

INSIDE: • BUILD A PIGEON VAN • MAKE REALISTIC RUST
• CREATE YOUR FIRST TRACKPLAN

BRITISH RAILWAY MODELLING

BRM

JUNE 2020



**ON TEST:
IRISH RAILWAY
MODELS' NEW WAGON**

BUMPER DIGITAL ISSUE



**40 EXTRA
GALLERY
IMAGES**

**FREE ISSUE OF
TRACTION**

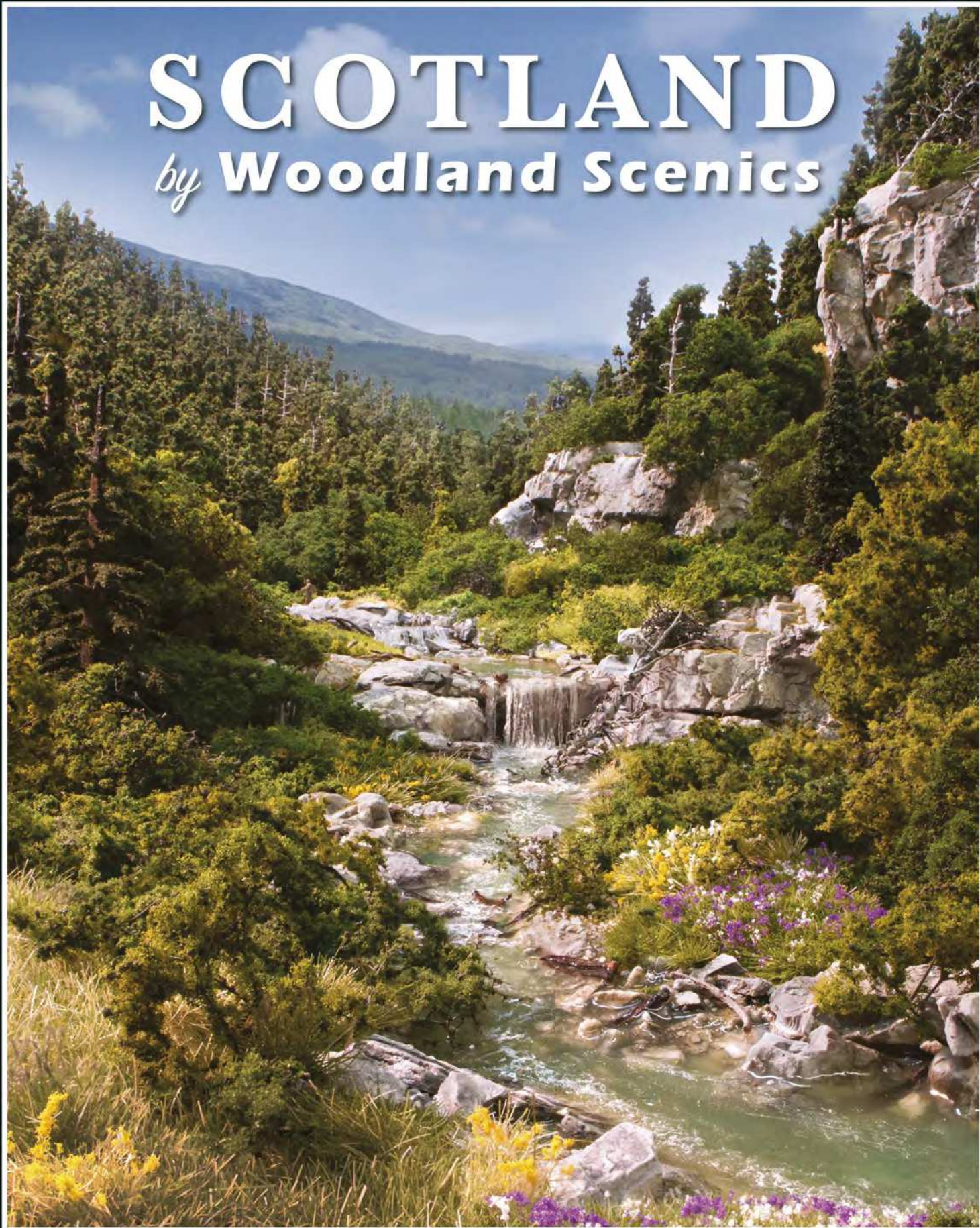
**2 BONUS
PRACTICALS**

**15 EXCLUSIVE
VIDEOS**



SCOTLAND

by **Woodland Scenics**



Create your own thriving landscape with

**WOODLAND
SCENICS®**

With rocks, foliage, trees, water, ballast and even snow, our range is perfect for adding realism & depth to scale layouts & dioramas!

For our full range & how-to videos visit our website:

www.bachmann.co.uk

DISCOUNT 'O' GAUGE

TOWER BRASS LOCOMOTIVES

R.T.R in unpainted brass/factory painted

GWR/BR Railcar 19-33.....	£550.00
GWR/BR Parcels Railcar No.34.....	£550.00
GWR 1361 Early black chassis.....	£525.00
GWR/BR 1361 Late black chassis.....	£525.00
LY/LMS/BR Pug black.....	£450.00
LNER/BR J39 0-6-0 black.....	£815.00
GWR/BR 8750 Pannier black chassis.....	£525.00

FULLY FINISHED R-T-R LOCOS

L&Y/LMS/BR Pug 0-4-0T.....	from £525.00
GWR/BR 1361 0-6-0ST.....	from £895.00
GWR/BR 8750 Pannier tank.....	from £895.00
GWR/BR Razor Edge railcar.....	£835.00
GWR/BR Parcels railcar.....	£810.00
LNER/BR J39 0-6-0.....	£950.00
LMS/BR Original Patriot.....	£1650.00
LMS/BR Royal Scot.....	£1650.00

Over 100 R-T-R locos available off the shelf

GLADIATOR LOCO KITS

GTR1 LNER/BR Director.....	£320.00
GTR3 LNER/BR J11 0-6-0.....	£330.00
GTR18 LMS/BR de-streamlined Duchess.....	£425.00
GTR20 LMS/BR Princess.....	£425.00
GTR21 LMS/BR Rebuilt Royal Scot.....	£365.00
GTR24 LMS/BR Original Patriot.....	£365.00
GTR25 LMS/BR Rebuilt Patriot.....	£355.00
GTR28 LMS/BR 2P 4-4-0.....	£300.00
GTR36 LBSC/SR/BR H2 Atlantic.....	£380.00
GTR50 LNER/BR Beyer Garratt 2-8-8-2.....	£635.00
GTR55 LMS/BR 2-8-0 Stanier 8F.....	£365.00
GTR61 LBSC/SR/BR H1 Atlantic.....	£380.00
GTR62 SR/BR Urie King Arthur.....	£425.00
FTS LNER/BR D17/1 D17/2 4-4-0.....	£310.00
FTE LNER/BR B16/1 4-6-0.....	£365.00
FTN LNER/BR G6/BTP 0-4-4T.....	£220.00

JAVELIN LOCOMOTIVE KITS

JKL6 G.W.R. Dean Goods 0-6-0.....	£335.00
-----------------------------------	---------

MERCIAN LOCO KITS

SG5 LNER/BR J94 Austerity 0-6-0ST.....	£180.00
GW2 GWR/BR 14xx Autotank.....	£175.00

TOWER COLLECTION (D.J.H.) BEGINNERS KITS

Includes wheels, gears and motor

TC1 Class 02 0-4-0 Diesel Shunter.....	£250.00
TC3 Andrew Barclay 0-4-0 Steam Shunter.....	£250.00

TOWER COLLECTION LOCO KITS

Require wheels, gears and motor

TC2 LMS streamlined Coronation.....	£595.00
TC4 LMS/BR non streamlined Duchess.....	£595.00
TC5 LMS/BR de-streamlined Duchess.....	£595.00
TC6 LMS/BR Sir William Stainer.....	£595.00
TC7 LMS/BR Black Five 4-6-0.....	£595.00
TC14 LMS/BR Stainer 8F 2-8-0.....	£595.00

D.J.H. LOCO KITS

K300 B.R. Standard 84xx 2-6-2T.....	£399.00
K301 B.R. Standard ZMT 2-6-0.....	£457.00
K302 LMS/BR Ivatt 2-6-2T.....	£399.00
K303 LMS/BR Fairburn 2-6-4 T.....	£415.00
K310A LNER/BR A3 with Corridor tender.....	£656.00
K317B BR Britannia with BR1/1A tender.....	£656.00
K324B B.R. 9F 2-10-0 BR1B/BR1C.....	£656.00
K326 B.R. Class 03 complete kit.....	£457.00
K336 LNER/BR R Peppercorn A2.....	£656.00
K338 LNER/BR G5 0-4-0T.....	£457.00
K340 B.R. Class 14 complete kit.....	£457.00
K344 NEW LNER/BR Hunt Class 4-4-0.....	£525.00
K345 NEW LNER/BR Thompson A2/1.....	£656.00

