucky,





On 23rd May 1965 Warwickshire Railway Society ran a tour with Merchant Navy No. 35005 'Canadian Pacific' from Waterloo to Eastleigh for a visit to the works there. The train continued to Swindon where the train ran into the works sidings for a stay of nearly three hours to allow the tour participants to visit the works and shed, before heading back to Paddington. This photo was taken looking down onto the shed yard with D1811 prominent in the foreground. At the time this was a London Midland Region locomotive allocated to Toton depot. The more usual Western Region locomotives on view include a 'Warship' and several 'Hymeks' and 'Westerns'. Four of the 204 hp diesel mechanical shunters, that later became Class 03, are just visible whilst one of the Swindon built D95xx series 650 hp hydraulic locos lurks in the shed. STEPHEN PARKER

with 20 on and 45 m.p.h. limit."

"Well, rub the brakes a bit," I said, "because we've got to get the transmission oil temperature up." By Stratton St. Margaret 1060 was up to 50 m.p.h. as the loco was walking away with this load.

"Can you shut down B engine and let A do the work, then slow down and try again?" I asked.

"Don't forget to tell the guard to book lost time against the engine and not the driver," came the retort, as B engine stop button was pressed.

The South Marsden signalman was leaning out of his window as we roared by at 15 m.p.h. on one engine. Our driver slid open the side window and gave him the royal wave as we passed.

Back in the engine room, I kept an anxious eye on the fault lights and gauges but they stayed infuriatingly normal. Knighton Crossing flew by with the loco still on full revs and we were really motoring along. At Uffington, the revs suddenly dropped away to idling. There was nothing amiss in the engine room, so off I went to the cab. Ahead twinkled a green over a yellow signal light.

"Running up the back of something," said the driver. Through Challow, and still the distant signal arms wouldn't drop. We came

to a stand for 5 minutes at Stevenon inner home signal. Then we were away again on yellows all the way to Tilehurst, and were switched to the Up Relief line at Reading West, after another wait to let a down freight behind a 'Warship' cross us.

We went through Reading on full revs but they were not to last for long. Sonning Cutting saw us with more yellows, which was how we continued right through to Acton. In Old Oak Common yard, I made a very irate call to Paddington's diesel controller. Yes, he knew about 1060. And no, it wasn't going west on the 00:40 papers as he wanted it for a South Wales freight. Yes, he appreciated that the fault had not been found. No, the loco was not going into Paddington. Goodnight.

I thumbed a lift into Paddington and rode with a driver I knew on the paper train back to Swindon, crawling into bed at 3 a.m. for a brief fitful sleep. The irony was that at 7.30 a.m. as I walked into the running foreman's office, I was greeted with loud laughter. The joke was revealed by pointing fingers through the window. There stood 1060, failed again after the A engine transmission tripped. My notes simply record 'D1060 F.H.D. (For Home Depot)'. The grapevine had it that after several days' investigation, Landore found a

broken wire in a cable duct.

### Breakdowns

The other part of shed life which nobody complained about were call-outs. These were trips out in the breakdown vans (BDV), usually dragging our 36 ton crane. We averaged about a call a fortnight, and the daylight ones usually occurred in the middle of a busy spell of work on shed. Maximum disruption was assured, because almost all the members of the breakdown gang were maintenance men. Bang went all your promises for loco release times!

Most of the jobs we were called to while I was there consisted of re-railing wagons off the road, derailed through points splitting, heavy shunting, buffers locking, track giving way, and so on. One night we had to stand by while the Royal Train travelled on the Down road to Cardiff behind D1029.

Shedmaster Jack Chaplin sometimes accompanied us, and since we were all equal on the BDVs, usually took off his shedmaster's hat and regaled us with railway lore collected over many years mostly on the LNER. Oh for a tape recorder! He had that wonderful gift of being a born storyteller of railway happenings, and usually had us in stitches. His very dry and lively sense of





humour was the perfect antidote when the job was not going right or the weather was abominable.

The first BDV I recorded was a call to Wotton Bassett, to rerail a Continental wagon No. 1057099 that took just half an hour.

Another was on 11th May, when DMU power car No. W50715 drove through the spring points on the shed incoming line in the afternoon, derailed one bogie and blocked the shed. It was well slewed and off the track, and would be a massive jack, pack and traverse job, all manual tasks in those days. So the decision was taken to use the 36 ton crane, which meant locating and fitting the special spreader beam to hook under the mainframe of the rail car. It took us four hours to get it back on track and stow the vans away afterwards.

