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BRM

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BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

Layout extravaganza! Enjoy the skillful scenic modelling of 'Uppingham' a 3mm gauge layout set in England's smallest historic county. Plus, we delve into a selection of our favourite layouts from our archive, Howard Smith builds a 3D printed platform footbridge and we tour behind the scenes at Gaugemaster's model railway weekend event.



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

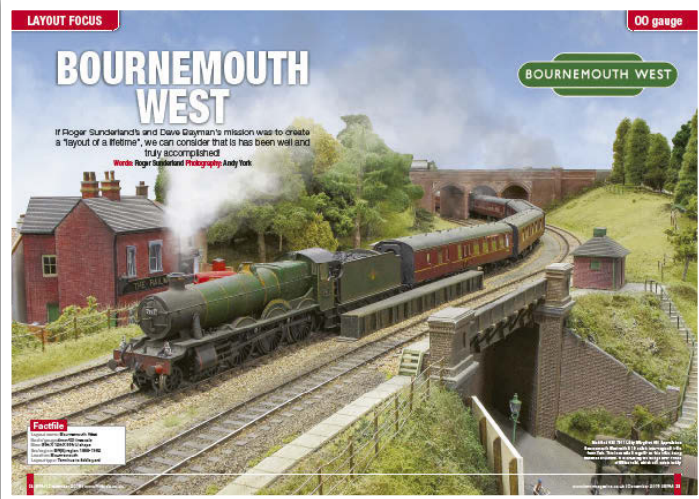
VISIT OUR FACEBOOK PAGE
AND GET INVOLVED IN
THE CONVERSATION.



WATCH THE VIDEO HERE
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PLAY



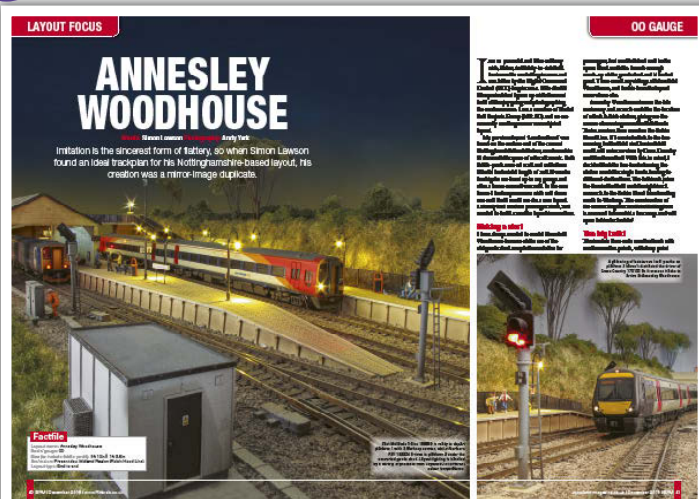
If Roger Sunderland's and Dave Bayman's mission was to create a "layout of a lifetime", we can consider that is has been well and truly accomplished!

24



Online presence for model railway businesses is at an all-time high. It's not just manufacturers or retailers who have embraced change however, as Howard Smith discovered when visiting the largest toy auction house in the world.

96



Imitation is the sincerest form of flattery, so when Simon Lawson found the ideal trackplan for his layout, his creation was a mirror-image duplicate.

40



Oly Turner is modest about his achievements, but his coal sidings layout is as bleak and filthy as they come - and is all the better for it!

70

LAYOUTS

24 BOURNEMOUTH WEST (00)
Roger Sunderland's layout is fabulous in every detail. Andy York has already hailed it as among the best he's seen this year!

40 ANNESLEY WOODHOUSE (00)
Simon Lawson found a trackplan for his layout, but rather than copy it wholesale he re-made it as a mirror-image.

48 PORTSEA (TT)
Paul Hopkins and John Wakeman's harbour scene is packed with South Coast character.

54 COMPASS POINT (009)
Chris O'Donoghue's love for boats transformed his home layout into a fully fledged international exhibition tourer.

60 UPPINGHAM (TT)
Modest local shows are often a great showcase for new talent. Martin Olley's Rutland scene was bagged at the Cotgrave event earlier this year.

70 SIX QUARTERS (00)
A vista of utter filth and industrial bleakness. Oly Turner's coal yard layout is right up Andy McV's street.

76 TGB METAL RECYCLERS (0)
Paul Rolley returns with another scene from Barry docks. Looming scrap heaps dominate, but it's surprising to learn what they're made of.

80 THAKEHAM TILES (0-14)
A local works supplied the inspiration for Michael Campbell's triangular layout.

86 SCRATCHY BOTTOM HALT (Gn15)
Michael Walshaw's affectionate tribute to Rowland Emmet is a Punch cartoon brought to life.

90 KNOT LITTLEFIELD (N)
John Cox's layout features two tier operations and running water. Its curious name and looping morphology are inspired by a local emblem.

NEWS, REVIEWS AND FEATURES

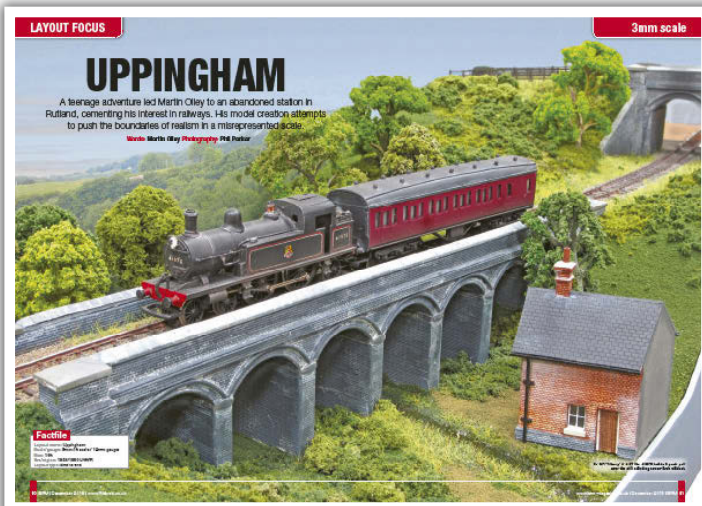
36 INBOX
The latest reader layouts, and we hear from a contestant on Channel 5's 'Great Model Railway Challenge' TV show.

68 PROTOTYPE INSPIRATION
Following our look at 'Uppingham', BRM track plan illustrator Ian Wilson recalls the real Rutland location.



Michael Walshaw's colourful layout is an affectionate tribute to the cartoons of Rowland Emmett. Novelty aside, it's great railway modelling throughout.

86



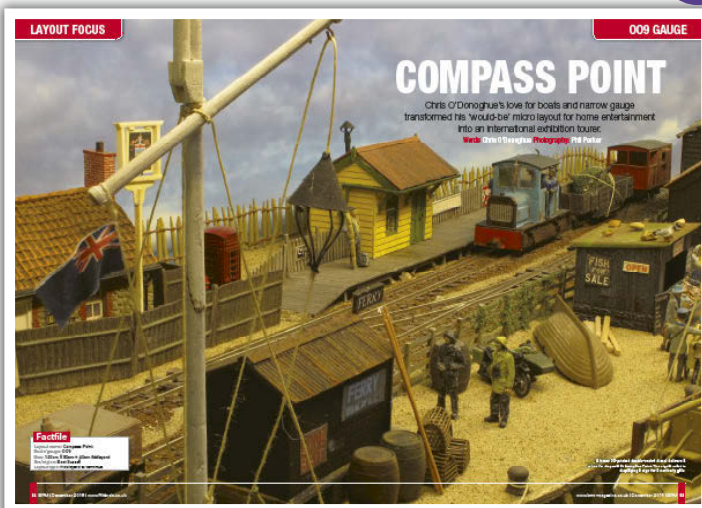
A teenage adventure led Martin Olley to an abandoned station in Rutland, cementing his interest in railways. His model creation attempts to push the boundaries of realism in a misrepresented scale.

60



Scenes of scrap salvage and a character from Viz comic have inspired Paul Rolley's industrial diorama. It wasn't his original concept, but it's funny how one idea can lead to another...

76



Chris O'Donoghue's love for boats and narrow gauge transformed his 'would-be' micro layout for home entertainment into an international exhibition tourer.

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74 SELLING OLD LAYOUTS
Phil Parker suggests several ways of disposing of unwanted layouts, models and kits.

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Amongst many new items, we look at the latest kit from Severn Models, convincing garden plants and legless train passengers.

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This unassuming contained wagon leaps from N to 00 gauge, but is it any good? Andy York finds out.

106 MÄRKLIN MY WORLD
A new train set and airport, but Phil Parker admires the robust build quality and plentiful play value.

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Andy York looks at the loads for TMC's bolster wagons.

112 NEW BOOKS
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162 TAIL LAMP
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On the BRMTV DVD

- 'Uppingham'
 - Four classic layouts
 - Build a bridge kit, and more
- See page 94 for details





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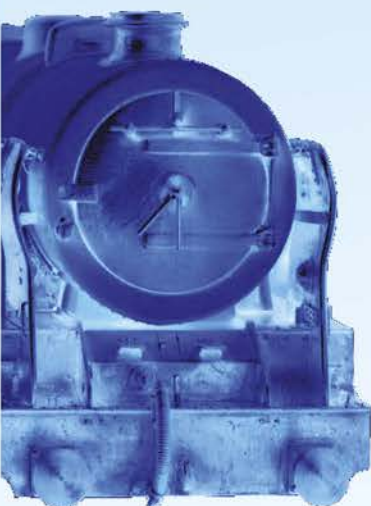
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Welcome

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By the time you read this, our little 'Cakebox Challenge' will be over. It's been quite a ride, starting life as an idea from Phil Parker and ending up generating seven packed pages of truly inspiring entries on RMweb – and those are just those that have been added online so far. You see, just as the competition was coming to a close, we started seeing cakeboxes that were either not on RMweb previously or were posted at the 11th hour, fully-formed. Either way, my thanks to everyone who has taken part, whether they entered their models or not. The success of the Cakebox comp has already inspired a few thoughts about our next challenge. Similar criteria may well be in order, if that encourages creativity and greater participation, but watch this space for more information over the coming months.

In the meantime we have another packed issue for you. Somewhat more crowded than usual, in fact, with *ten* layouts of all shapes and sizes to squeeze in. We lead with 'Bournemouth West', which Andy York has already described as one of the best he's seen this year. That is high

praise, indeed, but the other nine layouts are equally bound to entertain and perhaps even educate.

On that academic note, I'd better crack on with the January edition – a bizarre prospect, since it's early October as I'm writing – but let's learn what the rest of the BRM team have been up to in the last few weeks... ■

Andy

MANAGING EDITOR | Andy McVittie



Howard Smith

This month's chatter on RMweb has been dominated by Channel 5's 'Great Model Railway Challenge' and you'll see from our social media feed I've been busy interviewing the contestants and answering your questions on the new Friday Q+A Facebook live show. See next month for more of my projects in our 'special effects' issue.



Phil Parker

You'd think that after all these years in our hobby, there wouldn't be any more surprises. However, a toddle along to a recent toyfair at the NEC and I discovered a whole range of O gauge cardboard buildings I've never seen before. I couldn't resist one and you can see the results on page 108. I didn't just find new card kits, though, as my Tri-ang collection has now grown slightly – by one clockwork speedboat! At least it makes a change from another giraffe car...



Andy York

My amazing moment of the month came during the photographing and filming of Roger Sunderland's superb layout 'Bournemouth West', when one of the group members brought in his smoke-fitted locomotives to his own design, which really pushes the boundaries of what's in 4mm scale. See it on page 24 of this issue.



Ruth Jamieson

I haven't done anything railway-related in the last month, as I've been immersed in the design for our paper and digital BRM editions. I am however looking forward to our National Festival of Railway Modelling at Peterborough Showground on the 8th & 9th December. The whole team will be there, so please come over to the stand to say hello. We always like to find out about what you've been modelling and what you're looking forward to seeing at the show!



BRM

BRM JANUARY ISSUE ON SALE
DECEMBER 06

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FARINGDON

Stephen Williams' BR steam-era layout 'Faringdon' is one of the best known P4 layouts on the exhibition circuit at present. His extensive research and painstaking model-making transports us to a country ex-GWR station in the 1950s.

Faringdon appeared in the June 2018 issue of **BRM**, which can be downloaded at www.pocketmags.com/BRM, but if you want a really in-depth look at the model, track down the three-volume set 'Great Western Branch Line Modelling' published by Wild Swan in the 1990s. Sadly out of print at present, they are worth searching second-hand booksellers' shelves for. ■

GET THE LOOK

1 – Mike's Models range white-metal lamps with the over-thick lamp cases (the glass bit) replaced with some scratch-built from clear plastic.

2 – Milk was an important source of traffic for a country station, but churns changed design over the years. Dart Castings produces three different versions in white-metal.

3 – Figures are chosen for their relaxed poses, with no-one sprinting down the platform! Try Monty's Models or ModelU for nicely detailed and well-proportioned people.

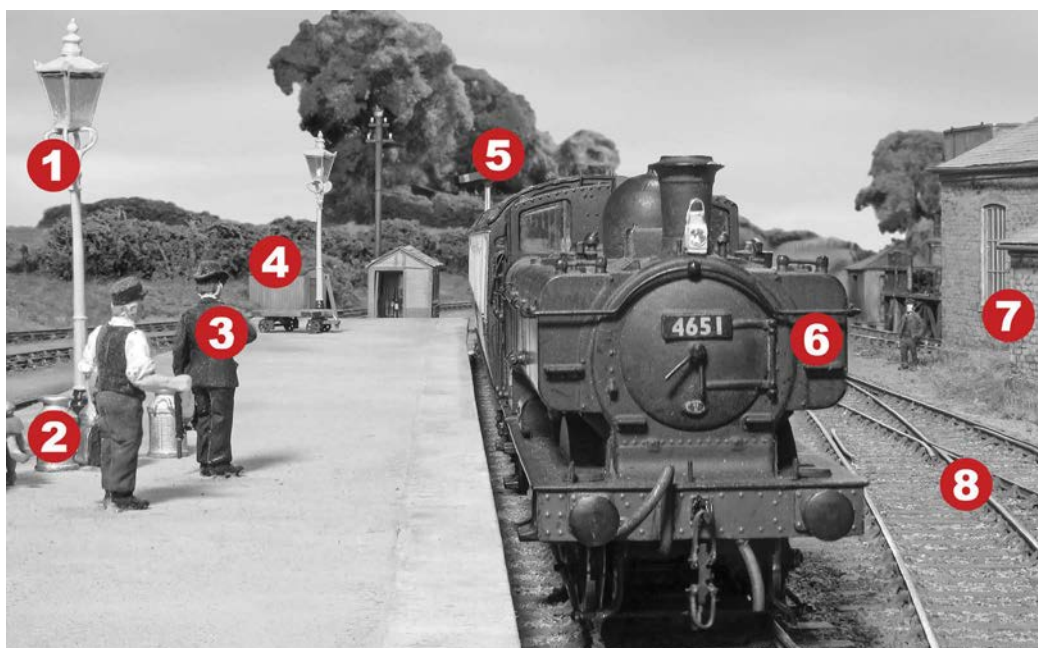
4 – Wills plastic lamp hut kit.

5 – Working signals from MSE (Wizard Models) parts, or you could buy them ready built from Dapol.

6 – Bachmann RTR GWR 0-6-0PT with extra detail and new chassis to run on P4 trackwork.

7 – Buildings are scratch-built from acid-free card using the same methods employed at Pendon Museum in Abingdon, Oxfordshire.

8 – Track to P4 standards looks superb, but Peco Code 75 track in OO can look impressive if time is taken to ballast and weather it.



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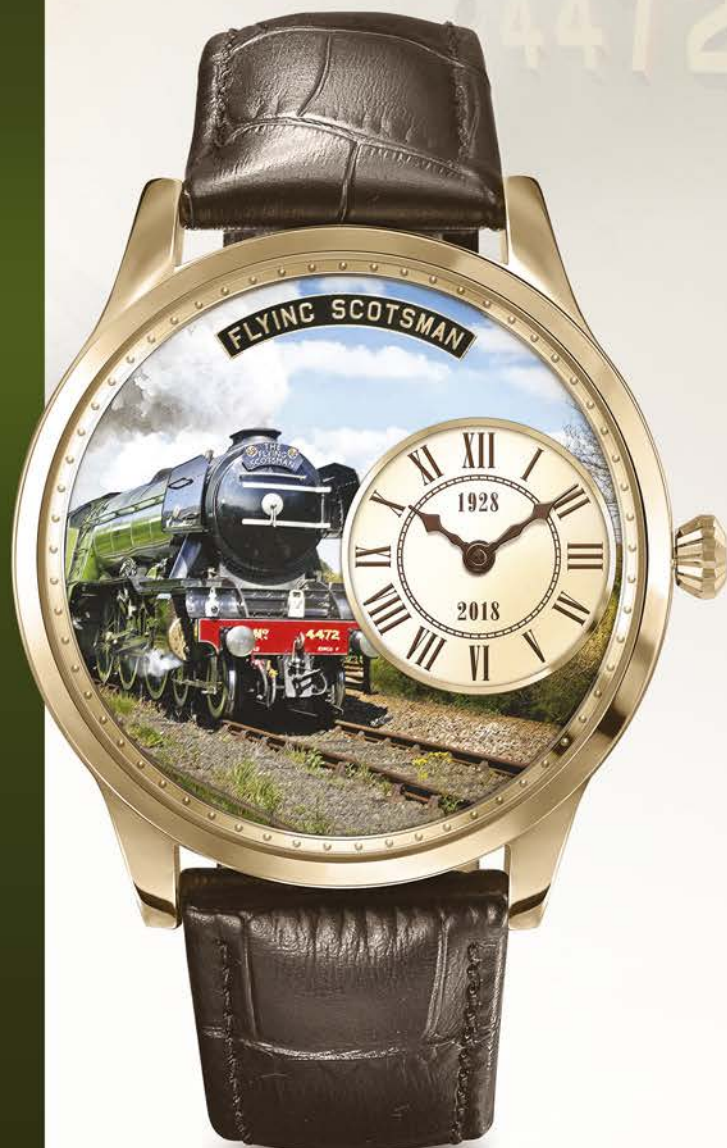
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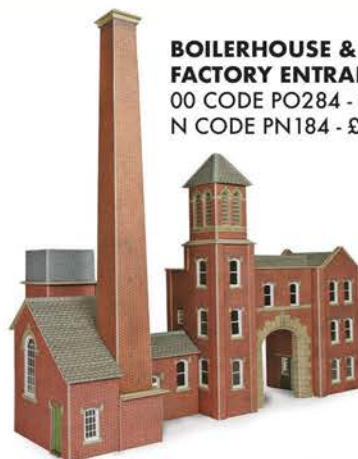
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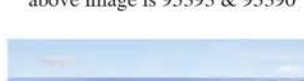
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H4-66-026 66740 in GBRF Europorte livery "Sarah"

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2D-002-003 50037 "Illustrious" in original Network SouthEast livery

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



OR76DG005XS Class 2301 'Dean Goods' 0-6-0 2534 in Great Western green snow plough - DCC sound fitted (Odi) NEW £180



R3667 Class 2721 0-6-0PT 2779 in GWR green - Railroad Range (Hor) NEW £40.50
32-626A Class 2MT 2-6-0 built 46400 in BR lined black early emblem (Bac) (RRP £144.95) ... BARGAIN ... £109



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95) ... £59
31-728 Class 3700 City 4-4-0 3708 'Killarney' in Great Western green (Bac) (RRP £144.95) ... BARGAIN ... £109



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H1403 Class 48xx 0-4-2T 4871 in GWR Unlined green Shirtbutton logo - Lightly weathered (DJ) ... £89



R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (RRP £99.99) ... £54



32-881 Class 4MT Fairburn 2-6-4 tank 42105 BR lined black early emblem - weathered, (Bac) (RRP £139.95) BARGAIN £81



32-078 Class 56xx 0-6-2T 5637 in GWR green (Bac) NEW £97.71



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



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R3332 Class 6000 King 4-6-0 'King Edward VIII' in BR Late Crest Green (Hor) (RRP £159.99) ... BARGAIN ... £99



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R3633 Class 7P 'Rebuilt Patriot' 4-6-0 45534 'E. Toolall Broadhurst' in BR green early emblem (Hor) (RRP £169.99) BARGAIN ... £129



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R3284TTS Class A1 4-6-2 4472 'Flying Scotsman' in LNER Green TTS Sound - Railroad range (Hor) (RRP £135.99) BARGAIN ... £84



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



R3522 Class A4 4-6-2 60026 'Miles Beevor' in BR green early emblem (Hor) ... £144



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



R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (RRP £155.99) ... BARGAIN ... £79



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35-075 Class E4 Brighton tank 0-6-2 579 in LB&SCR umber (Bac) (RRP £109.95) ... BARGAIN ... £80



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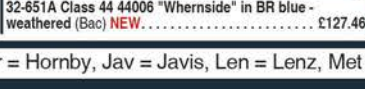
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8920 Class 128 parcels DMU 55991 in BR blue yellow ends "Parcels Service" branding (Hel) (RRP £119.95) **BARGAIN** £50



8940 Class 128 parcels DMU M55993 in BR blue full yellow ends and flush fronts (Hel) (RRP £119.95) **BARGAIN**... £59



32-939DS Class 150 150236 in Arriva Trains Wales passenger figures and DCC sound (Bac) (RRP £349.95) **BARGAIN**... £269



32-937 Class 150/2 2 car DMU 150202 in Regional Railways Centro blue stripe - (Bac) (RRP £164.95) **BARGAIN**... £92



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



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R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor) £160



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



31-427B Class 411 4-CEP 7106 in BR blue & grey (Bac) (RRP £299.95) **BARGAIN**... £205



R4871 Pack of three centre coaches for 5-BEL Brighton Belle in Pullman umber and cream (Hor) (RRP £179.99) **BARGAIN**... £132

Track Maintenance vehicles



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



PTC-004 Non-motorised OO Track Cleaner wet and dry cleaning heads (Pro) **NEW** £64.56

Train sets - analogue



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



R1214 East Coast Express Train Set (Hor) **NEW**... £157.50



R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor) (RRP £184.99) **BARGAIN**... £130



R1202 Mallard Pullman Train Set Class A4 4468 "Mallard" in LNER blue and pair of Pullman coaches (Hor) £144



R1210 Santa's Express - Christmas starter train set (Hor) £47



R9285 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



R9284 Thomas the Tank Engine train set - "Percy and the Mail Train" (Hor) **Train sets - digital** £71



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



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £264.99) **BARGAIN**... £170



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £210.99) **BARGAIN**... £130



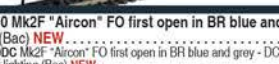
34-332 Ex-LMS P11 Parcels Van in BR blue and grey (Bac) **NEW** £29.71



R4873 LMS Stanier Period III coaches in LMS Coronation Scot crimson lake - pack of three - Railroad Range (Hor) £64



39-650D Mk2F "Aircon" FO first open in BR blue and grey (Bac) **NEW** £46.71



39-650DC Mk2F "Aircon" FO first open in BR blue and grey - DCC fitted interior lighting (Bac) **NEW** £67.96



39-686 Mk2F "Aircon" RFB restaurant first buffet in Intercity (Bac) **NEW**... £46.71



39-685 Mk2F "Aircon" RFB restaurant first buffet in BR blue and grey - as preserved (Bac) **NEW**... £46.71



39-677 Mk2F "Aircon" TSO tourist second open in Intercity (Bac) **NEW**... £46.71



R4853 Mk3 FO first open 41099 in Intercity Swallow (Hor) **NEW**... £31.50



R4852 Mk3 TGS trailer guard second 44063 in Intercity Swallow (Hor) **NEW**... £31.50



R4851 Mk3 TRFB buffet 40711 in Intercity Swallow (Hor) **NEW**... £31.50



R4781D Mk3 TSO trailer second open 42129 in GWR green (Hor) **NEW** £31.50



R4781C Mk3 TSO trailer second open 42200 in GWR green (Hor) **NEW** £31.50



R4781B Mk3 TSO trailer second open 42250 in GWR green (Hor) **NEW** £31.50



R4781E Mk3 TSO trailer second open 42581 in GWR green (Hor) **NEW** £31.50



R763RB001B Mk3a RUB restaurant buffet M10005 in BR blue and grey (Oxi) **NEW**... £29



R4860 Pullman Third Class Kitchen Car - K-Type Pullman Car (Hor) (RRP £49.99) **BARGAIN**... £30



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



37-805 12 Ton Van BR Bauleite 101 Fertiliser - Weathered (Bac) **NEW**... £18.66



H4-BH-004 Beilhack snow plough (ex Class 40) ZZA ADB965579 in BR yellow "Stratford Shark" (Hat) £43



H4-BH-012 Beilhack snow plough (ex Class 45) ZZA ADB966099 in Network Rail black (Hat) £43

Opening Hours

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

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

Analogue controllers



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

Digital controllers



R8214 DCC Elite unit digital controller (Hor) £210



R8213 DCC Select unit (boxed) (Hor) £98

Point motors

DCR-ACP Assorted crank pack - for DCC Concepts working point rodding system - pack of six (DCC) NEW £42.50
DCR-SSLP Cobalt SS point motor mounting set - for DCC Concepts working point rodding system (DCC) NEW £21.50
R8243 Surface Mounted point motor (Hor) £8.50
R82-RDP Working point rodding add-on pack additional rodding and linkages (DCC) NEW £25.50

Cables & Wires

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

Model railway spares

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.20
18KADEE NEM362 Kadee coupling - Medium (83mm) - Pack of four (Kad) 15

Wheel sets

R8096 12.5mm Metal disc wheels on axles (10 axles) (Hor) £12

Buildings - railways

525 Coal or timber merchants building - plastic kit (Flat) NEW £21
518 Concrete inside huts - pack of two - plastic kit (Flat) NEW £5.50
528 GWR style water tower - conical or flat top - plastic kit (Flat) NEW £13
529 Oil Depot - plastic kit (Flat) NEW £13.50

Man-made scenic structure - railway-related

R89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) £210

LK-55 76ft Well type turntable (Pec) £41

R083 Box of 6 Buffer Stop (Hor) £9.50

R083 Single (Hor) £1.80

R070 Electrically Operated Turntable (Hor) £64

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £25

Buildings - general

99660 Art Deco Bus Garage and bus (EFE) £72.21

44-0093 Gents Toilet and Staff Room (Bac) NEW £33.96

44-0086 Industrial Gate House (Bac) £80.71

44-0088 Industrial Stores and Canopy (Bac) £46.71

44-265 Low Relief Block of flats (Bac) (RRP £52.95) BARGAIN £34

Bridges, Tunnels & Walls

44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41

People - civil



38-408 12 x Seated Coach Passengers (Bac) £11.50

38-047 Locomotive staff x 6 (Bac) £8.46

Track - Code 100 Setrack

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

R607 Circle of 8 (Hor) £18

ST-2035 4th radius Standard Curve Track (ST-235 x 8) (Pec) £18

R6262 Double 4th radius curve (8 make a circle) (Hor) £3

R601 Box of 24 Double Straight (Hor) £47

R601 Single (Hor) £2

R8072 Left Hand Standard Point (Hor) (RRP £11.99) £9.50

R603 Long Straight - 670mm (Hor) £3.70

R8073 Right Hand Standard Point (Hor) (RRP £11.99) £9.50

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

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

ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9

ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £9

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

ST-204 Box of 24 (Pec) £76

R621 Single 970mm length of flexible track (Hor) £31

R621 Pack of 24 (Hor) £66

R600 Box of 24 Standard Straight (Hor) £34

R600 Single (Hor) £1.50

Track - Code 100 Streamline

SL-100 Pack of 25 1 yard (91.5cm) length of Code 100

Wooden-sleeper nickel silver flexible track (Pec) £66

SL-100 Single (Pec) £3

SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £70

SL-102 Single (Pec) £3

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

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

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

SL-E89 Left hand large point - insulfrog (Pec) £12

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

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

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

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

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

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

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

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

Track - Code 75 Finescale

SL-108F Box of 25 1 yard (91.5cm) length of Code 75 Wooden-sleeper

nickel silver bullhead rail flexible track (Pec) £100

SL-108F Single (Pec) £4

SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver

Finescale flexible track (Pec) £72

SL-100F Single (Pec) £3

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

SL-E199 Finescale double slip - electrofrog (Pec) £38

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

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

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

SL-E188 Finescale right hand curved point - electrofrog (Pec) £13

SL-E185 Finescale right hand medium point - electrofrog (Pec) £11.50

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

SL-U1188 Right hand large radius bullhead rail point - unifrog (Pec) £25

Track underlay

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

Railway publications

PM-208 Guide to O gauge Railway Modelling bookazine - 124

pages (Pec) NEW £6.99

Buses



UK8506 ADL Enviro400 MMC - "First Bristol" (Nor) NEW £48

UK6501 ADL Enviro400 MMC - "Go Ahead London" (Nor) (RRP £55.99) BARGAIN £44

25006 Bristol RE flat front "Devon General" (EFE) NEW £25.45

76COM08CC Commer Commando Coca Cola (Oxf) NEW £14

76DR005 Duple Roadmaster Ribble (Oxf) NEW £14.50

76IR6004 Irizar i6 Galleon Travel (Oxf) NEW £20

76SB002 Saro Bus - Maidstone and District (Oxf) NEW £16

Cars

76MINGT005 1275GT Glacier White Mini (Oxf) NEW £4.50

76AUS005 Austin 1300 Teal Blue (Oxf) NEW £4.50

76CT007CC Citroen 2CV Coca Cola (Oxf) NEW £4.50

76HE002 Heinkel Kabine Spartan Red (Oxf) NEW £4.50

76ETYP014 Jaguar E Type Silver Blue (Oxf) NEW £5

76TP006 Triumph 2500 British Racing Green (Oxf) NEW £4.50

76CFE007 Vauxhall Friary Estate Dusk Rose/Lac Hazo (Oxf) NEW £4.50

76VWY007 Vauxhall Wyvern Metallic Chrome Blue (Oxf) NEW £4.50

Public Service vehicles

76MA006 Mercedes Ambulance East Midlands

Ambulance Service (Oxf) NEW £8.50

Commercial vehicles

76FCG005 Ford Cargo Box Van Parcelforce (Oxf) NEW £11

76TPU002 Ford Transit Dropside Network Rail (Oxf) £10

76FT033 Ford Transit Mk5 AA (Oxf) NEW £5

76VOL4007 Volvo FH4 (G) Nootboom Semi Low Loader

Cadzow (Oxf) NEW £21

Farming & Construction

76CHV001 Combine Harvester - Red (Oxf) £13.50

76JCX001 JCB 3CX - 1980s (Oxf) £17

Military ground vehicles

A01314V AEC Matador and 5.5 inch gun - Airfix Classics range - plastic

kit (Air) NEW £5.50

76WOT001 Ford WOT1 Crash Tender Mickey Mouse

(Scampton) (Oxf) NEW £12.50

76RL003 Land Rover 1/2 Ton Lightweight RAF - Red Arrows (Oxf) NEW £5

76RLFC002 Land Rover FC Signals Nato Green (Oxf) NEW £8.50

76RL004 Land Rover Lightweights Berlin Scheme (Oxf) NEW £5

76RLZ005 Land Rover Series II SWB Hard Back Civil Defence (Oxf) NEW £5



R6830 BR 20 Ton Coke Hopper Wagons - Three Wagon Pack (Hor) £42



38-900 BR Mk1 carflat wagon in BR bauxite (Bac) £31.41



38-901 BR Mk1 carflat wagon in BR Blue (Bac) NEW £31.41

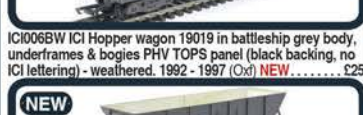
38-902 BR Mk1 carflat wagon in BR blue MotorRail branding (Bac) NEW £31.41



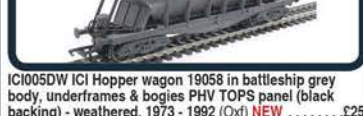
ICI005EW ICI Hopper wagon 19011 in battleship grey body, underframes & bogies PHV TOPS panel (black backing) - weathered. 1973 - 1992 (Oxf) NEW £25



ICI005DW ICI Hopper wagon 19058 in battleship grey body, underframes & bogies PHV TOPS panel (black backing) - weathered. 1973 - 1992 (Oxf) NEW £25



ICI006BW ICI Hopper wagon 19019 in battleship grey body, underframes & bogies PHV TOPS panel (black backing, no ICI lettering) - weathered. 1992 - 1997 (Oxf) NEW £25



ICI006A ICI Hopper wagon 19072 in battleship grey body, underframes & bogies PHV TOPS panel (black backing, no ICI lettering). 1992 - 1997 (Oxf) £24



ICI005B ICI Hopper wagon 19090 in battleship grey body, underframes & bogies PHV TOPS panel (black backing). 1973 - 1992 (Oxf) £24



ICI005CW ICI Hopper wagon 19116 in battleship grey body, underframes & bogies PHV TOPS panel (black backing) - weathered. 1973 - 1992 (Oxf) NEW £25

R6850 KFA container wagon in Tiphook Rail "Nicheon" and "Marriot" containers (Hor) NEW £31.50



R6834 LNER 20 ton 'Toad E' brake van E175712 in BR grey (Hor) NEW £19.80

4F-025-009 MJA mineral & aggregates twin bogie box wagon 502025 and 502026 in GB Railfreight blue (Dep) £39.50

R6884 Pack of three 6-wheel Milk Tanks "Express Dairy" (Hor) £38



R6887 PTA 102 ton bogie wagon PR26552 in Yeoman Aggregates grey - Railroad Range (Hor) £15

OR67W010 Southern Railway Warwell - Revised Bed MS14176 (Oxf) £25

H4-WW-001A Warwell wagon 50t diamond frame bogies MS.3 WD (GWR) (Hat) £33

H4-WW-003A Warwell wagon 50t diamond frame bogies WW.38 WD (LNER) (Hat) £33

Visit

www.hattons.co.uk/new

for all new releases

009 Narrow Gauge

Steam locos



391-028 Baldwin Class 10-12-D 4-6-0T "Hummy" in Ashover Railway black - weathered (Bac) (RRP £154.95) **BARGAIN**... £121



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

Track - Code 80 Setrack



ST-400 Setrack narrow gauge starter track pack - first radius (Pec) £68

Track - Code 80 Streamline



SL-404 Pack of 25 1 yard length of 009 narrow gauge track 'mainline' wooden sleepers (Pec) £85
SL-404 Single (Pec) £3.50

N Gauge

Steam locos



372-312 Class 21C1 Merchant Navy 4-6-2 35028 "Clan Line" in BR green late crest (Gra) (RRP £169.95) **BARGAIN**... £114
372-030 Class 4073 Castle 4-6-0 5044 'Earl of Dunraven' in GWR lined green (Gra) (RRP £139.95) **BARGAIN**... £109



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



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



372-536 Class 4MT Standard 2-6-4T 80119 BR lined black late crest (Gra) £101.96
2S-017-001 Class 7MT Britannia 4-6-2 70006 'Robert Burns' in BR green early emblem (Dap) £118



2S-008-008 Class A4 4-6-2 4468 "Mallard" in LNER garter blue valances (Dap) £128.83
2S-008-005 Class A4 60022 "Mallard" in BR green early crest (Dap) £122



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



371-468A Class 37/0 97304 "John Tiley" in Network Rail yellow (Gra) **NEW** £110.46