PECO LINESIDE KITS

LK704 Wooden lineside hut kit.....	£21.15
LK705 Brick lineside hut.....	£21.15
LK709 Ground Level Signal Box.....	£30.45
LK710 Signal Box Interior Kit.....	£22.50
LK715 Brick Base Signal Box.....	£42.00
LK735 GWR Yard Crane.....	£22.80
LK741 GWR spear fencing.....	£11.65
LK742 GWR spear fencing ramps.....	£11.65
LK743 Field fencing and gates.....	£10.55
LK747 Telegraph Poles (6).....	£9.85
LK748 Ladders (4).....	£7.95
LK749 Loading Gauges (2).....	£13.20
LK750 Single track level crossing gates.....	£21.45
LK758 Platelayers tools.....	£6.85
LK759 Platform lamps (4).....	£9.25
LK760 Telephone boxes (2).....	£9.25
LK761 GWR Station seats (4).....	£8.80
LK762 MR/NER station seats (4).....	£8.80
LK763 SR/BR Station seats.....	£8.80
LK764 Bicycles (8).....	£8.80
LK765 Police Call Box.....	£10.55
LK790 GWR home or distant signal.....	£19.75

SLATERS BR WAGONS AND VANS KITS

7062 B.R. 12ton Vanwilde.....	£38.00
7063 B.R. Standard Van.....	£38.00
7064 B.R. 12ton Standard/Flat Van.....	£38.00
7065 B.R. Meat Van.....	£38.00
7066 B.R. Insulated Van.....	£38.00
7067 B.R. 13 ton conflat 'A'.....	£34.00
7069 B.R. Lowrifi Wagon.....	£34.00
7070 B.R. 12 ton Palvan.....	£38.00
7071 B.R. 13 ton High Goods Wagon.....	£34.00
7033 LNER/BR 20T Brake Van.....	£49.00
7053 LNER/BR 20T Brake Van.....	£53.00
70202 SEC/SR/BR 4 wheel PLV/GUV.....	£79.00
70202 SR/BR Bogie Van.....	£126.00
70202 SR/BR 4 wheel BY.....	£80.00

PECO WAGON KITS

W601 GWR Toad brake can.....	£42.75
W602 GWR Permanent Way brake.....	£42.75
W603 GWR 6 wheel brake.....	£44.50
W604 GWR 4 plank open.....	£36.00
W605 GWR Steel Open.....	£36.00
W606 GWR 10 ton Van.....	£44.00
W607 BR 16 ton Mineral wagon.....	£44.50
W608 BR 27 ton Iron Ore wagon.....	£44.00
W609 BR 20 ton Pig Iron wagon.....	£44.00

PECO 'O' GAUGE TRACKWORK

SLE786BH Curved R/H Point.....	£58.00
SLE787BH Curved L/H Point.....	£58.00
SL700BH 12 yards flexitrack.....	£85.75
SLE791BH Right Hand Point.....	£46.25
SLE792BH Left Hand Point.....	£46.25
SLE797BH Y Point.....	£46.25
SLE790BH Double Slip.....	£97.50
SLE794BH Long Crossing.....	£52.50
SL10 24 metal railjoiners.....	£3.00
SL11 12 insulated railjoiners.....	£2.85
SL740BH Buffer stop.....	£3.00
TP1 Long Track pins (15mm).....	£3.25
ST700 Box (6) 393mm straight.....	£48.00
ST725 Half circle 1028mm radius curves.....	£51.25
STU750BH R/H Setrack Point.....	£44.25
STU751BH L/H Setrack Point.....	£44.25
PL33 Microswitch.....	£5.95
PL19 Microswitch Housing (2).....	£4.85
PL80 Power Feed.....	£7.50

H.M.R.S. TRANSFERS

H1 L.M.S. gold loco and coach.....	£20.00
H2 L.M.S. yellow loco and coach.....	£20.00
H2A L.M.S. black style/Crews loco.....	£20.00
H3 L.M.S. loco lining.....	£20.00
H3A L.M.S. coach lining.....	£20.00
H4 L.N.E.R. green loco and coach.....	£20.00
H4A L.N.E.R. black loco and Gill Sands.....	£20.00
H5 L.N.E.R. loco lining.....	£20.00
H6 L.M.S. goods wagon lettering.....	£18.50
H7 G.W.R. loco and coach lettering.....	£20.00
H8 G.W.R. loco and coach lining.....	£20.00
H9 S.R. Maunsell loco and coach lettering.....	£20.00
H10 S.R. Bulleid loco and coach lettering.....	£20.00
H11 G.W.R. goods wagon lettering.....	£18.50
H12 L.N.E.R. goods wagon lettering.....	£18.50
H13 S.R. goods wagon lettering.....	£18.50
H14 BR steam loco and coach lettering.....	£20.00
H15 BR blue diesel and coach lettering.....	£18.50
H16 LNW/R/WCS loco coach & wgn.....	£21.00
H17 LSTR/MR/SO/LY/MCR gds lettering.....	£20.00
H18 N.E.R. loco and coach lettering.....	£21.00
H20 CB/NBS/GWR/HVR/GNSR wgn lettering.....	£20.00
H22 B.R. mixed traffic/L.N.W.R. loco lining.....	£20.00
H24 MR/SJR/LTSR/MGN loco & coach.....	£21.00
H25 B.R. pre-TOPS wagon numbers etc.....	£18.50
H26 B.R. pre-TOPS wgn instructions etc.....	£18.50
H31 Pullman crests, names and numbers.....	£21.00
H32 Pullman lining.....	£18.50
H40 G.N.R. coach lettering.....	£21.00

PARKSIDE WAGON KITS

PS14 BR Grampus Ballast wagon.....	£34.50
PS15 BR 21 Ton Mineral wagon.....	£34.50
PS16 LNER Loco Coal wagon.....	£34.50
PS17 BR 12 ton Pipe wagon.....	£34.50
PS23 GWR/BR 13 ton open wagon.....	£34.50
PS24 GWR/BR 12 ton unfitted van.....	£34.50
PS25 BR 24.5 ton mineral wagon.....	£34.50
PS26 GWR/BR 12 ton fitted van.....	£34.50
PS27 GWR/BR 12 ton open with tarp bar.....	£34.50
PS28 GWR/BR 12 ton plywood van.....	£34.50
PS29 GWR/BR Fruit van.....	£34.50
PS30 BR 16 ton mineral wagon.....	£34.50
PS31 BR 16 ton slope sided mineral.....	£34.50
PS32 BR 16 ton mineral (ex SNCF).....	£34.50
PS33 BR 8 Plank wooden mineral.....	£34.50
PS42 LMS/BR 12 ton open wagon.....	£34.50
PS45 LNER/BR 12 ton goods van.....	£34.50
PS46 LNER/BR 12 ton fruit van.....	£34.50
PS49 GWR/BR Mica van.....	£34.50
PS100 SR/BR Banana van.....	£34.50
PS101 SR/BR Meat van.....	£34.50
PS104 BR 21 ton coal hopper.....	£34.50
PS106 SR/BR Cattle truck.....	£34.50
PS112 GWR/BR Gunpowder van.....	£34.50
PS114 LMS/BR Banana van.....	£34.50
PS115 LNER/BR Brake Van.....	£41.00

BACHMANN SCENECRAFT BUILDINGS

47040 Diesel Refuelling Point.....	£39.95
47047 Hampton Hill Platelayers Hut.....	£19.95
47203 Low Relief Corner Shop.....	£19.95
47009 Single Engine Shed.....	Special offer £60.00
47036 Sectional Lineside Hut.....	£20.50

NEW DAPOL 14/48/58xx
0-4-2T G.W.R. or B.R.
Available in various G.W.R. & B.R. liveries, autotuffed or not, numbered or un-numbered, basic, DCC or DCC sound fitted.
BASIC RRP £225.00 OUR PRICE £191.25
Sound fitted RRP £400.00 OUR PRICE £345.00
NOW AVAILABLE

LIONHEART SUBURBAN COACHES
Fully finished superb quality with interior details and lights.
2 car 'B' set G.W.R. or B.R. 6 types
RRP £470.50 OUR PRICE £399.99
4 car D set G.W.R. or B.R. 4 types
RRP £823.50 OUR PRICE £699.99

