

BRITISH RAILWAY MODELLING

BRM

FEBRUARY 2020



- **60+ EXTRA IMAGES**
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- **6 EXCLUSIVE VIDEOS**





Baldwin Bonanza!

Our latest batch of 009 Scale Locomotives

The Baldwins are back! Bachmann's award-winning 009 scale Baldwin 10-12-D locomotives are back in stock with six new versions including the first to be offered with **SOUND FITTED**. Carrying a range of attractive liveries, there's a Baldwin to suit every layout, with numerous features and variants captured in the finest detail. The locomotives are equipped with a Next18 DCC decoder socket and pre-fitted speaker for ease of Sound installation (391-03 IDS is supplied SOUND FITTED).



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Black livery



391-028A 'Bridget'
in Ashover Light Railway
Black livery



391-029
Glyn Valley Tramway
Lined Black livery



391-030 No. 4
in Snailbeach District Railways
Black livery (weathered)



391-031DS No. 590
in Welsh Highland Railway
Lined Maroon livery



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in SR Maunsell
Green livery



009 Scale

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BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

Enjoy a tour of one of the largest N gauge railways to tour the exhibition circuit - 'James Street'. Plus, great tips for building our new 'layout in a box', also featured in this issue.



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

VISIT OUR FACEBOOK PAGE
AND GET INVOLVED IN
THE CONVERSATION.



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



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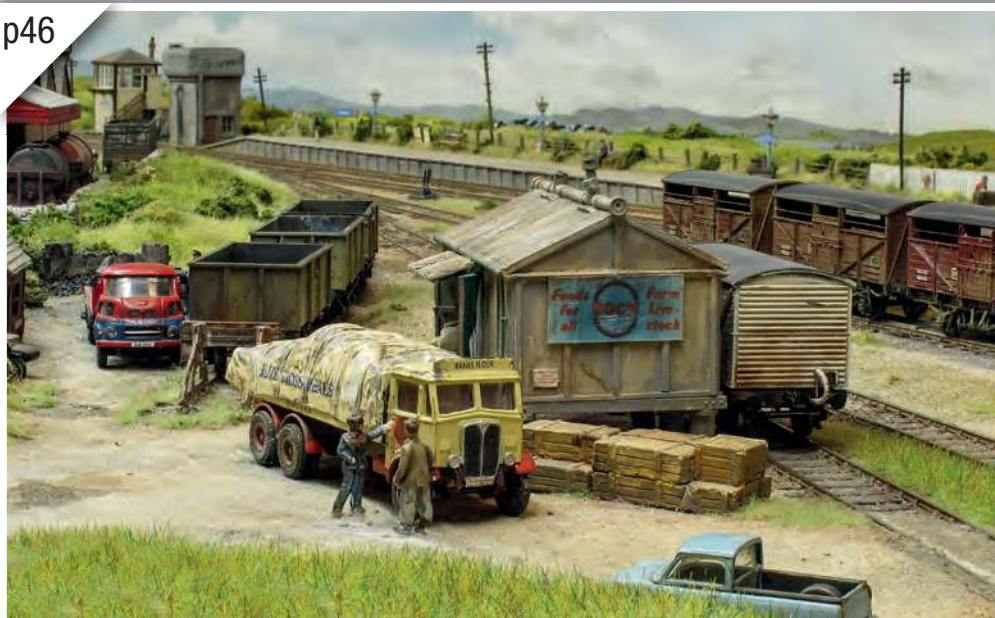
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BRM

BRM MARCH ISSUE
ON SALE JANUARY 30

BRITISH RAILWAY MODELLING

is published by Warners Group Publications plc
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SUBSCRIPTION ENQUIRIES

T 01778 392002

DIGITAL EDITION ENQUIRIES

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PRINTING

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

Ideas for contributions should be sent in outline form to the Editor for consideration. Please clearly mark all material with your name and address, and include sufficient postage if you require material to be returned. Views expressed by contributors are not necessarily those of the Editor or Publisher. From time to time Warners lend reputable companies the names and addresses of readers who have responded to offers, services and competitions organised by BRM. If you do not wish to receive such mailings, please write to Warners Group Distribution, Dept WD, Manor Lane, Bourne, Lincolnshire PE10 9PH or call 01778 391153.

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R3421	BR/E 700 Class.....	£99.45
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R3603TTS	BR Lord Nelson TTS Sound.....	£175.00
R3621	LNER J36.....	£125.75
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R3661	BR Green Class 31.....	£153.00

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35-075	E4 LBSC.....	£93.45
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35-078	E4 BR Late.....	£93.45
31-001	Robinson BR Late Crest.....	£94.99
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31-003	Robinson LNER.....	£94.99
31-127	CL3000 BR ROD.....	£118.45
31-128	BR ROD Weathered.....	£105.45
31-136DC	D11/2.....	£115.90
32-235	BR 3F Jinty.....	£80.70
31-628DC	Class 3F BR weathered.....	£93.20
31-931	LMS Compound.....	£112.90
31-933	BR Compound Late Crest.....	£112.88
31-932DC	BR Compound.....	£127.75
31-465	C Class BR.....	£93.46
32-154A	N Class BR Black Wthd.....	£99.10
32-233	3F SDJR Blue.....	£62.00
32-880	Fairburn LMS.....	£106.20
31-461A	C Class SR Black.....	£106.20

31-462A	C Class BR Early.....	£106.20
31-433	Midland Class 1F LMS.....	£81.55
31-434	Midland Class 1F BR.....	£81.55
31-003A	Robinson LNER.....	£110.45
31-004A	Robinson BR Early.....	£118.95
31-435	1F BR Early.....	£81.55
31-480	G2A LMS.....	£101.95
31-481	G2A BR Early.....	£114.70
31-119	BR Class 4MT Black.....	£135.95
32-279A	LNER Class K3 Black.....	£118.95
31-614	BR Late V3.....	£110.45
32-575A	LMS 4MT.....	£114.70
32-353	4MT BR Green.....	£110.45
32-359A	4MT BR Early.....	£110.45
32-176	BR Crab.....	£123.20
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32-236	Class 3F BRITISH RAILWAYS.....	£93.40
32-078	GWR 56xx.....	£97.70
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31-266	MLV Green with yellow panel.....	£62.45
31-269	MLV Jaffa.....	£83.26
31-575	Windhoff MPV NWR.....	£104.00
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32-928	Class 150 Sprinter.....	£135.95
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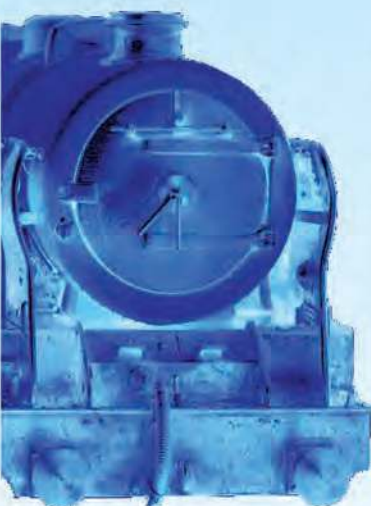
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Welcome to February

Show season is well underway now and November played host to the biggest staple in the railway modellers' diary; Warley. This year promised much and, in all aspects, over-delivered. There was plenty of new products to see, including decorated samples of the Oxford Rail J27 and Hattons Class 66, an engineering prototype of Bachmann's V2, plus an announcement from Accurascale on a new four bogie, eight-axle KUA nuclear flask wagon – you can read our full round-up on pages 72-75.

Layouts were also in plentiful supply, with a great mix of scales, sizes, and some wonderfully-wacky additions, too. Following on from Warley was our Peterborough show, the Festival of British Railway Modelling. A great weekend was had by all and on show were over 30 layouts, many of which you can look forward to seeing in the pages of BRM in the months to come. And if you're still hungry for more, The Festival of British Railway Modelling at Doncaster returns in February and promises to be another great event with

a spread of layouts and trade stands for ticketholders to visit.

Shows also enable us to talk to our readers and learn ways we can improve and evolve the magazine. A lot of our readers are very good at spotting errors too, in particular, the latest January issue. On page 57, pictures of the recently-reviewed Bachmann crane managed to replace steps 3, 4 and 5 on Michael Russell's pre-grouping practical. Computer gremlins could be blamed, but it was an error that should have been spotted during our subbing process. We wholeheartedly hold our hands up and apologise. If you would like to see the pictures intended for the pages, head to RMweb.co.uk where a topic has been set up.

In this jam-packed February issue of BRM we have one of the finest (and largest) N gauge layouts currently on the exhibition circuit, James Street, featured on pages 24-35 and pictured below. It's an incredibly diverse urban layout featuring a dockyard, three goods yards, over 125 buildings, 80 locomotives, 100 coaches and 500 wagons!

Also in this issue is the scenic Whithorn; a finescale layout of a sleepy terminus in South West Scotland, the versatile multi-era Depot Lane set in the West Midlands, and Castle Wharf Kendal, Ian Kirkwood's first venture into the world of narrow gauge.

If you're considering getting into airbrushing, our practical advice should help give you a steer on pages 56-61, or if you need to cut your modelling budget, our handy top tips can be found on pages 70-71. We've also been inundated with new products in the office and this issue features reviews of the Hattons A3, Heljan Class 50, Rapido Bus and the latest Dapol signals.

And if that wasn't enough, we've also launched our 'Layout in a Box' project. A complete package including track and all the scenic materials to get a basic layout built, all designed to fit inside a box. To see Phil build his version and get all the details you need to buy your own, head to page 36.

BRM Team



James Street is the 20-year project that can run over 300 items of rolling stock!

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R3659 Charlotte 67027
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32-580A Bachmann Class 4MT
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39-274 OO Gauge BR Mk1 GUV Inter-
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neers Grey & Yellow - Sound Fitted
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32-376A Bachmann
OO Gauge Class 37/4 Refurbished 37422
'Robert F. Fairlie' BR - Weathered
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32-737 Bachmann
OO Gauge Class 66/0 66065 Ex-EWS
(DB Schenker) - Weathered
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R3676 Mallard 4468
Hornby LNER, A4 Class Locomotive
4-6-2, - Era 3
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R3171 Cock 'O The North
Hornby Railroad LNER, P2 Class,
2-8-2, 2001 - Era 3
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R3642 Duchess of Montrose
Hornby BR, Princess Coronation Class,
4-6-2, 46232 - Era 4
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32-738 Bachmann
OO Gauge Class 66/7 66711 'Sence'
GBRf Aggregate Industries
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32-753DS Bachmann
OO Gauge Class 57/0 57007 'Freightliner
Bond' Freightliner Green - Sound Fitted
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R3622 Haig 675311
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373-926D Graham Farish
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372-777 Graham Farish
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2D-002-002 Dapol
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371-383A Graham Farish
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372-425A Graham Farish
N Gauge WD Austerity 90441 BR Black
(Early Emblem) - Weathered
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371-471 Graham Farish
N Gauge Class 37/0 Centre Headcode
37261 DRS Blue Weathered by TMC
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371-087A Graham Farish
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372-030 Graham Farish
N Gauge GWR 4073 5044 'Earl of Dunraven' GWR Lined Green (Shirtbutton)
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372-031 Graham Farish
N Gauge GWR 4073 5041 'Tiverton Castle' BR Lined Green (Early Emblem)
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372-629 Graham Farish
N Gauge LMS Ivatt 2MT 46460 BR Lined Black (Early Emblem) - Weathered
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372-980 Graham Farish
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374-610 Graham Farish
N Gauge GWR Hawksworth Auto-Trailer BR Crimson & Cream
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374-925A Graham Farish
N Gauge BR Mk1 SLSTP Sleeper Second BR Maroon
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THIS MONTH AT

Compiled between 21st August and 23rd September 2019

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Latest News



Genesis Full Brakes Added

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www.hattons.co.uk/tmah53



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Arnold Brighton Belle in stock

This incredibly popular model in N Gauge is available once again with the same high level of quality and finish. See more online.

www.hattons.co.uk/tmah56



Hornby Large Prairie Samples

Hornby have revealed painted sample of their forthcoming GWR 51xx/61xx locos with BR black versions due in stock by January.

www.hattons.co.uk/tmah57



Heljan GWR Railcar Samples

Updated engineering samples have been showcased by Heljan along with further information regarding livery and running numbers.

www.hattons.co.uk/tmah58

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4D-009-006 - £79



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R3709 6201 "Princess Elizabeth" in LMS crimson lake
R3711 46206 "Princess Marie Louise" in BR express passenger blue
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Class 5101 'Large Prairie' 2-6-2T

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

HORNBY®

2020 RANGE ANNOUNCEMENT

6TH JANUARY 2020

Hornby will be making their full 2020 announcement on
Monday 6th January.

Keep an eye on our website as the new items will be added and
available to pre-order as soon as possible.

Bookmark

www.hattons.co.uk/hornby2020

to be the first to see the new announcements.

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: January 2020



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 £131.71
Due in Stock: April 2020 to June 2020



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: 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

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Project Genesis faithfully represents the trains of the Era 2 & 3 period and brings modellers the opportunity to run a detailed train of coaches in liveries not normally seen in ready-to-run form.

We are producing 6 body styles between the 4 and 6 wheel coaches. These will be used to represent a lot of different coaches when allied to the painting and printing we are applying to them.

The individual styling has been made to include the most common features from some of the most widespread and longest lasting coaches to help make them recognisable to customers.

GWR chocolate & cream



H4-4BT-101A	4 wheel brake 3rd 203 - £30/£36
H4-4BT-101B	4 wheel brake 3rd 197 - £30/£36
H4-4F-101	4 wheel 1st 165 - £30/£36
H4-4C12-101	4 wheel composite 96 - £30/£36
H4-4T-101A	4 wheel 3rd 394 - £30/£36
H4-4T-101B	4 wheel 3rd 306 - £30/£36
H4-6BT-101A	6 wheel brake 3rd 154 - £30/£36
H4-6BT-101B	6 wheel brake 3rd 148 - £30/£36
H4-6C123-101	6 wheel tri-composite 84 - £30/£36
H4-6T-101A	6 wheel 3rd 526 - £30/£36
H4-6T-101B	6 wheel 3rd 539 - £30/£36
H4-6S-101	6 wheel 2nd 105 - £30/£36
H4-6CL-101	6 wheel composite lavatory (1st/3rd) 42 - £30/£36
H4-6FB-101	6 wheel full brake
H4-46Pack-101	Pack of 4 coaches (4BT, 4T, 6C123, 6BT) - £110/£135

GNR lined teak



H4-4BT-201A	4 wheel brake 3rd 56 - £30/£36
H4-4BT-201B	4 wheel brake 3rd 79 - £30/£36
H4-4F-201	4 wheel 1st 235 - £30/£36
H4-4T-201A	4 wheel 3rd 1432 - £30/£36
H4-4T-201B	4 wheel 3rd 1645 - £30/£36
H4-6BT-201A	6 wheel brake 3rd 135 - £30/£36
H4-6BT-201B	6 wheel brake 3rd 145 - £30/£36
H4-6T-201A	6 wheel 3rd 2694 - £30/£36
H4-6T-201B	6 wheel 3rd 3275 - £30/£36
H4-6C13-201	6 wheel composite 93 - £30/£36
H4-6F-201	6 wheel 1st 2040 - £30/£36
H4-6CL-201	6 wheel composite lavatory 864 - £30/£36
H4-6FB-201	6 wheel full brake - £30/£36
H4-46Pack-201	Pack of 4 coaches (4BT, 4T, 6C12, 6BT) - £110/£135

LNWR Plum & spilt milk



H4-4BT-301A	4 wheel brake 3rd 6925 - £30/£36
H4-4BT-301B	4 wheel brake 3rd 7342 - £30/£36
H4-4F-301	4 wheel 1st 4568 - £30/£36
H4-4C13-301	4 wheel composite 3654 - £30/£36
H4-4T-301A	4 wheel 3rd 896 - £30/£36
H4-4T-301B	4 wheel 3rd 731 - £30/£36
H4-6BT-301A	6 wheel brake 7523 3rd - £30/£36
H4-6BT-301B	6 wheel brake 7005 3rd - £30/£36
H4-6C123-301	6 wheel tri-composite 4004 - £30/£36
H4-6T-301A	6 wheel 1987 3rd - £30/£36
H4-6T-301B	6 wheel 1892 3rd - £30/£36
H4-6F-301	6 wheel 1st 4690 - £30/£36
H4-6CL-301	6 wheel composite lavatory 4020 - £30/£36
H4-6FB-301	6 wheel full brake - £30/£36
H4-46Pack-301	Pack of 4 coaches (4BT, 4T, 6C123, BT) - £110/£135

SECR Crimson Lake



H4-4BT-401A	4 wheel brake 3rd 3069 - £30/£36
H4-4BT-401B	4 wheel brake 3rd 3058 - £30/£36
H4-4F-401	4 wheel 1st 1041 - £30/£36
H4-4C12-401	4 wheel composite 2062 - £30/£36
H4-4T-401A	4 wheel 3rd 3361 - £30/£36
H4-4T-401B	4 wheel 3rd 3262 - £30/£36
H4-6BT-401A	6 wheel brake 3rd 6525 - £30/£36
H4-6BT-401B	6 wheel brake 3rd 6536 - £30/£36
H4-6T-401A	6 wheel 3rd 2956 - £30/£36
H4-6T-401B	6 wheel 3rd 2960 - £30/£36
H4-6F-401	6 wheel 1st 1015 - £30/£36
H4-6FB-401	6 wheel full brake - £30/£36
H4-46Pack-401	Pack of 4 coaches (4BT, 4C12, 6T, 6BT) - £110/£135

LMS crimson (Midland style)



H4-6BT-501A	6 wheel brake 3rd 6523 - £30/£36
H4-6BT-501B	6 wheel brake 3rd 6498 - £30/£36
H4-4X6CL-501	ex 6 wheel composite lavatory 9531 - £30/£36
H4-6T-501A	6 wheel 3rd 5705 - £30/£36
H4-6T-501B	6 wheel 3rd 5054 - £30/£36
H4-6FB-501	6 wheel full brake - £30/£36
H4-46Pack-501	Pack of 4 coaches (6BT, 4X6CL, 6T, 6T) - £110/£135

LNWR pre-war brown



H4-6BT-601A	6 wheel brake 3rd 4118 - £30/£36
H4-6BT-601B	6 wheel brake 3rd 4122 - £30/£36
H4-6CL-601	6 wheel composite lavatory 486 - £30/£36
H4-6T-601A	6 wheel 3rd 42956 - £30/£36
H4-6T-601B	6 wheel 3rd 43008 - £30/£36
H4-6FB-601	6 wheel full brake - £30/£36
H4-46Pack-601	Pack of 4 coaches (6BT, 6CL, 6T, 6BT) - £110/£135

SR olive green



H4-4BT-701A	4 wheel brake 3rd 3654 - £30/£36
H4-4BT-701B	4 wheel brake 3rd 3594 - £30/£36
H4-4C13-701	4 wheel composite 5750 - £30/£36
H4-4T-701A	4 wheel 3rd 1501 - £30/£36
H4-4T-701B	4 wheel 3rd 1717 - £30/£36
H4-6BT-701A	6 wheel brake 3rd 3602 - £30/£36
H4-6BT-701B	6 wheel brake 3rd 3615 - £30/£36
H4-6CL-701	6 wheel composite lavatory 5790 - £30/£36
H4-6T-701A	6 wheel 3rd 1524 - £30/£36
H4-6T-701B	6 wheel 3rd 1770 - £30/£36
H4-6FB-701	6 wheel full brake - £30/£36
H4-46Pack-701	Pack of 4 coaches (4BT, 4T, 6C13, 6BT) - £110/£135

LBSCR umber



H4-4BT-1601A	4 wheel brake 3rd - £30/£36
H4-4BT-1601B	4 wheel brake 3rd - £30/£36
H4-4C13-1601	4 wheel composite - £30/£36
H4-4F-1601	4 wheel 1st - £30/£36
H4-4T-1601A	4 wheel 3rd - £30/£36
H4-4T-1601B	4 wheel 3rd - £30/£36
H4-6BT-1601A	6 wheel brake 3rd - £30/£36
H4-6BT-1601B	6 wheel brake 3rd - £30/£36
H4-6CL-1601	6 wheel composite lavatory - £30/£36
H4-6F-1601	6 wheel 1st - £30/£36
H4-6FB-1601	6 wheel full brake - £30/£36
H4-6T-1601A	6 wheel 3rd - £30/£36
H4-6T-1601B	6 wheel 3rd - £30/£36
H4-46Pack-1601	Pack of 4 coaches (4BT, 6CL, 4T, 6BT) - £110/£135

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OO Gauge (1:76 Scale)

Steam locos



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



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



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 'Katie' in lined maroon (Hat) (RRP £99) £89
1301 Class 1361 0-6-0ST 1363 in GWR green shunters emblem (H) (RRP £135.96)
K2204 Class 1361 0-6-0ST 1364 in GWR green (DJ) £124.99



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

NEW



R3727 Class 21 L&Y 'Pug' 0-4-0ST 11244 in LMS black (Hor) NEW £63

NEW



R3728 Class 21 L&Y 'Pug' 0-4-0ST 51207 in BR black early emblem (Hor) NEW £63



OR76DG009 Class 2301 'Dean Goods' 0-6-0 2308 in WW1 Railway Operating Division khaki (Oxf) £102



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



R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (Hor) £154.50



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



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



H1408 Class 58xx 0-4-2T 5816 in BR Lined black BRITISH RAILWAYS (Gill Sans) (DJ) (RRP £99) £79



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



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) (RRP £204.99) £144



R3681 Class 8P 'Princess Coronation' 4-6-2 6241 'City of Edinburgh' in LMS post-war lined black (Hor) (RRP £204.99) £144



R3623 Class 8P 'Streamlined Coronation' 4-6-2 6221 'Queen Elizabeth' in LMS coronation blue (Hor) (RRP £189.99) £159.50



R3715 Class 8P 'Streamlined Coronation' 4-6-2 6224 'Princess Alexandra' in LMS coronation blue (Hor) NEW £171



R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 'Duchess of Hamilton' in LMS crimson lake - as preserved (Hor) (RRP £189.99) £139.50



R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 'King George VI' in LMS crimson lake (Hor) (RRP £189.99) £139.50



R3642 Class 8P Princess Coronation 4-6-2 46232 'Duchess of Montrose' in BR green early emblem (Hor) £171



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



32-860 Class 9F 2-10-0 92211 in BR black late crest (Bac) £184.50



R3756 Class 9F Crosti 92026 in BR black early emblem - heavily weathered - Railroad range (Hor) NEW £112.50



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



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



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



R3771 Class A4 4-6-2 4464 'Bittern' in LNER garter blue two tenders - as preserved (Hor) NEW £180



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



R3701 Class A4 4-6-2 60028 'Walter K Whigham' in BR experimental purple (Hor) £153



R3530 Class J15 0-6-0 65469 in BR black early emblem (Hor) £108



R3622 Class J36 0-6-0 65311 'Haig' in BR black early emblem (Hor) (RRP £139.99) £99



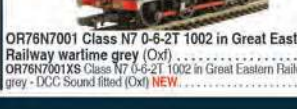
R3621 Class J36 0-6-0 722 in LNER black (Hor) (RRP £139.99) £99



R3603TTS Class LN 'Lord Nelson' 4-6-0 30850 'Lord Nelson' in BR green late crest - TTS sound fitted (Hor) (RRP £194.99) £139.50



R3635 Class LN 'Lord Nelson' 4-6-0 30863 'Lord Rodney' in BR green early emblem (Hor) (RRP £169.99) £124



R3634 Class LN 'Lord Nelson' 4-6-0 851 'Sir Francis Drake' in Southern Railway olive green (Hor) (RRP £169.99) £124



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



K2105 Class O2 0-4-4T 225 in SR wartime black (DJ) £124.99



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



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



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



R3500 The Sir Nigel Gresley Collection (Hor) £474

Steam train packs



H4-B-AB-004 'Power Station hauler' bundle Andrew Barclay 0-4-0ST 2089 'Little Barford' in blue and three 16 ton mineral wagons (Hat) (RRP £158.85) £125



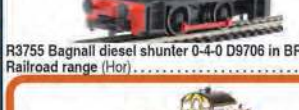
H4-B-AB-001 'Wartime Workhorse' bundle Andrew Barclay 0-4-0ST 705 in GWR green, GWR shunters truck and pair of Warwell wagons in WD (Hat) (RRP £182.95) £140



R3947 Layouts made easy - train pack 3 (Hor) NEW £297



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

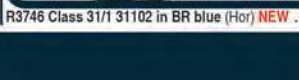


R3402 Queen of Scots Train Pack Class A4 4-6-2 in LNER garter blue and three pullman coaches - Ltd Ed of 1000 (Hor) £324

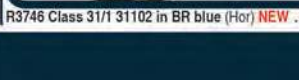


OR76B00M01 Railgun Pack railgun 'Boche Buster' and 'Dean Goods' 0-6-0 2330 in ROD khaki (Oxf) £153

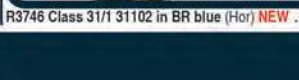
Diesel locos



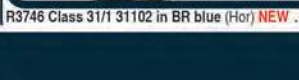
R3755 Bagnall diesel shunter 0-4-0 D9706 in BR green - Railroad range (Hor) £31.50



2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (H) (RRP £139) £94



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



R3746 Class 31/1 31102 in BR blue (Hor) NEW £157.50

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



R4826 Gresley 61' 6" brake composite corridor 32557 in LNER teal (Hor) £49.50
R4829 Gresley 61' 6" corridor buffet 21611 in LNER teal (Hor) £49.50



R4904 K type Pullman 'New Century Bar' in Pullman amber and cream (Hor) £53.50



R4935A Mk1 BSK brake second corridor 99312 in Hogwarts Railways maroon - Harry Potter range (Hor) £37



R4935 Mk1 BSK brake second corridor 99723 in Hogwarts Railways maroon - Harry Potter range (Hor) £37
R4934A Mk1 SK second corridor 99721 in Hogwarts Railways maroon - Harry Potter range (Hor) £37



R4355 Mk1 BSK brake second corridor W34888 in BR chocolate & cream - Railroad Range (Hor) (RRP £21.99) BARGAIN £12
R4668B Mk4 TSO second open 12425 East Coast (Hor) (RRP £28.49) BARGAIN £14



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



4F-012-023 12 ton ventilated van 123520 in GWR grey (Dap) NEW £9.50
4F-012-024 12 ton ventilated van 123520 GWR grey - weathered (Dap) NEW £10.50



37-225H 16 ton steel mineral wagon top flap doors in BR grey - weathered (Bac) £18
R6920 20 ton brake van R650884 in BR grey - weathered (Hor) NEW £19



R6925TTS 4-wheel 10 ton vent van in plain freight grey - TTS digital sound fitted (Hor) NEW £36
4F-080-128 8 plank open wagon 'Lay Main Collieries, Mold' (Dap) NEW £10
4F-080-129 8 plank open wagon 'Lay Main Collieries, Mold' - weathered (Dap) NEW £11



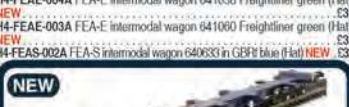
R6918 ex-LNER CCT E1251E in BR blue (Hor) NEW £20



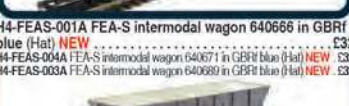
H4-FEAE-001A FEA-E intermodal wagon 641003 in Freightliner green (Hat) NEW £32
H4-FEAE-002A FEA-E intermodal wagon 641013 Freightliner green (Hat) NEW £32



H4-FEAE-005A FEA-E intermodal wagon 641025 in Freightliner green track panel carriers (Hat) NEW £50
H4-FEAE-004A FEA-E intermodal wagon 641058 Freightliner green (Hat) NEW £32
H4-FEAE-003A FEA-E intermodal wagon 641060 Freightliner green (Hat) NEW £32
H4-FEAE-002A FEA-E intermodal wagon 640683 in GBR blue (Hat) NEW £32



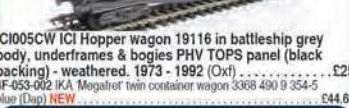
H4-FEAS-001A FEA-S intermodal wagon 640666 in GBR blue (Hat) NEW £32
H4-FEAS-004A FEA-S intermodal wagon 640671 in GBR blue (Hat) NEW £32
H4-FEAS-003A FEA-S intermodal wagon 640689 in GBR blue (Hat) NEW £32



H4-FEAS-001A FEA-S intermodal wagon 640666 in GBR blue (Hat) NEW £32
H4-FEAS-004A FEA-S intermodal wagon 640671 in GBR blue (Hat) NEW £32
H4-FEAS-003A FEA-S intermodal wagon 640689 in GBR blue (Hat) NEW £32



IC1005EW ICI Hopper wagon 19011 in battleship grey body, underframes & bogies PHV TOPS panel (black backing) - weathered, 1973 - 1992 (Ox) £25



IC1005CW ICI Hopper wagon 19116 in battleship grey body, underframes & bogies PHV TOPS panel (black backing) - weathered, 1973 - 1992 (Ox) £25
4F-053-002 IKA Megafret twin container wagon 3368 490 B 354-5 blue (Dap) NEW £44.63



4F-053-003 IKA 'Megafret' twin container wagon 3368 490 9 460-0 in blue - weathered (Dap) NEW £48.88
4F-053-001 IKA 'Megafret' twin container wagon 3368 490 B 354-5 blue (Dap) NEW £44.63



R6926 KFA Intermodal wagon in Tiphook Rail - No Containers (Hor) NEW £30



R6927 KFA Intermodal wagon in Toux Maritime and Hyundai containers (Hor) NEW £36
R6919 Mk1 CCT covered carriage truck in BR express parcels blue - heavily gruffed (Hor) NEW £19



H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (Hat) £118



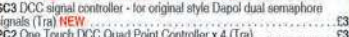
H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat) £126
H4-RHTT-002 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules (Hat) £118
H4-RHTT-003 Rail Head Treatment Train 'Water' wagon 3 water modules to extend either RHTT pack to 3 wagons (Hat) £118
OR76WWD10 Southern Railway Wagon - Revised Box MS14176 (Ox) £26



R8012 HM2000 High output power & speed controller, mains supply (Hor) £94
R8250 Standard Train Controller - Use P9000 transformer (Hor) (RRP £32.99) BARGAIN £16



PL-55 Turntable control motor - for use Peco turntable kits (Pec) £54



SCS DCC signal controller - for original style Dapol dual semaphore signals (Tra) NEW £32
PC2 One Touch DCC Quad Point Controller x 4 (Tra) £34

Point motors	
R8243 Surface Mounted point motor (Hor)	£8.50
Lighting equipment	
CL2 Standard Coach Lighting Strips - Warm White (Tra)	£17.50
Accessories	
SFX10 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra)	£39
Cables & Wires	
PL-80 Power lead joiners - Code 100/124 (x4 pairs) (Pec)	£6
Model railway spares	
SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec)	£2
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec)	£2
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 24 (Pec)	£2.20
18KADEE NEM632 Kadee coupling - Medium (6.3mm) - Pack of four (Kad) 15	

Buildings - railways Man-made scenic structure - railway-related



89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) £210
LK-55 70ft Well type turntable (Pec) £41



R083 Pack of 6 Buffer Stop (Hor) £9.50
R083 Single (Hor) £1.80



Signals
DCD-MOS-BR-D 2 aspect Red/White LMS and BR-style diesel-era ground signal - Pack of 12 (DCC) £65
DCD-GS-BR-D 2 aspect Red/White LMS and BR-style diesel-era ground signal - Pack of 12 (DCC) £68
DCD-GS-BR-D 2 aspect Red/White LMS and BR-style diesel-era ground signal - Pack of four (DCC) £26
4L-001-005 Signal - motorised, GWR bracket right hand junction bracket signal - two arms (Dap) £55.21
4L-001-006 Signal - motorised, GWR left hand junction bracket signal - two arms (Dap) £55.50
4L-003-001 Signal - motorised, SR lattice home (Dap) £26.68

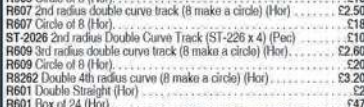
Buildings - general Bridges, Tunnels & Walls



PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met) £12
PO245 Retaining wall in stone - 4 sections per pack - card kit (Met) £12



36-407 1950s train crew - pack of six (Bac) £8.50



Track - Code 100 Setrack
R055 1st radius double curve (8 make a circle) (Hor) £2.50
R065 Circle of 8 (Hor) £18
R067 2nd radius double curve track (8 make a circle) (Hor) £2.50
R067 Circle of 8 (Hor) £18
ST-2026 2nd radius Double Curve Track (ST-226 x 4) (Pec) £10
R069 3rd radius double curve track (8 make a circle) (Hor) £2.60
R069 Circle of 8 (Hor) £20
R8262 Double 4th radius curve (8 make a circle) (Hor) £3.20
R601 Double Straight (Hor) £2
R601 Box of 24 (Hor) £47



R070 Electrically Operated Turntable (Hor) £84
R8222 Extension Pack B, Contains 1 x R8073, 2 x R800, 4 x R607, 1 x R066, 1 x R063 (Hor) £26
R8223 Extension Pack C, Contains 1 x R8072, 2 x R800, 4 x R607, 1 x R066 (Hor) £24.50
R7277 Layouts made easy - large corner layout complete track pack (Hor) £618



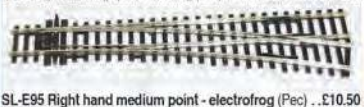
R7276 Layouts made easy - medium sized oval layout complete track pack (Hor) £618
R8074 Left hand curved point (Hor) £14
R8077 Left hand Express point (Hor) £14.50
R8072 Left Hand Standard Point (Hor) £9.50
R603 Long Straight - 670mm (Hor) £4
R8073 Right hand curved point (Hor) £14
R8073 Right Hand Standard Point (Hor) £9.50
ST-245 Setrack curved double radius left handed point insulating (Pec) £14.50
ST-244 Setrack curved double radius right handed point insulating (Pec) £14.50
ST-241 Setrack No 2 radius left handed point insulating (Pec) £9
ST-240 Setrack No 2 radius right handed point insulating (Pec) £9
ST-264 Setrack Quad Straight (670mm) (Pec) £3.50
ST-204 Box of 24 (Pec) £82
ST-100 Setrack Starter Track Set - Second Radius (Pec) £38
ST-101 Setrack Starter Track Set - Third Radius (Pec) £58
R821 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66
R600 Standard Straight (Hor) £1.50
R600 Box of 24 (Hor) £34



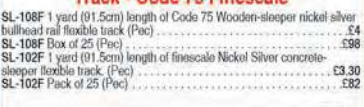
Track - Code 100 Streamline
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3
SL-102 Pack of 25 (Pec) £70
SL-99 3 way medium radius point - insulating (Pec) £27
SL-90 Double slip - insulating (Pec) £33



SL-E87 Left hand curved point - electrofrog (Pec) £12.50
SL-E88 Left hand large point - electrofrog (Pec) £12
SL-E89 Left hand large point - insulating (Pec) £12
SL-E96 Left hand medium point - electrofrog (Pec) £10.50
SL-E96 Left hand medium point - insulating (Pec) £10.50
SL-E92 Left hand small point - insulating (Pec) £9.50
SL-E86 Right hand curved point - electrofrog (Pec) £12.50
SL-E86 Right hand curved point - insulating (Pec) £12.50



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



SL-E95 Right hand medium point - electrofrog (Pec) £10.50
SL-E95 Right hand medium point - insulating (Pec) £10.50
SL-E91 Right hand small point - electrofrog (Pec) £9.50
SL-E91 Right hand small point - insulating (Pec) £9.50



Track - Code 75 Finescale
SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £4
SL-108F Box of 25 (Pec) £98
SL-102F 1 yard (91.5cm) length of Finescale Nickel Silver concrete-sleeper flexible track (Pec) £3.30
SL-102F Pack of 25 (Pec) £82



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3



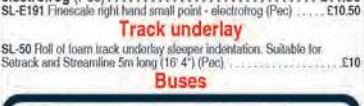
SL-E190 Finescale double slip - electrofrog (Pec) £38