371-398 Class 66/7 86779 "Evening Star" in BR green GBRF branding (Gra) £114.71



2D-019-008 Class 43 HST 4-car book set in GNER blue (Dap) £160.89



2D-015-001 Class 122 diesel railcar W55000 in BR green speed whiskers (Dap) £113
371-629 GWR Railcar 20 in GWR chocolate & cream shirt button emblem (Gra) (RRP £94.95) **BARGAIN**... £75



2D-015-001 Class 122 diesel railcar W55000 in BR green speed whiskers (Dap) £113
371-629 GWR Railcar 20 in GWR chocolate & cream shirt button emblem (Gra) (RRP £94.95) **BARGAIN**... £75

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



374-432 Bulleid 638t brake third corridor open BR melachite green (Gra) **NEW**... £29.71
374-432A Bulleid 638t brake third corridor open BR melachite green (Gra) **NEW**... £29.71
374-462 Bulleid 638t composite corridor BR melachite green (Gra) **NEW**... £29.71
374-442 Bulleid 638t third corridor in BR melachite green (Gra) **NEW**... £29.71



374-537 Haworth 2nd Class Corridor BR Maroon (Gra) **NEW** £31.41



374-512 Haworth BSK BR Maroon (Gra) **NEW**... £31.41



374-562 Haworth Corridor Composite BR Maroon (Gra) **NEW** £31.41



374-586 Haworth Full Brake BR Maroon (Gra) **NEW**... £31.41



374-683 Mk 2 BSO brake second open in Network Rail yellow (Gra) **NEW** £29.71
374-681A Mk2A BSO brake second open (428) Direct Rail Services (Gra) **NEW** £29.71

Wagons



2F-034-070 21 ton mineral hopper E28686 BR grey - weathered (Dap) **NEW**... £10.50

Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec) £1.70
SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec) £2

Buildings - railways

42-0034 Depot Crew Room (Gra) **NEW**... £30.56
42-0054 Depot Mess Room and Toilet (Gra) **NEW**... £25.46
42-511 Grounded Van Body (Gra) **NEW**... £14.41



42-0053 Servicing Point (Gra) **NEW**... £28.86
42-088 Sheffield Park Booking Office (Gra) **NEW**... £42.46
42-089 Sheffield Park Station Canopy (Gra) **NEW**... £28.71
42-091 Sheffield Park Storeroom (Gra) **NEW**... £29.71



42-090 Sheffield Park Waiting Room Toilet (Gra) **NEW** £46.71

Buildings - general

229Ratio Coal depot stables and hut - plastic kit (Rat) **NEW**... £7
42-0056 Dutch Barn (Gra) **NEW**... £21.21

Man-made scenic structure - non-railway

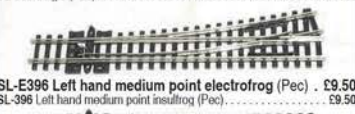
212 Water crane and fire devil - plastic kit (Rat) **NEW**... £8

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.60
ST-6 Setrack left hand point insulfrog (Pec) £8.50
ST-5 Setrack right hand point insulfrog (Pec) £8.50
ST-3001 ST-1 standard straight track - 87mm - pack of eight (Pec) **NEW**... £10
ST-3011 ST-11 double straight track - 174mm - pack of eight (Pec) **NEW** £12.50
ST-3014 ST-14 second radius standard curve - pack of eight (Pec) **NEW**... £12
ST-3015 ST-15 second radius double curve - pack of four (Pec) **NEW** £8
ST-3016 ST-16 third radius standard curve - pack of eight (Pec) **NEW** £14
ST-3017 ST-17 third radius double curve - pack of four (Pec) **NEW** £9.50
ST-3018 ST-18 fourth radius standard curve - pack of eight (Pec) **NEW**... £16
ST-3019 ST-19 fourth radius double curve - pack of four (Pec) **NEW**... £10
ST-3003 ST-3 first radius standard curve - pack of eight (Pec) **NEW**... £10

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-396 Left hand medium point insulfrog (Pec) £9.50



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

Track - Code 55 Finescale

SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
SL-300F Single (Pec) £3
SL-E399F 3-way finescale turnout (Pec) £28



SL-E390F Finescale double slip electrofrog (Pec) £38
SL-E389F Finescale left hand large point electrofrog (Pec) £11
SL-U390F Finescale left hand medium point unitfrog (Pec) £10
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

O Gauge (1:43 Scale)

Steam locos



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



7S-007-004 Class 57xx 0-6-0PT pannier L94 in London Transport maroon (Dap) (RRP £242.50) **BARGAIN**... £173



6101 Class 61xx "Large Prairie" 2-6-2T 6106 in GWR green GWR lettering - as preserved (Hel) £594.15



6100 Class 61xx "Large Prairie" 2-6-2T 6110 in GWR green Great Western lettering (Hel) £594.15



6104 Class 61xx "Large Prairie" 2-6-2T 6132 in BR lined green late crest (Hel) £594.15



6102 Class 61xx "Large Prairie" 2-6-2T 6144 in BR black early emblem (Hel) £594.15



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) (RRP £235) **BARGAIN**... £175



7S-010-016S Class A1 "Terrier" 0-6-0T 672 "Fenchurch" in LBSCR marsh brown - DCC sound fitted (Dap) **NEW** £340



7S-010-013S Class A1 "Terrier" 0-6-0T 751 in SECR green - DCC sound fitted (Dap) £340



7S-010-012S Class A1X "Terrier" 0-6-0T 32650 in BR lined black early emblem - DCC sound fitted (Dap) (RRP £400) **NEW BARGAIN**... £310

Diesel locos



7D-008-011 Class 08 shunter 08173 in BR blue (without ladder) (Dap) (RRP £225) **BARGAIN**... £169



2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) **BARGAIN**... £450



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



2011 Class 20 in BR green full yellow ends and 4-character headcodes (Hel) (RRP £599) **BARGAIN**... £320



2010 Class 20 in BR green small yellow panels and 4-character headcodes (Hel) (RRP £599) **BARGAIN**... £300



2552 Class 25/1 in BR Green full yellow ends (unnumbered) (Hel) £470



4203 Class 42 Warship D815 "Druid" in BR maroon full yellow ends (Hel) (RRP £699) **BARGAIN**... £495



4201 Class 42 Warship D827 "Kelly" in BR green small yellow panels (Hel) (RRP £699) **BARGAIN**... £510



4202 Class 42 Warship D869 "Zest" in BR maroon small yellow panels (Hel) (RRP £699) **BARGAIN**... £495



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



4502 Class 45 'Peak' in BR green small yellow panels and green roof - unnumbered (Hel) (RRP £699) **BARGAIN** £520



5288 Class 52 D1023 'Western Fusilier' in BR blue (Hel) (RRP £599) **BARGAIN** £470



5287 Class 52 D1039 'Western King' in BR maroon full yellow ends (Hel) £509.15



5290 Class 52 D1043 'Western Duke' in BR chromatic blue small yellow panels (Hel) (RRP £599) **BARGAIN** £470



5286 Class 52 D1061 'Western Envoy' in BR maroon small yellow panels (Hel) £509.15



5289 Class 52 D1067 'Western Druid' in BR blue - weathered (Hel) £509.15



5352 Class 53 1200 'Falcon' in BR Blue full yellow ends (Hel) (RRP £699) **BARGAIN** £360

DMUs



8911 Class 128 parcels DMU W55993 in BR green speed whiskers (Hel) (RRP £599) **BARGAIN** £425

Coaches



7P-004-003 GWR 59' Auto Coach in GWR chocolate and cream shirtbutton (Dap) £170



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



4990 Mk1 GUV full brake in Royal Mail Parcels red (Hel) (RRP £325) **BARGAIN** £147

Wagons



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



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



7F-056-014 12-ton ale van planked sides B870077 in BR bauxite (Dap) **NEW** £42.46



7F-054-003 12-ton meat van B700339 in BR bauxite (Dap) **NEW** £42.46



7F-054-002 12-ton meat van B701446 in BR crimson (Dap) **NEW** £42.46



7F-056-015 12-ton van plywood sides B705401 BR bauxite (Dap) **NEW** £42.46



7F-200-005 20-ton standard brake van B952042 in BR grey (Dap) **NEW** £67.96



7F-200-002 20-ton standard brake van B952182 in BR grey (Dap) **NEW** £67.96



7F-200-006 20-ton standard brake van B952978 in BR bauxite (Dap) **NEW** £67.96

7F-200-001 20-ton standard brake van CAD B961771 BR grey (Dap) **NEW** £67.96

7F-200-004 20-ton standard brake van CAP B951224 BR bauxite (Dap) **NEW** £67.96

7F-200-008 20-ton standard brake van BR bauxite - unnumbered (Dap) **NEW** £67.96

7F-200-007 20-ton standard brake van BR grey - unnumbered (Dap) **NEW** £67.96



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



1043 200xx VBA sliding door van in EWS (Hel) (RRP £84.95) **BARGAIN** £34



1006 4-wheel Class B tank in United Molasses brown (Hel) (RRP £84.95) **BARGAIN** £35



5051 bogie covered IWB Cargowagon 2797591 in silver and blue - weathered (Hel) (RRP £189) **BARGAIN** £79



7F-048-008 HBA MGR coal hopper 354469 in Railfreight Coal Sector yellow cradle (Dap) £46.71



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



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



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

SL-700BH Single (Pec) £6.50

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

ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") (Pec) £5



43R25003 Rolls Royce 25/30 - Thrupp & Maberley Black (Oxt) **NEW** £21

VA06713 Triumph Spitfire - Mk3 Saffron (Cor) **NEW** £24



VA10509 Triumph TR7 FHC - Trilon Green (Cor) **NEW** £24



91404 Emily Steam loco (with moving eyes) (Thomas the Tank Engine) (Bac) £299



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



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



Analogue point control

CDU Capacitor Discharge Unit (Gau) £11



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



DCR-21Pin-Direct V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hel) £16.50



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



DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hel) £136

DCR-8PIN-Direct Single (Hel) £17

DCR-8PIN-Direct Box of 5 (Hel) £77



R8115 TTS DCC Sound Decoder 8 pin plug - 'Merchant Navy' 4-6-2 steam loco (Hor) £38

R8118 TTS DCC Sound Decoder 8 pin plug - Class 20 diesel (Hor) £36

R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel (Hor) £36

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

R8116 TTS DCC Sound Decoder 8 pin plug - Class S15 4-6-0 steam loco (Hor) £36

R8108 TTS DCC Sound Decoder 8 pin plug - Peppercorn Class A1 4-6-2 steam loco (Hor) £36



R8120 TTS DCC Sound Decoders - Pack of 2 8 pin plugs - Class 43 HST (MTU) (Hor) £57



DCD-ADS-8SX 8-way accessory decoder for solenoid motors and individual CDUs (DCC) £68



36-520 EZ Command 5 amp booster transformer (Bac) (RRP £149.95) **BARGAIN** £99



524-042 NCE Power Cab 2 Amp Digital DCC controller (NCE) £154



DCC02 Prodigy 'Advance 2' starter DCC controller package (Gau) £239



BPDC080 Pack of three DCC autotrol polarity reversal switches - for electrofrog points (Gau) £13.50



DCP-CB12P Cobalt ip slow-action analogue point motor - pack of 12 (DCC) £169

DCP-CB6P Cobalt ip slow-action analogue point motor - pack of 6 (DCC) £94

DCP-CB12DP Cobalt ip slow-action digital point motor - pack of 12 (DCC) £220

DCP-CB6DP Cobalt ip slow-action digital point motor - pack of 6 (DCC) £118

DCP-CBSS-12 Cobalt SS surface mounted point motors controller - pack of 12 (DCC) £245

DCP-CBSS-2 Cobalt SS surface mounted point motors controller - pack of 2 (DCC) £46.50

DCP-CBSS-6 Cobalt SS surface mounted point motors controller - pack of 6 (DCC) £127

BPPM20 Pack of five Surface mounted seep point motors (Gau) £36

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

PL-10 Bag of 6 (Pec) £34



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

PL-10E Single (Pec) £6

PM-2 Seep point motor (Gau) £4

PM-1 Seep point motor accessory switch (Gau) £5

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

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

HAT-PM-01 Single (Hel) £6.50

Switches & Levers

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

DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 (DCC) £162

Scenic tools & materials

PSG-1 Static Grass Micro Applicator (Pec) £42

Tools

XU2175B Flexible track cutters (XURON) (Gau) £16

DCM-RR48 Rolling Road - 8 Axle - For OO, N, HO, TT, OOO, EM and P4 gauges (DCC) £68

BOURNEMOUTH WEST

If Roger Sunderland's and Dave Bayman's mission was to create a "layout of a lifetime", we can consider that it has been well and truly accomplished!

Words: Roger Sunderland **Photography:** Andy York



Factfile

Layout name: Bournemouth West
Scale/gauge: 4mm/00 finescale
Size: 33ft X 12ft X 33ft U shape
Era/region: BR(S) region 1959-1962
Location: Bournemouth
Layout type: Terminus to fiddle yard

BOURNEMOUTH WEST



Modified Hall 7911 Lady Margaret Hall approaches Bournemouth West with a 10 coach inter-regional train from York. This loco was a regular on this train, being attached at Oxford. It is crossing the bridge over Prince of Wales road, which still exists today.

Around five years ago a group of people expressed an interest in building a scale model of the old S&D terminus, Bournemouth West, which was closed by BR in 1965. It was a very busy but compact terminus servicing trains from the old LSWR through Bournemouth Central from Waterloo, Southampton, Brighton etc, and the S&D line from Bath and Bristol. This line was also used by many cross-country services from the North and the Midlands. We therefore thought it had a lot of operating potential. Accommodation was secured in premises owned by Model Railway Solutions, in Bournemouth, and a start on the research and planning was made. For me it was an opportunity to help build that "layout of a lifetime", as I was never going to have the space at home. After about five months the group was down to two people. Despite these setbacks we carried on, and we are very pleased that we did.

Many hands...

Although the majority of the building was done by the two survivors, myself and Dave Bayman, we have been helped with building and operation of the layout in the last year or two by our friends at Model Railway Solutions, who themselves have two exhibition layouts with 'New Kensal Green' and 'Horfield' (now retired).

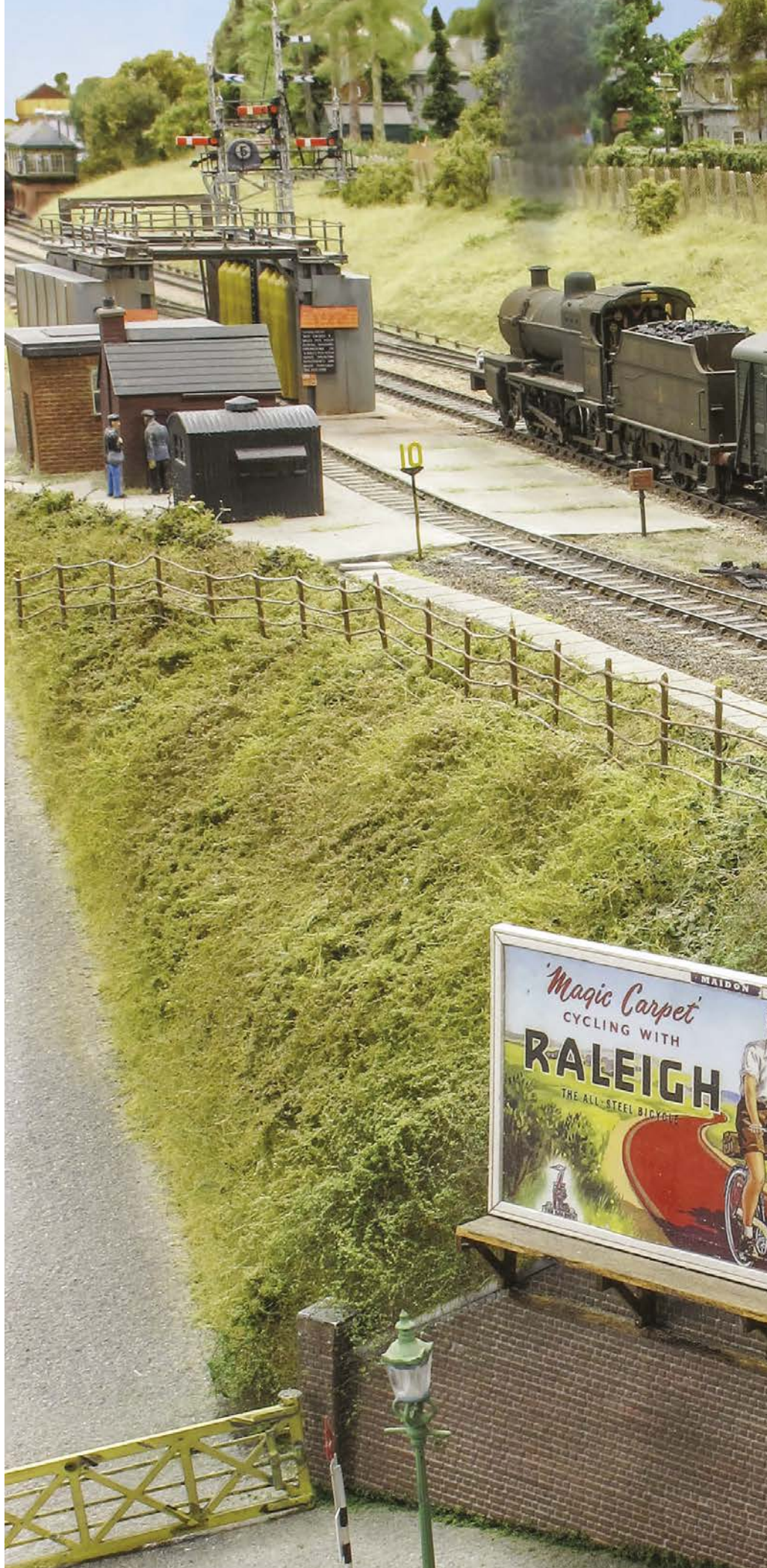
Initially a huge amount of research took place resulting in piles of photos and plans of the station, track and buildings. Using Templot, we overlaid the track plan onto a copy of an Ordnance Survey map to ensure accuracy.

Track

The plain track is C&L 00 finescale, but all the points were hand-built using bullhead rail on copperclad sleepers, including the two scissors crossovers and a double slip, using the templates from Templot. Although I'd completed a few test points earlier, this was the first time either myself or Dave had truly built our own. For anyone thinking of having a go I thoroughly recommend it. Ballast is a mix of Woodland scenics N gauge using colour photos to determine the look. The grunge in the station area is a mix of airbrushing and Treemendus products. Operation of the points is by Tortoise motors.

Operations

The layout requires a minimum of five operators but can accommodate seven.



ARCHITECTURE AND SCENERY



Most of the buildings on the layout are scratch-built by members of the group from a variety of materials. Carcasses in the main buildings are 3mm Foamex - a very useful product. I built the station buildings and Dave built the row of workmen's cottages. The station canopies are removable for transport. The exceptions are some of the large houses on the embankment, which are much modified commercial products. These may be replaced as time permits. The carriage washer is a much modified Bachmann product.

Scenery employs a base of Celotex. The static grass is a mix inspired by the 'Heaton Lodge' layout (as featured in BRM March 2017 and on RMweb). Use has been made of a wide variety of products from various manufacturers. All the trees are made from wire armatures and a variety of scenic materials, such as polyfibre, postiche and various leaves and flocks.

An S&D service from Bristol slows as it approaches the arrival home signals adjacent to the carriage washer hauled by an iconic 7F 2-8-0. All the signals on the layout are fully operational and are scratch-built copies of the originals, and the washer was one of the first of its kind installed in 1957.



The Bournemouth Belle makes a rousing start from platform 4. This daily Pullman service to and from London Waterloo had a relatively short turnaround at West, during which time the stock had to pass through the washer and the locomotive had to be coaled, watered and turned, necessitating some pretty nifty manoeuvres.



The layout is fully digital using Digitrax equipment and, due to the complex nature of the movements in and around the station area, would not have been possible using analogue controls. One operator, acting as the signalman, is responsible for all train movements in and out of the station. The control panel is a mimic board with LEDs to show point and signal positions, and incorporates a CML tower master module which allows routes to be set in and out of any of the six platforms and the carriage washer. A second operator, the driver, operates all train movements in and out of the station. A further operator, operates the station pilot, usually an M7 or an Ivatt 2-6-2T, which is kept tremendously busy throughout the sequence, moving coaching stock from platform-to-platform and out to the fiddle yard.

Two fiddle yard operators complete the crew and a further operator can shunt the yard from a control point on the front of the layout, as well as answering questions from the public.

A full sequence lasts around three hours and, using the working timetable as a basis, shows examples of most services using Bournemouth West on a weekday, including Waterloo expresses, push/pull services, S&D cross country, including the Pines express, and, of course, the iconic Bournemouth Belle.

Coupling solutions

During the process of developing the layout we have had to overcome a number of issues, mostly around uncoupling and backing

continued on page 33

The station pilot is fitted with an uncoupling actuator, which is operated by a function button on the controller.



LAYOUT FOCUS



M7 0-4-4T 30053 is operating the push-pull service from Brockenhurst to Bournemouth West, consisting of a Maunsell 2 coach push-pull set

A Drummond class 700 simmers in the goods yard whilst preparing the daily pick up goods. The canopies on the station were 3D printed for us by our neighbours "Hey Create" and each one is over six feet long. They have been made removeable for transport.



KEY DETAILS WEATHERING



We are very fortunate to have Steve Knight amongst our group. What he doesn't know about weathering hasn't been written. In fact, there is only one problem – being a true "artist", he doesn't tidy up, and I get the task of cleaning the wheels! Everything on the layout has received some degree of weathering, from the obvious candidates, the locomotives, through all coaches and wagons to the buildings, signals, even some of the scenery. Nothing will be seen "out of the box". Even the cars in the station forecourt have been given a light dusting to remove the high gloss finish of bodywork and tyres.

Although the stock is mainly airbrushed, we use other techniques such as dry brushing and the subtle use of powders. Both enamels and the excellent Vallejo acrylics have been used on the layout.

The trackwork was first given a coat of Railmatch sleeper grime and areas around the point tie rods have had a dust of dirty black to simulate oil build up. In the yard we've used some of the brilliant Treemendous products, as well as the platform areas to simulate the build-up of dirt, oil and general rubbish. The overall aim was to try and blend everything in so that nothing jars.



KEY DETAILS EXHIBITION SEQUENCE



There is room within the storage sidings and traverser for 23 trains. During our sequence, which takes around three hours to complete, we display examples of all the services which would have operated on a normal weekday, into and out of Bournemouth West. The principal London Waterloo services are represented by a full 11 coach train and the Bournemouth Belle with 11 Pullmans plus two 6 coach dining car. These and "The Royal Wessex" are examples of trains that were split at Bournemouth Central, the other portion continuing to Weymouth. In addition there are examples of ex LSWR services from Fareham and Brighton.

On the S&D side there are "The Pines Express" from Manchester, incorporating through coaches from Liverpool and cross country services from York and Bradford. Local services operating include trains from Bath, Bristol, Evercreech Junction and Templecombe. The most frequent services are to Salisbury and Brockenhurst, three each of these. We also run a pick up goods, arriving at the start of the sequence and leaving towards the end.

As there are no release points in the station all coaching stock has to be marshalled by the station pilot so, all in all, it makes for a fairly hectic sequence of movements, which was exactly the case on the real Bournemouth West.

The iconic train on the S&D was 'The Pines Express'. Modelled on the train as running in 1960 when the 9F's were being used, the stock is mainly Mk1's but includes two Stanier coaches making up the Liverpool portion and a Stanier 12 wheel restaurant car. The Signal box is typically LSWR.



coaches through the complex trackwork in the station throat. There is (hopefully) no hands-on operating. Coaching stock is in fixed rakes with Kadee couplings on the outer ends and on all locomotives. We developed our own couplings for between coaches. These are 3D printed and are a solid bar, which allows us to propel the stock over the myriad point work in the station throat while also enabling close coupling. Uncoupling at the buffers in the station is achieved with magnets, but we wanted a foolproof system for the station pilot without having to put magnets everywhere. This has been achieved by using a little-known product from Preci models.

Signal Realism



As used on Bournemouth West, Liverpool Lime street and many others. Featuring bounce, dwell, overshoot or no bounce

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A micro actuator fitted behind the Kadee pulls the jaws apart on the press of one function button on the controller and, at the same time, operates a slight shuffle, to release coupling tension and pull away slightly. The result is fault-free uncoupling anywhere and everywhere, whenever needed and without magnets.

Fiddle yard

This has recently been rebuilt by the crew at Model Railway Solutions. It consists of 11 storage roads, 12ft long, serviced by a seven track traverser, also 12ft long. Each train has a dedicated storage area, either in the storage roads or the traverser and this allows us to operate 23 separate trains of prototypical length during an operating session.

Stock

All the stock on the layout belongs to members of the group. There are examples of all the locomotives, coaching and freight types to be seen in and around Bournemouth West in the 1959-1962 period modelled. Most of the locos and stock are detailed proprietary models, but there are also a number of kit-built examples. We are

very particular about what can be run. All locomotives must pass an "A" exam before they are considered for use. All stock must be weathered and locos and coaches must carry appropriate lamps and crew. Many of the locos are now sound-fitted, which we think adds to both the operating and viewing experience.

Finally

The layout had its first exhibition outing last September at Swindon Steam Museum. Since then the fiddle yard and traverser have been redesigned and the layout, in its revised format, is due to appear at the BRM show at Peterborough Dec 8/9 2018. ■



The allotments served the railway workers' cottages behind and were very close to the track - no fence was provided. Presumably they thought that railway people knew what they were doing.

Trackplan

BOURNEMOUTH WEST



Ordnance Survey 1947 - Crown Copyright

3

THINGS WE LIKE



STEAM

Live 'steam' is seldom seen at this scale, and it makes a splendid addition to the layout on this occasion. There is no proprietary solution used here, as the layout employs a prototype of a system that is still in development. We are duly intrigued, but it's an impressive effect when you see it in action.



SIGNALS

Roger has opted for MSE and Gibson parts to scratch-build his signals, which include transfers for the signal arms. The servos beneath the layout, controlled by two GF control boards, provide a prototypically slow pull-off and bounce on return.



THEATRE

Bournemouth West looks absolutely lovely in every single shot, but we particularly enjoyed this monochrome image which positively drips with period atmosphere.

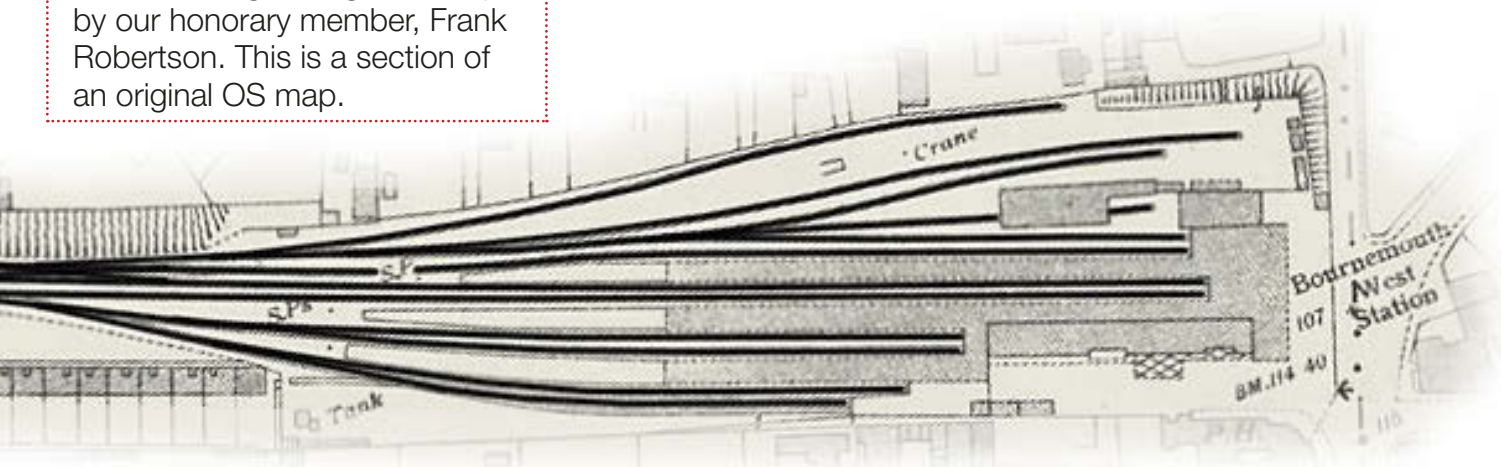
The trackplan was printed out at 4mm/ft, which was no mean feat as the layout is some 33ft long. Luckily we were able to obtain the original plans for the station buildings from BR, all of which were converted into brilliant scale drawings using Sketchup by our honorary member, Frank Robertson. This is a section of an original OS map.



What we think...

Stand-out layouts are rare beasts, but Roger and Dave's masterpiece ticks all the boxes – an interesting prototype location recreated absolutely to scale, superb execution of detail, accurate depiction of operations, smooth running with a touch of showbiz with the sound and smoke. It's my personal favourite of the last year and I'm sure it will become a bit of a classic.

Andy York, RMWeb Editor



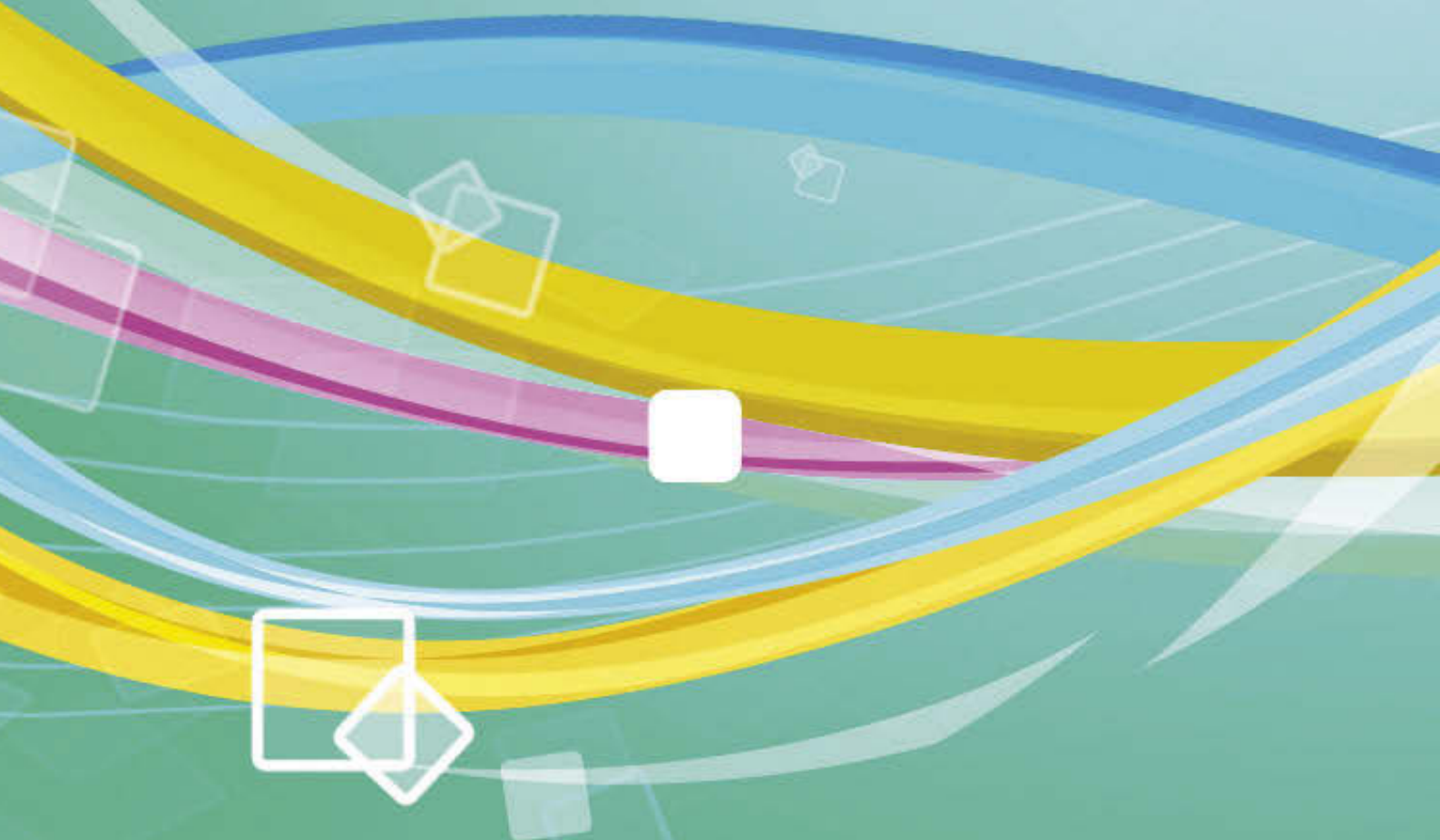
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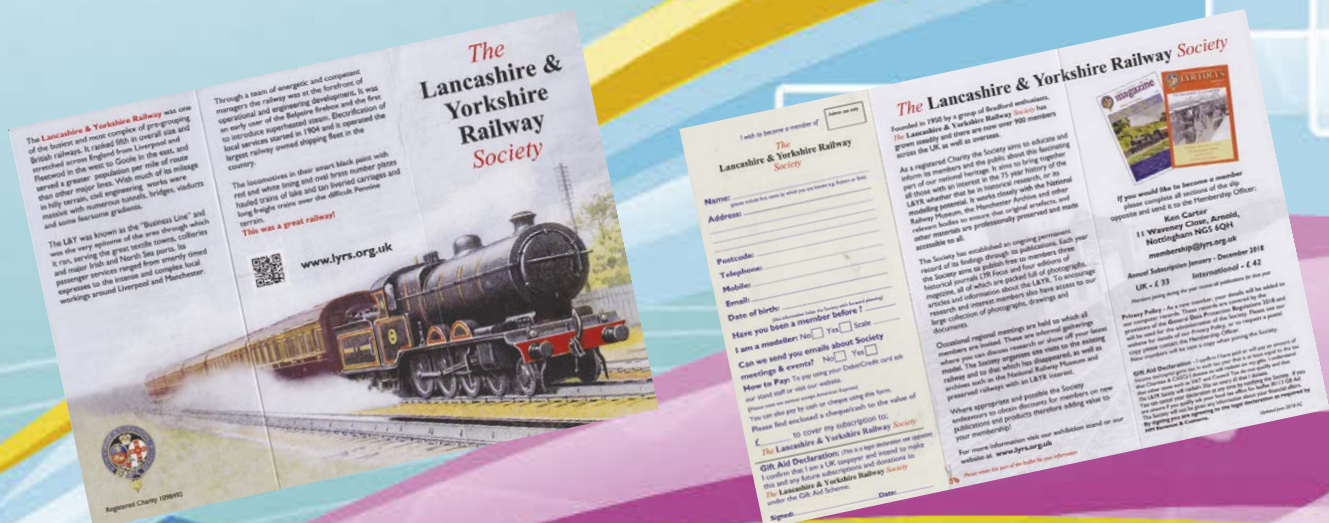
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INBOX

Q&A
LETTERS
PROJECTS

THE ITALIAN JOB

Luigi Nicotera from 'The Shunter Guys' on his involvement with 'The Great Railway Model Challenge'.

Airing currently every Friday at 8pm on Channel 5 is The Great Railway Model Challenge, where teams of six compete to create a model railway in just three days.

Luigi Nicotera from 'The Shunter Guys' was recruited from an Instagram post. Here, talks about his time on the show, but look out for posts from other contestants on RMweb....

After our team had been chosen by the producers we were given information, rules and a theme for a model railway. You can imagine how difficult it is to put six people together that don't know each other and live in different places, and make them work on a project. Not to mention I was in Italy and my English isn't so advanced...

