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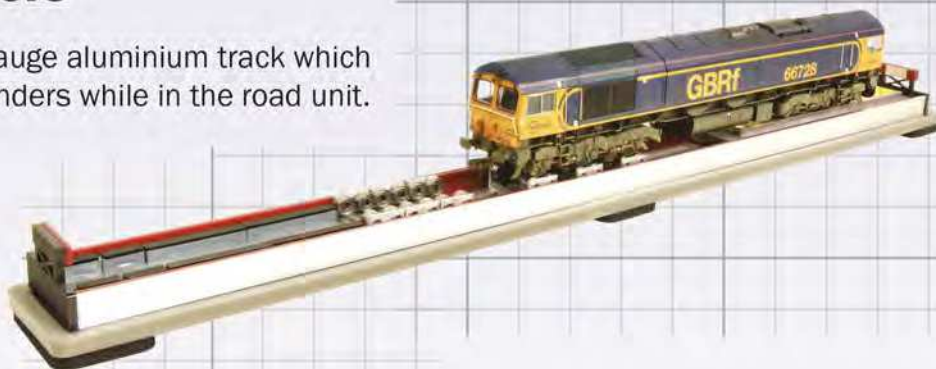
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BRITISH RAILWAY MODELLING

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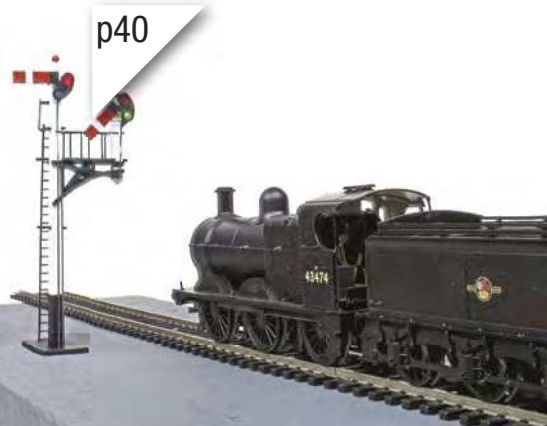
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BRITISH RAILWAY MODELLING BACK TO THE '80S...
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 This scenic masterpiece captures the heart of Cornwall

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PLUS
 • Create a bustling high street
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31-136DC	D11/2.....	£115.90
31-628DC	Class 3F BR weathered.....	£93.20
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31-465	C Class BR.....	£93.46
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32-233	3F SDJR Blue.....	£62.00
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31-433	Midland Class 1F LMS.....	£81.55
31-434	Midland Class 1F BR.....	£81.55
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Welcome to April

It may still be jacket weather here in the UK, but summer is only just around the corner. And what better way to whet your appetite for the coming months than to take a trip to our very own 'sunshine state'?

As well as being beautifully presented, 'Bodmin' is also one of the oldest layouts on the exhibition circuit, being first shown at the National Model Railway Exhibition Easter Show at Central Hall Westminster in 1980, some 40 years ago!

The stonework on the buildings is particularly impressive. Constructed from Plastikard, individual stones of varying thickness were added to build up the walls, then carved in situ to produce the chunky appearance of the roughly cut stone.

If P4 gauge isn't your thing, this April issue of BRM has a total of five layouts for you to peruse. From the race day inspired 'Oldmarket' in OO gauge, to Gordon Gravett's magnificent O gauge shunting yard 'Arun Quay'. Although London was our theme in the Spring issue, on sale last month, we've saved a slice of the Capital for this issue too, with the comically-titled 'Upper Oreful Street'. This fictional London interchange

combines trams and road vehicles on a busy London street, complete with florist, bank and a Marks and Spencer's.

Inspired by David Groves's handywork, Phil Parker has created a trio of shop windows, which include a model shop with a working train set! Find out how he managed it on page 72.

We've also got other great practical articles on offer in this jam-packed issue, including technical advice around wiring, automating signals on your layout, and how to add lights and sounds to Hornby's popular Ruston 48DS.

It has been a busy month for new products too, with deliveries of the new Bachmann 121, the Dapol Class 29 and the Graham Farish Class 70/8 all arriving at BRM headquarters over the past few weeks. All of these, plus many more, have been thoroughly dissected in this issue, with an unboxing video of the former available exclusively for our digital subscribers.

It's not just exclusive videos our digital subscribers get access to either, on top of all the content in the paper magazine and DVD, this month there's a bonus layout and a bonus

feature on semaphore signals, too. For more information, head to www.pocketmags.com/BRM.

Finally, we need to mention the London Festival of Railway Modelling, which is back for 2020 on March 21/22. Hosted once again at the awe-inspiring venue of Alexandra Palace, visitors can enjoy over 40 hand-picked layouts from around the globe and in excess of 100 exhibitors to browse and purchase from.

As always, BRM will be there, so please do pop along and say hello. We love to hear from readers about the magazine, and all feedback (good or bad) helps us to improve and develop. If you're not going to be at the show, you can still get in touch via email, post or on the phone. We hope you enjoy reading the April issue as much as we've enjoyed pulling it together.

BRM Team

Alexandra Palace plays host to the London Festival of Railway Modelling on March 21/22 - one of the biggest events in the railway modelling calendar.





31-325DC Bachmann

Class 105 2 Car DMU BR Blue Yellow
Ends + Head Code (DCC on Board)

Was £184.96 **NOW £147.96**



31-664 Bachmann

Class 47/0 47050 BR Railfreight -
Factory Weathered

Was £179.95 **NOW £152.96**



32-137A Bachmann

Class 4575 Prairie Tank 4592 BR Plain
Black E/Emblem - Weathered

Was £119.95 **NOW £89.96**

31-136DC Bachmann D11/2 62677 'Edie Ochiltree' Black Late (DCC On Board)	£139.95	£111.96
31-187DS Bachmann Jubilee 5588 'Kashmir' LMS Crimson DCC Sound	£249.95	£212.46
31-204 Bachmann LMS Patriot Class 5530 'Sir Frank Ree' LMS Crimson	£164.95	£131.96
31-210K Bachmann Patriot Class 45506 'The Royal Pioneer Corps' British Railways	£164.95	£131.96
31-214 Bachmann LMS Patriot 45538 'Giggleswick' BR Lined Green E/Emblem	£164.95	£131.96
31-236A Bachmann 205 DEMU 1121 BR (SR) Green SYP Weathered	£249.95	£212.46
31-319 Bachmann Robinson Class J11 64311 BR Black Early Emblem	£139.95	£111.96
31-320DC Bachmann Robinson Class J11 64325 BR Black L/Crest (DCC On Board)	£149.95	£119.96
31-325DC Bachmann 105 2 Car DMU BR Blue Yellow Ends (DCC on Board)	£184.95	£147.96
31-375 Bachmann Class 416 2 Car EMU BR Blue	£219.95	£175.96
31-425A Bachmann CEP 4 Car EMU SR Multiple Unit Green	£299.95	£239.96
31-441DC Bachmann Ivatt Class 2MT 2-6-2 Tank 41291 BR Black L/Crest (DCC)	£154.95	£108.47
31-462A Bachmann SE&CR C Class 31227 BR Black (Early Emblem)	£124.96	£106.21
31-480 Bachmann LNWR G2A with Tender Cab 9376 LMS Black (Original)	£124.96	£106.21
31-526 Bachmann Class A2 60537 Bachelors Button BR Green Early Emblem	£179.95	£143.96
31-531 Bachmann Class A2 60536 'Trimbrush' BR Lined Green Early Emblem	£179.95	£143.96
31-535 Bachmann Class 105 2 Car DMU BR Blue Yellow Ends (Power Twin)	£149.95	£119.96
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31-577A Bachmann Windhoff MPV (Multi-Purpose Vehicle) Railtrack Weathered	£149.95	£119.96
31-663 Bachmann Class 47/0 47209 'Herbert Austin' Railfreight Distribution	£159.95	£127.96
31-664 Bachmann Class 47/0 47050 BR Railfreight - Weathered	£179.95	£152.96
31-664DS Bachmann Class 47/0 47050 BR Railfreight - Sound Fitted - Weathered	£259.96	£220.96
31-690 Bachmann LMS Stanier Mogul 2955 LMS Lined Black	£159.95	£127.96
31-728 Bachmann GWR 37XX 'City' 3708 'Killarney' GWR Green (Great Western)	£144.95	£123.22
31-762 Bachmann GNR Class C1 4-4-2 Atlantic 4421 LNER Green	£189.95	£161.46
31-783 Bachmann Mod.Hall 7904 'Fountains Hall' BR Black E/Emblem Weathered	£134.95	£107.96
31-884 Bachmann MR 3835 (4F) Fowler Tender 44044 BR Black L/Crest Weathered	£129.95	£110.46
31-921 Bachmann H2 Class Atlantic 4-4-2 32424 'Beachy Head' BR Black Early E	£189.95	£151.96
31-980 Bachmann BR Standard 3MT Tank 82020 BR Green L/Crest Weathered	£139.95	£111.96
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32-085 Bachmann Class 56XX 6639 BR Black Early Emblem	£114.95	£91.96
32-137A Bachmann 4575 Prairie Tank 4592 BR Plain Black E/Emblem - Weathered	£119.95	£89.96
32-235 Bachmann Fowler 3F 0-6-0 (Jinty) 47673 BR Black Late Crest Weathered	£109.95	£82.46
32-250A Bachmann WD Austerity 2-8-0 79250 'Major-General Mc Mullen' LMR Blue	£169.95	£135.96
32-290DS Bachmann Class 101 2 Car DMU Network SouthEast - DCC Sound	£299.95	£239.96
32-301A Bachmann Collett Goods 3212 BR Black Early Emblem (Collett tender)	£114.95	£97.71
32-353 Bachmann BR Standard Class 4MT 80135 BR Green (Preserved)	£134.95	£101.21
32-360A Bachmann BR Standard 4MT Tank 80104 BR Lined Black (Late Crest)	£139.96	£118.96

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32-819 Bachmann Class 47/4 47814 'Totnes Castle' Virgin Trains (Original)	£169.96	£144.46
32-826A Bachmann LMS Ivatt 2MT 46460 BR Lined Black (Early Emblem)	£144.95	£123.22
32-858 Bachmann BR Standard 9F 92189 BR Black L/Crest 1F Tender Weathered	£199.96	£149.97
32-880 Bachmann Fairburn 2-6-4 Tank 2278 LMS Black Weathered	£134.95	£107.96
32-881 Bachmann Fairburn 2-6-4 Tank 42105 BR Lined Black E/Emblem Weathered	£139.95	£111.96
32-882 Bachmann Fairburn 2-6-4 Tank 42062 BR Lined Black Late Crest	£134.95	£107.96
32-937 Bachmann Class 150/2 150202 Centro	£164.95	£131.96
32-980A Bachmann 66 66728 Institution of Railway Operators GBRF - Weathered	£179.95	£134.96
32-981 Bachmann Class 66 66416 Freightliner Powerhaul	£169.95	£135.96
32-982 Bachmann Class 66/4 66434 DRS Compass (Revised)	£144.95	£123.22
32-993 Bachmann Wickham Type 27 Trolley Car BR Engineers Yellow Wasp Stripes	£79.95	£63.96
39-025G Bachmann BR Mk1 SK Second Corridor Blue & Grey	£44.95	£33.71
39-032 Bachmann BR Mk1 SK Second Corridor Sealink	£44.95	£33.71
39-291A Bachmann BR Mk1 FP Pullman First Parlour Grey & Blue (With Lighting)	£68.95	£55.16
39-301A Bachmann BR Mk1 SK Pullman Second Kitchen Grey & Blue With Lighting	£68.95	£55.16
39-311A Bachmann BR Mk1 SP Pullman Second Parlour Grey & Blue (With Lighting)	£68.95	£55.16
39-321 Bachmann BR Mk1 BSP Pullman Night Cap Bar Blue & Grey (With Lighting)	£68.95	£55.16
39-340A Bachmann BR Mk2A FK First Corridor Blue & Grey	£44.95	£35.96
39-380A Bachmann BR Mk2A BSO Brake Second Open Blue & Grey	£44.95	£35.96
39-455 Bachmann LMS 57 ft Porthole Corridor 1st BR Crimson & Cream	£44.95	£35.96
39-460 Bachmann LMS 57 ft Porthole Corridor Brake 3rd BR Crimson & Cream	£44.95	£35.96
39-470 Bachmann LMS 60 ft Porthole Corridor Brake 1st BR Crimson & Cream	£44.95	£35.96
39-470A Bachmann LMS 60ft Porthole Corridor Brake 1st Crimson/Cream Weathered	£44.95	£35.96
39-475 Bachmann LMS 60 ft Porthole Open Vestibule 1st BR Crimson & Cream	£44.95	£35.96
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39-650DC Bachmann BR Mk2F FO First Open BR Blue & Grey (InterCity)	£79.96	£67.96
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R1184 Hornby

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eLink & TTS loco

Was £299.99 **NOW £239.99**



R3349 Hornby

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Number 67024

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THIS MONTH AT

Compiled between 6th February and 5th March 2020

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Latest News



First OO Princess Royal in Stock

The first of Hornbys newly-tooled Princess Royal locomotives has now been released with the LMS version of Princess Elizabeth. BR versions to follow.

www.hattons.co.uk/tmah70



Heljan O Gauge Class 03s in Stock

The full range of Heljans O Gauge Class 03 shunting locomotives are now in stock with 10 liveries to choose from, covering the lifespan of the Class.

www.hattons.co.uk/tmah71

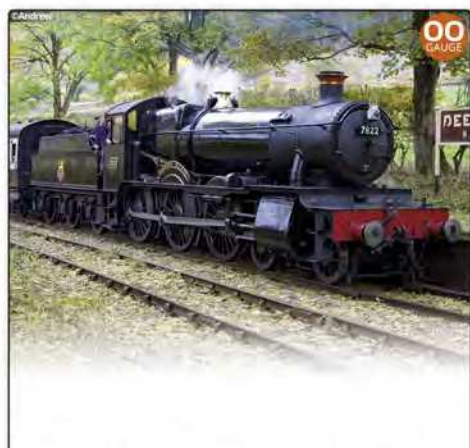


HAND PAINTED SAMPLE
SHOWN (NOT FINAL MODEL)

Painted Sample of O Gauge 47

Heljan have revealed images of a hand painted sample of their forthcoming O Gauge Class 47. See more online and order yours today.

www.hattons.co.uk/tmah72



New GWR Manor in OO Gauge

Dapol are to produce an all new OO Gauge Manor locomotive. Due to be released in 2021 with seven versions available. Pre-order yours today.

www.hattons.co.uk/tmah73



New Batch of O Gauge Mk1 GUVs

Heljan have announced a new batch of Mk1 GUVs which are due later in 2020. Includes several liveries such as NSE, Intercity Motorail & BR blue and grey.

www.hattons.co.uk/tmah74



More Heljan O Gauge Class 37/4s

Heljan have announced a new batch of Class 37/4 locomotives in a selection of striking new liveries and a further run of the popular BR large logo version.

www.hattons.co.uk/tmah75

Top 5 Best Sellers



1

Hornby

R4666B - £14



2

Oxford Diecast

76FE001 - £5.50



3

Oxford Diecast

76SB005 - £17



4

Pocketbond

EM76509 - £3



5

Dapol

4D-009-006 - £79



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Forthcoming Releases from Hornby & Dapol

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

HORNBY® 2020 Range Announcement - see details at www.hattons.co.uk/hornby2020

LNOR Thompson Class A2/2 & A2/3

Pre-order for £171

Due in Stock December 2020



Class A2/2

R3830 60501 'Cock o' the North' in BR green with early emblem

R3831 60505 'Thane of Fife' in BR green with late crest

Class A2/3

R3832 500 'Edward Thompson' in LNER apple green

R3833 514 'Chamossaire' in LNER apple green

R3834 60512 'Steady Aim' in BR green with early emblem

R3835 60523 'Sun Castle' in BR green with late crest

Standard Class 2MT 2-6-0 78xxx

Pre-order for £162

Due in Stock January 2021



R3836 78047 in BR black with late crest

R3838 78010 in BR black with early emblem

R3839 78000 in BR unlined green with late crest

Class 91

Pre-order for £153

Due in Stock December 2020



R3890 91002 'Durham Cathedral' in Intercity Swallow livery

R3891 91118 'The Fusiliers' in LNER livery

R3892 91111 'For the Fallen' in Virgin Trains East Coast livery

R3893 91117 'Cancer Research UK' in GNER livery

Class W4 Peckett

Pre-order from £99

Due in Stock throughout 2020



R3640 'Niclausse' in Peckett works leaf green

R3702 'Daphne' in Tytherington Stone Co. purple

R3703 No.8 'Bear' in light blue

R3761 'Lady Edith' in Earl of Dudley's works livery

R3825 614 in grey - Centenary Year Limited Edition (£109.99)

R3868 490 in Crawshaw Brothers green

British Rail Mk1 RB

Pre-order for £31.50

Due in Stock November 2020



R4971 W1739 in BR maroon

R4971A W1743 in BR maroon

R4972 S1720 in BR green

R4972A S1757 in BR green

R4973 M1712 in BR blue and grey

R4973A M1627 in BR blue and grey

R4974 IC1667 in Intercity Executive livery

R4974A IC1981 in Intercity Executive livery

Ruston 48DS

Pre-order for £81

Due in Stock Nov/Dec 2020



R3852 417892 'Jim' in DVL industrial green

R3853 GR5090 in GrantRail yellow

R3943 235511 in Express Dairy Co. Ltd blue

dapol Forthcoming Items

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

N Gauge & OO Gauge

Streamlined Battle of Britain/ West Country 4-6-2 in N Gauge

Pre-order from £169.96

Due in Stock: TBC



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 5101 'Large Prairie' 2-6-2T

Pre-order from £115.56

Due in Stock: TBC



4S-041-001 5109 in GWR green with Great Western lettering

4S-041-002 6126 in GWR green with Great Western lettering

4S-041-003 5108 in GWR green with shirtbutton emblem

4S-041-004 5150 in GWR green with GWR lettering

4S-041-005 5190 in BR black with BRITISH RAILWAYS lettering

4S-041-006 4134 in BR lined green with early emblem

4S-041-007 6167 in BR lined green with late crest

OO Gauge

Class 43xx GWR Mogul 2-6-0

Pre-order from £135.96

Due in Stock: June 2020



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: August 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 66

Pre-order from £276.25

Due in Stock: March 2021



7D-066-001 66001 in EWS red and gold

7D-066-002 66504 in Freightliner 'Powerhaul' livery

7D-066-003 66709 'Sorrento' in GBRf / MSC livery

7D-066-004 66421 in DRS plain blue

7D-066-005 66789 'British Rail 1948 - 1997' in BR

large logo blue with GBRf branding

7D-066-006 66783 'The Flying Dustman' in Biffa red

with GBRf branding

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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
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H4-6T-301A	6 wheel 1987 3rd - £30/£36
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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

LNER 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 mahogany



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



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (Hat) (RRP £99).....BARGAIN.....£89
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266218 Beyer Garratt 2-6-0 0-6-2 47978 in BR black early emblem and revolving coal bunker (Hel).....£212



266217 Beyer Garratt 2-6-0 0-6-2 47979 in BR black LMS lettering and revolving coal bunker (Hel).....£212
266219 Beyer Garratt 2-6-0 0-6-2 47988 in BR black early emblem and revolving coal bunker - lightly weathered (Hel).....£221
266220 Beyer Garratt 2-6-0 0-6-2 47993 in BR black early emblem and revolving coal bunker - heavily weathered (Hel).....£221



266215 Beyer Garratt 2-6-0 0-6-2 4982 in LMS black revolving coal bunker (Hel).....£212



266214 Beyer Garratt 2-6-0 0-6-2 4984 in LMS black original coal bunker - lightly weathered (Hel).....£221



266222 Beyer Garratt 2-6-0 0-6-2 4986 in LMS workshop photographic grey revolving coal bunker (Hel).....£212



266213 Beyer Garratt 2-6-0 0-6-2 4993 in LMS black original coal bunker (Hel).....£212



266216 Beyer Garratt 2-6-0 0-6-2 7973 in LMS black revolving coal bunker (Hel).....£212
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OR76DG010 Class 2301 'Dean Goods' 0-6-0 2534 in GWR green (Oxf).....£102
OR76DG006 Class 2301 'Dean Goods' 101 Wre Department black (Oxf).....£102
OR76DG002XS Class 2301 'Dean Goods' 0-6-0 2409 in BR Black early emblem - DCC Sound fitted (Oxf) (RRP £229.95).....BARGAIN.....£149.50



OR76DG003 Class 2301 'Dean Goods' 0-6-0 2475 in Great Western green (Oxf) (RRP £119.95).....BARGAIN.....£79



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



R3423 Class 415 Adams Radial 4-4-2T 30583 in BR black late crest (Hor) (RRP £140.99).....BARGAIN.....£79



R3422 Class 415 Adams Radial 4-4-2T 3125 in Southern Railway wartime black (Hor) (RRP £140.99).....BARGAIN.....£79



OR76AR007 Class 415 Adams Radial 4-4-2T 3520 in Southern Railway black sunshine lettering (Oxf) (RRP £109.95).....BARGAIN.....£64



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



R3804 Class 49xx 'Hall' 4-6-0 5972 "Hogwarts Castle" in Hogwarts Railways red - Harry Potter range (Hor).....£99



R3463 Class 52xx 2-8-0 5231 in BR Black early emblem (Hor) (RRP £139.99).....BARGAIN.....£99



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



R3409 Class 6000 King 4-6-0 6002 "King William IV" in BR Green late crest (Hor) (RRP £182.99).....BARGAIN.....£129



R3408 Class 6000 King 4-6-0 6016 "King Edward V" in GWR Green shirtbutton emblem (Hor) (RRP £182.99).....BARGAIN.....£129



R3410 Class 6000 King 4-6-0 6025 "King Henry III" in BR Blue early emblem (Hor) (RRP £182.99).....BARGAIN.....£129



R3452 Class 6800 "Grange" 4-6-0 6825 "Llanvair Grange" in BR lined green late crest (Hor) (RRP £155.99).....BARGAIN.....£109



R3643 Class 7MT 'Britannia' 4-6-2 70046 "Anzac" in BR green late crest (Hor).....£162



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).....BARGAIN.....£144



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



R3715 Class 8P 'Streamlined Coronation' 4-6-2 6224 "Princess Alexandra" in LMS coronation blue (Hor).....£171
R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved (Hor) (RRP £189.99).....BARGAIN.....£139.50



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



R3663TTS Class A1 4-6-2 60163 "Tornado" in LNER apple green British Railways lettering - Railroad Range - TTS sound fitted (Hor).....£122.50



R3811 Class A1 Terrier 0-6-0T 48 "Leadenhall" in LB&SCR Improved engine green (Hor).....NEW.....£81



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R3371 Class A4 4-6-2 4488 "Mallard" LNER garter blue - Railroad Range (Hor).....£94



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



R3451 Class B1 4-6-0 61032 "Stembok" in BR black early emblem (Hor) (RRP £175.99).....BARGAIN.....£114



R3544 Class B12/3 4-6-0 8527 in LNER apple green (Hor).....NEW.....£145



R3447 Class B17 4-6-0 2842 "Kilvestone Hall" in LNER green (Hor) (RRP £160.99).....BARGAIN.....£114
R3388 Class B17 4-6-0 2844 "Lispey" LNER green - Railroad Range (Hor).....£81



R3448 Class B17 4-6-0 61619 "Welbeck Abbey" in BR green early emblem (Hor) (RRP £160.99).....BARGAIN.....£114
R3361 Class D 0-4-0T 6 in "Hogarth-Stone" - Railroad Range (Hor).....£29



R3414 Class J15 0-6-0 5444 in LNER black (Hor) (RRP £127.99).....BARGAIN.....£79



R3416 Class J15 0-6-0 65464 in BR Black late crest (Hor) (RRP £127.99).....BARGAIN.....£79



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



R3407 Class J50 0-6-0T 68959 in BR Black early emblem (Hor) (RRP £93.99).....BARGAIN.....£69
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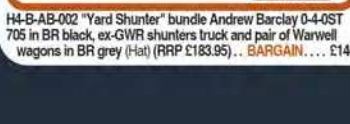
H4-P-001 SECR P Class 0-6-0T 176 in SE&CR full lined green (with brass) (Hat)....£99



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

Steam train packsH4-B-AB-002 'Yard Shunter' bundle Andrew Barclay 0-4-0ST 705 in BR black, ex-GWR shunters truck and pair of Warwell wagons in BR grey (Hat) (RRP £183.95) **BARGAIN**...£140R3397 LMS Suburban Passenger Train Pack - Ltd Ed (Hor) (RRP £266.99) **BARGAIN**...£169R3398 Lyme Regis Branch Line Train Pack - Ltd Ed (Hor) (RRP £225.99) **BARGAIN**...£149

OR76B00M1 Railgun Pack railgun 'Boche Buster' and 'Dean Goods' 0-6-0 2330 in ROD khaki (Oxf)....£153



R3577 4-wheel Sentinel 0-4-0 'Graham' in red (Hor)....£64



1721 Class 17 'Clayton' D8502 in BR green small yellow panels (Hel)....£118.96



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2656 Class 26D 26010 in BR railnight grey red stripe (Hel)....£110.46



2638 Class 26V1 26028 in BR blue (Hel)....£110.46



2730 Class 27 27001 in BR green full yellow ends - heavily weathered (Hel)....£127.46



2718 Class 27 27029 in BR blue Highland Rail emblem (Hel)....£118.96

2716 Class 27 27030 BR blue Scotline Dog emblem - lightly weathered (Hel)....£127.46

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3328 Class 33/2 6593 in BR Blue full yellow ends (Hel)....£101.15



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



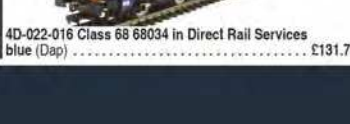
4D-003-014 Class 52 'Western' D1006 'Western Harrier' in BR maroon yellow bufferbeams (Dap)....£129.15



4D-003-015 Class 52 'Western' D1034 'Western Dragon' in BR maroon small yellow panels (Dap)....£129.15



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R3605TTS Class 60 60044 'Dowload' in DB Schenker red - TTS sound fitted (Hor)....£184.50

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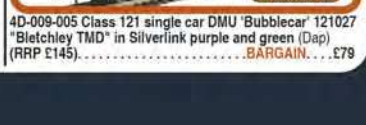
R3802 Pair of Class 43 HST Power Cars 43315 and 43309 in LNER white and red (Hor)....£261

Electric locosR3739 Class 87 87001 'Royal Scot' and 'Stephenson' in BR blue - as preserved (Hor) **NEW**...£154

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R3741 Class 92 92043 in GBRf (Hor)....£76.50

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R3575 Class 153 single car DMU 153379 in ex-Central Train green East Midlands Trains branding (Hor)..... £94



R3773 Class 156 2-car 'Super Sprinter' DMU 156401 in Provincial (Hor)..... £112.50



4D-011-006 Streamlined Railcar 10 in GWR chocolate and cream shirbutton emblem (Dap)..... £125.76



4D-011-101 Streamlined Railcar W17W in BR crimson Express Parcels branding (Dap)..... £125.76
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4D-011-009 Streamlined Railcar 16 in GWR chocolate and cream twin cities crest (Dap)..... £125.76



4D-011-007 Streamlined Railcar W11 in BR chocolate and cream (Dap)..... £125.76



4D-011-008 Streamlined Railcar W8W in BR crimson and cream (Dap)..... £125.76



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



R3699 Class 2-HIL 2 car EMU in BR green (Hor)..... £126



R3813 Class 395 'Javelin' 4-car EMU 395013 'Hornby Visitor Centre' in Southeastern - Ltd Ed (Hor) **NEW**... £144



R3700 Class 401 2-BIL 2 car EMU in SR green (Hor)..... £126



R6897 76 ton Cowans and Sheldon breakdown crane ADRC66200 in BR engineers yellow (Hor)..... £58.50



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



R1167 Flying Scotsman' starter train set 4472 'Flying Scotsman' loco in LNER green and three Gresley tank coaches (Hor)..... £157
R1214 East Coast Express Train Set (Hor)..... £157.50
R1268 Hornby Family Fun Project - Extension pack (Hor)..... £117



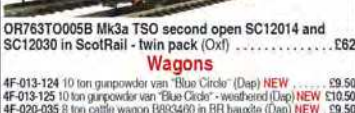
R1215 Hornby Junior starter Train Set - 'Express Train' - battery powered (Hor)..... £25



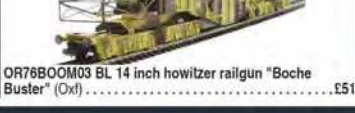
R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches (Hor)..... £144
R1234 Starter train set - 'Hogwarts Express' - Harry Potter range (Hor)..... £180
R1233 The Coca-Cola Christmas Train Set (Hor)..... £72



R1236 Starter Digital train set - 'Mixed Traffic' (Hor)..... £189



R4904 K type Pullman 'New Century Bar' Pullman under and cream (Hor)..... £53.50
R4355 Mk1 BSK brake second corridor W4488 in BR chocolate & cream - Railroad Range (Hor) (RRP £21.99) **BARGAIN**... £12
R4934A Mk1 SK second corridor 99721 in Hogwarts Railways maroon - Harry Potter range (Hor)..... £37
R4859 Mk3a DVT 82141 in Virgin Trains red and black (Hor)..... £64



OF763TO005B Mk3a TSO second open SC12014 and SC12030 in ScotRail - twin pack (Oxf)..... £62



4F-013-124 10 ton gunpowder van 'Blue Circle' (Dap) **NEW**... £9.50
4F-013-125 10 ton gunpowder van 'Blue Circle' - weathered (Dap) **NEW**... £10.50
4F-020-035 8 ton cattle wagon B883400 in BR laureate (Dap) **NEW**... £9.50

R6926 KFA Intermodal wagon in Tiphook Rail - No Containers (Hor)..... £30
R6907 LMS D1919 20 ton brake van 730176 in LMS grey (Hor)..... £21



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



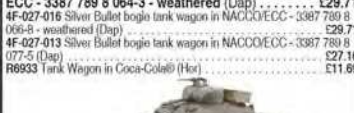
H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat)..... £126
H4-RHTT-002 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules (Hat)..... £118



4F-027-014 Silver Bullet bogie tank wagon in NACCO/ ECC - 3387 789 8 053-6 (Dap)..... £27.16



4F-027-015 Silver Bullet bogie tank wagon in NACCO/ ECC - 3387 789 8 064-3 - weathered (Dap)..... £29.71
4F-027-016 Silver Bullet bogie tank wagon in NACCO/ ECC - 3387 789 8 065-6 - weathered (Dap)..... £29.71
4F-027-013 Silver Bullet bogie tank wagon in NACCO/ ECC - 3387 789 8 077-5 (Dap)..... £27.16
R6933 Tank Wagon in Coca-Cola (Hor)..... £11.69



OR76WW006C Warwell wagon 50t in wartime green Sherman tank 95537 (Oxf)..... £38



4F-028-015 Pack of two 45 hi-cube containers 'P & O Ferry' (Dap) **NEW**... £13
4F-028-016 Pack of two 45 hi-cube containers 'P & O Ferry' - weathered (Dap) **NEW**... £15



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



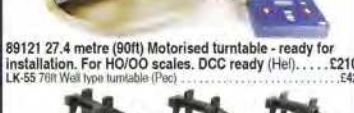
R8312 4-1 UKK Modular Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor)..... £85



36-504 EZ Command Dynamics Ultima DCC system (Bac)..... £280



OO/WIRE1 OO Caterary Wires 3x7 mm x 5 (Dap)..... £21.21
PL-80 Power lead joiners - Code 100/124 (4 pairs) (Pec)..... £6



SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec)..... £2
SL-111 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec)..... £1.60
SL-110 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline) - for OO, HO & O gauge - Pack of 24 (Pec)..... £2.20



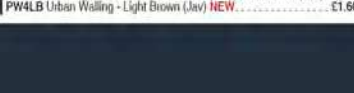
LK-20X Double length overall arched station roof (Pec)..... £24
R8009 Station terminus building pack (Hor)..... £42.50



R083 Pack of 6 Buffer Stop (Hor)..... £10
R083 Single (Hor)..... £2
LK-62 Platform Edging - Concrete Type (Height 20mm) (Pec)..... £4.50
SL-40 Rail built buffer stop (Pec)..... £1.60
SD2 Smart Screen - working destination board for DC or DCC layouts - pack of two (Tra)..... £77



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-002-001 Signal - Motorised, LMS home (OO/GN3) (Dap)..... £26
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OO/GN1) (Dap)..... £26



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
PW4LB Urban Walling - Light Brown (Jav) **NEW**... £1.60

People - civil



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

Track - Code 100 Setrack

R8090 1 single yard length of Semi-Flexible Track (Hor)..... £3.50
R8090 Pack of 24 (Hor)..... £79
R605 1st radius double curve (8 make a circle) (Hor)..... £2.60
R605 Circle of 8 (Hor)..... £20
R607 2nd radius double curve track (8 make a circle) (Hor)..... £2.50
R607 Circle of 8 (Hor)..... £18
R609 3rd radius double curve track (8 make a circle) (Hor)..... £2.60
R609 Circle of 8 (Hor)..... £20
ST-2035 4th radius Standard Curve Track (ST-235 x 8) (Pec)..... £18



R707 Electrically Operated Turntable (Hor)..... £64



R7276 Layouts made easy - large corner layout complete track pack (Hor)..... £374
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
R8075 Right hand curved point (Hor)..... £14
R8073 Right Hand Standard Point (Hor)..... £9.50
ST-244 Setrack curved double radius right handed point insulfrog (Pec)..... £14.50
ST-201 Setrack double straight (Pec)..... £2
ST-241 Setrack No.2 radius left handed point insulfrog (Pec)..... £9.50
ST-204 Setrack Quad Straight (670mm) (Pec)..... £3.50
ST-204 Box of 24 (Pec)..... £82
R621 Single 97mm length of flexible track (Hor)..... £3
R621 Pack of 24 (Hor)..... £96
R600 Standard Straight (Hor)..... £1.50
R600 Box of 24 (Hor)..... £34
R8076 Y Point (Hor)..... £10

Track - Code 100 Streamline



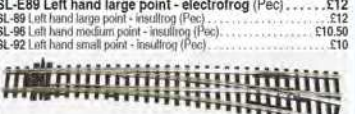
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec)..... £76
SL-100 Single (Pec)..... £3.10



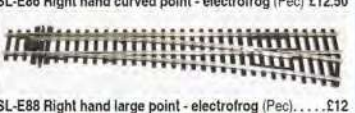
SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec)..... £70
SL-102 Single (Pec)..... £3
SL-87 Left hand curved point - insulfrog (Pec)..... £12.50



SL-E89 Left hand large point - electrofrog (Pec)..... £12
SL-89 Left hand large point - insulfrog (Pec)..... £12
SL-96 Left hand medium point - insulfrog (Pec)..... £10.50
SL-82 Left hand small point - insulfrog (Pec)..... £10

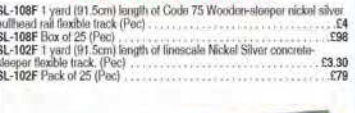


SL-E88 Right hand large point - electrofrog (Pec)..... £12
SL-88 Right hand large point - insulfrog (Pec)..... £12

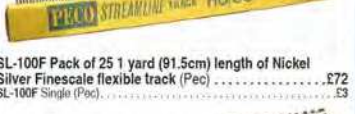


SL-106F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec)..... £4
SL-106F Box of 25 (Pec)..... £94
SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec)..... £3.30
SL-102F Pack of 25 (Pec)..... £78

Track - Code 75 Finescale



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



SL-E199 3 way finescale medium radius point - electrofrog (Pec)..... £31



SL-E190 Finescale double slip - electrofrog (Pec)..... £38
SL-190 Finescale double slip insulfrog (Pec)..... £39



SL-E189 Finescale left hand large point electrofrog (Pec)..... £12.50
SL-E192 Finescale left hand small point - electrofrog (Pec)..... £10.50
SL-E186 Finescale right hand curved point - electrofrog (Pec)..... £13

Opening Hours
Store: 09:00 - 17:00 Mon - Sun
0151 733 3655

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



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



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

SL-E181 Finescale right hand small point electrofrog (Pec) £10.50

SL-U1188 Left hand large radius bullhead rail point - uniting (Pec) £26

Track underlay

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

Publications - model and prototypical railways

R8159 Hornby 2020 range Catalogue - 66th Edition - 100th anniversary limited edition (Hor) £9.50

Buses



76DC003 Duple Commander II Neath & Cardiff (Oxf) £17

OM46623 New Routemaster - London United - LTZ 1148 - Route 10 - Kines Cross - Coca Cola® (Oxf) £35.50



76SB005 Saro Bus Ulster Transport Authority (Oxf) NEW £17

76MX003 Austin Maxi Harvest Gold (Oxf) NEW £5.50

76SOM003 Austin Somerset Romney Blue (Oxf) NEW £5



76FE001 Ford Escort Mk1 Modena Green (Oxf) NEW £5.50

76VWS008 VW T1 Camper Mouse Grey/Pearl White (Oxf) NEW £8

76TSC003 VW T5 Camper Sand Beige (Oxf) NEW £6

Commercial vehicles



76TIP005 AEC Ergomatic Tipper London Brick Company (Oxf) NEW £12

76SC004 Scania Crane Lorry Galt Transport (Oxf) NEW £16.50

76T4004 VW T4 Van Black (Oxf) NEW £5



76T5V004 VW T5 Van Network Rail (Oxf) NEW £6

Military ground vehicles



76SM004 Sherman MKIII 4th/7th Royal Dragoon Guards, France 1944 (Oxf) NEW £12

76WMB007 Willys MB Usaf Tunisia 1943 (Oxf) NEW £5

Tools

SL-43 Loco Lill and storage unit (Pec) £13

N Gauge Steam locos



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

2S-010-004 Class 48xx 'Hall' 4-6-0 5908 'Morton Hall' in BR black early emblem (Dap) £124.38

2S-010-005 Class 49xx 'Hall' 4-6-0 5999 'Woodland Hall' in BR green late crest (Dap) £124.38

2S-007-011D Class 57xx Pannier 0-6-0 6746 in GWR green shunt button emblem - DCC fitted (Dap) £100



2S-008-009 Class A4 4-6-2 4490 'Empire of India' in LNER garter blue valances (Dap) £124

2S-008-007 Class A4 4-6-2 60033 'Seagull' BR green early emblem (Dap) £124

Diesel locos

2D-012-008 Class 22 diesel loco D6311 in BR green small yellow panels & disc headcodes (Dap) £125.89

2D-012-012D Class 22 diesel loco D6330 in BR blue (TOP) (Dap) (numbering) - weathered, DCC fitted (Dap) £156.86



2D-028-004 Class 26 26037 in Railfreight grey red stripe (Dap) NEW £112.76



2D-028-001 Class 26 D5316 in BR green (Dap) NEW £112.76



2D-002-001S Class 50 50043 in BR blue - unfurnished - DCC sound fitted (Dap) £242.21



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

2D-010-010 Class 67 67021 Balmoral British Pullman unbranded and cream (Dap) £108.76



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

HSTs



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

2D-009-003D Class 121 'Bubble Car' DMU W55033 in BR green speed whiskers - DCC fitted (Dap) £139.54

DMUs



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

Coaches

2P-000-263 Collett brake composite 6527 GWR chocolate and cream (Dap) NEW £22.91



2P-000-310 Collett full brake 101 in GWR chocolate and cream (Dap) NEW £22.91



2P-000-320 Collett full brake W110W in BR maroon (Dap) NEW £22.91

2P-003-009 GWR B set 6453 and 6454 GWR chocolate and cream post-war crest (Dap) £25.50

Wagons

2F-027-010 Silver Bullet bogie tank wagon in NACCO/IECC - 3387 789 B 053-6 (Dap) NEW £26.27

2F-027-011 Silver Bullet bogie tank wagon in NACCO/IECC - 3387 789 B 004-3 - weathered (Dap) NEW £26.89

2F-027-012 Silver Bullet bogie tank wagon in NACCO/IECC - 3387 789 B 005-6 - weathered (Dap) NEW £26.89

2F-027-008 Silver Bullet bogie tank wagon in NACCO/IECC - 3387 789 B 077-5 (Dap) NEW £26.27

Cables & Wires

PL-82 Power lead joiners - Code 5580 (x4 pairs) (Pec) £6

Model railway spares

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

2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE®) - 5 pairs (Dap) £21.50

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

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.80

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

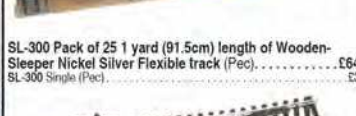
Track - Code 80 Streamline

SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec) £3

SL-302 Pack of 25 (Pec) £64

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

SL-300 Single (Pec) £3



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

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

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

Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £93

SL-300F Single (Pec) £3.20

SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £91

SL-302F Pack of 30 (Pec) £28

SL-E399F 3-way finescale turnout (Pec) £12

SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £38

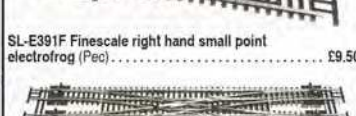
SL-E390F Finescale double slip electrofrog (Pec) £38

SL-E392F Finescale left hand small point electrofrog (Pec) £9.50



SL-E388F Finescale right hand large point electrofrog (Pec) £12

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



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



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

O09 Narrow Gauge Steam locos



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



9953 Lynton & Barnstaple 2-6-2T E760 'Exe' in intermediate Southern Railway (1927-29) (Hel) (RRP £209.95) BARGAIN £154

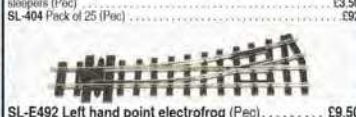
Track - Code 80 Streamline

SL-400 1 yard length of O09 narrow gauge flexible track worn wooden sleepers (Pec) £3.50

SL-400 Box of 25 (Pec) £83

SL-404 1 yard length of O09 narrow gauge track 'mainline' wooden sleepers (Pec) £3.50

SL-404 Pack of 25 (Pec) £92



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

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

O Gauge (1:43 Scale) Steam locos



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

78-010-013 Class A1 'Terrier' 0-6-0 751 in SECR green (Dap) £191.25

78-010-013S Class A1 'Terrier' 0-6-0 751 SECR green - DCC sound fitted (Dap) £340



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



H7-005-001 Class Y3 Sentinel 4wVB 42 in LNER black (Dap) £148.75



7S-005-005 Class Y3 Sentinel 4wVB 68164 in BR black early emblem (Dap) £148.75



7S-005-006 Sentinel 4wVB 2 'Isebrook' in GWR light green (Dap) £148.75

Diesel locos



2071 Class 03 shunter 03107 in BR blue 'flowerpot' exhaust (Hel) NEW £335.75

2070 Class 03 shunter 2066 in BR blue 'flowerpot' exhaust (Hel) NEW £335.75

2051 Class 03 shunter D2011 BR green no yellow ends and conical exhaust (Hel) £335.75



2055 Class 03 shunter D2033 in BR green wasp stripes and 'flowerpot' exhaust (Hel) £335.75

2052 Class 03 shunter 2066 in BR green no yellow ends and 'flowerpot' exhaust - unnumbered (Hel) £335.75

2057 Class 03 shunter in BR green wasp stripes and 'flowerpot' exhaust - unnumbered (Hel) £335.75

2059 Class 03 shunter in industrial dark blue (Hel) NEW £335.75



2073 Class 03 shunter in BR blue conical exhaust - unnumbered (Hel) NEW £335.75

2072 Class 03 shunter in BR green no yellow ends and 'flowerpot' exhaust - unnumbered (Hel) £335.75

2057 Class 03 shunter in BR green wasp stripes and 'flowerpot' exhaust - unnumbered (Hel) £335.75

2059 Class 03 shunter in industrial dark blue (Hel) NEW £335.75



2058 Class 03 shunter in industrial yellow wasp stripes - unnumbered (Hel) NEW £335.75

Visit

www.hattons.co.uk/new

for all new releases



7D-008-009 Class 08 shunter D3002 in BR green late crest and wasp stripes (Dap). £191.25
2006 Class 20 in BR blue full yellow ends, 1990s style warning flashes and headcode discs - Exclusive to Hattons (Hel) (RRP £599) **BARGAIN** £395



2010 Class 20 in BR green small yellow panels and 4-character headcodes (Hel). £549
2558 Class 25/3 in BR blue - unnumbered (Hel) £446.25
2557 Class 25/3 in BR blue pre-TOPS - unnumbered (Hel) £446.25