NEW DAPOL SENTINEL Y1/Y3
LNER, LMS, GWR, B.R. or N.C.B.
Basic RRP £175.00 **OUR PRICE £148.75**
DCC fitted RRP £205.00 **OUR PRICE £174.25**
Sound fitted RRP £350.00 **OUR PRICE £297.50**
NOW AVAILABLE

DAPOL (EX LIONHEART) PANNIERS
64XX and 74XX G.W.R. or B.R.
List Price £399.00 OUR PRICE £340.00
Sound Fitted RRP £550.00 **OUR PRICE £467.50**

NEW DAPOL 57XX/8750 PANNIERS
57xx in BR Livery
8750 in GWR & BR Liveries with riveted tank option
Basic Version RRP £235.00 **OUR PRICE £199.75**
DCC Fitted RRP £265.00 **OUR PRICE £225.25**
AVAILABLE 2020

NEW DAPOL 10 FOOT W.B. WAGONS
B.R. Open Wagons (various)
RRP £46.35 OUR PRICE £39.50
B.R. VEA, VBA, MEAT, INSULATED AND STANDARD VANS (12 TYPES)
RRP £49.95 OUR PRICE £42.50

NEW DAPOL
B.R. Standard 20T Brakevan
3 grey liveries available
RRP £79.95 OUR PRICE £67.95
CUSTOM WEATHERED £92.25

DAPOL HEA & HAA COALWAGONS
4 Types of each
RRP £54.95 OUR PRICE £46.95
HAA'S LAST FEW - HEA'S 2020 RELEASE

TOWER MODELS LIMITED
EDITION DAPOL WAGON SETS
Set of 6 Esso or Shell BP Tankers
RRP £324.48 OUR PRICE £275.00
Set Of Six Planked & Plywood Vans
RRP £299.70 OUR PRICE £255.00
NOW AVAILABLE

NEW DAPOL B.R. MARK 1 COACHES
Available as CK, SO, SK and BSK in crimson & cream, S.R. green, blue & grey, chocolate & cream and maroon, numbered or un-numbered
Basic RRP £199.00 **OUR PRICE £169.15**
DCC fitted RRP £234.00 **OUR PRICE £198.90**
NOW AVAILABLE

DAPOL (EX LIONHEART) 45XX PRAIRIE
Superb quality fully finished with diecast body and excellent detail. Choice of six liveries, numbered and un-numbered.
RRP £495.00 OUR PRICE £420.75
Sound fitted RRP £650.00 **OUR PRICE £552.50**
Available Spring 2020 Reserve yours now

DAPOL CLASS 121 & 122
Choice of 5 liveries
List Price £299.00 **OUR PRICE £254.15**
DCC Sound List Price £489.00 **OUR PRICE £424.15**
Available Soon. Reserve yours now

NEW DAPOL MOTORISED SIGNALS
GWR & LMS Home 4 versions
List Price £55.95
OUR PRICE £47.55

NEW HELJAN CLASS 25/3
5 liveries available
RRP £525.00 OUR PRICE £446.25
LAST FEW

HELJAN CLASS 25/1
Green full yellow ends
RRP £599.00 OUR PRICE £475.00

NEW HELJAN CLASS 117
2 Car and 3 Car D.M.U.
Available in a range of liveries from Cats Whiskers to N.S.E
Available 2020
Reserve yours now

NEW HELJAN CLASS 37/4
5 liveries available
RRP £599.00
OUR PRICE £509.15
NOW AVAILABLE

NEW HELJAN 61XX PRAIRIE TANK
HJ6100 6110 Great Western
HJ6101 6106 G.W.R.
HJ6102 6114 B.R. unlined black
HJ6103 6111 B.R. unlined green
HJ6104 6132 B.R. lined green
HJ6120 un-numbered Great Western
HJ6121 un-numbered B.R. unlined black
HJ6122 un-numbered B.R. unlined green
HJ6123 un-numbered B.R. lined green
HJ6124 5184 Great Western
HJ6125 4144 B.R. unlined black
HJ6126 5158 B.R. lined green
RRP £699.00 OUR PRICE £594.15
NOW AVAILABLE
See our website for full details

NEW HELJAN 43XX MOGUL
6 standard versions in G.W.R. and B.R.
all un-numbered and
2 limited editions numbered
List Price £779.00 **OUR PRICE £662.15**
NOW AVAILABLE

HELJAN CLASS 45
2 liveries available
RRP £699.00 OUR PRICE £550.00
LAST FEW

NEW HELJAN CLASS 03
5 liveries available
Both numbered and un-numbered
List Price £399.00 **OUR PRICE £335.75**
NOW AVAILABLE

NEW HELJAN CLASS 05
HJ2590 B.R. Plain Green
HJ2591 B.R. Green with chevrons early
HJ2592 B.R. Green with chevrons late
HJ2593 B.R. Blue with chevrons
HJ2594 CEGH Yellow
HJ2595 NCB Green
HJ2596 Industrial Maroon
RRP £395.00 OUR PRICE £315.00
AVAILABLE NOW

HELJAN READY TO RUN WAGONS
Class B tankers 4 types
VAA vans 4 types
OAA open wagons 5 types
RRP £84.95 OUR PRICE £70.00
Mix and match any six for **£65.00 each**

NEW HELJAN CLASS 33
Early and Late Versions
RRP £549.00 OUR PRICE £466.65
11 Liveries IN STOCK

NEW HELJAN CLASS 31/0
Limited Re-run Six liveries planned
RRP £549.00 OUR PRICE £466.65
Available May 2020

HELJAN CLASS 35 HYMEK
Limited Re-run Four liveries planned
RRP £549.00 OUR PRICE £420.75
NOW AVAILABLE

HELJAN CLASS 55
3 Liveries Available
RRP £599.00 OUR PRICE £509.15
NOW AVAILABLE

NEW HELJAN CLASS 47
2 Versions, 1960/70s & 1980/90s
Eleven liveries planned
AVAILABLE LATE 2020
Reserve yours now

NEW HELJAN CLASS 17
Four liveries planned Price TBC
AVAILABLE 2020

HELJAN DIESEL DEPOT
Two Road Shed **RRP £89.00 OUR PRICE £75.00**
Extension Pack **RRP £39.00 OUR PRICE £35.25**
Spare Ends (3) **RRP £19.00 OUR PRICE £16.00**
See website for details and sizes

HELJAN CLASS 128 PARCELS RAILCAR
6 Versions
See website for details
RRP £599.00 OUR PRICE £475.00
NOW AVAILABLE

HELJAN AC RAILBUS CLEARANCE
Light green with speed whiskers
Dark green with yellow panel
List Price £495.00
SPECIAL OFFER £299.95

BR BLUE WESTERN FUSILER
RRP £599.00 OUR PRICE £509.15
LAST FEW

NEW HELJAN CLASS 50
7 liveries AVAILABLE LATE 2019
RRP £699.00 OUR PRICE £594.15
NOW AVAILABLE

HELJAN BR PARCELS STOCK
G.U.V. available B.R., Parcels red, Express Parcels blue or S.R. green
BG available BR maroon, crimson & cream, chocolate & cream, Newspapers blue or Royal Mail red
RRP £325.00 OUR PRICE £169.15
STOCKS NOW RUNNING LOW

NEW HELJAN WAGONS
Heljan Catfish RRP £99.95
OUR PRICE £79.95 or
£75.00 for 6 or more

HELJAN CLASS 42 WARSHIP
8 Liveries Available
RRP £699.00 our price £550.00

OUR WEBSITE CONTAINS 4,000 IMAGES AND IS UPDATED SEVERAL TIMES A WEEK

TOWER MODELS, 44 Cookson St., Blackpool FY1 3ED

Email: sales@tower-models.com

TEL: 01253 623797 or 623799

TELEPHONE CREDIT CARD ORDERS WELCOME. WORLDWIDE MAIL ORDER

Visit our well stocked shop, 200 yards from Talbot Rd. Bus Station (Blackpool North Railway Station 400 yards). Open Mon to Sat 9.30 to 3.00

Visit our website: www.tower-models.com

POSTAGE CHARGES

Orders up to £35.00 plus £2.50 p&p.
Orders £35.01 to £150.00 plus £6.00 p&p.
ORDERS OVER £150.00 POST FREE
Overseas orders postage charged at cost.

All prices include VAT @ 20%.
We reserve the right to alter prices without notice.

BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

We tour Alsager Model Railway Association's large N gauge club layout 'Fredstone Lane'. Plus, Phil Parker shares guidance for constructing your first wagon chassis and Howard Smith adds a common lineside detail to BRM's project layout.



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

VISIT OUR FACEBOOK PAGE
AND GET INVOLVED IN
THE CONVERSATION.



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

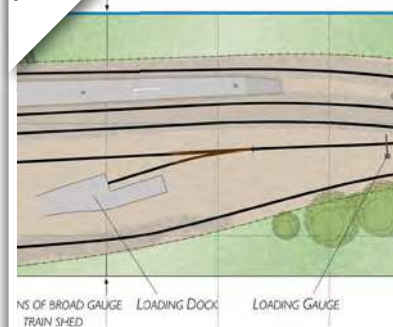


PLAY

p46



p74 — HAMPTON MALSTEAD —



p58



p38



p78



June 2020

CONTENTS

p94



Your Cover

INSIDE: • BUILD A PIGEON VAN • MAKE REALISTIC RUST
• CREATE YOUR FIRST TRACKPLAN

BRITISH RAILWAY MODELLING

BRM

ON TEST:
IRISH RAILWAY
MODELS' NEW WAGON

NATURE CALLS
The Forest of Dean's beauty
brought to life in 00 gauge

3 MORE AMAZING LAYOUTS
Bridgefield Quarries (0)
Fredstone Lane (N)
Byway MPD (00)

Model it right – the
evolution of British
Railways' uniforms

LAYOUTS

26 WOODSIDE (00)

Inspired by modellers past and present, Dave Spencer's spin on the railways in mid-century Forest of Dean captures joyous aspects of rural community life.

46 BRIDGEFIELD QUARRIES (0)

Ian Wilson's interpretation of this ironstone line with typical East Midlands architecture in pleasant countryside arose from a site visit in 1966.

64 FREDSTONE LANE (N)

Richard Hart describes the latest exhibition layout to emerge from the prolific Alsager Railway Association's N Gauge group, after a decade in the making.

78 BYWAY MPD (00)

With a passion for DCC control, John Gay's micro layout offers a great deal more than lights and sounds to entertain viewers.

PRACTICAL BRM

58 BUILD AN ISINGLASS BRAKE VAN

Seeking variety for his fleet of rolling stock, Tony Wright turned to this modern-media kit of an LNER 'Pigeon' van, manufactured by Isinglass Models.

62 HOW TO BUILD A PIT HEAD

Looks can be deceiving with this intricate model, which is easier to build than you think.

74 CREATE YOUR IDEAL TRACKPLAN PART II

Phil Martin concludes his class on successful layout planning and illustrating.

88 RUNCORN SALT UNION: DETAILING THE SCENE

BRM's latest project layout reaches completion as Howard Smith transforms barren boards into a convincing industrial scene, during a week of 'lockdown' modelling.

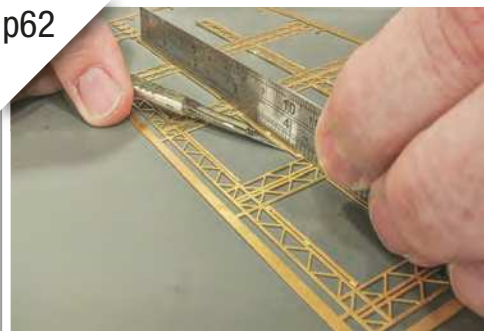
94 HOW TO CREATE RUST WITH HAIRSPRAY

Phil Parker shares a method for creating realistic rust, often used by military modellers.

p88



p62



p26



p64



PRODUCTS & FEATURES

22 LATEST NEWS

A round-up of the headlines from the model railway world this month.

38 SPOTLIGHT: BRITISH RAILWAY UNIFORMS

Rob Anderson retraces the evolution of apparel carried by British Railways staff.

96 GOODS INWARDS

Articulated truck kits for OO and accessories to 'pimp' your control panel are among this month's new arrivals.

98 REVIEW: IRISH RAILWAY MODELS CIE BOGIE FERTILISER WAGON

The latest addition to its range of Irish-outline stock, but how does it fair? Andy York discovers.

104 NEW BOOKS

Stuck at home, Tony Wright casts an eye over the latest releases from railway publishers.

p22



p98



BRITISH RAILWAY MODELLING
BRM

BRM JULY ISSUE
ON SALE JUNE 18

BRITISH RAILWAY MODELLING

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

SUBSCRIPTION ENQUIRIES

T 01778 392002

DIGITAL EDITION ENQUIRIES

E help@pocketmags.com

EDITORIAL

I BRAND CONTENT MANAGER

Debbie Wood

E debbie.wood@warnersgroup.co.uk

I MULTI-MEDIA EDITOR

Howard Smith

T 01778 392059

E howards@warnersgroup.co.uk

I FEATURES WRITER

Phil Parker

E phil.parker@warnersgroup.co.uk

I RMWEB EDITOR & BRM PHOTOGRAPHER

Andy York

E info@rmweb.co.uk

I TRACKPLAN ILLUSTRATOR

Ian Wilson at Pacific Studio

E ian@pacificstudio.co.uk

I PROOF READER

Tony Wright

I PUBLISHER

Steve Cole

E stevec@warnersgroup.co.uk

I MARKETING MANAGER

Carly Dadge

E carlyd@warnersgroup.co.uk

ADVERTISING

I GROUP ADVERTISING MANAGER

Bev Machin

T 01778 392055

E bevm@warnersgroup.co.uk

I SALES EXECUTIVE

Hollie Deboo

T 01778 395002

E hollie.deboo@warnersgroup.co.uk

DESIGN AND PRODUCTION

I DESIGNER

Ruth Jamieson

E ruth.jamieson@warnersgroup.co.uk

I ADVERTISING DESIGNER/PRODUCTION

Amie Carter

E amiec@warnersgroup.co.uk

DISTRIBUTION

TRADE ACCOUNT SALES

E tradeaccountorders@warnersgroup.co.uk

I UK/OVERSEAS NEWSTRADE SALES

Keiron Jefferies T 01778 395043

E keironj@warnersgroup.co.uk

I PRINTING

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

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

THE HEREFORD MODEL CENTRE

Email: sales@herefordmodelcentre.co.uk
www.herefordmodels.com

4 COMMERCIAL ROAD, HEREFORD,
HEREFORDSHIRE, HR1 2BB



SALES LINE
01432 352809

SHOP OPEN 9.00am - 5.30pm
Monday to Saturday

HORNBY

R3004	BR Serby Hall weathered.....	£116.45
R3004X	BR Serby Hall weathered.....	£133.45
R3233	D16/3 LNER.....	£100.95
R3235	D16/3 British Railways.....	£100.95
R3276	LMS Compound.....	£66.45
R2744	Schools Blundells BR.....	£84.95
R2917	2800 Class BR.....	£103.99
R3017	BR Patriot.....	£108.50
R3194	Schools 'Epsom' BR/E.....	£111.95
R3074	King GWR (Stamp Collection).....	£112.99
R3318	B17 Gilwell BR Early.....	£121.95
R3380	J15 LNER.....	£96.90
R3381	J15 BR Early.....	£96.90
R3329	BR Late S15.....	£123.99
R3327	SR S15.....	£123.99
R3242A	K1 BR Early.....	£116.95
R3243B	K1 BR Late.....	£116.95
R3413	S15 Late.....	£119.45
R3465	LNER Class N2.....	£82.95
R3424	LNER Q6.....	£125.45
R3425	BR Early Q6.....	£125.45
R3411	S.R. S15.....	£125.95
R3421	BR/E 700 Class.....	£99.45
R3426	BR Late Q6.....	£125.45
R3333	BR Early Adams Radial.....	£107.95
R3334	BR Late Adams Radial.....	£107.95
R3416	J15 BR Late.....	£99.45
R3418	K1 BR Early.....	£114.45
R3422	Adams SR.....	£109.45
R3423	Adams BR.....	£109.45
R3499	Hall Class BR Late.....	£72.45
R3414	LNER J15.....	£99.45
R3407	J50 BR Early.....	£78.50
R3445	BR W.C. Camelford.....	£147.45
R3432	B12 BR Late.....	£127.95
R3586	Railroad Schools.....	£75.99
R3525	BoB Archibald Sinclair.....	£131.99
R3385TTS	BR Black 5.....	£169.45
R3588	LNER B17.....	£76.50
R3630	LNER A4 Woodcock.....	£135.99
R3612	80th Anniversary Mallard.....	£183.99
R3615	Peckett W4.....	£89.99
R3681	LMS Coronation.....	£184.00
R3682	BR Blue Coronation.....	£184.00
R3634	Sir Frances Drake.....	£152.95
R3767	BR Terrier.....	£80.75
R3781	K&ESR Terrier.....	£80.75
R3677	LMS Duchess of Hamilton.....	£171.00
R3639	LMS King George VI.....	£171.00
R3603TTS	BR Lord Nelson TTS Sound.....	£175.00
R3621	LNER J36.....	£125.75
R3622	BR J36.....	£125.75
R3638	BR Bideford.....	£166.50
R3804	Hogwarts Castle (Hall class).....	£99.00
R3804TTS	Hogwarts Castle w. sound.....	£122.50
R3727	LMS Pug.....	£63.00
R3728	BR Pug.....	£63.00
R3729	LNER O1.....	£98.99