In the end we made it and met at Fawley Hill. Two other teams were ready to compete against us in a three-day contest made of wooden boards, paint, adhesive, chicken wire, insulation foam and a lot of rolling stock.

We met for the first time in a virtual way, in a Skype conference call. We also set up a group in WhatsApp. That made everything easier, especially sharing ideas, pictures and sketches.

It was easy for me to gel in the team. There were so many different people in ours (age, country of origin, background) but the other guys were fantastic and helped me a lot with the language. The people in the other two teams in our heat already knew each other well because they belonged to the same clubs. Each person in the other teams had a specific role, on our team everything was more... spontaneous!

I was nervous we were probably the outsiders and in a certain way that was good – it's usually easier when you've nothing to prove! We were aired on October 26, which can still be viewed on 5 OnDemand.



KEEP IN TOUCH

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LOSE THAT SHEEN!



Hello, I am writing with regard to your article illustrating the building of the pre-fab bungalow diorama (August 2018 BRM), in particular your use of Testors Dulcote. Your article brought back memories of the 1950s and 1960s as one of my Aunts used to live in a very similar pre-fab.

For several years I have been trying to find a supplier. For part of this time, the

Testors website stated that it was being re-formulated.

Living in the Channel Islands there are limited local options of suppliers and Post Office regulations banning the postage of flammable products, can you enlighten me as to where I may buy the varnish?

Gordon Avis

Phil Parker says: Hi Gordon, I get mine from EDM Models. You can find their website at www.ngtrains.com

LIKE FATHER LIKE SON...

Newquay South

The arrival of Kernow Model Rail Centre's 'Beattie' Well Tanks was the spark that ignited a wholesale change from North American N gauge back to British outline OO gauge.

The premise behind Newquay South is that the London South Western Railway extended beyond Padstow making Newquay the terminus of its North Cornwall operations. In an unprecedented piece of inter-company cooperation, a spur was built connecting the LSWR terminus with the Great Western terminus, the Great Western providing an auto train shuttle service connecting the two stations and building their own locomotive servicing facility at Newquay South.

The layout is set in the 1950s and in addition to the terminus station and the ex-GWR locomotive shed it incorporates modest general goods facilities, an ex-LSWR locomotive shed, clay dries and a milk depot. This enables a wide range of typical North Cornish workings to be represented on the layout.

The baseboards were ordered in late 2016. After delivery White Rose Model Works made several visits to lay the track and wire the layout between April and November 2017. After a period of testing and running in of the layout, White Rose returned in March/April 2018 to ballast and weather the track. Our next steps are to develop the layout scenically, design and install the signalling and develop a working timetable.



ENGLISH ARCHITECTURE IN FRANCE

Hello Howard,
When I went to the London Festival of Railway Modelling, I had the pleasure to meet you and exchange a few words in French that you speak perfectly, so I hope you will be indulgent on my English...

I discovered by chance on the internet small stations designed by an English architect; William Tite. He built a series of stations between Rouen and Le Havre (Normandy) in the Tudor style and I would have liked to create in HO scale the station at Harfleur. I find really charming and it looks like Axminster's - I'm looking for plans, elevations or photographs! Can you tell me where to ask in England to try to find these documents? I am doing parallel research with the SNCF and the municipality of Harfleur, but I haven't got specific things. This station still exists but unfortunately the SNCF have rendered the bricks which removes its charm.

Luc Maillet

Howard Smith says:

Hi Luc,
Good to catch up - there are three main resources to try for railway plans in the UK - The National archives at Kew, The National Railway Museum and the Historical Model Railway Society. There are plenty of others, with societies and private individuals, of course. Luckily, the building still exists at Harfleur, so perhaps it might be easier to contact the SNCF to get on site with a tape measure, if you've tried the above to no avail? Do any of our readers know if such plans exist and where they might be located?



St. Blaise

St. Blaise is set in a period that covers the 1978 - 1985 period. It aims to recreate the freight and passenger operations of the Newquay Branch in the St. Blazey area in a space of 9ft 6in x 7ft. Graham wanted the centre piece of the layout to be a motive power depot. Without the space to model the real locations, roundhouse St. Blaise was born - a depot capable of holding up to fourteen locomotives is modelled, with a small yard and a single platform station.

The layout was ordered in March 2017. The baseboards were built and track and wiring was completed at White Rose Model Works. The layout was then broken down, delivered to Graham and re-erected by White Rose in December 2017. Graham is currently working on the scenic development, which in his case includes painting and ballasting the track. The signalling plan has been done and he is currently working on the design of the control panel for the signalling, building lighting and exterior lighting.

Peter and Graham Thompson



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HC007 British Dark Grey	HC008 British Dark Blue	HC009 British Dark Blue
HC010 British Dark Blue	HC011 British Dark Blue	HC012 British Dark Blue
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INBOX

Q&A
LETTERS
PROJECTS



COTTESMORE TMD

Thanks for replying to my question in the Friday Facebook Q&A, it was a nice format to watch. Here are some photographs of my layout...

Cottesmore is situated on the WCML and the yard is owned and operated by DB Schenker but there are plenty of visiting liveries as this yard provides more specialist repairs as well as normal fleet maintenance. Since moving house we had no room and didn't see a future for the junction, so everything related was deleted and sold off. Now settled into the new location, I've been able to make my shelf layout as you see it develop today. It's made of 12mm plywood and measures 8ft x 1ft.

I now have a booking on the exhibition circuit for 2019 and hope to get the layout on more shows for 2019.

More information can be found on the following places www.facebook.com/CottesmoreTMD www.youtube.com/cottesmorejunction

David Jones



Missed our Friday Q+As?



Twice a month Howard is answering your modelling questions in a live Q+A session on facebook. Visit www.brmmag.co.uk/facebook to watch them. Send your future Q+A questions to howards@warnersgroup.co.uk

KEEP IN TOUCH

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OAKWOOD PARK

Hello Howard,

We spoke at the Gaugemaster Exhibition – I'm the frustrated Engineer who used to build ships!

My layout is entirely fictitious set in the steam to diesel transition period to give me the excuse of running both. Scenically the geology is a limestone escarpment that slopes upwards at 3 degrees towards the garage door. An underground river has eroded the limestone and the roof has collapsed creating a shallow gorge down the centre of the baseboard. To the left the branch line will run to up the escarpment to a wayside station at Church Hill. This used to be a single-track quarry line that ran further north and has developed over the years to take passenger and goods traffic. But it did not have enough capacity and a substantial main line was needed to enhance this north south connection. The geography was challenging and it was easier to create a new main line on the other side of the valley with a station and depot at Oakwood Park.

I have used XtrkCAD to design the track layout and also used it for designing the baseboard structure and the room layout. For me, it is not the most intuitive software package but very useful and I am glad I invested the time to learn how to use it. The final design, after 25 iterations, is 13ft 6in x 7ft on three levels with the middle level providing the five-track main line station, engine shed and yard, goods yard and up and down line loop. The lower level, which I know as the underworld, is mostly hidden and extends the running distance of the up and down line, has a fiddle yard and a 'main line reversing loop'. The upper level is a single track to a wayside station.

Track has been laid on Depron sheet, a closed cell foam which will be trimmed to shape the cess before ballasting. This material has been used by recommendation that it will transmit less running noise to the baseboard than cork.

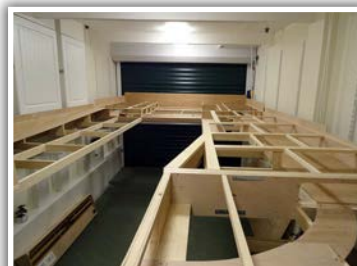
Coming back into the hobby I found, not surprisingly, a massive amount of technological innovation. I spent a long time reading into DCC, reading magazines, attending exhibitions and seeking advice and opinion before deciding on how to proceed. I settled on using Digitrax principally because of LocoNet and its ability to interface to a computer and the option to use third party accessories that work on LocoNet. I am using DCC Concepts Cobalt IP digital point motors.

For computer control I chose TrainController Silver in a close-run competition with JMRL. Traincontroller is very capable but the 418-page user guide can be quite daunting although fairly clear. In the future I intend to use Sig-naTrak LocoNet-compliant components to control signalling and drive a status display.

David Bolton



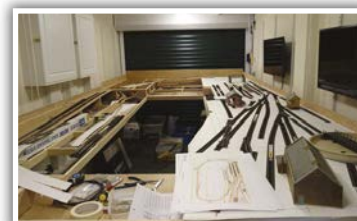
David's hoist lifts and lowers his layout.



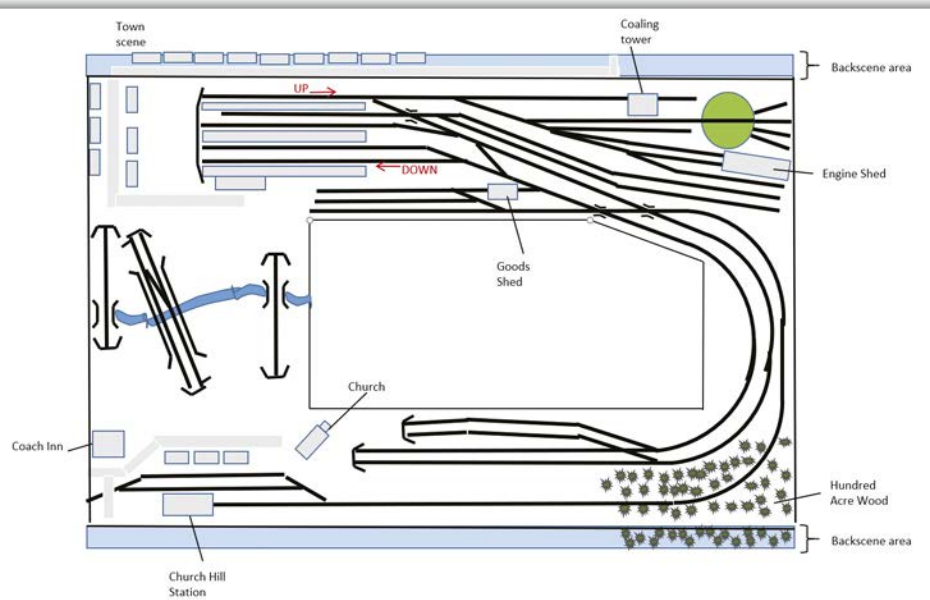
A sturdy structure - almost like an aircraft carrier?



Track is laid and the layout takes shape



Buildings are added, card kits for now, but perhaps David will progress to plastic kits?



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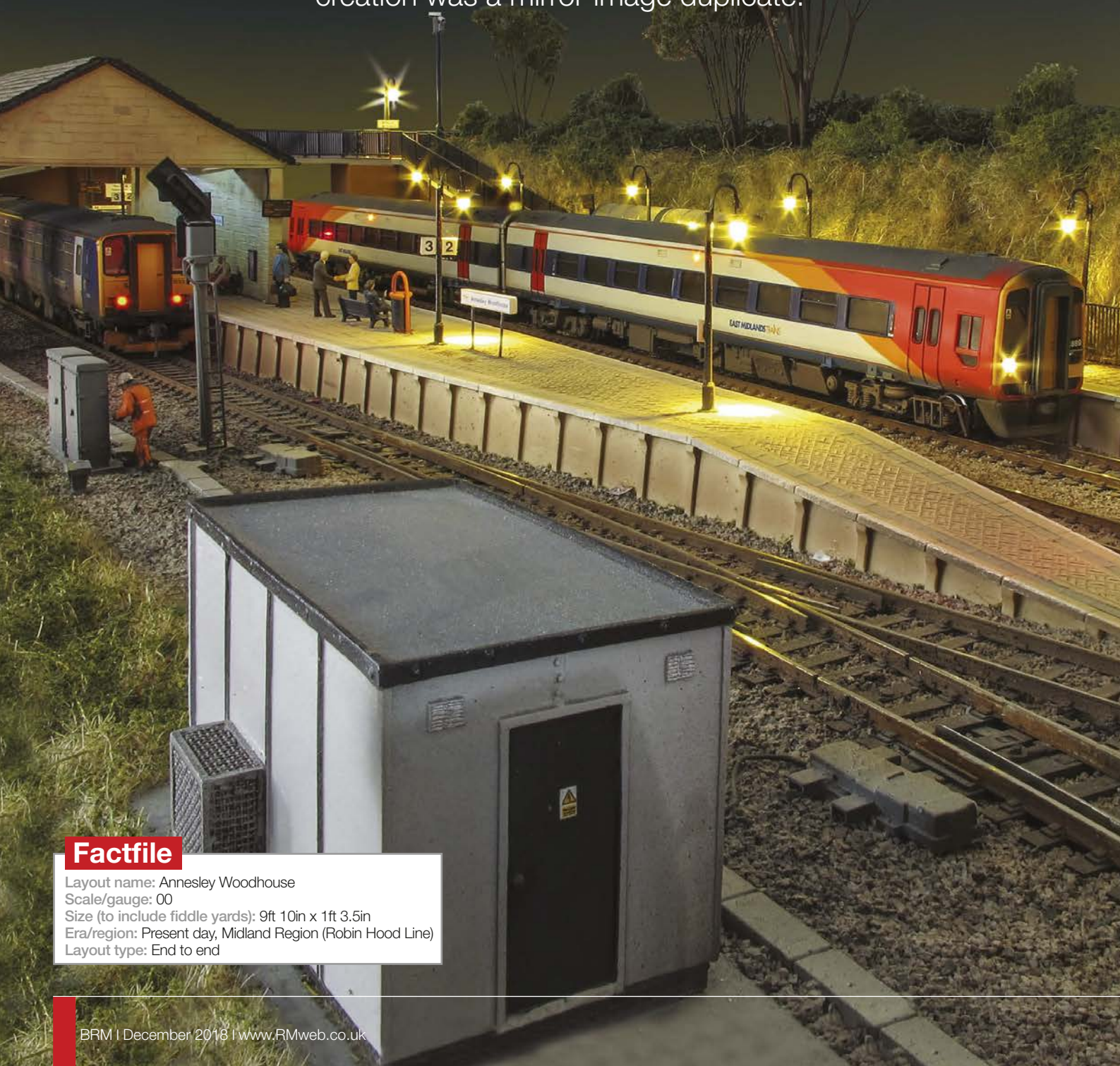
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ANNESLEY WOODHOUSE

Words: Simon Lawson Photography: Andy York

Imitation is the sincerest form of flattery, so when Simon Lawson found an ideal trackplan for his Nottinghamshire-based layout, his creation was a mirror-image duplicate.



Factfile

Layout name: Annesley Woodhouse
Scale/gauge: 00
Size (to include fiddle yards): 9ft 10in x 1ft 3.5in
Era/region: Present day, Midland Region (Robin Hood Line)
Layout type: End to end

I am 51 years old and I live with my wife, Helen, in Kirkby-in-Ashfield. I returned to modelling in 2002 and was bitten by the Digital Command Control (DCC) bug in 2004. I like the BR Blue period that I grew up with the most but I still enjoy going out photographing the modern scene. I am a member of Model Rail Projects Group (M.R.P.G) and we are currently working on our second joint layout.

My previous layout 'London Road' was based on the eastern end of the current Nottingham Midland Station, condensed to fit the available space of 8ft x 2ft scenic. Both fiddle-yards were 6ft x 2ft and with these fitted it had a total length of 20ft. It was far too big for me to set up in my garage and after a house move it was sold. In the new house I had a spare room with 10ft down one wall that I could use for a new layout. I already had modern passenger stock, so I needed to build a smaller layout to run it on.

Making a start

I have always wanted to model Mansfield Woodhouse because of the use of the old goods shed as a platform shelter for

passengers, but couldn't do it well in the space I had available. I made a rough mock-up of the goods shed and it looked good. There aren't any sidings at Mansfield Woodhouse, so I had to base the layout somewhere else.

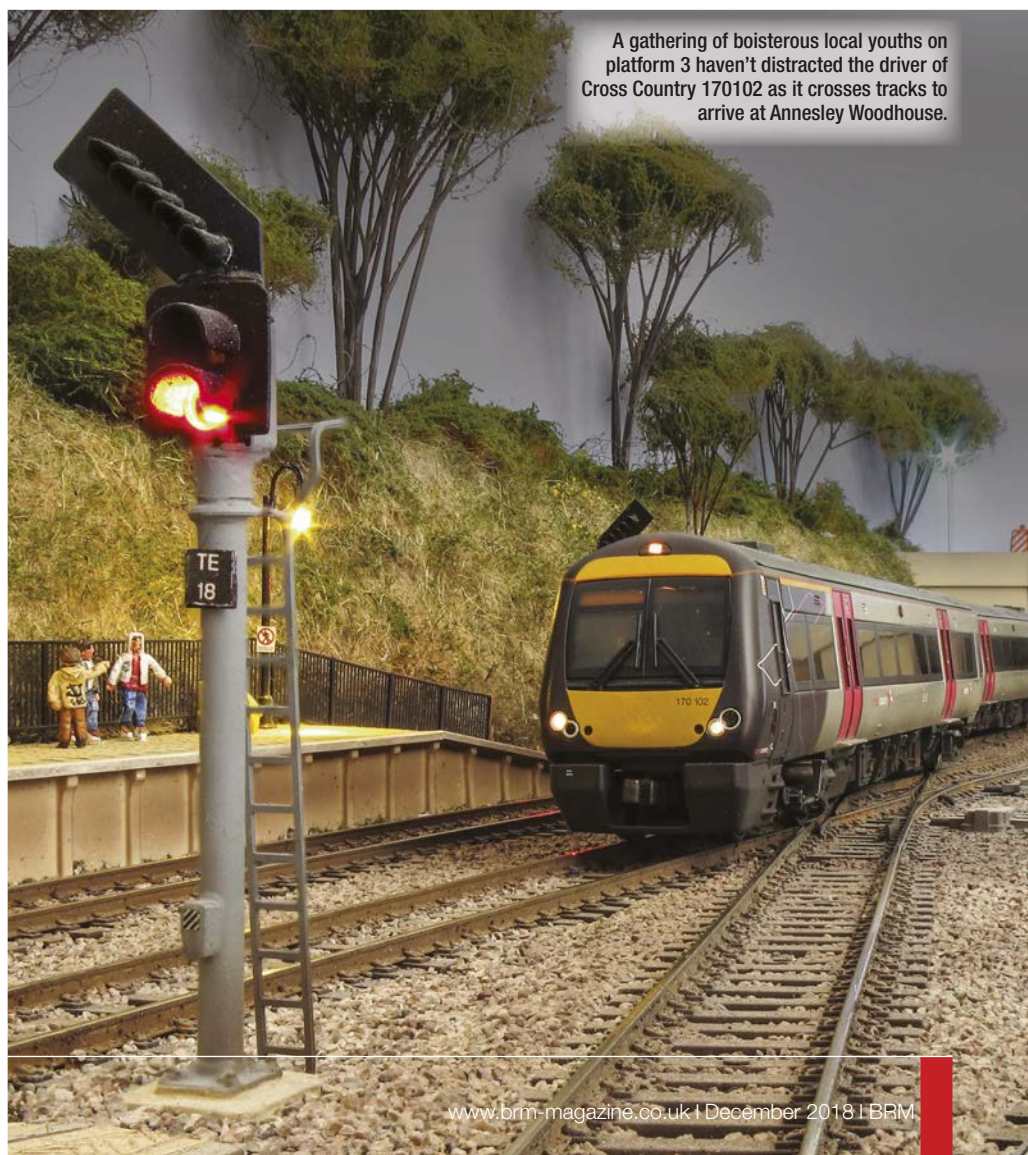
Annesley Woodhouse is near the M1 motorway and as such could be the location of a Park & Ride station, giving me the excuse of running more East Midlands Trains services than usual on the Robin Hood Line. If I created a link to the line running to Sheffield via Chesterfield I could add extra services by Cross Country and Northern Rail. With this in mind, I decided that the two tracks leaving the station would be single tracks leading to different destinations. The left track joins the line to Sheffield and the right track connects to the Robin Hood Line heading north to Worksop. The construction of the connecting line south to Nottingham is assumed to have hit a few snags and will open behind schedule!

The big build

The track is Peco code 100 flexitrack with medium radius points, with Seep point



East Midlands Trains 158889 is ready to depart platform 1 with a Worksop service, whilst Northern Rail 153324 arrives in platform 3 under the converted goods shed. Layout lighting is handled by a variety of products from Layouts4U of different colour temperatures.



A gathering of boisterous local youths on platform 3 haven't distracted the driver of Cross Country 170102 as it crosses tracks to arrive at Annesley Woodhouse.

motors. Once the track was pinned down, I fitted the cable trunking, then the layout was ballasted with Woodland Scenics Grey Blend medium ballast fixed with diluted PVA and a drop of washing up liquid. Once this was dry other details like dummy point motors, Train Protection Warning System (TPWS) grids and cables were fitted. The platforms are 15mm MDF with Peco platform edging and a plastic sheet top scribed with a scalpel to create the block paving pattern as seen on the line's stations. The bank at the rear of the station, inspired by Kirkby-in-Ashfield, was built using polystyrene packing material which had papier-mâché applied over it. This was painted brown and had hanging basket liner glued to it. After the liner was trimmed, Woodland Scenics scatter was applied.

I like adding small details to a layout. The litter around a buffer stop, cameo scenes like the broken-down car or the group of teens, graffiti on the walls, signs, timetables, arrivals and departures screens, help points, grit boxes, cyclist, mobility scooters and even the rubbish bins all help set the scene.

Working signals

I am really pleased with the signalling on

Annesley Woodhouse. They were made to order by Absolute Aspects and are superb. Two of them are two-aspect with 'feathers' and the third is a two-aspect with a 'feather' and a shunt signal (for access to the sidings). All of the signals are wired through the

switches on the Seep point motors so that when a signal is set to green, the 'feather' will show correctly for the route that is set or, in the case of the signal from the goods shed, if the point is set to enter the siding, the shunt signal will light. There is also an



East Midlands Trains 153374 makes its final approach into the station, whilst 60033 is running through with a diverted steel working.

How I built: The Old Goods Shed

The main building on the layout is the old goods shed. It was scratch-built using plastic sheet covered with stone-embossed Plastikard and I wanted to get the beams in the roof to look as accurate as possible so that it would light up like the one at Mansfield Woodhouse. I made the roof from a cardboard cereal box and when painted it looked right. Two white Surface

Mounted Diodes (SMDs) from Layouts4U were fitted into the roof to light the beams. The ironwork in the arches of Mansfield Woodhouse goods shed had complicated circular patterns, so I used the Robin Hood Line double arrow logo seen on the fence at Mansfield Station to make my own version of the ironwork and it looks quite effective.



2mm plastic sheet was used to make a 'core'. This was then covered with South Eastern Finecast stone-embossed plastic sheet. Once the sides were constructed, square plastic section was used to form the wooden beams.

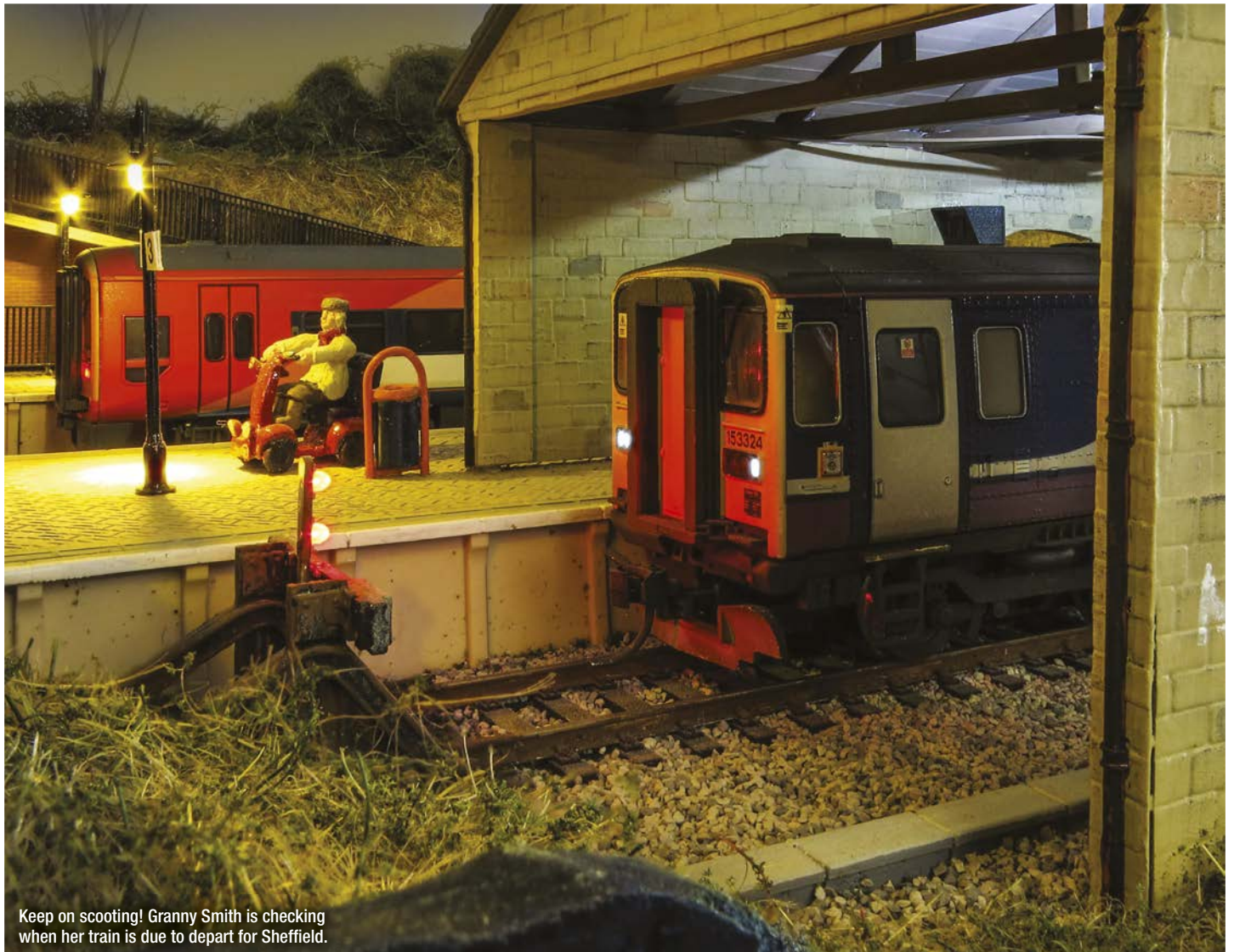


More square section had corners mitred so it could be used to finish the roof beams. The stone walls were painted a basic colour and random stones were painted in various colours to stop it looking too uniform.



Cereal box card was cut into tiles for the roof and after gluing, were painted with a dark grey emulsion tester pot. The Robin Hood Line double arrow logo was cut from plastic sheet and glued to the brass rods representing the iron work to finish.

See
'London Road' in the
May 2015 issue of BRM
and April 2015 episode of
BRM TV. Download your
copy today from
www.pocketmags.com/brm



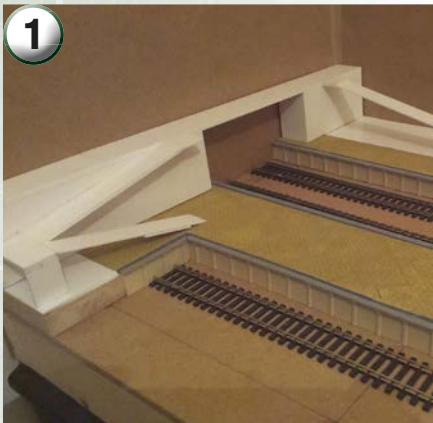
Keep on scooting! Granny Smith is checking when her train is due to depart for Sheffield.



A trio of traction at Annesley Woodhouse, though one significantly less powerful than the rest. Passing 60007 and 60033 stabled in the sidings is 153374. Subtle weathering of the trackwork, overbridge and stock brings the scene to life.

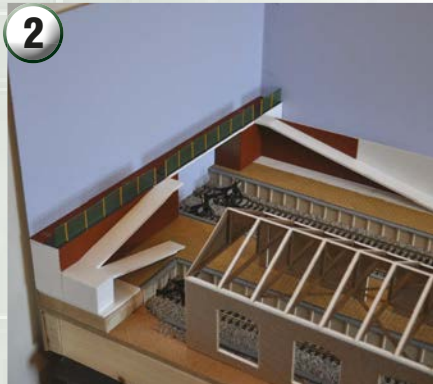
How I built: The foot- bridge

1



The basic shape was built using 1mm plastic sheet with the ramps angled similar to platform ramps so I could use Ratio fencing as a basis for the railings.

2



Wills flexible brick sheets were fixed to the structure. The cycle path is a Busch HO scale product and gives the bridge a modern look. The fencing is in the old yellow & green Robin Hood Line colours because it was recycled from an old layout.

3



Wills flexible brick sheets were fixed to the structure. The cycle path is a Busch HO scale product and gives the bridge a modern look. The fencing is in the old yellow & green Robin Hood Line colours because it was recycled from an old layout.

I am really pleased with the signalling on Annesley Woodhouse. They were made to order by Absolute Aspects and are superb





East Midlands Trains 158889, on long-term loan from sister company South West Trains, waits for a clear line. Note the litter strewn around the tracks for authenticity.

KEY DETAILS

The litter was downloaded from modelrailwayscenery.com and printed on my PC. I cut around the pieces trimming some more than others, this allows the same litter to be used more than once but looks slightly different – for example, the Tesco carrier bags. I used Super Glue gel to stick the litter to the layout, as it is easy to control and dries quickly. Other pieces of litter were cut from chocolate bar wrappers or leaflets and catalogues. The red pieces are from the paper part of a Kitkat wrapper.



Eckon 'OFF' box kit fitted inside the shed to enable the guard to see the status of the signal. In addition to these three signals there are two ground signals for exiting the sidings from Roger Murray that I had left from a previous layout. The points and signals are controlled by switches mounted on a mimic panel with the trains controlled by a Lenz Set 100 DCC system.

Sound is key

The stock for the layout is fitted with sound decoders, almost all of which now contain sound projects by Legomanbiffo. The roster consists of CrossCountry 170102, Northern Rail 153324, East Midlands Trains 153374, Network Rail MPV, East Midlands Trains (ex-South West Trains) 158889 which has been on long term loan to EMT and carries a slight livery variation to the usual EMT 158s. It is fitted with an Express Models lighting kit and door open lights. I also have the Realtrack Models class 156 (EMT 156406) on order to complete the passenger fleet. Locomotives likely to be seen at Annesley Woodhouse are DBS 08907 with sound fitted by Digitrains, DBS 60007, DBS 66101 and EWS (DBS) 60033.

I now have a garage for the layout and in the future I may add a fiddle-yard to the Nottingham end of the layout enabling the operation of through trains. I wanted to build a 'freight-only' layout next and now, it seems, I have space for both!

I would like to take this opportunity to thank M.R.P.G members Shaun, Mark, Paul and Matt for their help setting-up and operating Annesley Woodhouse at Exhibitions and, last but not least, Helen for putting up with my 'stupid' trains. ■

Northern Rail 153324 idles whilst one of its passengers meets with a business colleague. Meanwhile, a network Rail employee attends to the equipment cabinet.



What we think...

Terminus layouts are often the choice for owners wanting a compact design. Simon's take on the concept is refreshing, particularly given the tendency with current-scene layouts to resort to using ready-to-use buildings. I applaud his neat trackwork and attention to detail with signs, litter and graffiti – all part and parcel around today's network. Perhaps a buddleia or two wouldn't go amiss though.

Howard Smith, Multi-media Editor

DB Schenker 60007 with 'Switch on to Safety' vinyls is in the process of taking two HTA coal hoppers to the local wagon works for attention.



PORTSEA

Paul Hopkins and John Wakeman's south coast harbour scene is a fusion of scales and a test of their creativity.

Words: Paul Hopkins/John Wakeman **Photography:** Andy York



Factfile

Layout name: Portsea
Scale/gauge: TT/3mm: 1ft
Size: 19ft x 2ft
Era/region: BR Southern Region
Location: Portsmouth
Layout type: Terminus to fiddle yard



A view across the Harbour station, with the Hymek diesel arriving with a Cardiff service. The "BIG" and "COR" EMUs, made from Worsley Works etches, are awaiting departure on both London services. The Station building is adapted from a Triang TT building. Other parts of the station are scratch-built from plastic card.

The challenge is set

The 3mm Society celebrated its 50th anniversary in 2015 and to commemorate that milestone had set a challenge to build a '50 something' item to be on display at its 2015 AGM. 'Portsea' was our entry and satisfied the criteria, as there are 50 feet of track on the layout, including the fiddle yards. It's an end to end layout with the Harbour station at one end, and the Town station at the other which provides the scenic break to the fiddle yard.

We take other 3mm layouts to exhibitions and the feedback from the visiting public is usually complimentary about the scale, but most think the degree of difficulty is too great because of a lack of RTR models, apart from legacy Triang TT that's now over 50 years old, or continental TT to a scale of 1:120. We have tried to show that it may not be quite so difficult as people perceive.

Solid foundations

The baseboard construction is plywood tops on softwood frames and is the same for a basic layout of any scale. The remaining items, apart from rolling stock acquired

from local model shops or from traders at exhibitions, demonstrates that there's enough available for the average modeller. This can be expanded by mixing scales, and Portsea has 2mm, 3mm and 4mm items on the scenic parts of the layout. Few people have noticed the discrepancy.

There are three levels on the baseboards - sea level, road level and the elevated railway, which is 2in above sea level. Trying to marry the three became quite difficult at times. The most difficult part of the layout to construct and the most pleasing and recognisable is the Harbour station. It is mostly scratch-built and has a modified Triang station building and signal box which are quite representative of those prototypical buildings at Portsmouth Harbour station. Fortunately, we were able to obtain photographs of the underside of the real station and able to replicate most of it on the model with 132 piers, each one cut and individually braced.

We wanted to include the Isle of Wight paddle steamer tied up to the terminal but in 3mm scale it would have been longer than the width of the baseboard, and look

out of place. Instead we concentrated on the Gosport Foot Ferry, which operates from a pontoon alongside the station, which has enjoyed a variety of craft over the years. Many of those are well documented, and we have been able to incorporate that service on the layout.

Compromise and adaptation

The trackwork throughout the scenic part of the layout is 12mm gauge Peco H0m which is overscale for 3mm, but partly masked by ballasting and painting the rails. The trackplan is a smaller version of the prototype and when viewed from above is a good compressed replication of its shape.

At the outset the size of the layout was governed by our ability to transport it along with four people in two cars which has restricted the space available to a maximum layout length of 19ft. It is not possible to build an accurate model of Portsmouth within that space, but features from the area are incorporated into the layout design.

The Royal Navy Dockyard area is to the north of the Harbour station, but on 'Portsea' it occupies the central scenic area

Street view looking westwards along Artillery Row. The high level Southern Odeon-style signal box is made from a Triang TT building and prototypically dominates the skyline. The infamous Tattoo Parlour is modelled in one of the arches. All vehicles on view are from the 1:100 Autosculpt range.





A view down the street

This scene depicts the road adjacent to the Gunwharf area of Portsmouth, with a tattoo artist studio in one of the arches. Scale vehicles for a 3mm layout are difficult to obtain, so some allowances have to be made. The parked cars are solid resin models from the 1:100 Autosculpt range, originally supplied by Finney & Smith. Particular favourites are the Reliant three-wheeler and Ford Corsair. The single deck bus is a white-metal kit from the 3mm Society and the double-deck bus about to pass underneath the railway bridge is a modified Matchbox model.