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



SL-E195 Finescale right hand medium point - electrofrog (Pec) £11.50
SL-E191 Finescale right hand small point - electrofrog (Pec) £10.50



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



Buses
761R6007 Irizar i6 Barnes Coaches (Ox) NEW £21.50

Cars
CC99726 Triple Decker 'Knight Bus' - Harry Potter range (Cor) £26

76WFL003 Weymann Fanfare (Leyland) Southdown (Ox) NEW £16

76ALV005 Alvis Speed Twenty Royal Blue (Ox) NEW £5
76BM02004 BMW 2002 Black (Ox) NEW £5
76FS005 Ford Sierra Sapphire Diamond White (Ox) NEW £5

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MODEL RAILWAYS

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

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NEW



76FZ002 Ford Zodiac MkII Imperial Maroon/Ermine White (Ox) **NEW** £5.50
76XK005 Jaguar XK Stratus Grey (Ox) **NEW** £5
76LRDS003 Land Rover Discovery Sport Fuji White (Ox) **NEW** £5.50
76RR3002 Range Rover 3rd Generation Alveston Red (Ox) **NEW** £5.50

Commercial vehicles

76PB009 Commer PB Van Pitchford & Miles (Ox) **NEW** £5.50

NEW



76CWT005 Commer Walk Thru 'Pollock' (Ox) **NEW** £9.50
76FT3009 Ford Transit MK3 Gentian Blue (Ox) **NEW** £5.50
OR76ROR007 Land Rover Defender 110 possible rail wheels - 'Cavillon' (Ox) **NEW** £6.50
76VWS003 VW T1 Van Dove Blue (Ox) **NEW** £5.50
76TSV003CC VW T5 Van Coca Cola (Ox) **NEW** £5.50

Farming and construction

76PL001 Fowler Plough Blue Red (Ox) £8.50



76LAN2021 Land Rover Series II LWB Station Wagon Royal Navy Bomb Disposal (Ox) **NEW** £5

Tools

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

O09 Narrow Gauge

Steam locos

9961 Lynton & Barnstaple 2-6-2T 190 'Lyd' in plain black (Hel) £186.96



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



9962 Lynton & Barnstaple 2-6-2T 30190 'Lyd' in BR lined black early emblem - as preserved (Hel) £186.96



9952 Lynton & Barnstaple 2-6-2T 761 'Taw' in Southern Railway green (Hel) (RRP £189.95) **BARGAIN** £149.50



9960 Lynton & Barnstaple 2-6-2T E188 'Lew' in Southern Railway green (Hel) £186.96

Coaches

GR-451B Lynton & Barnstaple third class observation coach 2468 in Southern Railway olive green (Pac) £38

Wagons

GR-901 4 wheel closed goods van 'Bass Brewery, Burton-on-Trent' (Pac) **NEW** £17
GR-900 4 wheel closed goods van 'Colman's Mustard' (Pac) **NEW** £17
GR-902 4 wheel closed goods van 'Fytiles Bananas' (Pac) **NEW** £17
GR-920 Pack of three narrow-gauge slate wagons - unbranded (Pac) £26

Track - Code 80 Setrack

ST-406 Setrack O09 left-hand point - insulfrog (Pac) £9.50
ST-405 Setrack O09 right-hand point - insulfrog (Pac) £9.50

Track - Code 80 Streamline

SL-400 1 yard length of O09 narrow gauge flexible track worn wooden sleepers (Pac) £3.50
SL-400 Box of 25 (Pac) £83
SL-404 1 yard length of O09 narrow gauge track 'mainline' wooden sleepers (Pac) £3.50
SL-404 Pack of 25 (Pac) £86



SL-E496 Mainline left hand turnout 18" radius electrofrog (Pec) £10.50
SL-E495 Mainline Right hand turnout 18" radius electrofrog (Pec) £10.50

N Gauge

Steam locos

2S-007-013D Class 57xx Pannier 0-6-0 9744 in British Railways green - DCC fitted (Dap) £100
2S-007-018 Class 57xx Pannier 0-6-0P1 6763 in BR lined black early emblem and later cab (Dap) £74



2S-012-012 Class A1X 'Terrier' 0-6-0T 734 in London and South Western Railway green (Dap) £57.96
2S-008-008D Class A4 steam loco 60029 '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-002-003S Class 50 50037 'Illustrious' in original Network SouthEast - DCC sound fitted (Dap) **NEW** £242.21



2D-002-002 Class 50 50040 'Leviathan' in BR large logo blue (Dap) £123.21



2D-002-001 Class 50 50043 in BR blue - unrefurbished (Dap) £123.21
2D-002-001D Class 50 50043 BR blue - unrefurbished - DCC fitted (Dap) £148.71
2D-002-001S Class 50 50043 in BR blue - unrefurbished - DCC sound fitted (Dap) **NEW** £242.21
2D-002-000S Class 50 14068 BR blue - unrefurbished - DCC sound fitted (Dap) **NEW** £242.21



2D-007-011 Class 66/0 66002 in EWS DB branding and six megafret container wagons (Dap) £194.64



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

DMUs



2D-009-003 Class 121 'Bubble Car' DMU W55033 in BR green speed whiskers (Dap) £114
2D-009-003D Class 121 'Bubble Car' DMU W55033 in BR green speed whiskers - DCC fitted (Dap) £139.54
ND116C Class 142 'Pacer' 2 car DMU 142025 in Northern Spirit (Dap) £115.18
ND116DD Class 142 'Pacer' 2 car DMU 142065 in Arriva Trains Wales - DCC fitted (Dap) £144.50

Coaches



374-681A MK2A BSO brake second open 9428 in Direct Rail Services (Gra) £29.71

Wagons



2F-022-005 Cargowagon bogie ferry wagon 33 80 279 7543-6 in grey and blue yellow stripe (Dap) **NEW** £19
2F-022-007 Cargowagon bogie ferry wagon 33 80 279 7586-4P in grey and blue white stripe (Dap) **NEW** £19
2F-022-008 Cargowagon bogie ferry wagon 33 80 279 7656-6P in grey and blue white stripe (Dap) **NEW** £19
2F-022-009 Cargowagon bogie ferry wagon 33 80 279 7669-9 Blue Circle (Dap) **NEW** £19
2F-022-010 Cargowagon bogie ferry wagon 33 80 279 7688-9 Blue Circle (Dap) **NEW** £19

NEW



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
SL-300 Single (Pec) £3

Cables & Wires

PL-82 Power feed joiners - Code 55/60 (x4 pairs) (Pac) £6

Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & O09 gauge (12 per pack) (Pac) £1.70

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

Buildings - general

PHN03 Paving slabs and cobblestone sheets - card kit (Mot) **NEW** £5.50

Track - Code 80 Setrack

ST-11 Double straight track (Pac) £1.60

ST-15 No 2 radius double curve (Pac) £2.22

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

ST-301 Setrack starter track pack - second radius (Pac) £2

ST-301T ST-11 double straight track - 174mm - pack of eight (Pac) £12.50

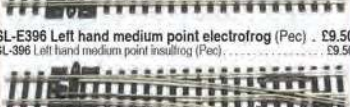
ST-300 Starter Track Set (Pac) £49

Track - Code 80 Streamline



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

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



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

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

Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84

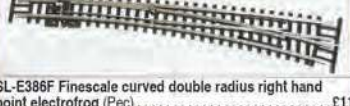
SL-300F Single (Pac) £3



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



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



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



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



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

SL-U396F Finescale left hand medium point unitrog (Pac) £10.50



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

SL-U395F Finescale right hand medium point unitrog (Pac) £10.50

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

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

Public Service vehicles

NCOR3004 Ford Cortina MkII Devon & Cornwall Police (Ox) **NEW** £4

Commercial vehicles

NTRAIL014 Mobile Trailer Southdown (Ox) **NEW** £5

O Gauge (1:43 Scale)

Steam locos

4300 Class 43xx Mogul 2-6-0 4339 in GWR green Great Western lettering (Hel) £662.15
4302 Class 43xx Mogul 2-6-0 5326 in GWR green GWR lettering (Hel) £662.15



4301 Class 43xx Mogul 2-6-0 5355 in GWR green shirtbutton emblem (Hel) £662.15



4310 Class 43xx Mogul 2-6-0 5378 in BR black early emblem (Hel) £662.15



6124 Class 51xx 'Large Prairie' 2-6-2T 5184 in GWR green Great Western lettering (Hel) £594.15



7S-007-006 Class 57xx 0-6-0PT pannier L92 in London Transport maroon (Dap) £205



6104 Class 61xx 'Large Prairie' 2-6-2T 6132 in BR lined green late crest (Hel) £594.15

7S-010-013 Class A1 'Terrier' 0-6-0T 751 in SECR green (Dap) £191.25
7S-010-012 Class A1X 'Terrier' 0-6-0T 32650 BR lined black early emblem (Dap) £191.25



H7-A3-003 Class A3 4-6-2 2745 'Captain Cuttle' in LNER black unstreamlined non-corridor tender (Hel) £750



H7-A3-001 Class A3 4-6-2 2750 'Papyrus' in LNER Grass green unstreamlined corridor tender - 'Record Breaker' (Hel) £750



H7-A3-002 Class A3 4-6-2 4472 'Flying Scotsman' in LNER Grass green unstreamlined corridor tender - 'Record Breaker' (Hel) £750



H7-A3-005 Class A3 4-6-2 60035 'Windsor Lad' in BR green early emblem and unstreamlined non-corridor tender (Hel) £750



H7-A3-004 Class A3 4-6-2 60072 'Sunstar' in BR Express blue unstreamlined non-corridor tender (Hel) £750



H7-A3-006 Class A3 4-6-2 60077 'The White Knight' in BR green late crest and unstreamlined non-corridor tender (Hel) £750

Diesel locos



7D-008-013 Class 08 shunter 08717 in BR blue (Dap) £191.25

7D-008-015 Class 08 shunter 08740 in Railfreight Triple grey (Dap) £191.25

7D-008-016 Class 08 shunter 08891 in Freightliner green (Dap) £191.25

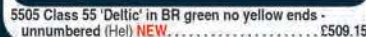
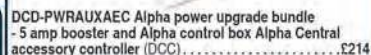
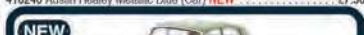
7D-008-007 Class 08 shunter 13003 in BR black early emblem (Dap) £191.25



7D-008-009 Class 08 shunter D3002 in BR green late crest and wasp stripes (Dap) £191.25

7D-008-007U Class 08 shunter BR black early emblem - unnumbered (Dap) £191.25

7D-008-013U Class 08 shunter in BR blue - unnumbered (Dap) £191.25



GET THE LOOK

1 The EM gauge trackwork is scratch-built by soldering Code 75 bullhead rail to copper-clad sleepers. While not as detailed as track made from individual components, the result is robust, reliable and not too difficult to build.

2 Fences are from the Ratio range including this distinctive angled version used on Midland Railway station platforms. Details like this allow the viewer to identify the location before a train appears in sight.

3 When Broom was built, signals had to be scratch-built from parts now provided by Wizard Models. We have more options now, including RTR models from Dapol, and plastic kits from Ratio, but it's important to check the design as this varied between railway companies.

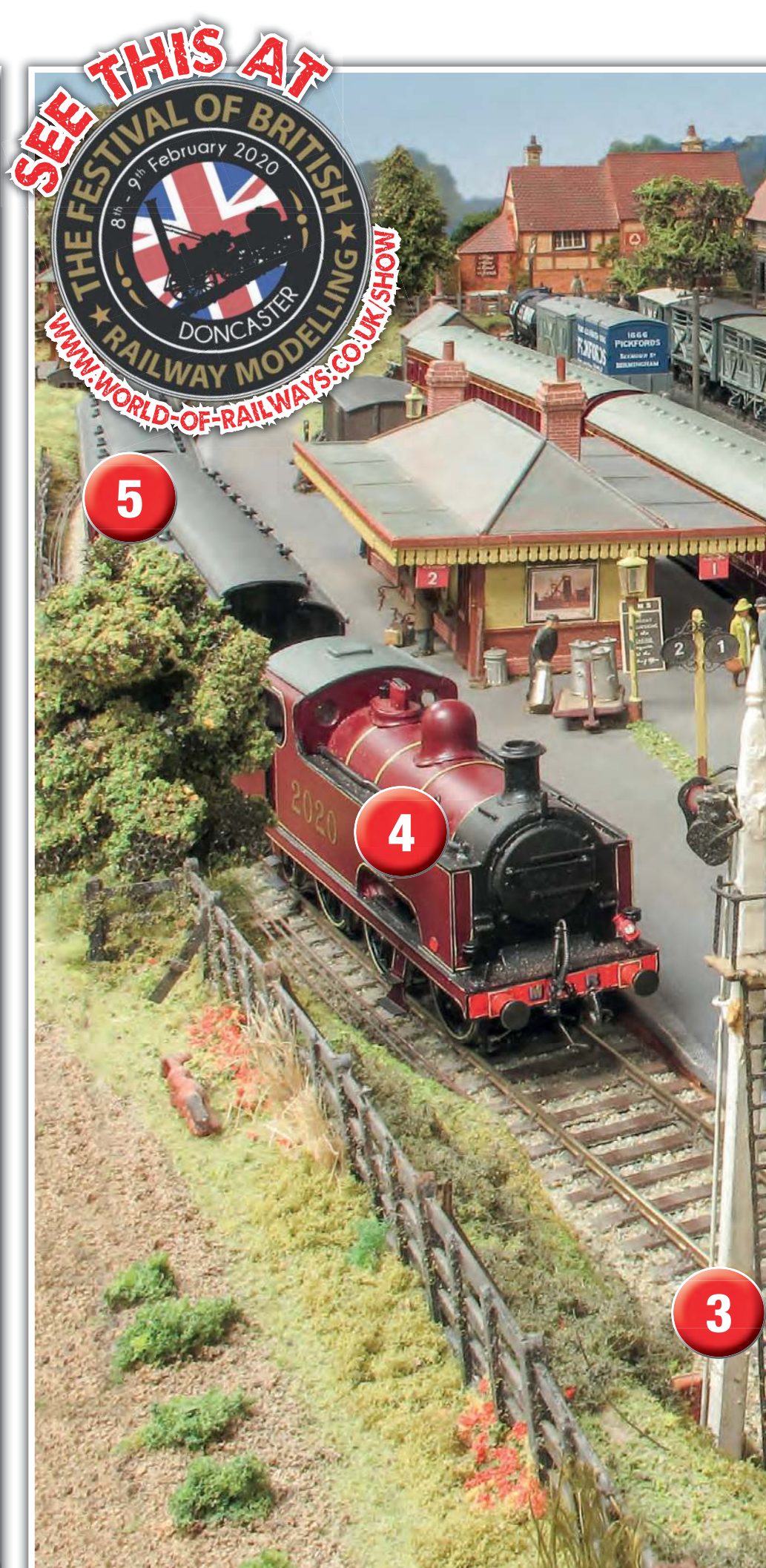
4 Known as 'Flatirons' because of their distinctive shape, these models of the ex-Midland 2000 Class are built from whitmetal kits produced by South Eastern Finecast. The 0-6-4T locomotives demand large radius curves thanks to their long wheelbase, so wouldn't be ideal for many layouts. Never a popular class in reality, all were withdrawn and scrapped by 1939.

5 Clerestory coaches can be assembled from Ratio plastic kits. Although quite long in the tooth, with care, they make up into respectable models, especially if you add etched handrails and grab handles. If you prefer a metal kit, Wizard Models has a selection from the ex-Comet coach range.

6 Most of the buildings on 'Broom Junction' are scratch-built, but the coal yard is the Wills (SS15) coal office and staithe plastic kit. The cart beside is a Slater's plastic kit.

7 Grounded coach bodies were a very common sight on steam-era lines. You could use an old model with its underframe removed, or the Ratio kit seen here. One benefit of the kit is that a selection of detail items are included in the pack to give the area a bit of clutter. The bicycle poking out from the end is an essential addition for a time when hardly anyone owned a car.

8 Crossing the lines with a barrow or trolley would be impossible without this walkway to the end of the platform. Scratch-building by scribing some Plastikard is the easiest way to model this common feature. Be careful to allow for the wheel flanges on the panels between the rails.



BROOM JUNCTION

6

Appearing at the Festival of British Railway Modelling in Doncaster this February, this small station was an interchange for passengers between two country railways.

7

8

2

1





BROOM JUNCTION

Set deep in rural Warwickshire, this little station existed largely as an interchange between two country railways, as **Charles Stevens** explains.

FACT FILE

SCALE/GAUGE: 4mm:1ft scale, 18.2mm gauge EM
SIZE: 11ft by 2ft
ERA/REGION: Early-1930s, LMS, Warwickshire
LAYOUT TYPE: Fiddleyard to fiddleyard
WORDS: Charles Stevens
PHOTOGRAPHY: Andy York

Broom Junction was one of those rare stations that existed merely to allow passengers to change trains. The station had limited road access, and being situated in a small Warwickshire village, little local traffic was generated. Instead it played a major role in the interchange between Midland Railway's north-south line from Birmingham to Ashchurch and the east-west Midland & Stratford upon Avon Joint (MSJ) route. It also played an important part in the exchange of long-distance goods traffic which used these backwater lines to reduce congestion on more major routes. Until 1942, when a new spur was opened, the junction faced north so that all goods trains from the 'SMJ' heading south had to reverse at Broom. The new spur avoided the station completely and all southbound trains were capable of continuing without stopping.

OUR MODEL

This layout was built by John Cox and based on Broom Junction, but originally called 'Brensham Junction'. He felt it could not be called Broom because of the alterations, compromises and omissions he had made to reality. In April 2015 he passed on the layout and stock to me, as he no longer had space for it in his flat. Construction is very simple, following well-trodden paths, and there is nothing particularly unique in the construction.

But, it was built to a high standard, to EM Gauge, and reflects the norm for a small fiddleyard to fiddleyard layout. It has been exhibited several times locally and will be again in the near future (see page 53 for its next outings).

As you will see from Andy York's excellent pictures there are a number of delightful little details which really bring the layout to life. When the shoot took place, the nameboards had not been changed, they have now!

One of my favourites is the small portable ramp

A pair of Fowler 0-6-4Ts meet at the short island platform, providing connections between the Stratford & Midland Junction line (SMJ) and the ex-Midland Railway line between Ashchurch and Redditch.



for loading livestock, one animal at a time. Not only was this moved around the yard to suit but even from station to station up and down the line as required. None of the small intermediate stations had enough livestock traffic to warrant a cattle dock or permanent loading facilities, so this ramp went where it was needed. Suffice to say, it is glued down on the model and the wagons are shunted accordingly.

COMPACT LAYOUT

Once I'd taken delivery, I took stock of the situation, what I had been given and made some decisions as to the way forward. Fortunately the layout fits in my car and still leaves space for my wheelchair!

I undertook some further research, including a site visit to see what is left at Broom. Considering the line closed in 1962, the bridge remains, but there's little sign of the track and station bar a lot of undergrowth. There are still not many houses about as the area is still somewhat isolated.

I feel that operation of the layout should be as close as possible to what was seen there in the 1930s. You will see from the trackplan that the actual junction with the 'SMJ' is off-scene, and that the bridge marks the end of the modelled area. In reality, beyond the bridge was a scissors type junction, and also a turntable and a couple of exchange/holding sidings.

ABOVE: Numerous well-observed details, such as the diagonal fence slats, help to give the layout its Midland atmosphere.

RIGHT: With few passengers to serve in this rural area, the cross-country 'SMJ' and north-south line to Ashchurch earned their keep as useful routes for slow-moving goods trains, and transporting away local produce from the Vale of Evesham. An ex-MR 2F waits in the loop for a coke train to pass, hauled by 4F No. 4454.

A little research (see Bibliography) also revealed an unusual pattern of operation for passenger trains. A local train would arrive from Stratford, passengers disembarked, and the train would reverse onto one of the sidings beyond the bridge. Trains from both Birmingham and Ashchurch directions would then arrive to cross in the platform loop. Passengers from Stratford for either direction would then entrain.

Both long-distance trains would depart, leaving the local train to emerge from the siding. Depending on the make-up of this train the locomotive would either run round using the platform loop or use the turntable after running round to haul its train back to Stratford.

Until 1947, when passenger services ceased from Stratford, this happened about six times a day. This procedure could not be adequately reproduced, as all the viewer would see is the three trains running in and out of the fiddleyards to no apparent purpose.

Further, goods trains from the Stratford direction heading south would have carried out a variant on this procedure, using the turntable to turn the locomotive before continuing towards Ashchurch.

EXTENSION PLANS

Fortunately, some curved baseboards have been donated by Peter Blakeman, one of our group. These will enable the all-important junction to be modelled, and at least



LOCOMOTIVE ROSTER

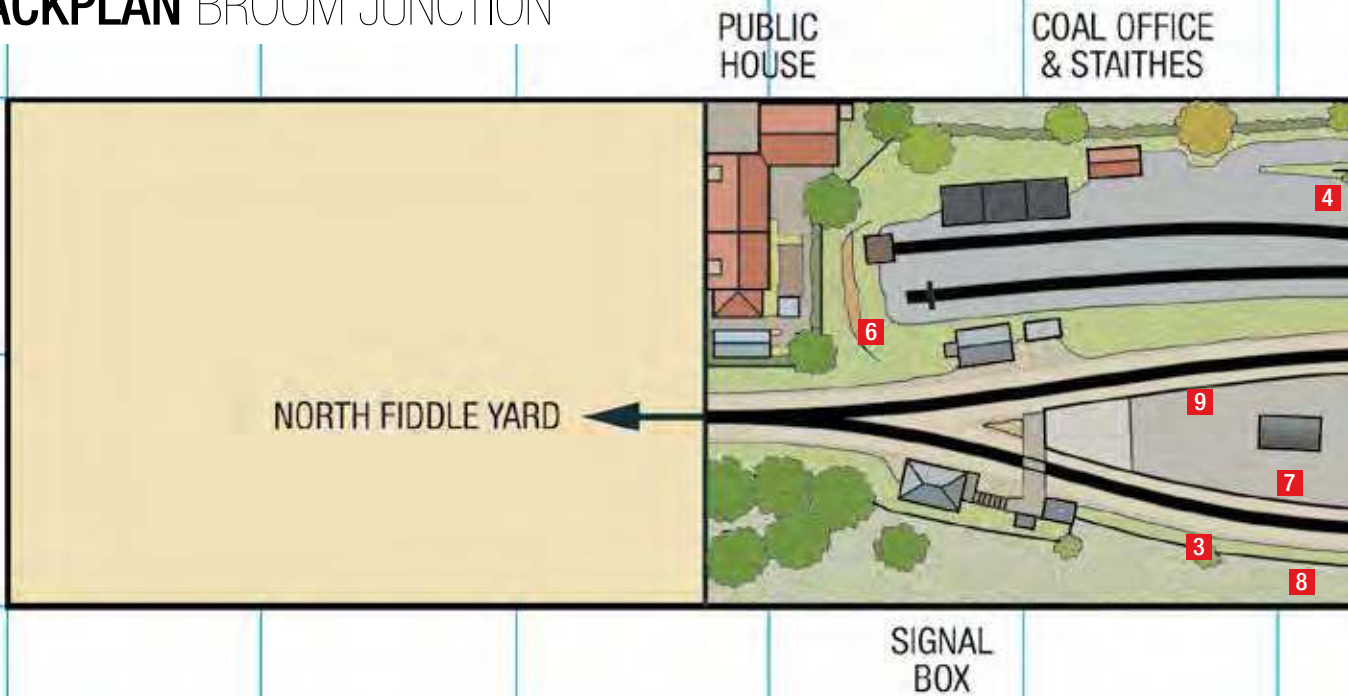
- Craftsman MR 0-4-4T No. 1327
- Wills 'Flatiron' 0-6-4T No. 2014
- Finecast 'Flatiron' 0-6-4T MR No. 2020
- Craftsman MR 2F 0-6-0 No. 3554
- Wills 2F 0-6-0 No. 3579
- Airfix 4F 0-6-0 No. 4454

To be converted
 Bachmann 3F 0-6-0
 OO Works 2F 0-6-0
 Bachmann 1F 0-6-0T

RIGHT: One unusual period detail is the portable cattle loading lamp, used at locations where a permanent cattle dock could not be justified.



TRACKPLAN BROOM JUNCTION





LEFT: Board crossings were once a feature of almost all stations, but are often overlooked on model railways, despite being relatively simple to model.

RIGHT: Broom Junction was in an isolated spot, but surrounding buildings include an inn and a few cottages for the local farm.

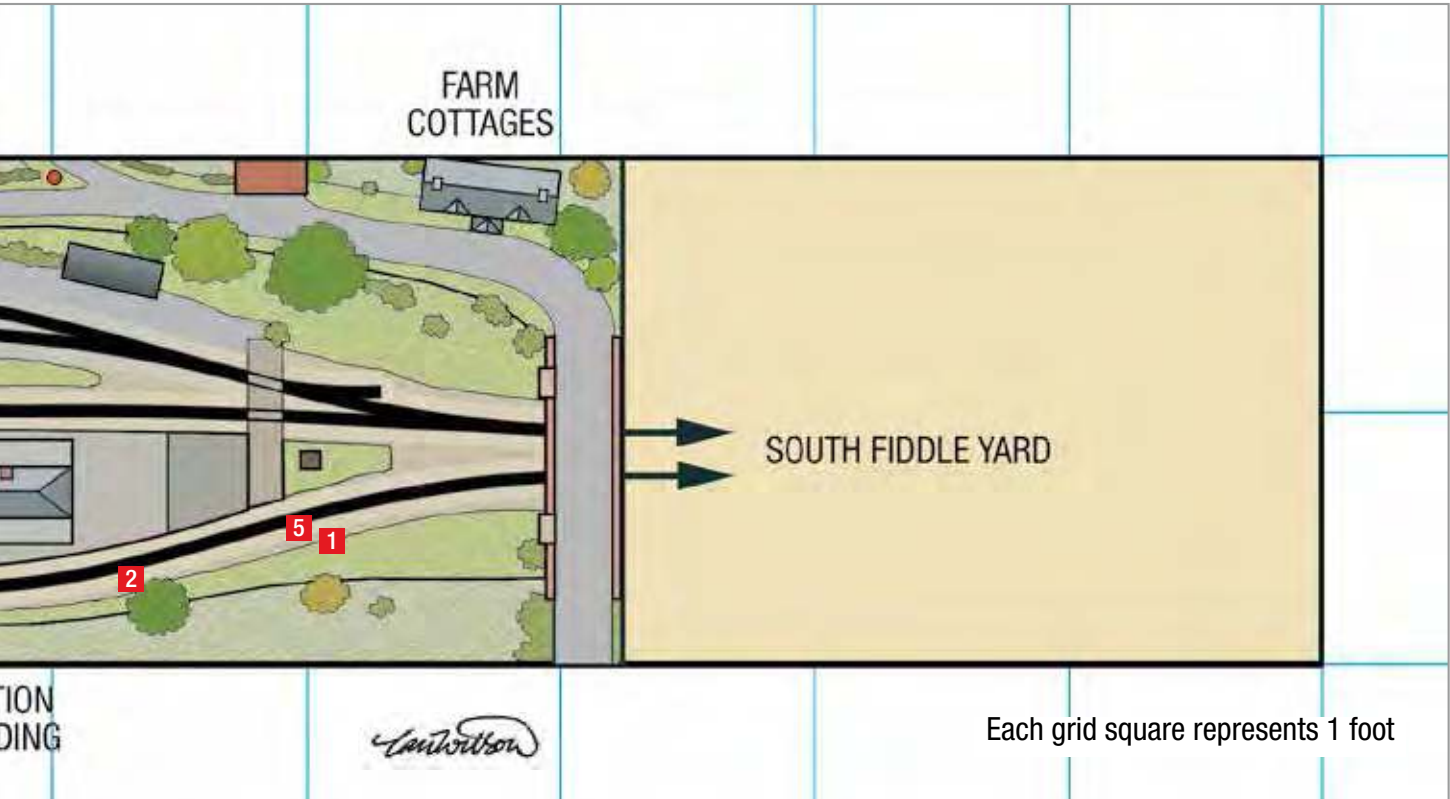
LOWER RIGHT: A redundant van body has found new employment as a goods store on the platform.

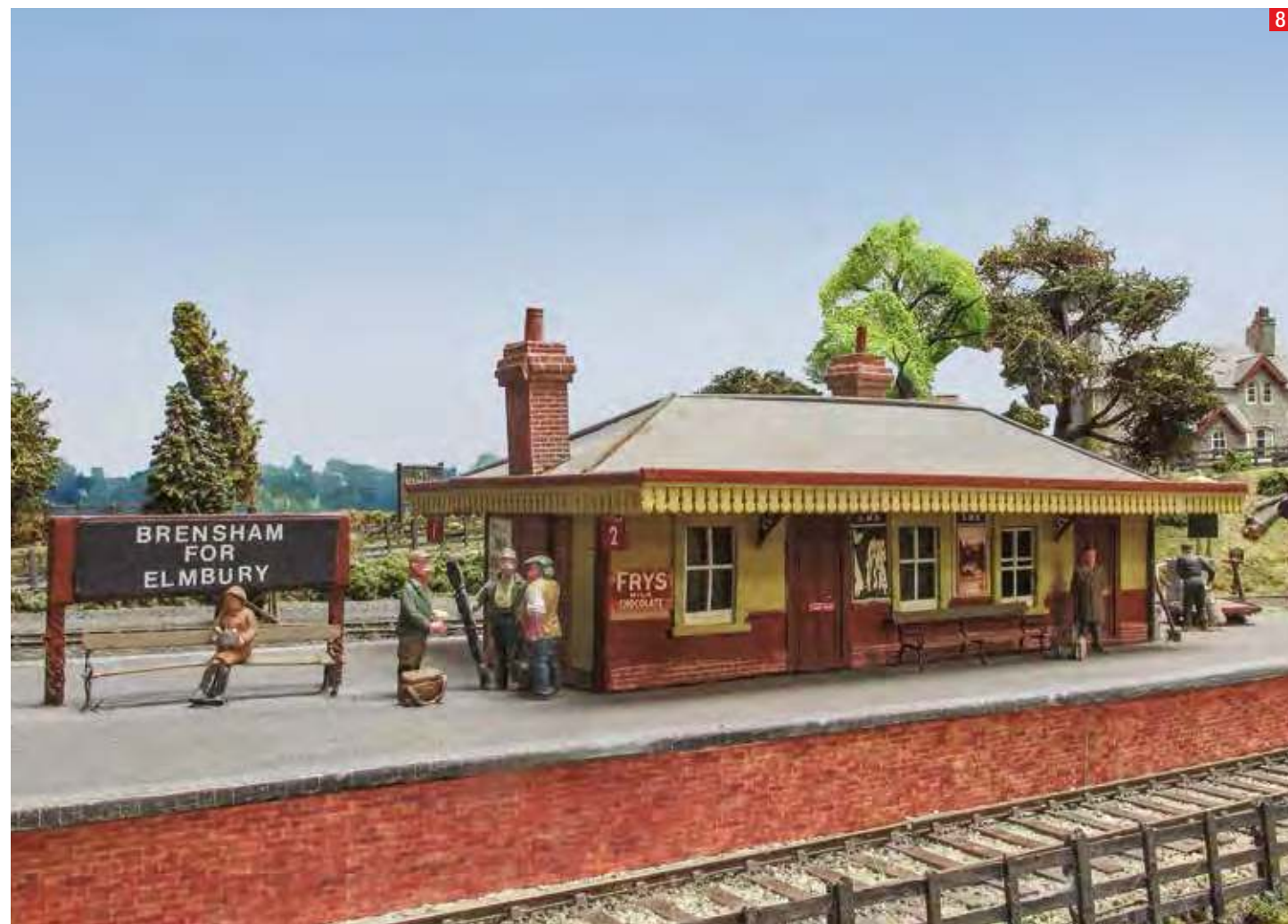


I feel that operation of the layout should be as close as possible to what was seen at Broom in the 1930s. The junction with the 'SMJ' is off-scene but we plan to extend the boards to include it.

one siding. Thus when we operate the layout the viewer will be able to see the Stratford train held in the siding, whilst the other trains come and go. Further local goods trains will be able to recess whilst faster, more important trains overtake, as was the case from time to time during the working day.

As the model shows, there are virtually no buildings adjacent to the railway, and when the alterations take place, the Inn will remain but the other farm cottages





will disappear to be replaced by an embankment, which is all that remains there today.

In the fullness of time, the fiddleyards will be extended so that longer through trains can be modeled, closer to scale length, but these will have to wait until I have the storage room!

As it stands, the locomotive roster available to use now (see page 54) is sufficient but, railway modellers being what they are, we plan to buy some larger locomotives and convert them to EM. This should not be too much of a problem as the EM Gauge Society provides some very useful materials and information about how to carry out the conversions.

Coaches and wagons are easier to convert, requiring merely a change of wheelsets which can be achieved with little hassle.

The roster has already been increased with more coaches and wagons bought specifically for the expanded operations. Another source has been the estate of John Webb, a good friend and the owner operator of 'Ambergate' (see June **BRM**). A few dozen of his half-complete wagons, all of which are more than suitable, have been donated together with some of his exquisite Midland Railway coaches which required a little finishing and now are available to back date the layout a little further. ■

BIBLIOGRAPHY

Barnt Green To Ashchurch by R.J. Essery

Steam in the West Midlands (out of print)

Cheltenham to Redditch - including Barnt Green, Vic Mitchell & Keith Smith, Middleton Press, 2006



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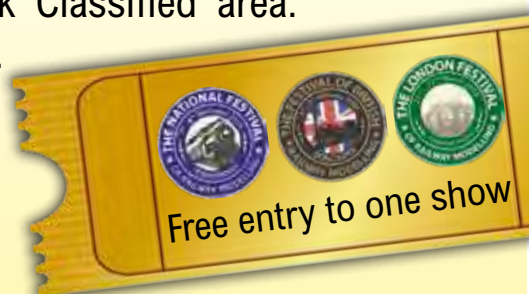
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Factfile

Layout name: James Street
Scale/gauge: 2mm:1ft / N gauge
Size: 20ft x 10ft 6in
Era/region: 1958 - 1962, Midlands
Layout type: Continuous loop with terminus station

JAMES STREET

Steve Wright, creator of this mammoth operational-focused layout, explains how two decades of dedication has resulted in an exhibition favourite.

Words: Steve Wright **Photography:** Andy York



There's always lots of action on 'James Street!' An ex-LNER B17 4-6-0 returning to the Eastern Region on a stopping train passes an ex-WD 'Austerity' 2-8-0 on a freight on the four track main line, while an English Electric Type 3 hauls a ferry train in Lynford Junction station. The line in the foreground is the reversing loop.

'James Street' started life as a terminus built for my dad, who sadly passed away, so I kept it and made a larger layout with a high-level four track line and a fiddle yard. Having built the latter, I realised that it took up a lot of space, so I got rid of it, retaining the 'James Street' passenger terminus, and redesigned the rear of the layout to its current form in 2013. I don't have a huge interest in real railways, but I do like to make realistic and interesting-looking models based as much as possible on the real thing.

'James Street' doesn't conform to normal modelling philosophies. It has evolved and developed over 20 years, rather than making a series of layouts that are then scrapped. It has an urban setting, with lines on multiple levels capable of running a large number of realistic length trains at one time. It is designed for all-round viewing at exhibitions to provide interest for both the operating team and the paying public. Trains are always being marshalled in the terminus yards, both freight and passenger, using B & B couplings with their delayed action. Finally, it doesn't have any hidden fiddle yards. Modellers spend a lot on trackwork in these, then hide all their expensive stock away from public view for much of the time. Quite often the fiddle yard section is much larger than the visible part of the layout, which I find a bizarre use of space.