A memorable and unusual call-out was on a Monday morning, when spare motive power was always tight. As I walked into the shed, I was greeted by, "B.D.V.s to Hullavington, D.E Sidings." So the breakdown gang members were buttonholed as they came to work, and by 8 a.m. we were being hauled out of the B.D.Vs. stabling road by a 'Hymek'. Calamity then struck as the points sprang under the tool van, which gracefully dropped one bogie onto the ballast. "Getting a bit of practice in

first, are you?" was the dry comment of the shedmaster, as he watched us go through the 'jack & pack' routine. The 'Hymek' was promptly collared for another job.

With the tool van back on the track, the only available locomotive was a steamer: 'Hall' class No. 6917, already turned for return to Gloucester. The 'Hall' dragged us into Swindon Station, ran around us and set off down the Main. I was on the footplate, completely unaware that this was to be the last time I'd ride a steam locomotive on B.R. in ordinary service. We cantered along to Hullavington, and crossed over the Up Main and ran gently into the D.E.'s sidings, to stop by a porter. "I've set the road for you. Just keep going." A tug on the regulator and we quietly glided off into a veritable wilderness of grass and weeds. Soon, the rails were obliterated.

"Go and stand on the buffer beam," requested the driver of his mate. "I can't see the wood for the trees in here ... hah, hah!" Then, as the fireman disappeared along the running plate, he added, "I wonder if he'll meet Dr. Livingstone." We moved off again.

After another 100 yards, the fireman motioned to the driver to ease off. Abruptly, the rear of a wagon came into view. We stopped, and could see no landmarks at all, just matted vegetation that rose to the height of the running plate and small trees thickly sprinkled about. "It feels much better using a steamer as a battering ram," remarked the driver, pouring himself a cuppa from the billy. "You're that much more exposed on a diesel."

I jumped down into the '6 foot', snapping off a sapling during the descent, and peered under the ashpan to judge the risk of fire from the compressed vegetation thereunder. Then, I tramped a way past the loco to the visible wagon. A bit of grass-pulling from around the wheels revealed that this one was still on the track. Another wagon loomed into view. Checked this one out - on the rails, too. Yet a third, and a fourth, all OK. There the track finished, in an overgrown earth bank. The shedmaster joined me.

"Where's the derailment?" I asked.

"Keep going, young man" replied the voice of experience. "They've shunted this siding and pushed one off the end."

And so it proved. We ploughed a trail through the undergrowth and came across a four-wheeler, around 15 feet from the track. "Some push," I said. Studying the size of intermediate saplings which would need removing before hauling the wagon back to the rails, the shedmaster observed "Do you know, this wagon could have rested here for several decades?"

The job was pretty straightforward. We unloaded plenty of timber from the match truck and got the 'Hall' to drag the four wagons onto another road. The driver, on his return, wryly advised us that they would need more than a 'Hall' to find them next time! Meanwhile we laid out the timber to form a rough permanent way, and jacked up the wagon to lay timber under its wheels. After roughly clearing the ground between the loco and the wagon, a long, strong wire was

then coupled between the loco's drawhook and that on the derailed wagon. Gently, the loco reversed, pulling up the slack, and applied more steam when the wire was taut. With a jerk, the wagon slowly began rolling back along our timbers and up onto the rails first time. Then the back-breaking job of recovering our packing timbers began, the shedmaster's absence now was a trifle conspicuous!

Depending on the time and distance to travel to site, the inspector in charge (usually the chargehand) would authorise the opening of rations. That meant the stove would be lit up and the 'cook' (a fitter's mate) would put on the large cast iron teapot billy for a steaming hot mug of condensed milk sweetened tea - I can taste it now! The billy hadn't been cleaned since Churchward's time, to judge by the black tar lining it inside. Then later on would come the soup, a real country vegetable mix, and stew. There were biscuits and cheese, and as much as you wanted at the site and on the return to the shed.

I stayed in the messing van for the return trip to Swindon, enjoying some of that delicious tea and soup and we were soon all convulsed with laughter as our born raconteur shedmaster regaled us with some events he'd witnessed in his steam days. Meanwhile the chance to ride a steam locomotive was slipping inexorably away, to terminate for ever at 2 p.m. as we rolled to a stand on shed.

Another memorable breakdown occurred two weeks later, on a Saturday morning. At 9 a.m. we were told, "B.D.V.s to Ashbury Crossing - Up Main blocked by loco failure." By 10 a.m. we were inching our way on the parallel Up Relief line past a line of coaches and we were leaning out of the van window, being harangued! This was no ordinary passenger train but one of the Swindon Works Annual Holiday or 'Trip' trains, bound for the Kent Coast. Many were the ribald comments flying back and forth, as fitters and chargehands, with whom I'd worked as an apprentice, saw who their saviours were!