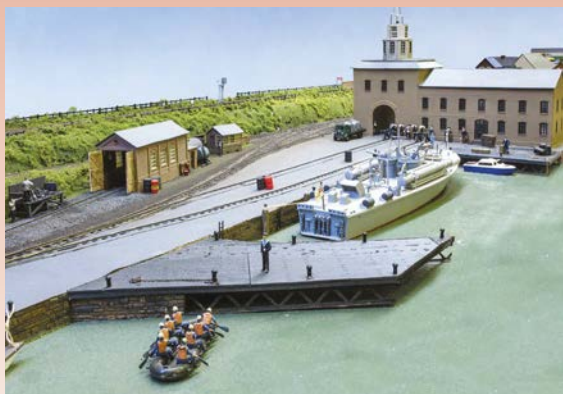
BOAT SPOTTING AT PORTSEA



The original intention when building Portsea was to include the Isle of Wight passenger ferry, but in 3mm scale it would be longer than the width of the layout and dominate the harbour. Instead, we chose to model the smaller Gosport Ferry and add Royal Navy shipping. The boat in this scene was acquired from a secondhand trader at a model railway exhibition - its source is unknown, but it conveys the image required.



The walkway and landing pontoon and part of the ferry to Gosport is depicted in this image, and captures the atmosphere of the real thing. All the models were scratch-built in Plastikard using photographs of the prototype as it was operated in the 1950s. A second ferry for this service is on the layout, which has been modified from a Kibri model.



The Motor Torpedo Boat is made from an old Revell kit. Several modifications have been made to better replicate the scene, but we are aware that it is not prototypically accurate for the period modelled, and there are shortcomings as a consequence of our limited naval knowledge. The model is actually out of scale, it is a 4mm:1ft model with the surrounding naval personnel also to 4mm:1ft. The differences in scale are not apparent on the model. The Naval Police boat is an adaption from a Triang Minic Motorways launch.

A view across the station platforms. The signals are adapted from N gauge colour lights. The 4-BIG unit in the foreground is made from Worsley Works etches, and is powered with a Halling tram motor bogie supplied by the Austrian firm. Other units are similarly powered, apart from the narrow 8 ft wide 2-NOL which uses an Australian motor bogie for its drive.



The Hymek Class 35 diesel is made from a 3mm Society brass kit. It hauls its train of four Kitmaster coaches and a buffet car made from Worsley Works etches into the Harbour station. The coaches have the correct roof boards for the Cardiff Route – Portsmouth, Southampton, Bristol, Cardiff.



incorporating the entrance gates, Semaphore Tower, and Royal train shed. The Queen is modelled too with her entourage, which gives us the justification to operate a Pullman train or the Brighton Belle EMU which were used on Royal Train duties on the Southern Region. The dockyard part of the model includes the internal railway system with a representation of the Planet 0-4-0 diesel shunter, which was adapted from a Berliner Bahnen continental shunter and internal user wagons along with BR versions on transfer freights. This part of the model uses B&B delay uncouplers.

The area around The Hard contains public houses, small shops and domestic properties and these have been modelled from converted HO buildings to give an anglicised look. The infamous tattoo parlour is included under the arches of the railway viaduct, as is the tunnel to the naval premises to the south of the running lines. The dockyard railway system is connected to the national network with a spur from the high-level Town station and south of the railway line is Guildhall Square, which includes the scratch-built war memorial, Verrechia's Ice cream parlour and the kiosk selling sweets and cigarettes. The street scene includes the Corporation trolley buses

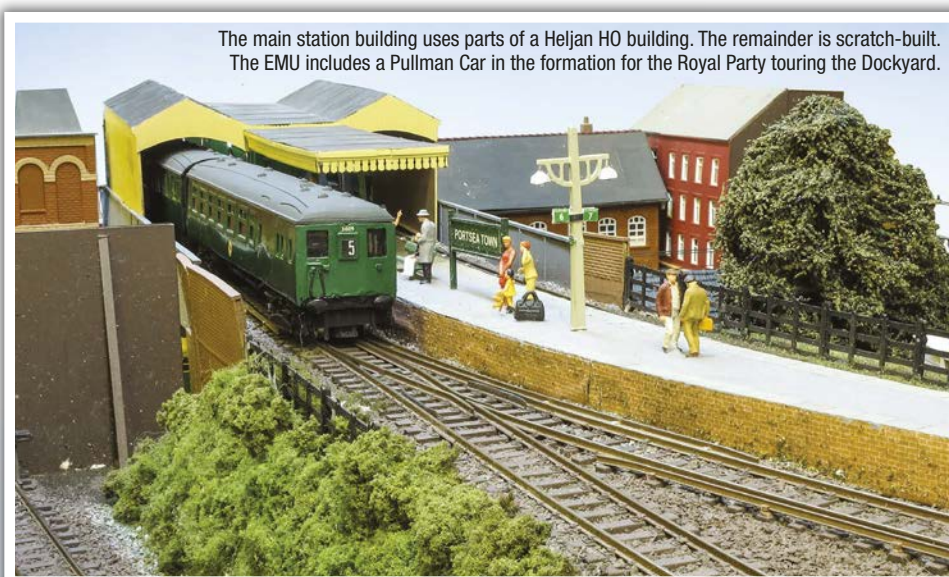
and police on traffic duty, reminiscent of Portsmouth in the early 1960s.

Calculated workings

The operation of the layout is based on Portsmouth in the post-war period when the majority of services were comprised of electric multiple units on services to London and Brighton, and locomotive-hauled services to Bristol and South Wales. The Harbour station had no run-round facilities for locomotive-hauled trains, or facilities to hold a station pilot. Incoming steam and diesel trains had to wait for an incoming locomotive or were allowed to propel empty coaching stock to the Fratton depot.

D.I.Y.

The rolling stock is representative of the period and is made from kits, scratch-built or adapted from Kitmaster and Triang TT. Many of the multiple units are made from Worsley Works kits and etches or scratch-built. Steam and diesel locomotives are mostly built from brass kits. Locomotive-hauled coaches are made from a combination of original TT Kitmaster kits or brass kits, and the wagons are almost all made from kits sold by the 3mm Society who have a considerable range available to its members. ■



The main station building uses parts of a Heljan HO building. The remainder is scratch-built. The EMU includes a Pullman Car in the formation for the Royal Party touring the Dockyard.





Factfile

Layout name: Compass Point
Scale/gauge: 4mm/OO9
Size: 120cm x 30cm + 40cm fiddleyard
Era/region: East Sussex
Layout type: Fiddleyard to terminus

COMPASS POINT

Chris O'Donoghue's love for boats and narrow gauge transformed his 'would-be' micro layout for home entertainment into an international exhibition tourer.

Words Chris O'Donoghue **Photography:** Phil Parker



A home 3D-printed double-ended diesel delivers a mine for disposal at Compass Point. The signal mast is displaying a sign for a northerly gale.

For a while I'd indulged myself with a diversion into 7mm narrow gauge. 'Duncton Yard', the Inglenook shunting puzzle I built was reasonably successful, but by almost doubling the scale I was used to working in, it made me realise that my heart really lay with 009. So, on January 1, 2014, I began work on a small layout for home entertainment and had absolutely no intention of exhibiting it.

The inspiration was the nearby hamlet of Rye Harbour, just across the river from the one-time Rye and Camber Tramway. I wasn't going to slavishly copy the location but take liberties and, hopefully, still produce a believable setting. I started by constructing a shallow box from two pieces of 6mm MDF, each 60cm x 30cm, sandwiching lengths of 35mm softwood. A slice was cut out of the top sheet which would become a slipway for launching boats.

Track was laid directly on an underlay of 2mm card to give it a little elevation. At this stage I wasn't worried about point motors or polarity switches, so point control was by nylon in tube, as used in model aircraft for lightness. It proved surprisingly successful, but later, my friend Simon Hargraves installed Tortoise point motors.

Changing tides

I used to be a professional modelmaker, specialising in scale model cottages, so it went against the grain to buy a ready-made building. However, when I saw the Skaledale fisherman's cottage, I knew it would be perfect for its role as the Shipwrights Arms at the end of a windswept spit of land. The other main buildings were to be in the boatbuilders yard, so after making a mock-up in card, I constructed a boat shed with an attached office/store from Wills embossed sheet, but it never looked quite right. I realised it was too dominant, so I hacked it about producing a much smaller shed and made a second building to go alongside. It was the right decision as the buildings echoed the squat nature of the pub.

The layout was designed to sit above my work desk so there was plenty of room at the end for a two-road fiddlestick. However, as I had a whole 1200mm to play with I started toying with the idea of building an extension, with the line curving round a bay so I could display more boats. Did I mention that I love boats? The layout was extended to fill the shelf above my desk – all I needed was a prototype for inspiration.

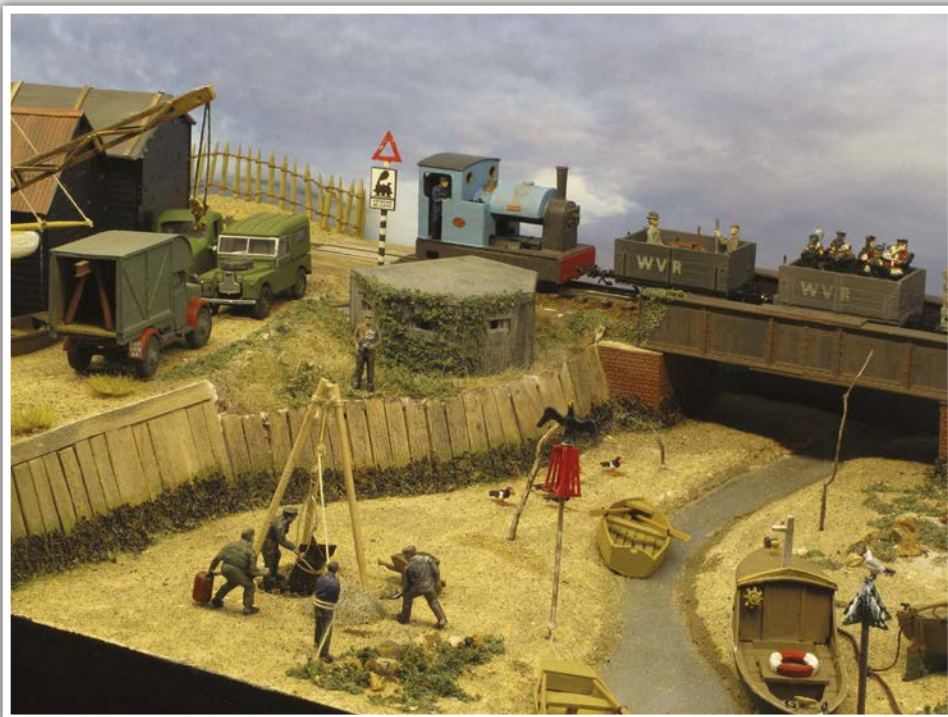
Seeking ideas

A trawl of the internet produced what I was looking for – Cockwood Harbour in Devon. This has a causeway bisecting the harbour with a stretch of standard gauge line between Dawlish Warren and Starcross. Borrowing this idea, I constructed a raised causeway, curving to encompass an area of estuary, with the tide out. A narrow ribbon

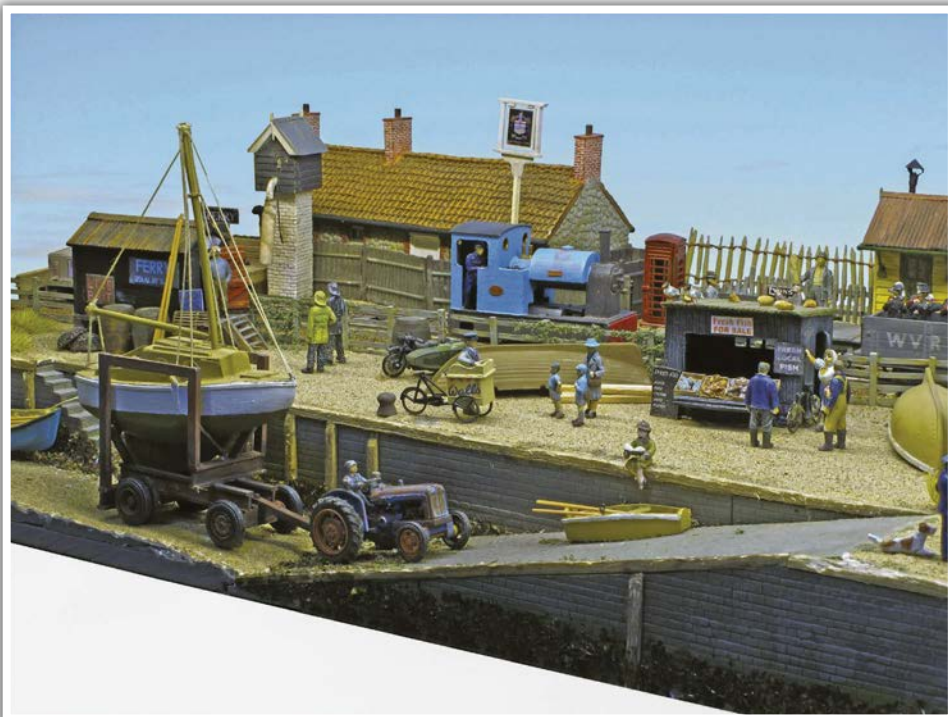
of water would issue from under a bridge and meander to the front of the baseboard. The curving track would finish above the edge of the desk so the fiddle stick could be attached at right-angles.

Sourcing objects

There are very few models suitable for the scale that I class as 'good'. Cornwall Model



The bomb disposal crew are recovering a WWII bomb from the mud and sand. My 3D-printed locomotive *Gull* rumbles over the bridge delivering the local brass band for a concert at Compass Point.



A weather-worn Fordson tractor is retrieving a yacht in a scratch-built cradle. The Walls ice cream man with his trike is doing good business, as is the fish hut, based on those found at Hastings and Dungeness.



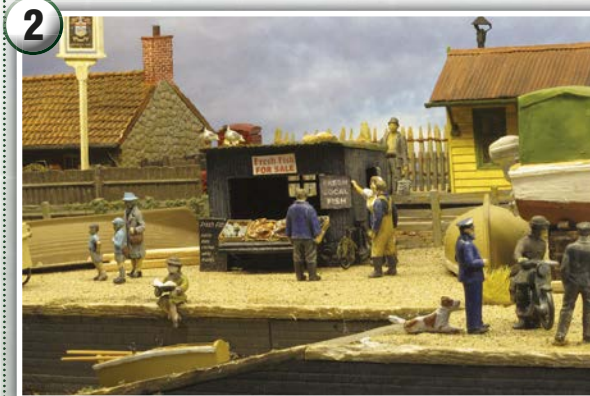
Jack Spratt's hut is based on the ferry building at Walberswick in Suffolk. The blue ferry there is operated by a charming lady called Dani, the fifth generation to do so.

Making a success of layout cameos

Figures are grouped to form natural cameos, like the nanny and her two charges waiting to be served by the Walls ice-cream man. The authentic 1950s figure was modelled and painted by my friend, Bernard Taylor, and is standing by a scratch-built tricycle. Beyond them, a group of Oystercatchers are being keenly observed by local birdwatcher, Ben Twitchett. Here are others that exhibition visitors enjoy:



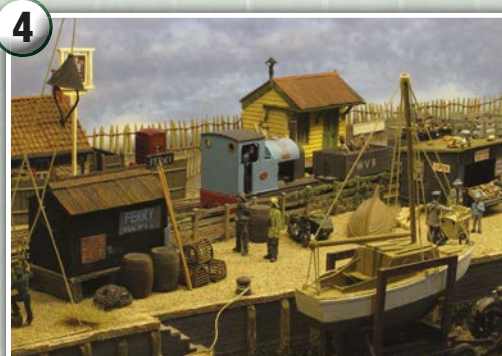
On the sand, bomb disposal experts, Captain Valiant and Sapper Rankin are in the process of defusing a WWII bomb. An A frame supporting a block and tackle is rigged, ready to extract it from the mud. Sam Scoop, keeping well back, is taking photographs for the local paper.



The fish hut is based on those at Hastings, Dungeness and Aldeburgh and was kit-bashed from a magazine cover giveaway. It has a display shelf laden with fish, formed from seeds, painted to represent Dover sole, mackerel, crabs and possibly small cod or whiting. Jack's buxom wife, Joan Spratt, stands to one side, ready to tempt customers to try her wares.

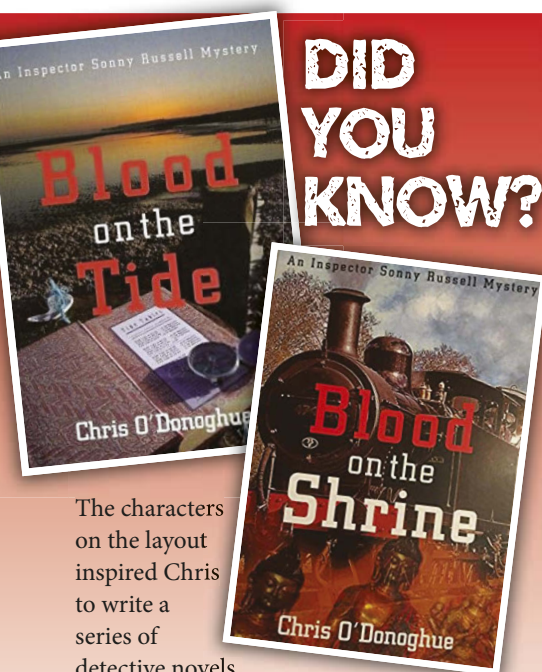


In front of the boat yard, Captain Salt, who owns the yard and the railway, is in conversation with the boatbuilder, Mitch Mitchell. Note the authentic poles and nets around the site.



The building is a nod to Colonel Stephens, again constructed from weatherboard and corrugated iron.

Rye Harbour was the initial layout inspiration, but I found a perfect ferryman's hut at Walberswick in Suffolk. This was a shed, which I constructed from Wills weatherboard sheet with a corrugated roof, raised on baulks of timber to guard against high tides and advertising signs abound. The station



The characters on the layout inspired Chris to write a series of detective novels.

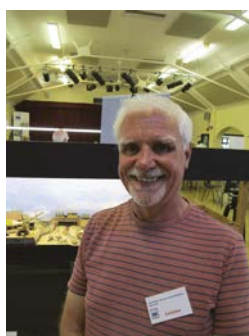
The first two, *Blood On The Tide* and *Blood On The Shrine*, are available from the author or Amazon on Kindle or paperback. The third, *Blood On The Strand*, will be published soon.

boats produce a number of lifeboats, which have a decent hull shape but are fairly basic. The best I have found is made by a Russian company called Zvesda, marketed as a medieval lifeboat. It has a beautifully shaped and detailed hull, so is perfect for adaptation. There are three sitting on the mud – one almost unaltered, another with half decks fore and aft and a 'boxed-in' engine and a third with a cabin. Styrene

sheet has been used for the additions and I have even made scale propellers from thin copper sheet. Two lifeboats have also been converted to more suitable craft.

Gift shops often sell fishing boats, but as bought they are decorated with over-scale nets, spars and rigging. I strip this extraneous 'gubbins' off and start with a bare hull, which I carve and sand into a more realistic shape. Superstructures are

Meet the modeller...



I started out working at Poole Pottery then obtained a degree in Industrial Ceramics. While living in Dorset, my love of boats began.

I moved to Kent and worked for my brother in his pottery in the old Cranbrook station on the defunct Paddock Wood to Hawkhurst line. Later, I relocated to Rye and set up my own mould making workshop and pottery, making ceramic cottages. Like many others, I began modelling a GWR branchline which, inevitably, never got finished.

In 1989 I was living in London and met Dave Brewer, former Chairman of the Greenwich and District Narrow Gauge Railway Society. I was asked if I would like to go to Wales to help operate the club layout, 'Towyn', at an exhibition in Towyn. It was a baptism of fire involving shunting with fiddly chopper couplings. I soon built my own 009 layout, 'Nottery Quay', which I took to numerous exhibitions in the UK and overseas. Other 009 layouts followed, with one in 0-16.5 until 'Compass Point' was born.

Kit-built WW1 armoured Simplex locomotive is retrieving full skips from the spur off the causeway. A workman is using a pinch bar to re-rail the last skip.



THREE ROAD TURNTABLE



I had been sharing the construction of the layout via an online forum where I was offered two exhibition invitations. Luckily, fellow Greenwich member, Richard Glover (builder of 'Pagham Harbour') came to my rescue with a three-road turntable. I couldn't have this sticking out at right-angles at an exhibition, so installed a 'Y' point in the curve on the causeway and a short length of track terminating at the edge of the baseboard.



Scratch-built battery electric locomotive, inspired by Polar Bear, at the Groudle Glen on the Isle of Man, hauls a summer service. The open coaches are 3D prints from Tebee via Shapeways.



built from styrene sheet, spars made from tapered dowels and rigging from thread. The fully-rigged craft at the bottom of the slipway is being transported in a scratch-built boat cradle, hauled by a Fordson tractor, weathered to represent the ravages of salt water. In the yard is a sailing yacht and a cabin cruiser. There are also four rowing dinghies built from styrene sheet as well as some lifeboats from Cornwall Model Boats.

Start your engines

I like period vehicles on a layout and my vehicles are always weathered to some extent. On 'Compass Point', there is an out of use Scammell Mechanical Horse tractor unit; a Series 1 Land Rover helps set the period. The bomb disposal crew have come in their lorry. This is a bit of a hybrid, based on a Bedford horsebox. The cab is from the Airfix RAF recovery set and the body was constructed from some spare Corris brake van panels.

Print away

I run a variety of locomotives and stock at exhibitions, suitable for a small common carrier. I'm a dedicated convert to 3D printing and have a number of tram locomotives running on Kato chassis. I know they're often dismissed as being inaccurate, but my justification is that the

motion is necessarily covered to protect it from wind-blown sand. The passenger stock, mainly Tebee's 3D prints via Shapeways, includes an exquisite open toast rack carriage with delicately detailed slatted seats, reminiscent of those on the Groudle Glen railway on the Isle of Man. Rolling stock is from a variety of sources, most with suitable loads. A Dundas D type wagon carries a sea mine, which usually causes amusement when it appears. A four-wheeled open plays host to a travelling brass band, painted in the Black Dyke Mills uniform – a long way from home.

Finishing touches

I hadn't planned a backscene but decided it was necessary because the layout would be exhibited. I photographed a panorama of a moody sky over the sea at Pett Level and found a printer in Hailsham specialising in film posters. They made a lovely job, printing it on vinyl, backed by 4mm styrene. I framed the layout with a proscenium arch, fixed an LED 'light pipe' behind and it really brings the scene to life.

Compass Point has been exhibited several times now – in England, Wales and The Netherlands. It's been well received, much photographed and, has mostly run well. So much for a little exercise that was only meant to be a personal return to 009! ■

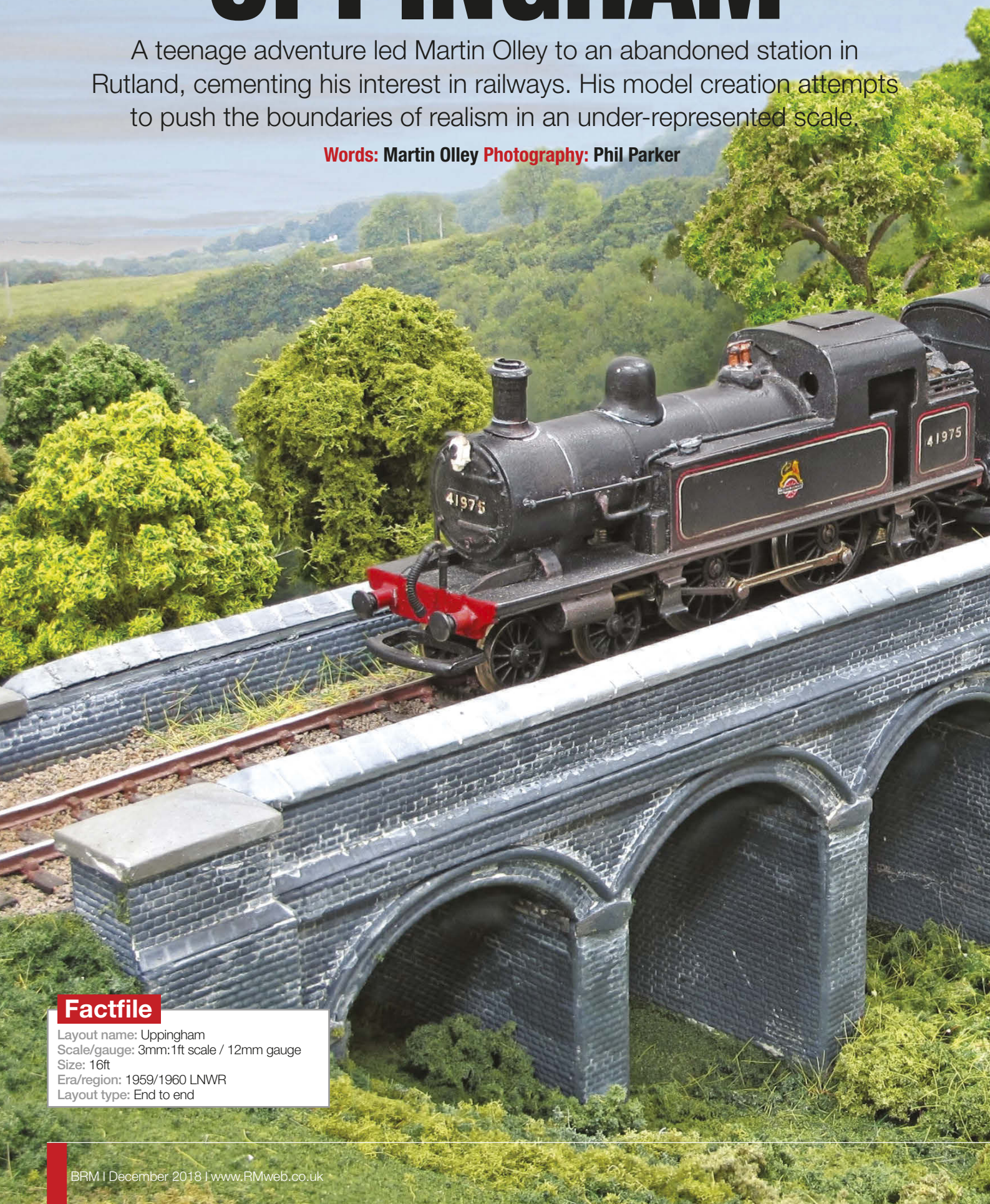
What do you admire in the hobby?

I have long been a fan of Neil Rushby's approach to modelling, particularly his 'Shell Island' and 'Little Point' Tramway. I admire his restraint in using a limited palette to paint a believable 3D picture and would like to think I could do the same.

UPPINGHAM

A teenage adventure led Martin Olley to an abandoned station in Rutland, cementing his interest in railways. His model creation attempts to push the boundaries of realism in an under-represented scale.

Words: Martin Olley **Photography:** Phil Parker



Factfile

Layout name: Uppingham
Scale/gauge: 3mm:1ft scale / 12mm gauge
Size: 16ft
Era/region: 1959/1960 LNWR
Layout type: End to end



Ex-MR 'Tilbury' 4-4-2T No. 41975 heads a push-pull over the still standing seven-arch viaduct.

Supply and demand

Uppingham is my second layout, the first being a freelance model. Unfortunately, this layout warped badly and looked like a banana because I built the baseboards with a softwood frame and Sundeala top. Uppingham's baseboards are built entirely with 9mm ply for both the framework and top and although heavier than the traditional method, produce a much more rigid base for a model.

Due to my lack of space at home to erect a permanent layout, Uppingham was designed to be totally portable and easily put together. The main aim was to build an exhibition layout because 3mm scale is under represented at most shows I have visited. It was also important to produce a realistic-looking environment as I have also seen a lot of layouts in far too bright colours which don't look credible. Railways, especially in the steam days were dirty, dull and grimy and I wanted to portray that feeling in my layout. It was important to me to obtain this overall feel and ambience.

Deserted wonderland

My kick start into railway modeling came at the age of 12, when my cousin donated a box full of Triang TT locomotives and rolling stock. Having never seen that scale before, I went on to get more information about it and started in the hobby.

About 6-12 months after the closure of Seaton in Rutland at the age of about 12 or 13, I cycled one afternoon to have a look at the station. The place was totally deserted, and everything was in place like a time warp. I wandered everywhere, in the signal box, ticket office, even to find dozens and dozens of tickets strewn across the floor. Like the good boy I was - regrettably now - I didn't take a thing! This went on to find out more information about the line and of course Uppingham which I never visited until long after closure. I said there and then, that one day I would build a model of it. The whole line from Market Harborough to Seaton fascinated me at the time and many a happy day was spend discovering other parts of it.

Rolling stock

Rolling stock at Uppingham was not very varied and most of the passenger traffic consisted of a two-coach train of non-corridor suburban coaches. As well as this, a single autocoach push-pull train was used most of the time with the driver operating the train from a special cab at



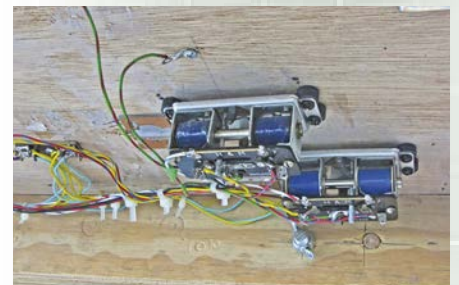
Two young stallions patiently wait to be taken to market. Peco 'Wonderful Wagons' can be seen in the background.



Tried and tested control on 'Uppingham'



Uppingham is controlled entirely with DC, using Gaugemaster controllers. Most 3mm layouts are still using DC control and I am old school and have no understanding of DCC. Developments are in place, I believe, with some fellow members of the 3mm Society to fit DCC to their layouts.



All my points are operated using tried and tested Hammant and Morgan solenoid motors. I find these very reliable and easy to fit and still quite easy to obtain via online auction sites. I originally used Fulgerex slow action motors, but had awful trouble getting these to work correctly and gave up on them entirely.



Operating the layout is a necessity when at exhibitions, but I get far more pleasure in the construction aspect of the hobby. I find the general public always want to see some action but the true railway modellers are more interested in how it was done. A short four-road traverser mounted on a kitchen drawer runner handles stock with ease. Brass pin inserts align tracks and provide electrical contact to rails.

IN THE STUDIO...



We welcomed Martin Olley into our studio for a video and photographic shoot. Setting up the boards didn't take us long, however Martin was scratching his head at their assembly order to begin with – Uppingham is rarely set up in its entirety. With electrical connections made and boards aligned by eye, we set to, testing stock and controls, but it was apparent that wheels and track needed attention. Wheels on elderly TT stock are prone to accumulate more dirt than today's modern RTR stock. His wagons and coaches ran admirably, the heavier white metal items of rolling stock in particular, but despite a quick pass with the track rubber, Martin still has a few items of motive power to fix. Tweeking and 'tinkering' with rolling stock is one of the joys of running a model railway that is hand-built.

the end of the coach. Goods vehicles were often seen at Uppingham attached to the rear of a passenger train – it is important to me to try and emulate trains I have seen in photographs.

My own locomotive stock, though limited at the moment, is growing gradually and consists presently of a scratch-built Tilbury Tank 4-4-2 No. 41975, a 3SMR white metal kit of a Webb Coal Tank and a re-wheeled Triang TT Jinty. Coaching and goods stock is also being added to. My goods stock almost exclusively runs on Peco TT chassis, which were available during the late 1960s and early 1970s. I've built a good stock of them and find they run really well, are easy to snap together and look realistic.

Architectural creations

All my buildings are scratch-built, using mounting card as a base, covered in Slater's Plastikard and embossed styrene sheet

KEY DETAILS THE STORE

Until recently, this LMS pre-fabricated Provender Store could still be seen at the old station site. The model is made from card, with styrene corrugations for the roof. Wooden ribbed doors are taken from an old Airfix OO gauge Station Canopy kit. The original wooden goods shed is also made from card with Slaters 3mm roof tile styrene sheet. The loading gauge is a converted Triang TT example.



The bus connection into town waits for its passengers to board outside the Station Master's house.

An overview of the station throat. A three-coach Uppingham School Special prepares for departure.



Ex-LMS Fowler 0-6-0T 3F leaves with a train of empty Gresley private owner coal wagons.



and suitably painted and weathered. I have used photographs as much as I can and have also used some original elevation drawings supplied to me by the Rutland Museum, which were drawn when the line was at its planning stage. My thanks go to the guys who operate the EM gauge model of 'Uppingham', often seen at exhibitions, who have supplied me with a wealth of information and a selection of photographs of the station yard, not often seen. I get tremendous pleasure from constructing buildings and it is the one aspect of the hobby I enjoy the most.

All that is green

My scenery was set out using a large-scale Ordnance Survey map of the line, supplied to me by Paul Tilley, a collector of railwayana and the present owner of the single line staff used on every train that travelled on it.

KEY DETAILS

Grass on Uppingham is a mixture of Woodland Scenics materials and static grass from Greenscene. Fencing is courtesy of Ratio with the bottom rail taken out to make it lower. Trees are from Finishing Touches with Woodland Scenics scatter. The wagon in this scene is a Peco TT3 Wonderful Wagon kit, using embossed card sides. Weathering and real coal was used to complete.

GRASSY BANKS



My scenic method is somewhat different than the standard procedures you read about so often and I was shown it when a member of the Corby and District Model Railway Club as a teenage boy. It consists of gluing material on the contour edge boards and the lower track edge and when dry, stuffing the whole lot with newspaper and covering in Mod-Rock to produce a very durable and lightweight structure.

Trees are supplied by 'Finishing Touches' of Leicester. These are cost-effective and with a little 'tweaking' with Woodland Scenic materials, they produce a very convincing addition to the layout. A particular hobby horse of mine is backscenes. Time and time again I have seen superb layouts at exhibitions ruined by badly hand-painted backscenes in garish colours. Personally I cannot see any reason why you should have to paint one with so many excellent photographic versions commercially available. Painted backscenes don't look convincing enough for me.