When at home, the layout lives in a garage, in which it just fits width-ways, and about half depth-ways. The remainder of the garage is my workshop for modelling and my hi-fi system (another passion!). The garage has been heavily insulated to enable year-round modelling, with plenty of power points and lighting. However, there are some extra 'scenic' baseboards that cannot be used when at home - these bolt on to the sides of the layout for exhibition purposes, giving a more realistic break of scene to the whole thing. When in transit to and from exhibitions, the individual baseboards are protected by purpose-made plywood packing cases, to prevent damage. The layout just fits inside the van that I bought for that purpose. Due to the complexity of the layout, it rarely gets used fully at home except for ongoing work and any repairs needed now that it is regularly exhibited.

An ongoing project

The layout's construction has taken around 20 years so far; it has also been altered in its overall concept during this time, which sometimes caused my interest to wane a little. In that time, materials and models



A view of Lynford Junction station from platform level, with goods trains passing in the centre through roads while a passenger train sits in platform 4. The station buildings are converted from kits, while the canopies and bridge girders are scratch-built from Plastikard.



'James Street' terminus has three goods yards, and this is a view from the end of the coal roads towards the brewery and cattle dock. It's a quiet day, and the sense of space is tangible. The brewery will be replaced by a new structure in the next round of detailing.



The dockyard at James Street, with *Shell Welder* delivering oil to the local distribution tanks. Behind, a grey-hulled general cargo ship is loaded by cranes. Both are built from Frog Models with etched replacement details; the grey ship has been kit-bashed and has added parts and detailing. Both were built by Martyn Daw. The cranes are Scalescene tops on Faller bases.



A BR Standard 4MT tank on a parcels train passes a two-car DMU on the bridge over James Street station throat. The impressive bridge was scratch-built in Plastikard and is based on Battledown flyover. A Morris Minor van struggles up the access road from the locomotive depot.

available have changed considerably and I have tried to ensure that the overall standard of modelling has been maintained and improved. I have found it necessary to go back over places modelled earlier and ensure that by judicious updating they match the newer areas.

Once the layout was ready for exhibiting, I needed to find a team of operators. Fortunately, I was able to call on three operators (Dave Cooper, Martyn Daw and Stuart Atkins), who had previously exhibited 'Lynford Junction' with me about 30 years ago. After an appeal to the *N Gauge Journal* for extra operators, Dave Forbes and Nigel Stimpson joined the team. I also met Stuart Devereux and Jeff Gander at my local N Gauge Society Area Group. The operating team live some distance from me; from Ipswich to Bognor Regis, via London and central France!

Transporting, assembling, and stocking the layout takes about four hours to erect, and three hours to pack away. This poses problems at venues with limited access before the exhibition. Experience and the evolution of the layout means I constantly re-design things to save time and space. The control panels were separate, but are now incorporated into the undersides of the baseboards; this not only saves time, but has also enabled better electrical reliability. Given that we are all getting older, I have tried to make the layout as easy to transport and erect as possible. All of the boards travel in wheeled packing boxes, and many are designed to pivot from these transport units onto the frame to minimise heavy lifting. The layout frame is all made from lightweight ply and is very simple compared to many similar structures on other layouts.

Rolling Stock

I provide half (mainly London Midland Region) of the 80 locomotives, 100 coaches and 500 wagons needed, while Martyn provides Eastern Region items, Dave C provides London Midland Region items, and Nigel supplies Western Region through trains. Locomotives represent those on an important, but secondary, main line. Most locomotives are detailed with buffer beam fittings, and we are also adding appropriate headcodes. Trains are used that could be seen in this time period and area. Main line passenger sets are mainly six to eight coaches long, with shorter two-four sets and DMUs for local and inter-regional trains. Freight trains of up to 30 vehicles are made up of shorter B & B-fitted rakes within the train, enable shunting in the yards. Stock is

by the principal N gauge manufacturers, as well as many kit-built items. Most stock is weathered, and this is an ongoing job. The stock used mirrors the mix of vehicles from the Big Four and BR as seen in reality.

Conventional control

The layout is conventional 12v DC. When building started, DCC was virtually unknown, and I have not found a need to change during the life of the layout. Controllers are all hand-built and are individual to each operating position and operator. These control not just direction and speed - many incorporate switches for functions which are commonly used by that operator. The controller may be able to switch electromagnets to operate the B & B couplings, operate pointwork, or switch isolating sections. Extensive use is made of diode route setting, while LEDs are used to indicate the route set, and if there's any conflicting pointwork, these flash to remind the operator to re-set the route after use.

There are seven operators needed; the dockyard; 'James Street' passenger terminus; 'James Street' goods yard; the two-track middle level; the reversing loop and yards; and two operators on the four-track top level. Some areas, such as the locomotive shed at 'James Street', and pointwork connecting the two track to four track lines, need to be able to be used by more than one operator. To enable this, there is some electrical interlocking, but the operators also check with each other that they may use the trackwork required. I normally operate the dockyard, as I'm then outside the layout and can chat to the public about operation and construction without affecting the overall running of the layout.

Trains depart from three areas at 'James Street'; the passenger terminus, the lower goods yard, or the dock yard. The train is then handed over to the two-track operator, who can either circulate it on the middle level double track, hand it on to the reversing loop operator, or stable it in the carriage or freight sidings. The train may also be passed on to the quadruple track operators. These are not the only moves possible; there are many more as the layout also has two reversing triangles. There will also be another option to change locomotives on the middle level once the upper locomotive depot is finished. Complete co-operation is needed by the operators to keep traffic flowing around the layout. It is particularly pleasing to see



The upper locomotive depot is situated on the reversing loop near Iona station. The prototype *Deltic* sits alongside Derby/Sulzer and Brush Type 2 diesels in the new depot, while a DMU refuels. Behind them is the bulk of the imposing steam roundhouse, which was converted from Kibri parts and covered in Scalescenes brickpaper.



multiple trains passing simultaneously on the four-track section, or running parallel with one on the two-track central section. There are plenty of viewing opportunities to observe such moves.

I would have loved to have used 'fiNetrax' pointwork and scale track, but it was not around when the layout was started. However, it would have cost about double the price of the Peco track used, and would have taken a long time to build and lay. There is no doubt the overall effect would have been better, but by how much I'm not sure...I would also have made the reversing loop double track, along with doubling the single line through platform 1 at 'Lynford', as this becomes quite a pinch point at exhibitions. A lot of the little issues that have arisen have only done so since the full operating team has come together and we have worked the layout in earnest at shows. It never gets as intensively used at home as I prefer modelling to operating.

Scenic details

As the layout represents a large town or city, most of the scenery is urban. I like to look at pictures of the real railway and make my

buildings reflect that, rather than use stock items. As a result, I have had to make a large number of buildings and structures – over 25 major and over 100 minor – and while there are a few buildings that have been left as purchased, most are either modified to suit the location or built from scratch. Examples are the large goods warehouse at 'James Street', built from Heljan parts but modelled very loosely on Bishopgate in East London, and the large carriage shed built from five Heljan 613 wagon works kits detailed to resemble typical carriage sheds from across the UK. Many of the town-scape buildings are continental or American plastic kits, heavily modified, with flat roofs changed to sloping, roofing tiles changed, with many covered with Scalescenes excellent range of brick papers. I also scratch-built many buildings and structures, such as the terminus coaling tower and ash plant; the former was made from plans in an magazine issue, while the latter was drawn up from photographs as no information could be found, even from the LMS Society.

The backscene is a commercial one by ID backscenes modified to suit, and while certain parts are a little modern, it is the best

one I could find. There is a small country area modelled between 'Lynford Junction' and 'Tona' stations, using a range of differing flock colours and types, with trees made from sea foam. While I built the dockyard and its associated buildings, Martyn has built the model ships and cranes, and is adding figures and cargoes to the area. All stations are named after family members.

The area around 'Lynford Junction' is probably my favourite part of the layout, with the bridges and viaducts around the triangular station providing a refreshing change to most current layouts on the circuit. My operators couldn't see how the vast areas of plywood and track could be turned into something that looked good, but once all of the civil engineering works and detailing was done, the station seemed to fit perfectly in its place. I also like the length of 'James Street' terminus, which looks best when viewed at exhibitions from the dock end. I cannot see this in the garage as the dock area is tight to a wall, so the layout can only be viewed from the front.

Developing skills

I have always tried to model to the highest

The cattle and coal facilities of 'James Street' sit in the background, while a BR 4-6-2 'Britannia' is on ECS and a 'Jubilee' is about to couple up to its train. The scratch-built brass signals have now been completed by Dave Cooper. All six platforms now have both main and shunt departure arms.

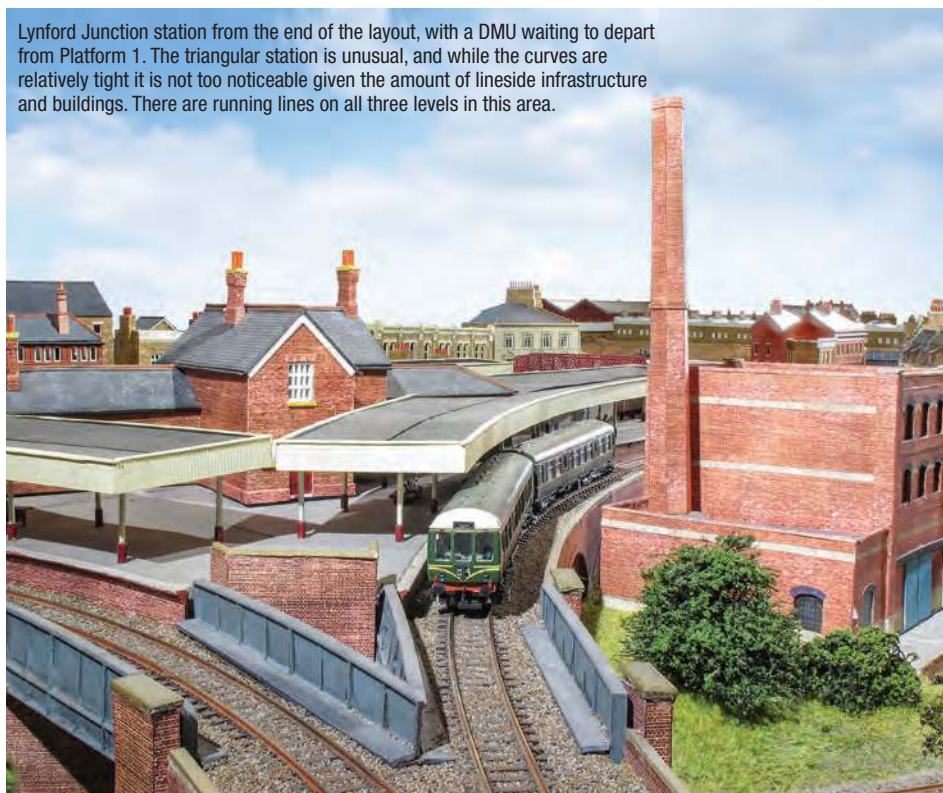


standards possible and have picked up many pieces of advice from other modellers, magazines and the like over the years. My modelling has definitely improved over time, but with getting older, continuing to work in N doesn't help as I now have to use glasses and magnifiers, which I didn't need before!

There are many layouts out there in all gauges that I like for one reason or another, but my biggest draw is to complex layouts that look realistic, and which have been thoughtfully-designed and constructed well. I don't like seeing flat boards, trains charging round tight curves, or unrealistic scenery. I am also a little fed up with small terminus or shunting layouts that all seem to blend into one these days. Some modellers seem to concentrate on sound, DCC, and other details rather than getting the basics right, which is disappointing.

I think it is important to study photographs, books and the Internet to search prototype information and other details. Colour photographs are especially useful, but many photographs available

Lynford Junction station from the end of the layout, with a DMU waiting to depart from Platform 1. The triangular station is unusual, and while the curves are relatively tight it is not too noticeable given the amount of lineside infrastructure and buildings. There are running lines on all three levels in this area.



Brush Type 2 D5579, in the short-lived experimental Golden Ochre livery, arrives at Kendall station with a suburban train. The buildings here are mainly converted Kestrel kits covered in Scalescenes brickpaper. The tram lines will soon disappear, to be replaced by buses running on the Tomytec system.



for my timescale are only black and white. Internet Forums have also brought answers to some questions asked. In these days of digital photography, I find it useful to take photographs and then look at them closely. Photographs seem to show any faults or errors better than just looking at the subject. Most of all, try something; it doesn't matter if you don't get it right first time – just try again. Nobody starts out as an expert!

Future projects

As the layout has so far taken about 20 years to build, due to my age, this will be my last 'big project', though I still have enough work to keep me busy for at least two more years! I have redesigned and rebuilt all of the control panels in the last two years after exhibition experience highlighted a few issues, as well as the aforementioned electrical reliability and ease of transport. The road system around the layout was originally to have incorporated a working bus route using buses built on tram chassis, but I have now decided to change this to the Tomix system, and this is also a 'work in progress'.

When these two projects are complete, as well as ongoing detailing work, I intend to extend the harbour area with more berths for ships. I hope to include a coal staithe, a cement berth, a banana unloading berth; and move the oil tanker berth. This will involve not only new baseboards, but also some alteration to the existing harbour area buildings. Martyn is already part of the way with building extra ships and cranes required for this. I also intend to extend the current dockyard trackwork to a new main line, linking it to a new industrial area and colliery; and another locomotive shed area to service this part. This could allow about an extra 200 wagons to be needed... Dave C is also building more of the many signals needed for the layout. These will initially be placed in the more obvious scenic parts of the layout, where their effect will be most seen. I am very pleased with the results of my work, and enjoy exhibiting the layout with my excellent team of operators. I am particularly pleased with the way the team has gelled together, and we always have a good time both at exhibitions and the corresponding nights out.

I look forward to seeing you at one of our exhibitions; please make yourselves known and feel free to ask questions or give comments!



The dairy at 'James Street' terminus is scratch-built, but based on a prototypical example. A train of weathered Dapol milk tanks coupled to an N Gauge Society Gresley brake sit waiting their next turn of duty. In the background, an empty mineral train rumbles through the middle roads at Lynford Junction.

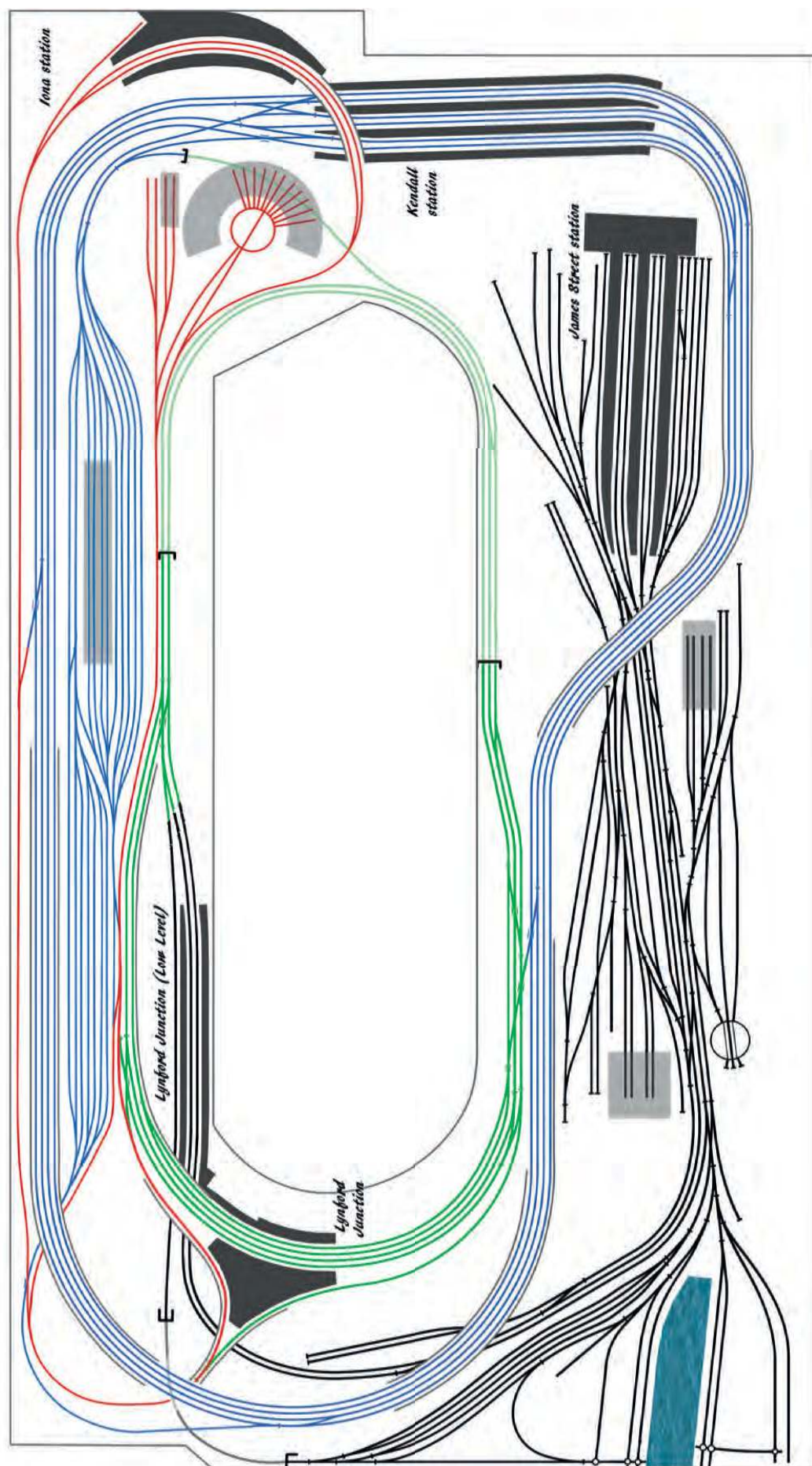


The carriage shed can hold four complete trains, and is part of what is effectively an open fiddle yard. This allows all of the stock on the layout to be viewed at all times. In the background the reversing loop descends from Iona towards Lynford Junction.

ABOUT THE MODELLER

I live in Essex and am closer to 70 than 60 these days. My dad James and I started with model railways in the 1960s with Tri-ang OO, then I got into Tri-ang TT, which I still think is the perfect scale to work in. After the usual life break, I began again in N gauge as TT wasn't there. Running and reliability were not great, but I persevered and gradually better stock became available. With N, I could get more into a small space, but I always dreamed big, and layouts were started based on 'Finsbury Park', then 'Guildford'. I hand-built all of the points, which took a lot of time, so while doing this I bought another layout to work on and run my stock. This was developed into my first exhibition layout, 'Lynford Junction', while 'Guildford' eventually fell to one side. 'Lynford' was modified a few times, including getting rid of the fiddle yard. I sold it in 1998 and had a spell modelling US railways with my friend Pete Laxton, but then began 'James Street' in the early 2000s.

JAMES STREET



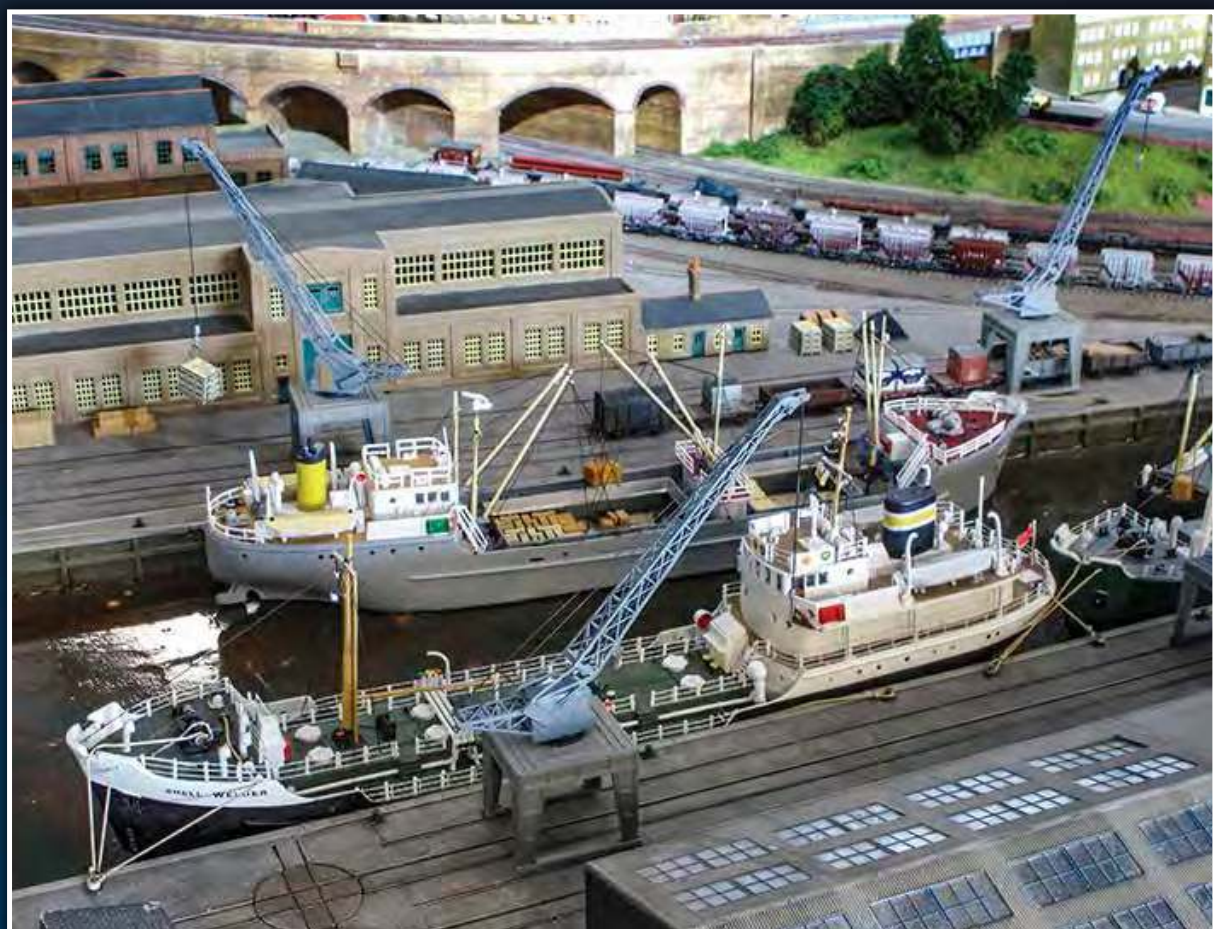






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THE BRM 'LAYOUT IN A BOX' PROJECT

Words & Photography: Phil Parker



Phil Parker builds an entertaining, minimum-space model from BRM's 'Layout in a Box'.

I've built many layouts for BRM over the past few years, but the most popular was 'Didsbury Green', a micro layout designed to fit inside a Really Useful Products Ltd. Christmas tree box. I didn't set out to build a micro-layout, but part of the challenge was that it had to be taken to Canada, where it now lives, which meant a strong box was required.

The thing is, I still get asked about it at shows. People liked the size, or at least lack of it. They felt it was a good introduction to the hobby and offered an easier start than

filling a shed or spare room. A couple has even suggested it would suit those living on a canal barge.

With this in mind, we decided to develop another layout to fit in a box. This time, we wanted to avoid building a fiddle yard, but still offer plenty of operational potential. The obvious plan was an Inglenook layout – it needs only two points and a bit of flexitrack, yet these pint-sized shunting puzzles are great fun. 'Casket Yard' has an overall size of 110 x 22cm, which allows it to be stored in a plastic box, keeping the model dust-free, and the materials in one place while building.

All this is good, but where to get the materials from? To help, we have created a complete package including baseboard, track

and all the scenic materials to get a basic layout built. All I had to do was build the layout!

The result, as you'll be able to see on this month's DVD, is a fun-to-operate model that offers scope for personalisation, something I also look at on video.

The truth is that every time I got to the testing stage in the step-by-step, work stopped for a couple of hours while I enjoyed moving wagons around. For a model of this size, eight wagons is enough and you'll need a small shunter; one of those really pretty industrial ones we've seen appear on the market perhaps, or for the traditionalists, a 'Pannier' tank or 'Jinty'.

Whatever your tastes, 'Casket Yard' will provide you with loads of building and operating fun, as well as teaching you loads of skills that will be invaluable in the future.

TOOLS

Sharp knife
1 and 1.5mm drill bits, and pin vice
Small, flat-bladed screwdriver
Track cutter (Xuron, saw or slitting disk)
Small hammer
0.5in brush
Pipette
Spray bottle
Vacuum cleaner

MATERIALS

PVA glue
Track colour paint
Spray glue
Hair lacquer
Earth colour emulsion paint
Plastic cement and/or solvent
Strong tape

STORAGE

Really Useful Box Company 77L Christmas Tree box

BUILDING THE BASEBOARD

1

Laser-cut in 3mm thick MDF, the baseboard arrives flat-packed and ready for assembly. Instructions are included and it's worth taking a few minutes putting the kit together without glue as getting things in the right order is important.

2



A little PVA woodworking glue squirted into each joint is enough to hold the board together. Wipe excess that oozes its way out of the joint with a damp cloth for a nice, neat job. There won't be any need to force parts together; if it won't fit, the chances are you're using the wrong piece, so read the instructions again.

5



Run some glue along the edges of the backscene and clamp (a bulldog clip is perfect for this) the joint to keep things in line. Although not essential, I like to brace the joint with some strong tape just to be on the safe side.

3



At each end are lozenge-shaped packing pieces to be glued in place. The supplied bolts are very handy to ensure the holes line up properly; just pop them through while the glue dries.

6



After around half an hour's work, you should have a nice, flat baseboard that is a perfect fit for a plastic box if you want to store it in there.



The baseboard is made in two halves and once both are assembled, they are glued and bolted together to make a single unit. If you wanted a longer board, you could just buy more modules and bolt them on the ends.

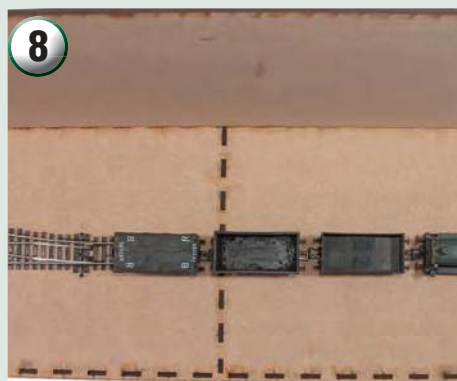
TRACKLAYING

7



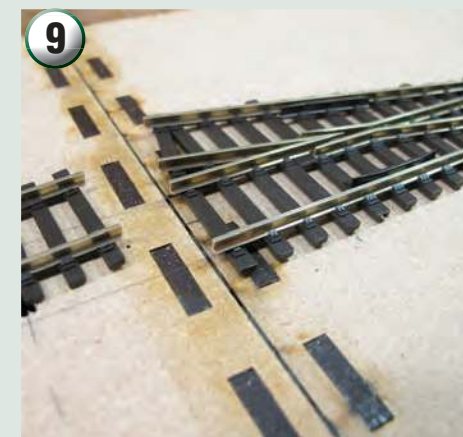
I've drawn a pair of lines 16.5mm apart along the centre of the board to provide a guide for the track. You won't need to do this because the manufacturer has agreed to laser-cut these in on production-run board tops.

8



Tiny layouts need planning. Every inch matters and you don't have space to waste. Track laying starts with the points being placed in position and then trains moved around to ensure there is enough space for whole numbers of wagons, especially in the head shunt.

9



To make things easier, our design has the points straddle the joint between the two boards, so working out where they need to go isn't too hard.

10



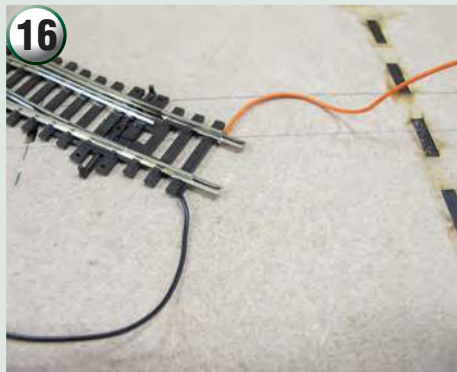
We aren't fitting point motors, but this might change in the future. I've drilled a series of holes where the tiebar will sit. These are joined up to form a slot with files. One day I might need to poke a point motor rod through here and it's a lot easier to make the hole now, even if it's never used.

13



Unless you are very accurate with a hammer, don't try to whack the pins directly in, but use one of the bolts in the kit as a punch. Pin heads should just touch the top of the sleeper. If you bend it, you've hammered the pin too hard.

16



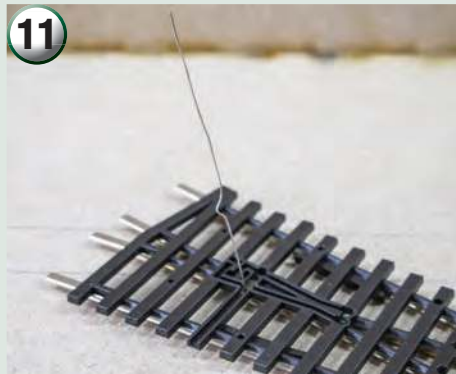
To save soldering and avoid ugly power connection tracks, we're using Gaugemaster pre-wired fishplates on the end of the right-hand point. These slide on as normal and the wires poke through holes in the baseboard. It works brilliantly, and the connection is almost invisible from the top.

19

Where the tracks join around the points, I've cut away the ends of the sleepers on the plain track as they clash with those on the point.



11



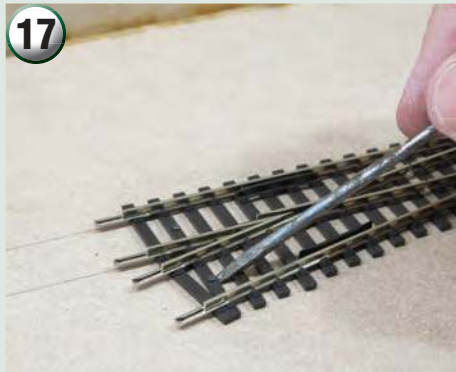
Peco makes provision for electrical switching of the frog. Although I'm not using this, I drill a small hole in the baseboard and poke the wire through just in case.

14



Track alignment is important for smooth running and a rule placed along the straights will help keep joints neat.

17



Even experienced modellers don't always get things right. If a piece of track is nailed down in the wrong place, lever the bottom of the sleeper with a small, flat-bladed screwdriver using the next sleeper as a fulcrum and the pin will be pulled up enough to grip with pliers to pull out.

20



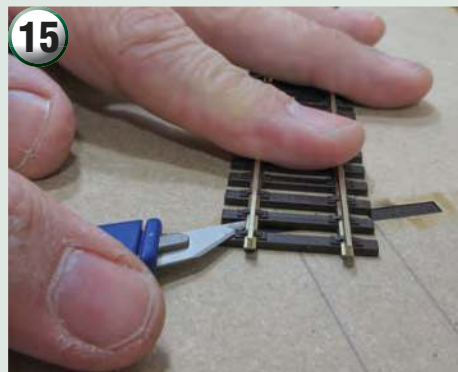
Get your eye down to the track level to look along the lines to check everything is flowing smoothly. If you can't get low enough, try using a small mirror placed on the rails to provide a view.

12



Track is pinned in place so holes need to be drilled in some of the sleepers with a 1mm bit. I find three holes per point enough, with a hole around every six inches in plain track. You might decide to add a few more on curves but this is a useful rule of thumb.

15



At the ends of the flexitrack, chairs need to be cut from the sleeper to allow the fishplates to slide on. Just run a sharp knife along under the rail and the plastic is neatly cut away.

18



There are lots of ways to cut Flexitrack to length. I've tried them all and find a pair of Xuron cutters the simplest and neatest option, but you may prefer a fine-bladed saw or cutting disk.

21



Most importantly, every time you join two pieces of track, push a wagon back and forth over the connection. If it doesn't run perfectly smooth, try to work out why. Lumps and bumps don't fix themselves, so time spent now will make for better operation later.

22



The layout laid and wired. I'm confident that the wagon can be propelled from one end to the other, at speed, and not jump or derail anywhere.

TOP TIP

How do I get the layout out of the box?

If you store the model in a box, it's a snug fit.

Make up a couple of loops from polythene (old plastic bag will work) and put these around the baseboard. Then you can pull them to lift the model, but they are light enough not to damage the scene when in transit.



26



Smooth the paper down using a piece of cloth or handkerchief as a pad. This avoids gluey fingers touching the surface and leaving fingerprints.

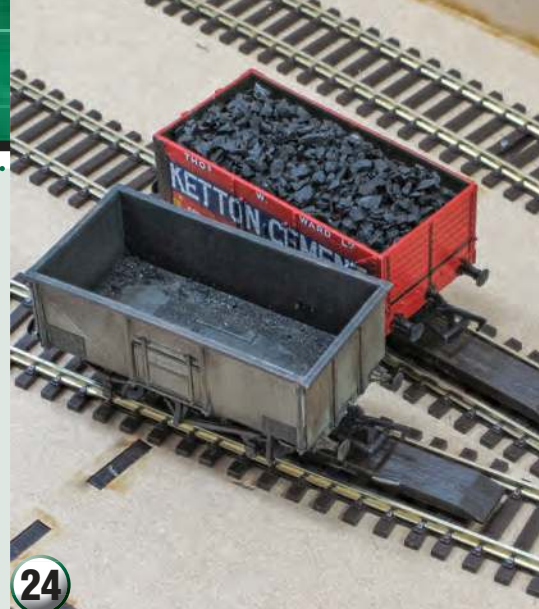
23



Connect the wires to the screw terminals on the controller and it's time to start running trains. This is a vital step and great fun too. I spend an hour or two testing that everything works with a variety of locomotives and rolling stock, just to make sure all is well.

24

Uncoupling ramps clip into the track and must be positioned so the wagons can pass each other when parked.



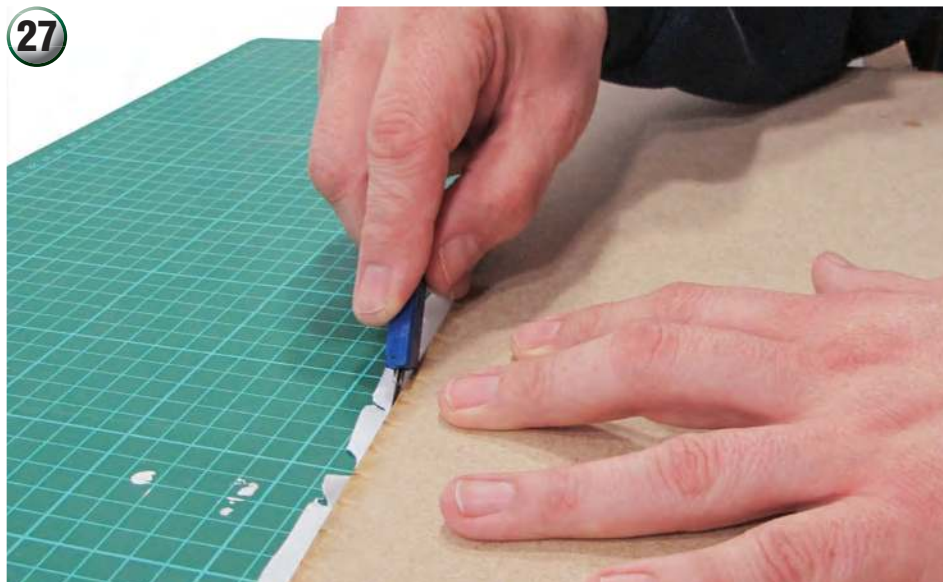
SCENERY

25



Using some brown paper, I mask the entire layout so I can spray glue over the backscene and the back of the board. Make sure the area is clean and tidy when you do this. Bits of grit finding their way under the paper will show and can't be removed later.

27



Trim the sheet with a sharp knife after it's been stuck in place. It's easier to do this now rather than trying to make the sheet the right size, especially if your measuring is as inaccurate as mine.



Most layouts, even this one, are longer than a single backscene sheet. I've arranged the joint to be on the right hand side of the model as it will be easy to plant a tree here if I need to hide it later.



Plaster bandage is cut into short strips, then quickly dipped in water before being laid over the paper packing. Overlap the strips and build up at least two layers. Keep a damp cloth handy to remove plaster from the backscene.



