

DVD: MARKET DEEPIING GO BACK TO BASICS

BRITISH RAILWAY MODELLING

BRM

DECEMBER 2019



Hornby's R & H 48DS
Small locomotive, BIG impact!

TURNING POINT

A new clubroom brings this 40ft giant club layout closer to completion

2 MORE GREAT LAYOUTS INSIDE



£4.75



12

EXPERT ADVICE

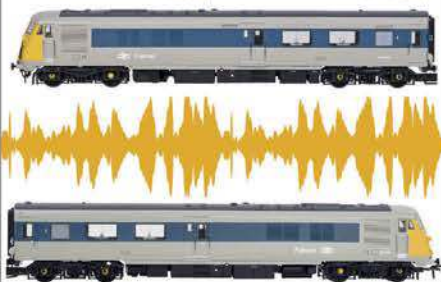
- CONVERT A BACHMANN HOPPER • CREATE A RAIL REPLACEMENT BUS DIORAMA • TOP WEATHERING ADVICE
- TRANSFORM YOUR TRAIN SET INTO A CHRISTMAS SCENE

Look at what you'll gain when you buy a Pullman train

AS SEEN ON GMRC 2019

THE GREAT
MODEL RAILWAY
CHALLENGE

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Two **SOUND FITTED** Power Cars – fully synchronised & independently configured to play different sounds from each car for true authenticity.

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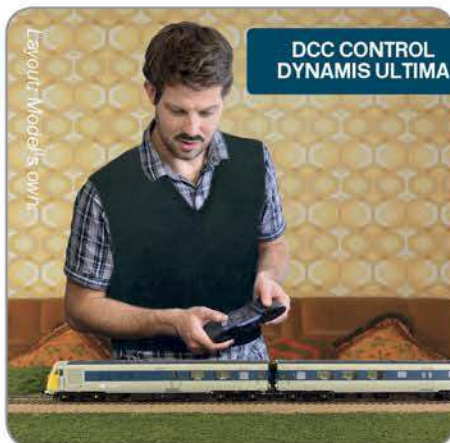
Measuring more than 1.5m in length, the stunning 6-car unit is sure to make an impressive sight on any OO scale layout – whether you're running the model on your first train set or a long-established layout.

READY TO RUN



Run your Pullman straight out of the box, no existing layout required. The set includes a large circuit of track measuring **1040mm x 1710mm** – you'll be ready to go in minutes!

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BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

Sit back and enjoy an episode filled with entertainment as we head back to model railway basics with Market Deeping's Model Railway Club. Learn or recap on the fundamentals, from baseboard construction to track laying and making card kits.



**TELL US WHAT YOU
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MONTH'S DVD**

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THE CONVERSATION.



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



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MARKET DEEPIING GO BACK TO BASICS

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Hornby's R & H 48DS
Small locomotive, BIG impact!

TURNING POINT

A new clubroom brings this 40ft giant club layout closer to completion

2 MORE GREAT LAYOUTS INSIDE



EXPERT
ADVICE

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BRM

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EDITORIAL

I BRAND CONTENT MANAGER

Debbie Wood

E debbie.wood@warnersgroup.co.uk

I MULTI-MEDIA EDITOR

Howard Smith

T 01778 392059

E howards@warnersgroup.co.uk

I FEATURES WRITER

Phil Parker

E phil.parker@warnersgroup.co.uk

I RMWEB EDITOR & BRM PHOTOGRAPHER

Andy York

E info@rmweb.co.uk

I TRACKPLAN ILLUSTRATOR

Ian Wilson at Pacific Studio

E ian@pacificstudio.co.uk

I PROOF READER

Tony Wright

I PUBLISHER

Steve Cole

E stevec@warnersgroup.co.uk

I MARKETING MANAGER

Carly Dadge

E carlyd@warnersgroup.co.uk

ADVERTISING

I GROUP ADVERTISING MANAGER

Bey Machin

T 01778 392055

E bevm@warnersgroup.co.uk

I SALES EXECUTIVE

Allison Mould

T 01778 395002

E allison.mould@warnersgroup.co.uk

DESIGN AND PRODUCTION

I DESIGNER

Ruth Jamieson

E ruth.jamieson@warnersgroup.co.uk

I ADVERTISING DESIGNER

Amie Carter

E amiec@warnersgroup.co.uk

I PRODUCTION

Pat Price

T 01778 391115

E patp@warnersgroup.co.uk

DISTRIBUTION

TRADE ACCOUNT SALES

E tradeaccountorders@warnersgroup.co.uk

I UK/OVERSEAS NEWSTRADE SALES

Keiron Jefferies T 01778 395043

E keironj@warnersgroup.co.uk

I PRINTING

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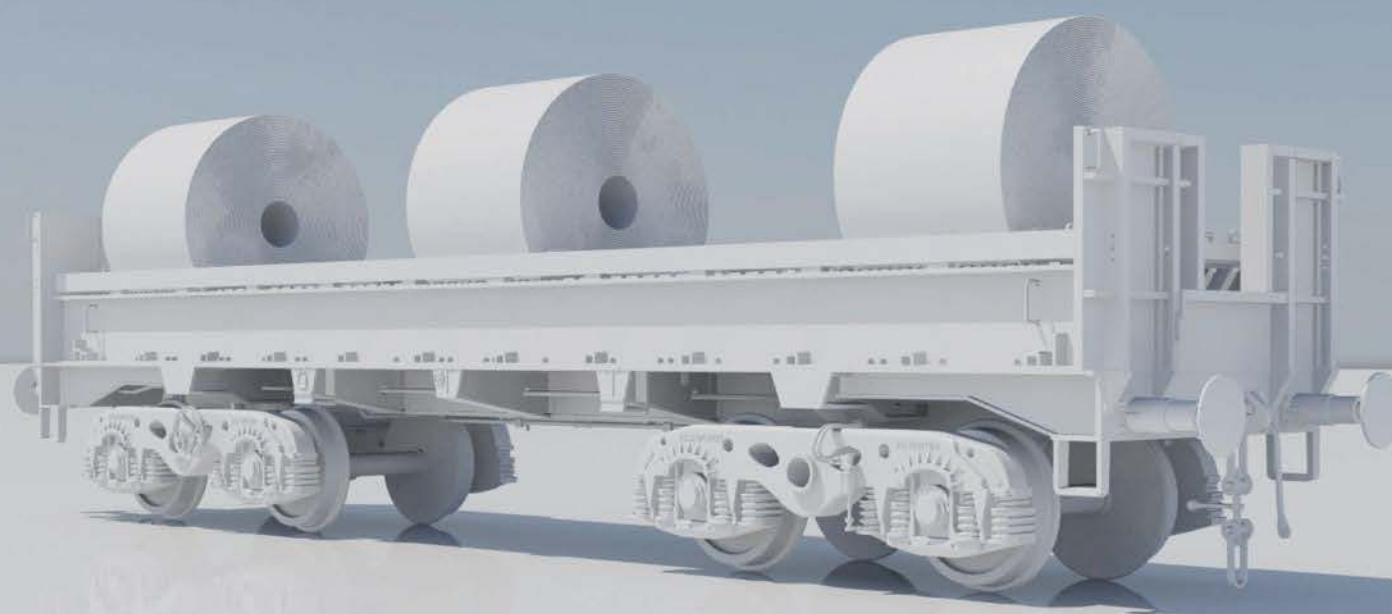


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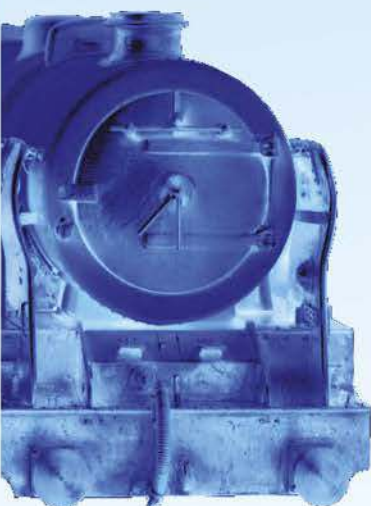
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Welcome to December

May 18, 2019. A date etched in the memories of everyone at Market Deeping Model Railway Club.

Although an awful event that saw layouts destroyed that can never be replaced, Market Deeping MRC's resilience has been quite remarkable. Determined to turn something negative into a positive, the members of the club have used the media coverage to highlight the benefits of the hobby and attract a younger audience. Not only that, but they've also been involved in a number of worthwhile projects, ensuring that the staggering six-figure sum raised after the incident is put to good use.

We've been working closely with some of the members over the past few months to produce this month's BRM TV. Aimed at the beginner, the guys at Market Deeping MRC showcase some basic techniques to help any would-be modeller get started in the hobby. Our full interview with the club is also in this issue, as we find out how things have progressed six months down the line. It's been a great experience working closely with the club and we're incredibly grateful for the time and effort invested into producing this month's issue by all the members.

And the story continues at the National Festival of Railway Modelling on December 7-8 where, with the help of their friends at Sleaford MRC, the club will attempt to build an entire layout from scratch, while also offering the public a chance to have a go themselves. It's an event not to be missed! There'll also be over 30 layouts at the show throughout the weekend and more than 100 traders offering plenty of bargains to pick up in time for Christmas.

Not to be completely overshadowed by Market Deeping, we've also been busy creating a Christmas scene using basic modelling techniques that we're hoping many can replicate. Very much a team effort, it was great to get into the Christmas spirit, even if, as we finalise this issue, it's still only mid-October.

Yes, the pages of this issue's BRM are brimming with beginners' tips to help you build your first model railway, but we haven't forgotten our more experienced readers. Three fantastic layouts also feature, including 'Kimble', a large O gauge layout from the Leamington & Warwick Model Railway Society O Gauge Group, which has been nearly 15 years in construction.

Jamie Warne also offers his expertise as he takes on the challenge of building a bus-replacement diorama, showcasing some excellent scenic tips along the way, while Mick Bryan demonstrates how to make an HRA from Bachmann's HTA. And that's not all. We also have a number of new products reviewed, including Hornby's new Ruston & Hornsby 48DS shunter, Bachmann's latest J72 0-6-0T and Dapol's 'next generation' Class 50 in N gauge.

A jam-packed issue I think you'll agree. We hope you enjoy reading it.

As Christmas fever starts to build, we've already started planning BRM 2020 and it's shaping up to be an exciting year for the magazine. As ever, we're always keen to hear your feedback or suggestions for future content. Find the best way to get in touch in our inbox pages.

With the last issue of 2019 now complete, there's only one thing left to say, on behalf of everyone here at BRM, Merry Christmas and a Happy New Year!

BRM Team

The **BRM** 2019 Christmas Layout. Turn to page 78 to read more.



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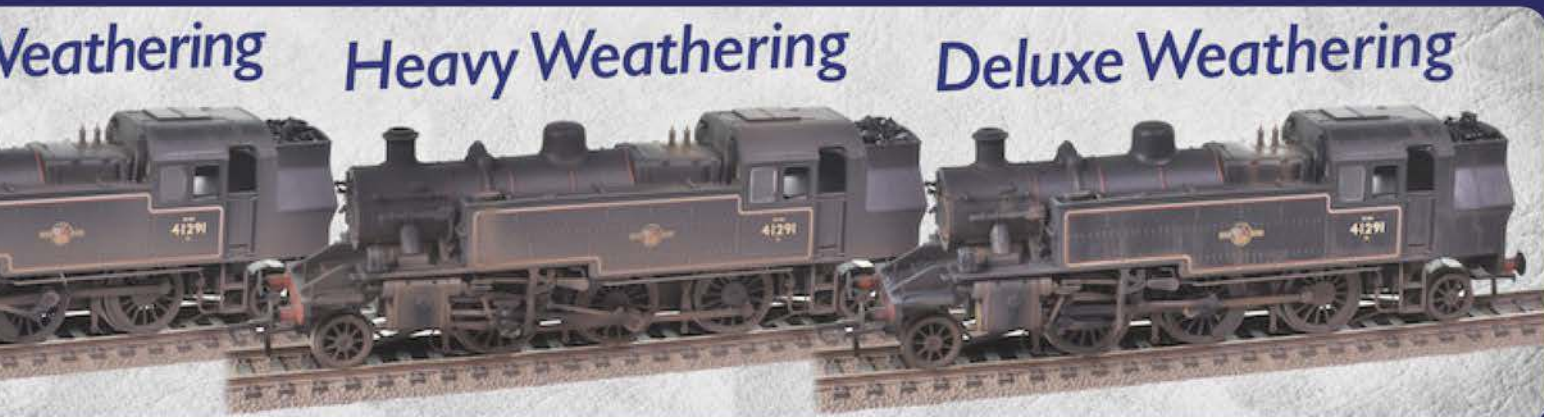


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Latest News



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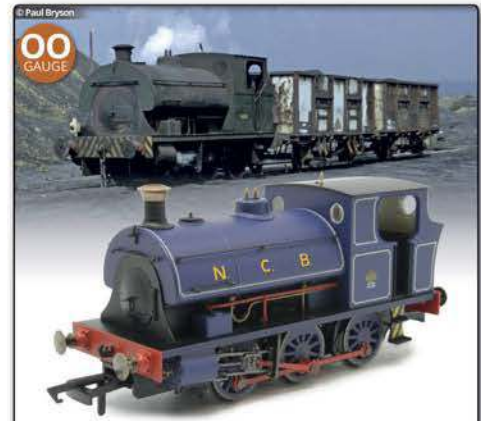
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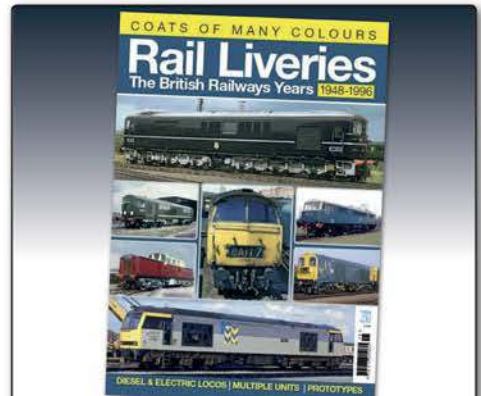
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Oxford Diecast Q3 Range

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Bookazine: Liveries under BR

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R4940 TS trailer standard - running number TBC
R4941 TCC trailer catering composite - running number TBC
R4942 TFD trailer first disabled access - running number TBC

dapol Forthcoming Items

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

N Gauge

Streamlined Battle of Britain/ West Country 4-6-2

Pre-order for £169.96
Due in Stock: March 2020



2S-034-001 "Fighter Command" in SR malachite green
2S-034-002 34066 "Spitfire" in BR green with late crest
2S-034-003 34110 "66 Squadron" in BR green with early emblem
2S-034-004 21C113 "Okehampton" in SR malachite green
2S-034-005 34030 "Watersmeet" in BR green with late crest

Class 67

Pre-order from £108.76
Due in Stock: September/October 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: October to December 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: October to December 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

BR Mark 1 coaches

Pre-order for £169.15
Due in Stock: February to March 2020



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£2.75 per single diecast item

£7 guaranteed Next Day delivery

(Orders before 2pm)



OO Gauge (1:76 Scale)

Steam locos



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



H4-AB14-002 Andrew Barclay 0-4-0ST 14 "2047 '705" in GWR green shirtbutton roundel (Hat) £99



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



H4-AB14-003 Andrew Barclay 0-4-0ST 14 "2134 'Coronation" in lined 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

NEW



R3753 Class 0F Pug 'Beggs Tooling' - Railroad range (Hor) **NEW** £31.50



R3292 Class 0F Pug 0-4-0ST 58011 in BR black - Hornby 2014 Collectors Club special edition (Hor) (RRP £24.99) **BARGAIN** £14.50



1302 Class 1361 0-6-0ST 1364 in GWR green (Hel) £135.96



1321 Class 1366 0-6-0PT 1369 in Great Western green - as preserved (Hel) £135.96



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

NEW



OR76DG010 Class 2301 'Dean Goods' 0-6-0 2534 in GWR green (Oxf) **NEW** £102



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



R3383TTS Class 4073 Castle 4-6-0 5050 "Earl of St Germans" in BR Green early emblem - TTS sound fitted (Hor) £169.50



R3423 Class 415 Adams Radial 4-4-2T 30583 in BR black late crest (Hor) (RRP £140.99) **BARGAIN** £94



OR76AR006 Class 415 Adams Radial 4-4-2T 3520 in Southern Railway green (Oxf) £94



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



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



R3616 Class 5MT 'Black Five' 4-6-0 5089 in LMS black (Hor) £153



31-690 Class 5P4F Stanier Mogul 2-6-0 2965 in LMS lined black (Bac) (RRP £159.95) **BARGAIN** £106



R3516 Class 6000 'King' 4-6-0 6004 "King George III" in post-war GWR green - 'The Final Day' special edition (Hor) (RRP £190.99) **BARGAIN** £179.50



R3410 Class 6000 King 4-6-0 6025 "King Henry III" in BR Blue early emblem (Hor) £155



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



R3638 Class 7P6F Streamlined West Country 4-6-2 34019 "Bideford" in BR green late crest (Hor) £166.50



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



R3623 Class 8P 'Streamlined Coronation' 4-6-2 6221 "Queen Elizabeth" in LMS coronation blue (Hor) £171



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



R3509TTS Class 8P Princess Coronation 4-6-2 46235 "City of Birmingham" in BR green late crest - TTS Sound fitted (Hor) £204.50



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



32-850A Class 9F 2-10-0 92220 "Evening Star" in BR green late crest (Bac) £184.50



R3736 Class A1 4-6-2 4472 "Flying Scotsman" in LNER green (Hor) £189



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



R3781 Class A1 Terrier 0-6-0T 5 "Rolvenden" in Kent and East Sussex Railway blue (Hor) £81



R3782 Class A1 Terrier 0-6-0T 751 in South Eastern and Chatham Railway green (Hor) £81



R3518 Class A3 4-6-2 108 "Gay Crusader" in LNER apple green - "The Final Day" special edition (Hor) £120



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



R3371 Class A4 4-6-2 4468 "Mallard" in LNER garter blue - Railroad range (Hor) £94



R3676 Class A4 4468 "Mallard" in LNER garter blue - as preserved (Hor) £179.50



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



R3694 Class B2 Peckett 0-6-0ST "Westminster" in Associated Portland Cement green (Hor) £99



R3754 Class D 0-4-0T 7 "Blundell King Timber Merchants" - Railroad range (Hor) **NEW** £31.50



R3622 Class J36 0-6-0 65311 "Haig" in BR black early emblem (Hor) £126



R3600TTS Class J36 0-6-0 673 "Maude" in North British Railway lined black - as preserved - TTS sound fitted (Hor) £148.50



R3621 Class J36 0-6-0 722 in LNER black (Hor) £126



R3668 Class J83 0-6-0T 8482 in LNER green - Railroad range (Hor) £40.50



R3635 Class LN 'Lord Nelson' 4-6-0 30863 "Lord Rodney" in BR green early emblem (Hor) £153



R3010 Class N15 King Arthur SR E771 "Sir Sagamore" in Southern Green (Hor) £149.50



OR76N7001 Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey (Oxf) £98



OR76N7002 Class N7 0-6-2T 8011 in LNER black (Oxf) £98



3922 Class O2/4 Tango 2-8-0 63975 in BR black late crest flush tender (Hel) (RRP £184.95) **BARGAIN** £84

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3923 Class 02/4 Tango 2-8-0 63982 in BR black late crest flush tender (Hel) (RRP £184.95) **BARGAIN**... £84



R3559 Class Q1 0-6-0 C24 in Southern Railway wartime black (Hor) £104
R3458 Class V Schools 4-4-0 921 "Shrewsbury" Southern Railway wartime black (Hor) £136



R3615 Class W4 Peckett 0-4-0ST 560 in Peckett works leaf green builders lettering (Hor) £90



R3550 Class W4 Peckett 0-4-0ST 883 in Lilleshall Co (Hor) £99.99



R3631 SECR H Class 0-4-4T 31265 in BR black early emblem (Hor) £117



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



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



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



R3547 Standard Class 4MT 4-6-0 75008 in BR green late crest (Hor) £144



R3500 The Sir Nigel Gresley Collection (Hor) £474

Steam train packs



H4-B-AB-003 "Day at the Races" bundle Andrew Barclay 0-4-0ST 1863 in Caledonian Railway blue, pair of LMS Horsebox wagons and fruit van (Hat) (RRP £151.77) **BARGAIN**... £100



H4-B-AB-004 "Power Station hauler" bundle Andrew Barclay 0-4-0ST 2069 "Little Barford" in blue and three 16 ton mineral wagons (Hat) (RRP £158.85) **BARGAIN**... £125



H4-B-AB-005 "Steelworks Shunter" bundle Andrew Barclay 0-4-0ST 2226 "Katie" in maroon and two Warwell wagons in BR brown (Hat) (RRP £165) **BARGAIN**... £125



H4-B-AB-001 "Wartime Workhorse" bundle Andrew Barclay 0-4-0ST 705 in GWR green, GWR shunters truck and pair of Warwell wagons in WD (Hat) (RRP £182.95) **BARGAIN**... £140



R3398 Lyme Regis Branch Line Train Pack - Ltd Ed (Hor) (RRP £225.99) **BARGAIN**... £175



R3402 Queen of Scots Train Pack Class A4 4-6-2 in LNER garter blue and three pullman coaches - Ltd Ed of 1000 (Hor) £324



OR76B00M01 Railgun Pack railgun "Boche Buster" and "Dean Goods" 0-6-0 2330 in ROD khaki (Ox) £153
R3401 The Bristolian Train Pack - Ltd Ed (Hor) £294.50

Diesel locos



R3755 Bagnall diesel shunter 0-4-0 D9706 in BR green - Railroad range (Hor) **NEW** £31.50



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



2915 Class 07 shunter 07009 in BR blue - weathered (Hel) £127.46



2905 Class 07 shunter D2988 in BR green wasp stripes (Hel) £118.96



2907 Class 07 shunter D2998 in BR blue (Hel) £118.96



1411 Class 14 National Coal Board Ashington No.4 in NCB blue (Hel) (RRP £129.95) **BARGAIN**... £109



1722 Class 17 "Clayton" 8546 in BR green full yellow ends (Hel) £118.96



1721 Class 17 "Clayton" D8502 in BR green small yellow panels (Hel) £118.96
1723 Class 17 "Clayton" D8534 in BR blue (Hel) £118.96



2614 Class 26/1 26026 in BR blue (Hel) £110.46



2726 Class 27 D5347 in BR green small yellow panels (Hel) £101.15



2725 Class 27 D5349 in BR green (Hel) £101.15
2712 Class 27 D5403 in BR green small yellow panels (Hel) £101.15



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



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



3528 Class 35 "Hymek" D7004 in BR blue small yellow panels (Hel) £110.46



32-381L Class 37/4 37419 in DB Schenker red - Ltd Ed for Trains4U (Bac) £139.95



31-659 Class 47/0 47001 in BR blue - weathered (Bac) £164.50



32-819 Class 47/8 47814 "Tolnes Castle" in Virgin Trains (Bac) £145



R3658 Class 50 50033 "Glorious" in revised Network South East (Hor) £136



4D-003-014 Class 52 "Western" D1008 "Western Harrier" in BR maroon yellow bufferbeams (Dap) £129.15



4D-003-017 Class 52 "Western" D1016 "Western Gladiator" in BR maroon full yellow ends (Dap) £129.15
4D-003-017D Class 52 "Western" D1016 "Western Gladiator" in BR maroon full yellow ends - DCC fitted (Dap) £154.66



4D-003-013 Class 52 "Western" D1035 "Western Yeoman" in BR green small yellow panels (Dap) £129.15
4D-003-013D Class 52 "Western" D1035 "Western Yeoman" in BR green small yellow panels - DCC fitted (Dap) £154.66



4D-003-018 Class 52 "Western" D1041 "Western Prince" in BR blue (Dap) £129.15
4D-003-018D Class 52 "Western" D1041 "Western Prince" in BR blue - DCC fitted (Dap) **NEW** £154.66



4D-009-018 Class 52 "Western" D1041 "Western Prince" in BR blue (Dap) £129.15
4D-009-018D Class 52 "Western" D1041 "Western Prince" in BR blue - DCC fitted (Dap) **NEW** £154.66



4D-003-016 Class 52 "Western" D1043 "Western Duke" in BR chromatic blue small yellow panels (Dap) £129.15
4D-003-016D Class 52 "Western" D1043 "Western Duke" in BR chromatic blue small yellow panels - DCC fitted (Dap) **NEW** £154.66
32-764 Class 52/3 "Northern Princess" in DFS Northern Belle (Bac) £149



R3605TTS Class 60 60044 "Dowload" in DB Schenker red - TTS sound fitted (Hor) £184.50
4D-022-012S Class 60 68015 in Olvian Railways - DCC Sound fitted (Dap) (RRP £295.55) **BARGAIN**... £220



31-590 Class 70 70015 in Freightliner air intake modifications (Bac) £164.50



4D-006-005 Class 73/1 electro-diesel E6039 in BR blue small yellow panels (Dap) (RRP £146.22) **BARGAIN**... £91



OLIV001 Class 73/2 73207 in Gatwick Express - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN**... £84



HSTs



R3698 Pair of Class 43 HST Power Cars 43033 and 43183 in Scotrail "7 Cities" (Hor) £261



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



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor) (RRP £289.99) **BARGAIN** £246



Electric locos



R3374 Class 71 71012 in BR blue (Hor) (RRP £170.99) **BARGAIN**... £109



O071-004HAT Class 71 E5013 in BR blue full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) (RRP £139.95) **BARGAIN**... £96



7604 Class 76 EM1 Woodhead electric 76022 in BR blue multiple working cables - Ltd Ed for Olivias Trains (Hel) £160



R3656 Class 87 87019 "Sir Winston Churchill" in Virgin Trains red and black (Hor) **NEW** £153



4D-009-HAT07 Class 121 single car DMU "Bubblecar" 55022 in original Network South East - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN**... £105



4D-009-HAT07 Class 121 single car DMU "Bubblecar" 55022 in original Network South East - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN**... £105

All prices correct
when going to press.
Errors excepted.



4D-009-HAT05 Class 121 single car DMU 'Bubblecar' 55027 in revised Network South East - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN**...£105



4D-009-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack 'coaching stock' maroon - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN**...£89
4D-009-0010 Class 121 single car DMU 'Bubblecar' W55020 in BR green speed whiskers - DCC Fitted (Dap) **BARGAIN**...£148.75



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



R3772 Class 158 2 car DMU 156480 in Northern Rail / Royal Air Force commemorative (Hor) **BARGAIN**...£112.50

Track Maintenance vehicles



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

Train sets - analogue



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



R1248 Santa's Express - Christmas starter train set (Hor) **BARGAIN**...£49.50



R1234 Starter train set - 'Hogwarts Express' - Harry Potter range (Hor) **BARGAIN**...£180

NEW



R1233 The Coca-Cola Christmas Train Set (Hor) **NEW** £72

Train sets - digital



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) (RRP £175.99) **BARGAIN**...£130

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) **BARGAIN**...£70



R4884 Bulleid 59' brake third corridor 2845 in SR malachite green (Hor) **BARGAIN**...£43.50



R4888B Bulleid 59' brake third corridor S2859S in BR green (Hor) **BARGAIN**...£43.50
R4888C Bulleid 59' brake third corridor S2860S in BR green (Hor) **BARGAIN**...£43.50



R4882 Bulleid 59' composite corridor 5711 in SR malachite green (Hor) **BARGAIN**...£43.50



R4886 Bulleid 59' composite corridor S5714S in BR green (Hor) **BARGAIN**...£43.50



R4886A Bulleid 59' composite corridor S5718S in BR green (Hor) **BARGAIN**...£43.50



R4900 Clerestory brake third corridor 3403 in GWR chocolate and cream (Hor) **BARGAIN**...£33.50



R4899 Clerestory composite corridor 3229 in GWR chocolate and cream (Hor) **BARGAIN**...£33.50



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



39-779 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) (RRP £59.95) **BARGAIN**...£50.96



R4826 Gresley 61' 6" brake composite corridor 32557 in LNER teak (Hor) **BARGAIN**...£49.50



R4827 Gresley 61' 6" first corridor 31885 in LNER teak (Hor) **BARGAIN**...£49.50



R4830 Gresley 61' 6" full brake 4234 in LNER teak (Hor) **BARGAIN**...£49.50



R4914 GWR clerestory brake third coach in GWR chocolate and cream - Railroad range (Hor) **BARGAIN**...£17.50
R4913 GWR clerestory third corridor coach in GWR chocolate and cream - Railroad range (Hor) **BARGAIN**...£17.50



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



R4355 Mk1 BSK brake second corridor W34888 in BR chocolate & cream - Railroad Range (Hor) (RRP £21.99) **BARGAIN**...£12



R4902 Mk1 OPA BTU staff and dormitory coach ADB97574 in BR engineers yellow (Hor) **BARGAIN**...£31.50



R4903 Mk1 OOX BTU tool van ADB975613 in BR engineers yellow (Hor) **BARGAIN**...£31.50
39-051E Mk1 SO second open M4929 BR maroon (Bac) (RRP £47.95) **BARGAIN**...£33



R4621A Mk1 TSO second open E4558 in BR maroon (Hor) (RRP £24.99) **BARGAIN**...£18



R4643A Mk1 TSO second open M4473 in BR maroon (Hor) (RRP £24.99) **BARGAIN**...£18



R4859 Mk3a DVT 82141 in Virgin Trains red and black (Hor) **BARGAIN**...£64



R4666B Mk4 TSO second open 12425 in East Coast (Hor) (RRP £28.49) **BARGAIN**...£14



R4898 Pack of three Mk2E coaches in Northern Belle (Hor) **NEW**...£94.50



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

Wagons



K4103 'Dogfish' ballast wagons in Civil Engineers 'dutch' - weathered - Pack of 4 - Ltd Ed for Kernow Model Rail Centre (Hel) **BARGAIN**...£99.99



BOC06 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and Gloucester bogies - 0015 (Hel) **BARGAIN**...£75



R6932 2019 Merry Christmas gift open wagon (Hor) **NEW**...£14.50



OR76MW4010 4-plank open wagon 'Calico Printers Association, Birchvale' (Oxf) **NEW**...£10



R6903 7-plank open wagon 'Sherwood Colliery, Mansfield' (Hor) **BARGAIN**...£15.50



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



4F-061-001 BEV Bogie Bolster 'E' 923358 in BR bauxite (Dap) **BARGAIN**...£25.46



OR76B00M03 BL 14 inch howitzer railgun 'Boche Buster' (Oxf) **BARGAIN**...£51



ICI005EW ICI Hopper wagon 19011 in battleship grey body, underframes & bogies PHV TOPS panel (black backing) - weathered. 1973 - 1992 (Oxf) **BARGAIN**...£25
ICI005DW ICI Hopper wagon 19058 in battleship grey body, underframes & bogies PHV TOPS panel (black backing) - weathered. 1973 - 1992 (Oxf) **BARGAIN**...£25



H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat) **BARGAIN**...£126



OR76WW010 Southern Railway Warwell - Revised Bed MS14176 (Oxf) **BARGAIN**...£28



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

Digital decoders



R8114 TTS DCC Sound Decoder 8 pin plug - LMS 5MT 'Black Five' steam loco (Hor) **BARGAIN**...£38
R8123 TTS digital sound decoder - Class 50 diesel (Hor) **BARGAIN**...£38

Digital control accessory decoders

PC2 One Touch DCC Quad Point Controller x 4 (Tra) **BARGAIN**...£34

Digital controllers



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



36-504 EZ Command Dymamis Ultima DCC system (Bac) **BARGAIN**...£280

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

Electronic components



R8211 Rolling road for all types of steam loco (utilises five rollers) (Hor) **BARGAIN**...£76

Lighting equipment



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

Cables & Wires

PL-80 Power lead joiners - Code 100/124 (x4 pairs) (Tra) **BARGAIN**...£6

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19KADEE NEM302 Kadee coupling - Long (10.70mm) - Pack of four (Kad) **BARGAIN**...£5
18KADEE NEM302 Kadee coupling - Medium (8.63mm) - Pack of four (Kad) **BARGAIN**...£5

OR76ACC01 GWR-style loco snow plough (Oxf) **NEW**...£5

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PO313 Double track brick built engine shed - card kit (Met) £19.50

R7230 Hogsmeade station building - Harry Potter range (Hor) £54

R7235 Hogsmeade station footbridge - Harry Potter range (Hor) £31.50

R7231 Hogsmeade station general office - Harry Potter range (Hor) £22.50

R7238 Hogsmeade station platform pack - Harry Potter range (Hor) £22.50

R7234 Hogsmeade station signal box - Harry Potter range (Hor) £17.50

LK-56 Modular loco depot inspection pit kit (Pec) £7.50

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PO340 Two-bay platform canopy - card kit (Met) £13.50

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R083 Single (Hor) £1.80

LC-100 Catenary system Start-up pack: 12 masts, 12 registration arms, 2 jigs and 16-page Shows You How Guide (Pec) £80

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SD2 Smart Screen - working destination board for DC or DCC layouts - pack of two (Tra) £77

R460 Straight Platform (Hor) £3.50

Man-made scenic structure - non-railway

GM380 Zebra road crossing set working belisha beacon lights (Gau) NEW £18

Bridges, Tunnels & Walls

PO245 Retaining wall in stone - 4 sections per pack - card kit (Met) £12

Trees

CS110 Pine trees - 120mm - pack of three (Jav) NEW £7.50

CS112 Trees - type 12 - 110mm - pack of three (Jav) NEW £7.50

CS114 Trees - type 14 - 100mm - pack of three (Jav) NEW £7.50

CS115 Trees - type 15 - 120mm - pack of 2 (Jav) NEW £7.50

CS116 Trees - type 16 - 140mm - pack of 2 (Jav) NEW £7.50

CS117 Trees - type 17 - 140mm - pack of 2 (Jav) NEW £7.50

CS118 Trees - type 18 - 140mm - pack of 2 (Jav) NEW £7.50

CS119 Trees - type 19 - 100mm - pack of three (Jav) NEW £7.50

CS120 Trees - type 20 - 100mm - pack of three (Jav) NEW £7.50

CS121 Trees - type 21 - 100mm - pack of three (Jav) NEW £7.50

CS122 Trees - type 22 - 100mm - pack of three (Jav) NEW £7.50

CS123 Trees - type 23 - 100mm - pack of three (Jav) NEW £7.50

CS124 Trees - type 24 - 100mm - pack of three (Jav) NEW £7.50

CS125 Trees - type 25 - 100mm - pack of three (Jav) NEW £7.50

CS126 Trees - type 26 - 100mm - pack of three (Jav) NEW £7.50

CS127 Trees - type 27 - 100mm - pack of three (Jav) NEW £7.50

CS128 Trees - type 28 - 100mm - pack of three (Jav) NEW £7.50

CS129 Trees - type 29 - 100mm - pack of three (Jav) NEW £7.50

Track - Code 100 Settrack

R0890 1 single yard length of Semi-Flexible Track (Hor) £3.50

R0890 Pack of 24 (Hor) £79

R0895 1st radius double curve (8 make a circle) (Hor) £2.50

R0896 Circle of 8 (Hor) £2.50

R0897 2nd radius double curve track (8 make a circle) (Hor) £2.50

R0898 Circle of 8 (Hor) £18

R0899 3rd radius double curve track (8 make a circle) (Hor) £2.60

R0899 Circle of 8 (Hor) £20

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) £64

R8077 Left hand Express point (Hor) £14.50

R8072 Left hand Standard Point (Hor) £9.50

R8073 Right hand Standard Point (Hor) £9.50

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

ST-201 Settrack double straight (Pec) £2

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

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

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

ST-204 Box of 24 (Pec) £82

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

R610 Short Straight (Hor) £1.20

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

R621 Pack of 24 (Hor) £66

R600 Standard Straight (Hor) £1.50

R600 Box of 24 (Hor) £34

ST-2000 Standard Straight Track (ST-200 x 8) (Pec) £11

Track - Code 100 Streamline

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

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

SL-100 Single (Pec) £3

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

SL-102 Pack of 25 (Pec) £3

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

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

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

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

SL-87 Left hand curved point - insulfrog (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-E88 Right hand curved point - electrofrog (Pec) £12.50

SL-88 Right hand curved point - insulfrog (Pec) £12.50

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

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

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 Box of 25 1 yard (91.5cm) length of Code 75

Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £98

SL-108F Single (Pec) £4

SL-102F Pack of 25 1 yard (91.5cm) length of finescale

Nickel Silver concrete-sleeper flexible track. (Pec) £82

SL-102F Single (Pec) £3.30

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

Finescale flexible track (Pec) £72

SL-100F Single (Pec) £3

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

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

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

SL-E180 Finescale single slip - electrofrog (Pec) £35

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

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

Track underlay

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Settrack

and Streamline 5m long (16' 4") (Pec) £10

Buses

15719 Plaxton Panorama Elite - London Country N.B.C. (EFE)

(RFP £24.95) BARGAIN £14

CC99726 Triple Decker 'Knight Bus' - Harry Potter

range (Cor) £26

Cars

76AUS006 Austin 1300 Harvest Gold (Oxf) NEW £5

NEW

76BB003 Bentley Blower British Racing Green (Oxf) NEW £5

76MGT005 MGTC Powder Blue (Oxf) NEW £5

76P38003 Range Rover P38 Epsom Green (Oxf) NEW £5.50

76VEL002 Range Rover Velar SE Fuji White (Oxf) NEW £5.50

Commercial vehicles

76CIT004 Citroen H Catering Van Glorias Blooms (Oxf) NEW £7

76SDF004 Shelvoke & Drewry Freightlifter BRS (Oxf) NEW £12

Farming and construction

76PL001 Fowler Plough Blue Red (Oxf) £8.50

763CX003 JCB 3CX Eco Backhoe Loader 70th Anniversary (Oxf) £21

Military ground vehicles

76SET65 Bloodhound Missile Set (Oxf) £23

76WMB006 Willys MB RAAF (Oxf) NEW £5

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

N Gauge

Steam locos

2S-009-006D Class 3800 2-8-0 3846 in BR black early emblem. DCC Fitted (Dap) £149.88

2S-010-005 Class 49xx 'Hall' 4-6-0 4953 'Pitchford Hall' in GWR green GW lettering - as preserved (Dap) NEW £124.38

2S-010-005D Class 49xx Hall 4-6-0 4953 'Pitchford Hall' in GWR green GW lettering - as preserved - Digital fitted (Dap) NEW £149.88

2S-010-007 Class 49xx 'Hall' 4-6-0 4970 'Skelty Hall' in GWR green Great Western lettering (Dap) NEW £124.38

2S-010-007D Class 49xx Hall 4-6-0 4970 'Skelty Hall' in GWR green Great Western lettering - Digital fitted (Dap) NEW £149.88

2S-010-004 Class 49xx 'Hall' 4-6-0 5908 'Moreton Hall' in BR black early emblem (Dap) NEW £124.38

Visit

www.hattons.co.uk/new

for all new releases

2S-010-004D Class 48xx 'Hall' 4-6-0 5999 'Morton Hall' in BR black early emblem - Digital fitted (Dap) **NEW** £149.88

NEW



2S-010-006 Class 49xx 'Hall' 4-6-0 5999 'Woolaton Hall' in BR green late crest (Dap) **NEW** £124.38
2S-010-006D Class 49xx 'Hall' 4-6-0 5999 'Woolaton Hall' in BR green late crest - Digital fitted (Dap) **NEW** £149.88
2S-007-011D Class 57xx Pannier 0-6-0 6746 in GWR green shirbutton emblem - DCC fitted (Dap) £100
2S-007-018D Class 57xx Pannier 0-6-0 6746 in BR lined black early crest and later cab - DCC fitted (Dap) £100



2S-012-010 Class A1X 'Terrier' 0-6-0T 32636 in BR black late crest (Dap) £67.96



2S-012-009 Class A1X 'Terrier' 0-6-0T 40 'Brighton' in LB&SCR improved engine green (Dap) £67.96
2S-008-011D Class A4 4-6-2 2512 'Silver Fox' in LNER grey valance - DCC fitted (Dap) £149.88
2S-008-006D Class A4 steam loco 80029 'Woodcock' in BR green late crest, DCC fitted (Dap) £149.88

Diesel locos



2D-002-003 Class 50 50037 'Illustrious' in original Network SouthEast (Dap) £123.21
2D-002-003D Class 50 50037 'Illustrious' in original Network SouthEast - DCC fitted (Dap) £148.71



2D-002-002 Class 50 50040 'Leviathan' in BR large logo blue (Dap) £123.21
2D-002-002D Class 50 50040 'Leviathan' BR large logo blue - DCC fitted (Dap) £148.71
2D-002-001D Class 50 50043 BR blue - unpublished - DCC fitted (Dap) £148.71

NEW



2D-007-011 Class 66/0 66002 in EWS DB branding and six megafret container wagons (Dap) **NEW** £194.64
2D-022-007S Class 68 68001 'Evolution' DFS - DCC sound fitted (Dap) £242.72



2D-022-009 Class 68 68019 'Brutus' in TransPennine Express (Dap) £119.85

HSTs



2D-019-006 Class 43 HST 4-car book set in East Coast silver (Dap) £160.89



2D-019-009 Class 43 HST 4-car book set in GWR Green (Dap) £160.89

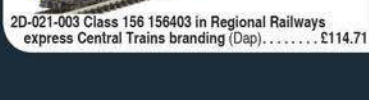


2D-019-007 Class 43 HST 4-car book set in Virgin Trains East Coast (Dap) £160.89

DMUs



2D-009-003D Class 121 'Bubble Car' DMU W50033 in BR green speed whiskers - DCC fitted (Dap) £139.54



2D-021-003 Class 156 156403 in Regional Railways express Central Trains branding (Dap) £114.71



Wagons



2F-026-002 HIA aggregate limestone hopper 369052 in Freightliner green (Dap) £21.50

Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & OO9 gauge (12 per pack) (Pec) £1.70

SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

Signals

2L-001-001 Signal - Motorised, GWR home lower quadrant (ex-NSIGN1) (Dap) £28

Man-made scenic structure - non-railway

GM395 Zebra road crossing set working beehive beacon lights (Gau) **NEW** £18

Trees

CST2 Trees - type 2 - 50mm - pack of nine (Jav) **NEW** £6.50

CST3 Trees - type 3 - 45mm - pack of eight (Jav) **NEW** £6.50

CST4 Trees - type 4 - 45mm - pack of eight (Jav) **NEW** £6.50

CST5 Trees - type 5 - 50mm - pack of eight (Jav) **NEW** £6.50

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.60

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

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

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

ST-301 Setrack starter track pack - second radius (Pec) £52

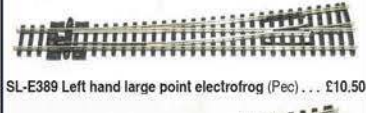
ST-300 Starter Track Set (Pec) £49

Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64

SL-300 Single (Pec) £3

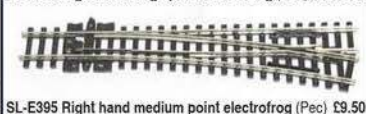


SL-E389 Left hand large point electrofrog (Pec) £10.50



SL-E396 Left hand medium point electrofrog (Pec) £9.50

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



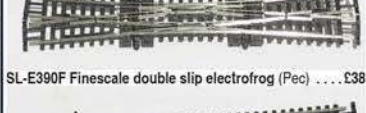
SL-E388 Right hand large point electrofrog (Pec) £10.50