R3730	BR O1.....	£98.99
R3544	LNER B12.....	£145.00

HORNBY DIESEL/ELECTRIC LOCOMOTIVES

R3485	Class 08 Laira Blue.....	£109.45
R3573	Class 66 GBRF.....	£79.45
R3577	Sentinel graham.....	£58.00
R3685	GWR HST.....	£261.00
R3580	Class 87 BR Blue.....	£139.40
R3659	Class 67 Colas.....	£144.00
R3669	GWR Railcar.....	£45.99
R3778	Class 66 DB Schenker.....	£66.95
R3785	Class 66 GBRF Interhub.....	£66.95
R3786	Class 66 Freightliner.....	£66.95
R3787	Class 66 Colas.....	£66.95
R3704	R&H 48DS Rustons Works.....	£71.99
R3705	R&H 48DS Dewars.....	£71.99
R3706	R&H 48DS Army.....	£71.99
R3707	R&H 48DS Longmorn.....	£71.99
R3757	Class 47 Royal Train.....	£64.00
R3758	Class 47 Royal Train.....	£64.00
R3739	Class 87 BR Blue.....	£153.89
R3760	Class 59 GBRF.....	£67.99

HORNBY TRACK

R083	Buffer Stop.....	£1.65
R207	Track Fixing Pins.....	£2.50
R600	Straight.....	£1.15
R601	Double Straight.....	£1.85
R605	Double Curve 1st Rad.....	£2.05
R606	Curve 2nd Rad.....	£1.40
R607	Double Curve 2nd Rad.....	£1.95
R608	Curve 3rd Rad.....	£1.65
R609	Double Curve 3rd Rad.....	£2.25
R610	Short Straight.....	£1.10
R614	LH Diamond Crossing.....	£9.25
R615	RH Diamond Crossing.....	£9.25
R617	Uncoupling Ramp.....	£2.60
R618	Double Isolating Rail.....	£6.85
R620	Railer Uncoupler.....	£4.35
R628	Half Curve 3rd Rad.....	£1.80
R643	Half Curve 2nd Rad.....	£1.20
R8072	LH Point.....	£7.95
R8073	RH Point.....	£7.95
R8074	LH Curved Point.....	£12.60
R8075	RH Curved Point.....	£12.60
R8076	Y Point.....	£8.95
R8077	LH Express Point.....	£12.60
R8078	RH Express Point.....	£12.60
R8261	4th radius curve.....	£1.85
R8206	Power Track.....	£5.95

BACHMANN STEAM LOCOMOTIVES

31-088	BR Black Earl.....	£118.95
--------	--------------------	---------

31-980	Standard 3MT BR.....	£110.45
31-783	Fountains Hall.....	£114.70
35-075	E4 LBSC.....	£93.45
35-076	E4 Southern.....	£93.45
35-077	E4 BR Early.....	£93.45
35-078	E4 BR Late.....	£93.45
31-001	Robinson BR Late Crest.....	£94.99
31-002	Robinson BR Early Crest.....	£94.99
31-003	Robinson LNER.....	£94.99
31-127	CL3000 BR ROD.....	£118.45
31-128	BR ROD Weathered.....	£105.45
31-136DC	D11/2.....	£115.90
31-628DC	Class 3F BR weathered.....	£93.20
31-931	LMS Compound.....	£112.90
31-933	BR Compound Late Crest.....	£112.88
31-932DC	BR Compound.....	£127.75
31-465	C Class BR.....	£93.46
32-154A	N Class BR Black Withd.....	£99.10
32-233	3F SDJR Blue.....	£62.00
32-880	Fairburn LMS.....	£106.20
31-461A	C Class SR Black.....	£106.20
31-462A	C Class BR Early.....	£106.20
31-433	Midland Class 1F LMS.....	£81.55
31-434	Midland Class 1F BR.....	£81.55
31-003A	Robinson LNER.....	£110.45
31-004A	Robinson BR Early.....	£118.95
31-435	1F BR Early.....	£81.55
31-480	G2A LMS.....	£101.95
31-481	G2A BR Early.....	£114.70
31-119	BR Class 4MT Black.....	£135.95
32-279A	LNER Class K3 Black.....	£118.95
31-614	BR Late V3.....	£110.45
32-575A	LMS 4MT.....	£114.70
32-353	4MT BR Green.....	£110.45
32-359A	4MT BR Early.....	£110.45
32-176	BR Crab.....	£123.20
35-051	LMS Coal Tank.....	£101.95
35-052	BR Early Coal Tank.....	£101.95
31-014	Class 7F SDJR Black.....	£125.75
31-015	Class 7F LMS Black.....	£125.75
31-691	Stanier Mogul.....	£135.95
32-178A	LMS Crab.....	£123.45
32-236	Class 3F BRITISH RAILWAYS.....	£93.40
32-078	GWR 56xx.....	£97.70
32-083A	Class 56xx BR weathered.....	£101.95
31-761	GWR C1 Atlantic.....	£169.95
31-762	LNER C1 Atlantic.....	£161.45

BACHMANN DIESEL/ELECTRIC LOCOMOTIVES

31-266	MLV Green with yellow panel.....	£62.45
31-269	MLV Jaffa.....	£83.26
31-575	Windhoff MPV NWR.....	£104.00
31-576DC	Windhoff MPV NWR.....	£114.00
31-679	Class 85 Electric Blue.....	£118.95
32-937	Class 150 Centro.....	£127.45
32-928	Class 150 Sprinter.....	£135.95
32-067	Class 43 Royal Oak.....	£118.95
32-034A	Class 20 BR Green weathered.....	£97.70
32-981	Freightliner Class 66.....	£127.45
32-992	Wickhams Trolley Yellow.....	£67.95
32-993	Wickham Trolley Yellow.....	£67.95
31-040	SWT Class 450.....	£271.95
31-041	SWT Class 450 withd.....	£297.45
31-663	BR Class 47 Rft.....	£135.95
32-789	Class 37 Colas.....	£135.95
32-122	BR Class 08 RFD.....	£106.20

EXCLUSIVE PECO N GAUGE TTA WAGONS

NR-P987A	Shell/BP black no. 5170.....	£13.45
NR-P987B	Shell/BP black no. 5175.....	£13.45
NR-P987C	Shell/BP black no. 5177.....	£13.45
NR-P987DW	Shell/BP black no. 5169 withd.....	£14.25
NR-P987EW	Shell/BP black no. 5172 withd.....	£14.25
NR-P987FW	Shell/BP black no. 5178 withd.....	£14.25
NR-P987G	Shell/BP black no. 5171.....	£13.45
NR-P987H	Shell/BP black no. 5176.....	£13.45
NR-P987I	Shell/BP black no. 5174.....	£13.45
NR-P987JW	Shell/BP black no. 5173 withd.....	£14.25
NR-P987KW	Shell/BP black no. 5179 withd.....	£14.25

NR-P987LW	Shell/BP black no. 5168 withd.....	£14.25
NR-P993A	BP Grey no. BP067266.....	£13.45
NR-P993B	BP Grey no. BP067082.....	£13.45
NR-P993C	BP Grey no. BP067095.....	£13.45
NR-P993DW	BP Grey no. BP067168 withd.....	£14.25
NR-P993EW	BP Grey no. BP067177 withd.....	£14.25
NR-P993FW	BP Grey no. BP067184 withd.....	£14.25
NR-P994A	BP Green no. BP067161.....	£13.45
NR-P994B	BP Green no. BP067162.....	£13.45
NR-P994C	BP Green no. BP067368.....	£13.45
NR-P994DW	BP Green no. BP067765.....	£14.25
NR-P994EW	BP Green no. BP067783.....	£14.25
NR-P994FW	BP Green no. BP067574.....	£14.25
NR-P995A	BP Black no. BP065762.....	£13.45
NR-P995B	BP Black no. BP065764.....	£13.45
NR-P995C	BP Black no. BP065771.....	£13.45
NR-P995DW	BP Black no. BP065770.....	£14.25
NR-P995EW	BP Black no. BP065765.....	£14.25
NR-P995FW	BP Black no. BP065766.....	£14.25
Offers on above wagons		
Any 3 pristine.....		£39.60
Any 3 weathered.....		£42.00
3 weathered + 3 pristine.....		£79.50