The plaster bandage takes several hours to dry – I like to leave it overnight – but can then be painted with brown emulsion to represent earth. This isn't an essential step but if there are any bare patches after the grass has been laid later, at least they will look like earth.



The masking is cut back to the track edges as I move on to building a low hill at the back of the model. Screwed-up paper and masking tape form the basis of the land-form, but you could use expanded polystyrene if you have some handy.



I'm smoothing the plaster with my fingers. It's a messy job, but one that hides the bandage weave. Be careful not to roll up a length of bandage and make a lump. It's often easier to peel this away and discard it than smooth it back down.



Work on the yard starts by coating the area with PVA glue and then sprinkling the Noch asphalt granules everywhere. Pat these down and leave to dry.

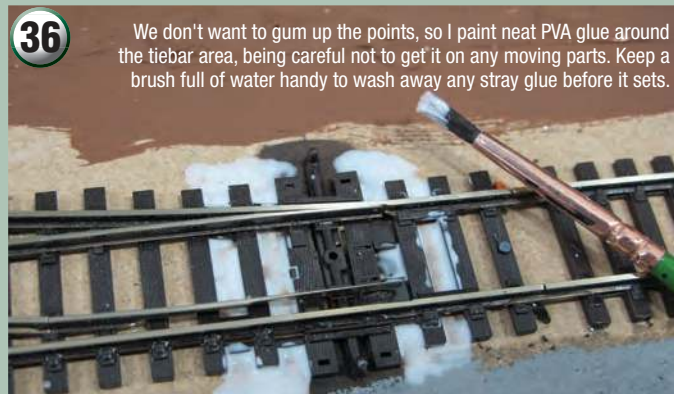


While the plaster dries, I paint the rail sides with Humbrol Track colour (No.173) enamel. Colouring them this way makes the rails look smaller and more realistic. Be careful around the points; don't paint the sides of the switch rails where they touch the others or you'll stop electricity flowing.

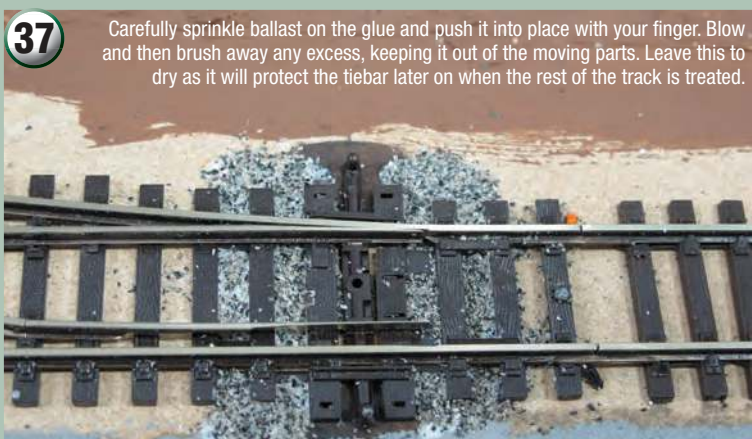


Remove the excess granules with a vacuum cleaner and then paint the yard with a Noch Tarmac colour. I felt that using a brush for this (Noch suggests a little roller) might pull up more of the granules, so I used a sponge to dab the paint on.

BALLASTING



We don't want to gum up the points, so I paint neat PVA glue around the tiebar area, being careful not to get it on any moving parts. Keep a brush full of water handy to wash away any stray glue before it sets.



Carefully sprinkle ballast on the glue and push it into place with your finger. Blow and then brush away any excess, keeping it out of the moving parts. Leave this to dry as it will protect the tiebar later on when the rest of the track is treated.

38



At track joints, there can be gaps in the sleepers. Take a spare, cut the rail chairs off and slide it underneath. Don't bother fixing it as the rail will normally trap the plastic sleeper until the ballast is fixed in place.

39



Sprinkle ballast over the track and carefully brush it into position. I find that tapping the tops of the rails gently with a wooden brush handle shakes most of the stones into position. Take your time at this stage, neat ballasting greatly enhances the look of the model and on a little layout, tidy working doesn't take long.

40



Mist some water containing a couple of drops of washing up liquid over the track, keeping it off the backscene. You are aiming for damp ballast, not a pond!

41



Now place drops of a 50:50 PVA/water mix with a couple of drops of washing up liquid on the damp stones. The washing up liquid reduces the surface tension so that the mix will flow through the ballast. I find applying the glue on the outside edge of the track is enough - it will find its way to the centre.

42



Once the ballast is dry, the uncoupling ramps can be refitted. To allow them to clip into place, the ballast needs to be removed with a small screwdriver. Once happy, I'll use a bit of superglue under them to fix things properly.

GREENERY

43



Paint the hillside with PVA and allow this to dry slightly so it's tacky. While waiting, half fill the puffer bottle with static grass fibres. Give this a shake, then puff generous amounts over the glue.

44



Holding a handkerchief over the nozzle, use a vacuum cleaner to remove the excess grass. As well as cleaning up, this will encourage the fibres to stand up straight. Those collected in the cloth can be returned to the puffer bottle for re-use.

45



In the Gaugemaster starter pack, there is some useful grey dust that I dab around the edges of the yard after spreading some thinned PVA glue around. This provides some colour and texture variation for the tarmac. Try to get the dust where vehicles wouldn't be wearing the surface smooth.

46



It's not just the yard that looks too uniform, the hillsides are a bit plain too. A spray of hair lacquer (don't forget to protect the backscene with paper) followed by a sprinkle of green flock powder gives them some texture and colour.

47



Ratio fencing is painted with Track Colour and then stuck in place using blobs of PVA under the main posts. Add a bit of flock or static grass into these to look like weeds and provide extra bracing to hold each one up.

48



Hedges are ready-made, but too regular for anything found alongside a field. Hack away at them with some scissors to add shape, paint with PVA and then dunk in flock powder.

49



Lichen is a natural substance that used to be a staple for anyone building model railway scenery. It's fallen out of favour in recent times but is still very useful and there is a packet in the scenery kit. The rubbery structure is perfect for hedges and adding branches to trees, as well as being very resilient to knocks.

50

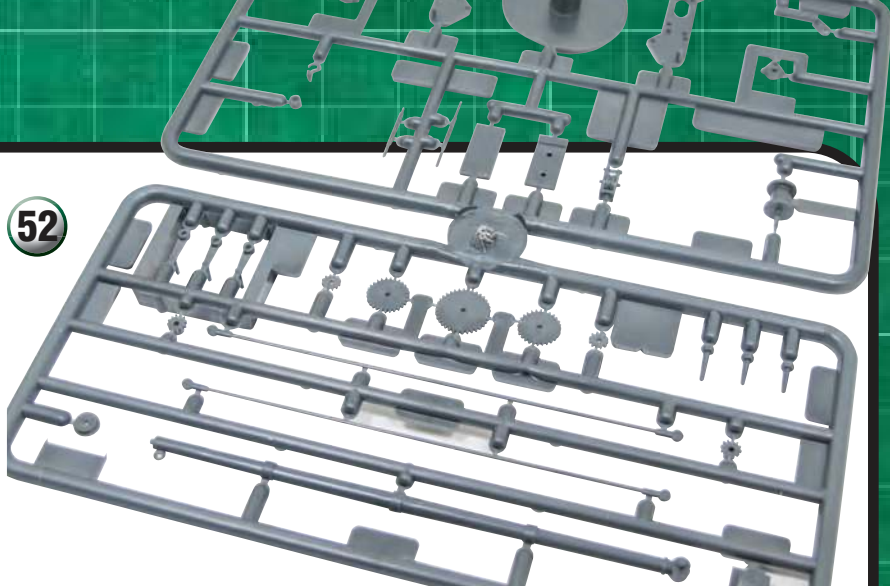


Using the lichen is simple - paint it with PVA glue, dunk into flock powder and you have instant bushes or small trees. Leave to dry, then glue in place behind the fence.

51 Only two buffer stops are included in the 'Layout in a Box' as we'll use an old sleeper fixed to the end of one of the siding instead. This was common in industrial settings and adds 2cm to the usable siding space.



52



In the yard is a shunters' cabin and crane. Both are plastic kits and come with instructions so shouldn't cause problems for modellers. One issue with the crane is that cutting the parts from the sprues is easier with small wire snippers than a knife, although you'll need one to remove any remnants of the sprue.

54



A yard like this would be too small for a signal box. The points would be moved by hand, but the Wills kit makes an excellent shunters' cabin, or 'bothy'. Leave the windows out until you've painted the model as makes a neat job a lot easier. Don't lose the plastic packing either - you'll need it for the glass.

53



Thread is provided to rig the crane, but it won't hang realistically as it lacks the mass of real rope. The trick is to pull the thread tight, then run superglue on it. As well as ensuring it stays straight, this stops the thread going hairy over time.

55



Around the base of both models, add a little flock powder to bed them into the yard surface.

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INBOX

Q&A
LETTERS
PROJECTS

DCC SIMPLICITY

Being a DCC modeller of the OO Gauge diesel era, I am continually frustrated when it comes to removing the body shells of these rather delicate locomotives in order to fit the decoder and sometimes the speakers.

This task always fills me with dread as I pry, pull and push on the thin plastic body trying to remove it from the chassis. It quite often ends with a broken handrail or damaged paintwork, or even worse a broken body shell on a £300 model. Once done, it's then a fight to clip it back on again without breaking a lug or a plastic locator.

Why oh why can the manufacturers not make it a simple procedure to remove the body by simply using a screw in each corner? Once removed, the body just slides off easily instead of having to break my nails or worse in this risky prying and pulling effort that we have to go through!

This seems to be the case with all of the popular manufacturers; none of them makes it easy. With a little more thought going into the design, surely this could be made easier and less risky?

Stephen Adams

GOLDEN ANNIVERSARY FUNDRAISER

In the wake of the sad events at Market Deeping earlier this year, it was said in a follow up piece in the national press that our hobby does actually give people 'a sense of purpose and community', despite some of the jibes that we sometimes get from less-informed individuals!

It is in line with this theme that I have pleasure in bringing to your notice the outcome of a Model Railway Show that our club, Loddon Vale MRC, held in late September at Earley, near Reading.

The Show is organised in conjunction with a local Church, St. Peter's, and where the use of their premises includes a provision to allocate a proportion of surplus funds raised on the day to local charities. As such, I am pleased to report that this year, which is our club's Golden Anniversary, we have been able to raise a total of £220 in this respect.

We also feel that this not only reflects well on the hobby, but as a club, during this special year for us, we have been able to mark it by contributing to the less fortunate within our community.

Dave Guthrie

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MERG AREA GROUP CONVENTION

The Model Electronic Railway Group held this event on November 3rd to celebrate and demonstrate the contribution that local members can make in supporting the activities of the society. The current membership of this international society is 3,300, with 10% based outside the UK.

Area groups enable beginners and those with experience of electronics to share their knowledge of the technology and to enhance the enjoyment of model railways. New members can expect a welcome and support, regardless of scale and any previous knowledge of electronics. Assistance with the electronic kits available for the membership is a main feature of their activities.

Currently there are 27 area groups, mainly in the UK with one arranged as an online virtual area group. These include Aberdeen, Bristol, Cardiff, Cornwall, East Anglia, East Midlands, East of Scotland, Exeter, Highlands, Kent, London, North East, North West, Northern Ireland, Scottish Borders, Somerset, South Hants, Thames Valley, 3 Counties, (HertsBedsBucks), Warwick & North Oxfordshire, West Midlands, West of Scotland, Yorkshire, China, S.E. Queensland (Australia), Australia Capital Territory, Virtual Area Group.

The keynote speaker at the event was Pete Waterman, who described his experience of model railway manufacturing and his continuing enjoyment of a very extensive model railway. This is supported by local members and is equipped with MERG electronic kits.

There was a programme of talks and demonstrations by individual area groups. A range of MERG electronic kits were on sale to members, too.

John Ferguson



PLANTING SUGAR BEET

After a June holiday in Norfolk, I had an idea for that odd corner at the end of my scenic section - a field of young sugar beet plants. I drew a paper template, ruled it for the beet rows, covered it with strips of double-sided sticky tape and planted "Model Scene VG4-009 low weeds type 2". The pencil lines showed clearly through the tape, but I spaced the plants in each row by eye. A covering of fine brown ballast, pressed onto the sticky tape, gave a reasonable impression of Norfolk soil, so I stuck the lot in place.

Tony Wilmore



FILLING MADE EASY

Having just read an article in August BRM (Dockside in a Cake Box) and your comments regarding plaster being unsuccessful to fill to rail height, may I comment please? Most plasters and fillers are very hard when dry and therefore hard to finish (one hour to sand a cake box size). Can I suggest a product used in the drywall industry called 'Easyfill'? It is used to fill joints in plasterboard and is so easy to sand, does not shrink or crack and is great for filling to rail level to simulate concrete or general gunk as in engine sheds, etc, or as I have done on my colliery layout that I am building.

Obtained from builders' merchants or DIY shops in 60-minute or 20-minute setting time as a white powder (mix to a soft butter consistency with water), Easyfill is made by British Gypsum Ltd.

Try it, I am sure you will use it instead of 'Pollyfilla', plaster, 'Milliput' (sometimes) and air-dry clay (sometimes). I hope you find this useful.

Jeff Bamford

FICTIONAL BICESTER

My layout is a fictitious area, the name 'Bicester King End' being taken from the area in which I live. Measuring 7ft by 3ft in N gauge, the layout was bought in 2015 with track and electrics already constructed. It is DCC, with all points fitted with motors. Ballasting and scenery have been undertaken by myself, with exception to the pylons, a very nice gentleman kindly constructed these from a kit for me.

The scenery and buildings have just evolved as and when I have time, indeed, it is not unusual for several months to pass before I spring into action with new ideas. The level crossing and all lighting have been done by myself. I am still having ideas on how to improve the layout (it is said that a layout is never finished!), and the next major project will be to fit colour light signalling, the signals at present being CR Dummy ones.

Rolling stock is varied, but basically it is based on the current modern scene, for example, I have a Dapol GNER HST, various second-generation DMUs, and also various locomotives including Dapol Class 67 and 68s and Graham Farish Class 60s. All of my freight wagons are from the excellent Revolution Trains range.

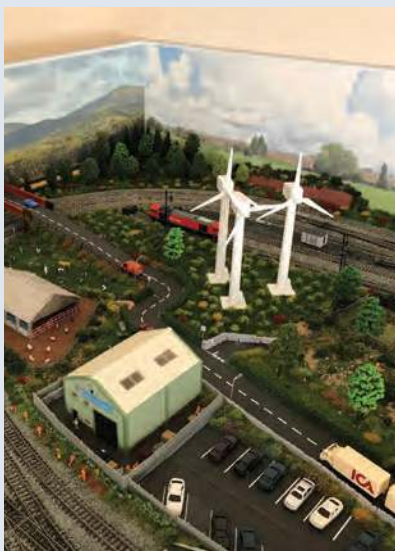
I do not get as much time running or working on the layout as I would like, my time taken up working on the real railways! However, I am regularly looking at other layouts both on the internet and in magazines, including BRM for inspiration.

Edward Pearce

HAPPY CUSTOMER

I would like to thank all who helped get my subscription, via Rails of Sheffield promotion, to BRM on time so I could collect my free ticket at Warley as well as the excellent goodie bag. Being fairly useless with electronics, I do not have DCC and when I applied for the BRM deal, I got it wrong. When I returned to the UK, I contacted BRM, giving them my mobile number. Unfortunately, it was still on airplane mode so I never had any messages. My wife turned it off and lots of messages appeared. Friday morning I responded and the team worked to deliver my request upon payment. Special thanks to Carly who co-ordinated it all for me. Apart from meeting members of BRM, including Carly, the highlight of the show was seeing the petro-electric carriage (PESU), which is a superb creation incorporating the original bodywork with other more up-to-date components making a superb working vehicle. Brilliant.

Graham Sharpley





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WHITHORN

This finescale layout re-imagines a sleepy terminus on an ex-joint line in Galloway, which harbours great appeal for local freight and passenger services.

Words: Alisdair Macdonald **Photography:** Andy York



Factfile

Layout name: Whithorn
Scale/gauge: EM converted to 4mm:1ft scale /
1:76 / OO gauge
Size: 583cm x 90cm
Era/region: 1960s / 1970s / Scotland
Layout type: Fiddleyard to terminus

The branch passenger train from Newton Stewart drifts into the station past 'Whithorn' signal box.



In a quiet corner of Galloway in South West Scotland, there ran a nineteen-mile-long branch line that was never profitable in all its ninety years existence. Even with nationalisation in 1948, the passenger service on the branch lasted for only two years until 1950. With such a short life, under the auspices of British Railways, there probably wasn't even time to manufacture the Scottish Region light blue totem signs for the station! The line continued on with a goods service three times a week, until the final closure of the branch in 1964. It was one of the victims of the Beeching rationalisation. Nothing remains of the line today, apart from a few earthwork embankments and some cuttings.

The line is the Whithorn Branch, originally known as the Wigtownshire Railway. It ran down to the town of Whithorn from the junction at Newton Stewart, on the now-closed 'Port Road' from Dumfries to Stranraer. When the Whithorn Branch was constructed in 1875, the company directors approached both the Caledonian Railway and the Glasgow and South Western Railway as potential operators. Both companies declined the offer, deciding that there was not enough money in it for them. In the end, an agreement was reached with both companies to operate the branch on a joint basis. This arrangement lasted until 1923, when the LMS took on the responsibilities.

The joint CR and GSWR arrangement to run the line produced the peculiar situation in which the line had CR semaphore signals and GSWR signal boxes.

Modelling Whithorn

So why model such an obscure location? Iain Rice is to be blamed as the line was featured in his book 'Light Railway Layout Designs'. He put out the challenge in the chapter on Galloway that modelling the Whithorn Branch was 'far from being hackneyed in the manner of a similar GW termini'. Thanks to Rice, the die was cast for me to model Whithorn. I had always wanted to model a real location, somewhere in Scotland, and now I had found it. I was also approaching retirement, an opportunity too good to miss to start some serious modelling. In addition, away back in 1961 at the age of sixteen, I had been fortunate to travel down the branch to Whithorn on one of the last steam special trains. When open, Whithorn railway station was the most southerly station in Scotland.

The Rice plan was followed with an early

design decision taken that there would need to be passenger traffic on the model. For me, the running of only a pick-up goods service would likely become a bit monotonous. And being constructed as a light railway, the heaviest locomotives permitted to run on the branch were Caledonian Railway 'Jumbo' 0-6-0 locomotives, or the BR equivalent of an Ivatt 2-6-0 Class 2 locomotive. There was never a diesel locomotive running in revenue service over the branch in all the time of the line's existence. The opportunities for a variety of motive power would have been limited if the prototype had been followed.

The model presumes the line was re-engineered at some point, which would then have allowed the running of heavier locomotives. Now a variety of steam locomotives can be seen on the layout, which would never have made it to the real Whithorn. All are based on the motive power that ran on the Port Road and its branches, and include an LMS 2P 4-4-0 and Class 2 Ivatt 2-6-0, a BR Class 4 2-6-4 tank and a Crab. All are from the Bachmann, Heljan, and Hornby stables. As already noted, diesel locomotives never ran on the branch, but on the model a two-car Class 105 DMU, a Class 20, and 26 all make their appearances courtesy of Bachmann and Heljan. There is also a Class 24 from Sutton's Locomotive Works.

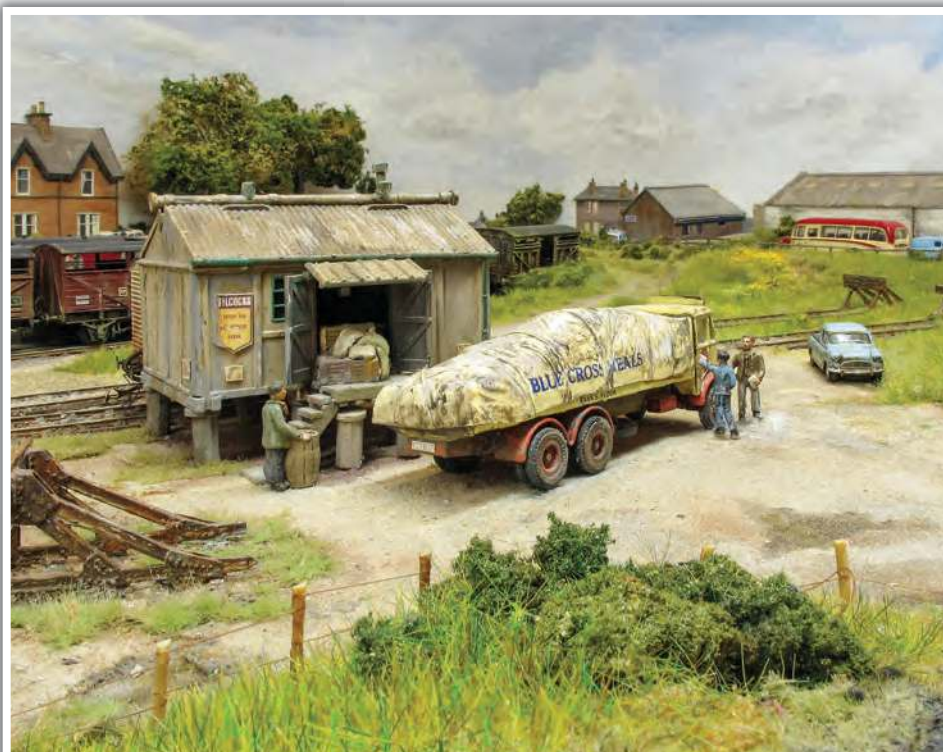
Passenger and goods stock is a mixture of Bachmann and Hornby, all suitably weathered in acrylics and powders.

Gauge conversion

The track was laid originally to EM standards by a P4 colleague. Over time the trackwork has performed extremely well. However, recently joining a small group of skilled railway modellers, who have an award-winning 4mm OO gauge layout, the major decision was taken by all of the team that 'Whithorn' be re-gauged to 4mm OO gauge finescale, using Peco bullhead track.

This decision was helped with the acceptance that the superb quality of the more recent proprietary steam locomotives has made the conversion away from OO gauge that bit more challenging. It was felt that too many compromises were having to be made in any alteration work. On the other hand, re-gauging diesels and rolling stock is, of course, straightforward.

The layout is set out at a viewing height of around 4ft above floor level, and with the higher ground contours at the front of the layout, the difference in gauge is probably not discernible to the majority of viewers.



The local agricultural merchant wagon is about to head out from the Provender store to the local farming community with recent deliveries from the railway goods service on the branch.



The farmer relaxes to enjoy some family time. Small dioramas can tell many a tale on a model railway.

Control of all locomotives is by the NCE DCC system, and all have the appropriate sound chips on board. The points are controlled by Tortoise motors using switches on a mimic plan of the track layout on the control panel. This is independent from the NCE system. The two lower-quadrant

Caledonian Railway signals are MSE kits, assembled by Stephen Freeman, operated with Cobalt servos. The Caledonian Railway ground shunt signals at the yard entrance are another MSE kit, with integral red and white LED lights, all expertly put together by club member, Chris Manners.

The local coal merchant loads his lorry, while the Class 24, with the morning goods service, shunts two more wagons of coal.



TOP TIP

It is often better to put together a smaller cameo layout, which has a chance of being completed, rather than attempt a much larger layout that may never be completed. A smaller layout is so much easier to transport to exhibitions, too.

Sprat and Winkle couplings are employed on all rolling stock, with electromagnet uncouplers located at strategic locations to assist the operators in shunting moves.

The layout is operated from the front scenic side. This allows the operator to engage with those viewing it at exhibitions. A second operator runs the fiddle yard. For exhibitions, a sequence timetable is followed, which is useful for both operators to know what happens next. BR operating practice is followed, which adds to the enjoyment of running the layout.

Scenic elements

Another early design decision was that the scenery should dominate the overall appearance of the layout. It was desirable to have the feel of a rural branch line, with trains running through the landscape. The southerly part of Galloway, with its open landscape and low rolling hills, and the Lakeland Fells of England in the distance, had to be recognisable to those who know the area. The hand-painted backscene, created by the author, helps achieve this and concentrates the eye on the layout. N Gauge cattle have been used at the rear of the layout to emphasise the distant perspective of the landscape.

Landscape is not flat, and the variation in ground levels was formed using recycled polystyrene blocks fixed with PVA under a skin of Modroc plaster. The top surface was painted in dark brown oil paint to seal the plaster dust, and then given the static grass gun treatment to build up the varied colours and layers found in nature for the grassed and wooded areas. The period of early summer was chosen as the yellow broom and pink campion are in full bloom to provide colour. Lambs are found on the farm, and the local breed of cattle, Belted Galloways, have been featured, (and recognised by those who know), all to give a local sense of place. Great use has been made on the landscaping of the products by Woodland Scenics and other manufacturers, with acrylic paint and weathering powders. The river was formed with a fine gravel bed overlaid in layers and layers of gloss yacht varnish.

The buildings have all been scratch-built using Plastikard as the base material. The station building was drawn firstly as a three-dimensional computer drawing using Sketch-up, taken from researched photographs. This information was then translated into a two-dimensional drawing

MEET THE MODELLER

Whithorn has not been my first attempt at railway modelling. From a teenager, I have had various layouts, all principally in 4mm. Like many modellers, my professional and family life took precedence for many years, but I always maintained a more than passing interest in the hobby, and regularly read railway magazines. It was only on reaching retirement that I decided I should re-engage with the hobby. To fire my enthusiasm, I purchased a ready-built 4mm EM gauge layout, and I continued to model in EM until the recent decision to re-gauge 'Whithorn'. But that is not to say there will not be another EM cameo layout in future! I have found the benefit of membership of the Wirral and North Wales Model Railway Group a great benefit. Everyone has their own specialist skill to the club's advantage, and it has allowed the inclusion of elements of modelling into my layout which might never have been achieved.

BR Standard Class 4 2-6-4T No. 80038 arrives at 'Whithorn' station.



A Class 24 on the morning goods shunts 'Whithorn' yard. In the foreground, the rail-connected SCWS Creamery has regular railway business on milk and cheese traffic from the dairy herds of Galloway.



using Autocad from which the model was constructed.

The signal box was constructed using Wigtownshire Railway drawings obtained from the Glasgow and South Western Railway Association. It reflects the GSWR signal box that might have been at Whithorn, taking the signal box at Millisle on the branch as a reference. The box was in-situ right up to the closing of the line. The window frames were custom made by York Modelmaking.

The red brick dwelling, Oswie House, still stands in Whithorn. It is a useful guide to where the station was originally located in the town. For the model, the bricks on the elevations were counted from a Google Streetview image, and the model was built to a smaller scale of 1:87 to assist the perspective. At the scale of 1:76, the house visually overpowered the station area. The Provender Store is a Ratio kit-built model, while the Scottish-style farm buildings are generic.

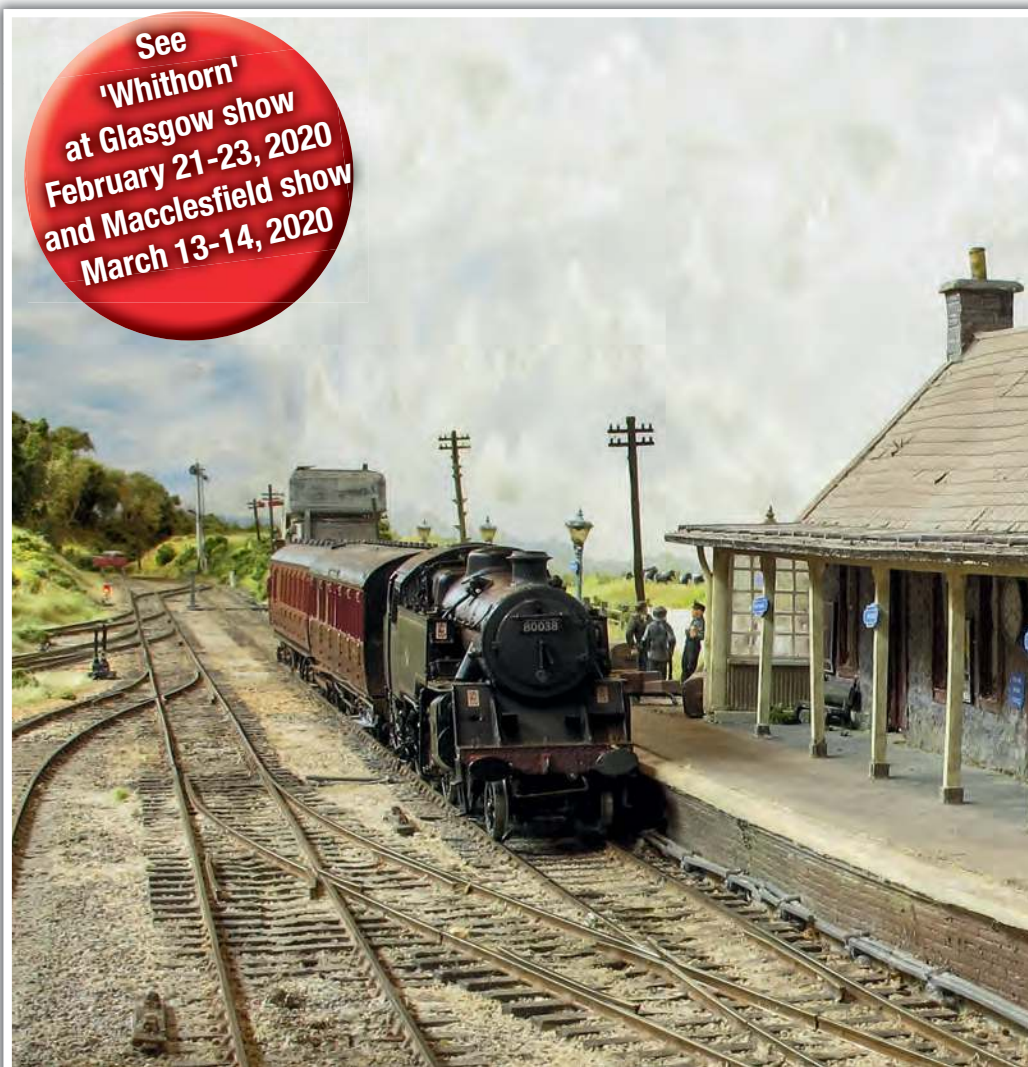
The original creamery at Whithorn was not rail-connected, and the building is now long gone. For more operating options on the model it has been rail-connected. Although no drawings were found for the structure, the model version is a pastiche of the various elements of the original taken from photographs, reflecting the style of the original creamery. The creamery model won a certificate at ExpoEM North 2018 for the best example of use of scratch-building materials. The layout also won 'Best in Show' at that same ExpoEM event.

Final thoughts

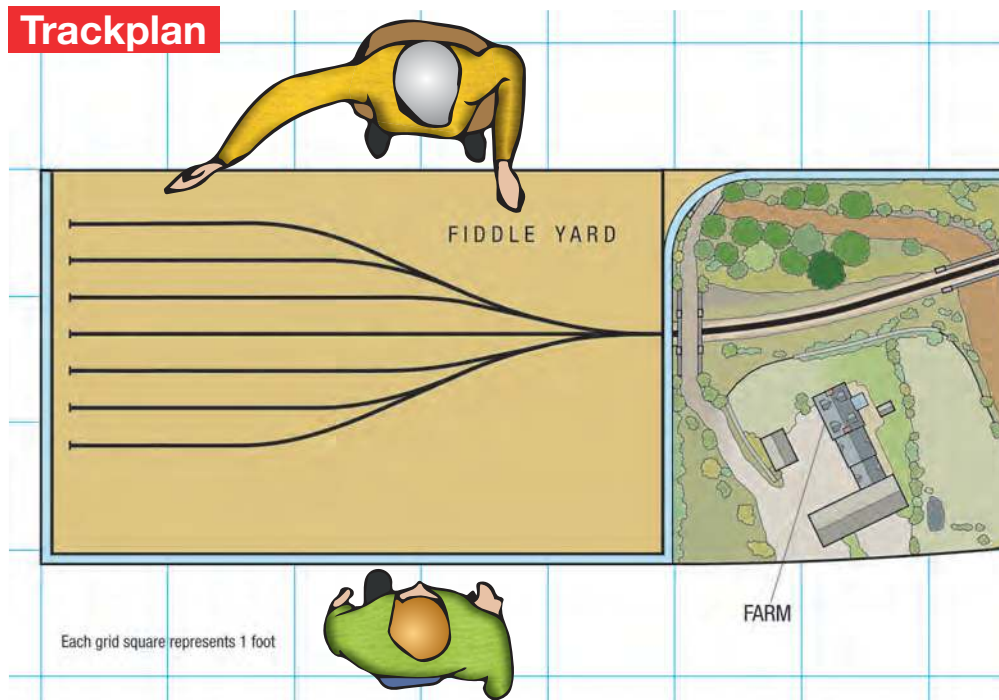
If asked what has pleased me about this layout, I think it would be the positive reviews the scenery has received at exhibitions. I feel that I have met my original brief of branch line trains running in the rural landscape.

Is the layout completed? That is doubtful - there is always something to be attended to on the scenery, or rolling stock - especially after a weekend's exhibiting!

Finally, thanks must go to Hazel, my wife, for all her support and her constructive criticism on 'Whithorn' over the years of its construction, and to Graham Heald, Chris Manners, and Raymond Reed, and all the members of the Wirral and North Wales Model Railway Group for their invaluable assistance.



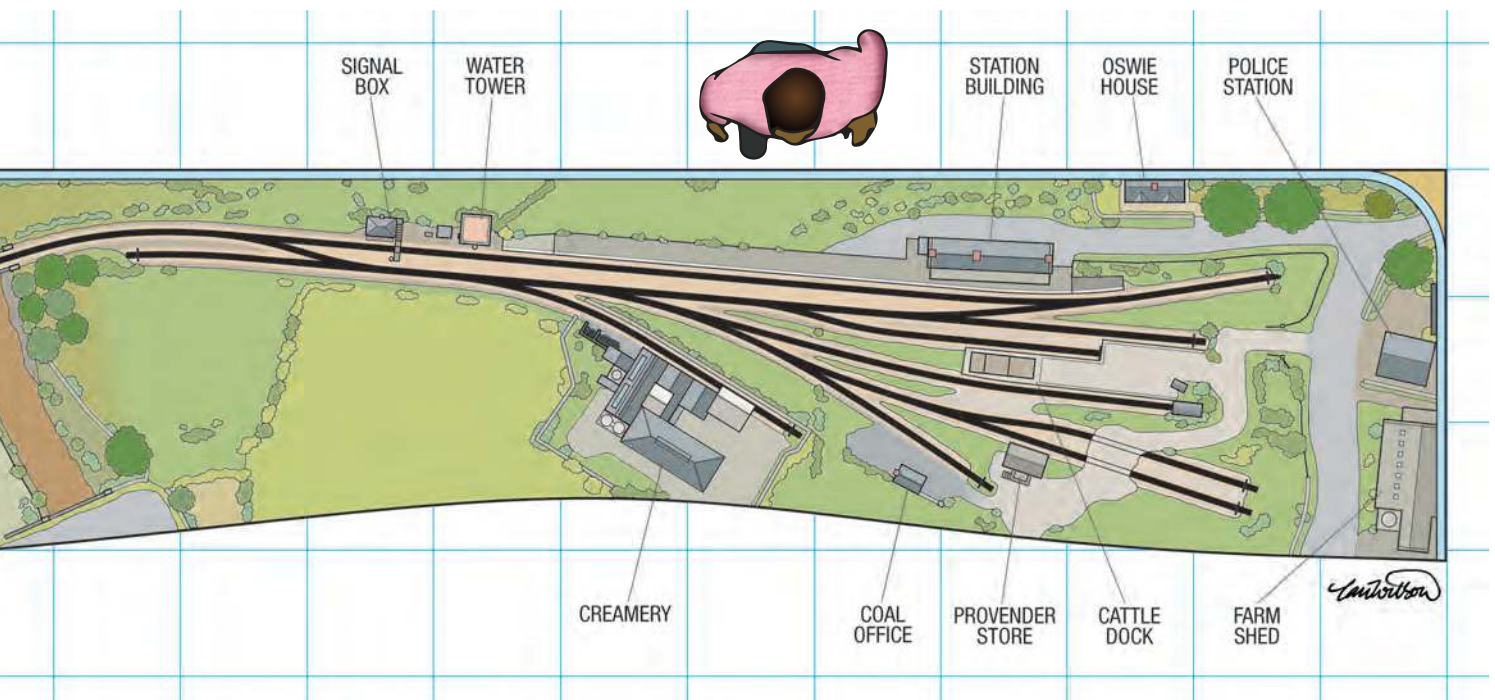
Trackplan





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'Whithorn' station with the branch line train arriving from Newton Stewart.