Life in 3mm:1ft

I find modelling in 3mm scale very challenging, but I've never modelled in any

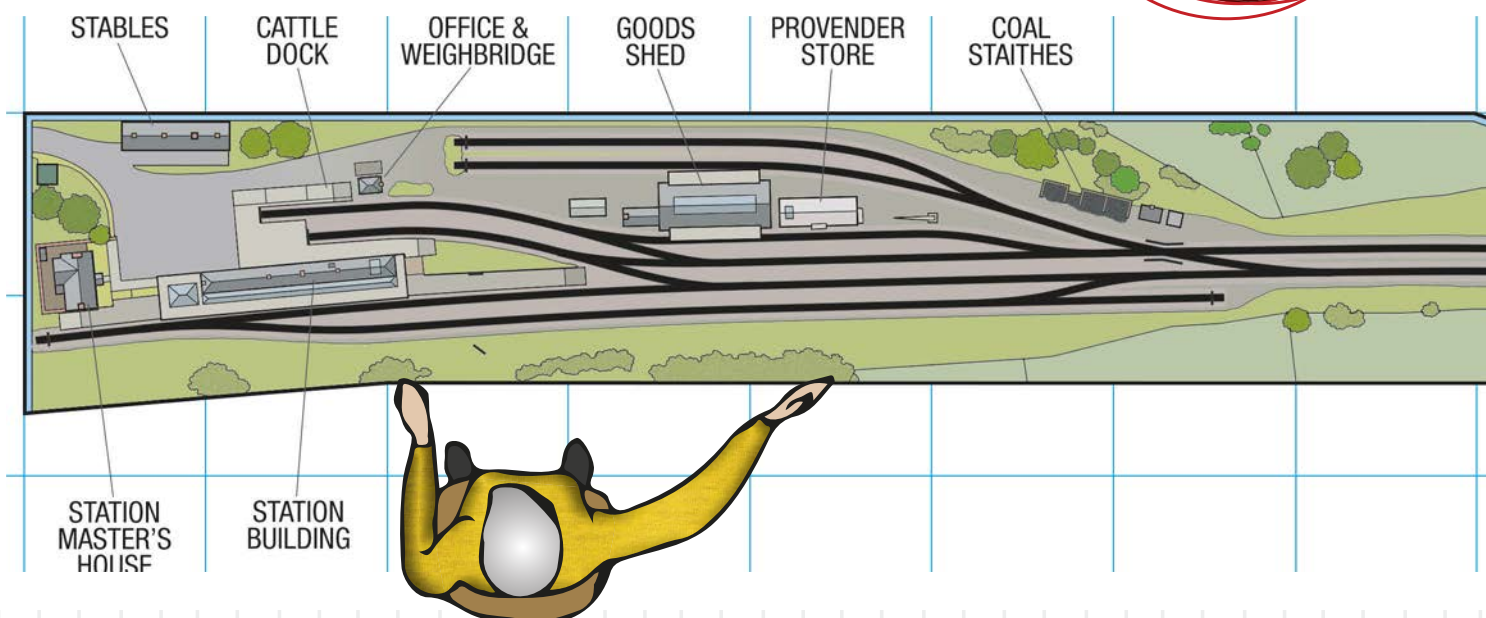


Two passengers await the 14.30 Saturday only train to Seaton on a sunny afternoon in 1957.

Trackplan

UPPINGHAM

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UPPINGHAM ON
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DETAILS



other scale. It's not a scale where you can go to the local model shop and purchase what you need because the majority of things have to be made. That's what attracted me to it. I'm no rivet-counter and there are aspects of my layout that would probably give rivet counters a 'field day'. I'm a firm believer that if the overall feel of a model looks convincing enough, who cares that a wagon has the wrong solebars or that a coach is 4mm too long or short. Life's too short to worry about such trivial things!

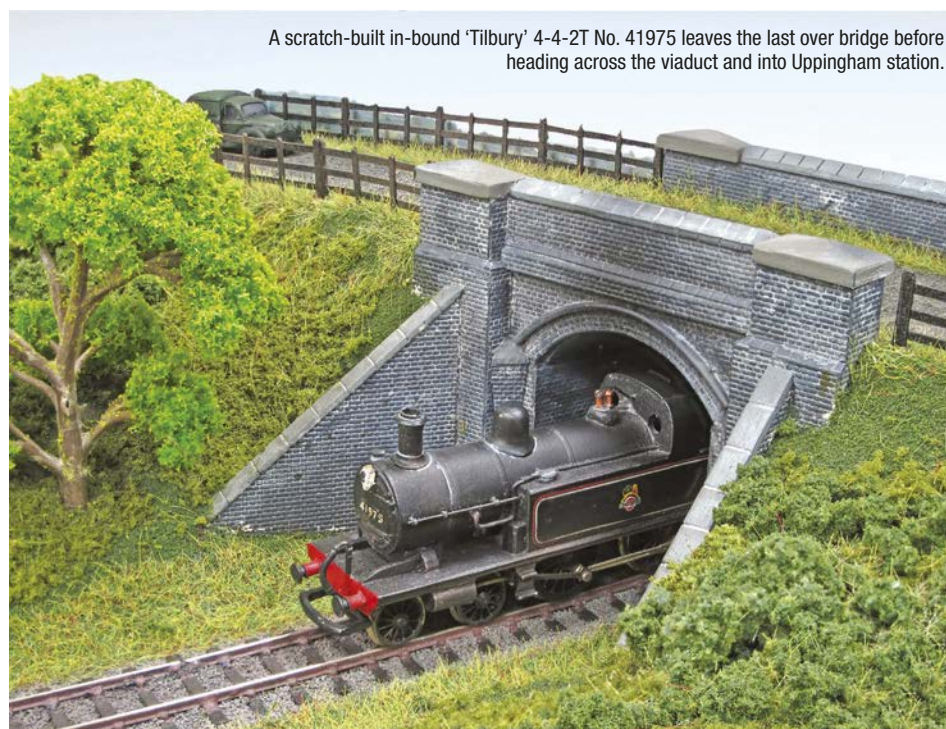
With 3mm there are too many challenges to mention here, as many things have to be scratch-built. The one job I don't particularly enjoy is ballasting. I find it messy, laborious and am pleased when it has been done. Having said that, I'm really pleased with the way my trackwork looks and it has turned out exactly how I wanted. A friend of mine has commented on several occasions how realistic it looks.

Future plans

My next layout is already in the planning stage and will consist of two 4ft boards hinged together with power units and legs integral. It will fold up like a small coffin

and is probably going to be a model of Horncastle in Lincolnshire, part of the Great Northern Railway which latterly became part of the LNER after the grouping. The station looks quite appealing to me and it'll

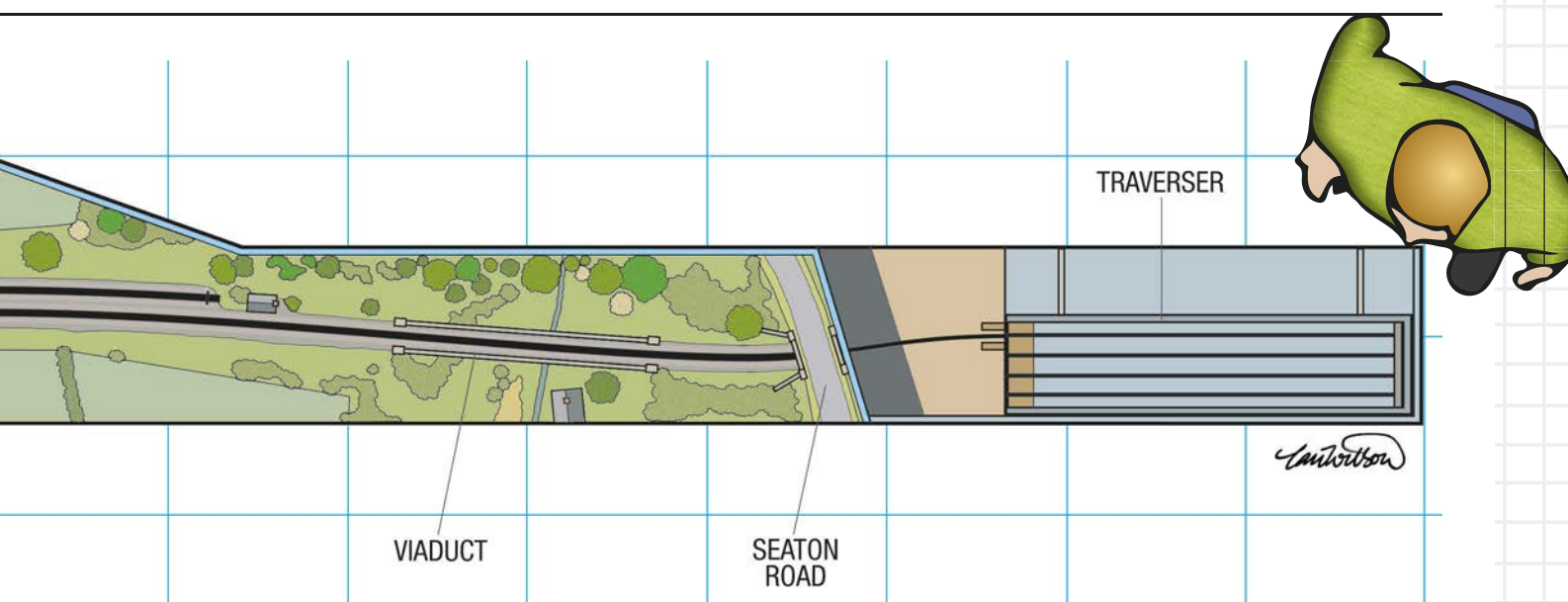
give me the opportunity to model a signal box, which Uppingham never had, all being switched via a ground frame on the platform by use of an Anetts key. ■



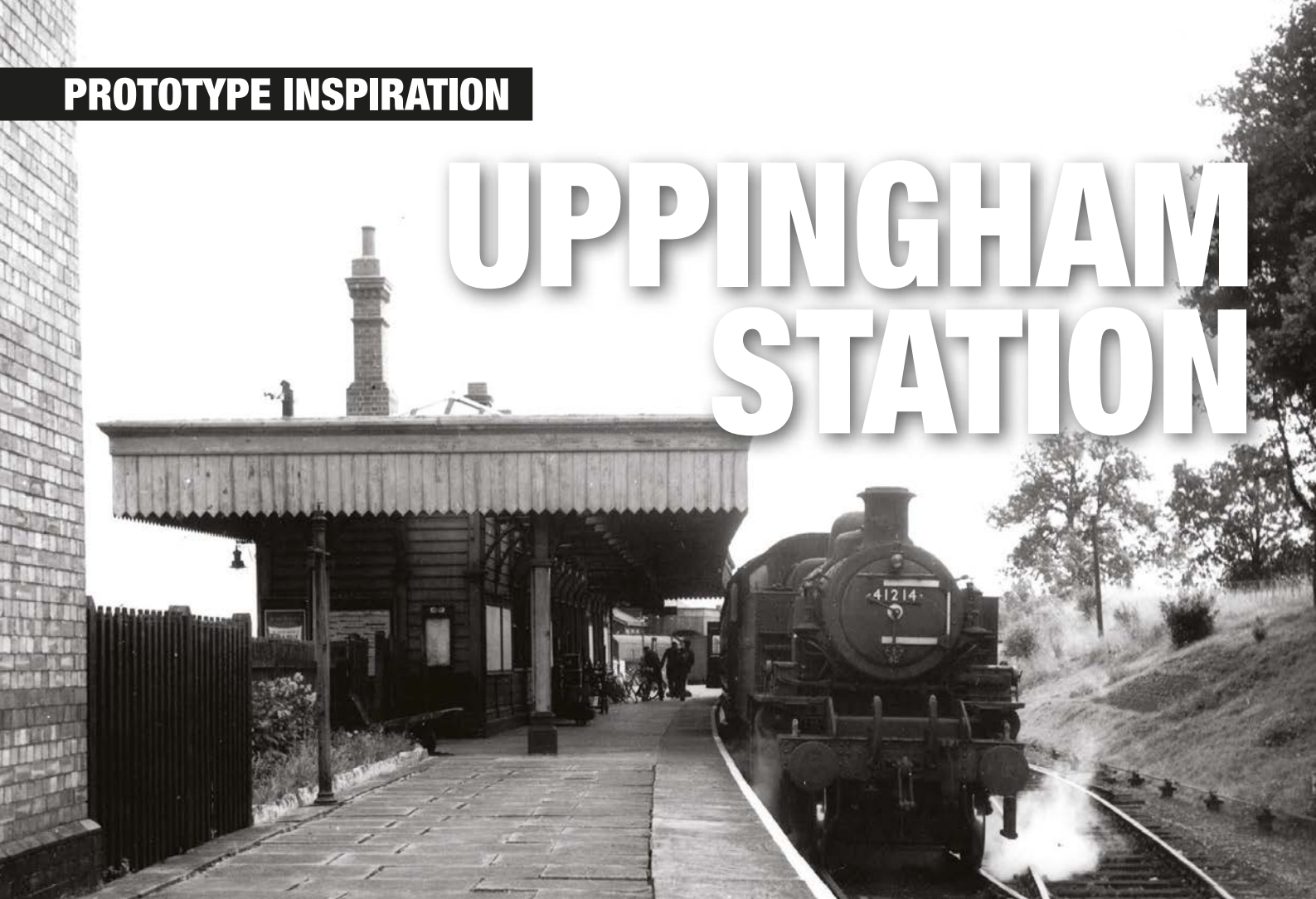
A scratch-built in-bound 'Tilbury' 4-4-2T No. 41975 leaves the last over bridge before heading across the viaduct and into Uppingham station.

Meet the modeller...

I presently live in Nottingham and I am a retired graphic designer. As well as model railways, I have had a pilot's license for the last 30 years and have a keen interest in aviation. Knowing someone at my flying club landed me a day on the footplate of a BR Standard 5 locomotive – my friend was the fireman! It's quite interesting how many people's interests in aviation and railways go hand in hand. With regards to full-sized railways, I take great pleasure in seeking out disused lines and stations, and love to stand on an overgrown platform where the trains have long since gone and imagine the scene in the mid-1800s. Strangely I have more interest in disused lines than the ones in use today!



UPPINGHAM STATION



Precious little remains of the original site in the present day, however **BRM** trackplan illustrator, Ian Wilson recalls Uppingham Station as it was...

Uppingham is a delightful Rutland town with a busy market square and a public school founded in 1584. It boasts many well-known personalities among its list of old boys, including author of railway books, Robert Adley MP, and Everard Calthorpe, the railway engineer best known for the Leek and Manifold Railway. So when the line was open there was always a demand for travel to the town for parents and pupils alike.

The branch line to Uppingham was a little over three miles in length and ran along the valley of a tributary of the River Welland from the country junction at Seaton on the former London and North Western line from Rugby to Peterborough via Market Harborough. It was opened in late 1894 and closed to passenger traffic in June 1960, remaining open for goods and school specials until June 1964.

At Seaton, a branch also ran to the Lincolnshire market town of Stamford. There was a small timber engine shed at Seaton to provide motive power for the Uppingham and Stamford lines – it was a sub-shed of Market Harborough (15F later reclassified to come under Rugby 2A), but locomotives were also

provided by Peterborough Spital Bridge shed (35C and later reclassified to 31F). Drawing locomotives from these sheds meant a variety of motive power was to be seen – ex LTSR Tilbury Tank 4-4-2T Nos. 41949, 41969 and 41975 and ex GNR C12 4-4-2T Nos. 67368 and 67380 from Peterborough Spital Bridge, and Stanier 2P 0-4-4T No. 41909 or Ivatt 2MT 2-6-2T No. 41214 from Market Harborough, both push-pull fitted. In later years this duty was also handled by Standard Class 2 2-6-2T No. 84005.

The station at Uppingham was the subject of kits in my Prototype Models range, as too was the Goods Shed. Card kits were produced in both 2mm and 4mm scales, with added plastic parts as a result of our merger with Slaters Plastikard in 1977. The late Jack

Nelson, a leading authority on all things LNWR wrote at the time: “The prototype chosen for this kit is excellent as it covers such a wide range of the modular methods of construction introduced by the London and North Western Railway before the First World War. I have seen photographs of Uppingham and as far as I can recall, the parts from which the station was built were all standard modules. Using the kit parts with photographs of any chosen station as a guide, modellers should have no difficulty in constructing any desired variation.”

Today Uppingham station site is a small industrial estate and the goods shed and stables were still there on my last visit. At Seaton, the station building and footbridge have been preserved in private ownership. ■

“the branch line to Uppingham was a little over three miles in length and ran along the valley of a tributary of the River Welland”

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Factfile

Layout name: Six Quarters
Scale/gauge: 4mm/OO
Size: 7ft x 1.5ft
Era/region: 1970s/Cumbria
Layout type: Coal sidings

SIX QUARTERS

Oly Turner is modest about his achievements, but his coal sidings layout is as bleak and filthy as they come - and is all the better for it!

Words: Oly Turner **Photography:** Nigel Turner



A Hatton's Andrew Barclay 0-4-0, bought by my girlfriend Rachel, eases across the Polyfilla and foam level crossing into the Landsale yard. The wagon behind was found in a bin of old wagons under a stall at an exhibition. The handwritten lettering is courtesy of somebody with a far steadier hand than me.

Chances are we have all used one or more of the following three excuses to prevent the building of a layout – “No Money”, “No Time” or “Not Enough Space”. Six Quarters was an attempt to prove that you could bypass all of the standard reasons why not.

I had created one layout in partnership with my more experienced mate, Chris, a few years before Six Quarters, but having moved away I was out as a lone wolf. I knew I wanted a layout, however, and I had a desire to stop doodling track plans on the backs of envelopes, work notebooks and restaurant napkins and turn something into reality.

Modelling space was finally sanctioned in the form of the top of a chest of drawers in the spare room – all 4 x 1.5 feet of it. I knew what I wanted to model, though. For years I'd coveted the industrial pictures of Gordon Edgar; the grime, the dirt and the grit. Industrial modelling isn't just fun for weathering, it can also be cheaper. Things can also be inspired by a prototype rather than followed religiously. You can raid your parts bin, scratch as many items of rolling stock as possible or paint items whatever colours you like. I follow the simple adage of ‘if it looks right, it is right’. Not one item of traction on Six Quarters follows a prototype exactly. It's all made up and bodged with what was in my drawer at the time.

We all know that during our evenings there is barely enough time to sit down, let alone model, but with Six Quarters situated in the back bedroom modelling 10 to 20 minutes a day was possible. Once the main wood work was completed, the layout was able to have little bits here and there done to it and, in four feet, progress was always obvious, thus it hit the sweet spot between creation and progress that helps keep any lull in modelling mojo to a minimum.

I found that even after the longest of commutes or the loudest of screaming children, a glass of red wine accompanied by modelling a lamppost out of a Pound Shop kebab stick was the perfect end to even the worst Tuesday.

I am unfortunate in that I do not live near any form of model shop. As such, everything on Six Quarters was from either what I had to hand or used something I sourced cheaply. For instance, the ash ballast is real ash from a fireplace sprinkled on top of black mosaic grout. This is mixed to a gloopy consistency and then painted on with an old brush. The points are all PCB sleepers

and code 75 rail, and the main track is C & L Finescale liberated from a mate's attic. The grass is hanging basket liner, dyed a darker shade, and then covered in grass fibres from MiniNatur.

The backscene is simply pot of tester paint, entitled ‘Light Rain’ and the distant hills are my children's colour pencils smudged with my thumb. I can assure you the finished effect is far more luck than judgement.

The most expensive part of the layout is the DCC system, but I got this as a Christmas present in the hope that it lasts

me through a lifetime of layouts. The points are controlled through switches from Precision Design Co. The product is called ‘Simple Switch Machines’ and they do as they say on the box.

For me a large part of modelling is exhibiting. I enjoy the atmosphere and camaraderie between modellers and having gold-plated reason for a weekend away is always helpful. So the layout has a three foot fiddle yard and the front plate is designed to be hidden to the side and behind the chest of drawers. The whole ensemble fits in a hatchback ready for life on the road.



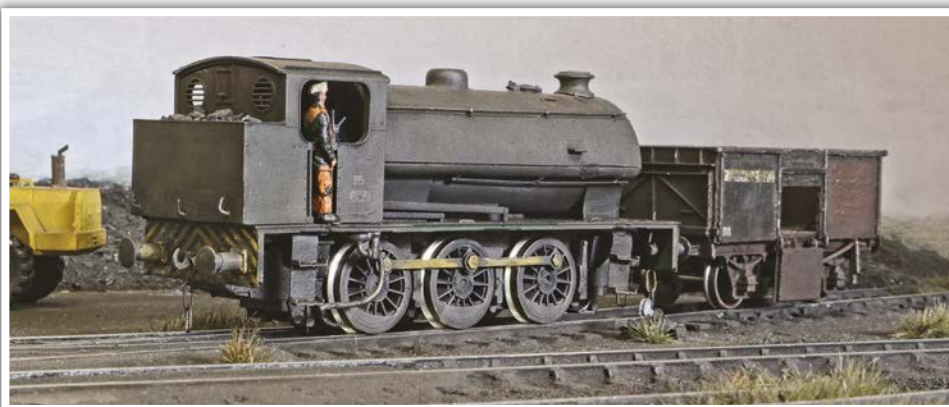
Outside the post office stands the slightly over-scale scottie dog from an old Langley casting. Most of this scene, apart from the front lamp post has been scratch-built from cheap materials. The telegraph wires and dog lead are EZ line.



This old British Rail Drewry Shunter probably wished it had been scrapped when it was withdrawn, but instead has a hard life ahead of it being thrashed around by the National Coal Board. A newer Bachmann model, it's great for slow running, even when the track starts to gets dirty at exhibitions.

Six Quarters was only sanctioned on the proviso that it looked 'nice' and that it didn't sit awkwardly in the spare room like an explosion in a timber yard. This led to thinking about ways of presenting it. Not only did it need to look neat at home, it also needed to look smart out on the circuit.

Six Quarters was built by someone who is far from being the best carpenter, the best electrician and definitely not the best modeller. However, it served its purpose, it taught me a lot and it got me out of my armchair and into modelling – and that turned out to be the best antidote to modern life I could have asked for. ■



The mainstay of the NCB fleet toward the end of steam, the humble Austerity. This is an ancient Dapol model, improved with bits from RT Models. There is something about a filthy steam locomotive in the 1970s with wasp stripes that made me have to model a couple.



Here we see the same Austerity running around its 16T mineral wagons. I think this view shows nicely how a simple muted palette of colours can come together and give an overall picture that blends together. Even with the bright yellows I wanted nothing to stand out and shout 'look at me'.

KEY DETAILS

PROTOTYPE INSPIRATIONS

A lot has been written about layout presentation and it is probably not worth repeating here. However, it is always worth concentrating on how you want others to see it. I knew the scene I wanted to convey, and how I wanted it to be viewed. I even knew the photos I wanted to recreate. So, using Gordon Edgar's great photos as a starting point, I made a small collage of the elements I wanted – the locomotives, ground cover, weathering, colours and, most importantly, the atmosphere. Just by having a couple of inspiring pictures to hand can provide you with a guiding light when modelling.



Credit Gordon Edgar

SELLING YOUR OLD LAYOUTS

Disposing of a much-loved model railway is the hardest thing that most modellers will have to do. Serial layout builder Phil Parker looks at a few options.



“I've got my dad's old model railway and I'd like to donate it to your club.”

Such words make the heart sink. What they mean is "dad's old model railway is cluttering up space at home and we want rid, but just chucking the boards in a skip seems a bit heartless. Please take it off our hands and do something with it so we can feel better and get our loft back."

Sometimes it sounds like they are proposing to do the club a favour - as though we aren't capable of building our own layouts and we're in need of some bits of chipboard with mangled Tri-ang Super 4 track nailed to them. Hundreds of hours and not inconsiderable amounts of money go into a layout. Once we tire of the project and wish to start something new, what do we do with the old one?

The sad fact is that in the majority of cases, a second-hand model railway is not worth the sum of its parts. Any value is really in the rolling stock yet this isn't the area where most love has been lavished.

Start by getting your head around the idea that you aren't going to make money by selling the model. Recovering a percentage

of the material costs is all you can hope for. Second-hand point motors aren't worth much; even less when they're fixed to a baseboard. Once reconciled to this, you face two options - break the model up and re-use the materials, or try to pass it on to someone who will give it a good home.

Recycling isn't such a bad option. Old

buildings can often be removed. Lamps and scenic items can come off too - there's money in small details. When a set of pre-painted people cost £9, saving them makes sense. Point motors, controllers and electrics are also worth hanging on to, but keep only long lengths of wire.

Track pins can be removed but ballast can be tenacious. If fixed with PVA, try leaving damp pads of kitchen towel on it overnight to soften the glue. To be honest, though, second-hand track can be a nightmare and I'm inclined to say if it's not easy to remove - chisel it away and bin it. This should leave scenery and baseboards. You might save trees and bushes, but the rest is scrap. Well-made baseboards, though, can form the basis for your next project.

If all this seems like too much work, or you really can't face it, the only option is to sell. With an exhibition layout, 'for sale' notices at shows might do the job. Just be honest about what the buyer is getting. Your giant roundy-roundy might be great, but if it needs thousands of pounds worth of trains to stock it, make this clear. Electrics are another bone of contention. If you've built bespoke power units then are potential buyers going to have the skills to do the same?

Which brings us to online auction websites. At the time of writing, there were 26 OO gauge layouts for sale on the first page of the model railway section of one site, with prices from £90 to £2600. There is probably an optimum size for a saleable layout. I know of one 18ft by 36ft monster that sold for under £400, but then how many people have space for such a thing?

Description and photos will be everything. You are selling to people who don't want to do any modelling - they just want a plug 'n' play train set. Be prepared for post-sale phone calls asking how things work and be very firm on the layout being sold as seen. Don't feel you have a lifetime commitment to go and fix things every time there is a problem. Walk away and never look back, as you might not like what the new owner has done.

Layouts - we build them, we love them, but one day we have to let them go... ■



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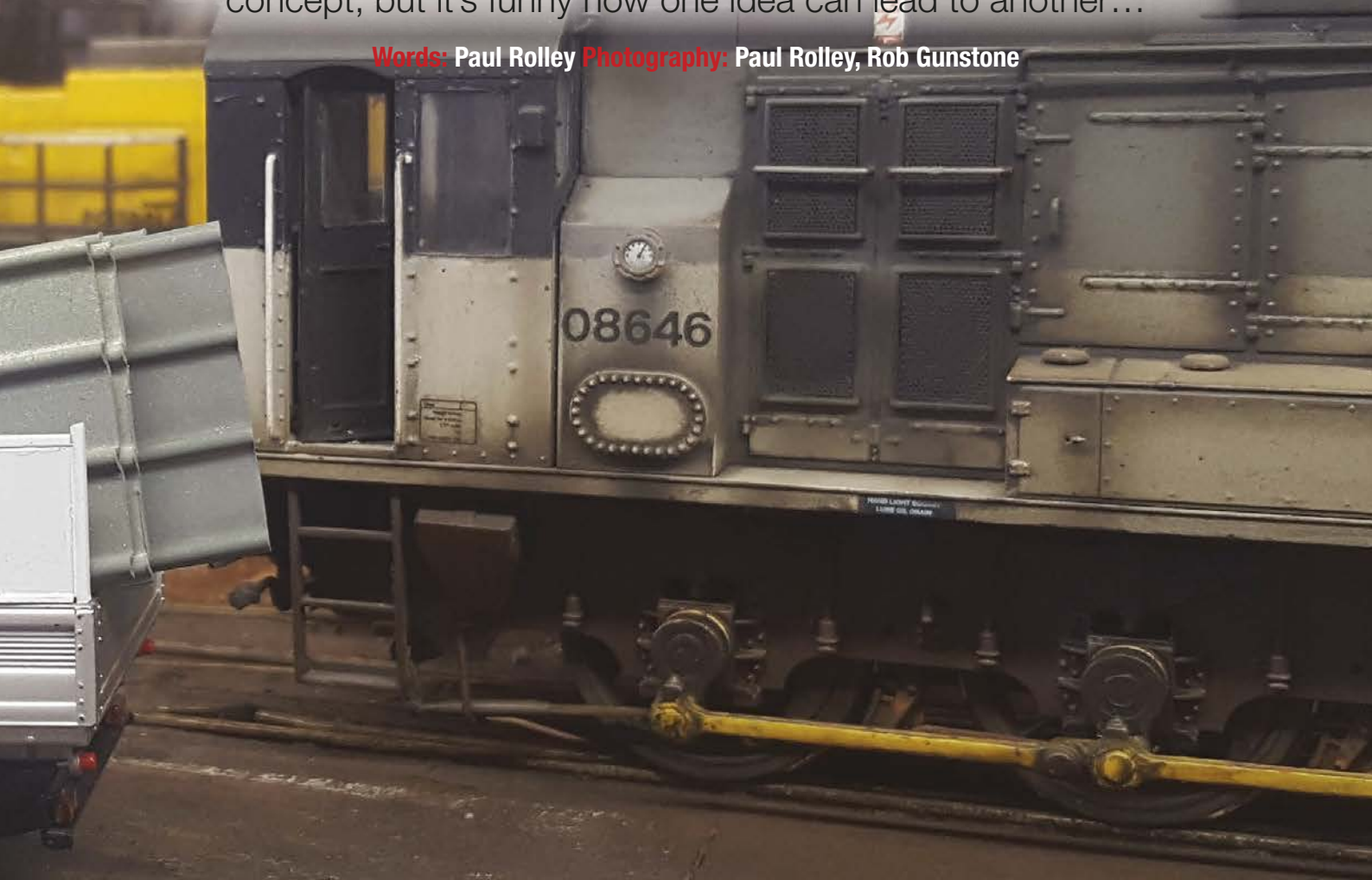
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TGB METAL RECYCLERS

Scenes of scrap salvage and a character from Viz comic have inspired Paul Rolley's industrial diorama. It wasn't his original concept, but it's funny how one idea can lead to another...

Words: Paul Rolley **Photography:** Paul Rolley, Rob Gunstone



A second-hand BR blue Dapol 08 is repainted and renumbered to represent an ex Canton loco. This loco will also operate on a future layout of a RF distribution yard loosely based around Cardiff tidal sidings, so maximising its operational scope and play value.

Factfile

Layout name: TGB Metal Recyclers
Scale/gauge: 7mm/O
Size: 8ft x 2ft
Era/region: 1990s/Cardiff
Layout type: Scenic diorama

Being one of the organizers of the Cardiff Small Railway Show, I try to have a new layout constructed each year, and whilst exhibiting my previous layout 'Vopak Terminal' at the Derby show last year, BRM Editor Andy McVittie asked about my next project.

I described my view of exhibition layouts available in South Wales, suggesting a lack of modern image 7mm layouts and an abundance of out-of-the box depots. We discussed my plan to build a 7mm layout based on the ADIT A2 channel tunnel facility at Shakespeare Cliff. At this time I had already begun the basic design work and was building the rolling stock. Selling up all my 00 stock, I threw myself into the modern image 7mm abyss.

I quickly discovered that I was going to need to build the majority of my stock from scratch. I showed Andy one of my preliminary resin casts of a JXA. This was crude but accurate and was cast at home using a kit obtained on the internet. His encouragement spurred me on.

I used a laser cutter to rough out some Schlieren bogies from a piece of MDF and cast a working sample. This system of moulding is handy for small runs of parts, although one or two casts were dispatched to the waste box. The bogies were the turning point that saw ADIT A2 put on hold and the scratch-building of a range of wagons began. I only know of one other wagon using Schlieren bogies – a nitric acid

tank TEA, which ran for UK Fertilisers and BNFL. To maximise the use of my castings, I began building a model of this wagon and I now have a fleet of seven. To promote my wagons, and have a layout to take to exhibitions, I created 'TGB Metal Recyclers and Block Paving Specialists'.

The layout imagines the continued story of Mr. McO'Dougle, a character from 'Viz' comic. He collects scrap metal for a living and has arrived at Fulchester Exports, where he waits to collect his cash from the main office. Fulchester Exports also receives scrap in the form of bales, frag, and castings. The site has its own compactor/baler and a shear, which is a mechanical blade that cuts steel

section and tubes. Both are loaded with a material handler.

The location that inspired the scene, at Berth 31 on Barry docks, has two 40ft containers stacked and converted to use as the load inspection and weigh bridge office. These were cast in resin to allow a few variants to be created. The backscene was made from photos taken of the scrap facility on Barry docks. The image was printed at 8' long by 16" high on waterproof paper.

The layout has taken around six months to build and is now ready for exhibitions. The wagons are available as an aid to scratch-building, with the intention of encouraging others into the 7mm modern image fold.



Although I still need to remove the red buffer beam. The 33 is an unusual visitor to Fulchester at this time. It is normally seen working the segmental pre-cast concrete ring train hauling Yellow JXAs to Shakespeare Cliff for TML. Tunnel boring machine.

HOW I MADE THE SCRAPYARD SCENERY

The scrap pile on the left is retained behind a pre-cast concrete retaining wall. Measurements were taken from the real location and copies were produced from 6mm MDF.

The main scrap pile is made from off-cuts and a few thin plastic cups. These were reduced in size with scissors then spun in a food mixer to chip off irregular shapes. These were glued to a mound of cavity wall insulation and fixed with PVA. The pile was has a matt black base, with a lot of dark brown and frame dirt camouflage to finish. Individual pieces were picked out with various Humbrol colours.

The bales of compacted steel were formed from silver foil jammed into a square Lego box to make a cube. These were glued to a board and used as masters to create resin casts. Dark colours and browns were the primary colours, with a spray of a metallic silver paint to highlight the detail.

The larger pieces of scrap are discarded resin casts, which were broken up and sprayed. Stacked in a random pile, they were then picked out with weathering powders.

The concrete roadway is a mix of four colours of pale emulsion applied to cardboard sections cut to represent 16' x 16' concrete slabs. The tyre

marks were made by a small scale Transit van, an articulated lorry and a material handler, which were driven across an inkpad and over the concrete.



Suitable transfers will be available shortly from RailTec.

Currently available are:

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- SSA in EWS maroon
- POA railase 51 ton scrap box as built
- POA railase 51 ton scrap box as strengthened.
- PFA EMR skip carrier.
- TEA Nitric acid tank in Hays, Kimera, UKF, unbranded liveries.

Should anyone wish to find out more about the layout or the wagons, please contact me via RMweb.co.uk, where I am listed as 'Naturol', or via email at Naturol@hotmail.co.uk. ■

See Paul Rolley's 'Vopak Terminal' layout in the June 2017 edition. Head to <https://brmm.ag/2A5ToJT> for details.

The scrap piles dominate the skyline with 1000s of tonnes of fragmented steel destined for overseas. A mix of modelled scrap and a photo back scene try to recreate the real location.



What we think...

I'm a big fan of industrial modelling, and Paul's previous layout 'Vopak Terminal' was a big influence in that regard. There are elements of the latter here too, in the creative way that everyday items have been repurposed. It's a gloriously mucky scene, and I'm partial to those in any era, but it's interesting to see how Paul's home casting experiments for one layout have led to professional castings for an entirely different project – with the potential for a new business venture bound therein. I wish him luck with that, and let's hope that he completes his original 'Adit A2' channel tunnel layout in the not too distant future.

Andy McVittie, Managing Editor



The material handler throws scrap onto the top of the massive scrap pile for later loading by the ship's cranes. It makes for fascinating viewing from my work vehicle, as I regularly pass through the dock.

THAKEHAM TILES

Michael Campbell succumbed to a network of lines around a concrete works for his compact narrow-gauge competition entry.

Words & Photography: Michael Campbell

Factfile

Layout name: Thakeham Tiles
Scale/gauge: O-14 (7mm scale, 14mm gauge)
Size including fiddleyards: 15ft x 2ft 3in
Era/region: 1966-1982
Location: Sussex Downs
Layout type: Continuous loop



The train rattles over the points to the shed and crosses the simple bridge over the footpath as it approaches the tipping shed. Note the variety of concrete products on pallets in the yard.

ABOUT THAKEHAM

Thakeham Tiles was a small tile works in the Sussex Downs which had a rail-worked sand pit. After a few years production had switched to concrete products and the pit was exhausted, but both the name and the railway stuck – the 2ft gauge railway now used to move different types of sand from a lorry tipping dock to various parts of the factory. Early locomotives were built in-house, but later standard locomotives were heavily modified to work under the storage hoppers. It was a simple and very short line, but clearly worked well as it survived until 1982 when, inevitably, it was replaced by a conveyor. This much I learned from an excellent book by Graham Lelliot. I seem to collect books on obscure narrow-gauge lines (is there a name for this condition?), but this little railway struck me as so small and self-contained it could make a simple model. It wouldn't take much space - most of the line could be compressed onto a small baseboard.



An idea

Every year the EXPO Narrow Gauge show holds a challenge in memory of founder Dave Brewer. In 2013 it was to build a narrow gauge layout in a triangular space. The proportions represented three anniversaries with a maximum size of just 54cm x 72cm x 81 cm. I'd entered occasionally in previous years but had no intention of doing so this time, however, once an idea gets under your skin it can be hard to resist. Before I knew it I'd marked out the dimensions and was shuffling paper track templates to see if a representation of Thakeham would fit. Now I had a prototype and a plan for a layout, but just eight months to build it!