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

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

Track - Code 55 Finescale



SL-E399F 3-way finescale turnout (Pec) £28

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



SL-E390F Finescale double slip electrofrog (Pec) £38

SL-E389F Finescale left hand large point electrofrog (Pec) £11

SL-U396F Finescale left hand medium point unitfrog (Pec) £10.50



SL-E388F Finescale right hand large point electrofrog (Pec) £11

SL-U395F Finescale right hand medium point unitfrog (Pec) £10.50



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

Public Service vehicles



NGG001 Green Goddess AFS (Oxf) £5

Commercial vehicles

NEW



NSHL04TK Scania Highline Tanker 'Exol' (Oxf) **NEW** £13



NSDF001 Shelvoke & Drewry Freightlifter British Rail (Western) (Oxf) £7

Military ground vehicles

NEW



NLAN188021 Land Rover Series I 88" Hard Top RAF (Oxf) **NEW** £4

OO9 Narrow Gauge

Steam locos



9956 Lynton & Barnstaple 2-6-2T 'Taw' in L&B dark green (Hel) £209.95



9963 Lynton & Barnstaple 2-6-2T 190 'Lyd' in Southern Railway green - as preserved (Hel) £186.96

Track - Code 80 Setrack

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

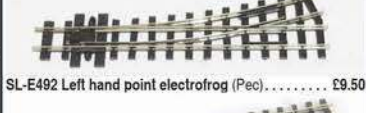
ST-405 Setrack OO9 right-hand point - insulfrog (Pec) £9.50

Track - Code 80 Streamline



SL-400 Box of 25 1 yard length of OO9 narrow gauge flexible track worn wooden sleepers (Pec) £83

SL-400 Single (Pec) £3.50



SL-E492 Left hand point electrofrog (Pec) £9.50



SL-E496 Mainline left hand turnout 18" radius electrofrog (Pec) £10.50



SL-E495 Mainline Right Hand point 18" radius electrofrog (Pec) £10.50



SL-E491 Right hand point electrofrog (Pec) £9.50

O Gauge (1:43 Scale)

Steam locos



4300 Class 43xx Mogul 2-6-0 4339 in GWR green Great Western lettering (Hel) £62.15



6126 Class 51xx 'Large Prairie' 2-6-2T 5158 in BR lined green late crest (Hel) £594.15



7S-024-002 Class 64xx 0-6-0PT pannier 6417 in Great Western green shirbutton emblem (Dap) (RRP £400) **BARGAIN** £295

7S-024-023S Class 64xx 0-6-0PT pannier 6417 in Great Western green shirbutton emblem - DCC sound fitted (Dap) (RRP £550) **BARGAIN** £395

Diesel locos



BARGAIN

2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) **BARGAIN** £395



BARGAIN

2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) **BARGAIN** £395



2558 Class 25/3 in BR blue - unnumbered (Hel) £446.25



2559 Class 25/3 in BR blue - weathered and unnumbered (Hel) £446.25



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



3750 Class 37/4 37401 'Mary Queen of Scots' in BR large logo blue yellow headcode boxes - Exclusive to Hatton's (Hel) £549



3751 Class 37/4 37408 'Loch Rannoch' in BR large logo blue black headcode boxes - Exclusive to Hatton's (Hel) £549



3741 Class 37/4 in BR large logo blue - unnumbered (Hel) £509.15



3745 Class 37/4 in Railfreight triple grey - unnumbered (Hel) £509.15



4204 Class 42 Warship D866 'Zebra' in BR blue (Hel) (RRP £899) **BARGAIN** £510



4505 Class 45 'Peak' in BR early blue red bufferbeams - unnumbered (Hel) (RRP £699) **BARGAIN** £500



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



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

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for all forthcoming releases



DMUs



BARGAIN

8914 Class 128 parcels DMU W55991 in BR blue-weathered (Hel) (RRP £599) **BARGAIN** £295
 8912 Class 128 parcels DMU W55992 in BR green yellow doors (Hel) (RRP £599) **BARGAIN** £295

Coaches



NEW

7P-004-007 GWR Diagram 'N' 59' Autocoach 37 in GWR crimson lake (Dap) **NEW** £170
 7P-004-007D GWR Diagram 'N' 59' Autocoach 37 in GWR crimson lake - Digital and light bar fitted (Dap) **NEW** £232.50
 7P-004-007R GWR Diagram 'N' 59' Autocoach 37 in GWR crimson lake - light bar fitted (Dap) **NEW** £212.50
 7P-004-010 GWR Diagram 'N' 59' Autocoach 39 in GWR chocolate and cream twin cities crest (Dap) **NEW** £170
 7P-004-010D GWR Diagram 'N' 59' Autocoach 39 in GWR chocolate and cream twin cities crest - Digital and light bar fitted (Dap) **NEW** £232.50
 7P-004-010R GWR Diagram 'N' 59' Autocoach 39 in GWR chocolate and cream twin cities crest - light bar fitted (Dap) **NEW** £212.50



NEW

7P-004-006 GWR Diagram 'N' 59' Autocoach 40 in GWR chocolate and cream (Dap) **NEW** £170
 7P-004-006D GWR Diagram 'N' 59' Autocoach 40 in GWR chocolate and cream - Digital and light bar fitted (Dap) **NEW** £232.50
 7P-004-006R GWR Diagram 'N' 59' Autocoach 40 in GWR chocolate and cream - light bar fitted (Dap) **NEW** £212.50



NEW

7P-004-009 GWR Diagram 'N' 59' Autocoach W36 in BR crimson (Dap) **NEW** £170
 7P-004-009D GWR Diagram 'N' 59' Autocoach W36 in BR crimson - Digital and light bar fitted (Dap) **NEW** £232.50
 7P-004-009R GWR Diagram 'N' 59' Autocoach W36 in BR crimson - light bar fitted (Dap) **NEW** £212.50



NEW

7P-004-008 GWR Diagram 'N' 59' Autocoach W37W in BR crimson and cream (Dap) **NEW** £170
 7P-004-008D GWR Diagram 'N' 59' Autocoach W37W in BR crimson and cream - Digital and light bar fitted (Dap) **NEW** £232.50
 7P-004-008R GWR Diagram 'N' 59' Autocoach W37W in BR crimson and cream - light bar fitted (Dap) **NEW** £212.50



BARGAIN

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



4921 Mk1 BSK brake second corridor in BR maroon - unnumbered (Hel) £169.50



4931 Mk1 FK first corridor in BR maroon - unnumbered (Hel) £169.50
 4941 Mk1 FMS first corridor in BR maroon - unnumbered (Hel) £169.50
 4911 Mk1 SO second open in BR maroon - unnumbered (Hel) £169.50



4933 Mk1 TSO second open in BR blue and grey - unnumbered (Hel) £169.50

Wagons



7F-058-008 14-ton Type A tank wagon - "National Benzole" (Dap) £44.63



7F-059-010 14-ton Type B tank wagon - "Esso" (Dap) £44.63
 7F-059-008 14-ton Type B tank wagon - "Shell Lubricating Oil" (Dap) £44.63
 7F-017-004 4-wheel line van - "George Brown, Kidderminster" (Dap) £42.50



BARGAIN

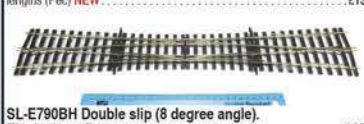
5150 Bogie flat IWB Cargowagon 4647044 in silver and blue (Hel) (RRP £189) **BARGAIN** £84



H7-WW-703 Warwell wagon 50t diamond frame bogies WW36 in War Department (LNER) (Hat) £85



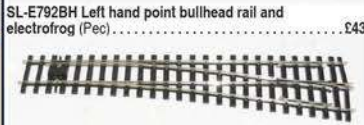
SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £75
 SL-700BH Single (Pec) £6.50
 IL-7BH Code 124 Bullhead Rail - nickel silver - pack of six 914mm lengths (Pec) **NEW** £13



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



SL-E787BH 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
 SL-725 Setrack Bullhead 2nd radius standard curve 410mm (16") (Pec) £6
 SL-700 Setrack Bullhead straight 394mm (15.5") (Pec) £6
 ST-0751 Setrack second radius Unifrog left hand point (Pec) £43
 ST-0750 Setrack second radius Unifrog right hand point (Pec) £43



SL-E797BH Y Point bullhead rail & electrofrog (Pec) £43
 IL-7FB Code 143 Flat bottom rail - nickel silver - pack of six 914mm lengths (Pec) **NEW** £14
 SL-E791FB Finiscale Right Hand Point With Flatbottom Rail. Electrofrog (Pec) £45



43WFL001 Weymann Fanfare Southdown Motor Services (Oxf) **NEW** £37.50



CC99725 Mr Weasley's enchanted Ford Anglia - Harry Potter range (Cor) £26
 43CF001 Bedford CF Ice Cream Van/Morrison - "Mr Whippy" (Oxf) £14.50

Military ground vehicles



43LRL007 Land Rover Lightweight Canvas RAF Police (Oxf) **NEW** £14.50



43LRL008 Land Rover Lightweight Gulf War (Oxf) **NEW** £14.50

Any or Multiple Scales

Analogue controllers



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



D Double/Twin track power controller (Gau) £86
 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) £61
 PL-15 Twin Microswitch (Pec) £7.50

Digital decoders

Imperium2 "Imperium" Next 18 Pin MTC 6-function DCC decoder (Dap) £19.51
 DCR-21Pin-Direct V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat) £16.50
 DCR-8PIN-Direct 8-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17
 DCC23 8-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24
 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-Harness Single (Hat) £15
 DCR-8PIN-Harness Box of 5 (Hat) £68



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £92
 R8249 Single (Hor) £16
 DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £17
 DCR-8PIN-Direct Box of 5 (Hat) £77
 R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel (Hor) £36



R8121 TTS DCC Sound Decoder 8 pin plug - Class 66 diesel (Hor) £38
 R8113 TTS DCC Sound Decoder 8 pin plug - Class 9F 2-10-0 steam loco (Hor) £36
 R8106 TTS DCC Sound Decoder 8 pin plug - Gt Western Class A1 and A3 4-6-2 steam locos (Hor) £36



R7143 TTS digital sound decoder - Class 7MT 'Britannia' (Hor) £38
 R7239 TTS digital sound decoder - Class J36 steam loco (Hor) £38
 DCC-2Nmini-4 Zen Black - 8 pin micro 4 function digital decoder (DCC) £21



524-042 NCE Power Cab 2 Amp Digital DCC controller (NCE) £159.50



DCC06 Prodigy Express 1.6 Amp Digital controller WiFi capability - complete starter pack (Gau) £224

Digital control accessories

DCD-PVRAUX Alpha power upgrade bundle - 5 amp booster and Alpha control box (DCC) **NEW** £129
 DCD-PVRAUXAEC Alpha power upgrade bundle - 5 amp booster and Alpha control box Alpha Central accessory controller (DCC) **NEW** £214



DCD-AEC Cobalt Alpha Central - 12-way switch control panel (DCC) £111
 524-223 NCE Power Cab USB interface (NCE) £39
 BPDC80 Pack of three DCC autotrol polarity reversal switches - for electrotrol points (Gau) £14.50



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

Point motors

PL-9 5 Mounting Plates for use PL-10E (Pec) £2.80
 DCP-CB120MG Cobalt Omega slow-action analogue point motor - pack of 12 (DCC) £165
 DCP-CB60MG Cobalt slow-action analogue point motor - pack of 6 (DCC) £90
 DCP-CBSS-12 Cobalt SS surface mounted point motors controller - pack of 12 (DCC) £245
 PL-10WE High performance turnout point motor extended pin (Pec) £7
 BPPM20 Pack of five surface mounted seep point motors (Gau) £36
 PL-10 Point Motor (Switch Machine) (Pec) £6
 PL-10 Bag of 6 (Pec) £34



PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34
 PL-10E Single (Pec) £6
 PM-2 Seep point motor (Gau) £3.50
 PM-2 Pack of 6 (Gau) £20
 PM-1 Seep point motor accessory switch (Gau) £5



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

Switches and levers

PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3
 PL-22 Lever Operated On/Off Switch (Pec) £5.50
 PL-26B Passing Contact Switch - Black Lever (Pec) £6



PL-26R Passing Contact Switch - Red Lever (Pec) £6
 PL-26Y Passing Contact Switch - Yellow Lever (Pec) £6

Accessories

SL-14 Track Fixing Pins (Pec) £1.70

Minerals, water and rocks

JXG112 Ballast - extra fine grey - 670g bag (Jav) **NEW** £3.80

Scenic tools & materials

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

Track underlay

JCS18L Cork underlay sheet - 1/8" thick - 24" x 36" (Jav) £9

Paint - acrylic

AB9060 Figure painting set - brushes and acrylic paints (Hum) **NEW** £16

Display and storage



HZ-OM03 Modular Organizer corner drawers module - flat-pack kit (Hob) £24



HZ-OM01a Modular Organizer drawers module x 6 - flat-pack kit (Hob) £19



HZ-OM02a Modular Organizer flat drawers module x 3 - flat-pack kit (Hob) £15

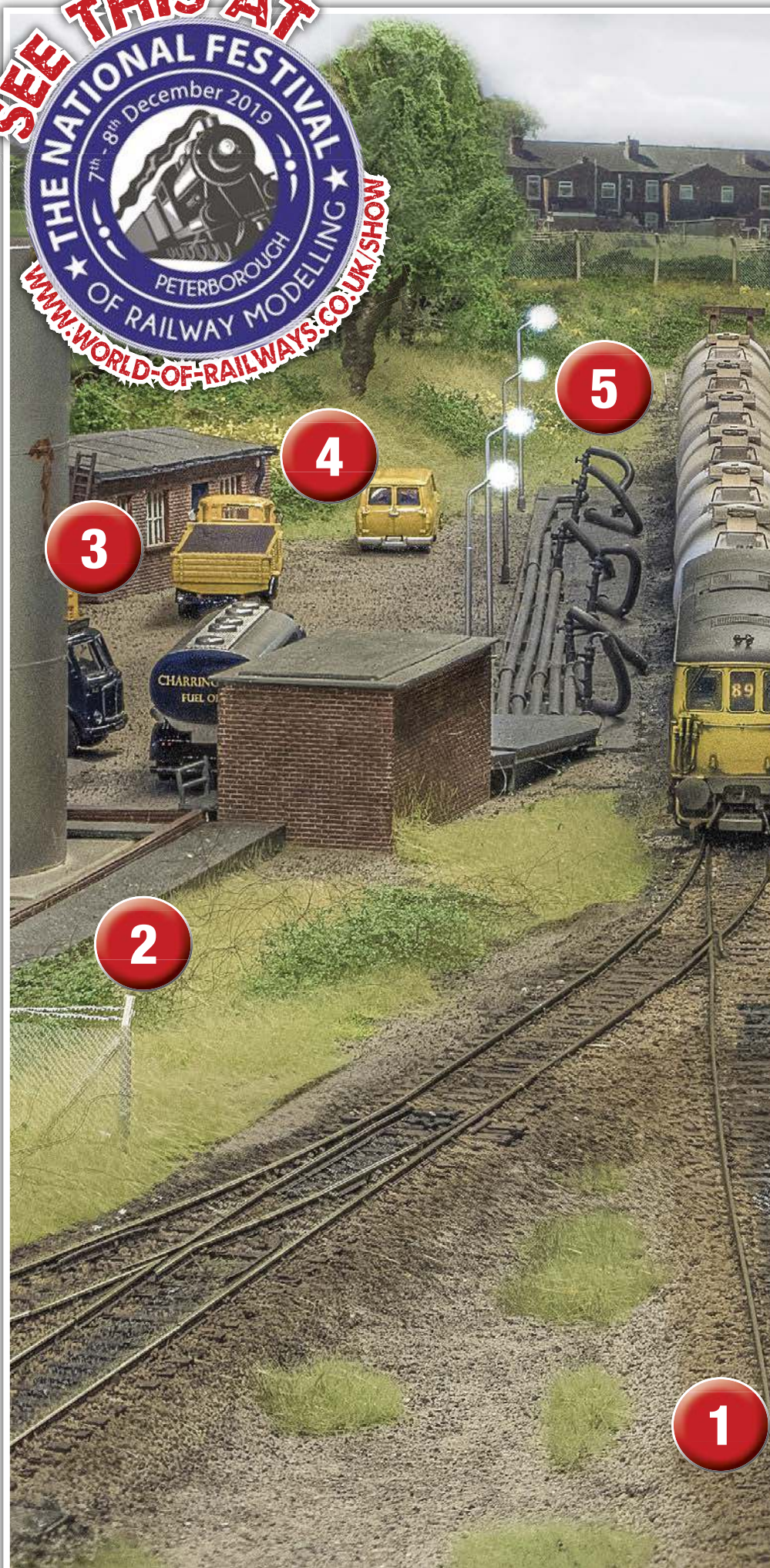


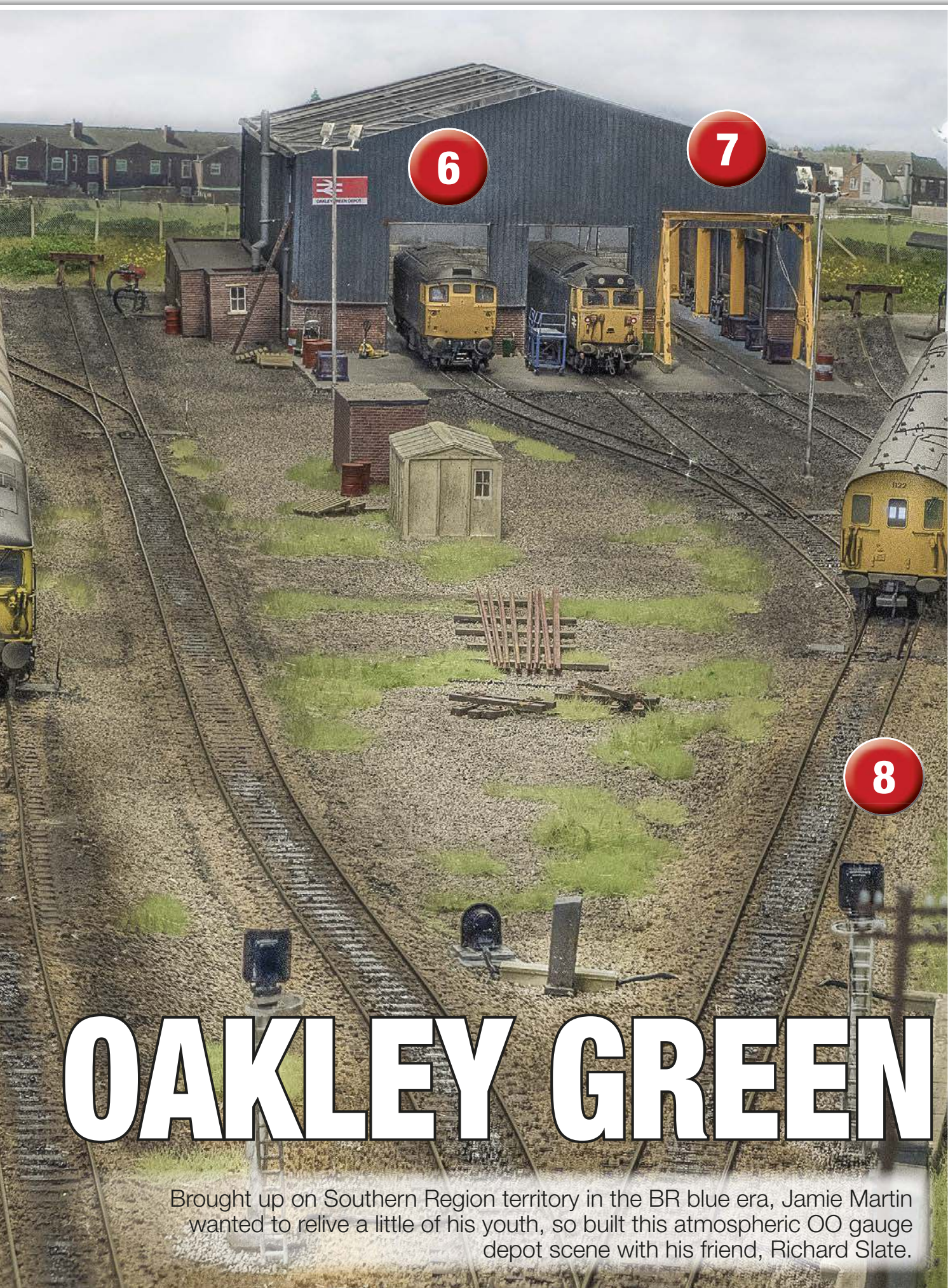
PL-71 Loco servicing kit - servicing cradle, inflits, Powerlube, brush & scraper (Pec) £19

DCM-RR12 Rolling Road - 12 Axle - For OO, N, HO, TT, O09, EM and P4 gauges (DCC) £85

GET THE LOOK

- 1 - Peco track is laid on dense foam strips and ballasted with Greenscene products. Lifecolor Sleeper and Track Dirt tints and shades were applied with an airbrush.
- 2 - Security fencing is Ratio. Each post is glued into a hole with superglue. Once dry, the mesh is cut with a scalpel and fixed using liquid solvent glue, one post at a time to keep it taut. Barbed wire made from silver cotton is fed through holes in the top of each post.
- 3 - The six fuel-oil tanks started life as sections cut from 100mm diameter plastic drain pipe capped with ends cut from Plastikard and fixed with contact adhesive. Jamie found these easier to make oversize, then trim to size once the glue had dried. Joints are strips of self-adhesive paper. Each tank is painted with Halfords aluminium spray paint, then weathered down to remove the sheen.
- 4 - Vehicles are diecast from a variety of sources and chosen to be appropriate for a 1970s setting. Each has its paint dulled down and then weathering applied. Models are placed on the layout loose and left for a few days to see if they look natural before being fixed in position.
- 5 - Pipework is a mixture of Plastruct sections and Knightwing UN011 pipes and fittings. The unloading equipment uses whitemetal taps from GEM, and hoses made from silicon tube intended as fuel lines in radio-controlled aircraft.
- 6 - The depot is scratch-built using Plastruct 'I'- and 'H'-beam girder sections and then clad with corrugated sheets and Wills flexible brickwork. The interior is detailed with an overhead crane and machine tools. Lighting is by 3mm LEDs supplied by Layouts4You. All buildings are painted and weathered using colours from the Games Workshop range of acrylics.
- 7 - Outside, the gantry crane is from a Mudmagnet 3D-printed kit.
- 8 - Signals are from Traintronics. All work, and include circuitry to produce a realistic fade when the light is switched off - traditional incandescent lights don't extinguish instantly in the way LEDs do. Control is via CML Electronic decoders.





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OAKLEY GREEN

Brought up on Southern Region territory in the BR blue era, Jamie Martin wanted to relive a little of his youth, so built this atmospheric OO gauge depot scene with his friend, Richard Slate.

BONUS DIGI CONTENT



OAKLEY GREEN

Brought up on Southern Region territory in the BR blue era, **Jamie Mathlin** wanted to relive a little part of his youth and build an exhibition layout with some novel features.

As a young boy living in Hampshire in the 1970s, I was lucky to live near the Southern Region's main lines from Waterloo to Southampton and Salisbury. BR blue was the order of the day and many a summer day was passed in a BRUTE trolley on a platform, eating my jam sandwiches and watching the trains go by. Having maintained my love for British Rail diesels and rolling stock, and with dreams of reliving my youth, I decided it was time to move from a fixed home layout to an exhibition layout. This would allow my son Luc and I to travel the country and meet like-minded people with a similar love for model trains.

'Oakley Green' was conceived as a mainly Southern Region layout based in the mid-1970s, taking ideas from Basingstoke, Micheldever station and Eastleigh Works. The layout would have a small parcels depot

and a busy oil depot, as well as a locomotive servicing point. The latter would increase opportunities to run my collection of locomotives, adding more interest and operational complexity, while at the same time allowing the indulgence of running locomotives from other regions.

Originally, the layout design was based on a six-month timeframe for construction to a high standard, but portable for travel to exhibitions. The design was based around the available space in my estate car, however the only way this would be possible was with the help of my long-time friend Richard Slate of Mudmagnet Models, a master model builder. He was given the task of completing the track, scenics and buildings on a commission in what seemed to be a tight timeframe. The layout uses Digital Command Control (DCC) with sound, including full automation of the points and signals.





FACT FILE

I SCALE/GAUGE: 4mm:1ft scale, 16.5mm gauge OO
I SIZE: 15ft by 2ft 6in
I ERA/REGION: BR Southern Region 1980s
I LOCATION: Hampshire
I LAYOUT TYPE: Fiddleyard to depot
I POWER & CONTROL: NCE PowerCab DCC
I WORDS & PHOTOGRAPHY: Jamie R Mathlin

LAYOUT BASICS

The baseboards are 12mm ply with a 50mm by 25mm frame glued and screwed on the underside and detachable legs which fold away under each board. There are two scenic boards and one fiddleyard, with the two scenic boards folding towards each other to allow for safe transit. Total baseboard size when erected is 4.5m by 0.8m (15ft by 2ft 6in).

My original trackplan was transferred to the baseboards using Peco point templates to check whether left or right hand points fitted best. A little adjustment to the plan at this stage was also made to ensure that the track flowed well, fitted clear of the baseboard joints and, most importantly, looked good from all viewing positions.

Dense foam strips were laid in two halves either side of the centreline of the track locators marked on the baseboard. Each point was then positioned and centres marked including the tie-bars. Feed wires were then soldered to the underside of the rail and holes drilled at the tie-bar position and wire feed locations. Each point was glued in place using PVA and weighted down. No rail joiners were used; instead the track was glued in the correct location and additional wiring added to ensure smooth running.

Following the tracklaying, each feed wire was soldered to a set of common power bus wires running under the board, divided into three zones and powered through a current limiting board, giving around 2.5Amp per board/zone.

SEEP point motors were used, but their internal switches are not used for switching the polarity of the point frog. Instead, each of the decoder boards used to control the points has a relay for frog switching - this provides much more reliable operation for the continuous switches required at exhibition. Points are controlled by DCCconcepts ADS-8fx accessory decoders supplied by Coastal DCC and fitted to the underside of the baseboards.

Track was airbrushed using Lifecolor sleeper and track grime colours, then ballasted (Green Scene). Further weathering was also added as the rest of the build continued, including lots of oil stains.

ADVANCED ELECTRONICS

The main method of control on 'Oakley Green' is a single NCE PowerCab DCC system, connected via an NCE USB interface to a 'Raspberry Pi Model B' (a single board computer drive) running JMRI software on the Linux platform, which allows routes and rosters to be set via extended macros, and for all locomotives to be pre-programmed in the consist showing all of their sound functions. This is invaluable as some sound-fitted models have as many as 31 sound functions!

In addition, the 'Raspberry Pi' connects via a Wi-Fi router to an Android Engine Driver App interface to run the system from our smartphones and tablets.

To overcome voltage drop on the controller system, we have a 5Amp DCC booster unit which parallels the standard 1Amp output of the NCE controller. The whole system is powered by 5Amp regulated power supply, while auxiliary power for points and signals is provided by a 50VA 230V/16V AC transformer.



LEFT: Recently transferred from West Coast Main Line duty, a BR blue Class 50 calls in for fuel.

BELOW: A superb selection of 1970s BR road vehicles helps to set the period and give an extra dose of nostalgia for those who remember the 1970s. A Class 419 Motor Luggage Van unloads at the parcels terminal having worked in on battery power.



ask the expert

Q How did you model colour light signalling on your layout and where did the necessary signals and electronics come from?

A Five signals are used to control the entrance and exit from the scene; three main and two shunting signals supplied by Traintronics. Each includes a small control board to enable the LEDs to give a realistic fade as the aspect changes. The 1k Ohm resistors used to drop the voltage from 12V DC were changed to 5k Ohm to reduce the overall brightness. I believe that model signals are often just too bright, thanks to modern super-efficient LEDs.

These signals are then wired back to an eight-way decoder supplied by CML Electronics, which works perfectly, but gets rather hot due to the constraint on

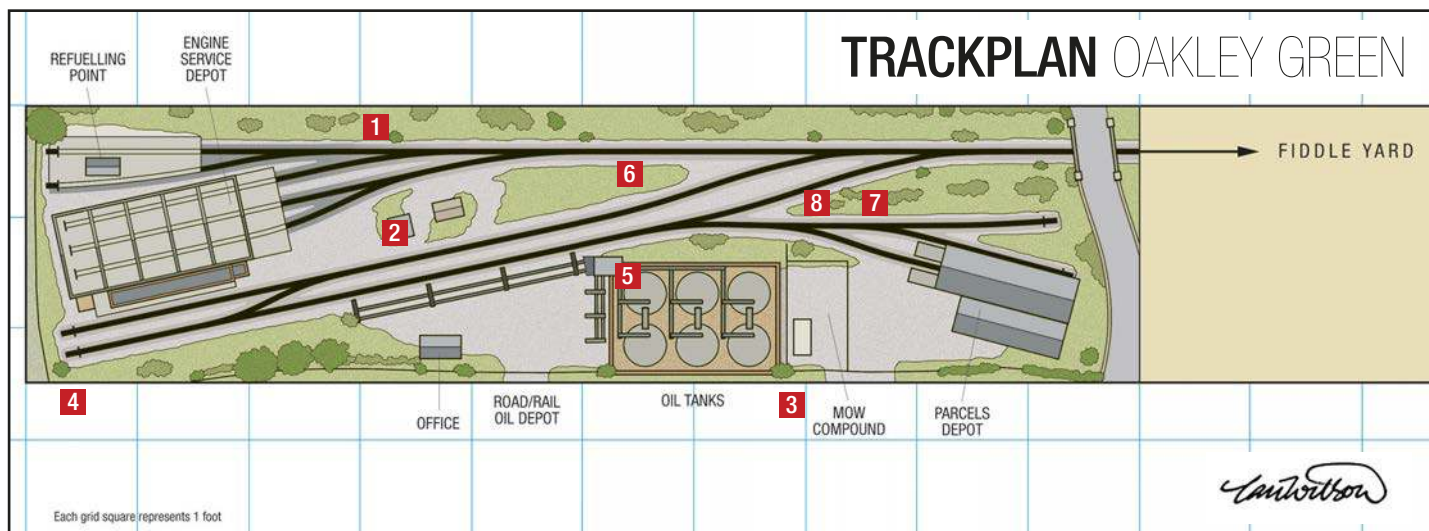
current flow. I cured it with an 8in computer fan set to 5V DC to cool the decoder.

Sadly, wiring the signals is not a straightforward process as the decoder has a switched negative output, while the signals have a more sensible switched positive supply based on the fact that they are LEDs.

To overcome this problem we built small relay boards for each signal, which allowed the switched negative feed from the decoder to energise the relay coil and in turn the relay switches a positive feed from the board's main 12V DC power supply.



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All this makes for a rather complex wiring system, but to maintain up to 20 locomotives on the track at the same time (including those in the fiddleyard) requires a constant 3-4 amps before we even think about points and signals. After a lot of teething troubles and head scratching we finally found this the best system to avoid voltage drop and inconsistent decoder operation. In addition, we run the main 230V AC supply through a UPS (uninterruptable power supply) to avoid nuisance tripping of the supply while at exhibitions.

BUILDING ATMOSPHERE

All buildings were scratchbuilt using plastic card sections. The main servicing depot is complete with I-beam and H-beam girder sections and clad with corrugated sheets. The interior of the depot is fully detailed with an overhead crane, tools and workbenches as well as tools such as a lathe and milling machines. It is lit using tiny 3mm bay lights supplied by Layouts4you.

Wills brickwork flexible sheets were used. All buildings were painted and weathered using acrylics, mostly from





ABOVE: A heavyweight visitor from the LMR is scruffy blue 40159, stabled outside the depot awaiting its return trip.

LEFT: Effective and realistic lighting means the layout can also be run in night mode. SR Type 3 33027 Earl Mountbatten of Burma is delivering diesel fuel to the depot.



the Warhammer (Games Workshop) paint range. The last to be constructed was the parcels depot. Some time was spent trying to decide how this should look, looking through various photographs in books and on the internet. Eventually, inspiration came from an Underground station in London. The building was not copied, but elements were used to form the basis of the style for my parcels building. Corrugated sheets from South Eastern Finescale were used for the canopy, which was built into Plastruct sections to make the shed look like something that might have been seen on the Southern Region in the 1970s.

Locomotive refuelling facilities alongside the depot office use a modified Knightwing kit with pipes running around the end of the depot building to Knightwing storage tanks, allowing two sets of fuel tanks to be shunted into separate unloading areas.

Security fencing is from Ratio, with the posts glued into holes drilled into the baseboard and glued with superglue. The mesh is cut using a sharp scalpel and glued using liquid solvent glue, one post at a time to keep it taut. The 'barbed wire' is silver cotton fed through the holes and ends glued with superglue. In my opinion it is one of the more realistic features of 'Oakley Green'.

SCENE SETTING

Expanded polystyrene is the main basis for the hills and slopes. It was roughly cut to shape and glued in place with PVA and then further shaped before being covered with Polyfilla. As it was drying, a



An outstanding photographic backscene provides a suitably 1970s feel to this view of Cardiff Canton's 37254 drawing TTA tanks into the oil terminal, which is constructed from Knightwing kits.





Track was airbrushed using Lifecolor sleeper and track grime colours before ballasting. Further weathering was also added as the rest of the build continued, including lots of oil stains.

dampened 1in paintbrush was used to smooth the surface. When fully dried, it was painted and a base covering of summer static grass was applied with a Green Scene Flockit applicator tool onto a layer of PVA glue. When dry, the excess was vacuumed off, with a thin cotton cloth over the nozzle to collect any loose fibres.

Additional static grass was added with lighter shades being glued using cheap hairspray, to build up varying lengths and shades of grass. The direction of the blades can be altered by gently wafting the vacuum nozzle

ABOVE: A parcels depot adds further operational interest and brings local and 'foreign' traction to the yard - including 24081 from the LMR, attached to a couple of SPV vans.

over the grass before drying.

Further scenic treatment was then added in the form of postiche (a woven hair product) very thinly stretched in patches over grass and scenic scatters - using hairspray to fix them in place. Further colour was added to represent the various wild flowers frequently seen on railway embankments in the summer.

The trees started out as twisted wire armatures, covered in Flexibark and painted with acrylics. A fibre netting (cleaned sheep wool or postiche) was thinly applied to the branches and scenic scatters added, using methods recommended by master modeller Gordon Gravett in his Wild Swan books.

A number of the details are from various kits, plastic or etched brass, the latter being soldered together. Other details, such as the pallets and cable drums were scratchbuilt from plastic card. All details are painted with acrylic and appropriately weathered. Placement of such details and, indeed, the small structures and scenic items has to be a steady



An overview of the layout, showing how much detail and operating potential is possible in a relatively small area, without it looking cluttered.

ask the expert

Q The oil storage tanks are a dominant feature of the layout. How were they made?

A The six fuel oil tanks started out as sections cut from 100mm diameter plastic drain pipe, with plastic ends glued using Evo-Stik and trimmed after the glue had dried. The joint bands are represented by strips of self-adhesive printer paper. Each tank was sprayed using Halfords aluminium and then weathered to tone down the brightness. The pipework is a mixture of Plastruct and Knightwing parts. Unloading equipment includes taps from GEM and hoses from silicon tube sourced from the internet via a well-known auction site. The lorry loading facilities were scratchbuilt.



process, gradually building the scene to achieve the desired effect.

Generally, items were placed loose, moved around and then left for a day or two, with photographs taken for viewing later. I then reviewed their position to ensure that it looked natural. Only then were they glued down and where additional scenic materials, such as grass and weeds added to finish the scene.

EXHIBITION LIFE

All the way through the build, the concept remained that 'Oakley Green' would be primarily an exhibition layout. The design and dimensions of the baseboards



BELOW: Although there's no passenger service on the layout, Southern Region Class 205 'Thumper' DEMUs occasionally call in for refuelling.

is based on their ability to fit into my car. When you include stock boxes, two light boxes and additional accessories, we have about an inch of space remaining!

In travel configuration, no part of the layout is exposed to weather or possible mechanical damage during transport - essential for a layout that travels. Having now attended a number of exhibitions, we have found that it takes around 40 minutes to set-up and 25 minutes to take down, which often means we are one of the first exhibitors to leave. We have a number of dates agreed for 2017, and will be travelling across the country from Barnstaple to Ipswich and Doncaster to Bristol, so keep an eye out for us! ■

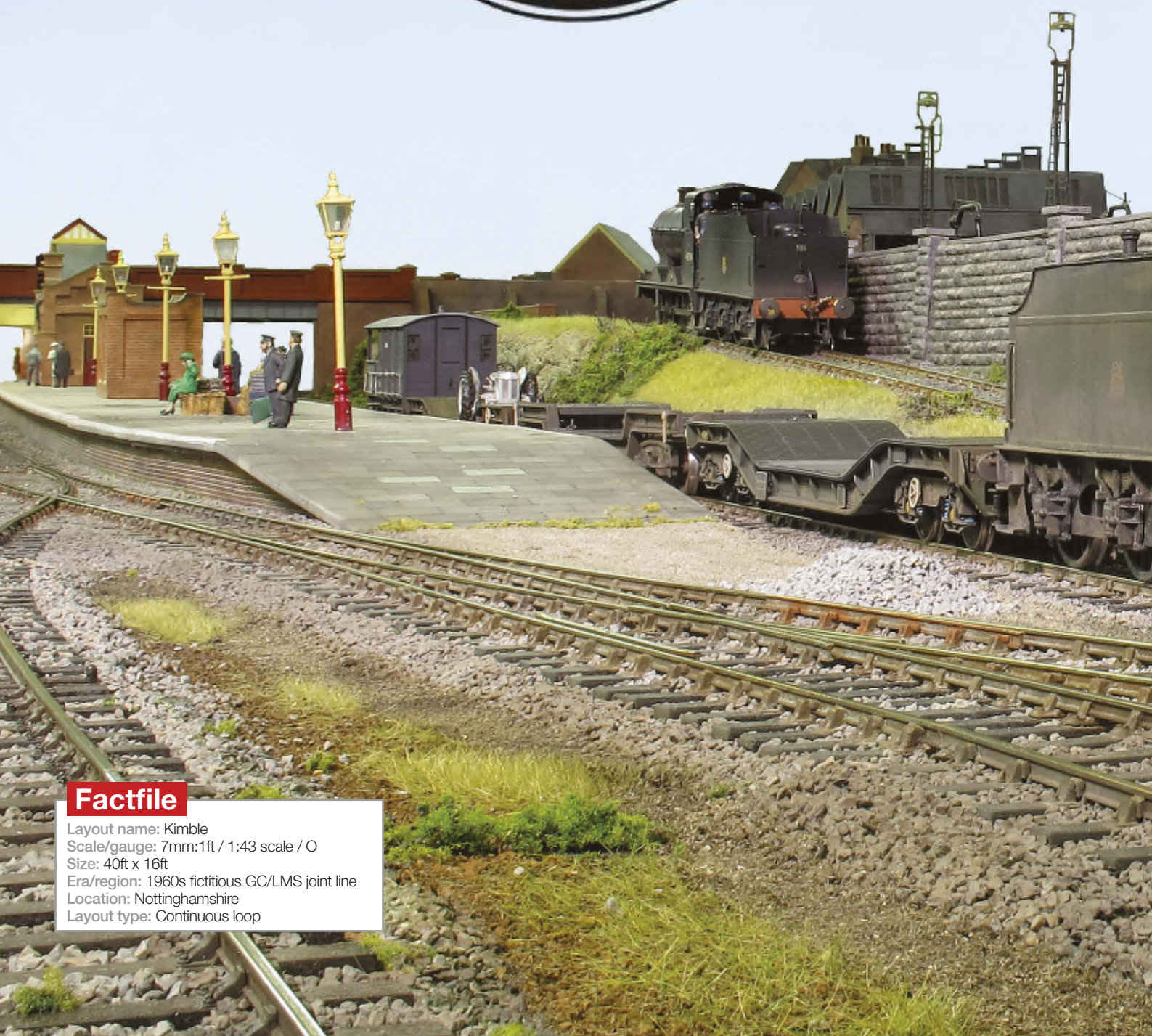


8

KIMBLE

Publicising the many benefits of club membership, Keith Croucher of Leamington & Warwick Model Railway Society takes us on a tour of its large-scope imaginary club layout, based somewhere north of Nottingham.

Words: Keith Croucher **Photography:** Andy York



Factfile

Layout name: Kimble
Scale/gauge: 7mm:1ft / 1:43 scale / O
Size: 40ft x 16ft
Era/region: 1960s fictitious GC/LMS joint line
Location: Nottinghamshire
Layout type: Continuous loop

Leamington & Warwick Model Railway Exhibition
From 10am Sat 7 - Sun 8 March 2020
Royal Leamington Spa College, Warwick New
Road, Leamington Spa, CV32 5JE
www.lwmrs.co.uk



A careworn Fowler 4F trundles through the station. The photographer gets a hard stare from the cab, probably because he's trespassing on the line. This locomotive, built from an unknown kit and fitted with working inside valve gear, was purchased from the Gauge 0 Guild's Executor and Trustee Service and was converted to DCC. The boiler barrel seems to be solid lead, so the chip and speaker were fitted inside the tender. The model was then heavily-weathered.

LAYOUT FOCUS

It's fair to say that very few people could hope to build as large a project as 'Kimble' single-handed. One of the best aspects of belonging to a model railway club is that you meet a wide variety of people with different skills.



Many evenings have seen our “sparks” team crawling around on the floor weaving wiring under the board, or building up the circuitry that allows us great flexibility when operating the model. At the other end of the layout, massive chunks of hillside have been hewn from wood and polystyrene.

The Leamington & Warwick Model Railway Society O gauge group began life nearly quarter of a century, and two clubrooms ago, when a few members fancied working in the scale and decided that each of them was willing to build a locomotive and a few wagons, enough for a 12ft

shunting layout called 'Mallory Road'.

Membership of the group fluctuated but now boasts around 14 full-time and two or three part-time members, most actively contributing to the layout, none of whom was part of the original team. However, that first layout sowed the seed of what would become 'Kimble'.

A move to a new clubroom made space for a 32ft x 16ft double-track oval and the group grabbed the chance to build something that would be a dream for most.

Daily Operation

'Kimble' first appeared at Shepshed around 2006 as a fiddle yard to terminus station.

Unlike previous layouts, the model operated

with a DCC ZTC controller and handsets.

It soon became apparent that the layout as a full circuit looked a bit like a toy train set. Trains came into the station from one curve and immediately out the other. Shuffling layouts around in the clubroom allowed a further 8ft scenic area at the end of the platforms, which helped the presentation enormously and the fiddle yard also benefitted with space for longer trains.

Kimble represents a GC/LMS joint line somewhere north of Nottingham. The locomotive depot was built by the L&NWR to service two busy mineral lines serving several large mines – these are out of sight the other side of the shed.

These mines were worked out and closed in the 1930s, but rather than close the shed, a steep incline was built to serve the increasingly busy joint line. 'Kimble' now



Stanier 8F 2-8-0 speeds through the countryside. No. 48266 has a 4000 gal riveted tender and carries a 15A Leicester Midland shedplate. This locomotive was built from a David Andrews kit and is fitted with sprung hornblocks, a Cannon 1833 motor, 30:1 ABC gearbox and a Loksound DCC decoder.

serves as an engine change point for freights and the shed headshunt at the bottom of the incline is used for diesel refuelling.

The basic passenger service is between Nottingham and Sheffield/Chesterfield, provided by suburban stock trains or DMUs.

There is a handful of through corridor trains to Leicester/London in the South and Sheffield/Bradford/Manchester or Hull in the North. The best train of the day in each direction includes dining facilities and is named "The Master Joiner".

There are two inter-regional trains each way per day – a Hull/York/

Weston-super-Mare service provided on alternate days by WR and ER stock and a Sheffield-Hastings train which alternates between an SR green set with Maroon Mk. 1s in it or just Maroon Mk. 1s.