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PICK-UP GOODS TRAFFIC AND HOW IT OPERATED

Alisdair MacDonald, creator of scenically-accomplished rural layout 'Whithorn', highlights the benefits of modelling local branch-line operations.

Words: Alisdair Macdonald



From the earliest days of the railways, the transporting of goods and merchandise has been as important as the conveyance of passengers. The movement of goods over the British road network until the 1950s was very much a local affair, over single carriageways and narrow roads. Branch line goods trains - then the real lifeblood of many communities and their local industries - fed into the main trunk railway routes across the country. Pick-up goods trains might well have been considered 'the white van men' of their day, dropping off and picking up freight for a great variety of commercial and domestic customers.

Under the 1947 Transport Act, the British Transport Commission was set up by the Labour government to provide for a coordinated, and integrated, transport network throughout England, Scotland and Wales. It included the nationalisation of the railways. The Act provided for British Road Services to be the principal carrier for long distance road haulage work - private hauliers being restricted to journeys of up to a 25 miles radius from their home bases. This restriction on private hauliers was later amended in the 1952 Transport Act, when the restrictive radius limit was lifted.

In the mid-1950s, the incoming Conservative government began to invest

heavily on the road network in Britain. Motorways were constructed, new bypasses provided around many towns, and main trunk roads were upgraded. This investment was to the benefit of the burgeoning private road haulage industry, who could now offer a door-to-door bespoke delivery service for customers, and these were often at more competitive rates than those offered by British Railways. The business opportunities for British Railways was further reviewed by the rationalisation in the 1963 Beeching Report.

The halcyon days of the pick-up goods was coming to an end. It would continue to serve the more rural communities of the

country where the road network was not yet improved and where the minor branch lines were located away from the larger centres of population.

Typical operations

Pick-up goods trains were principally found in the more rural areas of the country, operating from the main line junction stations along rustic branch lines. Many of these secondary routes had already lost their passenger services.

The main line freight service would drop off - or pick up - goods wagons for the branch service at the junction station along the main line. The pick-up goods wagons would be sorted by the branch line locomotive at the junction to minimise shunting movements at each station, or yard, down the branch. Destination labels, clipped to the solebar of each wagon, or chalked on the wagon sides, would show the pick-up goods train crew the final destination of each wagon. As most branch line services followed a fairly regular timetabled pattern, the train crew probably had a fair idea where each wagon was heading. Equally, the crew would know which wagons would require to be picked up from the branch sidings for their return journeys back on the main railway network.

A pick-up goods train crew would usually consist of three men - the locomotive driver, the fireman and a guard. The guard would act as shunter, and would be responsible for ensuring that parcels were dropped off, or picked up, at the intermediate stations and sidings along the branch. Many of the goods-only branches were operated by the 'One Engine in Steam' principle. Once the train was on the branch, the crew were out of contact with the main railway network.

The pick-up goods would run at a leisurely pace, many of the wagons would not be fitted with a continuous brake, and those that were fitted would probably not have their continuous brakes coupled up while running on the branch.

Modelling pick-up goods

A pick-up goods train can bring variety to a layout, especially if a branch line terminus is being modelled. The train can often look better if the rake has a maximum of, say, seven or eight wagons with a brake van. In the imagination of the operator, the pick-up goods will have made its way leisurely down the branch to the terminus station, dropping off and adding wagons on the way. Not all wagons in the rake will be headed for the

terminus as these will have been collected up the branch. This gives the opportunity to include wagons in the goods train, which have no relevance to the facilities available at the terminus station. For example, bulk grain wagons could be included that have been collected from a distillery up the line. There might even be empty 16T coal wagons, the odd 12T van, or even a cattle wagon in the rake.

The layout of the trackwork at the terminus on the layout will require a run round loop to avoid the locomotive being trapped. There would not be a second locomotive available at the branch terminus to release the train locomotive. In the shunt moves at the terminus, the brake van would necessitate shunting in such a way that it would end up at the back of the train when it finally heads up the line to the fiddle yard when shunting is completed. The loop could hold the outgoing pick-up goods when it is ready to depart, should a second train arrive in the platform road.

The consist in a pick-up goods train depends upon the set-up of the layout. If the layout is a harbour scene, there might be a need for fish vans, or tank wagons to service the diesel-powered fishing boats in the harbour.

A country branch will have wagons delivering agricultural equipment, fertiliser and also wagons available to take away the farming produce to the town markets. A cattle dock might be provided for a rake of cattle wagons for the movement of livestock, and a Provender Store could be the base for the local agricultural merchant.

A must for branch line operations are 16T mineral coal wagons, either for local industries, or for the local coal merchant. These would be regular deliveries, with return empties back to the main line. On a layout, the operator could remove the coal

loads from these when no-one is looking.

A more modern twist would be to use VGA vans, or similar, which would not require a brake van.

During the steam-era it was normal for pick-up goods to have used smaller locomotives because of line weight restrictions and coal consumption. Pick-up goods services would rarely employ a 4-6-2 'Pacific' locomotive, with the exception of serving intermediate yards on a main line, where a large locomotive might be used on a 'running-in' turn. Depending on regions, ideal locomotives would be an 0-6-0T or Ivatt Class 2 2-6-0. For transitional and diesel-era modellers, an 0-6-0 shunter would suffice, although classes 20, 24, 25, 26 and 27 are suitable alternatives.

Uncoupling considerations

The train crew would work to the simplest of routines for the stock moves in shunting, and for the coupling and uncoupling of wagons. On a layout, the strategic use of uncouplers would make shunting operations that bit easier for the operator. There is a quiet satisfaction in seeing wagons being uncoupled and dropped off in a shunting operation with what appears to be no human involvement. However, care is necessary in locating the positions of the uncouplers to make sure they are in the correct locations. It might be prudent to retro-fit uncouplers to a layout after a few trial shunting moves to enable them to be positioned in the correct location.

Conclusion

A pick-up goods can give a reason and purpose to a branch line layout and its operation. It allows the introduction of wagons which might not have any particular relevance to the layout, while providing an excuse to run short trains with a purpose.



AIRBRUSH ESSENTIALS

Michael Russell troubleshoots common misconceptions with the setup and use of this modelling tool, for more realistic effects on your models.

Words & Photography: Michael Russell



EQUIPMENT NEEDED

Apart from the airbrush, you'll need an air supply and a lead to connect the two. You'll also need a spray booth situated in an area of good lighting, with access to the outdoors so you can vent the fumes. You can spray outdoors in summer if there is little wind,

but this may be an infrequent luxury, only when the variables of the weather are in your favour.

A good quality face mask is essential. You'll also require gloves, paint and thinners to match the paint. Enamel or acrylic

paints are the two common types used. Don't forget the need to handle the model. You may be able to rotate it on a turntable/'Lazy Susan' or improvise a handle from an everyday object. I often find that toilet roll inserts do the job, but you can purchase specialist sprung handles.



Airbrushing can seem like a dark art to the beginner, but the secret is to have a basic understanding of how the device works and how to achieve a balance between the parameters involved. To find a problem in any complex system you need to test each, in isolation. Some of the remedies may seem obvious, but it's often simple issues that cause the majority of problems.

HOW IT WORKS

Air is passed over an opening and paint is forced out due to the Venturi Effect. The paint atomises whereby it mixes with the airflow to form a mist. This only happens if you balance the air pressure with the paint thickness, though. The thicker the paint, the more air is required to achieve a spray. In general, I spray in the range of 10 to 20 pounds per square inch (psi).

COVERAGE ISSUES

If your paint is too thin it will be blown around on the surface of the model. Conversely, if it is too thick you will end up with a rough, sandpaper/orange peel-like finish. The paint should be about the consistency of milk. All paint, unless it has been specifically prepared for airbrush use by the manufacturer, will require thinning. If you have problems achieving the correct consistency, you may like to use pre-thinned paint such as that provided by Vellejo in its Air Jet range.



TESTING PAINT THICKNESS

Put the paint in first and fill the cup half full. Add thinners to raise the level to about three quarters of the cup. Ensure that your paint is well-mixed in the paint cup. I use old lollipop sticks as stirrers. To test the consistency of your paint, dab some onto a piece of paper. If it spreads out a little and holds its shape, it is just right. If it spreads out and soaks in, it is too thin. If the paint doesn't want to come off the stirrer, or sits in a bead on the paper, the paint mixture is too thick and more thinners must be added. Pour the contents of the paint cup back into the paint pot and start again.



AIRBRUSH TECHNIQUE

It is important to spray correctly. You should start the airbrush spraying before passing it over the model. Keep the airbrush in motion at all times when passing it over the model. Additionally, it is important to get an even coverage. Spray into corners and recesses first to ensure that places where paint is less likely to fall will have sufficient coverage.

If you spray too much paint onto one spot then the paint will run. If this happens, the resolution is to get a lint-free cloth soaked in thinners and wipe the run away while still wet. You will now need to carefully respray this area, being mindful not to repeat your mistake while at the same time blending it in with areas that you haven't over-sprayed. It is not easy to do this and so it makes sense not to over-spray in the first place. Therefore, you should always aim to spray several thin coats rather than one thick one, leaving the model for a few minutes between each coat.

When weathering you sometimes need to spray in one place without moving the airbrush in a sweeping motion. In this case, I start spraying onto a piece of card. Position the airbrush and the card so they are to one side of the place on the model that you want to spray. Spray onto the card, and when you are happy with the level of paint being expelled, move the airbrush slightly to direct the flow onto the model.



COMMON ISSUES

Problem: My airbrush won't spray.

Resolution: Don't overlook the obvious. I was once called out to a supposedly broken personal computer, when the owner had forgotten where the on switch was because they had pushed the device against a wall! So, is the electricity supply working and is the socket you are using okay and is the socket switch turned on? Use a device you know is working to check the socket. Remember that not all compressors make a great deal of noise when in use or if the storage tank is full. Ensure that your compressor is switched on. If you are using a high-powered compressor then use a high wattage rating extension lead and keep the cable run to a minimum. Last, check for leaks in the air-lines. If air is expelled from the connection to the airbrush handle you know that the problem must lie within the airbrush. You can try loosening this connection and listening for the hiss of the escaping air. If the problem is inside the airbrush then the air valve, which is in the handle of the airbrush, could be faulty or require adjustment.

Problem: Air is reaching the airbrush and the trigger moves, but nothing comes out.

Resolution: The most likely cause is that the needle isn't moving with the trigger. Unscrew the rear cover, push the needle home against the seating and tighten the chucking nut. If this doesn't work then your air pressure is too low for the consistency of the paint. Also check that the air inlet in the paint cup lid is not blocked.

Problem: The trigger won't move.

Resolution: Your airbrush has seized solid or has been poorly reassembled. Paint residue is the most likely explanation, but there is a last ditch remedy that you can try. Remove the rear cover, undo the chucking nut and try removing the needle. If it won't come out with moderate pressure then don't force it. Try soaking the tip of the airbrush in thinners for 24 hours. Try something strong like cellulose thinners. (Note this substance gives off strong fumes, so carry out this exercise in a well-ventilated

area such as a garage or shed). If you still can't remove the needle after this treatment, I would recommend returning it to the manufacturer for an overhaul. If it works, proceed to carry out a full clean and ensure that you are more vigilant with cleaning in future.

Problem: I've started spraying and the paint is spattering on the surface or the airbrush has stopped spraying.

Resolution: The nozzle will be clogged with paint or the paint is too thick. You could try increasing the air pressure, but I wouldn't recommend using more than 30psi. You will need to clean the airbrush by following the instructions in my cleaning article that follows and reload with paint. See the hints and tips section for issues that may have caused the problem. Don't take a shortcut and withdraw the needle to wipe it down when the airbrush is loaded with paint, otherwise paint will get past the seal that stops contamination of the airbrush body. If this happens, the only fix is to do a deep clean, which necessitates an almost complete disassembly. This is not so straightforward and may require specialist tools. The other option is a return to the manufacturer or dealer, which is likely to be expensive. So, don't take shortcuts and carry out a paint change and clean only in the prescribed way.

HINT AND TIPS

- Never exceed the air pressure that your equipment was designed for. Check the documentation that was provided by the supplier.
- It is more economical to use a compressor than compressed air canisters.
- Avoid getting cellulose thinners on areas of the airbrush that have rubber seals.
- Acrylic paint dries quickly and even a short spraying session can cause problems. Try using a retarder to lengthen the drying time.
- Use acrylic thinners for acrylic paint rather than water.
- Using a fresh pot of paint for each spraying task will minimise the chance of clogging due to lumps in the paint, although you can pass the paint through a filter to make sure.
- You will never achieve a good finish if you can't see what you're doing – always work in good light.
- A bent needle is likely to manifest itself in a poor/dual spray pattern and the only alternative is to buy a new one. Be aware that a dirty airbrush can exhibit the same traits.
- Always ensure the model is primed before spraying or brushing with acrylic paint.

CONCLUSION

You'll need practice to become proficient at using an airbrush, so don't be put off if your initial results aren't what you expected. The potential results are worth the effort. Keep on top of the cleaning and, at least while you practise, any issues are likely to be restricted to those connected with the paint and its interaction with the sprayed surface. Seek the help of a mentor if you really get stuck. Expect to return your airbrush to the manufacturer periodically for a major service and only perform a deep clean if you know what you're doing and have the correct tools. If your airbrush has had a lot of use, some parts may be worn and will require replacement.

AIRBRUSH MAINTENANCE GUIDE

Words & Photography: Michael Russell

Tired of your airbrush not performing as it should? A service and clean of its fragile internal components might be required, as Michael Russell demonstrates.



ever attempted to wash up after you left all the dishes from last night's party then you'll have some idea what I'm talking about! Deal with the issue in a pro-active fashion to ward off problems. Prevention is better than cure.

AT THE END OF A SPRAYING SESSION



Before you disconnect the airbrush from the air supply, you can flush most of the paint away. First, empty any spare paint out of the cup. Then, remove the cup and give it a wipe clean with a tissue or old cloth.



Now reattach the cup and fill with thinners to match the type of paint you were last using. Increase the air pressure to 30psi.

An airbrush is unbeatable for a quality paint finish and I wouldn't like to be without mine. They involve more effort than a brush but, as with most things in life, you get out what you put in. So, with a bit of extra exertion, and a small amount of your time, you can raise your modelling to a whole new level.

What puts many modellers off is the problems that arise after they pick their new airbrush up for the second or third time, because it doesn't seem to behave anymore. This can be frustrating and off-putting.

Likely, this is down to poor maintenance and a lack of understanding of how an airbrush works. This article will deal with the former.

There are three steps to successful airbrush use - keep it clean, keep it clean, keep it clean! The time to perform the cleaning is straight after a spraying session and by that I mean at the end of the day when you come to pack the airbrush away. I cannot emphasise enough the importance of cleaning the airbrush as soon as you have stopped using it, because dried paint is much more difficult to remove. If you've

3



Spray the airbrush onto some newspaper until the thinners comes out clean. Ensure that you are wearing your face mask for this operation, as usual.

4



Now place a finger over the end of the nozzle and spray. This will reverse flush your airbrush causing the air to exit via the thinners in the cup. Be careful not to splash yourself with thinners when doing this – you may wish to reduce the air pressure.

5



Now empty the cup of thinners, shut off the air supply by closing the regulator and disconnect the air line.

AIRBRUSH DISASSEMBLY

6



Take the airbrush to a table where you can work more easily, preferably over a large tray to catch errant pieces.

7



At the opposite end to the nozzle you will find a rear cover; this should unscrew.

8



You will find a nut that holds the needle in place and allows it to move with the trigger mechanism. Undo this and remove it.

9



Withdraw the needle by pulling on it away from the airbrush body. Be very careful to pull it in a straight line and don't apply any lateral pressure or you'll bend the needle.

10



At the other end of the airbrush you'll find a needle cap. Unscrew this.

11

This will reveal a nozzle cap. Unscrew this too.



12



You should then be able to see the nozzle. Use the special tool supplied by the airbrush maker to remove this. Take care with this part because it is small and easily lost.

CLEANING THE PARTS

You can perform all of the following cleaning steps using a paper towel or cloth (except where I have indicated otherwise) soaked in thinners to match the paint you last used.



Wipe down the exterior of the airbrush and the exterior of the paint bowl. I always find that I get some overflow from the latter.



An ultrasonic cleaner can be used to clean the nozzle, but unless you can afford, or have access to, one of a decent quality, you might find the results disappointing. Alternatively, just swill the nozzle around in a solution of thinners to match the last paint you sprayed. Cellulose thinners can be used for really stubborn deposits.



Take a pipette and dribble thinners through the airbrush. Do so through each orifice.



Fit an air trigger to the end of your air-line and blow out any thinners left in the airbrush. Do this at a low pressure (circa 20psi). If you haven't got this equipment, you can use compressed air in a spray can or an air blower as used to clean the sensors of SLR cameras.



The needle should be cleaned by drawing it through your fingers from the thicker end to the tapered end. Be careful when handling this item. The end is sharp and easily bent.



The needle cap can be cleaned by drawing it over a corner of the cleaning material as though it were a napkin ring.



Brush the nozzle cap with a hog's hair brush and wipe clean.



Remove any blanking plug that covers the hole opposite the paint bowl. You can fit the bowl on the right or left based on your preference.



Blow out the paint cup feed using the same compressed air source.

REASSEMBLY

21



Reassembly is a reversal of the disassembly stage. It is important to ensure the needle is fully home against its seating – check this by looking to see that it is poking out of the nozzle. Pull the trigger and ensure that the needle moves back with the action. If you use the airbrush when the needle isn't fully home, paint can enter the body of the airbrush and lead to major issues.

CONCLUSION

These instructions are for a double action Iwata airbrush, but you will find other airbrushes are very similar. Single action airbrushes are even simpler.

If you are about to start using your new airbrush, ensure that you implement this preventative maintenance regime from the outset, that way your airbrush will work as well as the first time you used it.



USEFUL TIPS

- If you are changing paint you only need to perform the first stage 'at the end of a spraying session'.
- To avoid losing any parts during disassembly, use a small tray to hold the items as you remove them. Work over a large tray in case you accidentally drop anything.
- If you bend the needle you have no hope of straightening it and your only option is to buy another. If you can't afford airbrush 'downtime', keep a spare in stock.
- Only use the manufacturer's tools and never tighten more than hand tight.
- I wouldn't recommend using pipe cleaners or other rodding tools. It's too easy to scratch and damage surfaces or leave stray hairs behind which will foment the creation of blockages.
- If you use an ultrasonic cleaner, to prevent damage, don't use it to clean the air valve in the handle of the airbrush.



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Factfile

Layout name: Depot Lane
Scale/gauge: 4mm:1ft / 1:76 scale / OO
Size: 4ft x 14in (plus 16in sector plate)
Era/region: 1970s - present / Multi-region
Location: Fictitious
Layout type: Shed to Fiddleyard micro

DEPOT LANE

Matt Hines describes how a group of five friends joined forces to build this micro-layout on a kitchen table.

Words: Matt Hines **Photography:** Andy York



A Class 24 awaits its next turn of duty, while a Class 31 is on the service road. 25279 is about to depart, having delivered fuel to the storage tanks, which was made from two Parmesan cheese containers.

The idea for 'Depot Lane' was conceived in December of 2016, which was to be our first group project. We are all relatively experienced modellers and we have all built our own personal layouts and helped each other, but we had never built a joint project. We had many ideas spinning around for larger projects we could build, but first we decided to create a smaller layout and see if we could succeed in building something together, without strangling each other!

The design brief for 'Depot Lane' was simple - create a layout that would be fairly simple to construct and condensed in size, yet still be interesting for all of us to operate and the public to watch. We discussed many ideas and the key features that we wanted to include. Simon, our in-house design guru, took all these ideas and came up with the plan we have today. Five tracks containing a locomotive maintenance shed, fuel point and storage tracks, all fed from a single sector plate. A single point was also added to create a 'run around' loop, enabling us to shunt tank wagons delivering fuel and add a lot more interest to the layout.

Our 'club room' is actually Shaun's kitchen, with all of our modelling taking place at his kitchen table. This provided us with the first of a rather interesting group of design constraints for this project. Firstly, the layout had to fit onto the table. We also wanted it to be quick to set up so it will serve us well as a test track, but we also wanted it to be easily transportable so any of us could load the layout into the boot of our cars and take it home. The solution was simple - keep the layout to a single board including fiddle yard. When deciding on the length of this board, we actually started by measuring the kitchen table as this would play a major factor in determining the size of our layout. In the end we decided on a length of a little over 4ft and a depth of 14in.

The layout is purely DCC, but when we first designed and built the layout, we were all using different control systems. Since then we have acquired the same system, which is the Lenz Set 100. In terms of connecting the control system up to the layout we use a simple 'phono plug' commonly found in the music and video industries. We have all gone fully 'universal' with this plug with every person now using it. We even went as far as retrofitting them to our own personal layouts. Therefore, any club member can connect his own system to this layout, future layouts and indeed any

Two DRS Class 37s await fuelling, while a DRS Class 57 departs after having been serviced.

other member's personal layout with ease. This means that we don't need to always have a particular member or his system present when operating the layout privately or at a show. It also creates a 'fail safe', so that should the system break down, another member's can be connected to the layout



without having to alter wiring.

All of the stock found on the layout is diesel traction. However, 'Depot Lane' is multi-era, so we can run anything from 1970s diesels onwards. Typically, a viewer will find common BR blue locomotives, such as Class 20s, Class 25s or Class 37s. In the modern setting, traction examples include, but are not limited to, Class 60s and Class 66s in EWS/DB Schenker liveries or anything DRS. However, because of our clever design, it's been filled with East Midlands Trains DMUs, Mark's RTC experimental stock, and at one point one of my HSTs made an appearance (yes, you read that right!). The greater majority of our stock is from Bachmann and Hornby. All of it is DCC-fitted and the greater majority is fitted with LegomanBiffo sounds.

Depot Lane is multi-era so we can run anything from 1970s diesels onwards.

Weathering our stock is an on-going project. However, where possible we only try to run weathered items on 'Depot Lane'.

Layout design

All of the buildings and scenery are entirely scratch-built. The buildings were completed by myself (fuel point), Shaun (fuel tanks) and Simon (shed and water tower). When we designed the layout, we didn't want anything to tie the layout to a particular era, therefore we opted out of the typical industrial or retail park background and

instead went for a retaining wall. This was constructed by Shaun using only scraps of Plastikard sheet he had lying around. Upon completion of the layout, everything was weathered by myself using an airbrush.

As previously mentioned, the layout can be easily running in any era without having to make any major changes to it. When changing era, all we have to do is swap a couple of road vehicles and obviously the stock. This actually allows us to change the era 'live' while continuously operating the layout at a show. Usually we will start the



day by running our BR Blue stock and, after a couple of hours, we change the stock over. After a few more hours, we swap back and the process begins again. That means that the audience at a show can view the layout several times in a day and see different stock every time! It is for this reason that we don't foresee any reason why this layout wouldn't meet our needs. Even if we retired it from the show circuit, it'll still fulfil our needs as a test track for many years to come.

Final thoughts

Without wanting to burst our own bubble, we are incredibly pleased with the layout. We have regularly discussed the layout and there's nothing that we would change or think we could have done better. We have had much positive feedback from followers on RMweb, the viewing public at shows and also personal visitors, so we must have done something right! What impresses us the most is how much detail, interest and operational fun we have managed to pack into such a small space! We believe our layout is a testament to micro layouts and inspirational to those with not much space to model in.

WHAT IS THE 'MRPG'?

Model Rail Projects Group (or MRPG) is a small band of friends sharing a common interest in model railways. We are a private group, which means membership is by invitation only, consisting of five members. Simon, Shaun, Paul and I (Matt) are the founding members of the group and the builders of 'Depot Lane'. Last year we welcomed our fifth member, Mark, to our merry band. What we pride ourselves on is the fact that first and foremost we are friends, and this comes before any projects or club business, therefore we have no politics creating unnecessary drama. We meet every Monday, where we gather around Shaun's kitchen table and do our modelling. We share our own projects, drink tea, eat biscuits and just talk and have a laugh together. We have all been modelling for varying lengths of time, some much longer than others. But we all have our own skill sets we can bring to the table that enable us to learn from each other.



It's early evening and two East Midlands Class 153s await cleaning, servicing and fuelling ready for their duties.



A comprehensive group shot highlighting the depot maintenance shed, retaining wall and oil tank, alongside the water tower.





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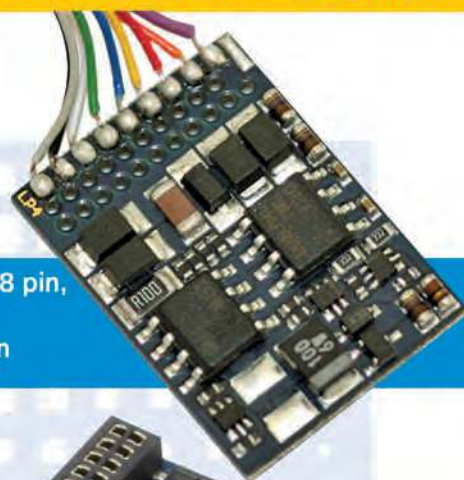
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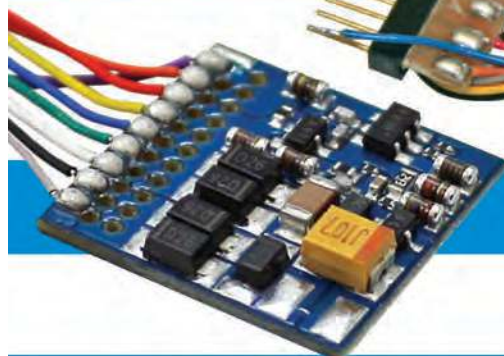
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MODEL FOR LESS

Look after the pennies and the pounds will take care of themselves. Howard Smith explores 10 steps to keep our hobby more wallet-friendly.



Everyone likes a bargain, right? When it comes to non-essential things, like our hobbies, it's nice to know that we can keep these going and make our budget stretch further, even in an era of increasing prices.

The rising cost of model railways hasn't gone unnoticed. Regularly, I receive emails from readers who bemoan the increase in price of RTR locomotives, coaches, wagons or scenic accessory items. It can't be ignored by many, whose modelling skills haven't reached their potential and rely on new accessory purchases to save building an equivalent kit. However, for the savvy modeller, there are many solutions to help reduce your annual modelling spend, and leave a few spare pennies to purchase that 'must-have' new locomotive, coach, or wagon. Here are a few solutions to help make your annual modelling budget stretch just that little bit further.

1

BE A SAVVY SHOPPER

Retailers are competitive with branded product names, though some more than others. It pays to do your research beforehand. Plan ahead, too – model auctions take place around the country on a regular basis. You don't need to be present to bid – simply visit their websites to place your bid beforehand and/or bid on their websites during the auction as each lot comes up for sale. A glance at the advertisers' section of the magazine will highlight a few auctioneers. It pays to take a look at other larger online auction websites occasionally, too, such as eBay, where second-hand bargains are plentiful.

DIG AROUND

Many model shops have a good selection of products 'front of house', but I've been behind the scenes at many of these and there's a wealth of second-hand bargains to be had. It's often simply a case of asking and making an offer. From damaged, yet easily repairable second-hand items to 'as-new' older items of rolling stock or locomotives which have never been run, it's often a treasure trove that waits to be uncovered, though more often than not, access to these can be restricted, so simply ask - you've nothing to lose. Don't forget to barter on price!

2

3

PRE-ORDER

'If in doubt, leave it out' goes the saying. But, if there's a new limited-edition exclusive ready-to-run item from a retailer or smaller manufacturer you really want, it's often best to pre-order to receive a discount, these typically vary between 5 and 30%.

4

POSTAGE

Postage is often overlooked. We take it for granted, but if most of the purchases for your hobby are made online – as so many are – it pays to plan ahead to reduce those 'last-minute' small orders where postage soon accumulates. Planning ahead on a project allows you to place a larger more cost-effective order. If you're struggling to make up those last few pounds on your order to qualify for free postage, think about adding modelling consumables such as glues, or non-perishable goods, such as solders or drill bits which are always useful to keep in stock.

5

RECYCLE

Nothing quite keeps costs as low as something that's free. Ask around and it's surprising how many people have something that's surplus to their requirements. From left-over project off-cuts of plywood lingering in their garage or shed to older die-cast vehicles in their lofts, many are prepared to donate these if they see they can be of use to someone who's enthusiastic.

6

TRADE

You might be great at building wagons, but not so great at building baseboards. However, someone you know might be great at carpentry, but not such a dab hand at building kits. Many modellers build for each other on an exchange basis at comparable costs, particularly in clubs, and save money accordingly.

7

SUBSTITUTE

Nothing quite beats a branded model paint for your models for authenticity of colour, but D.I.Y. stores are a good source for acrylic paint, particularly small test tubes that are useful for painting skies or ground terrain before grassing. Many a modeller has ballasted their track sidings with fine Chinchilla sand to represent ash ballast, or used fine twigs from the garden as a realistic base for a tree structure. It has even been known for dirt from the garden to be dried and sieved to make a fine terrain powder, all wallet-friendly options.

8

BE WISE

Does your small shunting plank layout require the latest DCC system, or would a more-affordable entry-level unit suffice? Is it wise to build a large layout? Some layouts cost significantly more than others, too, depending on how many buildings or kits you intend to build. Scratch-building keeps costs low and a largely-grassed landscape with little track won't cost anywhere near as much as one with complex track, intricate infrastructure and large buildings - all quite obvious, really. Simply scale your ambitions to your budget.

9

THIN-OUT

We can hoard many things, some of which we believe might be useful 'one day'. But can we remember every item we have saved for the time we'll need to use it? Where rolling stock or locomotives are concerned, unless these have sentimental value, it might be worth selling to upgrade, or using the proceeds towards a new project. You can list these online, or, visit your local model shop and see if an offer can be made to put against a new item.

10

TEAM UP

The shared costs of building something in a group, particularly a large layout, make it more cost-effective per head. The same applies to locomotives and rolling stock on a large layout, where members can pool stock resources to produce an impressive spectacle. Ploughing your own furrow with the purchase of locomotives and stock can be enjoyable if you have the funds, but don't ignore this option, particularly if you build many different layouts or change your stock regularly.



A large crowd of people, mostly men, are gathered around a detailed model railway display. The display features a curved track with a green locomotive, a signal post, and a small yellow house. The background shows a green wall with the words "food market" and "Eat".

WARLEY 2019 ROUND-UP

The UK's largest gathering of model railways, model manufacturers, trade stands, demonstrators and societies took place on November 23-24. Howard Smith brings us the highlights.



The Warley National 2019 show was busy, its the atmosphere brimming with excitement as new announcements were made from manufacturers and retailers alike. With many sample products on display and new announcements made, it can be difficult to remember who's producing what and when it's arriving - even if you went to the show!

Here's a round-up...

OXFORD RAIL

Oxford Rail LNER J27 0-6-0.

Decorated samples of the J27 were on show, expected to arrive mid-2020. Models will be supplied with a set of etched fire irons and fitted with three-link couplings. A 21-pin DCC decoder will fit in the tender, with provision for a 'sugar cube'-style speaker. There will also be a DCC sound-fitted version.

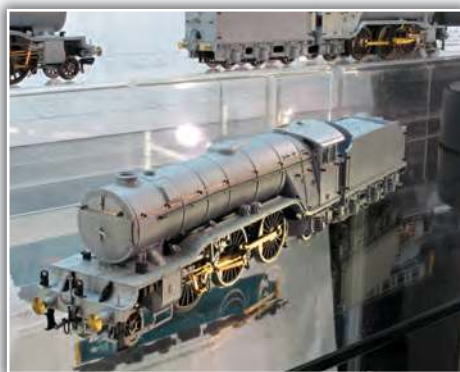


BACHMANN

Decorated samples of its MR/LMS 1P 0-4-4T locomotive were on show, and an early 3D print of its Quarry Hunslet in 009 was demonstrating progress. Joining this was an engineering prototype of its Class 319 for N gauge, V2 for OO gauge and a decorated sample of its GWR 94XX 0-6-0T.



Bachmann MR/LMS 1P 0-4-4T decorated samples.



Engineering Prototype of Bachmann V2.

HORNBY

The manufacturer unveiled plans for five more liveries for its Class 66, ahead of its full 2020 product announcement on January 6. New liveries include:

- (R3922) G&W/Freightliner 66623
- (R3923) /Ocean Network Express/66587
- (R3951) GBRf 66780/The Cemex Express/
- (R3950) GBRf/Belmond Royal Scotsman 66743
- (R3950A) GBRf/Belmond Royal Scotsman 66746

From its International brand, a manually-operated container loading crane from the Lima range was on-show, which retails with two HO scale containers. Partial assembly is required and we're told it can be adapted to handle OO scale containers. Also seen on its stand was a model of the German railgun 'The Leopold', now re-introduced under the Rivarossi umbrella.



ACCURASCALE

Announced was a four bogie, eight-axle KUA nuclear flask wagon, as used between Royal Navy nuclear submarine sites and Sellafield. CAD artwork for the models has neared completion and models are to be retailed as a twin-pack, with the option for a simple conversion to EM or P4 wheelsets.

A 3D-print of its Class 37/6 was displayed, alongside EPs of its forthcoming 'Deltic', PTA/JTA/JUA hoppers plus 3D-prints of its JSA coil wagons.



HELJAN

A first working prototype of Heljan's second OO9 gauge locomotive, the Lyton & Barnstaple 2-4-2 'Lyn' was on display. Announced a year ago, tests have identified modifications required before the model proceeds to the decoration sample stage. Delivery is anticipated for Q3, 2020. On display was also an EP of its Mk. 1 coach with B4 bogies, decorated samples of its forthcoming newly-tooled Class 33/0, plus EPs of its newly-tooled (refurbished) Class 31/1 and Class 117.

Heljan O gauge Class 31/1 EP



Heljan O gauge Class 33/0 EP

Read more
Visit:
www.world-of-railways.co.uk/news

DAPOL

New O gauge buildings were announced, to be designed and moulded in the UK and released as kits. Several samples of its OO gauge GWR 2-6-0 'Mogul' samples were on display, too.



Dapol OO gauge GWR 2-6-0 'Mogul' decorated samples, to be evaluated before being passed for production

HATTONS

On show were final decorated samples of its forthcoming Class 66 locomotive, read our review next month, expected to arrive December 2019/ January 2020. Seen right, a first look at its locomotive in Freightliner Powerhaul livery. Its O gauge A3 locomotives were also on display - read our review on page 104-105.



REVOLUTION TRAINS

Samples of its N gauge KFA container flat (pictured), a decorated sample of its OO gauge IZA Cargowaggon twins for Kernow Model Rail Centre, an EP of its OO gauge TEA tank and a weathered sample of Sonic Models' forthcoming N gauge 56XX were on show.



RAILS OF SHEFFIELD



First samples of the railcar were on display. The model will now be thoroughly checked over before being passed for manufacture.

KR MODELS



A first working EP of its GT3 Gas Turbine locomotive was seen running.

SONIC MODELS



Weathered sample of Sonic Models' N gauge GWR 56XX 0-6-2T, expected to arrive late 2019/early 2020.

LOCOMOTION MODELS



Locomotion Models announced at the show an exclusive OO gauge commission of Great Western Railway 94XX Class 0-6-0T No. 9400 from Bachmann Europe Plc.

