

BRITISH RAILWAY MODELLING

BRM

APRIL 2019

DCC... WHAT'S ALL
THE FUSS ABOUT?

WE ASK THE EXPERTS

AMAZING LAYOUTS

- STOKE COURTENAY (OO)
- TODMORDEN MIDLAND (N)
- STOKE BY NAYLAND (P4)
- FIRST (009)

MODELLING PROJECTS



- DETAIL A BACHMANN 1F
- SIMPLIFYING DCC CONTROL
- MODEL A DECIDUOUS TREE
- PICK THE RIGHT BASEBOARD
- COLOUR LIGHT SIGNAL GUIDE

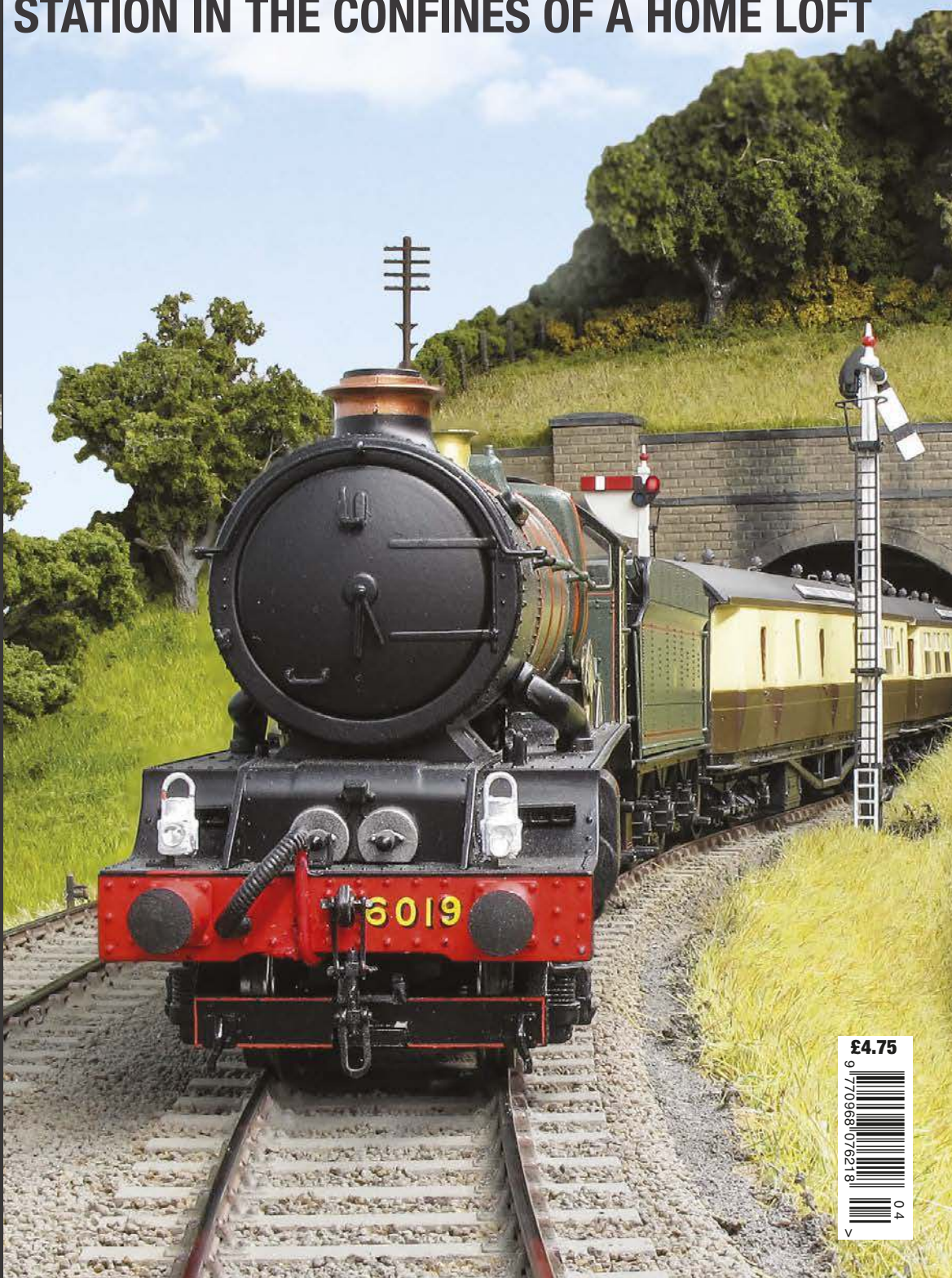
REVIEWED



Graham Farish's Western Pullman
& Accurascale's HUO Hopper

LOFTY HEIGHTS

CAPTURING THE SPIRIT OF A GWR JUNCTION
STATION IN THE CONFINES OF A HOME LOFT



£4.75



04



**WOODLAND
SCENICS®**

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**A complete system for modelling
natural fields and grassy locations**

The **Field System** makes it easy to add texture and dimension while modelling meadows, fields and pastures with incredible realism. A wide range of colours and textures allows you to model any season or grassy landscape. All products are designed to work together, and each one includes simple-to-follow instructions to make modelling easy.

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K303 LMS/BR Fairburn 2-6-4 T.....	£362.00
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K317B BR Britannia with BR1/1A tender.....	£595.00
K324B B.R. 9F 2-10-0 BR1B/BR1C.....	£595.00
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7070 B.R. 12 ton Palvan.....	£38.00
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H6 L.M.S. goods wagon lettering.....	£18.50
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H9 S.R. Maunsell loco and coach lettering.....	£20.00
H10 S.R. Bulleid loco and coach lettering.....	£20.00
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H12 L.N.E.R. goods wagon lettering.....	£18.50
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PS24 GWR/BR 12 ton unfitted van.....	£33.00
PS25 BR 24.5 ton mineral wagon.....	£33.00
PS26 GWR/BR 12 ton fitted van.....	£33.00
PS27 GWR/BR 12 ton open with tarp bar.....	£33.00
PS28 GWR/BR 12 ton plywood van.....	£33.00
PS29 GWR/BR Fruit van.....	£33.00
PS30 BR 16 ton mineral wagon.....	£33.00
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NOW AVAILABLE

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Available in a range of liveries from Cats Whiskers to N.S.E.
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HJ6102 6114 B.R. unlined black
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HJ6104 6132 B.R. lined green
HJ6120 un-numbered Great Western
HJ6121 un-numbered B.R. unlined black
HJ6122 un-numbered B.R. unlined green
HJ6123 un-numbered B.R. lined green
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LAST FEW

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Last few

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HELJAN AC RAILBUS CLEARANCE

Light green with speed whiskers
Dark green with yellow panel
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SPECIAL OFFER £299.95

NEW HELJAN CLASS 52

Four versions remaining
RRP £599.00 OUR PRICE £509.15<

LAYOUTS

24 **STOKE COURTENAY (OO)** The time clocks are wound back to the 1930s for this tour of John Condon's OO gauge GWR masterpiece.

44 **TODMORDEN MIDLAND (N)** A clever interpretation of the landscape and architecture of this former milltown, supported by a 'what might have been' storyline.

62 **STOKE BY NAYLAND (P4)** Previous design, operation and reliability issues were ironed out in this eastern region-themed exhibition-tourer, set in Suffolk.

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PRACTICAL BRM

ENHANCE AN RTR LOCOMOTIVE

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PROTOTYPE INSPIRATION: CLASS 251 'PULLMANS'

100 Stephen Rabone charts the rise and fall of BR's mid-century flagship diesel multiple unit passenger train.

REVIEW: ACCURASCALE HUO HOPPER

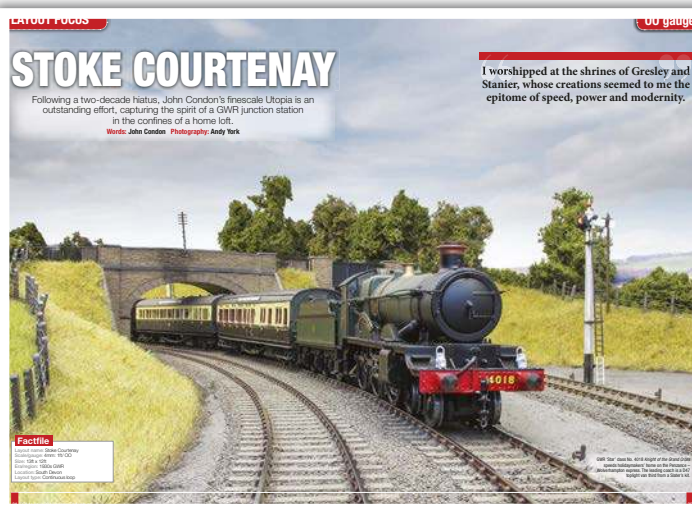
103 After critical acclaim in OO gauge, this versatile model is now available in O gauge. How does it look?

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Following a two-decade hiatus, John Condon's finescale Utopia is an outstanding effort, capturing the spirit of a GWR junction station.

24



A fondness for the upland fells and mills of Yorkshire's Calder Valley proved irresistible to Birmingham-born Ed Purcell, who immortalised its atmosphere in this fictitious interpretation.

44



Phil Parker is a Digital Command Control Luddite, claiming it's too complicated. We sent him to DCC specialist, Digitrains, for a crash course at learning the technology.

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SPOTLIGHT

THE BRM GUIDE TO... COLOUR LIGHT SIGNALS

Recent years have seen a considerable expansion in the number of companies offering colour light signals. Simon Bendall distils the facts on each to make your choice easier.

Of the colour light signals available, it is perhaps those offered by Mithras Systems that have the most extensive range of specifications. As the other DCC range offer similar features, manufacturers, manufacturers might give you the impression that they are all the same. In fact, they are not. There are a number of differences between the various ranges, and these are outlined in the following pages. It is important to note that the various ranges are not necessarily interchangeable, and you should check the specifications of the range you are considering before purchasing.

ABSOLUTE ASPECTS

Recent years have seen a considerable expansion in the number of companies offering colour light signals. Simon Bendall distils the facts on each to make your choice easier.

CR SIGNALS

Among the signals offered by Mithras Systems are the CR signals. These are the most common type of signal, and are available in a range of specifications. The CR signals are the most common type of signal, and are available in a range of specifications. The CR signals are the most common type of signal, and are available in a range of specifications.

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PRACTICAL BRM

HOW TO OPTIMISE YOUR DIGITAL LAYOUT EXPERIENCE

BRM explains why computer control can make the operation of your DCC layout easier, highlighting Bachmann's Dynamis Ultima system and RailController software.

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SWIFT CONTROL

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BRM explains why computer control can make the operation of your DCC layout easier, highlighting Bachmann's Dynamis Ultima system and RailController software.

LAYOUT FOCUS

STOKE BY NAYLAND

Understanding the limitations of a previous exhibition layout was the key to success in the building of David Hawkins' more entertaining Eastern Region model.

Words: David Hawkins Photography: Tony Wright

My take is that a realistic model portrays the everyday in its subtle detail. It might sound a bit boring, but modelling the ordinary isn't that easy.

Factfile

Stoke by Nayland is a small village in the Eastern Region of England. It is a typical English village, with a church, a school, and a few shops. The village is surrounded by fields and trees, and is a beautiful place to live.

REVIEW

GRAHAM FARISH 'WESTERN PULLMAN'

Now produced RTR in its latter guise, Andy York examines the Western Pullman release with re-tooled ends from the N gauge manufacturer.

Words & Photography: Andy York

Tooling changes

Among the signals offered by Mithras Systems are the CR signals. These are the most common type of signal, and are available in a range of specifications. The CR signals are the most common type of signal, and are available in a range of specifications.

Fig colours

Among the signals offered by Mithras Systems are the Model Rail UK signals. These are the most common type of signal, and are available in a range of specifications. The Model Rail UK signals are the most common type of signal, and are available in a range of specifications.

Track testing

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Understanding the limitations of a previous exhibition layout was the key to success in the building of David Hawkins' more entertaining Eastern Region model.

Now produced RTR in its latter guise, Andy York examines the Western Pullman release with re-tooled ends from the N gauge manufacturer.

PROTOTYPE INSPIRATION

CLASS 251 'PULLMANS'

Stephen Rabone, Editor of Traction magazine, charts the rise and fall of British Railway's mid-century flagship diesel multiple unit passenger train.

Words: Stephen Rabone

Prototype inspiration

Among the signals offered by Mithras Systems are the CR signals. These are the most common type of signal, and are available in a range of specifications. The CR signals are the most common type of signal, and are available in a range of specifications.

Western Region careers

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Modifications and transfer

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Stephen Rabone, Editor of Traction magazine, charts the rise and fall of British Railway's mid-century flagship diesel multiple unit passenger train.

ON THE COVER

BRITISH RAILWAY MODELLING

BRM explains why computer control can make the operation of your DCC layout easier, highlighting Bachmann's Dynamis Ultima system and RailController software.

AMAZING LAYOUTS

- STOKE BY NAYLAND (P4)
- STOKE BY NAYLAND (P4)
- FIRST (P6)

LOFTY HEIGHTS

CAPTURING THE SPIRIT OF A GWR JUNCTION STATION IN THE CONFINES OF A HOME LOFT

MODELLING PROJECTS

- DETAIL A BACHMANN 1F
- SIMPLIFYING DCC CONTROL
- MODEL A DEPENDABLE TREE
- PICK THE RIGHT BASEBOARD
- COLOUR LIGHT SIGNAL GUIDE

REVIEWED

Graham Farish's Western Pullman & Accor's HU Hopper

Stephen Rabone, Editor of Traction magazine, charts the rise and fall of British Railway's mid-century flagship diesel multiple unit passenger train.

BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

Small in size, but with plenty of high-tech features, this month we examine John Gay's 'Byway MPD' layout. Plus, in the studio Phil Parker adds weight to rolling stock and Howard Smith demonstrates soldering techniques for beginners, on an etched brass kit.



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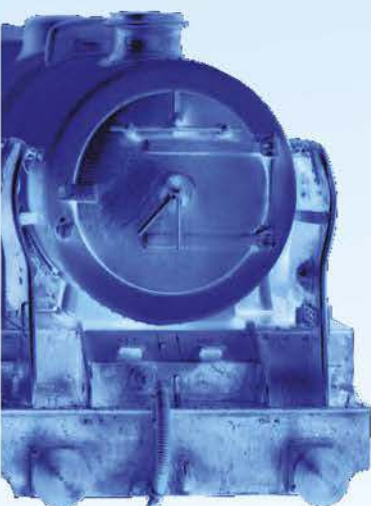
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Welcome

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Suddenly, it seems model railway programmes on our TV screens are all the rage. Last years' The Biggest Little Railway In The World on Channel Four and Channel 5's The Great Model Railway Challenge put our hobby in the spotlight. This month saw the airing of James May's Big Trouble in Model Britain. Perhaps Wednesday at 9pm on BBC Four isn't prime time, but it opened the nation's eyes to a manufacturer in difficulty, whilst sharing some of the processes in the development of new models. The two episodes provided a 'fly on the wall-style' insight on how its revitalised team is frantically attempting to turn the business around – a new business model for a model business. If anything, it highlighted how the manufacturer that once dominated shelf space with model retailers is now fighting for its existence as it seeks to beat competition, some of which is now from the very retailers it supplies.

In this issue, Phil Parker meets with Digitrains (pages 78-81) to ask beginners' questions in a bid to better explain the basics. Despite its main asset being simplified wiring, the functionality of Digital Command Control (DCC) remains a puzzle to many newcomers to the hobby. There are increasing complications when using DCC, however – as we add more sound and functions

to our models, remembering which button to press and when can prove difficult to remember. On pages 54-57, we look at a method of making life easier for DCC users – computer control. Though only used by a minority of DCC users at present, Bachmann believes it is the future of model railway operation, simplifying control and further reducing wiring.

Choosing a modelling accessory that best matches your needs can be challenging at times, particularly if you're not familiar with all the ranges available. On pages (74-77), as part of a new series, we look at colour light signal options for modellers, their functionality and ease of integration with analogue or digital systems.

Meanwhile, 'Stoke Courtenay' takes centre stage as our lead layout. The beautifully-modelled and neat scenes are perfect examples of real-world escapism with images that take you back to a simpler life in the 1930s. It runs superbly too, as **BRM** subscribers will see in the extras menu of **BRM** TV. John Condon is clearly a talented modeller, and to bring the story full-circle, his passion and interest in the hobby all started with Hornby O gauge clockwork trains in the early-1950s. Enjoy! ■

MULTI-MEDIA EDITOR | Howard Smith



Phil Parker

The recent Hornby documentary introduced me to the concept of STABLE - Stash Acquired Beyond Life Expectancy. Sorting out my project storage recently, I think that this won't be an issue as long as I live to be 130. Does anyone have this problem? Is there a cure?



Andy York

Time for modelling? Fat chance! The last month has been taken up knocking the new-look RMweb into shape. It's a big step forward in functionality with users able to tailor the content feeds to their own tastes. Bigger images, with better blogs – search for 'snitzl' or 'mikkel' in the blogs and you'll see what I mean. There are some exciting developments in early April - head to rmweb.co.uk to see the changes.



Ruth Jamieson

Now we've managed to get our latest issue ready, I've had time to look over 'Wickwar' that appeared in our Spring issue. The layout is at our Alexandra Palace show, so I'm looking forward to finding it. Its fascinating reading how the team managed to get vehicles moving around the layout, a very clever use of magnets and iron wire.



Amie Carter

It's been a busy month in the office with 'Team Ruth & Amie' working on the release of this issue in time for the Alexandra Palace show. Very much looking forward to meeting our readers. Hopefully you've been enjoying our fortnightly email newsletters. If you haven't already subscribed to it, don't miss out, go to: www.brmmagazine.co.uk/enewslettersignup



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BRITISH RAILWAY MODELLING

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

SUBSCRIPTION ENQUIRIES

T 01778 392002

DIGITAL EDITION ENQUIRIES

E help@pocketmags.com

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PRINTING

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

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

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THIS MONTH AT

Compiled between 12th February 2019 and 11th March 2019

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THE RESULTS



BMRA 2018 Results

Results have now been released and we're so happy to have won 4 gold, 1 silver and 2 bronze. Thank you to everyone who voted.

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Hornby Ruston 48DS Samples

Take a closer look at the painted samples of these diminutive diesel shunters on our website now.

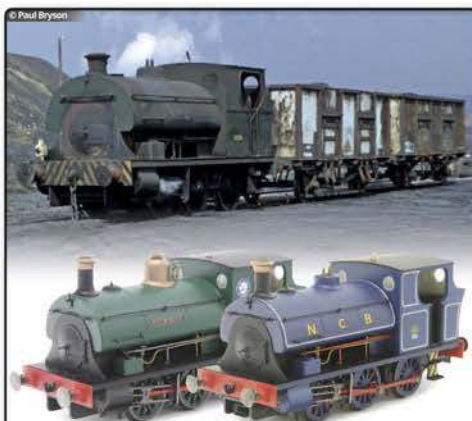
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Dapol OO Class 21/29 Sample

Dapol recently showed latest samples of their forthcoming OO Class 21/29. See more on our website.

www.hattons.co.uk/tmah14



Hornby Peckett B2 Samples

Hornby have recently showcased painted samples for their latest Peckett 0-6-0ST models. See more online.

www.hattons.co.uk/tmah15



Oxford J27 0-6-0 CAD

First CADs have been shown of the Oxford J27 (NER P3). Multiple detail variations to be catered for. See more online.

www.hattons.co.uk/tmah16



Scottish Era 8 Formations

Scotland saw a variety of diesel haulage in the 1980s/90s making it incredibly popular with modellers. Explore this era online.

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2019 Range Announcement - see details at www.hattons.co.uk/hornby2019

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Due in Stock November 2019



R3709 6201 "Princess Elizabeth" in LMS crimson lake
R3711 46206 "Princess Marie Louise" in BR express passenger blue
R3713 46207 "Princess Arthur of Connaught" in BR maroon

Class A1/A1X Terrier 0-6-0T

Pre-order from £81. DCC-fitted £99
Due in Stock May 2019



R3767 32655 in BR black with early emblem
R3768 32636 in BR black with late crest
R3780 655 "Stepney" in LBSCR improved engine green
R3781 5 "Rolvenden" in Kent and East Sussex Railway blue
R3782 751 in South Eastern and Chatham Railway green
R3783 2662 in Southern Railway olive green

Class 5101 'Large Prairie' 2-6-2T

Pre-order from £126. DCC-fitted £144
Due in Stock July to September 2019



R3719 4154 in GWR green
R3721 6110 in GWR green
R3723 6145 in BR black with early emblem
R3725 4160 in BR lined green with late crest

4wDM Ruston 48DS

Pre-order for £72.
Due in Stock July 2019



R3704 269595 in pale green
R3705 458957 in John Dewar and Sons red
R3706 Army 802 in War Department green
R3707 "Queen Anne" in Longmorn Distillery livery

Class B2 Peckett 0-6-0ST

Pre-order from £99. DCC fitted for £117
Due in Stock April 2019



R3693 No.4 "Sherwood" in Sherwood Colliery lined green
R3694 "Westminster" in Associated Portland Cement green
R3695 1455 in National Coal Board lined blue

Mk3 Sliding Door coaches

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dapol Forthcoming Items

See the full range of forthcoming items from Dapol at www.hattons.co.uk/dapolpreorders

N Gauge

Class 50

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Due in Stock: March 2019



2D-002-000 D406 in BR blue - unrefurbished
2D-002-001 50043 in BR blue - unrefurbished
2D-002-002 50040 "Leviathan" in BR large logo blue
2D-002-003 50037 "Illustrious" in original Network SouthEast livery

Class 68

Pre-order from £108.79
Due in Stock: June 2019



2D-010-008 67006 "Royal Sovereign" in Royal Trail livery
2D-010-009 67027 "Charlotte" in Colas Rail Freight livery
2D-010-010 67021 in Belmond British Pullman umber and cream
2D-010-010 67029 "Royal Diamond" in DB silver

OO Gauge

Class 43xx GWR Mogul 2-6-0

Pre-order from £135.96
Due in Stock: TBC



4S-043-001 6336 in GWR green with Great Western lettering
4S-043-002 6385 in GWR green with shirtbutton emblem
4S-043-003 GWR green with BR smokebox numberplate
4S-043-004 7324 in BR black with early emblem
4S-043-005 6364 in BR lined green with early emblem
4S-043-006 7310 in BR lined green with late crest

Class 59

Pre-order from £124.43
Due in Stock: Feb/March 2019



4D-005-000 59002 "Alan J Day" in Foster Yeoman livery
4D-005-001 59103 "Village of Mells" in ARC livery
4D-005-002 59206 "John F Yeoman" in DB Schenker livery
4D-005-003 59204 "Vale of Glamorgan" in National Power livery

O Gauge

Class Y3 Sentinel 4wVB

Pre-order from £148.75
Due in Stock: June 2019



7S-005-001 42 in LNER black
7S-005-002 68163 in LNER black
7S-005-003 7164 in LMS black
7S-005-004 7160 in LMS black
7S-005-005 68164 in BR black with early emblem
7S-005-006 2 "Isebrook" in GWR green
7S-005-007 14 in National Coal Board livery

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H4-AB16-002 Andrew Barclay 0-4-0ST 16" 2043 'No 6' in NCB green (Hat) £99



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (Hat) (RRP £99) BARGAIN £89



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



R3454 Castle Class 4-6-0 5076 "Dryslwyn Castle" in GWR Green (Hor) £144



R2672 Class 0F Pug 0-4-0ST 272 in Caledonian Railway blue - Railroad range (Hor) (RRP £28.49) BARGAIN £17



R3292 Class 0F Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (Hor) (RRP £24.99) BARGAIN £16



R3213 Class 101 Holden 0-4-0T 3102 in SR Olive Green - Hornby 2013 Collectors club limited edition (Hor) (RRP £24.99) BARGAIN £16



1323 Class 1366 0-6-0PT 1367 in BR black early emblem (Hel) £135.96



H1415 Class 14xx 0-4-2T 1432 in BR Lined green late crest - Heavily weathered (DJ) (RRP £99) BARGAIN £74



H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem (DJ) (RRP £99) BARGAIN £74



31-434 Class 1F 'Half Cab' 0-6-0T 41803 in BRITISH RAILWAYS black (Bac) (RRP £99.95) BARGAIN £66



32-301A Class 2251 0-6-0 Collett Goods 3212 in BR black early emblem and Collett tender (Bac) (RRP £114.95) BARGAIN £78



OR76DG002 Class 2301 Dean Goods 0-6-0 2409 in BR Black early emblem (Oxf) (RRP £112.95) BARGAIN £74



OR76DG003 Class 2301 Dean Goods 0-6-0 2475 in Great Western green (Oxf) (RRP £112.95) BARGAIN £74



R3667 Class 2721 0-6-0PT 2779 in GWR green - Railroad Range (Hor) £40.50



R3277 Class 38xx 4-4-0 "County Of Devon" in Great Western Railway green - Railroad range (Hor) £74



32-236 Class 3F 'Jinty' 0-6-0T 47619 in early British Railways black (Bac) (RRP £109.95) BARGAIN £86



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



R3619 Class 4073 'Castle' 4-6-0 5013 "Abergavenny Castle" in BR green late crest (Hor) £144



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (RRP £119.99) BARGAIN £64



OR76AR006 Class 415 Adams Radial 4-4-2T 3520 in Southern Railway green (Oxf) £88



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



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



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



H1403 Class 48xx 0-4-2T 4871 in GWR Unlined green Shirtbutton logo - Lightly weathered (DJ) (RRP £99) BARGAIN £89



30-525loco Class 49xx 'Hall' 4-6-0 4965 "Rood Ashton Hall" in Great Western green - split from 30-525 set (Bac) £79



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



H1410 Class 58xx 0-4-2T 5819 in BR Unlined black early emblem (DJ) (RRP £99) BARGAIN £74



31-690 Class 5P4F Stanier Mogul 2-6-0 2865 in LMS lined black (Bac) (RRP £159.95) BARGAIN £106



31-691 Class 5P4F Stanier Mogul 2-6-0 42969 in BR lined black early emblem (Bac) (RRP £159.95) BARGAIN £112



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



31-214 Class 6P Patriot 4-6-0 45538 "Giggleswick" in BR Green early emblem (Bac) (RRP £164.95) BARGAIN £107



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



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R3682 Class 8P 'Princess Coronation' 4-6-2 46225 "Duchess of Gloucester" in BR express passenger blue (Hor) £184.50



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R3677 Class 8P "Streamlined Coronation" 4-6-2 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved (Hor) NEW £171



R3639 Class 8P "Streamlined Coronation" 4-6-2 6244 "King George VI" in LMS crimson lake (Hor) NEW £171



R3555 Class 8P Princess Coronation 4-6-2 46256 "Sir William Stanier F.R.S." in BR maroon (Hor) £189



R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 "Elder Dempster Lines" in BR green late crest (Hor) £144



R3439 Class A1 4-6-2 2554 "Woolwinder" in LNER apple green - gloss finish (Hor) £132.50



R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER green - TTS sound fitted - Railroad range (Hor) £114



R3060 Class A1 4-6-2 60163 "Tornado" in BR apple green - Railroad range (Hor) £85



31-531 Class A2 4-6-2 60536 "Trimbrush" in BR lined green early emblem (Bac) (RRP £179.95) BARGAIN £111



R3627 Class A3 4-6-2 60103 "Flying Scotsman" in BR express passenger blue (Hor) £162



R3395TTS Class A4 4-6-2 4468 "Mallard" in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor) £116



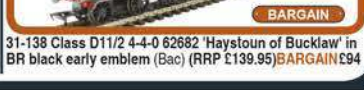
R3522 Class A4 4-6-2 60026 "Miles Beavor" in BR green early emblem (Hor) £149



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



R3431 Class B12/3 4-6-0 61533 in BR black early emblem (Hor) (RRP £159.99) BARGAIN £123



R3432 Class B12/3 4-6-0 61580 in BR black late crest (Hor) (RRP £159.99) BARGAIN £119

31-138 Class D11/2 4-4-0 62682 "Haystoun of Bucklaw" in BR black early emblem (Bac) (RRP £139.95) BARGAIN £94

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R3634 Class LN 'Lord Nelson' 4-6-0 851 "Sir Francis Drake" in Southern Railway olive green (Hor)..... £153
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R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervis de Revel" in BR Lined Green early emblem (Hor)..... £136



OR76N7001 Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey (Oxf)..... £87
3911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) (RRP £184.95) **BARGAIN**... £84



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R3171 Class P2 2-8-2 2001 "Cock O' The North" in LNER Green (Railroad range) (Hor)..... £89
R3560 Class Q1 0-6-0 33032 in BR black late crest (Hor)..... £104
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R3550 Class W4 Peckett 0-4-0ST 883 in Lillieshall Co (Hor)..... £99.99



R3420 Drummond Class 700 0-6-0 30346 in BR black late crest (Hor) (RRP £124.99) **BARGAIN**... £95



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H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) (Hat)..... £99
H4-P-011 SECR P Class 0-6-0T 27 "Primrose" in Bluebell Railway lined black (1960s) (Hat)..... £99



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31-981 Standard Class 3MT tank 82021 in BR lined black early emblem (Bac)..... £98



32-360A Standard Class 4MT 2-6-4T 80104 in BR lined black late crest (Bac)..... £118.96



R3500 The Sir Nigel Gresley Collection (Hor) (RRP £549.99) **BARGAIN**... £474



R9287 Thomas and Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor)..... £36



32-250A WD Austerity 2-8-0 79250 "Major-General Mc Mullen" in Longmoor Military Railway blue (Bac) (RRP £169.95) **BARGAIN**... £115

Steam train packs



R3607 15 Guinea Special anniversary train pack Class 7P 4-6-2 70013 "Oliver Cromwell" and 3 Mk1 coaches (Hor) £270

Diesel locos



2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) (RRP £139) **BARGAIN**... £95



32-119 Class 08 Shunter 08907 in DB Schenker red (Bac) (RRP £124.95) **BARGAIN**... £71



40-012-009 Class 22 D6322 in BR green small yellow panels and disc headcodes (Dap)..... £127.46



2815 Class 28 CoBo D5709 in BR green small yellow ends - lightly weathered (Hel)..... £119



R3661 Class 31 D5509 in BR green (Hor) **NEW**..... £153



3418 Class 33/0 D6518 in BR green full yellow ends (Hel) £118.96



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3437 Class 33/0 D6558 in BR blue (Hel)..... £118.96



3530 Class 35 'Hymek' 35017 "Williton" in Civil Engineers 'Dutch' - as preserved (Hel)..... £110.46



3529 Class 35 'Hymek' 7001 in BR blue - weathered (Hel) £118.96



3526 Class 35 'Hymek' D7015 in BR green no yellow ends (Hel)..... £110.46



3527 Class 35 'Hymek' D7088 in BR green small yellow panels (Hel)..... £110.46



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



32-789 Class 37/0 37099 "Merl Evans 1947-2016" in Colas Rail Freight (Bac)..... £135.96



R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (RRP £64.99) **BARGAIN**... £34.50



31-663 Class 47/0 47209 "Herbert Austin" in Railfreight Distribution Sector (Bac) (RRP £159.95) **BARGAIN**... £123



R3658 Class 50 50033 "Glorious" in revised Network SouthEast (Hor)..... £136



R3653 Class 50 50040 "Leviathan" in BR large logo blue (Hor)..... £144



R3657 Class 60 60070 "John Loundon McAdam" in LoadHaul triple grey (Hor)..... £162



32-738 Class 66 66711 "Sence" in GBRF/Aggregate Industries (Bac) (RRP £144.95) **BARGAIN**... £113



R3659 Class 67 67027 "Charlotte" in Colas Rail Freight (Hor)..... £144



40-022-013 Class 68 68004 "Rapid" in Direct Rail Services blue (Dap) **NEW**..... £131.71



40-022-015 Class 68 68026 in Direct Rail Services plain blue (Dap) **NEW**..... £131.71



40-022-016 Class 68 68034 in Direct Rail Services blue (Dap) **NEW**..... £131.71



31-590 Class 70 70015 in Freightliner air intake modifications (Bac) (RRP £169.95) **BARGAIN**... £133



R3591 Class 73/0 electro-diesel E6002 in BR green - Railroad Range (Hor)..... £60



OLIV003 Class 73/1 73141 "Charlotte" in First GBRF purple - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN**... £84



OLIV002 Class 73/2 73205 "Jeanette" in GB Railfreight blue - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN**... £84



MM0210 Irish Class 201 diesel 210 in CIE orange full yellow ends (Mur)..... £126



32-993 Type 27 Wickham Trolley and trailer MPP0007 in BR engineers yellow wasp stripes (Bac) (RRP £79.95) **BARGAIN**... £55

Prices valid until 24/04/19

All prices correct
when going to press.
Errors excepted.

Diesel train packs



1099 Fawley Oil Refinery trainpack Class 33 D6584 in BR blue four B tank wagons in ESSO (Hel)..... £169.96

HSTs



R3685 Pair of Class 43 HST Power Cars 43041 "Meningitis Trust Support for Life" and 43005 in GWR green (Hor) (RRP £289.99)..... £229

Electric locos



7702 Class 77 EM2 Woodhead electric 27004 "Juno" in BR electric blue - Ltd Ed for Olivias Trains (Hel) (RRP £165)..... £99



R3582 Class 87 87010 "King Arthur" in Intercity Swallow (Hor)..... £144



R3580 Class 87 87035 "Robert Burns" in BR Blue (Hor)..... £144



R3480 Class 92 92016 "Brahm's" in Railfreight grey EWS "Beastie" vinyls (Hor) (RRP £99.99)..... £52

DMUs



32-289 Class 101 2 car DMU in BR white and blue passenger figures (Bac) (RRP £229.95)..... £162



4D-009-HAT01 Class 121 single car DMU "Bubblecar" 120 in "GWR 150" chocolate and cream - Hatton's limited edition (Dap) (RRP £129.95)..... £105



4D-009-HAT02 Class 121 single car DMU "Bubblecar" 121032 in Arriva Trains Wales - Hatton's limited edition (Dap) (RRP £129.95)..... £105



4D-009-HAT03 Class 121 single car DMU "Bubblecar" 960011 in Railtrack blue and green - Hatton's limited edition (Dap) (RRP £129.95)..... £105



4D-009-001 Class 121 single car DMU "Bubblecar" W55020 in BR green speed whiskers (Dap) (RRP £145)..... £109



4D-009-004 Class 121 single car DMU "Bubblecar" W55023 in BR blue (Dap) (RRP £145)..... £109



4D-009-002 Class 121 single car DMU "Bubblecar" W55028 in BR green small yellow panels (Dap) (RRP £145)..... £109



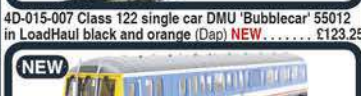
4D-009-003 Class 121 single car DMU "Bubblecar" W55029 in BR blue & grey (Dap) (RRP £145)..... £109



4D-015-003 Class 122 Gloucester RCW "Bubblecar" single car DMU 55012 in Regional Railways (Dap) (RRP £140.50)..... £109



4D-015-007 Class 122 single car DMU "Bubblecar" 55012 in LoadHaul black and orange (Dap)..... £123.25



4D-015-006 Class 122 single car DMU "Bubblecar" 975042 in Network SouthEast "Route Learner" (Dap)..... £123.25



4D-015-010 Class 122 single car DMU "Bubblecar" W55003 in BR blue (Dap)..... £123.25



4D-015-009 Class 122 single car DMU "Bubblecar" W55006 in BR green small yellow panels (Dap)..... £123.25



4D-015-008 Class 122 single car DMU "Bubblecar" W55018 in BR green speed whiskers (Dap)..... £123.25



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



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



31-041 Class 450 Desiro 450127 4 car unit in South West Trains - weathered (Bac) (RRP £379.95)..... £322.96



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

Track Maintenance vehicles



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

Train sets - analogue

R1183 'Master of the Glens' Train Set Class P2 2-8-2 'Cook O' The North' in LNER green and three LNER teak coaches (Hor) (RRP £184.99)..... £145



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

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



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

Train sets - digital



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)..... £130



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

Coaches



30-525 Coaches 2 x Pullman Cars (349 & 335) & 1 x Mk1 BSK in Pullman umber & Cream - separated from the Shakespeare Express set (Bac)..... £70

39-602 60' ex-SECR Birdcage brake third lavatory S3500S in BR crimson (Bac) (RRP £59.95)..... £42



39-622 60' ex-SECR Birdcage brake third S3428S in BR crimson (Bac) (RRP £59.95)..... £42

39-612 60' ex-SECR Birdcage composite S5468S in BR crimson (Bac) (RRP £59.95)..... £42



R4876 Collett 57 "Bow ended" non-corridor brake third (Left-hand) 4971 in GWR chocolate and cream (Hor)..... £44.50

R4874 Collett 57 "Bow ended" non-corridor composite (Left-hand) 6360 in GWR chocolate and cream (Hor)..... £44.50

R4875 Collett 57 "Bow ended" non-corridor composite (Right-hand) 6302 in GWR chocolate and cream (Hor)..... £44.50

R4823 Collett composite 6135 GWR chocolate & cream - Railroad Range (Hor)..... £20



R4525 Collett restaurant car 9578 in GWR chocolate & cream - Railroad Range (Hor) (RRP £21.99)..... £10

R4332 Gresley composite 22357 in LNER teak - Railroad range (Hor) (RRP £23.99)..... £12



39-576 Hawksworth A38 Auto-trailer W228W in BR maroon (Bac) (RRP £88.95)..... £48

R4836 Maunsell brake second corridor S2764S in BR green (Hor)..... £43.50



R4744 Maunsell brake third 3563 in SR malachite green - Railroad Range (Hor) (RRP £22.99)..... £9.50

R4839 Maunsell composite corridor S5673S in BR green (Hor)..... £43.50

R4816A Maunsell restaurant kitchen and dining car 7865 SR olive green (Hor)..... £43.50



R4817A Maunsell restaurant kitchen and dining car S7858S in BR green (Hor)..... £43.50



R4835 Maunsell second open S1346S in BR crimson and cream (Hor)..... £43.50

R4826 Mk1 BG full brake W80723 in BR chocolate & cream - Railroad range (Hor) (RRP £22.99)..... £12



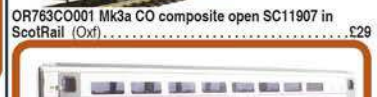
39-051E Mk1 SO second open M4929 in BR maroon (Bac) (RRP £47.95)..... £33



R4823 Mk2E FO first open W3244 in BR blue and grey - Railroad range (Hor) (RRP £25.99)..... £12



OR763C0001 Mk3a CO composite open SC11907 in ScotRail (Oxf)..... £29



R4666 Mk4 TSO second open 12403 in East Coast (Hor) (RRP £28.49)..... £11

R4313 Pullman brake car (without lights) 'Car No.65 - Hornby Railroad Range (Hor) (RRP £23.99)..... £10

R4660 Pullman Third Class Kitchen Car - K-Type Pullman car (Hor) (RRP £49.99)..... £30

Wagons

4F-016-108 12 ton banana van 35639 in GWR grey (Dap)..... £9.50



4F-016-109 12 ton banana van 35639 in GWR grey - weathered (Dap)..... £10.50



37-932 3 plank wagon in LMS bauxite (Bac) (RRP £13.95)..... £8

1153 4-wheel A tank 43257 in Esso grey 1980s Hazchem symbols (Hel)..... £21.21

GM4410102 5 plank open wagon "Corral and Co, Brighton" - weathered - "Gaugemaster Collection" (Dap)..... £13

GM4410101 5 plank open wagon "Corral and Co, Brighton" - "Gaugemaster Collection" (Dap)..... £12

4F-071-154 7 plank open wagon "Gresford, Wrexham" (Dap)..... £9.50

4F-071-155 7 plank open wagon "Gresford, Wrexham" - weathered (Dap)..... £10.50



GM4410201 7 plank open wagon "South and Gasson, Brighton" - "Gaugemaster Collection" (Dap)..... £11

GM4410202 7 plank open wagon "South and Gasson, Brighton" - weathered - "Gaugemaster Collection" (Dap)..... £12.50

4F-080-124 8 plank open wagon "Banks, West Bromwich" (Dap)..... £10

4F-080-126 8 plank open wagon "Lay Main, Wrexham" (Dap)..... £10

4F-080-127 8 plank open wagon "Lay Main, Wrexham" - weathered (Dap)..... £11

R6836 8 ton box vans in LMS bauxite - pack of three - railroad range (Hor)..... £21

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



OR76B00M02 BL 13.5 inch howitzer railgun "Gladiator" (Oxf)..... £46



R6728A BR (ex-LMS) Horse Box M42253M in BR crimson (Hor) (RRP £21.99)..... £9

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

0151 733 3655



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

Man-made scenic structure - railway-related



R6369 Breakdown crane in yellow (Hor) (RRP £25.99) **BARGAIN**... £11
4F-026-014 HIA aggregate limestone hopper 360012 Freightliner green (Dap)... £22.52



ICI004BW ICI Hopper wagon 19033 in battleship grey body, underframes & bogies PHV TOPS panel (no backing) - weathered. 1973 - 1992 (Oxf)... £25



R6833 LNER 20 ton 'Toad B' brake van 140422 in LNER bauxite (Hor)... £19.80



4F-025-005 MJA mineral & aggregates twin bogie box wagon 502019 and 502020 in Freightliner green (Dap)... £42.50



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



OR76WW06B Warwell Sherman Tank - weathered (Oxf)... £34

Digital control accessory decoders

PC2 One Touch DCC Quad Point Controller x 4 (Tra)... £32

Digital controllers

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



R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor)... £85

Point motors

R8014 Mark 2 Point Motor (Hor) (RRP £9.99) **BARGAIN**... £5

Switches and levers

R044 Passing contact lever frame switch (for point motors) (Hor) (RRP £11.99) **BARGAIN**... £6

Lighting equipment

CL2 Standard Coach Lighting Strips - Warm White (Tra)... £17.50

Cables & Wires

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

Model railway spares

SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec)... £2

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

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

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

19KADEE NEM302 Kadee coupling - Long (10.76mm) - Pack of four (Kad)... £5

18KADEE NEM302 Kadee coupling - Medium (8.63mm) - Pack of four (Kad)... £5

Wheel sets

R8218 14.1 mm coach wheels (pack of 10) (Hor)... £14.50

R8097 Metal 3 hole disc wagon wheels on axles (10 axles) 12.6mm diameter (Hor)... £14.50