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



3400 Class 330 33012 in BR blue - weathered (Hel). £466.65



3402 Class 330 33030 in EWS red and gold (Hel). £466.65



3403 Class 330 33035 'Spitfire' in Network SouthEast blue (Hel). £466.65



3406 Class 330 D6508 'Eastleigh' in BR green - 1990s style (Hel). £466.65



3396 Class 330 in BR blue - 1970s condition - unnumbered (Hel). £466.65



3394 Class 330 in BR green small yellow panels - unnumbered (Hel). £466.65



3401 Class 330 in Civil Engineers 'Dutch' grey and yellow - unnumbered (Hel). £466.65



3404 Class 330 in Direct Rail Services blue - unnumbered (Hel). £466.65



3405 Class 330 in Railfreight Construction sector triple grey - unnumbered (Hel). £466.65



3588 Class 35 'Hymek' in BR blue - unnumbered (Hel) **NEW** £421



3587 Class 35 'Hymek' BR green full yellow ends - unnumbered (Hel) **NEW** £421



3585 Class 35 'Hymek' in BR green no yellow ends - unnumbered (Hel) **NEW** £421



3586 Class 35 'Hymek' in BR green small yellow panels - unnumbered (Hel) **NEW** £421



3743 Class 37/4 in EWS maroon and gold - unnumbered (Hel). £509.15



3744 Class 37/4 in Regional Railways - unnumbered (Hel). £509.15



4024 Class 50 50007 'Sir Edward Elgar' in GWR green (Hel). £594.15



4026 Class 50 50008 'Thunderer' in BR Laura blue (1990s Railtour condition) - Exclusive to Hatton's (Hel). £594.15



4020 Class 50 in BR blue - unnumbered (Hel) £594.15



4023 Class 50 in revised Network Southeast - unnumbered (Hel). £594.15



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



5506 Class 55 'Deltic' D9001 'St Paddy' in BR green full yellow ends - weathered (Hel). £509.15

DMUs

Train sets - analogue

Coaches

7P-004-007 GWR Diagram N 59 Auto coach: 37 GWR crimson lake (Dap) £170
7P-004-008 GWR Diagram N 59 Auto coach: W37W BR crimson and cream (Dap) £170
4923 Mk1 BSK brake second corridor BR chocolate and cream - unnumbered (Hel) £169.50
R8249 Box of 6 (Hel) £92



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



4913 Mk1 TSO second open in BR chocolate and cream - unnumbered (Hel). £169.50

Wagons

7F-052-003 5 plank open wagon 'W.A. Thompson, Great Malvern' (Dap) **NEW** £38
7F-052-003W 5 plank open wagon 'W.A. Thompson, Great Malvern' - weathered (Dap) **NEW** £38
7F-051-054 5 plank open wagon M318235 BR grey (Dap) **NEW** £39
7F-051-054W 5 plank open wagon M318235 BR grey - weathered (Dap) **NEW** £39
7F-073-004 7 plank open wagon 'Barton and Coy, Woodham' (Dap) **NEW** £39
7F-073-004W 7 plank open wagon 'Barton and Coy, Woodham' - weathered (Dap) **NEW** £39
7F-073-006 7 plank open wagon 'Broughton and Pias Power, Woodham' (Dap) **NEW** £39
7F-073-006W 7 plank open wagon 'Broughton and Pias Power, Woodham' - weathered (Dap) **NEW** £39
S151 Bogie flat NWB Cargowagon 4047020 in silver and blue - weathered (Hel) (RRP £189) **BARGAIN** £84

Buildings - railways

9500 Modern Diesel Depot Kit - unpainted (Hel) £75.65
Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec). £75
SL-700BH Single (Pec) £9.50



SL-E790BH Double slip (8 degree angle). £85
SL-E787BH Left hand O gauge curved turnout (Pec) £54
SL-E786BH Right hand O gauge curved turnout (Pec) £54



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £43
ST-725 Setrack Bullhead 2nd radius standard curve 4'10mm (16") (Pec) £8
ST-U750 Setrack second radius Unifrog right hand point (Pec) £43

Track - Code 143 Flat Bottom Streamline

SL-700FB 1 Yard O Gauge Flexible Nickel Silver Track (Flatbottom) (Pec) £7
SL-700FB Box of 12 (Pec) £80
SL-E792FB Flatbottom Left Hand Point With Flatbottom Flat Electrofrog (Pec) £45

Cars



VA11913 Ford Cortina Mk4 2.0 GL - Diamond White (Cor). **NEW** £27

CO02730 Volkswagen Campervan - Peace Love and Music (Cor) **NEW** £22.50
CO02731 Volkswagen Campervan - Peace Love and Music (Cor) **NEW** £22.50

Military ground vehicles

43LR3504 Land Rover Series III SWB Canvas Royal Navy (Cor) **NEW** £14.50

Any or Multiple Scales

Analogue controllers



D Double/Twin track power controller (Gau) £86
Q Quadruple 4 circuit power controller (Gau) £149
W Walkabout circuit controller (Gau) £34

Analogue point control

CDU Capacitor Discharge Unit (Gau) £11
28070 Point Motor Wiring Harness - Suitable For Peco Point Motors (PL-10) (Exp) £3.70
PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £64

Digital decoders

Imperium2 'Imperium' Next 16 Pin MTC 6-function DCC decoder (Dap) £19.51



DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hel) £16.50
DCR-8PIN-Direct 8-pin 2-function 1.1Amp direct plug decoder back EMF (Hel) £17
DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF (Hel) £16
DCR-8PIN-HarnessMini Box of 5 (Hel) £72
DCR-8PIN-HarnessMini Box of 10 (Hel) £128



5506 Class 55 'Deltic' D9001 'St Paddy' in BR green full yellow ends - weathered (Hel). £509.15

8910 Class 125 parcels DMU W55991 in BR green speed whiskers (Hel) (RRP £599) **BARGAIN** £360

GM7000102 'The Dilbert Survivor' - premium O gauge starter train set (Gau) £95

7P-004-007 GWR Diagram N 59 Auto coach: 37 GWR crimson lake (Dap) £170
7P-004-008 GWR Diagram N 59 Auto coach: W37W BR crimson and cream (Dap) £170
4923 Mk1 BSK brake second corridor BR chocolate and cream - unnumbered (Hel) £169.50
R8249 Box of 6 (Hel) £92

DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hel) £120
DCR-8PIN-Harness Single (Hel) £15
DCR-8PIN-Harness Box of 5 (Hel) £36
R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hel) £16
R8249 Box of 6 (Hel) £92

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hel) £17
DCR-8PIN-Direct Box of 5 (Hel) £77
DCR-8PIN-Direct Box of 10 (Hel) £136
R7150 Standard 6 pin Decoder (Hel) £23.50
R8121 TTS DCC Sound Decoder 8 pin plug - Class 66 diesel (Hel) £38
R8106 TTS DCC Sound Decoder 8 pin plug - Gresley class A1 and A3 4-6-2 steam loco (Hel) £36

Steam

LMS Black 5

4-6-0

R8114 TTS DCC Sound Decoder 8 pin plug - LMS 5MT 'Black Five' steam loco (Hel) £38
DCD-ZN68-5 ZEN 6-pin Versatile 2-function 1.1A Decoder Stay Alive (13.5x5.5x3mm) (5 Pack) (DCC) £65

Digital control accessory decoders

DCD-ADS-25X 2 output Accessory Decoder for all Solenoids and other point motors needing momentary power (DCC) £26
DCD-AEU Cobalt Alpha Main decoder unit (DCC) £51



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

Digital controllers



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



DCC02 Prodigy 'Advance 2' starter DCC controller package (Gau). £279
DCC05 Prodigy Advance WiFi Receiver - allows Smartphone or Tablet control of Prodigy DCC system (Gau) £89.50



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

Digital control accessories

DCD-PWRALX Alpha power upgrade bundle - 5 amp booster and Alpha control box (DCC) £129



DCD-AEC Cobalt Alpha Central - 12-way switch control panel (DCC) £111

Point motors

BPPM20 Pack of five Surface mounted seep point motors (Gau) £36
PL-10 Point Motor (Switch Machine) (Pec) £5
PL-10 Bag of 6 (Pec) £34



PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34
PL-10E Single (Pec) £3
PM-2 Seep point motor (Gau) £3.50
PM-2 Pack of 6 (Gau) £20
PM-1 Seep point motor accessory switch (Gau) £5



HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hel) £6.50
HAT-PM-01 Pack of 6 (Hel) £35
PM200 Surface mounted seep point motor - digital fitted (Gau) **NEW** £21.50
PL-1000 Twileck turnout point motor (Pec) **NEW** £11.50
PL-1000 Pack of 6 (Pec) **NEW** £36
PL-1001 Twileck turnout point motor microswitch (Pec) **NEW** £16

Switches and levers

PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3
PL-26R Passing Contact Switch - Black Lever (Pec) £6
PL-26R Passing Contact Switch - Red Lever (Pec) £6

Electronic components

DCD-AVA-1 Alpha Meter - current draw meter for analogue or digital layouts (DCC) **NEW** £51

Lighting equipment

SL50 Smart light - 'Arc Welding' (Tra) **NEW** £14
SL10 Smart light - 'Disco party' (Tra) **NEW** £14
SL30 Smart light - 'Emergency Vehicle' (Tra) **NEW** £14
SL20 Smart light - 'Random lighting' (Tra) **NEW** £14
SL40 Smart light - 'Real fire effect' (Tra) **NEW** £14
SL60 Smart light - 'Television Simulator' (Tra) **NEW** £14

Accessories

SL-14 Track Fixing Pins (Pec) £1.70

Paint accessories

AB500 Portable spray booth extractor fan (Exp) £85

Tools

PT-200 Kit builders tool set (Pec) **NEW** £32
PL-71 Loco servicing kit - servicing cradle, inflator, Powerdub, brush & scraper (Pec) £19
18600 Powered Mindrail set (Exp) **NEW** £31
PSG-3 Pro Static Grass Precision Applicator (Pec) £49
PT-100 Track layers tool set (Pec) **NEW** £83.50

WORLD OF RAILWAYS

ACCURASCALE ANNOUNCES FOUR NEW CLASS 37S

Accurascale has added four new Class 37s to its range following an announcement at 2020 Model Rail Scotland. The models have the distinctive Scottish car-style headlight and will join its first production run of the Type 3 locomotives in OO gauge.

The Class 37/0 with car-style headlight follows the locomotives revealed in November and December last year. With two distinct roof rivet patterns and several body sill variations, each locomotive features a unique and authentic body configuration.

The four new liveries include BR blue with white sill stripe, large logo, Railfreight Distribution and Railfreight Metals. All four models will be offered in DC/DCC ready and DCC sound-fitted formats, with a twin speaker set up with ESU Loksound 5 sound chip fitted to all sound models. The headlight will also be operational.

Prices start at £169.99 for DC/DCC ready models and £259.99 for sound-fitted models, with delivery expected late 2020.

Before the square high-intensity headlight became ubiquitous, Eastfield and Inverness depots began installing car headlamps on a bracket to its steam-heat Class 37s to improve visibility at ungated/farm crossings when working to Fort William/Mallaig/Oban on the West Highland and Far North lines.

Over 30 splitbox machines were so equipped from 1984, with 11 centre headcode examples also gaining the safety feature. On the arrival of the Class 37/4s, many of the Scottish 37/0s were drafted into the refurbishment programme then underway at Crewe Works, while those that survived were redeployed on freight services north and south of the border. They retained their headlamps into the early-1990s before swapping them for the square style headlight.



GREAT EASTERN MODELS CELEBRATES HORNBY CENTENARY WITH WINDOW DISPLAY

Great Eastern Models of Norwich has unveiled a new window display to replace its former 'Brexit' in/out model railway, previously on view. Its 'Brexit'-themed display exited the window on January 31 and has been replaced with a new setup, celebrating 100 years of Hornby.

The newly-designed working layout commemorates key events in the 100-year history of Hornby Hobbies, from tinplate, Hornby Dublo, Tri-ang to the present day. Anne Martin of Great Eastern Models commented "The layout documents newspaper headlines from each decade to complement the theme. It even has a scale version of the iconic Hornby Headquarters at Margate to catch your eye!"

The second window, also backed by Hornby's corporate colours of red and yellow, sports a museum-style display of a journey through 100 years of Hornby Hobbies. Great Eastern Models has said that the displays are drawing admiring attention from customers and passers-by.



TMC TO RETAIL EARLY VERSIONS OF DERBY/SULZER 'PEAK'

TMC has commissioned Heljan to produce an exclusive OO gauge model of the first five production Class 45 'Peak' locomotives, D11 - D15, which had detail differences to the remainder of the class.

The models are being produced alongside the first production run by Heljan and are expected to be available towards the end of 2020 at the same RRP as the general release models.

These five locomotives featured a different nose end arrangement with centre nose end doors and split headcode boxes on either side. The arrangement lasted from 1960 until the late-1960s, when the ends were gradually rebuilt at Derby Works. The quintet also had longer cab door handrails, in common with the ten Pilot Scheme Class 44s (D1-D10).

On delivery, they were allocated to Derby but most were soon transferred to Leeds Holbeck, Leeds Neville Hill or Sheffield Darnall, before returning to Derby.

They spent a few years at Derby and in the Nottingham District before returning to Holbeck and could be seen on express workings from London St. Pancras and on cross-country services from Newcastle to Bristol, as well as on goods and parcels workings – a true mixed-traffic design.

Delivered in BR Green with a white lower bodyside stripe, they soon gained small yellow warning panels. At least one received an 'economy green' repaint with small yellow panel and at least one survived long enough in its as-built condition to receive BR rail blue with full yellow ends. As the 1960s drew to a close, their front ends were rebuilt to remove the gangway doors and the split headcode boxes were replaced with a centrally-placed headcode panel.

Standard features will include authentic LED lighting with separately switched cab light, tail light and headcode functions (DCC only), a 21-pin DCC decoder interface, provision for DCC sound, a pack of optional detailing parts and fine detailing.

RAILS OF SHEFFIELD SHARES FIRST EPs OF CALEDONIAN RAILWAY 0-6-0

Model retailer Rails of Sheffield has unveiled first Engineering Prototypes (EPs) of its exclusive Caledonian Railway 812 Class locomotive, being manufactured by Bachmann. Models of the John F. McIntosh six-coupled design were announced at Model Rail Scotland in 2018. Two years later, the first samples were displayed in February at the same show.

Five versions are being produced with tooling to suit:

- No. 828 in Caledonian Railway Blue livery (as preserved)
- No. 828 in Caledonian Railway Blue livery (as originally built)
- No. 17566 in LMS Black livery
- No. 57565 in BR Black, Early Emblem livery (weathered)
- No. 57566 in BR Black, Late Crest

The prototypes were produced when John McIntosh was Chief Mechanical Engineer of the Caledonian Railway (1895-1914). The first 17 locomotives were built at the Caledonian's St. Rollox works during 1899 (Nos. 812-828), with a further 12 built there later that year. At the turn of the 20th century, the Caledonian found itself short of suitable locomotives for mineral traffic and, with St. Rollox committed to other work, they turned to three outside contractors (Neilson Reid, Sharp Stewart and Dübs).

The first 17 locomotives were used for mixed traffic duties when carrying the distinctive Caledonian Blue livery. Some of the locomotives had Westinghouse pumps and couplings fitted to enable them for use on passenger services. Under the LMS ownership in 1923, the Westinghouse pumps were removed and the class was painted into black livery. In 1946, the first locomotive was taken out of service, with the last being withdrawn in 1963.



KR MODELS RESURRECTS 'KING' AND 'SHARK' FOR N GAUGE

After months of negotiating, KR Models is expanding its business into N gauge with models of the GWR 'King' 4-6-0 6000, and BR 'Shark' ballast plough. These products are being developed using the CAD drawings originally developed by DJ Models to allow KR Models to expand its business into N gauge and deliver these much-requested models in this scale.

Both are at an advanced stage of CAD drawing work. KR Models is liaising with its factory in China to ensure that these models will be as accurate as possible. Names and numbers are to be confirmed, but they expect to offer GWR and BR colours on the 'King', while the 'Shark', which has a much broader spectrum of liveries to choose from, will be available to suit different eras from the 1950s to the early 2000s.

Expressions of interest/pre-orders are open now for the 'Shark', and the 'King' will be open soon. KR is currently working towards delivery in 2021, depending on the level of interest.

Keith Revell commented: "The addition of these new 'N' gauge products doesn't divert our interests away from OO gauge, with work continuing on GT3 and the Fell diesel. The GWR 'King' is a missing link from the N gauge market and the opportunity came for us to be able to take on the near-complete CAD drawings. These were originally developed for DJ Models by a factory in China and we are working with our factory to see the model through to completion. It is an exciting addition to our portfolio and one which will allow us to move forward promptly with the final phases of the models development as well as the 'Shark'. We welcome constructive feedback about the CAD drawings as this will help us to provide the most accurate model possible. Please send to research@krmodels.co.uk."



SPECIAL PRESENTATION PLANNED FOR 40-YEAR OLD 'FARINGDON'

This year marks the 40th anniversary of the start of Stephen Williams' celebrated project of the former GWR terminus at Faringdon, Oxfordshire.

To mark the occasion, Pendon Museum has arranged for a special presentation of the layout during the Museum's normal public openings on the weekend of May 30 and 31, 2020.

The presentation of the layout will provide visitors with several opportunities:

- Unrestricted access to both the normal viewing side and the operating side of the model
- An opportunity to take posed photographs or film sequences of the layout on request
- The opportunity to operate the layout (under supervision)
- An invitation to P4 modellers to operate and/or photograph their own models on the layout
- The chance to discuss with Stephen the many different modelling techniques that were deployed in creating the layout and to see, at first hand, how this award-winning model was made

The Museum will be open each day from 11.00 until 16.00 (last admissions at 15.15) and entry to the special presentation is included in the normal admission price.

DAPOL TO MAKE OO GAUGE GWR 78XX 4-6-0 'MANOR'

Dapol has announced it is producing models of the GWR/BR 4-6-0 'Manor' class of locomotives. 30 of these mixed-traffic locomotives were built, Nos. 7800-7819, between 1938 and 1939 and Nos. 7820-7829, in 1950.

The locomotives were introduced as a lighter version of the GWR's 'Grange' class, with lighter boiler for greater route availability. The first batch of 20 used reconditioned parts from the GWR 43XX 'Moguls', but the last 10 built used new parts. Blastpipe and firebar alterations were carried out in 1952 to improve steaming and performance. Nine of the locomotives have survived into preservation.

Models will feature many of the developments from its 'Mogul', including its award-winning slide-in PCB in the boiler for tool-free DCC fitting, and sugar cube speaker enclosure for sound models. A conductive drawbar will provide tender wheel pick-up and connections for a high bass speaker.

A die-cast compensated chassis and detailed cab interior with screw reverse will feature. The front pony truck is sprung and operates on a cam, allowing the model to negotiate second radius curves. A slide-in PCB promises tool-free installation of a Next-18 DCC decoder and a solderless speaker connection. The board is expected to slide through the smokebox door and connect directly to the locomotive motherboard. An audio frequency filter will be integrated within the main locomotive PCB to ensure each speaker reproduces within its optimal frequency range. A firebox glow is also promised, synchronised with sound on fitted models. Seven variants have been promised, these being:

- 7800 *Torquay Manor* GW Green with roundel
- 7814 *Fringford Manor* GW Green GWR
- 7807 *Compton Manor* GW Green G Crest W
- 7823 *Hook Norton Manor* BR black small early crest with mixed-traffic lining
- 7819 *Hinton Manor* BR black large early crest
- 7810 *Draycott Manor* BR lined green small early crest
- 7827 *Lytham Manor* BR lined green late crest

Models are expected to arrive in 2021, available in DC, DCC and DCC sound-fitted guises.



GET THE LOOK

Famed for its research and development work on many of Britain's rail icons, Derby's Rail Technical Centre has taken a different direction, though its current modelling potential still appealed to Mick Bryan.

- 1 Ballast is a mix of DCC Concepts and Greenscene products. The main lines are a different shade to the yards, providing a relief from large expanses of beige stones.
- 2 All track is Peco Code 75 with the exception of a couple of slips in the yard. As with the ballast, a mix of sleeper colours is used to show more recently laid track, an idea copied from the prototype.
- 3 Modern railways are a mass of grey boxes full of electronics linked by wires running in concrete conduits. On the model, these are from the Ten Commandments range, which have the advantage of being cast in the right colour and with an accurate finish.
- 4 Formerly the Advanced Projects Laboratory and now rather mundanely called the Vehicles Workshop, this large building has a foamboard shell clad with Wills and Evergreen plastic products. Cameras and other details are resin-cast with 3D-printed items obtained through the trade and online. Mick keeps an eye out for these and snaps them up for future use.
- 5 Lighting towers are ready-made items from Express Models. Not only do the etched brass structures look great, they are fitted with working lights. At 24cm tall, they make quite an impression on the layout.
- 6 Brunel House was renovated with UPVC panels in reality, something that would be difficult to cut by hand as uniformity is essential to the look of the model. Mick read about silhouette cutters (computerised cutting tools cheaply available) on our forum, RMweb and used one on 0.010in thick styrene sheet to make up the parts. These were built up in layers using Limonene, a mild plastic solvent that is less likely to cause warping than other solvents.
- 7 Rolling stock is mainly RTR models with additional detailing. Where not required, tension-lock couplings have been removed to improve the face of the locomotive. For locomotives and rolling stock that need to couple up, Kadees are slotted into the NEM pockets. DCC control allows all the models to produce the appropriate sounds and display the correct lights.



DEADMANS LANE

Famed for its research and development work, Derby's former RTC appealed to Mick Bryan, which featured in our June 2019 issue.

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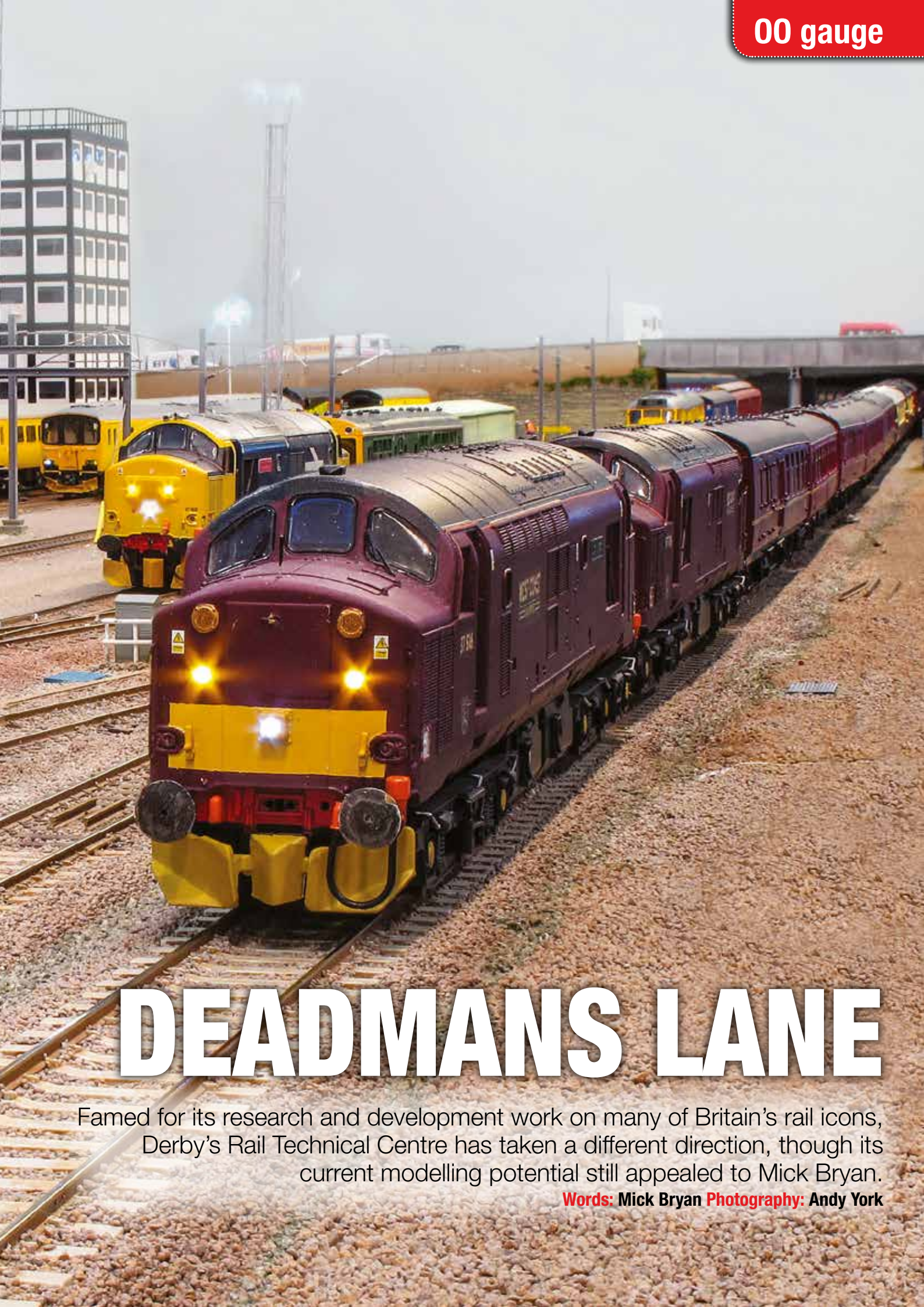
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EE heaven! West Coast Railway Company 37516/706 growl away from Derby with empty stock for a railtour from Lincoln as 50007 shuffles around the yard. 37402 is on duty with the inspection saloon 'Caroline' and 37099 "Merl Evans" lurks in the distance.

Factfile

Layout name: Deadmans Lane
Scale/gauge: 4mm:1ft/00 gauge
Size: 24ft x 8ft 6in
Era/region: Present day
Location: Derby
Layout type: Continuous loop



DEADMANS LANE

Famed for its research and development work on many of Britain's rail icons, Derby's Rail Technical Centre has taken a different direction, though its current modelling potential still appealed to Mick Bryan.

Words: Mick Bryan **Photography:** Andy York

Take a stroll down Deadmans Lane in Derby and you will encounter a sign for the East Midlands Trains (EMT) Etches Park depot. Should you be lucky enough to be admitted, you will see the multiple colours of white, orange, red and blue. However, if you turn your attention to the left, gazing across the Derby to Long Eaton main line, the dominant tone is yellow...

In view is the site of the former British Rail Research and Technical Centre (RTC), now mostly occupied by Loram, who maintain the Infrastructure Monitoring (IM) test fleet on behalf of Network Rail.

In 2005, I first saw the New Measurement Train (NMT), which is based upon the High Speed Train, and thought that it would make an unusual model. Hurst Models etched sides were acquired and my yellow fetish was ignited. Over the next few years, I steadily built up a collection of test coaches – predominantly yellow. Some are kits, but the majority have been created by modifying ready-to-run coaches to represent such mystical vehicles as TRU, UTU, TIC, EMV, RSC, SGT and PLPR. Much of the enjoyment of building the fleet has been in the research of the vehicles and they've been the subject of previous magazine articles.

The yellow trains were exhibited on the club layout 'Blackmill' and my jointly-owned 'New Bryford', but the unwritten rule was that there would be no more than two yellow trains at an exhibition! The way around this was to build my own layout to show off the fleet.

Careful planning

While exhibiting 'New Bryford' at Derby in 2013, I was lucky enough to be given a short tour of the RTC site and Deadmans Lane, the seed was sown for a new layout.

Then research really began. Google Earth was used as a starting point to determine the extent of the site and also the basic track layout by zooming in on satellite images. Further photographic research through the likes of Flickr aided in the finer detail of the trackplan. As with many prototype locations, the space required was quite large but, by careful compression, I could still represent the RTC site and its principal structures. The main compromises were shortening of the buildings and reducing the number and length of the sidings.

About the same time, I was considering how the layout would be run. The initial idea was the main RTC site as centre-stage

66099 heads from a weekend possession with a Make Your Mark Models twin jib crane in tow. (Excuse the bent handrail) East Midlands Trains 153308 gets into its stride with a service bound for Lincoln.



00 gauge



LAYOUT FOCUS

A high level view with the classic traction of 37057 and 37025 arriving from Barrow Hill to take up test train duties. 73138 and 08892 complete the scene.



and the passing Derby-Long Eaton line as an end-to-end shuttle, with East Midlands Trains DMUs and Cross Country Class 220 or 221 Voyagers as the largest item of rolling stock to pass by.

Layout expansion

Construction of the baseboards commenced in early 2014 with the first tracks being laid a couple of months later. All trackwork is Peco Code 75 with large radius points, except for the two double slips across the centre of the layout.

The first four scenic area boards are conventional plywood and careful consideration was given to the design of the ends. This was because previous layouts that I had been involved with had been weak in this area leading to long-term problems with track alignment across the joints. A double skin approach was used to aid long-term stability and so far this has proved to be quite resilient.

However, it wasn't too long before the lure of larger trains and a continuous run was decided upon. One reason for not initially considering this approach was the cost of building a multi-road storage yard but, with careful thought, the investment in

A double skin approach was used to aid long-term stability and so far this has proved to be quite resilient.

a fiddle yard that could easily be used for future layout plans would pay dividends. In conjunction with Tim of Tim Horn Baseboards, curved boards were designed to suit – 1ft wide with an inner radius of 3ft would give an approximate operating space just over 4 feet wide.

These were duly purchased as flat pack kits, along with four other 4ft by 2ft boards and a 12-road yard was laid in the main straight section, with the curved boards making up the full circuit.

At 24ft overall, the layout cannot be assembled at home – I could only assemble two boards at a time and sometimes three, but luckily my wife's workplace has a couple of large rooms available, and a few days were reserved for a test build to prove it all fitted together and worked. I had been very careful with the wiring of the layout, testing each stage as much as possible and this paid off, it all worked first time when assembled as a complete layout.

When the layout was fully-assembled for

the first test, it was quickly realised that the scenic section didn't have enough depth to it and an extra 5in wide section was screwed onto the existing boards before constructing the scenery.

Creating the backdrop

One of the main hurdles to be cleared in the construction of the layout buildings and detailing was suitable trackside and detail information, as most recent available photographs were taken from passing trains. I even passed the site a couple of times in a train with the camera shutter on repeat! However, thanks to Alex Hall at Mickelover MRS, contact was made with RVEL, the then major occupants of the site, and I was given a guided tour by Andy Beaumont and permission to take as many photographs as I wanted for personal/layout research. This visit enabled a few extra details to be included, with some more still to be added.

The backdrop buildings such as Trent House and Brunel House were always going



Old and new traction. 37099 "Merl Evans" rolls towards the departure road with another test duty as 67023 "Charlotte" with unseen 67023 "Stella" at the rear is next to leave the yard.

to prove a challenge. They were recently renovated with uPVC panels and have a uniformity about them that was likely to cause me headaches cutting out a few hundred rectangles. After reading a thread on RMweb, a Silhouette Portrait Cutter appeared to be the solution to retaining my sanity! It looks like a hot laminating machine, but has a small blade and cutting table that can quite happily cut 0.010in styrene sheet or score 0.020in ready for cutting out with a sharp blade. This, and similar machines, are primarily used in home greetings card creation, but have seen increased use in the modelling hobby to create intricate cuttings.

Free software supplied with the Silhouette enabled a large number of uniformly spaced rectangles to be drawn and then cut out in a matter of minutes. The large office blocks consist of three layers of styrene, laminated together on a carcass of 3mm foamboard. One tip from the above mentioned thread suggested the use of Limonene or Orange Turpene as a solvent for laminating the various sheets together. They are by-products of citrus fruits and less aggressive than the more usual MEK or Butanone solvents. The laminates were laid over each other and solvent carefully applied to the seams. Then, they were laid on a sheet of glass with another sheet over the top, gently weighted down and left overnight. Some of the building sides have four layers – each added separately. So far, the results have been very successful.

Apart from the office blocks, the large Engineering Development Unit or EDU building is laser-cut MDF shell with Evergreen cladding. The former Advanced Projects Laboratory – now known as the Vehicles Workshop, is made from the Wills Modern series, and the large Kelvin Workshop is a foamboard shell with Wills and Evergreen cladding. The Silhouette cutter has been used to create various window frames for the above structures. The long Track Laboratory is Evergreen sheeting.

Most of the other details are readily-available proprietary items, and I'm always on the lookout for new items via the likes of eBay, and the suppliers providing laser-cut, resin cast and 3-D printed items. The short overhead line calibration section has been built using Peco catenary parts.

A busy depot

One of the original aims behind 'Deadmans Lane' was not to be just another

A view of the main EDU building with 66099 Derby-bound. The usual suspect, 08417, lurks in the background.



DCC-controlled diesel depot as the RTC site welcomes a large variety of locomotives and liveries, as well as the unique test vehicle fleet. Although I've already created the majority of the test vehicles, there is more still to be done. There are regular visitors including the likes of Great Western 57/6s and Direct Rail Services 37s for heavy overhaul work to add to the variety. Some licence has been taken with the passing trains, as these have been modelled upon

those that run nearby in the Stenson/Trent Junction/Derby environs.

With any layout based on contemporary practices, there are always changes to be done and rolling stock to be updated to maintain interest.

It was always anticipated that 'Deadmans Lane' would be DCC-controlled for both trains and point control, so the main scenic section is wired as two bus systems.

Past experience of DCC-operated layouts,



London Transport-liveried 66718 'Sir Peter Hendry CBE' pauses with a service from Tunstead Quarry, using borrowed wagons from Freightliner.

particularly with regard to sound, led me to separate the track wiring into power districts, each protected by their own circuit breaker, so if a short occurred in one area (usually by accidental run-through on pointwork), it would not trip out the main DCC system and lead to an eerie silence followed by the simultaneous startup of all the sound fleet.

The track bus is split into four sections, each fed with a DCC Specialities PSX unit. These power the RTC yard, the main line across the front and then the inner and outer halves of the storage yard.

By using DCC in this way, it's a little bit more than the oft-championed 'just two wires'. For example, there are four pairs of wires that traverse the front of the layout, two pairs for DCC power zones, one pair for accessory control and a final pair with a 12V DC feed for other items such as building lights.

The scenic area pointwork is fitted with Tortoise slow-action point motors driven by ESU Switchpilots, originally purchased for another project which wasn't started. I wanted a 'mimic' style arrangement for

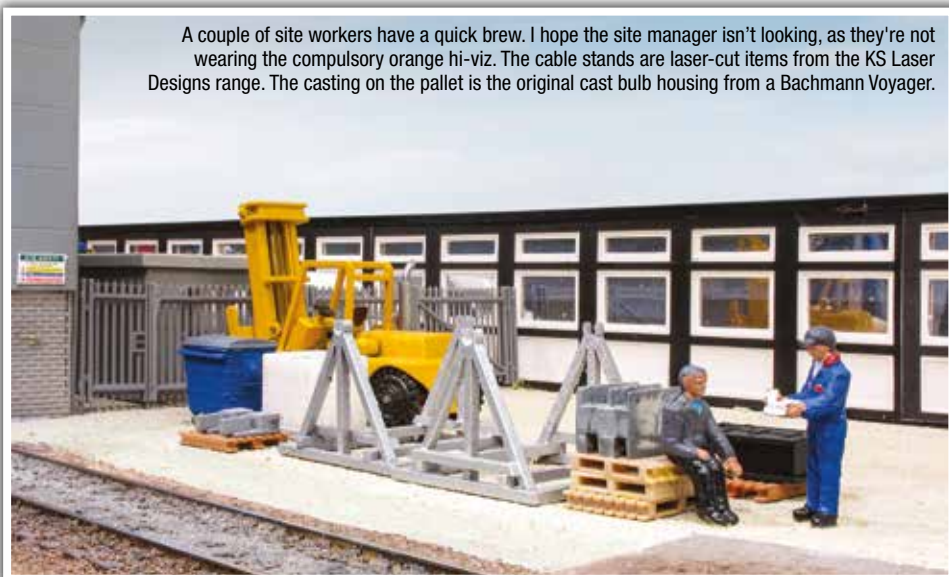
Resident shunter 08417 rests between duties inside the EDU. The engine casting is a Scalecast Sulzer 12LDA lump. Peco inspection pits, 3D-Plus pallet racks, Bachmann locomotive lift and Greenscenes textured paint are all prominent.



my operators with the points switched by simply selecting them on a diagram and was considering the use of computer control with a tablet or similar when I discovered the then newly-launched DCCconcepts Alpha System. This uses a DCC encoder to create the digital signals to control the ESU Switchpilots via a DCC accessory driver, known as a 'Sniffer'.

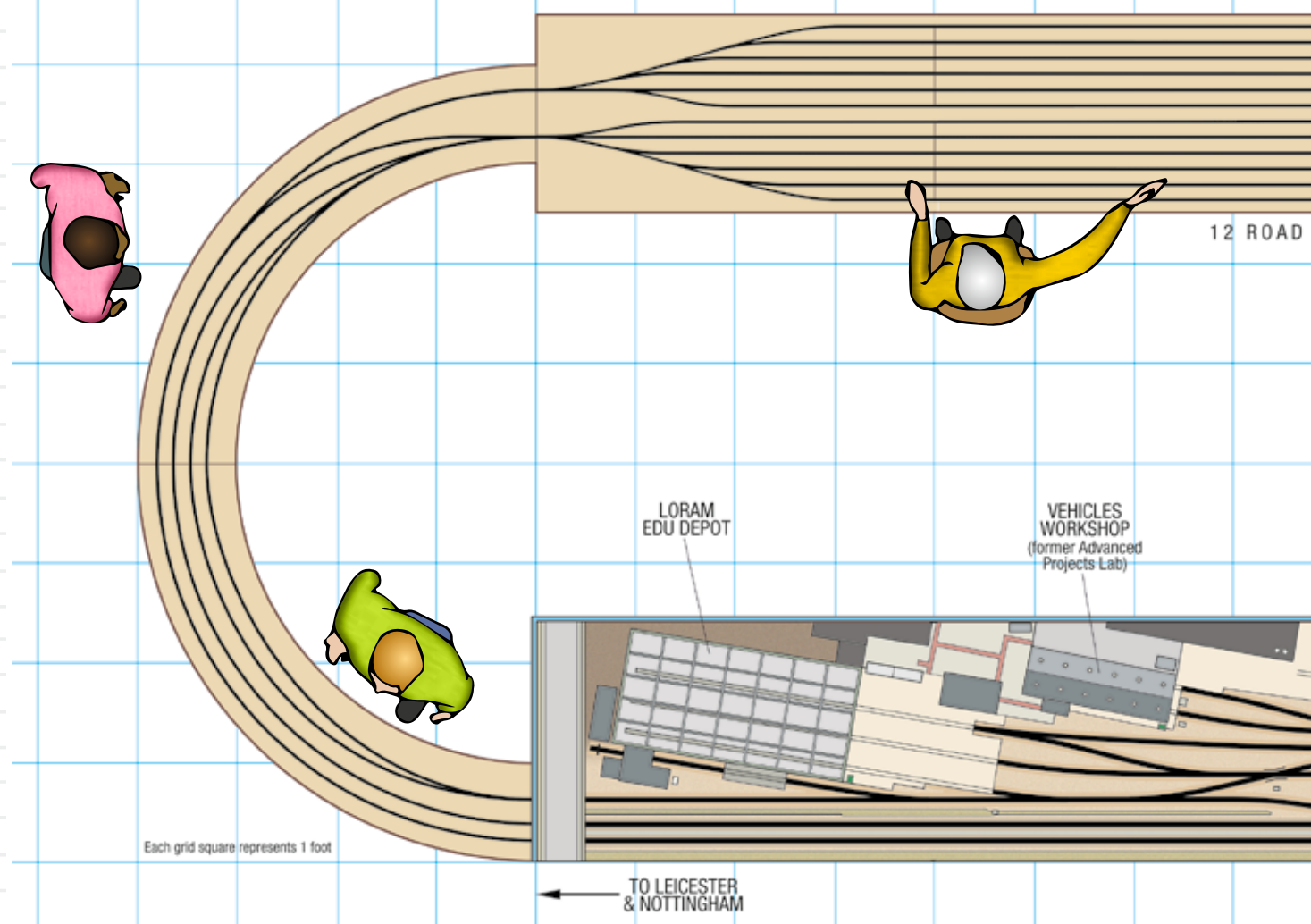
The resulting control panel has a two-wire power supply in and two wires back out to control the pointwork – no requirement for large multi-way plugs and sockets.

As already explained, the storage yard was built a few months later. This is a simple 'ladder' type yard, with six loops each way. Initially, it was intended to use Peco point motors and diode matrix route setting as,



Trackplan

DEADMANS LANE



at the time, DCC concepts did not offer a route setting system for the Alpha System, but then along came the Megapoints servo systems. A quick chat with David Fenton, and a route setting system was purchased. A single routing board has the capability for 24 routes – perfect for independent control of 12 loops from either end. The result is a self-contained 16ft-long storage yard that simply needs DCC track power and 12V DC for the Megapoints system.

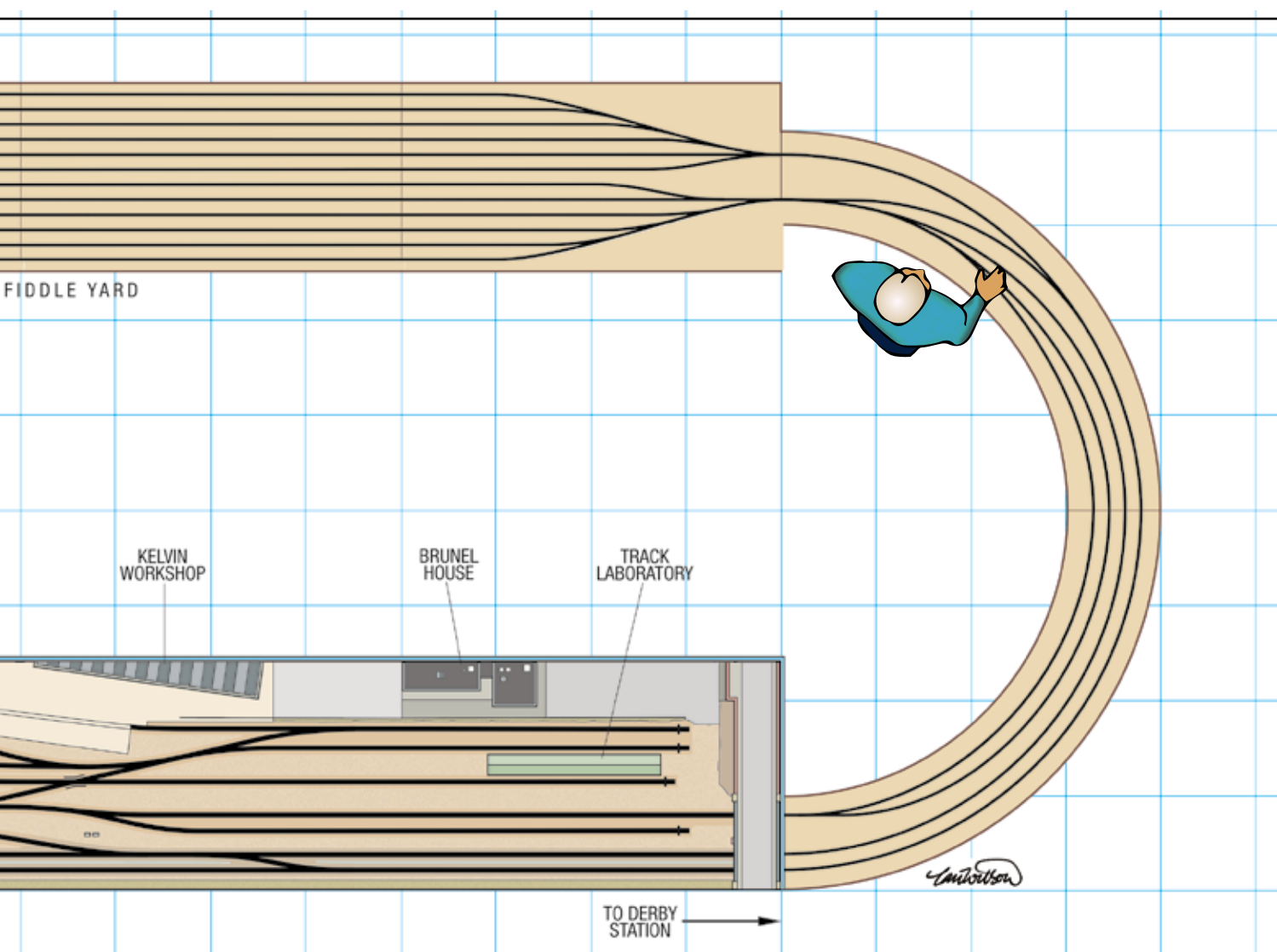
There are a few other points on the layout, four controlled by Cobalt Digital iP via the main Alpha panel and six that are manually controlled as they form part of the emergency crossovers that are only used when swapping stock across the two main running circuits.

A layout article isn't complete with a round of thanks. Number one is my wife Barbara – who has allowed me to take over more than my fair share of our house with model railways. Second is Spike, for his effort in adding much of the detailing. Graham, Andy, Callum, Jack, Nobby, Rob and others who have helped out with the successful exhibiting of Deadmans Lane over the past couple of years and hopefully a few more. Roland for invaluable help with researching the yellow fleet. Rory for the initial site visit and Alex at Rail Infrastructure, and Bev and Andy at Loram for the main site visit. For those who I've missed, I apologise. Finally, to my boss, for letting me store the layout at our company warehouse.

TOP TIP

When planning a layout, computer design programs can be a good starting point, but the old school approach can work wonders. Lay out some track and points (photocopied or printed points will suffice), on the back of an old roll of wallpaper to represent the intended plan and play trains with a couple of items of stock. This can often highlight areas where the plan might need altering to aid successful operation.