D7065 was immobile all right. The driver reported one hell of a racket and thumping from the bogie under him, and the cause was there to see. The cardan shaft between the inner and outer final drive gearboxes had sheared. Both ends had flailed around until the train stopped. There'd been a fair bit of damage to the brake rigging, too. This was no 'jack and pack' job, so we removed just enough to get the loco mobile and back to Swindon.

The damaged brake rigging was quickly removed and piled up on the engine room floor through '65's' side doors. Both parts of the cardan shaft were similarly dealt with. During this time, our loco, diminutive D2186, had moved forward onto the up Main and reversed back onto D7065. Once we'd finished our work, it hauled the uncoupled 'Hymek' up to the crossing and reversed back down to drop the loco onto the BDVs. Meanwhile, another 'Hymek' had arrived light engine to take over from '65, and so order was sorted from chaos. The delayed





**D1664 'George Jackson Churchward' had its nameplates fitted at Swindon shed on the 7th May 1965 by the author. It is seen here four years later on the 11th June 1969 at Kensington Olympia at the head of a Willesden to Cardiff Freightliner. By this time the locomotive has received full yellow ends but still retains its D prefix to the number. RAIL ONLINE**

holidaymakers were on their way east and, after D2186 had run round the BDVs, we set off west, still chuckling over their lousy start to the holiday!

### Memorable Loco Repairs

D1648 was one of our driver training locos, being an early dual air-braked Brush 4 and still quite new. It was a great loco except for one thing - we couldn't get the train air-brake system to work. The loco air-brake system was OK, as was the train vacuum system, but no matter what we did, feeling our way cautiously, we ended up having to tell the duty running foreman that once again the loco was available but only for vacuum braked workings.

We didn't stop the loco just for that fault, usually we looked at it whenever it was on shed between turns, but it was a constant niggle. We eventually got hold of brake system drawings and focused on the proportional valve, but we couldn't prove that that valve was the culprit. Days spread into weeks and the loco seemed to mock us each time we walked past it.

One glorious Saturday morning we were once again tracing out the air pipes inside the loco body. The fitter and I were following a

particular small bore pipe and found a small fitting. "What's this?" asked the fitter.

"Strainer," I replied, looking at the schematic drawing.

"What's it do?"

"Filters the air."

"From what?"

"Any muck and sediment in the pipelines."

"Think we ought to look at it?"

"Naw, this is a new loco, we haven't interfered with the brake system at all. It's got to be clean."

"Well, we're clutching at straws, let's have a dekho" and out came a shifting spanner and he unscrewed the cap off the strainer housing. The fine mesh filter was clogged with a tightly packed mixture of paint and rust flakes. With a growing feeling of euphoria, we carried the tiny strainer off the loco and showed the mixture to other fitters and the running foreman, cleaned it up with compressed air, replaced the strainer, started the loco's engine and, with bated breath, tested the air-brake system. Both train pipe gauges registered pressure, and when we operated the air-brake lever, the brake pipe gauge dropped to zero. Cheers of jubilation rang inside the shed that day. D1648 lost its smirk, and became just another Brush 4.







Another interesting occasion was on a drizzly Monday when our golfing fanatic fitter, walking across the shed entrance, suddenly leapt to one side, shouting "FORE" at the top of his voice! D4124 skidded with all wheels locked along No. 7 shed road, through the shed entrance and into a pile of empty oil drums. That put the loco out of service for a couple of days whilst the footsteps were straightened. If anyone had been in the way.....

We were associated with a little history making event on the weekend of 14th-15th August 1965, when we carried out the vacuum governor change on the 12 'Hymeks' at Swindon, bringing the vacuum brake operation down from the Great Western standard of 25 inches to the British Railways standard of 21 inches.

D0280 'Falcon' came on shed on 3rd May for headquarters inspection. Effectively the loco was a 'Western' with electric transmission instead of hydraulic and in a Brush 4 body. I'd ridden on 'Falcon' before and I liked the combination as, without a doubt, it was stronger than a 'Western', and it cleared Box Summit a full 5 mph faster than any 'Western' could on up Bristol expresses.

### The Ending

The mechanical foreman had long since

retired, but during my nineteenth week in his job, officialdom caught up with me and I was told I would be replaced the following week. By now I had my own copy of the BR Rule Book, a Bardic Lamp AND my first (and only) B.R. black mackintosh, to make me feel part of the establishment.

My appointed replacement arrived, straight off the 'Blue Pullmans', on which he'd been an inspector. Like the shed master, he had a formidable repertoire of stories, both tall and short. The handover was swift and sure. Ivor was, after all, still a running shed man.