Buildings - railways



R8000 Complete station kit platforms, fencing and station building (Hor) (RRP £29.99) **BARGAIN**... £19.50

P0313 Double track brick built engine shed - card kit (Mot)... £19.50

R8004 Double track engine shed - plastic 'snap together' kit (Hor)... £17

R8006 Double-track diesel maintenance depot (Hor)... £19.50

R9783 Linedrive lamp hous - pack of two (Hor) (RRP £11.49) **BARGAIN**... £4



44-0002 Single-road stone engine shed (183 x 88 x 113mm) (Bac) (RRP £49.95) **BARGAIN**... £24

R8009 Station terminus building pack (Hor)... £42.50

89121 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

R636 Double track level crossing (Hor) (RRP £28.99) **BARGAIN**... £14

SD1 Smart Screen - working destination board for DC or DCC layouts (Tra) **NEW**... £42.50

TS1E1 Smart Screen enclosure - mount and hanging signs - pack of two (Tra) **NEW**... £9

TS1E3 Smart Screen enclosure - mounted left hand post (Tra) **NEW**... £9

TS1E2 Smart Screen enclosure - mounted right hand post (Tra) **NEW**... £9

R460 Straight Platform (Hor)... £3.50

Signals

R406 2 aspect colour light signal (Hor)... £9

DCC-MGS-BR 2-aspect Red/White LMS and BR-style ground signal Alpha Mimic control board - Pack of 12 (DCC)... £69

AL-001-001 Signal - Motorised, Square post GWR home lower quadrant (DOSIGN1) (Dap)... £25

Buildings - general

44-0086 Industrial Gate House (Bac)... £80.71

Man-made scenic structure - non-railway

SS92 Garden buildings and accessories - plastic kit (Wit) **NEW**... £14

Bridges, Tunnels & Walls

R8008 Grand suspension bridge (Hor)... £34

Trees

R7203 Maple Trees (Hor) **NEW**... £10

People - civil

R7115 City People (Hor) **NEW**... £9

R7118 Farm People (Hor) **NEW**... £8.50

36-047 Locomotive staff x 6 (Bac)... £8.50

R7119 Sitting People (Hor) **NEW**... £9

R7116 Town People (Hor) **NEW**... £9

R7117 Working People (Hor) **NEW**... £9

Animals

R7120 Farm animals and fencing (Hor) **NEW**... £9

Track - Code 100 Setrack

R8990 1 single yard length of Semi-Flexible Track (Hor)... £3.50

R8990 Pack of 24 (Hor)... £79

R607 2nd radius double curve track (8 make a circle) (Hor)... £18

R607 Circle of 8 (Hor)... £18

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

R609 Circle of 8 (Hor)... £2.60

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

R601 Double Straight (Hor)... £2

R601 Box of 24 (Hor)... £47



R070 Electrically Operated Turntable (Hor)... £84

R8074 Left hand curved point (Hor)... £14

R8077 Left hand Express point (Hor)... £14.50



R8072 Left Hand Standard Point (Hor)... £9.50

36-872 Left-hand non-isolating standard point (Bac) (RRP £9.95) **BARGAIN**... £6

R603 Long Straight - 670mm (Hor)... £14.50

R8078 Right hand Express point (Hor)... £14.50

R8073 Right Hand Standard Point (Hor)... £9.50



36-873 Right-Hand non-isolating Standard Point (Bac) (RRP £9.95) **BARGAIN**... £6

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-201 Setrack double straight (Pec)... £2

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

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

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

ST-204 Box of 24 (Pec)... £82

ST-100 Setrack Starter Track Set - Second Radius (Pec)... £58

R610 Short Straight (Hor)... £1.20

R621 970mm length of flexible track (Bor)... £3

R621 Pack of 24 (Hor)... £66

R600 Standard Straight (Hor)... £1.50

R600 Box of 24 (Hor)... £34

Track - Code 100 Streamline



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

SL-100 Single (Pec)... £1.20

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

SL-102 Pack of 25 (Pec)... £70

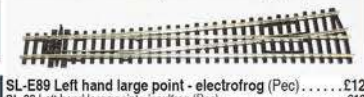


SL-E99 3 way medium radius point - electrofrog (Pec)... £27

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



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



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

SL-89 Left hand large point - insulfrog (Pec)... £12

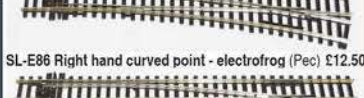


SL-E96 Left hand medium point - electrofrog (Pec)... £10.50

SL-96 Left hand medium point - insulfrog (Pec)... £10.50

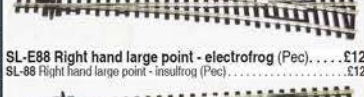
SL-E92 Left hand small point - electrofrog (Pec)... £9.50

SL-92 Left hand small point - insulfrog (Pec)... £9.50



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

SL-86 Right hand curved point - insulfrog (Pec)... £12.50



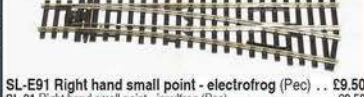
SL-E88 Right hand large point - electrofrog (Pec)... £12

SL-88 Right hand large point - insulfrog (Pec)... £12



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

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



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

SL-91 Right hand small point - insulfrog (Pec)... £9.50

Track - Code 75 Finescale

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

SL-108F Box of 25 (Pec)... £100

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

SL-102F Pack of 25 (Pec)... £82



SL-100F 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-E190 Finescale double slip - electrofrog (Pec)... £38

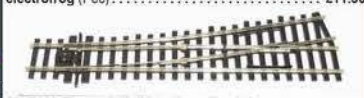
SL-E187 Finescale left hand curved point - electrofrog (Pec)... £13



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



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



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



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



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



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

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

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

Track underlay

GM210 Brown ballasted underlay x 5 metres (Gau)... £22

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

Railway publications

R8157 Hornby 2019 Catalogue - 65th Edition (Hor)... £8.50

Buses

UK6507A ADL Enviro400 MMC - 'Bluestar' (Nor)... £51



76BI004 Beadle Integral Southdown (Oxf)... £16

Cars

76RAN005 Range Rover Vogue Airtree Green Metallic (Oxf) **NEW**... £5

Commercial vehicles



76LRL006 Land Rover - 'Fred Dibnah - Steeplejack' (Oxf)... £5



OR76ROR002B Land Rover Defender 110 posable rail wheels - 'Network Rail' - non-motorised (Oxf) **NEW**... £6.50

76T5V001 Volkswagen 15 Van RAC (Oxf) **NEW**... £5

Military ground vehicles

A02314V Bofors anti-aircraft gun and tractor - Airfix Classics range - plastic kit (Air) **NEW**... £8

Tools

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

OO9 Narrow Gauge

Steam locos



9950 Lynton & Barnstaple 2-6-2T 'Yeo' in L&B dark green (Hel)... £189.95



9951 Lynton & Barnstaple 2-6-2T 760 'Exe' in Southern Railway green (Hel)... £189.95



9952 Lynton & Barnstaple 2-6-2T 761 'Taw' in Southern Railway green (Hel)... £189.95



9954 Lynton & Barnstaple 2-6-2T E759 'Yeo' in Southern Railway (Hel)... £209.95

Track - Code 80 Setrack

Visit

www.hattons.co.uk/new

for all new releases



4321 Class 43xx 'Mogul' 2-6-0 5322 in BR black - as preserved (Hel) £662.15



4300 Class 43xx Mogul 2-6-0 4339 in GWR green Great Western lettering (Hel) £662.15
4312 Class 43xx Mogul 2-6-0 5330 in BR lined green late crest (Hel) £662.15



6124 Class 51xx 'Large Prairie' 2-6-2T 5184 in GWR green Great Western lettering (Hel) £594.15
7S-007-004S Class 57xx 0-6-0PT pannier 194 in London Transport maroon - DCC sound fitted (Dap) (RRP £428.20) BARGAIN £314
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



7S-025-001 Class 74xx 0-6-0PT pannier 7411 in GWR green (Dap) (RRP £400) BARGAIN £295



7S-010-012 Class A1X 'Terrier' 0-6-0T 32650 in BR lined black early emblem (Dap) £191.25

Diesel locos



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



2557 Class 25/3 in BR blue pre-TOPs - unnumbered (Hel) £446.25



2555 Class 25/3 in BR green small yellow panels - unnumbered (Hel) £446.25



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



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



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

DMUs



8912 Class 128 parcels DMU W55992 in BR green yellow doors (Hel) (RRP £599) BARGAIN £425

Coaches



4953 Mk1 BG full brake in BR chocolate and cream (Hel) (RRP £325) BARGAIN £141



4956 Mk1 BG full brake in Royal Mail red (Hel) (RRP £325) BARGAIN £147



4923 Mk1 BSK brake second corridor in BR chocolate and cream - unnumbered (Hel) £169.50
4921 Mk1 BSK brake second corridor in BR maroon - unnumbered (Hel) £169.50
4990 Mk1 GUV full brake Royal Mail Parcels red (Hel) (RRP £325) BARGAIN £147



4941 Mk1 RMB mini buffet in BR maroon - unnumbered (Hel) £169.50
4911 Mk1 SO second open in BR maroon - unnumbered (Hel) £169.50

Wagons



1053 100xx OAA in Railfreight red and grey (Hel) (RRP £84.95) BARGAIN £35
7F-200-005 20-ton standard brake van B952042 in BR grey (Dap) £67.96



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



7F-018-001 4-wheel Salt van - 'Chance and Hunt, Oldbury' (Dap) NEW £42.46



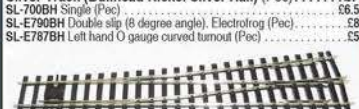
7F-048-005 HBA MGR coal hopper 354317 in Railfreight brown cradle (Dap) £46.71
7F-048-007 HBA MGR coal hopper 359447 in Railfreight brown cradle (Dap) £46.71



1050 OAA open wagon in BR bauxite (Hel) (RRP £84.95) BARGAIN £35
1051 OAA open wagon in BR bauxite - late (Hel) (RRP £84.95) BARGAIN £35



1052 OAA open wagon in Railfreight red and grey (Hel) (RRP £84.95) BARGAIN £39



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-790BH Double slip (6 degree angle) Electrofrog (Pec) £85
SL-787BH Left hand O gauge curved turnout (Pec) £54



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £43
SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £43
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (1/7) (Pec) £36
ST-U751 Setrack second radius Unifrog left hand point (Pec) £43
ST-U750 Setrack second radius Unifrog right hand point (Pec) £43



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



43ACE001 AC Aceca Black (Oxf) £21



43RRP5003 Rolls Royce Phantom V James Young Windsor Blue (Oxf) NEW £21

Any or Multiple Scales

Analogue controllers



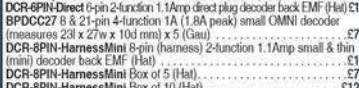
COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £34
D Double/Twin track power controller (Gau) £80
Q Quadruple 4 circuit power controller (Gau) £149

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) £81
PL-15 Twin Microswitch (Pec) £7.50

Digital decoders

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat) £16.50
X9659 4-pin DCC decoder for Sentinels and Peckett locos (Hor) £12
96-509 6-pin DCC decoder Back EMF and Railro (Rach) £24.61
DCR-8PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17
BPDC22 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23x x 27x x 10d mm) x 5 (Gau) £79
DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF (Hat) £16
DCR-8PIN-HarnessMini Box of 5 (Hat) £72
DCR-8PIN-HarnessMini Box of 10 (Hat) £128



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £120
DCR-8PIN-Direct Box of 10 (Hat) £115
DCR-8PIN-Harness Box of 5 (Hat) £68



36-553 8-pin 3-function 0.75A decoder back EMF (Bac) (RRP £20.90) BARGAIN £12
R2449 6-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £16
R2449 Box of 6 (Hor) £92
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £17
DCR-8PIN-Direct Box of 5 (Hat) £177
DCR-8PIN-Direct Box of 10 (Hat) £136
R7150 Standard 6 pin Decoder (Hat) NEW £23.50
R8115 TTS DCC Sound Decoder 8 pin plug - 'Merchant Navy' 4-6-2 steam loco (Hor) £38



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



R8117 TTS DCC Sound Decoder 8 pin plug - 'Princess Coronation' 4-6-2 steam loco (Hor) £36



R8117 TTS DCC Sound Decoder 8 pin plug - 'Princess Coronation' 4-6-2 steam loco (Hor) £36



R8117 TTS DCC Sound Decoder 8 pin plug - 'Princess Coronation' 4-6-2 steam loco (Hor) £36

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



Diesel Class 43 HST (MTU) £59.50

R8120 TTS DCC Sound Decoders - Pack of 2 8 pin plugs - Class 43 HST (MTU) (Hor) £59.50

Digital control accessory decoders

36-561 EZ Command Dynamics 4-output point decoder (similar to Hornby R8247) (Bac) (RRP £45.35) BARGAIN £24.50

Digital controllers



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
DCC05 Prodigy Advance WFS Receiver - allows Smartphone or Tablet control of Prodigy DCC system (Gau) £84

Digital control accessories

BPDC80 Pack of three DCC autotog polarity reversal switches - for electrofrog points (Gau) £13.50



524-037 SB5 5 amp Power Booster DCC system for use Power Cab controller (NCE) £177

Point motors

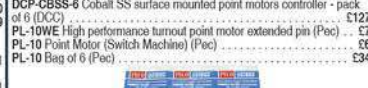
DCP-CB12IP Cobalt ip slow-action analogue point motor - pack of 12 (DCC) £169
DCP-CB6IP Cobalt ip slow-action analogue point motor - pack of 6 (DCC) £94



DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC) £220
DCP-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC) £118
DCP-CB12OMG Cobalt Omega slow-action analogue point motor - pack of 12 (DCC) £165

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

PL-10WE High performance turnout point motor extended pin (Pec) £7
PL-10 Point Motor (Switch Machine) (Pec) £6
PL-10 Bag of 6 (Pec) £34



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PL-10 Point Motor (Switch Machine) (Pec) £6
PL-10 Bag of 6 (Pec) £34

GET THE LOOK

1: KB Scale (www.kbscale.com) kit-built skip wagons. To make them tip, Giles had to modify the pivots, then devise a way not to gum them up again when painting and weathering! A tipping rail unloads the skips, a system used on the continent and in East Anglia.

2: This Hornby conveyor belt has been used 'back-to-front' and repainted from its original yellow. PVA glue strakes applied to the belt with a cocktail stick ensure the coal doesn't roll backwards.

3: Bagnall 0-4-0ST built from a Roy Link kit, now in the KB Scale range. All locomotives are controlled using a Gaugemaster Prodigy 2 DCC system.

4: Ixion Models Fowler 0-4-0 diesel-mechanical locomotive.

5: Lionheart 16T mineral wagons.

6: All roads are laid using a PVA/Plaster mix. When dry, another thin coat of PVA is applied, followed by sieved ash recovered from bonfires. Different fires produce different grades of ash, so Giles collects and stores these for future use.

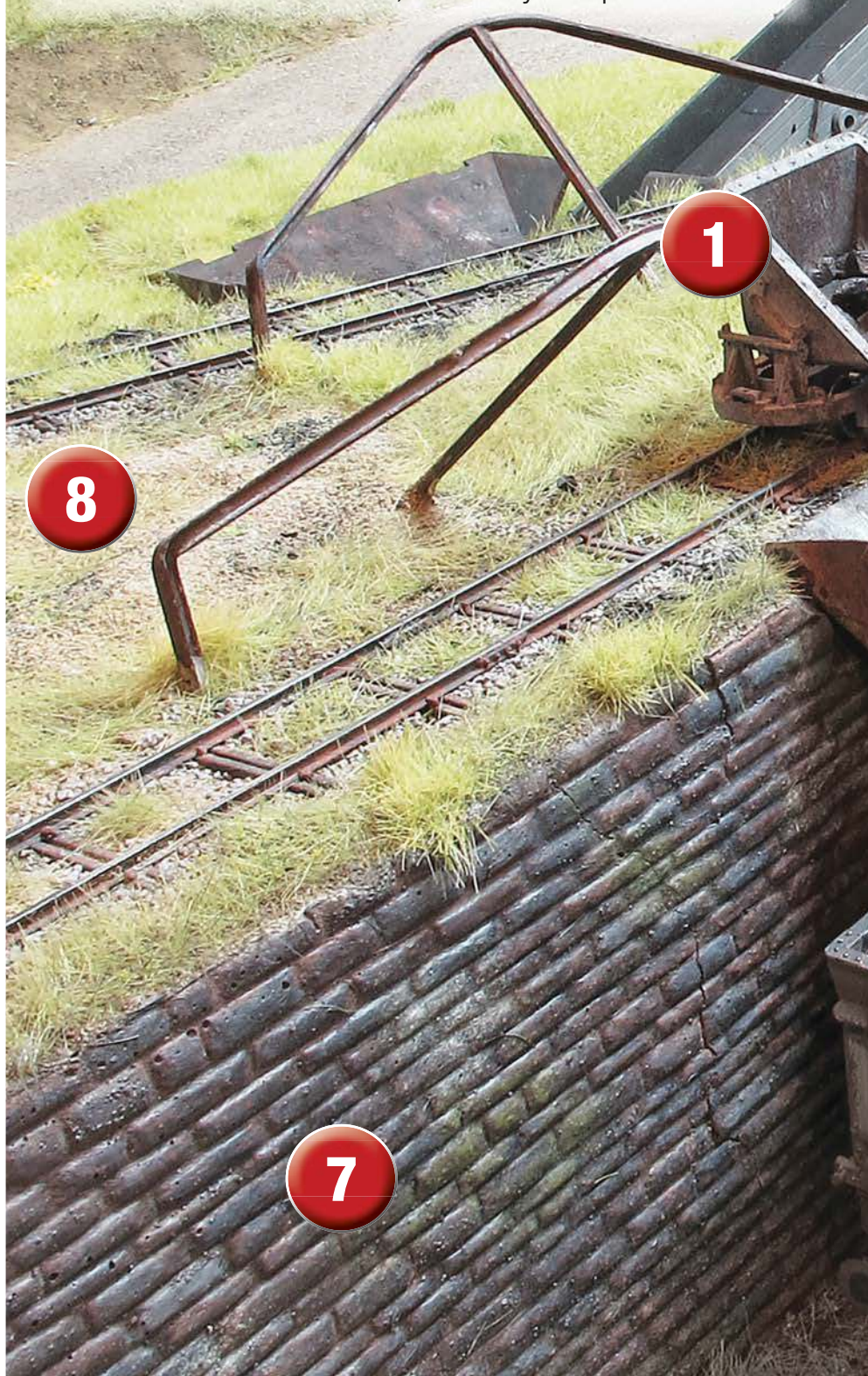
7: Starting with a master made from embossed Plastikard, a mould was taken, with the wall cast in Hydrocal - a gypsum product composed mainly of plaster of Paris and a small amount of Portland cement.

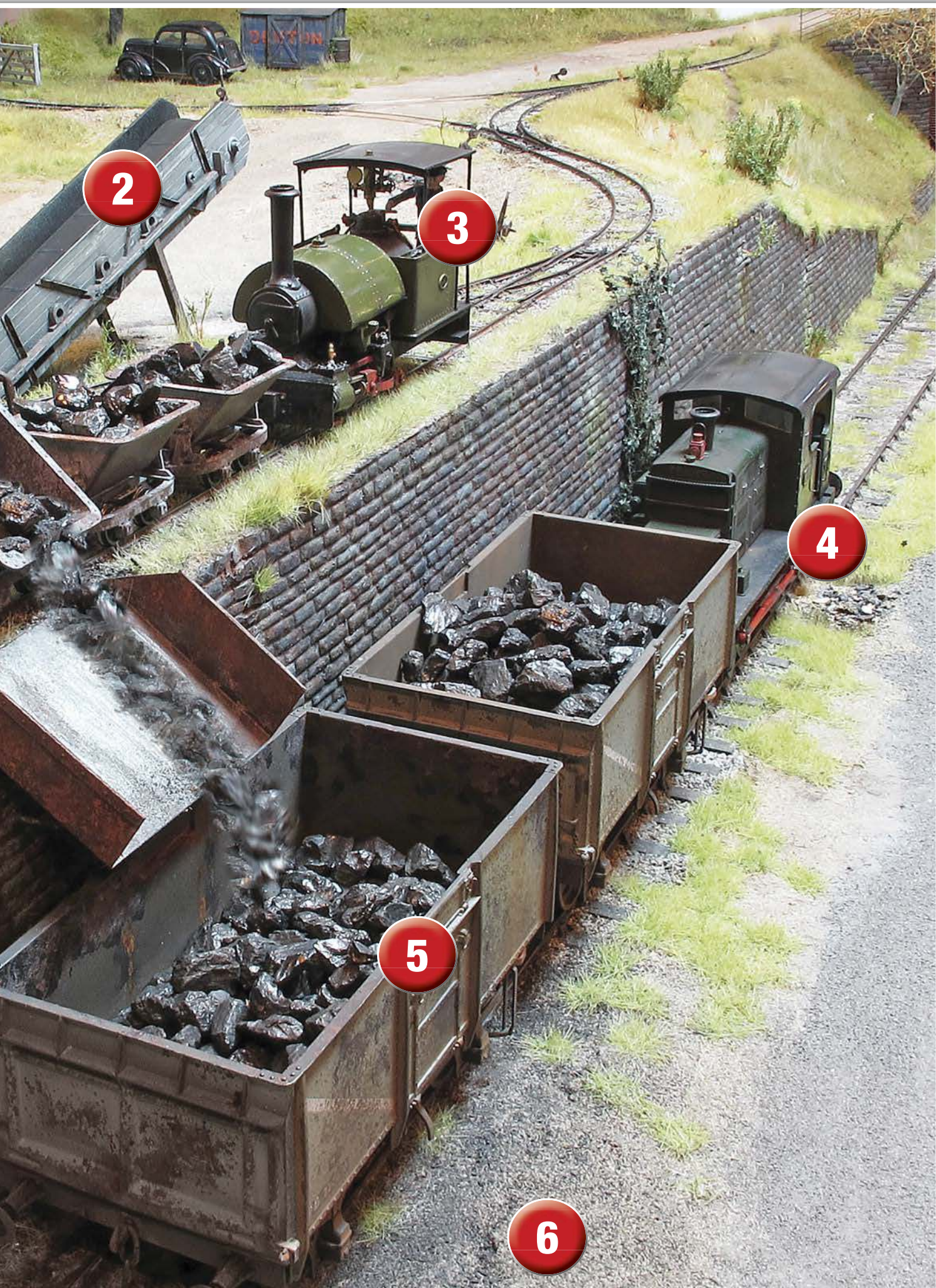
8: Electrostatic grass is a mixture of three types - 4.5mm spring, 4.5mm summer and 6mm winter to represent new shoots forcing their way through old growth. A Greenscene Flock-It tool was used for application. With the basic layer applied, Giles spent time adding texture to the greenery.

Giles Favell's compact layout started with a 7mm scale working radio-controlled flatbed lorry. Once made, building a layout for the miniature mechanical marvel to operate on seemed a sensible choice. To make things more interesting, the standard O gauge line is fed by a narrow-gauge railway running on 14mm gauge track (O14), complete with automatic unloading of the skip wagons. This might only be a little layout at 5ft x 3ft, but it packs plenty of action.

THE END OF THE LINE

A layout can sometimes be inspired by a new model, or in the case of Giles Favell, a skilfully-adapted creation.





STOKE COURTENAY

Following a two-decade hiatus, John Condon's finescale Utopia is an outstanding effort, capturing the spirit of a GWR junction station in the confines of a home loft.

Words: John Condon **Photography:** Andy York



Factfile

Layout name: Stoke Courtenay
Scale/gauge: 4mm: 1ft/ OO
Size: 13ft x 12ft
Era/region: 1930s GWR
Location: South Devon
Layout type: Continuous loop

I worshipped at the shrines of Gresley and Stanier, whose creations seemed to me the epitome of speed, power and modernity.



GWR 'Star' class No. 4018 *Knight of the Grand Cross* speeds holidaymakers' home on the Penzance – Wolverhampton express. The leading coach is a D47 toplight van third from a Slater's kit.

Growing up in the north post-war, my railway frame of reference was purely LMS and LNER. Indeed, my first O gauge Hornby clockwork trains in the early-1950s were still blazoned with those initials, while most of my children's books of trains extolled the virtues of the pre-war streamliners. I worshipped at the shrines of Gresley and Stanier, whose creations seemed to me the epitome of speed, power and modernity. On the rare occasions I saw illustrations of GWR locomotives, I dismissed them as beneath my notice, they were quaint relics of the Victorian age.

Lineside thrills

A family holiday in Devon in 1960 changed all that forever. Soon after, occasional trainspotting trips to Crewe with pals were extended to Shrewsbury. On at least one

occasion, I regret to say, we should have been at school. Here, we happily drew the GWR insignia in the film of oily soot on the sides of locomotive tenders with our fingers, while thrilling to the sight of 'Manor' replacing 'King' on the Cambrian Coast Express for its onward journey. The bug had bitten. My Tri-ang 'Princess Elizabeth' was retired, my 'Jinty' acquired a Gaiety die-cast 'Pannier' tank body to the cost of 15 shillings from Hattons as I recall – a fortune for me, then, while two Tri-ang suburban coaches crudely repainted brown and cream masqueraded as a B-set. Happy days.

Late teens saw a desultory attempt at more 'serious' modelling. I carted an embryonic branch terminus layout on two boards from one flat or bedsit to another for several years, but never got anything running. And apart from an early-1990s interlude,



Newton Abbot's GWR 'Small Prairie' No. 5557 heads towards Earlsbridge with the branch B-set. The six-wheel 'Siphon' is from an old K's kit. The signal and most others are from Dapol.

dabbling with Hornby and Lima diesels on a contemporary layout for my then teenage son, that was it until I retired in 2011.

Starting over

In that year my wife persuaded me that we needed a new roof, and that while we were at it, a proper floor in the loft for storage, with power and light. A few months later, 'Stoke Courtenay' was born.

Living in a semi-detached house with a hipped roof meant that the loft had only one vertical wall. There was therefore an inevitable trade-off between the area available for the layout and its height from the floor. I'm a great fan of viewing models at track level, and eventually compromised at a height of 43in – eye level when seated! – that allowed around 13ft x 12ft for the layout. The question then was what to build?

Pick and mix

Having such a limited modelling history and a lot to learn, I considered playing safe by building a branch line terminus – after all, GWR small prairies were among my favourite locomotives. But so were 'Castles', and the cornucopia of enticing RTR models now available were irresistible, pointing me to a junction station. This would provide the best of both worlds, combining all the usual branch line workings with main line running, plus the added operational interest of tail traffic and branch through coaches. Something like Brent on the South Devon main line, junction for the Kingsbridge branch, seemed to fit the bill and, with quite a bit of simplification, filled the space.

Plans were drawn and redrawn, finally being marked out full-size on lining paper on the loft floor, using C&L point and

Timber Tracks curve templates. Features of the real Brent that had to be jettisoned included the characteristic siting of the goods shed on a loop and the two goods refuge sidings, resulting in a rather 19th century type of track plan with no facing points on the main line. I also decided that operation would be more satisfying if I re-designated the up line as down and vice versa, so we have to assume that my offstage branch terminus, 'Earlsbridge', is located somewhere on the southern slopes of Dartmoor, rather than near the coast like Kingsbridge. The equally fictitious 'Stoke Courtenay' takes its name from the family of the Earls of Devon.

Clever construction

Given that access to the loft is via a ladder and through a hatch, this was never to be



a portable layout. Vague memories of the estimable C. J. Freezer enthusing about the American L-girder system of baseboard support many years ago prompted further research which, following a large delivery from a local timber merchant, enabled me to construct a sturdy and stable structure integrated into the roof timbers and the new floor. The L-girders were each made from two lengths of 2in x 1in softwood, screwed and glued together at right angles. They are immensely strong and can cope with unsupported spans of 9ft, economising on timber and avoiding a forest of baseboard legs. A portion of this infrastructure was dropped to a lower level to allow the landscape to fall below the level of the railway. The surface, of 12 mm MDF supported on 2in x 1in cross bearers, was restricted to those areas where track was to sit.

Going finescale

Plain track is from C&L. One of my 'must haves' was proper steam-age track with bullhead rail and fully-chaired pointwork. At the time this meant scratch-building the points, my first big challenge. But before starting this task, using C&L components, I did some research into track standards and came across 00-SF, in which the track gauge through pointwork is reduced to 16.2 mm, effectively EM standards, less 2mm of the gauge. The usual arguments in its favour are that it looks better and gives greater wheel support through crossings, while accepting modern wheels without alteration. All true, but the clincher for me was that it enabled me to use C&L's pre-fabricated crossing assemblies, designed for EM and 00 finescale, saving this lazy man much work.

Learning curves

After a false start on my first turnout, I really enjoyed tracklaying, building all subsequent points in situ, the majority on a curve. It was a revelation how firmly Butanone bonded plastic chairs to ply sleepers, yet allowed easy repositioning if necessary, by slicing off with a knife blade and re-sticking. However, confidence failed me when it came to the single and double slips, which were made for me by Stephen Freeman (Borg-Rail). Carr's ballast from C&L was used throughout, thoroughly weathered, with the ash variety in the goods yard.

Hands-free operation

Control is by a Prodigy wireless system.



GWR 4-6-0 No. 6019 *King Henry V* cruises through the station with its down express. The point rodding is a fairly impressionistic affair, using MSE parts.



DCC was new to me, and although I haven't exploited all its possibilities, I saw immediately that it would be of immense benefit in the types of operations I had in mind. A power bus formed from 25mm self-adhesive copper tape runs below the baseboards, and every single piece of rail is connected to it by a soldered dropper wire. Points are controlled from the wireless handset via Cobalt Digital motors with inbuilt frog polarity changing. In the early days, point operation would occasionally cause locomotives elsewhere on the layout to slow or stall momentarily, but the installation of a second copper tape bus, specifically for point and signal operation, soon cured this. The signals are heavily-modified Dapol items, operated from push buttons on the layout fascia.

Scenics, buildings

Scenery is deliberately a fairly broad-brush. The landscape was formed from an egg box framework of thick cardboard, cut to profile and glued to the baseboard timbers, over which a lattice work of thinner card strips was applied with a hot glue gun. This framework then received a 'glueshell' finish from hundreds of torn-up coarse paper towels, pasted with lashings of cheap PVA. Grass in fields and meadows is from Noch grass mats, joins being disguised by hedges or paths. This is easy and effective, but a coarser texture and colour was needed for cuttings and embankments on the railway side of the fence. This was achieved with a mixture of WWS grass fibres, applied with a static grass applicator from the same firm. Trees, bushes and hedges are mainly from Woodland Scenics products.

From the outset I had a clear idea of the look I wanted for the landscape - sparse, uncluttered, almost austere - conjuring up, I hoped, some sense of wide-open spaces on a two-foot-wide baseboard. This is not the bustling Midlands, or even the fleshpots of Torbay, but the southern fringes of Dartmoor in the depressed 1930s. A key element in achieving this look was reducing the backscene height so the horizon was only about 3½ in above rail level. I also resisted the temptation to add too many buildings, people or motor vehicles and tried to keep colours fairly pale and restrained.

I didn't originally intend to have non-railway buildings on the layout, but Bachmann's three-quarter low-relief church cried out to fill a corner, and its 'Pendon' pub was irresistible. A Ratio garage kit added a



Knight of the Grand Cross proceeds towards Exeter as No. 6801 *Aylburton Grange* heads west with a parcels train.



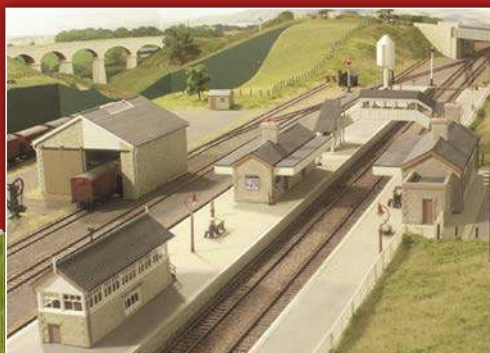
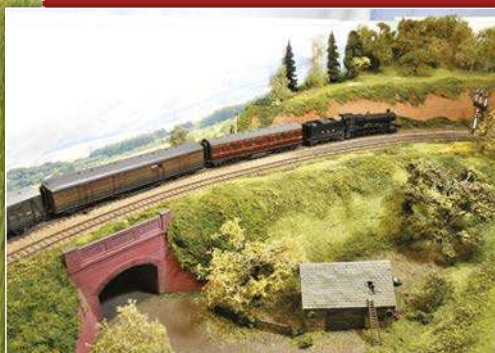
JOHN'S FAVOURITE GWR LAYOUTS

Pendon is obviously a perennial inspiration to us all, but here are three GWR or BR(W)-themed layouts I particularly enjoy following on www.RMweb.co.uk:

You won't be surprised that layouts taking Brent as their starting point hold special interest for me. Robin Sweet's '**A nod to Brent**' brilliantly encapsulates the late 1940s scene on the south Devon main line, with occasional episodes of time travel to the mid-1950s. It's a never-failing source of interest, amusement and good modelling. Where does he keep all those locomotives?

Another variation on this theme is 'Teignbridge', built by 'Ardmore' in Atlanta, Georgia, but beautifully conjuring up the Western Region in Devon in the late-1950s, and including the branch line and terminus as well as the junction station. Its open and spacious aspect is the kind of thing I've been trying to emulate.

Finally, Kevin Phare's 'Little Muddle' portrays a bucolic 1930s GWR branch line in exquisite detail. It's a masterclass in scenic modelling, the result of craftsmanship and observation skills of the first order. Though this aspect of modelling is not where my own main interests lie, or indeed, my skills, one has to say that the results are breathtaking.



workaday element, and together they give a nod to the presence of a village. The station buildings are from Timber Tracks kits – satisfyingly complex and enjoyable to put together. The key is final painting, done by the dry-brush technique – another learning curve. The footbridge is an ancient Hornby kit by Pola, butchered to reduce its height by almost 50%, while the signal box and water tower are both Bachmann commissions for Kernow Model Rail Centre. Some readers might recognise the venerable Ratio goods shed, cattle dock and yard office. Bridges and tunnels are scratch-built from various thicknesses of Plastikard and Slater's stone sheets. They are all based on examples in the various photographic albums of the 1930s GWR.

Overall impressions

Locomotives and stock, both RTR and kits, are from the usual suspects, but I've been fairly ruthless in acquiring only items which would have regularly been seen in south Devon in the 1930s. I have been less ruthless

STOKE COURTENAY SIGNAL BOX

The GWR Type Seven signal box was produced by Bachmann Scenecraft as a special commission for Kernow Model Rail Centre, based on the one at Truro as it appeared around 1970. It therefore needed repainting in Railmatch GWR light and dark stone, and the removal of the cast 'Truro' nameboard. This was achieved by careful abrasion with riffler files, after masking the surrounding brickwork to protect its rather nice finish. A new nameboard was added, made from Plastikard and lettered by printing out the name in Microsoft Word, white font highlighted in black. I used the closest font I could find to the GWR style, but discovered soon after that by signing up to the online 'GWR elist' the correct font can be accessed and replicated. This has been used for all subsequent lettering, including running-in boards and station signage. As the model comes with a removable roof, I felt it incumbent on me to provide a signman (Modelu) and some levers. They can just about be seen from some angles so don't quite breach my lazy man's rule of not modelling what I can't see. I believe that the original intention was to produce this model with 1970s style dirty windows. I'm so glad they changed their minds and saved me a fiddly and tedious re-glazing job!



A Newton Abbot-bound 'stopper' approaches Stoke C. in the charge of No. 4908 *Broome Hall*, still sporting a 3,500-gallon tender.



The road overbridge makes an excellent photographic viewpoint on the layout, as GWR 4-6-0 No. 6019 *King Henry V* passes through the station limits.

in terms of the vintage and quality of these models. My aim is for atmosphere, flavour, impression, rather than superfine detail or scrupulous accuracy, and I'll take whatever the trade has provided, whether new releases or 1970s models bought via eBay. For now, I'm content to live with top feeds on pre-war 'Pannier' tanks, a B-set with superfluous windows and clerestory coaches without relief panelling, rather than go without them. I always think of building the layout as Phase 1. Phase 2, now under way, might be described as 'tarting up the trains' and it is hoped that some of these errors will be rectified in due course as time and skill permit.

Refining operation

After experimenting with various coupling systems, some of which were beyond my skills to get working properly, I settled on small Bachmann tension locks, shortened so that the loop is in line with the buffer faces. Couplings on all vehicles involved in shunting or re-marshalling of trains have

received the 'Brian Kirby' modification, in which a steel staple added to the dropper allows uncoupling over permanent magnets buried in the ballast beneath the tracks. This took some careful adjustment to vehicles, including the addition of a bit of friction, to stop them running back towards the magnets and re-coupling, but I can now shunt the yard, and attach or detach through coaches and other tail traffic remotely from my wireless handset, without physical intervention.

Testing abilities

There is always more to do, and further incremental improvements are planned. My

current priority is locomotive weathering. I also have plenty of coach and wagon kits to build. By and large, I'm fairly pleased with progress over the past seven years. I can't pretend it's always been easy. I'm clumsy and impatient, and often feel that I'm working at the very limit of my skills or a little beyond, leaving trails of mangled kits and broken bits behind me to the accompaniment of much bad language. But I hope I've shown it possible for us lesser-skilled mortals to build a credible layout with a prototypical atmosphere and a 'finescale' look, by judicious use of what the trade offers, plus ambition and lots of perseverance. I've certainly learned a lot along the way! ■

I've shown it's possible for us lesser-skilled mortals to build a credible layout with a prototypical atmosphere and a 'finescale' look.



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STOKE COURTENAY

Meet John Condon, owner and builder of this outstanding home layout, set in the heyday of the Great Western Railway.

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



MY LOCOMOTIVES AND STOCK

At present all locomotives are Hornby or Bachmann, though I'm looking forward to acquiring a Dapol 'Mogul' when it arrives. If Bachmann was to produce a GWR 4-4-0 'Bulldog', I can honestly say that I wouldn't covet any further locomotive types. Coaches include Bachmann and Hornby Collett stock, plus an ex-Airfix 'B' set and a sprinkling of Centenaries, the latter being converted to late-1930s condition by adding 'Airstream' ventilators fabricated from cream self-adhesive labels, with added detail. Other modifications include new bogies for siphons and a new chassis for a Hornby H33 restaurant car. Kits built so far include an old K's Dean 40ft brake van, a Mailcoach K22 full brake and, most pleasing of all so far, two of Slater's superb toplight coaches. I hope they won't be the last. Wagons are also a mixture of RTR and kits and I'm slowly working my way through a stash of unbuilt Cambrian, Ratio, Cooper Craft and Parkside kits to add variety to freight trains. I particularly like the Powsides pre-printed kits for private owner wagons. They also supply transfers only, enabling one to re-livery Bachmann or Oxford Rail wagons for a fairly quick job. All stock is weathered, or at least toned down, with dry-brushing or powders. Crews, locomotive and tail lamps are from Modelu.

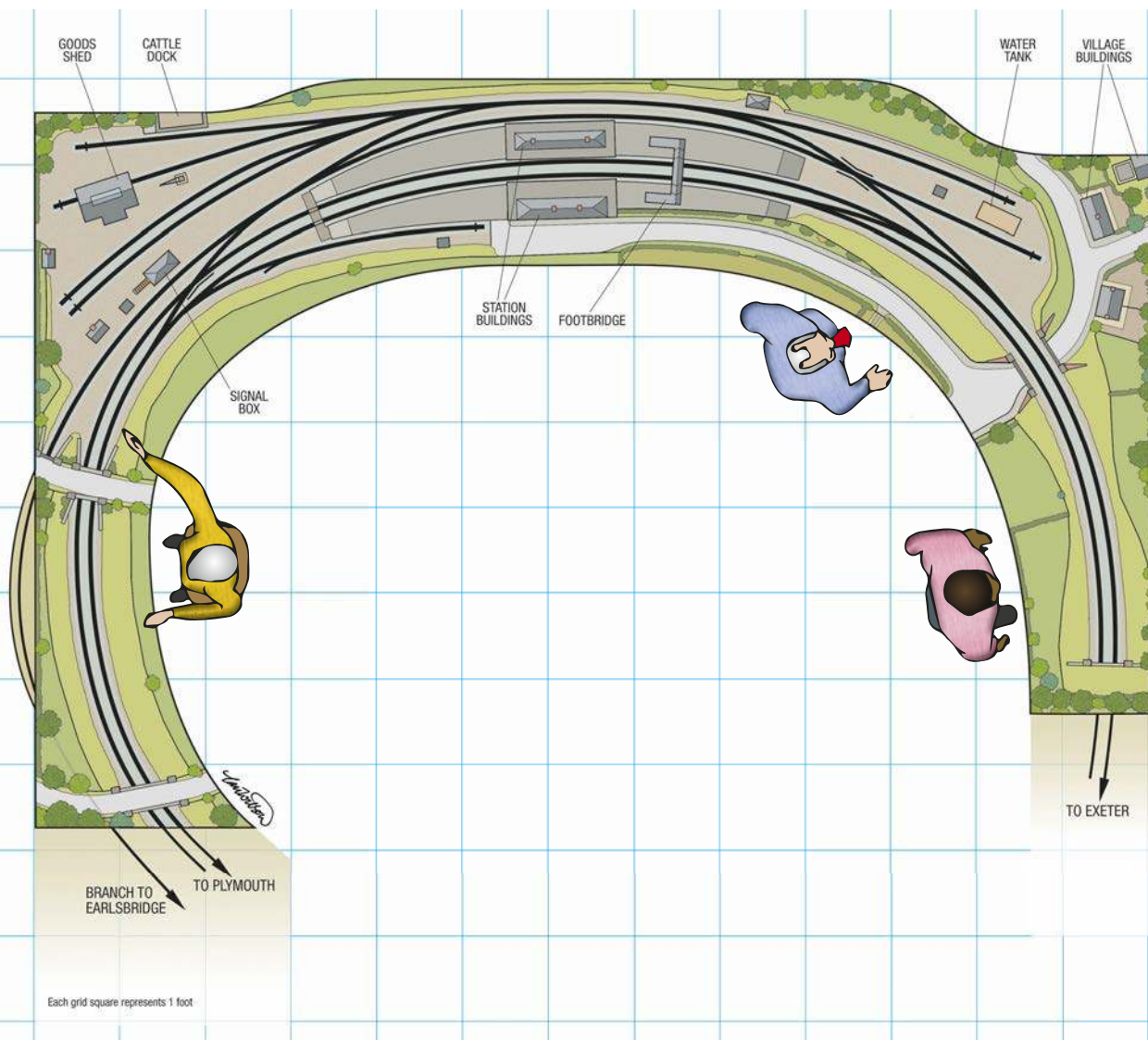
HOW I...