In the case of Deadmans Lane, one siding was first of all removed as it did not look right and wouldn't be usable, but by moving a couple of points around, it was then added back in as a longer siding.





The fireman of the 09.00 clay empties has walked back to the signal box to get the token for the train to proceed over the single line down to Boscarne Junction.

In the distance are the road bridges across both lines out of Bodmin. The line under the left-hand bridge goes to Bodmin Road, while the line to the right descends a steep incline beyond the bridge. The notice to pin down brakes can be seen against the right-hand bridge wall. The far left-hand line under the left-hand bridge is the headshunt for the yard, and also where loaded wagons coming up from Boscarne Junction are stabled until a full train for Bodmin Road has been made up.

Although one track over, the bracket signal is for the line on which the train is standing, with the left-hand bracket for the line to Bodmin Road and the right for Boscarne Junction. This is because there is insufficient clearance for the signal post next to the main line.

Factfile

Layout name: Bodmin

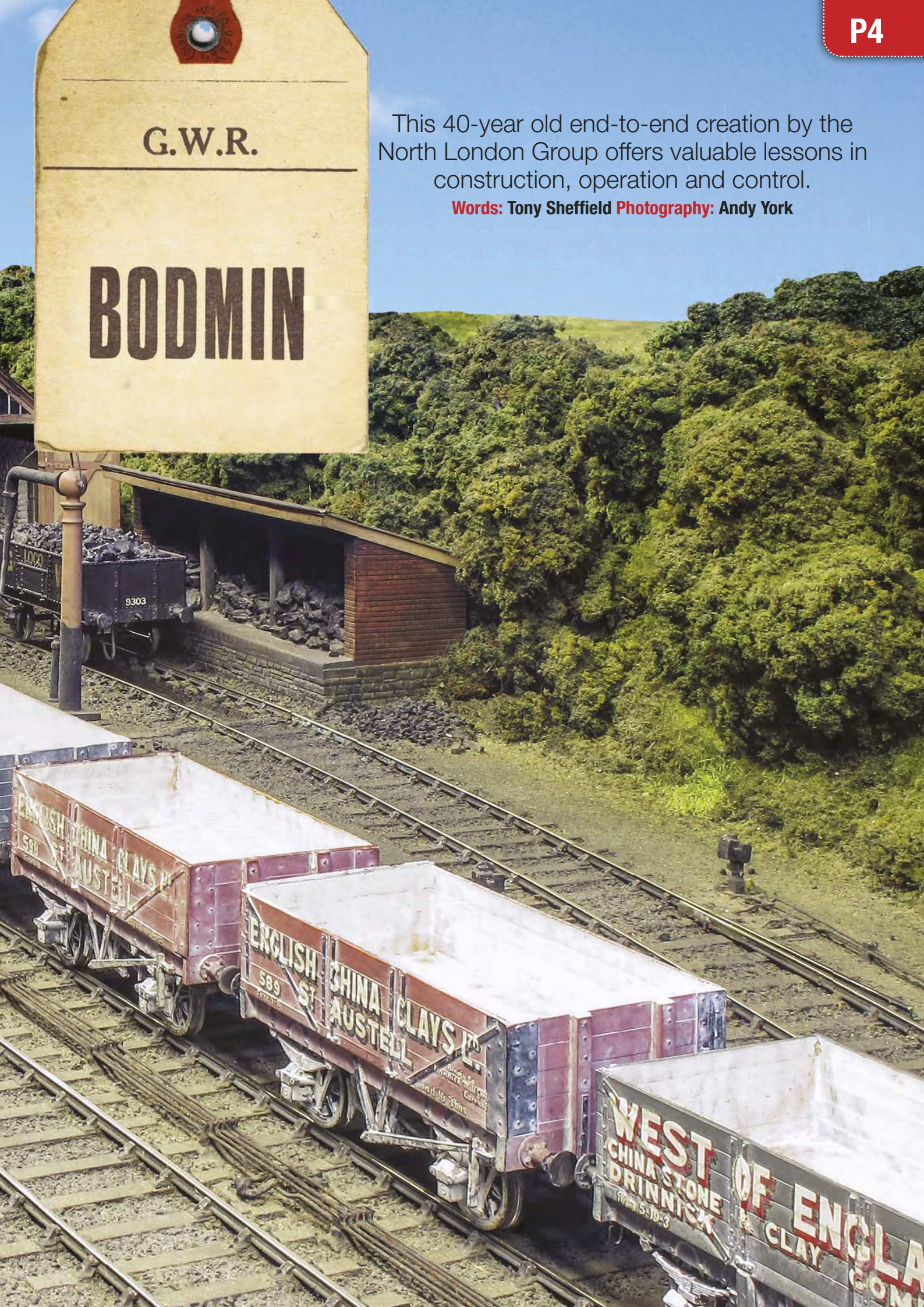
Scale/gauge: 18.83mm gauge 1:76 scale P4

Size: 20ft x 4ft

Era/region: GWR 1928

Location: Cornwall

Layout type: End-to-end



G.W.R.

BODMIN

This 40-year old end-to-end creation by the North London Group offers valuable lessons in construction, operation and control.

Words: Tony Sheffield **Photography:** Andy York





The origins of The North London Group's layout, 'Bodmin' go back to the late-1970s. Having built a model of an imaginary station on a non-existent main line (Heckmondwike, Yorkshire, on the Midland Railway's projected line from Dewsbury to Bradford), the group decided to construct an accurate scale model of a real station in the form of a branch terminus. It would be a contrast to the through main line format of the earlier layout. The prototype chosen was the Great Western terminus at Bodmin in Cornwall. Having selected that station, the first challenge was finding out how it looked 50 or more years previously, as we intended that our model should be as accurate as we could reasonably make it.

Layout construction

The layout sits on a custom-made metal frame. This is perhaps over-engineered, but it has certainly stood the test of time. From this frame, a gantry structure stretches over the layout. This gantry contains fluorescent lighting to ensure the layout is well lit.

Baseboards are made of a chipboard surface with a 2in x 1in softwood frame. This was standard practice when the layout was built. Again, these boards have stood the test of time. The prototype station was built on the top of a hill that was levelled. This explains why the station and yard are in a cutting. Very considerable effort was put into the layout's construction. This is seen in the layout photographs – everything had to be as accurate as possible. The station and yard are 13ft 6in long plus the fiddle yard. Total length is 20ft and width just under 4ft.

Track has been constructed to a gauge of 18.83mm to P4 standards. Code 75 rail is soldered to rivets in ply sleepers and then the rivets covered with two-bolt whitmetal chairs. Because 'Bodmin' is an accurate model of a real station, the group took care to reproduce as closely as possible the design and construction of the pointwork.

The group decided that train control and signalling must be integrated. All switching of circuits is achieved through the signal lever frame. The idea is that the signalman has only to 'think signals' and the train driver then drives his train as authorised by the signals.

The clay empties having departed, the 45XX is able to resume shunting the yard. Firstly, it will retrieve the loaded coal wagons for the 09.13 mixed train and then position the incoming wagons for unloading and the empties and outgoing traffic ready to work back to Bodmin Road. This would take some time as there would be a lot of moves.

The signal box lever frame is fully-interlocked electrically. Communication between the signaller and the fiddle yard is by means of block instruments. There are two sets of instruments at the fiddle yard end representing Bodmin Road and Boscarne Junction.

To assist the viewing public in understanding the train movements, we have installed an LCD display. Synchronised with the timetable, this enables the public to understand the operating schedule as each train on the layout is displayed on the monitor screen.

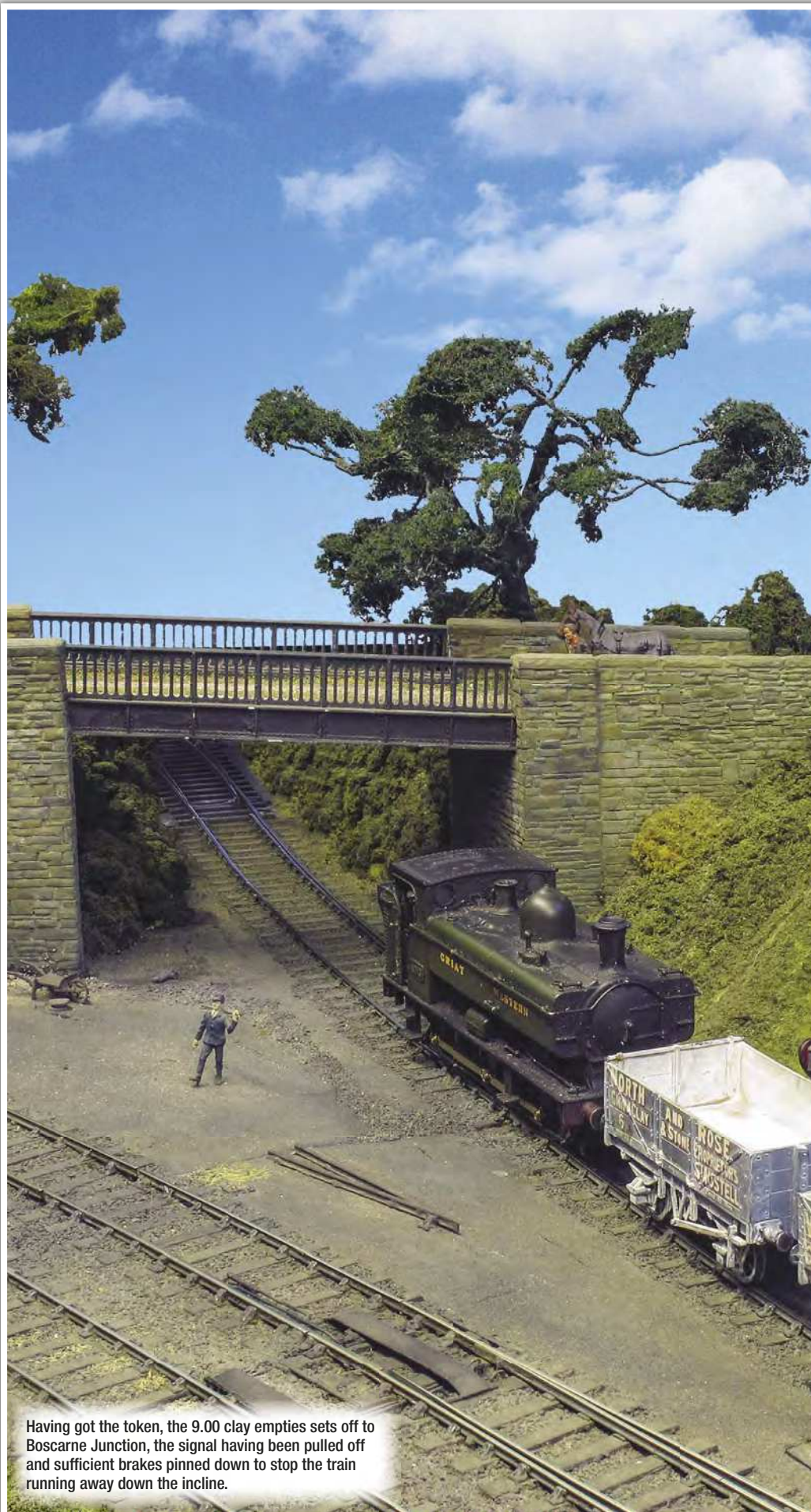
Construction of many parts of the layout was covered many years ago and many modelling techniques and materials, now almost standard practice, were simply not available when the model was built. Despite this, the layout presents a convincing portrayal that has stood the test of time exceptionally well.

Rolling Stock

When modelling a specific prototype at a set time it is important to use prototypical locomotives and stock. The model is set in 1928 after the GWR 45XX class locomotives were transferred to the line. We have three of these – two scratch-built before the Mitchell kit became available and one of the latter kits. All are compensated (as are all locomotives and stock) and use Portescap motors operated on DC using ECM Compspeed F controllers (with the feedback switched off). None has failed on us in 40 years. The other stalwart of the line is a GWR 57XX 0-6-0 'Pannier'; a Mainline body re-worked to remove the post-War top feed on a scratch-built chassis. This really ought to be a GWR 2021 class 'Pannier', but no accurate or original drawings survive for this class, so we have been unable to build an accurate model.

Other locomotives visiting the line during the timetable sequence are a 'Bulldog' on a military special, and ex-LSWR 0-4-4T 02 locomotives on through workings. In reality it is most likely that all through traffic to the line would hand over to one of the 45XXs, but we allow these for variety.

Information on this line in the inter-War period is still becoming available and we now know that although GWR coaches regularly travelled through to Wadebridge, the through workings were always handled by GW locomotives and SR locomotives would not be seen at Bodmin GWR. Furthermore, there was one daily working of an auto train up the branch with a 517 class



Having got the token, the 9.00 clay empties sets off to Boscarne Junction, the signal having been pulled off and sufficient brakes pinned down to stop the train running away down the incline.



Crown copyright

There were two stations at Bodmin. The first of these was the terminus of the Bodmin and Wadebridge Railway, which was the earliest railway to be built in the West Country and eventually came under the ownership of the London and South Western Railway (LSWR). Half a century later, the Great Western Railway (GWR) built its branch from Bodmin Road on the main line to a terminus at Bodmin in 1887. This station was later renamed Bodmin General by BR. A second line running from the terminus at Bodmin to join the old Bodmin and Wadebridge line at Boscarne Junction was opened in 1888. The GWR was granted running powers over the LSWR to Wadebridge and always treated the line as a single continuous branch, the terminus at Bodmin being the only intermediate station.

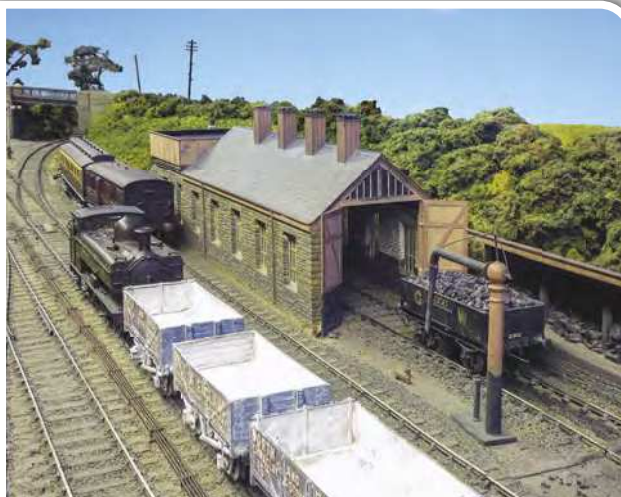
As you look at the layout, the line that singly curves away under the bridge is the junction to Boscarne Junction and Wadebridge. The model is a replica of the station and has been built to be as accurate as possible. It shows the terminus laid out as it existed between the two World Wars and we operate when the GWR small 'Prairie' 45XX class were new to the line in 1928.

This was an extremely busy branch line, which kept three locomotives hard at work all day and required two sets of passenger coaches to run the numerous services. Over 40 trains are shown daily in the timetable. Since many of these trains ran the entire length of the line, this involved their reversal at Bodmin, resulting in nearly 60 arrivals and departures every day. For this reason, the workings that are demonstrated on the layout represent only part of the day's operations at the station.

CLAY WORKS

A particular feature of the traffic on the branch was the carriage of china clay. Loaded clay trains were worked down the Wenford Bridge branch of the LSWR to Boscarne Junction and then worked over the GWR through Bodmin to Par or Fowey. These trains were balanced by workings of empty clay wagons being returned back up the line.

The line had fearsome gradients and trains approaching Bodmin from both Bodmin Road and Boscarne Junction were faced with a climb of 1-in-40 or more. For this reason, powerful small 'Prairie' and 'Pannier' tanks were employed on the branch. We do however, for exhibitions, use some modelling licence and run a few different locomotives in-keeping with the area.



TONY'S TOP TIPS

Basic lessons applicable to other layout projects are:

- Model something that is interesting to operate – there is far more chance of keeping your interest once the novelty of a new layout has gone, and develop a sequence or timetable to stretch the operating team.
- Prototype research is essential; work out how the layout will operate at an early stage and design appropriately.
- Baseboards need to be solid, well-aligned and square. Weight may be an issue but extra labour can sort this, whereas a twisted board or bad joints will always result in poor running.
- If it is a club layout or one with several contributors, an owner or 'gaffer' and tough quality control are essential.
- Track needs to be well built and consistent; 'Rivet & Ply' track will last 50 years.
- Removable buildings (perhaps on a 'basement' set into the baseboards) are easier to repair when damage occurs.
- Get the correct locomotives and stock for the period and do not compromise on quality; scratch-build or commission/design kits as necessary. This will differentiate your layout from others. Have spares.
- Do not wear out your team or over expose the layout by exhibiting it too much, but conversely take it out enough to keep it in use.
- Have somewhere to erect the layout as an entirety; practise is essential for a professional well-run and reliable exhibition layout.



The good yard looks full because the wagons from the 07.55 goods from Bodmin Road have had to be stored on this road to allow the clay empty train to be formed. Once the 09.13 mixed train has been made up, the locomotive will shunt out some wagons and position those that are remaining in the appropriate sidings.

(later 48XX) 0-4-2T in charge. This was as part of one of those long diagrams the GWR were so fond of, taking a Truro locomotive on several branches around Cornwall. The regular branch coaches used in 1928 were a brand new 'B Set' of a diagram not available in kit form, so this was virtually scratch-built around a basic skeleton of a body shell.

Wagon stock was also carefully researched. The GWR was not part of the 'common user' arrangement for cattle vans, so all such traffic on the line, except any loaded in SR territory would, be in GWR vehicles. However, it is the china clay traffic that required the most research. This was the primary revenue source for the line and originated principally at Wenford Bridge, handing over to the GWR at Boscarne Junction. Post-WWI, the industry was segmented and traffic was carried in a mixture of private owner wagons. However, the English China Clay (ECC) company was formed in 1919, merging the major operators and absorbing the smaller companies. The newly-formed business had operational priorities and private owner wagons were not re-liveried overnight (in fact, we doubt if many were ever re-lettered), therefore, in our period there would be a mix of pre-ECC wagons and some re-liveried and some bought new in their livery. It also appears that ECC moved away from using its own wagon fleet for china clay towards using dedicated GWR wagons built specifically for the purpose, in the mid-1930s. The necessary wagons were scratch-built from Slater's Plastikard sheet, and used transfers designed and produced by PC models specifically for the project.

Operationally, because of the gradients of the line, loaded trains are limited in weight for the run from Boscarne Junction, so many trains are split and made up at Bodmin before onward movement. The track layout precludes movement down the Boscarne Branch from all but the branch platform road, so again this makes complicated shunting of freight traffic necessary. All movements are controlled by the correct signals.

Although there are some 'fixed sets' of wagons coupled together by three-link or screw couplings, the ends of these rakes and all other stock is fitted with Alex Jackson (AJ) couplings, which are operated by electro magnets. These require regular maintenance, especially after stock is packed away between operating sessions, but are virtually invisible. During the design phase,

considerable thought was given as to the position of the uncoupling electro magnets to minimise un-prototypical shunting.

Operation

This layout was first exhibited at the National Model Railway Exhibition Easter Show at Central Hall Westminster in 1980, some 40 years ago!

During an exhibition, the layout operates with four persons: a signaller operating the turnouts, interlocking and signals using the lever frame, two drivers and one fiddle yard operator. In addition, we have found

KEY DETAILS

All the buildings at Bodmin were constructed of a very distinctive local stone with high relief and an interesting colouring of basic greenish grey with facets of rust colour. The model buildings were constructed from Plastikard, applying individual stones of varying thickness to build up the walls. Then each stone was carved in situ to produce the chunky appearance of the roughly cut stone. Each stone was then individually painted in acrylics to carefully bring out the high points and relief in the stonework. The walls and bridges were all subtly weathered.



that if we have someone at the end of the layout they can answer questions from the public and this allows for the operators to concentrate on their tasks and produce a professionally-presented running layout. The schedule of train movements is fairly intensive and demands keen concentration by the operators. The operating sequence is based on the prototype working timetable with some additional 'as required' Q trains. A card system is used by the operators explaining what is required and a display informs the public of the time of day and the purpose of the move. If I were to be critical,

perhaps the china clay traffic is a little heavy for 1928 as is the volume of special traffic, but these make the sequence more interesting for the public and operators.

Lessons learned

The layout was very well-built by pioneers of P4 modelling. Maintenance and repairs have been minimal, with the exception of the bracket signal where wear in the crank mechanism and the use of solenoids has become a problem. If doing it today we would use servos. When built, and from our experiences of the then current H&M point

solenoids, a slow-action point motor was needed to reduce the amount of stress on the point blades and also moves realistically. This was achieved by a purpose-made mechanism incorporating a rotary motor based on a Tri-ang X04 motor and these are still in use. This would not be necessary today with Tortoises or Cobalts taking their place. Scenery is perhaps a little dated; bushes and trees being created out of foam cut up in a food blender (which promptly burnt out with the strain!) on either metal wire frames to create the trunks or wire wool for bushes that then rusted to dust. Grass



'Bodmin' station before 09.00 on a typical weekday morning. The passengers are on the platform awaiting the arrival of the 09.13 train to Wadebridge. The mixed train will be formed from the coaches arriving at 09.08 from Bodmin Road and wagons from the yard.

was dyed lint glued face-down then ripped off, which gives a good long grass effect, but nowadays this would be mixed with static grass.

The layout has passed the test of time with flying colours. It has not escaped some serious traumas over its 40 years, not least of which was being deluged with water during a flash flood. Only the fiddle yard (the bottom sections when stored) was affected but this too survived with little remedial work.

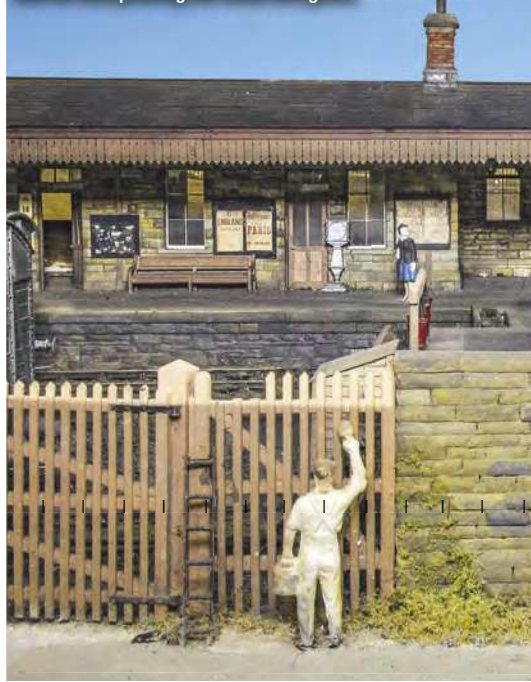
Future projects

The North London Group is still active and meets every month just off the North

Circular in Hendon. New members and old friends are welcome. There are talks, film shows and modelling evenings with test tracks. However, we have suffered from our own success and several members have, or are building their own layouts at home and therefore have little time to build another large club layout.

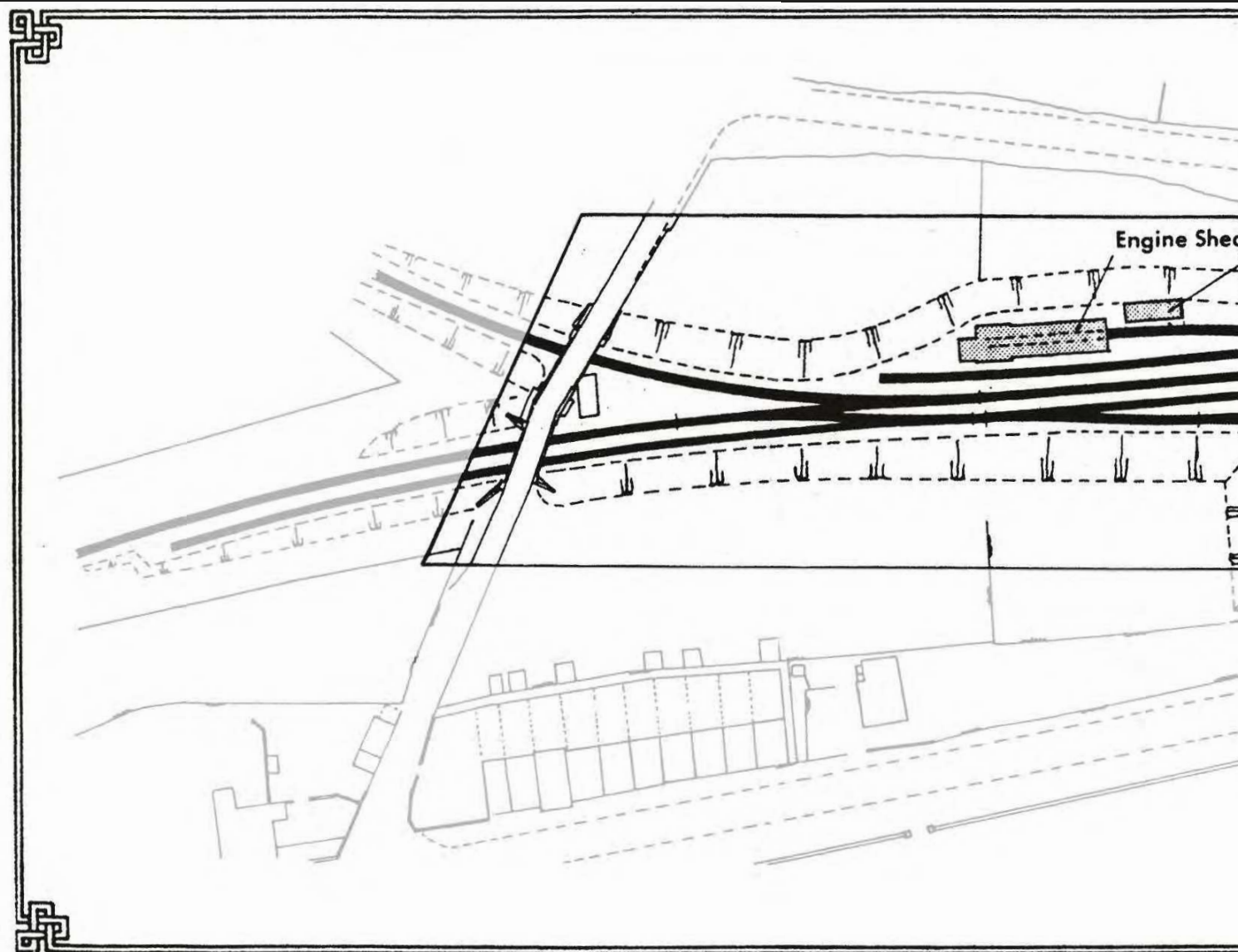
The average age of the club members is also significantly higher than when 'Heckmondwike' and 'Bodmin' were built. The committee would certainly give its support and would dearly love for a group of members to propose a new club layout, backed with realistic plans including manpower to achieve this.

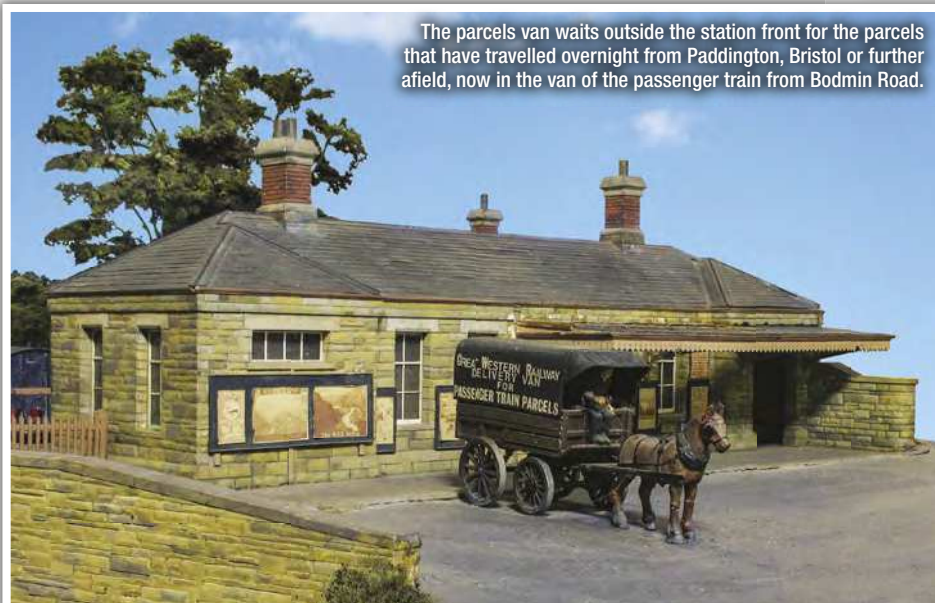
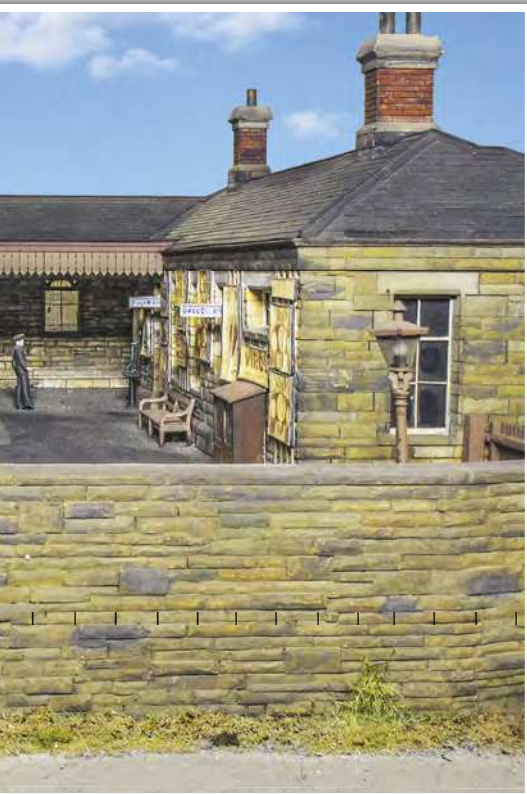
The painter arrived earlier this morning from St. Austell, having travelled from Bodmin Road in the brake van of the 07.55 goods, complete with his ladder. He is already well on with painting the fence and gates.



Trackplan

BODMIN

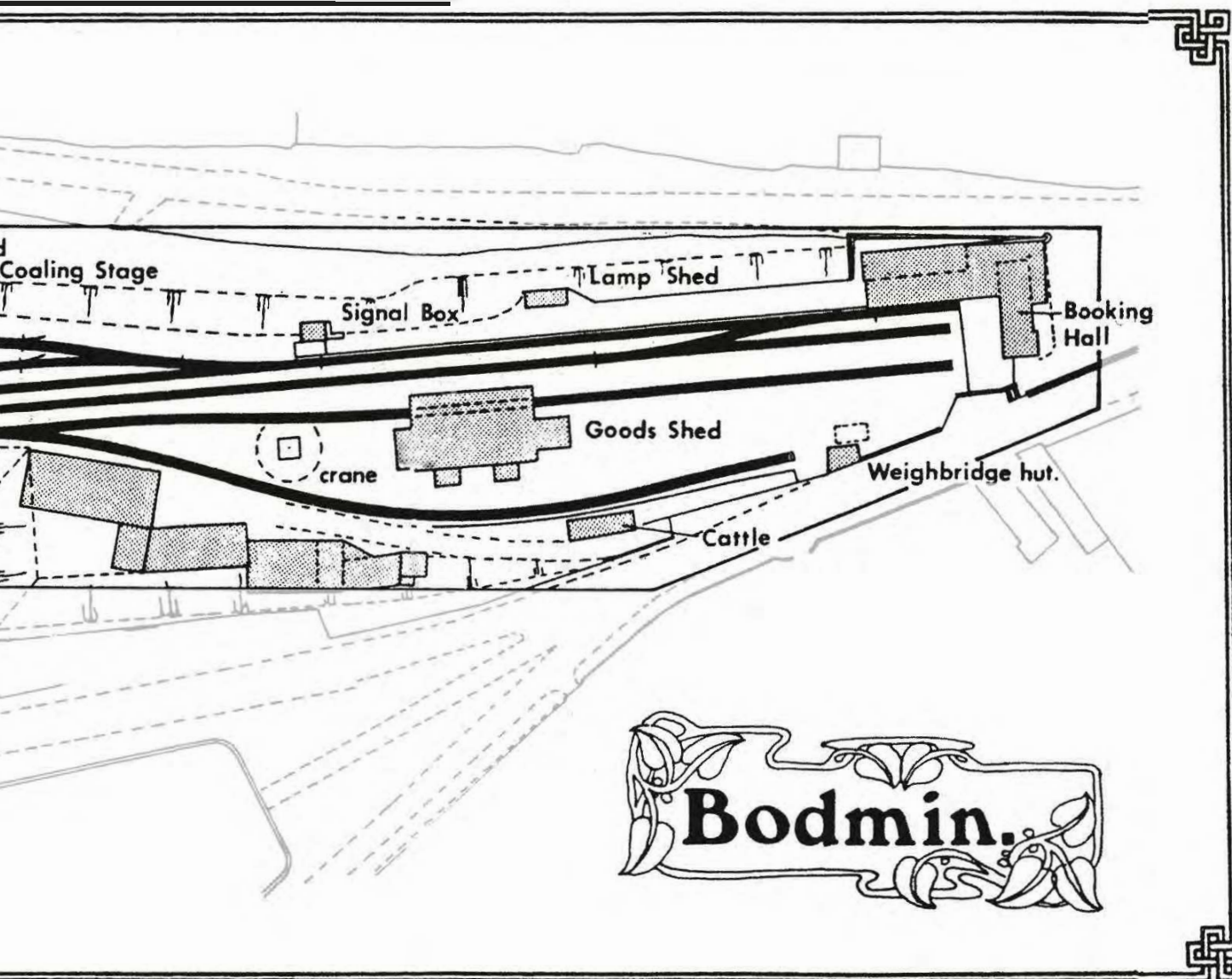


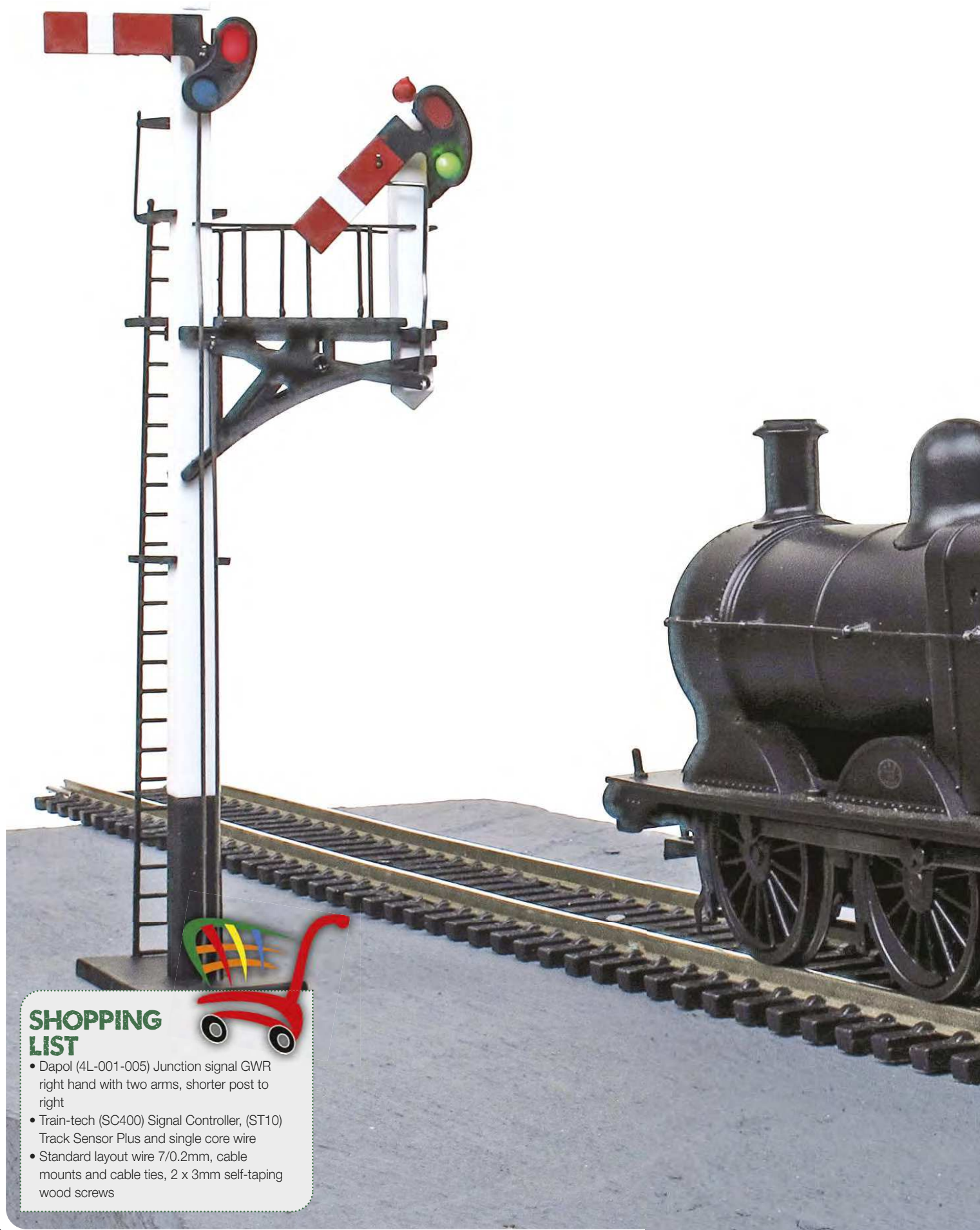


The parcels van waits outside the station front for the parcels that have travelled overnight from Paddington, Bristol or further afield, now in the van of the passenger train from Bodmin Road.

SPECIAL THANKS

Mention must be made to the great many people who were involved in the construction of 'Bodmin'. Rather than miss anybody out, no names have been mentioned. Unfortunately some members are no longer with us. We trust that the layout remains a testimony to all who have been involved.





SHOPPING LIST

- Dapol (4L-001-005) Junction signal GWR right hand with two arms, shorter post to right
- Train-tech (SC400) Signal Controller, (ST10) Track Sensor Plus and single core wire
- Standard layout wire 7/0.2mm, cable mounts and cable ties, 2 x 3mm self-taping wood screws

HOW TO... **AUTOMATE YOUR LAYOUT SIGNALS**

Words & photography: Michael Russell

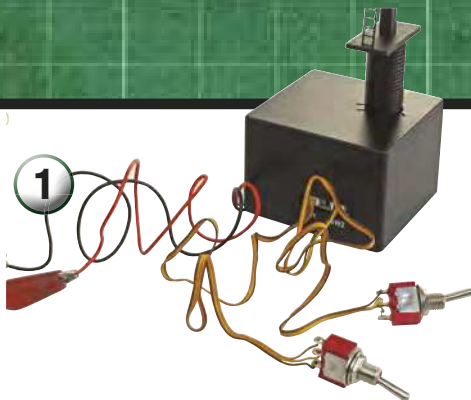
Tired of passing signals at danger, endless switches on your control panel or complicated operations? Michael Russell presents a solution to control Dapol's semaphore signals.



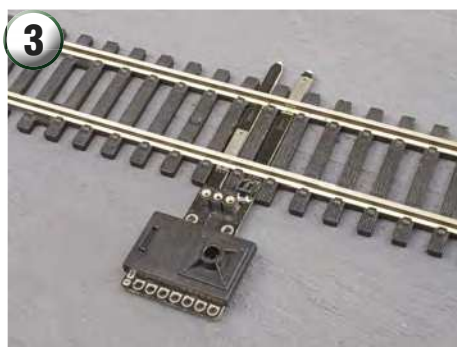
On the 'big' railway, signalling is critical and no trains run without it. However, many model railways lack signalling, as it isn't crucial to operation. This is a shame because signalling adds an extra dimension, both from visual and operational perspectives. Of course, what us model railway builders have always wanted is a plug and play system that makes signal installation and operation as simple as possible. Thanks to Dapol, we have just that in ready-to-use guise, with its servo-operated signal range.

Some will want to operate their signals using prototypical practice with signal frames and bell codes to give the full signalling experience. However, many of us would like the signals, as much as possible, to look after themselves. This is where a device by Train-Tech comes in with its range of electronics that have been developed specifically to work with the Dapol range.

The two work hand-in-hand so you can automate your signals. Before starting work, ensure that you disconnect power from the layout by disconnecting your power supply.



Before installing your signals, test them in isolation to ensure they work and to familiarise yourself with their operation. Follow the instructions provided by Dapol. I used my DC railway controller for power, but a 9V battery will suffice.



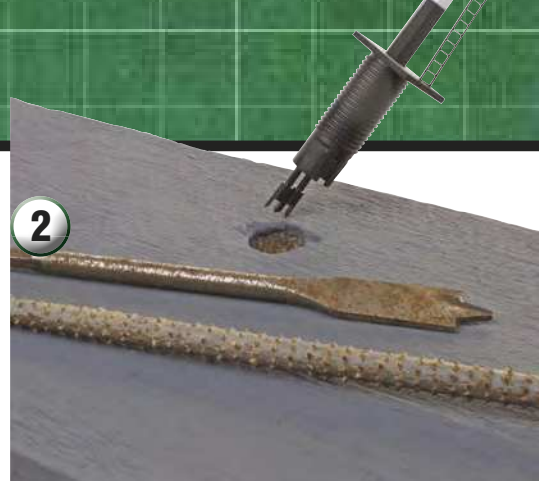
Site the train sensor at least 12in ahead of the signal it is to operate. If you are using Hornby track like me, simply push the two fingers into place where the power clips are designed to fit.



Use 3mm self-tapping wood screws to hold the signal controller in place using the top holes in the corners of the unit. Tighten only enough to hold the unit in place.



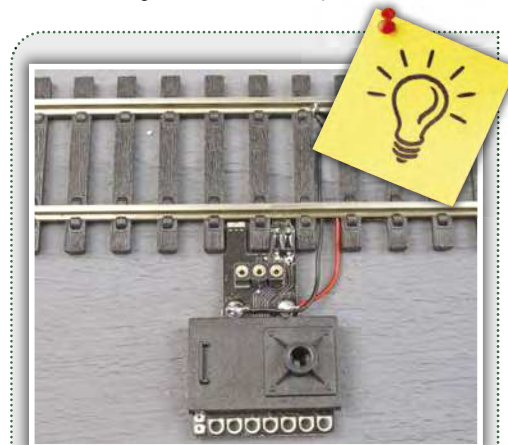
Connect wires from the power in terminals on the signal controller to the track or DCC bus. I soldered the wires to the underside of the track.



Drill a 15mm hole in your baseboard where you would like your signal to be placed. My drill bit was only 0.5in in size, but I was able to open the hole up slightly using a rasp.



It is essential that the train sensor fingers are in good contact with the track. Use a multimeter on the resistance setting to check for continuity.

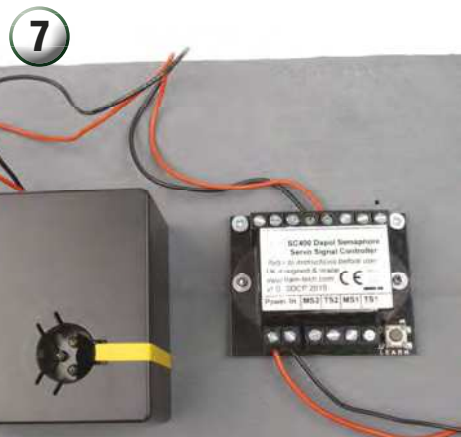


TOP TIP

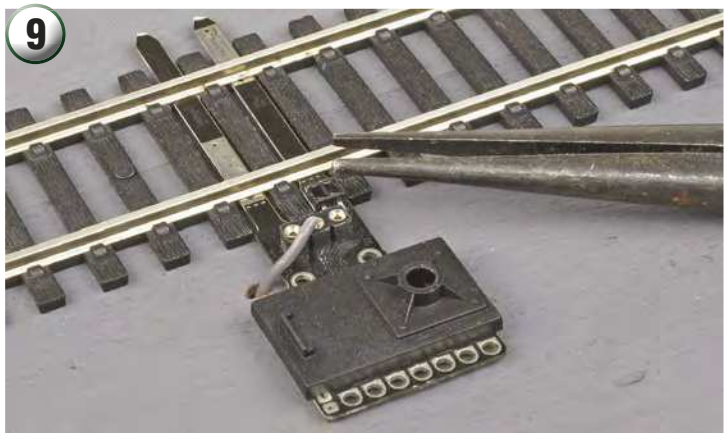
The units used here are equally happy working with DCC or DC, so everyone can enjoy automated signals. There are, however, a few things to be aware of when using DC. First, the units require a fixed voltage and you are not going to get that by connecting the power connections to the track. Instead, cut the fingers off the train sensor and use the two terminals provided to connect to a constant voltage power supply. Second, you should also wire the signal controller power terminals to this same supply. You must ensure that this constant supply is in the range 9 to 12V and is a smooth supply rather than non-smooth part-rectified.



Choose a spot under the baseboard to site the signal controller. I selected a position midway between the signal and sensor so that I wouldn't have to extend any leads. Use a bradawl to start the screw holes in the baseboard.



Connect the black and red power leads from the Dapol power base to the two signal power terminals on the signal controller.