Handover complete, I was instructed to report to Cardiff Division, and from there was immediately reallocated to Landore and the beginning of a new chapter.

### Postscript

I was returning to Swansea from London on the 'Blue Pullman' one Friday evening some months later. We pulled up on the through road in Swindon station with a lighting fault on one of the Pullman cars. Who should attend but one of my former colleagues, an electrician from Swindon shed. We had a brief chat while he traced and rectified the fault and we parted ways. That was a call-out I hadn't experienced whilst at Swindon shed.

**This unusual view, taken on 23rd May 1965, shows the interior of the shed with one of the Swindon built D95xx series 650 hp hydraulic locos on the right, whilst outside is a line up of Brush Type 4s, 'Hymeks' and 'Westerns'.**







# BRISTOL TEMPLE MEADS

Of the major railway stations of Britain, Bristol Temple Meads was one that ranked highly among enthusiasts. First there was that dramatic curving overall roof and the interesting architecture of the station itself. Then there was the variety and frequency of services in almost every direction: to London, to the North and Midlands via Birmingham, to South Wales, the lines to Weymouth and Portsmouth and, of course, to Taunton and the West Country. Many trains changed locomotives at Bristol whilst Bath Road depot was directly opposite the western end of the station. It was no wonder then that enthusiasts and photographers flocked to the station to watch trains well into diesel days. Gavin Morrison visited Bristol on many occasions and here we present a selection of his images taken in the 1980s and early 1990s







**ABOVE:** On July 11th 1987, 47624 leaves Bristol Temple Meads with the 07:20 Glasgow Central to Penzance, which was probably the second longest passenger working in the country, beaten only by the Aberdeen to Penzance service.

**LEFT:** A Plymouth to Leeds parcels train departs Temple Meads 31450 in the late afternoon of July 11th 1987

**TOP:** From time to time British Rail used to run some rather enterprising specials. A train which was well patronised was this triple-headed one by departmental Class 37/0s, Nos. 37092, 37058 and 37197. The trio are shown leaving Bristol en route to Paignton, having left Paddington at 08:40 on Sunday 20th June 1993.

**MIDDLE:** 50050 makes a splendid sight as it leaves Temple Meads on the Saturday 07:00 Oxford to Paignton on the 6th July 1985.

**BOTTOM:** 33012 and 50041 are seen outside Bristol Bath Road depot on the 7th June 1987.











45143 is ready to leave for the West Country whilst 47567 'Red Star' has just arrived around mid morning on Saturday August 10th 1985.



# ON-SALE NOW!

## FREE 60 MINUTE STEP-BY-STEP DVD

### HOW TO BUILD...

# YOUR FIRST TRAIN SET

Inside this guide:

- How to lay track
- Design your own village
- Make card buildings
- Create great scenery and so much more

Full of great **HORNBY®** products



ADD REALISM TO YOUR TRAIN SET • DISCOVER LAYOUT ACCESSORIES AND EXPAND

**+  
FREE  
DVD**

## HOW TO BUY YOUR COPY

CALL: 01778 392002 ONLINE: [WWW.BRMM.AG/YOUR1STTRAINSET](http://WWW.BRMM.AG/YOUR1STTRAINSET)

VISIT: YOUR LOCAL WHSMITH OR MODEL SHOP



The classic SBB 'Crocodile' locomotive, Ce 6/8<sup>I</sup> No. 14276, is seen at the old locomotive depot at Basel in November 1982. The locomotive is preserved by Club San Gottardo CSG at Mendrisio. ANDRÉ KNOERR



## Part 3

# Electric Locomotives of the Swiss Railways

In the third of his series of articles about Swiss electric locomotives, Michael Watkins turns his attention to the real giants of the pre-WW2 years. The article looks at the history of the Be 6/8 and Ce 6/8 classes, better known as the 'Swiss Crocodiles', and the Bern-Lötschberg-Simplon Be 6/8s which, at the time they were built, were the most powerful locomotives in the world.

In November 1913, the Schweizerischen Bundesbahn (Swiss Federal Railways or SBB) had decided to electrify the mountain part of the Gotthard line (the main route to Italy) between Erstfeld and Biasca. This section has numerous spiral tunnels and a ruling gradient of 1 in 37. The work was finished in 1920, despite the difficulties of the mountainous terrain.

### Ce 6/8<sup>I</sup> No. 14201

SBB obviously needed powerful passenger and freight locomotives to operate the Gotthard line so various prototypes were

ordered in 1917, including No. 14201. Under the Swiss locomotive classification system (see table) it was a Ce 6/8, with the wheel arrangement 1'C+C'1.