PETITE PROPERTIES



A couple of nice laser-cut kits have been released by Petite Properties for modellers in 2mm scale. Little Acorns School is a tiny village school modelled in full so it can be sited facing in any direction. Its workers' cottages are designed to be used at the back of a layout, so are modelled in low-relief. At under 15mm deep, they are perfect for a small space.

BRATCHELL MODELS



EMU fans will be delighted to see Bratchell's latest announcement, the 319 in 1997 Thameslink blue and yellow livery. E-mail orders are being accepted, with

options to purchase the kit in ready-to-assemble format (without wheels). At additional cost, buyers can purchase a wheel pack, or upgrade to receive the model pre-assembled.



DIGITAL EDITION EXCLUSIVE

Warley Show

Andy York and Phil Parker provide a 'behind the scenes' tour of the show ahead of its opening to the public.

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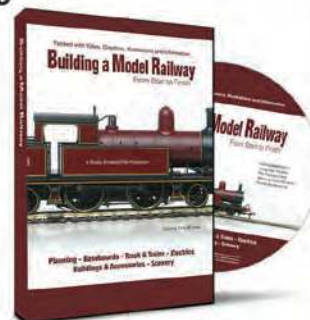
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HOW TO... MAKE A CLASS 20/3 FROM AN RTR MODEL

Words & Photography: Jack Taylor

For two decades, these machines have worked a variety of trains. Jack Taylor shares a cost-effective method for converting Bachmann's model into the distinctive sub-class.



Direct Rail Services' English Electric Type 2s never fail to turn heads because of their extensive modifications. By 1999, DRS had 15 modified Class 20s on its books: 20301 to 20315 inclusive. Modifications included external long-range fuel tanks, new WIPAC light clusters and reinforced cab windows. Eventually the fleet received DRS' multiple working sockets, mounted in triangular fixtures that gave the locomotives their distinctive 'noses'.

All locomotives gradually received the latest 'Compass' livery, though some were sold or scrapped before repainting. The last three active members of the fleet – 20302, 20303 and 20305 – see use for a few months each year on the York-based RHTT (Rail Head Treatment Train) circuits; this year

reportedly being their last. Many differences between locomotives exist, including 20303 *Max Joule* 1958 – 1999, with one nameplate unusually residing on the cab front. This oddity persuaded me to model the locomotive in its current state.

For railway modellers, the main RTR manufacturers have been reluctant to produce the sub-class. This allowed accessory manufacturer Shawplan to develop an extensive range of etches to aid the modeller.

After many years of wishlisting, Bachmann announced it will produce the Class 20/3 sub-class, 20 years since its introduction. In the meantime, Class 20 models from Bachmann or Hornby can be acquired for little and combined with etched parts to produce distinctive models.



Any donor model from Hornby or Bachmann will do. Bachmann's model is the most detailed, and this general release of 2017 in BR Blue livery was acquired second-hand. The model can now be disassembled, carefully prizing out all removable details with a screwdriver.

TOP TIP:

Work in a well-ventilated space when using paints, glues, solvents or fillers to avoid breathing toxic fumes. Working outside is ideal, but a spare room with open windows is also suitable. Leave the model there overnight to allow full hardening/drying. An industry-grade respirator mask must also be used and fitted properly before spray painting.



Modifications began by using a sharp craft knife. All raised detail on each end was removed, leaving a small amount of material for sanding smooth. Any recesses and holes were filled with Squadron Products White Putty, using an old screwdriver to spread the putty.



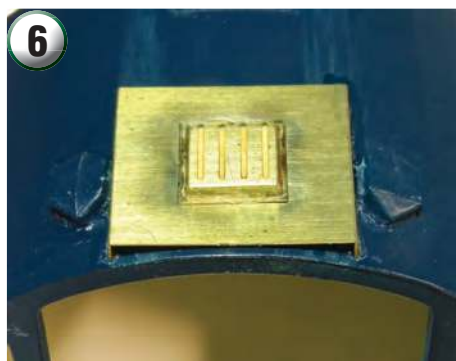
Pieces of styrene can also be superglued in larger holes, such as in the recess left by the nose end headcode panel. All bufferbeam detail (except coupling mount) was flattened to allow a blank canvas for new parts. The Bachmann roof grille surround was superglued in place to provide a base for the replacement.



Having hardened overnight, the filler/styrene can be sanded smooth. After careful rough filing, 240 grit abrasive was used, followed by 1200 grit to achieve a smooth surface. The model and surrounding area should then be cleaned thoroughly to avoid dust inhalation and surface contamination for further work.



The new roof grille mesh is extremely fine. It was positioned and held with Tamiya low-tack masking tape, then superglued around the edge. The frame was bent to shape with finger pressure, and once the curvature had been achieved, it was tacked in place using dots of superglue before gluing around the edge.



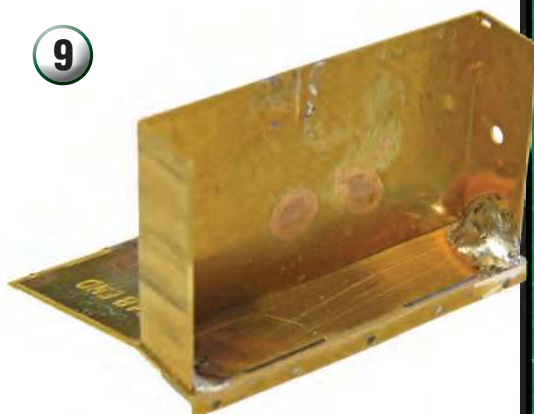
A Shawplan NRN aerial pod was modified by cutting off the strip of rivets (to mount to the cab roof) with a sharp pair of scissors. The etch can be folded up carefully using a 'Hold 'n' Fold' tool, then superglued together. Taking reference from prototype photographs aids correct assembly and positioning.



Next, the windows were squared and enlarged with a craft knife, followed by a square needle file. The Shawplan sizing guide must fit, as the etched window frames were then superglued. One cab door was also removed with a craft knife, to represent an open door.



One main external difference on the class 20/3s is the fuel tanks. Produced by Shawplan, the base had the rivet strip folded (Hold 'N Fold tool), revealing two slots into which the side panels mount. This leaves two raised edges, which were removed with a fine needle file (left).



A 400°C soldering iron was used to assemble the tanks. The area was cleaned before soldering using a glass fibre pen, ensuring a good joint. The amount of solder is irrelevant as it is inside the tank, but for external parts, superglue was applied with a cocktail stick.



To mount the tanks, the near-cab grille was removed. This was done with a chisel-bladed craft knife, working cautiously to skim minimal material off with each pass, before sanding with abrasive paper.



All contact surfaces must be cleaned using 1200 grit abrasive and a fibre glass pen. A generous amount of superglue was used to bond the tanks, with less glue used to bond the Shawplan smaller height grille to the body. Refer to prototype photographs to ensure correct orientation.

TOP TIP:

Most parts removed from the locomotive during disassembly will be reused later or added to the spares box. It's important to keep parts safe when stored. An empty business card box, or handy tin lid as illustrated can keep parts safe on the often cluttered workbench.

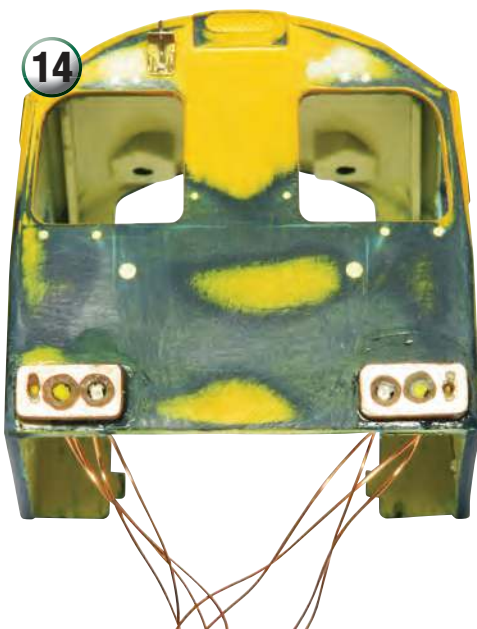




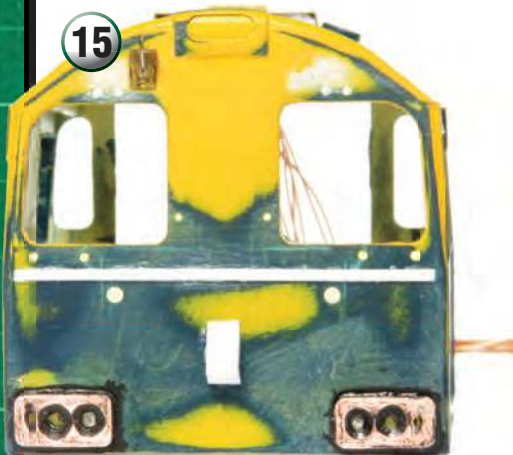
The working light clusters were created using 1mm copperclad sheet, the same shape as Shawplan's light clusters. A knife was used to cut tracks and a pin vice/drill used to create holes (right), then red and warm white 0603/0402 size surface-mount diodes (SMDs) were soldered into the holes (left). The SMDs must share a positive common for DCC.



Enamelled copper wire (0.3mm) was soldered to each 'pad' on each board. Before soldering, enamel was stripped off the ends of each wire using a knife. A small amount of solder was applied to the end of the wire, which was then fused to the board. Test each SMD with a small 3V cell battery before continuing.



After the wires have been soldered and the units tested, they can be mounted. This requires a hole to be drilled in the location of the cluster to allow the wires to be passed through. The clusters can then be superglued.



A strip of 0.5mm thick, 1mm wide styrene was glued to the cab, along with 3mm styrene multiple working sockets as per the prototype. A Shawplan cab aerial was assembled and added, then the light clusters received a coat of Humbrol matt black paint, applied with a brush, to prevent light bleed.

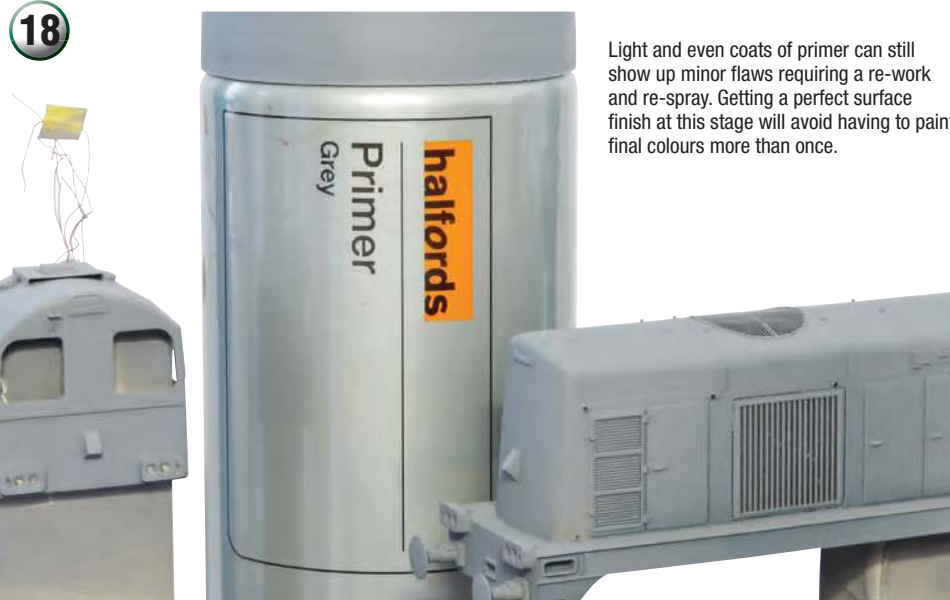


Light clusters were added to the nose end, using identical 0.5mm styrene pieces for support. Any gaps can be filled and sanded, and the clusters were painted black like the cab end. Buffers from Markits were added, using a 0.3mm styrene square to build up the Shawplan etched buffer back plates.



The cab end was primed separately to the body using a light coat of Halfords grey primer, revealing areas needing attention. Fine (1200 grit) abrasive was used, with the primer acting as filler for small scratches. More black paint was used, as light bleed from the SMDs persisted.

18



Light and even coats of primer can still show up minor flaws requiring a re-work and re-spray. Getting a perfect surface finish at this stage will avoid having to paint final colours more than once.

19



The areas to be painted yellow or red - warning panels (including tank ends) and bufferbeams - received a light mist of Halford's White Primer, giving a better base for the colour. Yellow panels were sprayed using Fiat Golden Yellow. Halford's rattle cans give a superior (automotive grade) high-gloss finish, ideal for transfers.

20



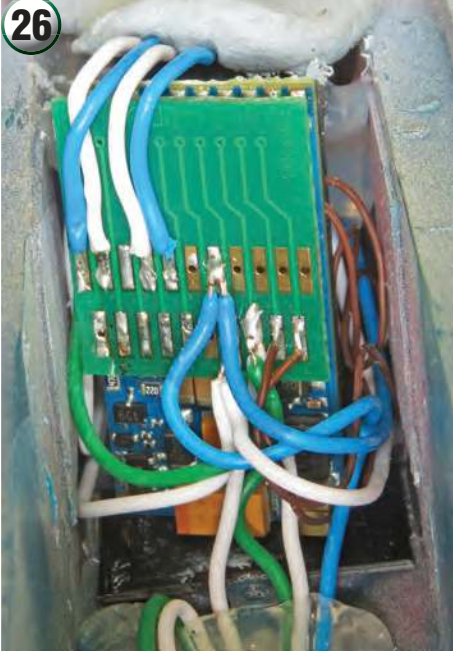
Working from lighter colours to darker, VW Mars Red was sprayed next. Only the area to be sprayed was exposed using Tamiya masking tape and paper to mask the rest. Final coats must be properly applied with full coverage to all areas, including behind the light clusters, which are red too.

23



Transfers were from Railtec. Individual elements were cut using a craft knife then soaked in water until they floated free. They were placed with cocktail sticks and dried fully using cotton buds. A light coat of Humbrol gloss acrylic varnish was applied to the entire body after each application had fully dried.

26



The wires from the resistor boards at each end were soldered to a DCC 21-pin breakout board. For now, directional day headlight operation has been modelled. The wiring diagram for the LokSound V5 decoder (or any other decoder) used can be found on the manufacturer's website.

21



Using the same procedure, all major body colours were sprayed using Renault Royal Blue and Black. To mask the curves, the tape was stuck to the locomotive first then the profile marked out with pencil, before the tape was removed and the profile cut out using a craft knife.

24



Humbrol enamel and masking tape was used for the cab cant rail lining. Shawplan windscreen frames and 'Laserglaze' windows were attached with Deluxe Materials 'Glue 'N' Glaze' adhesive, while the nameplate was attached with 3mm double-sided tape and the original handrails were re-affixed with superglue. 1.5mm and 2mm fibre-optic cable was used for light lenses.

27



Reassembly came next. New Hornby and Bachmann air pipes and screw couplings were superglued to the cab-end bufferbeam whilst Shawplan twin arm windscreen wipers were glued with 'Glue N Glaze'. Drivers from Modelu were glued into the cab, and all details (including bogies and wheels) were brush-painted with Humbrol enamels where appropriate.

29

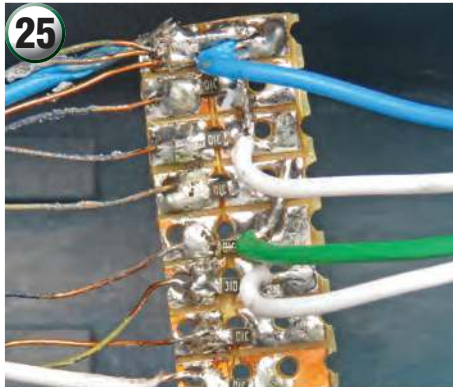


22



Two pairs of Shawplan's etched WIPAC 'IOO' style light clusters were superglued to 0.3mm styrene to build them up, then sanded and drilled to match the etched profile. These were superglued to each end, then black details were hand-painted using Humbrol 33 enamel matt black.

25



For LEDs to operate safely, they each must pass through a 10KΩ resistor as they operate at a small voltage. This was achieved by soldering an 0603 size surface-mount resistor to Veroboard, with the input from the decoder on the right and output to the LEDs on the left.

28



Superglue was used to re-mount the original handrails, using a 0.7mm drill in a pin vice to open out the holes. Smaller Heljan air pipes and the original coupling hook were added in the same manner, which allows a tension lock coupling to rotate freely.

Visit www.world-of-railways.co.uk/ techniques to read how to re-program decoder function outputs.

Directional day lighting was tested at both ends. Because each LED was wired separately to the resistor boards, fully independent lighting control will later be programmed - using the 10 powered function outputs (FOs) - into the Loksound V5.

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CASTLE WHARF KENDAL

An etched-brass kit build from a cottage industry spurred Ian Kirkwood into his first narrow gauge layout adventure.

Words: Ian Kirkwood **Photography:** Phil Parker

Having built a standard gauge light railway layout in 3mm:1ft scale ('Wray', described in BRM, August 2002), I decided to try my hand at narrow gauge. At the Warley exhibition, I spotted the Backwoods Models' stand. Here were OO9 locomotives that really looked the part and apparently ran well. I came away from the stall somewhat poorer, but with a kit for a Barclay 0-4-0T in my hot sticky hand. Just for the fun of building it, you understand; I had no plans for a layout at this stage. The kit was a pleasure to build and the locomotive ran really well. So I built a second that went together equally well and was another reliable runner. I took them to a 3mm Society group meeting where they were much admired. Then I was contacted by one of the group who was organizing a small exhibition - could I bring my two locomotives and perhaps a layout as he had no narrow gauge layouts coming? I agreed

Factfile

Layout name: Castle Wharf Kendal
Scale/gauge: 4mm:1ft, 9mm gauge (OO9)
Size: 20ft x 11ft continuous run
Era/region: 1930s Kendal, Cumbria
Layout type: Terminus - fiddle yard



Manning Wardle 0-6-2T made from a Backwoods kit 'takes on' water. The steamroller is entirely prototypical and was made from scratch for me by my son. Chaplow and Sons are still in business in Kendal.

– and was then told the exhibition was just five weeks away! The layout was built in quite a rush.

Scenic work

A critical problem with small layouts is how to disguise the entry to the fiddle yard. I created a bank at the back of the layout with buildings on it, and a bridge under which trains disappear. This is quite effective and actually prototypical – Kendal is very hilly. The basic structure is card mesh made using a hot glue gun, topped with a layer of 'Sculptamold', which gives a strong and slightly rough surface, ideal for the application of ground foam and static grass.

The railway buildings are from a modified kit (engine shed) or Will's sheets. On its first outing the layout had no other buildings. But I came across an article about a scheme to build a standard gauge light railway from Kendal south-eastwards via Kirkby Lonsdale to Arkholme on the Furness and Midland joint line, serving quarries and gunpowder mills and carrying coal and general merchandise to the scattered



Passenger access to the station is through an archway under a building. This is very typical of Kendal. The Furness Railway seat with squirrels cast into the ends is an etch from the Cumbrian Railways Association.



The engine shed is built from a Wills garage kit. Kendal Castle can be seen on the hand-painted backscene.

farming communities along the route. Colonel Stephens surveyed the route, but money was not forthcoming to build the line. A narrow gauge line would have been much cheaper, so my model is based on the northern terminus of such a line, in Kendal close to the Lancaster Canal basin. Kendal is a lovely town full of old buildings with lots of character. I really enjoy making buildings and all the non-railway ones are based on originals that are or were in Kendal. They are constructed of layers of card, with stonework embossed with a scribe, and painted in dilute artists' acrylics. Making the numerous chimney pots was a good introduction to modelling for my grandson.

Rolling stock

I'm no expert on electrics and the layout is simple 12V DC, using hand-held controllers. Electrics have never been a problem - every running rail has its own separate feed. This means that for a small layout there are a great many wires! As I soldered them, I created a chart that will enable me to find faults easily. One great tip: I seldom clean the track, but before each operating session I rub each rail with an artist's graphite stick, which greatly enhances pick-up.

There are seven locomotives: more than I need but it's wise to have a few spares at exhibitions. Most are kit-built. Carriage and wagon stock is almost all kit-built from

EXHIBITION CRITERIA

The layout was designed very specifically for exhibition and is very seldom operated at home. It was built to a clear set of design criteria, based on my previous experience as an exhibitor.

1. Layout and equipment should fit in the back of my Ford Fiesta, leaving room in the front for the driver and one passenger. No need to hire a van: easier for me and cheaper for exhibition managers.
2. Only one baseboard. Having no joints avoids alignment problems and reduces setting up time and increases your chances of being first out of the car park at the end of the show...
3. This implies a terminus-fiddle yard arrangement, and so most of the operation would be essentially shunting, which might be a challenge in OO9.
4. The layout design and the trackplan should have features that sustain interest for the operator over an exhibition. The run-round loop is very short, and one siding faces the opposite way to the rest.
5. Operable by one person, from the rear.
6. The layout would not have its own support structure but would stand on any suitable table (I have since changed my mind on this).
7. The baseboard must incorporate a shelf for mugs of tea - essential!
8. Running must be reliable.
9. Ready-made (Peco crazy) track.
10. Automatic coupling and uncoupling using magnets.
11. Buildings should be generic and from modified plastic kits. I was inspired by John Bruce's excellent layout 'Lower Peak Wharf'.
12. The trackplan would be based on the upper-yard at Wantage on the Wantage Tramway.
13. It would be a tramway and so stock would not have continuous brakes. This makes the handling of trains more complex (because of the need to move the brake to the rear of the train) and thus interesting.
14. Period would be approximate: mid-late 1930s; but I would not feel inhibited by this. It is my layout and I'll run what I like on it!



I built the 20HP Simplex standing in the shed road from a Nigel Lawton kit, to prove that I could. The building in the background is a representation of Lowndes Mill, the original K's Shoe factory.

A Hudswell Clarke diesel from a Backwoods kit shunts the yard. The gunpowder wagons are scratch-built from Plastikard. The mill has a fine selection of chimneys.



brass or plastic, with just a few scratch-built wagons. Greenwich couplings are used throughout, operated by permanent magnets embedded in the track.

Final thoughts

You can never have enough hidden sidings, and I certainly don't. It is difficult to get at the sector plate to make adjustments, but I am pleased with the way the exit from the layout is quite well hidden. In general, I am happy with the layout; the overall look seems to have captured something of the atmosphere of Kendal; and I was particularly thrilled to win the Reiner Hendrikson trophy at the big narrow-gauge exhibition at

Swanley. The running is not at all bad for a small-scale shunting layout, and I can spend hours operating without losing interest. I still tweak the scenic details a bit, but I am not going to change it significantly.

The idea of this little line (the South Westmorland Light Railway) has a lot more mileage in it, and I might at some stage build one of the passing stations on the line. That would be a continuous run, which might have advantages. But my immediate focus is on a Furness Railway Branch terminus in 3mm scale. And I'm rather attracted by the idea of battery-powered radio-controlled locomotives – a layout with no wiring and no pick-up problems has clear advantages!

ABOUT THE MODELLER



Now in my 70s, I have been keen on model railways since the age of two. My parents had a friend with a layout in his attic, and I was sat down in the middle of the floor while his pre-War O Gauge electric trains raced round me with their headlamps gleaming. How exciting! I have been making models (and even finishing a few) since my teenage years and have passed my love of the hobby on to my son and grandson. 41 years in the Civil Service did not make me a model engineer, but over the years I have learned to solder. This really opened up model-making for me; but my approach to the hobby remains essentially artistic.

A Peckett 0-4-0T from a very ancient Salford Models shunts wagons down to the gunpowder store in a remote corner of the yard. The buildings above, based on real Kendal buildings, hide the sector plate. At exhibitions, the mangle provokes more interest than anything else!





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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.

The online world has changed massively over the last few years and we've listened to all of your feedback about the old site as we developed our new version, and therefore invite you to take a look at our new site.

www.gaugemaster.com

We feel that the biggest improvements are in the following areas:

- It's been **built with mobile in mind**.
Mobile devices have now overtaken desktop devices for internet browsing. We needed to follow this trend.
- It **demonstrates our breadth of products**.
All of our genres (railways, slot cars, kits etc.) are now under one online roof. We stock products from around the world.
- **Easier navigation**.
Simpler ways to find the products you want, including numerous new search filters.
- **Better and more images**.
Multi angle, high resolution pictures of the products that interest you.
- **A more powerful search box**.
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.

This project was a massive undertaking, and we'd like to think we've got a lot of it right. However, we **REALLY** welcome your feedback by email customerservices@gaugemaster.com, or by telephone on **01903 884488**, so please do get in touch with your comments.

We look forward to welcoming you to our new (online) home!



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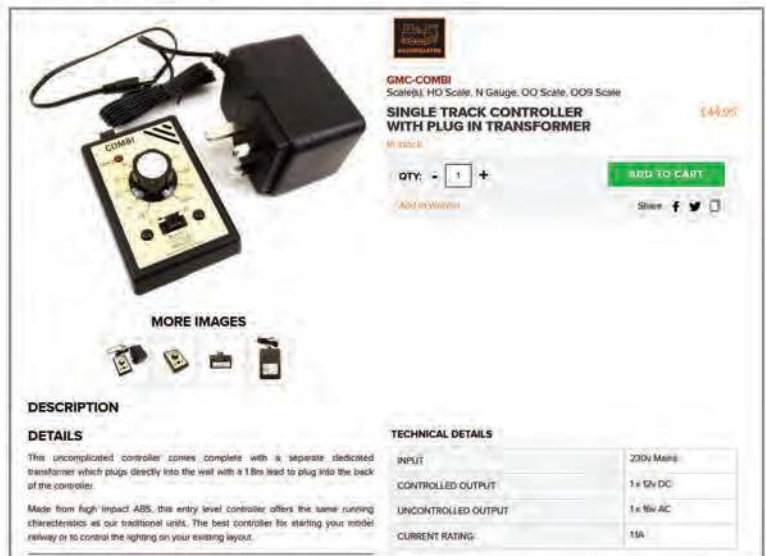
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BRM meets...

BRITAIN'S BIGGEST MODEL RAILWAY

Andy York meets Simon George and his monumental Heaton Lodge Junction project for an update on how modellers will be able to see the layout.

AY: Simon, you are now branding your 180ft long O gauge project depicting Heaton Lodge Junction, a West Yorkshire junction of lines near Mirfield where the Huddersfield route diverges from the Calder Valley line as 'Britain's Biggest Model Railway'.

SG: Hopefully, yes, it really will be Britain's biggest model railway. The reason for that is that I really want to turn the template for railway exhibitions on its head. So instead of visiting a model railway exhibition, I want to take this model directly to the public. From the end of 2020, the intention is to position it outside various shopping malls up and down the

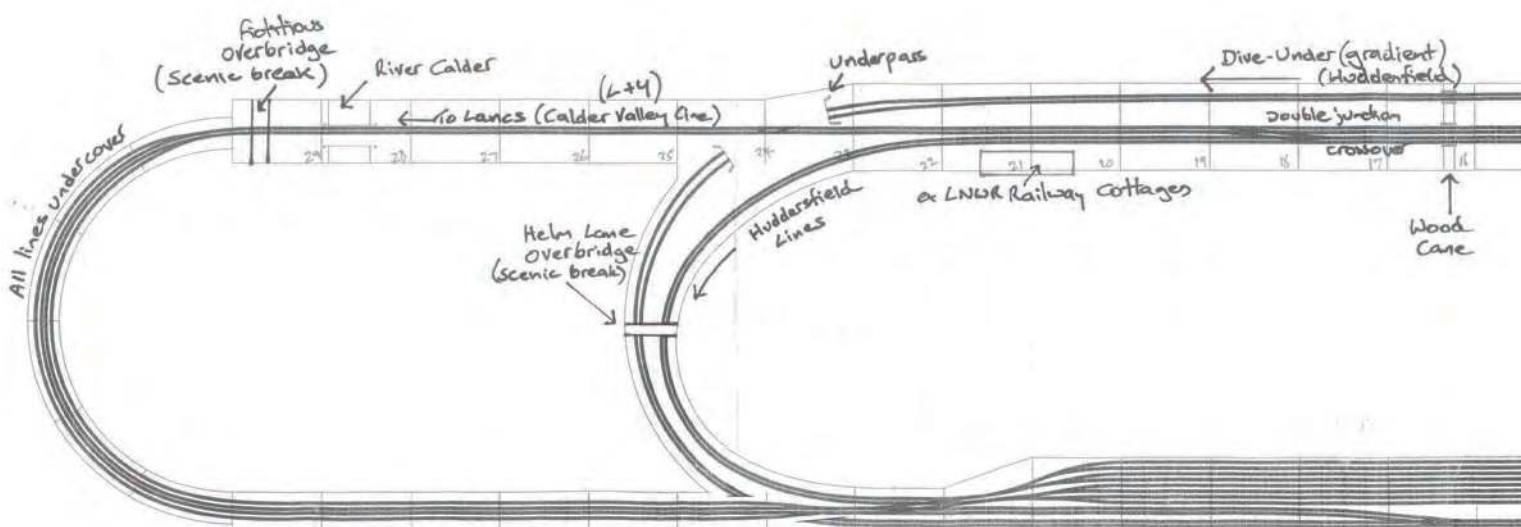
country in its own marquee. It will only be on show during school holidays, so when the public are walking past it on the way to do some shopping, hopefully kids will be pulling their parents in asking to visit 'Britain's Biggest Model Railway'. At the same time hopefully getting new people interested in the hobby, which is another one of my passions.

AY: We are going through a time of increased exposure with the likes of Channel 5's Great Model Railway Challenge and others stimulating an interest in creative hobbies. Model railways is possibly being viewed as a little less nerdy than

it was 18 months ago. New people are showing an interest in what we do.

SG: Certainly, I think if you look at something like Miniatur Wunderland in Hamburg. To a modeller, it's a huge train set with landscapes, towns and an airport that gets 400,000 visitors a year, each paying €15 to go and see it. With Heaton Lodge being branded 'Britain's Biggest Model Railway', hopefully the publicity surrounding that and it being positioned in locations where there's a lot of people walking past, people will be tempted to come in and see.

AY: The name is as really big hook to catch people. This is worlds apart from





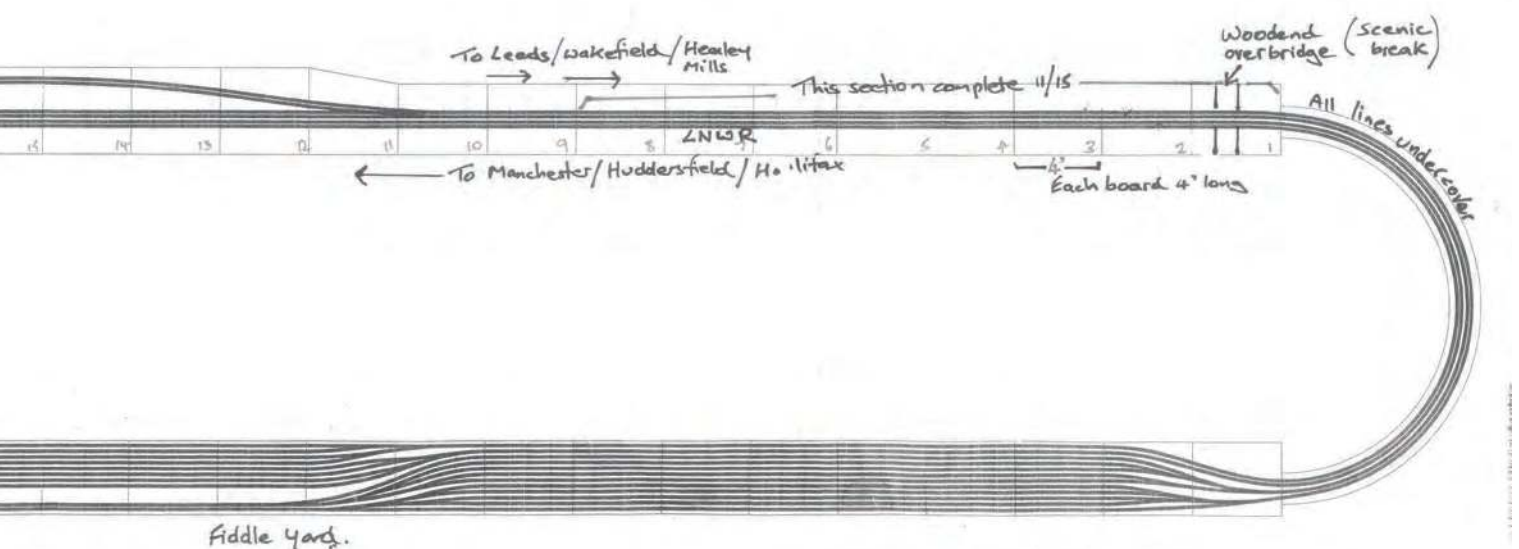
keen to ask you “How did you do that?” So there is a lot you can communicate to visitors about the practical skills involved.

SG: Definitely, yes. As I said to you earlier, I’m not actually a railway modeller; this is the first layout I have built. I did tinker with model railways when I was 12 or 13, but I haven’t really done anything since, and that kind of helped me in a way because I didn’t buy a book off a shelf and follow the same old processes and techniques to get to what you see here now. There are a lot of things I found out through trial and error and I like to utilise natural materials such as the dead leaves found around the layout, which are actually real leaves ground up, so there are lots of ways you can replicate various things to be found on the layout and I’m quite keen to pass on all those things as well.

a tatty model railway in a seaside town’s back street. For us, as modellers, there will be really something to see; this is proper top-notch modelling, not just shaking a few boxes to get something running around.

SG: No, hopefully this will show people what level you can take it to if you really want to, they will then leave via a model shop with train sets and other products geared up to getting new people involved with the hobby. There needs to be some return on the investment, as this has been an expensive exercise as well as taking up an awful lot of time.

AY: There are so many aspects to this, skills-wise, that you have been through while building this layout and I know from the topic on RMweb that many people are



AY: This project is about individual skills, it's not a team of modellers or club; this is one man's mad, but brilliant, project. It's part of your youth, history and memories – a very personal project where you have brought those to life.

SG: You've got it in a nutshell, that's what I wanted to achieve. Even if it's not a success on the public circuit, all the way through my retirement I've got a great model railway to play with.

AY: I'm sure there will be many people who are keen to come and see it and hopefully you can get the word out through wider channels as this really does merit the widest possible audience to show what can be achieved. You're planning to have the layout, largely complete, at Warley show in 2020; there are not many exhibition halls which are going to be able to fit this in are there?

SG: Exactly, so that's why it's only ever going to go to Warley show at the N.E.C., simply because that's the only place big enough for it to go in. Once I was well into building the layout, I came up with the business plan of taking the model direct to the public - that's why it's going to be in its own marquee outside big shopping attractions.

AY: I remember certain attractions as a kid nearly 50 years ago, such as the model railway in the cellar at Alton Towers with a few black and white photographs as the only memory. It could well be, in 50 years' time, people will say "Do you remember going to see Britain's biggest model railway?"

SG: I often wonder what would happen to the model in the distant future. It's in its infancy at the moment and it's not yet wholly finished, but when it is, a long time into the future, where would it end up? Who knows?

The interesting thing is that back in the 1960s, British Rail used to have two huge O gauge layouts that they used to take around the country during the period of transformation from steam to diesel or electric just to inform the general public the changes that were happening. So, I'm not the first person to have done this, I've just twisted the concept a bit and, instead of people coming to visit the layout, I want to take it straight to them.

Class 56 diesel-electric locomotive number 56104 of Tinsley TMD approaches Heaton Lodge East Junction on the Up Slow line with a Healey Mills to Fiddlers Ferry MGR working – David Ingham



WHERE IS HEATON LODGE JUNCTION?

Just west of Mirfield, in what used to be the West Riding of Yorkshire, two trans-Pennine main lines diverge. At Heaton Lodge Junction, westbound trains can take the Standedge Tunnel route via Huddersfield or head for the Calder Valley line.