Modify Dapol signals

I adapt the Dapol signals by carving off the three strange horizontal ledges around the post and making good, shortening the arm, using a jig, and removing the ear-like excrescence from the spectacle plate that is possibly there to aid manufacturing. The safety basket is added from brass wire which is a tricky bit of soldering, and finally, the signals are given a complete repaint. The vertical white stripe on the arm was applied using white self-adhesive 'Solartrim' - a model aircraft product. This is cut with a double-bladed knife of my own fabrication.

Trackplan

STOKE COURTENAY



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HOW TO... ENHANCE AN RTR LOCOMOTIVE

Words & Photography: Michael Russell

Struggling to differentiate your RTR locomotive from the crowd? Michael Russell shares 18 swift transformational tips to improve your fleet.



Bachmann's 1F model is nicely finished, but from the box, is un-weathered. As such, it looks unrealistic and I wouldn't consider running it on my layout without some attention. Doing your own weathering is very enjoyable and straightforward if a few simple rules and techniques are followed.

This 1F locomotive is in its pre-grouping LMS livery which dates it to Era 3 – pre-1947. Up to the beginning of WW2, labour was plentiful and pride was taken by the crews in the locomotives they manned and the railway company they represented. Even a humble shunting/freight locomotive such as this would have been cleaned as part of its preventative maintenance. From 1940 until the end of WW2, little cleaning of locomotives took place.

I have endeavoured to weather the locomotive to a well-used, but cared-for condition. The basic method is to add

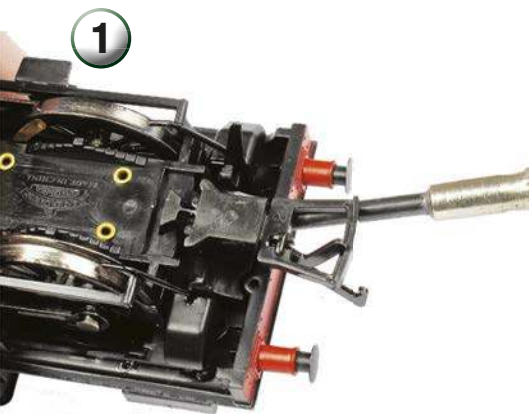
paint, then remove it, thereby replicating the action of dirt accumulating and being removed by locomotive cleaners.

The main problem when weathering is to find good reference material. Preserved locomotives are kept clean and photographs of locomotives from the earliest days until the 1960s are generally black and white, poor in detail and only show part of the locomotive. A locomotive out of use is of little help because it is subject to a different type of weathering. I would still recommend that you look at as much colour material as you can, as well as active preserved locomotives 'in the flesh', but you will have to rely to a certain extent on your experience, and draw on material from several sources, for any individual weathering project.

All the paints used are Humbrol enamel, except where indicated, and the numbers of the tins you need are indicated in brackets. ■

MICHAEL'S LOCOMOTIVE WEATHERING ADVICE:

- Good light is essential. Spray outdoors, in a glasshouse/conservatory, or close to a window.
- It's difficult to see how much paint is produced by your airbrush until it has landed on the model. So that you've got some idea, start spraying onto a piece of cardboard, then, holding the brush controls in the same position, direct the airbrush at the model. This is a situation where a 'loo roll' handle is useful.
- You will use very little paint when weathering, so only mix small quantities.
- Stop before you think you have finished – it's easy to overdo weathering effects. You can always add more if you revisit the locomotive at a later date.
- Keep your brush strokes vertical, never horizontal.
- Before using the locomotive, with everything dry, clean the wheel treads and current collection surfaces. Check that you haven't gummed up the motion and free it before use.
- Be careful using thinners around transfers – work on these sections quickly and don't press too hard.



1
Prise couplings off and store them safely. You may like to weather these separately if you plan to add them back to the locomotive at a later date.



2
I'm adding the cosmetic couplings to the buffer beams using superglue before starting the weathering.

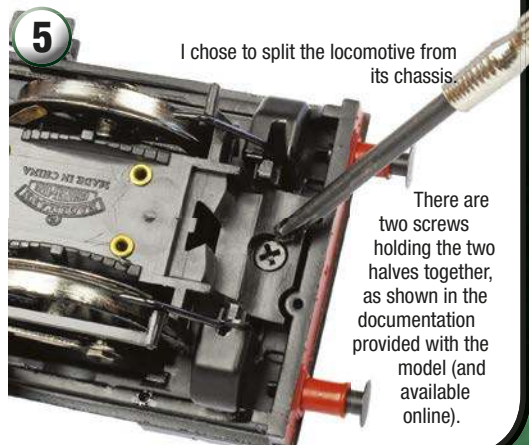


4
The crew came away fairly easily by twisting them using a pair of tweezers.

For different techniques visit www.brmm.ag/Bachmann1F to read how Phil Parker weathered his own model



3
The next step is adding the canvas weather sheet to the cab roof using tweezers and superglue.



5
I chose to split the locomotive from its chassis.

There are two screws holding the two halves together, as shown in the documentation provided with the model (and available online).

6



By using the cardboard tube from a toilet roll as a handle, I managed to avoid touching the body when spraying.

7



I removed the bunker by undoing the two screws underneath - be very careful here as the handrails are now exposed and are easy to bend out of shape.

8



Using the screws, I attached the bunker to a piece of cardboard to facilitate handling when spraying.

9



Brush the model with a soft brush to remove any particles of dust or debris.

10



Using an airbrush, spray a mix of Humbrol Matt Black (33), Leather (62) and Metalcote Steel (27003) onto the body, chassis and bunker. You'll only need a light coat. If you don't have an airbrush, apply a dilute mixture using a brush.

11



Before the paint has dried, use a cotton bud moistened with thinners to remove the paint wherever you can reach it. Work on one area at a time and change buds regularly as they become dirty. Mop up thinners from the model using a dry cotton bud. Be very careful to avoid rubbing too hard otherwise you will remove the transfers!

12

Use a soft dry brush and tweezers to remove particles of cotton stuck to the model.

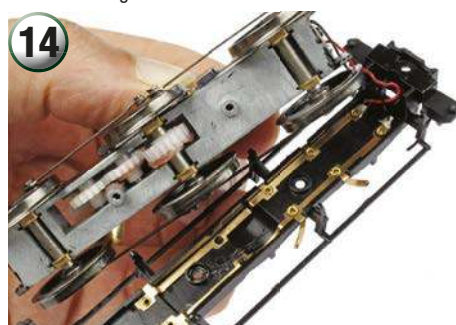


13



In the cab, wet a brush in thinners and move around the weathering sprayed onto the cab roof and backhead. Use a cotton bud soaked in thinners to clean the gauges, wheels and regulator.

14



Remove the two screws holding the baseplate in position and remove the wheels. Immediately put the two halves back together temporarily to avoid losing gears and prevent debris reaching the inner workings.



Apply black acrylic paint behind the wheels, and spring. You'll be able to see the outline of the wheel from the spray pattern left behind. Grind up a small amount of black and grey chalk using a file and daub this into the wet paint. Reassemble the wheels and fix the baseplate into position.



Thin acrylic black paint by 50% and paint this onto the cab floor. Apply more of the ground black chalk. Add a small amount of ground orange chalk to the firebox door. Reassemble the bunker to the main body.



Mix up a thin enamel wash of Humbrol Gloss Tan (9) and Metalcote Steel (27003) and apply to the coupling rods. Ensure that you don't add this too thickly and so gum up the motion.



18 Finish the locomotive by topping up the bunker with real coal and PVA glue. Add a dab of black acrylic paint to each buffer head to represent grease. Add the crew back using super glue – the fireman seemed to have no backside, so I added solder and repainted the missing detail.

TOP TIP:

Above the footplate the main source of contamination would be soot from the chimney and below it, dust from the brake blocks. Coal dust would affect the cab and bunker area and a general layer of dirt would be deposited on everything. Maintenance and provision of consumables would also influence the finish. Coal would be added to the bunker, water to the side tanks and oil would be applied to all moving parts on a daily basis. The smokebox would be emptied of char and the fire cleaned and periodically removed, through the firehole door on a locomotive of this age. Operating in such a dirty environment, steam locomotives never stayed clean for long.



INBOX

Q&A
LETTERS
PROJECTS

FOLLOWING FOOTSTEPS



Last year I decided to revamp my son's layout. I wanted a traditional continuous loop so that I could use it to 'run-in' locomotives and use it as a test track when I make repairs. It also has an annual appearance at the Mansfield Show in March where children get to play for a small donation. George however, wanted an end-to-end layout because he really likes shunting. Here's the plan I devised – a 'best of both worlds'.

So that we can store his layout easily, a 4ft x 6ft baseboard would be hopelessly impractical. I employed the same techniques that I have used with my exhibition layouts to produce three 4ft x 2ft boards which are held together with pattern makers' dowels for good alignment and toggle clamps at the baseboard edges for easy assembly. Taking this further and using the toggle clamps to pass the power from one board to another means there are no interconnecting wires. This works best for DCC, but works equally well for a 'one locomotive in steam' analogue setup

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£700 FOR CHARITY

The Association of Bexley Charities '78 held its seventh annual charity raffle at the Erith Model Railway Society Exhibition, at the Longfield Academy in Kent on January 26 and 27. It is one of the largest exhibitions of its kind in south east England with around 35 layouts and over 100 stands, and this year it attracted around two thousand visitors over the two days.

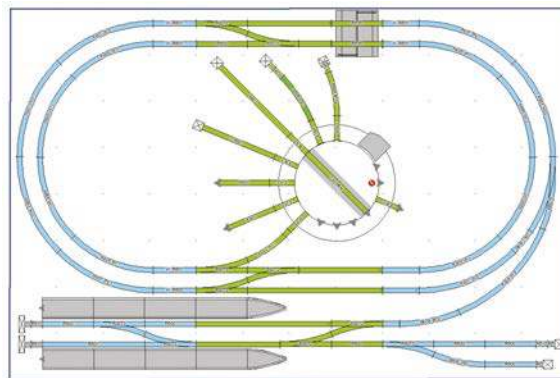
We were first invited to the event by the Society, of which our chairman is a member, in 2013 and it has been one of our main fundraising events ever since. The Association of Bexley Charities '78 has ten members, some of which are local charities and others branches of national charities. It was formed in 1978 with the intention of enabling the members to share their fund-raising abilities and allow the smaller local branches of charities to run fund raising and publicity events that they might not otherwise be able to do. Our current members are the Alzheimer's Society, Bexley Branch, Bexley

Downs Syndrome Group, Bexley Smile Club, Breast Cancer Now, Cats Protection, Bexley and District Branch, Children's Society, Demelza Hospice Care for Children, Irish Community Services, LEPRO Health in Action and Lupus UK.

We approached a number of organisations for sponsorship, including exhibitors and national magazines, many of whom supported us by donating prizes, which enabled us to raise more than £700 this year. British Railway Modelling was very generous, donating a Bachmann parcels van and three Hornby coke hoppers this year.

Visitors to the exhibition ranged from model railway enthusiasts to families on a day out enjoying the amazing layouts. We are grateful to so many of them who supported us by buying raffle tickets, which enabled us to raise more for our charities than in any previous year and we are already looking forward to January 2020!

John Salt



differences in baseboard height. The wiring runs along the edges and the screws are used to pass power to the rails. It's all very neat once completed. Proof of how easy it is to set the boards up is that George can do it by himself - no need to disturb dad at weekends.

The turntable roundhouse was constructed by using a modified Scalescenes single engine shed kit. He also has a Church from the same company. We plan to continue with the scenics, starting with ballasting over the point underlays and the 6ft gaps between the main running tracks.

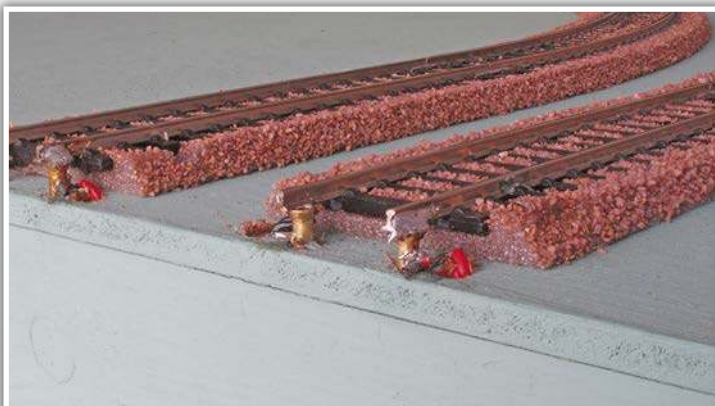
Roads and static grassed areas will follow and maybe a removable tunnel section.

Although I have gone to a lot of trouble to make the electrics as robust as possible, George has a few locomotives without motors that he likes to push round like his extensive wooden railway collection. Most of the stock has hand-drawn paper faces attached to the fronts and backs, too. As far as George is concerned, a locomotive isn't right without a 'Thomas' face.

Ian Mellors

too. The sidings and turntable roads are self-isolating, so spare locomotives can be stored, even on analogue. The centre section with the green track on the plan can be omitted with just the two outer boards connecting together for a quick play, too!

I was using Gaugemaster ballasted foam underlay, which raises the track height by 3mm from the baseboard. I needed a secure way to fix the track ends and I chose to use brass screws adjusted to the correct height with the track soldered to them. This also allowed for slight



CONCRETE IDEAS

Hello,
Phil Parker's article on cattle pens (**BRM** March 2019), although very informative, omitted a frequent additional component. Dung and straw had to be disposed of, but it was also essential to wash the pens down. To facilitate this, the track was often sunken into concrete to protect otherwise exposed trackwork to rapid deterioration and protect the travelling public from the pungent smell of contaminated ballast. There was a central trough usually leading out to a ditch or road drain.

Keith Sanders

Howard Smith replies: Hello Keith, well-observed, though in fairness, Phil's article is pertaining to the one seen at Highley which doesn't have such a feature. Known as a concrete apron, these often sloped toward the centre of the tracks. Though a common feature as you describe, not all cattle docks were so equipped, so it pays to observe photographs if readers are in doubt.

FRENCH READER

Here is my branch line terminus layout with a junction, based on the west coast of France. One line leads to a hidden fiddle yard, another towards a loop. A side line links the port with a boarding point for travellers and local maritime connections. The layout is an 'L-shape'. At the left end is the pier and port, and at the other end, the factories and a tunnel. The main way to the loop passes behind the pier to a turning loop. At the far right of



the layout sits a terminus station.

On the wharf, is the goods service of the port and a small hall for the sale of fish on the spot. In the corner are industrial buildings.

A hill makes a suitable transition between the left and right of the layout.

Luc Maillet



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INBOX

Q&A
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YOUR CARD KIT BUILDS

Having been involved for almost 20 years in the restoration and operation of a full-size GWR steam locomotive on a Cotswold heritage line, I recently moved back to Coppull in my home county of Lancashire. In May last year, I joined my local Chorley and District Model Railway Club, a friendly social group, building a 00-gauge layout. Ken, one of the club members, has become a friend of mine and he noticed that I had a keenness for model building and altering. One evening he turned up at a meet and handed me your free Metcalfe small Cottage model kit to make. I had already made a Wordsworth Police Station model and when I finished the cottage, the idea came to me of attaching it to one end of the Police station. This I did and then made a Police Lamp from scratch, which I attached to the front wall, then wired internally to a 3V battery pack.

Ken decided that he would make a base diorama for the set-up, so I then built the two Metcalfe garden sheds - one for the Station Officer's house back garden and one for the rear of the police station yard. Ken made all the boundary walls, footpaths, driveways, gardens and the gates for the house and station yards. The three police vehicles and the Sunbeam car are all Oxford Die-cast, and the model police officers I found in a poor state in a 'bits and bobs' box. I repainted them and they are set up as receiving traffic control training.

The extra item in the Police Station yard is a Wordsworth Police Call box, stored awaiting a site elsewhere on the railway layout. I am sending you this short article because, from seeing and reading your item in the February 2019 issue of BRM, I noticed that it appears no-one else has thought about attaching the cottage, (whose shape lends itself to this action), to another building. I have now bought two more cottage models from www.world-of-railways.co.uk and plan to build them attached side-by-side in the future.

Stuart Farrimond

I really enjoyed making the **BRM** laser-cut terraced houses kit. I have only ever built plastic kits, so I was eager to see what these were like. I started with the mortar lines, using Tamiya dark yellow, which I watered down so that it would flow between all the bricks. Next, I mixed Tamiya red/brown with a bit more red to get a red brick colour. I applied this colour lightly over the brickwork with a brush at an angle to pick out brick detail. Before it dried, I used kitchen towel which I pressed onto the red brick to remove some of the paint and add a slight texture. Some

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of the red brick paint covered the mortar colour, so I applied some more of the dark yellow to these areas, again dabbing off the excess with kitchen towel. For the next layer, I used 'flat earth', which I dry-brushed onto the brick and again, removed excess with a towel. This layer was more to add depth of colour to the bricks. I used more dark yellow to reinstate the mortar lines. The last layer was to pick out areas on the house that would become dirty, like around the windows, doors, roof line and base of the building. For this, I mixed some brown burnt umber acrylic with a very small amount of black. I used the dry-brushing technique, but this time I took almost all the paint off the brush before stippling it onto these areas. I made the chimney darker to imply that smoke and ash had accumulated over time.

I painted the window ledges, door steps and lintels next, using a magnifying glass which has a light function. It helped me get

crisp edges, which really adds to the detail of the build. I used white for the first house and Humbrol oak for the second. For the roofs, I wanted a contrast between the two houses by using two shades of grey. I masked off each roof section so I could paint one at a time, which made them look like different slates had been used. I dabbed a small amount of white over each roof to pick up some of the detail and give a weathered look.

When all parts were dry, I then assembled the kit which is when I noticed a gap between the roof and front wall. I decided to cover this by adding a fascia board made from a thin strip of balsa wood, painted black. I continued this around the side walls for a little extra detail. I added a wire drain pipe, the same way as Phil Parker's guide and then a street name to the side wall. It was a fun-build and I would definitely build more of these kits in the future.

Anthony Shipman



I was having a mooch around Smiths, and thought I'd have a quick browse at the railway magazines. Always being one for a freebie, my eye was drawn to **BRM** and the free laser-cut kit on the cover. I hadn't bought the magazine before and hadn't tried a laser-cut kit either. I have made a lot of Metcalfe buildings, although recently I have been swapping their roofs with Plastikard, so I thought this might be an interesting upgrade.

The kit is beautifully made with few parts. I read the feature about it and decided I'd build it differently. I wanted it to be the end of a part-demolished terrace, so I built the front and left-hand side as per the picture and used the right-hand side as a template to make an exposed interior from card. The laser engraving on the roof is good, but lacks depth, so I swapped it for plastic slate sheet I had lying around. The laser-cut roof will go in the spares box because I think it'll make good brick pavers. I nibbled away every other brick on the right side with a hobby tool and scribed mortar lines on the left edge, then rubbed white artists' pastels over the whole building. I then rubbed most of it off, sealed it with matt varnish then rubbed various other shades over the

top. I was quite pleased with the result. I then added some water stains, laid Metcalfe paving on a card road and used a bit of static grass. All I've got to do now, is find somewhere to put it! A cracking little kit and a few hours of enjoyment.

Martin Waters



Here are some photographs of my two layouts. I have a Great Eastern (GE) section, and a BR steam/diesel-era layout, both in 00 gauge with analogue control, mounted one above another in a garden room measuring 13ft 6in x 7ft 8in.

The two layouts cover the diverse city and country aspects of the GE section within the London and East Anglian areas. The top layout is a London-based model featuring suburban workings in the East End. It's called 'Bow Locks', pun intended, and is a scenic tail-chaser and test track for visitors.

The lower line is a country terminus to fiddle yard with branch line. Whilst GE-based, it has a bit of a nod to classic layouts. The stock is a mixture of kits, some scratch-built, with lots of modified RTR and some unusual 'cut and shuts', for instance a B2 and 'Britannia' and the pelican loader.

Paul Godwin, Enfield



TODMORDEN MIDLAND

A fondness for the upland fells and mills of Yorkshire's Calder Valley proved irresistible to Birmingham-born Ed Purcell, who immortalised its atmosphere in this fictitious interpretation.

Words: Ed Purcell **Photography:** Andy York



Factfile

Layout name: Todmorden Midland
Scale/Gauge: 9mm:1ft / N
Size: 6ft x 1ft 2in
Era/Region: 1950s/60s Midlands / NE Region
Location: West Yorkshire
Layout Type: Fiddle yard to terminus



Graham Farish 'Black Five' 4-6-0 No. 45216 with a weathered finish arrives on a train from Leeds and the Worth Valley.

I was born a couple of days after Nationalisation in a nursing home overlooking the north end of Gravelly Hill station on the Birmingham to Lichfield line. An early memory from my pram on the bridge was seeing steamy, smoky monsters heading past the up starter on locals from Lichfield. These LMS locomotives were to be common companions through my childhood. Even the Hornby tinplate I was given was in the lovely old LMS maroon. I later lived within sight of Aston sheds and station. Saltley shed was not too far away, nor were the massive marshalling yards at Washwood Heath on the former MR Birmingham to Derby line. London Midland in a land of smoke, coke and gasworks was my staple diet. Former LNWR and MR were my 'trainscapes'.

Holidays in Yorkshire and relatives in Blackpool and the Nottinghamshire coalfields added to my fascination with the LMS. Therefore, when my son and his family lived for a couple of years in Todmorden, I found the place interesting, even though it had been LYR not MR or LNWR. The mixture of upland fells and the remains of 'dark satanic mills' fired my modelling thoughts. The model press is a constant inspiration helping to fire such thoughts.

'Todmorden Midland' is not a model of the existing station in the town, which was originally LYR and still operates on the Calder Valley line. My Todmorden is what might have existed if the Keighley and Worth Valley line was extended across the moors from Oxenhope towards Heptonstall (my next project) near Hebden Bridge to try to get the Midland Railway into the Lancashire towns north of Manchester and, of course, north Manchester itself. Inevitably, the money ran out - at Todmorden...

Influential modellers

I blame several brilliant figures for my modelling obsession: David Jenkinson, Peter Denny, P.D. Hancock and W.S. Norris. Oddly perhaps, I should include the boys of Crewe Grammar School MRC whose model of Rugeley Trent Valley LNWR station, some 40 years ago, showed that historical modelling was possible and a range of other obvious influences like Pendon, the model of Aylesbury by Geoff Williams, and Jack Nelson's dioramas. Of course, from over the Atlantic there was John Allen. I was always drawn to models of the railway as a whole; I do not subscribe to the 'locomotives,

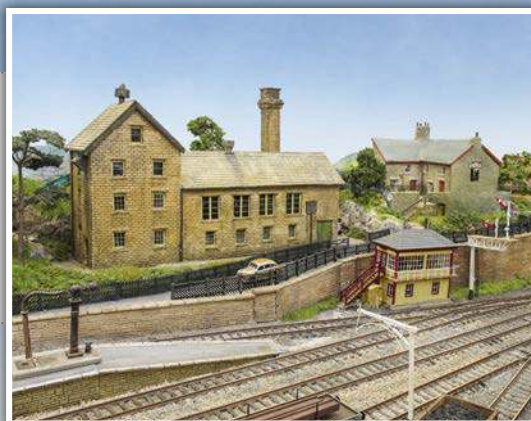


The Castle pub overlooks the railway, as 'Jubilee' 4-6-0 No. 45572 departs with a rush-hour train. There isn't much level ground in this area!



KEY DETAILS

The stone surfaces were either made with Hydrocal plaster from moulds, or blocks hacked away with a chisel.



The compact station site with Settle and Carlisle design structures is quite evident in this overall view. I find good-quality road vehicles help set many model scenes.



The large goods shed is scratch-built like most of the buildings and is based on a Settle and Carlisle design.

locomotives, locomotives and more locomotives' school of railway modellers and prefer the railway as a whole in an appropriate landscape as a project. However, like many of us, I am a lifelong dabbler and still have some OO gauge, OOn12, O gauge and HOn3 items in boxes upstairs.

At exhibitions the public love to ask questions and they are usually about the scenic side of things. Cameo scenes of figures, animals and vehicles often draw comment, so I have printed some small leaflets for the kids to find bits and pieces. Usually the parents take over, trying to find things like 'six bicycles' or 'the station master's wife doing the washing'. Mums seem to like this.

Analogue control

The layout is operated by DC control, the controller designed and built by Warley



O-6-0 No. 43766 arrives under a brooding Scot's pine. In the foreground, a local man peruses the racing pages in the paper. The locomotive is a Union Mills product, but I must hide the wire between the cab and tender.



MRC members. Points are operated by SEEP motors – take great care with the placing of three-way points in N gauge and don't have them too near space-constricting features. Stock is a mixture of Graham Farish, Union Mills, Dapol and kit-built items. Luckily, the Graham Farish Fowler 4F and the WD 2-8-0, both common in West Yorkshire, are very good for shunting the yard.

West Yorkshire influence

Most buildings are scratch-built and based on buildings in the Todmorden area. I did

fancy a big mill building like the surviving one overlooking Summit Tunnel near Todmorden, but found it would be as big as my whole layout! They are largely made from embossed plastic sheet with a lot of bracing. The N gauge Peco embossed stone sheets are very effective. Redutex textured sheets and even Wills 4mm sheets are useful, too. The signal box is the lovely and appropriate MR kit by Ratio. The station, goods shed, stationmaster's house, and water tankhouse are all scratch-built to Settle and Carlisle designs – I have assumed that these

designs would have been used because they were to hand in Derby after the building of the Settle & Carlisle only a few miles north on the MR.

Electrical connections

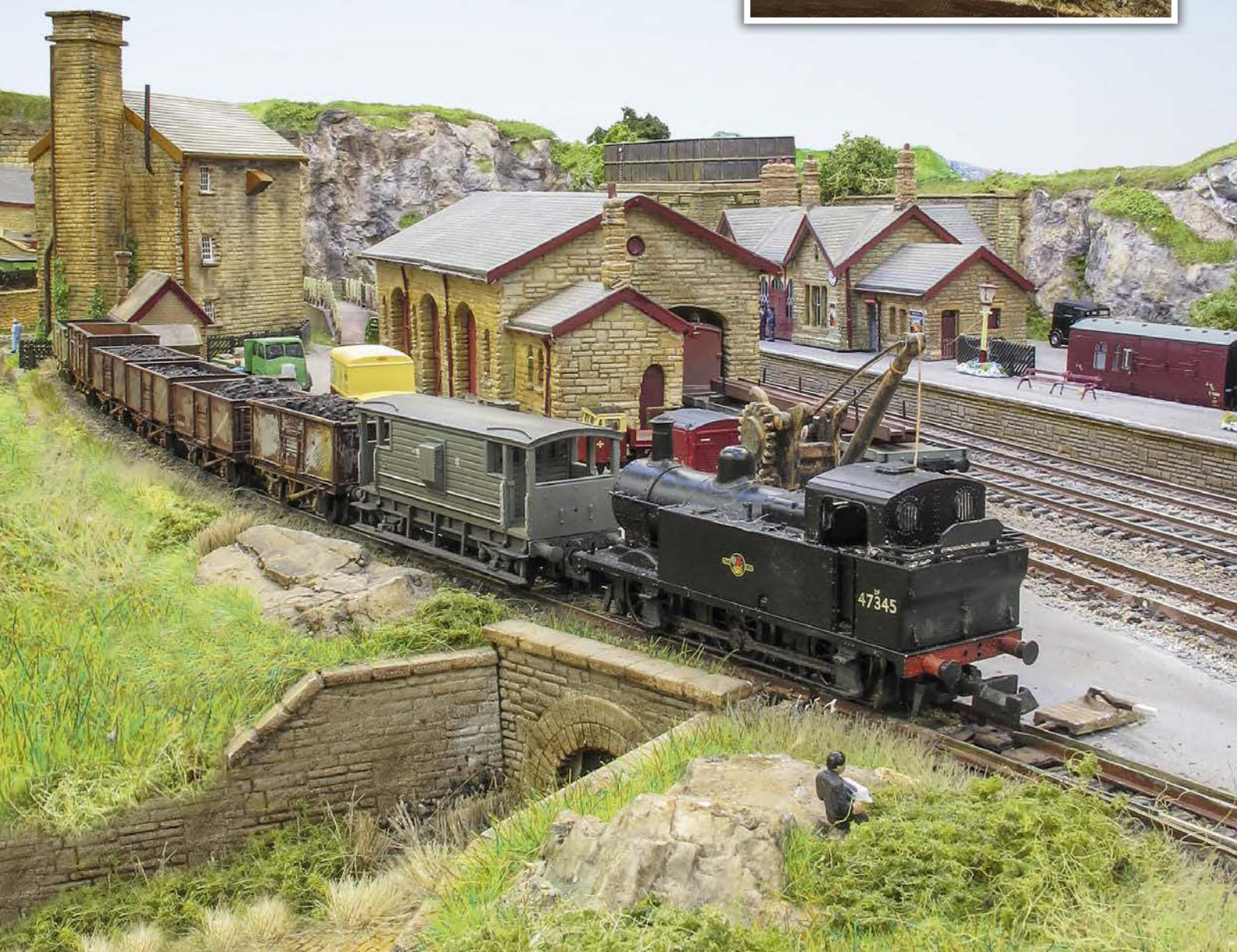
The fiddle yard has cartridges made of MDF with aluminium angle for rails. These connect to similar aluminium angle on the end of the layout with small bulldog clips to make electrical contact. There aren't electrical bits and pieces in the fiddle yard because power is delivered through from the



What better scene to give a 'Midland Railway feel' than a 3F 0-6-0 No. 43766 on a local from Keighley. It looks like a lovely summer's day.

KEY DETAILS

The water in the canal was made from a smoothly-painted and carefully-coloured base. It took eight layers of old-fashioned varnish with a few days between coats. The top surface can wrinkle the layer beneath if you rush.



What we think...



Having visited Todmorden a number of times, Ed's 'what might have been' interpretation certainly captures the locality with convincing stonework. Though perhaps a little clean for the era modelled, the canal and mill are two staples for the Calder Valley area. Though a terminus station, the opportunity to manoeuvre a few wagons around the sidings adds interest. The final touch is the L&YR red frame that surrounds the layout, setting the scene wonderfully.

Morning activity in the yard is overshadowed by Pennine rock faces, hiding the surrounding hills of Calderdale. The 16T wagons are mainly Peco or kit-built and are weathered with acrylic and gouache paints.

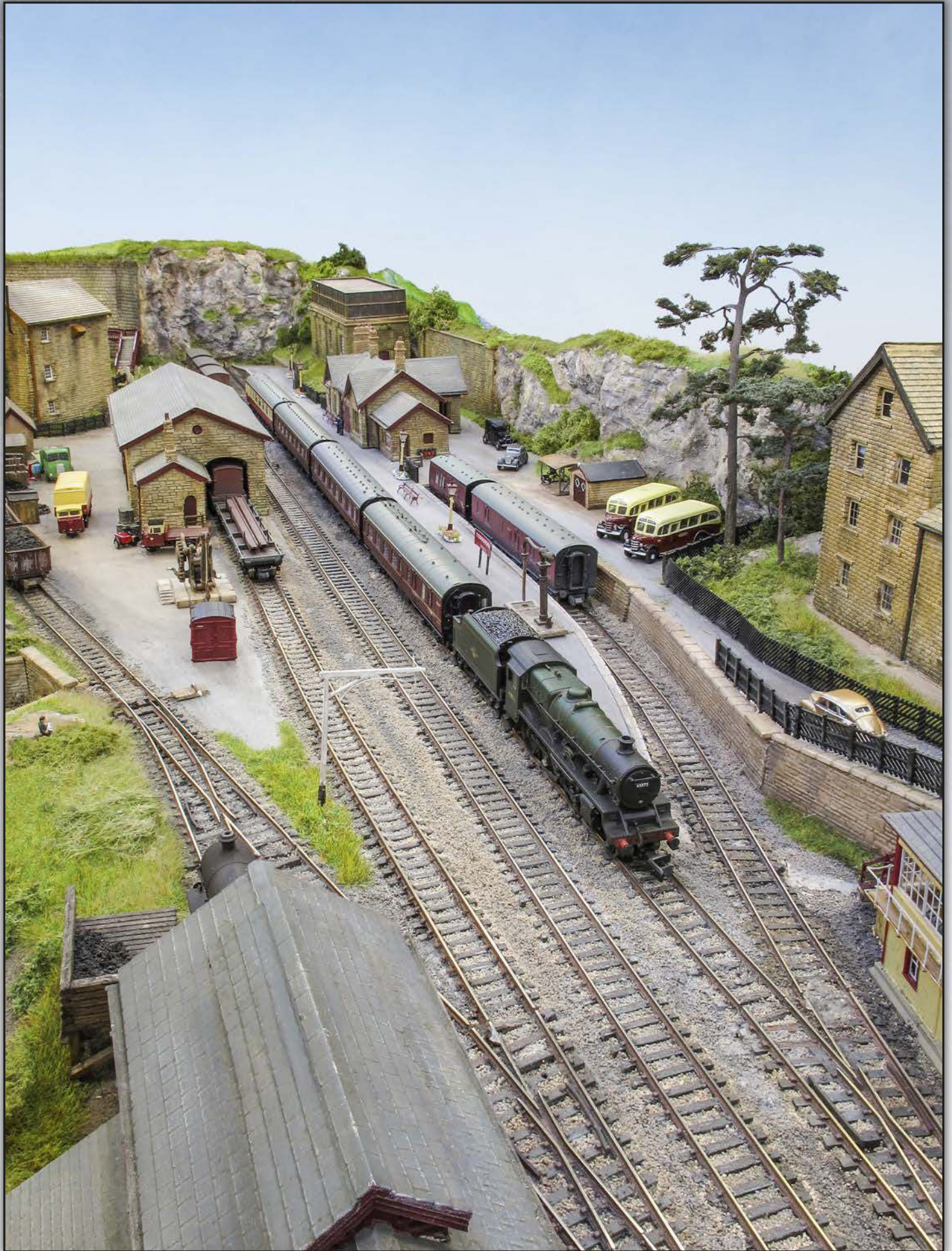
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main board. This simple fiddle yard system is often of interest at exhibitions to people who love 'nosing' around the fiddle yard end of layouts. An important lesson I learned building Todmorden was to lessen by half the number of soldered joints by having the controls as much as possible on the layout. It avoids long 'D' cable connectors between a control box and the layout. I have done that with my other modern image layout 'Gravelly Oak' which is DCC controlled – more of that another time!

A speedy exit

The trestles for Todmorden are also used to support 'Gravelly Oak' because the layouts aren't usually out at the same time. Both layouts rest on two self-made trestles that carry 6ft-long runners. I hate the delays at shows caused by screwing and unscrewing. There are just two on Todmorden – they hold the 2ft long fiddle yard board to the 4ft long layout and don't need to be very tight. Underneath the layout is a simple shelf supported on trestle cross members. This carries the control box and is a useful place for dumping 'stuff'.

Trade support

An area for development in N is the couplings which are less than visually effective. I use dental picks to uncouple because I don't mind the 'hand from the sky'. However, I do hanker for the manufacturers

to produce something better than the Rapido battering ram. The current quality of the manufacturers' locomotive and rolling stock products deserves better. It is pleasing that a lot of infrastructure furniture like water cranes, platform seats, barrows and so on is available to add to the layout. Appropriate vehicles by companies like Oxford and Base Toys assist greatly too. Figures and details from firms such as Noch and Graham Farish help bring scenes to life. Suppliers like N Gauge Lines are a great source of all sorts of paraphernalia.

A great support in successfully producing something like this is being a member of a good club. Support, sarcasm, ideas, laughs, operational support and expertise of all sorts

builds creativity and friendships. Thanks to members of Warley MRC who have, probably without knowing it, helped me make 'Todmorden Midland' come to life.

Next project

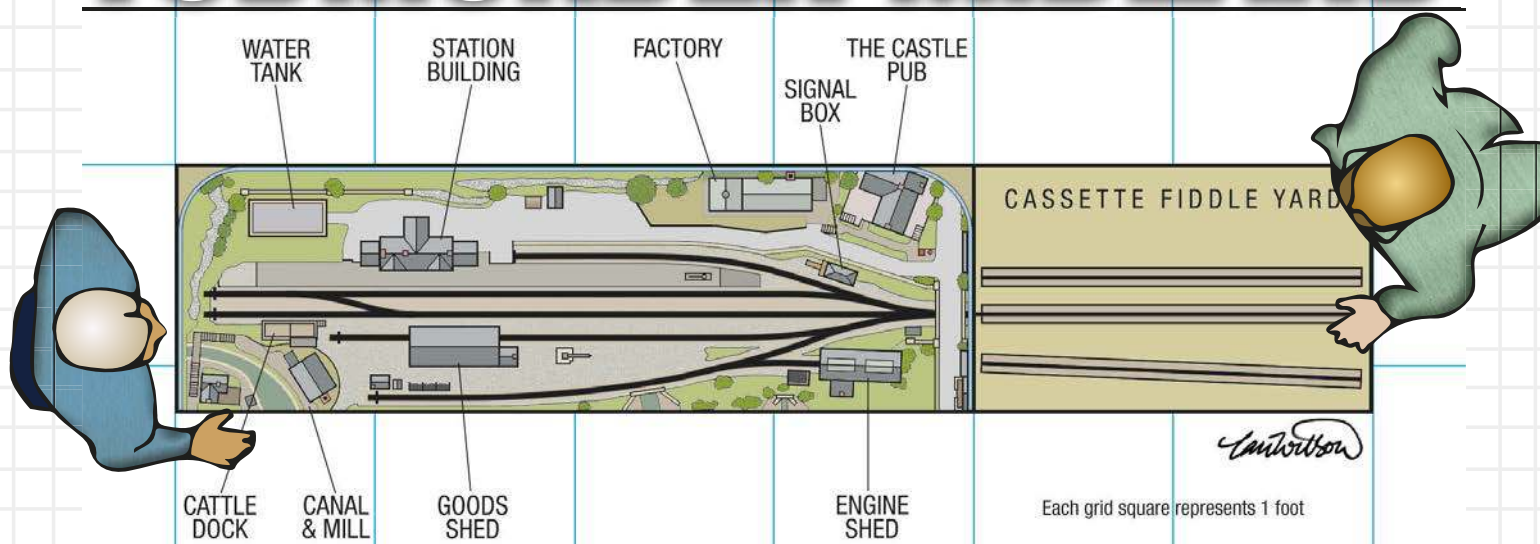
It took most of a working life to get to produce a layout that deserved to be exhibited and retirement surprisingly does not give unlimited amounts of time, but I'm determined to get going on another scene to carry on from 'Todmorden Midland'. It will be based in Heptonstall, which is eastwards from Todmorden towards the Keighley line. I fancy a viaduct and one of those long Yorkshire farmhouses – not bad for a 'Brummie', don't you think? ■

The yard is busy and largely occupied with coal wagons, though it appears the goods shed guttering requires attention!



Trackplan

TODMORDEN MIDLAND



NEW COMMEMORATIVE ANNOUNCEMENT

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Fully layered with
pure 24-carat gold

Diameter
38.6 mm



Size: 38.6mm – shown larger than actual size

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appears on the
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FLYING SCOTSMAN'S RETURN TO THE RAILS

A unique commemoration, fully-layered with pure 24-carat gold – it may be yours for just £9.99

KEY DETAILS

EVENT: The return to the rails of Flying Scotman, following extensive restoration.

LIMITED RELEASE: Mintage of the commemorative is just 19,340 editions worldwide.

SPECIFICATION: Intended as a collectors item, this Proof-quality commemorative features authentic Flying Scotsman metal, measures an impressive 38.6 mm in diameter and is fully layered with 24-carat gold.

OFFICIALLY LICENSED: This unique edition is an officially licensed Flying Scotsman commemorative.

YOURS FOR ONLY £9.99 (PLUS £2.99 S&S)*: A Certificate of Authenticity is included at no additional cost.



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BRADFORD EXCHANGE

Order reference:
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Apply by telephone on
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Title ☐ Mr ☐ Mrs ☐ Ms ☐ Miss ☐ Other _____

Name

Address

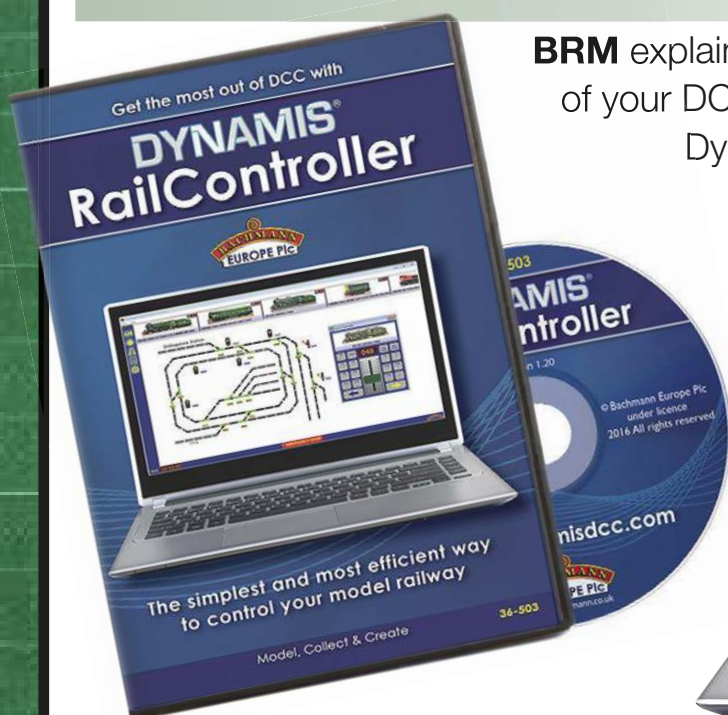
Postcode

Telephone (0)

Signature

HOW TO... OPTIMISE YOUR DIGITAL LAYOUT EXPERIENCE

BRM explains why computer control can make the operation of your DCC layout easier, highlighting Bachmann's flagship Dynamis Ultima system and RailController software.