The running gear of the locomotive was made up of two bogies, each with three driven axles powered through a jackshaft and coupling rods. At the outer end of each bogie was a single radial Adams axle which had a small amount of side-play. Two motors were mounted in each of the bogie frames and each frame was connected to the other with a sprung loaded coupling. The rigid locomotive body was mounted on the sliding pivot points of each bogie and played no part in transmitting traction forces. Small equipment boxes were mounted on the outer parts of the bogie frames which gave the locomotive its nickname of 'Köffertilok' (travel trunk).

Weighing no less than 118 tonnes, it had a continuous power output of 1,440 kW

(1,930 hp) at 44 km/h (27mph) but its one hour rating was considerably higher at 1,750 kW (2,350 hp). The locomotive's maximum speed was 65 km/h (40 mph) whilst its overall length was 19.24 m (63 feet 1 inch). A large beast indeed!

The work for the locomotive was shared between Brown Boveri (BBC), responsible for design and construction, and the Schweizerische Lokomotiv und Maschinenfabrik (SLM) for the mechanical part.

The locomotive started work in December 1919, by which time SBB had already ordered what was to be the principal freight locomotive for the Gotthard line, the Ce 6/8<sup>II</sup> class. Nevertheless No. 14201 was used between Bern and Spiez and, during 1920, its regenerative braking was tested on the mountain section of the Lötschberg line between Kandersteg and Frutigen.

Some writers have suggested that No.

| Swiss electric locomotive classification |                                      |                       |
|------------------------------------------|--------------------------------------|-----------------------|
| Ae                                       | maximum speed of over 80 km/h        |                       |
| Be                                       | maximum speed between 70 and 80 km/h |                       |
| Ce                                       | maximum speed between 60 and 65 km/h |                       |
| Wheel arrangement classification         |                                      |                       |
|                                          | powered axles                        | total number of axles |
| 6/8                                      | 6                                    | 8                     |



14201 was the prototype for the Ce 6/8<sup>II</sup> class but this was not the case as they were a totally different design, as will be seen below.

Following the trials, 14201 commenced duties on the Gotthard line, working alongside the Ce 6/8<sup>II</sup> class from Erstfeld depot (on the northern side of the Alps) before being transferred, in 1925, to Biasca. There it was used as a pilot locomotive on trains climbing the steep gradients up to the southern portal of the Gotthard Tunnel at Airolo. Its regenerative braking meant that it was able to handle trains on the descents on its own with the traction motors feeding current back into the overhead wires.

In 1931 the regenerative braking was removed and 14201 returned first to Erstfeld and then, in 1938, to Basel where it was used on freights in lowland Switzerland well into the 1960s. After withdrawal from normal service it was used as a test locomotive during brake tests. The locomotive can now be found in the Swiss Transport Museum in Luzern.

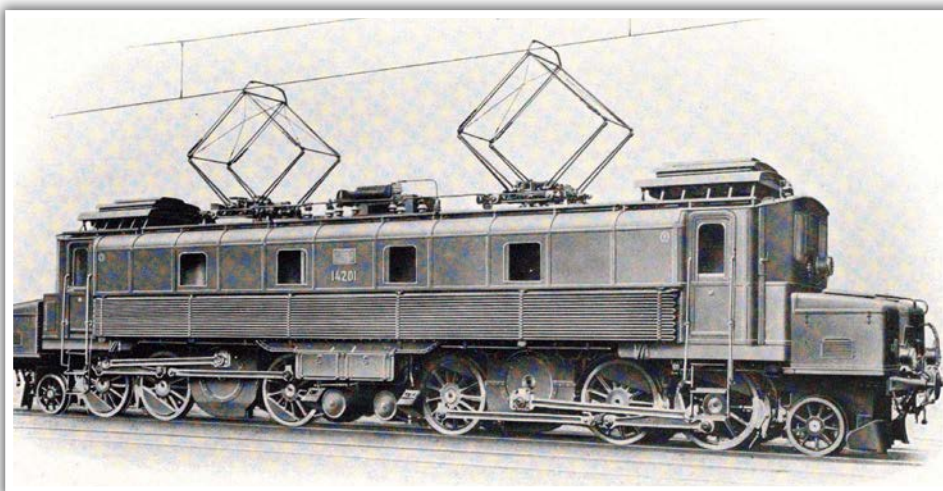
### The Ce 6/8<sup>II</sup> class

In Spring 1918 SBB placed a series of orders for locomotives to operate on the Gotthard line once it had been electrified. Two of the types were intended for hauling heavy passengers services, the Be 4/6 and Be 4/7 classes; these will be described in a future article. The third type was destined to haul the increasing number of heavy freight trains over the Alps.