EXHIBITIONS ATTENDING 2020

18th & 19th SEPTEMBER REDDITCH

18th & 19th SEPTEMBER SWANSEA

26th & 27th SEPTEMBER LYDNEY

28th & 29th NOVEMBER WARLEY NEC

NEW WEBSITE NOW LIVE

**LARGE QUANTITY
OF QUALITY
SECOND HAND
ALWAYS IN STOCK**
Please contact us
for details

**All offers valid to
31st July 20**

POSTAGE & PACKING RATES PER ORDER:
UK Standard..... £3.95
UK Insured..... £7.10
UK Courier Transport & Packing... £9.00

Worldwide at cost. VAT free to non EC
**PRICES SUBJECT TO CHANGE
WITHOUT NOTICE**

**** Please allow 7 days for
clearance when paying by
cheque ****

**PLEASE QUOTE SPECIAL
PRICES WHEN YOU VISIT US.**

**Credit Cards Welcome...
Visa, Mastercard & Switch**

NEW



Pristine	Weathered	Pack of 3	Pack of 3	All 6 Exclusive TTAs
£13.45	£14.25	Pristine	Weathered	£79.50
3 Numbers Available (3176 5172 5173)	3 Numbers Available (3168 5172 5178)	£39.60	£42.00	(3 Pristine & 3 Weathered)



FIRST TIME EVER IN OO GAUGE...

UPDATED CLASS 37/4

IN TWO VERSIONS: LED TAIL LIGHTS OR WIPAC LIGHT CLUSTERS



"THE ELECTRIC TRAIN HEAT/SUPPLY-FITTED CLASS 37/4s ARE THE MOST VERSATILE EXAMPLES OF WHAT IS ALREADY THE PERFECT MIXED-TRAFFIC LOCOMOTIVE."

WITH HOBBY-LEADING SPEC:

- HIGHLY DETAILED 4MM SCALE/OO GAUGE MODEL
- HEAVY DIE-CAST CHASSIS
- FIVE-POLE MOTOR WITH TWIN FLYWHEELS
- AVAILABLE IN DCC READY OR DCC SOUND (ESU LOKSOUND v5) VERSIONS
- DETAILS SPECIFIC TO INDIVIDUAL LOCOMOTIVES & ERAS
- MANY SEPARATE ETCHED METAL & HIGH FIDELITY PLASTIC DETAIL PARTS
- SPRUNG METAL BUFFERS
- HELICAL GEARS FOR MAXIMUM PERFORMANCE
- COMPREHENSIVE LIGHTING FUNCTIONS
- PROVISION FOR CONVERSION TO EM & P4
- AND MUCH MORE!



THE DEFINITIVE
EE CLASS 37/TYPE 3
IN 4MM/OO SCALE

FOUR ABSOLUTELY CLASSIC LIVERIES:



37409 'Lord Hinton'

Large Logo (2018 onwards) - LED tail lights, MU socket and plated bodyside window



37419 'Carl Haviland 1954-2012'

InterCity Mainline (2019 onwards) - LED tail lights, MU socket and plated bodyside window



37423 'Spirit of the Lakes'

DRS Simplified Compass (2018 onwards) - WIPAC light clusters, top headlight and MU socket on nose



37425 'Sir Robert McAlpine/Concrete Bob'

Regional Railways (2020 onwards) - LED tail lights, MU socket and plated bodyside window

accurascale.co.uk

DCC READY
£169.99
DCC SOUND
£259.99

Selling your model railways?

Warwick and Warwick have an expanding requirement for early to modern collections of British and Foreign trains and train sets from large accumulations to items of individual value. Our customer base is increasing dramatically and we need an ever larger supply of quality material to keep pace with demand. The market has never been stronger and if you are considering the sale of your collection, now is the time to act.



FREE VALUATIONS - We will provide a free, professional valuation of your collection, without obligation on your part to proceed. Either we will make you a fair, binding private treaty offer, or we will recommend inclusion of your property in our next public auction.

FREE TRANSPORTATION - We can arrange insured transportation of your collection to our Warwick offices completely free of charge. If you decline our offer, we ask you to cover the return carriage costs only.

FREE VISITS - Visits by our valuers are possible anywhere in the country or abroad, in order to assess more valuable collections. Please phone for details.

ADVISORY DAYS - We have an ongoing programme of advisory days, in all regions of the United Kingdom, where you can meet us and discuss the sale of your collection.

We will be visiting all areas of the UK in the coming months, please visit our website or telephone for details

EXCELLENT PRICES - Because of the strength of our customer base we are in a position to offer prices that we feel sure will exceed your expectations.

ACT NOW - Telephone or email Richard Beale today with details of your property.



Warwick & Warwick

AUCTIONEERS AND VALUERS
www.warwickandwarwick.com

Get the experts on your side!

Warwick & Warwick Ltd., Chalon House, Scar Bank,
Millers Road, Warwick CV34 5DB England

Tel: (01926) 499031 • Fax: (01926) 491906

Email: richard.beale@warwickandwarwick.com

 /warwickauctions

 @warwickauctions

Welcome to June

The BRM team hopes you and your loved ones are healthy and managing well in these unforeseen times. Our whole world is different, individually and globally and this has had effects on our hobby too, but not all bad.

The initial impact of the crisis resulted in extended New Year holidays for the manufacturers in China which will, inevitably, mean some delays to products arriving to the market. This is something that will manifest itself further down the road and it's a situation that as sensible people we can accept and live with; it's such a small price to pay. Everything seems to be back underway with production in China and shipping is getting back to normal flows for goods, so we will recover.

All team members are still working flat out, operating remotely and communicating through conference calls and email. It's meant a shift in working hours and patterns, but sometimes being freed from office hours can be a positive in terms of efficiency and creativity.

We are seeing shifting patterns in how our readers get hold of BRM too, as fewer retail outlets are open – more people are subscribing to have print issues delivered straight to the letterbox and digitally via the internet. The digital version of BRM gives us the chance to include more content with additional images and video, which just aren't

possible in print. We are also producing more content for readers online on our World of Railways website, with the latest news stories and other features.

As a percentage of us find ourselves with less work and more leisure time, our online traffic has risen substantially and the usage trends are interesting. As soon as lockdown came, the traffic started to rise. At this time of year after the clocks change usage seasonally dips a little as people are outside and out more, but this year it's different. We normally see a dip in traffic over the Easter weekend, but this year it was a rise. More modellers are using our sites and spending longer online. It's a lifeline for some, a way to communicate with their fellow modellers and we have specific areas for people to show what they are modelling and even offer mutual support at a time of stress.

There's another positive in that; it's evident that more people are spending more time modelling, it's a time of opportunity but also a means to lose oneself in a world which can be controlled.

We are also hearing from parts of the trade that they are going through an upturn in sales, especially with the staple products of track, electrical and scenic items, which again tells us there is activity. Hopefully, in brighter days, we'll see more finished models and layouts that we otherwise might not. We would love to hear your stories on what this

extra time has enabled you to do.

Sadly, all events were cancelled during the spring and this will surely continue through the summer to an unknown degree at this stage. However, RMweb members took the opportunity to make something good of the cancellation of their annual Members' Day in Taunton at the end of April and made this a virtual event to be enjoyed by more readers. Without the constraints of the village hall's walls, more layouts could be 'invited', more visitors could see the content in digital form and the event reached across the world. The content is still available to read on www.rmweb.co.uk

The event was also supported by many of the hobby's manufacturers as the initiative sought to raise funds for the NHS Charities Together Covid-19 Urgent Appeal, and through the means of a prize draw and donations for virtual Devon pasties, a total of £7,919 was raised, which has already been paid over to the charities. We are immensely grateful to the support from our readers for such a phenomenal response at a time when everyone is under different pressures.

We have all pushed through the first stages of a difficult period in history. There is more to come, but with the joy that a creative hobby can give, and a supportive community within the hobby, we will make it and we may all be better for it in different ways.

BRM Team

How to get your next issue of BRM

Although it's tricky to visit the shops at the moment and collect the latest issue, there are actually a number of ways you can get BRM delivered straight to your door or inbox!