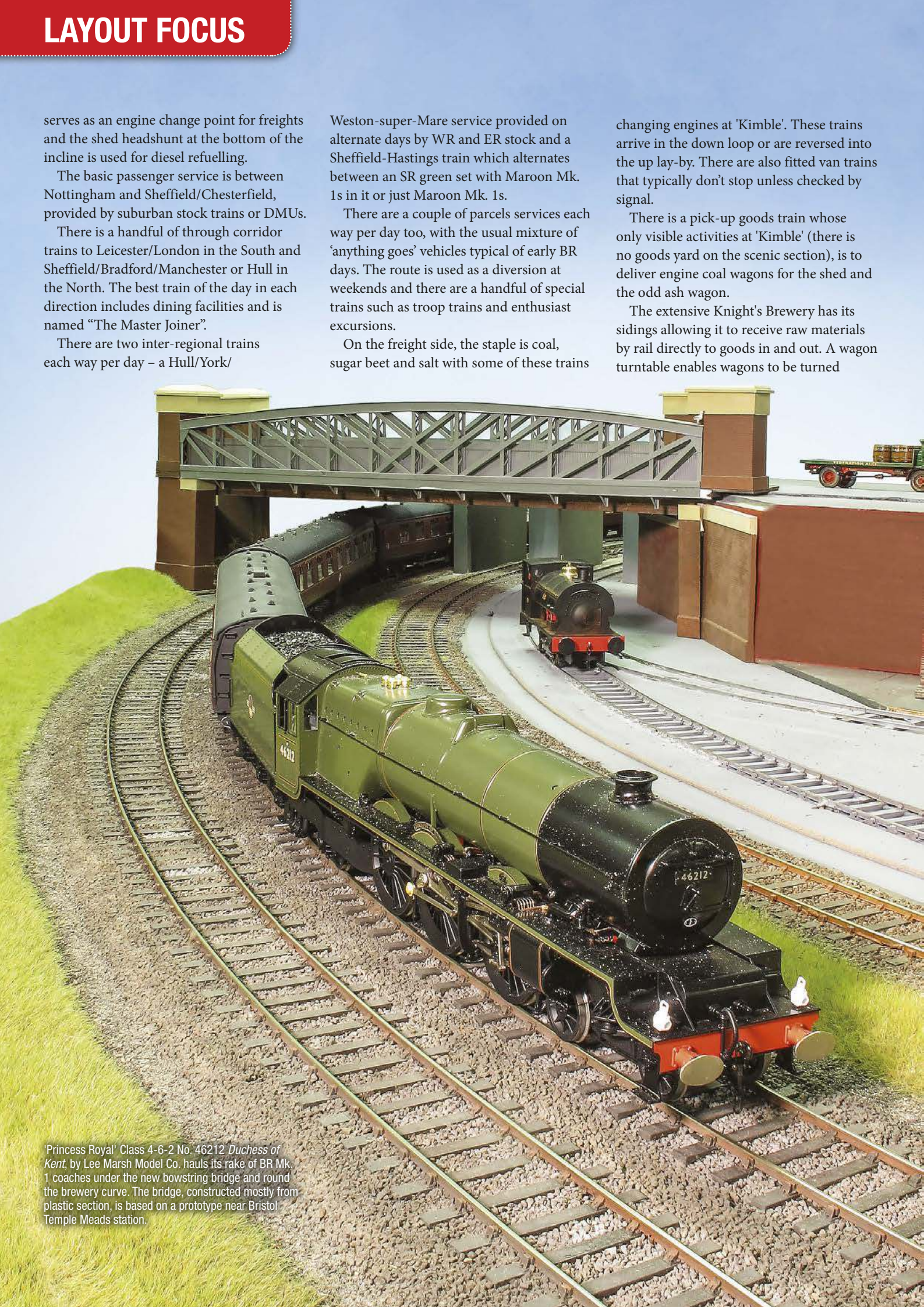
There are a couple of parcels services each way per day too, with the usual mixture of 'anything goes' vehicles typical of early BR days. The route is used as a diversion at weekends and there are a handful of special trains such as troop trains and enthusiast excursions.

On the freight side, the staple is coal, sugar beet and salt with some of these trains

changing engines at 'Kimble'. These trains arrive in the down loop or are reversed into the up lay-by. There are also fitted van trains that typically don't stop unless checked by signal.

There is a pick-up goods train whose only visible activities at 'Kimble' (there is no goods yard on the scenic section), is to deliver engine coal wagons for the shed and the odd ash wagon.

The extensive Knight's Brewery has its sidings allowing it to receive raw materials by rail directly to goods in and out. A wagon turntable enables wagons to be turned



'Princess Royal' Class 4-6-2 No. 46212 *Duchess of Kent*, by Lee Marsh Model Co. hauls its rake of BR Mk. 1 coaches under the new bowstring bridge and round the brewery curve. The bridge, constructed mostly from plastic section, is based on a prototype near Bristol Temple Meads station.

from the siding and run directly into the warehouse. Regular beer vans run to and from the brewery throughout the day.

Signalling is a mixture of old GC lower-quadrant and more modern LMS upper-quadrant arms and ground signals. Many new signals are under construction.

An important part of the scene is the locomotive shed to the rear of the station. This links to the main line to allow for engine swaps to add operational interest. It can also form a stand-alone model if there is no space for the full layout.

At the southern end, the town of 'Kimble' is set on a hill, dominated by Knight's Brewery with its array of industrial buildings, workers' housing and private railway with a wagon turntable, operated manually or with an automatic shuttle.

The north end sees the line pass through the countryside before crossing an impressive viaduct, with hills, rocky outcrops, pine trees, and then entering a tunnel.

Buildings and Scenery

All buildings on 'Kimble' are scratch-built using mostly foam board, timber, and plastics with specially-etched detail components such as windows, doors, fencing, and lettering. Complex structures such as water tank panels, elaborate, decorative brickwork and lamp standards, are 3D-printed. Most finishes are hand or spray-painted using enamels.

Trees and landscaping use a wide combination of materials. The ground is built-up using foam and hard resin, covered with paint and static grass, scatter, scrub and trees. Trees are made using wound wire techniques, foliated with matting and scatter or using real wood twigs and roots cured in glycerine and similarly topped.

The tunnel portal is a representation of Shotlock Tunnel, with the date stone 1875 marking its year of completion, and is hand modelled in resin-based plaster. Also on the Settle & Carlisle Railway, the viaduct, based on 'Lunds Viaduct', used handmade master moulds to cast and replicate each section.

TECHNOLOGY FOR BUILDING CONSTRUCTION

We've been keen to make the best use of modern technology as part of the construction process. Here are a few of the techniques used:

Chemical Milling (Etching)

We started using etching with the construction of the first brewery building. Although expensive, it was seen as the best means of producing a large number of identical finely-detailed components. Parts were etched from 2D etching drawings using CAD. Items included a range of windows, gates, and lettering.

Two signal boxes control roads either side of the station. One signal box has an open back so that the interior workings and view of the line can be appreciated by the audience. Signals plug into the baseboard and provide three blocks in both directions on the main lines, with post and ground signals controlling the goods loop and

Fowler 3F 'Jinty' No. 47494 awaits its next turn at the shed – this locomotive was for several years used as a station pilot at New Street, Birmingham. The model was built from a JM kit and fitted with a Loksound DCC decoder. The water tower is based on photographs of one at the Oxford LMS shed.



3D PRINTING AND RESIN CASTING

When the brewery pump house was being planned, a large number of identical brickwork and louvre panels were identified, so it was decided to 'mass produce' these panels. Solid models were generated using 3D FreeCAD, allowing master parts to be 3D-printed. Some were used to create a silicon mould, from which parts were cast in resin. This technique has subsequently been employed on many other buildings and structures although the rising price of resin has made casting less attractive.

The early parts were 3D-printed by FabLab, Coventry, but we later changed to an internet agency (3D Hubs), which was more economical when large quantities of parts were required.

Etching drawings are relatively straightforward and any reasonable 2D drafting system could be used but the system must have good layer control capability and a convenient and easy method of creating solid fills to indicate the areas requiring etching.

3D models need to be created using software capable of creating an Engineering solid model. These systems are generally very expensive but there are some systems which are available via the Internet. FreeCad has many of the capabilities of commercial systems and proved to be more than adequate for our needs.

multiple points across the main lines.

The station buildings are based on Rothley Station on the preserved section of the Great Central Railway's London Extension and built to the standard island platform pattern of country stations on that line. The original was opened on March 15, 1899 and has been restored to the charm of late-Edwardian era architecture.

On a hill behind the station, the locomotive depot has facilities typical of a rural railway location with a two-road shed, outside locomotive storage, coaling plant, ash pits, sand drying house, mess building, turntable, diesel refuelling facility and water tower, (based on one at Oxford L&NWR/LMS). Buildings and structures are lit using miniature neons and fibre optics. We are on our third engine shed; the scratch-built model replaces a cast plaster kit (too heavy and fragile for an exhibition layout), which replaced a plastic kit.

On the brewery complex, buildings consist of a pump house with separate chimney, water tower, wagon turntable, brew house, goods in and out, offices and storage. A set of highly-detailed terraced cottages, an inn and other buildings are included in the ¾ back scene, set on a road behind

the brewery, which carries over the railway on bridges at either end. The cottages were based on the North Midland Railway cottages built in 1840. These were probably the first purpose-built railway workers' houses anywhere in the world and renovated in 1981 after becoming derelict.

The brewery has its own railway and is, at the time of writing, very much work in progress. With the editor's permission, we'll write this extensive industrial scene up at a later date as there have been a number of interesting challenges to face, and we're not quite through them all yet!

DCC Control

'Kimble' has always been DCC controlled. Initially, this was with the ZTC system which we liked because of the quality of construction and the fact it was British-made. However, the change of ownership meant that it started to limit our operations, requirements for which had grown more sophisticated over the years.

There were also a number of problems with the way the first installation had been carried out, which severely affected the reliability of the layout and made fault-finding harder than it should have been.



A Bachmann Fowler 4F stands on the shed turntable, which was built from a MetalSmith kit.

0 gauge

Stanier 8F No. 48266 hauls a train of mineral wagons loaded with sugar beet over the viaduct.

**Find
out more
about 'Kimble' at
www.lwmrs.co.uk**



LAYOUT FOCUS

This is no criticism of those who first wired it up; some things only time and experience teach you.

The group searched for a resolution and, having watched a demonstration of the Model Electronic Railway Group [MERG] digital system using CBUS, we were impressed with its ease of operation, comprehensive functions and low cost. So we decided to draw up a plan and cost if using the system that was then adopted.

While most of the upgrade has fallen to a few group members with more electrical skills, others have helped where they could and many of the MERG controller kits were built by different members of the group.

The upgrade was done in stages as, just to make things trickier, the layout had to remain operational during its conversion.

We're now much happier with the control systems and installation.

There are now five buses running around the layout all using twisted pairs of large section wire, colour coded for CBUS, Up Track Bus, Down Track Bus, Motive Power Depot Track Bus and a Servo Bus. Each Track Bus has its own power supply, with three boosters giving 5A on each bus thus creating three power districts.

Although there is a central dial in the middle of the layout, operation can take place from one of the five mimic panels, one with push button control of signals and LEDs showing route set and signal aspect.

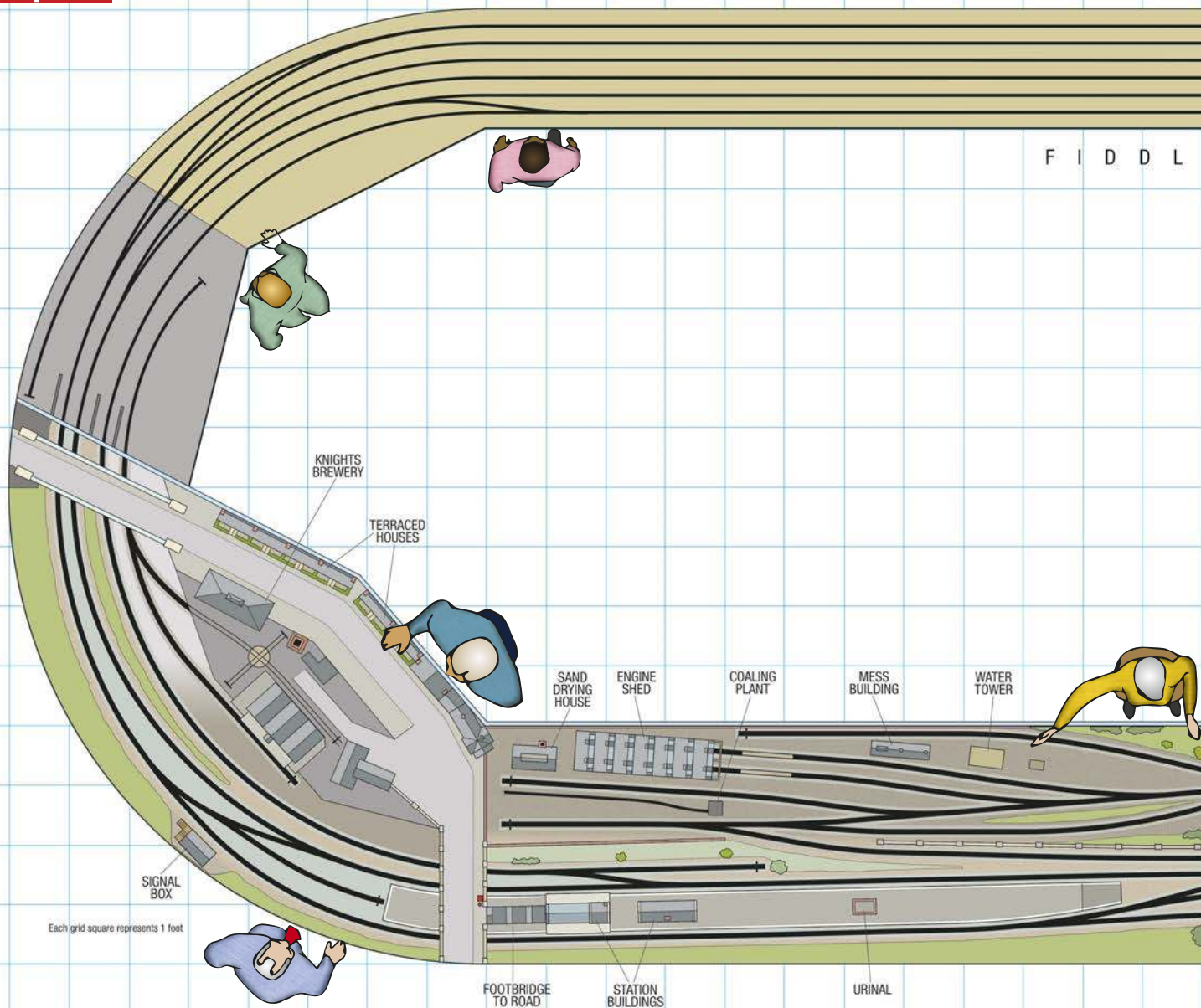
Six controllers can be used at once, plugged into any of the seven faceplates placed around the layout. Operators work outside the circuit, which has led

to us developing some non-electronic communication systems to allow the fiddle yard operators to tell them which train they have next.

Operators drive to signals operated by the central signal controller. Signals plug into the baseboards and are bus-powered by small servo motors and display the characteristic 'bounce' when returned to stop. Since drivers can't always see them from the operating position, LEDs on the panels provide extra indication for safety.

One aspect of operation that is often overlooked is the practise required for all those running the layout. Once a month we have an operating evening at the club where we do our best to run the layout as efficiently as possible. As well as entertaining all the other members, it allows us to

Trackplan

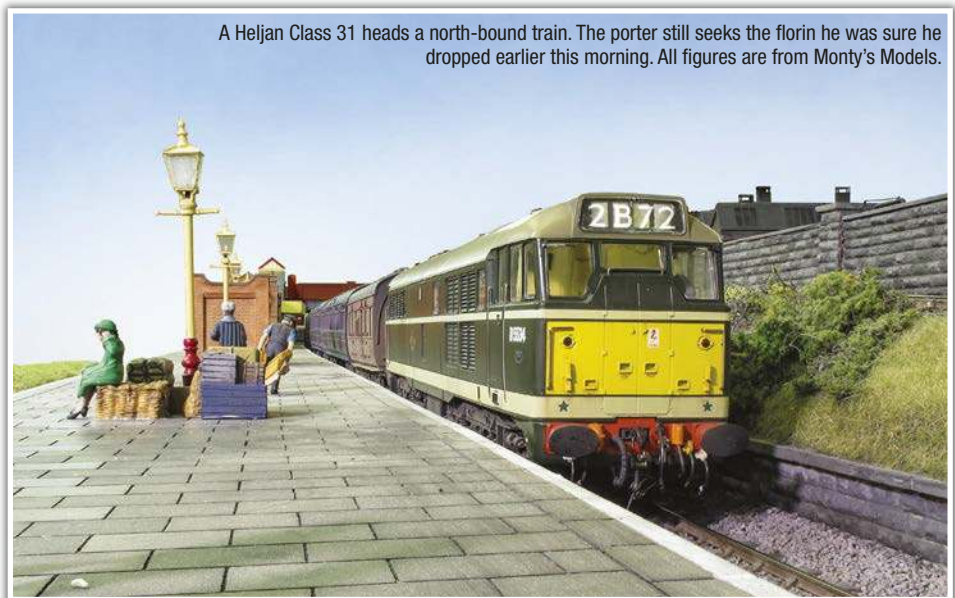


iron out any problems with rolling stock or control systems. Turning up at a busy show with an untrained team isn't going to impress the public!

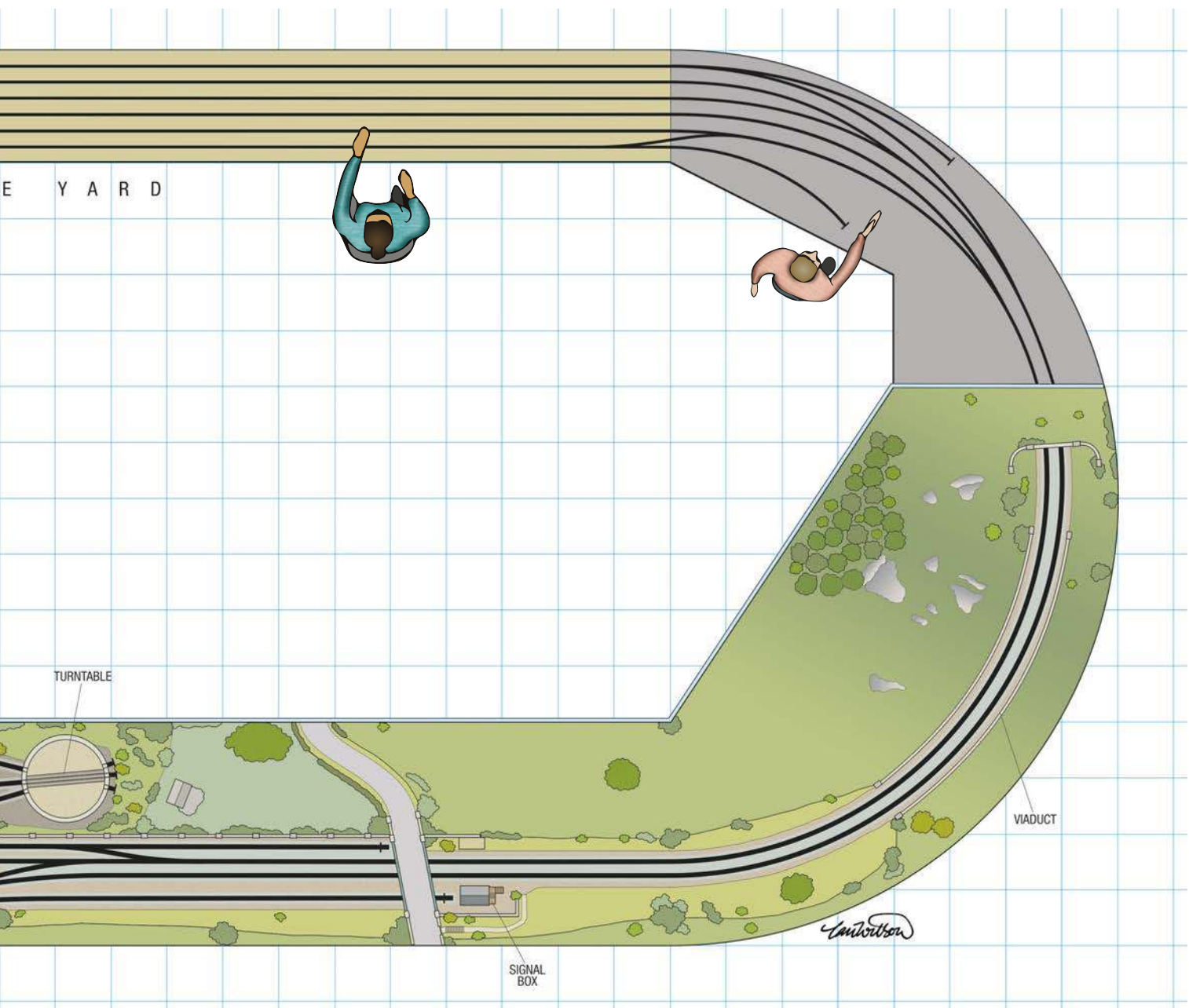
Conclusion

Like most model railways, 'Kimble' is still unfinished. We've rebuilt sections over the years to improve them and this will continue for some time. Nothing stops us running trains, however, and we hope to be doing just that at the Warley NEC show and many other exhibitions in the future.

If you see us at a show, feel free to ask questions as there is far too much to detail for a single magazine article. We've learnt a lot building this model and are keen to pass on this information to save others making the same mistakes.



A Heljan Class 31 heads a north-bound train. The porter still seeks the florin he was sure he dropped earlier this morning. All figures are from Monty's Models.



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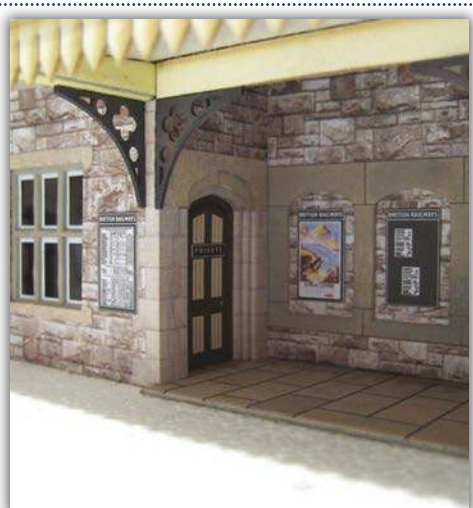
COVERING CORNERS

Reading the card kit builds in Inbox has raised my love-hate relationship with card kit models. I love the sturdy construction of Metcalfe kits and the designs or potential kit-bashing possibilities on offer, but hate the finish that results in exposed corners.

I have overcome this by combining Scalesscenec products and covering the card pieces before assembly. The corners are infilled with square timber the thickness of card before the quoins were attached for stone, this before the applying of brick on structures.

No card edges are showing and all paper edges are coloured prior to attaching with a 3B lead pencil, run along the edge to remove the stark white.

Here is the result of a kit-bashed tearoom that is now a chemist and post office and part of a kit-bashed station.



Ken Schofield

NEW DECALS

It was good to see the article on building the NGS 'Loriot' kit in BRM October 2019. I was surprised the builder had hand-lettered it as decals are available from the NGS. The sheet has GWR and BR markings, as well as markings for the similar 'Loriot B' and 'Loriot D'. As Decals' Officer for the NGS, I aim to have decals for all our kits – in the last 15 months we have produced decals for 12 kits.

Noel Leaver, N Gauge Society

Howard Smith replies: Thanks Noel, readers can find details for these in the Goods Inwards section of this issue.



MODELLING SUGAR BEET

I read with interest about Graham Moorfoot's 'Ellasweet Beet Factory' in the October issue. I'm into sugar beet at an earlier stage - I need a field of young beet plants for my layout. This is based on Wells-Next-The-Sea in Norfolk, thoroughly rural. I'm using for this another idea culled from your pages: "Model Scene VG4-009 low weeds type 2". It says they're 0 scale, but they're very small - just right for me.

Joseph Dean

Howard Smith replies: Thanks Joseph, please send photographs of your efforts to us, we'd like to see how you get on with your field!



ROOM FOR SOME CAKE?

The Buckinghamshire Railway Centre celebrated its 50th birthday last month and held an event that included large express passenger locomotives, shunting locomotives and a variety of smaller exhibits.

Award-winning cake decorator, Lisa Adams made a fitting birthday cake for the 150 volunteers to enjoy at the celebration luncheon.

A fruit cake replica of LNWR 2-2-2 No. 3020 Cornwall was made, complete with a replica of the Centre's Victorian platform with edible signage of the Metropolitan Railway, wartime news and fire regulations of the time.



Credit: Sharon Ann Photography

2MM FINESCALE ASSOCIATION AGM AND MODELLING COMPETITION

It was my immense privilege and pleasure to be invited to attend the 2mm FS Association get-together at STEAM, in Swindon on September 7. I'd been requested to judge the various categories of the annual competition, a task made extremely difficult because the overall standard was incredibly high. The first-choice judge had dropped out, so I was a last-minute substitute, so to speak, but I hope I didn't let the Association down with my choices.

These blokes (and the occasional lady!) are 'real modellers' in my book. They actually make things, by themselves, for themselves, in groups or as individuals. They are entirely self-reliant, creative, inventive and incredibly-skilled. As I've said, what was presented before my eyes was truly excellent, making it very difficult to choose. Nonetheless, decisions had to be made, and my judgements for the various categories are below.

There were other categories not judged by me including the Members' Choice Cup: awarded to

Keith Gloster for the CCTs, The Chairman's Trophy: awarded to John Russell for his rake of 'Catfish' ballast wagons, The Geoff Balfour Memorial Award: awarded to Nick Mitchell for his series of YouTube videos describing the construction of an LMS 'Jubilee', the Mike Bryant Cup: awarded to the East Anglian Wheel Elves for services to the Association, and the Geoff Jones Layout Trophy: awarded to Ian Smith for his layout, 'Modbury', exhibited over the last 12 months.

May I please thank all those members of the Association for their welcome, tolerance, and understanding? May I also specifically thank Jim Allwood for inviting me as a judge, and Mick Simpson for running the locomotive entrants?

For anyone wishing to raise their standards in N Gauge/2mm modelling, joining this marvellous Association should be a pre-requisite.

Tony Wright



- The John Barker Trophy for the best item(s) of rolling stock (non-passenger): awarded to Richard Brummitt for his rake of GWR vans.



- The Ballantine Quaich for the best converted/modified proprietary locomotive: awarded to Jerry Clifford for his Midland 2F 0-6-0.



- The Malcolm Stone award for non-rolling stock: awarded to Laurie Adams for his working Yeovil Town shunting tractor.



- The Groves Trophy for the best kit-/scratch-built locomotive: awarded to Nick Mitchell for his BR Standard 9F. It has reversible valve gear!



- The Steve Sykes Award for pre-Grouping items: awarded to Ian Smith for his rake of GWR open wagons.



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INBOX

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STAPEHILL ROAD IN OO

When I was six years old my father bought me a Tri-ang train set that consisted of a loop of track, an 0-6-0 'Jinty' No. 47606 - and two carriages. I was hooked.

After passing my 11 plus, my love of all things steam was then enhanced by virtue of a daily train journey from Christchurch, Hampshire, (as it was then!) to Brockenhurst to go to Brockenhurst Grammar School. Each morning the 12-coach dedicated school train reversed out of a siding, formed from the redundant Ringwood to Christchurch line, hauled, usually, by a 'Merchant Navy' class locomotive. A school boy heaven!

When we moved to a new house a few years later, I constructed my first proper layout in the loft space, establishing my basic modelling principle of constructing two loops plus a branch line. Running track from boards up to the supporting roof beams taught me how to create gradients!

Studying for a degree, taking a gap 'half' year, starting work and moving into rented accommodation brought any modelling to a standstill! It was only after marrying and moving into our current home some 13 years later that I was able to use a convenient outhouse for the construction of the first incarnation of 'Stapehill Road'.

Inevitably, with a distinct lack of interest from our two children, this fell into disrepair, until in 2016, I semi-retired as a Solicitor.

The outhouse was then converted into one-third office and two-thirds space for a new layout.

I decided to observe my two loops and a branch principle, adding a tunnel for good measure!

Having been out of modelling action for so long, I was amazed at the quality of the track now available from Peco and was a bit doubtful of the particular merits of DCC. I attended a local auction house and acquired a fantastic selection of locomotives, rolling stock and sundries all in their original boxes.

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When I realised that DCC conversion would be quite expensive, I decided to opt for traditional analogue control.

With this in mind, I bought a Morley Vortrak Zero 10 controller, which has proved excellent with really good low-speed control.

To save space, I decided to lay two double slips on the main track, which provided an interesting lesson in wiring. Fortunately, I had joined the Wimborne Railway Society and expert help was at hand, so, after some guidance and a long time lying on my back under the baseboards fiddling with wiring point motors and, worryingly, a soldering iron, all was set to go.

I had some old buildings but having seen Metcalfe Models used at exhibitions, I decided to rely upon their superb quality as the mainstay of the buildings.

Most exhibition models relate to specific periods and regions but, in view of the fact that my auction purchase covered several different regions and both pre- and post-Nationalisation, I decided not to worry about that level of operational detail, so 'Stapehill Road' is a somewhat eclectic mix.

With some encouragement from my wife, who has an excellent eye for scenic detail, I have developed a degree of ingenuity, which I did not know that I possessed. I have found inspiration from The Wimborne Railway Society whose model of Wimborne Station has a lot of detail.

While the running of trains is important, so is the creation of little stories. So, for example, on my layout, there is a boy running to the school who is clearly late, as the teacher at the school gate seems to be checking her register. The position of an ice cream van on the road nearby offers a reason for his lateness.

Having taken the bold decision to convert my original Tri-ang carriages, one, into a worker's restroom near sidings and the other, (bravely cut into two pieces), into a café by the pond, plus a toilet for the scout camp, (you can see three scouts lining up to use it!), you realise, with imagination, that a model railway is a reflection of real life!

As a pen-pusher, I have always admired people who make things and the creation of the canal and the pond scene (both

inspired by my wife), with the addition of detail such as a discarded bike in the canal and the wood yard hidden behind the canal bridge, have given me great satisfaction. The red plastic mesh forming part of the packaging for M&S oranges, when painted and attached to matchsticks makes a credible chain-link fence.

My wife and I can only claim one scratch-built item, which is the village blacksmith, complete with Langley Models' forge and horse! However, apart from the Tri-ang carriages, I have adapted other remnants of my old layout!

I remain amazed at the patience of modellers who sit at home and make unique models of allotments and gardens to sell at model exhibitions. The use of MDF and laser-cutting has revolutionised the production of technically accurate models of girder bridges and buildings. I am also full of admiration for the people employed by Langley and Peco to paint scale passengers by hand. All this has come a long way since I started.

A good model railway is never finished. There is lighting to add and trees. It never ceases to amaze me when we travel by train how many trees and bushes there are trackside with Buddleia everywhere!

I have no regrets about the style of the layout and unconventional rolling stock as it is my creation. I wonder if I can extend it to the garden...



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Accurascale and Irish Railway Models update

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HOW TO... MAKE AN HRA FROM BACHMANN'S HTA

Words & Photography: Mick Bryan

In-line with prototype conversions allowing denser aggregates to be carried in shortened coal hoppers, Mick Bryan adapts these ready-to-run models to create a new wagon fleet.



With the collapse of power station coal traffic over the past few years, freight operators have found themselves with large fleets of redundant coal hoppers. Although many have since been pressed into aggregate use, they are inefficient in that stone is far denser than coal and a lower train payload is carried for the same train length.

During 2016, GB Railfreight started a 'cut and shut' project on a number of similar IIA/HYA coal hoppers, by cutting out the centre bay and welding the two sections back together to form a two-bay aggregate hopper. In the middle of 2017, DB Rail followed suit with the conversion of HTA 310711 - reducing the length by 3.5m with removal of the centre bay. Recoded HRA,

and renumbered 41 70 672 3 001-7, it was trialled for five months on workings from the Peak Forest area. This was deemed a success and a contract was signed for just over 100 more conversions to be carried out by WH Davis at Shirebrook.

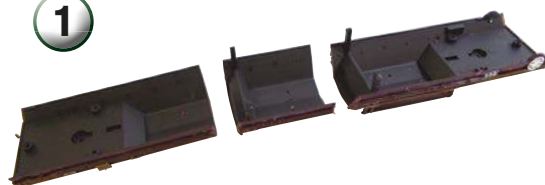
For the same train length, 27 HRA hoppers can carry more than 22 HTAs, thus making them more efficient in aggregate use.

My first model conversion was a proof of concept to see if it was practical to carry out a similar process with a Bachmann HTA hopper. Much measuring and careful cutting was carried out and the first wagon rolled off the workbench in late 2017. However, I held off a full trainload until it was clear that Bachmann wasn't going to announce it in its annual plans!

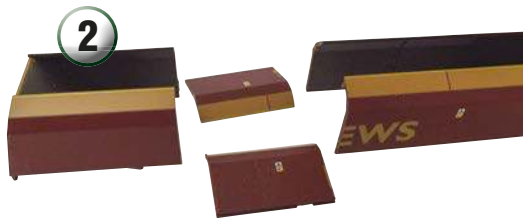
SHOPPING LIST:

Bachmann HTA coal hopper (various catalogue numbers)
Railtec decals sheets 7088/7089/1053
Phoenix Precision DB red P335
Halfords grey and white primer
Humbrol white/black/silver paint

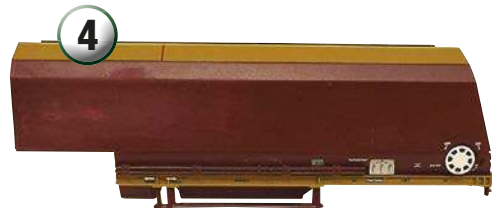
1



The wagons are carefully disassembled by removing couplings, bogies, and the hopper door mouldings, before being split into the upper and lower sections, by removing the screws holding the two sections together.



The hopper door mouldings are glued in with locating pins. Thankfully, there isn't much glue. I found that the easiest way to remove the door moulding was to drill out the pin from inside the hopper while gently easing the moulding off. Some of the hopper door operating supports and rods are retained if possible – it is the set nearest the handbrake when the handbrake wheel is viewed on the right-hand side of the wagon. The others are carefully removed by prising them gently out of the mounting slots – or in the case of stubborn fittings – a sharp knife is used to remove them. These are saved for later.



One of each of the upper and lower parts are first glued back together, taking care to make sure that the two sections are in alignment. Two of the screws holding the original mouldings together are used to hold them while the solvent sets.



My filler of choice is Squadron White Putty, which dries quickly with minimal shrinkage for small gaps and is easily finished with needle files and fine emery paper. If the gap is large, I will fill it with a thin scrap of styrene, if with solvent and pushing into the gap.



The prototype has a staggered joint that would be difficult to recreate accurately, so I opted for a smooth joint, later recreating the strengthening bands using thin strips of self-adhesive paper, sealed with varnish.

CONCLUSION

The HTA fleet was originally fitted with knuckle couplers and EWS Class 66s were regular traction. A few HTAs were fitted with a pair of buffers at one end when they were used as outer wagons on coal traffic from Liverpool Docks with Class 60s. Similarly, about ten of the HRA fleet have been similarly fitted, so they can be hauled by Class 60s on the tough gradients from the Peak Forest/Mendips areas where they will be used.



A razor saw is used to remove 40mm from both upper and lower sections parts. The removed segments aren't in-line between the upper and lower sections as I wanted to create a staggered joint for strength and alignment purposes. Cuts are made at 120 and 160mm from the end, while the lower section is cut at 90 and 130mm. The measurements are taken along the joint line between the two halves from the handbrake wheel end.



The second lower part is gradually trimmed back, so that the new hopper section matches the same length as the original moulding; measuring 31mm along the inner hopper mouldings. This is then glued into position and allowed to set overnight, again, taking care that the two chassis halves are in line in both horizontal and vertical planes.



Allow to cure for 48 hours, before finishing the joint with filler and sanding smooth.



The hopper door operating bars and supports are refitted using parts that have been previously saved. Then it was time to paint, with a coat of white primer, followed by DB red from Precision Paints, with black hoppers and doors.

My rake has been fitted with Kadee 142 couplers, mounted in the original Bachmann E-Z Mate pockets and will run as a fixed set on the layout. However, the outer two will be buffer-fitted and have Kadees mounted at the standard height. They will also be fitted with DCC-controlled tail lights so they can be turned on or off as required.



The upper body section is trimmed back to fit into place and left overnight to set completely. Any imperfections in the main joint are now carefully filled and sanded flush, along with the line between the upper and lower mouldings.



The wagon bodies are given a quick dusting of Halfords Grey Primer and refilled/refinished as necessary, with primer used again to check the quality of the joint.



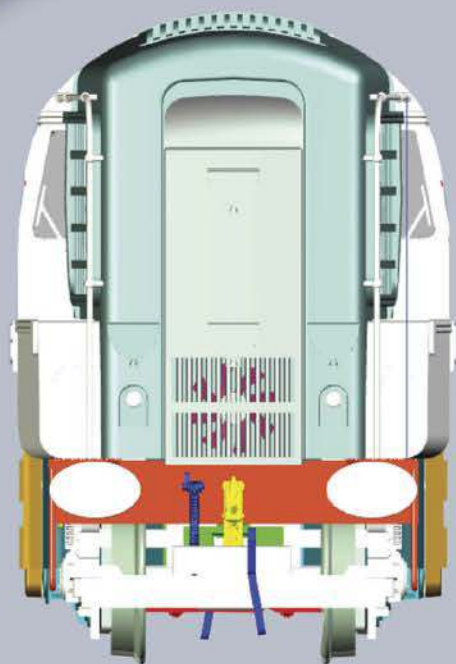
During the project, Steve at Railtec was contacted with a view to supplying suitable transfers and necessary information was exchanged. A few weeks later, a sheet of transfers arrived for test purposes. There are over 50 individual markings per wagon and only one minor adjustment was required before production of the main batch of transfers, which also includes the one-off white panel for the prototype wagon.

Overall, I've found the project quite satisfying, re-tasking model wagons as per the prototype and it has resulted in a very distinct set of rolling stock to run on my layout. This wouldn't have been possible without the help of Paul Harrison, who kindly provided a list of numbers of the wagons, and Steve at Railtec Transfers, for his excellent service and putting up with my odd requests.





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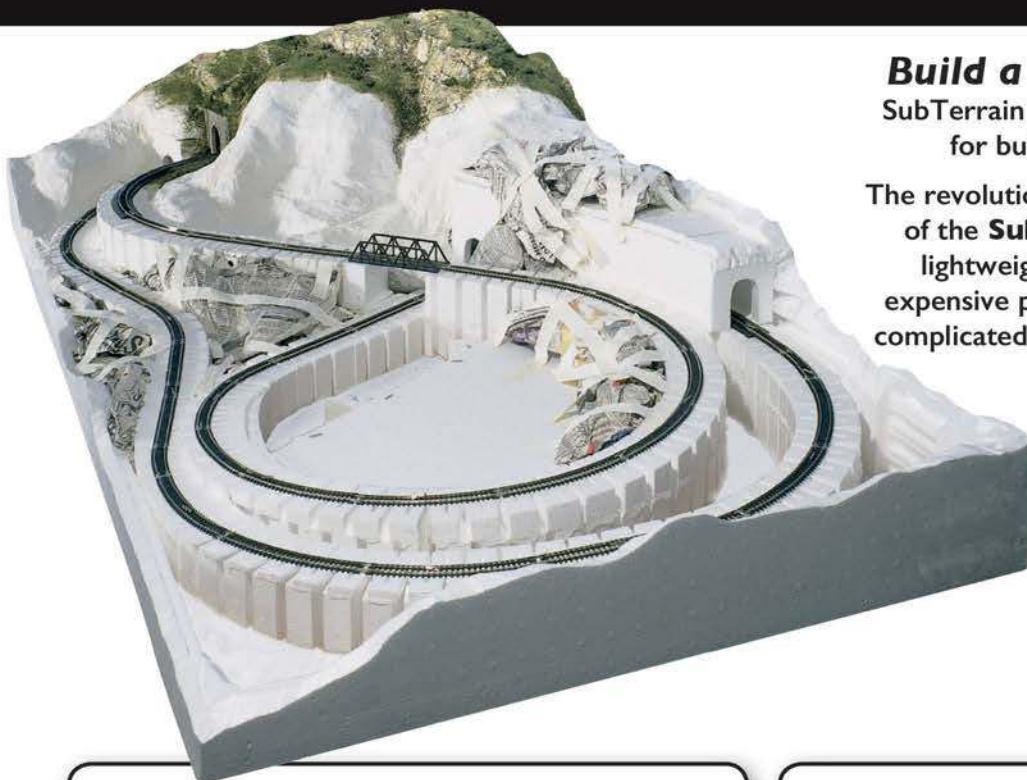
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Step 1 RISERS

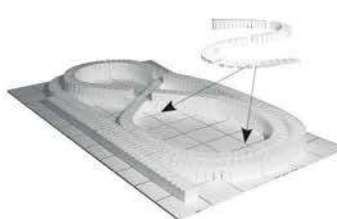


Risers elevate the track from a flat surface so low lying areas can be created.

WST1406	1/2" (x4)
WST1414	3/4" (x4)
WST1407	1" (x4)
WST1408	2" (x4)
WST1409	4" (x2)



Step 2 INCLINE SETS & STARTERS



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WST1416	3% Set (x6)
WST1411	4% Set (x4)
WST1412	2% Starter (x8)
WST1415	3% Starter (x6)
WST1413	4% Starter (x4)



✓ No need for power tools ✓ No dusty mess ✓ No complicated calculations ✓ No experience needed

Step 3 PROFILE BOARDS

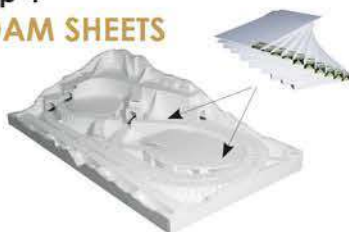


Profile Boards add sides, so terrain contours can be created with the Hot Wire Foam Cutter.

WST1419 2 Boards & 2 Connectors



Step 4 FOAM SHEETS



Foam sheets are used for flat areas, tunnels and layout bases.

WST1422	1/4" (x1)
WST1423	1/2" (x1)
WST1424	1" (x1)
WST1425	2" (x1)
WST1426	3" (x1)
WST1427	4" (x1)



Step 5 PLASTER CLOTH



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FENITON

Modelling a real location can provide great inspiration to the modeller, though occasionally has its drawbacks. Of course, you can always adapt to suit your needs, as Alan Birkenshaw explains.

Words: Alan Birkenshaw **Photography:** Tony Wright



Factfile

Layout name: Feniton
Scale/gauge: 4mm:1ft / 1:76 scale / OO
Size: 12ft x 13ft
Era/region: 1958-1964 BR (SR)
Location: Devon
Layout type: End-to-end

I have been interested in railways for as long as I can remember and grew up in south Devon, hence my particular interest in BR's Southern Region.

I wanted to be able to model a section of the SR West of England main line in Devon, but also needed an excuse to run my WR stock. I chose Feniton as the location, but imagined a change in the topography of the coastline to enable Budleigh Salterton to develop into a ferry port, similar to Weymouth. To complicate matters even further, I also created an imaginary link from Feniton to the WR at Cullompton. This enables me to run inter-regional trains from the north. The large fiddle yard represents Waterloo and the WR lines, while the

smaller one represents Exeter and the SR lines to North Devon and Cornwall.

I have been a member of the East Bedfordshire Model Railway Society for nearly 40 years. Many years ago, we set out a series of standards for our layouts that we have followed and ever since I have incorporated them into my own layout. These standards include the use of Code 75 finescale track and points, Sprat and Winkle magnetic couplings, plus all stock should be weathered and have added details as appropriate. Belonging to a club helps considerably in that you can show your work and get feedback, to improve your own skills. Bern Munday, as a member of the club, has always helped with constructive

advice that helps you improve.

Over 25 years ago, I started designing and building the layout and, fundamentally, it has fulfilled all my aspirations. However, one development that I had not foreseen is the tremendous increase in proprietary stock, in particular for the SR. In the past it was always the poor relation. This has meant that my fiddle yard capacity has become totally inadequate. I have remedied this by building cassettes to hold additional rakes of stock and I have bought several Peco locomotive lifts to store additional locomotives.