On the recommendation of the Swiss locomotive building industry, SBB opted for a design suitable for hauling freight trains on the tight curves of the Gotthard line. It was felt that an articulated locomotive would be more suitable for the line rather than the rigid bodied Ce 6/8 No. 14201. Therefore the locomotive would be made up of three sections: at the ends were the two powered units, each with a low profiled body, whilst in the middle was the main full height body containing the transformer and cabs at either end. This gave excellent visibility and protection in the case of accidents for the driver. The locomotive's wheel arrangement was 1'C+C'1. Not unsurprisingly the type gained the nickname 'Crocodiles'.

The two power units were connected directly to each other through a sprung short coupling, thus allowing the central body section to play no part in transmitting power to the locomotive's drawbar. In each of the powered units there were two motors geared to a jackshaft between the drive axles furthest away from the cab, with power being transmitted to the wheels with coupling rods.

Numbered 14251-14283, the mechanical parts of the locomotives were constructed by the Schweizerische Lokomotiv- und Maschinenfabrik (SLM) whilst Maschinenfabrik Oerlikon (MFO) was responsible for the electrical parts. Nos. 14251 to 14273 were fitted with the switchgear needed to run on either 7,500



**SBB Ce 6/8<sup>II</sup> No. 14201 was built in 1917 and was destined to be the only one of its type. SCHWEIZERISCHE LOKOMOTIV- UND MASCHINENFABRIK - SBB HISTORIC**



**One of the preserved SBB Ce 6/8<sup>II</sup> locomotives, No. 14253, is at the head of a special train at Erstfeld. MARTIN E WALDER**

v AC or 15,000 v AC. This was necessary because, at first, haulage on the Gotthard line was shared with steam locomotives and to avoid problems with steam and smoke on the catenary insulators the voltage was reduced.

The class was no lightweight, with a service weight of 128 tonnes and a maximum speed of 65km/h. They had a continuous power output of 1,000 kW (1,340 hp) at 40 km/h (25 mph) and a one hour power rating of 1,650 kW (2,240 hp) at 36 km/h (22mph). The locomotives were

fitted with regenerative braking to assist controlling the descents on steep gradients. In the 1940s, Nos. 14251 to 14265 were fitted with more powerful traction motors which increased their power output to 1,810 kW (2'440 PS) and an impressive one hour rating of 2,700 kW (3,640 hp). The classification of this batch was also changed to Be 6/8<sup>II</sup> to reflect the increased maximum speed of 75 km/h whilst the locomotives were renumbered 13251-13265. Two other locomotives were also renumbered in 1949, presumably following other modifications:

**Be 6/8<sup>II</sup> No. 13310 brings a stone train through St Gallen station on the 29th July 1971. Note the different arrangement of the jackshafts compared to the earlier Ce 6/8<sup>II</sup> type. STEPHEN RABONE**







Seen when brand new BLS No. 203 shows the original style of body carried by the first four Ae 6/8s.

14260 and 14262 becoming 14284 and 14285.

Upon delivery from 1919 onwards, the class saw service between Bern, Thun and Spiez, which was the only SBB electrified main line at this time. After the completion of the electrification of the Gotthard line from October 1920 they took over freight operations on this demanding route. However, they also continued to see service in other parts of Switzerland. For instance, one of the preserved examples, No. 14253, was allocated to Erstfeld depot on the northern side of the Gotthard line from 1920 to 1924 before being based in both Basel and Zürich between 1926 and 1976. After World War II, and especially with the introduction in 1955 of the modern Ae 6/6 Co-Cos, the class migrated from the Gotthard line to lowland Switzerland where they were used especially on block trains of stone and sugar beet. Others were used for shunting duties in marshalling yards. Withdrawals began in 1968 but the last remained in service until 1986.

Seven of the class still exist in various museums with one, No. 14253, part of the operational SBB Historic fleet.

### The Ce 6/8<sup>III</sup> class

The Ce 6/8<sup>III</sup> class was a development of the earlier 'Crocodiles', with a modified drive and an increased continuous power output of 1,190 kW (2,200 hp) at 38 km/h (23 mph) and a one hour power rating of 1,810 kW (2,260 hp) at 35 km/h (22 mph). Numbered 14301 to 14318, the locomotives were placed in service in 1926 and 1927. Originally this batch was intended for use in the Swiss lowlands but they were almost immediately sent to work on the Gotthard line where they largely remained for the next thirty years. Although excellent workhorses, they soon gained a reputation for the distinctive sound of their drive, a consequence of the simplified drive system. The drivers referred to them as 'rocking

chairs'. After various modifications in the 1950s the maximum speed was increased to 75 km/h and the locomotives renumbered to 13301 to 13318 with their classification changing to Be 6/8<sup>III</sup>.