- 1 Buy a single printed issue of the latest edition, delivered straight to your door at; www.world-of-railways.co.uk/Store/Latest-issue
- 2 Subscribe to the printed edition, again for postal delivery, where there are plenty of great offers at; <https://www.world-of-railways.co.uk/Store/Subscriptions/>
- 3 You can sign up to a digital subscription and download every issue from Pocketmags at; <https://pocketmags.com/british-railway-modelling-magazine>
- 4 Finally, you can sign up for our digital archive. This is a membership service that gives you access to every single issue of BRM since 2007, plus all future issues. Find out more at; www.world-of-railways.co.uk/store/digital-archive/



METCALFE

Card Construction Kits

LOW RELIEF



LOW RELIEF TERRACED SHOP FRONTS
00 CODE PO272

LOW RELIEF PUB & SHOPS

00 CODE PO205/N CODE PN972



LOW RELIEF BANK & SHOP
00 CODE PO271/N CODE PN971



00 VERSION

LOW RELIEF TIMBER FRAMED SHOP

00 CODE PO241/N CODE PN190



N VERSION



LOW RELIEF DEPARTMENT STORE
00 CODE PO279/N CODE PN179



LOW RELIEF CINEMA
00 CODE PO206/N CODE PN170



LOW RELIEF TERRACED FRONTS

RED BRICK - 00 CODE PO274/N CODE PN174
STONE - 00 CODE PO275/N CODE PN175



LOW RELIEF TERRACED BACKS

RED BRICK - 00 CODE PO276/N CODE PN176
STONE - 00 CODE PO277/N CODE PN177

STRUCTURES



DOUBLE TRACK TUNNEL ENTRANCE
00 CODE PO242/N CODE PN142



SINGLE TRACK TUNNEL ENTRANCE
00 CODE PO243/N CODE PN143



RETAINING WALLS

RED BRICK - 00 CODE PO244/N CODE PN145
STONE - 00 CODE PO245/N CODE PN144

VIADUCT

RED BRICK - 00 CODE PO240/N CODE PN140
STONE - 00 CODE PO241/N CODE PN141



RAILWAY BRIDGE

RED BRICK
00 CODE PO246/N CODE PN148
STONE
00 CODE PO247/N CODE PN149

TAPERED WALLS

RED BRICK - 00 CODE PO248/N CODE PN148
STONE - 00 CODE PO249/N CODE PN149



METCALFE

Card Construction Kits

We want to thank all our customers for their support during these strange times.
Our factory and sales department are now closed for the safety of our staff.
We will be back soon! Until then, stay safe.

RAILWAY

SETTLE-CARLISLE STATION
00 CODE PO333/N CODE PN933



COUNTRY STATION
00 CODE PO237/N CODE PN137



BOOKING HALL
00 CODE PO320/N CODE PN920



WAYSIDE STATION
00 CODE PO238/N CODE PN138

MINI KITS



GOODS YARD CRANE
00 CODE PO540/N CODE PN840



STATION CLOCKS
00 CODE PO515



GARDEN SHEDS
00 CODE PO512/N CODE PN812



CHILDRENS' PLAY AREA
00 CODE PO513



PLATFORM KIOSK
00 CODE PO517



PLATFORM BENCHES
00 CODE PO502



FOUNTAIN
00 CODE PO522/N CODE PN823



GREENHOUSE
00 CODE PO514/ N CODE PN814

SADLY, OUR ONLINE SHOP IS CLOSED BUT YOU CAN STILL BROWSE AT WWW.METCALFEMODELS.COM

Join our community on Facebook. Search **Metcalfe Models** and join the official group forum!
Like us on Twitter @MetcalfeKits | Follow us on Instagram @MetcalfeModelsandToys

TMC WEATHERED OO SCALE PRODUCTS READY FOR IMMEDIATE DISPATCH

TMC
The MODEL CENTRE



32-035B Bachmann
Class 20/0 Headcode Box 20174 BR Blue
Weathered by TMC
Was £172.45 **NOW £151.49**



32-440 Bachmann
Class 24/1 D5135 BR Green L/Crest
with Deluxe Weathering by TMC
Was £201.20 **NOW £177.25**



R3805 Hornby
BR Class 5MT 4-6-0 Black 5 no.45379
Real Coal and Weathered by TMC
Was £214.99 **NOW £197.50**



R3658 Hornby Class 50
Co-Co 50033 Glorious Network South
East Livery Deluxe Weathering by TMC
Was £217.49 **NOW £200.50**



4D-014-003 Dapol
Class 29 BR Blue 6107 SYP with Faded
Weathering by TMC
Was £194.46 **NOW £179.30**



R3709 Hornby LMS Princess
Royal no.6201 Princess Elizabeth Real
Coal & Glossy Weathering by TMC
Was £235.00 **NOW £215.99**



31-519 Bachmann
Class 158 2-Car DMU 158766 GWR
Green (FirstGroup) Weathered by TMC
Was £302.45 **NOW £263.50**



31-517DS Bachmann
Class 158 2-Car DMU 158849 Regional
Railways Sound Fitted TMC Weathered
Was £392.45 **NOW £339.99**



32-030DS Bachmann Class 20/0
Headcode Box 20156 BR Railfreight (Red
Stripe) Sound Fitted Deluxe Weathered
Was £282.46 **NOW £247.25**



R3643 Hornby Britannia
BR Standard Class 7 4 no.70046 ANZAC
(Era 5) Real Coal & Weathered by TMC
Was £222.49 **NOW £204.49**



4D-025-002 Dapol
Class 21 D6120 BR Green with Deluxe
Weathering by TMC
Was £199.46 **NOW £184.25**



4D-014-000 Dapol
Class 29 BR Green 6112 FYP
Weathered by TMC
Was £189.46 **NOW £174.30**



32-176 Bachmann
LMS 5MT Crab 42765 BR Lined Black E/
Emb Real Coal & Weathered by TMC
Was £180.95 **NOW £113.80**



31-518 Bachmann
Class 158 2-Car DMU 158773 East Mid-
lands Trains Weathered by TMC
Was £302.45 **NOW £263.50**



31-518SF Bachmann
Class 158 2-Car DMU 158773 East Mid
Trains Sound Fitted TMC Weathered
Was £399.95 **NOW £347.50**



31-368DS Bachmann
OO Gauge Class 03 03026 BR Blue
Sound Fitted Deluxe Weathering by TMC
Was £264.95 **NOW £232.00**



OR76N7003 Oxford Rail
#P# Class N7 0-6-2T 69612 BR Real
Coal and Deluxe Weathering by TMC
Was £164.95 **NOW £153.49**



32-392 Bachmann Class 37/5
37688 Kingmoor TMD DRS Compass
Nameplates Fitted & Weathered by TMC
Was £194.95 **NOW £170.99**



32-394DS Bachmann
Class 37/5 Refurbished 37521 Colas Rail
Freight Sound Fitted Weathered by TMC
Was £289.96 **NOW £250.99**



32-166 Bachmann N Class
SE&CR no.1406 SR Black (Sunshine) Real
Coal and Weathered by TMC
Was £143.96 **NOW £175.99**

TMC WEATHERED N SCALE PRODUCTS READY FOR IMMEDIATE DISPATCH



371-386 Graham Farish
N Gauge Class 66/4 66416 Freightliner
Powerhaul Weathered by TMC
Was £169.96 **NOW £148.99**



372-976A Graham Farish
N Gauge Class 24/0 D5031 BR Green
(Late Crest) Weathered by TMC
Was £159.95 **NOW £140.50**



372-777 Graham Farish
N Gauge SE&CR C Class 31227 BR
Black Real Coal and Weathered by TMC
Was £179.95 **NOW £158.99**



372-429 Graham Farish WD
Austerity 79250 Major-General McMullen
Real Coal Weathered by TMC
Was £219.95 **NOW £193.75**



372-248 Graham Farish
N Gauge Class 47/4 47550 University of
Dundee InterCity Weathered by TMC
Was £174.95 **NOW £153.25**



371-658 Graham Farish
N Gauge Class 57/3 57313 WCRC
Maroon Weathered by TMC
Was £174.95 **NOW £153.25**



371-641 Graham Farish
N Gauge Class 70 With 70805 Colas Rail
Freight Weathered by TMC
Was £189.95 **NOW £165.99**



371-470 Graham Farish
N Gauge Class 37/0 37068 Grainflow
Railfreight Distribution TMC Weathered
Was £164.95 **NOW £144.76**