Digital Command Control has evolved greatly over the past two decades. From its inception in the late twentieth century, locomotives could be moved and turnouts and signalling operated through individual identification numbers through two wires from the controller to the layout. Since then, the NMRA (National Model Railroad Association) in the United States - creators of the original DCC specification, which the likes of Bachmann and Hornby in the UK have adopted - has enhanced the standard specification to accommodate new functionality. DCC has been developed to such a degree that the operation of model railways has, ironically, become more complicated than ever. From lights to sound and smoke effects on demand at the push of a button, remembering which button to press – and when – can prove challenging. ■

SIMPLIFYING CONTROL

With the proliferation and affordability of personal computers, several suppliers have developed software products, which link to a variety of DCC controllers. Hornby developed its RailMaster product and Bachmann Europe did the same with its RailController software. Other software packages are available to suit a variety of budgets and promise a great deal, although they require a learning curve to get the most out of them.

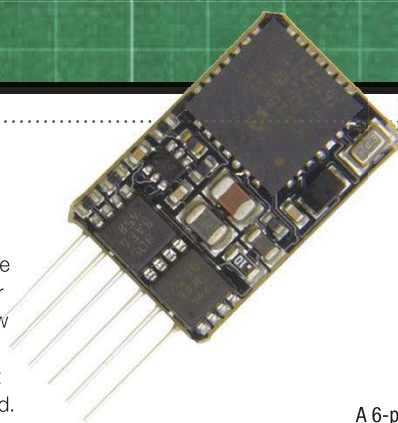
Bachmann married its RailController software with its new Dynamis Ultima controller, both launched at the same time. Since then, enhancements continue to be made to RailController software and Bachmann believes that the future of model railway control will be more computer-based.

WHY DCC?

Before DCC, the only way to operate a model railway was to apply a voltage to an area of the layout, or the entire thing - usually 12VDC. When you turn the controller knob, every single locomotive on the track to which the controller is connected moves at the same time. To allow more control of certain areas of track on a DC layout, without moving multiple locomotives at the same time, isolating sections must be used. These are areas of the layout where the power to the track is turned off using a switch. The more complex the layout, the more isolating sections are required, hence, more switches. This makes operation quite complicated and unlike real-world operations, usually requires several operators. Once the isolation sections are in place, changing these at a later date with scenery in place can prove difficult.

Today, most people entering the hobby opt for Digital Command Control because of the flexibility it offers.

A major advantage of using DCC over DC is that you can connect just two wires to your layout, insert a decoder into each locomotive



A 6-pin DCC decoder, the like of which is fitted to many OO gauge models.

and address each with a unique ID number to control them. Apart from the increased cost of the DCC control unit and having to put a decoder into each locomotive, one drawback is the number of buttons you need to press to control any locomotive, turnout or signal on your model railway.

With the proliferation of sound locomotives with many functions and modellers wanting motorised points and multi-aspect signals, control of these is becoming more complicated.



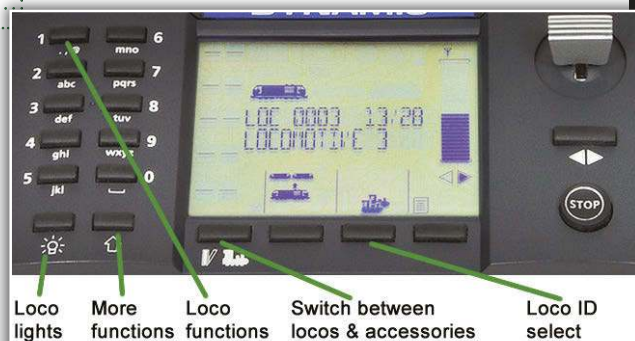
HOW DOES DIGITAL COMMAND CONTROL WORK?

DCC uses digital binary signals sent over two wires on a DC voltage that alternate rapidly between negative and positive to encode speed, direction and function data to individual locomotives on the track. Each locomotive contains a decoder chip programmed to a specific ID, which recognises signals for that locomotive. This permits the operation of thousands of locomotives without the need to isolate track sections like analogue DC control.

WHY COMPUTER CONTROL?

On most DCC controllers, there are only a certain number of buttons that can be incorporated because of space limitations. Locomotives and other devices must be addressed by typing in their ID. An example, using the Bachmann Dynamis controller to control a locomotive is: press the locomotive/accessory button to control a locomotive. Press the Loco ID select button. Enter the ID, then use the throttle control or function buttons. It can be long-winded, and this is where computer software becomes useful. On a program like RailController, just select the locomotive to control from the ribbon, as shown below. This ribbon can be dragged left or right to reveal more locomotives.

A locomotive controller will appear and all you have to do is slide the throttle or press a function button. The functions on a decoder are traditionally listed in numerical order. These are known 'F' numbers (F1, F2 and so on) but the function buttons on the software contain the descriptions of the functions to help the user. Remembering which one to activate is simple and error-free.



The Bachmann Dynamis controller handset. Remembering the ID number of each locomotive can be difficult if you have a large locomotive fleet.



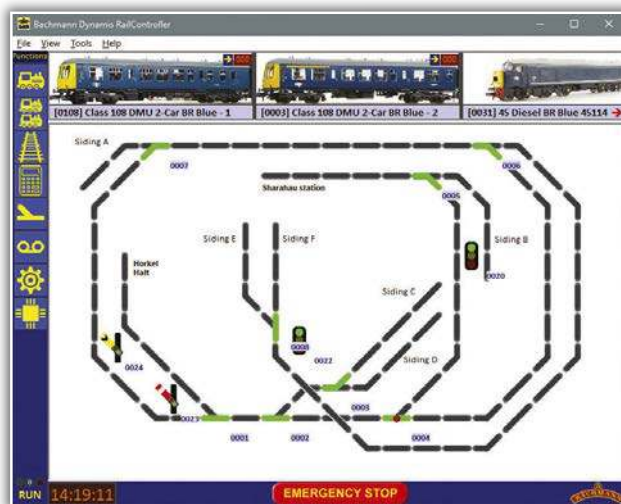
A visual display of your locomotive fleet is often provided with computer control software, as illustrated with Bachmann's RailController software.

ENHANCING ACCESSORIES

Operating turnouts and signals is simple - a single click on a turnout or signal on the track plan switches it. In the case of multi-aspect colour light signals, these will go through their lighting sequences. You can even set the program up to switch a series of turnouts and signals at the same time, known as relaying. This is ideal for larger layouts where a route might require multiple turnouts being changed at the same time.



With RailController, a visual display of points, signals and IDs is provided, making operation much easier.



With computer control, drawing your trackplan on software removes the need for a traditional control panel and the associated wiring.

SIMPLE CONTROL

The main feature of most software-based control systems is their ease of use. Operating a layout with even just a handful of trains, turnouts and signals can be challenging using a stand-alone DCC controller. Locomotives and accessories must first be addressed by their DCC ID, which often requires referring to a crib-sheet or memorising lots of numbers. When you add locomotive sound and light functions into the equation, this makes it even harder as you cannot see the descriptions of each button.

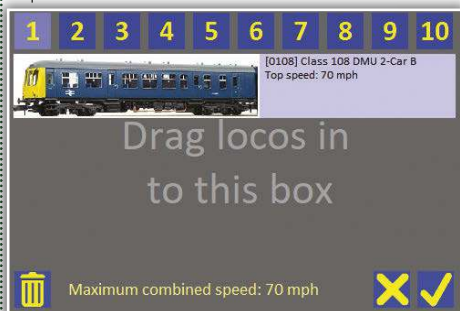
USING SOFTWARE

After you create a track plan in RailController, operating turnouts and signals is as simple as just clicking on them. This can be done using a mouse or touch screen. Touch screen monitors are becoming more affordable and a 10 or 13in USB-powered monitor can be sited easily around a layout, making it accessible, yet unobtrusive. Using an interactive track plan like that built into RailController is similar to the way signalmen have operated points and signals on the real railways for decades. You needn't worry about designing or making a traditional layout control panel, either – the screen becomes your control panel.

DOUBLE-HEADING

As with locomotive control, setting up and dissolving 'double-heading' – the operation of two locomotives coupled together, each with a decoder – is straightforward in RailController. RailController allows you to set up to ten multiple headers by dragging the desired locomotives from the ribbon into the centre of the RailController window. Clicking on the number button, one to 10, assigns any one of 10 sets of headers. Another thing to note is that when you add a number of locomotives to a header, RailController will limit the maximum header speed to that of the slowest locomotive.

Packages like RailController make model railway control easier and add useful functions that are difficult to offer in a stand-alone controller because of power and size constraints.



Double-heading locomotives with RailController is as simple as dragging them into a box on screen.

RECORDING AND PROGRAMMING

A powerful feature of some model railway control software packages, such as RailController is the ability to record a range of operations, including running locomotives, setting light and sound functions and operating accessories such as turnouts and signals in real-time. As you operate your layout, RailController will record everything you do. You can then stop recording and RailController will build a program automatically, based on the operations. You can then fine-tune the program or add and remove commands to make your layout do exactly what you want. This can be limited to automating a section of your layout, or the whole thing.

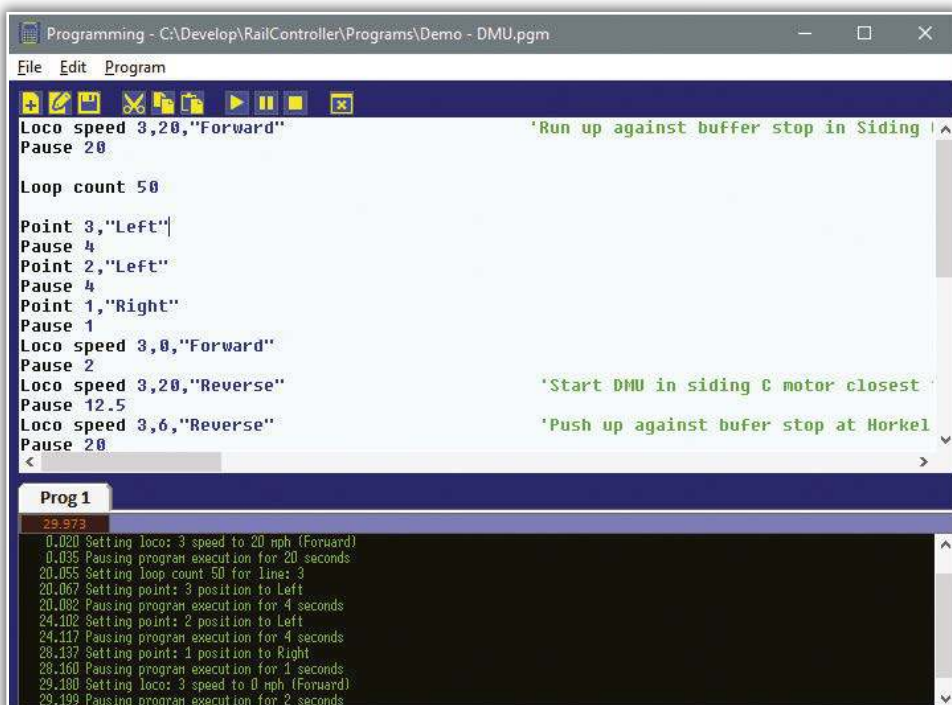
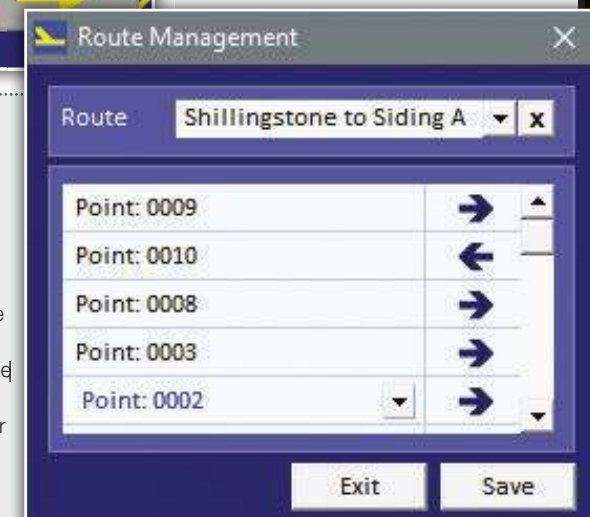
Bachmann believes that computer control of model railways, in one form or another, is the future and it is a positive step that manufacturers are bringing easy-to-use packages to modellers and removing the mystique that surrounds them. ■



ROUTE-SETTING

Turnouts and signals can be controlled. As well as simply operating a turnout or signal by clicking on its corresponding icon on the track plan, you can also build routes that operate a range of turnouts and signals in a single operation. Building a route is as simple as listing the turnouts and signals on the route and selecting their setting. Once the route is saved, you can operate it at any time. It can be quite magical to watch all of the turnouts and signals change on their own, in preparation for the departure of your train.

A route management menu, where the throw of each point is chosen, prior to saving.



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HOW TO... MODEL A DECIDUOUS TREE

Words & Photography: Michael Russell

Michael Russell experiments with military modelling techniques to make more authentic-looking and highly-detailed deciduous trees.



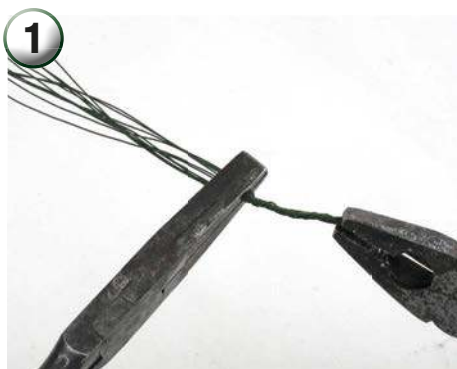
SHOPPING LIST

- 0.3mm dia. Wire
- Flat nose pliers (x2)
- Greenstuff World (1416) leaf punch
- PVA adhesive
- Acrylic paints
- Plaster filler
- Old stipple brush
- Toothbrush
- Lollipop stick
- 1in artists' brush
- Artificial hair
- Sawdust
- Carpet glue
- Milliput filler
- Humbrol Acrylic primer
- Lifecolor (LC-CS27) Shades of Black

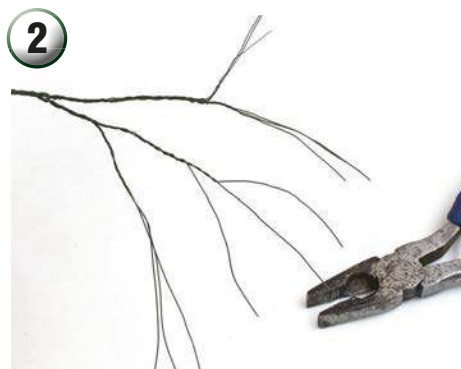
Being predominantly a 4mm scale modeller, I have often envied the range of scenic accessories available to those modelling in larger scales, particularly the military modelling fraternity. For example, leaves in the 1:32 and 1:43 scales are available in different shapes depending on the tree you're modelling. I therefore jumped at the opportunity to employ some of these items when it was suggested.

I've chosen to model a sycamore tree, as it would be in the autumn. You can adjust the leaf colours as appropriate and these would be even easier to produce for a tree in summer by choosing suitable greens. Punching your own leaves is quite a laborious process on anything other than small trees, therefore these punches are better suited for making leaves that have fallen to the ground.

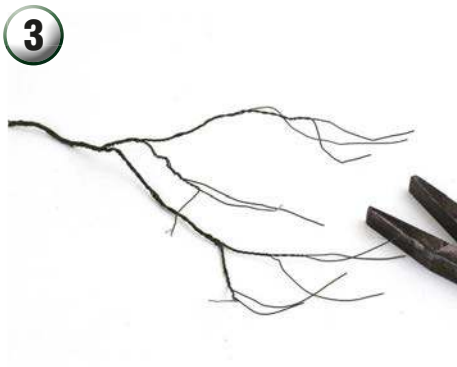
The opportunity to make leaves to your own colour requirements is very useful, but you will need to undertake careful research to get the hues you require. Altering the colours of leaves that have already been applied to the tree is problematic so try and get this right beforehand. Despite this, for dioramas and key locations on a layout, it is always worth the effort of making a tree that is a scenic centrepiece. ■



Take a dozen strands of 0.3mm wire and twist one end together using two pairs of pliers. Ensure that enough of the wire is twisted together to hold all the pieces in place – about 2cm should be sufficient.



Add branches as you go, splitting the bundles into smaller ones until you reach individual strands. Examine the growth of a tree in-situ to get an idea of its growth pattern.



Once you have gone as far as you can with the twisting, shape the branches according to the species of tree and particular example you're modelling.



When you have made a good number of branches, cover them to hide the twists in the wire. I used a mixture of PVA glue with added black acrylic paint and plaster filler. You need the mix to be as stiff as possible, but still capable of being applied with a brush.



Add as many coats as you need to hide the twists in the wire. Between coats apply fine sawdust to create texture and speed up the cloaking process.



Take artificial hair and cut tufts measuring 5cm in length. Tousele the hair to break it into individual strands



Decant carpet glue into a container and paint the ends of the branches with it using an old brush. Now sprinkle the hair in place.



Using a pair of hairdressing scissors, trim the twigs. You're looking to remove those of excessive length and any that are looped.



The trunk is made from the handle of a paint brush. If you use a cheap one, the ferrule can be removed easily by twisting with a pair of pliers.



Drill holes for the branches in the trunk. I used a 2mm diameter drill.



Fix the branches using superglue. Apply Milliput filler to give the trunk a less regular appearance and to tidy up branch ends.



Now spray the tree with various greys and browns to get the bark colour you want. You can use either acrylic or enamel paint.



It is important to add weathering. Don't underestimate the amount of moss that grows in our damp climate.



It is important to add weathering. Don't underestimate the amount of moss that grows in our damp climate.

It's always worth the effort of making a tree that is a scenic centrepiece.



Add more of the bark mixture to the trunk and sprinkle with texture material depending on the tree you are modelling. I used sawdust on this occasion.



Dry-brush a light colour on the bark to create highlights.



Give the whole tree a coat of Humbrol Acrylic primer – it makes sense to use the grey colour.



Add lichen by flicking the tree with various shades of yellow and off-white.



The leaves are produced from paper using punches from Green Stuff World. I used item 1416 which produces leaves suitable for a sycamore or maple.



Whilst the wash is still wet, add other darker colours and allow them to merge. This will avoid sharp edges to the colours. The paper will buckle when wet, but this isn't a problem in this instance.



I coloured the leaves using acrylic paint because it is cheap and readily available. I also wanted something that was waterproof, or at least water-resistant, once dry. Emulsion match pots may also be suitable with a little thinning.

TOP TIP

Green Stuff World's website has instructions on how to keep your punches sharp and in good condition. www.greenstuffworld.com



When dry, turn the paper over and repeat the previous stage so that both sides of the paper are coloured.



Repeat the previous steps for leaves using other colours. Do a sheet of leaves painted dark umber to represent those that have fallen to the ground and lost their autumnal colour.



Cut the paper into strips, then use the punch to cut the leaves. Do them in batches of the different colours and store in containers until you need them.



Paint the twigs with a tacky PVA glue and sprinkle the leaves in place. Work over a sheet of paper so you can reuse material. Don't worry if areas aren't covered with leaves because autumn trees are often denuded.



The branches are quite flexible and you can gently bend them to gain access to the inner surfaces and aid shaping.



Blend the leaf colours together by spraying them with an airbrush. I decided that my colours were quite a long way out and had to use a lot more yellow to make the tree look right.



Autumn leaves often mark as they decline. If you're modelling a sycamore, flick black acrylic paint at the leaves using a toothbrush and a lolly stick. I used UA734 from the Lifecolor Shades of Black set.



STOKE BY NAYLAND

Understanding the limitations of a previous exhibition layout was the key to success in the building of David Hawkins' more entertaining Eastern Region model.

Words: David Hawkins **Photography:** Tony Wright



Factfile

Layout name: Stoke by Nayland
Scale/gauge: P4 / 18.83mm gauge
Size: 20ft x 2ft
Era/region: BR(E) 1955 to 1962
Location: Suffolk
Layout type: End-to-End

“My take is that a realistic model portrays the everyday in its subtle detail. It might sound a bit boring, but modelling the ordinary isn’t that easy.”



Class D16/3 No. 62456 heads a fitted 'stock train'. Claud Hamilton was the Great Eastern Railway's only named locomotive. This is a Hornby locomotive, re-wheeled for P4 and weathered by me using a mixture of enamel and acrylic paints. The P4 conversion was one of the easiest I have done. The only complex task was widening the front bogie which is very narrow, even for 00 gauge.

Ivatt Class 2MT No. 46468 leaves Stoke with a Stowmarket local. The locomotive is built from a Comet kit and has split frames, thereby avoiding the need for pick-ups. The coaches are of Great Eastern prototypes and are built from D&S kits by Rocar.



WHAT IS P4?

P4 is essentially a set of wheel and track standards that sets out to correct the historical error inherent in OO gauge where 4mm:1ft scale rolling stock runs on what is effectively HO gauge track, resulting in a track gauge equivalent to about 4ft 2in. Working in P4 results in either building stock yourself or re-wheeling ready-to-run items; because P4 uses near scale flanges, springing or compensation is often needed. It also means that track and pointwork has to be hand-made. It needs a certain amount of care and dedication to make it work, but the results can be very satisfying. You can find out more from the Scalefour Society www.scalefour.org.

Back in the mists of time, or, 1995 to be precise, my first P4 layout, 'Great Bardfield', was featured in an early issue of **BRM**, beautifully photographed by Tony Wright. In 2001, I wrote a second article on my plans to build a model of Glemsford, on the Stour Valley line of the old Great Eastern Railway. The contrast in the fortunes of the two layouts could hardly be starker. 'Glemsford' is no more, having gone to that great exhibition hall in the sky, but 'Great Bardfield' is still active on the exhibition circuit after 25 years.

Learning from mistakes

Stoke by Nayland was, in fact, born from the ashes of 'Glemsford', and tries to address some of the earlier layout's shortcomings which were threefold. Firstly, although 'Glemsford' presented quite a pretty picture, its running qualities, to be frank, did leave a lot to be desired. Secondly, the design of the layout meant that when shunting operations were taking place, much of the movement was offstage and trains frequently disappeared into the fiddle yard, often to the bemusement of the viewing public.

Lastly, and most tellingly, the layout was incredibly dull to operate - Glemsford was a through-station, the smallest station on the Stour Valley line and consequently very little happened. Plenty of trains passed through, a handful stopped, and occasionally a pick-up goods would shunt the yard. Given that most trains didn't stop, operating the station prototypically and putting on any sort of show was quite demanding of the driver and two fiddle yard operators.

When I broke up Glemsford, I retrieved as much from it as possible. So, although the



baseboards and trackwork were scrapped, I saved the buildings, trees, fences and even a few scraps of scenery. The new layout was to run well and be well run (there is a difference). My view is that an exhibition layout should present a convincing picture, be operated meaningfully and, most importantly, continually. On a real railway, a train entering a single line section needs to exit that section before another train enters it in the opposite direction. I have seen it suggested that for realistic operation we should replicate this, but it seems a bit unreasonable to expect our viewing (and paying) public to hang around for 20 minutes between trains.

Thoughtful planning

The layout design for Stoke is such that 90% of shunting moves are within view of the onlooker. I have included two industries, a dairy and a granary. This is based on the facilities at North Elmham station in Norfolk. 'Stoke by Nayland' station is entirely a work of my imagination on a line equally fictitious. All this overcomes many of the operational shortcomings of Glemsford. Stoke is situated on an imaginary line from Colchester Crouch Street (apparently a proposed station) to Stowmarket, avoiding Ipswich. Additionally, I have introduced a branch service that starts at Stoke station and leaves the main line for Sudbury, about a mile north of Stoke station. Apparently the Sudbury trains originally started from Colchester, but traffic was so sparse that very soon trains from Sudbury were terminated at Stoke with passengers needing to change trains for Colchester.

Now we have quite a variety of traffic possibilities. Stopping passenger trains (steam-hauled or DMU) are the staple diet, running between Colchester and Stowmarket. Some of these are met by Sudbury branch trains (push-pull sets in the early days, later supplanted by four-wheel railbuses or DMUs). Since there is only one platform at Stoke, branch trains are stabled in the dairy siding between services. Pick-up goods trains, including the Sudbury branch goods, shunt the yard. A particularly nice move, based on North Elmham, is the delivery of empty milk tanks by an early morning passenger and collection of full ones by a late afternoon train. The introduction of DMUs on passenger services through North Elmham ironically resulted in the need to introduce a steam-hauled dedicated milk train, so here is another

possibility. Add the delivery and pick-up of grain wagons, plus the collection of loaded sugar beet wagons on a through-goods train, and suddenly a really interesting operating schedule is possible.

Motive power

An easy decision was that the new layout would operate along the lines of the Stour Valley route. In the 1950s the Stour Valley line was home to a variety of locomotives, large and small, hauling local passenger trains of only two or three coaches. Fans of the *Atlantic Coast Express* will understand just how appealing this is. This could be seen on local services, locomotives ranging from elderly E4 2-4-0s and J15 0-6-0s to 4-6-0s of classes B2, B12 and B17. Goods locomotives of classes J17, J19 and J20 could also be seen on passenger as well as local freight duties.

Other locomotives included Ivatt Class 2 'Mickey Mouse' and Class 4 'Mucky Duck' 2-6-0s and ex-Great Northern C12 4-4-2 tanks. Moving into the late 1950s, diesels made an appearance mainly in the form of Classes 15 and 31, plus Cravens, Metro-Cammell and Derby lightweights. I already had the nucleus of such a fleet with most of the rest awaiting building or conversion from ready-to-run items.

Stock reliability

Passenger stock currently consists of a motley collection of ex-GER, GCR, NER and LNER corridor and non-corridor stock. There are some 40 wagons, mainly vans and opens, including a couple of grain wagons, 'Lowfits' and 'Lowmacs'. There are six brake vans of GER, GCR, LNER, LMS and BR origin. My current preferred option is to



spring all wagons, but when a kit includes its own arrangements for compensation, I tend to use this. Time is a precious commodity and I am not out to make more work than necessary. Some of the coaching stock is compensated, others sprung, but generally I find that if they are built accurately, rigid bogies are perfectly adequate, even in Scalefour.

My preferred layout style is the diorama, complete with built-in lighting and operated from the front. I find this much more sociable at exhibitions. One thing you will not find on any of my layouts are three-link couplings. I know they are supposed to be correct - if you ignore the giant pole with a dirty great hand on the end of it - but they are very difficult to use on this type of layout and I believe they detract considerably from the entertainment value at exhibitions.



Wagons during shunting operations at Stoke. The 'Lowmac' is from an etched D&S kit. The traction engine is a white metal kit and is portrayed as being sent for scrap. The chimney has been removed for clearance purposes.

Brush Type 2 (later Class 31) D5579 in experimental 'Golden Ochre' livery. There was a second locomotive painted in BR experimental blue in the early-1960s. Both ran in East Anglia. The model is an old Lima locomotive, now available from Hornby's 'Railroad' series, with a much better motor. The two vehicles behind the locomotive are both built from D&S brass kits. The first is an LNER pigeon van, the second an LNER horsebox.



Auto couplings are essential, and I now use Dingham couplings; there is not really room to discuss the ‘ins’ and ‘outs’ of them here, but suffice it to say that although, like every system, they have their drawbacks, I find them unobtrusive, easy to fit and reliable.

Adapting to P4

I find working to Scalefour standards more satisfying than 00 or EM and am prepared to put in the extra effort required. I can’t deny that it takes more time and needs that little bit of extra care. Nor can I deny that initially I found it frustrating until I really understood how to build locomotives and what keeps things on the track. In any case, given the nature of the subject being modelled, I need to build most of my locomotives and much of my rolling stock. There are many more suitable ready-to-run locomotives available now, but it is wishful to think that the trade will supply most of what I need. Where, for example, can I buy an E4, a J17, J19 or J20? If you are the sort of modeller who likes making things, then the extra work to build in Scalefour is not onerous.

Permanent way

The track is built from Exactoscale

KEY DETAILS

Although many of my locomotives are built from etched kits, an easy way of dipping your toe in the finescale water is to re-wheel ready-to-run items. Here are some conversions I have done with the degree of difficulty from 1 (easy) to 5 (difficult).

LOCOMOTIVE	DIFFICULTY	NOTES
Bachmann DMUs	1	Branchlines sell complete (Class 101 & 105) replacement wheelsets that simply drop in – expect it to take less than 30 minutes.
Heljan Class 15, Heljan German Railbus Bachmann Class 24	2	You need to source P4 standard wheels, remove the keeper plate and fit the new ones. You may need to replace the 2mm axle with a longer one, but generally that is not necessary. Adjust the pick-up to suit the wider spacing. I had to move the axleguards on the railbus to fit the wheels in.
Hornby D16	3	One of the easier steam locomotive conversions (four-coupled, inside valve gear, plenty of room in the splashers for the wider wheel spacing).
Hornby B17	5	More difficult as it involves Walschaert’s valve gear and clearances are very tight on the front drivers. I also had to remove quite a lot of material within the splashers to accommodate the new wheels.

Alan Gibson www.alangibsonworkshop.com will sell you the parts to do the D16 and B17 conversion as well as supply downloadable instructions. At the time of writing, they provide this service for 24 ready-to-run locomotives.

A Class 15 shunts the yard. These locomotives were largely allocated to east London and East Anglia where they worked on local goods services. This is a standard Heljan offering with weathering. Re-wheeling was very simple, but I had to replace the motor with a Mashima after two of the original motors failed. The loading gauge was built from bullhead rail and is typical of East Anglian branches.





B12 No. 61546 coasts into 'Stoke by Nayland' en-route to Colchester. The locomotive was built for me by Steamline Sheffield from a Crowline kit and didn't come cheap. Hornby now produces one at least as good for a fraction of the price, but that's the risk you take when you build from kits. The Thompson suburban coaches are also available from Hornby, but in this case, I built them myself from Comet kits with brass sides. I have never been totally convinced by Hornby's flush glazing.

components and point kits which result in a level of detail we could only have dreamt of thirty years ago. Put simply, the plain track consists of 60ft plastic sleeper panels with separate injection-moulded chairs threaded onto steel rail. The point kits include ready-made crossings and point blade units and all the special chairs needed to build an accurate model. At the left-hand (control panel) end, the points are operated by the tube and wire method using a Masokits lever frame. The points and signals on the right-hand board are electrically-operated. Uncoupling is effected by homemade electromagnets operated by spring-loaded switches.

Architectural adaptations

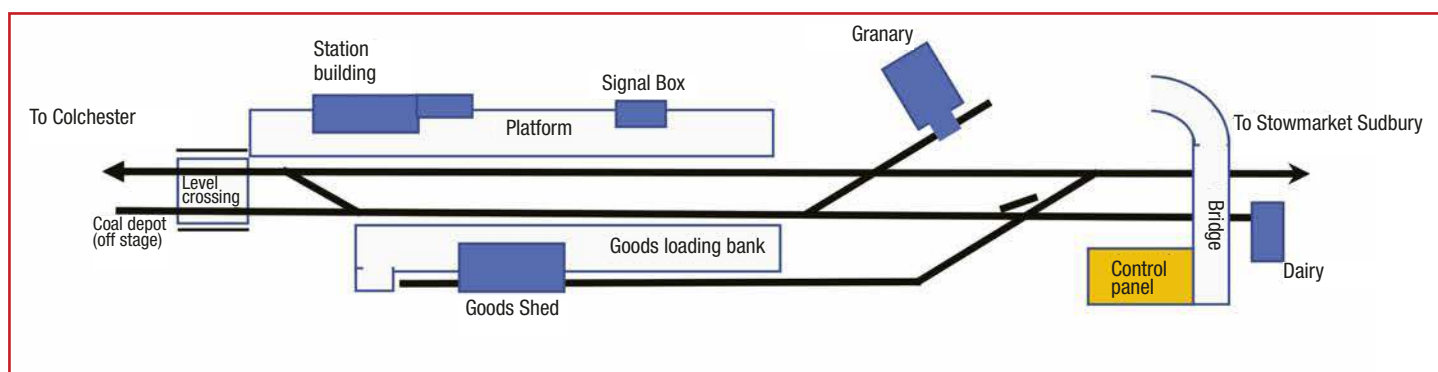
Most of the buildings are from my earlier 'Glemsford' layout and are typical Great

Eastern Railway 1865-style structures with exception of the goods shed which, at the real Glemsford, was built by a private contractor after the line had been open for some years. All buildings are constructed from styrene sheet, with embossed brickwork as appropriate. The cottages behind the platform are a recent addition and are modelled on Great Eastern Railway staff cottages that were built in the 1880s. I made use of drawings produced by the Great Eastern Railway Society and, for the first time, used etched windows and doors produced from my own artwork. This was a much simpler process than I had anticipated, and I only wish I had done this sooner. The only other building of note is the Granary, which is based on an existing example at Marlesford on the long-closed Framlingham branch. I had to shorten the building to fit

the site available, but having discovered that John Constable did much the same thing for artistic reasons when painting Willie Lott's Cottage in 'The Haywain', I feel entirely vindicated. See **BRM** November 2018 for a model re-creation of 'The Haywain'.

Convincing scenes

What are the ingredients that contribute to creating a convincing modelled scene? I go to many exhibitions and overhear a lot of views about what makes for a realistic model. A prevailing view seems to be that realism equals lots of stuff (weddings, funerals, car crashes, welders, houses on fire). While that might be fine for some, my take is that a realistic model portrays the everyday in its subtle detail. It might sound a bit boring, but modelling the ordinary isn't that easy and one has to be able to resist



the temptation to put in more 'stuff'. As an illustration, there are not many figures because this is the decaying rural railway scene in the 1950s, and of those none is in an action pose.

There are relatively few road vehicles, but all are appropriate; all my road vehicles are kit-built and have correct number plates, appropriate sign-writing from home-made transfers in some cases, wing mirrors and 'flats' on the bottom of the tyres to give them a heavy appearance. The backscene is photoshopped from photographs of the area and is deliberately subdued and a bit 'fuzzy' to keep it in the background and act as a frame for the model. The goods yard is pretty bare. Generally, freight, apart from coal, wasn't left lying around in the open. Have a look at photographs of BR-era rural goods yards and you'll see what I mean.

Further developments

I continue to exhibit the layout, usually a couple of times a year. Possible future developments might include working ground signals and I am continually building new locomotives and rolling stock. I am currently about to embark on a new layout, based on Laxfield on the Mid-Suffolk Light Railway which will complement an East Suffolk townscape that I am currently building. Improvements will be even better running and reliability, and the ability to very quickly erect and break down the layout at shows. Currently, 'Stoke-by-Nayland' takes about an hour and I'd like to bring this down to around 30 minutes. Most importantly, I need to ensure that most maintenance can be performed without needing to go underneath the layout – at 72 years of age I'm finding this increasingly difficult! ■

A Cravens unit at Stoke station. This is a standard Bachmann item, weathered to remove its plastic-look. Replacement wheels from Branchlines were fitted in about twenty minutes. The only additional detail is a Masokits working double scissors gangway between the two cars - a lovely piece of etched brass origami that is well worth the extra effort.



Class J15 No. 65468 pauses with a stopping train to Colchester around 1957. The locomotive was built from an etched Alan Gibson kit and has a sprung chassis.



SEE IT IN ACTION

Visit the South Hants Model Railway Club's website for a list of future exhibition bookings and information about exhibition layouts owned by the club and its members.

www.shmrc.org.uk





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THE BRM GUIDE TO... COLOUR LIGHT SIGNALS

Recent years have seen a considerable expansion in the number of companies offering colour light signals. Simon Bendall distils the facts on each to make your choice easier.

Of all the colour light signals available, it is perhaps those offered by Absolute Aspects that are the most impressive in terms of specification. As this three-aspect O gauge signal with feather indicator demonstrates, considerable thought has gone into the electrical connections.

Until the last decade, if you wanted a colour light signal for your layout, you typically had to turn to continental suppliers for working examples or make do with non-functional plastic kits. In addition, these only bore a passing resemblance to the look of British signals. However, with the growth of DCC prompting a wider use of electronics on layouts, there are now numerous manufacturers offering correct UK-outline signals to suit a range of requirements and budgets.

Of the main ready-to-run model manufacturers,

only Dapol has thus far committed to producing working colour light signals. It announced two-, three- and four-aspect designs some time ago, and still in development, these are due to appear in both 2mm:1ft scale (N gauge) and 4mm:1ft scale (OO gauge) at some point. Otherwise, output of a scale appearance from the major suppliers has been limited to dummy offerings, such as Peco's 4mm:1ft scale twin-pack of three-aspect signals and the single four-aspect signal produced by Bachmann as part of its 4mm:1ft scale Scenecraft brand.

Turning to smaller manufacturers, the ranges on offer are happily much more comprehensive, including main signals and, on occasion, other essentials like ground signals. Taking each supplier in turn, their output can be summarised thus:

ABSOLUTE ASPECTS

Illustrated here are two examples of the Absolute Aspects range, encompassing a four-aspect signal (£50.00) in 4mm:1ft scale and a three-aspect version with left-hand 'feather' (£80.00) in 7mm:1ft scale. Although on the pricey side, the quality of the product is clear with a mix of metal components utilised in the construction. The post is well-detailed for example, including baseplate detail, a signal identification plate that can be lettered if desired, and a telephone case complete with appropriate symbol. Each signal is fitted underneath with an integrated circuit chip connector, this mating with a similar connector on the circuit board. A rectangular hole needs to be made in the baseboard to accommodate the chip connector and the signal glued in place. The circuit board is then connected from underneath the baseboard and screwed in place. The design is principally intended for DC use with either a switch for a two-aspect signal or a rotary switch for more complex designs. However, they can be adapted to work with a suitable DCC power supply and control module.

W: www.absoluteaspects.com

Three-aspect signal with 'feather' in O gauge with chip connector alongside.

O & OO

Four-aspect signal in OO gauge.

CR SIGNALS

N & OO

Shown here are two typical examples of the CR Signals range, these being a four-aspect 'peg' in N gauge with a safety cage on the ladder (£22.00) and a OO gauge three-aspect signal with a safety ring (£21.00). Both feature a substantial base that would need covering with ballast while the signal post extends through the baseboard top, this requiring a 3mm diameter hole to pass the wires and integrated resistors through. The wires need connecting to a rotary switch for DC operation.

W: www.crsignals.com



Three-aspect signal with ladder safety ring in OO gauge.

Four-aspect signal with ladder safety cage in N gauge

MODEL RAIL UK

O & OO

Among the signals offered by Model Rail UK is this pair of 4mm:1ft scale examples, these being a two-aspect design with red and green lenses (£10.50) along with a three-aspect version (£11.75). Both feature a brass post and ladder, a whitmetal base and a plastic signal head. Also illustrated is a 7mm:1ft version of the two-aspect design (£12.00), which is largely identical in construction apart from the use of a whitmetal head. The two-aspect 4mm version is also supplied with a telephone case and identification plate to glue to the post if desired. Installation simply involves drilling a hole (3mm or 4mm depending on the scale) in the baseboard to thread the wires and post extension through. Again set up for DC operation, the two-aspect signals in both scales are provided with a circuit board for easy installation, this featuring a diode and resistors. For the three-aspect signal, the modeller is left to sort out the installation with both set-ups requiring a suitable switch as well. Also pictured is one of the signal heads that are available for use with scratch-built posts or gantries, in this case the three-aspect design (£13.00 per pair) is mounted on a brass post. These heads are supplied finished and wired with the modeller left to provide the rest.

W: www.modelrailuk.co.uk



Two-aspect signal with optional telephone case and identification plate in OO gauge.

Three-aspect signal in OO gauge.

Two-aspect signal in O gauge.

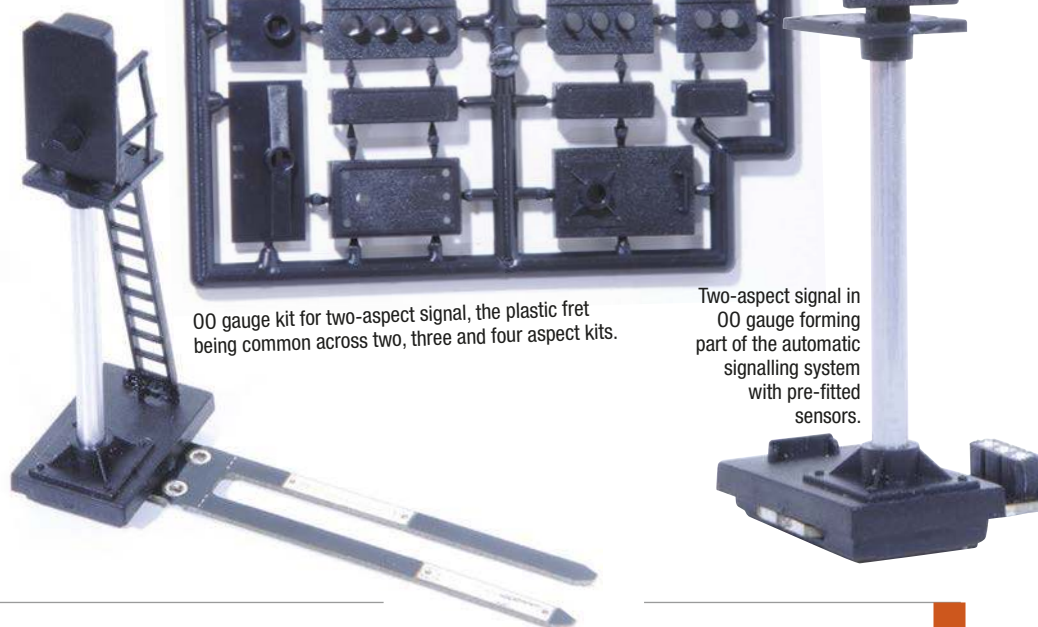
Three-aspect signal head in OO gauge mounted on a brass post.