Drill a 1mm hole next to the track sensor. Push a piece of solid core wire up from below and plug it into the central layout link socket.



Plug one of the Dapol control link wires into the Dapol power base.



Insert the signal into the previously prepared hole and rotate until it is aligned with the track. Now screw the nut into position and tighten it (finger tight). Do not use tools as you will damage the threads.



Double check the wiring and when happy, apply power. The LEDs in the signal arms and the red LED in the track sensor should light up. Run a vehicle up to the sensor and you should find that the signal comes off (clears).

10



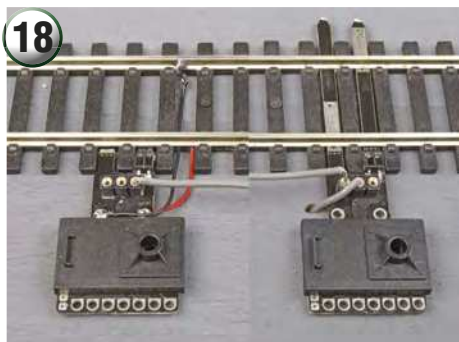
Place the other end of the wire from the layout link socket to the track sensor input TS1 of the signal controller.



Snip off the switch from the other end of the Dapol control link wire and separate and strip the ends.



Line up the power base with the bottom of the signal using the yellow stripes as a guide. Using gentle pressure, push upwards until you hear a click to indicate that the unit is held in position.



By default, the signal arm will return to danger 10 seconds after a train has passed. However, you could also locate a second track sensor after the signal to perform this function, adding a wire to link the two sensors together.

13



Connect the ends of the three control link wires into the corresponding terminals on the signal controller. The three wires are colour coded orange, yellow and brown. Don't mix them up.

16



Tidy up the wiring using cable tie mounts and cable ties. The former are self-adhesive, but I find that the stickiness soon goes off and prefer to stick them down using an impact adhesive.

CONCLUSION

The Dapol/Train-Tech combination works very well and your signalling can be automated with little effort. There are lots of other options using this combination too, including control using a variety of switches and buttons types, DCC control using a static decoder and pairing signals to work together. The ST10 track sensor also has lots of other functionality to help automate your railway. You will not be short of options using this system.

INBOX

Q&A
LETTERS
PROJECTS

LAYOUT IN A BOX

I have just read, and enjoyed, your article on building a layout in a box, featured in the February 2020 BRM, despite my being a vintage railway modeller. There was one aspect that I don't think is right. There is a glaring, to me, mismatch between the lush summer foliage of the baseboard and the late winter/early spring back scene. The trees are not yet in foliage. I keep seeing layouts using that particular back scene, one that even has full summer trees in front. Never mind, I like the idea of the layout. I have long had the idea of having four small layouts, one for each region so that all the marvellous models now available can have a layout.

Alan Barker

SHUNTING INSPIRATION



I wanted to share with you some photographs of the micro layout I built, inspired by your feature last month. I used the Scale Model Scenery baseboard kit. It's great fun to operate and provides my lad with lots of interest, shuffling wagons about. I've named it 'Stokes Sidings'. The trackplan mirrors the one you used but I did the scenery differently, making use of bits I had in the spares box. I like the little layouts that go into storage boxes. I did one a few years back in N gauge, also inspired by the one you did that went into the storage box.

Paul Berry

KEEP IN TOUCH

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E-MAIL brm@warnersgroup.co.uk

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

BILLY BOOKCASE



Regarding the Billy bookcase article by Phil Parker in October 2019 BRM, I thought you might like to see some photographs of my version.

I am working full time, so have limited time to build a large layout at the moment, although I do have the baseboard ready, having acquired a large number of various locomotives and rolling stock over the last few years. I have been inspired by Phil's layout, enough to actually produce a small test track to try out new modelling materials, such as static grass and Aqua Magic by Deluxe Materials. I had a spare MDF shelf, so utilising spare Kato track and various scenic materials and Ratio kits, I was able to work on this in my spare time.

Peter Little

HISTORICAL ACCURACY

As someone who was part of a small team who published details of ballast train workings for London Transport in the 1960s, I was most interested in the references to LT battery locomotives in the two articles in the Spring 2020 issue of BRM.

The "How to build a battery locomotive" article states that the 1964 (and later) battery locomotives are equipped for single operation. This is because they have two compressors. However, single haulage of ballast trains has not occurred for many years, and was confined to a brief period in the late 1960s. This came to an abrupt end following the Neasden collision of 23 September 1968, where a train hauled by a single battery locomotive returning to Neasden depot was unable to stop on the down grade from Dollis Hill to Neasden and collided heavily with the rear of the first Bakerloo

Line train, which was standing in Neasden platform.

The subsequent investigation revealed that the brake force of the single locomotive was insufficient for the weight of the wagons it was hauling. As a result, strict limitations were placed on trains hauled by a single battery locomotive, which effectively rendered the practice impractical. Operationally, there were also logistical problems where single-hauled trains reversed, which happened at least once per trip, and required run-round facilities, which had been withdrawn following the end of freight traffic on the Underground. Although all ballast trains are now fitted with continuous brakes, the inability to run a locomotive round its train means the practice of single-haulage was not reintroduced.

So, if you want to be historically accurate, it would be incorrect to depict a ballast train hauled by a single battery locomotive unless you are representing the short period 1966 - 1968.

David Carpenter

ACCURATE TIMESTAMP



I can add more information about the date of the double-page photograph of Oxford Street (BRM, Spring 2020 issue).

Although the caption suggests 'a busy 1960s scene' there are helpful clues that date the photograph as being no earlier than April 1970 and no later September 1971.

Shadows suggest it was taken around 1.00 pm. A number of

pedestrians are wearing coats, yet the window display of Marks & Spencer's has summer fashions on display.

The height of the sun, which is lighting the south side of Oxford Street, suggests that the photograph is late spring onwards. A reasonable assumption would be that the photograph was taken from April, but before the harsh light of August.

Heading towards the camera, almost on the yellow box junction, is a then-new Mk. III Mini, identified by its black radiator grill. Production started in October 1969, but as this is not a winter scene, the earliest this photograph could be therefore, is spring 1970.

On the middle left, heading away from the camera is an eastbound Green Line Routemaster. It's difficult to identify, but looks more like a 27ft 6in-long RMC version, rather than the 30ft RCL. With only 57 seats, compared with the RCL's 65 seats, the RMCs were taken off services along Oxford Street first and by 1970 they were unlikely to be used on Green Line; the exceptions being 'reliefs' or cover for breakdowns.

The last Green Line RCL Routemasters were withdrawn after 31 December, 1971. After then, three RCL journeys per day were retained on the rush hour Route 709 – but these went down Regent Street, not Oxford Street. This means the photograph is not any later than 1971. But the clincher – and by a pure streak of luck – is the odd-looking single-decker bus heading towards the camera, four vehicles behind the VW minibus.

It is one of only six Strachan-bodied AEC Merlins (XMS class). They were introduced on April 18, 1966 to launch the first 'Red Arrow' service, which was a circular from Victoria Station and back, via Oxford Street. The vehicles were not a success and all six were stored in September, 1969 – a month before the first Mini Mk. III was built. This bus is not showing anything on its destination blind. This is because it is one of three (XMS1, XMS2 and XMS3) that from June to July 1970 were used as training buses, before being put back into store for most of the rest of their LT lives. Therefore, this picture was taken in June, or July 1970.

Mel Holley

Howard Smith replies: Hello Mel, that's some impressive deductions from a single photograph - I've been schooled! Thanks for your input in correcting the caption.

BATHGATE

Having just read the article by Graham Nicholas on his 'Shap Summit' layout, my eye was drawn to the bit on car trains going to Bathgate. Having been brought up in that area when these trains were running, I thought a bit of information might be useful.

Bathgate had one of the larger yards and sheds approximately halfway between Edinburgh and Glasgow with connections via Bathgate Lower Station through to Linlithgow and onto the Forth Bridge. It was one of the sheds that stored steam locomotives due to be scrapped, but that is another subject. The car transporters didn't use the yard or shed area to unload but a spur adjacent to Bathgate Upper Station, which was located in the centre of the town and built on a curve. The spur, from what I can remember, had a turntable at the station end. This was eventually lifted and an unloading ramp constructed for the car trains, and the vehicles were unloaded and driven a mile or so to the storage yard across the road from the British Leyland bus and tractor plant on Bathgate Road; this had its own line from the yards.

The main Edinburgh-Bathgate line ran about quarter of a mile to the north of the storage yard and a spur could easily have been laid from that into the storage yard as there had been sidings here in the past.

The Bathgate yard was a hub for the local coal mines, British Leyland, The North British Steel Works and a couple of other foundries. Livestock came through for the local butchers, with passenger traffic to Edinburgh and Glasgow and the steam specials on a Sunday up round the Trossachs and to the Fife Coast. Long after the Beeching cuts, Bathgate once more has a station and a stabling yard for passenger stock.

Eric Rigg



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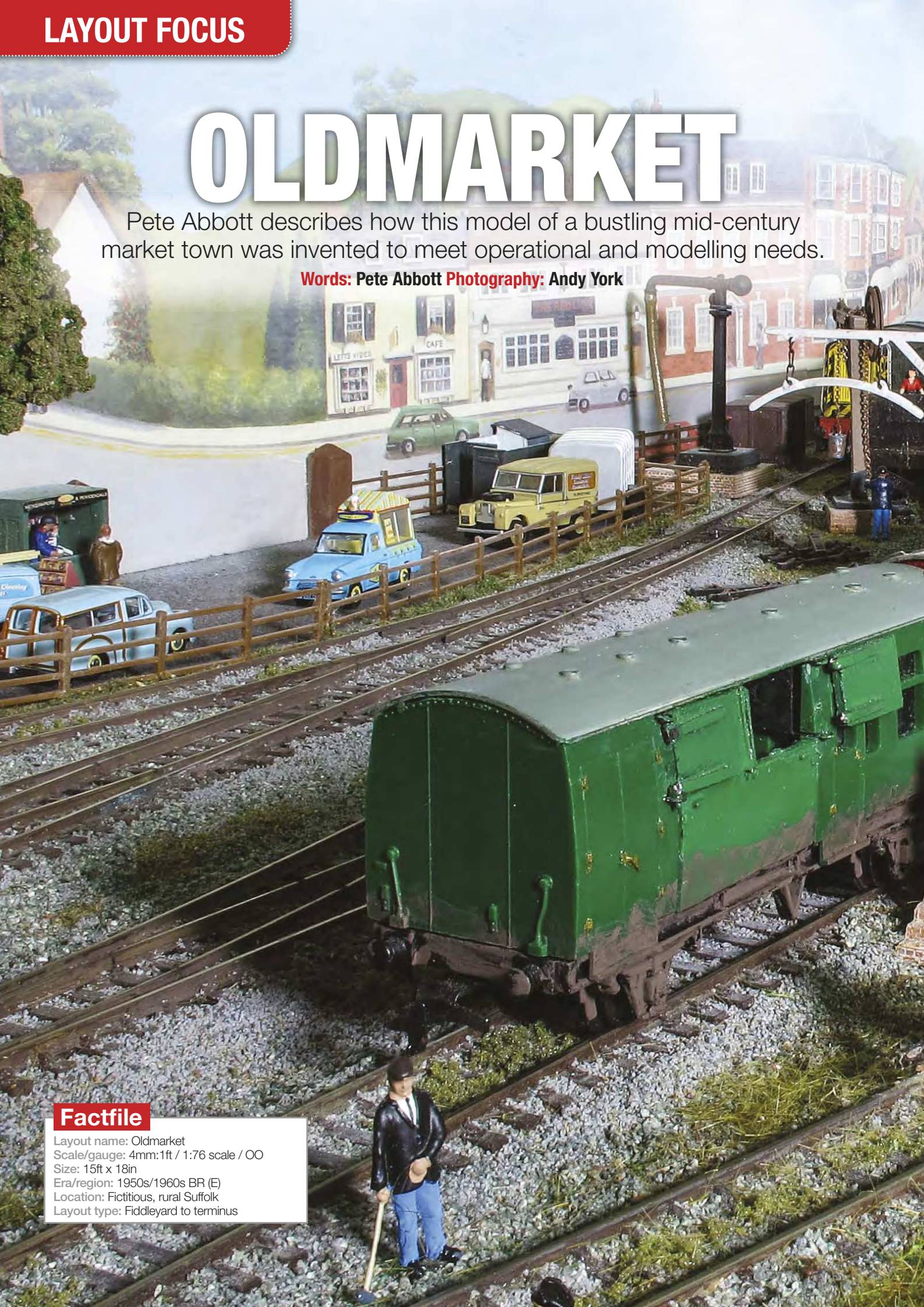
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OLDMARKET

Pete Abbott describes how this model of a bustling mid-century market town was invented to meet operational and modelling needs.

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



Factfile

Layout name: Oldmarket
Scale/gauge: 4mm:1ft / 1:76 scale / OO
Size: 15ft x 18in
Era/region: 1950s/1960s BR (E)
Location: Fictitious, rural Suffolk
Layout type: Fiddleyard to terminus



Horsebox siding at 'Oldmarket'.

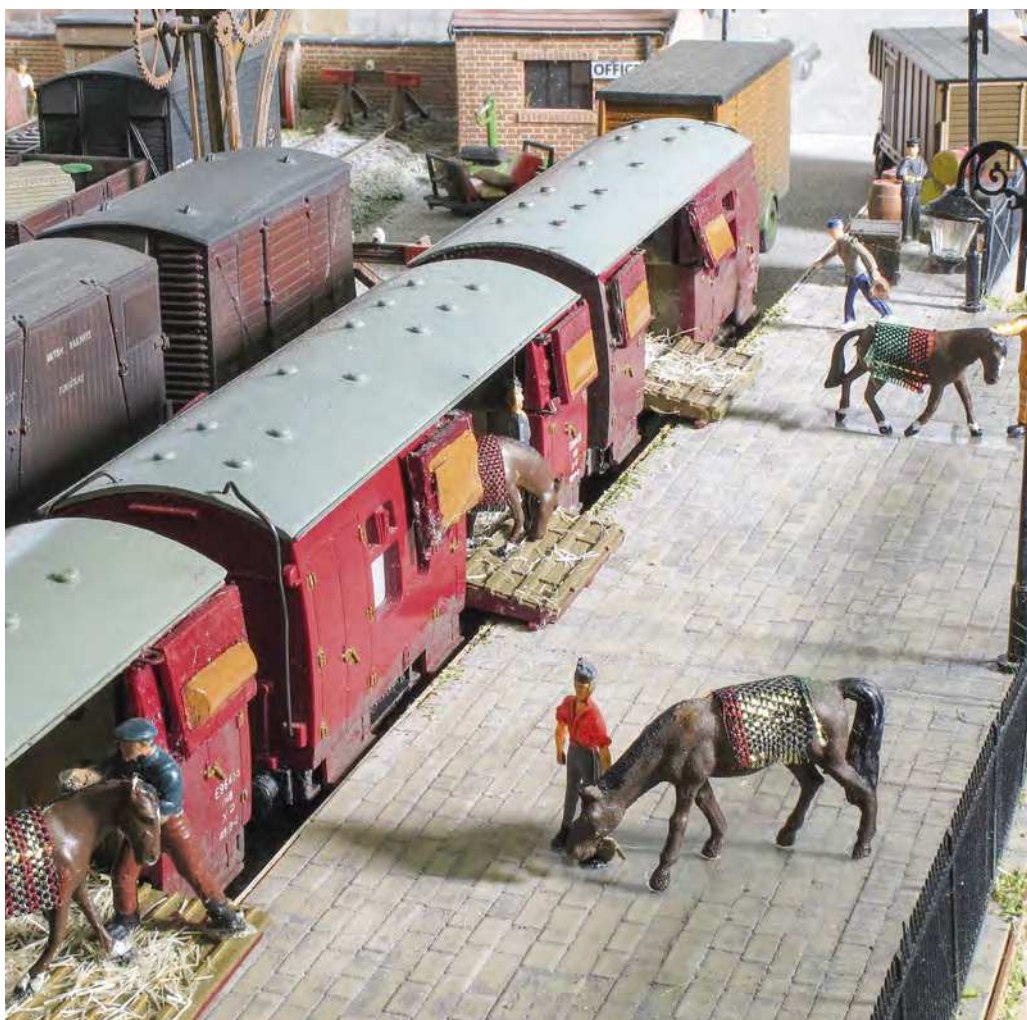
Set in deepest rural Suffolk, 'Oldmarket' is a small country town that boasts a quality racecourse that gives the local economy a boost on race days and provides local employment throughout the year, with training and stabling of the horses at the racecourse and some surrounding estates.

The railway came to 'Oldmarket' in 1874, financed mainly by the local gentry to get the town connected to the outside world. A branch line was built from the main London-Ipswich line, and eventually became part of the Great Eastern Railway, duly passing to the LNER, then British Railways.

With the coming of the line, the farm produce was sold to an ever-expanding market and many local landowners expanded their farms to cope. The railway also brought mail, newspapers and goods, including domestic coal, more easily into the town.

'Oldmarket' gained its first factory in 1895, which produced agricultural items for both local and eventually national use, providing traffic for the railway. The town expanded and new buildings for the bank and hotels, as well as housing, appeared. It was quite possible to commute to Ipswich from 'Oldmarket' using the railway.

The passenger service for the line was a regular train to and from the junction. Main line services calling there for onward travel on race day excursions, would run direct to



A busy scene in 'Oldmarket' goods yard as racehorses are unloaded.

D16/3 No. 62530 arrives in 'Oldmarket' station with a parcels train.



Brush Type 2, D5551 reverses its train of 'Covhops' in the sidings.



'Oldmarket' from various destinations. The freight services were mainly farm produce to an impressive variety of destinations, including grain traffic in special wagons; much of this of course was seasonal.

All of this of course is complete fiction and the layout is a figment of our imagination. We show things as they might have been in the ever-popular 1950s/1960s period when the line was still viable. Although much agricultural traffic had been lost to road haulage, the branch passenger trains and excursions still ran and the grain traffic was buoyant.

Building 'Oldmarket'

We make our own baseboards to a standard 3ft x 1ft 6in model. We find this is comfortable to carry and is a formula for modules allowing many items to be used across several layouts including fiddle yards, lighting pillars and control panel shelves. It also allows members to work on a section of a layout on a bench for electrics or scenery, which spreads the jobs out on club nights.

'Oldmarket' has five baseboards but the two for the fiddle yard were already built, thus making the layout a shorter timescale project. We have found we can assemble the layout at shows in under an hour and while the bookings keep coming in it will remain part of our layout stock.

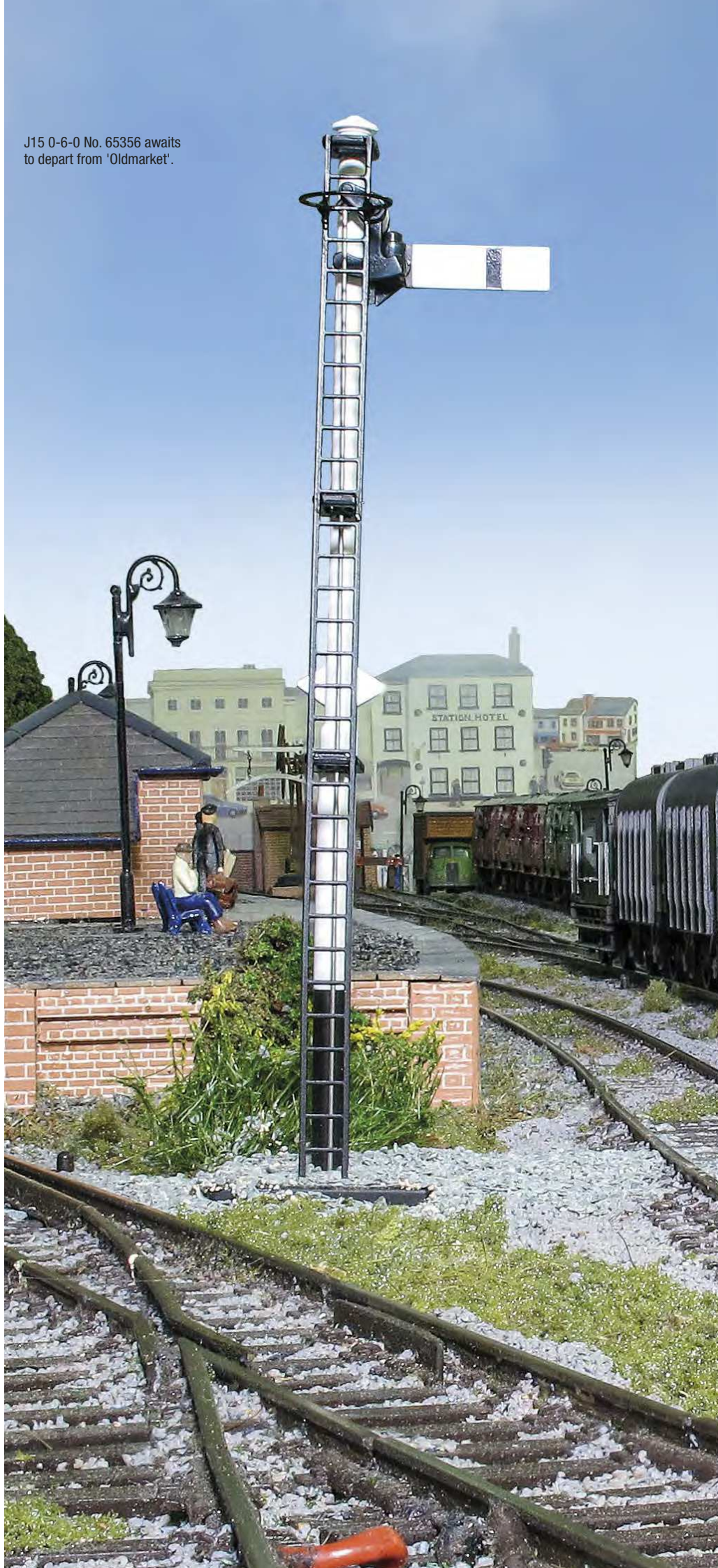
We use Peco track and Tortoise point motors, all weathered to help it blend in. The stock is mainly RTR with the odd kit-built item; the quality of current off-the-shelf stock is hard to match.

Most services use BR Eastern Region locomotives, but excursions turn up the odd surprise and early diesel types sometimes appear providing variety for the viewing public and operators. The branch service is often entrusted to a DMU.

When it comes to scenics, our idea was to make the layout appear busy, without overdoing it. The town has a racecourse nearby, so it would need to reflect that, we also wanted some local rural-based industry for added interest. The outcome was the agricultural machinery suppliers with new equipment sales - a good excuse to display Oxford Diecast tractors. There's also a basic servicing point for the locomotives off raceday specials.

The goods yard has a ramped platform to allow the horses access to road transport for onward travel. The horseboxes are old Hornby Dublo models and the vehicles are Oxford Diecast. The lights are from Kites and the figures mostly from Dapol.

J15 0-6-0 No. 65356 awaits to depart from 'Oldmarket'.



“If you're researching a prototype from photographs, observe details carefully and don't model what you think you see.”





A bird's eye view of 'Oldmarket' station throat, as D16/3 No. 62530 awaits departure, with all signals 'on'.

We found the horses at a toy fair and detailed them. Most of the buildings are scratch-built with a few commercial products.

Around the edges of the town are gentle hills with fields to show the rural nature of the area. These were made with Kingspan insulation material covered in Modroc and static grass. The smaller trees were obtained quite cheaply from eBay.

We have found that taking a step back to look at your work often avoids overdoing the scenery, while being willing to accept suggestions and criticisms from other members also helps get things right. For example, all the road vehicles are toned down to lose the highly-polished finish so often seen on other layouts.

If you're researching a prototype from photographs, observe details carefully and don't model what you think you see.

A tranquil scene as the crew of ex-LNER J15 No. 65356 enjoys a brew in the sunshine.



ROLLING STOCK

As the layout is Suffolk-based and set in the late-1950s/early-1960s, much of the stock is British Railways Eastern Region and both steam and diesel. Usually the layout has steam classes J15s and N7s as well as the smaller BR Standard classes and diesels from classes 03, 15, 16, 24, 25 and 31 can also be seen.

Diesel railcars and railbuses handle local passenger services supplemented at times with the occasional steam-hauled one. All our stock is weathered, from a light dusting to downright filthy and have crew with lamps or discs fitted. This is part of our self-imposed standards voted by members; straight from the box is not for us!

Our coaches and railcars have passengers fitted, plus working lights and weathering. The freight stock is a mixture, including weathered grain wagons, and all complete trains carry a tail lamp. We have parked in the bay four old Hornby-Dublo horseboxes forming part of a diorama of horses being unloaded; these were picked up quite cheaply at a toy fair.



Club life

I had been a lone modeller for many years, asking questions at exhibitions and reading books and magazines in my thirst for information. I feel club life has improved my skills, the fun and banter is also good to be part of. However, I do accept that club life is not for everyone - it's a very personal thing.

We hope you will say hello when you see us out with 'Oldmarket', or indeed any of our other layouts. We welcome questions but cannot promise to answer them all due to our ageing crew's failing memories!

Now in retirement, I find my hobby keeps my brain and hands active and certainly keeps me away from daytime TV. When at work, retired colleagues would say "I don't know how I found time to go to work" and I have also discovered it applies to me.

Some of the items available today would have been beyond my wildest dreams all those years ago when I started out in the hobby.

I hope to continue "playing trains" for many years to come.

ILKESTON (WOODSIDE) MODEL RAILWAY CLUB

During the mid-1980s, a group of railway enthusiasts got together to watch railway films, made possible by a videotape machine; cutting edge stuff for the time. Initially, the meetings took place at each others' houses, but this began to be a problem as new members joined, swelling the groups numbers. One members parent's had taken over stewardship of Woodside Social Club in Ilkeston and so the unused function room was hired each week for the princely sum of £3, the only condition being we all purchased a drink! No problem then.

One week someone remarked "You could get a great model railway in here", and the seeds were sown. Several of us had model railways at home and we soon had permission to use the room for a second group meeting each week, swelling the bar takings even more.

We set up as a club and soon started building a layout, learning from each other as we went along. It had all the making of an exhibition layout when disaster struck. The stewards left and a new crew was appointed. We asked about our position and were told we had three days to leave!

Once again, we had a member whose mother was a cleaner at a pub. He persuaded her to ask the landlord if he had any room for us, he agreed and we moved premises very quickly to our new home. After a few years the landlord retired and his successor again evicted us. Not so lucky this time, nowhere to go! Our layout and equipment were shared out among those who had space at home and we continued to meet at one member's local pub for a while. We got a lifeline when the local miners' welfare offered us a building to use as a clubroom. We fitted it out and moved all our stuff in, that was in 1997 and is still our home today.

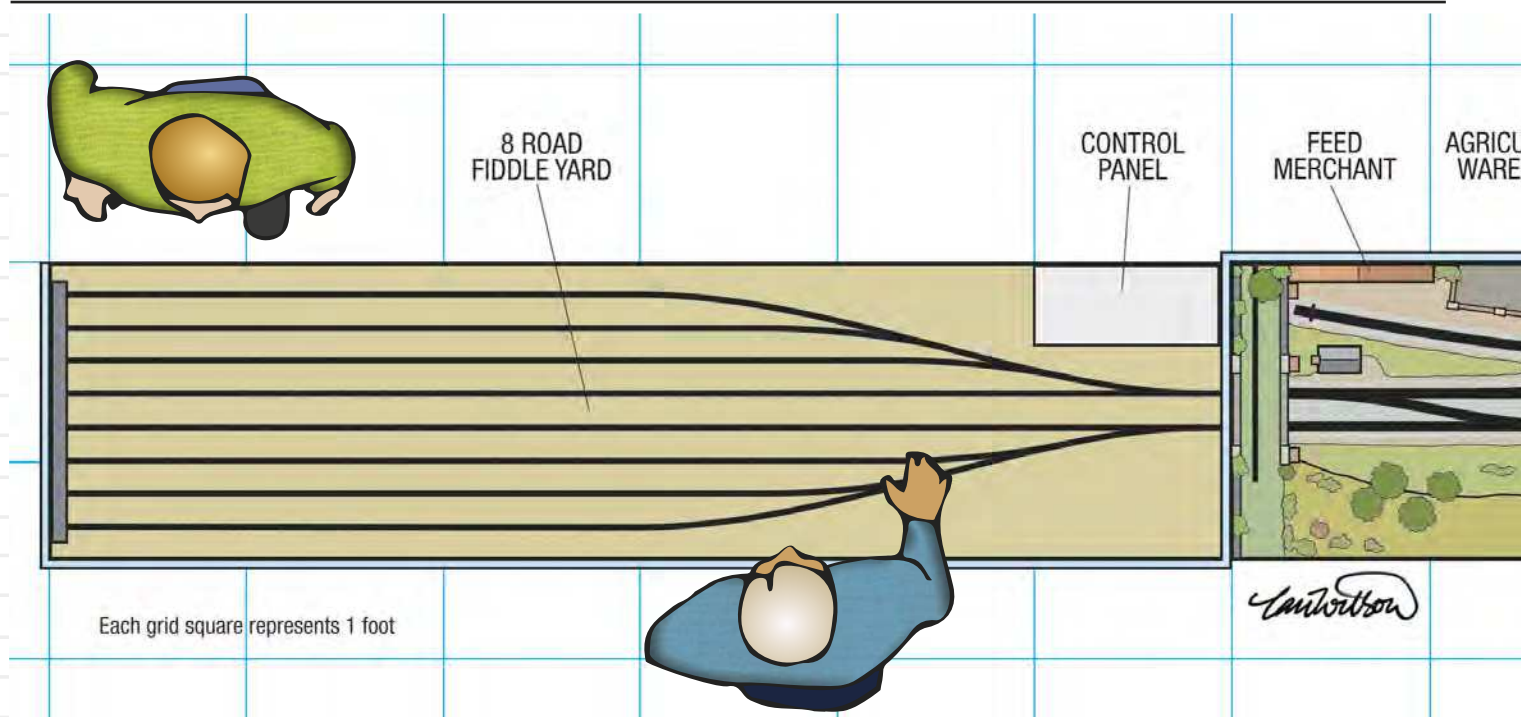
Over the years, members have come and gone, but we usually have around a dozen or so. Some who have left remain friends of the club and we get on well with all our local clubs, and help each other where we can. We have built several layouts over the years and currently have half a dozen in stock. We all enjoy exhibiting and have been at shows ranging from small school and charity events to the likes of York, Doncaster and the N.E.C.

Perhaps the story of the layouts and exhibiting them is for another time...

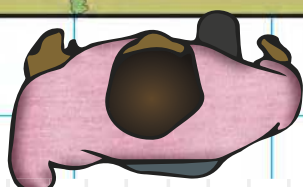
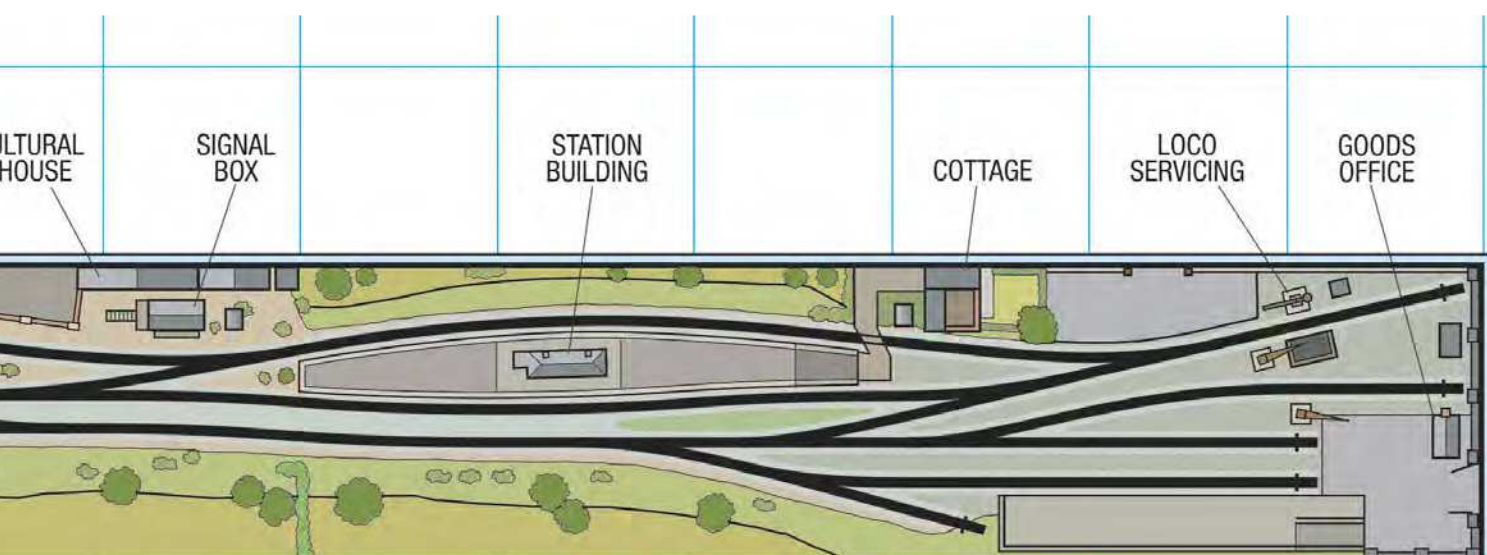


Trackplan

OLDMARKET



65356 shunts at 'Oldmarket'



HOW TO... ANIMATE A RUSTON 48DS

Words & Photography: Michael Russell

Hornby's attractive, versatile shunter is proving popular with modellers and collectors alike, though a few hours' modelling can rapidly transform these industrial favourites.



Hornby's Ruston & Hornsby 48DS model is small; its Peckett W4 looks quite large in comparison! If, like me, you hate locomotives stalling, then you may view such a model with apprehension, because any model locomotive with a short wheelbase and few wheels is likely to stall at some point, even with perfect track and a systematic cleaning regime. Would you like to have one? Yes, without doubt, but will it end up being a cause of frustration if it stalls? Probably. Of course, the match truck supplied with extra current pick-ups greatly

helps, but you may not want to run it with the locomotive and it makes things more complicated connection-wise.

Modern technology can rescue us from this situation. A 'stay alive' system can help locomotives cope with temporary current collection issues. Also, such a provision makes sound an attractive addition, since continuity of supply will prevent the decoder resetting, or sound breaking up, when dead spots are encountered. While we are about it, wouldn't it be nice if we could get those front and rear headlights working?

Adding extra wires between the locomotive and the match truck is not something I want and so everything has to be fitted inside the locomotive.

If all this weren't enough, I was then presented with a version of the model without the cab doors, making the job of hiding all these additional parts even more difficult. So, I should warn you that this installation involves compromises. Personally, though, I think they are a price worth paying and it makes an already excellent model even better.

SHOPPING LIST

Zimo (MX648F) sound decoder
 Youchoos LifeLink
 4 x flat tantalum capacitors
 2 x cab lights
 Kapton tape
 Black Tack
W: www.youchoos.co.uk

Ruston & Hornsby 48DS
 Humbrol 113 acrylic paint
 Humbrol 33 black enamel
 Humbrol Clearfix
W: www.hornby.com

Slater's clear plastic sheet (Plastiglaz)
W: www.slatersplastikard.com

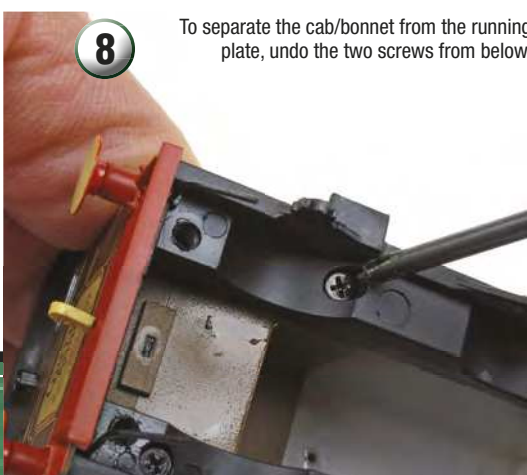
Stripboard and fibre optic cable
W: www.railwayscenics.com



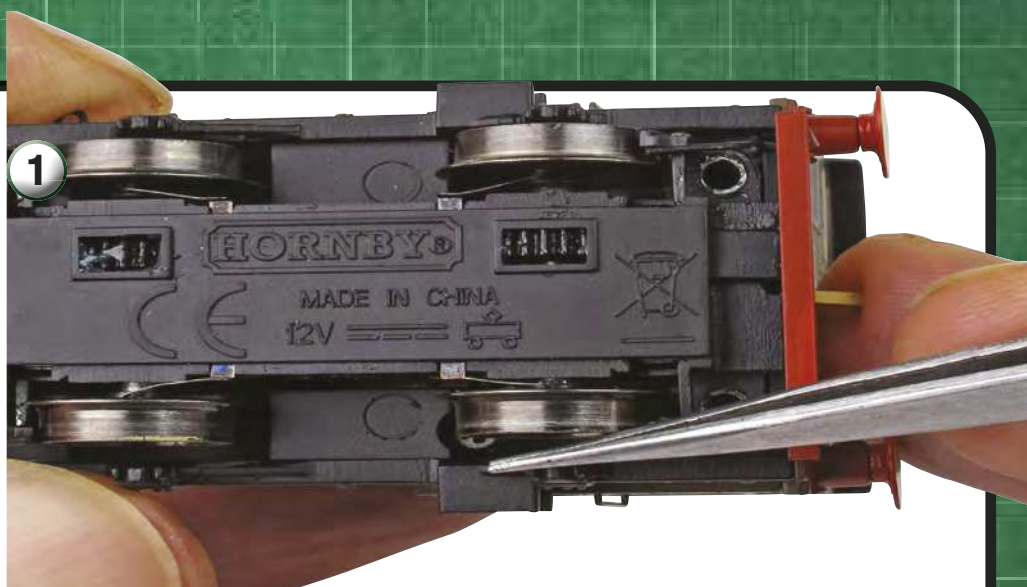
If the pick-ups are misaligned, use a small flat-bladed screwdriver to release the tab at each corner of the chassis and lift off the baseplate.



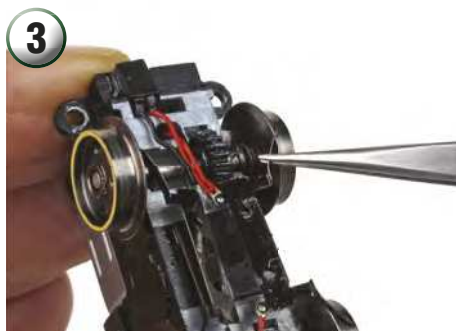
Next, pull the coupling bar out from the locomotive using gentle pressure. Both ends of the coupling bar are an NEM push clip-fitting and are designed to be removed.



To separate the cab/bonnet from the running plate, undo the two screws from below.



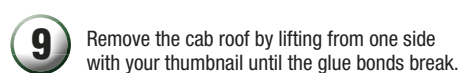
Move the wheels from side to side and check that the pick-ups remain in contact with the back of the wheels at the extremities of movement. On a locomotive like this, with two wheelsets, this is very important.



Very gently, lift each contact in turn away from the wheel and move outwards using a pair of tweezers. Push the baseplate back into place (orientate it to fit over the gears) and test the loco on DC current.



Remove the buffer beam inserts and/or couplings from the buffer beams by gently levering with a flat-bladed screwdriver for the former, or with your fingers for the latter. Use a container to store all removed parts.



Remove the cab roof by lifting from one side with your thumbnail until the glue bonds break.



Once you're satisfied, detach the locomotive from the match truck. First, gently detach the pick-up wires by holding the two-pin plug using pliers or tweezers and pulling straight back.

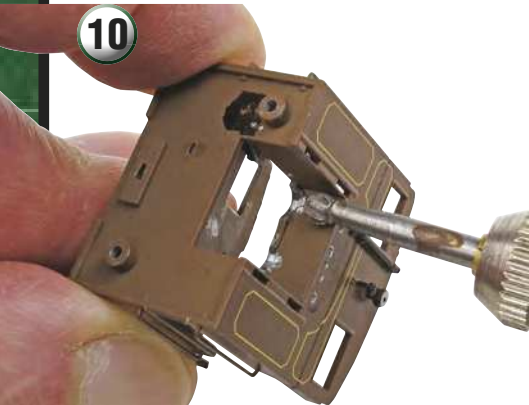


Undo the four screws that hold the body to the chassis; there is one in each corner. Remove the body. You may need to gently hold the catchers out of the way to stop them fouling the pick-up sockets.



PREPARING THE CAB

10



Create space for wires beneath the control desk using a routing bit in a rotary tool. Wear goggles for all operations using power tools.

11



Lever out the window glazing. Remove the cab toolbox with pliers, and push out the rearmost two control levers from the reverse with a flat-bladed screwdriver.

12



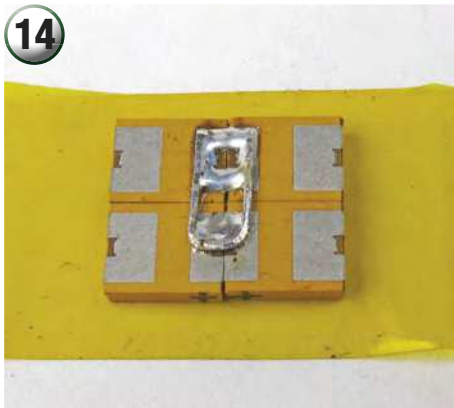
Using a narrow cutting disc in a rotary tool, remove the rearmost fittings from the floor of the cab. Protect surrounding areas with masking tape. Swap to a routing tool and remove the toolbox fitting guides from the cab floor.

13



Using a drill of a diameter to match your fibre optic cable, drill a hole through the centre of each light, through to the inside of the cab.

14



Stick four tantalum capacitors to a piece of Kapton tape. Make a 'U'-shaped piece of single core wire; I used the legs off the two resistors from the lighting circuit. Solder in place over the positive terminals.

15



Make a second 'U'-shaped piece of wire to connect the negative terminals. Solder the LifeLink to the corresponding terminals.

16



Fold the Kapton tape up and bend the LifeLink over to form a compact unit. Test fit the 'stay alive' alongside the speaker to ensure that everything fits.

THE LIGHTING

17

The lighting board is made from a piece of stripboard four holes by five holes in size. Use side cutters to break the gaps between holes and tidy up with a file. Wear a mask and clean up any dust straight away.



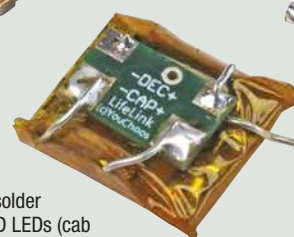
18



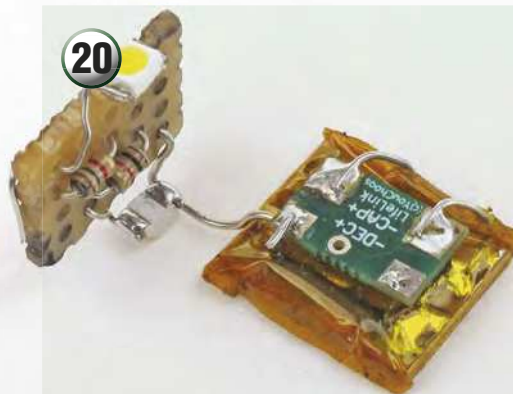
Solder two of the resistors supplied with the cab lights into place. See the PCB circuit diagram. Save the resistor legs for the 'stay alive' build.

19

Using solid core wire, solder connections to the SMD LEDs (cab lights) and the positive DEC terminal on the LifeLink. Use a multimeter on the diode setting to check the LED polarity.



20



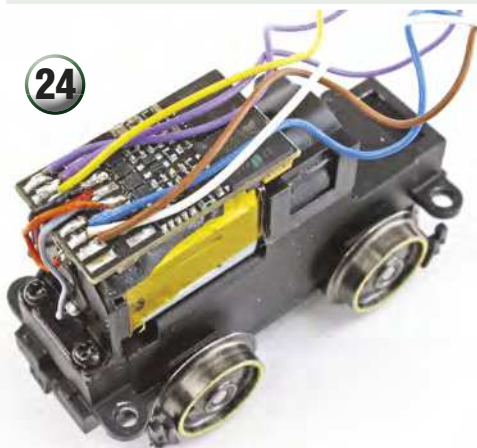
Solder the lead from the DEC positive terminal to the lighting board. Using the cab as a guide, solder the two cab lights into place, too. Refer to the PCB diagram (right).

21



With the lighting board in place, ensure that the LEDs fit directly behind the cab lights and that the roof fits, too. Adjust as necessary. You can file down the solder connections on the circuit board a little for more clearance.

24

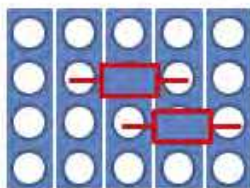


Cover the motor with Kapton tape and mount the decoder using Black Tack. Solder the existing pick-up and motor wires in place, consulting the decoder documentation to check the position. Disconnect the speaker purple wires at the speaker end.