This has two advantages. Firstly, I can combine stock from more than one cassette and therefore run longer trains. For example, a full-length Meldon Quarry

A Kernow Bulleid diesel 10202 hauls a Waterloo – Exeter main line train of Maunsell coaches through Feniton.



train of 'Walrus' wagons. Secondly, with all the additional detail added to my stock, it is important that handling is minimised to prevent damage, and the cassettes and locomotive lifts help immeasurably in this.

Rolling stock

As I have changed the history of the area, I can also make other assumptions about the trains that ran there. So, the Pullman 'Devon Belle' still runs but, of course, with rebuilt 'Merchant Navies' and I also run the prototype SR diesels on the assumption that they lasted longer than they actually did on the SR. Having introduced a WR branch into

the area, I can also run cross-country trains from the north. The operation of the WR trains is from the large fiddle yard into the main bay where a smaller locomotive will take it onwards to the port. This, of course, provides an excuse to use a wider variety of locomotives.

For many years I used a fair proportion of kit-built coaches and locomotives, but with the increased range and quality of modern proprietary rolling stock, I have replaced quite a lot with ready-to-run items. However, nothing is used straight out of the box. All stock is weathered to varying degrees and all locomotives have headcodes

or indicator discs and crew. All passenger rakes and guard's vans have the appropriate tail lamps and all main line coaches have added passengers. I run examples of many of the West of England main line trains, such as the 'Atlantic Coast Express' (complete with its Tavern Car set), The 'Devon Belle' and the Surbiton-Okehampton Car Carrier.

For the weathering I always use colour pictures as a reference. Most of the coaches have their sides treated with Johnson's Klear, to give a more metallic look than the bare plastic, followed by a black wash that is then mainly removed with a make-up sponge. I spray the roof and underframe in



varying degree of mixes of Humbrol Leather and Humbrol Metallic Black, then use a combination of weathering powders on the underframe, and finally an oil colour on areas like axleboxes.

Sprat and Winkle/MSE magnetic couplings are fitted to all goods stock and at the ends of passenger rakes, but within coach rakes I use fixed couplings.

A large proportion of the stock on this layout is also used on the club layouts and has been exhibited all over the country and in mainland Europe.

The layout is run as an end-to-end with one fiddle yard having 15 tracks and the

other having four tracks. Between the two fiddle yards are two through tracks that can either be used as additional storage tracks, or as a continuous circuit for testing and running-in of stock. Many of the fiddle yard tracks can hold up to eight-coach trains.

Having virtually completed the layout, I have developed a timetable to represent a typical day's running. This starts with the early morning trains, such as newspaper and mail, parcels and milk. After these come the commuter and long-distance trains. As I run the layout on my own, it is a sequential timetable so there are no time pressures. I am only on my second run through of

the timetable so there is still considerable fine-tuning to be done. I think this work will occupy me for some considerable time yet, as alongside that are the never-ending tasks of maintenance and track and wheel cleaning.

Creating the scene

The scenic side comprises a four-track station, with two through platforms and two bays. In addition, there is a small goods yard, carriage sidings, a two-road engine shed and a turntable.

Most of the buildings are based on the Skaledale and Scenecraft resin buildings.

'Merchant Navy' 35025 Brocklebank Line hauls the west bound Atlantic Coast Express non-stop through 'Feniton'.



LAYOUT FOCUS

In particular, I have used their Art Deco station buildings, which are actually based on London Transport prototypes, but can be adapted by adding brick Plastikard to replace some of the windows in order to make them look more like Southern Railway structures. All the buildings have been re-painted to change their appearance from out-of-the-box models. These models are invaluable if you have to construct a layout

on your own, as they allow you to complete the layout far more quickly than if you have to resort to scratch-building.

The station area and yards occupy the majority of the layout. However, I have created a rural area at one end with a meandering stream and with the track

rising above on an embankment. The banks of the stream are finished with Devon red soil to give the correct appearance and this allows an entirely different view of the passing trains. I have recently added EZ Line to the telegraph poles, which I feel adds enormously to the realism and gives height



to the railway. The advantage of this is that it will stretch, but then revert to its correct length, meaning that it does not prevent access to the track. I also have created an allotment area by the station; again a very typical feature of the period. I have also used the red Devon soil to give the correct colour,

then employed a variety of manufactured plants to use on the allotments.

Lighting has recently been added to the layout, too. Most of the buildings now have at least some of their rooms illuminated and there are working SR concrete lamps in the locomotive yards. Under the platform

canopies I added strip LED lights, but I thought they were too bright, so I painted them with white paint and this has toned them down considerably. Additionally, I have added Dapol signals that work effectively and are illuminated. I have used a Heljan turntable but, again, have made a number of alterations in order to make it look less Continental and more British.

A view of the main station building. This is the adapted scenecraft LT building. In the background pannier tank 8715 shunts cattle trucks.





An early evening scene of terrace houses and welcoming 'Saracen's Head' at the end.

Final thoughts

I am pleased with the overall view of the layout now, in that there are a number of places where you can have different views of passing trains. This can vary from the countryside to passing through the station or using the wall of the bus depot as a back drop. As already mentioned, I have used the Skaledale and Scenecraft Art Deco buildings, but am really pleased how the adaptations have changed their appearance and how the addition of lighting enhances them at night.

The only other thing I want to improve

on the platforms is to make the SR platform lamps work. I feel that in completing the layout, and by toning-down the colours of everything, no individual item stands out as being obtrusive.

As well as working on my own layout, I have been a member of the East Bedfordshire Model Railway Club for the best part of 40 years and have been Treasurer for 37 years. Additionally, I have for many years been a volunteer on the Pfestiniog Railway and more recently, on the Gloucestershire and Warwickshire Railway.

A trainspotter waits to take a photo as N15 30764 *Sir Gawain* leaves with a stopping train to Exeter.



A LSWR Gate stock push pull set is propelled out of Feniton to Budleigh by 02 30182.



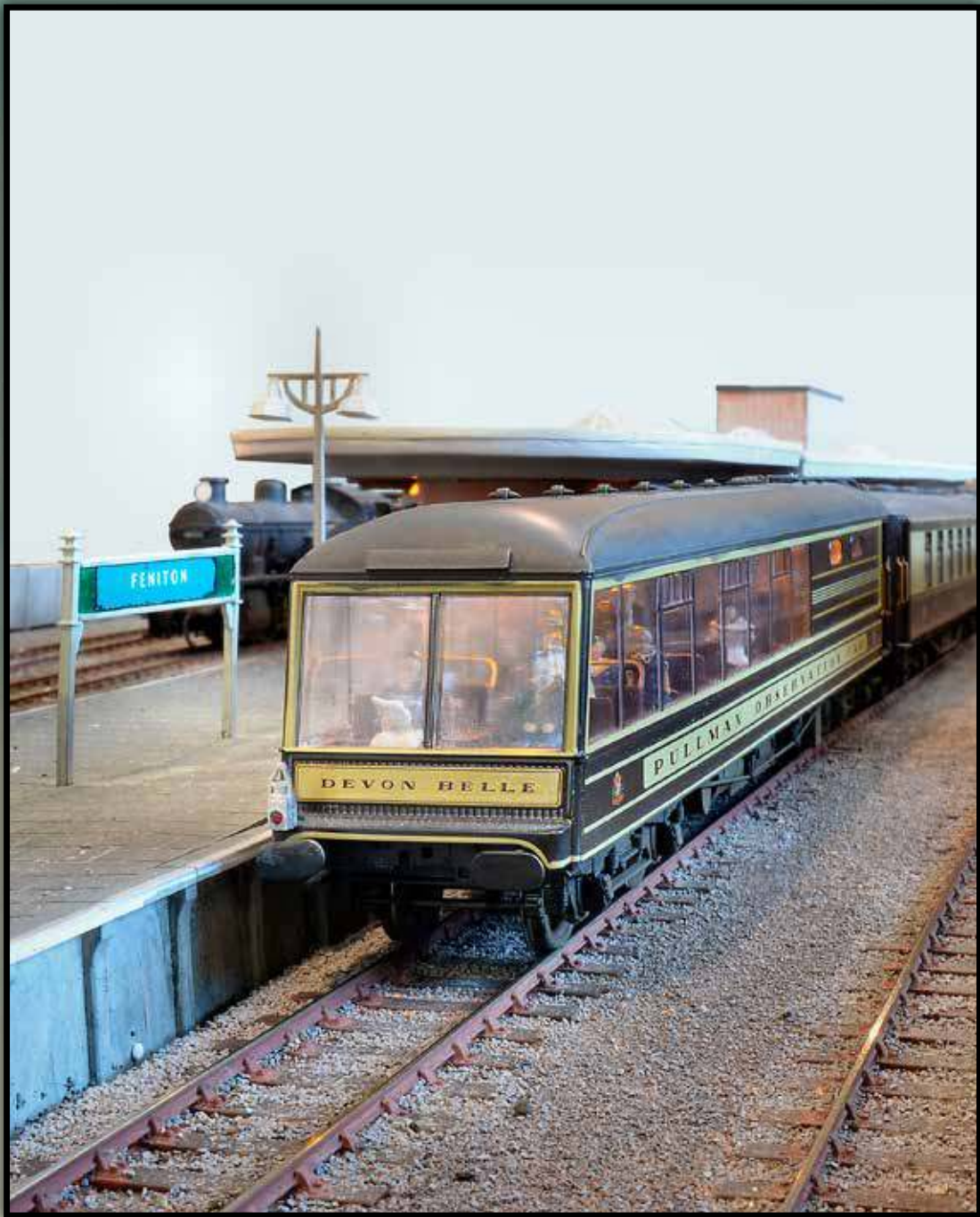
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Our existing website has been withdrawn from service, which was a sad moment for us here as it has served us (and you) well over the years.

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www.gaugemaster.com

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This will be your closest companion on our new site.
- **An Events listing**.
Things that might interest you locally such as exhibitions or shows.
- **A 'Club Hub'**.
This is where we highlight clubs and societies where you can meet like-minded people.

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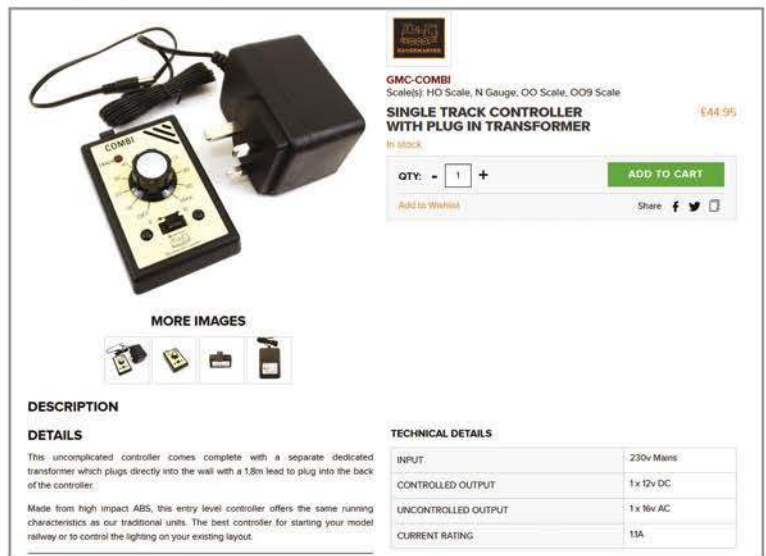
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BRM meets...

MARKET DEEPING

MRC

It was an event that shocked the modelling community, but Market Deeping Model Railway Club is determined to turn the events of May 18 into something positive, Debbie Wood reports.



Keeping a stiff upper lip is a saying very much synonymous with the British. When people fall on hard times, we dig deep, heads raised high and carry on – or so tradition says. But, never has this age-old saying been more appropriate than with the Market Deeping Model Railway Club.

Disaster struck on Saturday, May 18, 2019, when during the night, four youths mindlessly vandalised an exhibition at the Welland Academy, Stamford. It was one of the worst acts of vandalism our hobby has ever seen and for the Market Deeping Model Railway Club, a heart-breaking event that saw layouts that had been worked on for

years, completely destroyed.

There was an outcry from the hobby, as everyone lobbied around in support, while the club members remained strong and quickly worked to put the ordeal behind them.

The scope of destruction was vast. Many trade stands were destroyed and the repair work of the layouts, now six months later, is still ongoing.

When asked how the members managed to pull through and remain positive, Mick Allman, a long-time member, believes it's purely down to the attitude of the club.

"It's because of what we are and what we do. We're not out there fighting other people,

we don't shout at each other, we have our disagreements but it's a quiet atmosphere that's here at the club and it doesn't engender anything but the response we've given," he explains. "There are members of our club that were angered by what happened, but at the end of the day, we just got on with it. You've got to get out and talk about it, it helps you to move on."

"The following day our toolboxes were out repairing the layouts. We just had to get on with it and get it done," adds committee member David Hildred.

"On the day it was difficult to come to terms with the destruction set out before us," says another long-time member of the club

and committee, Mick Quinn. "But as a team effort, we set about rescuing what we could. We could have given up there and then, but we are a strong club and have shown we can rise above this setback."

"Some people were amazed that we came to shows and events almost straight away after the incident," says Bill Sowerby, Vice Chairman of the club and Exhibition Manager. "But we're resilient and get on with things. OK, it happened, now we've just got to get on with it. You've got to move on, you can't turn the clock back."

Public generosity

Almost immediately after the event, a Just Giving page was created and it's fair to say that most of the modelling community was astounded by the level of generosity. Not just the staggering final sum of £107,947, but also the thousands of products and tools donated to help the club rebuild what had been destroyed.

Once the shock had settled in, there was an element of responsibility on the club to use the money responsibly and in the way it was intended.

"You've got to be careful as everybody is watching and you can't put a foot wrong," explains David.

Despite public perception, none of the members can access the funds. Very quickly after the club received the money, the decision was made to set up a steering committee to advise on the management of the funds and who are in the process of developing a charity trust. "If we need anything, we have to apply for it and the same with all the stock that has been given, it's all the responsibility of the trust," Bill explains.

"We're still operating every Monday night from a club night point of view, exactly the same as before the exhibition," says Mick Allman. "We still go to the committee to get funds to buy something or do development work and we're still building. In that way, nothing has changed."

"We started working on 'Sutterton' long before the incident and we put together a budget to the committee and as we're repairing this, we're having to go back to the committee to apply for further funds and this is not from the donations' money, but purely from the club's own assets. So, we're still using the subs that we use to pay for our rent and our insurance every year and any donations from appearing at shows," Bill explains.

YOUTH SCHEMES

Market Deeping MRC is currently supporting the development of youth railway modelling projects at Stamford Welland Academy, North Rutland, and The Deepings (with additional support from Sleaford MRC).

A proportion of the stock, scenic materials, and track that was generously donated to the club will be used in these projects, that are designed to help encourage a younger generation into the hobby.

According to the club's chairman, Peter Davies, the projects are not getting off the ground as fast as the club would like. However, they are crucial both to the future of Market Deeping MRC and the future of railway modelling.

"There are a number of clubs that do youth schemes," Bill explains. "We are not running the schemes directly, all we will be doing is offering back-up assistance and providing the track and rolling stock. We are going to be encouraging others and hopefully, that will spread to other clubs."

"Modern technology presents an opportunity to get youngsters involved. Yes, they can play with the trains on their phones, but they've also got to learn how to install the track and how to do the electrics and build the baseboards. There are quite a lot of disciplines before they can start playing with their phones and the main intention is to try and keep alive some of the skills that are rapidly disappearing."

"We do get a lot of stick, like 'Look, there's the millionaire model railway club,' but that's certainly not the case," David adds.

Media attention

Not only did the considerable amount raised in crowd-funding help catch the media's attention, but it was also the age of the culprits and the sheer senselessness of the act that made headlines.

The media frenzy placed the club firmly in the spotlight and, like many things, that has its advantages and disadvantages.

Although some in the club shied away from the cameras and television interviews, the overall media buzz on the exhibition attack has helped to create more of a general interest in railway modelling, which is, as we know, struggling to attract a younger audience.

"The good thing that has come out of all this is that it has upped the ante on people

talking about modelling," David says.

Bill agrees and adds that the club had never experienced publicity like it. "A journalist turned up at the clubroom on the Monday night after the incident. He was on his way to cover the Chelsea Flower Show and was told to turnaround and come to our club room in Market Deeping as we were more important!"

"I have not experienced media attention before and at first found it difficult," Mick Quinn explains. "But as time has gone on, I have adjusted and it has become less daunting. I found the filming difficult as I do not like working being closely watched."

"The success of our recovery is down to the teamwork of the committee and the club members, under the leadership of our Chairman Peter, who not only dealt with all the media but also, alongside our Secretary, Brian Norris, replied to the thousands of emails we received offering support," Bill





explains. "Brian also spent days sending thank you notes to those who had made donations, alongside his other duty in the club as Web Master, which by itself was a mammoth task."

"Our treasurer, Brian Driscoll, had the task of sorting through the claims for losses incurred, as well as dealing with all the donations made," Bill adds. "We had a considerable amount of rolling stock donated, another of our long-term members, David Booth, spent weeks itemising and recording everything, while our exhibition catering manager, David Ashwood, drove around the country collecting donated items. As you can see, a carefully coordinated team effort is what has helped the club to move forwards."

Rebuilding

Almost from day one, club members rolled their sleeves up and started repairing things. 'Woodcroft', one of the club's exhibition layouts, was badly damaged and is slowly

being repaired back to exhibition standards. 'Knowl End' sadly couldn't be salvaged and is now only a baseboard, with plans to become 'Mitchell Junction' in memory of Michael Roy Mitchell, who donated much of the track and stock they will be using.

"We're going to Warley with 'Woodcroft'," Bill tells us. "It was damaged but luckily it was built like a battleship and the guys have

managed to restore it and hopefully we'll have it at the NEC."

"The work needed on 'Woodcroft' has been a lot more than we originally estimated," adds Mick Quinn. "We are, however, on target for its showing at Warley in November. I, as well as the others in the team, are looking forward to meeting fellow modellers and the public there. We

On the day, it was difficult to come to terms with the destruction set out before us. But as a team effort, we set about rescuing what we could. We could have given up there and then, but we are a strong club and have shown we can rise above this setback.



are expecting a lot of attention towards the club and the layout on its first outing after rebuilding.”

There are plans to build more layouts in the future, as the club looks to try and get back to normality, a relief for some of its members, who would rather forget it ever happened.

“There are those at the club who want to forget it and get on with being railway modellers in a quiet little club and then there are others who want to go on and take advantage of it. And then there is the committee, who have got to do something with it,” Mick Allman explains. “As a club, we just continue as we have always done.”

As the incident became in the public eye, it offered the club the chance to use the media attention to showcase the hobby, to get positive messages out about the people who are involved in model railways and also encourage a new generation of modellers.

“It also shows that we are a caring type of people,” Mick Allman continues. “We are not old men who go playing with children’s toys. Yes, there is an element of that, but we want people to see that there is more to it than meeting once a week and putting trains on a track and making them run around.”

“There’s so much aggression in the world, but when you look at modelling, it’s more relaxing and it’s gentle,” Bill adds. “This is

what we’re trying to get over to the next generation. You can play on your mobile phone and control the trains, but in order to do that, you need to learn how to create the baseboards and lay the track.”

When asked what they loved about their

model railway club, all four gentlemen were unanimous about the friendships that have been formed and further strengthened over the past six months.

“When you go to the club, people are always working and cracking on with it,” David explains. “The club is very social, we do day trips out together, Christmas dinners, an annual BBQ and our version of the Cake Box Challenge.”

“It’s like-minded people with similar interests,” Bill adds. “You’re doing modelling but you’ve got a social aspect to it as well. If you want to do modelling you do modelling, if you don’t you don’t, there’s no pressure either way. It’s the same with exhibitions. There’s some that like going to exhibitions and others that don’t and it doesn’t matter either way.”

Speaking of exhibitions, the club has been invited to attend several next year already, plus a number of charity events. Their show has also now been extended to two days and already has 26 layouts confirmed.

“Being in a club means you can achieve much more than on your own,” Mick Quinn concludes. “As well as the Warley exhibition next month, I am looking forward to our exhibition next May at Stamford, which, due to huge sponsorship and help from others, is to be our first two-day show.”

It’s wonderful to see something positive come out of such an awful event and the



plans in place mean the future doesn't just look bright for Market Deeping MRC, but the modelling community as a whole.

The next chapter

As shown in this issue's episode of BRM TV, Market Deeping MRC will be attending the National Festival of Railway Modelling on December 7-8 and will be putting on a special demonstration, with the help of their friends at Sleaford MRC.

Like on BRM TV, they will be highlighting the basics of how to build a model railway, from baseboard construction to wiring, ballasting, laying track and much more.

Over the two days, the clubs will attempt to build an entire layout from scratch, while also offering the public a chance to have a go themselves. There'll be members working on various elements of the layout's construction, so no matter what time of day you visit the stand, there will be something exciting to see.

The completed layout will be donated to Little Miracles.

"We do get a lot of stick, like 'Look, there's the millionaire model railway club,' but that's certainly not the case."

LITTLE MIRACLES

Not long after the exhibition disaster, the club was contacted by a charity to help a young boy with cerebral palsy. He was desperate for a layout, so the club donated one and months later his parents reported how their son's hand control had improved considerably through controlling the trains.

On the back of this, the club chairman, Peter Davies, was contacted by a Peterborough-based charity called 'Little Miracles', who support families that have children with disabilities and life-limiting conditions. It's a place for the children to play and make friends, while their families get advice and support. It's a wonderful charity that the club is very passionate about supporting.

"Peter and I went to visit them and we agreed that we had to help and provide a layout. These people there are running on a shoestring and doing miracles," explains Bill.

"It is pleasing to be in a position to help others," Mick Quinn adds. "Without our disaster, we would not be in such a position to help in the way we can now thanks to the overwhelming and generous offers of money, donations of model railway items and offers of help from around the world."

The plan is at the National Festival of Railway Modelling, and with the help of Sleaford MRC and BRM, the demonstration baseboards that are being built at the show will turn into a runny-round track layout that can be folded and easily stored. Hopefully this will be delivered by the club to Little Miracles as a Christmas present. "Our thanks to the BRM team for the supply of all materials and to Hornby for the Santa Express locomotive," Bill adds.



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HOW TO... BUILD A RAIL REPLACEMENT BUS DIORAMA

Words & photography: Jamie Warne

Many secondary routes closed and were replaced by a bus service, following the Beeching report. Jamie Warne explains how such a feature can be added to your layout.

You might sometimes find yourself with a small corner of a layout to fill, or a desire to build a small diorama to test new scenic techniques. Whatever the case, with a few simple kits, left-over materials, and shop-bought scenic items, you can produce something personalised; and in a relatively short space of time. For this diorama, I had a Gaugemaster Fordhampton bus stop kit to use. With two bus shelters to find a home for, I quickly realised that one of them would be useful as a platform shelter.

Quite often, inspiration can be found in the most unlikely places. A quick search online of 'bus stop platform shelter', and I found the perfect minimum space (and, well, minimum everything!) modern-day terminus; Gunnislake, in Cornwall. However, I also wanted to feature a B-T

Models Leyland Leopard bus in Evan Evans livery (who are based in Leeds); so things like stone walls and paint schemes were inspired by that area instead.

Before I began, as this was to be a static diorama, I wanted there to be a reason for the lack of trains. Given that I had a bus and bus stop as the main focus, the idea was to produce a rail replacement bus scenario. Now armed with the perfect prototype and a good excuse, it wasn't long before I compressed and altered Gunnislake to make it fit into the available space. Oh, and a few elements were borrowed from elsewhere to add further interest; such as the large billboard and ticket barriers.

Whatever your ideas, I hope this little diorama might give you that nudge to get modelling... and besides, you now have a use for that scrap of wood and those spare scenic parts that you've held onto for reasons unknown!



A simple baseboard is all that was needed. This scrap of ply already dictated the size and shape; now it was a simple case of cutting some 35mm softwood framing to length, mitring the corners, then gluing and countersink-screwing it together.



Translating plans from paper/computer to baseboard is rarely straight-forward, so it's worth spending time playing around with cardboard shapes and/or spare parts to get a feel for what looks best and what you can fit in the space!



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Bachmann (36-045) - Branchline Station Passengers Sitting

W: www.bachmann.co.uk

DAS Air Drying Clay (terracotta) - 500g

Gaugemaster (GM423) - Bus Shelters & Bike Racks

Gaugemaster (GM381) - Roadside Crash Barriers

W: www.gaugemaster.com

Hornby (R7115) - City People Figures

W: www.hornby.com

Peco (LK-60 & LK-66) - Platform Edging

Peco Modelscene (5053) - Modern Platform Accessories

W: www.peco-uk.com

Scale Modern Scenery (LX102-OO & LX162-OO) - Park Railings and Extension Pack

W: www.scalemodelscenery.co.uk

The Model Tree Shop (PL26101) - 180mm Horse Chestnut Trees

The Model Tree Shop (C5 - EB22) - Etched Brass Trees

W: www.themodeltreeshop.co.uk

TrainSave (TSV204) - Pack of four working modern white lights

(Available from Gaugemaster)

Vallejo Model Color (70.862, 70.837, 70.976, 70.876, 70.993, 70.863, 70.909) - Various paints

W: www.acrylicosvallejo.com

Woodland Scenics (B73) - Fine Buff Ballast Bag

Woodland Scenics (T49) - Blended Turf (green)

Woodland Scenics (FP178) - Poly Fibre

Woodland Scenics (F1131) - Fine Leaf Foliage (medium green)

W: www.woodlandscenics.woodlandscenics.com

World War Scenics (01-1217-WWS208) - Four Seasons Static Grass & Glue Kit

W: www.wwsenics.com



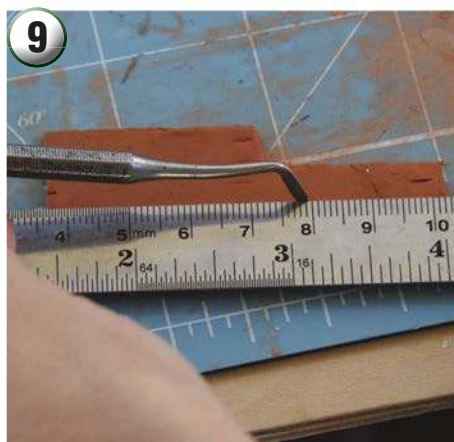
With a solid plan drawn onto the board in felt tip, templates were made from layout paper; this helps when it comes to cutting the polystyrene. It's wise to annotate each piece so that you know where it goes!



The finished basic terrain shape. The polystyrene has been glued with expanding wood glue (always test on a sample, as some glues melt polystyrene!). Note just how many levels and gradients there are, even on a simple diorama.



Covering everything with lightweight plaster will produce a firmer foundation. I tend to use standard household plaster for more control. It's a good idea to use it to blend ready-made structures to the ground; such as this Harburn Hobbies scene.



To produce stone walling, I chose to roll out the clay and scribe it while it was still wet. The reason was two-fold; to produce more rounded stones, and so that I didn't have to scribe in-situ, in an awkward location.



For the basic terrain, I used leftover polystyrene packaging. While you can use a hot-wire cutter, usually I prefer a track cutting saw. Carve a little at a time; it's easier to cut than it is to add on.

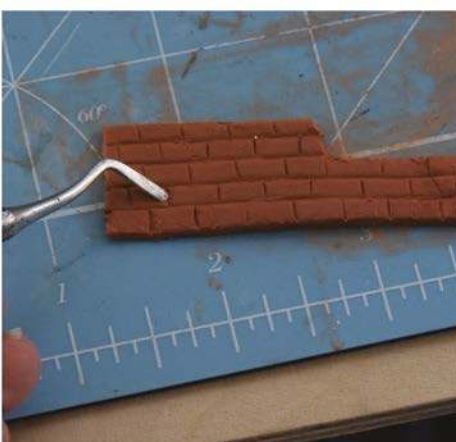
TOP TIP

Aesthetics and protection

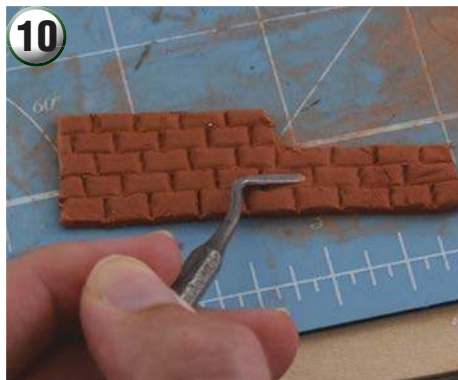
After you've applied the polystyrene (step 5), add 3mm ply fascias to the baseboard; contoured to follow the terrain. This provides a neater edge and adds protection, but also creates something to build up to when it comes to adding plaster.



Having left the plaster to harden overnight, I'm using a cheap tester pot of emulsion to apply basic ground colour; both to seal the surface, and to prevent stark white plaster showing through scenery.



I used DAS air-drying clay in different ways throughout the diorama. First though, here are my tools; a pot of soapy water, some paper towel, a small rolling pin, a metal rule, an old knife, and a dentist's tool.



With each stone scribed, we can add detail by pressing with the dentist's tool in a variety of different ways to form marks and depressions. It's also easy to form pillars from blocks of clay, then scribe them in the same way.



For curved walls, glue the wet clay wall directly to the plaster terrain with PVA. If you need straight walls, I recommend laying the walls on a cutting mat overnight to cure so that you can ensure they remain straight.



For paving, PVA was applied to the plaster, and clay smoothed in place with a wet finger (in a circular motion) to create a flat surface. This was then left to cure overnight.



A mechanical pencil and a metal rule were used to draw on the mortar courses. I actually used the blunt end of a dentists' tool to scribe each stone, as it left a slightly rougher edge.

TOP TIP

Creating texture

Once the clay has cured, you can use the blunt end of a dentist's tool to roughen up the mortar courses, and produce an ageing look to the stone blocks. Always follow prototype photographs for more realistic results.



To weather, various washes can be applied and then mostly removed, and/or suitable colours dry-brushed. Washes are good for overall changes to tone, and for adding dirt, whereas dry-brushing is good for adding highlights to raised parts.



Painting all stonework is simple, if tedious. First, a basic mortar colour is applied. Random stones are picked out with a few shades of a base colour, using photographs for reference. My paving slabs were too colourful - in reality you want subtle variations.



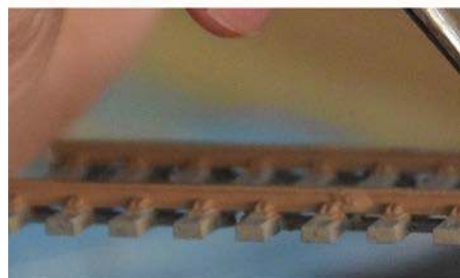
For asphalt roads, sand the plaster until relatively smooth, you could also add a slight camber by sanding the edges further. To provide a bit of texture, you can glue raw plaster powder in appropriate places.



TOP TIP

Potholes and patches

As any motorist knows, roads are rarely perfect! Gouging shallow holes in the plaster and scribing small cracks will add realism if done sparingly, as will scribing the outline of a few repaired patches, and adding a very thin layer of plaster on top.



Spraying the track a grimy brown removes the plastic sheen. It's also worth taking the time to paint the rails and chairs a suitable rust colour. Don't forget to clean the rail tops!



With prototype photographs to hand, I used a selection of Model Color Paints; a watery wash of dark grey dabbed onto oily areas of track, and an orangey-red for brake dust. The key here is subtlety and observation!

TOP TIP

"Observation, Observation, Observation"

You'll often see me write that observation is the key to a believable scene. Pay attention to the actual colours of surfaces, and any subtle variations in texture. Google Maps & Streetview can be useful reference tools if you live too far away to visit.



When painting and weathering, follow the prototype as always. Typically, tyre-worn areas will be slightly lighter and smoother than the rest of the tarmac. Don't forget that repaired areas are often slightly darker and raised.



Apply PVA to the trackbed and glue the track. Add ballast; brushing it in place, and then tamping it down by hitting the rails repeatedly with the handle of the brush. This knocks stray stones from the sleeper tops.



My selection of scenic materials was as follows; Woodlands Scenics Poly-fibre and turfs, static grass fibres and static applicator from World War Scenics and various trees from The Model Tree Shop.



The difference between unweathered and weathered surfaces is easily visible. Multiple washes were added to the tarmac, paving and concrete; from browns, to greys, to near-blacks. The end result is a muting of the harsh colours and an appearance of well-worn surfaces.



Spraying a light mist of water over the trackbed will help enormously with dispersion when it comes to gluing the ballast down with a 50:50 PVA/water solution using a pipette. Adding a few drops of washing-up liquid will also help.



To represent grass, basing glue was brushed onto the relevant areas, then a full coverage of spring 2mm fibres shaken in place with the applicator. Don't forget to clip the applicator to a nail touching the glue.



Layering spray can be immediately sprayed over the first layer of grass, and the next layer of 2mm fibres applied; this time I've used Summer 2mm fibres; again from World War Scenics.



After another waft of spray, a further two layers of 4mm fibres were added; this time more sparingly. Autumn first, followed by 4mm Winter. Lastly, 6mm Winter fibres were added for areas of the densest vegetation.



To mute the bright static grass and provide different textures and plants, Woodlands Scenics green blend turf was sprinkled on top and secured with more spray. Gluing it to the edges of the grass also helps blend everything together.



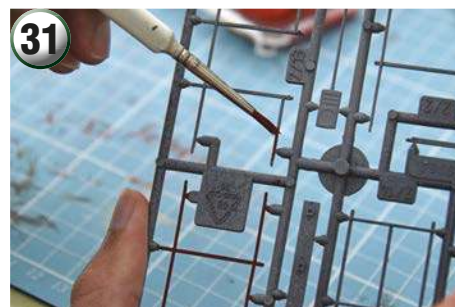
For hedges and brambles, Woodlands Scenics Poly Fibre was teased into appropriately-sized clumps and glued onto the diorama with PVA. Then green blend turf was liberally sprinkled on top and fixed with layering spray.



Trees can now be secured into place with PVA; I remove any bases and drill a hole into the scenery to locate them. For tall trees, drill a hole into the tree trunk and insert a cocktail stick for added strength.



The Gaugemaster Bus Shelter kit is the main focus of this diorama. It's really useful for any modern image modeller. It even has spare sets of frames, which we'll find a use for later.



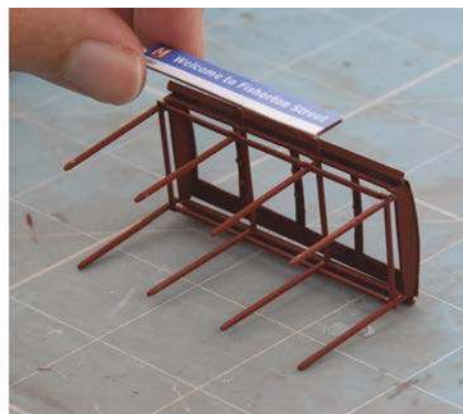
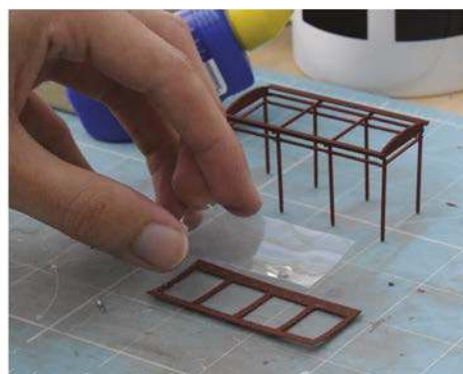
The first step was to prime and paint all the components while they were still on their sprues. This is much easier to do than when the kit is complete because of the thin nature of the frames!



Now we can follow the simple instructions provided in the kit. Don't forget to clean off surplus material (particularly on the window edges), and test-fit the assembly without glue to check that it fits properly!



The kit comes with quite a few spare parts, so I decided to make a shelter for some ticket barriers from the Peco Modern Station Accessories kit. A roof was formed from bits of Plastikard and clear blister packaging.

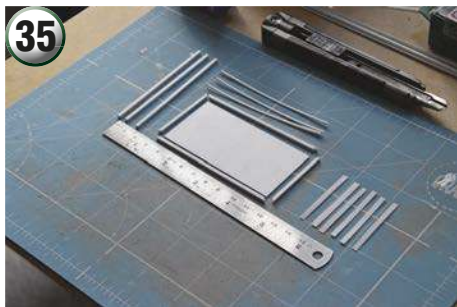


TOP TIP

"Seeing things clearly!"

It may be a good idea to handle the clear "glass" sections with gloves, to prevent oily fingers smearing them. You'll also want to use the minimum amount of glue to hold them in place, ideally with a fine nozzle applicator.

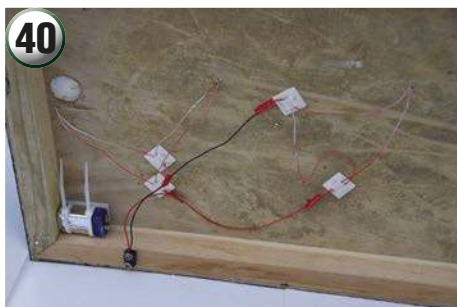
Gutters were added from 'L'-section styrene, and a homemade sign glued onto a rectangular piece of plastikard. A simple wash of dark greys and greens weathered the structure, and it could then be added to the diorama.



The billboard is a relatively straight-forward scratch-build with Plastikard and styrene sections. There are only 18 parts to cut; the main board, four frame pieces, six ribbed panels on the back, three horizontal supports, three large posts, and finally the wooden slats.



Using images and text from Northern's corporate website, I could use a computer graphics package to put them together and make a fake advert. These could then be printed to scale at 100% on a standard printer.



The lamps are 12V, and can be daisy-chained together, along with a suitable power supply. However, I've chosen to simply run them off a 9V battery for simplicity and a nice warm glow!



This station sign was relatively simple to make. The pole was formed from two parts, a hollow Plastikard tube for the lower portion, and a solid one for the upper part. The sign itself was made and printed off, then wrapped around a Plastikard rectangle.



Using a plastic glue with a fine nozzle, it doesn't take long to glue all the parts together. Once dry, you can then spray-paint the billboard, and then weather with a wash of dark grey.



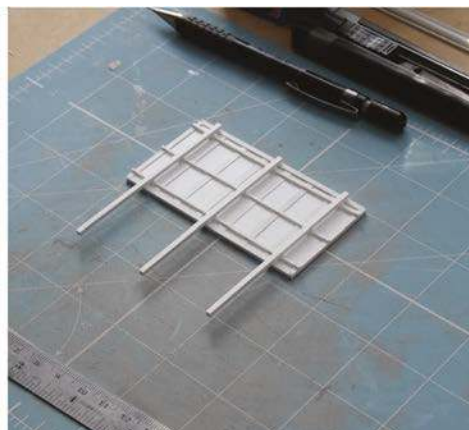
Modern stations often lack facilities, but the Peco Modern Station Accessories kit contains useful fittings. The kit doesn't come with transfers, but you can make your own on a computer and print them to scale, or find a suitable manufacturer.



These Scale Model Scenery railings are laser-cut. A quick waft of spray paint and some weathering finishes them nicely. You can cut each panel at the post and offset them to follow the contours of the scenery.



Finally, the waiting passengers (a mix of Hornby and Bachmann) could be glued into position using PVA. It was important not to overcrowd the scene, and to make their positions look as natural as possible.



Working streetlights were sourced from TrainSave and are available from Gaugemaster. PVA was used to secure them into holes drilled in the scenery. Note how I've applied the red bands of paint to match those found on Northern Metro stations.



These Gaugemaster crash barriers are another simple way to add a bit of detail to modern roadways. You could also use them in station car parks or rail yards. A bit of weathering helps with their appearance.

TOP TIP

Weather carefully

Don't forget to weather everything you put onto the diorama. Even a simple wash of dark grey acrylic will do a surprising amount to soften bright colours; that includes figures. The bus comes apart easily, so muting the seat colour and adding figures was easy. Finally, waft some clear matte spray to remove the sheen from vehicles, though don't forget to mask any glass!

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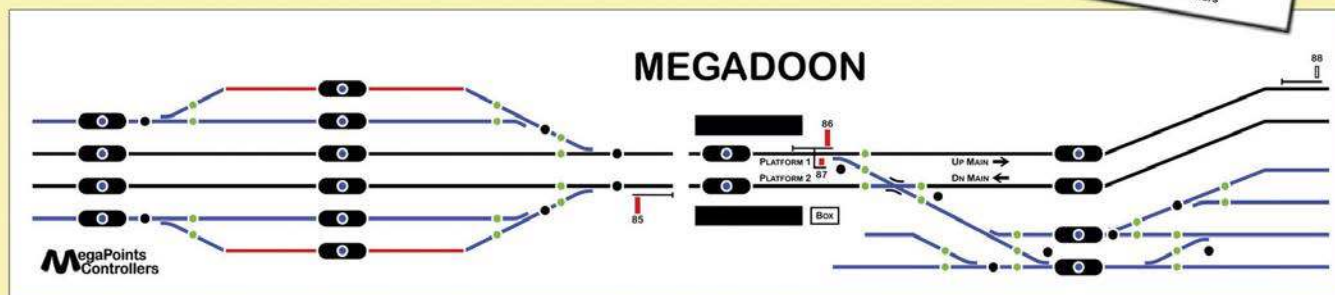
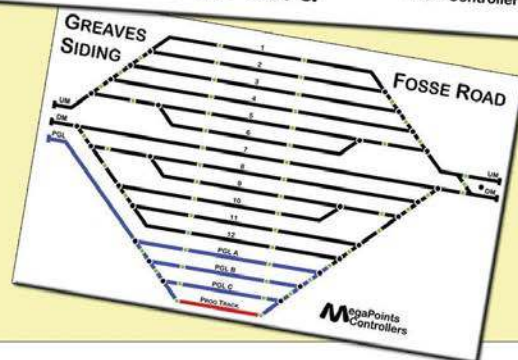
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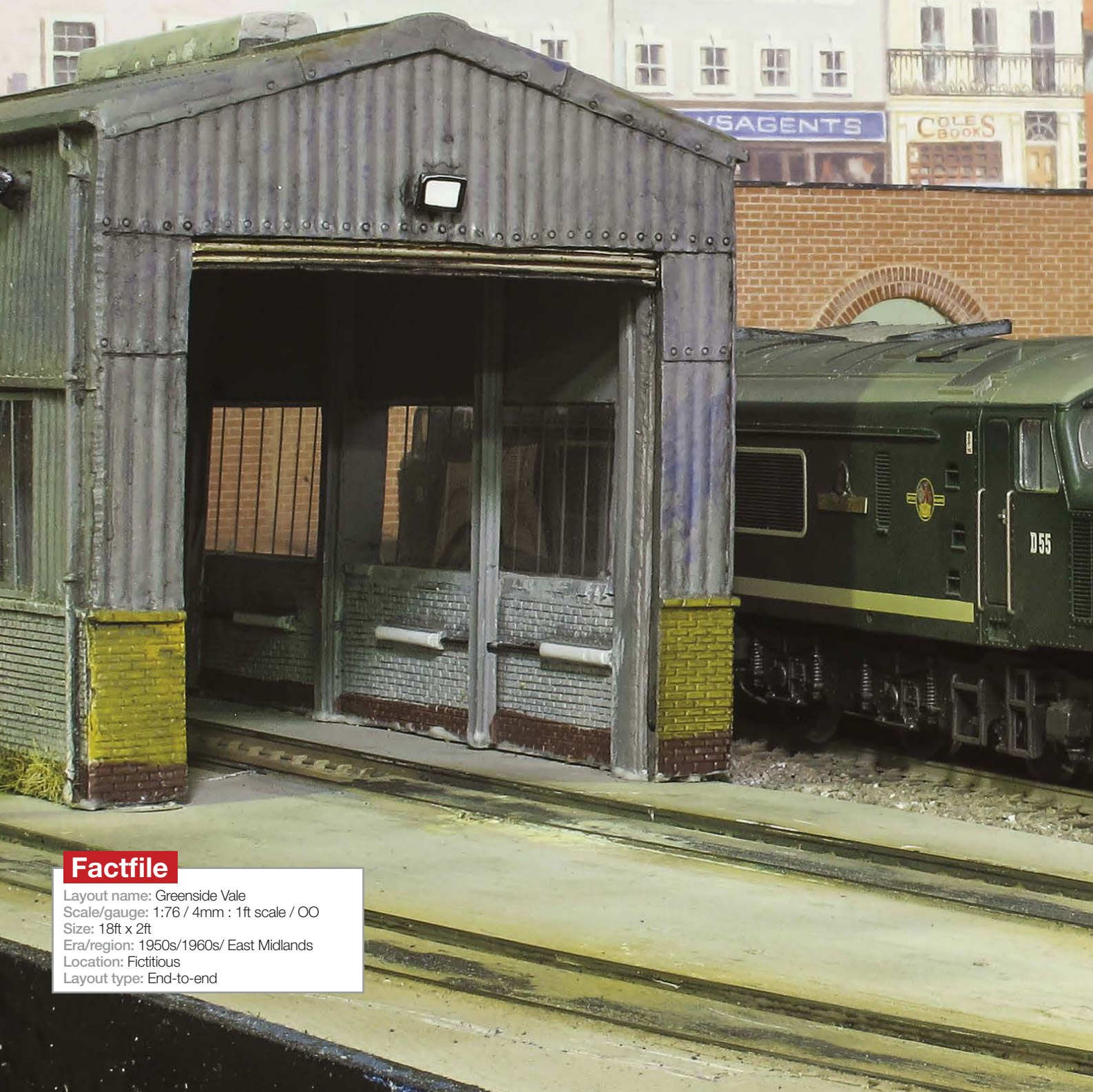
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Rev: 09-19

GREENSIDE VALE

Members of the Ilkeston Model Railway Club renovated this layout, providing an opportunity to display a variety of prototype diesels in a fictitious setting.