It was at its busiest during the first half of the last century. It was also where the LNWR's 'New Line' to Leeds began. Opened in 1900, it left the Huddersfield - Leeds line at Spen Valley Junction, about half a mile south of Heaton Lodge, before burrowing under the Calder Valley route in two short single line tunnels. Climbing steeply alongside the existing four tracks, it then headed for Leeds, crossing the Calder on a lattice girder bridge.

Traffic was heavy until the 1960s, when rationalisation began with the closure of the 'New Line' in 1965. Five years later, BR embarked upon a full scale remodelling of the junction, removing two of the four Calder Valley lines, plus a further two heading to Huddersfield.

At around the same time, experimental LMS-installed speed signalling and semaphores were also replaced, together with Heaton Lodge Junction's (originally LYR) signal box. Colour light signalling, including two large gantries, was then installed, all controlled from Healey Mills powerbox located about eight miles east.

The first mile or so of the 'New Line', including the underpass and Spen Valley Junction (now renamed Heaton Lodge South), were brought back into use. It was realigned to curve in the opposite direction and connect with the Calder Valley line. This, BR figured, reduced conflicting movements with heavy freight traffic to and from Lancashire by eliminating a flat crossing.

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BRM meets: Britain's Biggest Model Railway

Andy York meets Simon George, owner of this large model railway under construction for an update on its progress.

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The Fell – 10100



The Fell – 10100

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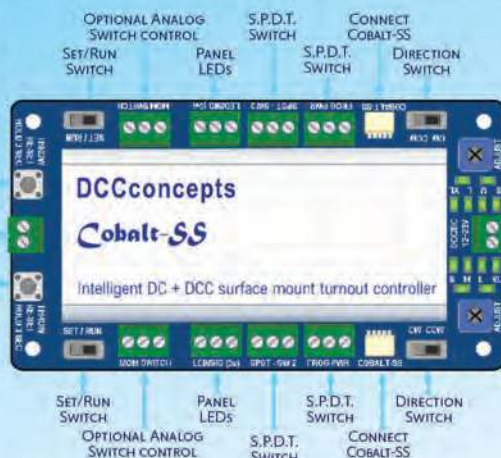
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Price: (RRP) OO: £8.75 (each), N: £4.65 (each)

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HORNBY LIMITED EDITION LNER A4 NO. 4464 BITTERN

Wearing LNER garter blue, Hornby's A4 is decorated as No. 4464 *Bittern* with commemorative plate, and paired with an ancillary water tender. In 2013, Bittern became the fastest steam locomotive in preservation, reaching 90mph on three historic runs to celebrate the world speed record set by *Mallard*. At present, the locomotive resides in a converted Margate warehouse adjacent to the Hornby Hobbies Visitor Centre. Presented in 'One:One Collection' packaging, Hornby's locomotive correctly sports current style OHLE warning flashes, and is without valances.

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Designed for use with Dapol's new range of Semaphore signals, Train-Tech's new SC400 Servo signal controller can power up to two servos – i.e. two single arms, or one double-arm in either OO or O scales. The unit has an integrated circuit, which allows Train-Tech's mimic switches or track sensors to be connected, allowing automated operation of signals. Assign any DCC accessory address to the unit and run the two arms independently or together in Home-Distant pairs. A regulated power supply is integrated for a stable, safe voltage for the signals from track supply.

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This new station building kit is made from pre-coloured conservation-grade wood fibre board and designed to be accessible to younger modellers and those starting out in the hobby. The footprint of the kit measures 152mm x 51mm. Of a generic design, the kit uses tab and slot construction methods and can be further enhanced to add an internal ticket office, station master's office, waiting rooms or toilets.

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BRATCHELL MODELS CLASS 319 READY-TO-ASSEMBLE KIT



The latest ready-to-assemble model from Bratchell Models is a Class 319 in 1997 Thameslink blue and yellow livery. One of the first members of the class to sport the livery 319368, carried it for almost eight years. The four-car unit is supplied without wheels. Options to upgrade the ready-to-assemble kit include a motor pack, wheel pack and/or ready-to-motorise service. Also available in Network South East livery. Visit its website for further details.

Price: £360, wheels, bearings and coupling pack: £72, assembly service: £72

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Price: Chairs: £25.00, Rail: £30.00 (1m lengths), £23.00 (30in lengths)

W: www.karlgin.com or www.phoenix-paints.co.uk



HORNBY (R6919) NPV, WEATHERED WITH GRAFFITI

Carrying Express Parcels blue and grey livery and the TOPS code NPV, Hornby's four-wheel CCT has seen the application of a graffiti transfer and weathering, with number M94220. Suitable for Era 7 (1971-1986) if running in service, the model would ideally be placed in a siding if depicting a later date as graffiti became more commonplace on rolling stock.

Price: (RRP) £20.99

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HORNBY (R1228) INDUSTRIAL FREIGHT SET

Supplied with an oval of track, a siding to shunt wagons, an 0-4-0 steam-outline locomotive of generic industrial design, two wagons, a brake van, controller, trackmat and re-railing tool, this train set from Hornby is an ideal starting point in the hobby for the uninitiated railway enthusiast. The track supplied includes a point for shunting, ideal for this small industrial pick-up freight set.

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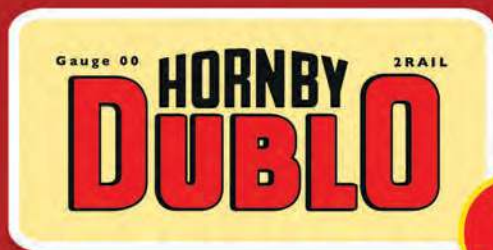
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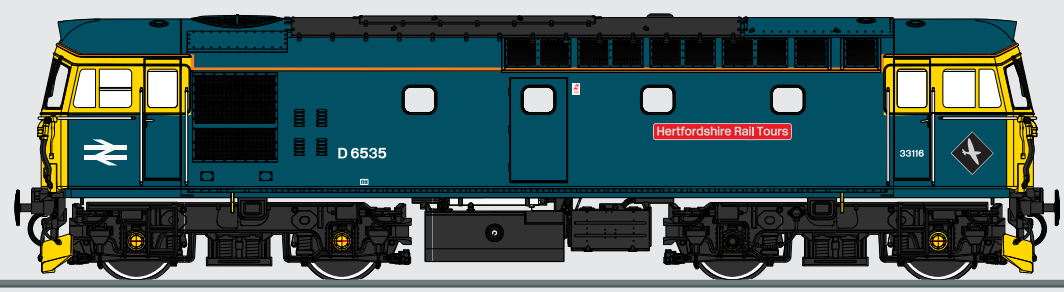
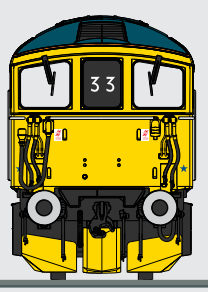
		
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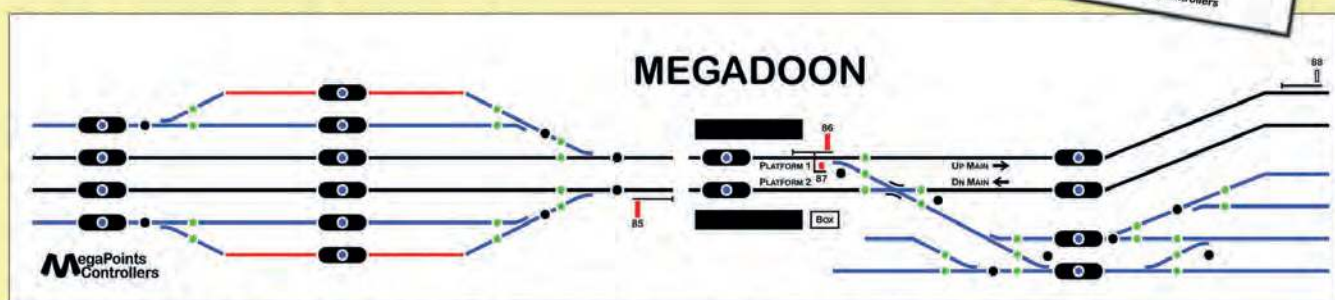
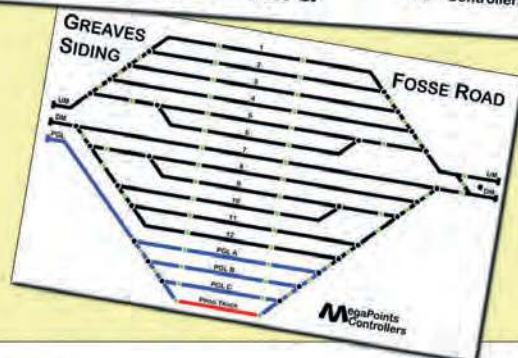
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HATTON'S A3 'PACIFIC'

Words and Photography: Andy York



Hattons production of ready-to-run O gauge A3 'Pacific' is an admirable project bringing a top-link steam express locomotive to market for a similar price as we may expect a mass-market diesel. It's certainly impressive when you've removed the model from its protective packaging and wooden plinth which secures it well in transit, and take the time to admire the vast array of fine detail. O gauge steam locomotives have long been dominated by metal-bodied products, but the economies of injection-moulded plastic have been employed to bring a beautiful-looking model to the shelf at reasonable price and Hattons has worked in consort with Heljan to produce this model in addition to its forthcoming A4. Although the bodywork components are plastic, there is plenty of metal within the chassis construction and weighting in the boiler to ensure that this

model has the mass and performance to tackle what is likely to be expected of it on a layout.

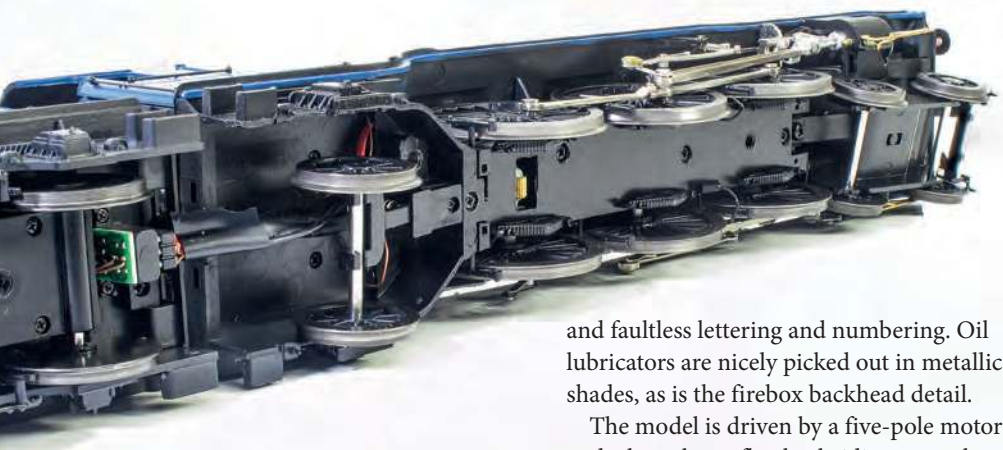
VARIANTS

Hattons has sought to cover the full life of the locomotive class from their introduction in July 1927 when modified from the LNER A1 Class through to *Flying Scotsman* in current preserved guise under National Railway Museum ownership. The models that cover the early life are presented in LNER lined green and are available as No. 2750 *Papyrus* when it achieved its speed record for non-streamlined locomotives in 1935 and unnumbered models with corridor and non-corridor tenders. The wartime black austerity livery models include No. 2745 *Captain Cuttle* and unnumbered versions with the two tender types. The early British Railways express blue period is

covered by No. 60072 *Sunstar* as reviewed and two unnumbered models with the different tender types. No. 60035 *Windsor Lad* represents the BR green with early emblem era with similarly unnumbered variants. The late crest period from 1958 to revenue-earning withdrawal includes No. 60077 *The White Knight* and the unnumbered versions. The story concludes with *Flying Scotsman* in late crest BR green numbered 60103 with a corridor tender as currently operated.

THE MODEL

Our review sample is No. 60072 *Sunstar*, which was built in A1 form in 1924 at Doncaster, rebuilt in 1941 as an A3 and withdrawn in October 1962. The model wears the eye-catching British Railways express blue livery it sported from August 1949 to June 1952.



The model is substantial and weighty at 2.27kg and features a wealth of detail including chemically-blackened O gauge finescale wheels, separately fitted and blackened handrails, screw-link couplings and pipes fitted to front bufferbeams, dummy buckeye coupling and separate buckeye coupling for the corridor tender bufferbeam, and a fully detailed and painted cab interior. Attention to variations is covered with the correct chimney variant for livery/locomotive, turned brass whistles, open frames beneath the boiler with cosmetic inside valve gear, a sprung front bogie, water scoop and sprung buffers. Further separately fitted parts are evident with the smokebox door dart, separately fitted oil lubricators, etched shed plate and separately fitted smokebox door numberplate where applicable, turned brass safety valves, separately fitted drain cocks, fluted 'stamped' connecting rods and etched brass name plates where applicable.

The lack of visible daylight above the front bogie is commendable. As models are available in single and double chimney variants, it's evident that the bore of the chimney doesn't extend into the smokebox - something the modeller could benefit from drilling out to improve the looks.

The density of paint finish overall is good with clear white and black lining

and faultless lettering and numbering. Oil lubricators are nicely picked out in metallic shades, as is the firebox backhead detail.

The model is driven by a five-pole motor and a large brass flywheel aiding smooth performance inside the locomotive boiler with geared drive to the rear driving axle. Hattons specified that this model should have brass gears, which should remove an Achilles' Heel where nylon gears can suffer under heavy workloads. Some users have reported issues with the valve gear, but Hattons has responded that it is happy to rectify or replace any so affected on delivery.

Hattons has shown a video of the A3 models under test on Pete Waterman's 'Leamington Spa' layout hauling 11-coach trains of kit-built carriages, so I have no reason to doubt the efficacy of its haulage capabilities.

Removal of the tender body with two screws is straightforward for access to fit a decoder in the socket. The removal of the locomotive body is a little more unnerving with the removal of two screws and then lifting the smokebox and boiler up. This disengages the gearbox from the chassis gearing, as the motor, gearbox and flywheel remains within the boiler. Re-seating this and getting the gears to mesh again proved a little problematic.

For DCC provision, the tender body removes with screw terminals for fitting. The tender includes a speaker enclosure area with a Loksound L decoder socket. Space has been provided inside the smokebox beneath the chimney for a speaker to get the

datafile

BASICS

Manufacturer: Heljan
Catalogue refs: H7-A3-004
RRP: £750
Gauge/scale: 31.75mm gauge, 1:43 scale
O
Era: 3-9
Company/Operator: LNER/BR(E)
Weight: 2270g
Body: Plastic
Chassis: Die-cast metal and plastic
Minimum Curve Radius: 2 (3ft 5in)
Couplings: Screwlink
Accessories: Tender brake rigging, coal load and footplate fall-plate

sound from the right end of the locomotive.

The connector between locomotive and tender is a six-pin plug and socket electrical connection and a rigid bar with two positioning holes dependent upon layout track radii. While underneath the model, it can be observed that the rear Cartazzi axle arrangement has rigid sides and an axle frame that not only pivots, but has plenty of lateral movement, so should be able to work over fairly tight curves. The front pony truck is pivoted with a spring over its leading axle to reduce the likelihood of it lifting over pointwork. Electrical pick-up is from the driving wheels and the tender wheels.

It is evident Hattons development team and research assistants have put a lot of work into this model, which has turned out very well indeed and we look forward to the A4 which will be arriving in 2020.



HELJAN CLASS 50

Words & Photography: Tony Wright



Lower bodyside lifting eyes, a diesel fuel gauge and louvres elevate side detail. Cast bogies which differ from those of fabricated design on Class 37s are also correct.

With its near-30 years' service life on BR, the English Electric Class 50s have always been popular with enthusiasts and certainly popular as models in all scales, and this impressive offering from Heljan in O gauge should prove to be extremely well-received. It is a very fine piece indeed!

Introduced in 1967/'68, these impressive Type 4s were derived from the prototype 2,700hp DP2, though they were very different in appearance. DP2 could be mistaken for a 'Deltic', especially when it was painted in two-tone green, but certainly not the 50s. A lot of the insides were different as well. How long DP2 would have lasted alongside the Class 50s we shall never know, because it was wrecked at Thirsk at the end of July 1967 and subsequently scrapped.

The class was originally leased from EE, and only the first two were fitted for multiple working to begin with. However, as the rest were so equipped, working mainly in

pairs, the 50s' top jobs were on the WCML north of Crewe hauling the Anglo-Scottish expresses to/from Glasgow. With 5,400hp on tap when double-heading, and 100mph capabilities, they were able to accelerate the services until full electrification of the route took place in the early-'70s.

Originally numbered in the D4XX series (after 1968, the 'D' prefix was dropped, there being no steam locomotives on BR by then), they became numbered 50XXX after TOPS was introduced, by which time they were transferred to the Western Region.

The original livery was plain blue (as on the model), but later (as 50s) the large logo BR livery was adopted, with large numbers. By this time the class sported names of famous warships (apart from the celebrity, GWR green-liveried *Sir Edward Elgar*), carrying on the tradition from the original WR hydraulics. With the introduction of Network South East, several members of the class were painted in the rather garish style

of that operator (with variations). At least one received the 'Dutch'-style colour scheme of yellow/grey for freight work.

They were familiar all over the WR lines of the time, as well as working over some MR routes, and, famously on the Waterloo-Exeter road, where they proved very popular.

The last three soldiered on into 1994, when they were taken out of service. The life of the class had been increased by a full-refurbishment programme at Doncaster (where the class was latterly maintained) between 1979 and 1983, which dramatically increased the availability, but by the 1990s they were surplus to requirements. Amazingly, no fewer than 18 examples have been preserved, and can be seen on hire or on railtours around the country to this day.

And, so to the model, and what a model it is! It appears to match the principal dimensions of the drawings at my disposal and is representative of a class member



datafile

BASICS

Manufacturer: Heljan**CATALOGUE REF:**
HJ4020**RRP:** £699.00**Scale/gauge:** 7mm:1ft, O**Era:** 1979-1984**Company/Operator:** BR Western Region**Weight:** 2376g**Body:** Plastic**Chassis:** Metal**Minimum Curve Radius:** 4ft**Wheel Profile:** GOG fine standard**Couplings:** Sprung screw-link

showing evidence of being refurbished, with side and roof detail alterations from the originals. It's supplied anonymous, and as a refurbished example should be named. With the BR arrows at only one end each side, it's certainly post its existence on the WCML. Numbers or nameplates can be sourced from a variety of specialist retailers, though some retailers will fit these to models for a small fee upon your request. As a refurbished example, it would be more suitably liveried in large logo condition or in NSE guise. The centrally-mounted front headlamp and plated-over four character train description panel (with two white dots) confirms its refurbished identity.

The standard of finish and attention to detail is exemplary. Regarding the latter, it's astonishing in some cases. Handbrake chains and a speedometer are present on the bogies, and the ends are a mass of separately-applied fittings. Sprung drawhooks are fitted as standard, and the buffers are sprung as well. The latter items even have the strengthening ribs to their rears, but be careful. Despite having keyways (I assume) to prevent the oval buffers from revolving, they can twist a little, making the appearance of them slightly odd. The 'parallelogram' windscreen wipers are beautifully observed. Full cab detail is included, but, strangely, there are no electric warning flashes present. These too can be fitted to the model by the purchaser, matching photographic evidence, if desired. Not having extensive O gauge facilities to thoroughly test this heavy beast, I can only comment that on my test track it was extremely quiet and responsive. Given its great weight as well, I'm sure it'll easily haul the likes of the 'Jumbo' trains (up to 15 coaches-long) the real things hauled on the WR after they were refurbished. It's powered by two powerful motors (more 'engines'

than the original!), and it's recommended that at least a 5A supply be used (it worked fine with my ancient H&M 'Clipper', which isn't 5A). For those who wish to use DCC, the facility for it is designed with screw terminals for ease of installation. A high-power decoder is recommended such as the ESU LokPilot V5 XL or LokSound V5 XL. There's certainly room for a big speaker inside the fuel tanks. The instructions inform us that 'DCC can also be configured to give constant illumination/brightness of the headcode panel and tail lights' using the switches underneath. More details are available on Heljan's website.

Looking at the instructions, I found the positions for the body removal screws incomprehensible, so left well alone. The

body will need removing, of course, for DCC-installation, but I'll leave that to those who know what they're doing! If the body is removed from the chassis, the ETH cables must be disconnected at each end.

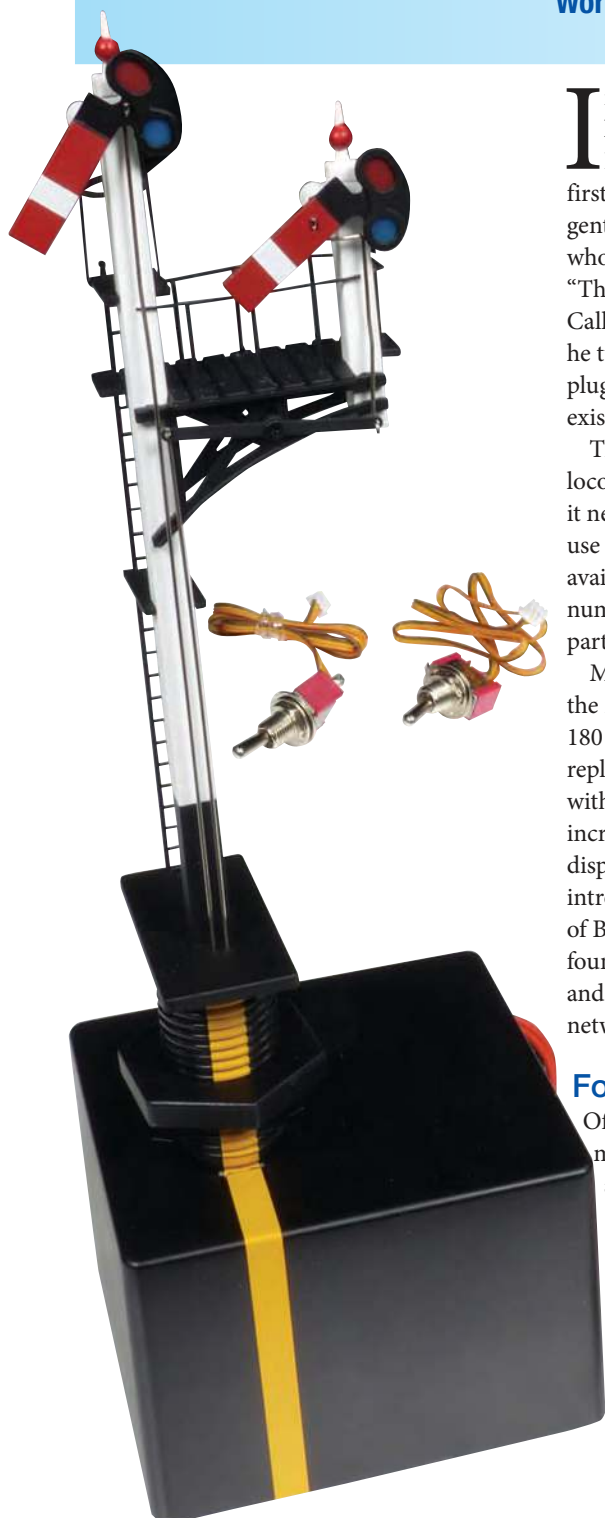
There's a separate pack containing small snowploughs, should the purchaser wish to fit these.

All in all, a quite beautiful model, and one which I'm sure will sell well. I photographed the class throughout its life and wrote a bookazine about the Class 50s for Irwell Press, (ISBN: 978-1-911262-05-3) should anyone be interested. The most difficult part after taking the photographs and writing this review was re-attaching the model by three screws to its wooden transportation plinth. That and lifting its hernia-inducing weight!



DAPOL SIGNALS

Words and Photography: Howard Smith



I recall aged six, operating the O gauge layout, 'Todmorden' at the town's hall. Its signals weren't operational at its first outing, but this wasn't overlooked by a gentleman with a broad Yorkshire accent, who exclaimed with a look of amazement "The's just SPAD!... Signal passed at danger. Call y'self a railway modeller?" With that, he turned and left. If only Dapol's simple plug and play solution for semaphore signals existed in the 1990s.

Though quite unlike a new RTR locomotive or item of rolling stock, I felt it necessary to review these ready-to-use signals in a similar manner – their availability will be widespread from Dapol's numerous stockists, plus, they have working parts and operate!

Mechanical signalling has operated on the British railway network for more than 180 years. In varying forms of design, they replaced flag or hand signals and evolved with safety standard improvements and increasing line speeds. Though slowly displaced by colour light signals from their introduction in the 1920s, the final bastions of BR-design semaphore signals can still be found in sporadic use on some secondary and branch line routes around our railway network.

For the many

Often the preserve of experienced modellers with the ability to assemble an etched brass kit and motorise it, working semaphore signals are seldom seen on layouts, whether located at home or on the exhibition circuit. With LED technology, manufacturers have developed working colour light signals more easily, yet shied away from working semaphore signals which often require more complex motorisation and this, in a 'one size

doesn't fit all' manner, where numerous styles and their positioning on a model railway can vary.

Dapol's signals have everything included and it has chosen a cunning solution to operate these – small servos. These rotary actuators are seldom used en-masse by model railway builders. Stall-action slow-speed point motors are preferred by the majority of modellers seeking operation of their accessories at more realistic speeds, but with the use of servo motors, Dapol can control its accessories more precisely. Where long-distance signals are concerned, that means the prototypical 'bounce' occasionally seen (meaning slack in the operating cable) is replicated.

Installing one of these signals simply requires a 15mm diameter hole to be drilled in the baseboard. The signal base has a screw thread that allows it to be secured to the layout by a plastic nut in a semi-permanent manner, thus, a signal can be removed or replaced, if required, with little fuss.

Clip and play

Dapol's 55 x 41 x 60mm control unit clips to the underside of each signal. It has two internal levers that work on each of the single-effect actuators. The unit isn't overly compact to fit underneath potentially congested baseboards, but take into account that it houses two servomotors, and a circuit board which allows for the fine tuning of the servos and it's a good package. Most importantly, it works reliably and isn't 'Heath Robinson'.

Dapol's signal solution can be powered from a 14V AC or 9-12V DC source. For the purposes of review, I used a simple 9V PP3 type battery and plugged the signal control switches (supplied) into the switch inputs. The switches are supplied with a 30cm length of cable. Dapol is to retail

datafile

BASICS

Manufacturer: Dapol

CATALOGUE REFS:
(7L-001-001) O gauge GWR Home square post
(4L-001-005) OO gauge GWR right-hand junction signal

RRP: £32.50 - £64.95

Gauge/scale: 1:76 scale (OO) and 1:43 scale (O)

Era: 3-9

Company/Operator: GWR/SR/British Rail



Signals are installed on the layout, then the control units are clipped underneath; the three contacts ensure electricity flows.

extension wires for these if you wish to locate your switches further away from your signals - on a control panel, for instance. The manufacturer has been keen to make use of plugs as much as possible, and only the power input wires require the use of a soldering iron.

Scaling up

Available in home and distant versions in single arm, or two-arm iterations for OO and O scales covering the GWR and SR, the signals are intricate, yet solid. More region-specific styles are being planned by Dapol, and its O gauge signal is only available as a two-arm variant. A warm white LED is constantly-powered and shines through either the red lens for a 'stop' or blue lens, which turns green with the yellow of the LED to make a 'go' - just like the prototypes on which these are modelled.

Though first available from 2013, Dapol has enhanced the operation and ease of these signals with the 'clip-on' control unit, supplied with each signal and configured to be scale and application-specific for throw and number of signals. The signal bounce can be removed by adjusting the two variable dials to the underside of the control

unit, if desired.

Careful design

At 108mm in height, its GWR right-hand junction signal with two arms is the most-detailed ready-to-use operational bracket signal on the market and its 153mm-tall O gauge GWR square post signal is equally impressive. The method of transmitting motion to the arms is achieved through a combination of black-painted levers and pre-bent wire through hoops. They're strong, yet discreet, and painting the wire rods black would further assist in their realism, though avoid applying too much as the wire must be able to move freely through the hoops.

Comparing the signal with photographs of the prototype, they appear very convincing. Further enhancements by modellers could see the weathering of these often-dirty items with a selection of soot and rust stains to the areas representing metal components.

The metal ladders and wire hand rails elevate the quality of the signals to something akin to an etched-brass kit, and the finials atop the posts are authentic. The frames around the lenses are slightly too thick, but this is because of the limitations with tooling and the strength required to

hold them in place. It doesn't detract from their overall excellence and you'll be able to read how these signals can be automated with Train-Tech's new DCC signal controller in BRM, soon.



Signals are lit, providing a pleasant glow on 9V power. 14V AC or 9-12V DC power is also acceptable.



A sizeable plastic nut holds the signals in-situ on layouts. These can be easily removed for maintenance, if desired.



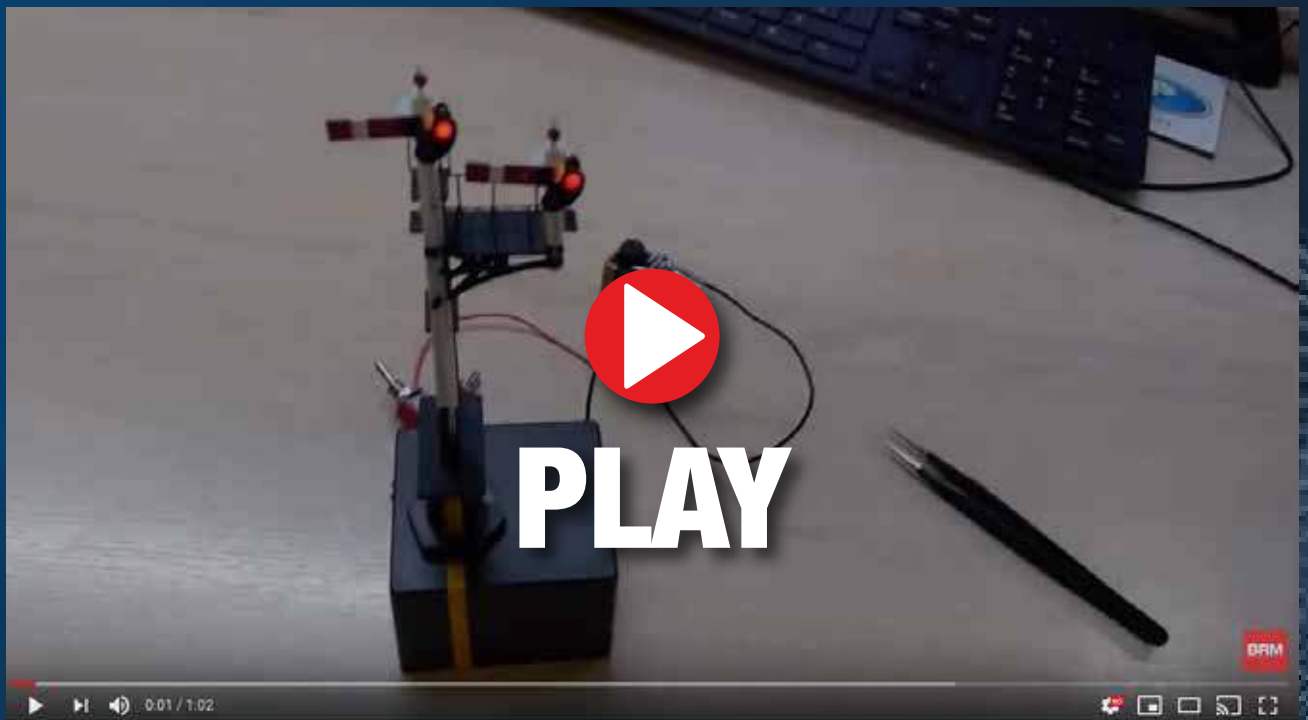
DIGITAL EDITION EXCLUSIVE

Dapol Semaphore Signals

Howard Smith tests Dapol's new semaphore signals in the BRM office ahead of their review

EXCLUSIVE

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



RAPIDO 'GUY ARAB' BUS

Words & Photography: Andy York



To know why Rapido Trains has produced an iconic Birmingham bus you have to know about Jason Shron, Rapido's founder, and his history. His student days were spent around the west of Birmingham and, with a love of buses in general, he set out on a personal mission to make a model bus to the same standards as the manufacturer's railway products.

The Guy Arab 'New Look' Birmingham buses first went into service in 1950 in the city's dark blue and cream livery using a chassis from a variety of manufacturers, but with coachwork built by Guy Motors in Wolverhampton. A long-lived classic open-platformed double-decker, the buses saw transition into the paler blue and cream livery of the West Midlands Passenger Transport Executive in the early 1970s, as shown in our review model.

I was very quick to put my name down

for one as soon as they were announced and have followed the development of the model closely. It represents a step change in standards of a product that is of use to many railway modellers. I'd say half of the layouts at exhibitions feature a bus somewhere and, until now, they have usually been die-cast offerings. This Rapido model sets new standards with injection-moulded body components with accurate weld lines, extrusion strips and rivets based on laser scans of the prototype bus at

Wythall Transport Museum.

The interior is beautifully modelled with no intruding assembly screw pillars. The downstairs 'posh' seats feature moquette transfers to represent the fabric, while upstairs they are a plain, dark-brown, vinyl. The rear platform area is worthy of close examination with separate metal wire handrails and a grab pole with spectacular printing on the used ticket bin on the platform. The front axle and wheels are posable to give more natural positioning on the road with good-looking rubber tyres.

The decoration is to the standard we are used to in the model railway world, which is a step up from thick glossy paints on die-cast models. The printing of lettering and design elements is excellent, with the window ventilators picked out in a metallic silver in a similar fashion to what we are used to seeing on railway carriages. The model is

available with eight different destinations and registrations in the BCT livery and three different ones in the 1970s WMPTE guise.

Each model is available as standard for £39.95 or as a deluxe version with working lights for £49.95. The kit version has LED lights to the roof of the lower and upper decks and working headlamps that give a pleasant, if probably ineffective on the road, glow; but that's how they were! The destination blind also has a dim glow. A separate power supply is required to attach to the two wires under the chassis. A 12V DC supply is recommended but I found a 9V battery was perfectly adequate and I'd probably utilise an old variable DC controller to match the layout lighting. The lighting can be turned on and off easily while the model is in position on the layout with the aid of the included magnetic wand, which can be passed over a reed switch on the offside flank of the vehicle.

Distribution of the model in the UK is by Rails of Sheffield and all of the models are available to purchase on its website. It's great to see products of this standard and I look forward to seeing further models - West Midlands-based of course!

datafile

BASICS

Manufacturer: Rapido Trains

CATALOGUE REFS:

710xx Standard Edition - £39.95

715xx Deluxe Editions - £49.95

Gauge/scale: 1:76 scale OO

Era: 4 to 7

Company/Operator: Birmingham City Transport & West Midlands Passenger Transport Executive

Weight: 138g

Body and chassis: Plastic and Die-cast metal

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Rapido Bus

Jason Shron, owner of Rapido Trains and creator of its model bus takes us on a guided tour of a real 'Guy Arab' bus.

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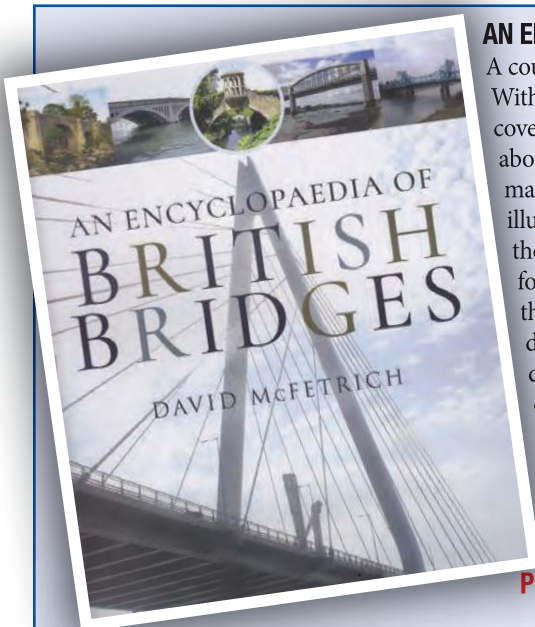
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AN ENCYCLOPAEDIA OF BRITISH BRIDGES, by David McFetrich, Pen and Sword.