Front PCB

From +ve
LifeLink via
rear LED

rear LED
-ve



front
LED +ve

Yellow
wire
from
decoder

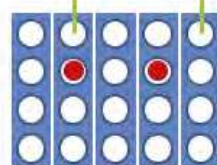
White
wire
from
decoder

front LED
-ve

Back PCB

rear LED
-ve

From +ve
LifeLink via
rear LED



front LED
-ve

White
wire
from
decoder

Yellow
wire
from
decoder

front LED
+ve

WIRING UP

22



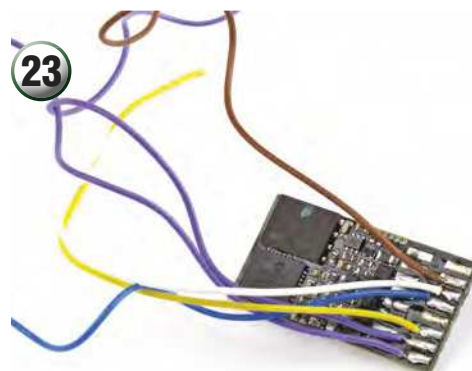
Remove the decoder socket by unsoldering the existing connections. Re-tin the ends of the wires.

25



Temporarily refit the running plate over the chassis. Use tweezers to help the sandbox pipes over the wheels. Hold the cab in place for the next step.

23



Carefully cut the cover from the decoder and unsolder the red, black, orange, grey, brown and green wires. Reverse the direction of the blue, white, yellow, and the two purple wires. Solder the brown wire to the ground pad.

26



Run the wires through to the cab and cut them to the correct length, making allowance for bending around contours. Strip the ends of the wire and tin them ready for soldering.

27

Take the chassis out and re-attach the cab and bonnet to the running plate. Thread the wires back through to the cab. The bonnet hooks under the buffer beam. Refit the chassis screws.

28

The speaker is fixed upright in the rear of the cab using a small blob of cyanoacrylate underneath. Solder the two purple wires to the speaker terminals. Glue the central cab level back into place.





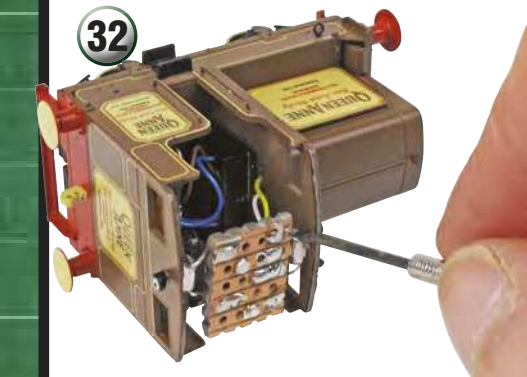
29 Slide the lighting rig into place – it shouldn't need gluing. Solder the blue positive wire to the DEC positive (+) terminal and the brown wire from the decoder ground to the LifeLink DEC negative (-) connection.



30 The white and yellow wires go to the lighting circuit board. Use Black Tack to hold all wires in place against the surfaces they pass over and to hide them from view.



31 Double check all your wiring. Now test the locomotive on a programming track and ensure that you can interrogate the decoder address. If okay, then proceed to run it as normal.



32 Put Black-Tack around the LEDs in the cab to stop light leakage. Using an old brush, paint the inside of the cab with Humbrol 113 acrylic paint and leave alone until it is dry, then retest the locomotive.



33 Cut a short length of fibre optic cable and glue into place using PVA, then paint the part in view in the gap between the cab and the light fitting with black enamel paint to prevent light leakage.



34 Make new glazing from Slater's clear sheet using the old ones as templates. Cut and file to shape and hold in place with Clearfix. Glue the cab roof back on with cyanoacrylate. And that's it - job complete!

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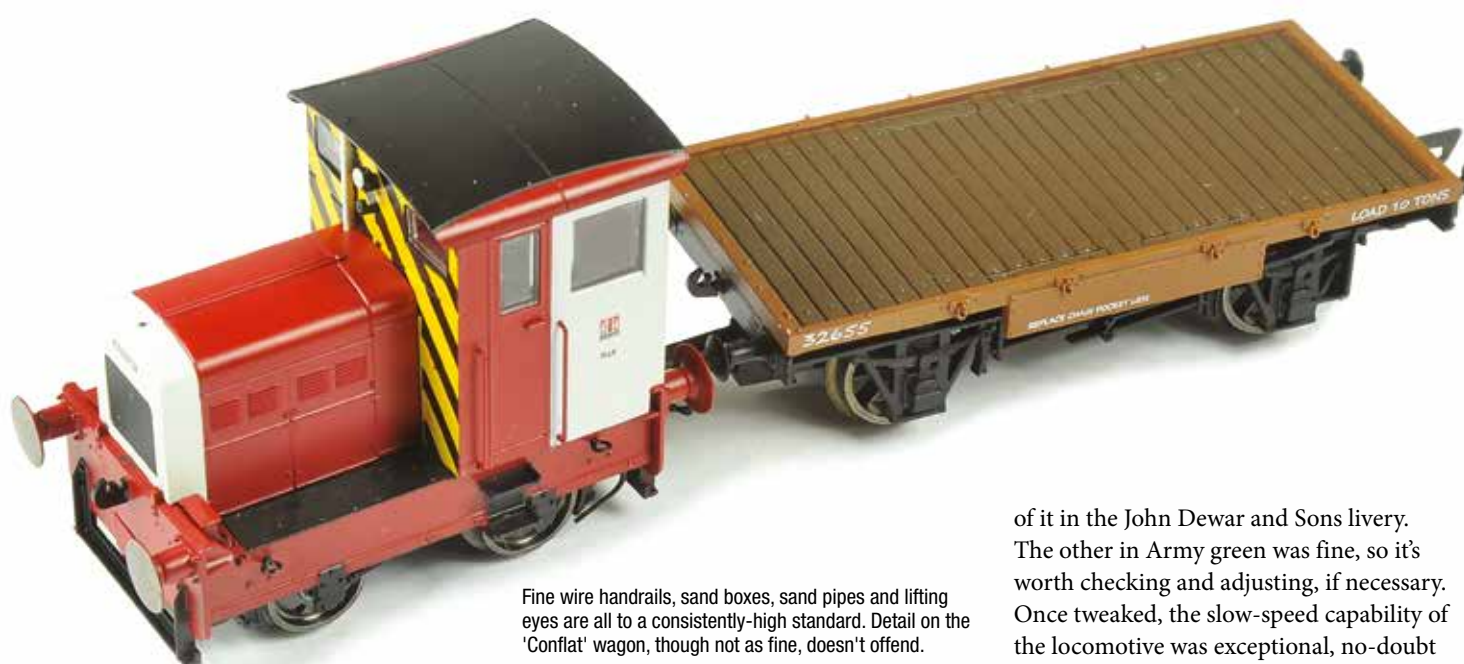
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HORNBY RUSTON & HORNSBY 48DS

Words: Howard Smith Photography: Tony Wright



Fine wire handrails, sand boxes, sand pipes and lifting eyes are all to a consistently-high standard. Detail on the 'Conflat' wagon, though not as fine, doesn't offend.

A model which I gave great attention at the Hornby 2019 model range press launch was the Ruston 48DS. First tooling samples were unveiled on the day and offered an opportunity to cast an eye over the proportions of this small locomotive. It was explained that a 'Conflat' wagon was supplied to ensure electrical contact to the rails of this short wheelbase prototype, assisting it over poor track.

Arriving as of this month with retailers and modellers who pre-ordered via its website, are closed and open cab variants of the model in four liveries, spanning the 1952-1994 period. Kindly sent on-loan from Hornby HQ were samples of its 48DS in John Dewar & Sons white and red (R3705) and Army green as No. 802 (R3706). Between 1936 and 1969, 189 standard gauge locomotives were constructed at Ruston & Hornsby's Boultham Works to evolving diagrams, until sales dwindled.

Two for one

Simple to unplug from the NEM socket, the wagon can be detached, if desired. Replacement NEM couplings are provided, as are buffer beam blanking pieces. The connector cable can be unplugged too, and is handed with one pin longer than the other to prevent it from being incorrectly plugged-in. The solution is ingenious, though not unique – a similar solution being employed on Bachmann's 'Wickham Trolley'. I feel that the plastic connection piece between locomotive and wagon is a little restrictive in its movement. If not perfectly straight, it has a tendency to lift the leading wheels of the lightweight wagon, though can be adjusted to shape with careful bending, accordingly.

On test, the duo performed admirably around the first radius curves of our Christmas train set (see page 116), though a phosphor-bronze pick-up wasn't touching one of the wagon wheelsets on our sample

of it in the John Dewar and Sons livery. The other in Army green was fine, so it's worth checking and adjusting, if necessary. Once tweaked, the slow-speed capability of the locomotive was exceptional, no-doubt assisted by the small diameter of the wheels. A compact three-pole motor powers both axles via miniature gears, and its torque combined with the weight of the locomotive is sufficient to haul 15 wagons with ease – more than enough for the typical one or two wagons that the prototypes would handle.

Comfortably Compact

Being one of the final ten 48DS locomotives constructed, entering service in 1961, No. 458957 has a strengthened buffer beam with extra side supports. Hornby has factored in this variation on this version only, changing the chassis detail accordingly. The prototype worked at John Dewar & Sons' Inveralmond distillery from new until its closure in 1994 and is currently preserved on the Caledonian Railway. One of two closed-cab variants to be offered in this first batch from Hornby, the model measures just 54mm in length – for reference, that's 27mm less than the 'Conflat' wagon supplied. It's a small



locomotive indeed and its 21mm wheelbase makes it more than capable of negotiating the tight radius curves of whatever trackplan it might encounter.

Finer Additions

The wheels accurately have four drilled holes, yet the flanges appear overscale. The wheels are to RP25 standards, the smaller wheel diameter merely playing tricks on the eye. The cosmetic axleboxes are well captured, while side steps are integral with the die-cast chassis. Four separately-fitted lifting eyes further elevate the detail. I appreciate the bar protruding through the chassis sides for hand cranking – detail that shows the design engineers have closely studied prototype information.

Bonnet louvre, hinge, grille and radiator filler cap detail is admirable and a similar effort has been made on the cab, which includes interior lever detail. The 7.5T locomotives had three forward and three reverse gears. Gear change was operated

by a lever with no foot action necessary – each gear had its own clutch. Directional change was operated by another lever in the cab, operating sliding dog clutches in the gearbox, with power to the axles via chains. Three levers are represented inside the cab, though these are mostly obscured with the roof in place. Should you wish to install a driver, simply pull the cab roof away and secure into place with a plastic adhesive after you've finished.

A representation of the electric lights at the front and rear of the locomotive is good to see, the silver-painted lenses of these items being a simple item to upgrade for more discerning modellers, perhaps with a clear lens, or an LED for more ambitious modellers. A six-pin decoder socket is installed, access to which is by removing four screws to the underside of the chassis. A small light modification would be an ideal weekend project for DCC modellers. Decoration on both samples is to a high overall standard, the location of the wasp

datafile

BASICS

Manufacturer: Hornby Plc

CATALOGUE REFS:

Ruston & Hornsby 48DS and flatbed wagon No. 269595 (R3704)

John Dewar & Sons (R3705)

Army No. 802 (R3706)

Longmorn Distillery *Queen Anne* (R3707)

RRP: £79.99

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

Era: 4 to 8

Company/Operator: Various Private Owners / BR

Weight: 76g + 21g wagon

Body: Plastic **Chassis:** Die-cast metal

Wheel Profile: RP25

Couplings: NEM bar and clip, with spare replacement NEM tension-locks

stripes on the John Dewar & Sons sample matches photographs of the prototype, though the mask used to spray the steps and axle boxes black has resulted in a little overspray to the sides and guard irons. It still doesn't detract from what is my favourite livery from this batch and can be hidden with a little weathering, if deemed necessary.

It's the perfect candidate for industrial modellers who are seeking a new locomotive addition to handle the odd wagon around a site. From private permanent-way contractors to civil engineers, brewers, steel works, collieries, wood importers, creosote works, docks and today a regular site on heritage railways, there's ample opportunity to justify a 48DS on your layout. And if not, make an excuse – it's an excellent model rendition of these wonderful little locomotives. Full marks to Hornby.



Though both 'Conflat' wagons attached employ the same colour scheme, their markings differ, appropriately, the Army version receiving a stencilled number. Note variations to the cabs and bufferbeams.



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Control Panels

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Most Suited to OO/HO/N/Z Scale Layouts



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Realistic Running

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Most Suited to OO/HO/N/Z Scale Layouts



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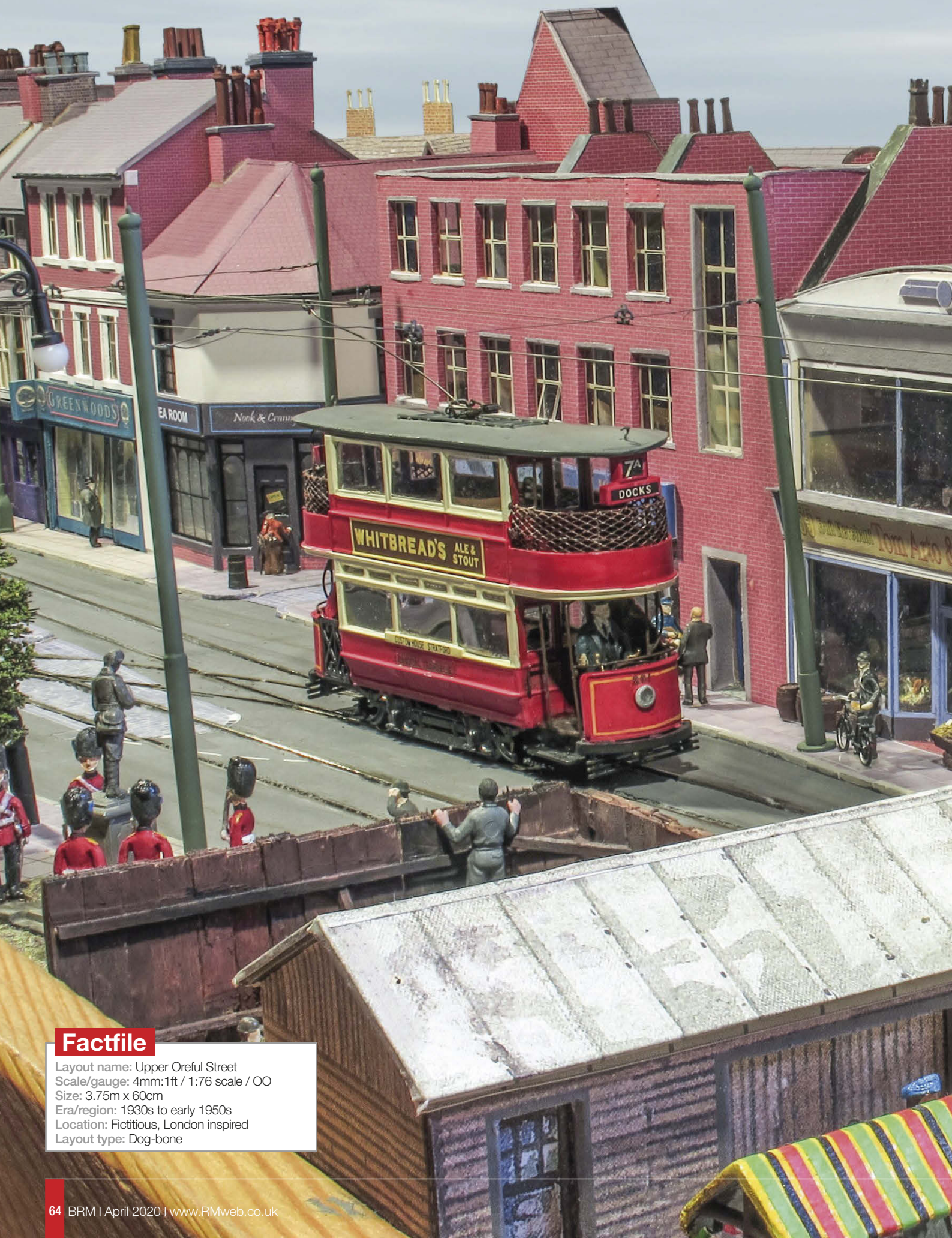


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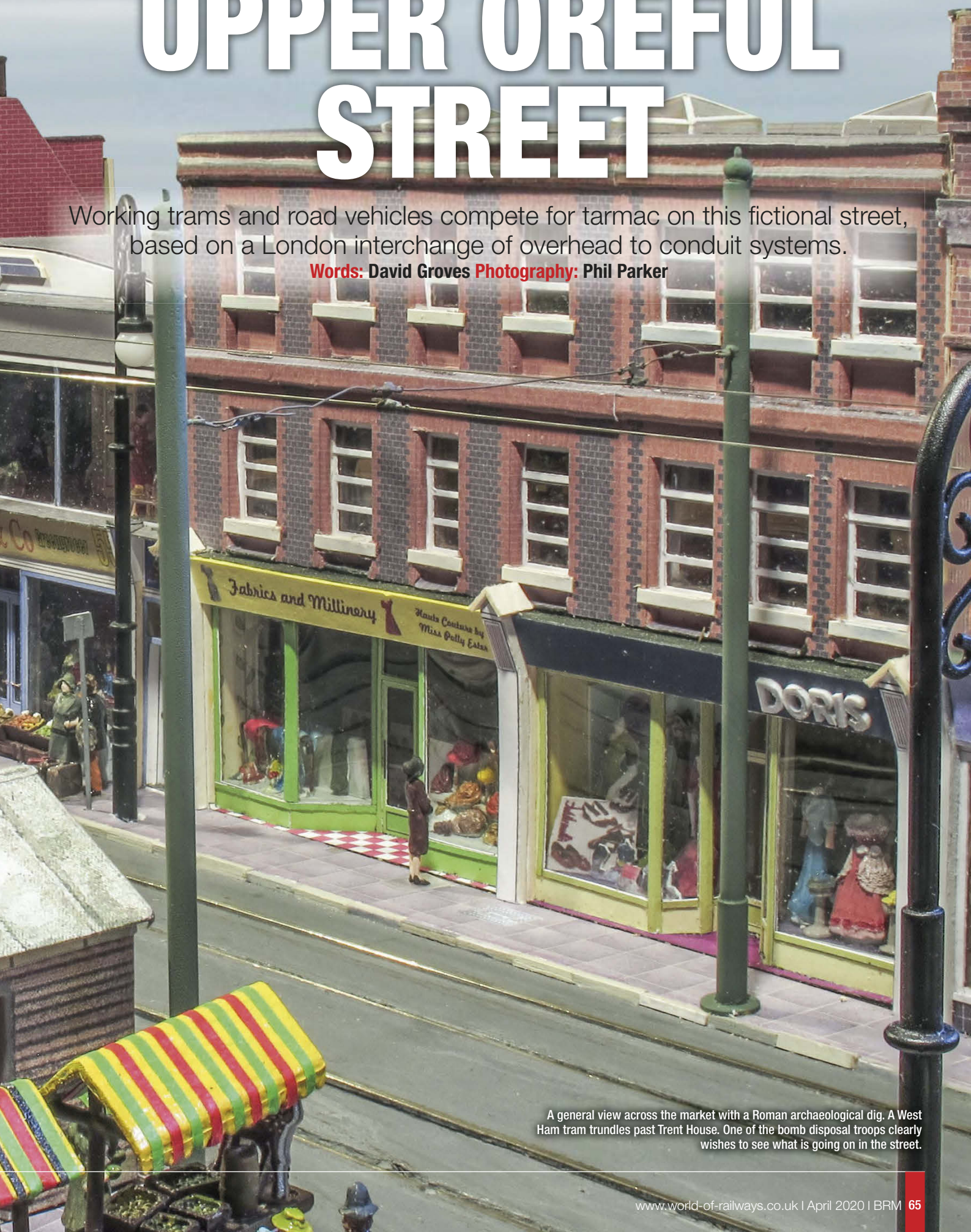
Factfile

Layout name: Upper Oreful Street
Scale/gauge: 4mm:1ft / 1:76 scale / OO
Size: 3.75m x 60cm
Era/region: 1930s to early 1950s
Location: Fictitious, London inspired
Layout type: Dog-bone

UPPER OREFUL STREET

Working trams and road vehicles compete for tarmac on this fictional street, based on a London interchange of overhead to conduit systems.

Words: David Groves **Photography:** Phil Parker



A general view across the market with a Roman archaeological dig. A West Ham tram trundles past Trent House. One of the bomb disposal troops clearly wishes to see what is going on in the street.

I have been railway modelling all my life and built several layouts, as well as had a hand in many club layouts. I'd been looking for a new challenge for a while and took time researching through books, illustrations at museums and the 'web' to gain some inspiration. Finally, I decided on having trams and vehicles travelling down a main street, which would be typical of somewhere in London on the transition between overhead and conduit power. The tight radii for tram and motorised vehicles would also allow a dog-bone design, which meant I could have automation.

Operational control

I had always been interested in automatic operation so I could chat while keeping something moving. I had some Kent Panel Control units and developed my own circuits to supplement their functionality. The circle/dog-bone is split into eight 'block' sections. Each section holds one tram or vehicle and so that something is always in motion, five in total can be operating simultaneously. For trams and vehicles, I have developed an exchange circuit. This means that the tram or vehicle exiting off-scene does not reappear straight away but exchanges with another. That makes up to



An early RT type bus hurries towards the city. The photograph is taken from between one of the arches of the bridge. Dr Watson is in-shot, engrossed with Sherlock's ramblings! The bollard on the right dates back to around 1930.

The road is closed and a section of the conduit is being repaired. An open landau has the bride and groom safely aboard. It is a tight squeeze to get by the night watchman's hut. The slot for the conduit is painted with a bow pen.





A Bexley 'C' still in LCC colours is pulling up to a small queue who actually board! A taxi driver patiently awaits his next customer.



It is early evening, and the difference in lighting temperatures is deliberate to mimic differing lighting levels and the transition between gas light and modern lighting. Originally grain of wheat bulbs were used, but are now replaced with LEDs.



An E1 passes the Commercial Hotel. All of the trams have at least four tiny skids which improves electrical continuity. The overhead wire support poles were put in with a slant away from the road so the cross wire pulls them back to upright to provide stability to the pole wire.

seven in operation at any one time. There is a section where under a given circumstance, a vehicle overtakes a tram at a tram stop. The traffic signals work and accordingly halt the road vehicles.

A 24-hour period is condensed into eight minutes. A string of LEDs act as the sun rising and setting. All of the lights in the LED 'sun', offices, shops, church, pub, night watchman hut and brazier, telephone box, street lights and two bar LED crystal display indicate the time and forthcoming events are operated by two linked Arduino processors.

When operating, a good friend and I stand at the front allowing us to chat and respond to questions, as well as point out the operation of the layout. Hence, on the occasions when the works tram makes an appearance, one of us only needs to change two switches and the tram then reverses across the trailing crossover. Also, there is a small control box at the front, which allows us to operate a tram starting bell and the disappearing queue at the appropriate time.

Creating the scene

When I was looking for inspiration on creating a backscene, I happened to be called to a meeting in a tall building in London. Always carrying a camera to catch an interesting building, I was able to take a series of photographs to cover close to a total panoramic shot. I stitched them together, erasing Canary Wharf, the London Eye and basically anything I could identify as post-War and then added chimneys, smoke and some dock cranes. Sadly much of it is obscured by buildings, but it is there!

The buildings are replicas of real buildings taken from around the country to create something that would have existed in the 1930s and 1940s.

All of the buildings have detailed and lit interiors. The structure is mount card and the detail is built-up from layers of thin card and paper. The usual process is to take some photographs of the prototype, noting some key dimensions, flatten the image in Photoshop, transfer that into CorelDraw and

then draw the various layers from there.

I cannot point out a favourite, but I am fond of the Norwich and Peterborough Society corner building (Dog's Head St. in Ipswich, on the model it is Cat's Tail Street), which in reality is not square and the turret and roof arrangement was tricky to build. I am also fond of the ladies'-wear shop called Doris, which is a replica of the shop my Grandma owned for over 20 years. The internal detail is made from scratch using Milliput, Langley items, mutilated figures and cut out miniaturised photographs. In the office is an in/out board taken from the board in my office.

Other Elements

Roadside furniture and markings were very different in the '30s and '40s. White lining was minimal and kerbs were black and white in places. There are gullies, manhole covers and access chambers for the conduit system.

When at exhibitions, the layout is 'blacked out' on all sides and sits under an amended

gazebo covered in black materials, so that during the night scene the street is only lit by the street lights and building lights.

At one of the tram stops, the queue of people disappears to give the illusion that they have embarked onto a tram. The cover of darkness allows them to re-appear.

Challenging Aspects

Building a layout that runs trams and vehicles totally without user-input was a challenge. However, building the road vehicles presented issues out of my comfort zone. Also, there are not many resources to chase up for tips. The basic concept was to take a Faller road vehicle (1:87), strip it down into its component parts, build a kit body (1:76) and put them back together. The bigger problems were fitting them together and getting the wheels/tyres to 1:76 scale! It might not be obvious but fitting the reed switch (which is operated by an electromagnet in the road) in the same place in relation to the leading steering magnet was important for stationary placement. The presence of the magnet also activates the control system to be able to ensure that the vehicles and trams do not crash into each other. I built four simple conversions: AEC Matador (civilian model), RT type London bus, Bedford ML van and Morris J type van. At this point I felt able to scratch-build a Foster 7nhp showman's traction engine (built around the Faller tractor motor) and a Rigid 8.

The trickiest element was getting the booms and overhead wire (Tramalan, David Voice and Alan Kirkman) to function well. I



Rolling Stock

I have so far built six trams:

E/1 Type No571, which is a BEC kit in London Transport insignia, on a scratch-built chassis. I placed the motor in the middle using two cardan shafts to the bogies.

Bexley 'B' No45, an ABS kit in London County Council colours, on an amended chassis.

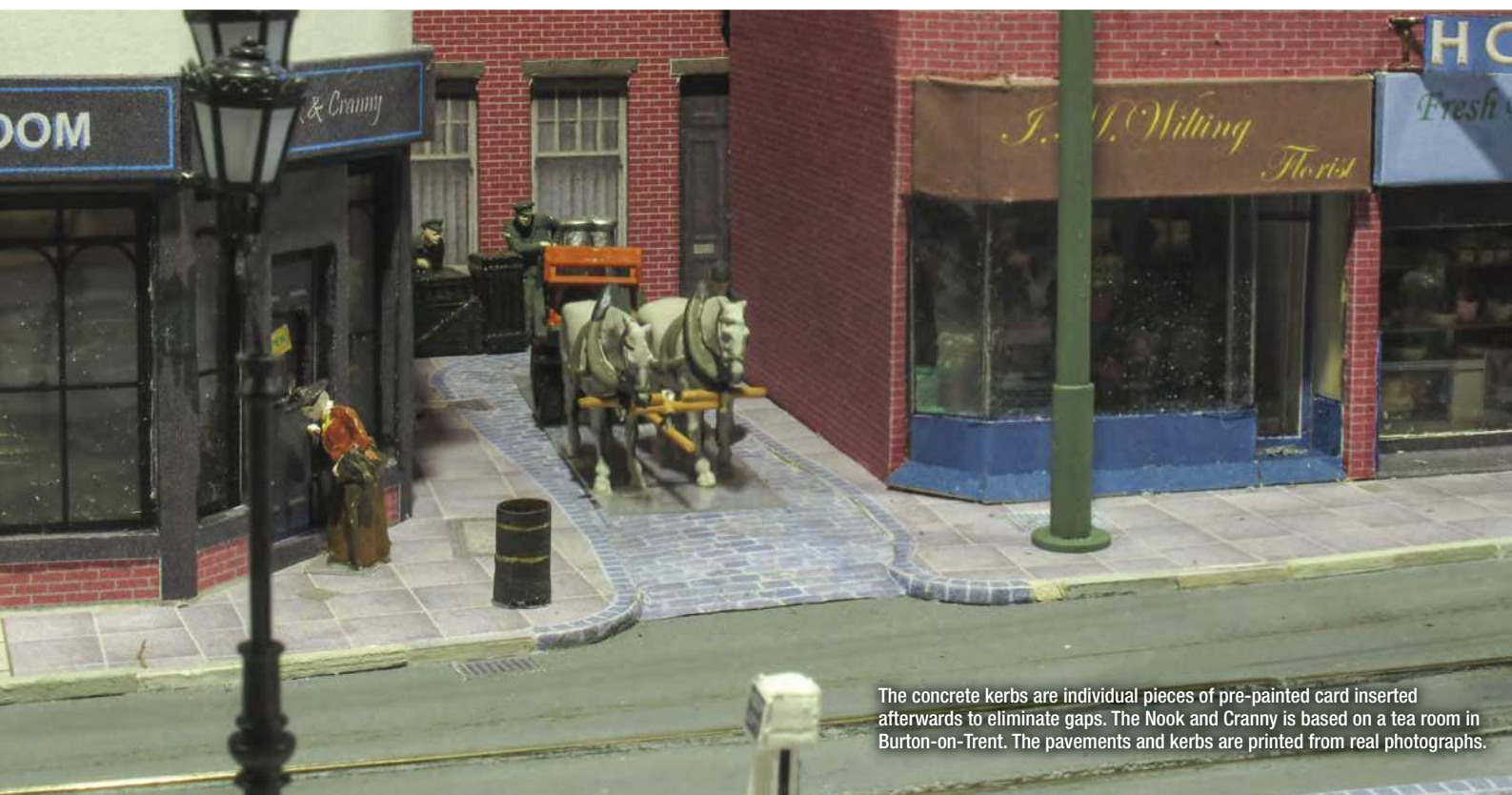
WT (West Ham) Type No291, started off as a KeillKraft kit but needed considerable tampering to get it to scale, on an amended BEC chassis.

Bexley 'C' No257, an ABS kit with a part-enclosed upper deck. The kit needed finer details adding to the basic kit. It runs on a Halling power bogie.

Feltham Type No. 2107 is a Tower Trams body kit on a scratch-built chassis. The first attempt was using a Mashima motor in the middle transmitting the drive to each bogie. I could not match the speeds to the other trams so I re-built it with a small motor on each bogie.

Works tram (unnumbered), which is scratch-built based on the few references I could muster. It runs on an amended BEC chassis. This is the only tram which has an early pantograph. All the other trams have working booms.

All trams have directional head/tail lights and indoor lighting (cell batteries) and drivers that can be moved according to the direction of travel.



The concrete kerbs are individual pieces of pre-painted card inserted afterwards to eliminate gaps. The Nook and Cranny is based on a tea room in Burton-on-Trent. The pavements and kerbs are printed from real photographs.

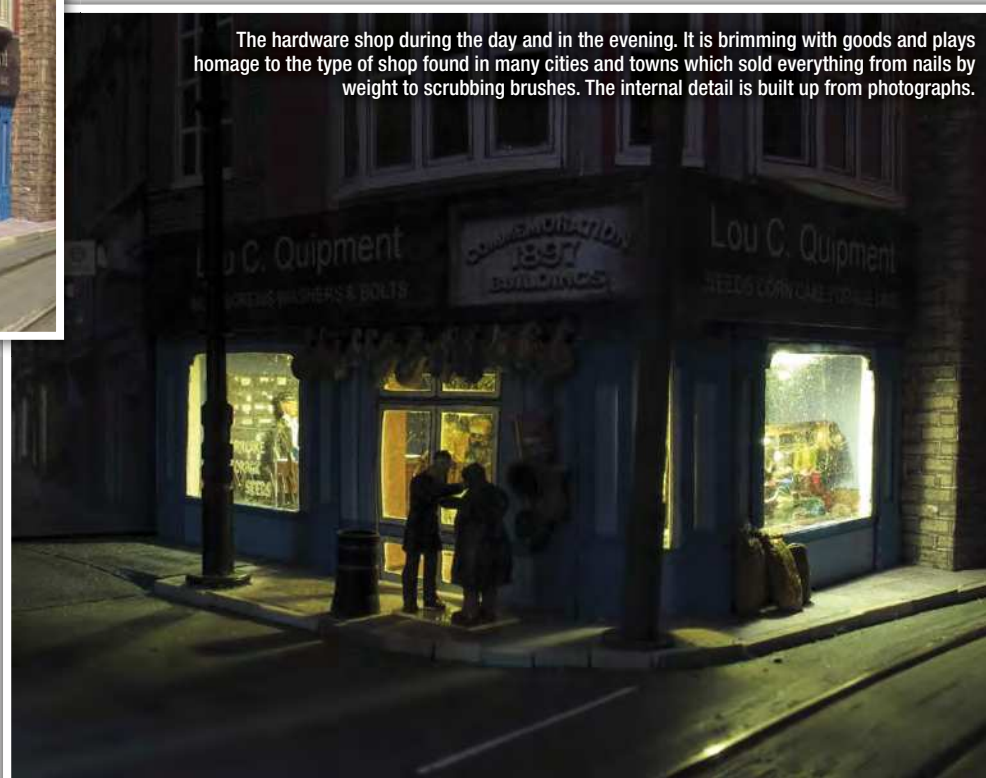




came up with some ideas on how to get the boom pole wheel across a baseboard joint but having a wire on the 'off-scene' parts would make the volume of the baseboards, for carrying, too deep. I built a test rig to determine how taut the wire needed to be to perform well and the limits of where a pole would become detached. I developed a device to adjust the tension of the wire at each end. When a tram exits the main scene the pole simply leaves the wire and bounces free. I devised what I call a lobster claw to gather in the pole, puts the wheel on a chute and then locates it onto the wire.

Final thoughts

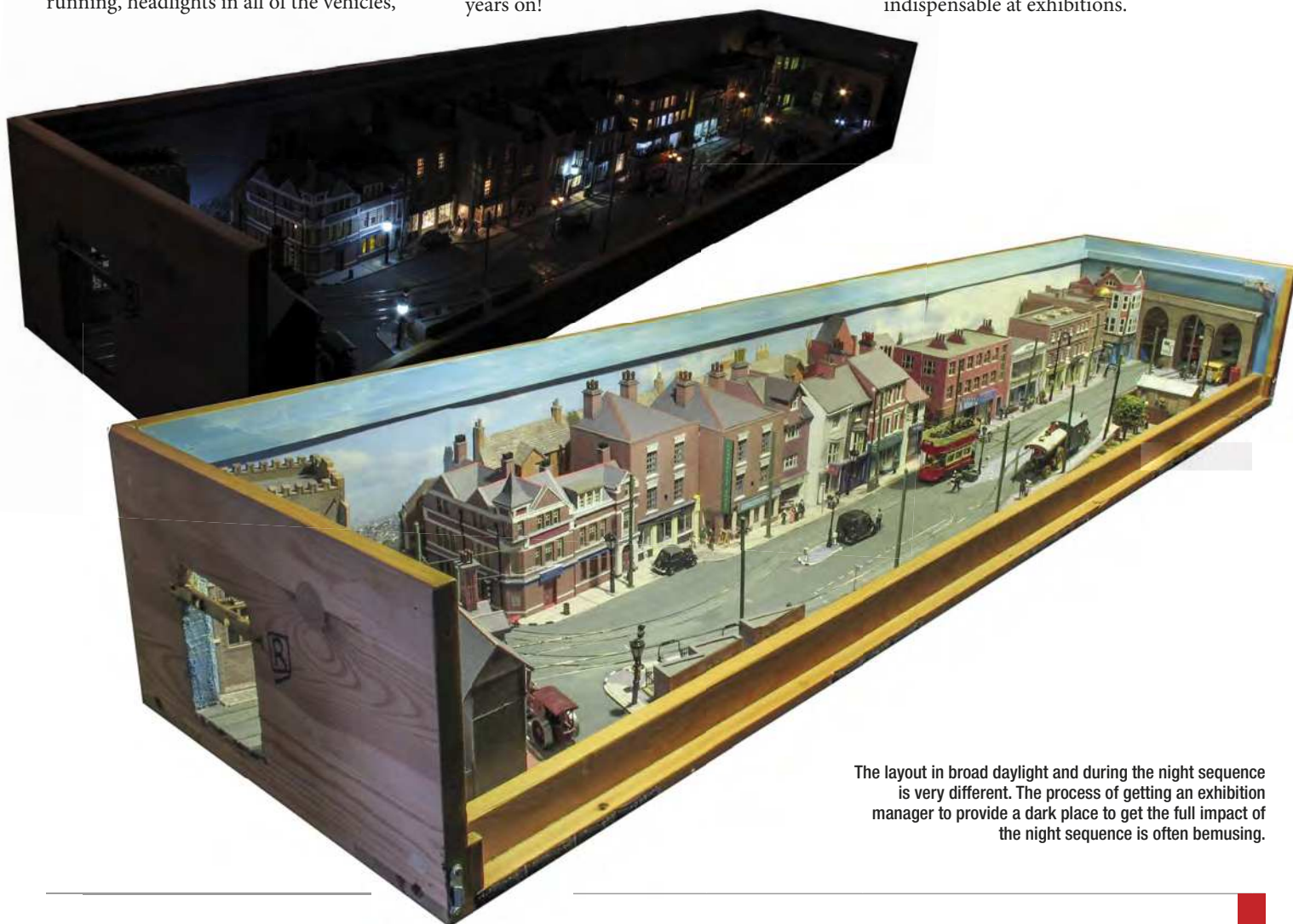
This layout has some life left: smoother running, headlights in all of the vehicles,



The hardware shop during the day and in the evening. It is brimming with goods and plays homage to the type of shop found in many cities and towns which sold everything from nails by weight to scrubbing brushes. The internal detail is built up from photographs.

and more trams, perhaps. I have a number of projects brewing, but I am drawn to creating another layout of the same street, but 70 years on!

Lastly, I wish to express heartfelt thanks to Martin Chiverton, who provided constructive critiques and has been indispensable at exhibitions.



The layout in broad daylight and during the night sequence is very different. The process of getting an exhibition manager to provide a dark place to get the full impact of the night sequence is often bemusing.



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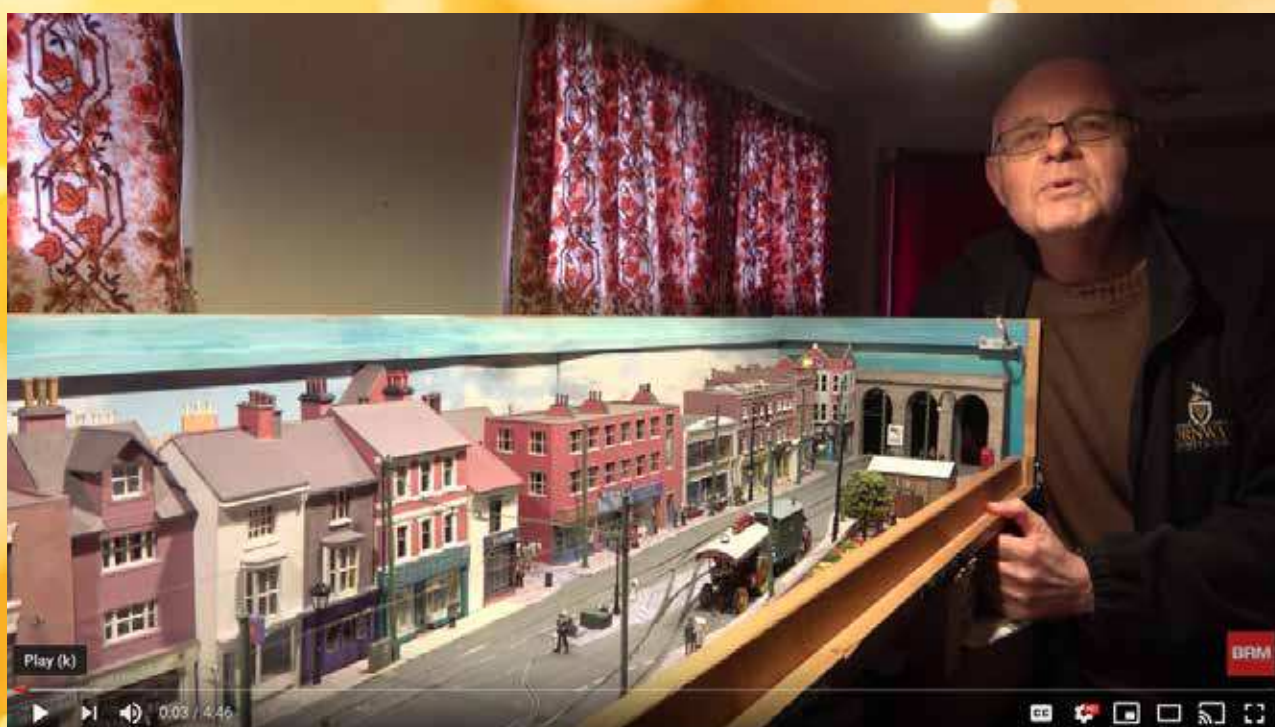
Upper Oreful Street at night

We take a closer look along tramway layout,
Upper Oreful Street at night.

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HOW TO... MAKE REALISTIC SHOP WINDOWS

Words & photography: Phil Parker

We all moan about the changing high street and lack of model shops in many towns.

Phil Parker creates his own in miniature, with a hardware shop and baker's, too.

The high street is changing. Take a look at photographs of your local town from the 1950s and compare them to today. Most of us will notice that rows of independent traders have been replaced by chains. Shops are bigger and wider too. It's all very efficient, but there's not much character.

Petite Properties Station Road range of shops are the perfect antidote to the modern high street. They could fit into any town or city from the steam era and wouldn't look out of place in smaller rural towns today. The kits provide a basic building, but the finish is left to the individual modeller.

It's worth spending some time looking at shops from the era you wish to model. Your local library will often have books of historical photographs of the town. The web can help too – Instagram offers a fund of vintage photographs; try following accounts such as 'strangelyfamiliar' and 'sweat-of-the-gods' for regular inspirational images.

Setting the period can also be achieved by your choice of shop name. Some chains have long since disappeared, but will be fondly remembered by anyone looking at your model. C&A for clothes shops, or perhaps Beatties if you fancy reminiscing about drooling over models you couldn't afford.

Local shops were often simply named after their owners, but years ago this would be very formal. I've built 'P.S. Parker' for my baker's shop as this is firmly pre-1960s. 'Phil's Cakes' would be much later and 'Cakes@Phil's' pretty much up-to-date.

An all-important part of any shop is the window display and for the baker's and hardware store, I'm using kits from Langley

Models. It's worth taking a good look at its stand if you see it at a show. As well as complete kits, many of the individual castings are sold separately for pennies. For many years I've bought many useful bits for models this way.

Somewhere along the line when discussing this project with my colleagues, I rashly promised a working train set in the window of the model shop. The result is easily the smallest model railway I've ever built, but it works and wasn't too difficult to achieve. People I've shown it to are both impressed and think I'm mad!



What we used

Bachmann

WSL Scenecraft (44-275) Low Relief Model Shop

Petite Properties

No. 10 Station Road
No. 12 Station Road

Model Railway Scenery

4mm lettering (LX037A) (Swindon)
4mm lettering (LX037C) (GWR)

Scale Model Scenery

Roof Slates (LX228-00)

Expo Tools

Clearbox Motor and Variable Gearbox (26210)



NUMBER 12 – THE BAKER'S

3



On the front, I add the main shop window parts as a guide for the next stage, but left the doorway separate as it's easier to paint and detail this way. Be sparing with the glue, keep a tiny screwdriver handy to run around the insides of the mouldings to deal with excess glue.

6



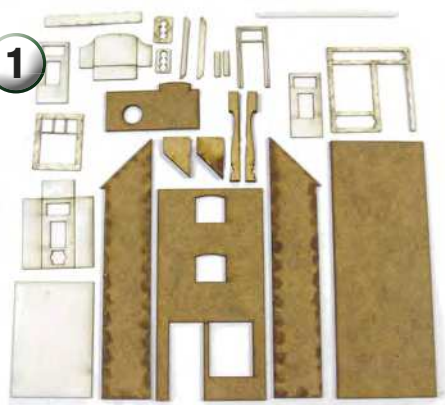
The shop sign is from Model Railway Scenery laser-cut letters. I'm using a serif font for a vintage look. Before starting, put them in place without glue, to make sure the words fit. Aligning the letters can be tricky - look along the model from the side and turn it upside down. It's amazing how doing this shows badly-positioned characters. A slow-setting glue allows some wiggle time.

9

After much research staring into bakers' windows, I opted for a selection of pale brown colours with a few cakes topped with white and pink paint. This is a 1950s baker, so I doubt that some of the garish colours available today would be appropriate. For pink, I used flesh colour, even though the thought is distinctly unappetising.



1



I'm using Petite Properties 'No. 10 Station Road' kit. Like all the models in this range, it is supplied in laser-cut MDF and cardboard parts, which the modeller has to assemble and decorate. Instructions cover the basic build of the model and provides details explaining how the model seen on its stand has been decorated. You can adapt the building to make yours different from others.

4



For the brick finish, I'm using Slater's English Bond embossed Plastikard. Cut it oversize and fix with a smear of all-purpose glue (I'm using UHU Power). Run liquid plastic glue down the corners to ensure they bond fully. Once dry, trim to size with a sharp knife.

7



Glazing, including the rather attractive stained glass, is included in the kit and just needs to be fixed in place with a suitable clear glue. Don't use superglue for this as the fumes will be attracted to grease from your fingers on the clear plastic, fogging it.