Words: Pete Abbott **Photography:** Andy York



Factfile

Layout name: Greenside Vale
Scale/gauge: 1:76 / 4mm : 1ft scale / OO
Size: 18ft x 2ft
Era/region: 1950s/1960s/ East Midlands
Location: Fictitious
Layout type: End-to-end



1Co-Co1 'Peak' D55 (later 45144) and Co-Co Kestrel rest between duties. It looks like the repair shop staff are having an easy morning.

'Greenside Vale' is a market town close to a much larger industrial town and is the first station out on a line that follows the valley to smaller towns and villages in the area. It was opened in 1866 as a branch to get goods to and from the valley, and workers into the rapidly-growing industrial areas of the larger town.

As-built, 'Greenside Vale' station had two platforms and a goods yard and was busy from the outset. It grew in size and importance. The towns and villages along the branch in the valley have difficult road access due to the steep hills in the area and when buses came to serve them, the journey could take twice as long as the train, which always ran, even in bad weather, keeping them busy most of the time.

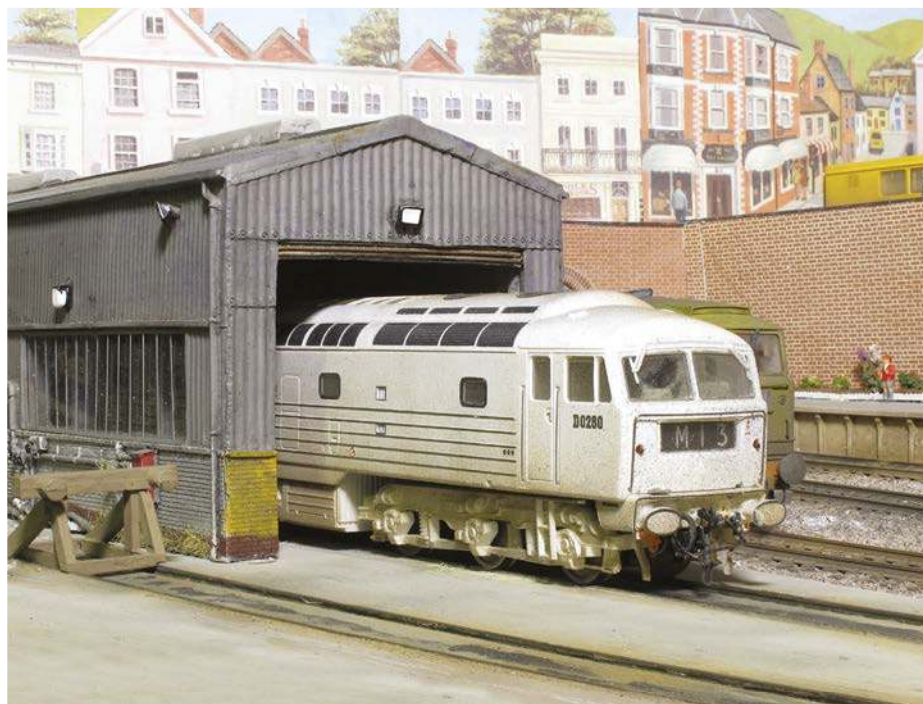
The modernisation plans of the late 1950s and early 1960s saw the change to diesel railcars for the branch and the closure of the goods yard at 'Greenside Vale'; road transport had certainly won here. The railway responded by building a centralised marshalling yard for the large town, closing about a dozen other smaller yards in the area, but then needed a servicing and stabling point for the locomotives serving the yard. 'Greenside Vale's' redundant goods yard was chosen and the down platform was removed, a small bay for parcels traffic cut into the up platform, and bi-directional running for the single platform introduced. It is this period on which the layout is based.

During the period from WWII until the period we model, the urban sprawl of the larger town and an expanding 'Greenside Vale' has virtually merged the two and is typical of many areas today with warehousing. A bus depot is prominent on the layout, built on what was, at one time, green fields.

Local trains ply the valley line with occasional parcels and engineering trains mixed-in, and locomotives arrive from the marshalling yard for refuelling and stabling. A maintenance shed is also on-site for minor problems.

All the above is, of course, complete fiction. The layout was mainly built by one of our club members and initially looked very different from what you see today. We have upgraded and improved various parts of it to fit in with the above scenario. Some of the improvements took some time to get right, and in fact, it might have been easier to start from scratch, but we live and learn.

As a club, we have a set of standards that must be met before any item is placed on



Lion is in the workshop for attention between duties. Many prototype locomotives feature on the layout, generating interest for the viewing public.



A busy scene at 'Greenside Vale' as D2600 (Class 05) brings in an engineers' train, as a Class 128 parcels railcar awaits its next duties in the bay platform.



Bird's eye view of the busy scene at 'Greenside Vale'.
The Class 128 diesel parcels unit is from Heljan, with
the two-car Class 108 from Bachmann.

the layout. These include weathering to some degree, usually undertaken by club members after some in-house training, as all the stock is individual members' property. Locomotives must have lamps or discs and a crew, and all rolling stock is also weathered with passenger stock populated. These standards were voted in by the members themselves.

We have a large selection of stock to choose from, including most of the early prototype diesels and these always cause some comment from our audience. You can sometimes see *Lion*, *Falcon* and perhaps 1Co-Co1 10201 parked on shed together.

The baseboards are MDF, which we certainly would not use again due to both

weight and inability to take trackpins without drilling first. The framing is softwood and the layout is supported by freestanding trestles.

The town was designed to look urban and has kit, modified kit, and scratch-built items used on it. It was a matter of trial and error placing buildings or cardboard mock-ups in place and shuffling them around until we were happy with the result. We are very pleased with the outcome and it has received many compliments at shows. The population came from many sources, including the internet and swapmeet stalls. The challenge is to step back, look at your work and not be

afraid to make changes.

The wall was made from Plastikard sheets and seemed quite daunting at first. However, with rail level items covering its lower part in places and the street scene taking the eye above it, the feared 'blandness' of it was mitigated, but perhaps it should be dirtier!

The track is Peco Code 100 and points are operated by Peco motors, all of which have proven to give good service. It is wired to be used as either DCC or DC, which gives us scope to use a wider variety of stock on the layout. Our members are mainly users of DC. However, we sometimes, at



The Co-Co 'Deltic' prototype glides past the engineers' road vehicle yard. They really should get that skip emptied!

an exhibition, have a day of DCC, then a day of DC to ring the changes. At a recent exhibition, a viewer watched as a locomotive slowly approached the shed and said "Don't they run smooth on DCC?" He was very shocked when we told him it was actually on DC! He commented to his friend "Mine won't run like that". We asked him if he cleaned his track and locomotive wheels

regularly and he gave us a puzzled look!

It's interesting to watch the public's faces when unusual locomotives appear on the stabling point and hear their comments. This, and our goal to keep something moving at all times, has proven popular with show managers and the public alike.

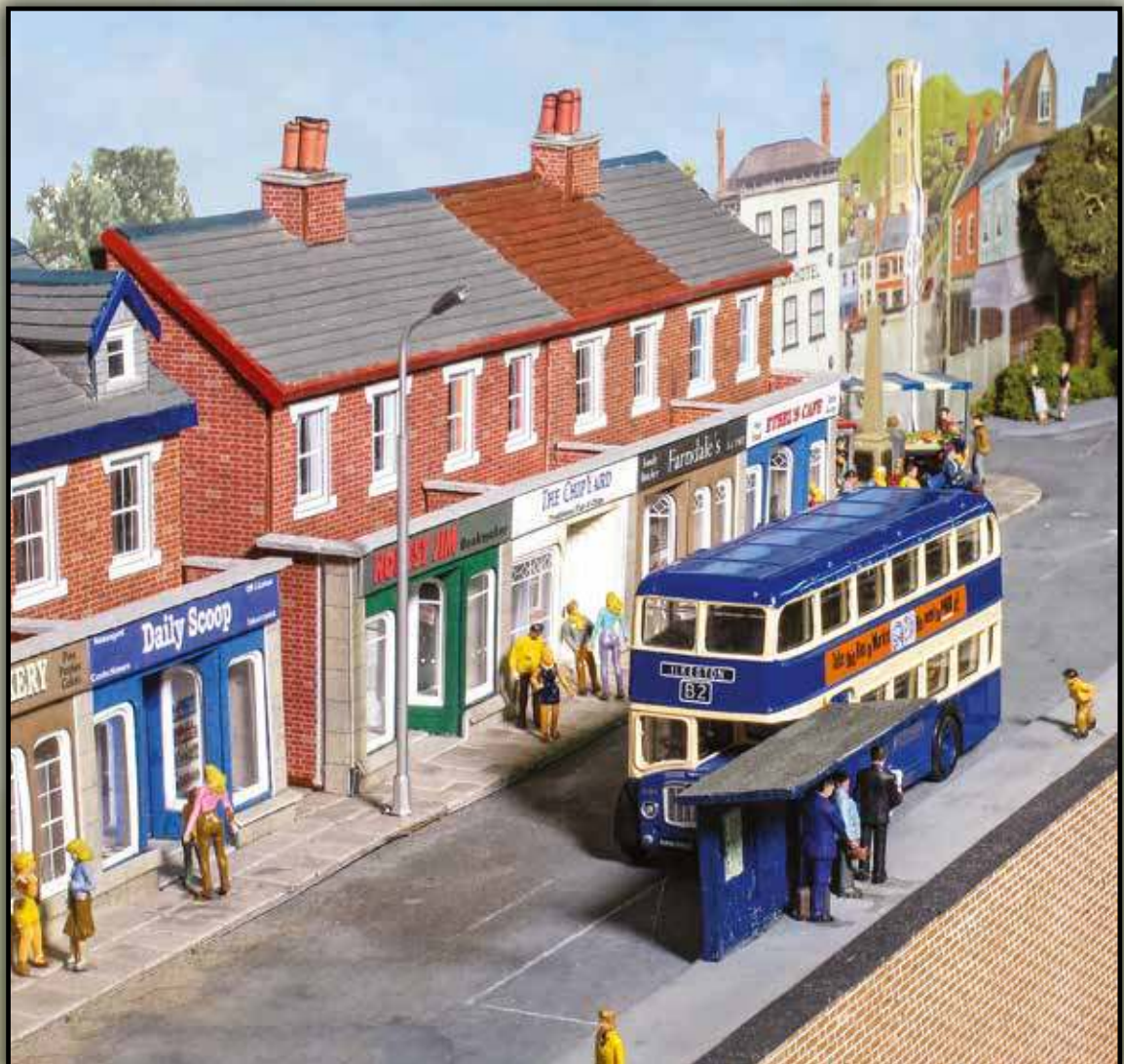
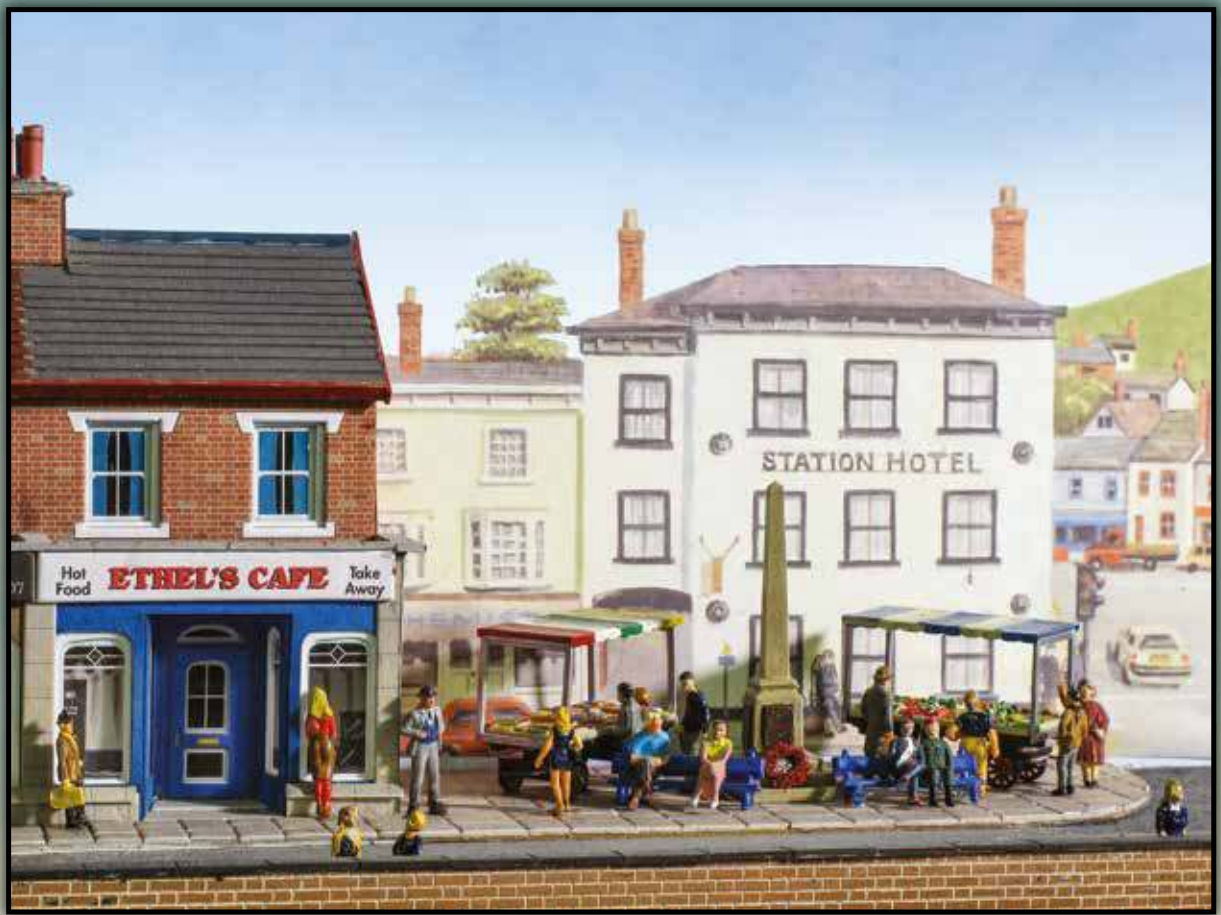
That's our story of 'Greenside Vale'. It took longer than estimated to carry out the improvements, and there are still a few more to implement, but that's railway modelling, isn't it?





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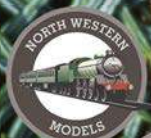
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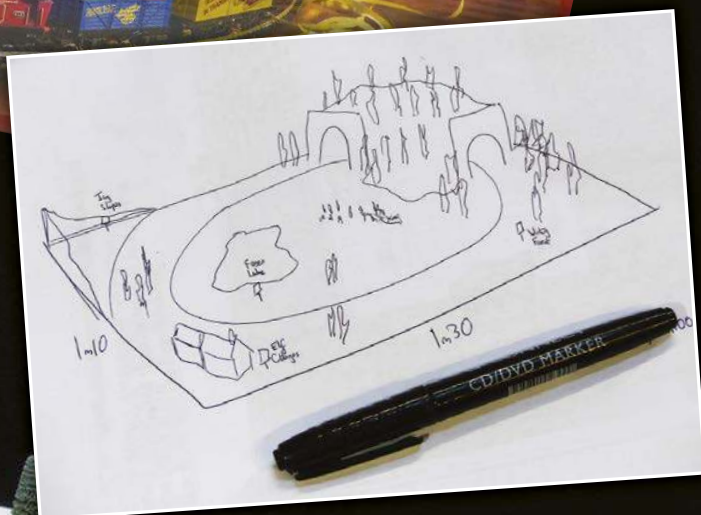
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THE BRM CHRISTMAS 2019 OFFICE LAYOUT

Words & Photography: Howard Smith

How difficult is building a model railway with no experience? Keen to find out, Howard Smith invited some of his BRM office colleagues to partake in an experiment.





Christmas brings families and relatives together with ease. Nothing beats the traditional turkey roast with cringe-worthy cracker jokes, the excess of chocolate and – if you're really lucky – white-capped landscape. On the gift front, for younger children, a firm favourite for many decades has been a train set. Sourcing one of these from a variety of retail outlets or model shops over the years has never been a problem, though it has left me wondering if any have reached their full potential. By that, I don't mean the exhibition-standard layouts that we regularly feature in the magazine. Let's face it, build-time and cost issues aside, presenting your children or grandchildren with something that's fragile and likely to be destroyed within minutes of handling isn't the best solution. However, assembling the components from the box and running them around the kitchen table for an hour until the next meal is prepared isn't quite as attention-grabbing and won't fire the imagination to the same degree.

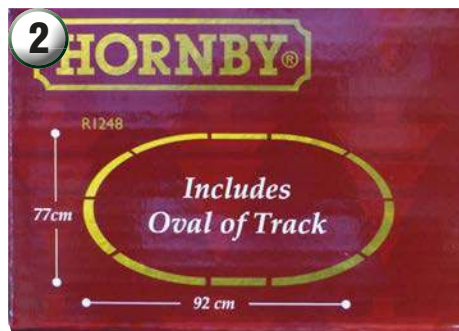
Perhaps there's room for a happy-medium – a compromise between something that's wallet-friendly, accessible to build and less ephemeral? Is the ambition for a moderately-detailed model railway achievable for novices? I enlisted the help of my work colleagues to find out.

The objective was simple – build a model railway with a Christmas theme, aimed at the junior enthusiast. It had to be visually entertaining, offering more than a boxed train set, but for little extra cost. The train set of choice was Hornby's new Santa Express (R1248), supplied with an oval of track, controller and transformer, locomotive and two wagons. With an RRP of £54.99, it's a good start at keeping costs low.

1



On the side or rear of most boxed train sets, you'll find a list of the contents inside. Take note, as not all are born equal. This freight set offers the chance to shunt wagons, though the track included lacks a siding.



The dimensions of the assembled set are an important factor to consider. The size of the baseboard must be larger than the track dimensions if you plan on adding scenery around the model.



Sanding wood is a simple procedure, but you can minimise the risk of getting splinters in your fingers by folding the paper over several times. This reduces the chances of a splinter passing through the paper - or wrap the sandpaper around a wooden block; an old dodge favoured by carpenters.



No clamps were required to hold components in place, though I worked swiftly, gluing and nailing each part in turn. A damp rag can be used to wipe away glue that has oozed out.



An old container with screw lid was useful for applying ballast, before working it around the sleepers with a finger. Usefully, Hornby's bags are resealable, but this method of storage is safest.



Armed with the dimensions required, I visited the local timber merchants who cut the 9mm quality grade ply precisely for £15. I've opted for a 110cm x 130cm baseboard, providing ample room for scenic features.



The baseboard won't be travelling to many exhibitions; hence its construction didn't require screws. I used Deluxe Materials Aliphatic Resin to glue components together. It's the glue of choice for cabinet-makers.



The contents were emptied from the box and tested. Hornby's track is pre-drilled, making it simple to fix with its (R207) Track Fixing Pins and the same small hammer.



It's a small layout, but a large baseboard. Keeping weight low was key, so the terrain was made from building insulation, gluing each layer together as required. The foil backing had to be removed from each.



When cut, ply is prone to delaminate at its edges, creating long, sharp splinters which must be sanded smooth. This edge had a little damage, so was used on the inside of the baseboard.



To hold components as they dry, 20mm bright steel pins were chosen. The tool of choice, a small hammer with steel handle that I made at the age of 15 after the thin wooden ones kept breaking.

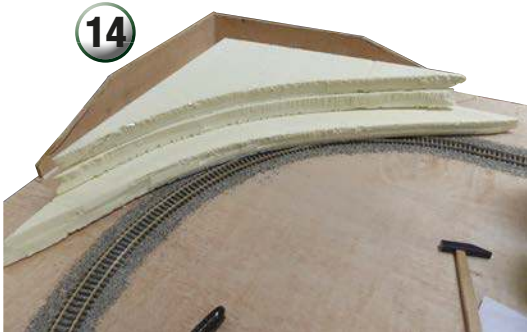


Early on, it was decided we'd give the layout a snowy landscape. Ballasting the track was still required, and a bag of Hornby's (R7166) Limestone Ballast was used.



The area to the rear of the foam hills was exposed, hence adding ply made the corners of the board stronger and less prone to damage. Small pins held the wood in position as the glue dried.

14



Layers were staggered to the rear like steps to create the basis for the slopes. Foam is a messy material to cut. Use a hotwire cutter if you have one, otherwise a craft knife works fine.

17



Two Faller (120558) Single Track Tunnel Portals were sourced from Gaugemaster. The single-track items are ideal for adding more interest to the landscape of a model, creating an area for the train to disappear.

20



An A4 sheet of frozen water (resin sheet) was sourced from Precision Ice and Snow. A DVD marker was used to draw a rough outline, before the sheet was carefully snapped to size with a pair of snipe-nosed pliers.

23



The large hill required a little more thought as to where sheets would be glued. A knife was used to shave bond corners, ensuring the grab adhesive made a strong bond.

15



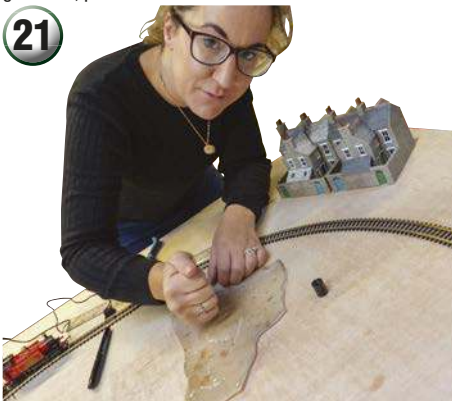
Ensuring an even spread of impact adhesive was the job of our designer, Ruth, who was tasked with gluing the foam boards together. Two tubes of the adhesive were required, ensuring ample coverage across all sections.

18



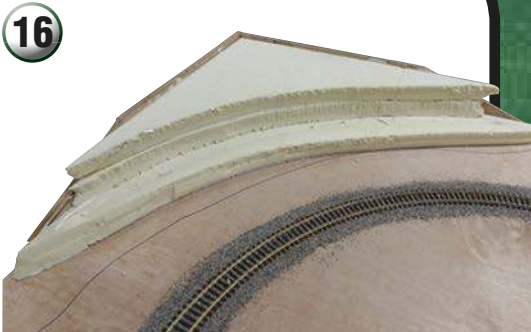
Carly, our marketing manager (right), is assisted by Amie (advertising manager), as she cuts the tunnel parts from the sprue. They were both quick to learn and with a little guidance, parts were soon cut.

21



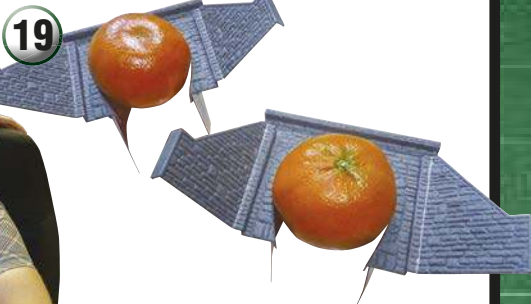
Debbie, our brand content manager, used UHU glue to fix the resin sheet into place. Its application was plentiful, though necessary because the plywood of the baseboard is such an absorbent material.

16



The rough outline of a hillside can be seen, though much cutting and shaping was yet to be done. The hillside was set aside for a few hours to dry, ensuring the landscape wasn't disturbed.

19



Finding suitable weights of the correct size to glue the printed tunnel inserts to the injection-moulded tunnel was simple – two oranges. The retaining walls were simply bent to shape.

22



Holding the sheet firmly into place were three full glasses of water. It would seem we were quite good at re-purposing food and drink to act as weights while things dried.

24



Angles where a craft knife couldn't cut deep or straight enough were cut with a mitre saw. Some polystyrene debris might have blown around the office during this process...



25

Retreating to an old store room which adjoins our office, I began carving the scenery. Using a craft knife in its fully-extended position (use with care!), I began shaving the corners of the sheets, blending them together.

26

Cutting the sheets was a messy process, though didn't take long. I was looking for a rough outline at this stage, avoiding sharp angles. Keep fingers away from the knife blade and a vacuum cleaner on stand-by.

27



Two cans of expanding building foam were used as a lightweight method to fill gaps around the tunnels and break up the monotonous outline of the hill. Once cut and shaved, a few air bubble gaps were left.

28



A trio of rock-making products from Noch was used next. Left, its (61230) large rock mould, centre, its (61232) three rock moulds and right, its (60918) rock casting compound. All were sourced from Gaugemaster.

29



The rock moulds were held into place using a cardboard support, made from the packaging material. I simply cut them to size with scissors and fixed them with tape.

30



Turning to the office kitchen once more, a bowl and knife were sourced. The rock moulds were sprayed with diluted washing up liquid, which acted as a release agent.

31



The 1kg bag of plaster is fast-setting, so work had to be performed quickly. A small amount was mixed at a time, pouring it carefully into the moulds and setting aside to dry.

32



A skim of wall filler was used over the light foam of the landscape to create a hard shell into which trees could be glued. It dried in a few hours, though applied late on a Friday evening, it had all weekend to dry.

33



The rocks were removed from their moulds and planted onto the landscape before the plaster dried. As a safety measure, I applied grab adhesive to their underside before fitting to the landscape.

34



Ruth, armed with a paintbrush, began painting the sides of the layout grey for more visual impact against the snow.



The landscape was sanded smooth with sandpaper, ensuring no rough bits of filler would show through when the snow was applied.



Painting the rocks was a simple task using Noch's (61200) Nature Paints Set. The six paints should be diluted with water at a ratio of 1:10. A sponge brush was provided, too.



I received two Full Ice and Snow Kits from Precision Ice and Snow. The bag of contents included its Fine and Extra Fine Powders, Ice and Snow Wash, a sieve, adhesive, paint and instructions.



A vacuum cleaner was used to Hoover up all the dust and allowed the landscape to be checked for imperfections. The area by the nozzle was left intentionally because we felt it mimicked the appearance of snow drifts convincingly - a happy accident!



The paint was dabbed over the plaster rocks using the sponge brush. I opted for its dark grey colour, which settled into the cracks. Ruth added accents using a small brush and the off-black colour.



Being careful not to waste the snow powder and following the comprehensive instructions, the sieve was filled to no more than halfway and carefully tapped from a height of around 1ft.

The layout surface was ready for scenic elements. Fixing the snow required a 50:50 ratio of water and PVA glue. The wood and plaster absorbed the glue quickly, so we worked fast on small areas at a time.



Not being a pessimist, simply a realist, you get a feel for when some things won't stay put - in this case, the snow powder. We emptied a can of extra hold hairspray over the model as a safety measure.

The card kits built in the office by team members were glued to the model with the same UHU glue, before being dusted with the snow. Some of it landed on the building rooves to complete the look.



I found the Metcalfe Terraced House relatively easy to assemble and didn't need much equipment. I used a scalpel, cutting mat and UHU glue. Double-checking the instructions was a must, though. I found the process quite therapeutic! I'm pretty certain my 10-year-old daughter could follow the instructions, too. Making some of the larger kits with her would be a nice project.

Ruth Jamieson, BRM designer



I was lucky enough to be asked to help out with the office layout by building a Metcalfe card kit. Being a fan of crafts, I was excited to build it. I really enjoyed all the steps that the kit took me through. I found it quite tricky in parts, but with a little patience I was able to finish it in a day. I loved the feeling when the whole thing came together. I would definitely like to build another and already have my eye on the village church! I feel like this might be my new hobby and I would be interested in painting my next project.

Emma Carter, Amie's daughter



44



Trees were from the Hornby range and we settled for its (R7199) Fir, (R7206) Large Fir and (R7207) Small Fir Trees. The handle of a paint brush was used to push a hole through into the scenery.

46



Scenic additions were added too, much to the amusement of my colleagues – the Santa scene with children and other children messing around on the frozen pond were both from Gaugemaster.

45



The roots from the tree bases were cut with shears, before coating the trunk with PVA glue and pushing it firmly into its allocated hole.

AN EXERCISE WORTHWHILE?

Asking around the office, I think the learning experience was as rewarding as the fun to be had. At times, the strong whiff of cheap hairspray drifted through the doors of the store room, leaving others to question what we were doing. The completed project was unveiled to the remainder of the office and all agreed that the layout was a good effort. For three days' work from start to finish, there's no denying that progress on such a project in a team can be swift. I found it more enjoyable collaborating on a project together – ideas were bounced around and some aspects were less repetitive. It introduced people to basic aspects of modelling and I'm sure presenting such a model to a younger enthusiast this Christmas would be a dream come true.



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BRM Office 2019 Christmas Layout

Ruth and Howard take a break from planting trees on the BRM Christmas layout to record progress.

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BRM meets...

P & D MARSH MODELS

The rise in digital technology may leave older techniques under threat, but P & D Marsh believe hand skills are still in demand. Debbie Wood meets with owner, Paul Andrews, to discover why.

Like many of us, Paul Andrew's love for model railways started at a very early age playing trains with his father. And similarly again, he took a break during his youth and then returned to the hobby when he had a son of his own.

It wasn't until a few years later, in the early 1990s, that Paul decided on a career change and was presented with an opportunity to buy P & D Marsh Models, with the help of his dad.

Many have assumed over the years that the name of the company stood for Paul and Dad, but it's actually inherited and the original company name stood for Pam and Dave Marsh, something that Paul admits, always creates a laugh.

"When I was very little, we had a model railway and then I sort of grew out of it and

came back again once I had a son of my own. Now, I tend not to have a model railway as I don't want to bring my work home with me," Paul explains.

Whitemetal casting is a popular choice for many modellers who want to use their skills to build three-dimensional scenic items for their layouts. Paul is a one-man band of sorts, but it's very much a family business. His wife helps with the painting of models and his son, Lewis, often helps with the packaging of products.

The P & D Marsh range has doubled over the last 30 years and Paul is always on the lookout for new products that rivals don't currently offer. P & D Marsh has a big N and OO gauge range, including laser-cut structures and models in painted and finished forms.

"We're always trying to add products that other people aren't doing but it's difficult," Paul says. "Everybody wants their model railway to look slightly different from everybody else. There are certain things that we've got that nobody else has, in particular, the N gauge industrial stuff. Some of the other items, like barrels and horses - lots of other companies do them, too."

When the company first started, Paul would sell directly to model shops, but over the years this has changed as online selling grew in popularity.

"When we first started in the early 1990s, we were very much trade-based, so we mostly sold directly to shops and if you wanted to be seen you had to buy magazine ads. But in the early 2000s, we had a website and started to sell more online. It was great because it was possible to put everything that you sell on the web like an online catalogue. So our trade shifted from selling directly to model shops onto retail."

One of the biggest challenges for P & D Marsh is competing with other suppliers for getting stock into the larger shops and retailers. Paul admits getting in front of the right people has proved very difficult at times and resulted in him seeking a wholesaler to team up with.

"We now work with Expo Drills and Tools, they take some of our castings and painted models and put them into shops and that's worked very well. Because they have a vast amount of stock, they're always higher up the pecking order when it comes to speaking to people."

As well as working with Expo Drills and Tools, P & D Marsh also generate a significant amount of business from online purchases and sales generated from shows.

Paul will attend around 10-15 shows each year, including regional and national shows. He also tries to support local clubs and will go to shows within a 40-50-mile radius of his home if travel costs allow.

According to Paul, for the bigger shows to survive they need to have quite a lot of people through the door and that generally



doesn't just happen from the local area. This means they have a better mix of traders and some layouts that maybe some local shows can't afford, which is why he actively supports the smaller clubs.

Working in the model railway industry for nearly 30 years, Paul has seen many changes, and one of the biggest for his business has been the move to digital.

"When we first started, to bring out a new model you needed a pattern, and from that pattern, you'd make the model and then cast it," Paul explains. "The original patterns were all handcrafted, which is a very skillful practice. But nowadays, it has moved to these being digitally-created, even sometimes using 3D-printing to cast the models, but that's very expensive.

Our search for patterns has changed from finding people who can create things with their hands, to working with people with computer skills."

Paul is optimistic about the future, but admits that he may find his business replaced by computers in the long run.

"Ultimately, we'll be seen as 'old hat' for the castings and 3D-printing will become the future, but at the moment it's too expensive. It's like calculators, my dad worked at Milton Keynes Development Corporation when they were building the city and when people were bidding to build a certain part of it, they had to send a calculator. Because calculators were so expensive, they'd only be considered for the bid if they sent one," Paul says. "But now you get them for nothing and it's the same with colour laser printers. 20 years ago if I wanted a big run of printed price lists, it would cost the earth, but now you can print reasonable quality at home for little cost and ultimately that'll happen with model railways."

"The advantage of what we have, as a user of old technology, is that a lot of our customers still tend to be retired. Some are tech-savvy, but a lot tend to stick with what they know. As we lose those and the younger generation gets older, computers will become the norm," he adds.

Technology has moved on considerably and, although it brings its fair share of challenges, there are some benefits too.

"It does allow fairly small production runs," Paul explains. "We no longer have to sell 5,000 models to break-even on a particular product as our tooling and moulding costs are much less than injection-moulding, and we haven't got to be constantly buying 3D-printing machines as they are getting better and better."



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Advancements in technology have also allowed the production cycle to speed up for Paul and, as a result, his business model has become more flexible. Now there are quicker and more efficient ways to get hold of patterns, a new product can be moulded in a couple of days and put into production.

Paul is very much led by customer demand when it comes to introducing new items to the range. The latest red telephone box is a prime example. Customers were constantly asking Paul when he would build one and finally, he's managed to bring it to market. Paul also does a lot of castings for people in North America and some of these products are transferable to the UK. Most recently, he produced a Harley Davidson motorbike for

his friends over in the USA, but demand for it here has surprised him, so we may see one launched here in the near future.

Despite the surge of modern technology, Paul has seen an increase in old-school methods and is optimistic about the future of P & D Marsh, "There seems to be almost a kickback with the hobby and people are moving away from games and I think some are realising that crafting and using your hands is coming back into fashion," he explains.

"I tend not to worry too much, you can only control what you can control, you can only do what you can do. We're busy at the moment, and that's a great place to be."

The P & D Marsh range spans many hundreds of scenic items, all of which can be purchased from its website or stand at shows.



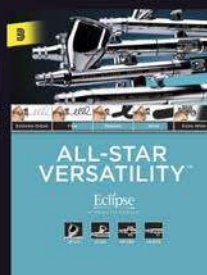
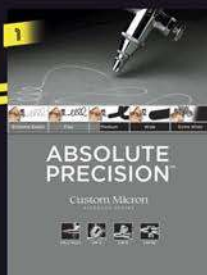
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ENHANCE YOUR RTR WITH TMC

Chris and Alex Yates of The Model Centre emphasise particular effects they seek to create when weathering a locomotive, to make your layout more authentic.

BUFFER GREASE

Over the years, our technicians have developed this technique and interpreted pictures to develop a realistic-looking buffer grease effect. We can actually tell which of our technicians has weathered something, just by the buffer grease!



PROFESSIONALLY-FITTED ETCHED NAMEPLATES

This is definitely a skill you master after many mistakes. To apply nameplates level, in the correct location, without glue spilling out from underneath and without traces of the fret they have been removed from requires a steady hand. If the locomotive has been repainted, it can be an expensive mistake if it goes wrong!

OUT OF SIGHT, OUT OF MIND?

It's actually very common for TMC to weather the underneath of models. As many models are now detailed underneath, too, it's nice not to ignore this area.

WASHER FLUID STAINS

The route the over-sprayed washer fluid takes as it leaves the windscreen can create a distinctive pattern, which our technicians can interpret to give a really impressive effect.



BRAKE DUST

Even if you're going for a light or value weathering, brake dust is something that will always feature as it's an unavoidable waste product as these huge heavy machines try to slow their huge train! Obviously this doesn't actually happen on the model, but that's why we're here!

ROOF EXHAUST PORT

We've all seen the cloud of smoke that comes out of a diesel after a cold start. So it might not come as a surprise that a lot of the exhaust particles find their way onto the roof of a locomotive. Depending on the class of locomotive and difference forces at play, exhaust dirt can present itself in many different shapes and sizes!



VARNISH SEALED

Every locomotive that leaves the TMC workshop has been varnish sealed. This helps avoid oil staining, which can get underneath weathering and weaken the finish. It also preserves models for when they are handled or being shipped. Matt, Satin, Gloss or a blend or mixture is used according to the final finish required.

WINDSCREEN WIPER SWEEPS

This effect represents a clear distinction between the dirt at the edge of the windscreen and the clean area where the wiper has operated. This is a really nice finishing touch that we apply to Custom Deluxe locomotives, although you will see it in our standard Light, Medium and Heavy weatherings occasionally. Every class of locomotive has a different sweep pattern and we make a unique wiper sweep for every different class.

TUMBLEHOME

This area is nicely represented showing the effects of wind on body side from water subject to air turbulence. We try to use prototypical effects rather than guess where rust and grime might appear. Highlighting aesthetically-pleasing prototypical grime is something we particularly enjoy.

STREAKING ON THE SIDES OF THE LOCOMOTIVE BODY

This effect is some of the most impressive and intricate we offer on models, and can give a really impressive finish. It represents dirt and grime on the sides of locomotives that has been subject to either high speed wind, extensive water streaking, or perhaps bits of the locomotive that the washing plant wouldn't have reached.



BOGIE GRIME

We can use up to eight different shades of browns, blacks, rusts and other colours to give an eye-catching appearance that will leave you wondering if this is a model or the real thing. Look at the bogie from a different angle and you might move more colours into view - just as you would expect if you were inspecting one in real life.

SPECIAL OFFER

Spend £200 or more on TMC's Value Weathering in a single order and we'll arrange collection of your models free of charge from your home address, as well as deliver them back to you, completely free! If you take up this offer, you'll also be entered into our competition to win a free locomotive of your choice from our website, worth up to £150.00. If you see a locomotive that costs more, you can opt to pay the difference.



BILLY BOOKCASE LAYOUTS: THE ROUND-UP

Words & Photography: Phil Parker

Phil Parker has built three layouts each to fit on an Ikea Billy Bookcase shelf. With the trio complete, how did working in the different scales compare?

BRM's Spring 2019 issue saw a new challenge land on my workbench. Create a series of layouts that could fit on a single bookcase shelf, but in three different scales. Along the way I was to try as many different materials and methods as possible.

Well, the job is done. All the layouts are built, so did I learn anything?

Planning

It doesn't matter what scale you are working in, you always need a few more centimetres to fit everything in. After all, 76cm x 26cm isn't a lot of space.

Oddly, N gauge wasn't that much easier to plan than OO. Maybe the point geometry is larger for the Kato track used, but I'm pretty pleased with the amount of action available

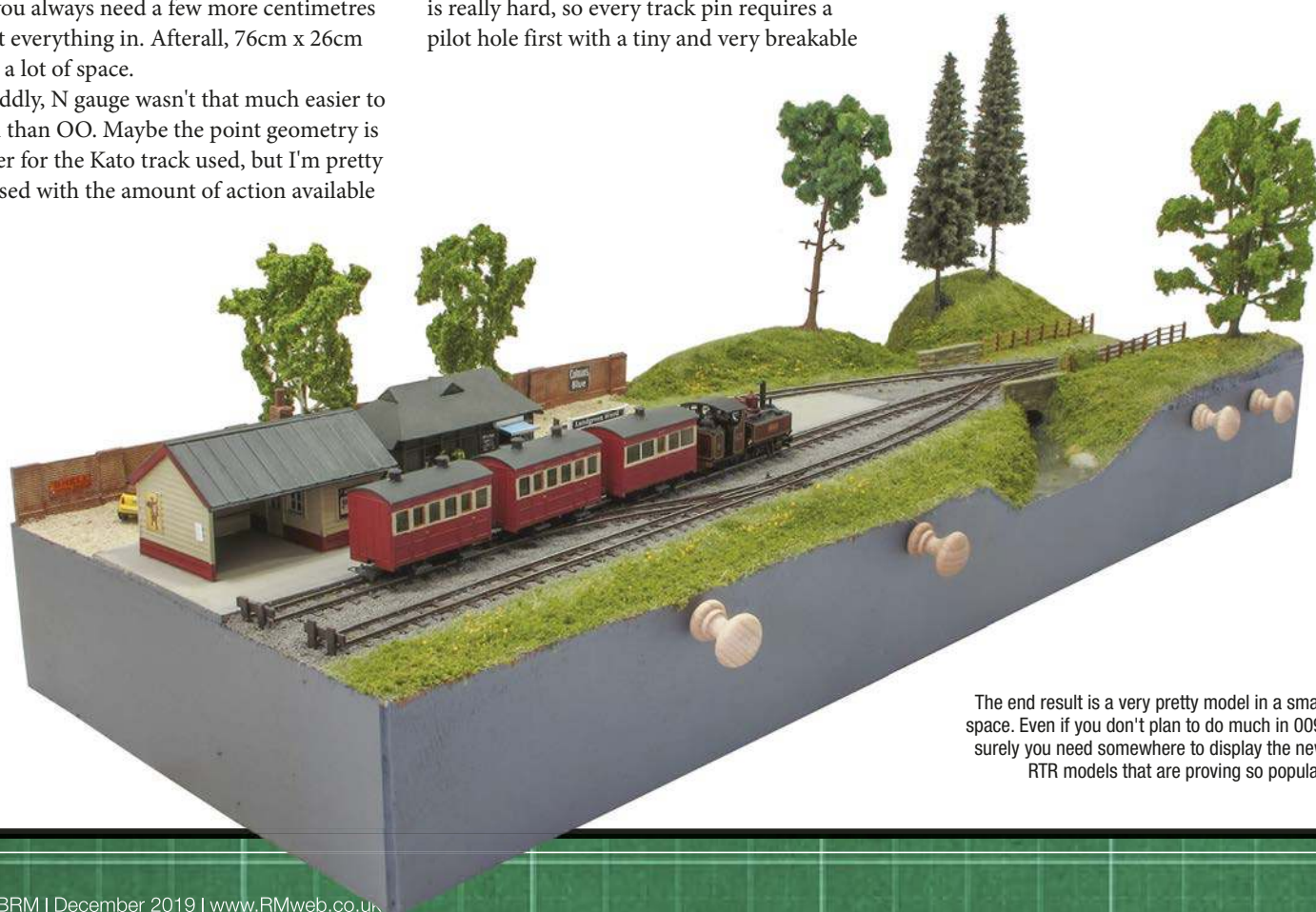
in the larger scale, whereas my N gauge model offers very limited operation. Possibly the best was the OO9 model, where the tighter track allowed for a proper run-round loop in the station. It's also arguably the most conventional of the three.