Thakeham is only a few miles from where I live, so I made a field trip. The company exists at the same site, which is crossed by a public footpath, passing under the steel bridge which supports the conveyor and once carried the railway. I took measurements and photographs which were later used as part of the backscene.

The baseboard is constructed from foam-core board glued with a hot glue gun, and incorporates a dropped section for the footpath. 3mm ply was used for the backscene, and as a fascia to protect the foam. The track was laid using KB Scale plastic sleepers representing the

pre-fabricated steel track used at Thakeham. Points are operated by wire-in-tube operating a tie bar under the board. The wire is attached to a slide switch for frog polarity and latching, and a dowel which

passes through the fascia to push and pull.

A hand-held feedback controller is used with a couple of isolating switches to park spare locomotives.

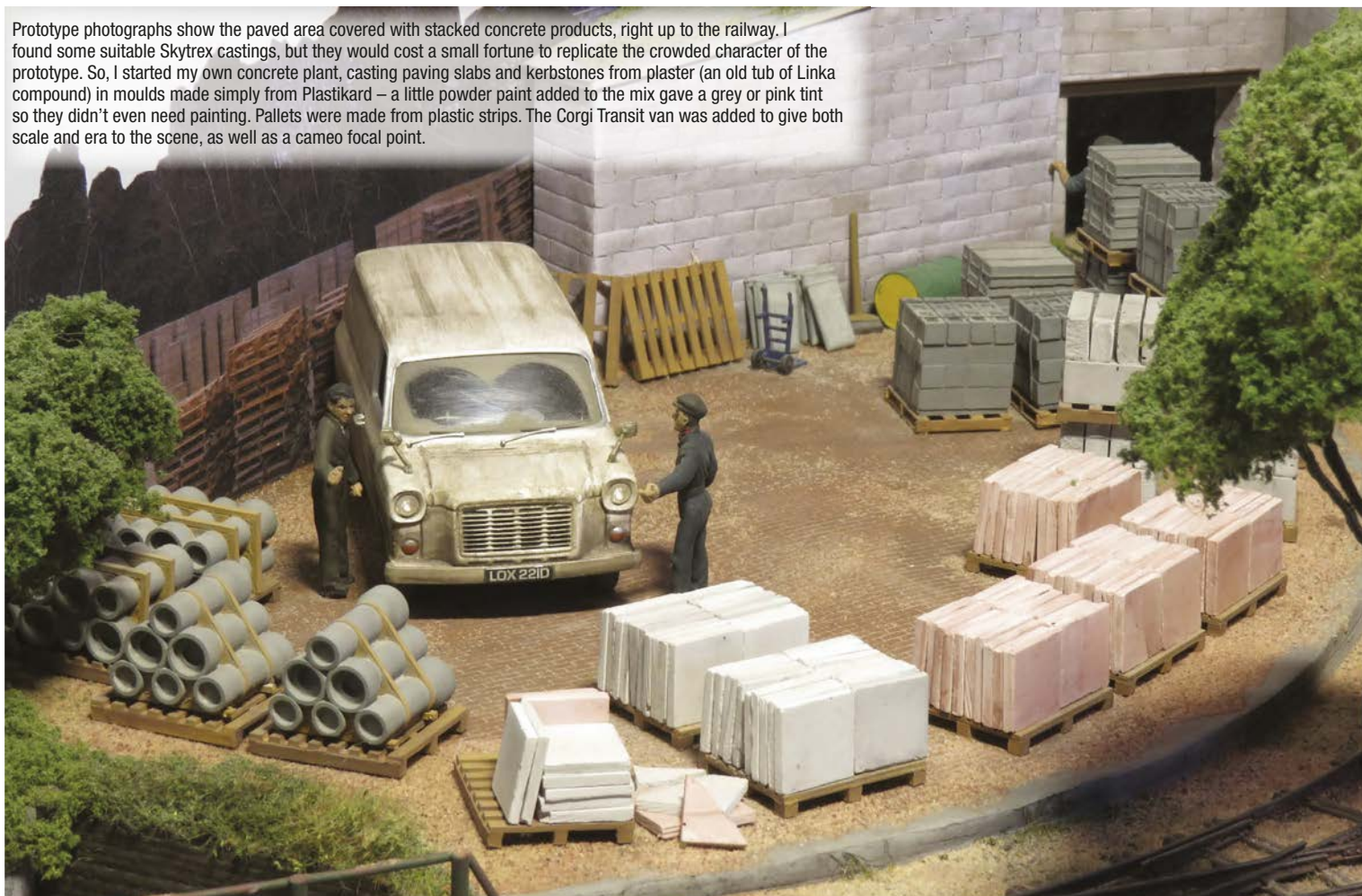
Let's take a guided tour of Thakeham Tiles...





I'd only built one layout in O14 before and it was even smaller, so I had just two locomotives: a Lister Autotruck from a KB Scale kit, and an O&K by Nonneminstre models. They suited the layout quite well but weren't prototypical for Thakeham. In the limited timescale of the challenge I built another KB Scale kit for a 24HP Hunslet diesel with sloping bonnet sides; Thakeham had one of these in later years although I haven't seen a photograph of it in use.

Prototype photographs show the paved area covered with stacked concrete products, right up to the railway. I found some suitable Skytrex castings, but they would cost a small fortune to replicate the crowded character of the prototype. So, I started my own concrete plant, casting paving slabs and kerbstones from plaster (an old tub of Linka compound) in moulds made simply from Plastikard – a little powder paint added to the mix gave a grey or pink tint so they didn't even need painting. Pallets were made from plastic strips. The Corgi Transit van was added to give both scale and era to the scene, as well as a cameo focal point.





Thakeham's Hudson Hunslet No. 3653 at Amberley, with earlier locomotives No. 4 and No 5 with cab. Note the modified cab hanging from the rear of the Hunslet, low enough to fit under the hoppers – there was no requirement for a rear coupling.

PROTOTYPE INSPIRATION



A Hudson-Hunslet No. 3653, seen at Amberley Museum.

After the EXPO-NG show I was invited to take the layout to other shows, so eventually I decided I should build one of the prototype locomotives.

A pair of Hudson-Hunslets were used with heavily modified cabs in latter years. Both are now at the nearby Amberley Museum, with a couple of the earlier home-made locomotives.

Hunslet No. 3653 had been restored so it was easy for me to gather photographs and measurements. Nonneminstre Models also makes a kit for that type of Hudson Hunslet which made a good starting point, on a Wrightlines motor bogie, onto which I built up the unique cab from Plastikard. With good photographs to work from, detailing was fun and although slightly over scale it finishes the layout to have a locomotive so synonymous with the prototype.

KEY DETAILS

The bridge

The main scenic feature is the bridge over the footpath which was built from Plastikard, albeit reduced to about 80% of scale length. The basic buildings and walls used concrete blockwork (a factory product) which I represented with a Scalescenes printed texture stuck onto foam-core shells, and scored lightly along the mortar lines to add slight relief. A sheet of South Eastern Finecast brickwork provided the block-paved area next to the tracks. Ground cover included lots of sand and the fine stuff from the kids' sand-pit was ideal.

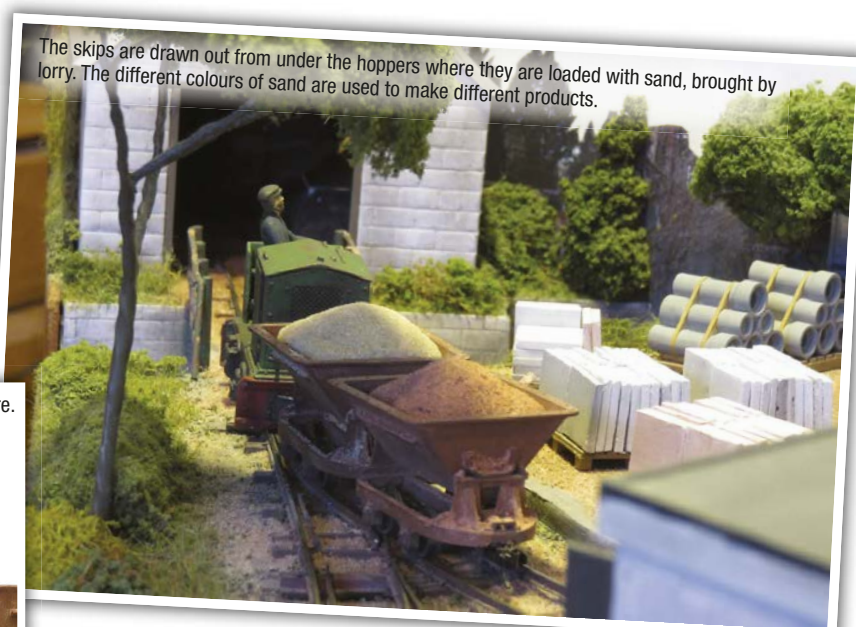


Operations

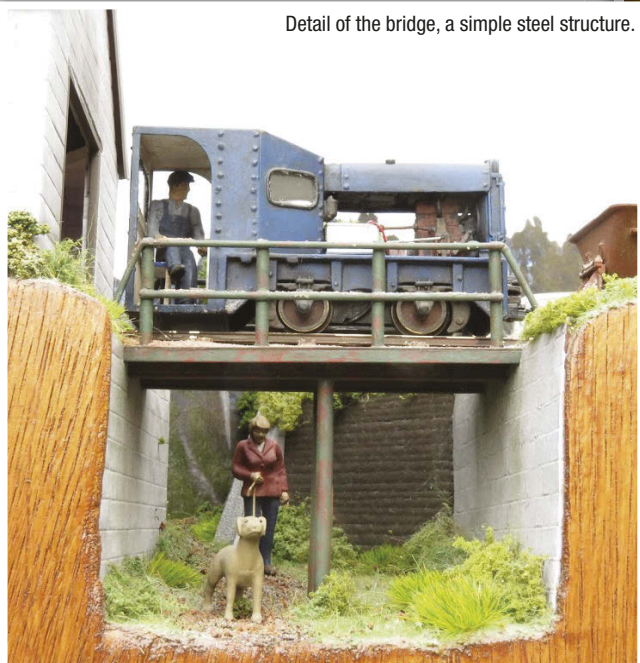
Stock is a pair of KB Scale skips, with a spare lurking in the undergrowth by the shed. I had to ensure the skips travelled full one way and empty the other, so I made removable loads from polystyrene and sand – half with pale sand, half with red brick dust – which contain a tiny magnet. The skips are loaded manually under the hopper using a magnet on a stick. When they get to the tipping shed they are unloaded by a swinging arm with magnets on – actuated remotely by wire-in-tube – that lifts them out and drops them down a chute. This often intrigues onlookers, although the layout isn't the most exciting for the operator! ■

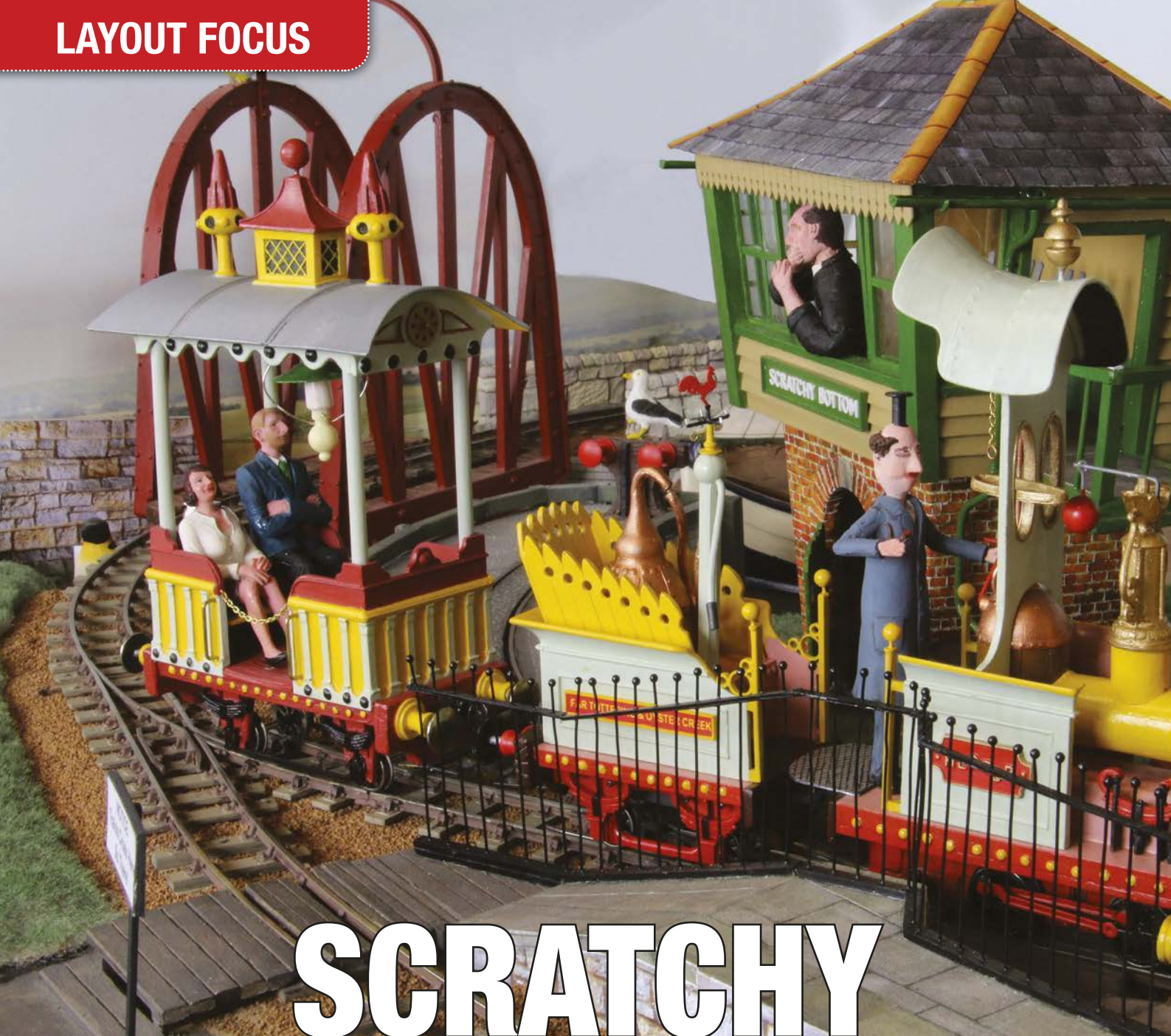
Verdict

For such a small layout this has been fascinating to research, fun to build, and has attracted a lot of interest. I've enjoyed making a model of a real location for a change, and I hope the model has captured some of the character of the prototype.



Detail of the bridge, a simple steel structure.





SCRATCHY BOTTOM HALT

Michael Walshaw's colourful layout is an affectionate tribute to the cartoons of Rowland Emmet. Novelty aside, it's great railway modelling throughout.

Words: Michael Walshaw **Photography:** Brian Liénard, Michael Walshaw

In 2014, aged 78, I decided to build a small layout utilising Smallbrook Studio's range of Gn15-scale kits based on Rowland Emmet's celebrated cartoons. Many of these depicted the strange long-funnelled trains on his 'Far Twittering and Oysterperch Railway' and which appeared in Punch magazine.

The object of my layout is to reproduce some of Emmet's railway cartoons and his

wonderful Festival of Britain railway. My railway is set in Dorset, a little west of Lulworth Cove, and runs between Daggers Gate, Scratchy Bottom, Bats Head Siding and West Bottom. Oddly, my line is not shown on Ordnance Survey maps, although those place names really do exist!

About Scratchy Bottom Halt

The layout consists of an oval of track with

three hidden loops at the back. In Gn15 the scale is nominally 1:24 (Bachmann's G scale is 1:22.5) and the track gauge is 5/8in (aka 16.5mm). Now, 24 x 5/8in equals 15in, so Gn15 accurately represents 15in-gauge miniature railways.

I was informed that Smallbrook Studio's Gn15 models would accept curves of a mere 1ft radius, due to their short wheel-base. So I figured that I could accommodate a modest



Factfile

Layout name: TScratchy Bottom Halt
 Scale/gauge: 11:24/Gn15
 Size including fiddleyards: 4ft 1in x 3ft 10in
 Era/region: 1939 – 1951/Rowland Emmett's Railway World.
 Layout type: Continuous loop with sidings

but compact layout with an oval of track on a 4ft x 3ft baseboard, small enough (at the time) to fit in my Suzuki 'Wagon R' car.

This led me to construct a 'test track', which proved the principle, and my first Smallbrook Emmett Locomotive 'Nellie' and two Smallbrook Emmett-based coaches worked perfectly on these vicious curves!

A 1ft high backscene hides the rear half of the main-line oval and a short siding, and I soon realised the limited operating potential of this simple layout. The solution was to construct an 8in-deep extension to the rear of the layout enabling two additional hidden loops to be installed, with two short spur sidings in the corners. ■



TRACK

In the scenic area the track is constructed from C&L products, giving a good representation of 15in-gauge miniature railway track, albeit with chaired bull-head rail instead of spiked flat-bottom rail. In the hidden area ordinary 00 gauge Code 100 flexible track is used.



LOCOMOTIVES AND OTHER PRIME-MOVERS

The three steam locomotives are all from Smallbrook's Emmett range. The latest addition is an Emmett 'might-have-been' – a Ford Railbus of the type used by Colonel Stephens on his 'Hundred of Manhood and Selsey Tramway' and his 'Kent and East Sussex Railway', with which Emmett must surely have been familiar. The rolling stock is all either purely Smallbrook products or built on Smallbrook chassis.

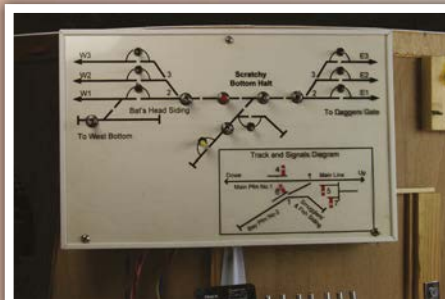
COUPLINGS AND BUFFERS

All the stock is fitted with Ambis Engineering 7mm-scale coupling hooks and four links of MSE 7mm coupling chain. Four links are preferred to three on account of our sharp curves – and they represent Emmett's cartoons more closely.

Deraillments due to buffer-locking are a 'No-No'. Smallbrook's drawing-pin buffers take care of this between the Emmett coaches, but to cope with the longer-wheelbase goods wagons "Dr Syn" has been fitted with 5/8in brass buffers from Peartree Engineering.

My operators and I found that dealing with hook-and-link couplings was rather trying. I therefore converted all the couplings, except those within pairs of coaches and wagons, to Sprat & Winkle 7mm scale Delayed-Action Auto-Couplings. These work fine on my 1ft radius curves too. With several cunningly positioned permanent magnets, coupling and uncoupling is now a hands-free operation!

THE CONTROLS



The power supply is straight DC and the track is well sectionalised as there is no space in Emmett's minute loco boilers for DCC modules or speakers. The points and signals are controlled mechanically from a seven-lever frame.

MODELLING EMMETT'S CARTOONS AND THE FESTIVAL RAILWAY

Apart from the Smallbrook locos and coaches, the images shown to the lower-left and below also depict Emmett cartoons:



The 'Devon Belle' Observation Coach.

FORTHCOMING EXHIBITIONS.

Scratchy Bottom Halt is next scheduled to appear at:

Warley National Model Railway Exhibition, NEC, 24-25 November 2018.

'FebEx', Eggar's School, Alton, Hants, 2-3 February 2019.

TrainWest, Springfield Community Campus, Corsham, Wilts, 13-14 April 2019.

Shepton and District Model Railway Society Show, Douling Village Hall, Nr Shepton Mallet, 8-9 June 2019.

Isle of Purbeck Model Railway Exhibition, Harmans Cross Village Hall, Corfe Castle, Dorset, 17-18 August 2019.

Tolworth ShowTrain, Tolworth Recreation Centre, Tolworth, Surrey, 9-10 November 2019.

Tonbridge Model Railway Club Exhibition, Angel Centre, Tonbridge, Kent, TN9 1SF, 15 February 2020.



Scratchy Bottom Signal Box.



The Three Retired Old 'Buffers' in their huts.

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Suitable Hornby 'Smokey Joe' chassis are available £35.00

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KNOT LITTLEFIELD

Good things can come in small packages and John Cox's diminutive layout punches well for its size, with two tier operations and running water to boot...

Words: John Cox **Photography:** Andy York



Factfile

Layout name: Knot Littlefield
Scale/gauge: 1:148/N
Size including fiddleyards: 9ft x 3ft
Era/region: 1990 - 2000/Mixture
Layout type: Continuous loop

the emphasis is on entertaining exhibition visitors, so a liberal approach to visiting trains from different regions and eras is not ruled out



Colas Rail Freight No 60021 with a train load of logs on awaits clearance to leave the goods yard and join the main line, which crosses the main road with a magnificent girder bridge.

I am the Vice Chairman and Exhibition Manager of the Alsager Railway Association (ARA), which I first joined in 1989. I have been involved with exhibitions since 1994.

In the years since my first layout, 'Just Four' (*BRM* August 2012), many exhibition visitors have asked when they could expect a second. In fact I have not been idle, as I have built several baseboards for friends and assisted building two ARA layouts; the well-known 'Newcastle-by-the-Water' and our 24 foot layout 'Fredstone Lane'. Both feature a running water stream, and I thought I would like to incorporate one on my new layout.

Knot Littlefield is set around 1990-2000, with British Railways diesel locomotives hauling goods and passenger trains, and DMUs. However, the emphasis is on entertaining exhibition visitors, so a liberal approach to visiting trains from different regions and eras is not ruled out.

The base of the layout comprises four sections, giving an area of 9ft x 3ft. The framework was made from 2" x 1" timber, with a 6 mm plywood top. This is not a simple rectangle, however, as I have bowed the front edge to enhance viewing from the wings. I joined the four sections using the tongue and groove method, which keeps the tops level when held together with bolts. This also greatly assists transportation, erection and dismantling.

To form the split level of the layout, which carries the top level section, I cut plywood to the required shape and then lifted it up and fixed it with 1/8th inch plywood, held together with glued blocks. On this level I used Peco Code 80 track with Peco long and medium curved radius insulfrog points. This features a two-track main line incorporating a passing loop into the goods yard, and there are three further lines and a bay into the upper station, which I call 'Alton'.

On the lower level I also used Peco Code 80 flexi track with some set track curves, but here I used Peco electrofrog points. This section features the preserved line, comprising a single track with station passing loop, a bay and a reverse loop.

Many layouts have fiddle yards, and at exhibitions the public like to look at the 'business end'. Therefore, I thought it would be novel to have the storage sidings on view in front of the back scene. I do, however, use a bolted-on wing section for extra trains, for both top and bottom tiers of the layout. This has been designed to accommodate a full-length HST.



A panoramic view of the lower station, where preserved 0-4-2T 14xx No.1472 with two carriages awaits its passengers for a trip along the heritage line. The goods yard can be seen on the left.

The main challenge was the river using real water. I used Styrofoam to form the river course, which is sealed with PVA waterproof glue. Using a nozzle from the sealant tube, I cut the end off leaving approximately ¼ inch lip. This was then placed into the Styrofoam, ready for fibre-glassing. I fashioned a funnel out of a small piece of brass and connected it to 3/8 inch plastic tubing which was placed into the Styrofoam and then fibre-glassed. After drying, it was tested for leaks – to my amazement, there were none. The stream is the centre of attention at shows, and is the major topic of conversation with visitors.

The name of the layout

Knot Littlefield is a fictitious layout inspired by 'somewhere in Staffordshire', where the industrial areas met the suburbs and countryside. The track comprises inner and outer circuits at different levels, with cross-overs and reversing loops reminiscent of the 'Stafford Knot'. Littlefield was the working title, hence it became known as 'Not Littlefield', and the pun evolved.

Thanks to Richard Hart who built the Metcalfe Kits and helped me in the writing of this article, and also to the dedicated operators who assist me at exhibitions. ■

Visiting holiday special Ex-LMS Class 5MT No. 45110 (a Stanier Black 5) attracts admiring glances as it prepares to leave Alton Station's up platform, whilst a four-car DMU sits on the down platform. Meanwhile the goods yard has an interesting if not eclectic selection of trains, including a Channel Tunnel rescue train, DMU and Class 37502 with a short train of flat cars carrying cabin cruisers



KEY DETAILS STATIONS AND OTHER FEATURES

Both station buildings are Metcalfe kits, but in the lower building, 'Chad Station', I have inserted a glowing fire. Both station platforms were formed from balsa wood topped with a sheet of Metcalfe paving slabs, and each includes a bay to accommodate a DMU.

On the preserved line I put in a level crossing on the end of the platform which is situated next to a field where a Morris Minor rally is in full swing (based on one of my non-railway passions).

Behind the station I have incorporated a park which houses a snack bar, and nearby a small village boasts a local pub, village shops and terraced houses.

Discreetly tucked away in the goods yard is the 'Chad Model Railway Club', which is housed in a stationary railway coach. Along the road we have the famous Eddie Stobart Depot, which is always a feature commented on by children at exhibitions.



BRM meets... VECTIS AUCTIONS

Online presence for model railway businesses is at an all-time high. It's not just manufacturers or retailers who have embraced change however, as Howard Smith discovered when visiting the largest toy auction house in the world.



Meet Mike Delaney and Mick Bond, valuers for Vectis' model railway auctions - a duo whose knowledge of the model railway market totals 78 years. What they don't know about the evolving prices of second-hand models from pre-WW1 to current RTR models isn't worth knowing.

A visit to Vectis auctions sees me greeted by Mike Delaney and Mick Bond, valuers for its railway auctions. I'm presented with sandwiches, tea and fondant fancies in one of the warehouses and it's over these that we discuss the 'ins and outs' of the modern auctioneering business.

Howard: Vectis specialises in the auctioneering of many different collectables - tell us more...

Mick Bond: We have a train sale every month, with between 600-700 lots per sale, but Vectis has other auctions, such as die-cast, dolls, TV and film memorabilia. The company averages six auctions a month.

Howard: What's the split today between online sales and those bidding on the auction floor?

Mick Bond: Online is phenomenal now...

Mike Delaney: Yes, look at the quantity of bids. We take a number of telephone bids, but I'd say 80% of lots aren't sold to those in the room - it's either telephone, internet or commission bidders.

Mike Delaney: You can bid online now at the Vectis Auctions website, just create an account in a few easy steps and place a bid, or, bid in a live environment at no extra cost.

With an auction estimate of £2000-3000, this scratch-built O gauge Beeson LNWR 2-4-2T No. 1442 fetched £6000 on November 18, 2006. The two-rail Finescale locomotive is finished in black with white and red lining and running number 1442 on a brass plate to its tank sides. Hand-built by James Stanley Beeson from nickel silver in the early 1950s, the locomotive is just one of six.





Recently arrived from a deceased estate in Holland is one of the largest ever collections of continental O gauge models seen at Vectis. Totalling some 500 lots, spread across nine auctions, it's Mike's job to ensure each one is correctly assessed for damage and listed at the correct price.

Howard: Let's say I've something to sell. What's the process?

Mike Delaney: If you've a list of items you want to sell with photographs we can provide a valuation. It's never the same as getting the items on the bench here and studying them in detail. When you're happy with the valuation, ship the items to us. We have a pick-up service for more valuable collections available.

Mick Bond: If we feel something is worth

£500, we'll value it at £300-400, but not £80-100 like some auction houses who price items lower than they should be to entice bidders. We start bids at their correct value. It means that buyers and sellers are correctly represented, particularly important when ensuring that items from a deceased estate are sold fairly.

Howard: What's the rarest item to have passed through your sales?

Mick Bond: The rarest item I saw was for a 1938 export-only Märklin OO gauge 'Compound'. It was the only British locomotive the manufacturer made pre-WWII and they suffer from metal fatigue. The one we had at our January 2010 auction suffered from metal fatigue and had a front bogie missing, but still went for £21,000. We had another – body only. That had bad metal fatigue and it still sold for £14,000 in 2006. It's a very rare locomotive and probably the rarest of the

Mick Bond catalogues the OO gauge and smaller lots for Vectis' railway department. With a model railway auction every month and more than 600 lots per sale, that's a lot of locomotives, tenders, and accessories to catalogue.



TOP TIPS FOR FIRST-TIME AUCTION BUYERS

- 160 lots selling per hour isn't uncommon, so there isn't much time on the day. Planning your bids and maximum spend is important
- If your knowledge of an item is limited, Mick or Mike are happy to offer advice via email or telephone before the auction
- You can place a bid up to two weeks before the auction online, book a telephone or bid live on the Vectis website on the day. Attend the auction too, if you like
- Most bidders place bids on the website two weeks before the website goes live
- Prices are largely determined by condition and rarity. Today's runs from manufacturers are much smaller in contrast to the 76,000 or so 'Princess Elizabeth' locomotives made by Tri-ang - knowledge is key
- Lots from previous sales as far back as 1999 are listed online, which can help you decide on the value of an item

“even though I've been in the business for 30 years, I'm still seeing things I haven't seen before. It's what makes it an interesting job and hobby – Mike Delaney”

OO gauge and smaller scales.

Mike Delaney: The 2010 item was sold to an international buyer.

Mick Bond: We haven't seen another for a decade – a tender went for £3800 not that long ago.

Mike Delaney: I have a particular favourite from 12 years ago – a Beeson O gauge locomotive that reached £6000. These are rare locomotives. Beeson is considered to be one of the finest builders of locomotives and sadly passed away in 1990. In his lifetime it is believed he built around 1500 locomotives. His post-war production was using predominantly nickel silver. He was considered the 'Faberge' of model locomotive builders.

Howard: What is it like competing in an eBay era?

Mike Delaney: eBay sellers generally sell single lots, each individually uploaded. I don't think many of the uploaders provide enough details. The buying condition is certainly unknown because you're trusting the seller's description. It is a lot of work to list an item that might only be sold for a small amount. Buyers also have the right to send it back if you've listed it incorrectly or it is damaged in the post. With PayPal and eBay costs you've lost your money because they have the right to return the item. eBay and Paypal fees both add up. You've also no guarantee of selling the items.

We used to operate an auction at Rugby, but years later found that we were transport-

ing 75% of it back to Thornaby in the van for shipping because it was being bought on the internet or via telephone bidding. Most buyers today are now online.

Howard: Who's the typical auction bidder?

Mike Delaney: It really does vary. We've anything from collectors looking to fill their gaps, to traders/dealers looking to sell on to bidders who consider a spend of £3000 as pocket money.

Howard: How do you organise a sale? Who does what?

Mike Delaney: Mick does the OO gauge and smaller and I do the O gauge and larger.

Mick Bond: We start the sales off with the OO gauge and smaller and categorise everything into British Outline/OO gauge, then HO, N gauge, Hornby Dublo, three-rail, Triang, Wrenn and kit-built items, then Mike takes over. It helps buyers with a specific

you can't do this job without being an enthusiast and having the knowledge - Mick Bond

interest know when to bid on a group of items. All our lots can be found easily on our website or in the index at the front of our catalogue.

Before the sale we'll use Dictaphones to record audio on the value, the lot number and condition of each item. This is then sent to be typed by our team who compile the cata-



Manufactured in 1938 for export only, this Märklin HO three-rail E800 4-4-0 'Compound' locomotive and tender sold for £21,000 at the Vectis train and toy auction on January 23, 2010. Described as having a small amount of paint loss around the chimney and one front step, its condition was generally 'Excellent Plus'. Its front bogie was detached and fatigued. It is a fine example of a very rare locomotive made only for a short period prior to WWII.



This Bachmann four-car Class 350 'Desiro' (31-032) in London Midland grey/green livery described as in mint condition sold for £130 on September 21, 2018. The models carried an RRP of £189.50 when released and have since sold out with stockists.

logue, whilst the items are photographed.

Mike Delaney: It takes six weeks to plan a sale. The catalogue has to be accurate with photographs of the items checked before being sent to the printers and it should be out two weeks before the sale. We've a dedicated web team that look after the website and a photographic department that take all of the photographs.

Howard: It must be like working in a sweet shop all the time surrounded by these models – do you collect anything?

Mike Delaney: I only started collecting Beeson locomotives after I saw the one at our auction in 2006.

Mick Bond: From my first Hornby clockwork set I progressed to a Hornby Dublo Silver King set at the age of 10. I have always been interested in the Eastern Region because of holidays in Lincolnshire and



Occasionally, larger items pass through the doors at Vectis, such as this converted and now battery-powered Triang 10 1/4in gauge garden railway locomotive, which sold with two passenger coaches and 24 sections of straight and curved track for £2900 on April 16, 2010. It is understood that just 80 sets were sold by Triang in the 1960s.

Norfolk. I used to work for Rolls-Royce and was lucky enough to travel to the USA twice a year to forecast financial spares usage on RR engines for wide-bodied aircraft. During one such visit, steam was operating in the Blue Ridge Mountains so at the weekend off I travelled to film the Norfolk and Western Railway A & J classes at Roanoke Virginia.

I then fell in love with big Mallet-type locomotives and started a collection of rare types and film footage. ■

Download the digital edition of BRM for Howard and Mick's tour of the Vectis warehouse



Boxes - everywhere. Still, with four weeks to go before its next auction, the Vectis model railway warehouse is surprisingly bare and much more has yet to arrive. Careful handling and organisation of lots is key.

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Visit www.vectis.co.uk or telephone the head office - Thornaby 01642 750 616 or Oxford 01993 709424

MEET THE TWO MICHAELS:

Mick Bond

- Has toured toy fairs since 1984
- Was recommended to Vectis and joined the company in 2004
- Catalogues the OO gauge and smaller scales ahead of sales
- Has worked for UK Auctions in the intervening years, only to later return to Vectis - describes himself as a boomerang
- Has liked model railways since the age of four when he received his Hornby O gauge clockwork train set
- Doesn't have a layout, but joined a model railway club and built one
- Is addicted to collecting, only to sell everything and collect something different
- Has a fondness for American-outline models
- Plans to build a layout in the garage when he retires



Mike Delaney

- Was a collector of Hornby O gauge from the 1970s
- Worked in the food industry until redundancy in 2001
- Became self-employed buying and selling vintage toys
- Catalogues O gauge and larger scales for Vectis on a part-time basis
- Runs a vintage toy company





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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

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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.

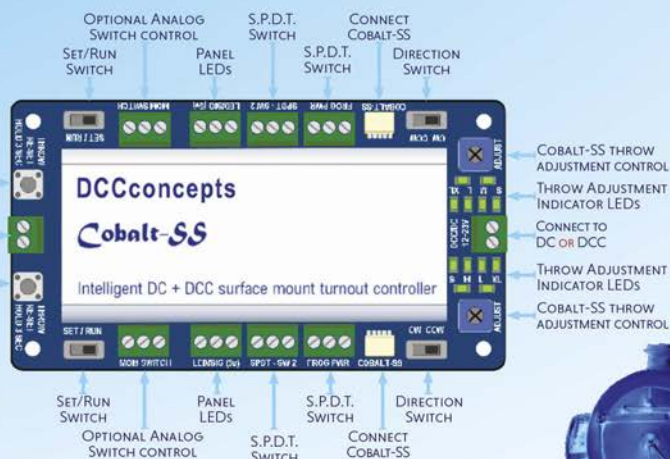
So small that it can be almost hidden in the ballast, yet strong enough for all common scales. Very stable stepper motors provide the drive power... and all motor connections are plug-and-play.