10



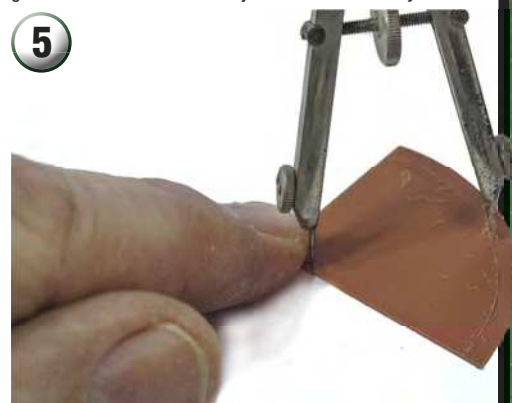
While the rack of food hides most of the interior, before fitting the shop back, I add a printed photograph, found on the Internet to provide a suggestion that there is more inside the building. Finding a suitable photograph proved much harder than I expected, so if you're visiting a museum with shops, it would be worth snapping something suitable.

2



After a dry-run, I assembled the shell of the building using PVA glue. Check everything is square, wipe away glue that has oozed from the joints and leave to dry.

5



The rounded window top decoration isn't available commercially, but can be made by scribing an arc on the back of brick Plastikard with a pair of compasses. Keep running the points along the sheet and eventually you'll form enough of a groove that it can be snapped along the line. Scribe some vertical lines with an Olfa cutter or blunt knife to complete the piece.

8



Langley Models Baker's shop fittings are really intended to fill an interior, but one of the racks works just as well in the window, covered with a delicious selection of baked goods. I use a thick superglue to assemble the parts.

11



A finishing touch comes courtesy of some Humbrol Smoke weathering powders, brushed around the chimney tops and higher parts of the roof.



NUMBER 10 THE HARDWARE STORE

2

To model a rendered finish, build the basic shop without window detail. The area where this will be is masked off and the building sprayed with textured paint from a DIY store. While very quick to use, it's essential to practise on scrap wood with this stuff before working on your model. I needed to spray from well over 2ft away as the pressure in the can is very high. Thin coats look a lot better than thick ones too, but you can build up the effect very quickly.

5

The chimney is a separately-applied part that has to be stuck on the roof. To hide the inevitable joint, cut 3mm strips of cigarette papers and stick them with PVA glue. A coat of greeny-grey paint later and you have realistic lead flashing just like a real building, and no gaps.

1



Petite Properties No. 12 Station Road is shorter than the No. 10 kit, but a variety of building heights will give the finished row of shops more character. They are used in a different order to the manufacturer's suggestion, simply because I think they look better this way round. It's my model, after all!

3



As with the Baker's, the window detail is built up from the card parts. The sign is made using some old Mabex waterslide transfers that kept breaking when I applied them. I turned this into added character by dry-brushing the shop front to make it look as though Mr. Stanley's emporium is past its prime and could really do with attention from some of the products he sells.

6



A fine selection of whitmetal parts from Langley Models Hardware Shop Fittings set. Some of these are designed to be hung on, or stood at the front of the building, a common way to display items for smaller shops.

4



Cardboard roof slates on this and the baker's are a scalemodelscey product. Draw lines 5mm apart on the roof and use these as a guide for applying the strips of laser-cut slates, making sure you stagger the joints. I'll trim these to length once they are dry, because it's easier then trying to do this before fitting.

7



Picking out individual products on the large display piece is a little fiddly. Metal items can be left untouched as the whitmetal is a good colour match for the prototype. Rather than worry about perfect painting, I wash the whole thing with some Earthshade from the Citadel range. This ink sits in the darker areas, sharpens the look and blends the colours.

8

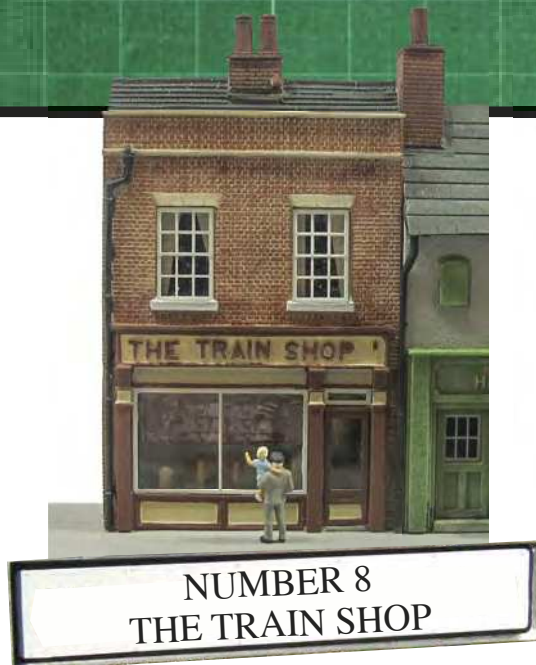


Shopkeepers would normally live above their premises, so the upper-storey windows need curtains. I cut strips of paper from Sunday supplement magazines. If you look at the edges of the adverts, there's often blocks of colour big enough for our use, and it's quicker than painting.

Handy Hint

Neatly applying glue is key to building these models but normal PVA bottles tend to have spouts designed for builders and woodworkers, not model-makers. To solve this, I've recently been using the Metcalfe Models Ultra Fine Tip applicators, and found them really effective.

Pour some glue into the plastic bottle and it can be squeezed out in very small amounts. A pin seals the nozzle and keeps it clear when the bottle is sitting on your shelf.



NUMBER 8 THE TRAIN SHOP



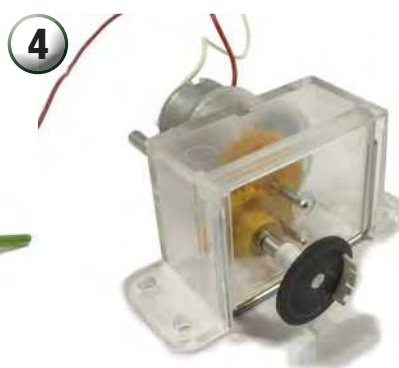
I'm using the Bachmann Low Relief Model Shop for this model. It's ready to use, but a little modern for the scene I'm building. As a resin model, the walls are a lot thicker than the kit-built models, but this shouldn't be a problem. The material is quite brittle so don't drop it, or you'll need some superglue to fix bits back on. Don't ask how I know this.



First job is to remove the windows before painting. These can be carefully pushed out from the back, taking care not to bend the fine etched-brass frames. Put these, and the glazing, to one side in a safe place so they can go back in later. The sign is a transfer, but can be scraped away with a knife blade.



Brickwork on this and the baker's are painted with Humbrol 121 (Pale Stone) and then dry-brushed with 70 (Brick Red) and 62 (Leather). It's important to do this rather than using the building as supplied so all the models have a consistent look, even though painting a pre-painted building might seem odd.



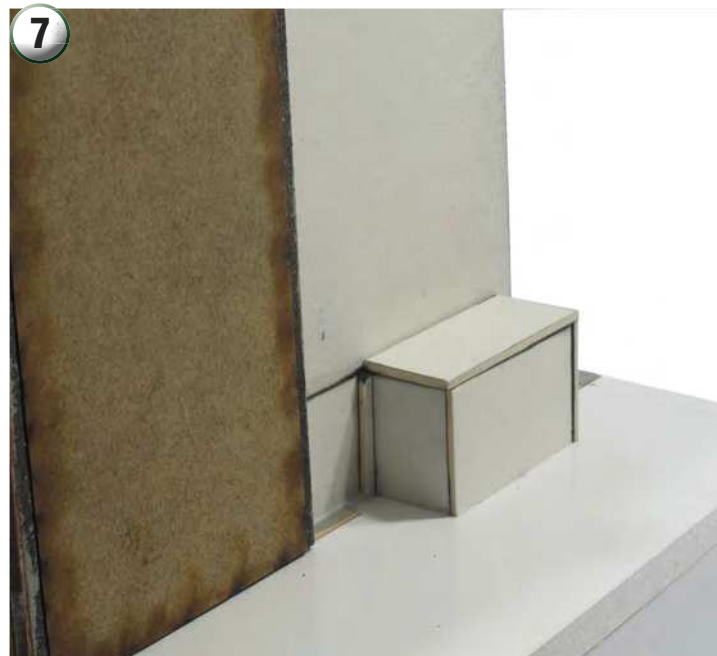
Building a working train set smaller than a 20p piece starts with fitting a disc of Plastikard to the top of a Clearbox motor and gearbox set. By using all the gears in the set, the disc turns at 4 rpm so the little plastic cut-out train isn't belting around unrealistically fast. The scale of the model is a mystery – big enough to see, but not so large it looks odd.



My scene sits on top of a box made from foamboard with the train on its disc poking through. Over this sits the layout made of 1mm Plastikard. The backscene and tunnels support the centre disc. It's important that the gap the train will run in is wider than the train itself so there isn't any friction between the two parts.



Some hills from Milliput and a couple of simple buildings cut from square-section plastic, and the model is complete. It's not that easy to see through the shop window so limited detail will be fine. Model railways of this era weren't that detailed, anyway.



No back is provided with the building, so I cut one from a sheet of thick card and painted this black inside. An extension at the back covers the railway layout. And that's it – job complete! Three different shop windows created, plus working train set!

ARUN QUAY

Talented model-maker, Gordon Gravett, uses his shunting yard concept to emphasise how great scenes can be crafted to a smaller footprint.

Words: Gordon Gravett **Photography:** Tony Wright



Factfile

Layout name: Arun Quay
Scale/gauge: 7mm:1ft / 1:43.5 scale / O
Size: 7ft 6in x 1ft 9in
Era/region: 1950s, Sussex
Location: Fictitious, on the river Arun
Layout type: Fiddleyard to sidings



A view along the quay with an ex-SECR 'P' class 0-6-0T No. 31556 shunting a couple of wagons. It is assumed that the wharf sees little trade now and is generally very run down. The shunter is one of the excellent Modelu figures.

O gauge model railways and small spaces don't readily go together. But, such things are not insurmountable if desires are not too ambitious. The space issue was non-negotiable – there just wasn't sufficient room within the house – and the scale situation went back to a previous layout from which I still had the stock and was eager to make use of again. Another issue was portability; this layout would be built with exhibitions in mind, but size was on my side for this – transporting something small is a lot easier, especially if you're managing it on your own.

Calculations as to what might fit in a car resulted in a scenic area no larger than two 4ft x 2ft baseboards, but to make these more manageable around the house, they were further reduced to 3ft 9in x 1ft 9in, giving me a total area of 7ft 6in x 1ft 9in. Needless to say, passenger traffic was soon ruled out and a small shunting yard was the obvious answer. I had, in my mind, a picture of a small quay-side wharf on the south coast of England and this evolved into Arun Quay, a little way up the River Arun from the Sussex town of Littlehampton.

I reasoned that, although the sidings would, inevitably, be short, by keeping to short wheelbase four-wheeled wagons and small 0-6-0 locomotives, there should be scope for a reasonable amount of activity

within the yard. In the outcome, I came up with a ridiculously-contrived trackplan involving a single slip that (I'm sure) would never have been laid in real life. But, with exhibitions in mind, it would create a lot more movement on the layout than might otherwise have been possible.

Transportation and Exhibiting

A layout that is built primarily (if not exclusively) for exhibition use brings different priorities to the fore during the design stage and this was the case with Arun Quay. Portability and the ease of doing this are paramount, but it also, of course, has to fit in the designated vehicle – in this case, an estate car. To this end, lightweight extruded polystyrene has been used extensively within the baseboard construction. And, when clad in thin plywood it's surprising how strong and rigid the composite structure can be. Protection of the scenic area from dust, when in storage, and damage in transit was also very important and, to this end, a simple ply box with a hinged top was made to hold the boards face to face.

There are, of course, numerous other items apart from the model railway to be taken into consideration when transporting a layout. For Arun Quay, a separate sub-base is used to support the scenic boards and, in addition to that, is the turntable storage yard.

Transformers and other electrical equipment are housed in a large toolbox and another similar toolbox carries all the other essential sundries. I consider presentation to be important at public exhibitions and a pair of fascia boards, which house the lighting, are packed face to face and also well protected in transit, as is a display board showing some of the construction techniques. Last, but certainly not least, is the stock. O gauge stock takes up a considerable space – even when it's as minimal as that required for a small shunting yard – and this is probably the most valuable part of the consignment. I use aluminium storage boxes for this and they are partitioned for each item to ensure that everything stays in place and secure. Everything has its place within the car and there's even room for an overnight bag!

A layout that is centred around shunting will certainly not appeal to everyone and it could become very self-indulgent. With this in mind, Arun Quay was designed from the outset to be operated from the front and, hopefully, encourage interaction with the public. Many who attend exhibitions are keen to discuss all manner of things relating to the hobby and this is not so easy across the width of a layout. I realise that this can lead to loss of concentration at times, but I hope it can be forgiven and there are times when audience participation can get us out

I think that Tony Wright has captured well the spaciousness and solitude I was hoping to create as the shunter waits patiently for his next move. By not overcrowding the layout with stock or dominant features, I hope the small size is not too apparent.



The track that runs down to the quay – on a 1-in-50 gradient – passes by the rear of Arun Foundry. Flint was commonly used as a building material in Sussex and the South East and, along with brick, features on many of the buildings. The buildings were all made from foam core board and clad in DAS modelling clay. The bricks and flints were scribed into the DAS after it had dried. The basis for the chimney was a wooden turning that was intended for a doll's house.



Various textures have been used to replicate the unmade state of the ground and static grass fibres have been used for the grassy bank and the overgrown yard area. In 0 gauge, the Alex Jackson couplings sit quite happily alongside three-link couplings and the soft iron dropper that gets attracted to an electromagnet can be seen by the axle. The crane is modelled on a relatively small one at Gloucester docks so as not to dominate a fairly cramped area.





The 'gateway' onto the quayside as 0-6-0T 'Terrier' No. 32636 shunts wagons.



of a (shunting) hole!

In building Arun Quay, one aspect I was very keen to model was variations in the ground surface of a railway yard that had seen a busier life and better days. Introducing differing textures and colouring in various parts of the yard and including damp areas and puddles helped to depict this. Also, the tarmac road surface has been shown to have deteriorated and reveals areas of old cobbles, where grass and weeds are growing through cracks and in the gutters.

Trackwork

When using O gauge finescale standards, the relationship between wheels and track gauge is very generous and this is particularly noticeable in checkrail and crossing gaps. So, in an effort to improve both the appearance and the running through crossings, I have reduced the actual gauge to 31.2mm but left the checkrails - in effect, bringing the running rails in from both sides.

This reduced gauge has been accepted by all the existing wheelsets (Slater's and Peco) on my existing rolling stock without any need for adjustment, and the running through crossings is also much improved. The thicker flanges on the wheels of my 30-something year old kit-built Vulcan 'Terriers' were a little tight, however, so I did need to reduce these a little.

Gentle sweeping curves generally look better than straight tracks running parallel to the baseboard front.

Stock and Operation

About 30 years ago I built an O gauge layout called 'Ditchling Green' and most of the stock dates back to that time. I have always been reluctant to part with stock and the locomotives, in particular, are all modelled on specific locomotives that I remember. So, with a couple of 0-6-0T 'Terriers' and a 'P' class tucked away, it seemed the obvious choice to make use of these again. The 'Terriers' are built from Vulcan kits (white metal bodies on etched chassis) and the 'P' is from a Meteor Models etched brass kit. At the time I was not so familiar with 'P' class locomotives and I detailed the model from photographs, but unfortunately, failed to realise that this specific locomotive (and one other) had a higher cab and tanks. This model is beyond altering so I just have to accept it as a model of the time!

I like the use of automatic couplings in an exhibition environment and have, for a long time, favoured the Alex Jackson design as

being very unobtrusive. They do, though, rely on lateral (as well as vertical) alignment to be effective and the relatively sharp curves on Arun Quay push them to the limit, but generally speaking, they are preferable to working with three-link couplings in front of an exhibition audience.

A small 2ft diameter turntable, housing two tracks, serves as the off-stage storage area. I much prefer this arrangement as it negates the need to handle any of the stock when it is off-scene and, consequently, reduces any chance of accidental damage.

It will hold a small 0-6-0T locomotive and three wagons on each track and this is as long a train as can be accommodated on a layout of this size without causing serious disruption!

Arun Quay may not suit everybody's needs for a layout, and for many, it may not even qualify as a 'proper' model railway. It has, though, enabled me to create an operable 7mm:1ft scale scene in a fairly small space, and within a reasonable time frame – about three years.

An old LSWR 10t van has been relegated to stores use and parked at the far end of the quayside. This is built from an ABS kit. Arun Foundry is still in business, but the overhead gantry crane has seen little use of late and various timber baulks and planks litter the ground.



One of the delights of 7mm scale is that trivial detail, like the broken fence and litter, is relatively easy to include. The River Arun is represented by the void between the rear of the layout and the far bank that is painted on the backscene.



Ex-SECR 'P' Class 0-6-0T No. 31556 shunts a few wagons along the quay. The short wheelbase of the 'P' makes it an ideal locomotive for the sharp curves of the layout.



About the Modeller



Making things is something I always remember doing when I was young, so it's not really surprising that

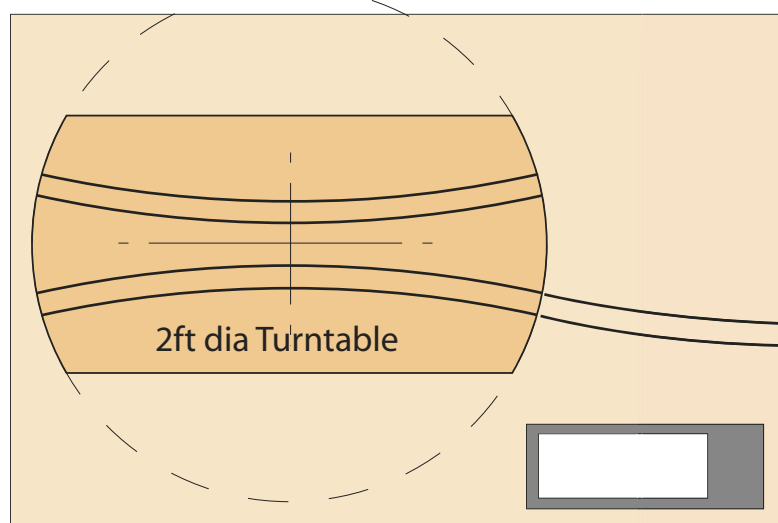
when I got my first Tri-ang train set, I wanted to make accessories for it and generally make it look more 'real'. Inspiration from the magazines followed and this continued even more so when I joined the Crawley Model Railway Society as a junior. There I saw scratch-building and a fine-scale approach to modelling that has shaped my approach to the hobby ever since.

Although I never lost an interest in railways, modelling took a back seat for quite a while, it was a job opportunity to build model ships that finally got me back into railway modelling. As it happened, the job and the hobby mutually helped each other in both the techniques involved and in being self-critical of what I was making. The difference, though, was that although the ships had to be built to deadlines, modelling railways could be done at my own pace.

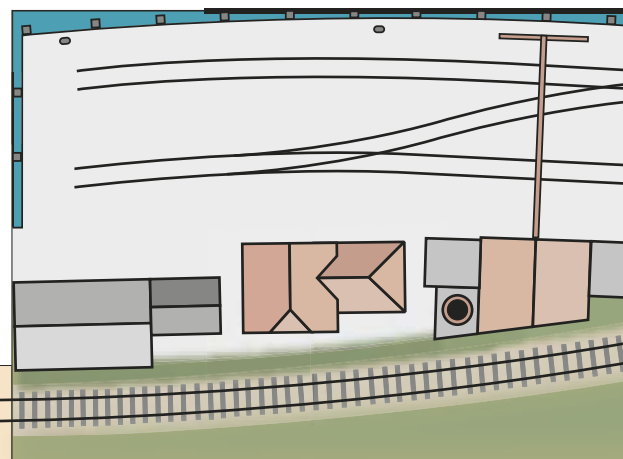
I've been retired for a while and my daily routines are nowhere near as structured as they once were. However, the discipline of railway modelling keeps me motivated and the brain cells active.

Trackplan

ARUN QUAY



3ft 6in



Gordon Gravett's layouts

c.1965

EM gauge LB&SCR branch terminus – whose name totally escapes me now: a first attempt at building an exhibition layout as a teenager but it was very hurried, not well thought through and only attended one 'club' exhibition – I still had a lot to learn, especially with regard to building my own track and presentation.

c.1985

1985 – 'Llandydref': a lot more thought went into this small fold-up 7mm scale narrow gauge layout. It went on to attend about 50 exhibitions in various parts of the country and it was a good introduction to exhibiting and 7mm scale modelling.

c.1991

1991 – 'Ditchling Green': this was an 'O' gauge layout based in Sussex and led me to take a lot more interest in the vernacular architectural styles – something that was to play a much more important role in the next venture.

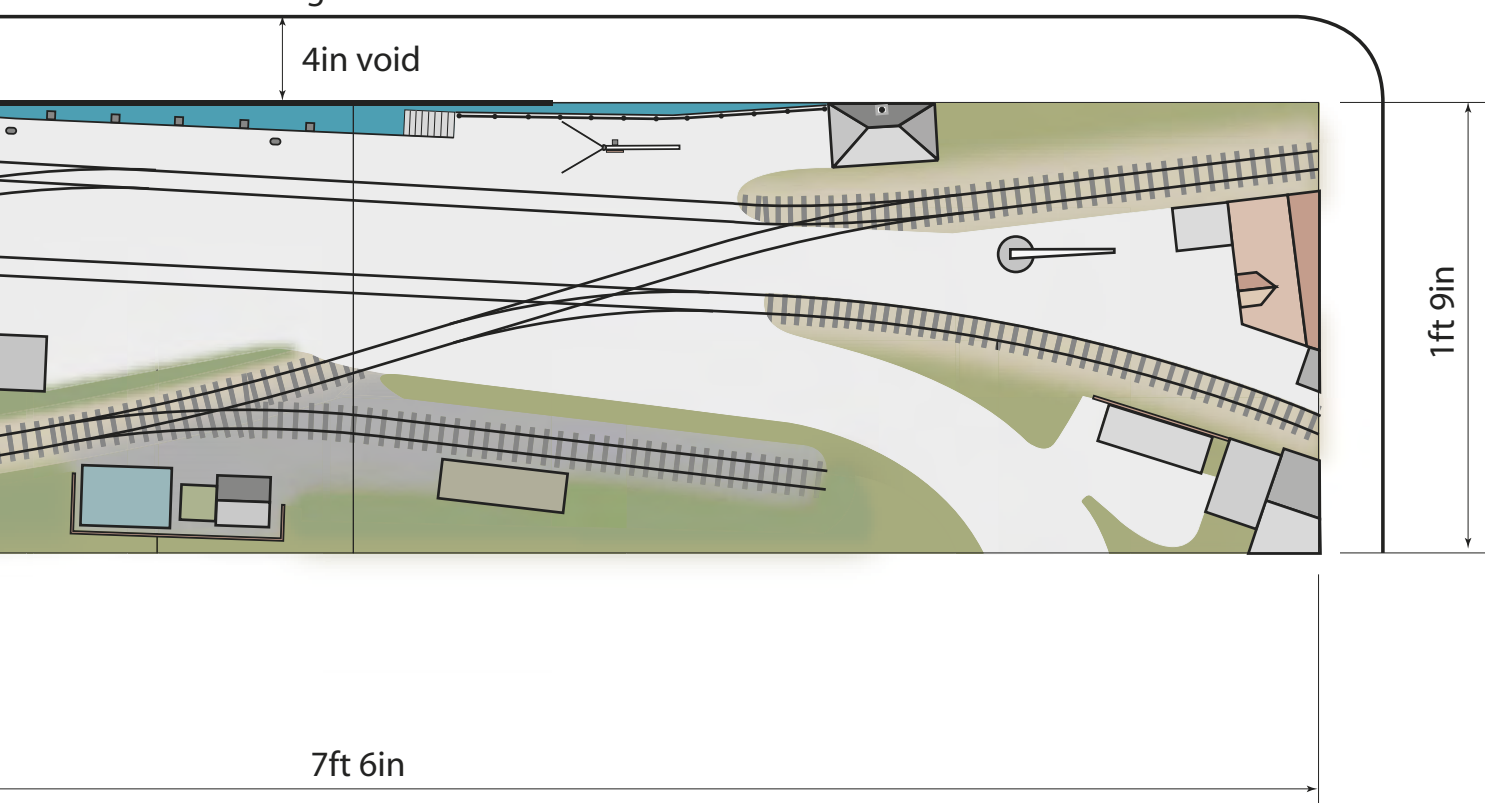
c.2008

2008 – 'Pempoul': the construction of this was shared with my wife Maggie and was based on the metre gauge Réseau Breton. This was, by far, the largest layout we have attempted, and because of its 1:50 scale, everything had to be built from scratch so it was also the longest time in its construction – about 17 years. Due to its size, transportation was by hired van and this became much more difficult when I reached 70 years of age. 'Pempoul' is now on display at Aimrec marketing suite in Ashford. This is a taster for the forthcoming AIMREC project and is free to the public Saturday and Sunday 10am to 4pm.

c.2017

2017 – 'Arun Quay': Built, as far as possible, from lightweight materials and to fit in a car. I see this as the way forward for any subsequent projects.

Full Height Backscene

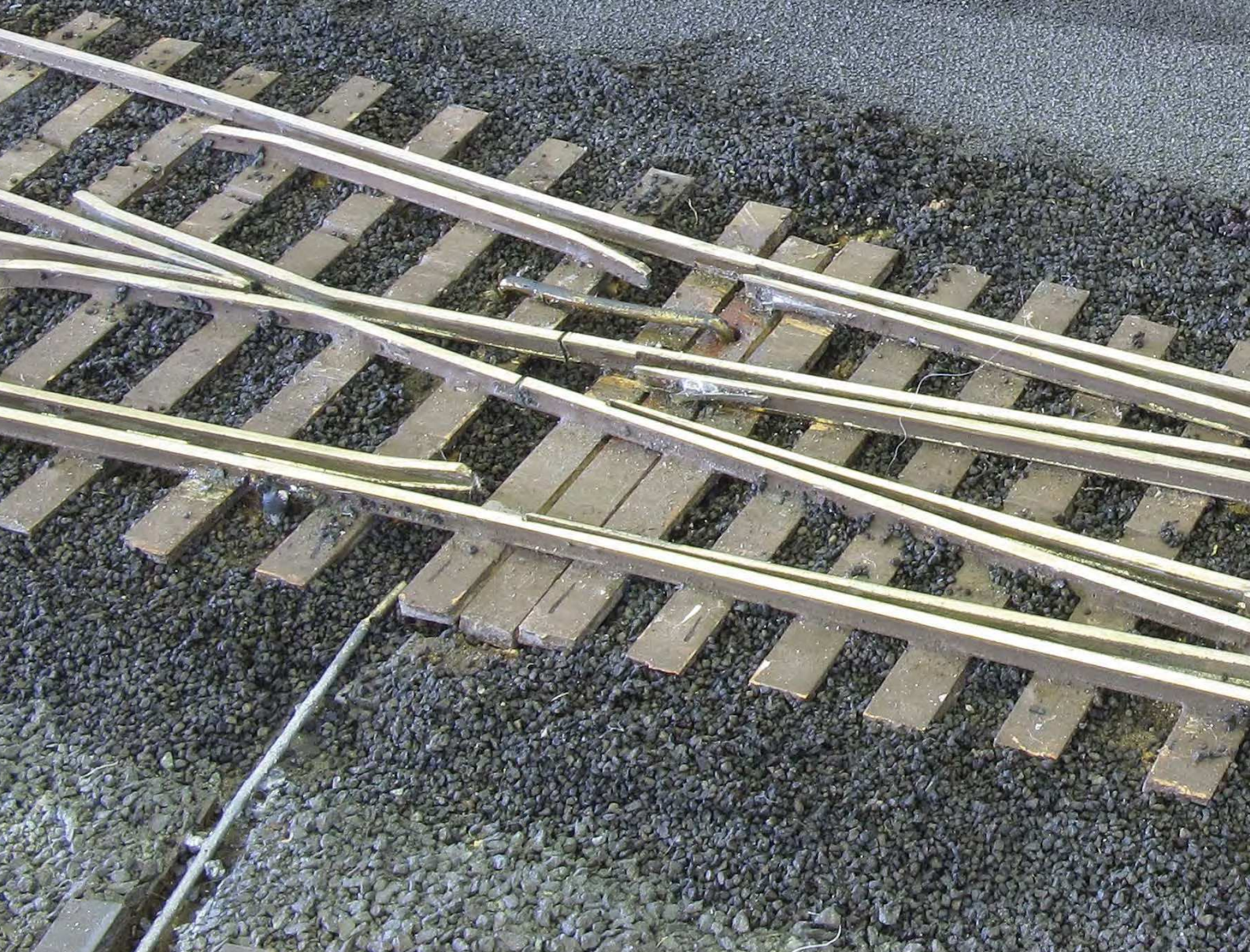


Arun Quay

HOW TO... **WIRE A DOUBLE SLIP**

Words & photography: Andrew Duckworth

The control of these complex pieces of track has baffled many modellers for years. In the first of a new mini-series on layout wiring, published author, Andrew Duckworth explains all you'll need to know using the most common of setups.



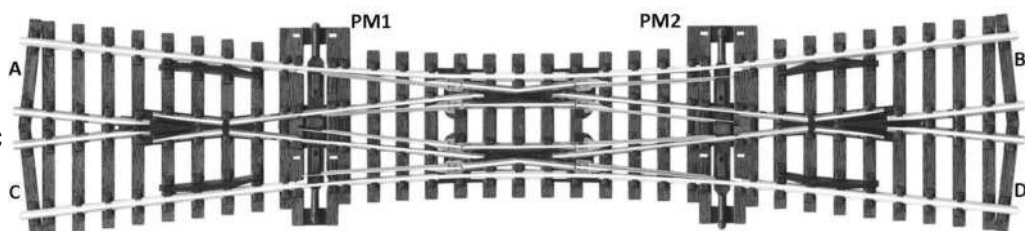


A double slip is a narrow-angled crossing of two lines combined with two sets of points, which allows the train to exit on one of two tracks. Here we show a range of Analogue circuits for DC operation, and a range of motors with DCC circuits.

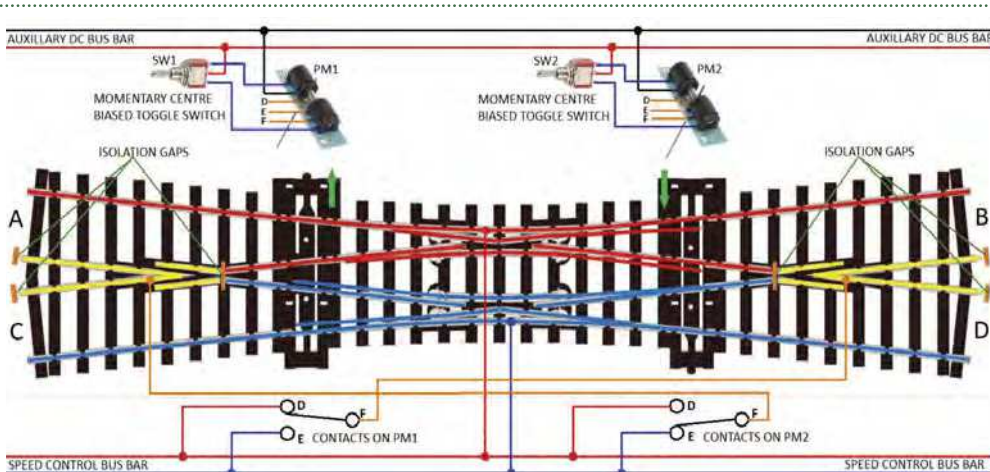
You will see from the circuits that the DC wiring is a little more complicated than the DCC wiring, this is because all the switching and polarity changes happen in the DCC controller and are then sent to the point motor decoder.

The train travel sequences are:

Route A to B / B to A	PM1 down	PM2 down
Route A to D / D to A	PM1 up	PM2 down
Route C to B / B to C	PM1 down	PM2 up
Route C to D / D to C	PM1 up	PM2 up



Please note that PM1 switch goes to the right frog and PM2 switch goes the left frog.



DC Coil Motors

Coil Motors require a short pulse of power and will be damaged with a permanent voltage on the coils; this is why we use a Momentary switch such as the Salecom T8014A-SEBQ-H, or similar. This switch is called a Single Pole Single Throw (SPST) switch.

In this diagram a train travelling from A to D must have PM1 in the up position putting positive on the right frog through the PM1 switch via F & D, also PM2 is in the down position putting negative on the left hand frog through the PM2 switch via F & E. To make the train go from A to B then PM1 must be in the down position, putting negative on the right frog via PM1 switch E & F. PM2 remains in the down position putting negative on the left frog through PM2 E & F.

The above circuit is using the Gaugemaster PM1 Point Motor. The same circuit can be used for the Hornby R8014 with a Peco PL-13 fitted, Peco PL-10 with a Peco PL-13 fitted, or the Gaugemaster PM-10 with a Peco PL-13 fitted, or a Hattsons' HAT-PM-01.

Analogue Slow-Motion Motor

These motors work one way with normal polarity, and the motor then reverses when the polarity is reversed. The motors also have a stall circuit built in, which means that power can remain on the motor. The switch to use is a Salecom T8011-SEBQ-H Double Pole Double Throw (DPDT) Latching switch, or similar. In one position the polarity is normal, in the second position the polarity has been reversed.

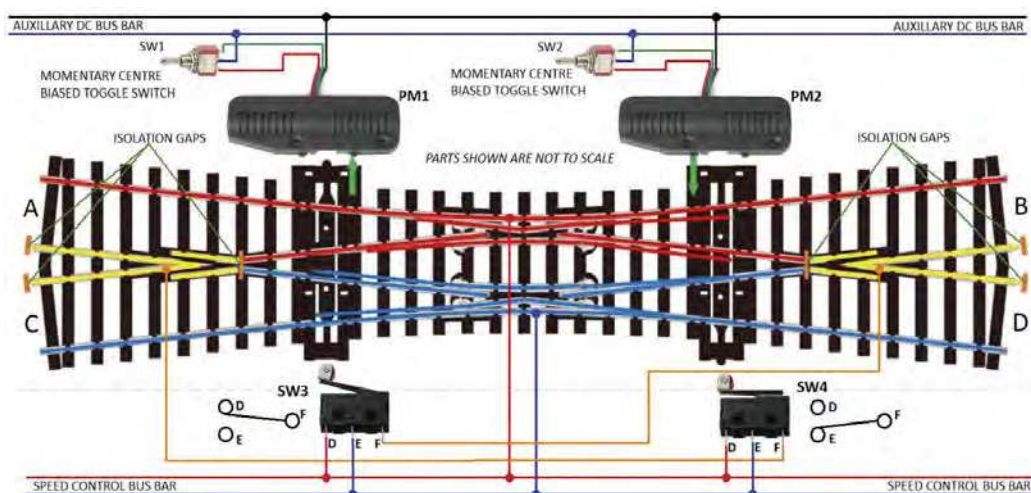
Terminations

Termination of one size of wire to a smaller or larger will require a connection system that is capable of taking both and creating a good connection. The termination system must cope with the current passing through the junction. Terminal Blocks are available in 3A, 5A, 10A, 15A, and 30A, so select the one that will cope with your worst case scenario of a large number of points or CDUs activated simultaneously.

Analogue without Integral Switches

All the above motors have change-over switches as part of the motor. The following do not have integral switches, so a separate switch has to be introduced for the frog polarity. The point motors that do not have integral switches are the ones shown – Hornby R8243, Gaugemaster GMC-PM20, Peco PLS-125, Peco PL-11.

There are many types of switches available to switch the frogs, from magnet reed switches, to mini micro switches with either roller actuators or button actuators. The switch shown is a micro switch with roller by Camdenboss (V4 PCB Type Roller Lever), which is activated by the tiebars on the points.



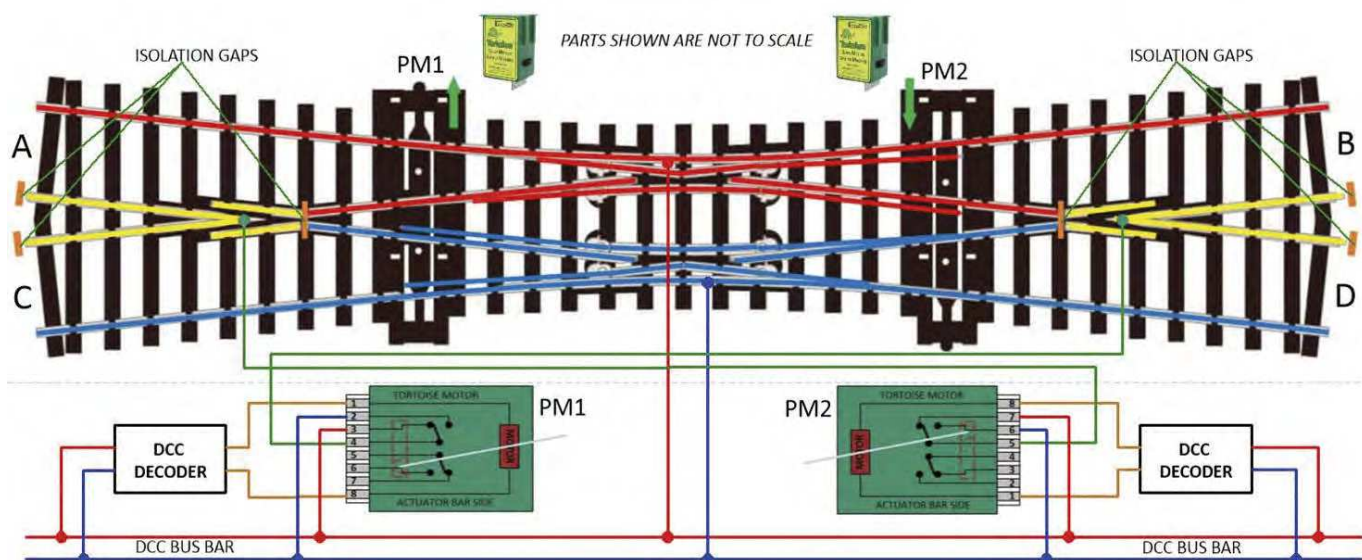
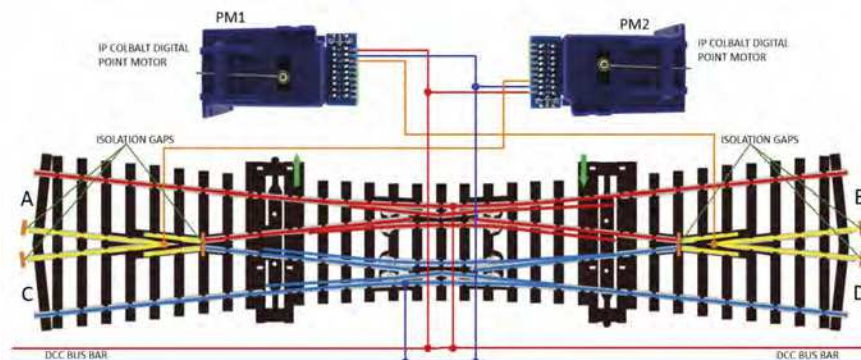
Important things to remember

1. The colours of wires in all the circuits is for clarity only, you need to check the instructions from the manufacturer each time as they may use a different colour system.
2. The Bus Wires should all be run in 32/0.2mm wire and Spur Off units should be capable of handling in excess of 15A at any time.
3. The spur wires should be in either 24/0.2mm or 16/0.2mm to the equipment terminal blocks. Most proprietary-manufactured products come with a short length of 7/0.2mm wire, so you will need to have a terminal block at this stage. Please note not all manufacturers use the same colour coding for their products, so check the instructions before switching ON.

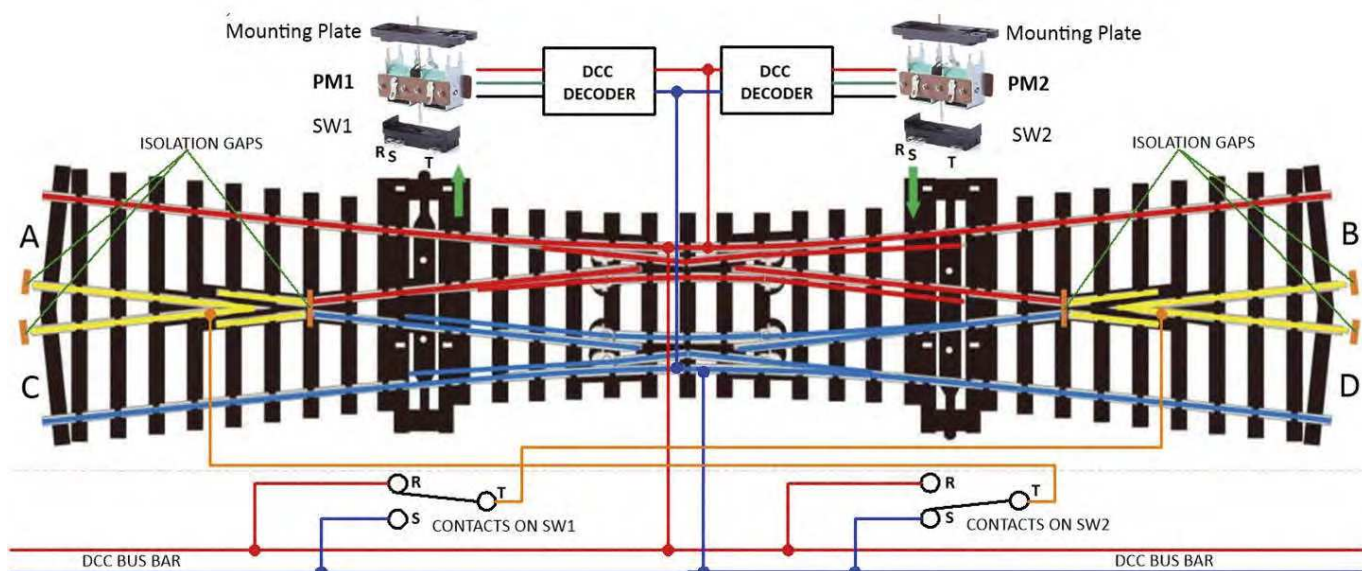
DCC Point Motors

Digital Point Motors get their instructions from the same wires that power the tracks. This means that wiring is simpler. However, the signal from the control panel must first go through a decoder, which is mapped to that specific point motor. Some point motors have the DCC decoder built into the casing as shown below. Other motors do not have the decoder built-in, so you need to purchase one for each motor you want to convert to digital control.

The below circuit shows two Colbalt Digital Motors – PM1 and PM2. Ensure these are the digital version with built-in decoders. The wiring is a lot simpler than DC as the frog switches are built into the point motor and the instructions for them come from the built-in decoders.



In the above example the point motors are slow motion motors without DCC decoders built-in, so each motor needs a stand-alone decoder. However, they do have two sets of changeover contacts inside the casing. You will need to wire the decoders from the DCC bus bar to the point motor as shown. The frog power switches are the same as the DC connections, as shown in the above drawing.



In this example we are using coil type point motors (a list of which is under Fig. 2). These motors do not have built-in decoders, so each motor requires its own decoder; the wiring for these is shown above. The switching of the frogs is dependent on a separate changeover switch.

AVIEMORE

A long-standing interest in railways and the untamed wilderness of the Scottish Highlands, led Neil Watson to incorporate both on his N gauge creation.

Words: Neil Watson **Photography:** Tony Wright

My interest in railways started at a very young age when my grandad built me an 8ft x 4ft O gauge layout. I got into N gauge in the early-'90s, after realising the size of O gauge was too big for the space available, however my children still enjoy the layout as much as I did at their age. Prior to starting Aviemore I got invited

by Carl Woodward to see his masterpiece 'Vale of Oxbury'. His layout is a pleasure to help with and I always have a great laugh with Mike and Nick, too. My job also relates to railways, working in a signal box in Cambridge.

Aviemore is set in the Scottish Highlands at the edge of the Cairngorms. The line was

opened in 1863 by the Inverness and Perth Junction Railway, subsequently becoming part of the Highland Railway Company. In 1923, it became part of the LMS, later becoming part of the Scottish Region of British Railways after 1948. Aviemore Station is set at a junction. Traffic will come from the south from Perth into the station



Factfile

Layout name: Aviemore
Scale/gauge: 2mm:1ft / 1:144 scale / N
Size: 14ft x 3ft
Era/region: 1950s - 1960s BR(Sc)
Layout type: Continuous loop

and would then split off onto the Speyside line towards Grantown and Keith towards Inverness. The section towards Slochd onto Inverness, being the more direct route, was built later.

I chose this location as we spend all our holidays there, and even decided to get married there, in 2016, 500 miles from home with over 70 people coming up to enjoy the day. We even hired a steam train! Many thanks to the Strathspey Railway for making it a special day.

Beginning the build

Aviemore was originally set to be on two 6ft x 3ft boards to aid with transportation and setting up, but this had to be increased by a further 2ft to fit the trackplan. The layout is currently erected inside an old BR planked van, which I spent months restoring.

The station buildings and locomotive

shed were built from laser-cut MDF, which I had made for me by Smart Models. These were painted before fixing together. The signal box is a kit-bashed model to represent Aviemore North Box with Aviemore South being another model built.