TRAIN-TECH

In their basic form, the 4mm:1ft scale Train-Tech signals are supplied as kits with the modeller choosing which signal arrangement is required from a range of two-, three- and four-aspects with optional 'feathers' and theatre indicators. The required LED arrangement is supplied pre-fitted on a long narrow PCB that doubles up as the signal post with a plastic fret also included to give the signal head, ladder, railings and base. Shown here is a home signal with red and green aspects (£10.00). For DCC users, all of the signals are supplied largely pre-assembled but with the ladder and safety railings still needing to be attached. These include DCC decoders inside with two track clips attached, these sliding under the adjacent track to provide power. Illustrated is a modern three-aspect single lens DCC fitted signal (£30.00). Similar ready-built signals are available as part of Train-Tech's automatic signalling system, these having built-in sensors and electronics to give an easy-to-install system. Compatible with DC and DCC, the signal types available include this two-aspect red/green home signal (£40.00).

W: www.train-tech.com

Three-aspect single lens DCC signal in OO gauge.



OO gauge kit for two-aspect signal, the plastic fret being common across two, three and four aspect kits.

Two-aspect signal in OO gauge forming part of the automatic signalling system with pre-fitted sensors.

GROUND SIGNALS

ABSOLUTE ASPECTS

0 & 00

The company offers four different types of ground signal in both 4mm:1ft and 7mm:1ft scales to the long-lived triangular design, but with alternate lighting arrangements. These encompass the traditional one red/two white style along with the modern two red/two white design. Also available are the limit of shunt variety with two constant red lights and a version with one yellow/two white lights. Again, an identification plate can be fitted and lettered at an additional cost. Pictured here is the traditional ground signal design in both 4mm (£30.00) and 7mm (£45.00). Each ground signal features a stem which is used to fix it into the baseboard by drilling a 4mm hole, passing the wires through and then pushing the signal into place. DC control can be carried out via a single-pole double-throw switch. A decoder must be fitted for DCC control.

W: www.absoluteaspects.com



BR red/red ground signal in OO gauge. Can be fitted with a white or black ID Plate with arrow and up to four characters.



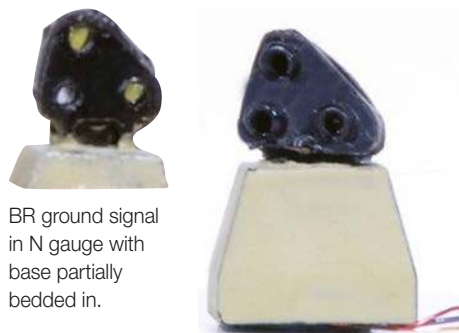
BR red/white ground signal in O gauge.

CR SIGNALS

N & 00

CR Signals offers several versions of ground signal in both 2mm (£18.95) and 4mm (£18.00), the traditional BR version being illustrated in both cases. The N gauge design really is tiny with the head being just 3mm wide, while both have a rectangular base that ideally needs burying in ballast to give the correct look. The wiring mirrors the company's main signals with resistors already in place and ready to connect to a switch.

W: www.crsignals.com



BR ground signal in N gauge with base partially bedded in.

BR ground signal in OO gauge with base fully shown.

DCC CONCEPTS COLBALT 'ALPHA-MIMIC'

00

Of the four ground signal packs offered by DCC Concepts in OO gauge, the most useful is the classic and long-lived LMS/BR triangular design with one red and two white lights, as introduced in the 1930s and still found in use today. Also available is a modern four-light version along with two styles with red/green lights, one being for American layouts. The primary pack for each style features 12 ground signals along with a DCC control board to give 'plug and play' installation (£99.95 each). An additional set of each type is also available, this just containing a dozen ground signals with no control board (£79.96), which can either be used as an add-on pack or with another power source, such as a DC switch. If you intend to use them on DC, a suitable size resistor (7 to 10 kOhms) needs to be added to the circuit if a 12 volt DC supply is being utilised. To install on a baseboard, a 5mm hole needs to be drilled in the surface to allow the plug on the wire to pass through and the base of the signal then glued in place. The plug then needs to be connected to the control board (or switch), with extension cables of varying lengths available separately from DCC Supplies if required.

W: www.dccconcepts.com



Red/green ground signal in OO gauge.



US-style red/green ground signal in OO gauge.



BR traditional red/white ground signal in OO gauge.



Modern two red/two white ground signal in OO gauge.

TRAIN-TECH GROUND SIGNAL



Two traditional BR ground signals are offered by the company, one with red/white aspects and the other with yellow/white in both conventional DC and DCC-fitted models. This is the latter (£35.00), which is supplied ready-made and wired and is suitable for both DC and DCC with an additional input for a Track sensor to allow it to be automated. The key aspect of this design is that the lengthy circuit board protrudes below baseboard level, requiring a 10mm hole to pass through. There are also DC-only versions of the ground signal (£16) which are much shorter with connections direct to the LEDs. The assembly on both versions is held in place by a two-piece plastic clamp with two height settings available, with wires needing to be connected to the circuit board.

W: www.train-tech.com

Working colour light signals add more interest to layout operations. Simon George's 'Heaton Lodge' below, has custom signal gantries from Absolute Aspects. As we've shown - plenty of wallet-friendly alternative solutions are available, too.



ESSENTIAL INFO

ABSOLUTE ASPECTS: Established in 2011 with the takeover of the Roger Murray Colour Light Signals, the range has remained true to the ethos of its predecessor by producing high-quality signals that are handmade to order using brass and whitemetal components. As well as its standard products, Absolute Aspects accepts commission work for bespoke projects, such as signal gantries. The 4mm:1ft scale range includes two-, three- and four-aspect signals with a wide range of route indicator options along with ground signals, banner repeaters and SPAD indicators, with the options being much the same in 7mm:1ft scale, except for the banner repeaters.

CR SIGNALS: In OO gauge, a number of two-, three- and four-aspect signals are offered along with ground signals. Several route indicator 'feather' options are also available, which are built onto the main signal by the manufacturer when ordered, while the access ladders can be specified with either safety rings or modern safety cages. Separate pre-finished signal heads are available for use on scratch-built signal posts and gantries. The same options are available in N gauge as well, with the addition of dummy non-working signals, available in both ready-made and kit form.

DCC CONCEPTS: Four types of 4mm:1ft scale ground signal are offered as part of the Colbalt 'Alpha-Mimic' range, these being designed with DCC control primarily in mind but can be made to work on DC control too in conjunction with its Cobalt Sniffer unit.

MODEL RAIL UK: An off-shoot of an engineering company, colour light signals are produced in both 4mm:1ft and 7mm:1ft scales alongside its street and station lighting. The signals in 4mm:1ft scale encompass standard

two-, three- and four-aspect designs along with block signalling packs that include a control board. In addition, pre-wired and finished signal heads are offered for modellers to fit to posts of their own construction. Much the same products are found in the 7mm:1ft scale category, but only covering two- and three-aspect signals.

TRAIN-TECH: The basis of the firm's 4mm:1ft scale signalling range is a series of kits for two-, three- and four-aspect designs, there are also options for 'feathers' and theatre indicators. Similarly, there are kits available for signal heads only and ground signals, all featuring LED lights. These kits can be wired to work on DC or DCC, but are also available pre-assembled offering simple installation for both DCC and automated signal users. Signal control modules are also offered in addition to an automated signal control system, ideal for block signalling where each signal communicates with its adjacent counterpart using a single wire.

BERKO & ECKON: Now owned by Online Models Ltd, the long-standing range has undergone a revitalisation in recent years. The Berko range consists of ready-built signals in both 2mm:1ft and 4mm:1ft scales, while the Eckon brand covers signal kits in 4mm:1ft only. In both cases in OO gauge, the signals are offered with round and square heads with the latter being the style most appropriate to British use, although even then, some of the designs are distinctly continental in their appearance. However, there is a comprehensive selection of two-, three- and four-aspect designs, including examples with route indicator 'feathers', and ground signals as well. The Berko N gauge range is somewhat smaller in comparison, but still feature a selection of two- and three-aspect signals.



BRM meets... DIGITRAINS

Phil Parker is a Digital Command Control Luddite, claiming it's too complicated. We've sent him to DCC specialist, Digitrains, for a crash course at learning the technology.

Let's be honest, the digital revolution has passed me by as far as model railways are concerned. I see DCC-controlled layouts and read about the technology, but it looks horribly complicated. Where do you start, and why?

Digitrains has been trading for nearly 15 years from its Lincolnshire base. You meet them at exhibitions up and down the country and most importantly, they are helpful people. The BRM team decided that I should go and find out more, so I headed to the shop for a chat to see if they can prise the handheld DC controller from my fingers.

Phil: My problem is that I don't know where to start with DCC. It all looks so complicated.

Nicole: The first thing we ask when someone comes in to the shop, is why they want to go DCC? Are they unhappy with their layout? A lot of the time they don't really know and are content with what they have already, so we say there is no need to change. We aren't twisting people's arms to go DCC.

An often misconception modellers have is that only DCC locomotives are available.



Nicole teaches Phil the difference between DCC controllers in the middle of Digitrains in-store test track.

People see 'DCC-ready' on a box and assume that this means they have no choice and have to go DCC. That's not true.

Phil: What is the advantage of DCC?

Nicole: It's basically what we call a 'drive anywhere, park anywhere' system. All your track is powered and you have access to anywhere on the layout with any of the locomotives at any time. You don't have to worry

about where the electricity is. So long as the points are set, you can drive. You can have a shunter working in a siding, a locomotive going around on the main line and something else on a second line idling with lights and sound.

Phil: Are people nervous about changing?

Nicole: Oh yes, but once you explain the basics, they tend to relax a bit. Most seem

A selection of the controllers that customers can try – this isn't the full range, but there is a good chance Digitrains has something for everyone.



to think that because it's digital, it's going to involve using a computer. If you love computers, you can connect one up to automate your layout, but you don't have to go anywhere near one if you don't want to.

Phil: I already have a layout. Would I need to rewire it to convert to DCC?

Nicole: Not at all. All you do is replace the DC controller with the DCC version – the same two wires feed the track and everything will work. If your control panel has isolating switches on it, make sure all these are in the 'on' position as you want the electricity to get to the whole of your track. After that, you have a digital layout.

Phil: Does this simplify the wiring?

Nicole: Yes. There's no need for those isolating sections. Everything is controlled from two wires. However, we recommend running a 'track bus' – a ring main around the layout and putting connections to the track from this in several places. This is really easy though, and no different from DC where you also need to make sure the track is fed from many places to ensure everything works. It's just easier with DCC. We've wired our test track up this way using copper tape on the board surface so people can see what is going on.

Phil: What about points? I'm sure I've read something with Peco instructions about making changes.

Nicole: The thing with pointwork is that when DCC came out, people were running older models with thicker wheels and tighter back-to-backs. On these, it is just possible for the back of the flange to touch the switch blade as it runs through and cause a short.



Very much a Rolls-Royce solution, the ESU Command Station offers all the functions that anyone, even a model railway club with a large layout, is likely to need. The pictures on the touch-screen can even be customised using your own photographs to make locomotive identification a breeze.

Nowadays this is rare because of better wheels and points. We don't recommend hacking points and we never make changes. A lot of people only do this because they have been told to do it, and don't really understand why.

Phil: Looking at adverts in magazines, I see the phrases 'DCC-ready' and 'DCC-compatible'. What do they mean?

Nicole: 'DCC-ready' and 'DCC-compatible' are almost the same thing. 'DCC-ready' means the model has a socket ready for a decoder and there is space for it. Some older models can be absolutely chock full of chassis, so fitting a chip is a major job. 'DCC-ready' means the designer has made sure space isn't a problem. 'DCC-compatible' means perhaps no socket is fitted but it's easily accessible with labelled solder points enabling chips to be wired easily. 'DCC-fitted' or 'DCC-onboard' are locomotives already fitted with DCC decoders.

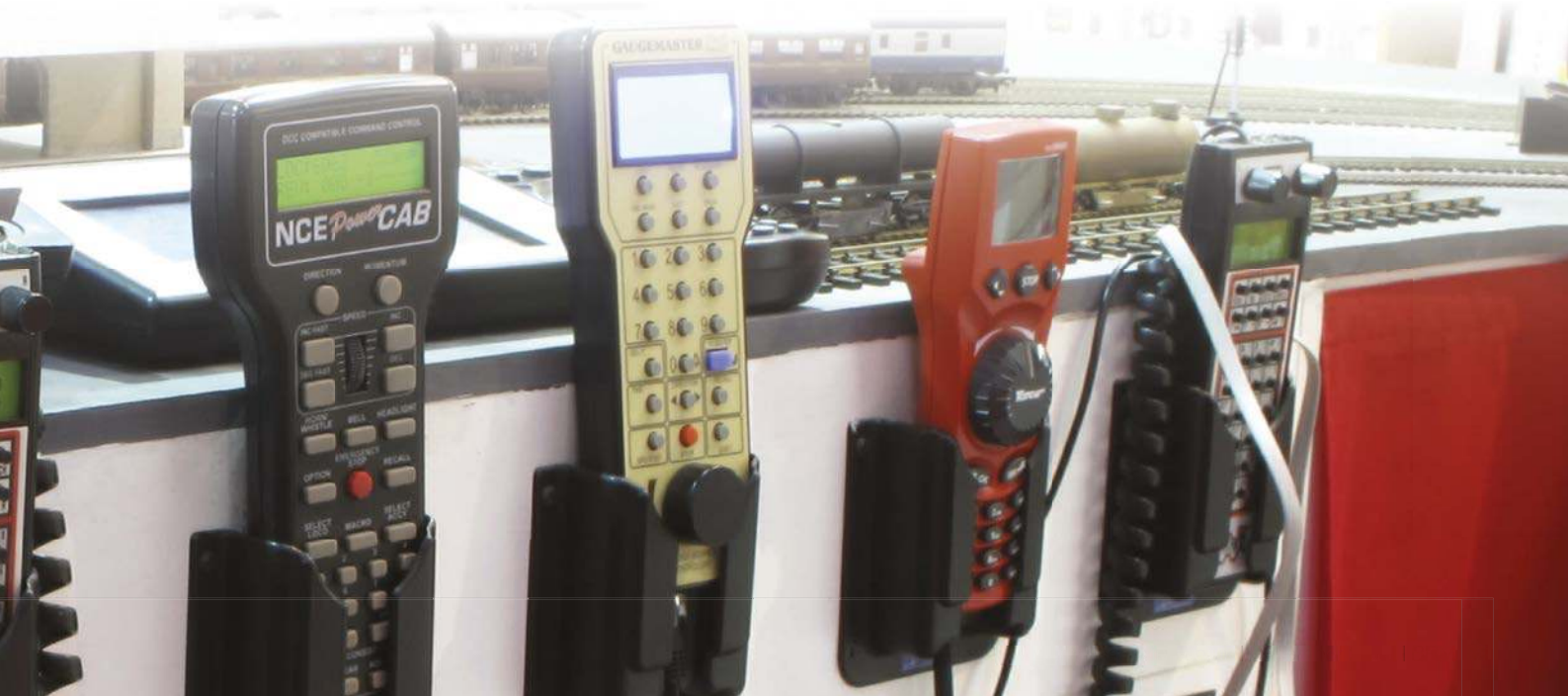
Phil: Will some DCC locomotives will also work on analogue DC?

Nicole: They will, yes. Some are arriving from the factory ready so it can run on both, but others need to be setup to tell it to work on DC. If you aren't sure, ask the person selling you the model or check the manufacturer's website for information. Most can work on both.

Phil: How do I choose the best DCC controller from the dozens out there? I've seen people looking blankly at a complicated handset.

Nicole: We interrogate them, or at least ask a series of questions; the first of which is, how many locomotives will be on the track at the same time? Some controllers provide more power than others. For example, the NCE Powercab is 2A, Digitrax Zephyr Extra is 3A, and we have some that will provide 6A. If you are only running two N gauge locomotives, the high-power system won't be essential.

We also ask if they prefer a console system or a hand-held controller. On the whole, people prefer hand-helds as they can walk around, and you don't lose the space on the



INTERVIEW

layout required for a console.

Phil: I've always used a hand-held DC controller and I suppose it wouldn't occur to me to use anything else.

Nicole: That's it. Once you've made that decision it's basically, which ones do you like the look of? Which ones do you like the feel of when holding them? Which ones do you like the buttons on? It's a personal thing.

Phil: It's all about ergonomics then? So, you really need to try a few handsets before you settle on one?

Nicole: We tend to find that if people use a handset they don't like, they won't use it very often and then decide that DCC is bad.

Phil: Of course, it helps if you can visit somewhere that offers a full range.

Nicole: Yes, but if you visit an exhibition, take a look at the layouts and see what they are using. Ask the operators how they are getting on with their system, if they like it and if they wish they had bought anything different. These are tools to enable you to drive your locomotives. People at shows are always happy to chat and explain, if it's quiet they might even let you try them out. It's also worth chatting to your friends to see what they're using. If you run on other people's layouts, identical control systems might be a good idea.

Phil: Will all the controllers operate all types of decoder?

Nicole: Mostly. Some, like the Gaugemaster Prodigy Express, Bachmann EZ Command, Dynamis or Hornby Select don't have 28



If you like a proper handle to operate your trains, the DigiTrax DCS-51 might be the one for you.

functions, so you might not be able to operate all the sounds on some locomotives. We always ask as it's important to future-proof your system so it will last you for years to come. Some can be upgraded, but not all. There's certainly no issue taking a locomotive to the railway club or to a friend's track. Decoders will work on all controllers, even if you can't access all the functions.

Phil: One scary thing is the wide variety of decoders available. How do I make sure I get the right one?

Nicole: On the end or back of the box of a 'DCC-ready' model, there will be something to tell you which sort of decoder you need. If the box says you need a 6-pin decoder, that's what you buy. If it says, 8-pin, you'll need one of those. Simply buy the one that fits your budget – we sell non-sound decoders from £12 to £40.

If it's not on the end of the box, then the manufacturer's instruction sheet or website will be able to help. The brand of decoder is often down to personal preference. For example, some people will only buy TCS because they were the first they bought and so they like to stick with them.

Phil: Is there much difference between decoders now?

Nicole: There is some, but much less than there used to be. Our £12 budget range comes direct from China and we think they're great, we haven't had a problem with them. Some people think they won't be as good as a Zimo at £20 and admittedly with one of these you will be able to make your locomotive crawl so slowly you can hardly see it move. Mind you, one of our customers buys the budget ones by the bucket-full as he likes them so much.

Phil: Does the budget range offer all the features? What about sound?

Nicole: You can control lights, but not sound. The £12 decoders are ideal for those making their first attempt at fitting a decoder. If you really muck it up, you've not wasted much money. They can also be used just as lighting decoders.

Phil: Does the number of pins on a decoder make a difference?

Nicole: No, it doesn't make any difference. 6-pin and Next-18 pins are the smaller decoders and therefore tend to go into smaller locomotives. 8-pin and 21-pin decoders tend to be bigger and are more suited to OO and O gauge. More pins mean more functionality in theory, but we see 21-pin decoders in steam locomotives with no more than basic

The UK-made Sig-naTrack system from GFB Designs has a touch screen and can be fitted with a walkabout slave controller that even the biggest technophobe could use comfortably.



drive and lights. The socket the manufacturer chooses is the one that works best for them, not always based on the functions required.

Phil: So, are they the same?

Nicole: Graham Farish's N gauge 0-6-0T 'Jinty' needs a right-angled set of pins and there is a special decoder for that. Hornby's Peckett needs a 4-pin decoder and the only one of those is available from its spare parts department.

Phil: What's the most common problem people come to you with?

Nicole: "My decoder has stopped working and I don't know why. What have I done wrong?"

Phil: That doesn't give you a lot to work with - are you mind readers?

Nicole: Sadly not. Our first question is, "Have you done a decoder reset?" and the response is normally, "What's a decoder reset?"

Phil: What's a decoder reset?

Nicole: Using your controller, you tell the decoder to revert to factory settings. When we say that, we mean as it left us, complete with sound. The important thing is that a factory reset won't lose the sound files, something a lot of people worry about. You can't actually reset it back to as it left the factory. It will revert the locomotive address back to the standard for a new decoder, but at least you can tell the reset has worked.

Phil: This brings us to 'CVs', something I've heard about, but don't know much about?

Look at any recent packaging from manufacturers and you'll notice a label that outlines the decoder-fitting suitability or type of decoder fitted. The Hornby J50 in this case is DCC-ready, i.e. has a socket ready to be fitted with a decoder, below, the Bachmann Class 08 is fitted with an eight-pin DCC socket.

Nicole: CV stands for Configuration Variable. They are all the little packets of information on your decoder that you can alter. For example, if your locomotive has a really slow start and takes ages to get up to speed and you don't like this, you can alter the CV that controls inertia.

Phil: Will this be in the instruction book?

Nicole: It is in the instructions that come with the decoder.

Phil: Can you break a chip by messing with the CVs?

Nicole: No. You can always reset it.

Phil: Presumably you can do this with the locomotive sitting on the layout, but I've also heard of something called a programming track - is this length of track separate from the layout?

Nicole: Most controllers offer the option of programming on the layout or a programming track. One of the advantages of working off the layout is that the controller can interrogate the decoder and find out what individual CVs are set at. The other is that the signal will be sent at a low power, the locomotive can't be driven then, but there's also no chance at all of damaging the decoder.

Phil: A separate yard of track for programming sounds like cheap insurance against

damaging a chip.

Nicole: If you are going to fit your own decoders to locomotives, we would certainly recommend it.

Phil: Sound is a big reason to go digital, but it's another apparently complicated area.

Nicole: There are several ranges of sound decoders. Many are set up for American or Continental models and we do stock those types, but we specialise in UK sounds for locos. We stock LokSound and Zimo - which we can sell pre-loaded with the sounds requested. You ask for a 'Black Five' for example and we'll take a blank decoder and add the sound file.

Phil: Can I add the sound myself?

Nicole: Yes, if you have the correct decoder programmer, bespoke to the brand of decoder, however it is more technical and not for beginners.

Phil: How difficult is fitting a chip?

Nicole: If the locomotive is 'DCC-ready', you just take the body off and plug the decoder into the socket. Older models require you to hard wire the unit and that means getting the soldering iron out. It's not difficult as the decoder only needs to use four of its seven or eight wires - the red and black wires in from the pickups and the orange and grey out to the motor - but a lot of people are nervous about this. ■

CONCLUSION

Am I convinced? For the sort of 6ft-long micro layout I tend to build, not yet. If I want sound, I need DCC. I know you can get sound from DC, but if you want proper control, DCC is essential. Diesels with lights, again, digital makes sense. One area I am convinced with is the simplification of the wiring. Running a bus around the layout is simple and adding lots of power feeds from this is a doddle. I could drive the points and signals from the same bus wire.

Even on a simple layout, digital would allow me to run more than one locomotive without having to consider where the electricity is flowing - I could just concentrate on where I want the trains to go. The process of converting to DCC isn't hard. It would pay to spend time talking to people at shows before spending money. Getting hands-on time with a controller is essential and I will definitely be asking more questions at shows.

The model railway DCC marketplace is rich with a variety of decoders in all shapes and sizes, from large manufacturers to digital manufacturing specialists.



FIRST

Stephen Clulow's aptly-named narrow gauge modelling debut is a three-dimensional canvas, portraying a now forgotten, slower-paced way of life.

Words: Stephen Clulow **Photography:** Phil Parker



Factfile

Layout name: First
Scale/gauge: 4mm:1ft scale / 9mm gauge
Size: 78cm x 58cm (excluding fiddle yard)
Era/region: 1930s
Location: Cotswolds
Power/Control: 12V DC



Static grass abounds in the foreground as 0-4-0T *Jupiter* rounds the curve with a short train of cut stone.

First is a small country station on a narrow gauge line in the Cotswolds.

The line is a common carrier where the main goods traffic is livestock, wool, limestone and beer from the local brewery. In the 1930s, services on many narrow gauge lines declined because of competition from road transport. Surprisingly though, the locals found it convenient to travel in slow carriages with hard seats and there is still a good passenger service.

That is the fictional back story, but in reality, 'First' is just that - someone's first layout. Mine to be precise.

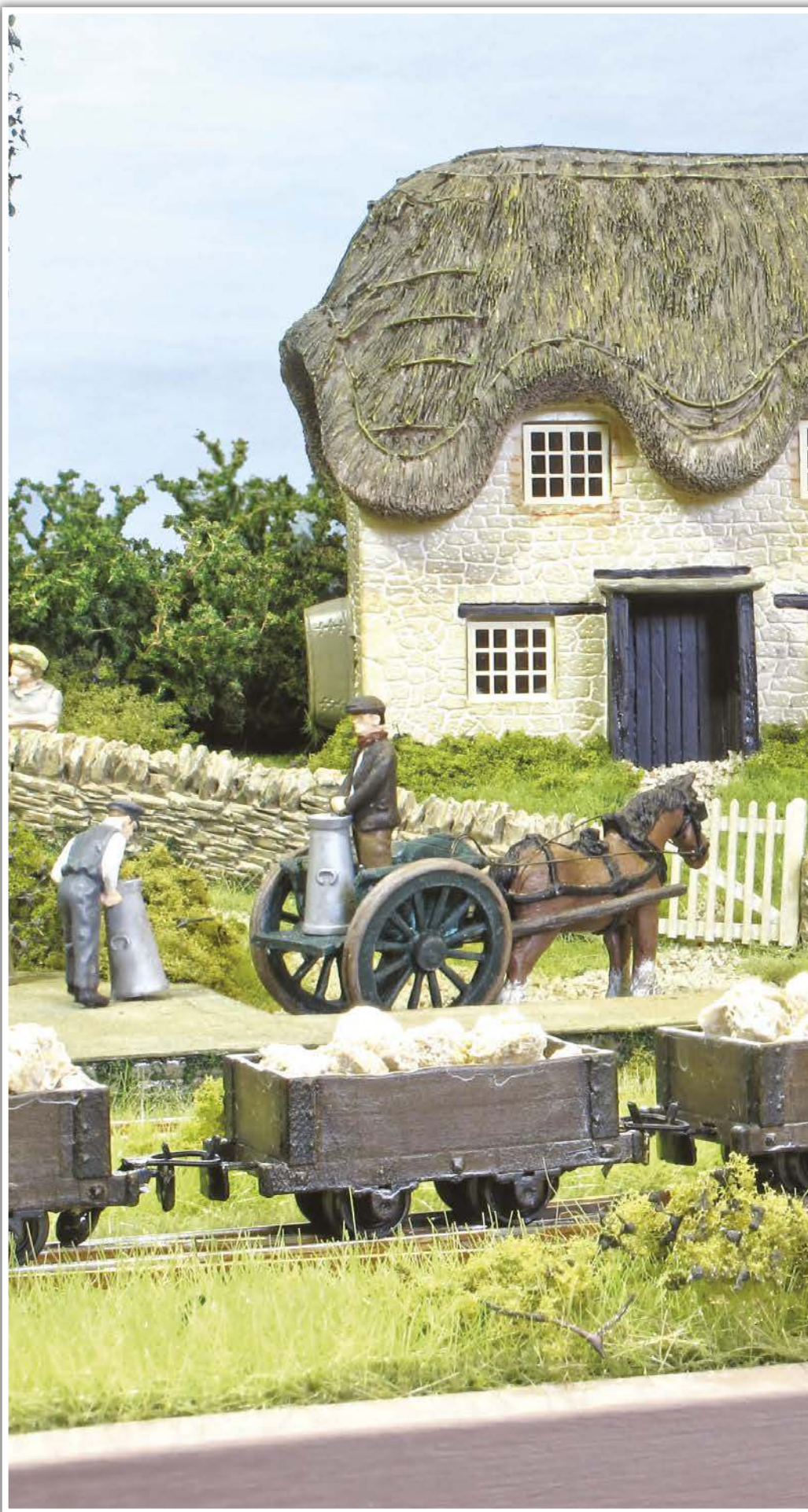
I liked model railways as a teenager, but like many, drifted away from the hobby for several years. I finally decided to build a layout to see if it was something I really enjoyed and became an active modeller as a result.

The construction techniques are quite traditional, a plywood baseboard strengthened with a pine frame and the hills are polystyrene blocks cut to shape. These were covered with scatter material, static grass and hedge materials from a range of suppliers and glued with PVA adhesive. As a beginner, there are advantages to sticking to tried and tested methods, and it's easy to find good advice in magazines or online, giving confidence that the approach will work well.

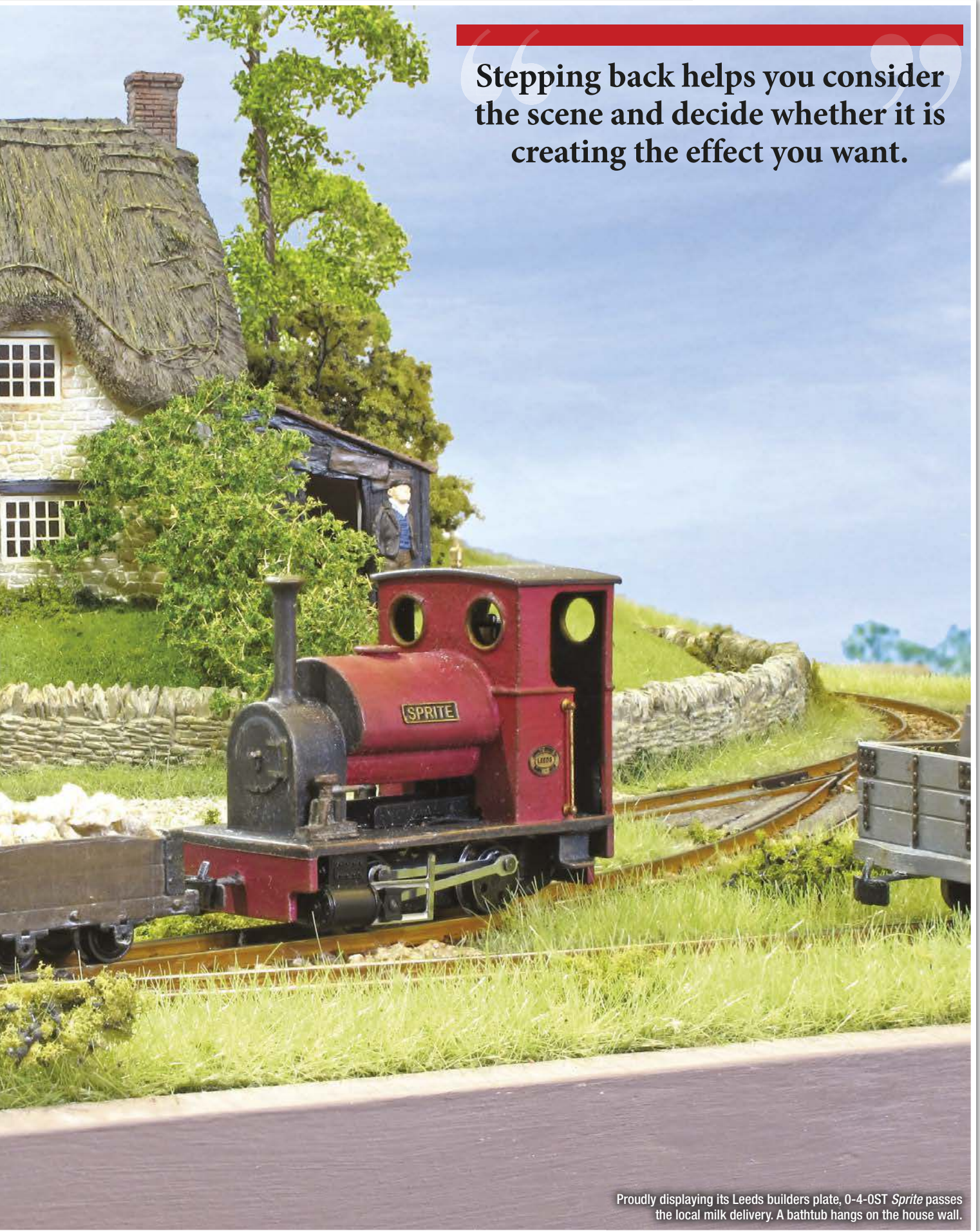
Maximising potential

'First' is a simple oval layout that has been divided into two scenic sections - a station scene and a countryside scene. This makes good use of the small baseboard by creating a longer run and gave the opportunity to create two very different scenes. The track and the dry stone wall provide a visual link between the two sections. The stone walls are Hornby ready-made wall sections. The mouldings are crisp and detailed and, by combining straight and curved sections, it was easy to fit the wall alongside the track. There were some gaps where the sections joined, but these were easily filled with model filler and the walls were repainted in more subdued tones.

Much of the scenic detailing was bought second-hand, often from dealers' 'rummage boxes' at exhibitions. The grounded van body on the goods platform is a good example. It was a complete wagon, but had a broken chassis and a badly cracked roof. It was disassembled, a door was cut out of one side and moved along the body to create the open door, a new roof was added and it was painted and weathered. Some second-hand



Stepping back helps you consider the scene and decide whether it is creating the effect you want.



Proudly displaying its Leeds builders plate, 0-4-OST *Sprite* passes the local milk delivery. A bathtub hangs on the house wall.

crates and sacks were placed inside the grounded van and on the goods platform to complete the effect.

Print and detail

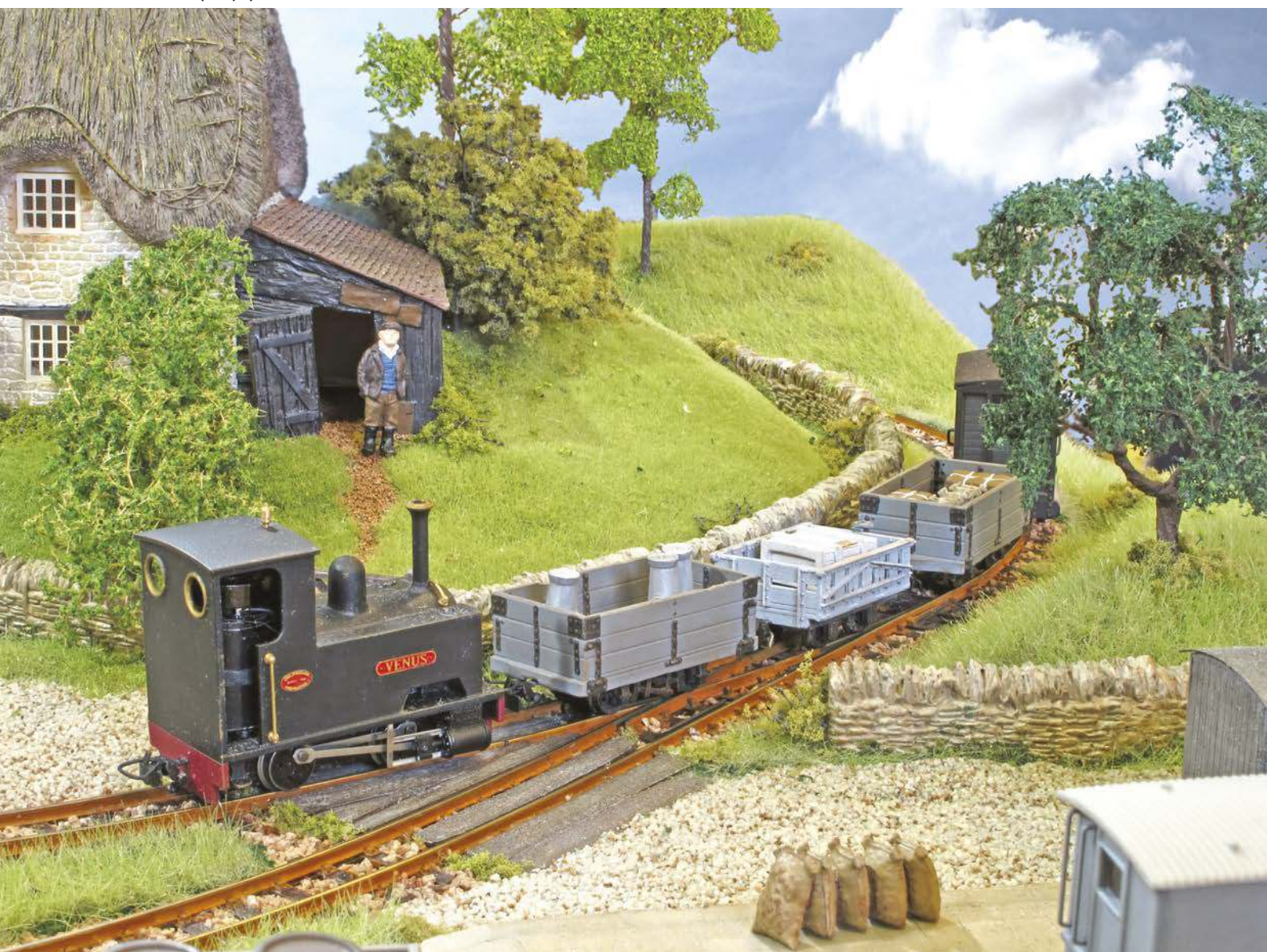
All of the locomotives are 3D-printed bodies on commercially available chassis. 3D prints can have ridges where the different layers of material have been laid down during the printing process. These were removed by carefully burnishing the print using a sharp knife. The blade was rubbed gently over the surface, along the length of the ridges, to gradually remove the raised parts of the print until a smooth surface was created. The finished locomotive body can look rather plain and it is good to add detail. Handrails, whistles, nameplates and makers' plates have been added to all locomotives, and most of them have additional detailing such as lamps, buckets, locomotive jacks or toolboxes. With hindsight this has been a good approach, the 3D-printed bodies are different from RTR models, the commercial chassis ensure good running and detailing each locomotive to give it an individual character was very enjoyable.



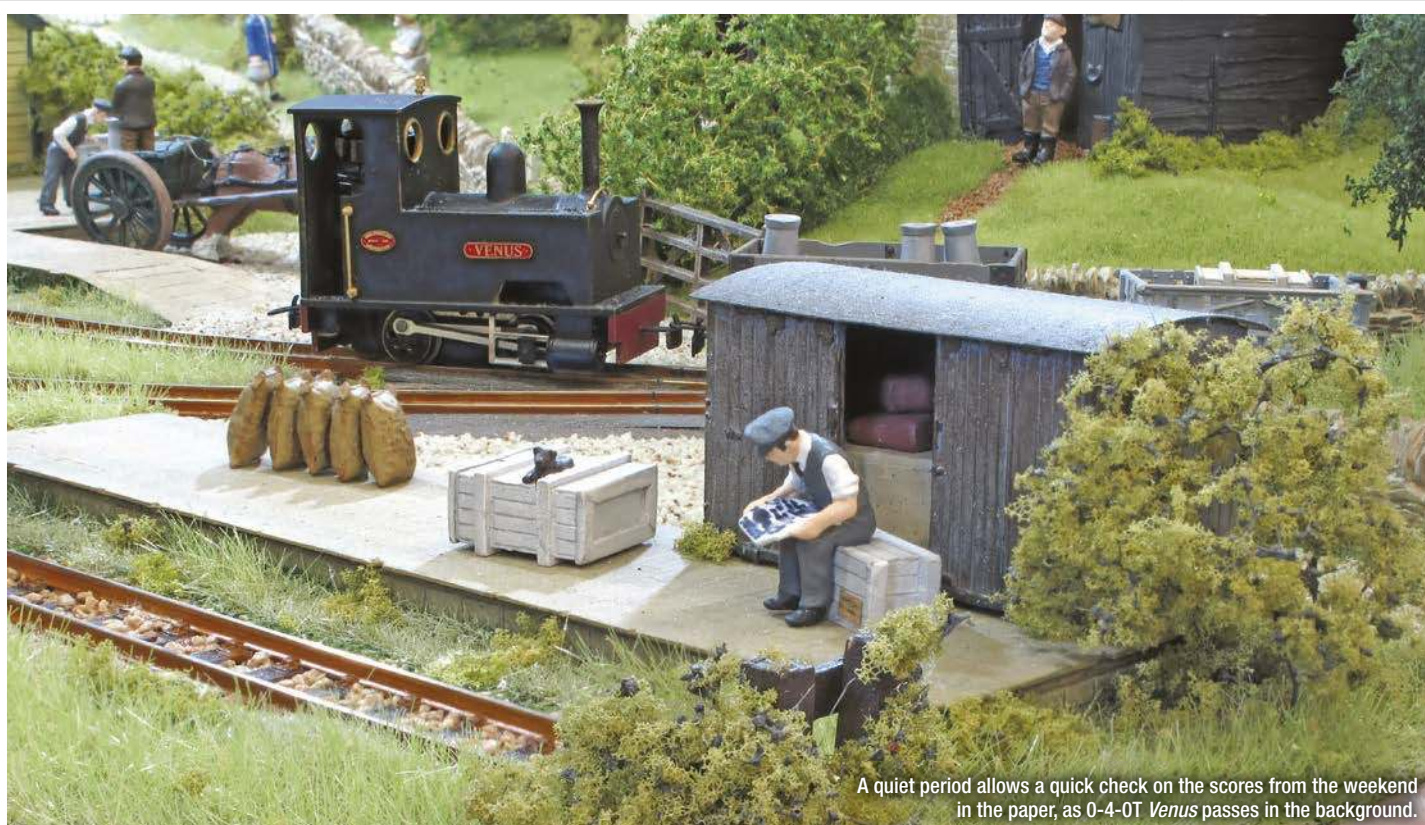
A big advantage of 009 gauge is that many 4mm:1ft scale buildings and accessories (of which there are many) can be utilised to create a convincing scene. Scenic products such as trees and grass are readily-available, too.

The rolling stock is a mixture of second-hand purchases, kits and 3D-printed wagons. The two three-plank wagons and the brake van were bought second-hand at exhibitions. Second-hand items can be well-priced, especially if they need a small

amount of work. In this case, couplings were added and they were repainted. It was a simple and enjoyable job. All rolling stock on 'First', including the locomotives, were painted by hand, using acrylic paints. There are a couple of tricks to getting good results.



A clean style of modelling was chosen with little weathering. Grass is lush and green, cottages are quaint - a rose-tinted spectacle approach to life.



A quiet period allows a quick check on the scores from the weekend in the paper, as 0-4-0T *Venus* passes in the background.