With the introduction of the Ae 6/6s, the entire class was moved from Erstfeld to Basel depot where they operated trains all over lowland Switzerland in much the same way as their older cousins. The final locomotive of the class was withdrawn from service in 1977. Three locomotives remain, with two of them operational: 13305 has been renumbered back to 14305 and is part of the SBB Historic fleet.

### The BLS Ae 6/8 class

The Bern-Lötschberg-Simplon (BLS) was a private company that operated the, then, single track mountain railway between Thun and Brig via the Lötschberg Tunnel. At Thun the BLS connected with the SBB line to Bern and at Brig with the Simplon line between Lausanne and Italy.

By the early 1920s, the BLS was finding that its existing electric locomotives could no longer cope with the increasing volume and weight of trains over the demanding climb to the Lötschberg Tunnel.

The requirement was for a locomotive that could pull a 510 tonne train up the 1 in 37 gradients at 50 km/h (32 mph). As the line

was single track, the lower speeds that were acceptable on the double track Gotthard line using the Ce 6/8<sup>III</sup>s, with their rod drive, were simply not fast enough. The BLS needed a locomotive to run at higher speeds in order to increase the line's capacity and be sufficient for the traffic department's needs.

The new design had a non-articulated body with a 1Co+Co1 wheel arrangement. Two motors were mounted on each bogie, transmitting power to the axles through Sécheron spring drives with both bogies being linked together so that, once again, the body played no part in traction forces. The four locomotives, numbered 201-204, were built between 1926 and 1929 by Breda in Italy with Société Anonyme des Ateliers de Sécheron (SAAS). The body had a flat cab front with doors on its angled corners. There was a small access platform with handrails across the front of the locomotive. These impressive machines weighed in at 140 tonnes

Initially, the locomotives were classified as Be 6/8 as their top speed was 75 km/h but, after re-gearing in 1939, they became capable of 90 km/h and thus were re-classified Ae 6/8. With an hourly rating of 3,300 kW (4,425 hp) they were, at the time, the most powerful locomotives in the world. Whilst principally intended as freight locomotives they were also sometimes used on heavy passenger trains.

A second batch of Ae 6/8, numbered 205 to 208, was built between 1939 and 1943, this time by SLM and SAAS. These had a rounded cab front and were also the first Swiss locomotives where the driver could sit rather than stand. The first batch were subsequently rebuilt with similar cabs, although the window sizes varied on the older locomotives.

During the 1960s various improvements were made such as to transformers, the braking system which allowed the maximum speed of the locomotives to be raised to 100 km/h.

Withdrawals of the first series commenced in 1977 with No. 201 but No. 203 lasted until 1989; all were scrapped. The later series remained in traffic until 1995 with three of them still being in existence. No. 205 operates nostalgic excursions for the BLS and is based at Spiez depot.

Ae 6/8 No. 207 is at Kandersteg on the BLS Spiez to Brig line on the 14th August 1991. The regenerative braking racks can be seen on the roof. DAVID FORD





# Letters

E-mail: [steverabone@hotmail.com](mailto:steverabone@hotmail.com)

Editorial postal address:

120 Churchill Road,

Middlesbrough TS6 9NS

Find us on 

[www.facebook.com/tractionbywarners](https://www.facebook.com/tractionbywarners)

[www.traction-magazine.co.uk](http://www.traction-magazine.co.uk)



## 'Deltic' on a freight

I realise that TRACTION doesn't normally cover 'current' main line events but this photo must be the most bizarre working of the decade so far. In the photograph 'Deltic' 55009 is seen piloting 66082 past Stourton in south Leeds at 15.32 with train 6Z55 Milford to Neville Hill empty stone wagons on 27th October 2017. It has taken me 56 years to get a photo of a 'Deltic' on a freight, having missed them working at Blythe. There had been an open day at Knottingly depot during the weekend where D9009 was on display. It needed to be returned to the National Railway Museum, so some bright spark decided to put it on the front of this empty stone train as far as Neville Hill from where it could run light engine to York.

Gavin Morrison via email

## Electric Locomotives of the Swiss Railways

I'm pleased to set yet another interesting article about railways abroad. In TRACTION 245 we are talking about some amazing electric beasts from 1923 onwards available for both passenger and freight traffic on diverse parts of the Swiss network. I'm looking forward to further articles about European locomotives.

I wish we had a similar electric coverage 95 years on from 1923. We played with steam in Britain for far too long, then diesel and now bi-mode. In another century our railway may catch up. For anyone who say electric traction is boring, they should spend time with some of the traction featured in this piece.