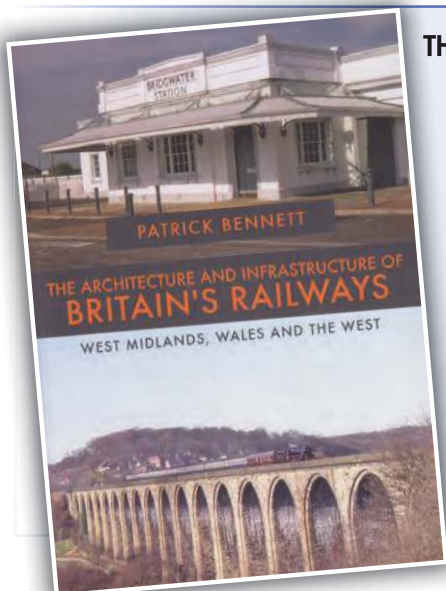
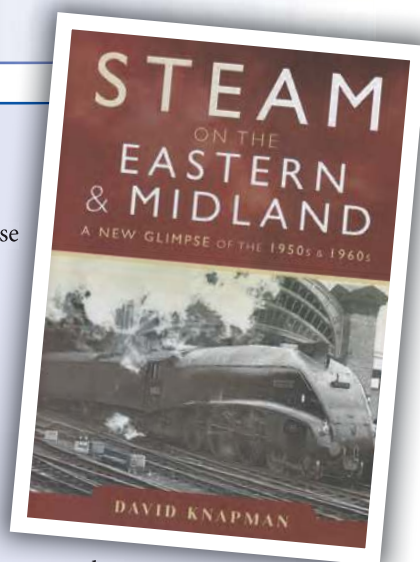
A couple this month from this prolific publishing house, and this first one is an absolute stunner. With more than a million bridges in the realm, the author has compiled 1,600 separate entries covering over 2,000 different structures. There are over 150 entries explaining (in great detail) about the different types of bridges, a splendid (and educative) glossary of terms, and, among many other fascinating facts, British bridges which are record-holders. All of this is lavishly-illustrated on good quality, semi-gloss stock. It's not all about railway bridges of course, though the significant ones are well-described. It's arranged alphabetically in a very logical format, so readers should be able to find what they're looking for with ease. I'm not sure that the description 'man's mastery over nature' is entirely correct. In my own area of study, the disastrous floods in the Borders in 1948, which washed away many ECML bridges suggests a different interpretation, but the fact that many of the bridges described are hundreds of years old suggests that they're (literally) long-standing. From the earliest pack-horse bridge, through to the mighty Victorian structures and on to the most-modern, this is a wonderful read. For railway model engineers, it should prove invaluable. Perhaps in future we'll see fewer model bridges that would just collapse had they been built in reality! Highly recommended, though the price might be a barrier for some.

Price: £60.00 W: www.pen-and-sword.co.uk

STEAM ON THE EASTERN & MIDLAND, A NEW GLIMPSE OF THE 1950S AND 1960S, by David Knapman, Pen and Sword.

This is the companion volume to the author's Steam on the Southern and Western and it follows a very similar format; basically sections grouped geographically. There is a problem with this straight away because the likes of York and Darlington were never in the Eastern Region in the period depicted by the book. They were in the North Eastern Region, a separate entity (with tangerine BR signs as opposed to ER dark blue) until years later – a difference acknowledged by the writer in his descriptions of Ripon. It's a very personal account, and makes entertaining reading, though some of the captions could do with expanding, and not all are entirely accurate. For instance, the train shown on page 44 has no Thompson carriages in it. The leading vehicle (which has confused the author) is a Gresley ex-Tourist BTO. We're shown which cameras the author used, which accounts for the less-than-sharp images in some cases. In fact, the general reproduction is not generally up to the normal, very high-standard of this publisher, though most of the images are crisp enough to be of help to railway modellers, particularly those (like me) who build locomotives. There are some interesting ancillary scenes as well, and it should make its way on to several modellers' shelves. There's also an interesting book by Pen and Sword describing the 'Railway Haters'; those opposed to railways, from the earliest times to the present day.

Price: £25.00 W: www.pen-and-sword.co.uk



THE ARCHITECTURE AND INFRASTRUCTURE OF BRITAIN'S RAILWAYS, WEST MIDLANDS, WALES AND THE WEST, by Patrick Bennett, Amberley.

Two more to describe from Amberley this month, this one featuring exactly what it says in the title.

Naturally, because of the small format (A5, 96 pages) and the vast geographical area covered, it can only be a snapshot in the form of many all-colour images showing examples of stations, goods facilities, signalling (signal boxes and signalling, of which there are some wonderful examples – talk about ancient and modern in the top picture on page 77!), signage and many ancillary structures.

Though the shots are of no great antiquity, many of them now are historic. Structures built by the GWR and the L&NWR naturally predominate, though there are others, especially the Welsh Valley companies and the L&SWR for instance. Much of what's illustrated has already changed or gone, or is due to be gone soon (particularly signals), so this book should have appeal to modellers, especially those who depict non-steam subjects, though there is interest in it for all in my view.

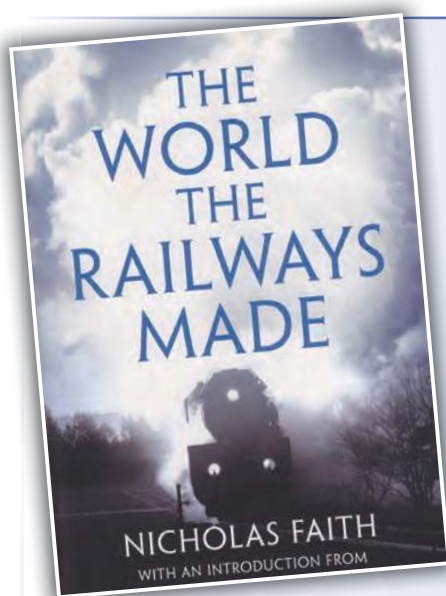
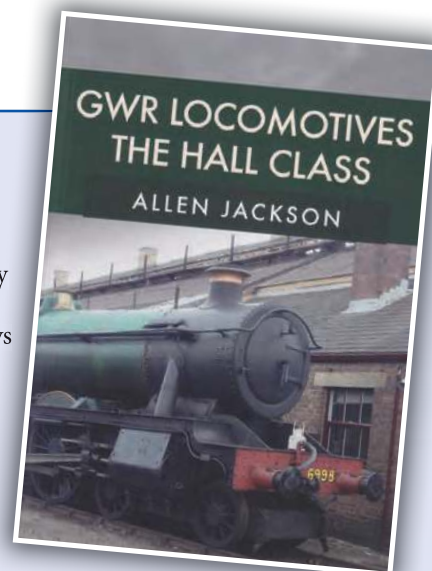
Recommended.

Price: £14.99 W: www.amberley-books.com

GWR LOCOMOTIVES THE HALL CLASS, by Allen Jackson, Amberley.

This is a useful little volume in the usual Amberley style, this one describing the GWR's most ubiquitous (among many) 4-6-0 Class. Derived from the 'Saint' Class, two cylinder type, 328 examples were built by the GWR and BR (the latter all modified 'Halls') and saw service all over the GWR and BR Western Region lines which permitted their weight (red route). Though mainly pictorial (in both B&W and colour), there is a useful class history, along with several technical details, work patterns and tables. The photographic range is from GWR days, throughout BR days and into preservation (several examples are preserved and some have been donors to new-build projects). To both modellers and railway historians alike, it should be of value, especially at the price and should prove to be a natural complement to those much more detailed histories by other publishers – the books of the Halls by Irwell, for instance. Recommended. There are also other books in the usual format on Industrial railways and old Edinburgh trams from Amberley of interest this month, but, as usual, lack of space precludes full reviews.

Price: £14.99 W: www.amberley-books.com



THE WORLD THE RAILWAYS MADE, by Nicholas Faith, Head of Zeus.

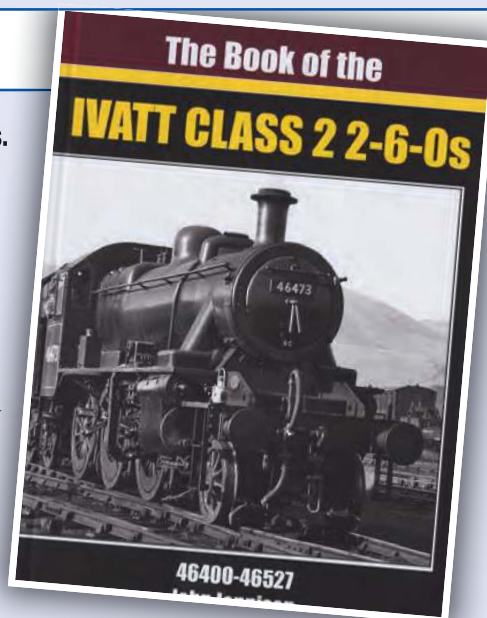
This softback represents outstanding value for money in its 422 pages. It is an epic read and, for once, is not a history of the making of railways. It's a comprehensive account of how the railways affected our world, and no other form of transport has been so revolutionary in that respect. Ever since the dawn of man until the coming of the railways for public transport (the Stockton & Darlington in 1825), the fastest a human being had ever travelled was on horseback, and that was limited by the quality of the steed. Then, in less than a generation, average speeds of 30/40 mph and even up to a mile a minute became commonplace. The story is very well-told, in an entirely unsentimental way. In fact, the author considers too many railway books to be awash with nostalgia (of which, I admit, I'm guilty at times); this is far more hard-headed! Out of my own personal interest (being an ex-art teacher), I found the descriptions of how the railways affected painting of particular enjoyment. Most of the account concerns the world's railway building of the 19th Century, though more recent developments are considered as well. In fact, the book finishes with a most-optimistic picture of today's railways. The social upheaval brought about by the building of railways was unprecedented in world history – including the allowing of 'drunkards' to expand their boundaries into genteel seaside towns! Queen Victoria never went to Brighton again! By definition, I've had to speed read this to meet this deadline, but it'll be my Christmas reading for sure. One question; did the younger Stephenson change the spelling of his name to Stevenson for some reason (description of his picture on page 14)? Thoroughly-recommended.

Price: £9.99 W: www.headofzeus.com

THE BOOK OF THE IVATT CLASS 2 2-6-0S 46400-46527, by John Jennison, Irwell Press.

This is the latest in the definitive 'book of' series by this specialist publisher, and is fully up to the usual high standards expected. It follows the typical format in its 360 pages of providing a comprehensive history, developments, descriptions of 'Devil in the detail', workings, geographical spread, right through to two pages on every single member of the 128-strong class, all beautifully-presented on high-quality gloss stock. It really is not only a visual treat, but as well-researched a book on a locomotive class as any I've ever read. The author has an established pedigree in that respect. Because the majority of the class was built in BR days (from 46420 onwards) by Crewe, Darlington and Swindon Works, naturally most of the illustrations show the locos at work on British Railways. Though 'only' printed in B&W, livery variations are clearly visible, including the Swindon green painting, despite being mixed traffic locos. For anyone contemplating building a model of this popular class (seven are preserved), this book is invaluable; as it is to all students of locomotive history, whatever their personal preferences. Entirely recommended and exceptional value for money.

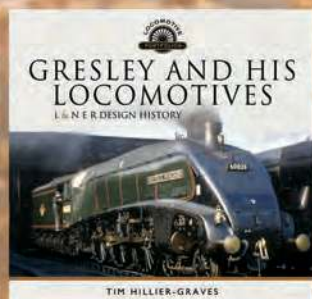
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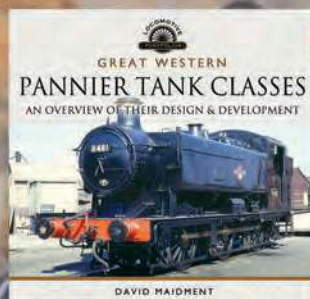
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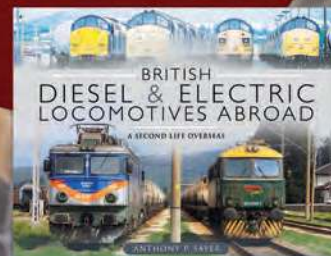
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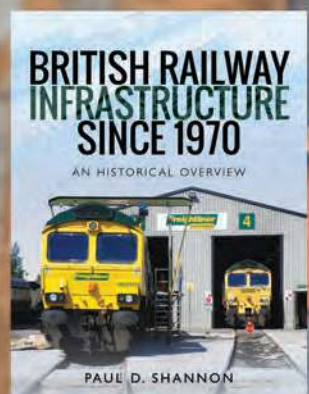


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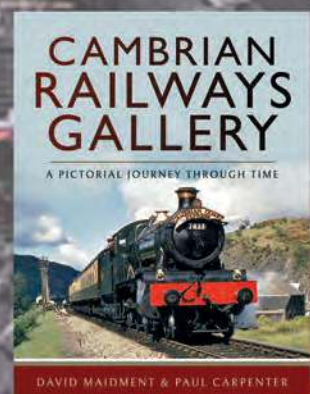
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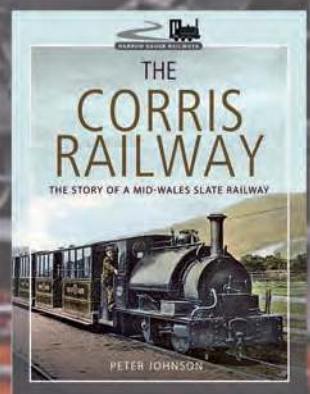
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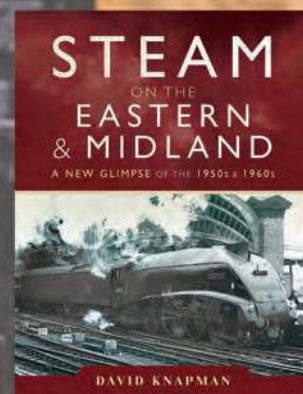
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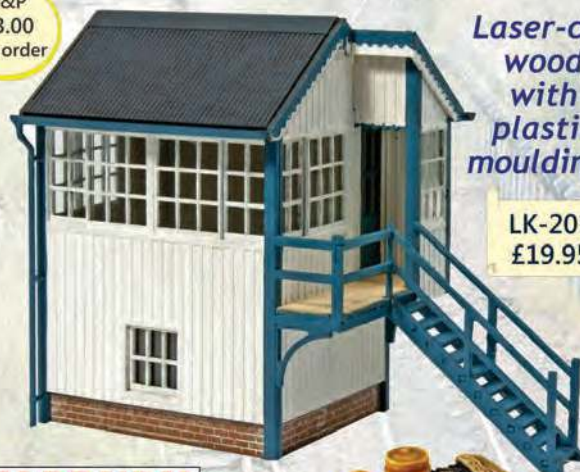
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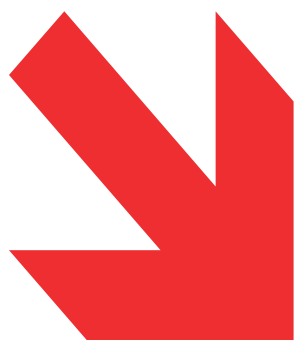


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EVENTS

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Southampton Model Railway Society Exhibition

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Prices: Adults £8.00, Concessions £8.00, Children £1.00, Family £17.00
W: www.southamptonmodelrailwaysociety.wordpress.com

FEBRUARY 1 - 2

Stafford Railway Circle - Model Railway Exhibition

Stafford County Showground, Weston Road, Stafford, Staffordshire ST18 0BD
Opening Times: Saturday 1000 - 1700, Sunday 1000 - 1630
Prices: Adults £10.00
T: 01785 211992

FEBRUARY 15

Tonbridge Model Railway Club - 39th Annual Model Railway Exhibition

The Angel Centre, Tonbridge TN9 1SF
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T: Roy Prentice 01892 527199
W: www.tonbridgemrc.com

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T: 07961 060930
W: www.ladmrc.wixsite.com/ladmrc

TRAIN & TOY FAIRS

JANUARY 18

Ludlow - Toy Fairs

Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT
Opening Times: 1030 - 1400
Prices: £2.00
T: 01270 652773 Tony Oakes

JANUARY 26

Barry Stockton Toy & Train Collector's Fair

Exhibition Centre, Haydock Park Racecourse, WA12 0HQ, (M6 J23 - 1 mile)
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T: 01513343362 Barry Stockton

FEBRUARY 1

Ray Heard Train & Toy Fair - Exeter

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T: 01823 480097

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FEBRUARY 13

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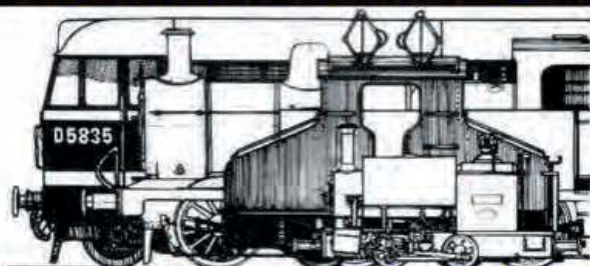
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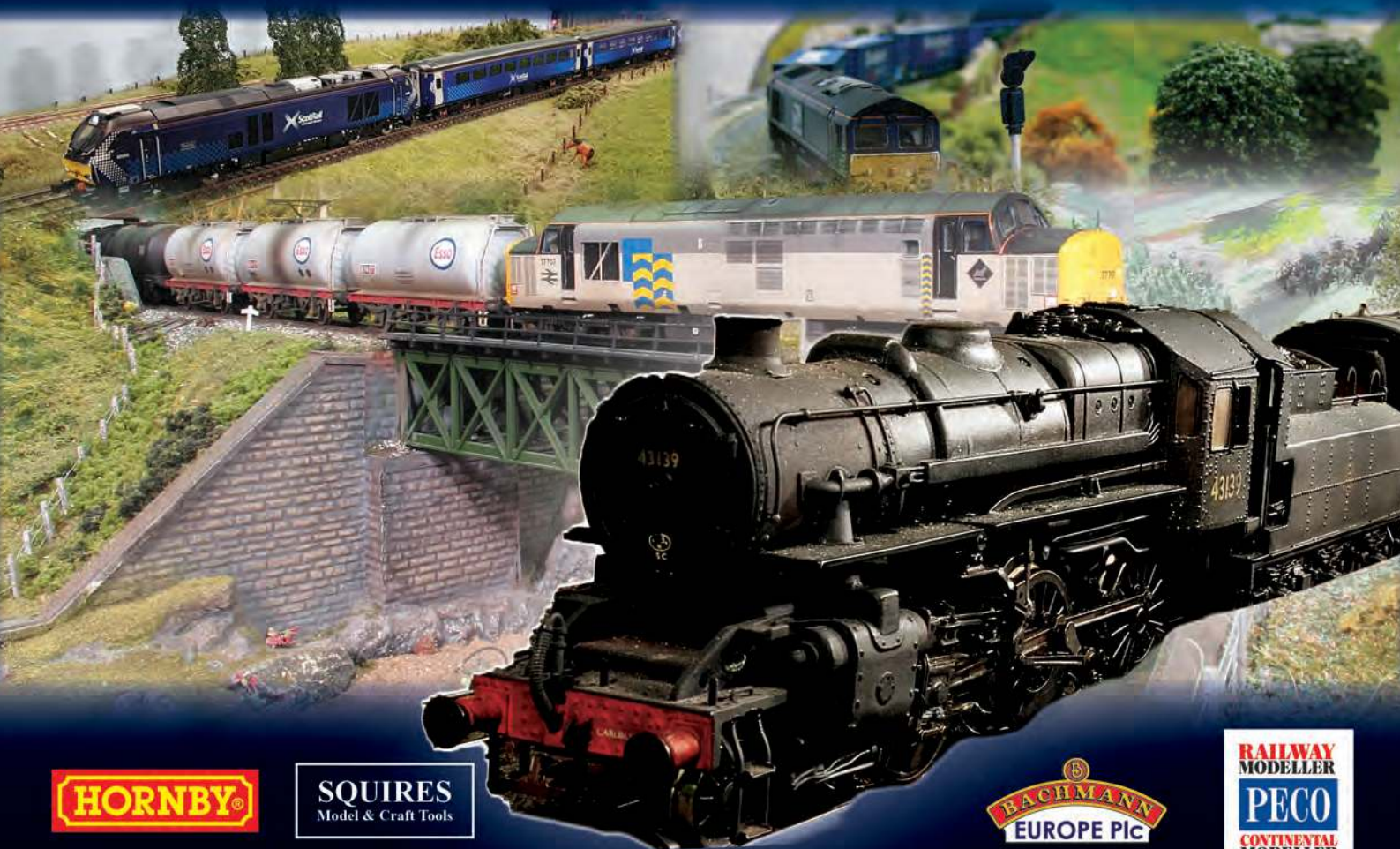
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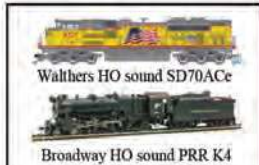
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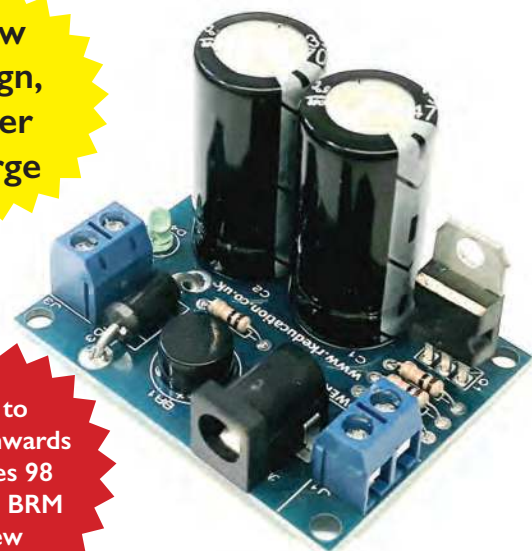
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Jan 12 - GUILDFORD - Astolat MRE, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, **GU2 7AD**, Sunday 10-5. www.astolatmrc.co.uk
Jan 18/19 CALNE 27th Model Railway Show Beversbrook Sports Facility, Beversbrook Road, Calne, Wiltshire, **SN11 9FL**, Sat 10-5, Sun 10-4.30. <http://calnemrs.org.uk/>
Jan 19 - BOLTON - IPMS SCALE MODEL SHOW, The Premier Suite, University of Bolton Stadium, De Havilland Way, Bolton **BL6 6SF**, Sunday 10-4pm.
Jan 25/26 - KENDAL Model Railway Exhibition, Kendal Leisure Centre, Burton Road, Kendal, Cumbria, **LA9 7HX**, Sat 10-5, Sun 10-4.30
Jan 26 - BRISTOL O Gauge Group Model Railway Exhibition, The University of the West of England, UWE Exhibition and Conference Centre, Filton Road, Bristol, **BS34 8QZ**, Sun 10-4. (Follow signs for North Entrance) ****FREE on-site Parking****
Feb 1/2 - ALTON - FebEx 2019 Alton Model Railway Group Exhibition Eggars School, Anstey Road, Alton, Hants, **GU34 4EQ**, Saturday 10.30-5, Sunday 10.30-4.00.
Feb 15 - TONBRIDGE Model Railway Exhibition, Angel Centre, Tonbridge, Kent, **TN9 1SF** 10-5 www.tonbridgemrc.com, Less than 5 mins walk Tonbridge Railway Station.
Feb 16 - SHUTTLEWORTH Model Exhibition, The Shuttleworth Collection, Old Warden Aerodrome, Nr. Biggleswade, Bedfordshire, **SG18 9EP**, Sun 10-4. www.shuttleworth.org
Entry Price inc admission to the Aircraft & Vehicle Collection AND Children U16 go FREE

Feb 21/22/23 - GLASGOW Model Rail Scotland, Scottish Exhibition & Conference Centre, Glasgow, G3 8YW.

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Mar 7 - KETTERING Gauge 'O' Guild Spring Show and Exhibition, Kettering Leisure Village, Thurston Drive, Kettering, **NN15 6PB**, Saturday 10-4. ****Plenty of FREE parking****
Mar 14/15 - BASINGSTOKE Basingstoke & North Hants Model Railway Exhibition, Aldworth Science College, Basingstoke, **RG22 6HQ**, Sat 10-5 Sun 10-4.
Mar 14/15 - PERTH GREEN Model Railway Exhibition, Primrose C.A. Lambton Terrace, Jarrow, Tyne and Wear, **NE32 5QY** Sat 10-5, Sun 10-4. ****Note - change of venue****
Mar 21 - EGHAM Egham & Staines MRS Exhibition, Stode's College Sports Hall, Egham High Street, Egham, Surrey, **TW20 9DR**, Sat 10.30-5.
April 4 - NORWICH Model Railway Exhibition, Hellesdon High School, Middletons Lane, Norwich, **NR6 5SB**, Saturday 10-4.30. ****FREE Parking on Site****

April 11/12/13 - YORK Model Railway Show, The Knivesmire Stand, Racecourse Road, York. **YO23 1EX**, Sat & Sun 10-5, Mon 10-4.30.

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April 18/19 - CORSHAM Trainwest 2019 MRE, Springfield Community Campus, Beechfield Road, Corsham, Wilts **SN13 9DN** Sat/Sun 10-5 ****Plenty of FREE Parking****
April 18/19 - HORSHAM Crawley MRS Model Railway Exhibition, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, **RH12 1SR**, Sat 10-5 Sun 10-4. ****FREE PARKING****
April 25 - LEIGH O SCALE NORTHWEST, O Gauge Model Railway Exhibition Leigh Sports Village, Sale Way, Leigh, Lancashire **WN7 4JY**, Sat 10-4.00. ****FREE PARKING****
April 25/26 - SUTTON COLDFIELD Model Railway Exhibition, Bishop Walsh School, Wyld Green Road, Sutton Coldfield, **B76 1QT**. ****Plenty of FREE Parking**** Sat 10-5, Sun 10-4.30
May 1/2/3 - BRISTOL The 52nd Bristol Model Railway Exhibition, The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, **BS35 3JB**, Fri 1pm-7pm, Sat 10-6.30pm, Sun 10-5pm.
May 9 - READING Association of Larger Scale Railway Modelers Trade Show & Exhibition, Rivermead Leisure Centre, Reading, **RG1 8EQ**, Sat 10-4.30. ***FREE entry to ALSRM Members***
June 6 - DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, **DN4 7PD**, Sat 10-4.00.
June 13/14 - GLASGOW 'O' Gauge MRE, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow, **G43 1NE**, Sat 10-4, Sun 11-4. ****Free Parking, Close to Railway Stations****
June 27/28 - PERTH Model Railway Exhibition, Dewars Centre, Glover Street, Perth, **PH2 0TH**, Sat 10-5.30, Sun 10-5. www.perthmrc.com
July 5 - ROMSEY IPMS The Romsey Scale Model Show, Crossfield Hall, Broadwater Road, Romsey, **SO51 8GL**, Sun 10-4. www.romseymodellers.co.uk

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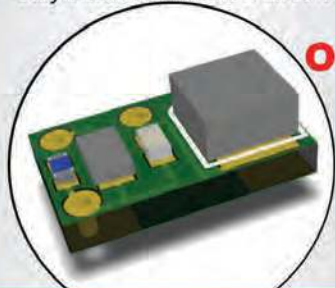
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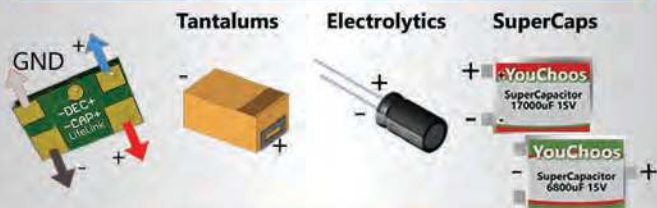
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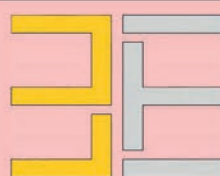
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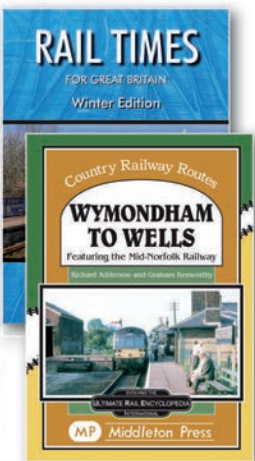
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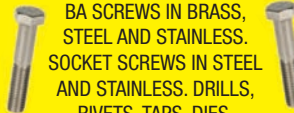
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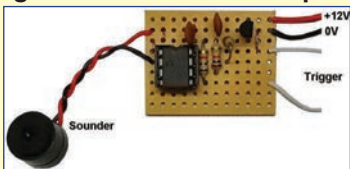


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NEXT ISSUE

SHAP SUMMIT

Famed for its arduous climb, this iconic stretch of the West Coast Main Line has been beautifully created in OO

THREE MORE GREAT LAYOUTS:

Blueball Summit (N)

High Trees Junction (OO)

Campbell's Quarry re-visited (16mm)

ON-SALE
FROM
JANUARY 30

HAPPY BIRTHDAY HORNBY!

As the manufacturer prepares to celebrate its 100-year milestone, we reflect on its best achievements

Plus:

- How to create vegetative variety on your embankments
- Runcorn Salt Union - BRM's new project layout
- Exclusive look: Bachmann's forthcoming V2



Buffer Stop

Pretty in Pink? Phil gets the chance to try some new paint

Do you own any pink paint?

I didn't, but when a friend's daughter asked for a toy Mini for Christmas, I found a problem. Buying a suitable diecast car is easy enough, but only in purple. And the new owner likes pink things.

If you visit Birmingham city centre regularly, you'll still be missing the recently-closed Ian Allan shop. Fortunately, one of the managers has stepped in to fill the void by opening Tornado Books and Hobbies, a couple of minutes' stroll from the centre. It's by the law courts, so an area I'm only familiar with from local TV news than actual visits.

No matter, I found the shop easily enough and on the shelves were some Tamiya paints, including pink. I always buy something when I'm in a model shop, but this was unusual, even for me.

I've not used much Tamiya in the past but found both the spray and brushable paints covered well and dried quickly. I'll certainly be using them again in the future, although probably not in this colour!



Burning Question...

What project will you be working on in 2020?

Andy: I'm building a steelworks in EM gauge.

Phil: A radio-controlled lifeboat called Vegesack.

Howard: Getting my TVR back on the road.

Debbie: I've been inspired to make a Harry Potter model.

Ruth: A 1970's Portacabin for our latest office layout.

This month in pictures...



What do you remember from the Great Model Railway Challenge?

For Phil, it's the crochet trees, and now he has one as they were sold off in aid of charity at Warley.



Speaking of Warley, how about this 009 rocket locomotive? It's a promotional gift produced by Kato and one member of the team really wants one...



No space for a model railway?
Not even one with T gauge shunters?



Another layout shoot, another beer it seems for Andy.

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Coming soon...

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4D-011-009 - Streamlined Railcar 16 Lined Chocolate & Cream GWR Twin Cities

4D-011-006 - Streamlined Railcar 10 Lined Chocolate & Cream GWR Monogram

4D-011-100 - Streamlined Railcar 17 Express Parcels GWR Chocolate & Cream

4D-011-007 - Streamlined Railcar W11 BR Lined Chocolate & Cream

4D-011-101 - Streamlined Railcar 17 Express Parcels BR Crimson

4D-011-008 - Streamlined Railcar W8 BR Lined Carmine & Cream

DCC AND DCC & SOUND VERSIONS AVAILABLE

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Class 29



4D-014-000 - Class 29 6112 BR Two Tone Green FYE



4D-014-001 - Class 29 D6114 BR Two Tone Green SYP



4D-014-002 - Class 29 D1629 BR Blue FYP



4D-014-003 - Class 29 6107 BR Blue FYE

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Class 26



2D-028-001/D - Class 26 D5316 BR Green Headcode/DCC

2D-028-002/D - Class 26 D5310 BR Green SYP (Preserved)/DCC

2D-028-003/D - Class 26 26024 BR Blue FYE Scottie Dog/DCC

2D-028-004/D - Class 26 26037 BR Railfreight Grey/DCC

2D-028-005/D - Class 26 26004 BR Coal Sector/DCC

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Silver Bullet



4F-027-013 - Silver Bullet Nacco/ECC 3387 789 8 077-5

4F-027-014 - Silver Bullet Nacco/ECC 3387 789 8 053-6

4F-027-015 - Silver Bullet Nacco/ECC 3387 789 8 064-3 Weathered

4F-027-016 - Silver Bullet Nacco/ECC 3387 789 8 066-8 Weathered

Previous model used for illustration purposes only.

2P-000-058 - Collett Coach GWR Choc/Cream Composite 7032

2P-000-080 - Collett Coach BR Choc/Cream Composite W7019

2P-000-159 - Collett Coach GWR Crest Choc/Cream 3rd 1088

2P-000-180 - Collett Coach BR Choc/Cream Second W1092

2P-000-270 - Collett Coach BR Choc/Cream Brake Composite W6539

2P-000-283 - Collett Coach GWR Crest Choc/Cream Brake Composite 6527

2P-000-310 - Collett Coach GWR Crest Choc/Cream Full Brake 101

4A-002-001 - Water Tower Choc/Cream Conical Static

4A-002-002 - Water Tower Choc/Cream Conical Motorised

4A-002-003 - Water Tower Light & Dark Stone Conical Static

4A-002-004 - Water Tower Light & Dark Stone Conical Motorised

4A-002-005 - Water Tower Choc/Cream Flat Top Static

4A-002-006 - Water Tower Choc/Cream Flat Top Motorised

4A-002-007 - Water Tower Grey Flat Top Static

4A-002-008 - Water Tower Grey Flat Top Motorised

7L-002-001 - Signal LMS Home Wooden arm single post

7L-002-002 - Signal LMS Home Steel arm Single post

Product Scale Key

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N Gauge

All product release dates correct at time of going to press

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Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

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Shop opening times Mon to Sun **9am-5pm**

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
OO Rail Head Treatment Train	hattons.co.uk/RHTT	from £118	Nov 2017							
O Gauge LNER Class A3	hattons.co.uk/recordbreakers	£750	Aug 2016							
OO Gauge Class 66	hattons.co.uk/66	from £150	May 2018							
O Gauge LNER Class A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
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							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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 21/29	hattons.co.uk/dapol21	from £129.15	Jan 2011							
OO Gauge Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
O Gauge Class 121 'Bubble Car'	hattons.co.uk/ogauge121	from £254.15	Jun 2018							
OO GWR Class 43xx 2-6-0	hattons.co.uk/dapol43xx	from £135.96	Dec 2017							
OO GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	from £115.56	Dec 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£560	Apr 2017							
OO Gauge Class 25/3	hattons.co.uk/253	£129 (EST)	Jul 2018							
OO Gauge Class 86/0	hattons.co.uk/hel86	£161.46	Nov 2018							
OO Gauge Class 45	hattons.co.uk/hel45	from £143.65	May 2019							
OO Gauge Class 47	hattons.co.uk/hel47	TBA	Jul 2019							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class A1/A1X Terrier 0-6-0T	hattons.co.uk/hornbyterrier	from £81	Jan 2019							
Peckett B2 Class 0-6-0ST	hattons.co.uk/peckettb2	from £89	Jan 2019							
4wDM Ruston & Hornsby 48DS	hattons.co.uk/ruston48ds	£72	Jan 2019							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/hornbypairie	from £126	Jan 2019							
LMS 'Princess Royal' 4-6-2	hattons.co.uk/princessroyal	from £171	Jan 2019							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
OO GER/LNER Class N7 0-6-2T	hattons.co.uk/oxN7	from £87	Jan 2017							
OO BL 18" Howitzer Railgun	hattons.co.uk/railgun	from £42.50	Jan 2018							
OO LNER Class J27 0-6-0	hattons.co.uk/oxj27	from £94	Jan 2019							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

www.hattons.co.uk/projectupdates

Information correct at the time of going to press on 09/12/19.