The scenery was constructed on top of insulation board offcuts, coated in children's brown paint with summer- and autumn-coloured static grass. Trees are homemade. I modelled the autumn period as we spent most of our time in Dalwhinnie in out of season periods, which is when we love the colour changes.

The red rocks are found occasionally but, in hindsight, I need to tone them down quite a bit.

Scenic challenges

The river bed was cut through the foam to the baseboard and then covered in Mod Roc

to form the riverbank edges. I then painted the sides and the river bed in a blue/green paint from Woodland Scenics. Once dry, I put in some rock pieces before pouring in the resin to make the water. I found making the river very challenging, with my first attempt being a dry riverbed and the water (resin) seeping through the smallest hole onto the floor! I finished off before it set with a couple of fallen tree branches and fisherman's boat, which can be seen fishing in the Spey.

Another challenge has been getting the backscene looking right. I wanted to have the background from the location overlooking the Cairngorm Mountains, but I could not get this as the area has built up so much with trees and modern buildings in the way of the backdrop. I also tried driving to the highest point of Aviemore in the Craigellachie Hill housing estate,

Standard Class 2 2-6-0 No. 78052 and Standard Class 4 2-6-4T No. 80083, both Riddles designs, mix with D3781 – later 08614 – on Aviemore shed.





Derby-built ex-LMS Fairburn 2-6-4T No. 42267 heads a train to Perth. The locomotive entered service on January 21, 1947 and would end its career from Wakefield (56A) in June, 1967. The following April it was scrapped by Cohens at Kettering.

but this didn't work. I eventually found a great spot near our holiday location outside Dalwhinnie, overlooking Crubenmore. I am in the process of looking into reducing the height of this. This was made from a series of photographs, stitched together to form the backscene. I am particularly pleased with how the feel of Aviemore has been achieved and having the semaphore signals well represented, before they were abolished in March, 2019.

Operation and rolling stock

The layout is controlled using a 5A NCE booster with points operated by DCCconcepts point motors with operation done with Java Model Railroad Interface (JMRI).

I operate at exhibitions with three or four operators to a routine that we decide – as long as we keep trains running and do our best to incorporate movements that used to take place at Aviemore. For example, trains used to come on and off for banking up to Druimuachdar Summit pass and the odd restaurant car came off the down trains to be put onto the next upcoming train.

I opted for an ADM turntable rather than the Peco one I had first installed. I really wanted to have it controlled, but I found it a pain trying to get the table to line up



A local parcels service emerges from behind the locomotive shed into Aviemore from Grantown-on-Spey.

Sulzer Type 2 D5222 approaches from the south. Not long in service, it already carries a thick coating of grime.



with the outer track from the angle I was operating. I spent two occasions speaking with ADM at exhibitions and like the way it worked each time and the finish it had with the package. It was easy to install and works faultlessly every time. The only thing I changed was the horrible Peco guard rails, which I swapped for finer ones.

All the rolling stock is a combination of Graham Farish and Dapol with the occasional kit-built item, based on photographic evidence and locomotive allocations from that period, which I run on an ad-hoc basis with certain formations which happened. I have renumbered the locomotives that were allocated to Aviemore and Inverness shed with all stock being realistically weathered. All the locomotives run on DCC with occasional sound being fitted.

My next challenge is to try taking banking locomotives on and off in the station, where I can uncouple using Dapol easy shunt couplings. I have spent time making Highland Railway coaches from kits and I even made a white metal Sheldon crane that occasionally runs.

The best part of the layout for me is the locomotive shed end with all the multiple trackwork that most people recognise. I wish I had the room to make it larger to extend out towards Kincaig.

The next project

Aviemore has taken me 3 years to complete but this was only with the help of Terry Metcalfe (Neely), who helped with the trackwork and electrics.

I've learnt that you can get good results by taking your time when modelling and it is always easy to be self-critical about wanting your layout just right. I have areas that I feel I could have done better and will be a lesson for my next layout.

A future project is an O gauge layout depicting the Scottish Region, possibly Dalwhinnie. I'll take many months doing research, which I have enjoyed doing with Aviemore, collecting many photographs and slides from the past. Watch this space.

I hope you enjoy seeing my layout and get pleasure from this as much as I do running it. My thanks must go to those who have helped me with the many elements of construction and my lovely wife who has had the patience of seeing all the boxes turn up and model equipment everywhere. Also, many thanks to Carl Woodward, Nick Moon, Mike Berman and Terry Metcalfe as without your knowledge, I would have struggled with some aspects of this project.



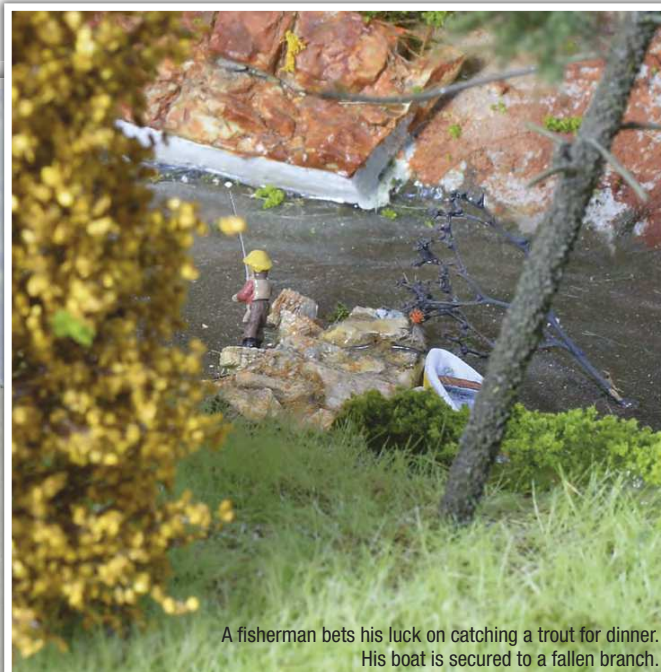
D5319 awaits the next down train before departing platform 2 with an engineers' train. On the platform behind, a railbus awaits a crew change.



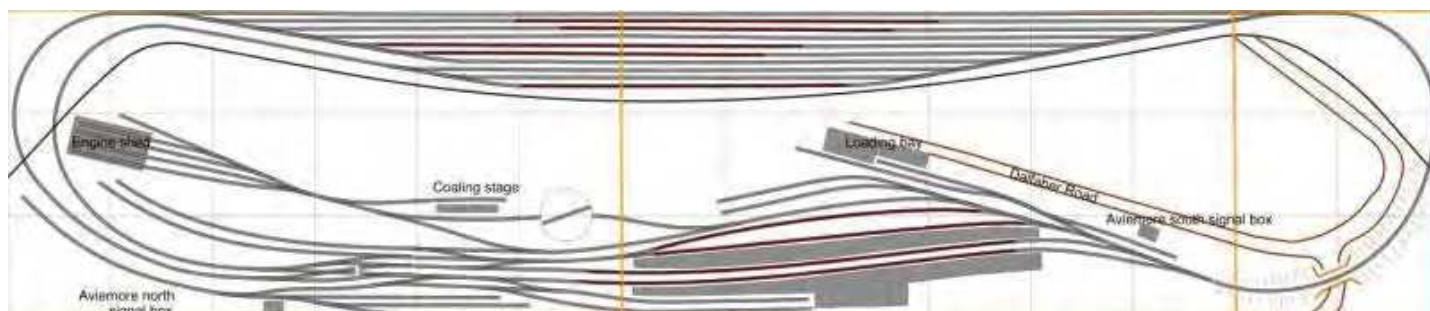
A busy moment at Aviemore as a double-headed down sleeper service prepares for departure to Inverness.



A mixture of dark weathered stone and cream-painted rendered houses signal traditional Scottish architecture and look peaceful in the autumnal colours.



Allocated to Aviemore (60B) between November 22, 1958 and August 10, 1962, Riddles Standard Class 2 No. 78052 refills with coal before turning on the turntable back to the shed.



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RUNCORN SALT UNION

PART TWO: Creating paved surfaces

Words & photography: Howard Smith

Many layouts require tarmac and concrete surfaces that can be difficult to model. Howard Smith attempts his version, while adding animation using Faller's Road System.

SEE MORE
Follow the build of this
layout on our website.
Visit www.world-of-railways.co.uk/techniques



SHOPPING LIST

- Wall filler plaster
- Masking tape
- DCC Concepts black, white and grey weathering powders
- Scale Model Scenery (LX135-00) Kerb Stones
- Rustoleum Grey Primer, Concrete and Matt Varnish spray paints

TOOLS

- 3in and 5in scrapers
- Permanent marker
- Mixing bowl
- Humbrol Palpo, Coloro and Stipple brushes



Paved surfaces can be one of the hardest things to create convincingly in model form. The textures and colours we witness on a daily basis are usually averaged by modellers to a single colour, be it a light grey for concrete or an off-black for tarmac. Paved surfaces vary in colour. Freshly-laid bitumen is dark in colour, though through dust and wear, it quickly changes to a lighter colour. Concrete is the opposite, often darkening with an accumulation of dirt.

The wrath of Mother Nature takes its toll in changing the appearance of a surface, from freezing water in winter that creates stress cracks and pot holes as does the traffic that travels across these surfaces, to dust in the summer. Heavy Goods Vehicles can soon destroy a thin layer of tarmac or compact it to form a hump in the middle of a road.

Perhaps you're modelling a quiet country lane with weeds in the middle? Or a street outside a house where cars that occasionally leak oil are parked? Don't forget about drainage, road markings, kerbstones and road signage, too. Adding these details to your model will elevate your paved surfaces to the next level.

For the project layout, being an industrial site, many surfaces are paved and it'll be a good exercise in honing my tarmac- and concrete-making skills. For good measure, I'm using one of Faller's Road Systems, too. Somehow, the idea of shunting wagons while avoiding moving road vehicles as they negotiate around the busy site seems quite appealing. Will they, or won't they clash?



The layout is 'mapped' using a permanent marker to trace the location of the roads. I altered the track from the prototype slightly to make for more interesting running, so the print-out OS map I'm using serves only as guide.



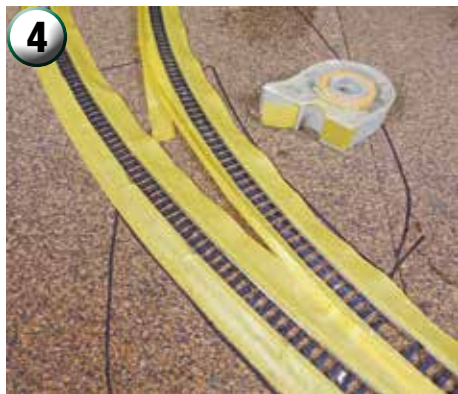
Before adding the hard-standing areas, Code 75 checkrails are installed from spare track. Generously supergluing them into place is sufficient, given these will be buried under plaster that will provide additional support. The rails are cut to length using Xuron shears.



Observing photographs reveals gentle, but noticeable slopes across the site, used for drainage, no doubt. I'm keen to make sure the model features the same slopes and that the concrete and tarmac effects are replicated.



Nothing quite tests the railhead cleanliness of freshly-weathered sunken track like an 0-4-0 locomotive with pickups on just two axles. If this works, anything will!



Removing stray plaster from between the rails is a tedious task, so I'm masking between these, beforehand. It's far easier to remove plaster this way than to scratch along the rails and potentially damage them, later. Valuable cleaning time is saved. You could also try using an old wagon with Tri-ang standard wheels - pushing it along before the plaster dries to leave sufficient clearance for nearer-scale wheelsets.



Before the plaster has set, I'm peeling the masking tape away, revealing the track underneath, undamaged and in fine fettle. Adding the plaster takes time, so I'm applying it in small stages, building up layers a little at a time.



Plaster debris is removed between running rails and check rails with the sharp end of an old file. Be careful not to damage the fragile track chairs, underneath. Use a wagon to check for running issues and a track cleaner to polish rail surfaces.



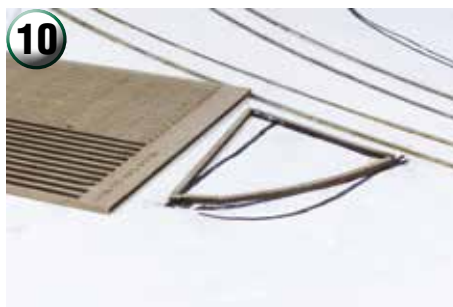
The sharp end of an old broken needle file is used to carve a pathway for the hardened steel guide wire. It must be below the surface, but only just. Bury it too deep and the magnets on the vehicles won't follow it. A rule serves as a guide for straight sections, various mixing bowls for the curves.



Faller's Road System contains a small bag of plaster, designed to be used as a thin skim. It doesn't last on a project of this size which requires a 1-5mm thick covering to create the road slope. A few boxes of household plaster are used to create the road surface.



Sanding the plaster is important to make it level and smooth. It's important to leave the rails slightly proud of the final height, to prevent wheels from being lifted from the track. Keep the vacuum cleaner to hand, it's messy!



The junction area of this model is where we shall now concentrate - it has the most variety in the mixture of road surfaces on the layout. Scale Model Scenery's (LX135-00) Kerb Stones are cut from the sheet and superglued over the plaster. These are rectangular and must be positioned with the cut lines facing outwards and the taller sides standing upright.



The hardened steel wire will ruin the jaws of cutters, so use an old pair, or a slitting disc in a mini-drill to cut. Powerbond 806 Cyanoacrylate is used to glue the wire in the holes in sections. Old files can be used to prise it into position.



Referring to prototype photographs highlights the road edges, which can be cut easily to the desired curvature using a craft knife. The area shown will be filled with ballast, later. Some plaster is removed between sleepers with the knife, too.

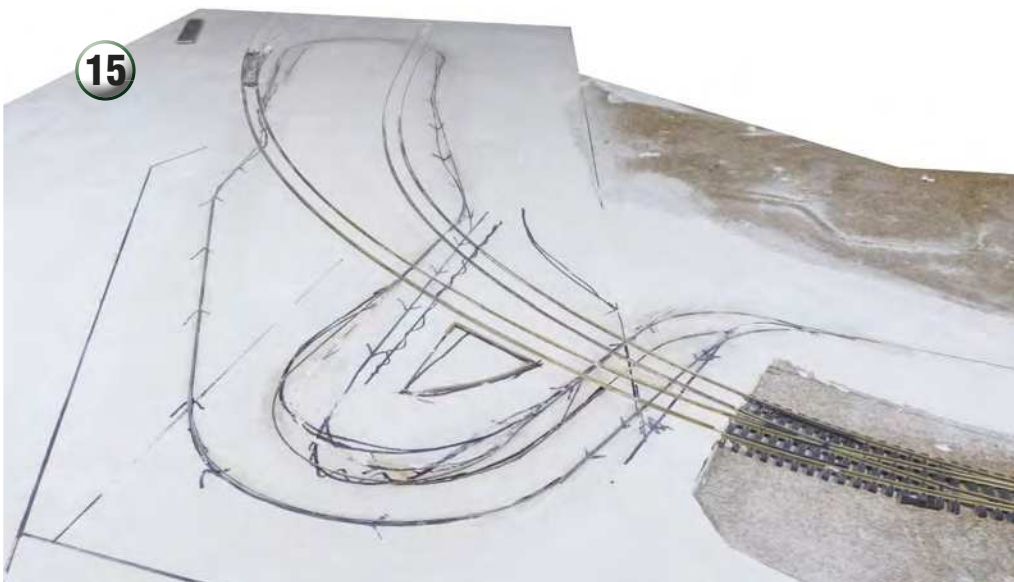


The pathway and direction of travel for the vehicles is determined and drawn on the layout with a marker. Crossing the tracks perpendicular is advisable, but not always possible. I'm ensuring that vehicles travel across most of the road surfaces.



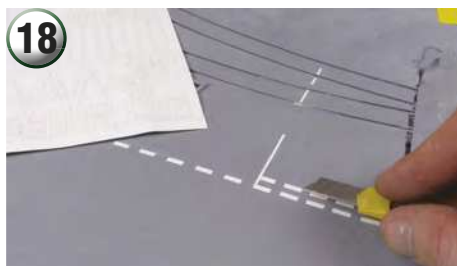
Scale Model Scenery's Kerb Stones are again used to edge a section of the road, as per images of the location. Fine masking tape was used to protect the laser-cut joins from the plaster.

15



With the wire buried, the white van is tested. It's here that I can explain the many lines on the board. Too narrow a turn radius results in the vehicle losing the wire and crashing. Too sudden a movement, and the vehicle will lose the wire and crash. A lot of fine tuning is required, particularly when the vehicle makes its way across tracks, diagonally. I'm making it this way as I want the gated entrance to the yard to be shared by vehicular and rail traffic. If you want an easier solution, purchase Faller's laser-cut wooden road templates, available in curve, junction or straight variants.

18



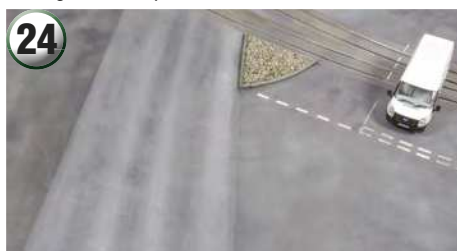
Road markings are self-adhesive from Scale Model Scenery. I tried its stencils, but whether dry-brushing or spraying, paint worked its way underneath because of a lip to the edges, spoiling the effect. A knife is used to position each, though ensure they are aligned.

21



A combination of Comart 1015 Fertile Soil, black and white weathering powder is mixed to achieve a cream shade of concrete, referring to photographs for reference. The mixture is applied by brush, working carefully up to the edges of the tape.

24



Blending the colours of the tarmac and concrete together requires a lot of patience. I lost count of how many hours it took to dry-brush the tones together with various hues of grey weathering powders. I continued until I felt it looked right, referring to photographs.

19



An even mixture of white and black weathering powders is worked onto the road surface to depict the worn surface. The concrete track infill is masked in preparation of its painting.

22



Drains can easily be added to any layout using Scale Model Scenery's AX013-00 sheet. Many different types are featured, including inspection hatches and water hydrants. I'm colouring the edges of the paper with a felt-tipped pen to prevent the white showing through.

25



The final addition, a little ballast, sprinkled in the centre of the junction triangle. This was then followed by a dilute PVA/water mix, though it caused the card kerbstones to delaminate, hence these will be replaced later.

16



Satisfied that the van works reliably after testing it around the circuit 10 times, a thin skim of plaster is used to fill the trench for the wire. I'm careful around the rails to prevent plaster from fouling the rail/check rail area.

17



Rustoleum Grey Surface Primer is a good start for giving the road areas a faded tarmac appearance. Note the use of masking tape to prevent overspray on the adjacent rails. The absorbent plaster requires a few coats for a more realistic appearance.

20



The road leading to and from the site has a distinctive white-coloured staining from the salt traffic leaving the site. Adding more of the white powder into the dry-brushing weathering mixture achieves this.

23



A dab of superglue is all that's required to fix this drain cover into position. Note the concrete-coloured strip, achieved using a can of Rustoleum Concrete Effect. This strip of concrete denotes the edge of the car park, where a fence will be later added.



DIGITAL EDITION EXCLUSIVE

Runcorn Salt Union: Creating a road system

Howard Smith provides this project update on the Faller Road System, being installed on the layout. With plenty more weathering of the roads left to do, read how it was achieved in the April 2020 issue of BRM.

EXCLUSIVE

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



HOW TO... DESIGN A CONTROL PANEL

Words & photography: Howard Smith

Switches, wires, lights and push buttons combine in these often-complex spaces. Howard Smith outlines considerations to make the heart of your model railway better suit your needs, as he creates a control panel for BRM's Runcorn Union Salt layout.



Control panels were once the sole nerve centre for model railway operation. From here, every aspect of the layout would be controlled. With the advent of DCC, on such-equipped layouts, their use has declined and some DCC layouts have disposed of such panels entirely.

If you're designing a control panel, it's easy to be influenced by others' designs and create a panel that you feel is how a control panel should look, not one that suits your requirements. Ask yourself why you need a control panel – perhaps you don't. From the control of signals, to points and accessories, all can be accessed at the press of a few buttons on the numerous mid-range and above DCC handsets.

For DC layout users, unless operating

a straight piece of track, some form of control panel – even if a solitary switch for a single point – will be required. On such layouts, the control panel remains key to operation because of the need for isolation sections. Signal and point control switches are usually added, some preferring to control each separately, others opting to wire signal control to points or isolation sections, to avoid Signals Passed At Danger (SPADs), declutter their control panel and reduce the number of switches that must be remembered to flick.

An important aspect of control panel design is making it easy to understand. You might understand it, but I feel it's important that anyone should be able to walk up to it, and, within a minute or so, understand the

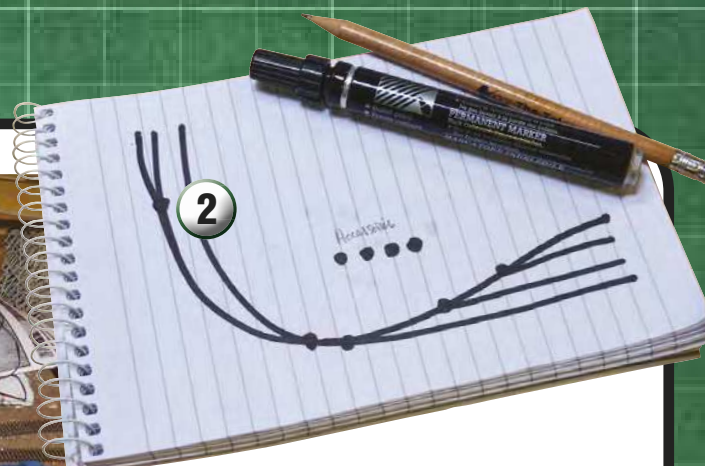
task each switch performs. I've operated layouts where switches aren't labelled and the guessing game becomes tedious. Take an isolation switch for instance – labelling it should be simple, but don't write on/off on a label as it's confusing. Does 'on' refer to the isolation being active and power cut, or does it refer to power being applied? Simplifying it to Isolation/Power, or better still, for space on small stickers, Isol/Pwr makes better sense for saving space.

Another important aspect is the role of a control panel in the operation of a layout other than that outlined above. Does the control panel operator act as 'signalman', thereby 'authorising' the passage of trains across a stretch of line? If so, the role is reversed and on a large layout the control panel operator doesn't switch signals reactively for the benefit of the spectator, but proactively, indicating to those 'in-charge' of a train that they have 'right of way'. Perhaps the layout is even larger and there is more than one control panel, each operator being responsible for a stretch of track, as per signal boxes. In this instance, is a form of communication between each required, perhaps?

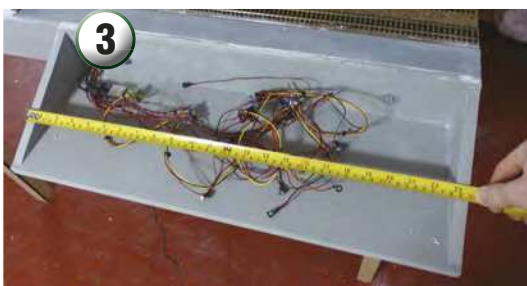
Lastly, and possibly more sympathetic on a present-era model railway, some form of route indication with LEDs might be beneficial. If your layout is to tour the exhibition circuit, don't be shy of sharing operation with the public, either. Computer control of your DCC layout on a flatscreen monitor with train identifiers, forthcoming trains and route indication can be quite entertaining. Let's get started.



Runcorn Salt Union layout (see page 100) needs a control panel. To get a rough idea of the trackplan shape and its curves, an overhead photograph is taken. A small panel is all that's required on this layout, keeping things simple.



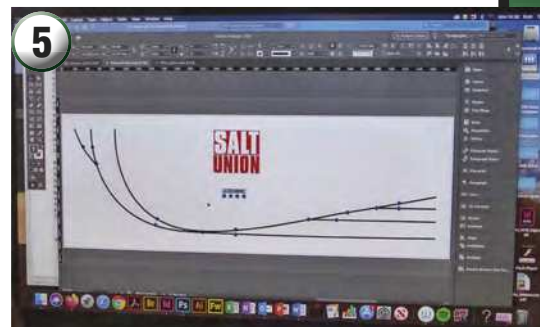
From the photograph, a sketch of the trackplan is created on paper, which is given to our designer, Ruth. An outline for the location of point switches and LED lights is given, with allocations for future lighting accessory switches. I've left room for expansion with additional switches.



The control panel frame, at 597mm in length was made by White Rose Modelworks at the same time as the baseboards. I'm measuring it for the overall panel fascia size.



Inspired by the Salt Union logo, present on the loading point building after the management buyout of the Folly Lane salt business from ICI, I'm providing Ruth with the style of font and colours for a custom look.



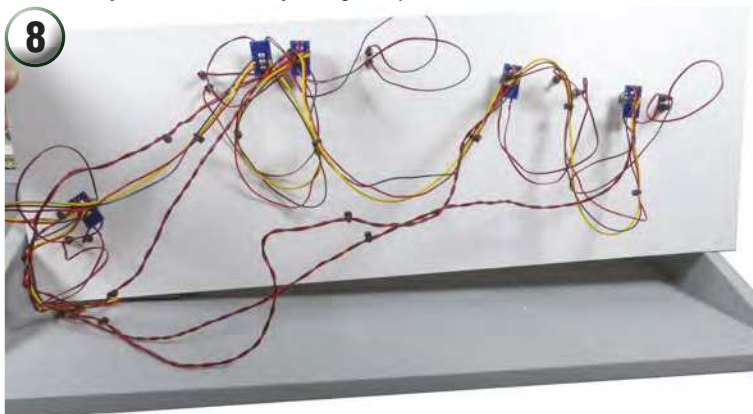
Armed with dimensions and a plan, Ruth designs the control panel in Adobe InDesign. It's the industry standard, but other equally-capable and free pieces of design are available to use, such as Gimp, or Inkscape.



The design is printed onto 80GSM self-adhesive paper. Checking the trackplan has printed to the correct size, it is carefully stuck to a 5mm thick piece of backing-board and left to dry for a few minutes, by our digital department.



Pilot holes for the switches and LED lights are drilled with a 3mm diameter bit, then opened to the final size carefully with a 6mm diameter bit. The board has a tendency to melt.



The switches are fed through the holes and secured – but not overtightened – with the nuts provided. DCC Concepts LEDs are a push-fit, but to keep them secure during transport, I'm adding a little UHU glue around the edges for safe measure.



Functionality of the new panel is tested and it is fixed using Velcro. More complex control panels require more holes and better planning, but for our needs, it's adequate. If control with the switches is reversed, rotate them through 180 degrees.

GREAT DAY OUT

One of the biggest events in the model railway calendar is back for 2020. As well as the awe-inspiring venue of Ally Pally, visitors can enjoy over 40 hand-picked layouts from around the globe and in excess of 100 exhibitors to browse and purchase from.



Copenhagen Fields (OO)

Surely there can be no grander project that is readily identifiable as London than The Model Railway Club's fantastic 'Copenhagen Fields'. Under Tim Watson's leadership, the layout features a wide panoramic landscape of North London through to the most minute details of street life.

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Hartley Poole
Hopper's Aggregates
Hornby Railway Collectors' Association Double Helix
Ladeside Diesel Depot
Maloja - Swiss Rhtische Bahn
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Newchapel Junction
North Ballachulish
Oakworth
Orchard Wharf
Outwell Village
Rossiter Rise
Templeford
The Spirit of Swindon
Todmorden Midland
Tudwick Road Siding
Upper Cwmtwyth
War of the Worlds
Whiteleaf Light Railway
Wolfe Lowe

Deadmans Lane (OO)

Famed for its research and development work on many of Britain's rail icons, Derby's Rail Technical Centre has taken a different direction, though its current modelling potential still appealed to Mick Bryan.



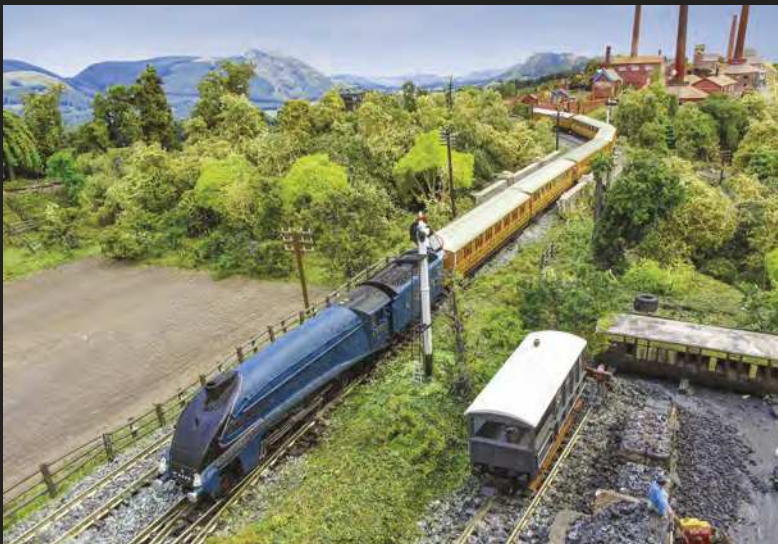


Todmorden Midland (N)

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

Freshwater (2FS)

Freshwater is a 2mm finescale model of the terminus on the Isle of Wight, initially built for the 2mm Scale Association's Golden Jubilee challenge by Ian Morgan of Basingstoke MRS.



Hartley Poole (N)

Providing a scenic masterclass, this is the latest layout to emerge from the prolific Alsager Railway Association.



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Where? Alexandra Palace, London.

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For more information, head to www.world-of-railways.co.uk/information/all-shows



Rossiter Rise (OO)

Niche interests in railway modelling remain a Mecca for kit and scratch-building skills, as Terry Tew proves with the construction of this London Terminus.



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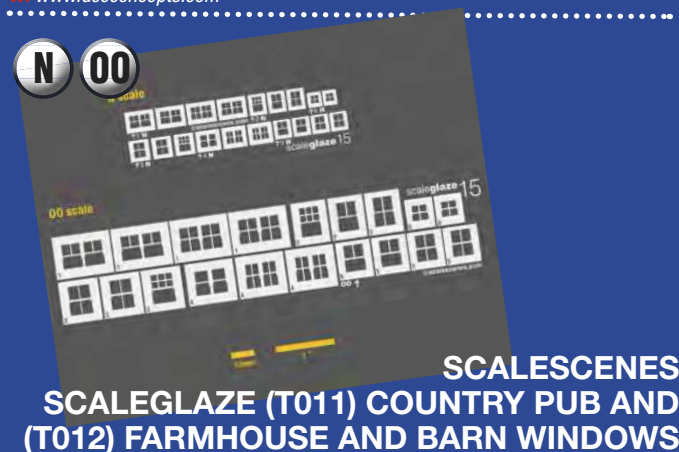
DCC CONCEPTS (DCC-AVA.1) ALPHA METER



DCC Concepts new current and voltage meter can be installed to the fascia of your model railway. If operation on your model railway isn't going to plan, eliminating problems in a methodical fashion helps. This device will help determine: the size of decoder for a given locomotive; if your track is receiving power; if your DCC or DC controller is adequate for your layout; if you can add more accessories to your layout; what size of cable you should use to power your layout; if you'll need a booster unit, and more... Plug and play connectivity is available, courtesy of two screw terminal connectors. Five mounting screws are provided (one spare).

Price: £59.95

W: www.dccconcepts.com



Designed by the Australian download and print-at-home building kit specialist, two of Scalescenes' buildings now benefit from glazing, which is sold separately. Its (T011) Country Pub and (T012) Farmhouse and Barn can be downloaded and printed to N or OO scales. These glazing packs are screen-printed onto 100-micron clear film and can be cut with scissors and glued inside the buildings for a convincing effect. Scratch-builders can also find them of use. See its website for the full range of building and glazing products.

Price: OO £4.00, N £2.80

W: www.scalescenes.com



CRAYOLA MODEL MAGIC MODELLING PUTTY

Crayola Model Magic modelling compound is a non-toxic modelling material that can be manipulated and joined to make any form or shape. Lightweight, clean and resilient, the compound is non-crumbling and it doesn't cling to skin or room surfaces. It can be attached to plastic, wood, cardboard and other materials. Model Magic is available in various colours and can be painted after it has dried for 24 hours. The compound dries to a resilient consistency within 24-36 hours, without kiln firing.

Price: £1.95 (28g sachet)

W: www.shop.crayola.com or see your local craft shop



FLAKE KING CORRODED METALS MINI SHAKER KIT

Create realistic rust and corrosion effects with Flake King Corroded Metal which contains a Surface Binder (FK50), Vintage Iron pot (with shaker), Corroded Coppa pot (with shaker), Patina Sponge and Corrosion Activator. First, apply its dense, heavy Vintage Iron or Corroded Copper powders directly to wet paint or clear coat. Following this, spray its

Corrosion Activator directly to the surface and wait – the longer you leave it on the more corroded it will become. When satisfied with the level of corrosion, wash off the corroder and leave to dry. The organic finish will continue to corrode unless protected, so apply a clear matt coating to seal.

Price: £24.60

W: www.airbrushes.com



SCALE MODEL SCENERY (LX294-OO) RAMP FENCING AND (LX-295-OO) GATES

Designed to be used in conjunction with its LX293-OO Midland Railway Fencing, these two accessory packs can be used to fit to a platform or cattle dock ramp or add gates, where required. The laser-cut Ramp Fencing set builds two left-hand and two right-hand fence sections. Its gate set provides two left-hand and two right-hand gates, also in Midland Railway/LMS style. The gates can be easily painted black, or stained to represent creosote. Basic assembly skills are required.

Price: LX294-OO £4.49, LX295-OO £3.99

W: www.scalemodelscenery.co.uk



BRIMAL COMPONENTS POINT MOTOR POSITIONING TEMPLATES

Use these templates for positioning point motors and other equipment on the underside of your baseboard. Currently, Brimal Components has 11 templates, suitable for Gaugemaster, Circuitron Tortoise, DCCconcepts Cobalt, Hattons and more. Print the template sheet onto thick paper, cut a template out and slide it under a point on the baseboard top. Line it up with the point set, then pin the template to the baseboard using pins. Remove the point and drill a 1mm pilot hole. Cut out the slot and refit the point.

Price: FREE

W: www.thehobbyshed.club

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STACEY'S MINIATURE HIGHLAND GRIT

Made from crushed stone in three grades, 0.8mm-1.2mm, 1.2mm-2.5mm and 2.5mm-5mm, this new selection of products stocked with 4D Modelshop is ideal for ballasting your layout. Choose its finer grade for ballasting in OO gauge (or O gauge), its medium grade for ballasting in O gauge and its coarse grade for gauges 1 and above. Colour variation is subtle and gluing with PVA is recommended. Visit its website for the full range of scenic products stocked.

Price: £3.90

W: www.modelshop.co.uk



ROTACRAFT RECHARGEABLE CORDLESS ROTARY TOOL

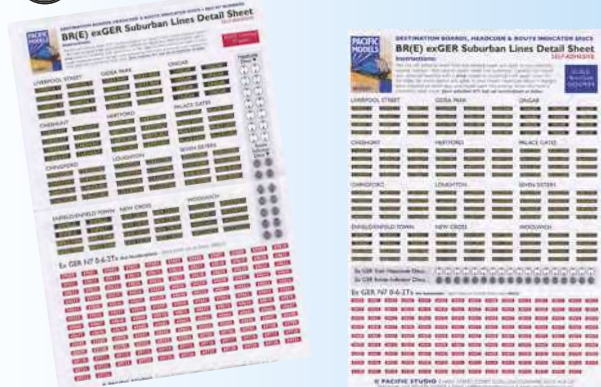
Whether at your workbench or drilling holes on your layout, free yourself from the restrictions of a cable, with this micro rotary tool, now stocked with 4D Models. Its built-in rechargeable Li-ion battery and three-speeds (5000, 10000 and 15000 rpm) ensures fine modelling work can be carried out speedily. Its 2.3mm collet accepts the 12 accessories provided, though modellers should use more appropriate fittings if seeking to grind away excess solder when making kits, or drilling holes; available separately from all good tool specialists.

Price: £39.99

W: www.modelshop.co.uk



PACIFIC MODELS BR(E) (EX-GER) SUBURBAN LINES DETAIL SHEET

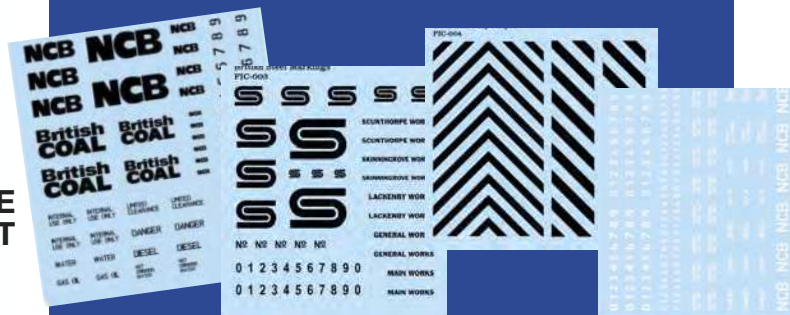


Recently introduced to the mail order range from Pacific Models are destination boards for suburban trains out of Liverpool Street station, in addition to route indicator and train classification discs, as used on former Great Eastern routes. As well as the boards and discs, the sheets also provide N7 0-6-2T smokebox numberplates with a red background instead of black, which was a common sight. Available in OO and O scales.

Price: £5.40 (4mm:1ft), £9.00 (7mm:1ft)

W: www.pacificmodels.co.uk

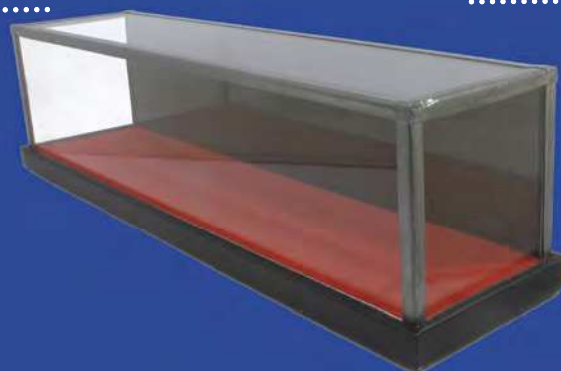
NARROW PLANET INDUSTRIAL WATER-SLIDE TRANSFER SHEETS



In stock with narrow- and standard-gauge kit manufacturer, Narrow Planet, are four new transfer sheets, suitable for its range of locomotive and rolling stock kits. British Steel and National Coal Board/British Coal logos, lettering, numbers and markings have been printed on three sheets to 1:76 scale. Joining these is a fourth sheet of industrial 'wasp stripe' transfers with 59mm x 33mm, 2.1mm wide, 90 degree 'V' striping, and two 59mm x 12.5mm lengths of 3mm diagonal striping. Visit its website for recommended application advice.

Price: £6.00

W: www.shop.narrowplanet.co.uk



AIRFRAMED DISPLAY CASE

Display your pride and joy dust-free with this new display case from Airframed. Measuring 36cm x 8.5cm x 9cm, a choice of base effects include teak, walnut, white or black. Its size is ideal for OO gauge models. Felt covering options are light green, dark green, light grey, white or black. The pieces are manufactured from float glass and are edged in lead strip, with an optional clear or mirrored back wall for viewing detail on the other side of your model. See its website for customisable options when purchasing. Other sizes are available.

Price: From £35

W: www.airframed.co.uk

P&D MARSH (PDZ50) LOADED PLATFORM TROLLEY AND PORTER WITH LUGGAGE



Set the scene on your platform with this porter and luggage scene – a recent addition to the range of cast metal figures from P&D Marsh. The item is available to purchase painted or unpainted as with other items from its growing range. The luggage varies from milk churns to brief cases and travel cases, making it ideal for a rural station. Think about a few extra milk churns to add to the porter's workload and complete the cameo, or why not add a few children sitting on top, trainspotting?

Price: £5.00 (£8.70 painted)

W: www.pdmarshmodels.com

Class 117 & 121

'First Generation' Diesel Multiple Units



The British Transport Commission ordered 123 DMU vehicles for the Western Region, from the Pressed Steel Company of Linwood, Scotland, in 1958. The fleet entered service by late 1960 on duties out of London Paddington, the Bristol-Taunton area, and west of Newton Abbot in Devon & Cornwall. Upon the introduction of TOPS the fleet was designated Class 117. In the 1970s, these successful units were selected for refurbishment to extend their planned operational lives. Reallocations to the West Midlands and Scotland took the type further afield; final withdrawals came in 1999, after 40 years' service.

Pressed Steel also built 16 single-car DMUs, Class 121s - essentially a Class 117 Driving Motor Brake Second with two cabs. The 121s took over from GWR railcars but with line closures, much of their work disappeared. Consequently, the class was used on West London branches, Welsh Valley lines, to Severn Beach and the Cornish branches. The class was so successful that examples remained in service well into Privatization, until 2017.

IN MODEL FORM

Bachmann has designed the Branchline models of the Class 117 and its sibling, the single-car Class 121, from the rails-up, to achieve a new high-water mark in fidelity to prototype in OO gauge DMUs. This process has enabled us to equip the models with a low profile, underfloor driveline that permits reproduction of an unprecedented level of interior detail, with no intrusion from the motor that compromised previous generations of models. We also designed the tooling for these units in such a way that they can accurately replicate each phase of their operating careers. We have incorporated a wealth of tooling options in our designs for the Class 117 & 121 DMUs allowing us to authentically replicate the prototypes in both livery and physical appearance throughout their operational lifetimes.

The class 117 cab end is offered in three styles: original, with marker lights and with both marker lights and headlights. Most units were delivered without marker lights, giving the front a plain appearance, particularly when full yellow ends were introduced.

Marker lights were later added to all units in the late 1970s/ early 1980s, and vehicles also had central headlights fitted by the late 1980s.



Close up of the 121 Driving cabs showing the cab end exhausts and the variations in buffers and headcode boxes over the three models - The green Class 117 (35-500) doesn't feature marker lights as was typical for its era.

The standard four-character headcode box is provided both in its original glazed condition and in plated-over form, as modified during works visits after displaying headcodes had been discontinued. Buffers are replicated in both the original 'cut' or later fitted large round 'Oleo' variety. Type fitted is dependent on era/prototype that the model is based upon.



Exhausts are authentically reproduced in original single-piece, twin and finally twin with silencers. The exhausts started out as the Derby type, joining together in a box at roof level but were later changed to the individual through-pipe style when corridor connectors were fitted, and later still, silencers were introduced.



Cab handrails are available in their original full height pattern or in modified, shortened form. These originally doubled as a drainpipe but were prone to blocking. Bodyside heater louvres are not featured on the as-built variants, but depicted correctly on the units later in life.



The Class 117 units are offered with and without intermediate end gangways. The sets were non-gangwayed when new, however there was through access between the compartments within each vehicle. We have modelled the interior doors faithfully as part of the partitions. From 1968, and a move to unstaffed stations, gangways were added for 'Paytrain' operations, in order that the Guard could walk through the train to issue tickets.

Bogies accurately represent both original and modified conditions. When new there were complaints about the ride quality of the Class 117s and in the early 1960s heavier bolsters were fitted with additional dampers mounted centrally to the bogie side-frames.



A close up of the intricate underframe detailing on the BR Green 117 DMU.

Underframe equipment on First Generation DMUs was laid out without the emphasis on balanced examinations and component swaps that typify the maintenance regime applied to modern units. Instead of being grouped together on equipment rafts like the Class 158 and 159, the various systems on the Class 117 and 121 were installed directly to the vehicle's chassis leading to a complex and intricate arrangement of tanks, radiators, pumps, fire-bottles, compressors and so on, linked by extensive interwoven pipe-runs and electrical conduit. Our attention to detail provides you with realistic scale reproduction of the real thing, with a host of separate components hand-fitted and individually printed in authentic colours, and each checked with manufacturing drawings.

The model uses the latest DCC decoder technology in the form of the Plux22 socket and with a speaker pre-fitted to every model, it's as easy to fit DCC or DCC sound to your model. Each model also is fitted with saloon and cab lighting along with directional and destination blind lights.



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35-500 Class 117 3-Car DMU BR Green (Speed Whiskers)



35-525 Class 121 Single-Car DMU BR Green (Speed Whiskers)



35-501 Class 117 3-Car DMU BR Blue & Grey



35-526 Class 121 Single-Car DMU BR Blue & Grey



35-502 Class 117 3-Car DMU BR Network SouthEast (Revised)



35-527 Class 121 Single-Car DMU BR Network SouthEast (Revised)

www.bachmann.co.uk



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BACHMANN CLASS 121

Words & photography: Andy York

Can you consider a single-vehicle railcar to be a Diesel Multiple Unit? Well, yes, because the DMU nomenclature means that the vehicle can be coupled in multiple with other compatible vehicles. The Class 121 vehicles had Blue Star multiple working designation, which covered most mechanical-transmission DMU sets and so could be seen forming a part of longer trains. The class of 16 double-ended railcars also included ten non-gangwayed driving trailer vehicles, in effect one end of a Class 117 unit to form two-car units. So, yes; this is a multiple unit.