Peter Colbeck by email

## D700



Alex Fisher's article in TRACTION 244 on the life and times of Hymek D7000, the doyen of my favourite locomotive class, contained some interesting facts and reminded me how scandalously short their lives were. I consider myself lucky to have been around to see them (99 of them anyway as D7071 and D7079 eluded me!)

However, the two photos on page 8 are not dated correctly. Photographic evidence indicates that D7000 was still devoid of yellow panels in June 1963, but had gained them by October. During a visit to Swindon Works in May 1965 its air horns were moved to the cab roofs and its unique black bufferbeam cowls were repainted light green like the rest of the class. In March 1966 it was running with miniature snowploughs attached (outer blades only). It was photographed inside Swindon Works again in green livery with small yellow panels alongside D838 'Rapid', whose gleaming maroon paintwork (there is still no credible explanation for this retro-repaint 50 years on!) would date the image to early September 1968. I saw

D838 still gleaming at Plymouth North Road on 11th September, while D7000 was released from Swindon 11 days later with newly-applied full yellow ends but, unlike D838, no data panels. These had been applied by May 1969 so the photo of D7000 at Bath Road depot without data panels would have been taken in late 1968 or early 1969, judging from the low winter sun.

I have no reason to doubt the identities of both Hymeks in the lower photo, which I know has been published elsewhere with this date, but the painting out of 7000's 'D' prefixes can be detected and this process had not started a mere 10 days after the end of steam traction on BR. On the stated date D7000 was about to be called into Swindon Works, if it was not already there, as noted above. My own first sighting of 7000 was at Chippenham on an eastbound freight on July 29 1970, its blue livery still very clean after another recent visit to Swindon. As it still looks quite clean in the photo I'd suggest that the day and month are correct but the year should be 1970, not 1968.

Neil Phillips by email

Ed. The dates quoted in the captions were those supplied by the photographers. Checking my own records for late 1968 I saw my first locomotive without a D prefix on 21st October 1968, whilst I also made a note that the RCTS magazine reported the diesels officially lost their D prefix from 1st November 1968

## AM4s/ Class 304s and D6700

I read with interest Nick Ross's article about the AM4/ Class 304 electric units in TRACTION 241, which was accompanied by some splendid pictures, especially the period shots dating from the 1960s. Mention is made in the article of passengers describing the interior of one particular unit as being 'Prehistoric', which could well be the reason why the nickname of 'Dinosaurs' was bestowed upon the Class 304s by the railway fraternity? As described in Part One of my two-part Albion G.O.D. article in TRACTION 238 and 239, AM4 No. 029 was involved in a serious collision with an empty oil train as it was leaving the Albion (Gulf) terminal back in May 1970.

In TRACTION 242 the historical account of D6700 referred to its use on freight services, which included South Wales oil workings. In addition to those mentioned in the article, these also included working to the West Midlands paired with a sister Class 37 atop the Waterston to Albion (Gulf) oil trains and corresponding return empties, as featured in Part Two of my Albion G.O.D. article (TRACTION 239) and in the following issue's letter page (TRACTION 240).

David J. Hayes, Wednesbury





RAILS OF SHEFFIELD

railsofsheffield.com

Corporate members of



# WANTED

## CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED,  
ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A  
LIFETIME COLLECTION. DISTANCE NO OBJECT.  
PLEASE TELEPHONE, OR EMAIL YOUR LISTS TO  
[SECONDHAND@RAILSOFSHEFFIELD.COM](mailto:SECONDHAND@RAILSOFSHEFFIELD.COM)

**BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE**

**RAILS OF SHEFFIELD VALUE YOUR SECOND HAND COLLECTION VERY HIGHLY**

LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES  
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE

**FULL COLLECTIONS PURCHASED / UK & WORLDWIDE COLLECTION AVAILABLE**

**TOP  
GUARANTEED  
PRICES  
PAID**

*We urgently require collections of any size,  
featuring products from the following manufacturers:*

**FAMILY  
BUSINESS  
FRIENDLY  
SERVICE**



WE ALSO BUY RAILWAYANA

SIGNAGE AND TOTEMS

AND MORE...

Telephone our Second Hand team on: (0114) 255 1436 or email: [secondhand@railsofsheffield.com](mailto:secondhand@railsofsheffield.com)

21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 0RL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: [info@railsofsheffield.com](mailto:info@railsofsheffield.com)

Web: [railsofsheffield.com](http://railsofsheffield.com)

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)

[railsofsheffield](https://www.tiktok.com/railsofsheffield)