Baseboards

Three layouts, three baseboards. Starting with the N gauge, the lesson is that, though building on an Ikea shelf might be low cost, it also has its disadvantages. The surface is really hard, so every track pin requires a pilot hole first with a tiny and very breakable

drill bit. Worse, there's no chance of under-board point motors. Even the wiring was only hidden by fitting little rubber feet to lift the shelf off the table.

At the other end of sophistication is the foam OO9 board. I made a mistake in buying the material mail order and ended up with lots of lumps to stick together. Foam is lovely and soft to work with, making scenery a doddle. It is hard and flat enough to lay the track on, but pins won't hold so some



The end result is a very pretty model in a small space. Even if you don't plan to do much in OO9, surely you need somewhere to display the new RTR models that are proving so popular.

glue is required very early on, which can make laying flexi-track tricky as it will try to unbend on the curves.

On a small model, there wasn't the space to really go to town with hills and valleys, but I can see on a larger layout you'd be able to contour the landscape really effectively. The result is amazingly light, perfect for models that need to move around.

Maybe I'm old-fashioned, but I preferred the laser-cut board used for the OO gauge model - easy to assemble, strong and with plenty of space under the board for wiring and mechanical devices. Dipping below the board top with scenery can be tricky, but not impossible. There are good reasons why some methods become established.

Track

Kato Unitrack is wonderfully easy to use and saves a lot of messing around with ballast - a job I dislike. Mind you, on a small layout, it's not too much trouble and a neat job was achieved in OO9 and OO before I grew bored and started thinking that the real thing isn't so tidy after all.

Of course, the Kato track sits atop a mighty ballast hump and, while you might not notice on a large layouts, small scenes encourage intimacy, so some nifty scenic work was needed to reduce the appearance.

For the OO9 and OO models we went with Peco track and it looks great once weathered. Unless you fancy making track yourself for unusual formations, RTR track is the easiest option.

Scenery

If you're in a hurry, grab a static grass tool and model the countryside. Once the hills are in place, you'll get the green stuff planted in under an hour, even allowing for adding thicker undergrowth. I spent as long vacuuming up the leftovers and cleaning my fingers (so that I didn't mess up the camera) than I did flocking. It's very satisfying, too.

On a small layout though, is time an issue? I know modellers always moan they don't have enough of it, but when your layout is less than a metre long, nothing takes forever. Putting together the buildings for the OO model was time-consuming, but I still saw progress every few hours and that was enough to spur me on.

Seeing the results of your efforts is important and this is another area where small layouts score. Grab 15 minutes modelling time and making a visible difference is possible. OK, you might only fit a couple of point levers or a buffer stop, but

when you come back to the model, you can see what has been achieved.

Favourite features

OO gauge layout - The Metcalfe boiler-house. Covering the cardboard building with embossed Plastikard made an enormous difference to its look. If you didn't know better, you would believe I'd built the model from scratch.

OO9 layout - The point operating system. Pulling and pushing the little knobs connected to the tiebars works well, was simple to set up and is very satisfying. I might have been forced into this because fitting point motors to a foam board is tricky, but in this case I was glad.

N gauge layout - The station shelter. Construction took two goes, but the simple and somewhat grim model is perfect for a 1970s scene. You can't buy one as a kit or ready-to-use, either.

The bad bits

Not everything went to plan. Far more time than expected was spent on the OO model when my first attempts at spray

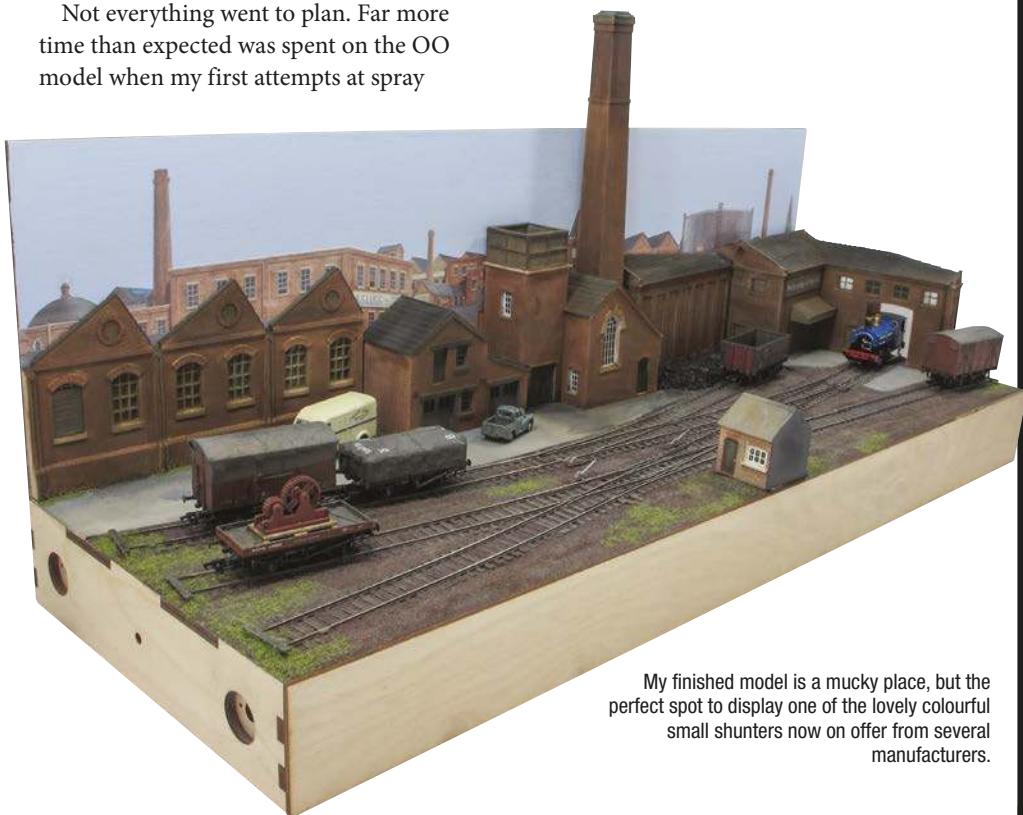
painting the track produced a distinct purple tone to the muck and dirt that should have been grotty brown. Fortunately, dry-brushing all the ballast and adding colour washes didn't take too long.

The OO9 river leaked a bit out of the ends when I poured it. Not much, but sanding the excess took about half an hour. At least I left it to dry before applying the grass because that took long enough to remove from the water surface.

Deciding that the first attempt at an N gauge shelter wasn't working hit me hard after a couple of hours working on it. The trick with scratch-building is to throw away anything you aren't happy with; it will only niggle at you later.

Conclusion

Three very different models but all attractive and fun to build. Sitting on a bookcase, they make a nice set, and even if I'm not running trains, make a great place to display my favourite rolling stock.



My finished model is a mucky place, but the perfect spot to display one of the lovely colourful small shunters now on offer from several manufacturers.

N gauge initially seems so small, but after a while you get used to this and your cutting and painting skills improve, something that will pay dividends when moving back up a scale or two.



TOP FINDS AT GAUGEMASTER

Browsing the online catalogue of a model railway retailer can reveal new finds. Howard Smith looks through Gaugemaster's website, highlighting items of interest.

There's lots to be said for visiting a model shop in person, though you need a sharp eye to spot items of interest. In smaller shops, it's often the case that not every item is on display because of lack of space. A regularly-updated website becomes a treasure chest to the model railway constructor who needs to buy an item by reference number without fuss. It can be even better for browsing if you don't know exactly what you're looking for, too.

Gaugemaster has a host of products on its website, most of which are kits, though delve a little deeper and you'll find tools, RTR products, adhesives and consumables, electronics, scenic accessories and most importantly, its range of model railway controllers. Here's my selection of useful tools and layout accessories that are wallet-friendly and can be justified on most model railways. What will you discover on your next online visit?

GAUGEMASTER GM587 PRO PAINTBRUSH STARTER SET

Painting the really fine details on models isn't easy. This Pro Paintbrush Starter Set contains a lightweight acrylic and alloy body with two tips (7mm, 9mm). These have synthetic nylon bristles that maintain their shape, making them ideal for painting small details with greater accuracy. The removable tips allow you to quickly switch between brushes. Replacement nylon brushes can be bought individually, further extending the versatility of the unit. Ideal for detail work on rolling stock, buildings or locomotives.



GAUGEMASTER GM401 OO GAUGE FORDHAMPTON STATION KIT



Looking for a weekend project or a building you can customise for your model railway? The Fordhampton range of plastic building kits offers plenty - choose from railway buildings or structures and large scenic accessories alike. These are an ideal way for beginners to cut their teeth at plastic kit construction after dabbling with card building kits. This station kit could be cut in half to make a half-relief building twice the length, or adapted in other ways to make it slightly different than that from the box.

WHERE TO BUY?

All of these items can be bought in store or on the Gaugemaster website.

W: www.gaugemaster.com

T: 01903 884 488

A: Gaugemaster House, Ford Road, Arundel, West Sussex, BN18 0BN



SEEP GMC-PM10 CLASSIC SOLENOID POINT MOTOR

Designed for simple installation with a reversible mounting plate and solder-free terminals, this solenoid point motor from Gaugemaster will work with Peco, Bachmann and Hornby track commonly used in the UK, though can be adapted to fit others, if desired. A simple and cost-effective solution to changing points, the PM10 has slots and holes to make adjustment easier, with plated metalwork to prevent rust and fibreglass PCBs for a longer life. Mounting screws are included, as is a throw-bar extension if you need to mount your motor in a hard-to-reach location.

The PM10 has high-efficiency coils, requiring less current than other brands, making it more reliable if switching multiple points.



GAUGEMASTER GMC-COMBI SINGLE TRACK CONTROLLER

One of its best-sellers and considered to be an ideal upgrade to many basic train set controllers, this 1.1A 12V DC controller is supplied with a transformer that plugs directly into the mains. A 180cm lead to plug into the back of the controller ensures that it can be mounted to the layout without wires under tension. Made from high-impact ABS, the entry-level controller offers the same running characteristics as its other traditional units. Its 16V AC output is ideal for powering lighting or other accessories on your model railway, too.

GAUGEMASTER GM385 VEHICLE LIGHTING KIT



One of many lighting packs available from the retailer, this pack of three 4mm:1ft scale tapered post gas lamps in LMS Maroon have a light-controlling circuit included, which can be plugged into your 12V model railway wiring. Prototypical post extensions are provided should you need to raise the 60mm standard height of the lights. Choose from a tall base (23mm) or short base (13mm). See the large range of lamp colours on its website.

GAUGEMASTER GM195 SEAFOAM TREES

An instant upgrade to the scenery of your model railway can be achieved using this box of natural trees from Gaugemaster. Known as seafoam, the dried sprigs provide the ideal armature on which to spray glue and cover with foliage in the colour of your choice. Alternatively, spray a bark colour and leave bare to give your model railway a winter look.

KESTREL GMKD1000 N GAUGE STATION KIT



It's particularly useful to have options for N gauge model architecture. If you don't quite feel confident at scratch-building with its potential challenges such as cutting out window or door apertures and making perfectly square cuts, a kit is a good start for beginners. Gaugemaster's Kestrel range of kits are injection-moulded in pre-coloured plastic, so you don't have to make accurate cuts, simply cut each part from the sprue following the instructions, file edges smooth and glue with a solvent adhesive. They are ideal for your first painting project, too. Why not add to the station using other accessories from the range?

GAUGEMASTER GM780 LINESIDE SCENIC SOUND MODULE

Add atmosphere to your model railway with this compact digital sound module. The small unit with integrated loudspeaker can be powered by a 8-16V smooth DC power feed for random natural sounds. Simply connect the power to the input via the two screw terminals or your DCC power bus. Each unit features adjustable volume control. Visit the website to hear a sample of the sounds that can be played.



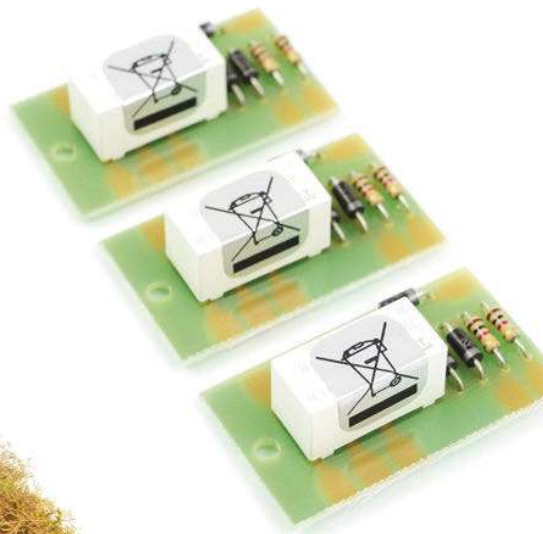
GAUGEMASTER GM695 MODEL RAILWAY SCREWDRIVER SET



One of the essentials for any railway modeller's toolbox, a set of precision screwdrivers is ideal for removing the many miniature screws fitted to RTR models if fitting a DCC decoder, installing passengers or gaining access to the inside of models to perform repairs. This 11-piece set includes nine precision screwdrivers - Phillips: Nos. 00, 0, 1 Slotted Blades: 1, 1.2, 1.4, 1.8, 2.4, 3.0mm, a scratch awl and a pair of tweezers.

GAUGEMASTER GM500 UNIVERSAL RELAY SET

This self-latching relay module can be used in conjunction with standard three-wire point motors to control its frog or a signal. Its Double Pole Double Throw (DPDT) contacts are ideal to reliably switch the polarity of your track and prevent the need for another switch on your control panel that might be overlooked. The switch contact rating is 0-30V at 2A max. Wiring diagrams for its uses can be found on the website.



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PETERBOROUGH SHOW PREVIEW

The 2019 National Festival of Railway Modelling is almost here and this year is looking bigger and better than ever. It's an event not to be missed!



Bewdley (OO)

Graham Heald modelled this iconic station on the Severn Valley Railway, assisted by members from Wirral and North Wales Model Railway Club.

Over 100
traders

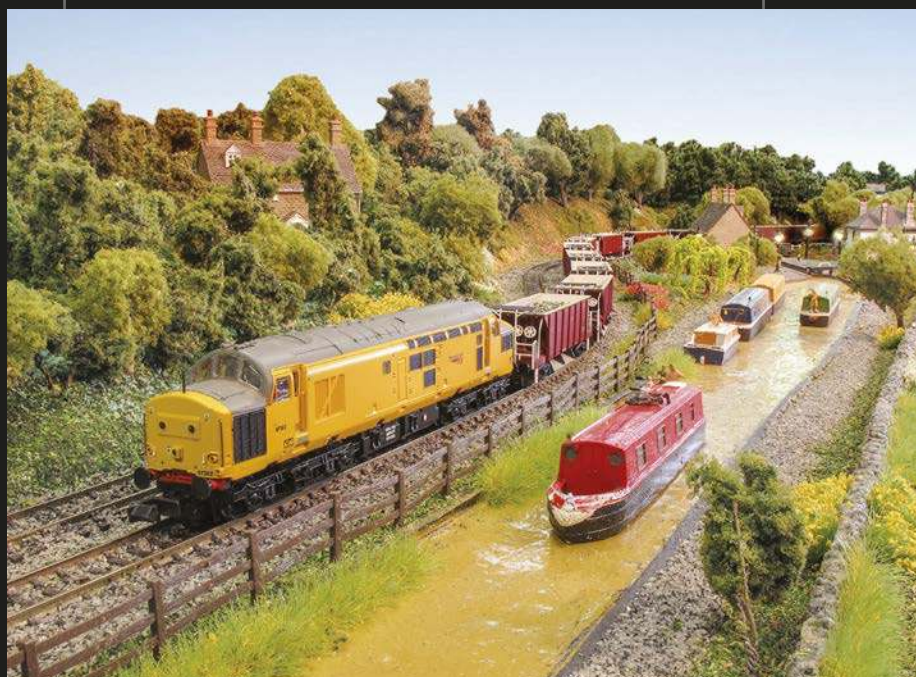
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layouts

Layout Listing

Avyn-A-Llyn (009)
Bewdley (OO)
Binns Road, Toys of Yesteryear (O)
Bluebell Cutting (N)
Bodmin (P4)
Brent Eleigh West Suffolk Light Railway (009)
Burnham on Sea (N)
Chrilvinton Road (N)
Devonport Road (OO)
Durham Street (O)
Ealing Road (OO)
Eu (le Treport) Depot (O)
Goathland in OO (OO)
Hills of the North - The Spirit of Shap (OO)
Karolina Falls (ON30)
Kirtley Bridge (O)
Leysdown (P4)
Mackenzieville Yard and Glendale Junction (N)
Modbury Torr (TT)
Nine Mills (N)
Oakley Green (OO)
Obervaz Swiss (H0m)
Project Iraq 2003 (1/35 NG)
Ridgmont (32mm)
Smallbridge Junction (009)
The Whiteleaf Tramway with Rack Railway (G)
Thomas and Friends (OO)
Towcester (OO)
Webb's Wharf (GWR)
Woodcroft (EM)
Yorkshire Pennines (N)

Bluebell Cutting (N)

A childhood model railway leads to a lifetime in the hobby for Stephen Williams, whose latest layout featured in the July 2017 issue of **BRM**.





Ealing Road (OO)

The first series of the Great Model Railway Challenge started with a bang when Missenden Modellers caused controversy over their number of pre-built items. Later, they completed the layout.

Towcester (OO)

Exploring the possibility that this Northamptonshire location survived the Beeching cuts, John Norton and George Woodcock created this model, set in 1978.



Yorkshire Pennines (N)

Demonstrating excellent use of computer control, this exhibition crowd-pleaser provides a surround-viewing experience, inspired by an area of outstanding natural beauty.

ESSENTIAL INFORMATION

When? December 7/8

Where? East of England Arena & Events Centre, Peterborough, PE2 6XE

How much? BRM Subscribers £8, Adult £10, Children £5, Family (two adults and up to three children) £30.

Tickets are on-sale online now!

Advance booking is available until noon on December 6, 2019. All children with pre-booked tickets can collect a gift from the children's area.

For more information, head to www.world-of-railways.co.uk.



How to build a baseboard

Join members from Market Deeping and Sleaford Model Railway clubs as they provide live demonstrations on how to build your first model railway. Baseboard construction, wiring and laying track will be covered across the two days.

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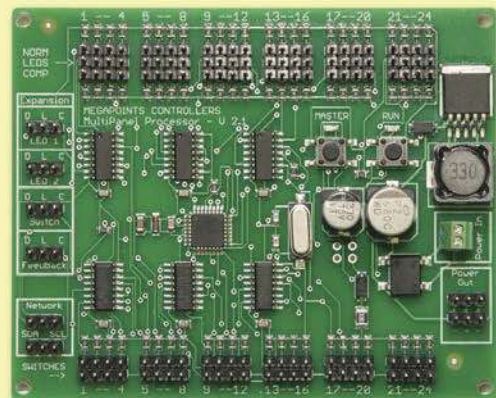
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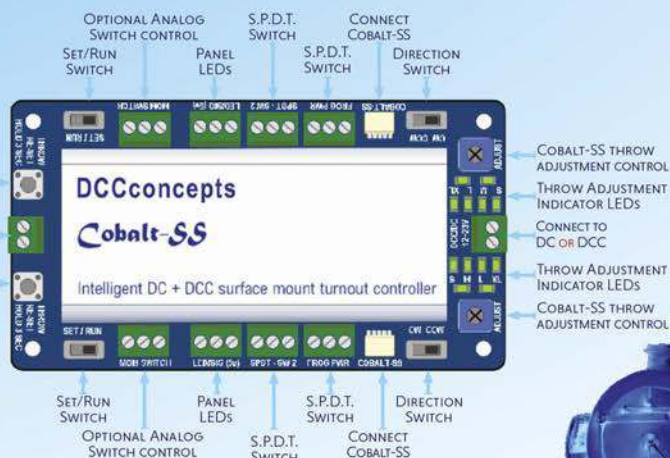
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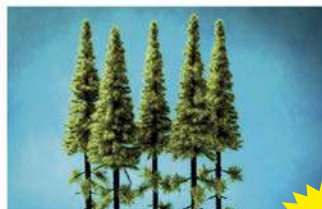
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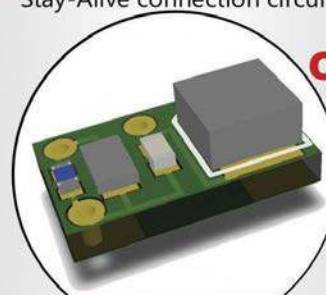
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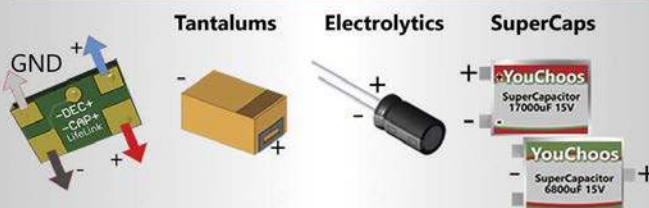


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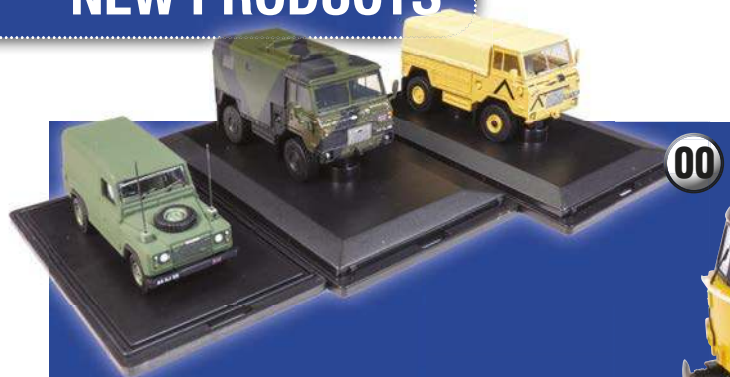


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With 'Warwell' wagons now in circulation on model railways from Oxford Rail and Hatton's, why not treat yourself to a miniature wagon load? Choose from the following three, all in military guises and camouflaged from miniature diecast vehicle specialists, Oxford Rail. Land Rover Defender (76DEF003) in matt green with radio antennae, Land Rover Forward Command in 1991 Gulf War desert sand camouflage (76LRFCC003) or NATO Green (76LRFCC001). Add miniature wheel chocks and ratchet straps for authentic detail.

Price: Forward Command (each) £10.95

Land Rover Defender £5.95

W: www.modelrailshop.co.uk

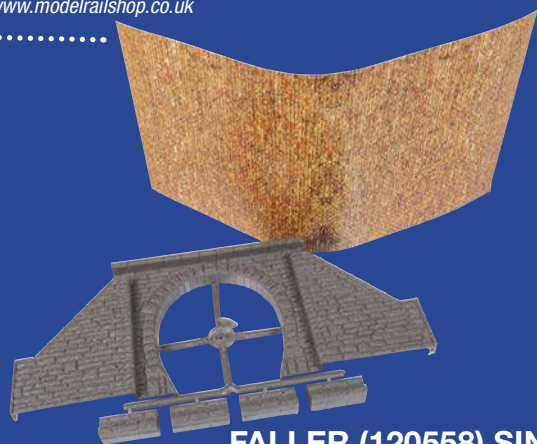


HORNBY (R3656) 87019 SIR WINSTON CHURCHILL VIRGIN TRAINS LIVERY

Built at Crewe and entering service on March 11, 1974, 87019 was allocated to Willesden depot. Named *Sir Winston Churchill* in May 1978, it would carry the name until its repaint into L&NWR lined black livery during March 2005, hence is suited to the 1997 to 2005 period. The locomotive was withdrawn in 2006 and since 2007 has operated in Bulgaria. We reviewed Hornby's excellent model in the November 2018 issue of BRM. It's now arriving with stockists in this livery.

Price: £169.99

W: www.hornby.com



FALLER (120558) SINGLE TRACK TUNNEL PORTAL

Use this tunnel portal to create a hidden layout feature, with opportunities for landscaping above, or conceal a hidden exit to your fiddle yard. Injection-moulded from plastic, the retaining walls can be bent from flush to suit any angle and are detailed to give a stone effect. Included is a printed card section of brickwork which can be bent to form the tunnel interior. Turn to page 78 to see how we added two of these to our Christmas project layout.

Price: £8.75

W: www.gaugemaster.com

SCALE MODEL SCENERY (S017-00) MODERN LINESIDE SIGNAGE



This A5 sheet contains more than 120 speed restriction, stop, limited clearance, whistle, supplementary arrow signs and countdown signs. Printed at a high resolution onto tear-proof paper, then laser-cut for accuracy, the sheet contains 20 lengths of 1mm diameter grey plastic rod to make poles. Simply drill a 1mm diameter hole in your baseboard, cut and paint the plastic pole to suit and affix the sign with glue.

Price: £4.99

W: www.scalemodels scenery.co.uk

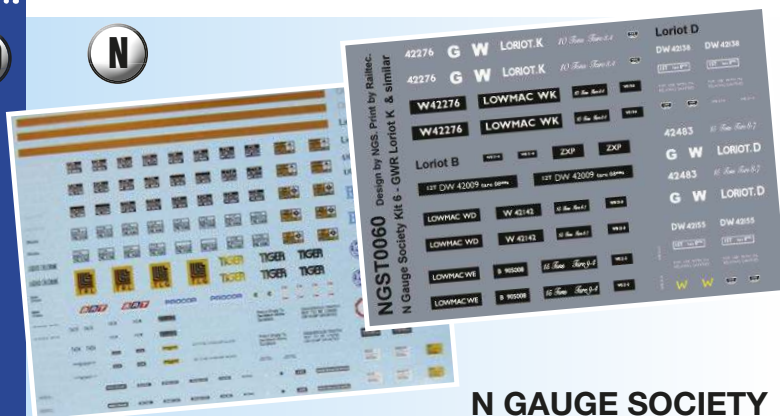


HORNBY (R7230) HARRY POTTER HOGSMEADE STATION BUILDING

Are you a wizarding fan? Do you know your Quidditch rules? Build your own fantasy Harry Potter-themed model railway this Christmas with the newly-branded selection of resin-cast buildings and accessories from Hornby. First to arrive with retailers in white packaging with Harry Potter logo is this Hogsmeade Station building, based on Goathland station on the North Yorkshire Moors Railway. See more items from the range on its website!

Price: £59.99

W: www.hornby.com



N GAUGE SOCIETY WAGON TRANSFERS

The N Gauge Society is increasing its selection of transfers for its kits. Available with its newly-released kits and also separately from the Society, though only to its members, its ever-growing range covers rolling stock from the steam to the corporate blue era of modelling. Pictured is a sheet for its 'Loriot' K wagon kit (as featured in the October 2019 issue of BRM) and its sheet for TTA and TTB tank wagons. For pricing, availability, or to become a member, visit its website.

W: www.ngsjoin.com

VISIT WWW.WORLD-OF-RAILWAYS.CO.UK/BRM FOR THE LATEST PRODUCT NEWS

ISINGLASS MODELS 3D-PRINTED LNER EAST ANGLIAN SET

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Designed using CAD software from its extensive archive of coach diagrams, Isinglass Models is offering 3D-printed coach kits to depict vehicles from the LNER's 'East Anglian' set. Comprising of six carriages of diagrams 236-240, each kit includes 3D-printed sides, ends and roof, with torpedo vents. Customers must source wheels, bearings, buffers and couplings to complete, or alternatively, a pair of 3D-printed LNER 8ft 6in bogies can be sourced from the manufacturer.

Price: coach kit (each): £30.00, bogies: £7.99 (pair)

W: www.isinglass-models.co.uk

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NOCH (22110) ILLUMINATED CHRISTMAS TREE

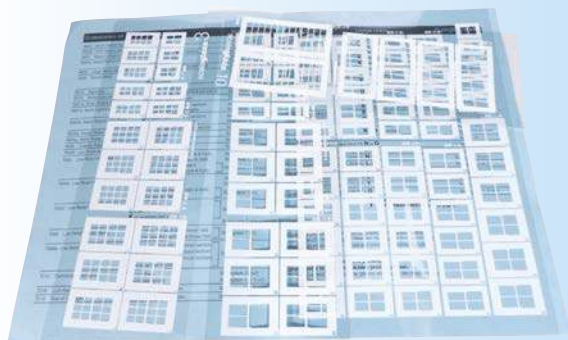


Add a little festive cheer to your model railway or living room mantel piece this Christmas with this snowy illuminated Christmas tree. Suitable for any scale – depending on how large or small you'd like your tree to be – the tree can be connected to a 500mA 16V AC or DC source. Fitted with warm white LEDs, if made into a small diorama, it's the ideal Christmas present for modellers and non-modellers alike.

Price: £27.50

W: www.gaugemaster.com

SCALESCENES SCALEGLAZE MODEL BUILDING GLAZING



From Victorian terraced houses to large warehouses, mills or factories, the Scaleglaze range of screen-printed glazing can be used on a variety of buildings in different scales. Professionally screen-printed on 0.1mm clear film, Scaleglaze is a simple cost-effective alternative to the cut-out and printable windows supplied in all its kits.

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W: www.scalescenes.com

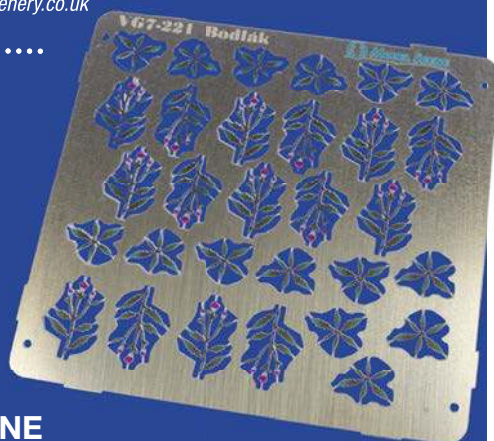
SCALE MODEL SCENERY (LX261-00) GAS BOTTLE CAGES

Add a common feature to the outside of your industrial buildings with this new kit from scenic accessory specialist, Scale Model Scenery. Used to store large gas bottles, safely, this pack of two laser-cut sheets of different thicknesses can be cut out using a craft knife and assembled in minutes with a PVA-type adhesive in a fine-tipped applicator. Painted red, they're sure to add instant detail to your layout.

Price: £3.99

W: www.scalemodelscenery.co.uk

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MODELSCENE (VG7-221) THISTLES

Etched from brass for precise detail, this pack of 15 thistles are great for adding detail to your lineside vegetation, dioramas, fields or neglected areas of land. Pre-painted green stalks with tinted green leaves and detailed flower heads alleviate the burden of painting the very small details. Simply twist or bend to shape, including an etch of extra foliage per plant, if required. Enquire at your local Albion Hobbies stockist for further details

Price: See your local stockist

W: www.albionhobbies.com

RK EDUCATION (RKCON1) TERMINAL BLOCKS



New this month from electronic component specialist, RK Education, is a series of terminal block modules. They are of use to layout builders for a wide range of wiring jobs. Each module has two three-way terminal blocks to allow wires to be securely attached using a screw driver. Between the terminal blocks are breakout pads for extra versatility. The units are supplied pre-soldered in sets of 10 modules and includes PCB mounting pads.

Price: £4.99 (set of 10)

W: www.rkeducation.co.uk

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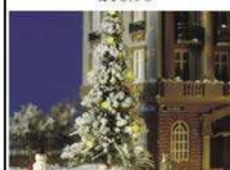
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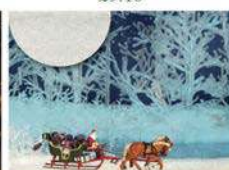
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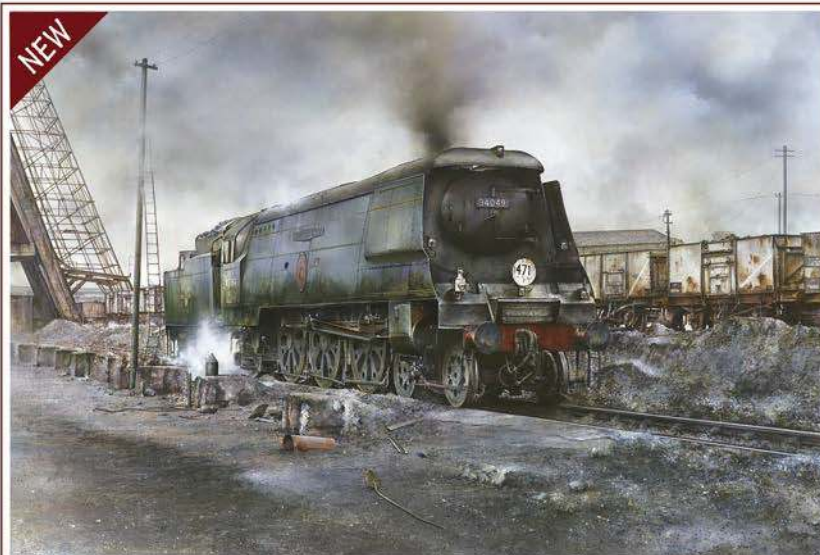
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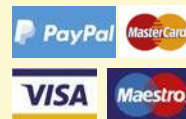
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BACHMANN

LNER J72

Words & Photography: Tony Wright

It's over 40 years ago that Palitoy, under the 'Mainline' brand, launched an RTR J72 in OO gauge. At the time, it was revolutionary, with a high degree of detail, including separate wire handrails, excellent livery-application and a split chassis that obviated the need for wiper pick-ups. Though its looks were good, performance was erratic. The wheels - with their 'star-screw' method of fixing to the axles - were wobbly and had a habit of going out of quarter. Later ones had the wheels friction-fitted to the axles, which was an improvement, though poor running on some examples was still an issue because of the 'pancake' motor. In time, the models passed to Dapol, and Bachmann used the same tooling from 2000 until 2008. This latest model from Bachmann shares very little with its predecessor.

The prototype J72s must be unique in that their building took place over a

period of no fewer than 53 years! These shunting 0-6-0Ts were originally built by the NER to the design of Wilson Worsdell, beginning in 1898. By the Grouping in 1923 a total of 75 had been built, most erected at Darlington but some by Armstrong, Whitworth in Newcastle. The LNER built 10 at Doncaster, and finally, BR built a further 28 at Darlington between 1949 and 1951, giving a grand total of 113. The first 20 had Ramsbottom safety valves in a brass 'trumpet', but all the others had Ross pop valves. In early LNER days, the class was painted black/lined red, but this only lasted until their first shopping, when plain black became standard. As shunting tanks they had no vacuum brakes, but in 1937 two of Gateshead's allocation received vacuum brakes, steam heating pipes and screw couplings for station pilot work at Newcastle Central Station. Being in the public eye, they also received a reversion to LNER



lined red livery. One, 2313, is the subject of the model under review. By the War, both were back in plain black. In 1947, No 8680 (ex-1720), still on pilot duty, received full LNER lined green painting. By 1949 it was renumbered as BR 68680 and carried the first BR device. In 1952, it received BR lined black, before returning to the ranks of plain black in 1959. Indeed, British Railways painted the rest plain black from 1948, but now in the number series 60XXX. Two more received special treatment in 1960, when Nos. 68723/36 received full NER lined green livery (but with BR numbers and the second BR device as well as the NER one) for their work as pilots at Newcastle and York respectively. Later, 68736 joined its sister at Newcastle. Both were withdrawn in 1961.

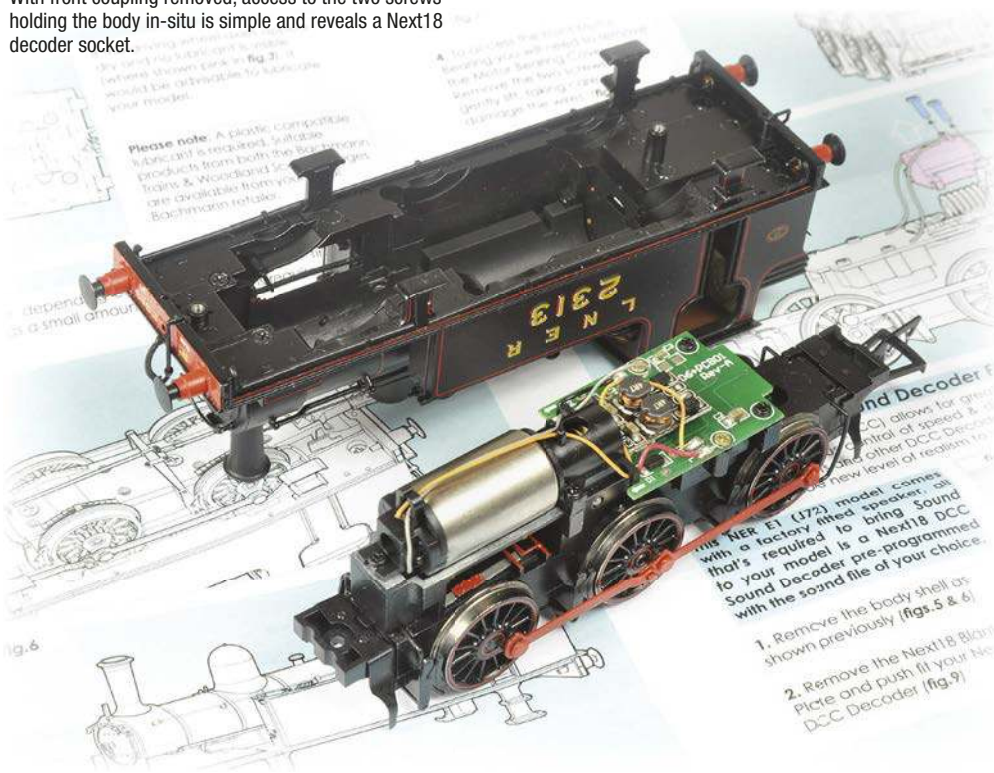
Though a pure NER design, at various times they could be seen in all parts of the LNER/BR/ER/NER/ScR, including their native North East, Harrogate, Leeds, Hull, Aberdeen, Glasgow, The Wirral, North Wales, London, Doncaster and Ipswich. Withdrawal of the class took place between 1958 and 1964. Two went into Departmental Stock until 1966, when one (the ex-69023 – a BR-built example) was purchased for private preservation. It was then named *Joem*, a contraction of the owner's parents' names.

As for this new model, first impressions are very favourable. As mentioned, it represents No. 2313, one of the pair fitted with vacuum brakes for pilot work at Newcastle and afforded LNER lined red livery in August 1937. It retained this 'celebrity' colour scheme until August 1940, so it's quite a tight time period represented, as well as a tight geographical setting. Consulting the drawings, photographs and documents in my possession (mainly the RCTS 'green series and Yeadon), this beautiful little locomotive matches up exactly in every department. The overall dimensions are spot-on and the attention to detail is incredible. There are so many separate fittings at source that one wonders at the complexity of the production line required to assemble these splendid wee tanks. The cab interior is a work of art! The correct Group Standard buffers are sprung as well. As a professional locomotive builder, having erected a K's J72 in the past, I know I'd have to do my very best to get near this standard. And, the best I could do would be to approach it, not equal it! A professional painter – which I'm not – would struggle to match this livery-application too. To say that it's 'perfect' is not an overstatement.

The lining is incredibly fine, and the only way I could read the writing on the builder's plate (built by Armstrong, Whitworth) was to photograph it – it's actually legible! The only thing I'd query is the red-painting of the buffer stocks. The LNER painting spec' was for black stocks, but Darlington often went its own way in this regard, frequently painting them red – as on the model. Conclusive photographic evidence is difficult to find, so I'd suspect that red stocks is right on this model, even though it's 'unofficial'.

Regarding performance, this, as with the locomotive's looks, is exemplary. Having once owned an original Mainline J72 (which ran even worse than the K's one I built!), there is no comparison, only contrast. Long gone is the pancake-motored split-chassis (thankfully all split-chassis have been replaced, not least because of their DCC-fitting difficulty). This new one is super-smooth, quiet, responsive and extremely powerful. The drivers (which are exquisitely-lined) are true-round and concentric, with consistent back-to-backs. Performance through hand-made and Peco pointwork was perfect with no jerking or stuttering at all (though I have no dead-frog points to test it over, to be fair). I sweat blood and tears to get performance like this from the locomotives I build! It easily hauled a full rake of heavy, kit-built carriages (helped by its part-metal body construction), thus

With front coupling removed, access to the two screws holding the body in-situ is simple and reveals a Next18 decoder socket.



datafile

BASICS

Manufacturer: Bachmann Europe Plc

CATALOGUE REFS:

LNER J72 Tank No. 2313 Lined Black (31-060)

RRP: £124.95

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

Era: 3 **Weight:** 195g

Company/Operator: NER, LNER, BR(ER and NER)

Body: Diecast metal **Chassis:** Plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM-mounted Tension-lock

making it ideal for the main line station pilot duties it was meant for. The model is DCC-ready, and the instructions inform us that it comes with a factory-fitted speaker. All that's needed is a Next18 DCC Sound Decoder pre-programmed with the sound file of your choice. There's even provision for a DCC firebox glow.

Standard tension-lock couplings are fitted in NEM pockets. The front one of these needs removing to access the front screw holding the body on. There is a bag of separate parts, including screw couplings, steam heating pipes and lamps for those who wish to make the loco look more realistic.

In conclusion; an outstanding model in every department.

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Andy York and Phil Parker compare the Mainline J72 0-6-0T of old with the new Bachmann model.

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LOCOMOTION MODELS WESTERN

Words & Photography: Andy York

D1023 *Western Fusilier* was not only the last 'Western' to receive a general overhaul, but was one of the last two 'Westerns' to work in revenue service on BR, along with D1013 *Western Ranger* (now preserved on the Severn Valley Railway). The pair double-headed the 'Western Tribute' railtour of February 26, 1977 from Paddington to Swansea and Plymouth and the return to Paddington.

The weekend before, D1023 came to the rescue of a failed D1010 *Western Campaigner* on the 'Western Requiem' railtour to the Welsh valleys, returning the train to Paddington where it was the subject of a well-known night-time photograph wearing the headboard and a wreath on a lamp-iron. And so, the much-loved

'Westerns' came to their end of service and D1023 passed into the National Collection for display at York.

Locomotion Models has now added D1023 to its National Collection in Miniature range in the form of the well-regarded Dapol model, which depicts the locomotive at the end of its service life and is now displayed in the Great Hall. The decoration of the model has been

well-researched and includes the appropriate markings including the LA shedcode sticker beneath the driver's windows.

The model, straight from the box, will benefit from additional work by the modeller to fit the numerous extra pieces, which include one of the most extensive detailing packs included with a current model, including bufferbeam fittings, brake rigging, roof panel lifting eyes, speedometer

Fitting the brake-rigging over the outer wheels of the bogie results in a finer appearance. Steps, speedometer cable and other below-body details can be fitted if layout curves permit.



The modeller can choose whether to have a fully-detailed bufferbeam or the cut-out valance that can accommodate a tension lock coupling.

cables and other below-body fittings. The sensibility of fitting all these parts depends on the curvatures on your layout, but if the model is for static display only, then alternative brake shoes are included which give an improved appearance. Alternative valances are provided dependent on whether you prefer a fully-detailed representation or a functional style to permit use of tension-lock couplings.

A selection of headcodes are included with the model that can be cut out and placed behind the headcode glazing; just peel back the black foam beneath the model's front while you have the body removed from the chassis.

The etched nameplates, number and

builder's plates are included with the model, but require the modeller to affix them. They're supplied by Shawplan from their Extreme Etchings range, so are as good as you can get. It may take an hour or so to fit all of the detailing parts, but it is time rewarded in my view.

The model is DCC-ready and features a 21-pin decoder socket with plenty of space for inclusion of a sound speaker. The model is now available directly from www.locomotionmodels.com, its outlets at York and Shildon plus any shows it is attending over the next few months, including Warley. Proceeds from the model go towards the upkeep of the collection, so you are doing your bit for the museum too!