Manufactured by Pressed Steel in 1960,

the vehicles principally saw use on Western Region routes taking over from former GWR railcars. Spending their first 25 years solely on Western Region lines, they were largely associated with branch operations such as the Looe, Bridport, Severn Beach, Windsor and Greenford Loop branches, but could be found on local services on the former GW Paddington to Birmingham lines. In later BR life, the cars gave service on Welsh-valley and Highland services while the story continues into privatisation with Silverlink services on the Marston Vale and

North London routes, Great Eastern on the Sudbury branch and Chiltern Railways' route-learning turns based at Aylesbury. The rail network story drew to a close in May 2017, with special services from Aylesbury to Princes Risborough in heritage liveries marking the end of first-generation slam-door stock on national rail. The story isn't over though, 13 of the original 16 DMBS vehicles survive into preservation, a testament to the ongoing usefulness of the type.



Step back to the late-1980s with Bachmann's glorious Class 121. It seems an age since a suburban London service was run with something so characterful.

The Class 121 vehicles can be differentiated from the Class 122 Gloucester-produced vehicles by the four-character headcode box above the cab windows.

Chassis revolution

As with the Class 158, which we reviewed in BRM Spring 2020, the Class 121 utilises Bachmann's new chassis design with the motor concealed below floor level giving clear floorspace through the length of the model. Being honest, it's not produced as revolutionary a result with the 121 as the 158, now I've had it apart on the workbench, but that is a result of gaining the maximum amount of detail and definition to the underframe detail which is, frankly, the best we have seen from any manufacturer on a DMU.

Whilst electrical pick-up is from all wheelsets, only one motor bogie is driven

with the small three-pole motor concealed within the underframe gearbox, with a cardan shaft and small gearbox unit to drive both axles of the driven bogie. The unit feels comparatively light at 195g, but it is certainly sufficient to move itself and a trailing coach I hooked behind it to simulate a Class 121 DTS facing steep inclines.

The body unclips from the chassis; a little stiff at first, but straightforward enough to gain access to the PluX22 socket, which is mounted inside the guard's compartment area. It's very easy to fit and it has the benefit of a pre-fitted speaker facing down within one of the underframe equipment boxes. Fitted with a sound decoder, it will be great to listen to the distinct exhaust rasp and I'm musing how to replace the exhaust pipes with tubes from a smoke unit to replicate the thick clag these units could produce!

For the analogue user, Bachmann has

datafile

BASICS

Manufacturer: Bachmann Branchline

CATALOGUE REFS:

(35-525) Class 121 single-car DMU BR green (Speed Whiskers)

(35-526) Class 121 single-car DMU BR blue & grey

(35-527) Class 121 single-car DMU BR Network SouthEast (Revised)

RRP: £154.95 DC

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

Era: 5 to 9

Company/Operator: BR and privatisation

Weight: 195g

Body and chassis: Plastic chassis and body

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM-mounted tension-locks

Accessories: Cosmetic screw-link couplings, multiple working pipes and sockets and vacuum brake piping



The PluX22 blanking plug and socket are to be found inside the guard's compartment.

included a range of dip switches at the inner end of the leading bogie to allow the user to control the directional destination indicators, interior vestibule and cab lights.

Details

Our review model sports the revised Network SouthEast livery, which places it later in the 1980s onwards, numbered as 55024, with destinations of Paddington and Greenford on the blinds. In their later life, the units had the four-character headcode indicator boxes plated over, which has been replicated (I've checked, there's no hidden characters behind there!). This is a characteristic of this particular body moulding as it also captures the rectangular grille on the bodyside adjacent to the guard's doors, which led me to find that there are two distinct body mouldings here – one for the early green model and one for this and the blue/grey version.

The most eye-catching of the new models is the early BR green with speed whiskers with the factory-fresh silver equipment boxes beneath the underframe. It looks wonderful but would have lasted less than an hour! The late-1970s onwards are rewarded with a blue and grey-liveried model, but when you research the prototype it's evident that there's sufficient variety of liveries to keep Bachmann busy for years from this tooling.

The detailing pack includes cosmetic screw-link couplings, multiple working pipes and sockets and vacuum piping to be fitted if you can ditch the tension-lock

couplings. This makes a huge difference to the appearance of the model.

There are so many positive attributes to this model that it's hard to find a reason not to add a few to the collection.

The trailing end of the vehicle features the shaped exhausts to lift the profuse smoke from these units above platform level.

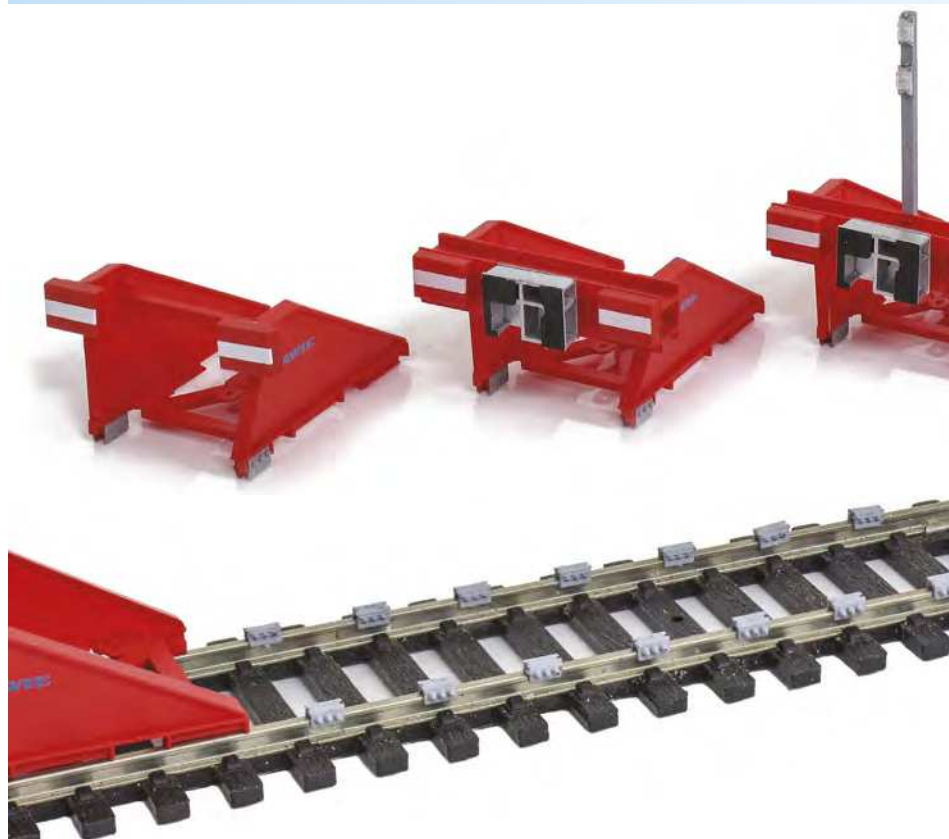


There's a wealth of underframe detail and a factory-fitted speaker within the battery boxes.



ACCURASCALE/IRM RAWIE BUFFER STOPS

Words & Photography: Andy York



Railway infrastructure moves on, and for the 1990s scene onwards a layout needs to reflect this with the type of buffer stops used.

Ubiquitous on the modern railway, the Rawie friction buffer stop is a 'must have' for any layout set after the late-1980s, especially in any terminus roads, as well as depots and yards.

The model will come in multiple variants, with a basic buffer stop with traditional buffer pads, a buffer stop with Scharfenberg coupling box attachment and a buffer stop with a Scharfenberg attachment with lighting pole and functional LED lighting, with power pick-up from the rail head. There is an Irish version of the Rawie stop pictured too, with the simple black stops that is available under their Irish Railway Models brand (in the customary emerald green packaging). All packs include friction shoes

for total fidelity, and a useful spacer tool for their installation – it's a fiddly job but well worth doing if you can sacrifice another 3in of length at the end of the track. The friction shoes help retard any train that might run into the buffers, giving a deceleration zone before the rails end.

The LED-fitted model simply sits on top of the rail head and would benefit from securing, as would the friction shoes, with a small dab of superglue.

The buffer stops are in packs of two for the basic, with Scharfenberg coupling box attachment and Irish version priced at £5.95, while the LED-fitted one is in a single pack for £6.95. Prototypical friction pads will be provided in each pack to be placed on the rails behind each buffer stop (with the aid of the shoe spacer) as per the prototype. They are suitable for both Code 100 and Code 75 OO gauge track.



datafile

BASICS

Manufacturer: Accurascale

CATALOGUE REFS:

ACC2000RW Rawie Friction Buffer Stop - Standard - Twin Pack

ACC2001LED Rawie Friction Buffer Stop - LED - Coupler Pocket

ACC2002SHRF Rawie Friction Buffer Stop with Coupler Pocket - Twin Pack

IRM1094RW Rawie Friction Buffer Stop - Standard (Irish)

RRP: £5.95 (£6.95 with LED)

Gauge/scale: 116.5mm gauge, 1:76 scale OO

Era: 8 to 9

Warranty: 12 months – customer@accurascale.co.uk



DIGITAL EDITION EXCLUSIVE

Bachmann Class 121 unboxing video

Andy York sings praise about this latest model from the Barwell manufacturer.

EXCLUSIVE

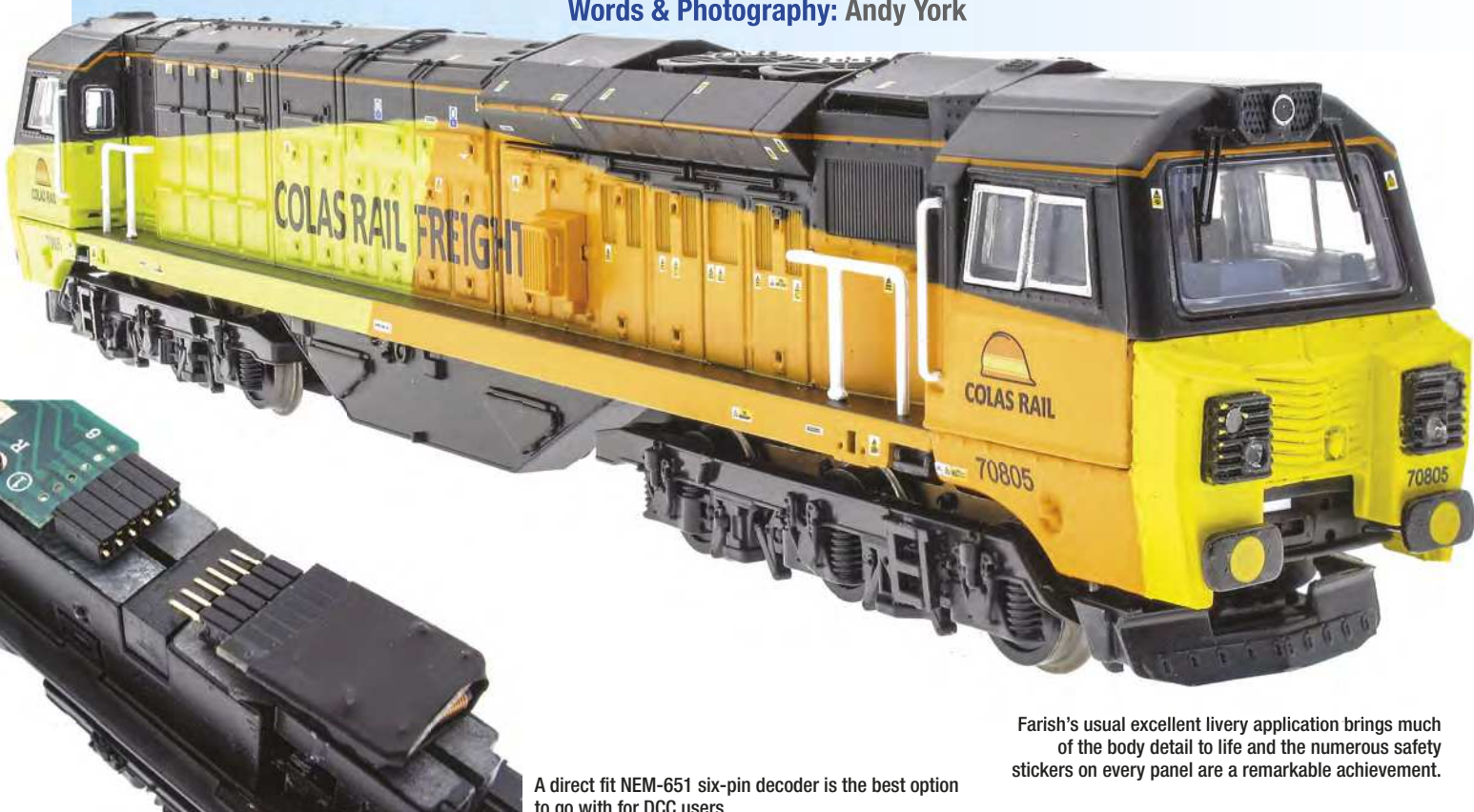
WATCH THE VIDEO HERE

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



GRAHAM FARISH CLASS 70/8

Words & Photography: Andy York



Farish's usual excellent livery application brings much of the body detail to life and the numerous safety stickers on every panel are a remarkable achievement.

A direct fit NEM-651 six-pin decoder is the best option to go with for DCC users.

Shortly after the arrival of the Class 70 on these shores at the end of 2009 from General Electric in Pennsylvania, Bachmann released its first Class 70 model in December 2010 reflecting the condition as first delivered to Freightliner. From 70007 onwards there was a significant difference to the cab-sides, with the panel beneath the cab-side windows lacking a diagonal panel line, and this later style is reflected in this newly-tooled body from Farish.

During 2012 there were a few significant engine-room fires and a subsequent modification was for a large air-intake box to be fitted to the outside of the body, approximately two-thirds of the way along the bodyside. This appeared from new on the locomotives supplied for Colas (70801-70817) from 2014 and was retro-fitted to

the Freightliner locomotives (70001-70020) during 2014, making this new model appropriate for current usage.

I am sure the Colas-liveried model will be very popular with modellers of the contemporary scene as photographs show they have appeared across swathes of the rail network, most often appearing on heavier infrastructure trains for Network Rail with loads of rail and stone. A regular freight working for Colas was hauling log trains to Kronospan at Chirk. Photographic evidence shows that they often run light engines between workings and are sometimes seen working in multiple with other class members and other Colas-liveried locomotives of Classes 56, 60 and 66, so there's plenty of flexibility for usage.

We are already familiar with the earlier



The complex angles of the body and livery around the cab accurately capture this contemporary variation of the class.

model, which is very well-regarded for its accuracy in shape, detail and decoration, and the bright and distinctive Colas livery is well-executed with good distinction between the coloured panels. There's a mass of warning and information signs printed onto the model; nearly 140 of them to meet current safety standards – and most of those signs will need three different colours printing. I would love to see the masking and tampo-printing setup for that!

The representation of the doors and grilles on the body-sides is well executed but the handrails to the cab doors are a little overscale. That said, this is understandable given the size of the N gauge model to reduce the risk of damage to parts that are likely to be handled. The same applies to the grab handles at the top of the side panels as

they would be difficult to replicate to scale in 2mm. I have noticed that there seems to be less relief around the sandboxes on the underframe tanks, particularly when viewed from the front three-quarter angle, as I think the tanks are a little over-wide to accommodate the circuitry for switching the directional tail lights on or off. The livery execution is tidy considering the difficulty of working over the door panels.

The body easily unclips from the chassis revealing the six-pin decoder socket on the top of the chassis block, which would be best suited to a direct plug-in decoder such as Bachmann's 36-558A.

Overall, this is a pleasing model, ideal for contemporary N gauge layouts working Network Rail infrastructure trains.

datafile

BASICS

Manufacturer: Graham Farish

CATALOGUE REFS:

(371-640) Class 70 with air-intake modifications 70015 Freightliner
(371-641) Class 70 with air-intake modifications 70805 Colas

RRP: £159.95 DC

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

Company/Operator: Colas and Freightliner

Weight: 81g

Body and chassis: Plastic body with die-cast chassis elements

Minimum Curve Radius: 263.5mm (R2)

Couplings: NEM-mounted Rapido

Accessories: Buffer-beam detailing and cosmetic coupling



Eyes are drawn to the etched fan grilles on the roof which are fine, yet very robust.



DAPOL GWR PARCELS RAILCAR

Words: Howard Smith Photography: Tony Wright

Owners of small layouts – of which there are many – have been treated to many compact steam and diesel locomotives in recent times, but an industrial layout with all its grime and pollution isn't to everyone's taste. Some are left hankering for that idyllic 'chocolate box' vision of a sleepy station halt, set somewhere in the countryside, when the sun is at its peak, the grass is green and flowers are in full bloom. At best, operations can be handled by an 0-6-0 locomotive and a coach, but little beats a railcar for its compactness. If you lack space, what's not to like about a self-contained train in OO gauge that measures less than 26cm?

In 2017, Dapol issued models of Gloucester Railway and Carriage Works-built streamlined railcars. Arriving with retailers is a new batch of these models, covering popular GWR and BR liveries, with new livery variations, and new bodyshell tooling to represent the parcels version of the railcar, too.

Pioneers

Built at Hardy Railmotors Ltd, a subsidiary of AEC, under the direction of C. F. Cleaver, the first of its streamlined railcars with the 130hp 8.85-litre AEC diesel engine – as used in London buses of the time – was unveiled to members of the public at the International Commercial Motor Transport Exhibition at Olympia in November, 1933. The following month, the vehicle would make its inaugural run from Paddington to Reading with members of the press on board. Pleased with its success, the GWR would order a few more batches of the single car forerunners to DMUs, bringing the total number to 38, though subsequent cars would be fitted with two AEC engines, offering more power and a higher top speed, raised from 63mph. Transmission of power from either hydraulic drive or gearbox to the axles from the engines was by cardan shafts, down opposing sides of the bogies.

Design improvements were introduced as problems arose and the specifications

of railcars numbered eight to 17 changed, replacing the standard aluminium alloy cylinder heads with cast iron equivalents, reducing head cracking and gasket failures. Oil temperatures on previous batches were recorded as being high, no doubt because of the skirt and lack of airflow when in use. Oil coolers fitted at both ends under the buffers was a solution, subsequently retro-fitted to earlier railcars.

Flying banana

Dapol's model sent for review represents the last railcar built to convey parcels, from the February 1935 order of the GWR, these numbered eight to 17. Until 2017, the latest RTR models of a GWR 'flying banana' – as enthusiasts fondly dubbed them – were available from Hornby, using ex-Lima tooling.

Aerodynamic lines

Some criticised Dapol's iteration when first released for being 'too basic'. I take issue with



that from this sample of its Express Parcels railcar from the new tooling, not available in its initial batch of models. Externally, from every angle, it appears of the correct shape, though I noticed that one of the 'stub' buffers at each end wasn't straight, incorrectly glued at the factory.

From other models I've seen, it appears to be an isolated issue. It was soon rectified by breaking it and re-gluing into position. The thickness of the doors through the windows appear close to scale and the windows don't appear prismatic in their appearance, either – all good news.

Unlike the passenger version of these vehicles, there's less to excite the eye above the waistline. The interior is largely hidden from view – it was designed to carry luggage and parcels, after all, though Dapol has opted to represent luggage racks nonetheless. There's little room to hide a motor inside these vehicles. Dapol's solution to minimise its impact on the interior view has been to mount it centrally in the chassis, transmitting power to one of the bogies via a cardan shaft. Opinions will vary on whether this was the best solution, it leaving two raised floor sections, centrally and above one of the bogies. Luckily, on this parcels iteration, both are mostly hidden

from view, unless you really peer through the side windows. If it irks more-discerning modellers, lightly weather the windows and bodywork. Where passenger railcars are concerned, masking this view is harder, but not impossible. Careful positioning of passengers by windows will largely disguise their appearance. On the flip side, the performance achieved from this mechanism is superb. Under DC power, the slow crawl of the railcar at low speeds is fantastic. All-wheel pickup no-doubt facilitates this, but the motor choice and well-designed gear-train on the bogie is largely responsible. For such qualities, I feel the trade-off in space is worth it – its operation is incomparable to its forerunners. Though cab detail is a little sparse, two seats are offered. With LED cab and directional lighting for animation, this area is ripe for detailing.

Underframe detail is to a high standard and is well represented, but bear in mind that the few panels offered by this uncluttered design, when art deco was à-la-mode, won't entertain the eye as much as steam locomotive valve gear. Instead, access panels for steps, bogie axleboxes, batteries, fuel, coolant and air intakes are visible. The livery that wraps the model is well-applied, and crisp edges between colours are defined

datafile

BASICS

Manufacturer: Dapol

CATALOGUE REFS:

Streamlined Railcar 17 (4D-011-100)

RRP: £148.70 (DCC ready), £178.70 (DCC-fitted), £250 (DCC sound-fitted)

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

Era: 5-6

Company/Operator: GWR / BR (W)

Weight: 389g

Body and chassis: Plastic and die-cast metal

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: N/A

Accessories: External cardan shaft drive plates

by black and gold lines. Weathering would better define panels.

These latest passenger and parcels railcars from Dapol are a great entry point for GWR or BR Western Region branch line modellers. They provide an updated alternative to a locomotive and coaches for little space, with excellent running qualities.

Sound provision has been considered with the addition of holes to the underside of the chassis. Cosmetic cardan shaft drives are provided in the accessory pack for applying to opposing bogies' sides, where indicated.



Access to the model interior doesn't require a screwdriver. Simply separate the bodyshell sides to unclip it and lift away. Note the LED interior light bar.

DAPOL CLASS 29

Words: Howard Smith Photography: Tony Wright

The transition from steam to diesel and electric motive power under British Railways Modernisation Plan offered more success stories than failures. In the interests of evaluating designs from different manufacturers before proceeding with large orders, BR ordered small batches of locomotives from constructors for its dieselisation pilot scheme. It sought to replace its steam fleet of different power classifications with like-for-like locomotives.

Most designs were successful, but some weren't – like the prototype on which Dapol's latest models are based – The North

British Locomotive Company's type two diesel-electrics. These unfortunate creations were among the last to appear from – at the time – Europe's largest locomotive manufacturing company.

Brief Experiment

The Class of 58 was introduced to the Eastern Region from 1958. The MAN L12V18/21S power units – built in-house under licence – resulted in the class achieving a remarkably low availability of just 51%. It could be argued that the engine failures were because of the language and

metric measurement barriers of the German design, which weren't constructed to the required tolerances, by a workforce more familiar with the construction of steam locomotives. Oil leaks and insufficient cooling ensued and so numerous were their problems, that just two years later, many of the class were stored in New England Yard, Peterborough, pending a solution. The national press was quick to make a story from new locomotives breaking.

The Scottish Region drew the short straw, receiving the Class in 1960, keeping the locomotives closer to the constructor's



home and its workforce occupied through regular repair and maintenance, beyond the routine intervals expected. Two years later, through strain from repairs under warranty and reduced orders, The North British Locomotive Company with its 2658-strong workforce was liquidated.

Meanwhile, for BR, a solution to the engine problems was sought and from 1963, D6123 was fitted with a more powerful Paxman power unit. The modification would be rolled out to 19 other class members which became Class 29 under TOPs. None survived to receive TOPs numbering, the last of the Class 29s, based at Eastfield, being withdrawn from service on December 31, 1971.

Miniature tribute

None of the Class 21 or 29 locomotives survived the cutter's torch, so Dapol's models have been created from drawings and archive photographs, with tooling modifications to accommodate the class as built and as rebuilt from 1963. An impressive eight variants are offered in this first batch – four in Class 21 guise in

BR green, of which two with small yellow warning panels, and four in Class 29 guise, of which, two in BR blue and two in two-tone green, all with variations to their yellow warning panels.

Kindly received for review from Dapol is D6129, a Class 29 in BR blue with full yellow warning panels, but these don't extend as high as those on its model of D6107. Tooling variations between this and its Class 21 siblings see the repositioning of windscreen wipers from window tops to the bottom, the addition of headcode panels, the welding up of front doors and changes to the locations of running lights. The change of side windows to vents and additional side ventilation in a bid to reduce engine room temperatures has also been considered.

Design quirks

The Class 21 and 29 looks quite alien

to many other British diesel-electric locomotive designs. The exterior of these compact locomotives was cluttered with numerous small vents instead of fewer, larger side grilles. Early boiler feed access steps didn't aid its appeal and spoked wheels on this diesel-electric are a nod to the more familiar territory of its builder. It's a challenge to capture so many intricacies on a model, yet Dapol has succeeded.

The etched roof and side grilles and separately-fitted handrails look great, though I feel the glazing is a touch prismatic. The subtle bodyside fold is noticeable when viewed from the correct angle.

Bogies are well captured and I'm particularly fond of the leaf and coil spring detail. The side frames offer sufficient heft, too. The large angular sandboxes can't be missed, yet the small air pipes running to brake cylinders haven't been overlooked.



Hallelujah! At last, a model with easy-to-understand configurable cab and directional lighting.



On test

The bogies have been well-designed. Powered by a centrally-mounted five-pole motor with flywheels, cardan shafts transfer power to each bogie and a gear train links this to each of the axles with die-cast wheels. The discreet method allows realistic levels of visible daylight between much of the locomotive bodyshell and the bogies when viewed from a low angle. Delivery of power was smooth and combined with its 363g weight, it's ideal motive power for typical mixed-traffic duties of several coaches or short freight workings, or more if worked in pairs. Buffers have a realistic sprung weight, too.

Efficient lighting

For the first time on an RTR model, configuring the lighting without referring to the instructions isn't a mystery. To the underside of the battery box, four discreet switches are clearly labelled for cab lights, head or rear tail lights for the Class 21 or route indicator boxes, in the case of the Class 29. The independent control of the lights offers DC users greater operational flexibility, though factory-fitted DCC models have lighting arranged so that either 'light engine' or 'push/pull' mode can be

chosen. Default lighting options on factory-fitted DCC models can be chosen using F0, F1, F2, F3 and F4. Models are fitted with an MTC 21-pin socket, offering a flexible choice of decoder for the modeller.

In summary

Perhaps not as mainstream for modellers as other Type 2 forms of motive power, such as the Class 20s, Dapol's model fills another void in the line-up of BR pilot-scheme locomotives. A great deal of positivity surrounds its first batch of models and small glazing niggles aside, I can offer nothing but praise. Though this batch doesn't include the GNS-area locomotives fitted with tablet catchers and sliding cabside windows, based at Kittibrewster, this tooling decision would be difficult to justify. Perhaps some modellers might be willing to attempt a conversion on their model? If so, I'd like to see their efforts. A recommended model that ironically, will no doubt outlast the career lengths of their prototypes.

datafile

BASICS

Manufacturer: Dapol

CATALOGUE REFS:

4D-014-002 Class 29 BR blue D6129

RRP: £151.95 (DCC ready), £181.95 (DCC-fitted), £293.93 (DCC sound-fitted)

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

Era: 5-6

Company/Operator: BR

Weight: 363g

Body: Plastic

Chassis: Die-cast metal

Wheel Profile: RP25

Couplings: Sprung screw-link

Accessories: Air and vacuum pipes, dummy draw hooks, dummy screw-link couplings, multiple-working jumper cables

An efficient powertrain design leaves room for prototypical daylight between bogies and bodyshell. Note air reservoirs behind each bogie, with pipe detail.



Bogie detail is satisfyingly, though spoked wheels on the NBL diesel-electric are strange.



Like diesel-electrics? See our sister title Traction Magazine at www.world-of-railways.co.uk

Cab detail is difficult to see through the windows of this design, though controls can be found moulded into the desk. Weathering the model would hide these further.

FLANGEWAY SNOWPLOW

Words & Photography: Andy York



Originally released in early 2009 we now see the welcome return of Flangeway's popular independent snowplough, which is produced exclusively by Dapol for the brand developed by Footplate Models of Kidderminster, a few yards down the hill from the Severn Valley Railway's terminus. The models are available directly from footplate.co.uk or from its stand at shows around the country.

Best suited to the post-steam era, the new models feature a variety of liveries, from the plain black dating from 1965 to contemporary era Network Rail livery. Our review samples include one of the pair allocated to Buxton TMD through the 1980s with wasp stripes to the plough blades and a half-yellow warning panel to the 'cab' end, a common sight from the platform ends at the station. The distinctive Rail Blue Old Oak Common-based model is one of a pair based there through to the 1990s, I particularly like the decoration of this with a good rendition of the hand-painted lettering.

Unusually, this version features lamp irons, the only fixtures to interrupt the smooth lines needed for moving the snow. Our third model brings us to the present day with the Network Rail-branded model that features more warning signs but the decoration does omit the yellow and black striping found at the lower edge of the plough front and the white edging strip around the foot holes for climbing onto the cab platform.

The complex shape is very well captured, the majority of detail including the handrails around the inner end are moulded on but do not look it. Although the clearance is very low by design, there is no evidence of any catching on proprietary or hand-made finescale track. As a short six-wheel chassis there is no problem with even tight curves as there is plenty of lateral slop in the centre axle.

Often stabled or operated as pairs, it's certainly worth treating yourself to a couple of these if you have a decent-sized diesel depot on your layout.



Underside detail isn't required, hence isn't modelled. The above detail more than compensates and livery choice is authentic.

datafile

BASICS

Manufacturer: Dapol for Flangeway

CATALOGUE REFS:

S14 – DB 965206 – BR Plain – Era 6
IS15 – ADB 965228 – Buxton TMD – Era 7/8
IS16 – ADB 965226 – Buxton TMD – Era 7/8
IS17 – ADB 965240 – Old Oak Common – BR Blue – Era 7
IS18 – ADB 965205 – Inverness – Highland Stag – Era 7-9
IS19 – ADB 965230 – Network Rail – Era 10

RRP: £37.95

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

Era: 6 to 9

Warranty: 12 months – footplate.co.uk

The logo for ESU, consisting of the letters 'ESU' in a stylized white font on a blue background with a grid of dots.

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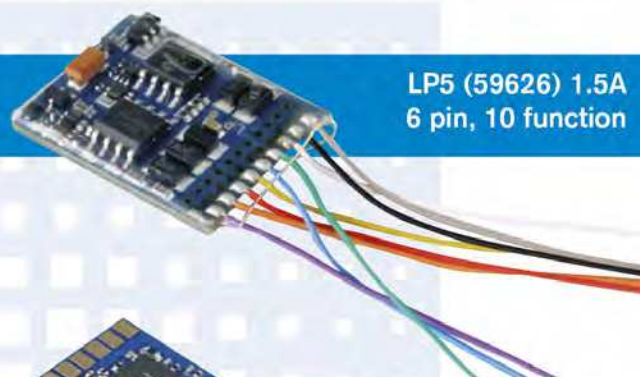
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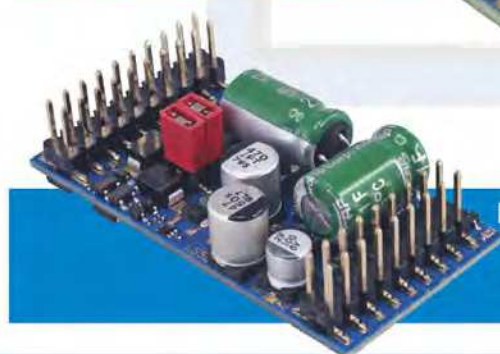
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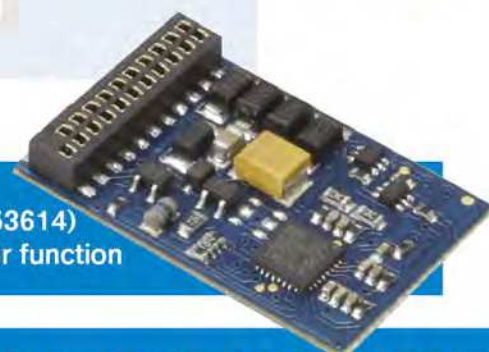
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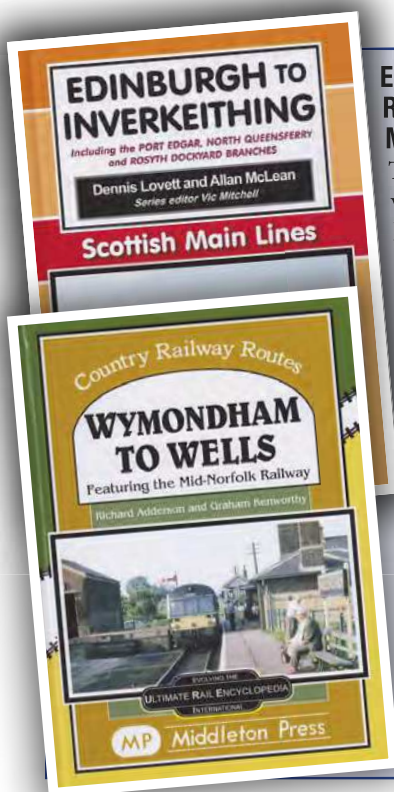
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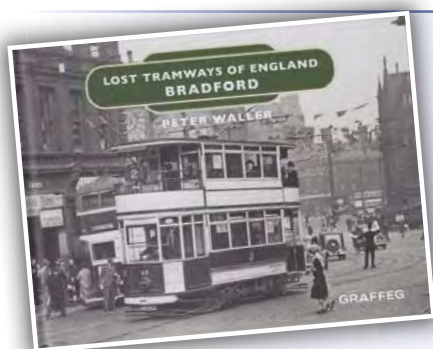
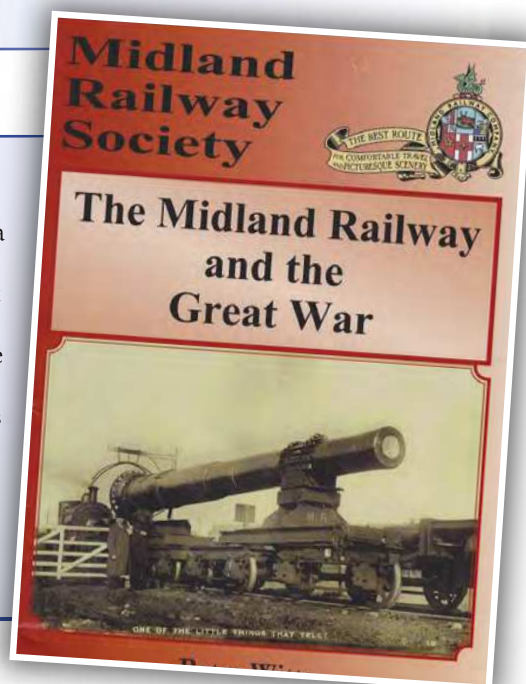
Two from Middleton this month, both following the tried and trusted format of this enormous series. The volume describing the lines into Fife from Edinburgh is a fascinating read, featuring many little-known locations near to the mighty Forth Bridge. The history is well-written, with many photographs from antiquity, as well as current scenes. The wonderful Waverley Station is well-covered (the largest on the LNER) and it's gratifying to note the sympathetic treatment it's received in more-recent times. The shot (No. 2) taken from the top of the Scott monument looking down on the west end is remarkable (modellers, please note how close real carriages are coupled together!), and all the others throughout the volume are crisp and will be of great use to modellers of all periods (by the way, the B1 in shot 10 is on the Up 'Queen of Scots'). By contrast (in terms of size), the bucolic East Anglian route described illustrates a much less-important series of lines, though it's just as well-written. It shows a railway prospering, then falling into decline, then, in the case of the Mid-Norfolk Railway, coming back to life in preservation. A splendid tale told, especially seeing the restoration of so many fine buildings. Regarding the preserved section, who would have thought that, after the line's closure by BR, one day the likes of a 'Royal Scot', 'Duchess' and a 'King' would be seen running on a route rated no higher than RA5? In both volumes there are the useful timetables, maps, documents and tickets, to complement the concise histories. As mentioned, all photographs have reproduced well (all, apart from the covers, in B&W) and, as with all the other books in this series, these good value publications will be of great interest to enthusiasts in every discipline.

Price: £18.95 each W: www.middletonpress.co.uk

THE MIDLAND RAILWAY AND THE GREAT WAR by Peter Witts, The Midland Railway Society.

Sadly, the author of this interesting work died towards the end of its preparation, but it makes a fitting epitaph to a man taken too soon. Interest in the Great War has risen since its centenary, and this has been reflected in models built showing railways at the time. As such, this excellent work will be of great value. The number of sites concerned with munitions served by the Midland Railway is incredible (how many must there have been across the country?) and these are shown on the map inside the front cover. The photographs have reproduced very well, and will be of great help to modellers (though one is going to need a lot of Bachmann tank-carriers to replicate the shot on page 24!). It's very well-written, educational and informative, and outstanding value for money.

Price: £5.00 W: www.midlandrailway.org.uk



LOST TRAMWAYS OF ENGLAND BRADFORD by Peter Waller, Graffeg.

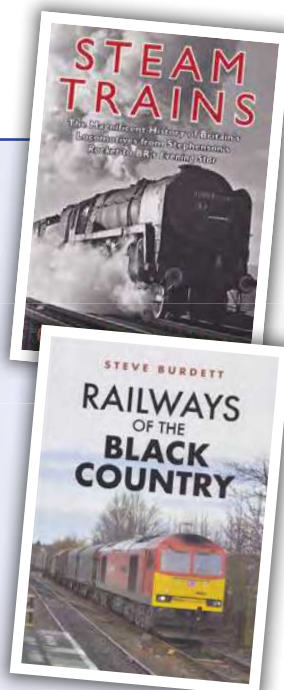
This is the latest in this splendid series describing the tramway systems in our major cities/towns. It follows the usual format of a generic introduction, followed by a comprehensive history of the tramway system (unusually only 4ft gauge because of concerns about the city's narrow streets) in Bradford. There's also a useful map of the various routes. The B&W photographs have reproduced very well in the main, with just the occasional slightly 'fuzzy' one from the distant past. As such, they'll be of great use to modellers, not just of the trams shown, but because of the wealth of period scenes they also illustrate (the advertisements are fantastic). I suppose that because Bradford ran trolleybuses for longer than any other metropolis, the trams were doomed to an early demise (1950 – the War extending their existence), but one was going to be used as a scoreboard at Ordsall Stadium (the largest in the realm at the time). As with the rest of this invaluable series, it's very good value for money.

Price: £8.99 W: www.graffeg.com

STEAM TRAINS THE MAGNIFICENT HISTORY OF BRITAIN'S LOCOMOTIVES FROM STEPHENSON'S ROCKET TO BR'S EVENING STAR by Colin Maggs. RAILWAYS OF THE BLACK COUNTRY by Steve Burdett, both Amberley.

Two from Amberley as well this month, quite different in style. The small 'history' is very useful for a rapid dipping into for finding snippets of information and, especially at the price, should find a home on every enthusiast's bookshelf. It's accurate and well-written (the author has a justifiable pedigree), with a bias towards earlier railway times (the 20 years of BR steam warrants only five and a half pages of the 220 in the book). This is carried through with the coloured illustrations, which show nothing post-War, though a few B&W images illustrate later BR steam developments. It represents quite outstanding value for money, though 'trains' in the title are really what steam locomotives pulled. Having lived in and around Wolverhampton for 30 years (and having taught in the town for over 20), I was particularly fascinated by the Black Country volume. Even though Wolverhampton (now a city) is featured, locals told me it was never part of the Black Country, but it's nice to see images of what was once my 'home patch', so to speak. And, they are splendid images, all reproduced very well in full colour. All have been taken over the last 50 years, so, apart from in preservation, there's no steam. However, many of the earlier shots show a grand steam-age infrastructure, complete with wonderful mechanical signalling structures, all of which have now been done away with. In fact, the images show us how much has been lost. There's a slight muddle as to which is Stourbridge Junction/Town in one of the shots (a pity the pages aren't numbered), but generally the captions are informative and accurate. It'll be of great use to modellers and more-modern historians, but why do so many authors not know how to spell Britannia?

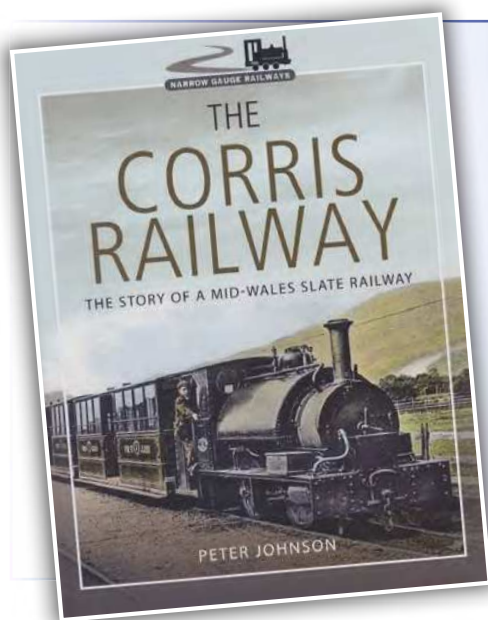
Price: £9.99 - £14.99 W: www.amberley-books.com



THE CORRIS RAILWAY THE STORY OF A MID-WALES SLATE RAILWAY by Peter Johnson, Pen and Sword.

Narrow Gauge railways have always had a fascination for railway modellers (and preservationists), and North/Central Wales has had (and has) a wonderful abundance of them, mainly concerned with the transportation of Welsh slate. Though not as well known as the Festiniog Railway or Talyllyn Railway, the Corris Railway is fascinating. The history of the line is well-told, and there are some particularly-interesting early maps (hand-drawn cartography of the highest order). Apart from some very early photographs (understandably), all the illustrations have reproduced very well and will be of great help to modellers in all scale/gauges. Most of the colour shots (as expected) illustrate the line's revival in preservation and stand as a tribute to all those who've brought it about (though there was some hostility to the line's first preservation mainly from some members of the Talyllyn Railway!). Fortunately, revival began for this 2ft 3in railway that was once owned by the GWR and finally BR. This volume complements *An Illustrated History of the Great Western Narrow Gauge* (OPC, 2011), and is sure to become one of the established works on the subject.

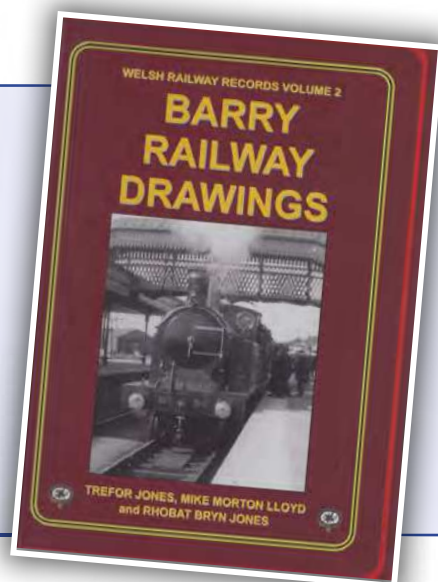
Price: £30.00 W: www.pen-and-sword.co.uk



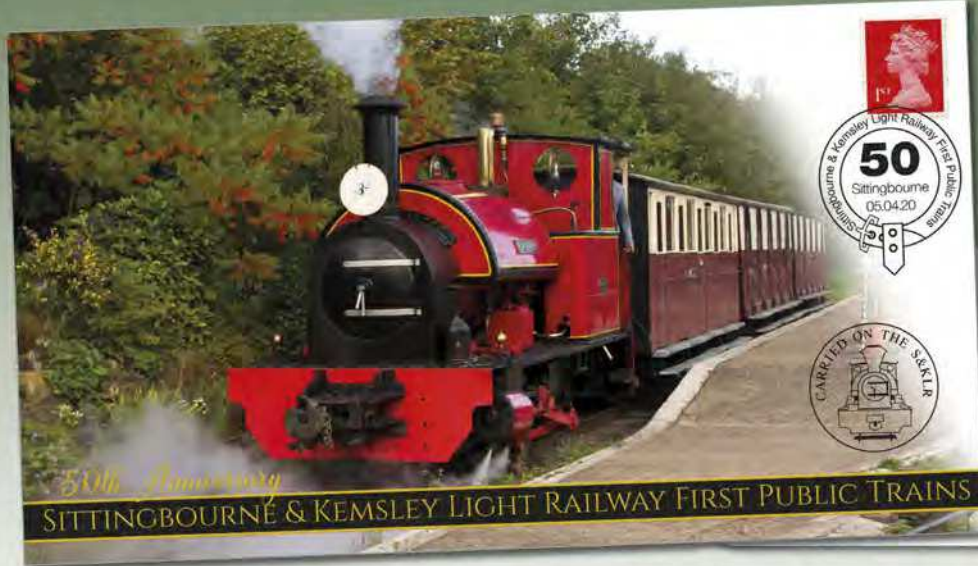
WELSH RAILWAY RECORDS VOLUME 2 BARRY RAILWAY DRAWINGS by Trefor Jones, Mike Morton Lloyd and Rhobat Bryn Jones, Welsh Railways Research Circle.

I think it's fair to say that this excellent publication is aimed squarely at modellers, given the numbers of drawings contained therein. There is a comprehensive history which 'sets the scene'. Where the different classes of locomotives operated is mentioned, followed by 50 drawings (most to 7mm:1ft scale, with an occasional larger-scale detail drawing) of every locomotive class (some rebuilt by the GWR after the Grouping) and a large variety of passenger and freight rolling stock. The drawings are complemented by a large selection of photographs, most of which have reproduced very well. There are also complete lists of every locomotive and items of rolling stock possessed by the company. For modellers (not just those in 7mm:1ft scale) of the South Wales railways, this book will be of immense help and I recommend it.

Price: £20.00 W: www.wrrc.org.uk



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