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



RESET TO DEFAULT
CONNECT TO DC OR DCC
RESET TO DEFAULT



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.

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JOHN DAY MODELS (RDS 02) COAL MEN AND COAL LOAD

00



This new arrival with white-metal specialist John Day Models depicts a coal load scene. Included is a lorry load, coalman preparing a sack to be carried, a coalman carrying a coal sack, empty sacks on the floor and a neat pile of sacks for the lorry bed, with a weight to keep them in place.

Price: £7.99

W: www.johndaymodels.webplus.net

NOCH (15250) SEATED PASSENGERS WITHOUT LEGS

H0



Perfect for fitting inside multiple units, coaching stock, or model buses, this set of 12 H0 figures from Noch with cropped legs might be a little underscale for 00 gauge models, but both attributes should make for an easier fitment to those tight spaces inside models. Fitting them to models from 2000 onwards is recommended because of the large mobile 'phone' being held by one passenger.

Price: £19.99

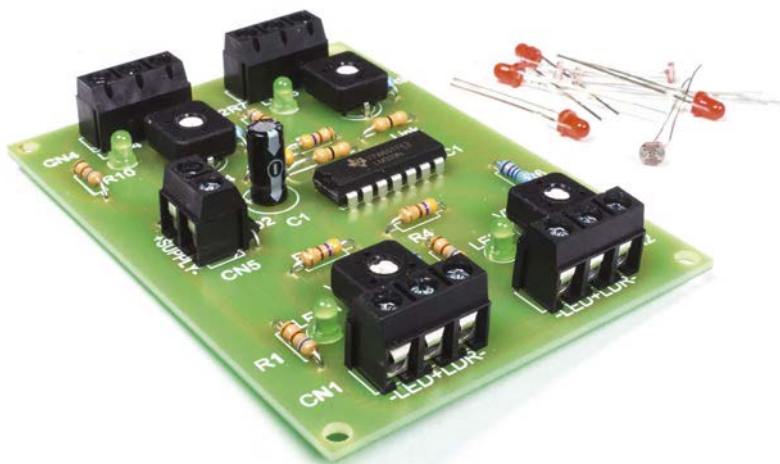
W: www.gaugemaster.com

ALL COMPONENTS (RSD01) ROLLING STOCK DETECTOR

Struggling to locate trains on the hidden areas of your layout? Perhaps ensuring your train is stopped correctly in a station or fiddleyard is a requirement to avoid collision? All Components' solution entails a circuit board with four areas of detection that rely on light-sensitive resistors that should be placed at track level. Its Rolling Stock Detector PCB has four independent sensor/indicator circuits and relies upon the properties of a light-sensitive resistor. When adjusted for normal ambient lighting conditions, the board will turn on an LED on your control panel as an item of rolling stock shades it from light.

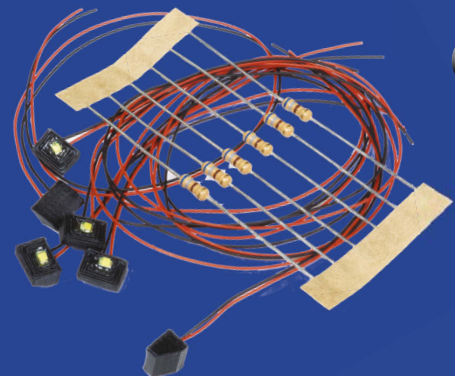
Price: £23.95

W: www.allcomponentsltd.co.uk



SCALEMODELSCENERY (AX055-OO-BW) WALL-MOUNTED FLOODLIGHT

00



Warehouse structures, diesel sheds and train servicing depots are often lit at night for safety and to prevent vandalism. Helping the modeller recreate these in miniature is Scalemodelscenery's pack of six bright white LEDs, pre-wired and glued to a 3D-printed black plastic surround. Six resistors are supplied, with fitting instructions for beginners.

Price: £9.99

W: www.scalemodelscenery.co.uk

GAUGEMASTER (GMKD60) 12V LIT STATION CLOCK

00



Everyone's a fan of a layout novelty. Fitting into this category nicely is this non-working pre-wired 12V illuminating miniature clock, which is back-lit. Measuring 30mm high, it has two pre-drilled holes in its base for a more secure method of attachment.

Price: £2.95

W: www.gaugemaster.com

DCC CONCEPTS FUNCTIONAL POINT RODDING, CRANKS AND STOOLS

00



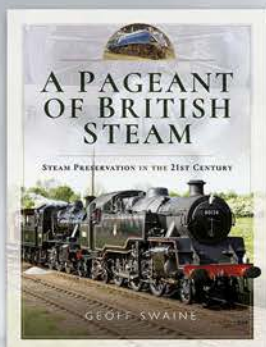
One of the most anticipated releases for this year is now in stock with DCCconcepts retailers. Its functional point rodding designed for Peco 00 gauge Electrofrog or Insulfrog points are also compatible with other brands of 00 gauge track. The base kit (DCR-WRP) contains 20 lengths of rodding, 50 rod stools, 20 cranks, two compensating cranks, a set of Cobalt-SS linkages, 100 gold-plated mounting pins and a 1 x 0.7mm HSS drill. A comprehensive selection of add-on packs are available, turn to page 104 to read our review.

Price: See your local stockist

W: www.dccconcepts.com

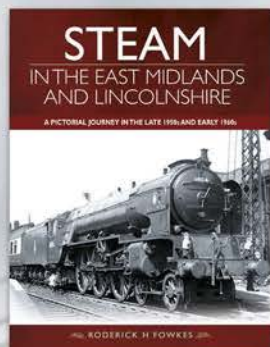
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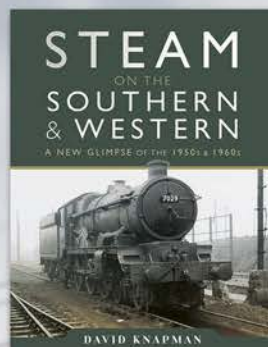
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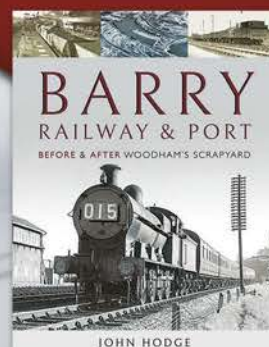
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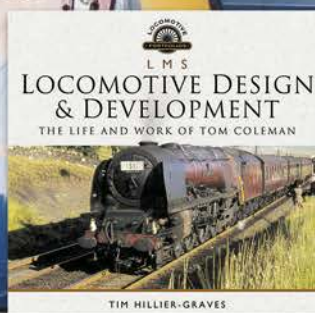
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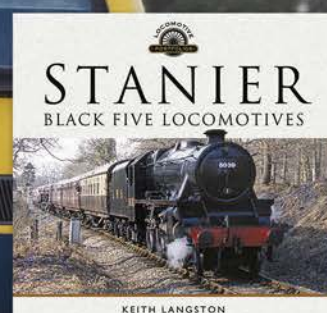
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AUHAGEN (80104) PIPE CONDUITS, (80303) ROOF WITH OVERHEAD LIGHTING AND (80050) BUILDING STARTER KIT

HO



Ideal for first-time plastic kit builders is this new arrival with Golden Valley Hobbies from Auhagen. Construct its HO scale warehouse starter kit with a minimum of tools, then expand with its roof with overhead lighting and add exterior pipework to the walls with its pipe conduit kit. Watch the September 2018 episode of **BRM TV** for basic plastic kit construction techniques.

Price: 80104: £14.60, 80303: £14.09, 80050: £27.18

W: www.goldenvalleyhobbies.com

3DK PRINT-AT-HOME BRICK (OO-28) AND (OO-27) OCCUPIED ARCH WALLS

OO

3DK has added a series of brick retaining walls and occupied brick arches to its range of downloadable and print-at-home kits. The first, (OO-28) a brick retaining wall with four arches in a red brick finish, is ready to download, with more brick finishes promised. Dimensions are 72cm x 13cm and the kit comes with a variety of period adverts and posters.

To compliment the release is its occupied arches with a selection of 14 industrial workshops. Choose from stone, corrugated iron and concrete finish inserts and period adverts, provided with the 15cm x 9cm download kit.

Price: OO-28: £3.99, OO-27: £2.99

W: www.3dk.ca



SKYTREX (SMRA63) OIL DRUMS ON STANDS & (SMRA62) OIL DRUMS WITH HAND PUMPS

O

Freshly moulded in resin from cast scenic accessory specialist, Skytrex Model Railways, is a selection of oil drums. The oil drums on stands depict standard

50 gallon drums as seen around Motive Power Depots (MPDs) and Traction Maintenance Depots (TMDs) from the late-1950s to the present day. A cast brick plinth and white metal parts to make a timber drum stand are also supplied. White metal taps and buckets are included. Tank caps require drilling to insert tap stems.

In similar fashion, its pack of four resin-cast drums with white metal cast hand pumps and funnels require minimal assembly and painting.

Price: SMRA63: £5, SMRA62: £5 for four
W: www.ogauge.co.uk



SEVERN MODELS (D15) SIDINGS HUT & (D16) SIDINGS WORKSHOP

OO

N

TASMA PRODUCTS (TAS074206) MAIZE PLANTS

OO



Supplied in a pack containing 32 plants, there's plenty of 'sweetcorns' here for a clump in an allotment. The plants are highly detailed, as with most products from this range, but the ambitious modeller could consider modelling a field by planting a few rows at the edge of a field against a backscene, painting the rest of the field in-situ.

Price: £7.00

W: www.themodeltreeshop.co.uk



Released in 4mm:1ft scale from Severn Models this month are two lineside structures, which could be easily adapted by the modeller to suit other locations.

Measuring 50 x 50mm with a lean-to store of 35 x 31mm, its D15 Sidings Hut (smallest building shown) is supplied as a flat-pack etch to be soldered or glued by the builder. For a larger workshop, try its D16 Sidings Workshop, which has a main building footprint of 95 x 52mm and a lean-to store measuring 20 x 23mm.

Also available in N gauge as D28. Either could be of use alongside track in sidings as used for storage, a workshop, an office or as a canteen. Visit the website for its range of shed furniture.

Price: D15: £17, D16: £24, N28: £11.50

W: www.severnmodels.com

DCC CONCEPTS POINT RODDING

Words & Photography: Howard Smith

**BUY
NOW**



From left to right - a selection of packs from DCCconcepts' point rodding system, a close up of its injection-moulded rod stool and its compensating crank. A wonderful system!

**Coming soon
to BRM TV -
Howard installs
this system
on our project
layout**

Design history

Point rodding was beneficial to the railways in allowing the operation of points, their locks and detectors to be concentrated in a signal box and operated alongside signal levers.

Often overlooked by railway modellers as 'not worthy of representation' or dismissed as being 'too fiddly', point rodding on layouts has been the preserve of those with the knowledge, interest and time to make it look accurate - until now, that is.

Such was the lack of enthusiasm and confidence in railway modellers to buy point rodding for their layouts that it has only been produced by a select number of etched kit manufacturers, or as injection-moulded items intended for static display.

DCCconcepts, digital manufacturing specialist turned manufacturer of a diverging selection of finescale products, has produced a complete point rodding solution to work with standard OO gauge Peco points. The system benefits from being operational, designed to be driven by the point motor, although its finesse won't allow the scenario to be reversed.

Overview

DCCconcepts starter pack is its Fully Functional Point Rodding and Remote Drive System for Turnouts. Inside this neat packaging are 20 lengths of rodding, 50 rod stools, 20 cranks, two compensating cranks and a set of Cobalt-SS linkages. As if that wasn't enough, there are 100 gold-plated brass mounting pins and a 0.7mm HSS drill. In short, everything you need is there.

The marvel of this system is in the cranks. Etched from brass and pre-mounted on a base that is designed to be easily soldered to its pins, there are short, medium, long, curved, compensated or assorted packs from which to choose. The rod supports at each end of the cranks are designed to be crimped around rods and secured with superglue.

The rod stools are injection-moulded with a very fine representation of the miniature wheels. These are fixed as expected, but make for excellent guides to accommodate the prototypically correct square-sectioned rod bar and should be glued into position where appropriate.

In use

DCCconcepts advises calculating rod lengths beforehand and researching the types of crank required. A rod cut short

is wasted, but calculating cranks required beforehand might result in foregoing the starter pack and buying individual packs.

Look at prototype photographs online beforehand. Point crank positioning isn't my speciality, but to those who know them, getting it wrong will be a cardinal sin. Take a look at a new booklet from the 2mm Scale Association: *Point Rodding - Prototype and Planning notes for Modellers* for useful pointers and guidance.

DCCconcepts is to be applauded for this bold move. Though cranks are slightly overscale to accommodate for the throw of standard Peco points, it's a great system that I can't wait to use. ■

datafile

BASICS

CATALOGUE REFS:

- Pack of 100 gold-plated pins (DCR-P100) £4.00
- Pack of 50 gold-plated pins (DCR-P500) £9.95
- Rod stool pack 100pcs (DCR-RCP) £29.95
- Assorted crank pack (DCR-ACP) £49.96
- Compensating crank pack - 3 cranks and accessories (DCR-CCP.3) £19.96
- Curved, long, medium or short crank packs containing 6 cranks and accessories £19.96 each
- Working point rodding - rod pack only (DCR-RDP) £29.95
- Working rodding set incl. all parts (DCR-WRP) £99.95
- Cobalt-SS distant mounting set (DCR-SSLP) £24.95
- Pack of ten - fine wire in tube parts (DCR-FWT) £5.95

Gauge/scale: 16.5mm gauge, 1:76 scale OO
Era: 1880 - present

BACHMANN CONFLAT 'A' WITH BA CONTAINER

Words & photography: Andy York

Previously offered in the Farish range, the BA containerised Conflat 'A' wagon now features in the OO Bachmann Branchline range.

Introduced from 1961, the lightweight alloy container was run on services between London and Manchester to specific yards capable of handling the 10T capacity containers, which had lifting eyes at the lower edge of the sides of the container rather than the roof eyes on the older, heavier wooden-bodied 'A' containers used on Conflat wagons. The wagons could be found individually within freight services from the same yards rather than forming dedicated train loads, and later appeared within London to Glasgow 'Condor' services. Around 100 containers were constructed, initially branded with the Speedfreight band and whilst usage would have diminished by the 1970s the containers seemed to last much longer as storage in yards around the London Midland region. From the goods yards the containers would have been loaded onto flat-bed trailers for transport direct to customers. As such, they are suitable as lorry loads around factory sites on layouts in this period.

There were two distinct types of BA container – standard and ventilated, both modelled by Bachmann. The ventilated container, as featured in this review, is differentiated by the three square vents on the lower bodyside and two higher level vents on the ribbed non-door end of the container. Both types of container featured a half-width sliding door on the left-hand side of each side and cupboard-style doors on one end with a drop-down lower flap.

The Conflat A wagon has been with us for many years now, but the BA container explores another area of the wagon's usefulness, particularly for modellers of the London Midland through the transition period. The decoration of the container with an aluminium tone and yellow band is to the high standard we have come to expect from Bachmann, as is the clarity of the finer print. ■

datafile

BASICS

CATALOGUE REFS:

37-991 Conflat 'A' wagon with BA standard container B737725

37-991 Conflat 'A' wagon with BA ventilated container B503040

RRP: £19.95

Gauge/scale: 16.5mm gauge, 1:76 scale
OO

Era: BR 1961 – 1970s

Company/Operator: British Rail

Weight: 37g

Body and chassis: Plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: Mounted tension lock

Now in the OO gauge range, Bachmann's Conflat 'A' with BA container is a useful addition for Midland Region modellers.



EXCLUSIVE

WATCH THE VIDEO HERE

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



PLAY

DIGITAL EDITION EXCLUSIVE

BACHMANN CHEQUES INTO HIGHLEY

Dave Bowker, Bachmann Europe's Sales Representative for the West Midlands, Ireland and Wales handed over a cheque for £5,000 to Severn Valley Railway's Engine House Manager, Nicky Vale at Highley Station recently.

In 2013 models of Highley station house, booking office, signal box, cattle dock and yard crane were produced as part of our OO Scale Scenecraft range. The cheque is a thank you to the railway for the facilities that they provided during the research and development stage.

Bachmann has in the past produced models of buildings on the Great Central Railway, Bluebell Railway, West Somerset Railway and the North Dorset Railway Trust's station at Shillingstone. The production of Scenecraft buildings from the Heritage Railway sector has resulted in donations of over £20,000 to support the various railways concerned.

MÄRKLIN MY WORLD AIRPORT EXPRESS AND ACCESSORIES

Words & photography: Phil Parker

BRM doesn't usually review toys, but the Märklin My World train system is a little different from most products aimed at the 3+ age group. For a start, the trains, track and accessories are very well made. There's a lot of plastic used, but it's quality stuff. Take the track, for example, a nicely moulded system that snaps together firmly (young hands might need some adult help) and can be pulled apart without breaking the clips. The trains are coupled by magnets and they work perfectly. Nothing separated during our playtime, except when we wanted it to. I know people who have tested models from the range by dropping them on hard floors, and they still carried on working.

My World's most exciting feature is that it is a 'proper' system. Buy a train set and you can expand the trackwork with a range of crossings, points, curved and straight sections. Extra trains and rolling stock are available, plus a range of accessories including cranes and operating freight loading systems as well as stations and railway features. We are looking at the 'Airport Express' train set, which consists of a two-coach train, controller, track oval and risers to elevate one side.

Power is provided by batteries in the motorised coach and controlled by a nice chunky joystick controller. This needs to be able to 'see' the train, as it uses an infra-red transmitter. A trigger button on the handle is an emergency stop and three speeds in both forward and reverse are available. The train is happy to round curves at full tilt.

Young enthusiasts will be delighted by the sounds operated from buttons on the controller, a horn and two sets of announcements suitable for an airport. These are relayed in English, French and German. There is no volume control.

The train is charged from a USB socket via a short lead included in the set. This has standard connections, so you may have a longer version available already. No indication is given of running or charging times, but we operated the model for at least 15 minutes without it slowing down. Two AAA batteries (supplied) are needed for the handset.

The airport component requires a lot of assembly. Putting the main parts together is probably a job for adults, but youngsters can be in left in charge of sticker decorations and

adding lights and accessories. Once built, the train set can be integrated to run through the upper level using the track risers in the set. Toy cars can head up and down ramps, aircraft dock and baggage goes for a spin on the carousel. Best of all, the control tower makes even more noises.

My World is best seen as a bridge between wooden push-along sets and an electric set. The models offer masses of play value, are colourful and robust. The set can be enhanced with extra track and rolling stock. Wagons start at £10, so make nice extra presents or ways to spend any Christmas pocket money.

However, there is a final question to answer. Since this is HO scale, will it work on normal metal model railway track? Could junior run his or her train on a 'proper' layout? Thanks to the help of the Leamington & Warwick MRS OO section, we can confirm that the answer is yes. The train happily traversed Peco Code 75 track with no bumping on the points. It seemed just as happy with scratch-built finescale track too. Just ask your kids before you borrow their trains to run on your layout! ■

datafile

BASICS

CATALOGUE REFS:

29307 - MyWorld Airport Express Elevated Railway Starter Set

Price: £89.95

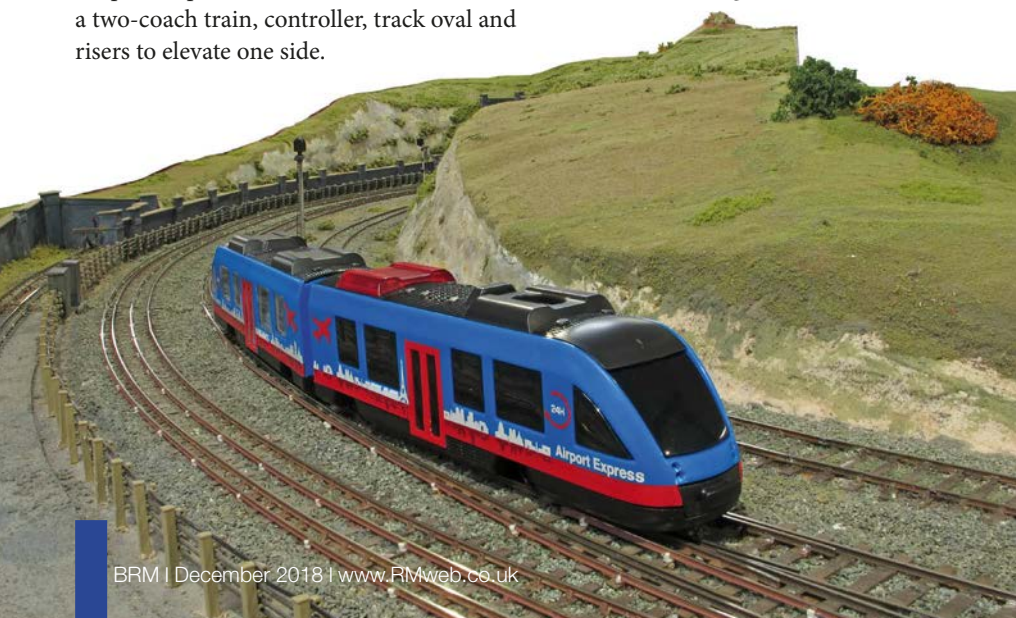
72216 - MyWorld Airport with Light and Sound

Price: £39.95

Gauge/scale: 16.5mm gauge, 1:87 scale, HO

Power: On board rechargeable battery

Availability: www.gaugemaster.com



REVOLUTION TRAINS IZA CARGOWAGGON TWINS

Words & Photography: Howard Smith



A fine model. Revolution Trains is even offering a revised livery single pack with a factory-fitted battery-powered flashing tail lamp at one end.

History and use

Built by Duewag in Germany for Cargowaggon in 1986 for use on the Dover-Calais train ferries, the 100 original IZA twin sets were later certified for Channel Tunnel use and their success led to builds of 50 pairs each in 1989 and 1991. Designated Habbfis under the continental UIC system, this later changed to Hfirrs 3. They were built in permanently coupled pairs to take advantage of European grants aimed at encouraging the use of four axle wagons.

The primary traffic for these wagons from the continent is mineral water, however they have been used to transport a variety of goods including bagged clay, newsprint, whisky, beer, cider, pet-food and metal. Seen across Britain, from Cornwall to the north of Scotland, the vast majority remain in service. The Cargowaggon Twins can be seen in block trains, or in smaller rakes in Enterprise wagonload trains and occasionally MOD services. The brake gear is interlinked, meaning the wagons can only operate in pairs.

The Model

Tooled by Rapido Trains for Revolution Trains, four variants are being offered - Cargowaggon original livery as a single twin set or triple pack of three twin sets, Perrier livery as a single twin set, Cargowaggon revised livery as a single twin set or triple pack or Cargowaggon revised livery with a flashing tail lamp.

Received for review were two single-packs in Cargowaggon revised livery (NIZA-2101) and Cargowaggon original livery

(NIZA-2104). The solid sturdy plastic packaging from the manufacturer sees a return, with a cardboard outer sleeve. Helping the stacked boxes stay put are four moulded locating lugs in the lid and base - much easier to pack and un-pack than rival manufacturers. The models are kept permanently on the layout using a NEM coupling bar, whilst outer ends use standard N gauge couplings. The long wheelbase wagons don't have axle articulation.

Inside the models you'll find a metal weight, keeping the fine profile wheels in-situ on the rails, though I'd recommend a trial run round tight track radii such as in sidings with their long wheelbase.

All in the detail

The injection-moulded bodies are to a high standard, with separately-fitted raised centre roof-line, wagon end cross-members, 'A' frame and hand rails. The chassis is equally impressive with handbrake wheels, end steps and securing anchors. Though largely hidden from view, a representation of the air reservoir, brake linkage and even an air pipe is added - all beyond the call of duty. I appreciate the etched grille look to the end steps and though these are very fragile and quite exposed, they're splendid.

The biggest achievement I feel is in the application of the liveries on these wagons. Known for being covered in label details and warnings, the printing is accurate. Getting my desk loupe out, the multi-lingual inscriptions for 'During movement the sliding doors of this wagon must be closed' was legible.

Ideal for haulage behind the forthcoming Graham Farish Class 31 (371-135) in Railfreight grey or current 47209 Herbert Austin in Railfreight Distribution livery (372-247) or Railfreight grey (371-249), Class 60 (371-350A) in EWS livery or 66 in DB Schenker (371-383A) or EWS (371-384A) liveries.

Revolution Trains is considering manufacturing the model in OO gauge. With such good detail on the N gauge version, I'm sure OO modellers would welcome them with open arms. ■

datafile

BASICS

CATALOGUE REFS:

Cargowaggon original livery: single twin set N-IZA-2101 or triple pack of three twin sets N-IZA-2301

Cargowaggon Perrier livery: single twin set N-IZA-2103

Cargowaggon revised livery: single twin set N-IZA-2104 or triple pack N-IZA-2302

Cargowaggon revised livery with flashing tail lamp NIZA-2102

RRP: Twin set £49.95, triple-pack £149.00, flashing tail lamp set £55

Gauge/scale: 9mm gauge, 1:148 scale N

Era: BR 1986 - present

Company/Operator: BR

Weight: IZA Twins 37g

Body and chassis: Injection-moulded underframe and body with metal weight

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM mounted tension lock

Accessories: Coupling bar, air pipes

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Phil and Andy start unwrapping their Christmas presents early.



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PLAY

THE CITYBUILDER BOOK STORE

Words & photography: Phil Parker

Cards kits are a familiar sight for OO modellers, but what happens when you move up a scale and need some buildings? The 'CityBuilder' range, manufactured in Mumbai, offers a choice of easy-to-assemble cardboard models, including shops and a station. We're looking at the book store, which is a typical small-town high street terraced shop.

Inside the box are four pre-printed sheets of card, one of paper for curtains, a thicker set of card supports, printed plastic windows and instructions with a step-by-step illustrated build. The style will be very familiar to most modellers. Releasing the parts from the fret simply involves cutting along one line, indicated on the sheet, which has only been partially cut through. Most of the wall finishes are photo-quality and all the printing is sharp and clear. The stones and stucco rendering look especially good. The printed card is thick enough to not need laminating with any other material. Maybe the satin finish would benefit from a spray of matt varnish, but as it stands, it's certainly no worse than any other card kit I've built.

Building requires quite a bit of space – an A3 cutting mat is a good idea as the walls are assembled in the flat with windows, the curtains and shop window display are fitted before the model is erected. Inside, thick card supports give the model plenty of strength. The chimney pots are rolled paper.

Using Deluxe Materials card glue and UHU for the windows, building the model took around 90 minutes. More time spent colouring card edges would improve matters a little, but this doesn't seem to be so obvious in 7mm scale as it is in 4mm. Most people will happily finish this kit in an evening and be very satisfied with the results.

More advanced modellers could add extra relief to the walls, with raised woodwork and

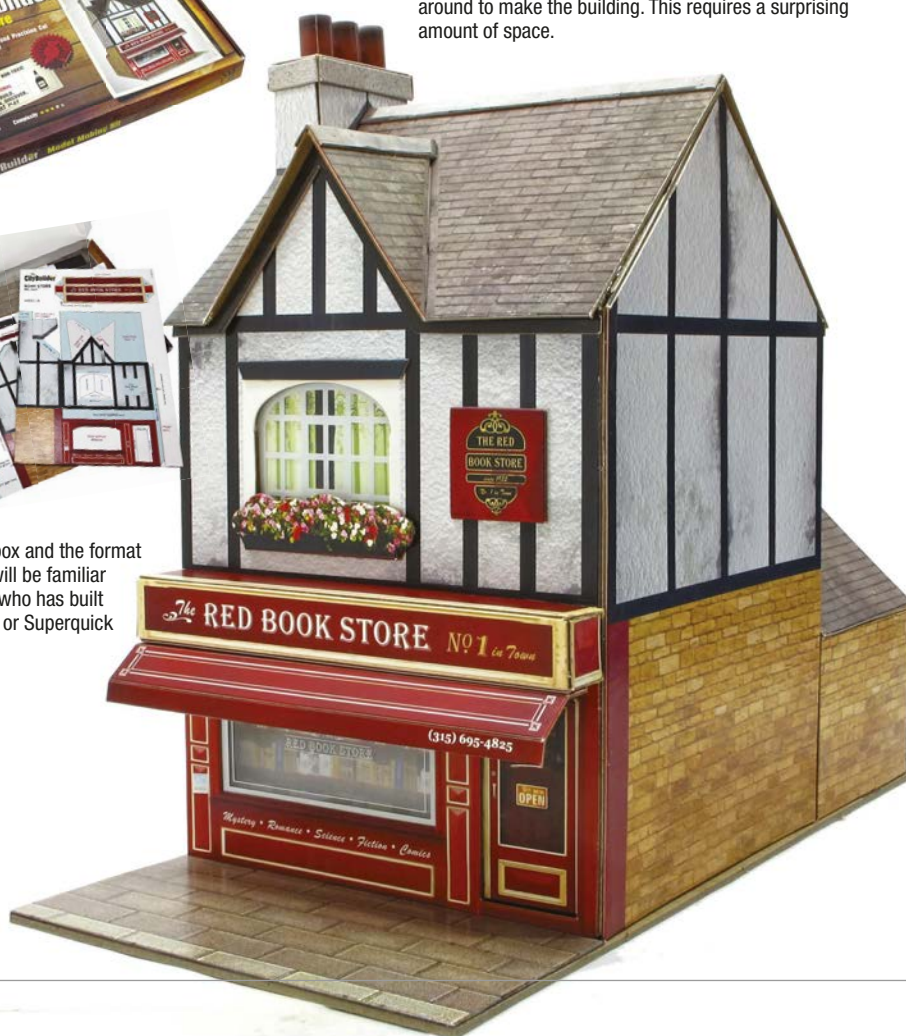
scribing around the stones and tiles. The 2D window box full of flowers could be replaced with a scratch-build, or left off altogether. It's certainly a model offering possibilities.

From the moment I opened the box I was reminded of a Metcalfe model kit, and this feeling continued throughout the build. If we say those kits are the standard, the CityBuilder range lives up to this.

All told, these models are well worth a look as a modestly priced way of filling an O gauge layout. ■



Open the box and the format of the kit will be familiar to anyone who has built a Metcalfe or Superquick model.



datafile

BASICS

CATALOGUE REFS:

CB003 – Book Store

RRP: £13.00

Scale: 7mm:1ft

Finished model dimensions:

123 x 255 x 220mm

Supplier: www.vjvintage.co.uk

Stout card supports fit inside the model to ensure the finished building is robust enough to survive handling. The walls are assembled in the flat and then folded around to make the building. This requires a surprising amount of space.

TMC CUSTOM WAGON LOADS

**BUY
NOW**

Words & photography: Andy York

In the October 2018 issue of **BRM** I reviewed TMC's 22T plate and bolster wagons and mentioned the bespoke weathering and the loads. Customers have been ordering the wagons to be weathered at the point of sale in substantial quantities, so it's worth looking at the options in a little more detail and, in particular, the loads available.

Customers may choose light, medium or heavy weathering of the wagons at a cost of £5.00 extra when ordering.

These images illustrate the variety of some of the loads from simple steel sheets from £4.96, which feature a good metallic finish, brighter on one side and more aged on the other. All of these loads are individually created, so there are variations in each load which adds to the authenticity of a train.

I especially like the PWL3 pig iron loads, which are ready painted and weathered, and a load of around 180 pieces makes a fantastic addition to an inbound load for a steelworks. On the subject of inbound loads, the BWL2 billets are an additional form of load. Outbound loads in the shape of the plates and slabs, girders and the very popular pipe loads with chains ensure there's plenty of variety.

Reports are that the wagons are selling healthily and the final two wagons have come into stock - the reach wagon and the Lakenby-liveried model. Full details of all the wagons and loads can be found on TMC's website, the weathering options can be selected when ordering the wagons. ■

The pig iron and pipe loads are just two of the loads offered by TMC, and the chalk writing on the nicely weathered steel plates below is especially authentic.

datafile

BASICS

Manufacturer: TMC

CATALOGUE REFS:

PWL1 SIMULATED WEATHERED STEEL PLATE LOADS FOR PLATE WAGONS (2 X LONG, 2 X SHORT) £4.96

PWL2 SIMULATED WEATHERED STEEL SLAB LOADS FOR PLATE WAGONS (5 PCS) £7.96

PWL3 'DOG BONE' PIG IRON LOADS FOR PLATE WAGONS APPROX 180 PCS PER PACK WEATHERED £18.95

PWL4 SIMULATED TRESTLE LOAD - TRESTLE FITS ON PLATE WAGONS £12.95
PWL4 SIMULATED TRESTLE LOAD WITH OVERSIZE PLATE, CHAINS AND CHALK MARKINGS - TRESTLE FITS ON PLATE WAGONS £22.45

BWL1 SIMULATED STEEL PIPE LOADS FOR BOLSTER WAGONS (X1) £19.99

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British Toy Trains

Featuring all those other British toy train manufacturers
Book 4 of 5 - Wells-Brimtoy Ltd 1946-1991 | One Hit Wonders



By Michael D. Foster

British Toy Trains 4 – Wells-Brimtoy Ltd and one-hit wonders Michael D. Foster

We are all familiar with books on Hornby O gauge, Bing, Bassett-Lowke and other proper model train makers, but in this volume, Michael Foster and Michael Bowes turn their attentions to what might be described as “the people’s trains”; that is the cheap sets sold by shops like Woolworths as unashamedly cheap toys.

The authors suggest this is the first time anyone has given these models this sort of attention, and I’ll admit I’ve never seen a book like it. Despite not being what most people would consider serious collectibles, the coverage treats them in the same serious manner as other titles in the series. With over 350 large photos illustrating the models, you could just

enjoy the volume by reminiscing about toy trains you had as a child, or it might inspire you to track them down for your own collection – not an easy task, as these things were meant to be played with and thrown away.

This is a beautifully produced treasure trove of interesting and unusual model railways.

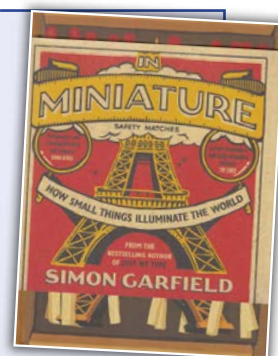
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In Miniature: How Small Things Illuminate the World Simon Garfield

Non-modeller Simon Garfield examines the human desire to produce miniature representations of real objects. Tracing the history of the craft from ancient Egypt to the present day, he tries to understand and explain model making with the help of the people involved. Stopping off at Pendon, Bekonscot and Miniatur Wunderland along the way, the reader gets a little light history, although the book concentrates on the motivation for their creations rather than providing great details.

Casting the net widely, Garfield also looks at architects’ models, art, wargaming and even flea circuses. He tells of the model boat that brought about the end of slavery and how a model beats drawings and computer animations when trying to explain complicated events or designs. If you are looking for a practical guide, this isn’t it, but for anyone interested in the wider hobby or trying to understand what drives us to spend hours at the workbench, it’s a fascinating and very enjoyable read.



Price £25.00 www.canongate.co.uk

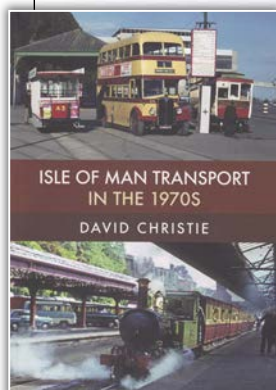
Isle of Man Transport in the 1970s David Christie

Throughout the 1970s, David Christie visited the Isle of Man five times to enjoy the various forms of transport to be found. It was a time of change, as older ferries and buses gave way to more modern models. At the same time, the railways were being taken over by Lord Ailsa in an effort to stop the system closing down.