The Western is Locomotion Models first product to feature their new style packaging.



The bufferbeam detailing pack includes hoses, pipes and a dummy screwlink coupling.



datafile

BASICS

Manufacturer: Dapol

CATALOGUE REFS:

4D-003-NRM03 Class 52 BR Blue FYE

Western Fusilier

RRP: Standard version - £152.00

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

Era: 5 to 7 and preservation

Company/Operator: BR

Weight: 550g

Body: Plastic **Chassis:** Die-cast metal

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM-mounted tension-lock

Accessories: Buffer-beam detailing,
headcodes and panel lifting eyes

**Find out
how to enhance
your Dapol
Western here.**

DAPOL CLASS 50

Words: Howard Smith Photography: Tony Wright

Having recently celebrated their fiftieth anniversary, the Class 50s were the last significant order of diesel-electric locomotive to emerge from the doors of English Electric's (EE) Vulcan Works between 1967 and 1968. Based around a heavily-modified design of DP2, extra gadgetry was installed to satisfy a BR specification brief for its new Type 4 locomotives. There were 50 locomotives constructed at Newton-le-Willows at a pace of five units a month, though owing to the financial situation at Vulcan, production slowed at the end, and it took two months for the last five to be delivered, EE paying £213,142 in damages – the cost of two locomotives!

EE offered a lease of the locomotives to BR so it could benefit from tax relief on the capital expenditure that it would not otherwise receive as a nationalised industry. English Electric Leasing Ltd was created as

a subsidiary from the parent company as a response to The Treasury, which wasn't satisfied with the arrangement.

In service

The locomotives hauled express-passenger trains along the non-electrified West Coast Main Line between Crewe and Scotland, being bought seven years later by BR in 1973. Following electrification of the WCML, the locomotives were cascaded to the Western Region, working from London Paddington to the South West, Oxford and from Birmingham to Bristol. The fleet would be refurbished in the late-1970s with simpler wiring, a high-intensity headlight and the new BR blue large logo livery. The Class would work from Paddington and Waterloo to Salisbury and the South West until 1994.

Dapol's rendition

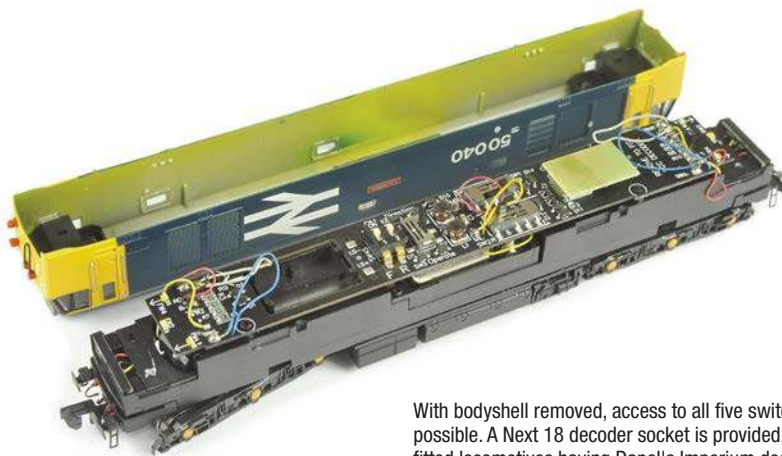
This is the second model from Dapol to

feature its 'Next Generation' chassis and electronics, after the release of its Class 68. A new five-pole motor with twin flywheels offer greater control at slow speeds, while all-wheel pickup and all-wheel drive ensures that power from the 105g locomotive is evenly and efficiently distributed to the rails.

The locomotive has been released in four liveries, produced in DC, DCC-fitted and DCC sound-fitted guises, all available to purchase from Dapol stockists – D406 in BR blue, 50043 in BR blue, 50040 Leviathan in BR large logo blue, 50037 Illustrious in original Network SouthEast livery. Members of the Dapol Collectors Club have the option to purchase the model as 50007 Sir Edward Elgar in BR lined green either in its DC, DCC-fitted or DCC sound-fitted guises, all at a reduced price. Membership costs £25 per year and details on how to join can be found on its website or on its stand at shows.

The instruction booklet provided with





With bodyshell removed, access to all five switches is possible. A Next 18 decoder socket is provided, DCC-fitted locomotives having Dapol's Imperium decoder.

the model is comprehensive, detailing the procedure for body removal and in which position the light switches should be set for the desired effect. Options for the latter are leading 'on', trailing 'on', both 'on' or both 'off'. Control of the lamps for push/pull and light locomotive operation also feature. Access to switches one and two for control of the lighting can be gained via the engine roof panel, which prevents the need to remove the screws and unclip the bodyshell each time for a minor adjustment. The design feature is clever and something I feel is worth continuing with on future models, where panel lines are appropriate.

Kindly sent for review by Dapol is its model of 50040 Leviathan in BR large logo livery, as refurbished. As with the rest of the class following refurbishment, the locomotive was named after a warship. However, the ship Leviathan was never built, hence the name was dropped from the locomotive in June of 1987, it gaining the name Centurion on July 8, 1987, previously carried by 50011. The locomotive carrying the Network SouthEast logo above the cab

marker lights keeps its operational window restricted to around a year, starting with the creation of the brand in 1986.

Solid construction

The model feels sturdy in the hand. Air pipes were fitted on our sample and have a degree of flex, ensuring they remain in-situ. The buffer steps fitted are strong yet fine and these, combined with the thin wire handrails, each individually-applied, really help elevate front-end detail. The connectors for multiple-unit operation are well-observed, though the one to the right isn't of the correct appearance. It's a quick modification for budding modellers and won't require much skill to alter to the boxier type.

The cab proportions are correct, the taper to its front and low-slung body are excellent. Some have criticised the roof for having an overly large cab-shore radio pod, though our sample wasn't fitted with one. It's pleasing to see that the distance between body and bogies has been respected – a compromise often made on other models of

datafile

BASICS

Manufacturer: Dapol Ltd

CATALOGUE REFS:

2D-002-002

RRP: From £144.95 for DC versions

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

Era: 4 to 8

Company/Operator: BR

Weight: 105g

Body: Plastic

Chassis: Die-cast metal

Wheel Profile: RP25

Couplings: NEM-mounted

this prototype. Fuel tank, battery box and air compressor detail is ample, the battery isolation switch being picked out in yellow.

Bogies are very well-executed and despite being a one-piece moulding, the brake cylinders, balance beam, primary and secondary spring detail is all clearly visible. Weathering it to depict the heavy amount of brake dust, which accumulated to the nose ends, with engine oil to the centre is a must and would help highlight the relief of this part. The manufacturer has picked out brake pipes in white and axle box covers in yellow, the latter correctly featuring four of the smallest – yet visible – bolt heads I've seen!

Decoration is to a consistently-high standard, the punch of the yellow cabs against the dark blue being sharp and, more importantly, no signs of overspray. If I were to enhance the model further, I'd add lifting eyes to the bodyside, a handbrake chain to the bogies and add grime to the cab steps.

Dapol has a reputation for innovation in the model industry and this latest model is no exception. The new generation of motor and light access design is excellent and a welcome step forward. Modellers can still enhance the model, if desired, but from the box it's an excellent effort.



A fine model. Bodyside fuel gauge with red needle and TOPS data panel is exceptionally fine.



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UNBOXING: Dapol Class 50

This second generation model from the Chirk manufacturer is an excellent effort, as Howard Smith discovers.

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HORNBY RUSTON & HORNSBY 48DS

Words: Howard Smith Photography: Tony Wright



Fine wire handrails, sand boxes, sand pipes and lifting eyes are all to a consistently-high standard. Detail on the 'Conflat' wagon, though not as fine, doesn't offend.

A model which I gave great attention at the Hornby 2019 model range press launch was the Ruston 48DS. First tooling samples were unveiled on the day and offered an opportunity to cast an eye over the proportions of this small locomotive. It was explained that a 'Conflat' wagon was supplied to ensure electrical contact to the rails of this short wheelbase prototype, assisting it over poor track.

Arriving as of this month with retailers and modellers who pre-ordered via its website, are closed and open cab variants of the model in four liveries, spanning the 1952-1994 period. Kindly sent on-loan from Hornby HQ were samples of its 48DS in John Dewar & Sons white and red (R3705) and Army green as No. 802 (R3706). Between 1936 and 1969, 189 standard gauge locomotives were constructed at Ruston & Hornsby's Boultham Works to evolving diagrams, until sales dwindled.

Two for one

Simple to unplug from the NEM socket, the wagon can be detached, if desired. Replacement NEM couplings are provided, as are buffer beam blanking pieces. The connector cable can be unplugged too, and is handed with one pin longer than the other to prevent it from being incorrectly plugged-in. The solution is ingenious, though not unique – a similar solution being employed on Bachmann's 'Wickham Trolley'. I feel that the plastic connection piece between locomotive and wagon is a little restrictive in its movement. If not perfectly straight, it has a tendency to lift the leading wheels of the lightweight wagon, though can be adjusted to shape with careful bending, accordingly.

On test, the duo performed admirably around the first radius curves of our Christmas train set (see page 116), though a phosphor-bronze pick-up wasn't touching one of the wagon wheelsets on our sample

of it in the John Dewar and Sons livery. The other in Army green was fine, so it's worth checking and adjusting, if necessary. Once tweaked, the slow-speed capability of the locomotive was exceptional, no-doubt assisted by the small diameter of the wheels. A compact three-pole motor powers both axles via miniature gears, and its torque combined with the weight of the locomotive is sufficient to haul 15 wagons with ease – more than enough for the typical one or two wagons that the prototypes would handle.

Comfortably Compact

Being one of the final ten 48DS locomotives constructed, entering service in 1961, No. 458957 has a strengthened buffer beam with extra side supports. Hornby has factored in this variation on this version only, changing the chassis detail accordingly. The prototype worked at John Dewar & Sons' Inveralmond distillery from new until its closure in 1994 and is currently preserved on the Caledonian Railway. One of two closed-cab variants to be offered in this first batch from Hornby, the model measures just 54mm in length – for reference, that's 27mm less than the 'Conflat' wagon supplied. It's a small



locomotive indeed and its 21mm wheelbase makes it more than capable of negotiating the tight radius curves of whatever trackplan it might encounter.

Finer Additions

The wheels accurately have four drilled holes, yet the flanges appear overscale. The wheels are to RP25 standards, the smaller wheel diameter merely playing tricks on the eye. The cosmetic axleboxes are well captured, while side steps are integral with the die-cast chassis. Four separately-fitted lifting eyes further elevate the detail. I appreciate the bar protruding through the chassis sides for hand cranking – detail that shows the design engineers have closely studied prototype information.

Bonnet louvre, hinge, grille and radiator filler cap detail is admirable and a similar effort has been made on the cab, which includes interior lever detail. The 7.5T locomotives had three forward and three reverse gears. Gear change was operated

by a lever with no foot action necessary – each gear had its own clutch. Directional change was operated by another lever in the cab, operating sliding dog clutches in the gearbox, with power to the axles via chains. Three levers are represented inside the cab, though these are mostly obscured with the roof in place. Should you wish to install a driver, simply pull the cab roof away and secure into place with a plastic adhesive after you've finished.

A representation of the electric lights at the front and rear of the locomotive is good to see, the silver-painted lenses of these items being a simple item to upgrade for more discerning modellers, perhaps with a clear lens, or an LED for more ambitious modellers. A six-pin decoder socket is installed, access to which is by removing four screws to the underside of the chassis. A small light modification would be an ideal weekend project for DCC modellers. Decoration on both samples is to a high overall standard, the location of the wasp

datafile

BASICS

Manufacturer: Hornby Plc

CATALOGUE REFS:

Ruston & Hornsby 48DS and flatbed wagon

No. 269595 (R3704)

John Dewar & Sons (R3705)

Army No. 802 (R3706)

Longmorn Distillery *Queen Anne* (R3707)

RRP: £79.99

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

Era: 4 to 8

Company/Operator: Various Private Owners
/ BR

Weight: 76g + 21g wagon

Body: Plastic **Chassis:** Die-cast metal

Wheel Profile: RP25

Couplings: NEM bar and clip, with spare replacement NEM tension-locks

stripes on the John Dewar & Sons sample matches photographs of the prototype, though the mask used to spray the steps and axle boxes black has resulted in a little overspray to the sides and guard irons. It still doesn't detract from what is my favourite livery from this batch and can be hidden with a little weathering, if deemed necessary.

It's the perfect candidate for industrial modellers who are seeking a new locomotive addition to handle the odd wagon around a site. From private permanent-way contractors to civil engineers, brewers, steel works, collieries, wood importers, creosote works, docks and today a regular site on heritage railways, there's ample opportunity to justify a 48DS on your layout. And if not, make an excuse – it's an excellent model rendition of these wonderful little locomotives. Full marks to Hornby.



Though both 'Conflat' wagons attached employ the same colour scheme, their markings differ, appropriately, the Army version receiving a stencilled number. Note variations to the cabs and bufferbeams.



DIGITAL EDITION EXCLUSIVE

Hornby R&H 48DS on test

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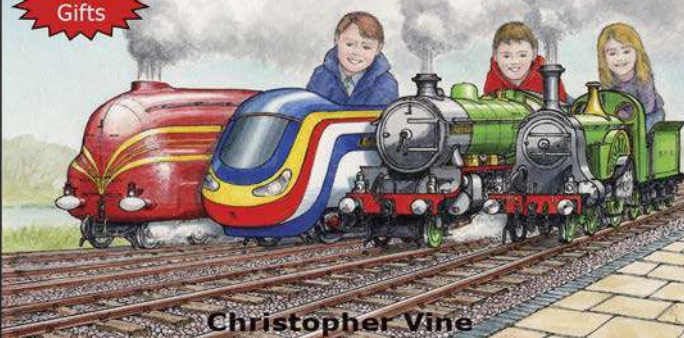
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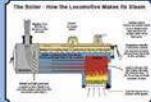
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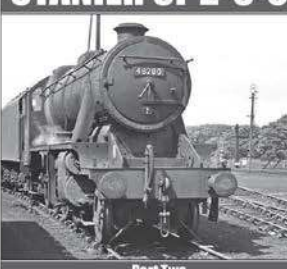
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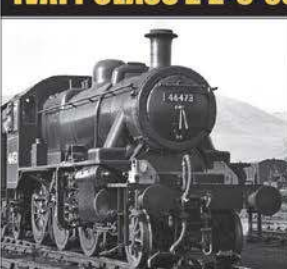


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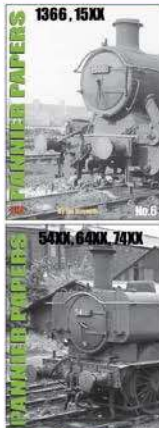
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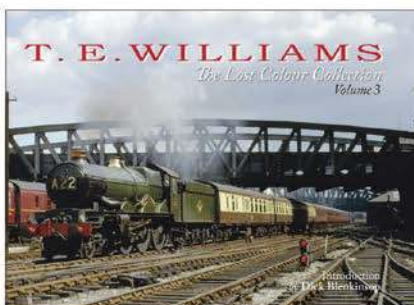
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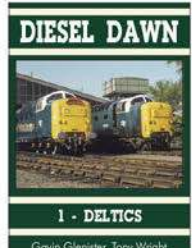
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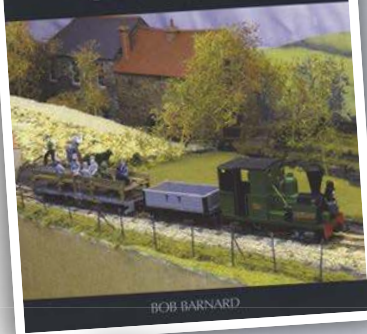
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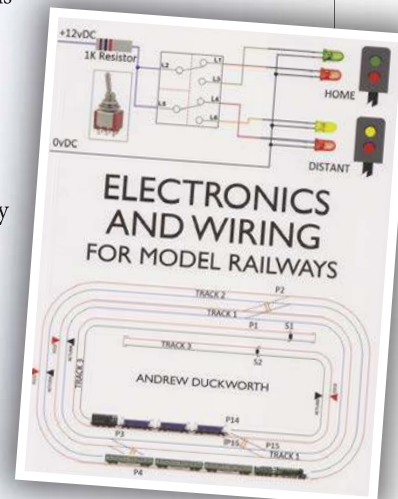
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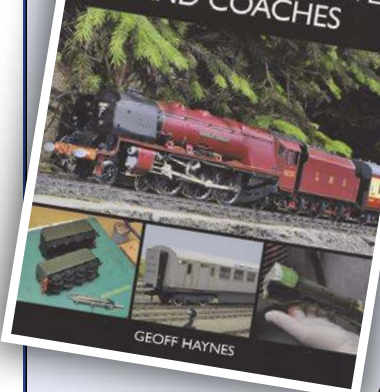
NARROW GAUGE MODELLING IN 009 SCALE BY BOB BARNARD, ELECTRONICS AND WIRING FOR MODEL RAILWAYS BY ANDREW DUCKWORTH, AND PAINTING AND LINING MODEL LOCOMOTIVES AND COACHES by Geoff Haynes, all published by The Crowood Press

There are three new books from Crowood this month on widely different subject matters. With space for layouts at a current premium, narrow gauge modelling has a lot to offer and Bob Barnard gives the reader chapter and verse on how to go about planning a layout, building it, making locomotives (with various projects), how to make/modify rolling stock, operation (including controls and signalling), exhibiting and even how to photograph OO9 models. A useful list of suppliers is also included. The whole thing is entirely comprehensive and well-written. The drawings (several in quirky freehand) are useful, as are the diagrams, though some of the photographs lack 'sparkle', despite being printed on good-quality stock. There are still, though, plenty to delight the eye. The electric side of railway modelling is frequently seen as a mystery for many, and Andrew Duckworth goes a long way to making the whole thing easier to understand. There are almost no photographs, but dozens of very high-quality drawings and diagrams

+ all crystal clear (though 'separate' is spelt incorrectly). To the beginner and/or inexperienced, I reckon this book is a must. However, there's almost nothing on DCC (presumably there's a book in the range to cater for this?). A useful glossary of terms is also provided, along with electronic symbols and model railway track symbols (some invented by Cyril Freezer). For those who are into hard sums, there's even a capacitor conversion chart. Of all the 'black arts' confronting the railway modeller, whether he/she be experienced or not, surely successful painting is the darkest? At this point, I must express an interest because I provided most of the photographs for Geoff Haynes' book. I have to say I'm delighted with the reproduction, which is of the highest quality. Every single aspect of how to achieve a successful paint finish, including lettering and lining, and weathering techniques as well are presented in this comprehensive volume. It's very much a practical book – a 'how to' book, and, as such, it is invaluable in my opinion. As mentioned, the photographic reproduction is excellent (I'm bound to say that, of course) and, as with the other two volumes, printing and production values are top class. As with other volumes in Crowood's portfolio, they're pre-requisites on any modeller's bookshelf.



PAINTING AND LINING MODEL LOCOMOTIVES AND COACHES



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LOST TRAMWAYS OF WALES CARDIFF, LOST TRAMWAYS OF WALES SWANSEA AND MUMBLES, LOST TRAMWAYS OF WALES SOUTH WALES AND VALLEYS, LOST TRAMWAYS OF WALES NORTH WALES, LOST TRAMWAYS OF ENGLAND BRIGHTON, LOST TRAMWAYS OF ENGLAND BIRMINGHAM NORTH AND LOST TRAMWAYS OF ENGLAND BIRMINGHAM SOUTH, all by Peter Waller. Graffeg Publishing,

These are delightful little books, representing outstanding value for money. Sharing a common Introduction, concise histories of the various tramways and routes are provided in each volume, along with relevant maps and descriptions of the cars. In every case, the photographic reproduction is first class (even with images of some antiquity) and the printing and production values are excellent, all on good quality gloss stock. They represent a nostalgic, almost 'golden era' in British urban public transport, which was clean and efficient. Closure dates are now

a long time ago – Cardiff 1950, Swansea 1960 (the descendant of the oldest passenger-carrying service in the world), South Wales and Valleys 1920s/'30s, North Wales 1927 (Wrexham) and 1956 (Colwyn Bay and Llandudno).

The Glynn Valley Tramway closed in 1935, but, thankfully, the Great Orme Tramway in Llandudno continues to thrive. Perhaps some current day pictures of it might have been of use, because it's not really 'lost'. The Colwyn Bay-Llandudno section was of particular interest to me because I travelled on it frequently as a boy, during the summer holidays. I might even have been on the toastrack car in the picture on page 55 of the North Wales book. What fantastically evocative images! Brighton's tramways closed in 1939 (though, thankfully, the Volk's Electric Railway still functions – the world's oldest surviving electric railway!). Birmingham's tramway system lasted until the '50s. All of the significant dates and developments are recorded in a scholarly fashion indeed, and make fascinating reading. To lovers of transport, and modellers in particular, these splendid little works of reference are invaluable.

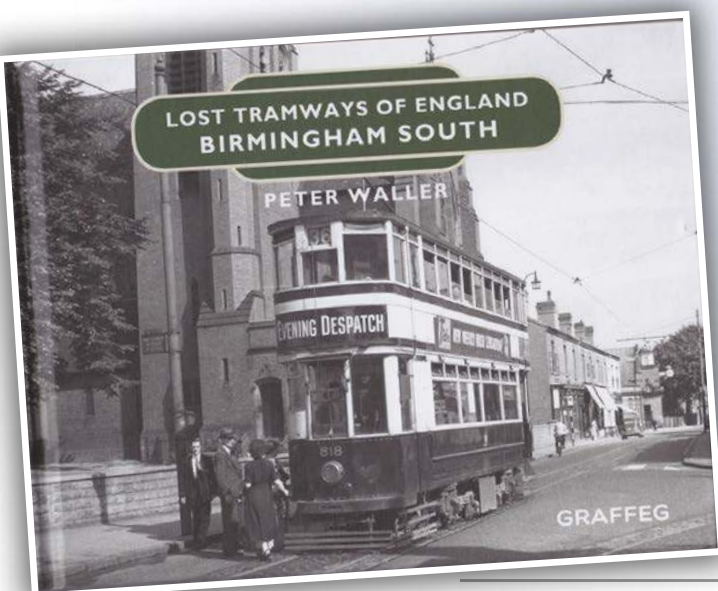
Just take in the period scenes as well, all clearly shown. Thoroughly recommended.

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LOST TRAMWAYS OF ENGLAND BIRMINGHAM SOUTH

PETER WALLER

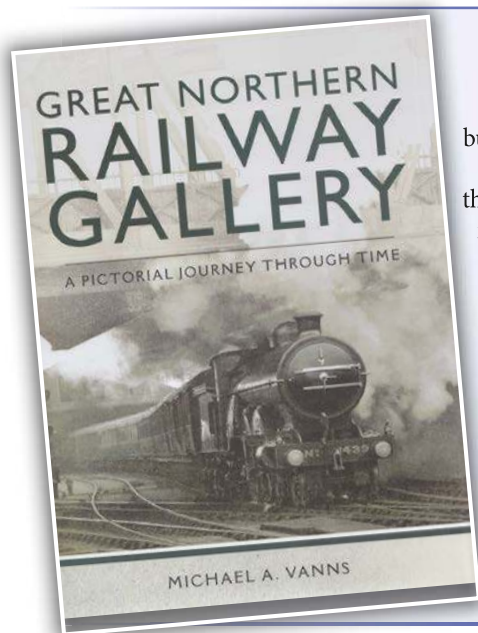
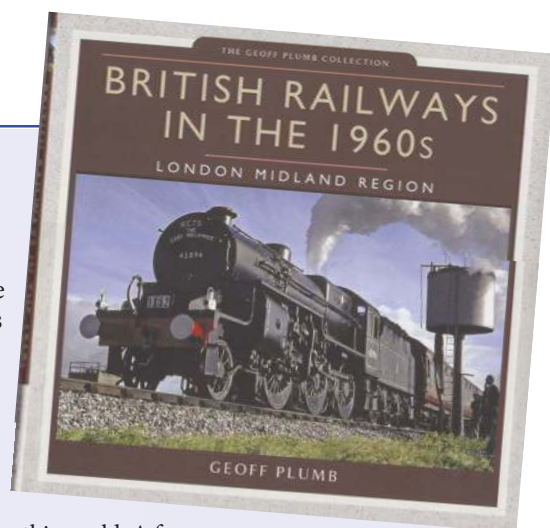
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BRITISH RAILWAYS IN THE 1960S LONDON MIDLAND REGION BY GEOFF PLUMB, Pen and Sword

Among many new releases from the prolific Pen and Sword publishing house, this time I've chosen three to review. The steam/diesel/electric transitional period is very popular right now, buying in, as it does, to the nostalgia of the vast post-War generation, which, now in late middle age remembers the time with affection. The book's author is of that generation, and is also a very fine photographer (at a tender age, in some cases), though he's not responsible for every image. This lovely book taps into that nostalgia in a marvellous way, with its mixture of high quality images in both B&W and colour. The regional coverage is comprehensive; from the trunk main lines of the ex-LNWR, MR, NSR and the L&Y right through to some delightful backwaters, including the Cromford and High Peak. It's not just portraits of locomotives and trains (though they, as expected, predominate), but there are some wonderful panoramas showing a fantastic railway infrastructure now long gone (forever) from this world. A few locomotives from other regions feature as well. The conditions of the various locomotives shown vary enormously, from gleaming ex-works to falling to bits, right at the end. The whole thing is printed on top-quality stock and is a delight to peruse. The captions are informative and, in some cases, extended. Definitely one for the library and I await the other regional volumes with interest.

Price: £30.00 W: www.pen-and-sword.co.uk



GREAT NORTHERN RAILWAY GALLERY A PICTORIAL JOURNEY THROUGH TIME by Michael A. Vanns, Pen and Sword

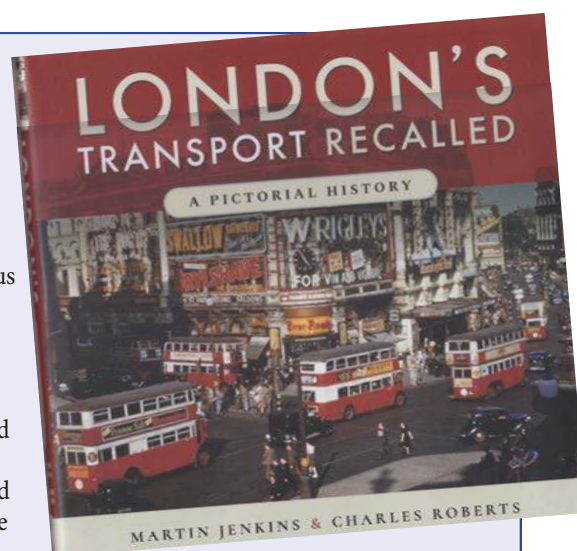
Every reviewer, no matter what his/her preferences might be tries to be objective in assessing a book, but, every now and then, one comes along which is just gripping. This is one. A similar book on, say, the GWR would not be of the same (personal) interest, so I must be careful not to be too effusive. Despite the great age of some of the photographs (the newest now approaching a century old!), the reproduction is generally excellent. The captions to the pictures are informative and accurate. The main text, divided into nine principal chapters is also informative and accurate (despite the title suggesting that the book is really photographic – it's a lot more than that!). There's also a chapter on people, most of those in the pictures appearing to have never been photographed before (judging by their demeanour), and probably never would be again! Though some of the photographs must have been published before, many are new to me. Those showing new constructions are particularly fascinating. To modellers of the southern end of the ECML (and its branches) prior to the Grouping in 1932, this book is invaluable; as it is to historians. It will also help modellers of the successors, though not the more-recent since electrification, because of the destruction of so much of the typical GNR infrastructure. That said, I've just seen a new Azuma fizz by, supported on an embankment built by GNR navvies. Entirely recommended.

Price: £25.00 W: www.pen-and-sword.co.uk

LONDON'S TRANSPORT RECALLED A PICTORIAL HISTORY by Martin Jenkins and Charles Roberts, Pen and Sword

This, as the title suggests, is a collection of many colour photographs illustrating all forms of London's transport between the years of 1948 and 1969. It is evocative indeed! The reproduction generally is sound, though there's the rare image which isn't razor-sharp; acceptable, given the age of some of the photographs. If I had a personal criticism it would be that the whole thing is rather jumbled up, with no separations into sections of the various transport forms, and no logical chronology. Because of this, anyone using this book for the making of a model will have to sift through the lot to find what he/she wants. A little bit of detective work might have helped with the captions as well. For instance, by observing the locomotive pulling the rake, and by counting the train's length it would be reasonable to conclude that the Pullman service shown on page 56 is 'The Yorkshire Pullman'. This would have been more useful than just telling us that the A1 Class was built after Nationalisation. Minor criticisms aside, this is a lovely book to revel in; to recall scenes from one's childhood and wallow in a bit of nostalgia. The street scenes alone are worth it for those modelling the urban landscapes of the day.

Price: £35.00 W: www.pen-and-sword.co.uk





MODEL BUILDERS' MANUAL A PRACTICAL INTRODUCTION TO BUILDING PLASTIC MODEL CONSTRUCTION KITS by Mat Irvine, Haynes Publishing

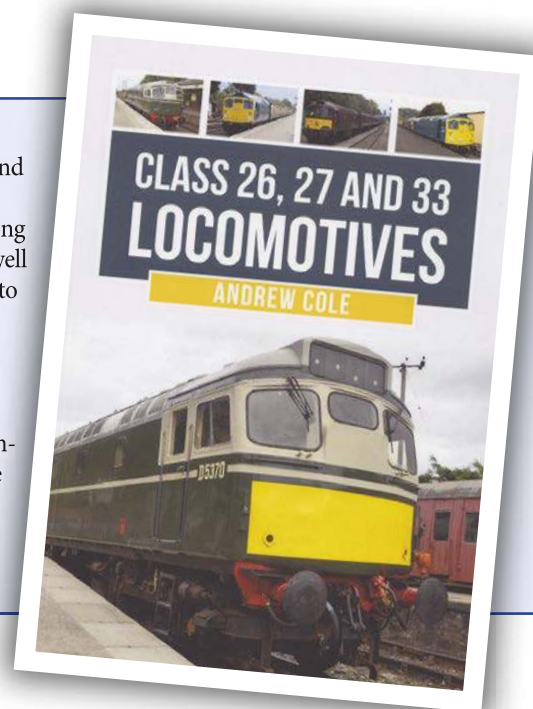
There is often not enough cross-fertilisation among the different disciplines in the crafts of actually making things; for instance, railway modellers attempting weathering could learn a lot from wargamers, and so on. Thus, this part-practical volume should be of use to modellers who wish to build plastic kits, even though there's almost no mention specifically of railway modelling in it! There's a very brief history of plastic kits, how they're manufactured, a definition of scales, what's in ranges, which tools and techniques to employ, how to paint, how to apply decals, a look at the future, a bit about collecting vs. building and notes on photography. All pretty useful stuff. The reproduction is generally good, though the one picture showing a British train (an HST, on page 46) is rather poor. Though bits in the 'making' section show some tools being used, a step-by-step sequence on building one model might have been useful – more useful than, say, showing the application of liquid poly with an old brush. I feel it really could have been more practical (in the usual Haynes' style?), though perhaps that's not the intention. It's more of a just read and enjoy. It does have its uses, and should find a home on many a modeller's bookshelf.

Price: £22.99 W: www.haynes.com

CLASS 26, 27 AND 33 LOCOMOTIVES by Andrew Cole, Amberley Publishing

This is the latest softback from Amberley, just about exclusively pictorial, mainly colour and good value for money. The three diesel classes featured were all built by the Birmingham Railway Carriage and Wagon Company as part of the BR Modernisation Plan. All were long-lived and successful, and this is recorded. In general, the photographs have reproduced well (though not as well as some other recent Amberley books), but it's a great shame (at least to me, when I saw all three classes brand new) that so few pictures are included showing the three types in their earlier BR days. For instance, one almost longs for an image of a pair of BRC&W Type 3s (class 33) hauling the Cliffe Uddington cement block train along the ECML, as far as York. There are a few showing the locomotives in BR green, but these are mainly in preservation. That said, the more up-to-date images should prove of use for non-steam modellers. If nothing else, the book shows the huge variety of colour schemes these locomotives carried.

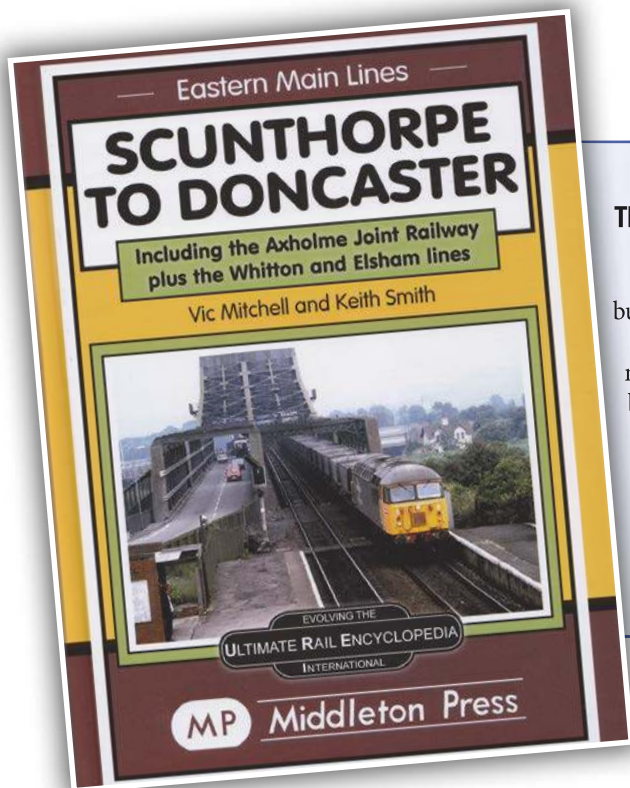
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SCUNTHORPE TO DONCASTER INCLUDING THE AXHOLME JOINT RAILWAY PLUS THE WHITTON AND ELSHAM LINES by Vic Mitchell and Keith Smith, The Middleton Press

Just how many volumes this 'Ultimate Rail Encyclopedia' will run to is anyone's guess, but it's already past 600! This latest edition follows the usual format of around 120 images showing the routes described, from pre-Grouping times up to the present day. In the main, the images have reproduced very well; typical of the series. There are the standard brief (but informative) histories, maps, diagrams, timetables and tickets – including one for a dog! As usual, anyone contemplating making a model of any of the lines described will find this book of great value. The Axholme Joint Railway would be a particularly interesting subject to model, though much in the way of kit- and/or scratch-building will be needed. Yet another necessary addition to the bookshelf, and recommended.

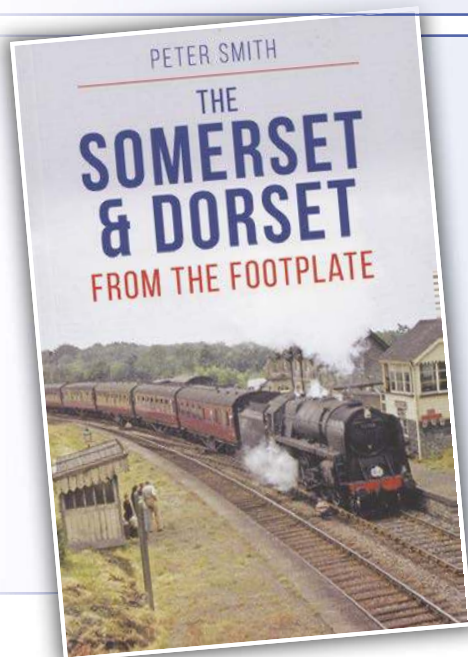
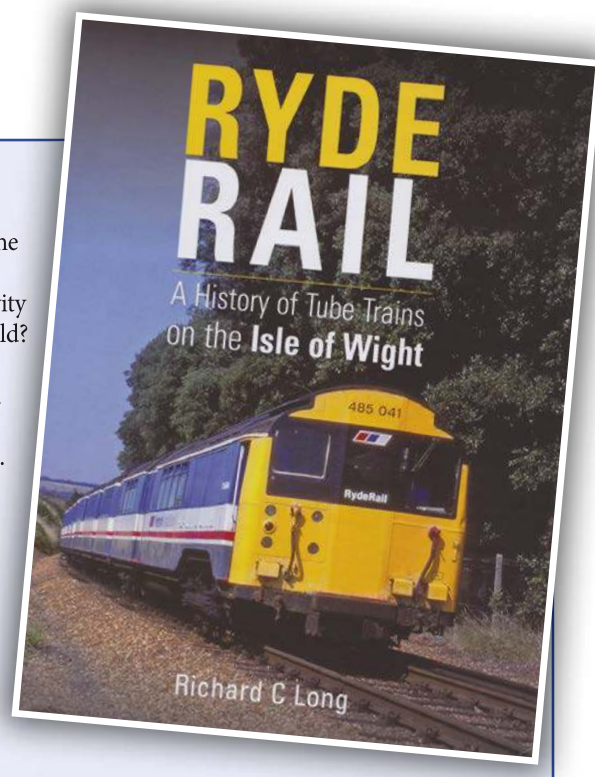
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RYDE RAIL A HISTORY OF TUBE TRAINS ON THE ISLE OF WIGHT by Richard C Long, OPC/Crecy

As usual from this publisher, this is a beautifully-presented volume telling the story of the ex-London Transport tube trains' operation on the remains of the Isle of Wight railway system. The tubes replaced the wonderful steam tanks, of course, but in terms of longevity of operation, they have no equal. Would you believe that Unit No. 004 is now 80 years old? Its roof could do with a repaint, though! The steam O2s feature at the beginning – the Islanders believing that at their withdrawal, clean diesels would save their railways from closure. It was not to be. The story of subsequent electrification and the arrival of the diminutive Tubes is well told and engrossing, supported by some excellent photographs. How the units got across to Wight is particularly interesting. The end of the life of the Pier Tram at Ryde is also told. It had run for over a century. Though I've seen (and photographed) several model railways depicting sections of the railways of the Isle of Wight, they've only ever featured steam. I've never seen one running Tubes. With luck this splendid book should change that situation. A splendid read and, when it happens that Tubes are portrayed, of great use to modellers. Thoroughly recommended.

Price: £20.00 W: www.crecy.co.uk



THE SOMERSET & DORSET FROM THE FOOTPLATE by Peter Smith Goodall/Crecy

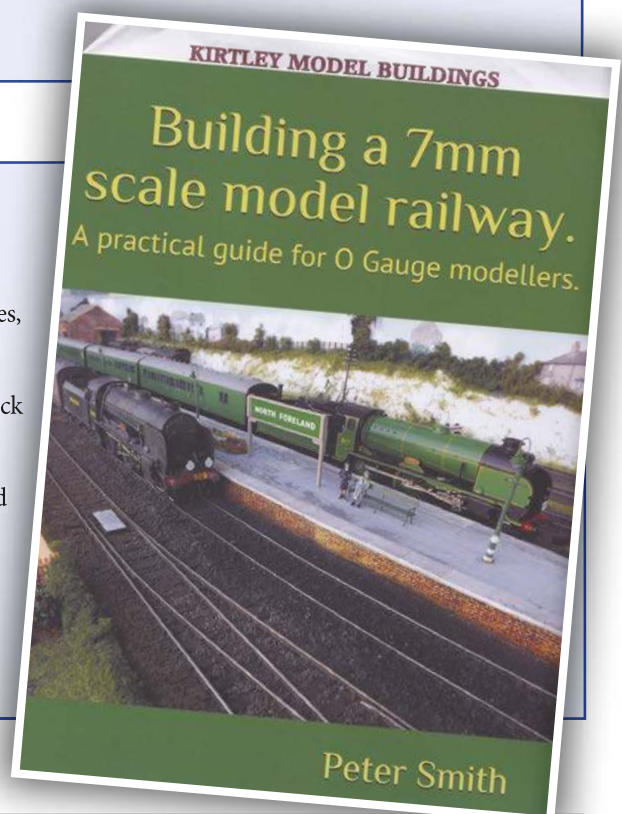
This edition contains the original texts of Mendips Engineman and Footplate Over The Mendips, both published in 1987 by the same author. It has been supplanted by a new set of B&W images. It is a splendid read, telling the author's experiences of driving/firing over this late-lamented cross-country route. The relatively few photographs are beautifully-reproduced, and complement the text perfectly, though the first one is way before his time. The S&D is justifiably popular with model railway enthusiasts and this lovely read should make it even more so. Definitely a volume to curl up with in the most-comfy chair, complete with a glass of the finest malt. Just enjoy! Especially at the price.

Price: £9.95 W: www.crecy.co.uk

BUILDING A 7MM SCALE MODEL RAILWAY A PRACTICAL GUIDE FOR O GAUGE MODELLERS by Peter Smith, self-published

This A4 softback does exactly what is says in its title. The contents of it include planning, baseboards, track-laying, electrics and control (DCC), ballasting, turntables, backscenes, platforms, buildings, scenery, detailing, signals, locomotives and stock, modelling a pier, presentation and fiddle yards. In short, a lot of what you need to know about how to do/make these things. Though (as to be expected) the book's stock is not the heaviest gloss, the numerous photographs have reproduced generally well and illustrate the procedures described, though some are a little 'gloomy'. I've even got a picture in it! The various colour diagrams are also of use. Though clearly aimed at the 7mm modeller, there's enough in here to make it of use to model-makers in all scales/gauges. It's well-written in a 'chatty' sort of way, and rather entertaining. Recommended.

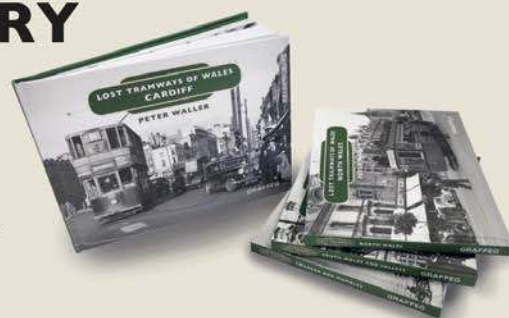
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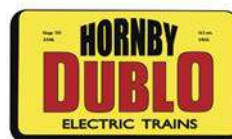
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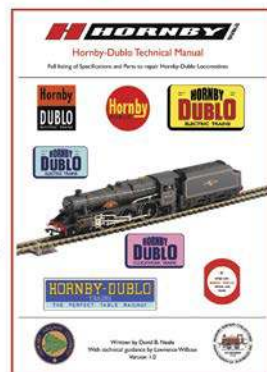
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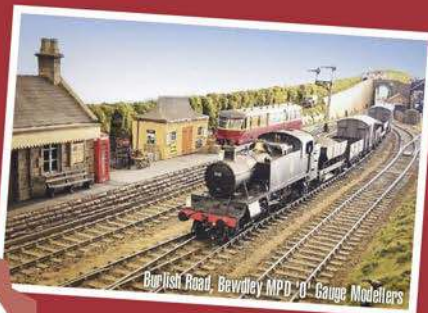
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NOV 9 - IPSWICH Model Railway Exhibition, Rushmere Hall Primary School, Lanark Road, Ipswich, IP4 3EJ. Sat 10 - 5. www.irma.org.uk

Nov 9/10 - TELFORD IPMS Scale Model World, Telford International Centre, St Quentin Gate, Telford, Shropshire, TF3 4JH. Sat 10 - 6, Sun 10 - 4. ****FREE Entry and admittance from 9am on both days to IPMS Members****

Nov 15-17 - WAKEFIELD Railway Modelers Society, 58th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Rd, Wakefield, WF2 8TY. Fri 5.30-9 Sat 10-5.30 Sun 10-4.30.

Nov 16 - PORTSMOUTH South Hants MRE, Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hants PO3 5XT. Saturday 10-5 *****Plenty of Free Parking*****

Nov 16/17 - FALKIRK M/Rail Exh, Forth Valley College, Grangemouth Rd, Falkirk, FK2 9AD.

Nov 16/17 - WORKINGTON Model Rail Show, Enerplus, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, CA14 4JW. Sat 10 - 5, Sun 10 - 4.