Dilute the paint slightly so that it flows more evenly and, while the paint is wet, brush first in one direction then brush at 90 degrees to the original direction to avoid leaving bush marks. In reality, the open wagons would probably have been covered with tarpaulins, but sometimes it's more interesting to be able to see the loads.

Harmonising effects

The coal stage was made from balsa wood and is the only scratch-built structure on 'First'. Initially, everything on 'First' had an 'as-new' look, but a clean coaling stage looked odd and it became obvious that a working narrow-gauge line would have a weathered appearance. Most of the buildings and rolling stock have been weathered by dry-brushing, usually with a rust colour,

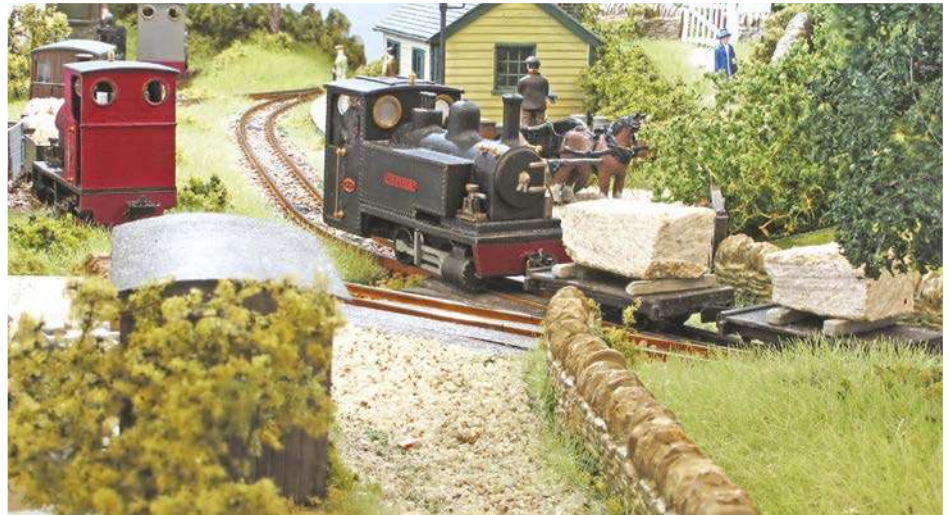
then a dirty brown and finally a wash of diluted black. Dry-brushing and washes are easy to do and create a lightly weathered look which I feel is much more appropriate for 'First'.

The original track plan had a very sharp reverse curve leading to the fiddle yard. The stock had to run very slowly through the curves and even if the operator was careful, there were derailments. The track has been re-laid and a straight connection to the fiddle yard has made operations much simpler and more reliable.

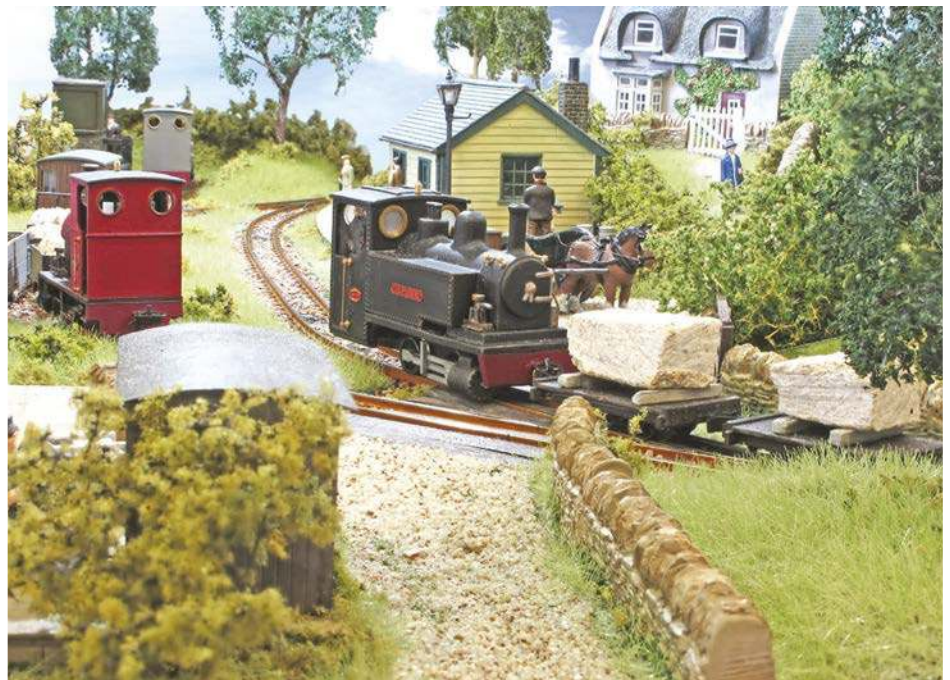
Cassettes made from plastic electrical trunking are used. These are based on an idea by Michael Campbell (Awngate, **BRM** September 2018) and allow the operator to turn or change trains easily and they have proved to be very successful.

The big picture

When creating the scenery for a layout it's important to take a couple of steps backwards and look at the model for a few minutes. Often modellers are very focused on the individual item they are painting or gluing in place. Stepping back helps you consider the scene and decide whether it is creating the effect you want. When building 'First', one of the most enjoyable elements was experimenting, placing buildings, people and road vehicles in different places and seeing how they affected the look of the model. Often the initial idea wasn't the best one and by testing different options, and stepping back to consider the effect, a much better scenic composition emerged. ■



Quiet country paths and Cotswold stone walls make pleasant boundaries - no chain-link fencing with razor wire here! Sidings and a run round loop to the left are useful for displaying rolling stock when not in use.



Locomotives are stored on uPVC cassettes to make handling easier. Paxolin strip provides electrical connectivity.

READ STEPHEN'S
CURRENT
MODELLING
ACTIVITIES ON
HIS BLOG:
[WWW.009ADVENTURE.
BLOG](http://WWW.009ADVENTURE.BLOG)

What we think...



I can still remember a few of the small Lilliput Lane cottages that my mum had on a sideboard in the snooker room growing up. Quaint condensed depictions of a by-gone era of rural life, they centred largely around a small thatched-roof cottage with stone walls and pathways. Stephen Clulow's 'First' feels like an extended version, albeit with more scenery, but it oozes the same atmosphere. The trackplan is very simple with a passing loop and two sidings, but fills the board nicely with enough gently undulating terrain to entertain the most curious of eyes. The layout is neatly presented and the partially-built backscene provides a wider view of the layout than the usual norm. There's a lot to be said for the simplistic nature of such a layout if you're touring exhibitions without a team.

THE BILLY BOOKCASE LAYOUTS

PART 2

Words & Photography: Phil Parker

Do you need a baseboard for your next modelling project? Do you know your options? Here's a selection for you to consider

Faced with three layouts to build for the 'Billy bookcase layouts project', I could have produced a set of identical baseboards using my normal plywood and glue methods, but where's the fun in that?

Instead, for the OO gauge model, I'm trying a laser-cut baseboard kit from Tim Horn. He's recently gained a reputation among railway modellers as a provider of high-quality boards. I'm keen to give one a proper hands-on review, and not just build the kit - this model will be finished and then head out on the road to find out how a few hundred miles bouncing along the motorway affects it.

Next, I use a lot of polystyrene for scenic work, but there are plenty of modellers who

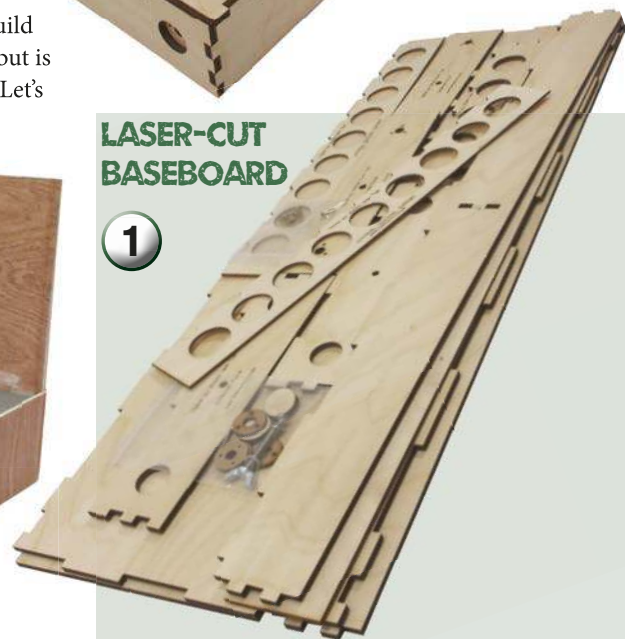
build their entire baseboard from foam. I can certainly see the advantage if the plan is for a layout with undulating changes in the height of the terrain. Hacking away foam is far easier than chopping holes in wood if the track is to run on an embankment or over a river, but is the material stable enough for long-term use?

Finally, the layouts are designed to fit on an Ikea Billy Bookcase shelf, so why not just buy a spare shelf and build on this? It's certainly quick and cheap, but is making a working model on one easy? Let's see... ■



**LASER-CUT
BASEBOARD**

1



Opening the box from Tim Horn, first impressions are really good. The parts are cleanly cut from quality plywood - 6mm thick for the main parts and 3mm for cross-braces. Hardware such as screws and bolts is also included. Step-by-step instructions are found on two sheets of A4. The builder only has to supply glue and a cross-head screwdriver.

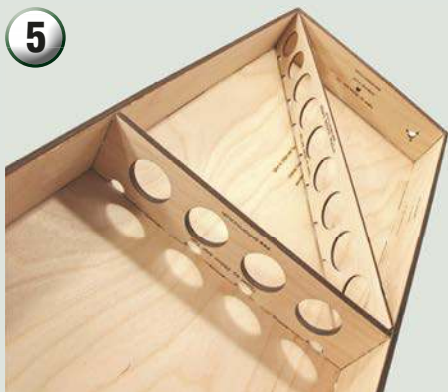


2



One thing I've learnt building laser-cut projects is to follow the instructions to the letter. Once parts are glued, separating them when you find your order of assembly doesn't work is a nightmare! The first job is to fit the centre support to the board top, paying attention to the writing telling you which should be the visible face. PVA glue is all that is required so the work is quick and odour-free. All parts slot together perfectly; no need for any fettling to make things fit.

5



To stop a baseboard twisting, it's a good idea to fit diagonal braces underneath. A couple of lengths are supplied, but I've left these off for now in case they clash with point motors once the track is laid. I'll fit them once these are screwed in place. The holes aren't really for reducing weight, the difference they make is negligible, but they make running wires around a lot easier.

3



While glue does most of the work, there are a few self-tapping screws to fit. They bite well enough so a manual screwdriver is fine for the job. All holes are drilled and countersunk so there won't be any visible screwheads on the finished board.

6



Providing a finishing touch to the front edge is a strip of plywood, which can be varnished or painted and glued. This is best left off until the messy scenic work has been carried out because you don't want paint or plaster on it.

4



The ends are double thickness for strength, but more importantly they're like that so modellers can fit alignment dowels (not supplied) if required when joining several boards together for a larger layout. This is a fantastic feature because fitting dowels requires woodworking skills and tools I don't possess. The bolt shown is supplied and used to clamp the two layers together while the glue dries.

BESPOKE OO BASEBOARD

Size: 75cm x 26cm x 7.5cm (to baseboard top) or 26.5cm (to top of backscene)

Weight: 2kg

Supplied by: Tim Horn

www.timhorn.co.uk

Price: £40 + £12 (P&P)

Foam baseboard

1



When I opened the box of foam, the first surprise was that it came in 1ft square pieces. I'm sure larger sheets are available, but not through the post it seems. The material I'm using is dark grey Styrofoam with a density of 33kg/m³. There are many choices, so I rang 4D Models in London for advice and was helpfully guided. It's light, strong and cuts well with a knife.

2



Using an Ikea shelf as a flat work surface, three bits of foam are stuck together using copious amounts of a No Nails-style grab adhesive, suitable for polystyrene, which is far less dense than Styrofoam. It works well, grabbing quickly, but needs several hours to set properly. The steel weights are to keep the top surface flat while this happens.

3



Doing my best to keep the saw blade vertical, I cut the foam rectangle down to the Billy shelf dimensions using a fine tooth saw. If you have a bread-knife, you could use this instead as the material cuts easily.

4



009 GAUGE DIY BASEBOARD

Size: 75cm x 27cm x 7.5cm (to baseboard top)
Weight: 1.4kg
Foam supplied by: 4D Models
www.modelshop.co.uk
Price £42.50

Read our guide to
building baseboards
from plywood
[https://www.brm.
ag/makeabaseboard/](https://www.brm.ag/makeabaseboard/)

IKEA SHELF

The foam is strong, but its surface will dent pretty easily, so add strips of 3mm thick plywood for protection and decoration. I'll trim these to the contour of the scenery later, hence the higher back and end. More instant grab adhesive holds it in place easily and I'm careful to make sure all pieces are vertical.



It's a shelf and it came from Ikea. 18mm thick chipboard with a faux wood finish in black, although other colours are available. By far the heaviest of the three boards, it's also the simplest, but this brings with it problems for the future. How will I operate the points or wire the track which traditionally goes under the board? Some innovation is required...

N GAUGE BASEBOARD

Size: 76cm x 26cm x 1.8cm
Weight: 2.5kg
Supplied by: Ikea
Price: £12

TOP TIPS FOR... BASEBOARD CONSTRUCTION

- 1 - Nothing is more important than your baseboard, so spend time and money to make sure it is flat, square and solid.
- 2 - Consider portability. Can you lift the board on your own? Will it go through the door? If the answer to these is 'no', then consider building several boards to be joined together. Even if you don't plan to take the model to a show, planning ahead will make a house move less traumatic.
- 3 - How good a woodworker are you? I'm hopeless, so I have all the wooden parts cut for me either by a timber yard or have it ready in a baseboard kit. Neither is expensive nowadays and well worth the money.
- 4 - When choosing materials, how moisture resistant are they? Even if the model lives in a dry, heated room, you'll still be throwing wet glues and plaster at the surface. Soggy baseboards quickly become saggy ones!
- 5 - How will you attach a backscene? There are advantages in making this a separate board fixed to the back of the main structure, especially if you plan to use a photographic image. These can be easily damaged, so plan how you will replace it before starting work.
- 6 - What will the board sit on? The Billy layouts will use a set of shelves, but larger models need legs constructing. These don't need to be complicated, we are building a model railway not the Forth Bridge, so simple lengths of timber will work.
- 7 - What sort of point motors will you use? It might seem too early to think about wiring, but you'll need to allow enough space underneath for your chosen devices.
- 8 - If building a series of boards, work out how you will align them before laying any track. By using demountable hinges on the sides, or alignment dowels, it's possible to create a layout that can be quickly erected, something especially important for exhibition models.
- 9 - If your layout is built for show, consider how you will pack the boards for transportation. Most people pair them face-to-face using some simple squares of wood on the ends. For this to work, both halves of the pair need to be the same length.
- 10 - Make the model look nice. Varnish or paint the edges, even if the model is never to leave home. When you show friends and family your model, it should look like something to be proud of, not reclaimed from a builder's skip!

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Which silly bugger called us DCCconcepts?

The reality is, most of the products we make are able to be used effectively on DC layouts by DC modellers

In fact, almost every single product that is related to the powering, connection or operation of point-work, control panel creation and layout control will reduce the DC modellers need for wiring, soldering and time use by 50 to 90 percent... and it may even end up costing less!

A simple example: Powering Solenoids

When used on DC with an appropriate power supply, ONE of our ADS-8sx 8-way Accessory decoders will power up to SIXTEEN Peco, Hornby, Seep or other solenoids very reliably as each output already has its own CDU build in and can quite comfortably power TWO solenoids.



You will not need to add micro-switches to the points either, as we already provide "frog power" switching in addition to direct connection terminals for LEDs or signals.

Control Panel creation is also easier, as with AD-S8sx, DC modellers can still control the solenoids with their preferred momentary switches or even choose to use stud-and-probe etc, while LED control is taken care of via the AD-S8sx LED outputs with no need for another LED power supply!

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00 ISINGLASS MODELS 3D-PRINTED COACH BODY KIT



If you're looking to add variety to your rakes of Hornby or Bachmann RTR coaches, without the complexities of an etched-brass kit, the new 3D-printed bodies from Isinglass Models might be of interest. The bodysells are supplied unpainted in a number of parts, though glazing, underframes, handles, rails, bogies, wheels and roof vents must be sourced. Currently available in 00 gauge is a Suburban Brake Third, 51ft 1 1/2in Gresley Third with six or eight compartments and Gresley 52ft 6in corridor stock.

Price:
00: £30.00
0 (Gresley 32ft brake only): £75
W: www.isinglass-models.co.uk



YOUCHOOS 3D-PRINTED CUSTOM DECODER SPEAKERS

DCC Sound specialists, YouChoos has launched a new range of 3D-printed speaker enclosures to house 'sugarcube' speakers in a large selection of footprints to suit all models. From single and double speaker formats, all are available in millimetre increments, allowing you to choose exactly the height you require for your model without compromise. The development builds on what is the widest selection of sugarcube speaker types and sizes available for DCC sound decoders.

Price: from £7.00
W: www.youchoos.co.uk

SCENIC ROUTE MODELS LASER-CUT GARAGE KIT



This wooden laser-cut kit is part of a fast-growing range of products from laser-cut kit specialist Scenic Route Models. Tab and slot construction combine with sharp cuts, so the kit is simple to construct in minutes. A felt roof (not included) can be added using tissue paper. Visit its website for the full range of products.

Price: £3.00
W: www.scenicroutemodels.co.uk



BRM LASER-CUT TERRACED HOUSE KIT

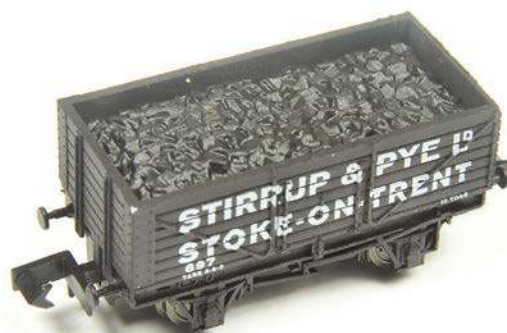
Terraced houses are widespread in the UK from small villages, to towns and cities. The robust **BRM** laser-cut kit is easily glued together with PVA adhesive and can be customised to suit a variety of popular exterior styles as demonstrated by Phil Parker in the March 2019 issue of **BRM**. How will you use yours?

Price: £9.99

W: www.brmm.ag/BRMterracedhouse



THE HOBBY GOBLIN STIRRUP & PYE WAGON EXCLUSIVE



Commissioned by model shop The Hobby Goblin of Stoke-on-Trent from Dapol is this seven-plank private owner wagon in the black livery with white lettering of local firm Stirrup & Pye. The coal masters and merchants owned Adderley Green Colliery in the 19th Century. Limited run of 135 wagons.

Price: £10.90

W: www.thehobbygoblin.co.uk



AIRFRAMED GLASS DISPLAY CASES



If you're more a collector of models than a builder of model railways, perhaps a display case is what your mantel piece needs? Keeping your models dust-free are display case manufacturing specialists Airframed who offer a selection of standard sizes for your locomotives, or larger custom sizes to display your pride and joy.

Price: From £45

W: www.airframed.co.uk

0

DAPOL SEVEN-PLANK LIGHTMOOR WAGON EXCLUSIVE



Private owner wagons liveries are often a point of historical fascination as companies battled it out to be noticed with high-contrasting liveries. The Crawshay family took a leading role in the coal mining industry, owning a large number of collieries, including Speech House Mining Collieries, Lightmoor (c.1840-1940), Trafalgar (c1860-1925), Foxes Bridge (closed 1930), Eastern United (1909-1959) and Northern United (1933-1965). The livery suits Dapol's seven-plank nine-foot wheelbase wagon well and the Gloucester wording across the axleboxes is a fine addition.

Price: £44.41

W: www.dapol.co.uk

HEREFORD MODEL CENTRE TTA TANK WAGON EXCLUSIVES

00



Commissioned by Hereford Model Centre from Peco, this selection of two-axle 'type C' TTA wagons in black, grey or green liveries with British Petroleum 'BP' branding are offered in a weathered or pristine finish. Ideal for short rakes of fuel delivery to TMDs, three- and six-packs are also available.

Price: £13.45 pristine (each), £14.25 weathered (each), £39.60 (three-pack), £79.50 (six-pack)

W: www.herefordmodels.com

00 HORNBY (R3677) PRINCESS CORONATION CLASS No. 6229 DUCHESS OF HAMILTON LMS CRIMSON LAKE



Built in 1938 at Crewe No. 6229 *Duchess of Hamilton* was the last of the streamlined 'Coronations', entering service on September 10. At the same time, the LMSR accepted an invitation from the organisers of the World's Fair in New York to send a streamlined train to the exposition. The newest of the Princess Coronation Class No. 6229 was selected, the name and numbers being swapped between No. 6229 *Duchess of Hamilton* and No. 6220 *Coronation*.

Price: £189.99

W: www.hornby.com

C&L FINESCALE BOARD LOCATING DOWELS



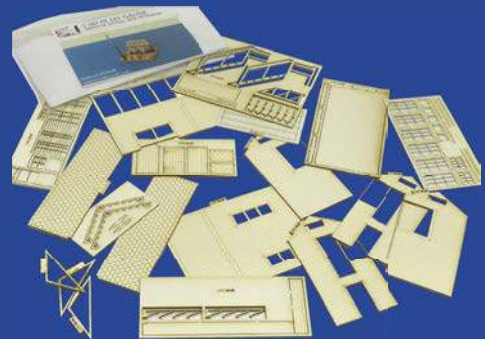
Tired of your track not aligning between your layout baseboards between use? Do you struggle to adjust the height of boards to ensure smooth running? Now in stock with custom track component specialists C&L finescale, these turned steel baseboard locating dowels ensure board assembly is precise and fault-free. Accurate installation is key, so ensure boards are correctly aligned before installation.

Price: £10.01

W: www.clfinescale.co.uk

LCUT (B 00-34) LASER-CUT SIGNAL BOX AND (I 00-01) MEDIUM INTERIOR KIT

00



This LNER signal box kit is based on the prototype at High Dyke. Measuring 137mm x 54mm x 86mm, the precision laser-cut components fit together with ease, making this an ideal kit for the beginner looking to progress from pre-coloured card kits. Spraying with a primer before painting is advised to hide laser cuts and provide a better base for paint. The interior kit comprises of a block instrument shelf kit, a lever frame with five extensions, six sets of levers, five instrument bells, five indicators, a stove with chimney pipe and cap, a coal box, desk, armchair, wall clock, token instrument, and level crossing gate wheel.

Price: Signal box £9.99, Interior kit £6.99

W: www.lcut.co.uk

GAUGEMASTER (GM413) FORDHAMPTON NURSERIES KIT

00



This injection-moulded plastic kit from Gaugemaster is designed to assemble into three glass greenhouses and two coldframes, acting as a nursery. Cutting of parts from the sprue is straightforward, though gluing is best reserved for

an adhesive such as Glue and Glaze by Deluxe Materials to prevent frosting of transparent parts. If you haven't room for a nursery, why not separate the greenhouses, placing one each in the back gardens of your houses?

Price: £21.75

W: www.gaugemaster.com

DAPOL (ND116C) CLASS 142 'PACER' NORTHERN SPIRIT



Already a popular choice among N gauge modellers for its versatility and widespread use nationwide along branch line routes, from the Tyne and Wear to Wales, Dapol's latest addition to its Class 142 fleet is 142025 in blue Northern Spirit livery with the large bodyside green 'N'. Very useful for N gauge modellers of northern routes from the 1998 to early-2000s era, the new additions are (ND116C) DC or (ND116CD) DCC-fitted.

Price: £135.50

W: www.dapol.co.uk

NOCH 17850 PASSENGERS

0



Do you lack the patience required to accurately paint your figures neatly and realistically? Pre-painted and detailed, Noch's range of figures for N, OO and O scales are hand-painted in Mauritius for a quality finish. This latest addition to its O scale range of figures are suitable attired for the 1960s to the present-era.

Price: £15.25

W: www.gaugemaster.com

MODEL RAIL UK SEEP, PECO AND HORNBY POINT JIG AND ADAPTER



Do you struggle to fit your Hornby, Peco, or Seep point motors with accuracy to your Peco points? This universal point motor template and adapter kit contains everything you need to ensure your points work smoothly and accurately. Prevents tabs showing through sleepers if using Peco and Hornby point motors and secures accurate positioning of Seep point motors. Watch a demonstration of the system at www.brmr.ag/PointAdapter.

Price: £7.50

W: www.modelrailuk.co.uk

SCALEMODELSCENERY (AX025-OO) VENDING MACHINE AND (LX183-OO) FENCING



OO

Now an established manufacturer of scenic accessories for model railways with a range that continues to grow at a fast pace, Scalemodelscenery continues to release innovative kits. Its vending machine, backlit by a working LED is ideal for placing in a large office, whilst its 3ft scale high chain link fencing contains enough posts and material to make approximately 1m of fence.

Price: £4.99 (each)

W: www.scalemodelscenery.co.uk

GAUGEMASTER (GM330) AUTOMATED VEHICLE SET

OO



Have you been inspired by Channel 5's The Great Model Railway Challenge? This working road vehicle set will allow you to add a moving White Van to your layout using the innovative Faller Car System. The vehicle contains a rechargeable battery, and by use of a magnet, it follows an embedded wire in the roadway. The system contains 10m of guide wire, crash barriers, roadway filler and roadway paint, plus a selection of UK-centric van stickers to apply to your model.

Price: £109.95

W: www.gaugemaster.com

BUSCH 7595 LANDSCAPE COLOURS



This pack of four dry powder colours will provide a suitable base for your scenery before applying flock or static grass. Ideal for mixing with water to create a wash to weather plaster rocks or plaster bandage landscape, the colours can be used as weathering powders too on buildings and architecture.

Price: £7.50

W: www.goldenvalleyhobbies.com



GAUGEMASTER (PM1) SEEP POINT MOTOR

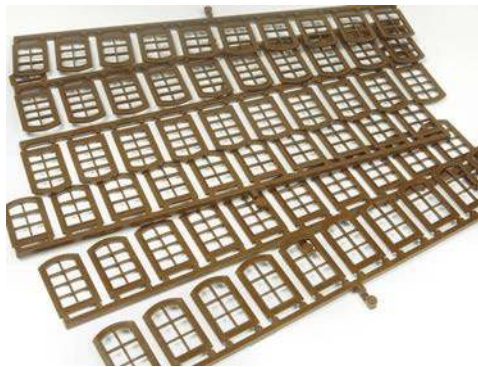
Designed to be easy to install on your N, OO or O gauge model railway and cost-effective, Seep Point Motors only require a small slot in the baseboard to operate the point. The PM-1 is a solenoid point motor, and requires a Capacitor Discharge Unit (CDU) for best results to prevent motor burnout and to give a positive throw. Integrated with the motor is a polarity switch to operate accessories or change frog polarity. The drive rod measures 41mm.

Price: £5.95

W: www.gaugemaster.com

AUHAGEN (80204) MODULAR WINDOWS

OO



We've featured elements from Auhagen's useful modular industrial building kits before, but now stocked with Golden Valley Hobbies are packs of its modular windows. Ideal for adding detail to your card kits, existing buildings, or as an aid when scratch-building, three sizes are included with this 63-window pack: 12mm x 22mm (x30), 12mm x 20mm (x30) and 12mm x 6mm (x3)

Price: £5.00

W: www.goldenvalleyhobbies.com

DAPOL CLASS 121 CHILTERN GREEN DCC SUPPLIES EXCLUSIVE

OO

The well-photographed Class 121 Diesel Multiple Units in their final days with Chiltern Railways proved highly popular with enthusiasts. It was surprising to witness the last of the first-generation DMUs in operation in the 21st century. Manufactured by Dapol in N and soon to be made available in O gauge, its OO gauge model has been the subject of a special commission by retailer DCC Supplies. Contemporary detail and decals as displayed by 121034 during its final days with Chiltern railways are faithfully depicted, allowing you to run a 'celebrity model' on your layout.

Price: £89 (DCC-ready)

W: www.dccsupplies.com



DAPOL 0-6-0 'TERRIER' DCC SUPPLIES EXCLUSIVE

O



Dapol's popular 0-6-0T 'Terrier' has encouraged many modellers to adopt O gauge. Displaying the wartime black livery with yellow sunshine lettering as seen from 1941 until just after 1945, its 'Terrier' is now available exclusively from model retailer DCC Supplies as No. 2662 in this limited edition run of 300 models.

Price: £225.00

W: www.dccsupplies.com

DAPOL CLASS 08 GUINNESS UNICORN DCC SUPPLIES EXCLUSIVE

O



A number of Class 08s have been transferred into private ownership during their lives. With the permission of Diageo, model retailer DCC Supplies has chosen a recognisable livery, as applied to privately-owned Class 08060 'Unicorn', operated by Guinness at its Park Royal site in London. A frequent sight in the brewery sidings and at Old Oak common, the locomotive should appeal to modellers and collectors of memorabilia alike.

Price: £225.00

W: www.dccsupplies.com

NOCH (14674) RESTING PLACE WITH BENCH

N



Perhaps a little continental-looking in appearance because of the ornate-style of the shelter and 'lozenge' roof tiles, this small laser-cut kit from Noch is ideal for placing alongside a road, in a park or at the entrance to a wood on your layout. Assembly is straightforward with clear instructions.

Price: £12.75

W: www.gaugemaster.com

BRM

BRITISH RAILWAY MODELLING

TV

DIGITAL EDITION EXCLUSIVE

DAPOL'S CLASS 08

Dapol's Class 08 is the subject of an exclusive commission by retailer DCC Supplies in Guinness livery. Howard Smith looks inside the box to discover more.

EXCLUSIVE

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



GRAHAM FARISH 'WESTERN PULLMAN'

Words & Photography: Andy York

I prefer the corporate reverse blue/grey Pullman livery to the Nanking Blue and white livery. There, I've said it now. It probably makes me a heretic in the eyes of some, but as a spotter in the seventies, I can relate to the livery more, even if it was only a distant view of the withdrawn units at Old Oak Common rather than in their prime.

The 'Blue Pullman' in OO and N from Bachmann/Graham Farish still carries an air of prestige six years after the model's introduction, so there is still a degree of excitement when opening the packaging and looking at the ensemble on the workbench. It's a very good product indeed. In an era with more detailed features and functions on models, perhaps you could wish for more, however we will be well-furnished when the

OO gauge digital sound version arrives later this year, just be prepared to pay more for such extravagances.

Tooling changes

Previous incarnations of the six-car unit have been in Midland Pullman form, but the two Midland sets were cascaded onto the Western Region in 1967 after the removal of St. Pancras to Manchester services via the Midland main line and Peak District following the completion of the West Coast routes electrification. The two units were modified to run in multiple with each other as a 12-car train, which meant removing the lower part of the nose fairing to expose the coupling hook. Multiple working cables were added, too. Bachmann has replicated

these changes by altering the tooling of the original model, which means we won't see further production runs of the original Midland Pullmans for the foreseeable future.

Flip colours

Whether you like this livery or not, it's exquisitely rendered in 2mm scale. I regard Bachmann's decoration as the best in the RTR market and the clarity of the white BR arrows, Pullman branding and car numbering against the pale grey background is spot on. The definition between different coloured areas is perfect. A point to note is that the underframe detail and bogies isn't black, but a deep chocolate tone, something I have failed to notice on contemporary photographs of the Western Pullmans before.

I unclipped the visually intrusive couplings for the review photographs because I think most modellers would remove these for use. Their only purpose would be if you chose to run two of the units together on a large Western Region layout - wouldn't that be a sight to see?





Graham Farish supplies a detailing pack containing the horns, cosmetic coupling hook and brake hoses for the bufferbeams, something made easier if you detach the 'rapido' couplings.

The train includes two powered cars, the foremost bogie being the driven one where the motor and gears are hidden in the engine room. The trailing bogie of the power cars also has pick-ups. This setup means it's unlikely layout owners will have problems with hesitancy in use.

The white tables with cosmetic table lamps and white headrest liners are clearly discernible through the clear windows, whilst frosted glazing is featured in the appropriate kitchen cars. The original Midland Pullman trains featured alternate coloured seating from one car to the next in red and blue guises. The seats in this model are all blue following refurbishment.

Track testing

From the box, their operation on analogue DC was smooth, the only noise coming from the contact between the wheels and track. The model features directional lighting on the front and rear of the train, with no discernible flickering.

Each car is lettered A to F, so it's straightforward to get the right arrangement of vehicles, but I started to ponder whether

I was putting each car the right way around within the train, until I realised that the manufacturer has engineered alternating long and short couplings on the vehicle ends. You could place two long couplings adjacent to each other, but you'll find it difficult to connect two short ones together, so it's evident that you've incorrectly orientated the cars.

If you choose to go the DCC route you'll need two decoders, one for each power unit as there is no electrical connectivity between cars. The six-pin decoder can be accessed by unclipping the body from the chassis, easy enough with a couple of plastic shims. The decoder will then sit beneath the roof level over the passenger compartment area. If your decoder has a wiring harness rather



datafile

BASICS

Manufacturer: Bachmann Europe PLC

CATALOGUE REFS: 371-742 Western Pullman 6-car DEMU in BR blue/grey livery

RRP: £379.95

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

Era: BR 1960 - 1973

Company/Operator: BR(W)

Weight: 60g power cars / 33g passenger cars

Body and chassis: Plastic Chassis: Die-cast metal and plastic

Minimum Curve Radius: 263.5mm (R2)

Couplings: NEM mounted rapido-type

Accessories: Rigid coupling bars, buffer beam horns, hooks and pipes

DCC Provision: 6-pin

Pick-ups: Contacts to all axles on each power car

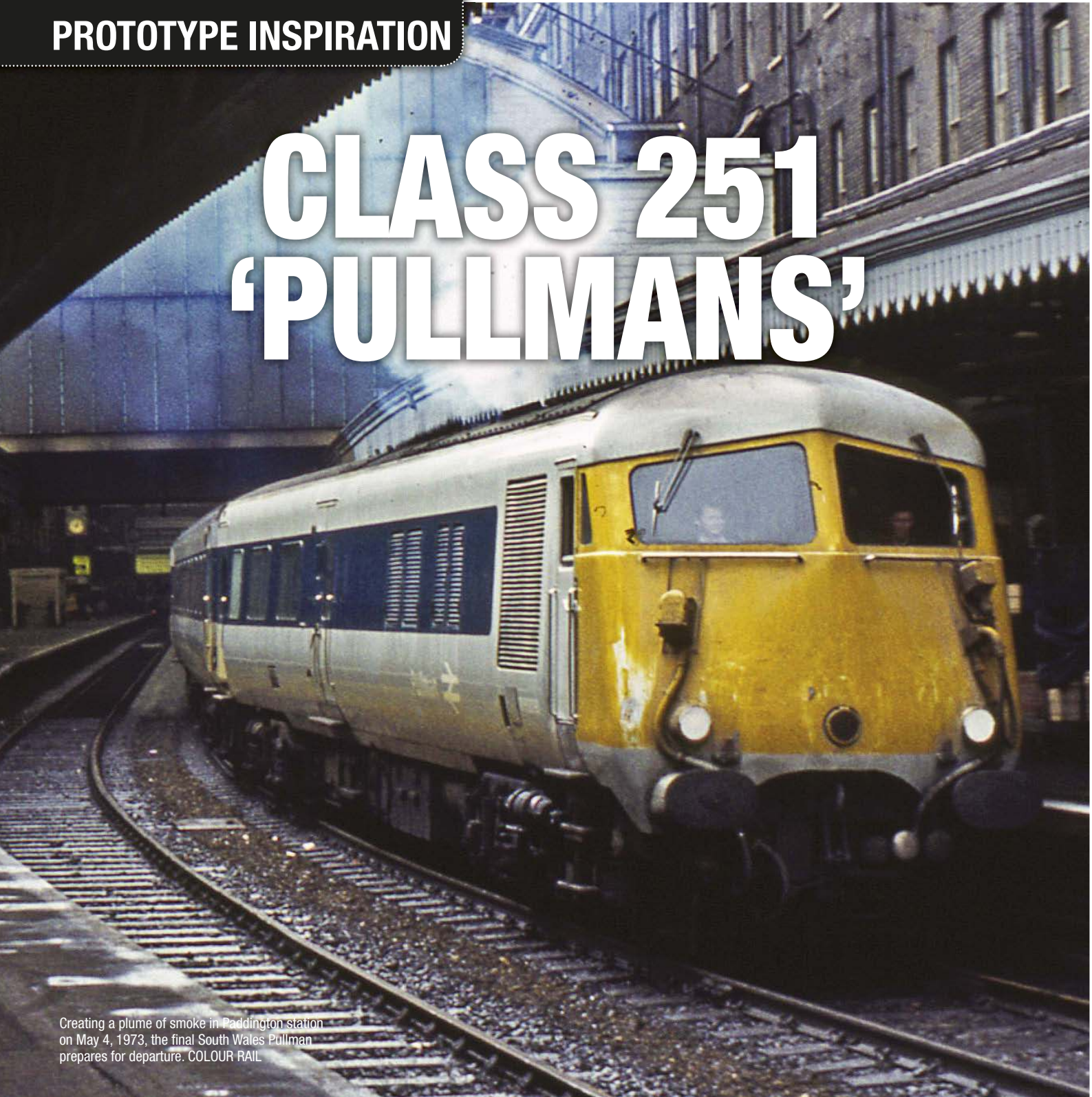
Lighting: Directional headcode and tail lamps

Spares/warranty: service@bachmann-europe.co.uk

than a direct fit, I'd suggest running the wiring at roof level and fitting the chip in the vestibule end of the car.

This new release is enough to tempt me to turn to N gauge modelling. Imagine long trains behind hydraulics passing a Bristol-bound Pullman? ■

CLASS 251 'PULLMANS'

A photograph of a Class 251 Pullman train, a diesel multiple unit, at a station platform. The train is white with a bright yellow front and blue accents. It is positioned on tracks, and a large, arched station roof is visible in the background. The train is angled towards the viewer, showing its front and side profile.

Creating a plume of smoke in Paddington station on May 4, 1973, the final South Wales Pullman prepares for departure. COLOUR RAIL

Stephen Rabone, Editor of Traction magazine, charts the rise and fall of British Railway's mid-century flagship diesel multiple unit passenger train.

Words: Stephen Rabone

The 'Blue Pullmans' were undoubtedly one of the star trains of the early-1960s and were built to operate 'deluxe' services between London and various locations on the London Midland and Western Regions. With their stylish profile and their bright blue and white livery, these trains added a touch of glamour to the mid-century railway.

The announcement of their introduction

was made in 1957 - five diesel-electric sets would be built by Metro-Cammell and, as the British Transport Commission had acquired the 'Pullman' name, it was decided to use that for the trains. Whilst the coaches wouldn't be in the traditional Pullman chocolate and cream livery, the coat of arms was retained.

The two sets for the London Midland were of six vehicles and had 132 first class

seats, while the three sets for the Western Region were made of eight vehicles and had 108 first class and 120 second-class seats. Each set was made of two identical half-sets, which would be maintained at different times, giving operational flexibility.

Teething troubles

The first set left the Metro-Cammell works in Birmingham in October 1959, with riding

problems soon becoming apparent - this was an issue that was never really resolved. The Manchester Pullman service began in July 1960, with one stop at Cheadle Heath in the south Manchester suburbs. In the layover time in London, the train worked a return service to Leicester. From January 1961, the timings were revised with the train leaving Manchester earlier and arriving in London at 11:00, thus giving businessmen time for meetings before lunch. It also allowed time for the Leicester service to be extended to Loughborough and Nottingham. The new trains gave the fastest service ever to Manchester, with an average speed of 65 mph from Cheadle Heath to London.

Western Region careers

Services on the Western Region started in September 1960 with a morning Wolverhampton Low Level to Paddington service calling at Birmingham Snow Hill, Solihull and Leamington Spa. The set then worked a midday return service to Birmingham before the northbound evening working to Wolverhampton. On the Bristol route, the 07:45 ran non-stop to Paddington, followed by a return trip back to Bristol, stopping at Bath. The final train was at 16:55 from Paddington. By October 1960, stops at Bath had been inserted in the morning and evening services. In 1961, a South Wales Pullman started running non-stop to Cardiff, then calling at the principal stations to Swansea.

Modifications and transfer

After the completion of the West Coast Main Line electrification in 1966, the diesel-powered 'Manchester Pullman' service ended and was followed by the ending of the 'Birmingham Pullman' in 1967. It was decided to transfer the two London Midland sets to the Western, where Swindon Works made modifications to the cab ends to give easy access to the couplings. Multiple-working jumper cables were fitted below the windscreens and the word 'Midland' was removed from the bodyside. Some of the first-class areas of the train were downgraded to second class.

A new Oxford service started from March 1967 and they were also used on additional trains to Bristol with both six-car sets being used on the 08:45 from Bristol and 17:45 return service.

Finally, there was an extra service on the Paddington to Swansea route. However, in the summer of 1968, I saw both of the former London Midland sets in use as single



In April 1973, the down afternoon Bristol Pullman heads west into Sonning Cutting. Note the single centrally-located rear marker light. JOHN VAUGHAN / RAIL PHOTOPRINTS

sets: 60090 and 60091 were at Bristol and 60092 and 60093 were seen at Paddington.

From 1967, the new BR corporate livery was applied to the Pullman sets with the livery being the reverse of the standard inter-city stock. The vehicles were painted grey with a blue band along the windows. The cabs had yellow fronts and the BR double arrow and the word 'Pullman' were added in white letters on the grey below the engine compartments grills.

The six-car sets continued to work in multiple until July 1971, but photographic evidence shows that at least one was split up and mixed with vehicles from the eight car sets and was a regular on the Bristol workings.

The Pullmans were withdrawn from service with the start of the summer 1973 timetable, being replaced by locomotive-hauled Mk. 2 stock. All the vehicles were scrapped by either T. W. Ward at Briton Ferry or G. Cohen Ltd at Morriston in 1974 and 1975.