Regular visitors to the island will recognise many of the scenes shown in the numerous colour photos. Many of the streets have changed little over the years, all those horse trams are still running, with only the road vehicles being different from today! If you enjoy spotting what are now classic cars, you’ll have hours of fun looking in the background.

Christie is a transport enthusiast and, as such, the greater part of the book is given over to buses and ferries which might disappoint the railway enthusiast. However, there are already numerous books on the trams and trains whereas this covers much new ground. This is a very worthwhile addition to any Manx transport fans bookshelf.

Price £14.99 www.amberley-books.com

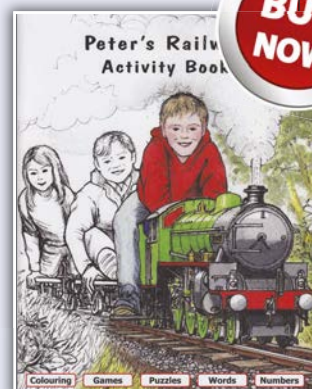


Peter’s Railway Activity Book Christopher Vine

With tinsel already bedecking supermarket shelves and ominous reminders that Christmas is but weeks away, it seems a fitting time to look at the latest volume in the enduring ‘Peter’s Railway’ series. And how timely it is too, as this one is filled with games, puzzles, jokes and other diversions that are bound to keep the little ‘uns occupied while the grownups enjoy the seasonal festivities. The dot-to-dot challenge depicting a 1909 rail explosion in Cardiff isn’t exactly a celebration of yuletide cheer, but the rest is a pleasing mix of fun content pitched at railway-minded youngsters and engineers in miniature. Also out this month is ‘Peter’s Railway – The Four Seasons’, which is another volume in the fictional series. Both books are recommended.

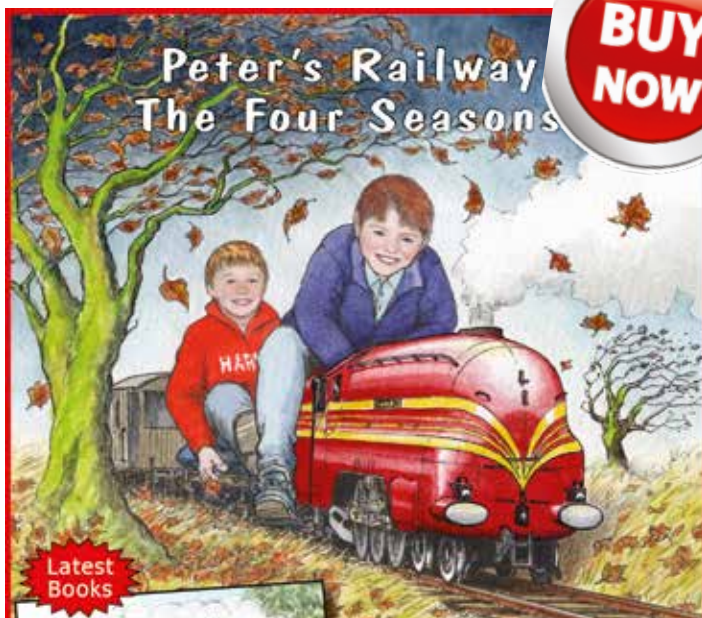
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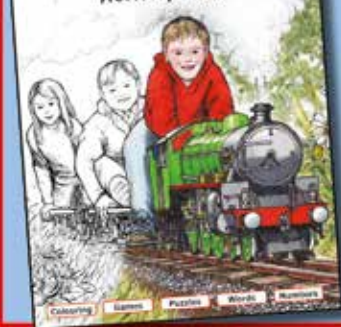
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Michael Foster has spent 30 years researching the smaller and more obscure British toy train manufacturers and the first three volumes from this series were published in March 2015, March 2016 and March 2017.

Book 4 covers trains made by Brimtoy from 1946-1991. It includes over **350 photographs** and illustrations on over **165 pages** from the author's extensive collection. The amount of material available on Brimtoy is so large that Michael has decided to produce a fifth book devoted solely to Mettoy Ltd. due out later this year.



EVENTS

EXHIBITIONS

NOVEMBER 17 - 18

Thornbury & South Glos Model Railway Club Exhibition

The Chantry Castle Street Thornbury
Bristol BS35 1HB

Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1600

Prices: Adult £5.00 Child £2.00
Family £10.00

DECEMBER 8 - 9

The National Festival of Railway Modelling East of England Arena & Events Centre, Oundle Road, Alwalton, Peterborough, Cambridgeshire PE2 6XE

Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1600

See full details on advert below
T: 0844 5810816

FEBRUARY 23 - 24

Lincoln & District Model Railway Club's 5th Exhibition Newark Showground Lady Eastwood Pavilion, Drove Lane, Newark, Notts NG24 2NY

Opening Times: Sat (0930) 1000 - 1700
Sunday (0930) 1000 - 1630

Prices: Adult £7.00 Child £3.00
Family £17.00

OTHERS

DECEMBER 1

Mickleover Trains Only Swapmeet

- Derby Our Lady of Lourdes Parish
Centre, 36 Uttoxeter Rd, Derby DE3 9GE

Opening Times: Saturday 1030 - 1400
Prices: Adult £1.00 T: 01773 279407

DECEMBER 7

Great Eastern Model Railway Goes Digital Plumstead Rd, Norwich NR1 4AB

Opening Times: Friday 1000 - 1500
T: 01603 431457

TRAIN & TOY FAIRS

NOVEMBER 25

Aston Clinton Toy & Train Fair Green Park, Stablebridge Road, Aston Clinton, Aylesbury, Buckinghamshire HP22 5NE

Opening Times: Sunday 1000 - 1430
T: 07866 641215

Barry Stockton Train & Toy Collectors Fairs - Haydock Park Racecourse

The Exhibition Centre, Warrington Road,
Newton-le-Willows, Merseyside WA12 0HQ

Opening Times: Sunday 1030 - 1430
Prices: Adult £2.00 Child £0.50
T: 0151 334 3362

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8th June '19, 3rd Aug '19 (TBC),
12th Oct '19 & 30th Nov '19

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18th Sept '19 & 11th Dec '19

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FRIDAYS 7pm - 9pm

Alfreton Leisure Centre, DE55 7BD
15th Feb '19, 26th Apr '19,
6th Sept '19 & 22nd Nov '19



DECEMBER 8

Gateshead Stadium Toy, Train & Sci-Fi Fair Neilson Road, Gateshead, NE10 0EF

Opening Times: Saturday 1000 - 1500
Early Birds available from 0800

Prices: Early Bird Adult/Senior £5.00,
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Senior/Under 16 £2.00
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T: 07504035955
W: northerntoyfairs.com/

Toy & Train Fair - Chester

The Cheshire County Sports Club,
Plas Newton Lane, Chester,
Cheshire CH2 1PR

Opening Times: Saturday 1030 - 1430
T: 01270 652773 Tony Oakes

DECEMBER 27

Llandudno Toy & Train Fair Venue

Cymru, Irving Road, Llandudno, Gwynedd
LL30 1BB

Opening Times: Thursday 1030 - 1530
Prices: Adult £2.50 Concession £2.00
Accompanied Children £1.00

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DECEMBER 28

Barry Stockton Train & Toy Collectors Fairs - Haydock Park Racecourse

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Joe Lock Toy & Train Fair - Theydon Bois Village Hall, Coppice Row, Theydon Bois, Epping, Essex CM16 7ER

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DECEMBER 16

Barry Stockton Train & Toy Collectors Fairs - Southport Splash World, Dunes Leisure Centre, Esplanade, Southport, Merseyside PR8 1RX

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DECEMBER 29

Toy & Train Fair - Worcester Perdiswell Leisure Centre, Bilford Road, Worcester, Worcestershire WR3 8DX

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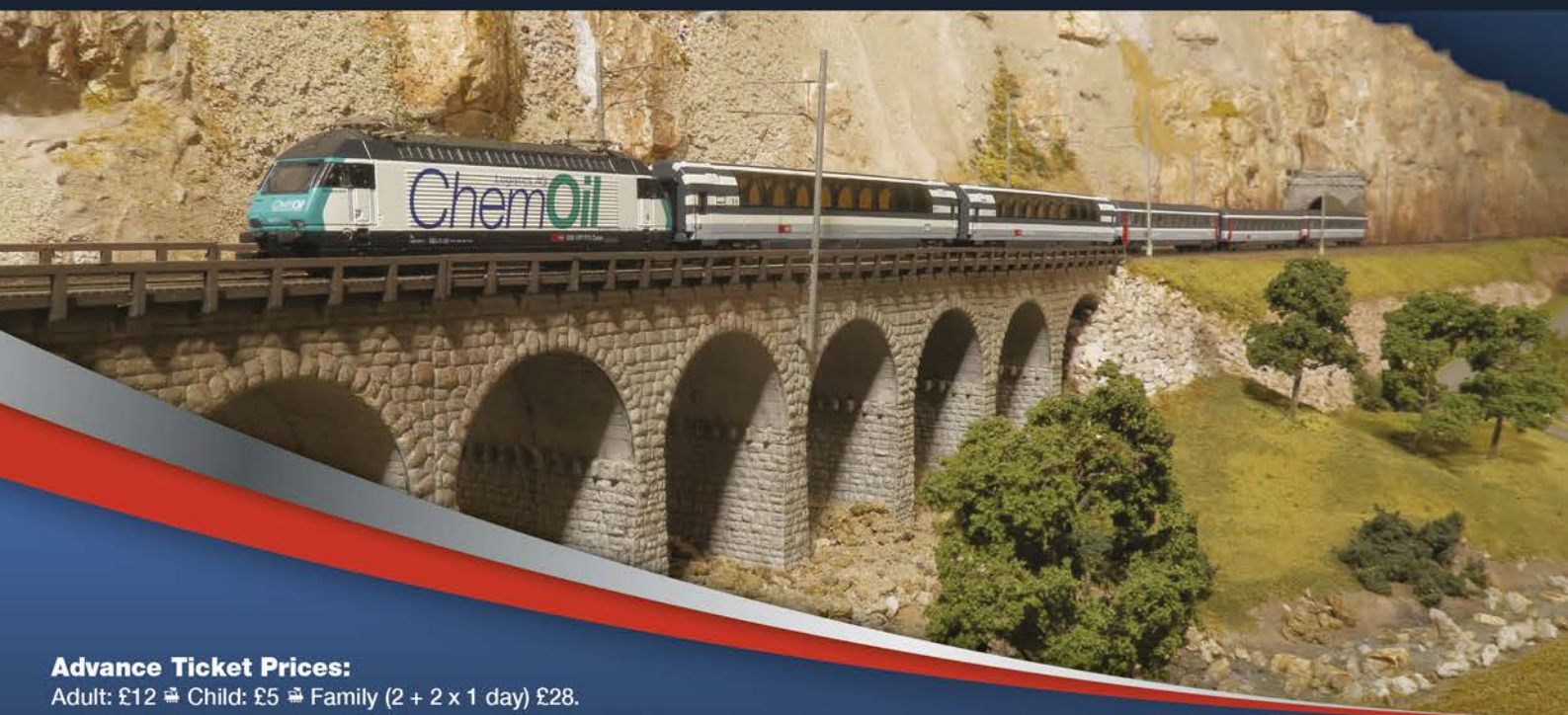
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**Squires will be exhibiting at the following shows in 2018 –
Diary updated as bookings are confirmed.**

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, Energus 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???
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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
Jan 27 BRISTOL - Bristol 'O' Gauge Group Exhibition University of the West of England Conference & Exhibition Centre, Filton Road, Bristol, **BS34 8QZ**. Sunday 10 - 4.00pm.
Feb 22/23/24 GLASGOW Model Rail Scotland Scottish Exhibition Centre, Glasgow, **G3 8YW** Fri 10.30-6, Sat 9.30-6, Sun 9.30-5 www.modelrail-scotland.co.uk
Mar 2 - KETTERING Gauge 'O' Guild Spring Show & Exhibition, Kettering Leisure Village, Thurston Drive, Kettering, **NN15 6PB**. 10 - 4. ***Plenty of FREE parking***
Mar 2/3 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, **PR2 8UR**. Sat/Sun 10 - 5pm
Mar 9/10 - KEIGHLEY Model Railway Club 44th Exhibition University Academy Keighley, Green Head Rd, Utley, Keighley, **BD20 6EB**. Sat/Sun 10-4.30. Plenty of FREE Parking.
Mar 16 - ABINGDON ABRAIL 2018 Model Railway Exhibition, White Horse Leisure & Tennis Centre, Audlett Drive, Abingdon, Oxon, **OX14 3PJ**. Saturday 10 - 5pm.
Mar 16/17 PERTH GREEN Model Railway Exhibition, Perth Green Community Centre, Inverness Road, Jarrold, Tyne and Wear, **NE32 4AQ** Sat 10-5. Sun 10-4.
April 13/14 CORSHAM Trainwest 2019 M/Rail Exh, Springfield Community Campus, Beechfield Rd, Corsham, Wilts **SN13 9DN** Sat/Sun 10-5 *Plenty of FREE Parking**
April 20/21/22 - YORK Model Railway Show, The Knivesmire Stand, Racecourse Road, York. **YO23 1EX**. Saturday & Sunday 10 - .5, Monday 10 - 4.30.
April 27 LEIGH O SCALE NORTHWEST Leigh Sports Village, Sale Way, Leigh **WN7 4JY** 10-4.
April 27/28 - SUTTON COLDFIELD M/Railway Exhibition, Bishop Walsh School, Wylde Green Rd, Sutton Coldfield, **B76 1QT**. Plenty of FREE Parking. Sat 10-5, Sun 10-4.30
May 3 - 5 - The 51st Bristol Model Railway Exhibition Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, **BS35 3JB**. Fri 1pm-7pm, Sat 10-6.30pm, Sun 10-5pm.
May 11 - READING Association of Larger Scale Railway Modellers Trade Show & Exhibition, Rivermead Leisure Centre, Reading, **RG1 8EQ**. 10 - 4.30. FREE entry to ALSRM Members
May 18/19 - MIDDLESBOROUGH Model Rail Exhibition, Settlement Community Centre, Union Street, Middlesbrough, TS1 5NQ. Sat/Sun 10 - 5.
June 1 - DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, **DN4 7PD**. Sat 10 - 4.
June 1/2 - SHILDON, M/Rail Exhibition, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10 - 5pm. *Free Car Parking & Entry to Museum & Exhibition - Yes that's Free Entry!!!! :-)

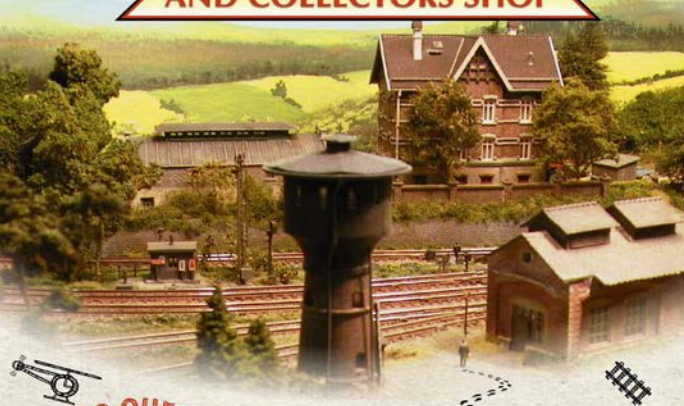
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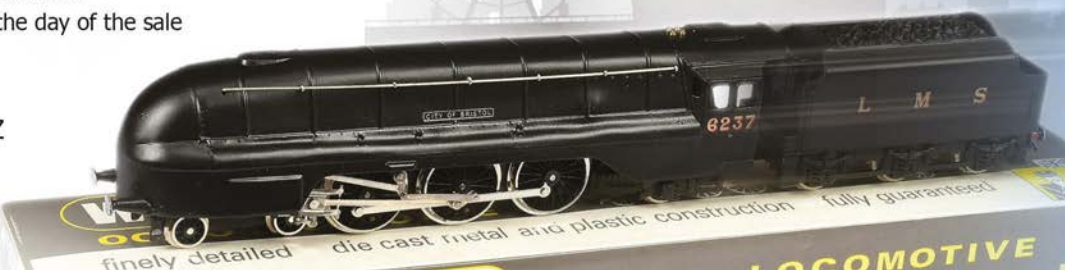
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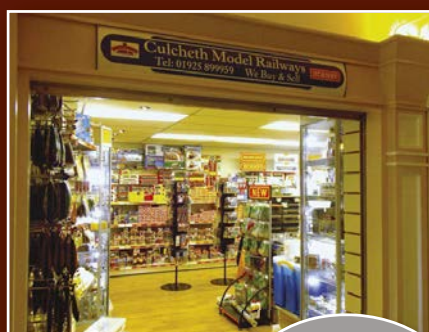
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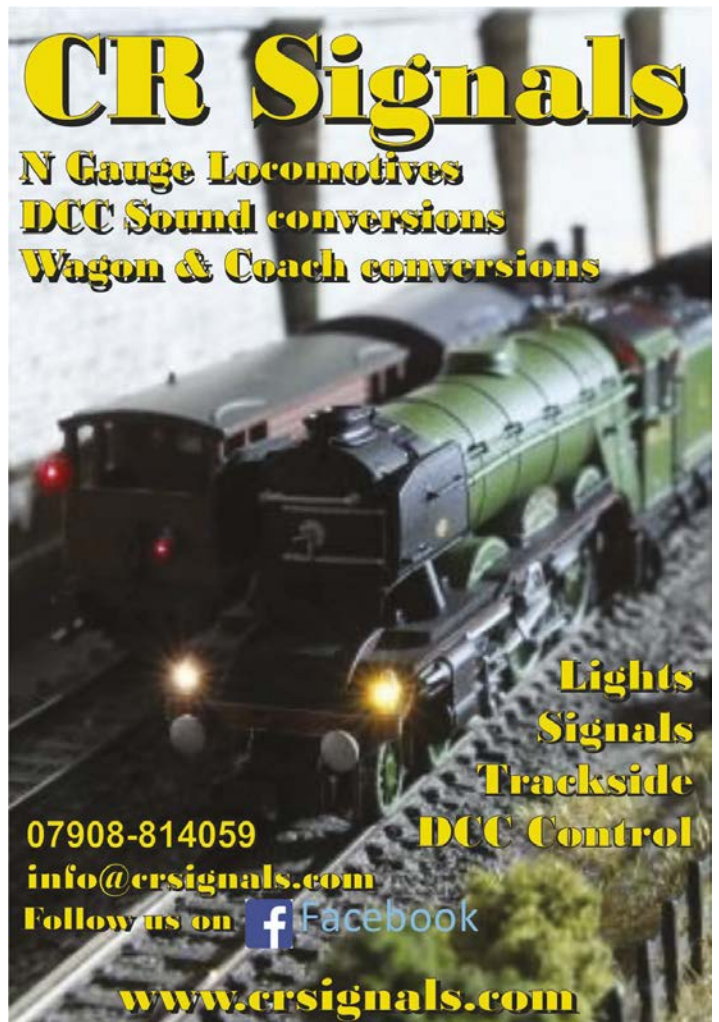
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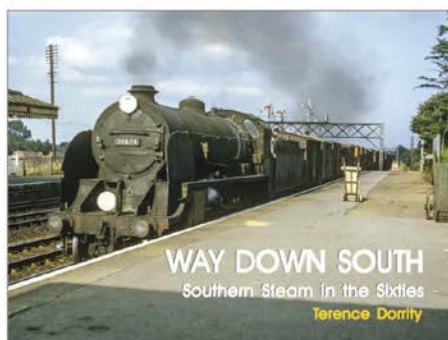
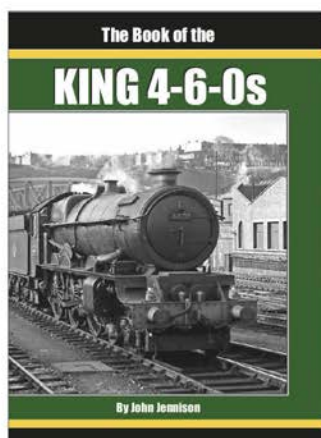
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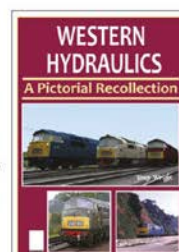
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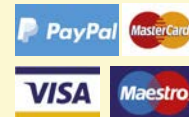
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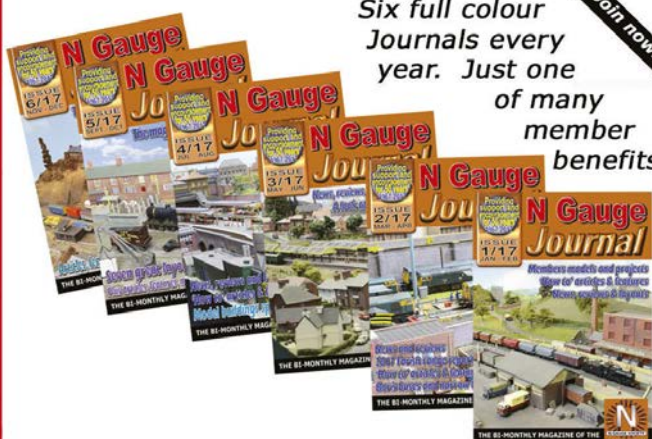
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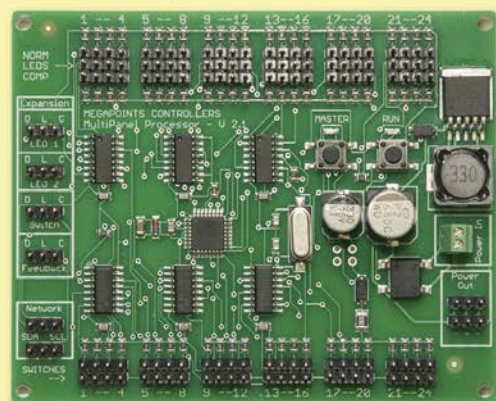
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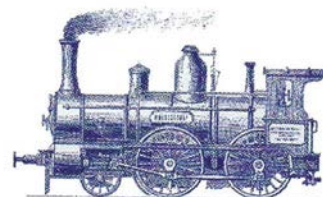
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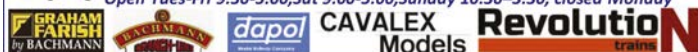
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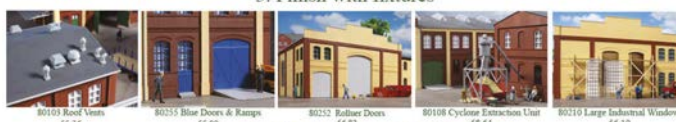
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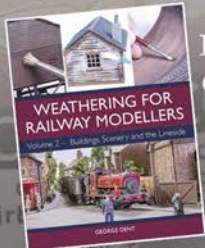


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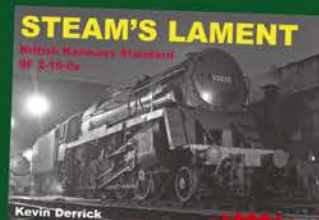


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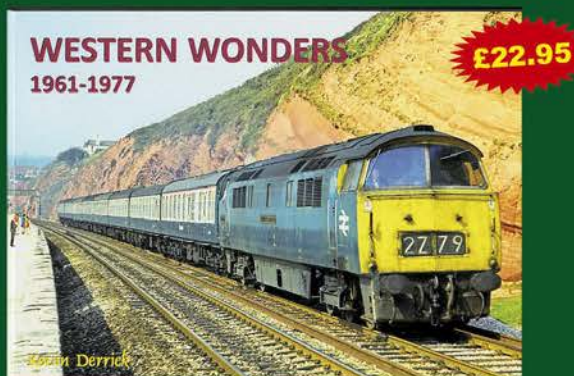


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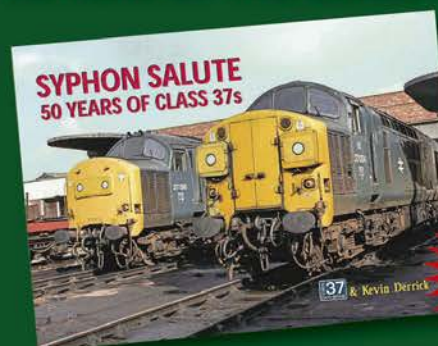


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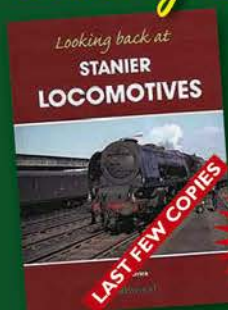
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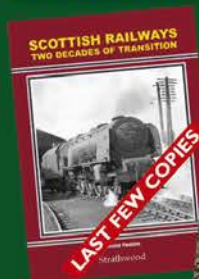
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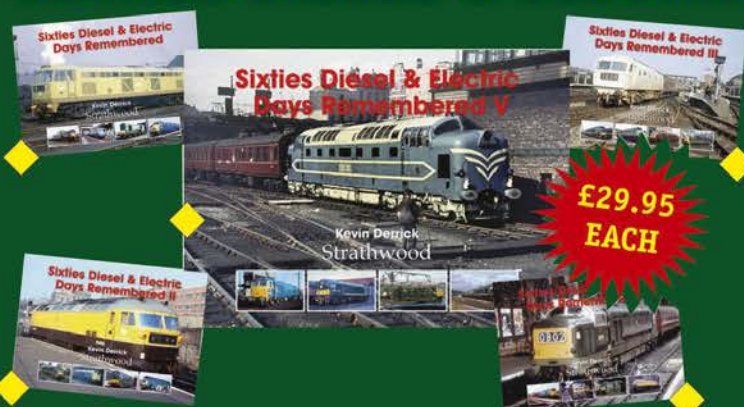
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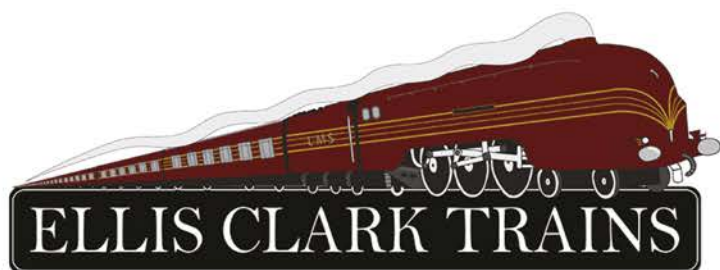
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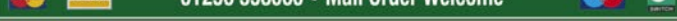
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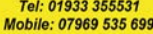


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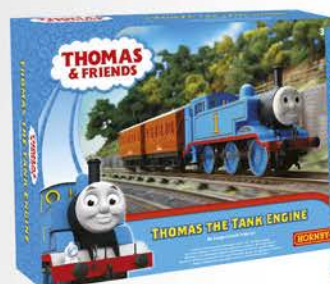
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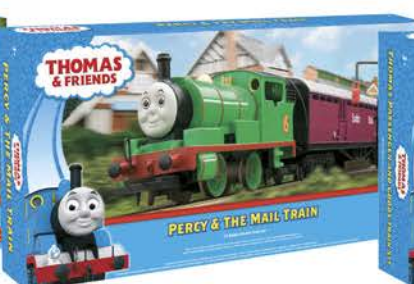


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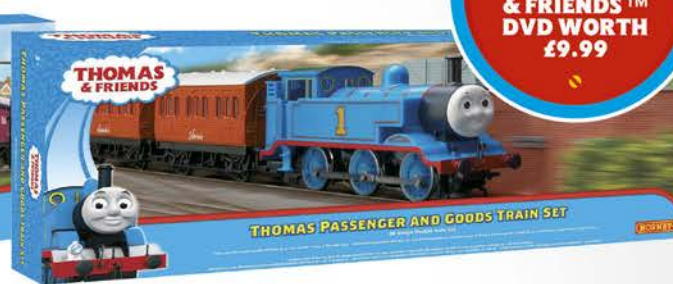
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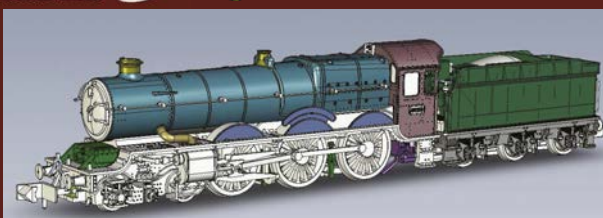
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TAIL LAMP

On the eve of his retirement Bachmann's well-regarded PR man, Dennis Lovett, reflects on the prices of RTR models and talks about what he's going to do next...

Having been involved in the hobby since the age of five, when my first Tri-ang train set was unwrapped, Editor Andy collared me at one of my last exhibitions representing Bachmann and asked me to put some thoughts down on paper. Hopefully I will not be boring or upset anyone!

When the little grey cells began to think things over, I recalled that Santa had an arrangement with a local newsagent who was the town's Tri-ang Railways dealer. They even had a Christmas Club, which enabled Santa to pay for it in instalments - hence my loyalty to Tri-ang in the early days, mainly because nothing else worked with it! A friend had a Hornby Dublo three rail layout, which was confusing enough to Tri-ang owners, but when another lad moved from South Wales, not only did he have a different accent to the rest of us, he brought Trix Twin with him. All this led to a great deal of incompatibility. How times have changed since then. Today's manufacturers can no longer rely on modellers being loyal to one brand.

Over the last thirteen years, I have noticed that the hobby has become far more cost-conscious. Of course, it is all the manufacturers' fault that exchange rates have fallen, costs keep going up and that modellers are demanding more and more variations on a theme before moving to the next must-have release. Added to which, none of us have any idea of what Brexit will do for us or not! Models also seem to have far shorter shelf lives these days - far removed from the days when the Meccano factory pumped out the same Hornby Dublo locomotive names and numbers for years on end.

I was brought up in the age of when every magazine seemed to contain articles about taking hacksaws to Tri-ang Princess Royals to create Black 5s, Jubilees, Royal Scots etc. or bashing Kitmaster and Airfix rolling stock kits into something different from what it said on the box. We would accept compromises then, some RTR offerings bore

only a passing resemblance to what they were supposed to be - but overall most of us were happy with what was offered.

It was also an age when European models were not only superior in terms of quality and performance, they also cost about three or four times more. For years enthusiasts craved for European-type quality and performance - now that we have it, we don't like paying for it!

I often see locomotives from European manufacturers such as Fleischmann, Roco and others. Whilst they cost more, I do not see the major gulf that used to exist between what was produced for the domestic British market and for elsewhere. After all, most of the output from the Chinese factories is produced on the same machines, using the same components.

Therefore, it should come as no surprise that the cost of British models has risen accordingly but still falls well short of what readers of magazines in France or Germany will be paying for equivalent items. Despite what many may think, we still get them much cheaper than everyone else.

When I joined Bachmann, we had just a few RTR manufacturers reaching for the pound in your pocket. Today there are many more players who work directly with the Chinese factories to produce their own models. We now have a greater choice, but for some it still is not enough. Perhaps the big question is will it be sustainable in the long term - only time will tell.

I think the chances of a Highland Railway Castle Class in OO scale RTR is highly unlikely in my life time. However, 20 years ago we would have said the same about S&DJR 7Fs, Stirling Singles and countless others.

The history of model railway manufacturing is littered with financial failures. Unless we want to add to them, it is important that we all appreciate that the world is changing and no factory is

going to resort to producing low-cost, low-specification models for Britain, when the same machines could be turning out high-quality models for the rest of the world.

I know how passionate people are about prices. However, smaller niche players are seen to be (and using a well-known railway phrase) "Good Old Boys" whilst Bachmann and Hornby are almost charged with theft!

For those who cannot and will not pay the price there are still plenty of options. Indeed, there are plenty of Tri-ang Princesses out there - all you need to change it into something else is a hacksaw!

My post-Bachmann plans are still being formulated, although I will not be disappearing in the short term. I will go back to railway modelling as a hobby and I will continue to work on the railway titles that Roger Darsley and I have been working on for Middleton Press.

I also intend to dust off my rail passes (retained from my former employment) to travel around and photograph railway stations and trains in case they come in useful one day. Apart from that, I am sure I will find plenty to do when I have joined the ranks of those who don't know how they found time to go to work!

I will definitely not miss a three hour commute each day or the traffic jams on the M1 and A5. The Government may notice a considerable drop in fuel tax income as a result! ■



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2D-026-004/D - Class 86 Meteor 86216 BR Blue FYP/DCC

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- 4F-045-009** - IOA Ballast Wagon Network Rail Yellow 3170 5992 031-2
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- 4F-045-011** - IOA Ballast Wagon Network Rail Yellow 3170 5992 040-3
- 4F-045-012** - IOA Ballast Wagon Network Rail Yellow 3170 5992 059-3

- 2F-034-063** - 21T Hopper - Doncaster Coalite 578
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- 7F-056-013** - BR Standard Planked Van Diag 208 Bauxite B758511
- 7F-056-014** - BR Standard Planked Van Ale Bauxite B870077
- 7F-056-015** - BR Standard Plywood Van Diag 213 Bauxite B765401
- 7F-057-003** - BR Insulated Van Diag 0251 White B872176

- 4F-013-120** - Gunpowder Van - Rugby Cement 12
- 4F-013-121** - Gunpowder Van - Rugby Cement 12 Weathered
- 4F-016-033** - Banana Van - Fyffes Bauxite B881929
- 4F-016-034** - Banana Van - Fyffes Bauxite B881929 Weathered
- 4F-032-019** - Rectangular Tank - S E Tar Distillers R7
- 4F-032-020** - Rectangular Tank - S E Tar Distillers R7 Weathered
- 4F-052-023** - 5 Plank IB - A Telling 17
- 4F-052-024** - 5 Plank IB - A Telling 17 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

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class H1 & H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	from £161.46	Mar 2013							
Mk2F Aircon Coaches	hattons.co.uk/mk2f	from £46.71	Mar 2013							
Class 90	hattons.co.uk/c90	from £152.96	Jul 2014							
Class 117 DMU	hattons.co.uk/c117	£254.96	Sep 2015							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
N Gauge Class 142	hattons.co.uk/c142	from £115.18	Jan 2011							
YCV Turbot Ballast wagon	hattons.co.uk/tur	£21.21	Apr 2014							
Bogie Bolster 'E' wagon	hattons.co.uk/bolstere	£25.45	Sep 2018							
Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	from £115.56	Dec 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 2016							
Rail Head Treatment Train (RHTT)	hattons.co.uk/RHTT	from £118	Nov 2017							
FEA Intermodal Wagons	hattons.co.uk/FEA	from £32	Nov 2017							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
Class 66	hattons.co.uk/66	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	hattons.co.uk/47xx	£154	Nov 2014							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£560	Apr 2017							
O Gauge Class 37/4	hattons.co.uk/hel374	£560	Nov 2017							
Class 25/3	hattons.co.uk/253	£129 (EST)	Jul 2018							
GWR AEC Railcar	hattons.co.uk/gwraec	£115 (EST)	Sep 2018							

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Class 87	hattons.co.uk/hornby87	from £144	Nov 2016							
SR 'Lord Nelson' 4-6-0	hattons.co.uk/lordnelson	from £136	Jan 2018							
NBR Class J36 0-6-0	hattons.co.uk/J36	from £112	Jan 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
5 Plank Open Wagon	hattons.co.uk/ox5p	£10	Jan 2016							
GER/LNER Class N7 0-6-2T	hattons.co.uk/oxN7	from £87	Jan 2017							
BL 18" Howitzer Railgun	hattons.co.uk/railgun	from £42.50	Jan 2018							

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.

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Information correct at the time of going to press on 18/10/18.