Nov 23/24 - BIRMINGHAM

WARLEY NATIONAL MODEL RAILWAY EXHIBITION,

Hall 5, NEC Birmingham B40 1NT.

Saturday 9.15 - 6, Sunday 9.15 - 5.

www.warley-mrc.org.uk

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The Town Hall, Burton-upon-Trent, DE14 2EB
11th December 2019

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NOVEMBER 16 - 17

**Thornbury & South Glos Model
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The Chantry, 52 Castle Street, Thornbury,
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Civic Community Centre, Vicarage Lane,
Hailsham, East Sussex BN27 2AX
Opening Times: 1000 - 1630
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T: 07791 442334
Facebook:
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TRAIN & TOY FAIRS

NOVEMBER 17

**Jim Corr Toy & Train Fair -
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Lord Lawson Academy, Birtley Lane,
Birtley, Chester Le Street, DH3 2LP
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Prices: Early Entrance £5 Adult £3
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T: 07504 035955

NOVEMBER 23

Toy Fairs - Worcester
Perdiswell Leisure Centre, Bilford Road
WR3 8DX (OFF A38)
Opening Times: Saturday 1030 - 1400
Prices: £2.00
T: 01270 652773 Tony Oakes

NOVEMBER 24

**Joe Lock Toy & Train Fair - Aston
Clinton** Green Park, Stablebridge Road,
Aston Clinton, Bucks HP22 5NE
Opening Times: Sunday 1000 - 1430
Prices: £2.00
T: 07866 641215

NOVEMBER 24

**Barry Stockton Model Train & Toy
Collectors Fairs - Haydock Park
Racecourse** Haydock Park Racecourse,
Warrington Road, Newton-le-Willows,
Merseyside WA12 0HQ
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Prices: Adults £2.00 Children 50p
T: 0151 334 3362

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DECEMBER 12

**Joe Lock Toy & Train Fair - Theydon
Bois** Theydon Bois Village Hall,
Coppice Row (B172), Theydon Bois,
Nr Epping, Essex CM16 7ER.
Opening Times: 1900 - 2100
Prices: £1 **T:** 07866 641215

DECEMBER 14

Jim Corr Toy & Train Fair - Gateshead
International Stadium, Neilson Road,
Gateshead, NE10 0EF **Opening Times:**
Saturday 1000 - 1500 **Prices:** Early
Entrance £5 Adult £3 Senior/Child £2
T: 07504 035955

DECEMBER 28

**Barry Stockton Model Train & Toy
Collectors Fairs - Haydock Park
Racecourse** Haydock Park Racecourse,
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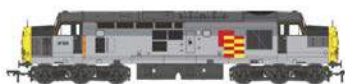
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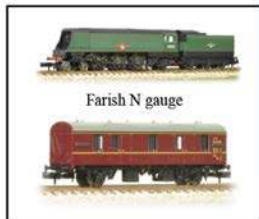
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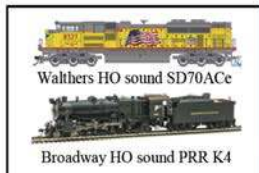
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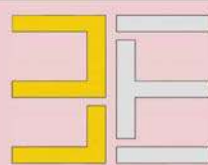
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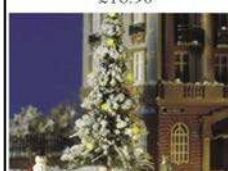
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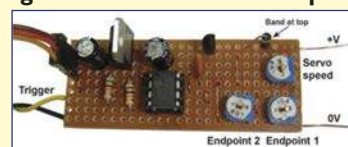
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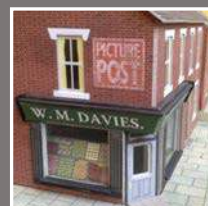
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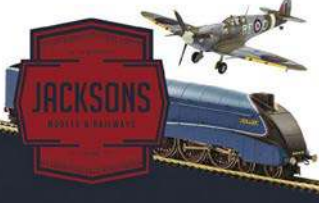
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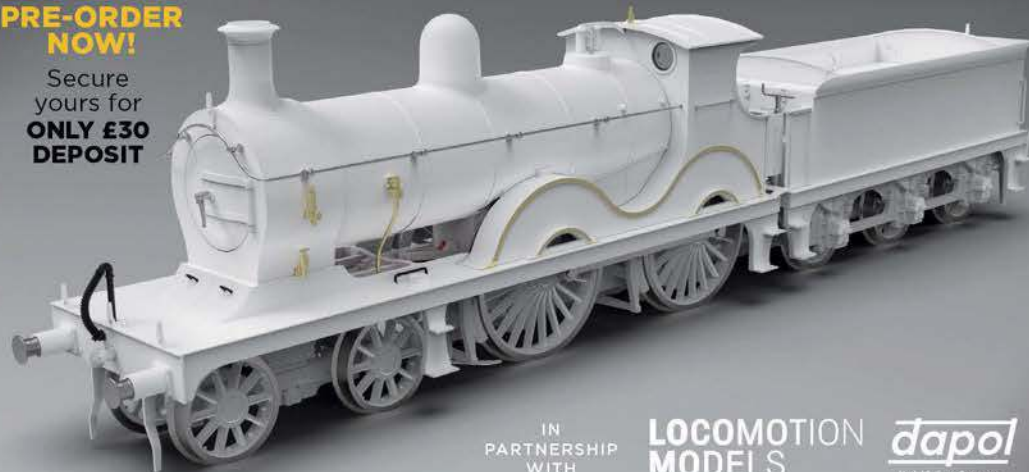
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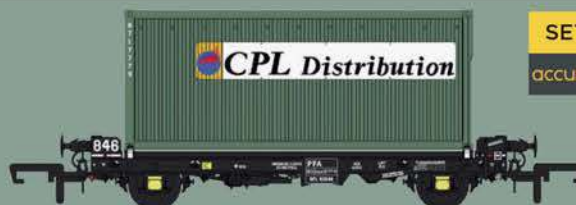
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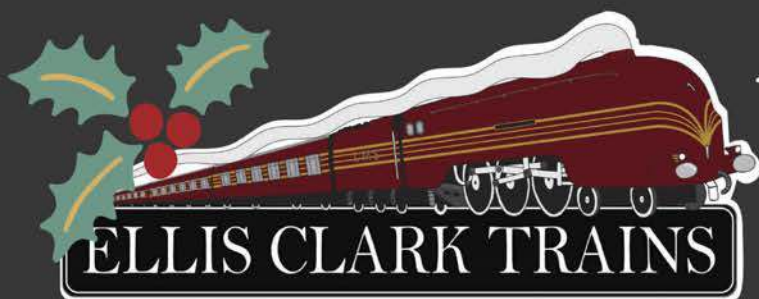
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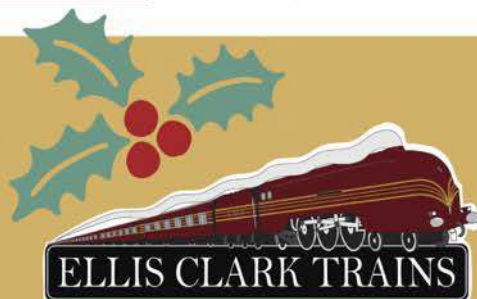
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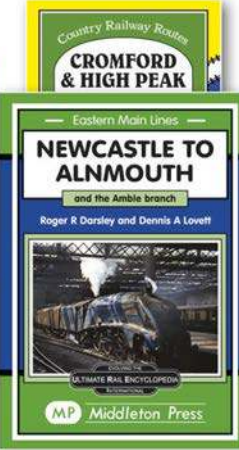
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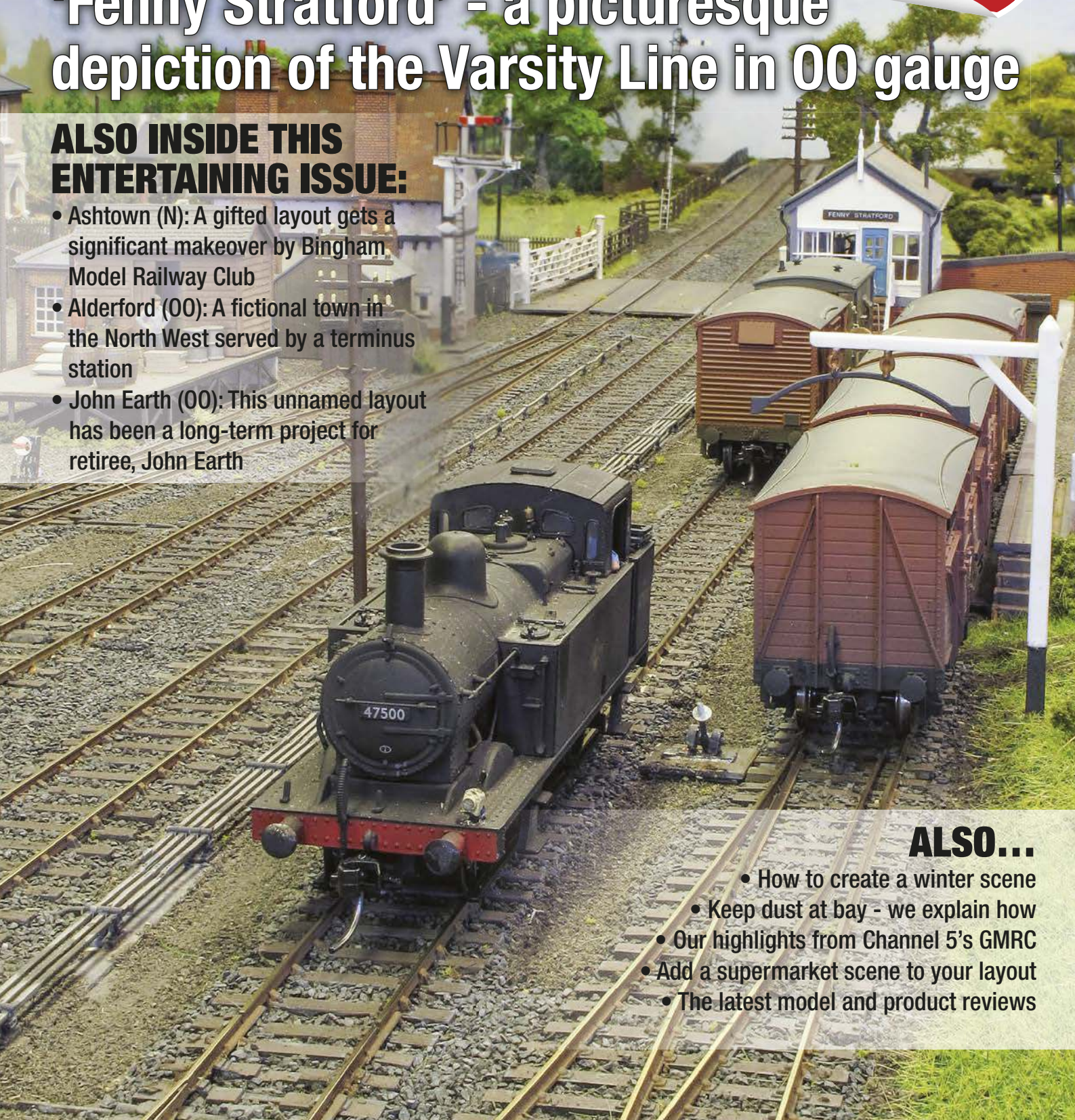
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ALSO INSIDE THIS ENTERTAINING ISSUE:

- Ashtown (N): A gifted layout gets a significant makeover by Bingham Model Railway Club
- Alderford (OO): A fictional town in the North West served by a terminus station
- John Earth (OO): This unnamed layout has been a long-term project for retiree, John Earth

ALSO...

- How to create a winter scene
- Keep dust at bay - we explain how
- Our highlights from Channel 5's GMRC
- Add a supermarket scene to your layout
- The latest model and product reviews



TAIL LAMP

Carol Flavin, Team Leader of 'LocoLadies' gives us an insider view of her time on Channel 5's The Great Model Railway Challenge.

As a team of women, the LocoLadies found themselves pitted against model railway enthusiasts from across the country for Channel 5's The Great Model Railway Challenge. Across the five heats there were 74 men and only 13 women taking part, five of whom were in the LocoLadies team.

I started modelling a railway with my grandchildren less than three years ago and it was they who encouraged me to enter the competition. The next thing I knew, the production company were asking me to put together an all-female team!

Other female railway modellers proved reluctant to join and I had to turn to friends and family. Friends Chrissy Penn and Jill Barlow, and sister-in-law Alix Gaughran, joined the team, and the fifth member, Corina Stevens, was introduced by the show's producers.

Calling ourselves the LocoLadies, we wore pink T-shirts for Breast Cancer Awareness, having all lost people to this terrible disease. The pink proved very distinctive.

Once formed, being a LocoLady led to a wonderful time creating a model railway that was both challenging and a great deal of fun. The production team, the other teams in the heat and the judges all made it an unforgettable experience.

One highlight was giving the presentation. I narrated, Alix ensured that the cave rescue took place successfully, Chrissy controlled the mechanism for the lifeboat animation, Corina was driving the trains and Jill made sure that the burning barn had smoke.

The best bit, though, was to see just how much the audience was enjoying the layout and the animations. There was a lot of laughter and interaction with the presenters.

The team worked extremely well together and each person took on a specific role in the build. It was all very well-organised and there was a detailed schedule of work. Each task was assigned to a member of the team with a back-up person to take over or help if needed.

This was fortunate, as I was called away for interviews more often than had been

anticipated. Jill undertook the Scratch-build Challenge, which also took her away from the build. Despite a few hiccups, some of which made good television, such as the water running off the board, these didn't deter the team from keeping tightly to the schedule and they completed everything they set out to do. More importantly, the LocoLadies didn't fall out once!

Having only five team members added to the challenge, a sixth person would have been useful, and on a personal basis, crocheting 80 trees became a bit tedious, but I persisted!

The team members were very happy when they received the theme 'Best of British' and very quickly realised we could create an interesting and exciting layout centred around the best of the British countryside, including a steam railway.

I designed a layout to fit the theme and the team members each took on an area to specialise in. The layout was called 'Bucolic Britain - a 1960's Childhood Remembered' and the team set about making a typical British countryside scene.

Undertaking the challenge was physically very hard, but also rewarding and great fun. I can honestly say that we thoroughly enjoyed taking part and managed to build the layout we wanted in the 24 hours allocated. As Team Leader, I'm proud of the hard work, commitment and enthusiasm of the team. No one has any regrets about taking part and all consider the layout a scenic work of art, as well as a successful model railway.

We entered the competition as model railway novices (although not modelling novices) and it was always our intention to show that it is possible to create a clever, imaginative and exciting layout with relatively little experience. We used quick and effective techniques for laying track, creating models and developing the scenics. The animations were extremely watchable and certainly appreciated by the audience at the presentation.

Judging by the reaction from the people we have met, the reviews, the responses on social media, the articles in model railway

magazines and national newspapers and the fact that we were invited as special guests to the Warley National Model Railway Exhibition in November, the LocoLadies seem to have inspired far more people than they ever expected to.

The LocoLadies are delighted to have been invited to take 'Bucolic Britain' to the Warley NMRE as special guests, but we're unlikely to show the layout in public again as it is rather large and unwieldy for us to handle.

Chrissy is making her own model railway. Jill will continue her cake making and gardening. Corina is still working and, on her weekends, will focus on her voluntary work on a heritage railway and also her railway art. Alix has trained her rescue dog, Billy, as a reading therapy dog in schools, and may one day build a model railway for her new grandson.

I've already got together with my grandchildren to plan a large extension to the existing model and would rather like to make an N gauge exhibition layout to show in the future.



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O Gauge Gresley Teak Coaches	hattons.co.uk/ogaugeteaks	£249	Aug 2016							
N Gauge Beyer-Garratt 2-6-0 0-6-2	hattons.co.uk/ngarratt	£199	Nov 2018							
OO Gauge Plasser 12t YOBB Crane	hattons.co.uk/gpc	£69	Nov 2018							
OO Genesis 4 & 6 Wheel Coaches	hattons.co.uk/genesis	from £30	Oct 2019							

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OO Bogie Bolster 'E' wagon	hattons.co.uk/bolstere	£25.45	Sep 2018							
N Gauge Class 50	hattons.co.uk/c50	£123.21	Feb 2013							
OO Gauge Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
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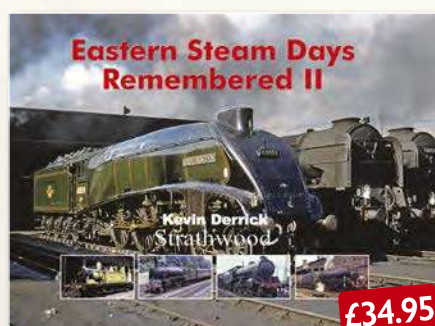
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WESTERN STEAM DAYS REMEMBERED II & III - **NEW**



We take two further pictorial tours 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 many visitors from other regions as well. Our grand tours of the region enjoys visits to Swindon, Old Oak Common, the Somerset & Dorset, the West Country, Bristol, Gloucester, South Wales, the Cambrian and plenty more to enjoy within.

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Following on from our first volume in this series of our popular high-quality large format landscape albums, we take another 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.

LONDON MIDLAND STEAM DAYS REMEMBERED III - **NEW**



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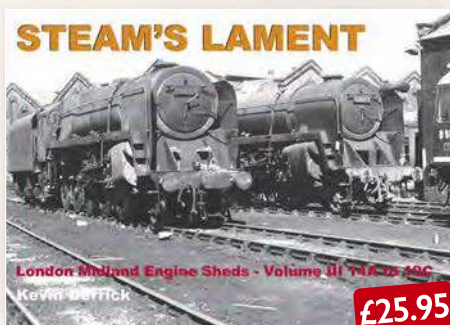
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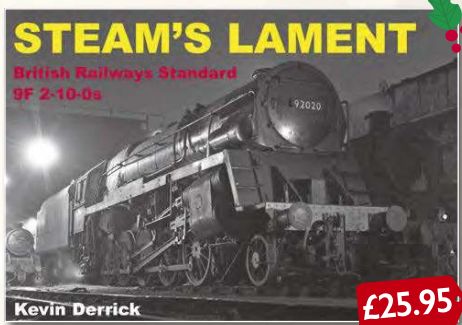
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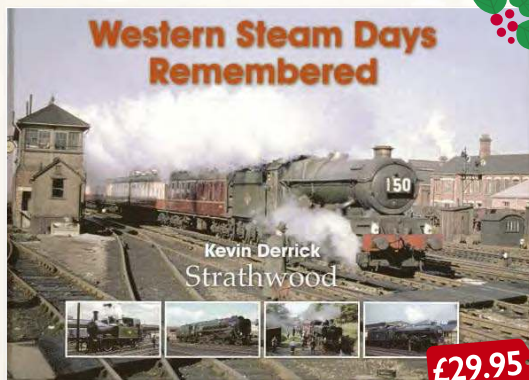
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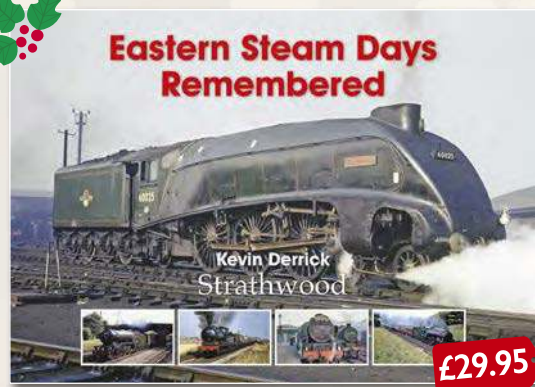
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Another of our popular high-quality large format landscape albums, this time we take a tour around the Eastern and North Eastern regions during the 1950s and 1960s once again in full colour. A wide range of Pacifics are to be seen of course, backed 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 ★

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.

Approximately 160 colour photographs within 160 landscape pages on quality gloss paper., HARDBACK

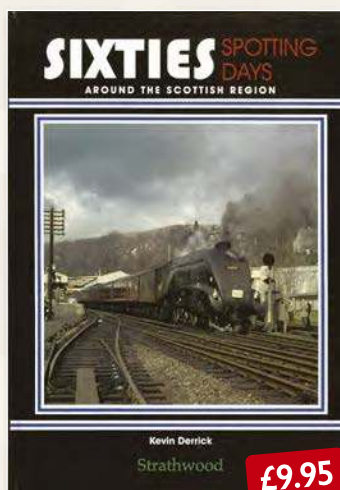
London Midland Steam Days Remembered I & Southern Steam Days Remembered I both now **SOLD OUT**

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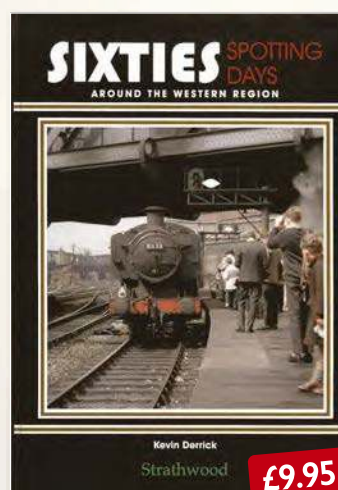
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SIXTIES SPOTTING DAYS AROUND THE SCOTTISH REGION WAS - £19.95

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

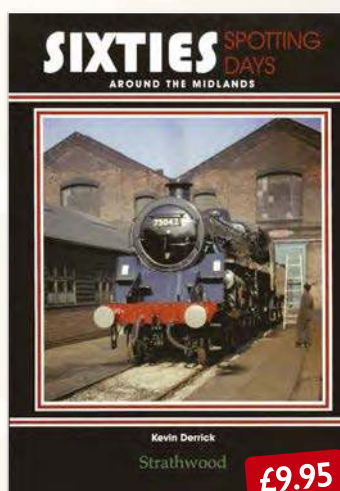
during the decade. Among the chapters we have covered the final years of the Gresley A4s on the Aberdeen to Glasgow expresses. As ever our nostalgic captions will captivate the reader and is not to be missed. Locations within this volume include Perth, Aberdeen, Inverness, Eastfield, Polmadie, Dunfermline, Oban, Kyle of Lochalsh, Beattock, Ayr, Edinburgh and many more.



SIXTIES SPOTTING DAYS AROUND THE WESTERN REGION WAS - £19.95

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



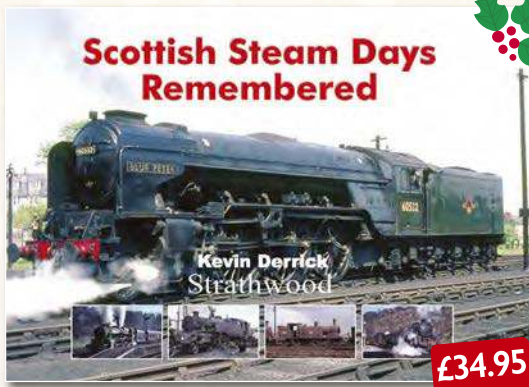
SIXTIES SPOTTING DAYS AROUND THE MIDLANDS WAS - £19.95

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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SCOTTISH STEAM DAYS REMEMBERED

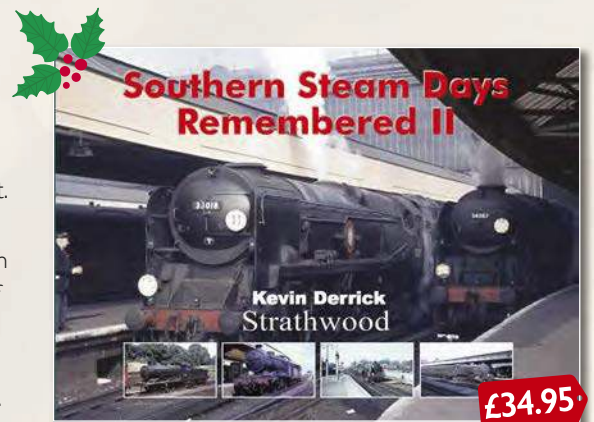
A long-awaited title to this popular series as we enjoy a tour around Scotland in the age of steam during the 1950s and 1960s once again in full colour. A wide range of Pacifics are to be seen of course, backed up with a great selection of designs from both the former LMS and the LNER and their pre-grouping 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.

Approximately 160 colour photographs within 160 large landscape pages on quality gloss paper. HARDBACK
1000 copy limited edition be quick

SOUTHERN STEAM DAYS REMEMBERED II

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

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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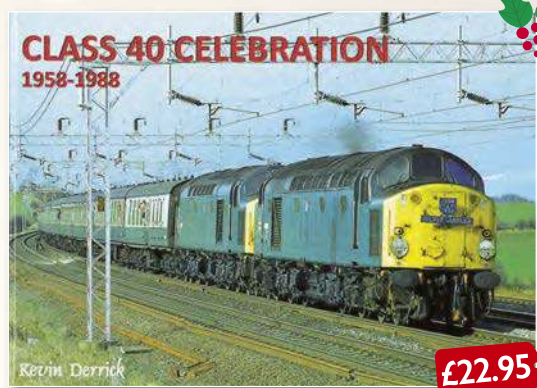
Each of these larger format full colour landscape albums are 96 pages with approximately 150 colour photographs on quality gloss paper, **HARDBACK BOUND**



FIFTY YEARS OF CLASS 50s

Depicting the Class 50s from their earliest days in 1968 through every class member utilising the finest colour photographs from some of the nation's best cameramen, all supported with fascinating and detailed captions.

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.



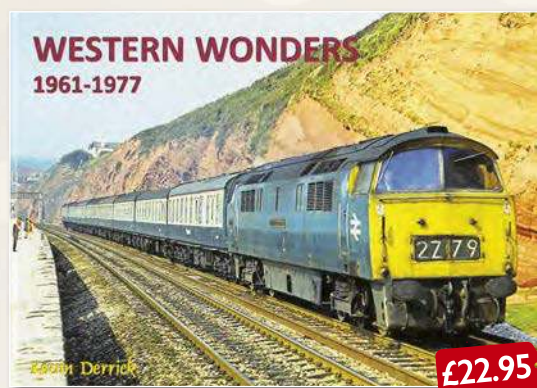
CLASS 40 CELEBRATION 1958-1988

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.



SYPHON SALUTE 50 YEARS OF CLASS 37s

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.



WESTERN WONDERS 1961-1977

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.

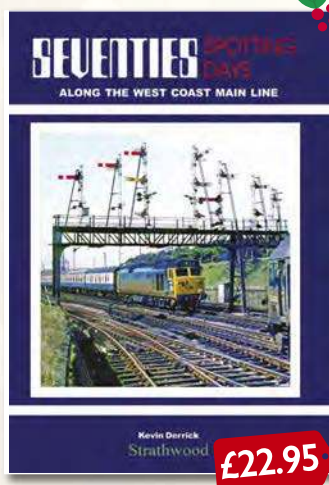
Deltic Devotion and Large Logo Salute both now **SOLD OUT**

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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



SEVENTIES SPOTTING DAYS ALONG THE WEST COAST MAIN LINE - £22.95

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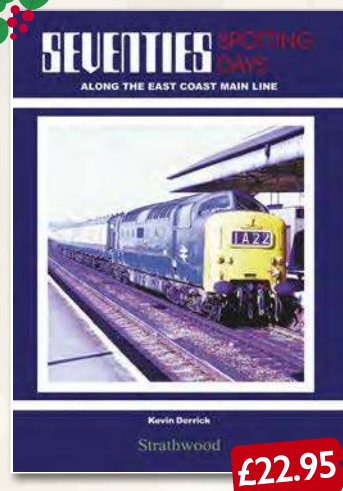
The first of the last two volumes to complete your set in this series, as we take a journey from Euston to Glasgow Central taking in all the electrified routes, loops and branches along the way.

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 (almost sold out)

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.



THESE TITLES NOW ALL SOLD OUT:

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
Seventies Spotting Days around the Scottish Region
Seventies Spotting Days Chasing the Westerns

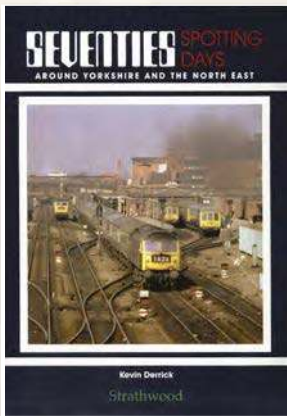
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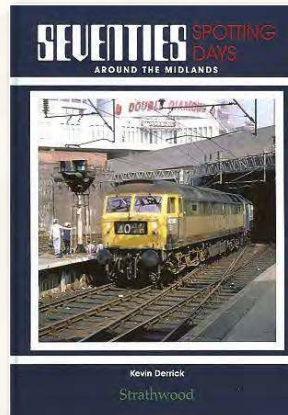
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SEVENTIES SPOTTING DAYS AROUND YORKSHIRE & THE NORTH EAST - £19.95 ★

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,

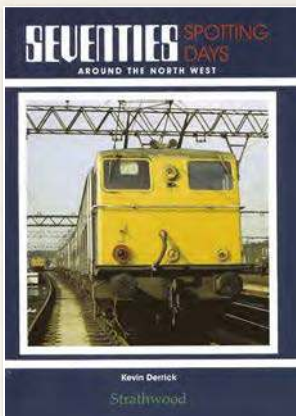
Gateshead, Newcastle and Ashington etc. Back then we could enjoy Deltics on the ECML and an absolute raft of coal and freight trains every day. There are at least nineteen different classes of diesel & electric locomotives to be seen plus a wide range of DMU classes almost all now departed from our rails.



SEVENTIES SPOTTING DAYS AROUND THE 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

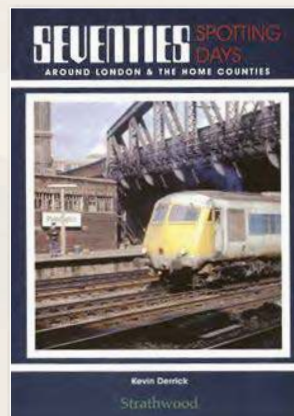
this expanding series that is proving to be very popular with the over forties... Locations included in this volume: Burton, Derby, Birmingham, Bescot, Crewe, Toton, Shirebrook, Westhouses, Barrow Hill, Kettering including Cohen's Scrapyard, Leicester etc.



SEVENTIES SPOTTING DAYS AROUND 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

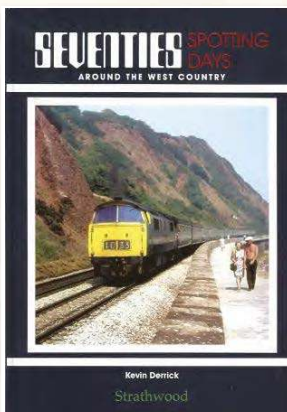
Class 50s, 40s, Peaks, 47s, 24s and 25s, WCML Electrics and a host of DMUs and EMUs including the Altrincham & Merseyside Electrics and of course the Woodhead route.



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.



SEVENTIES SPOTTING DAYS AROUND THE WEST COUNTRY - £19.95 ★

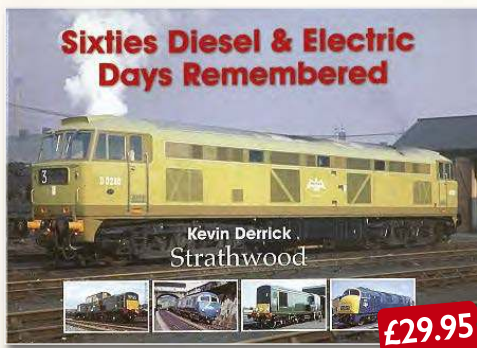
The allure of Western Region hydraulics whether it be Westerns, Warships, Hymeks or Class 22s together with the magnificent Devon and Cornwall mainlines drew many fine cameramen to record the scenes through the 1970s. Even when the hydraulics had passed, we still had Peaks, 50s and 47s to enjoy with 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.

ORDER NOW BY TELEPHONE

★ ★ CHRISTMAS SPECIAL OFFER ★ ★

any two titles off this page for **£39.95** ★ all three for **£49.95** ★

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.



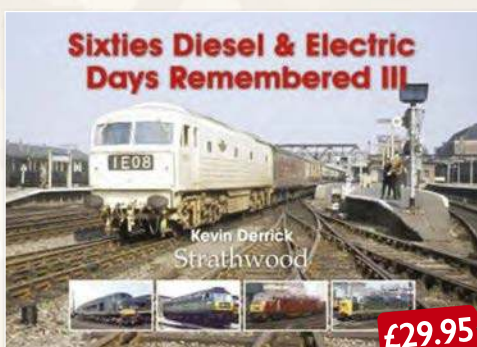
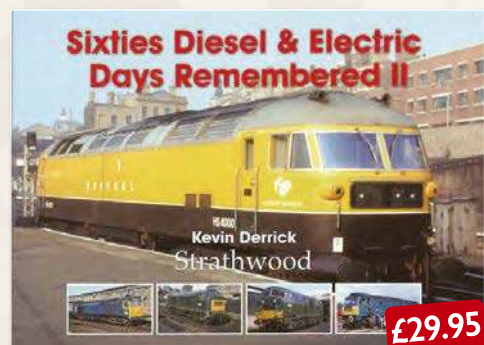
SIXTIES DIESEL & ELECTRIC DAYS REMEMBERED ★

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 ★

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 ★

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.

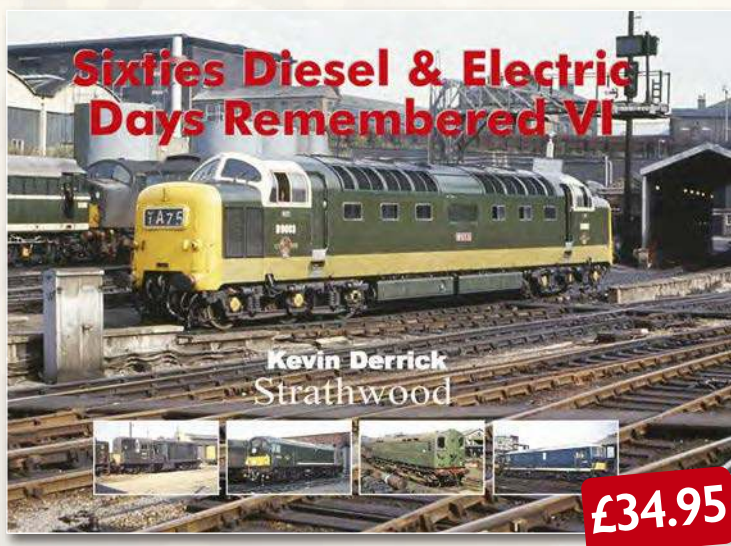
CATCH UP WHILST YOU CAN AS WE HAVE FIVE MORE VOLUMES IN THIS SERIES IN PREPARATION.

To help us make room for them in our warehouse why not take advantage of our **CHRISTMAS SPECIAL OFFER** any two titles off this page for **£39.95** all three for **£49.95**

Sixties Diesel & Electric Days Remembered IV & Sixties Diesel & Electric Days Remembered V both now **SOLD OUT**

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NEW RELEASE OUT NOW



SIXTIES DIESEL & ELECTRIC DAYS REMEMBERED VI

Our sixth dip deep into the fabulous colour archives to enjoy another delightful pick of the very best and most evocative photographs in our journey back to the liveries and classes that were still to be seen in everyday use back in the 1950s and 1960s. Chapters include: Co-Bo Chaos, Beneath Woodhead's Wires, Blue is the Colour, Under the Wires, Western Favourites, Spanking New, Southern Selection, Everyday North Eastern.

Approximately 160 colour photographs within 160 large landscape pages HARDBACK

With a limited print run of just 500 copies this time! To avoid disappointment please do not delay making your order. Volume VII to follow once this volume has sold out.

THE LOOKING BACK AT SERIES FORMS A SUPERB LIBRARY OF COLOUR PHOTOGRAPHS COVERING THE SERVICE YEARS OF EACH SUBJECT COVERED OVERLEAF.

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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Diesels & Electrics to the Scrapyards 1959 - 1989
Looking back at DMUs I, Looking back at DMUs II
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Looking back at Class 40 Locomotives, Looking back at Class 47 Locomotives
Looking back at Western Region Hydraulics, Looking back at Stanier Locomotives
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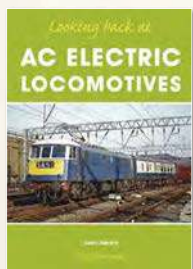
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LOOKING BACK AT CLASS 26 & 27 LOCOMOTIVES - £19.95 ★

We take a close look at these popular and versatile Type 2 locomotives from their introduction in the late 1950s throughout their service years up to the scrapyard. Inside we look at some of the variations through the years and many of the wide range of livery variations, many for the first time in print. A wide selection of locations and workings have been selected from a vast library of colour photographs, sure to appeal to the enthusiasts and modeller alike with informative captions. **LOW STOCKS BE QUICK**



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Covers all of the Classes 81 through to 90 including the

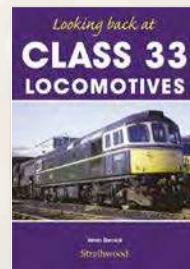
experimental prototypes, not just in their latter days of the 20th century but also from their early beginnings in electric blue! Inside we look at some of the changes made through the years and many of the wide range of livery variations that were once to be seen. An important addition to your library.



LOOKING BACK AT CLASS 31 LOCOMOTIVES - £19.95 ★

Covers these long-lived locomotives and details their working lives from their

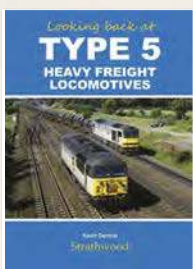
introduction in the late 1950s throughout their service years up to the scrapyards and the millennium, as with all titles in this series in glorious colour. Inside we look at many of the developments made through the years and their workings around the regions. As ever we look at some of the variations to be seen through their careers, always useful to the modeller and fascinating to the casual observer.



LOOKING BACK AT CLASS 33 LOCOMOTIVES - £19.95 ★

Examines these long-lasting Type 3 locomotives from their earliest days in

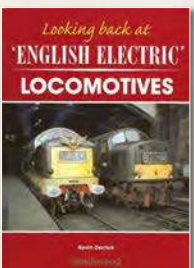
the early 1960s, throughout their service years up to the scrapyards. Inside we look at some of the changes made through the years and many of the wide range of livery variations along with their multitude of workings both on the Southern Region and away from it all over the UK far and wide, many for the first time in print. We have drawn from our vast library of colour photographs to make this yet another winner in this series.



LOOKING BACK AT TYPE 5 HEAVY FREIGHT LOCOMOTIVES - £19.95 ★

An important look at several classes, including 56, 57, 58,

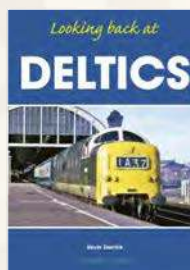
59 and 60 as well as a brief look at the early days of the Classes 66 & 67. We also examine the development of the prototypes for Classes 56 & 58 including the stylish and powerful HS4000 Kestrel. This volume is filled with some truly superb colour photographs from the earliest days of these classes 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



LOOKING BACK AT ENGLISH ELECTRIC LOCOMOTIVES - £19.95 ★

This was the second in the series after Looking back at Sulzer

Locomotives which has since sold out. In this volume we examine locomotives that enjoyed English Electric power plants. Following our customary format, we see locomotives when they first entered service 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 ★

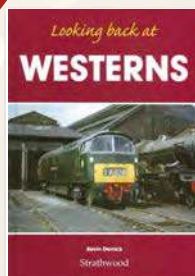
This time we take a more detailed look as every one of the Deltic-engined fleet

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.

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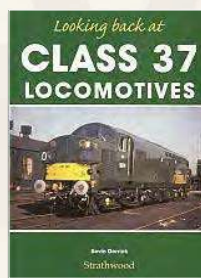
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LOOKING BACK AT WESTERNS - £19.95 ★

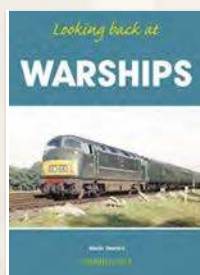
The ever-popular Class 52s are our subject for this volume. We begin with a shot of each of the seventy-four locomotives in the class, with a larger majority of the photographs taken before 1970. Then follows a study of livery variations during the 1960s and detail differences among the class. The photographic 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 CLASS 37 LOCOMOTIVES - £19.95 ★

The seventh volume 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 throughout the country since their introduction in 1960.

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 throughout the country since their introduction in 1960.



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.



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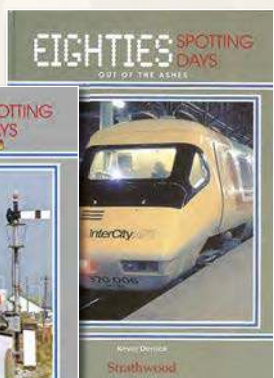
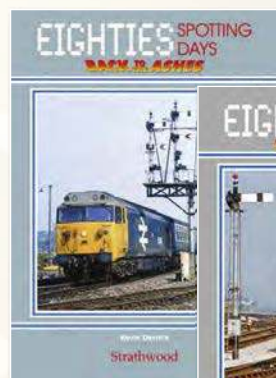
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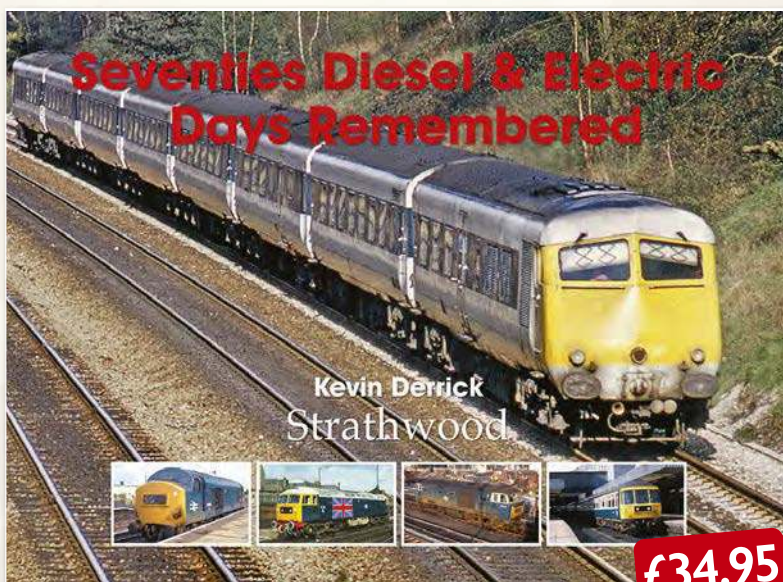
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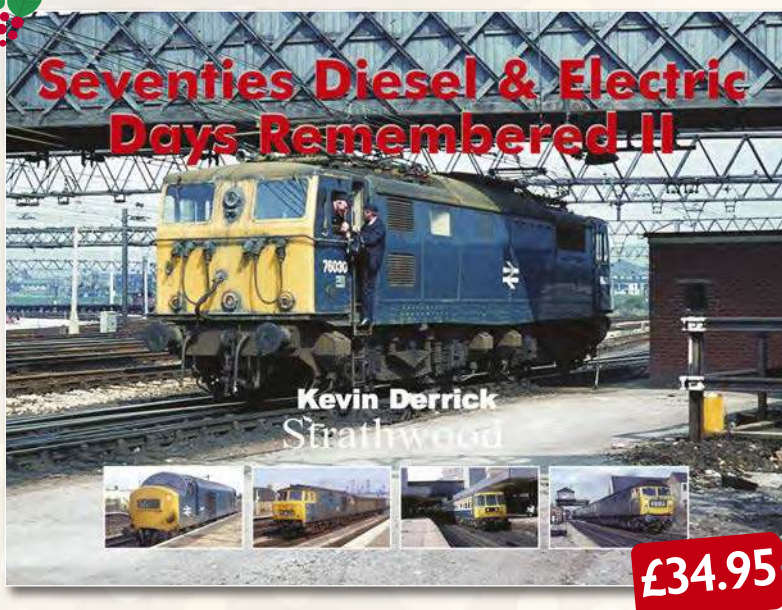
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