As well as operating on the regular routes on the Western Region, there were several instances of the sets being used for special workings off their normal routes. Football and race meeting specials found the Pullmans, in their earlier years, straying to locations such as Hartlepool and Aintree. I can see no reason why the modeller can't run similar specials using the corporate livery version! ■

The Bristol Pullman hurries east as it approaches Keynsham with the morning Bristol - Paddington service on March 23, 1973 RAIL PHOTOPRINTS



DCC concepts

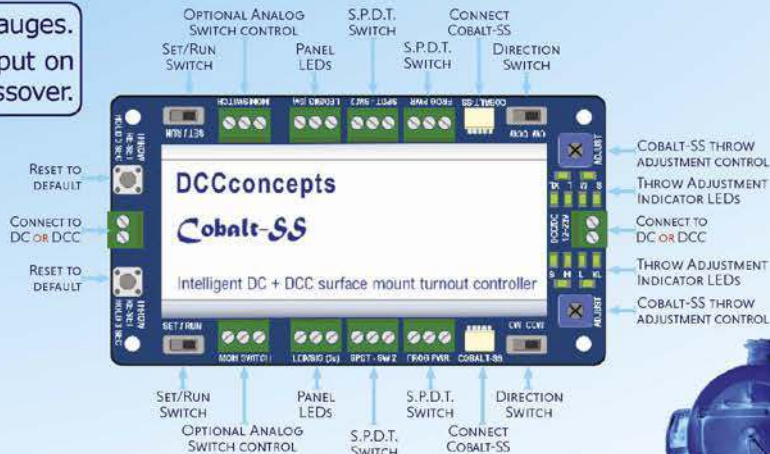
thinking outside the square

Cobalt-SS

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



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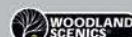
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ACCURASCALE 24.5T HOPPER

Words & Photography: Andy York



In **BRM** August 2018, we saw Accurascale's first UK wagon arrive in the form of the 24.5T hopper wagon in 4mm scale. As soon as the wagons came to market, Accurascale announced that it was responding to modellers' requests to produce the same wagon in 7mm scale, adding to the increasing number of ready-to-run wagons available for O gauge these days.

Improved design

The model isn't just a scaled-up reproduction of the OO gauge version, but uses different Computer Aided Design (CAD) work to increase the level of detail on the model. This is most evident inside the wagon, with raised bracing and seam strips. Deep down into the hopper chambers there are joint lines between the main body and lower body parts which give a representation of the opening hopper flaps. Turn the model upside-down and it's clear that the 'senior scale' gives the opportunity to include a more accurate depiction of the outer hopper discharge chutes and operating linkage that wouldn't have been possible in 4mm scale

because of the need for coupling mounts.

The coupling hooks are sprung with an 'instanter' coupling mounted onto the hook. The axleboxes within the W-irons are also sprung, and although the 145g weight of the wagon fully compresses the spring when placed on the track, it will give a degree of compensation over pointwork. The models feature 13in BR self-contained buffers that are also sprung. Packs of additional sprung buffers are also available in sets of four for use on other models or kits priced at £3.95.

Accurascale has captured a variety of markings, numbering and lettering, all from image research. There is visual variety within the range, including representations of hand-painted black backing panels beneath markings. The decoration is to the same high standards as previous models from the stable.

Economy in numbers

The manufacturer will cannily lure the modeller into buying multiple models with eight differently-numbered and marked wagons available at launch – four are pre-TOPS style numbering (models A-D) and

four feature TOPS markings (models E-H). Individually priced at £49.95, there is also a financial incentive to the modeller to order multiples with a set of four pre-TOPS or TOPS numbered models costing £180 or all eight wagons at a price of £350. Free shipping from Ireland is available on orders over £100.

I can't fault any aspect of the model and I feel the price is great value for what you get; it's not just a bigger model, it's better. Accurascale has hinted that N gauge modellers might have something to look forward to in the future too. ■



datafile

BASICS

CATALOGUE REFS:

ACC1040-HUO-O-AB333635
ACC1040-HUO-O-BB334438
ACC1040-HUO-O-CB335703
ACC1040-HUO-O-DB337128N
ACC1040-HUO-O-E B333722
ACC1040-HUO-O-F B333800
ACC1040-HUO-O-GB334435
ACC1040-HUO-O-HB335906

RRP: £49.95

Gauge/scale: 132mm, 1:43.5 scale O

Era: BR 1954 – Preservation (5 to 8

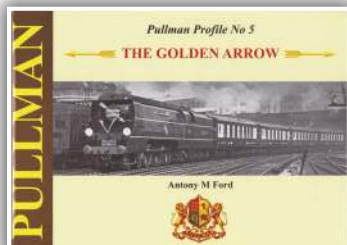
Company/Operator: BR)

Weight: 145g

Body and chassis: Plastic

Couplings: Sprung hook with instanter couplings

Warranty: 12 months – customer@accurascale.co.uk



PULLMAN PROFILE NO.5 THE GOLDEN ARROW

Antony M Ford

The author has already written the major parts of the 'definitive' history of Pullmans in this country, and this latest volume in this wonderful series continues the story. The 'Golden Arrow' (the English equivalent of the French Fleche d'Or), and arguably the most well-known Pullman train in the realm, ran from 1929 until 1972 (with an interruption for the War years) between London Victoria and the Kent coast. The format of this splendid volume is the same as the preceding volumes in the series, accurately researched

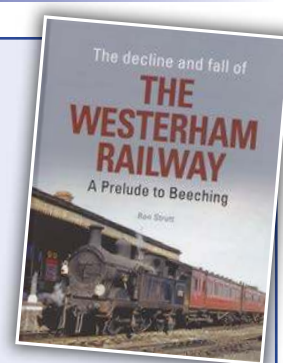
and full of high-quality photographs, drawings and documents. The 1951 Festival of Britain 'new' cars are extensively shown and the 'shabby' degrading of these wonderful vehicles, when the elegant umber and cream was replaced by BR's corporate blue, is well-illustrated. What happened to the various cars after their Pullman life was over is also shown, as well as the different types of motive power that worked the train throughout its existence. It's a pity that no model manufacturer has produced the 1951 cars. Another recommended work.

Price: £32.95 ISBN: 978-1-90932-870-9 W: www.crecy.co.uk

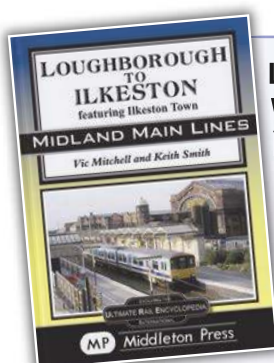
THE DECLINE AND FALL OF THE WESTERHAM RAILWAY A PRELUDE TO BEECHING

Ron Strutt

This is a fascinating book, revealing the almost underhand machinations of the Department of Transport resulting in the closure of the Westerham branch, despite going against the recommendations of the transport consultative committees. Ultimately, part of the route was obliterated by the M25, one of the 'future' reasons for its closure, especially considering the Minister of Transport at the time, Ernest Marples, was a major shareholder in a motorway-building company. He eventually fled to Monaco, suspected of tax fraud. The author, who sadly died just prior to publication, presents a well-researched account, described as 'explosive' by the publishers. Whatever the rights and (mainly) wrongs of the closure, this book will be of great interest to modellers, showing a wealth of well-reproduced photographs as well as documents. It would make a fascinating model, whether at the junction off the main to Sevenoaks at Dunton Green or any of the intermediate stations or the terminus at Westerham itself. Hornby's beautiful little 'Class H' cries out for a line for it to run on. Recommended; a fitting tribute to its author.



Price: £24.95 ISBN: 978-1-90932-841-7 W: www.crecy.co.uk



LOUGHBOROUGH TO ILKESTON TOWN

Vic Mitchell and Keith Smith

This is the latest in this enormous series, this part featuring Midland Main Lines, from Middleton. The usual hardback A5 format is followed and there's the typical mix of photographs, maps and documents illustrating the route from the early 20th Century up to Class 66s and HSTs. Reproduction is generally very good and anyone contemplating building a model of anywhere on this route (though you'd need a lot of space to fit in Toton and Trent!) will find this book of great value.

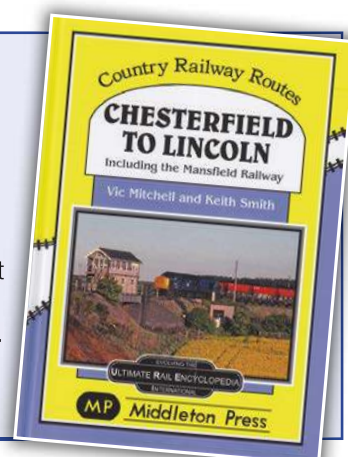
Price: £18.95 ISBN: 978-1-910356-24-1. W: www.middletonpress.co.uk

CHESTERFIELD TO LINCOLN

Vic Mitchell and Keith Smith

Another in the Middleton series 'evolving the ultimate rail encyclopaedia', this is one of the volumes describing Country Railway Routes; in this case part of the Lancashire, Derbyshire and East Coast Railway (which became part of the GCR in 1907). If ever a railway's name contravened the Trades' Descriptions Act, this was it! It was always a secondary route and the authors have gone to considerable trouble to obtain photographs (it's a good job the likes of H.C. Casserley didn't just point his camera at main lines, and Derek Mundy took an extensive number of pictures of signal boxes). The reproduction of all the visual material is very good and modellers will find this volume of great use.

Price: £18.95 ISBN: 978-1-910356-21-0 W: www.middletonpress.co.uk



LOST LINES OF WALES CONWY VALLEY LINE

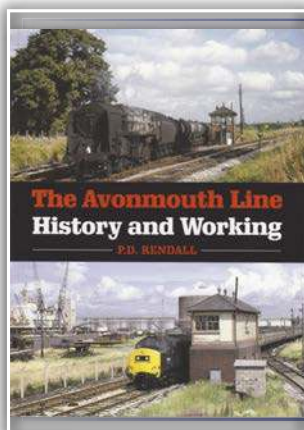
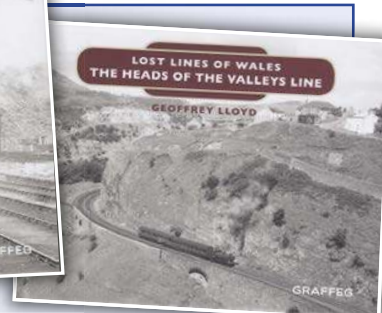
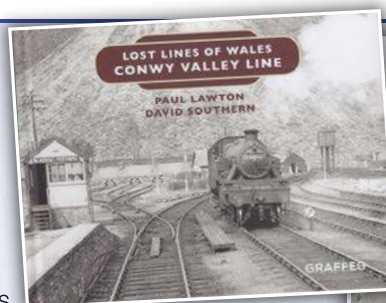
Paul Lawton ISBN: 9 78 192 654147

LOST LINES OF WALES THE HEADS OF THE VALLEYS LINE

Geoffrey Lloyd ISBN: 9 781912 654154

We're reviewing these jolly little books together because they form part of a most-interesting series of modestly-priced, yet fascinating volumes featuring Welsh railways. Actually, the Conwy Valley line isn't lost, because it continues in operation to this day. As expected, most of the images are from BR days, but there are one or two gems from years ago (the image of the L&NWR South Wales Engineer's train at Abergavenny is a stunner!), along with clear route maps. Reproduction is excellent and the text is well-written and informative. Interestingly, the Welsh spelling is used for Conwy, yet, at the time the majority of the pictures were taken it would have been written 'Conway'.

Price: £8.99 each W: www.graffeg.com



THE AVONMOUTH LINE HISTORY AND WORKING

P. D. Rendall

This softback book describes the branch from Bristol to the Bristol Channel from its opening in 1877 to the present day. Despite various attempts down the years to close the line, thankfully it is still open, if a shadow of its former self. The chequered history is well-described (the author had a career on the railways) and extensively-illustrated. Some of the illustrations are a little 'weak' in their reproduction, and the loss of the top of the 72XX 2-8-2T's chimney on page 141 is a poor example of cropping. Very useful diagrams are provided, illustrating stations and sites which will be of great use to modellers, and if anyone wants an excuse to include elephants on their model railways, well, here it is!

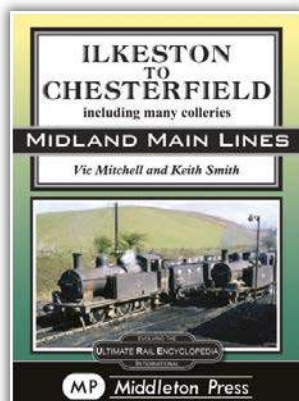
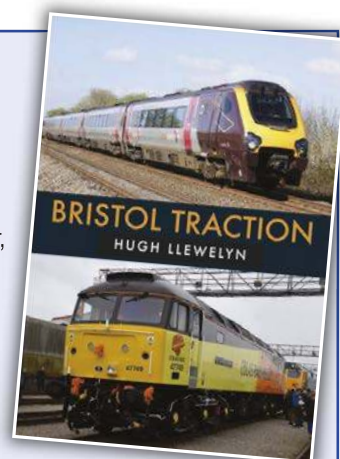
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BRISTOL TRACTION

Hugh Llewelyn

This modest softback, written by a former executive officer in the 'Railways Directorate', illustrates the wide variety of motive power seen in the Bristol area, mainly from the 1980s to the present day (there is one B&W shot of a Warship in 1965), principally in colour. There is much of interest to students of the more 'modern' railway, but the selection would have been much more comprehensive if the earlier, hydraulic classes had been featured in numbers. I know the author uses only his own pictures, but sourcing shots from elsewhere would have been useful in my view. The reproduction is generally OK, though several shots have their shadows completely filled-in. If nothing else, the bewildering array of different liveries will be of use to modellers.

Price: £14.99 ISBN: 978-1-4456-7805-4 W: www.amberley-books.com



ILKESTON TO CHESTERFIELD

Vic Mitchell and Keith Smith

This is the latest in this long-running series by Middleton, featuring the extensive network of railways in the Notts/Derby coalfield. The usual format is followed of featuring numerous well-reproduced B&W shots and maps, together with informative captions. The photographic range is from pre-Grouping through to 2017. As always with books of this type, where more up-to-date shots are featured one is left with a feeling of great loss, because the surviving railway infrastructure is bereft of interest. That said, as with all the books in this series, it's of great use to modellers.

Price: £18.95 ISBN: 978-1-910356-26-5. W: www.middletonpress.co.uk



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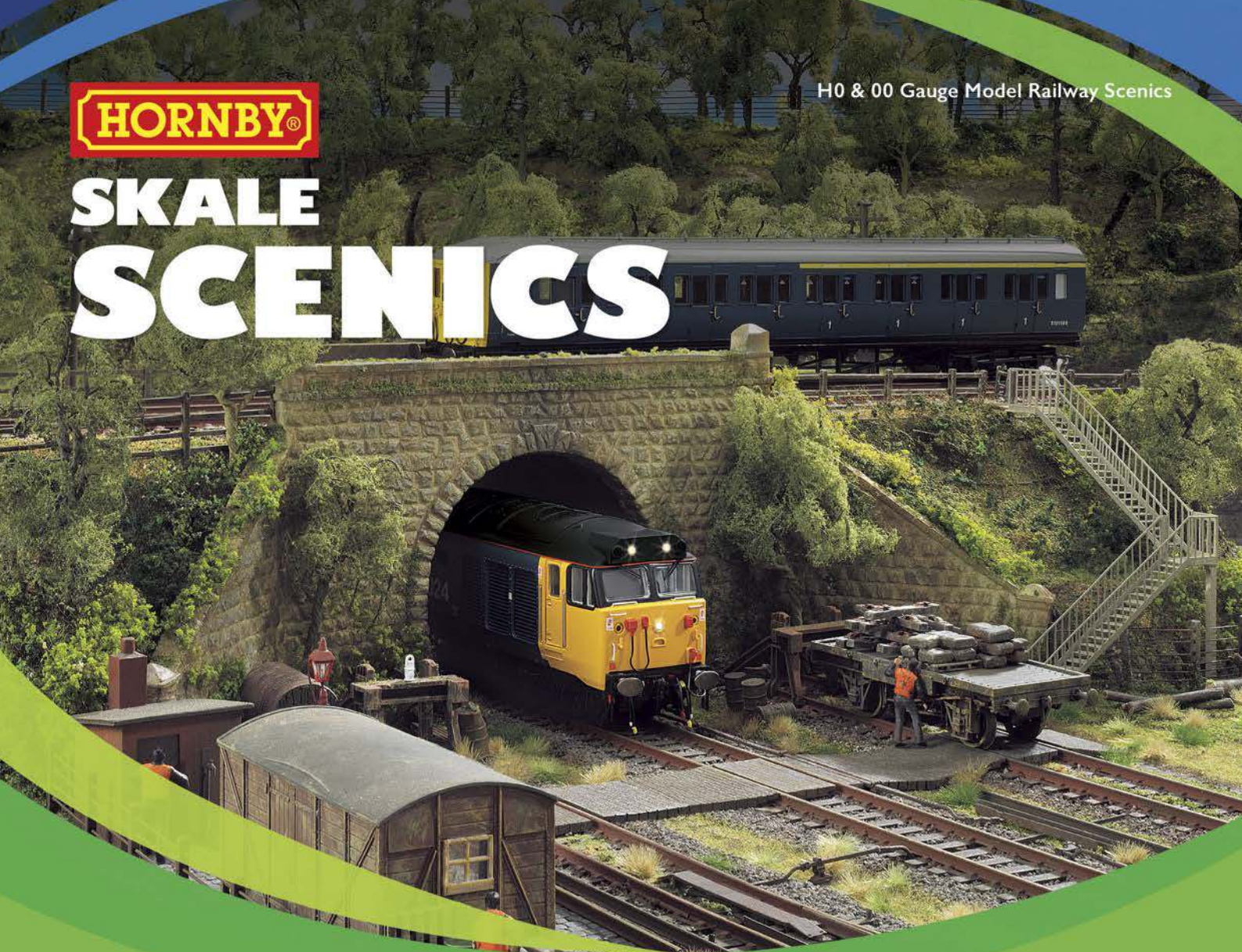
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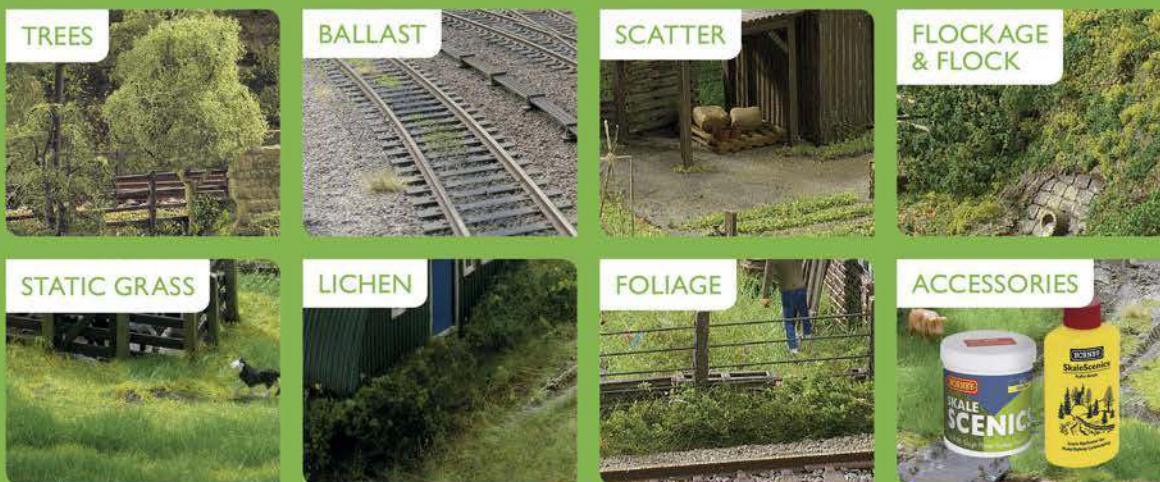
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DAPOL GBRf Class 66789 'British Rail 1948-1997'



N Scale - Q1 2019! RRP: £119.95 - PRE ORDER NOW

On 27th February 2018, GBRf proudly unveiled their latest class 66 newly renamed 'British Rail 1948-1997' (formerly DB Cargo 66 250). The loco marks the 70th anniversary of British Railways.

As well as the spectacular repaint into BR Large Logo Blue, the locomotive also underwent a number of modifications to bring it up to GBRf 66/7 standards and reliability. This locomotive is something of a celebrity with railway enthusiasts and will be popular with collectors and modellers alike.

Our thanks go to GB Railfreight and Dapol for bringing this product to market.

Details:

DCC Type: 6 Pin Ready

Livery: GBRf

'British Rail 1948-1997'

(BR) Large Logo Blue

Class: 66

Era:

10 (2006 Onwards)

Wheel Configuration:

Co-Co

Finish: Pristine

Features:

Detailed body with etched grills and separately fitted hand rails.

Darkened wheels and pin point bearings.

5 Pole motor for smoother operation.

All wheel drive.

All wheel pick up.

Directional lighting.

NEM couplings.

Includes both standard and knuckle couplings.

Includes spares bag with additional detailing parts.

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Dapol GBRf Class 66783 'The Flying Dustman' Biffa Livery



N Scale - Due Q1 2019 RRP: £119.95 - PRE ORDER NOW

On 28th March 2018, GB Railfreight 66783 (ex-DB Cargo UK 66058) was named 'The Flying Dustman' at York station. This locomotive was painted in Biffa corporate colours to mark the partnership between GB Railfreight and Biffa, the well known waste management company.

The name was chosen following a competition amongst the staff at Biffa who thought it an appropriate tribute to the somewhat better known train 'The Flying Scotsman'. Being a named example in an eye catching livery, this locomotive will be very popular amongst railway enthusiasts and modellers alike and we're grateful to both GB Railfreight and Dapol for bringing this product to market.

PLEASE NOTE: The picture we have used was taken prior to the naming of the locomotive. Our model will be of the named locomotive.

Details:

DCC Type: 6 Pin Ready

Livery: GBRf

'The Flying Dustman'

Biffa Red/Orange

Class: 66

Era:

10 (2006 Onwards)

Wheel Configuration:

Co-Co

Finish: Pristine

Features:

Detailed body with etched grills and separately fitted hand rails.

Darkened wheels and pin point bearings.

5 Pole motor for smoother operation.

All wheel drive.

All wheel pick up.

Directional lighting.

NEM couplings.

Includes both standard and knuckle couplings.

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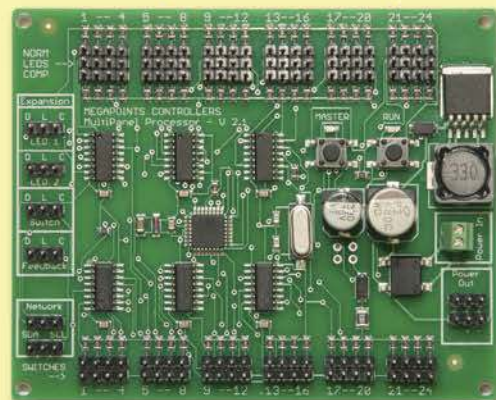
A single cable connects each control board together and operates in BOTH directions for feedback display.

Plug-and-play, NO Soldering for control panel hookup. Cables and buttons available pre-wired with plugs attached. See our new website for details.

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Size 8cm x 10cm

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2. Plug in switch cables
3. Connect to control boards
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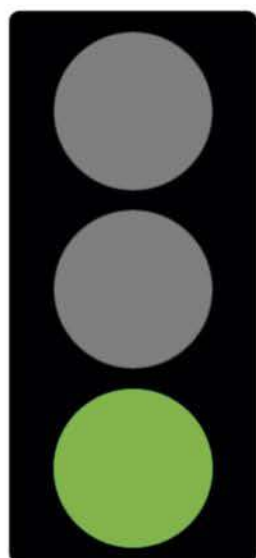
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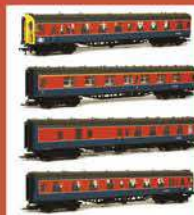
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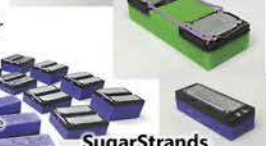
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IceCube 28x18 2W at 7mm and 9mm (totally awesome!)
IceCube 40x18 2W at 7mm and 9mm

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* Zimo MX648, MX649, MX658, MX659 and MX660 require minimum 8ohm
* Zimo MX645 and MX644 will work with any of the above speakers
* ESU LokSound V4/V5 will work with any of the above too
* Hornby TTS require 8ohm



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Sunday 5th May 2019 - 10am to 5pm
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Devon EX39 5HW. Closing date for advanced ticket applications Fri 26th April 2019.

Advance Tickets are also available from the following Model Shops in person only;
Cheltenham Model Centre, 39 High St, Cheltenham GL50 1DX
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EVENTS

EXHIBITIONS

APRIL 13 - 14

Crawley Model Railway Society 60th Anniversary Exhibition Tanbridge House School, Farthings Hill Guildford Road, Horsham, West Sussex RH12 1SR
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600 **Prices:** Adult £6.00, Concessions £6.00, Child £4.00 (over 5) Family £17.00 (2+2) **T:** 07411 353757

APRIL 20 - 22

York Model Railway Show Knavesmire Stand, York Racecourse YO23 1EX
Opening Times: Open daily 1000 - 1700 (Monday close 1630) **Prices:** Adult £9.00, Child £4.00 Family £22.00 (2+3) Discounted advance tickets available
W: www.yorkshow.org.uk

MAY 3

Great Eastern Model Railways Goes Scenic 199 Plumstead Road, Norwich, NR1 4AB
Opening Times: Friday 1000 - 1500
T: 01603 431457

MAY 3 - 5

51st Bristol Model Railway Exhibition Thornbury Leisure Centre, Alveston Hill, Thornbury, Bristol, BS35 3JB
Opening Times: Friday 1300 - 1900, Saturday 1000 - 1830, Sunday 1000 - 1700 **Prices:** Adult £7.50, Young Adult (12 - 16) £6.00, Children U12 Free
W: www.bristolmodrailx.uk

TRAIN & TOY FAIRS

APRIL 4

Joe Lock Toy & Train Fair - Theydon Bois Village Hall, Coppice Row, Theydon Bois, Epping, Essex CM16 7ER
Opening Times: Thursday 1900 - 2100
Prices: Admission £1.00
T: 07866 641215

APRIL 14

Reading Toyfair & Exhibition Inc
Reading Vintage Rivermead Leisure Complex, Richfield Avenue, Reading, Oxfordshire RG1 8EQ
Opening Times: Sunday 1030 - 1500
Prices: Admission £4.00
 Accompanied Children Under 16 Free
T: 01270 652773 Tony Oakes

APRIL 14

Jim Corr Toy & Train Fairs - Newcastle Haltwhistle Leisure Centre, Greencroft, NE49 9DW. 5 mins off A69 between Carlisle SBD Newcastle. Near Haltwhistle train station, bus 685
Opening Times: Sunday 1000 - 1400
Prices: Early Ent £5.00 Adult £3.00 OAP/Child £2.00 **T:** 07504 035955

APRIL 19

Model Train & Toy Collectors Fairs - Leigh Leigh Sports Centre, Sale Way, Leigh, Lancashire WN7 4JY
Opening Times: Friday 1030 - 1400
Prices: Adult £2.00 Child £0.50
T: 0151 334 3362

APRIL 20

Chester Toy & Train Collector's Fair The Cheshire County Sports Club, Plas Newton Lane, Chester, Cheshire CH2 1PR
Opening Times: Saturday 1030 - 1400
Prices: Admission £2.00
T: 01270 652773 Tony Oakes

APRIL 22

Bridgnorth Toy & Train Collector's Fair Leisure Centre, High Town, Bridgnorth, Shropshire WV16 4ER
Opening Times: Monday 1030 - 1400 **Prices:** Admission £2.00 **T:** 01270 652773 Tony Oakes

APRIL 28

Jim Corr Toy & Train Fairs - Chester-le-Street Lord Lawson Academy, Birtley Lane, Birtley, DH3 2LP Opposite Komatsu factory, A167 Birtley, A1 J63. Bus 21
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Prices: Early Ent £5.00 Adult £3.00 OAP/Child £2.00 **T:** 07504 035955

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Squires will be exhibiting at the following shows in 2019 - Diary updated as bookings are confirmed.

April 13 NORWICH Model Railway Exhibition, Hellsdon High School, Middletons Lane, Norwich, NR6 5SB. 10-4.30. FREE Parking on Site.

April 13/14 - BANGOR North Down Model Railway Exhibition, Bangor Grammar School, Gransha Road, Bangor, Co. Down, BT19 7QU. Sat 10-5, Sun 1-5. www.ndmrs.co.uk

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 13/14 - HORSHAM Crawley MRS Model Rail Exh, Tanbridge House School, Farthings Hill, Guildford Rd, Horsham, RH12 1SR. Sat 10-5 Sun 10-4.30. **FREE PARKING **

April 20/21/22 - YORK Model Railway Show, The Knavesmire Stand, Racecourse Rd, York. YO23 1EX. Saturday & Sunday 10 - 5, Monday 10 - 4.30.

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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, Wyld Green Rd, Sutton Coldfield, B76 1QT. Plenty of FREE Parking. Sat 10-5, Sun 10-4.30

April 27/28 - HELSTON Helston & Falmouth MRC Model Railway Exhibition, Helston Community College, Church Hill, Helston TR13 8NR. Sat 10-5, Sun 10-4.

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 - LITTLEHAMPTON S.W.I.N.G Small and Wonderful Industrial and Narrow Gauge Model Railway Exhibition, The Littlehampton Academy, Fitzalan Rd, Littlehampton. BN17 6FE. 10 - 4.30. *ALSO HOSTING THE 7mm Narrow Gauge Association AGM*

May 18/19 - MIDDLESBOROUGH Model Rail Exhibition, Settlement Community Centre, Union Street, Middlesborough, 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 - DONCASTER Northern Model Boat Show, Doncaster Deaf Trust, Leger Way, Doncaster, DN2 6AY. Sat & Sun 10-4. *Opposite Doncaster R/course, FREE Parking onsite*

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!!!!* :-)

June 8/9 - GLASGOW 'O' Gauge M/Rail Exhibition, Pollokshaws Burgh Hall, Pollokshaws Rd, Glasgow, G43 1NE. Sat 10-4, Sun 11-4. *Free Parking. Close to Railway Stations*

June 8/9 - KETTERING East Anglian Model Railway Exhibition, The Arena, Kettering Conference Centre, Thurston Drive, Kettering, NN15 6PB. Sat 10-5, Sun 10-4. Plenty of FREE parking. *Note-change of venue-larger, more modern, very easy access from A14 J8

June 29/30 - PERTH Model Railway Exhibition, Dewars Centre, Glover Street, Perth, PH2 0TH. Saturday 10-5.30, Sunday 10-5. www.perthmrc.com

July 6/7 - BARRY & PENARTH Model Railway Exhibition, St Cyrus School, Sully Road, Penarth, CF64 XP. Sat 10-5/Sun 10-4 **FREE PARKING ON SITE**

July 6/7 - GUILDFORD Railway Gala Weekend, Guildford Model Engineering Society, Stoke Park, London Road, Guildford, Surrey, GU1 1TU. Sat 10-5/Sun 10-4 **FREE PARKING ON SITE**

July 27/28 NORTH SHIELDS - RAILEX NORTH EAST Model Railway Exhibition, John Spence Community School, Preston Road, North Shields NE29 9PU. Sat/Sun 10-5

Aug 10 - BEXHILL Model Railway Exhibition, St Richards Catholic College, Ashdown Rd, Bexhill on Sea, TN40 1SE. Sat 10-5. **FREE PARKING ON SITE**

Aug 10/11 - SKIPTON Model Railway Exhibition, Skipton Academy (Formerly Aireville School) Gargrave Road, Skipton, BD23 1UQ. Sat 10 - 5, Sun 10 - 4. www.skiptonrailsoc.org.uk

Aug 17 - MILTON KEYNES Silverfox DCC Model Railway Exhibition, Oakgrove Secondary School, Brickhill Street, Oakgrove, Milton Keynes, MK10 9JQ. Sat 10 - 4.

Aug 24 - BOURNVILLE Model Railway Exhibition, The Hollymoor Centre, 8 Manor Park Grove, Northfield, Birmingham, B31 5ER. Sat 10-4.

Aug 31/Sept 1 - TELFORD GUILDEX 2019, O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH. Sat 10-5, Sun 10-4.

Sept 7/8 - SWINDON The Swindon Railway Festival, STEAM Museum of the GWR, Firefly Avenue, Swindon SN2 2EY. Sat/Sun 10 - 5.

Sept 28 - BURY ST EDMUNDS 70th Anniversary Model Railway Exhibition, Thurston Sixth, Beyton Campus, Drinkstone Road, Buryton, Bury St Edmunds, Suffolk, IP30 9AQ. Sat 10 - 5. **Plenty of FREE Parking on site** ***Refreshments available all day***

Sept 28/29 - HALIFAX Model Railway Exhibition, North Bridge Leisure Centre, Halifax, HX3 6TE. Sat 10-5 Sun 10-4.

Sept 28/29 - WORTHING Model Railway Exhibition, Durrington High School, The Boulevard, Worthing, West Sussex, BN13 1LA. Sat 10 - 4.30 Sun 10 - 4. Durrington station is only about 10 - 15 minutes walk away **Ample FREE Parking on Site**

Oct 5/6 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10 - 5pm. *Free Car Parking and Free Entry to Museum and Exhibition

Oct 12/13 - ALDERSHOT Farnham Model Railway Club 45th Exhibition, Alderwood Leisure Centre, Tongham Rd, Aldershot, Hants. GU12 4AS. Sat 10-5, Sun 10 - 4.30.

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Exhibitions in April - 13th & 14th Crawley MRS Exhibition, Tanbridge House School, Horsham RH12 1SR

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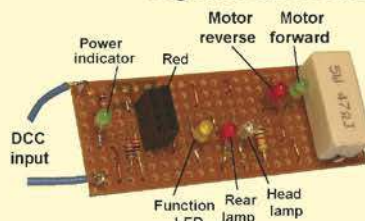
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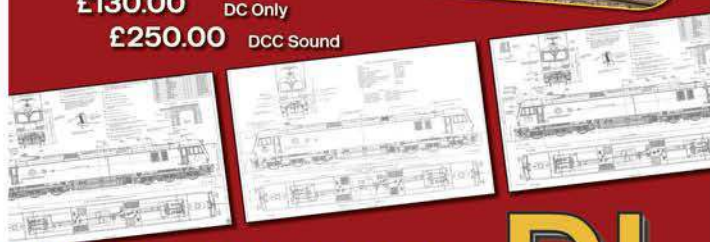
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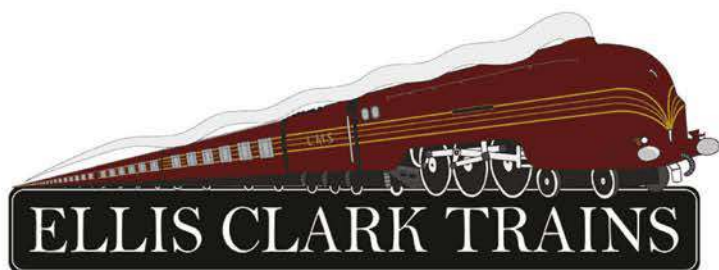
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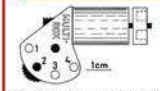
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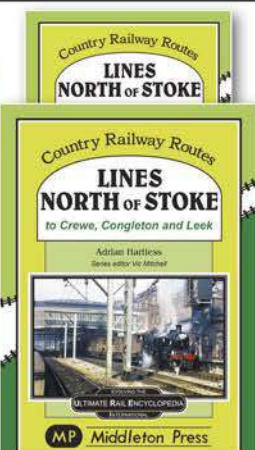
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NEXT ISSUE

LAYOUT RESURRECTION

Charwelton (00): Under new ownership, with a new modelling era and a scenic restoration – the same fantastic layout at heart.

+ United Mills (P4) – Beautifully-executed with a minimalist trackplan.

+ Burton-on-Trent (N2) – Read how this unusual track standard has surprising benefits.

ON-SALE
FROM
APRIL 25

PLUS: Top tips
for laying track

QUARRY SPECIAL:

- Ironstone railways explored
- Fit DCC to DJ Models' 0-6-0T 'Austerity'
- Make a 00/009 gauge quarry transfer diorama
- Five quarry-themed trackplans that work
- Model the Cromford and High Peak Railway



TAIL LAMP

Neil Morrille, Marketing Manager of Dapol Ltd, on the importance of home-grown manufacturing in the British model railway market.

Attending model railway shows gives a valuable insight into the minds of modellers and provides valuable feedback on how we are performing in our audience's eyes. It's interesting times in the model railway industry, things are changing and we are trying hard to keep ahead of this and be innovative in all our chosen markets.

Detail and the specification of features have now gone to new levels. When I see some photographs of models it's difficult sometimes to see what the gauge is. I think this is a testament to healthy competition, with all concerned companies striving to produce the best they can in order to gain a commercial and reputational advantage. Supply chain and remote manufacturing has also become more challenging. Developments in the Far East have meant all companies operating out there have faced supply problems as internal demand in China and voracious demand for Chinese-produced goods has exploded. Coupled with exchange rate pressures, this makes us all at Dapol thankful we have an increasing portfolio of UK-produced product lines to offset some of the adversity that the model railway industry faces.

Dapol has manufactured in the UK for 34 years and the first down payment on our promise to produce more of our products at our Chirk facility has come to fruition with our new range of all newly-tooled O gauge 9ft chassis wagons and vans. It is very pleasing for all of Team Dapol to see and hear the injection moulding machines hard at work, and to see the spray booth and printing machines in full tilt. The cacophony of machinery is only drowned out by the deafening sound of silence of deep concentration on the production line, as nimble and skilled fingers assemble all of the parts to create miniature masterpieces.

The next UK production project is simmering away nicely on the R & D burner with CADs being drawn up to make the necessary tools to produce O gauge four-wheel Stroudley coaches that will complement the multi-award-winning Dapol 'Terrier'.

This promises to be a very exciting prospect for us all and represents a massive step up in complexity levels for the team. The inclusion of electrical components such as pickups, light bars and PCB boards in a model is not something that has happened in our home factory for many years. This is just one of the potential challenges that are bound to arise while we grow our UK production abilities. To overcome this, Dapol will be investing heavily in the training of its current work force, whilst looking to expand our in-house skill sets with infusions of new blood where we feel it is advantageous for us to do so.

Our aim is to be as self-sufficient as possible, with having ultimate control over the materials we use and the products that we produce. We are also aware that there is a huge learning curve to climb and we will take it in manageable chunks to ensure the confidence and skill set of the team continues to go from strength to strength regardless of which challenges come our way. Fortunately for Dapol our Technical Manager is a highly adept teacher and all of the necessary training requirements for any new UK-produced models can be provided in house with little or no impact on current UK-based production schedules. Who knows, one day we might even get to the point where we could think about making our own locomotives in the UK again? This is however some way down the line yet.

Future projects for UK production are already being distilled from the ether of the imagination of the product development team. These are unlikely to be restricted to O gauge as Dapol continues to stress its continuing support for all three of the gauges that it produces models for. Our aim is to add at least one new UK-produced product line to our catalogue every year for the foreseeable future. The trick is to not allow the enthusiast inside you always win. Twenty plus British families rely on Dapol to keep a roof over their heads and put food on the tables, so it is vital that we keep the proverbial finger on the pulse of the market and let this dictate which project comes next and when it is most

prudent to proceed.

Undoubtedly, enhancing our home production will strengthen the company and help it deal with the ever-shifting and numerically increasing challenges that we face. These include an increasingly cautious modelling market, with modellers quite rightly making careful choices over which models to spend their hard-earned money on.

We try to ensure top notch quality every time with the products we make in our factory here in Chirk, which should help make this decision a little easier. It allows us to ride out the currency fluctuations that home and worldwide political decisions bring.

Regardless of how jaded we may have become hearing about how Brexit is going to, or in some cases, has started to affect things, we will strive to satisfy the market demand. The simple matter is that the uncertainty of what may or may not happen is, and will, continue to have an impact on our industry as much as it will on others.

Investing in home production also helps Dapol compete with the ever-growing number of players in the market. ■



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CLASS 122



4D-015-006/D/S - Class 122 975042 (55019) NSE (Rt Learn)/DCC/DCC & Sound



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4D-015-009/D/S - Class 122 55006 BR Green YP/DCC/DCC & Sound



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- 4F-034-116 - 21T Hopper - NCB 125
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- 4F-071-119 - 7 Plank - Bute Merthyr 325 Weathered

- 2F-013-055 - Gunpowder Van - NE 71422
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2S-012-012 - Terrier A1 734 LSWR Green

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- 2F-026-002 - HIA Freightliner Heavy Haul Hopper Green 369052
- 2F-026-003 - HIA Freightliner Heavy Haul Hopper White 369027
- 2F-026-004 - HIA Freightliner Heavy Haul Hopper White 369044

- 7F-051-027 - 5 Plank - SR 9535
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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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
YCV Turbot Ballast wagon	hattons.co.uk/tur	£21.21	Apr 2014							
N Gauge Class 142	hattons.co.uk/c142	from £115.18	Jan 2011							
Bogie Bolster 'E' wagon	hattons.co.uk/bolstere	£25.45	Sep 2018							
Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
GWR Class 43xx 2-6-0	hattons.co.uk/dapol43xx	from £135.96	Dec 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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
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 86/0	hattons.co.uk/hel86	£145 (EST)	Nov 2018							
Class 25/3	hattons.co.uk/253	£129 (EST)	Jul 2018							
GWR AEC Railcar	hattons.co.uk/gwraec	£115 (EST)	Sep 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class A1/A1X Terrier 0-6-0T	hattons.co.uk/hornbyterrier	from £81	Jan 2019							
Peckett B2 Class 0-6-0ST	hattons.co.uk/peckettb2	from £89	Jan 2019							
4wDM Ruston & Hornsby 48DS	hattons.co.uk/ruston48ds	£72	Jan 2019							
LMS 'Princess Royal' 4-6-2	hattons.co.uk/princessroyal	from £171	Jan 2019							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/hornbypairie	from £126	Jan 2019							

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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							
LNER Class J27 0-6-0	hattons.co.uk/oxj28	from £94	Jan 2019							

 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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Continuing in the same format as the acclaimed titles covering the British Railway's Standard locomotive fleet, we turn our attention towards visiting all the London Midland Region's engine sheds during the period 1948 to 1968. We have chosen the finest unpublished views possible to include as wide a range of locomotive classes on shed as we could find during the last ten years. The selections have been made using both high-quality images but also, they have been chosen to bring back the real life of visiting the sheds during the last twenty years of British Railways steam, based upon the 1948 - 1950 shed codes.

Each large format hardback landscape volume is 128 pages with a superb selection of high quality black & white photographs depicting these locations as we remember them. The print runs are limited to just 1000 copies, therefore, to avoid disappointment we advise you place your order straightaway.

Future volumes will cover all the regions in similar detail and will provide a wonderful record of the era.

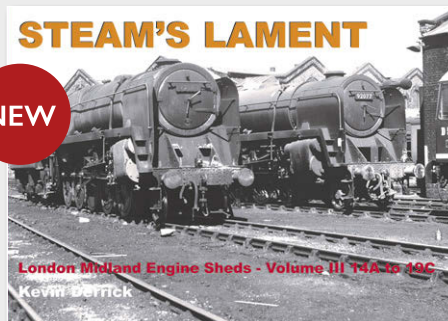
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These engine sheds are all to be seen within: Willesden, Camden, Watford, Devons Road, Rugby, Nuneaton, Northampton, Coventry, Warwick, Market Harborough,

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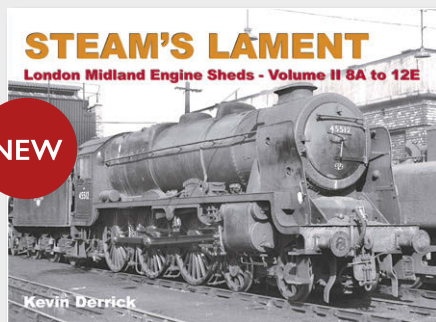
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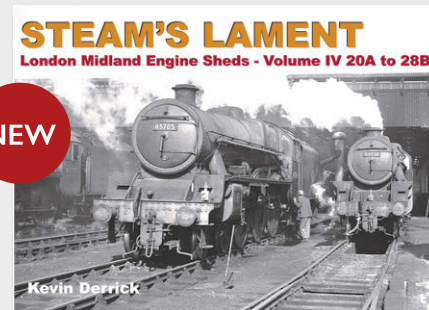
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Buxton, Trafford Park, Heaton Mersey, Northwich, Wigan Springs Branch, Preston, Patricroft, Plodder Lane, Sutton Oak, Wigan Lower Ince, Camforth, Barrow, Oxenholme, Tebay, Carlisle Upperby, Carlisle Canal, Penrith, Workington, and Moor Row.

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STEAM AND THE SCRAPYARDS - £25.95

In this volume we take a good look at the disposal and scrapping of the British Railways steam fleet through the 1950s and 1960s. Chapters deal with each region separately and are lavishly illustrated. We explore how the private scrapyards became involved in the race to eradicate the steam locomotive. In addition we recall how some locomotives enjoyed a temporary reprieve whilst acting as stationary boilers before they too fell victim to the scrappers armed with their "gas axes".

Some of the locations seen within include: Swindon, Crewe, Eastleigh, Derby, Glasgow, Horwich, Inverurie, Darlington, Doncaster, Kilmarnock, Ashford and many more.

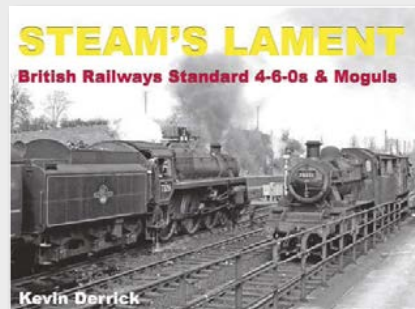
A chance to recall those days of walking along the lines of scrap locomotives whilst taking their numbers for the last time and not to be missed. Approximately 130 superb black and white archive photographs. 128 Pages Large Format Landscape HARDBACK



STEAM'S LAMENT BRITISH RAILWAYS STANDARD PACIFICS - £25.95

We take a good look at all of the British Railways Standard Pacifics, with photographs of every one of the Britannias, Clans and the Duke of Gloucester from their earliest days in 1951 through to 1968. The selection of high quality photographs takes in a wide host of locations and workings all chosen to be as evocative as possible.

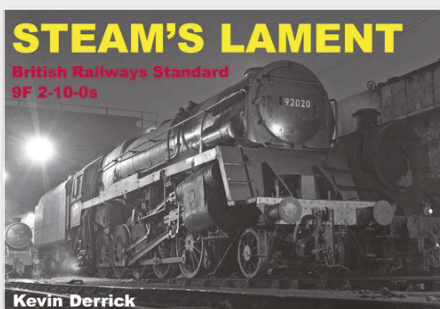
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STEAM'S LAMENT BRITISH RAILWAYS STANDARD 4-6-0S & MOGULS - £25.95

A thorough exploration of each design follows members of each class at work around all of the regions on a varied selection of both passenger and freight duties often bringing us some superb exhausts for the cameramen of the day, combined with views of the locomotives on shed too.

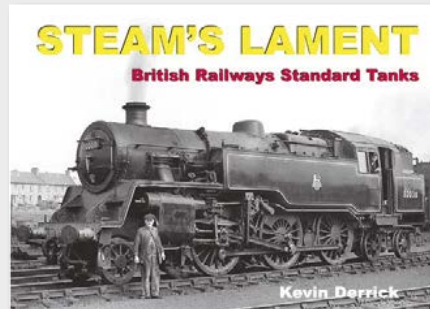
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STEAM'S LAMENT BRITISH RAILWAYS STANDARD CLASS 9F 2-10-0S - £25.95

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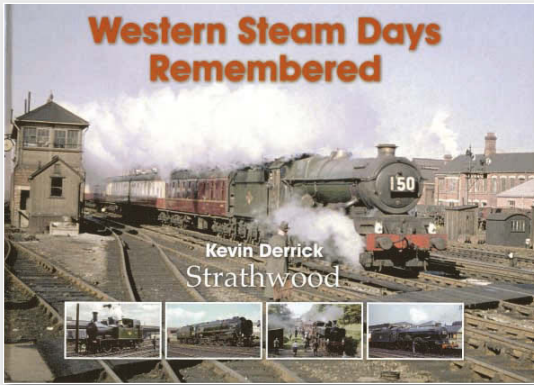
All three of the British Railways tank locomotive designs from their earliest days in 1951 through to 1967. A perfect record for all three of these Standard designs, be sure not to miss out.

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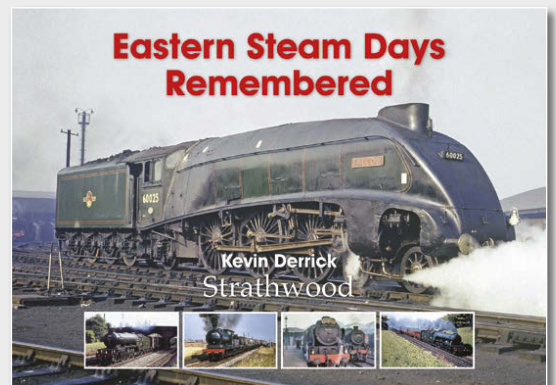
We take a pictorial tour of the Western Region through the 1950s and into the early 1960s to enjoy the splendour of steam across both mainlines and branches alike. A fine selection of Swindon's finest steam locomotives is seen along with a sprinkling of Standards along with visitors from other regions as well. Our grand tour of the region enjoys visits to Swindon, Old Oak Common, The Somerset & Dorset, The West Country, Bristol, The Severn Tunnel, Southall, Reading, Banbury, Gloucester; and the Cambrian and plenty more to enjoy within.

Approximately 160 colour photographs within 160 large landscape pages on quality gloss paper: HARDBACK

EASTERN STEAM DAYS REMEMBERED - £29.95 ★

Another of our popular high-quality large format landscape albums, this time we take a tour around the Eastern and North Eastern regions during the 1950s and 1960s once again in full colour. A wide range of Pacifics are to be seen of course, backed up with a great selection of designs from the former LNER and the pre-grouping companies, together with the ever present WDs and Standards as a fantastic reminder of days gone by. Locations seen in this volume include: Kings Cross, Doncaster, York, Gateshead, Darlington, Stratford, Peterborough, Cambridge, West Hartlepool, Newcastle among many others.

Approximately 160 colour photographs within 160 large landscape pages on quality gloss paper: HARDBACK



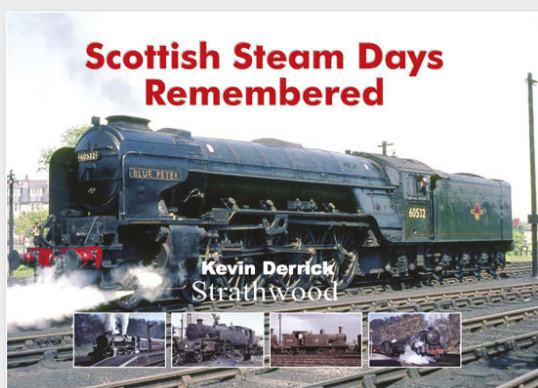
LONDON MIDLAND STEAM DAYS REMEMBERED II - £29.95 ★

Following on from the almost sold out first volume we take a further dip into the colour archives to bring you another selection of high-quality colour archive photographs from the 1950s and 1960s across the region. Once again, we can enjoy all our favourite classes from this golden era. Inside we visit: The Settle & Carlisle, Carnforth, Lancaster, Carlisle, Willesden, Manchester, Crewe, Liverpool, Derby, Preston, Rugby and many others.

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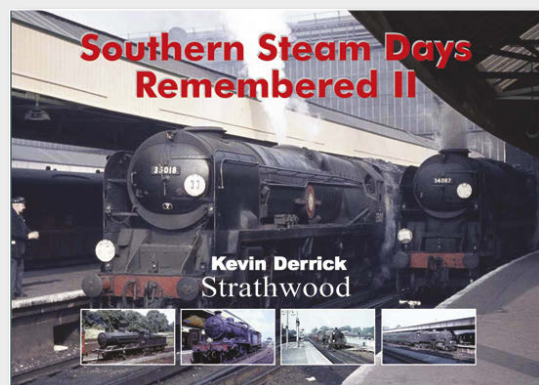
SCOTTISH STEAM DAYS REMEMBERED - £34.95

A long-awaited title to this popular series as we enjoy a tour around Scotland in the age of steam during the 1950s and 1960s once again in full colour. A wide range of Pacifics are to be seen of course, backed up with a great selection of designs from both the former LMS and the LNER and their pre-grouping companies too. Together with the ever present WDs and Standards as a fantastic reminder of days gone by. Locations seen in this volume include: Inverness, Beattock, Stranraer, Dumfries, Edinburgh, Glasgow, Aberdeen, Perth, Dundee, Stirling, Thornton Junction and many more besides.

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SOUTHERN STEAM DAYS REMEMBERED II - £34.95

Following on from the popular first volume launched in 2010 with a print run then of 3000 copies, we have returned to the archives to compile two fantastic follow up volumes to compliment the first volume which has long since sold out. Inside this title chapters include: Branches & Byways, West Country Wanderings, Bournemouth's Belle, Around the Links, Ex-Works Eastleigh, Shed Visits, Southern Specials, Doomed, Isle of Wight Memories, Let it Snow, Let it Snow. Just some of the locations seen in this volume include: Eastleigh, Brighton, Ashford, Waterloo, Salisbury, Exeter, Basingstoke, Nine Elms, and a host of locations within Kent, Sussex, Surrey, Hampshire, Dorset and Devon, sure to make this a real favourite.



Approximately 160 colour photographs within 160 large landscape pages on quality gloss paper. HARDBACK
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SOUTHERN STEAM DAYS REMEMBERED III - £34.95

In this title we have chapters on: Branches & Byways, Waterloo Sunset, Preservation Beckons, Southern Belles, Changing of the Colours, Golden Arrow Duty, Bulleid Nameplate Glory, Shed Panoramas, Hayling's Terriers, Southern Specials, She & Works Visits, Up the Links. All in all, a great addition to your library as we revisit those heady days of steam during the 1950s and 1960s once again in full colour.

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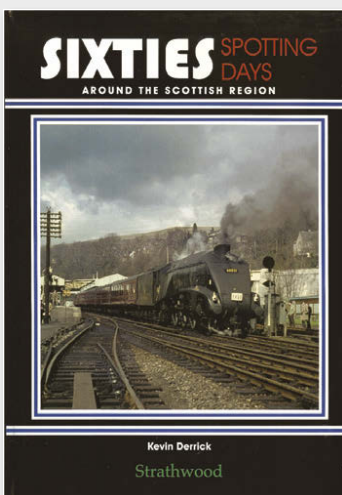
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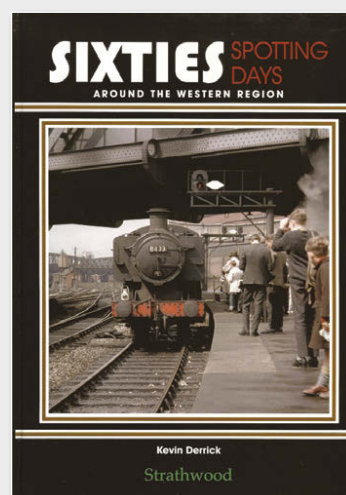


SIXTIES SPOTTING DAYS AROUND THE SCOTTISH REGION

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Take a journey around the Scottish Region during the 1960s in the style of those marathon railtours that existed back then. Whether you managed to get around Scotland during the 1960s or not you will be awakened by the variety of locomotive types that could be found

during the decade. Among the chapters we have covered the final years of the Gresley A4s on the Aberdeen to Glasgow expresses. As ever our nostalgic captions will captivate the reader and is not to be missed. Locations within this volume include Perth, Aberdeen, Inverness, Eastfield, Polmadie, Dunfermline, Oban, Kyle of Lochalsh, Beattock, Ayr, Edinburgh and many more.

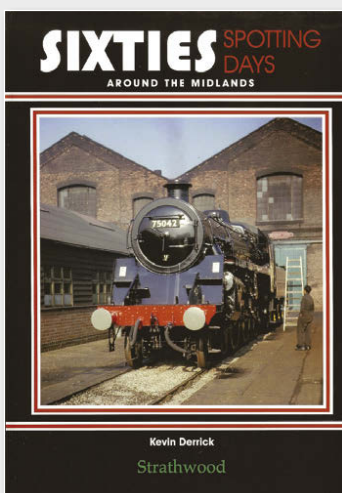


SIXTIES SPOTTING DAYS AROUND THE WESTERN REGION

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The first region to declare itself steam free perhaps, but there was much to enjoy before Dr. Beeching took his pruning saw to all those branches, cross country routes and mainlines. We take a trip all around region in search of as many locomotive types

as we can, visiting remote branches and busy engines sheds along with Swindon Works the spiritual home of the Great Western. Inside we visit: Old Oak Common, Plymouth, Bristol, Swindon, Severn Tunnel, Gloucester, Oxford, Didcot, South Wales, Reading and Southall



SIXTIES SPOTTING DAYS AROUND THE MIDLANDS - £19.95 ★

Enjoy a journey back to the era before motorways and enjoy a nostalgic journey around the Midlands by rail during the 1960s. Recall once again how things were whether it be during those works or shed visits or perhaps days in the sunshine sat alongside the track with a regular procession of loco hauled trains to enjoy. Locations visited include: Derby, Crewe, Birmingham, Nottingham, Kettering, Wellingborough, Coalville, Peterborough, Stoke-on-Trent among many others.

THESE TITLES NOW ALL SOLD OUT:

Sixties Spotting Days around the Eastern Region, Sixties Spotting Days around the North Eastern Region, Sixties Spotting Days around the London Midland Region, Sixties Spotting Days around the Southern Region, Sixties Spotting Days around London & the Home Counties, Sixties Spotting Days 1968 the Last Year of Steam

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Inside we have colour photographs of every one of the Class 50s in service, bringing us a wide range of locomotive liveries, locations and workings that have been selected to make this a real must for fans of the Class 50s, one to definitely add to your collection.



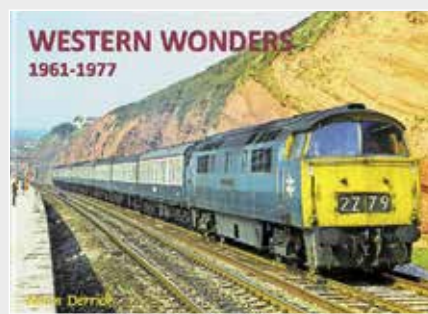
SYPHON SALUTE 50 YEARS OF CLASS 37s - £19.95

From the days when they were brand new in all over green livery throughout the years to their most recent times. We have chosen from many thousands of images to bring you what we believe to be the very best to record the class. Almost all these cracking shots are appearing for the first time in print, we have chosen a large format landscape size to display them to their best. Inside we begin with the history and development of these much-loved English Electric designs. Chapters take in: Days of Green, Variations of Blue, Eastern Strongholds, 37/4s & ETH, Welsh Wanderers, Highland Flings, Across the Millennium.



CLASS 40 CELEBRATION 1958-1988 - £22.95

Another fantastic new 96-page large format landscape colour album, this time detailing the Class 40s from their earliest days in 1958 through every year until 1988, bringing us a wide range of locomotive liveries, locations and workings that have been selected to make this a real treat for followers of the Class 40s.



WESTERN WONDERS 1961-1977 - £22.95

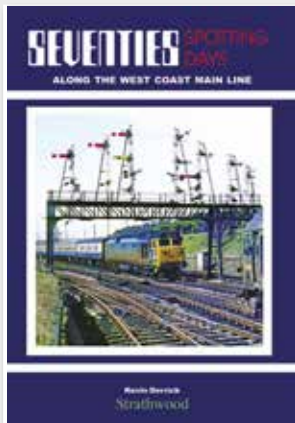
The Class 52s can be followed in full colour from their earliest days through to 1977 with only the finest colour photographs from otherwise unseen collections, all supported with fascinating and detailed captions. Inside we have colour photographs of all seventy-four Westerns taken during their working lives. A wide range of locomotive liveries, locations and duties have been selected to make this a winner.

Deltic Devotion and Large Logo Salute both now **SOLD OUT**

SEVENTIES SPOTTING DAYS

The ground breaking and collectable series that recalls all that was great about the 1970s. If you were active on the lineside during this time, then this series is for you. Each book is filled with approximately 150 evocative colour photographs depicting all our favourites from the decade.

ALL ARE 96-PAGE HARDBACKS

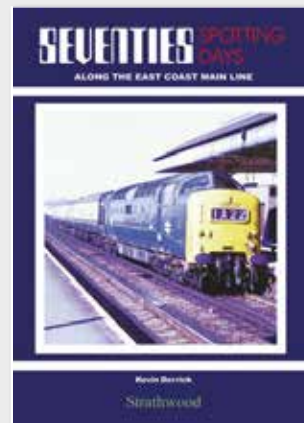


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The first of the last two volumes to complete your set in this series, as we take a journey from Euston to Glasgow Central taking in all the electrified routes, loops and branches along the way.

Filled with lots of shots of Class 50s and Class 40s before the electrics swept them away, we visit Rugby, Coventry, New Street, Bescot, Soho, Wolverhampton, Nuneaton, Stafford, Crewe, Cockshute, Longsight, Manchester Piccadilly, Edge Hill, Lime Street, Springs Branch, Preston, Oxenholme, Carnforth, Carlisle, Beattock, Polmadie and many others along our journey



SEVENTIES SPOTTING DAYS ALONG THE EAST COAST MAIN LINE - £22.95

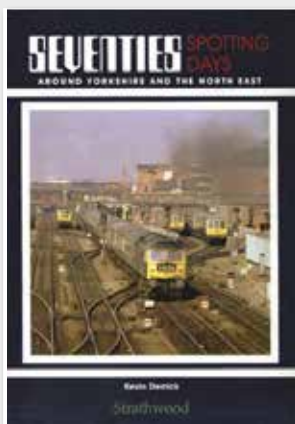
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Our very last volume in this memorable series takes us from Kings Cross to Edinburgh Waverley enjoying a host of Deltics and green liveried locomotives before and after TOPS.

We begin with a thorough exploration of both the station and the stabling point at Kings Cross before heading north with stop-offs along the way as we would have done back in the day, including visits to the depots and stabling points en-route. Some of the locations within include, Finsbury Park, Hitchin, Peterborough, Grantham, Doncaster, Selby, York, Darlington, Gateshead, Newcastle, Berwick-upon-Tweed, Craigentinny before alighting at Waverley.

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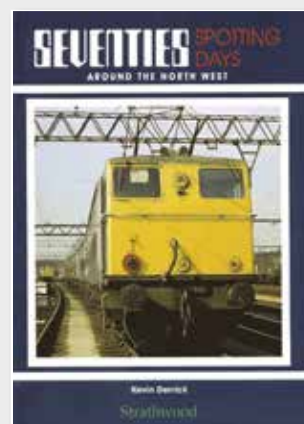
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SEVENTIES SPOTTING DAYS AROUND YORKSHIRE & THE NORTH EAST - £19.95 ★

In this volume we explore the once busy and diverse number of locations to be visited by our intrepid cameramen in the 1970s, including Doncaster, Sheffield, Wath for the Woodhead electrics, Tinsley, Heally Mills, Leeds, Holbeck, York, Thornaby,

Gateshead, Newcastle and Ashington etc. Back then we could enjoy Deltics on the ECML and an absolute raft of coal and freight trains every day. There are at least nineteen different classes of diesel & electric locomotives to be seen plus a wide range of DMU classes almost all now departed from our rails.

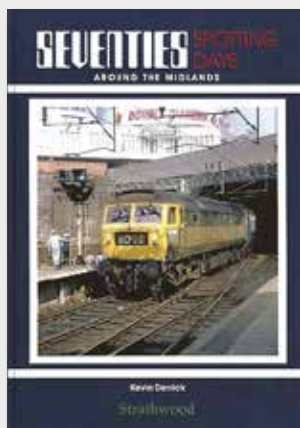


SEVENTIES SPOTTING DAYS AROUND THE NORTH WEST - £19.95 ★

We turn our attention to the host of great locations for spotters that existed back then around Manchester, Liverpool, Chester, North Wales, the WCML and the Settle & Carlisle. A varied diet of motive power to be enjoyed within including

Class 50s, 40s, Peaks, 47s, 24s and 25s, WCML Electrics and a host of DMUs and EMUs including the Altrincham & Merseyside Electrics and of course the Woodhead route.

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SEVENTIES SPOTTING DAYS AROUND THE MIDLANDS - £19.95 ★

Do you recall how busy it was in the 1970s with loco hauled passenger and freight workings through the Midlands, not to mention all the engines to be enjoyed either on shed or in works during visits back then?

Join us as we revisit those days once more in this volume within

this expanding series that is proving to be very popular with the over forties... Locations included in this volume: Burton, Derby, Birmingham, Bescot, Crewe, Toton, Shirebrook, Westhouses, Barrow Hill, Kettering including Cohen's Scrapyard, Leicester etc.



SEVENTIES SPOTTING DAYS AROUND LONDON & THE HOME COUNTIES - £19.95 ★

A fascinating journey around the capital's large number of depots and stabling points along with the often impressive terminal stations as they were in the 1970s.

Visits to Old Oak Common, Southall, Reading, Willesden,

Euston, Watford, Bletchley, Hitchin, Finsbury Park, Kings Cross, Hither Green, Stewarts Lane, Waterloo, Victoria, Selhurst, Stratford, Ilford, Liverpool Street, Broad Street, Ripple Lane and the list goes on.

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SEVENTIES SPOTTING DAYS AROUND THE WEST COUNTRY - £19.95 ★

The allure of Western Region hydraulics whether it be Westerns, Warships, Hymeks or Class 22s together with the magnificent Devon and Cornwall mainlines drew many fine cameramen to record the scenes through the 1970s. Even when the hydraulics had passed, we still had Peaks, 50s and 47s to enjoy with a supporting cast of Class 25s, 31s and 33s. We make no apology for the high picture count of hydraulics in this album as we feast on how things were in the early 1970s.

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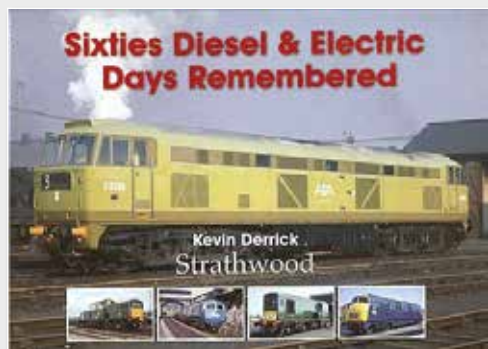
- Seventies Spotting Days around the Western Region
- Seventies Spotting Days around the London Midland Region
- Seventies Spotting Days around the Southern Region
- Seventies Spotting Days around the Eastern Region
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This series of large format books are bound to bring pleasure to all enthusiasts who prefer their diesels and electrics with D and E numbers! We have trawled a massive number of collections to bring you the very best colour photographs from the 1950s and 1960s with a slant towards the variety of liveries from the transition era. Each hardback volume has approximately 160 colour photographs within 160 large landscape pages.

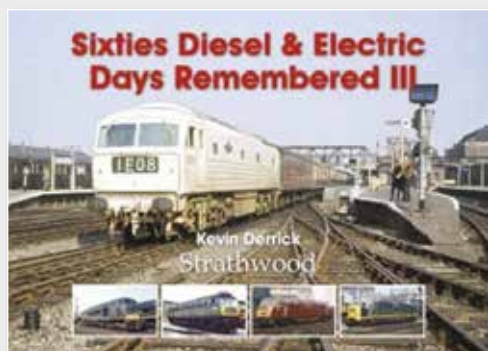
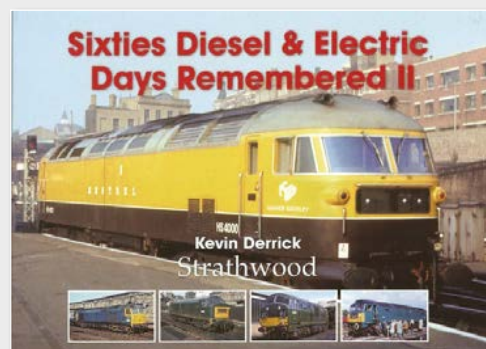


SIXTIES DIESEL & ELECTRIC DAYS REMEMBERED - **£29.95** ★

We have selected a truly splendid collection of the very best large format landscape colour photographs to illustrate a wide selection of first-generation motive power and long-lost prototypes throughout the 1960s for you. Locations from all over the country appear, many now historic themselves and no longer survive at all. Chapters include: Old Oak Memories, Under the Wires, Southern Capers, Scottish Habits, Changes at the Cross, Shunting Types, Crewe Mixtures, Questions to be Answered, Blue is the Colour, The End is Nigh, Western Rules.

SIXTIES DIESEL & ELECTRIC DAYS REMEMBERED II - **£29.95** ★

Follows the successful format of the first volume once again packed with gems of long withdrawn types filmed in glorious colour during the 1960s, many in long forgotten liveries. All presented to their best in a large format colour album, truly collectable. Chapters include: Almost Factory Fresh, Western Rover, Troublesome Type 1s, North of the Border, Sulzers on the Midland, Blue is the Colour, English Electric Medley, Blue Pullman Elegance, Under the Wires, Old Oak Revisited, Eastern Delights.



SIXTIES DIESEL & ELECTRIC DAYS REMEMBERED III - **£29.95** ★

We take another dip into the archives to enjoy a further selection of rare photographs in our journey back to the liveries and classes to be seen in everyday use back in the 1960s. Chapters include: Under the Wires, What's in a Name, Blue is the Colour, North British Lament, Ex Works, DMU Medley, Second City Roundabout, Eastern Delights, Third Rail Territories, Western Spotting Days, North O' the Border.

CATCH UP WHILST YOU CAN AS WE HAVE FIVE MORE VOLUMES IN THIS SERIES IN PREPARATION.

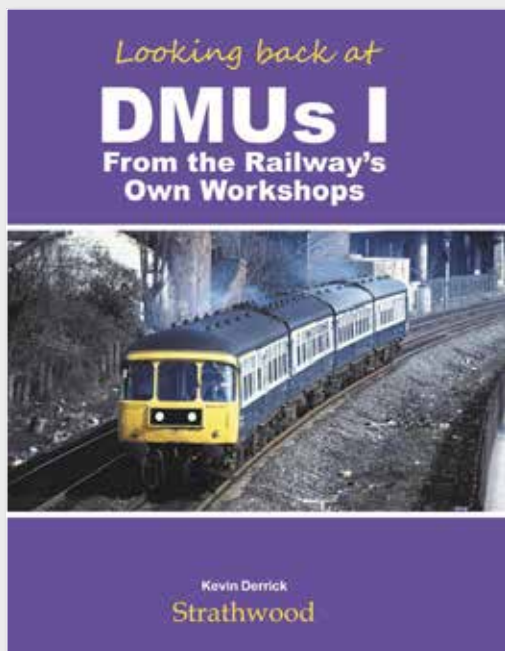
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Sixties Diesel & Electric Days Remembered IV & Sixties Diesel & Electric Days Remembered V both now **SOLD OUT**

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The Looking back at series forms a superb library of colour photographs covering the service years of each subject covered.

We use the finest colour photographs from their earliest days when introduced into service through to the scrapyards to bring you the widest selection of liveries, detail differences, workings, encompassing the best of depot, works, station, scrapyard and landscape views. Each book is filled with approximately 150 cracking colour photographs depicting as many variations as we can find of each type, great for modellers. They range between 96 to 120 pages as HARDBACKS.

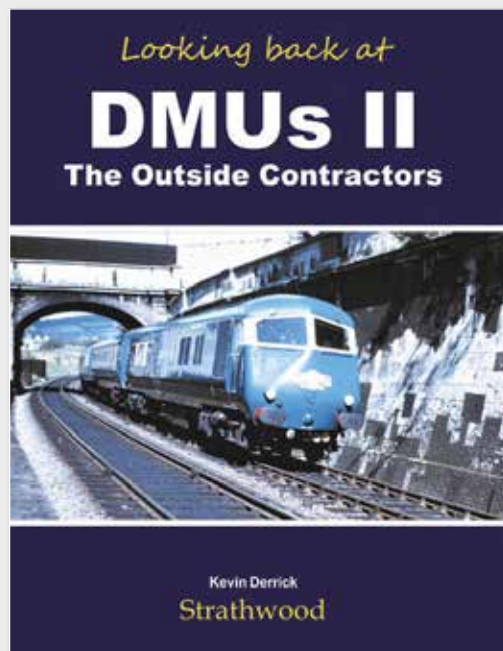


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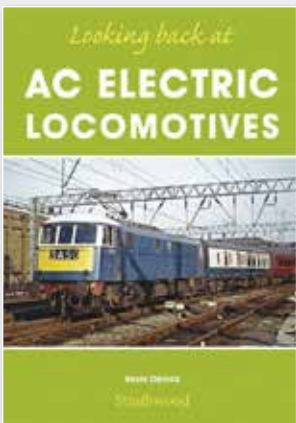
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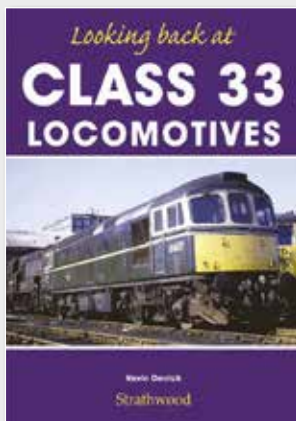
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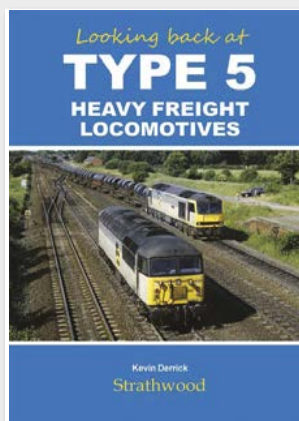
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LOOKING BACK AT TYPE 5 HEAVY FREIGHT LOCOMOTIVES- £19.95

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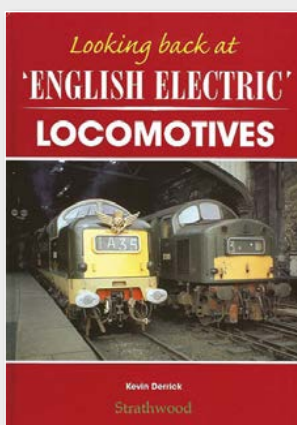
Kestrel. This volume is filled with some truly superb colour photographs from the earliest days of these classes through to the millennium. Inside we look at some of the variations through the years and many of the liveries and names these classes have borne. As ever a wide selection of locations and workings have been selected from a vast library

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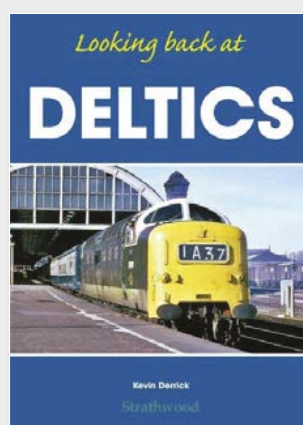
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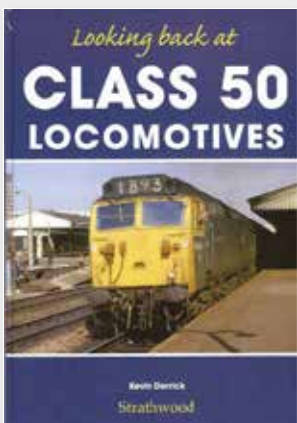
and follow them through to the scrapyards, taking note of detail changes and livery changes along the way. This volume looks at Deltics, 50s, 40s, 37s, Baby Deltics, 20s, 73s, 74s, 83s, 31s, and a host of prototypes and shunter designs. All different material from each of the Class specific volumes.



LOOKING BACK AT DELTICS - £19.95 ★

This time we take a more detailed look as every one of the Deltic-engined fleet gets the photographic treatment in this the only book so far published to have not only all twenty-two production locomotives in colour, but also all ten of the Baby Deltics and the prototype as well! No preservation shots just great

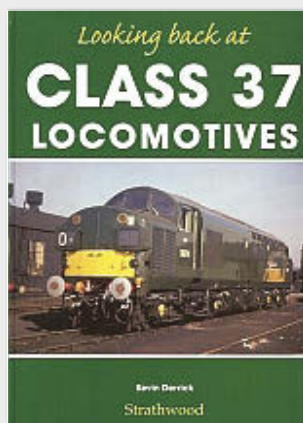
colour archive photographs from the 1950s through to the early 1980s and their demise. Not to be missed all different from Deltic Devotion which has since sold out.



LOOKING BACK AT CLASS 50 LOCOMOTIVES - £19.95 ★

For this volume we give the Hoovers the full colour photographic treatment, with all fifty of the class featured. Superb photographs from a wide range of cameramen display a host of livery variations, nameplates, badges and detail changes as we follow the fifty locomotives

from 1967 through to 1992. The prototype DP2 is not forgotten either as we look at how the class may have looked if they had followed the Deltic style of bodysell instead.



LOOKING BACK AT CLASS 37 LOCOMOTIVES - £19.95 ★

The seventh volume on modern traction to be published in this collectable series deals with our first Type 3 design, as we examine this popular English Electric class with a pictorial display covering a huge variety of liveries, detail differences and duties from

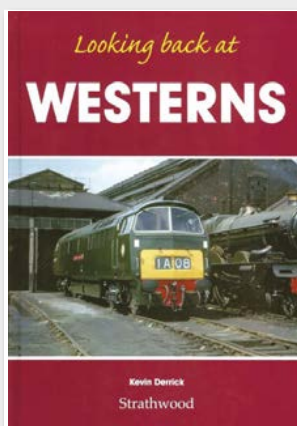
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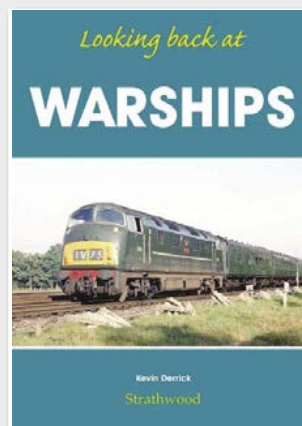
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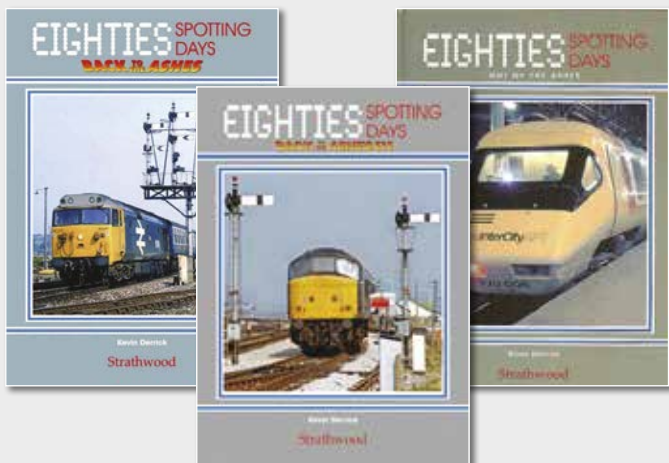
The ever-popular Class 52s are our subject for this volume. We begin with a shot of each of the seventy-four locomotives in the class, with a larger majority of the photographs taken before 1970. Then follows a study of livery variations during the 1960s and detail differences among the class. The photographic talents of

many contributors have been shown to the full advantage with two additional chapters to display some exceptional camerawork. We also recall the dark days of withdrawals and the scrapyards at Swindon with many evocative shots to recall. Finally, a lingering look back at the huge number of specials that ran behind Westerns in the 1970s. Once again, we present pure archive from the 1960s and 1970s only for your enjoyment. A very different book to Western Wonders 1961 - 1977.



LOOKING BACK AT WARSHIPS - £19.95 ★

Another first for railway publishing as we bring you all the Warships from Classes 42, 43 and the NBL built Class 41s too, yes, all seventy-six locomotives are shown in colour from the late 1950s through to their demise in the early 1970s. This is a book any hydraulic fan will treasure.



EIGHTIES SPOTTING DAYS - £19.95

If you prefer your diesels and electrics from the 1980s then you can't go past these four volumes. Each 96-page hardback book is packed with stunning colour photographs to record the final years of many of our old favourites from the mighty Deltics to the humble Class 03s in action.

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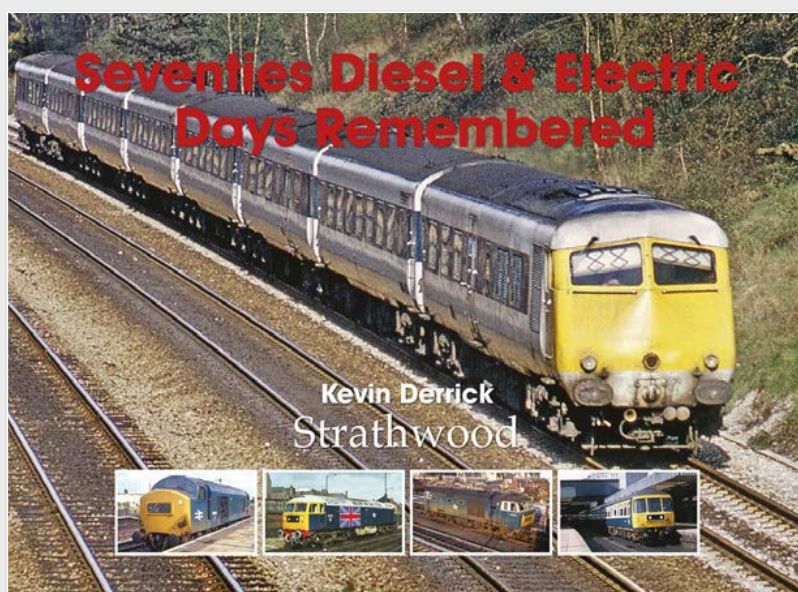
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SEVENTIES DIESEL & ELECTRIC DAYS REMEMBERED

This series of large format books will attract all those of us who were actively spotting during the decade. Inside we concentrate harder on the early seventies and a time when the original colour schemes were giving way to all over blue and TOPS numbering was in its infancy. Once again, we have trawled through a massive number of collections to bring you the very best colour photographs from the 1970s.

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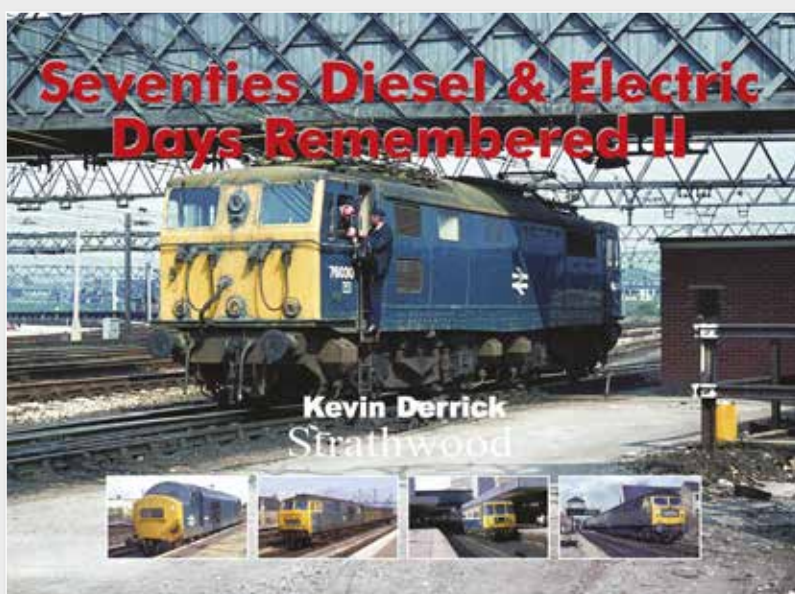
We have gathered a wonderful selection of the very best large format landscape colour photographs to illustrate a wide variety of first-generation motive power, most of which is now part of history for your enjoyment. Locations from all over the country appear, many now historic themselves and no longer survive as we knew them. Chapters include: South London Seventies, Thames Valley Blues, South Western Suburbia, Scrap Calls, Snow Worries, Scottish Types, Sulzer Sounds, West Country Wanderings, English Electric Medley, Under the Wires. Our travels take in: Crewe, London, Doncaster, Swindon, Derby, Bristol, Exeter, Glasgow, Birmingham, Edinburgh and many more.

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