371-468A Graham Farish
N Gauge Class 37/0 97304 John Tiley
Network Rail Yellow Deluxe Weathered
Was £172.45 **NOW £152.26**



371-384A Graham Farish
N Gauge Class 66/0 66111
EWS Weathered by TMC
Was £169.96 **NOW £148.99**



371-170 Graham Farish
N Gauge Class 37/4 37422 Robert FFairlie
Regional Railways Weathered by TMC
Was £169.96 **NOW £148.99**



371-085A Graham Farish
N Gauge Class 25/1 D5177 BR Green
Deluxe Weathering by TMC
Was £162.46 **NOW £142.99**



371-034A Graham Farish
Class 20/0 20156 BR Railfreight (Red
Stripe) Deluxe Weathering by TMC
Was £162.46 **NOW £143.75**



371-032A Graham Farish
N Gauge Class 20/0 Disc Headcode
20048 Blue Deluxe Weathering by TMC
Was £157.45 **NOW £138.76**



372-182A Graham Farish
Princess Coronation 46241 City of Edinburgh
Real Coal Weathered by TMC
Was £224.95 **NOW £197.26**



371-640 Graham Farish
Class 70 Air Intake Modifications 70015
Freightliner Powerhaul TMC Weathered
Was £189.95 **NOW £165.96**



372-311 Graham Farish
N Gauge Merchant Navy 35023 Hol-
land-Afrika Line Coal TMC Weathered
Was £214.96 **NOW £188.75**



372-310 Graham Farish
N Gauge Merchant Navy 35024 East Asi-
atic Company Coal Weathered by TMC
Was £214.96 **NOW £188.75**

www.themodelcentre.com t. 01947 899125
Hill Farm, Beck Hole, Whitby, YO22 5LF

Item name	RRP	TMC Price
31-001 Bachmann OO/HO Scale Robinson 04 BR Black 63601 Late Crest	£129.95	£103.96
31-002 Bachmann OO/HO Scale Robinson Class 04 63635 BR Black Early Emblem	£129.95	£103.96
31-014 Bachmann OO Gauge S&DJR 7F 89 S&DJR Black	£154.96	£123.97
31-015 Bachmann OO Gauge S&DJR 7F 13810 LMS Black (Original)	£154.96	£123.97
31-128 Bachmann OO Gauge 3000 Class (ROD) 2-8-0 3036 BR Black Early Emblem-Weathered	£142.95	£114.36
31-136DC Bachmann OO/HO Scale Class D11/2 62677 'Edie Ochiltree' BR Black Late Crest (DCC On Board)	£139.95	£111.96
31-187DS Bachmann OO Gauge Jubilee 5588 'Kashmir' LMS Crimson (Welded Stanier tender) - DCC Sound	£249.95	£199.96
31-210K Bachmann OO Gauge Patriot Class 45506 'The Royal Pioneer Corps' British Railways	£164.95	£131.96
31-214 Bachmann OO Gauge LMS Patriot Class 45538 'Giggleswick' BR Lined Green E/Emblem	£164.95	£131.96
31-320DC Bachmann OO Gauge Robinson Class J11 64325 BR Black L/Crest (DCC On Board)	£149.95	£119.96
31-425A Bachmann OO/HO Scale CEP 4 Car EMU SR Multiple Unit Green	£299.95	£239.96
31-441DC Bachmann OO Gauge Ivatt Class 2MT 2-6-2 Tank 41291 BR Lined Black L/Crest (DCC	£154.95	£108.47
31-462A Bachmann OO Gauge SE&CR C Class 31227 BR Black (Early Emblem)	£124.96	£99.97
31-480 Bachmann OO Gauge LNWR G2A with Tender Cab 9376 LMS Black (Original)	£124.96	£99.97
31-526 Bachmann OO/HO Scale Class A2 60537 Bachelors Button BR Green Early Emblem	£179.95	£143.96
31-535 Bachmann OO Gauge Class 105 2 Car DMU BR Blue Yellow Ends (Power Twin)	£149.95	£119.96
31-577 Bachmann OO Gauge Windhoff MPV (Multi-Purpose Vehicle) Railtrack	£149.95	£119.96
31-577A Bachmann OO/HO Scale Windhoff MPV (Multi-Purpose Vehicle) Railtrack Weathered	£149.95	£119.96
31-654 Bachmann OO Gauge Class 47/4 47576 'Kings Lynn' Network SouthEast	£159.95	£119.96
31-664 Bachmann OO Gauge Class 47/0 47050 BR Railfreight - Weathered	£179.95	£143.96
31-664DS Bachmann OO Gauge Class 47/0 47050 BR Railfreight - Sound Fitted - Weathered	£259.96	£207.97
31-690 Bachmann OO Gauge LMS Stanier Mogul 2955 LMS Lined Black	£159.95	£127.96
31-728 Bachmann OO Gauge GWR 37XX 'City' 3708 'Killarney' GWR Green (Great Western)	£144.95	£115.96
31-783 Bachmann OO Gauge Mod.Hall 7904 'Fountains Hall' BR Black E/Emblem Weathered	£134.95	£107.96
31-910 Bachmann OO Gauge H1 Class Atlantic 4-4-2 No 39 'La France' LBSCR	£199.95	£159.96
31-981 Bachmann OO Gauge BR Standard Class 3MT Tank 82021 BR Lined Black E/Emblem	£129.95	£97.46
32-085 Bachmann OO Gauge Class 56XX 6639 BR Black Early Emblem	£114.95	£91.96
32-235 Bachmann OO Gauge Fowler Class 3F 0-6-0 (Jinty) 47673 BR Black Late Crest Weathered	£109.95	£82.46
32-359A Bachmann OO Gauge BR Standard 4MT Tank 80092 BR Lined Black (Early Emblem)	£139.96	£97.97
32-529B Bachmann OO/HO Scale Class 55 D9011 BR Two Tone Green Factory Weathered	£154.95	£123.96
32-534DS Bachmann OO Gauge Class 55 55004 'Queen's Own Highlander' BR Blue - DCC Sound	£264.95	£198.71
32-560 Bachmann OO Gauge LNER A1 with Riveted Tender 60117 BR (Ex-LNER) Green (British Railways)	£199.96	£109.50
32-610 Bachmann OO Gauge Class 90 90005 'Financial Times' BR InterCity Swallow	£179.95	£143.96
32-780RJ Bachmann OO Gauge Class 37/0 37025 'Inverness TMD' BR Blue Large Logo	£169.95	£144.45
32-781B Bachmann OO Gauge Class 37/0 Split Headcode 37041 BR Blue	£169.96	£135.97
32-819 Bachmann OO Gauge Class 47/4 47814 'Totnes Castle' Virgin Trains (Original)	£169.96	£135.97
32-826A Bachmann OO Gauge LMS Ivatt 2MT 46460 BR Lined Black (Early Emblem)	£144.95	£115.96
32-858 Bachmann OO Gauge BR Standard Class 9F 92189 BR Black L/Crest 1F Tender Weathered	£199.96	£149.97
32-880 Bachmann OO Gauge Fairburn 2-6-4 Tank 2278 LMS Black Weathered	£134.95	£107.96
32-882 Bachmann OO Gauge Fairburn 2-6-4 Tank 42062 BR Lined Black Late Crest	£134.95	£107.96
32-980A Bachmann OO Gauge Class 66 66728 Institution of Railway Operators GBRF - Weathered	£179.95	£134.96
32-981 Bachmann OO Gauge Class 66 66416 Freightliner Powerhaul	£169.95	£135.96
32-993 Bachmann OO Gauge Wickham Type 27 Trolley Car BR Engineers Yellow Wasp Stripes	£79.95	£63.96
34-608 Bachmann OO/HO Scale BR Mk1 Suburban Second Open Crimson Weathered	£39.95	£31.96
34-632 Bachmann OO Gauge BR Mk1 Suburban Second Brake Blue Weathered	£29.95	£23.96
34-652B Bachmann OO Gauge 63ft Thompson BG Full Brake BR Blue Weathered	£39.95	£29.96
34-703 Bachmann OO Gauge BR Mk1 Suburban Composite Crimson Weathered	£39.95	£31.96
35-079 Bachmann OO Gauge LB&SCR E4 Tank 32494 BR Lined Black (Early Emblem)	£129.95	£90.97
36-515 Bachmann E-Z Command Connector Panel	£29.95	£23.96
37-236 Bachmann OO Gauge Triple Pack 16 Ton Steel Mineral Wagons NCB Grey Weathered	£44.95	£35.96
371-014 Graham Farish N Gauge Class 08 08834 BR Railfreight Distribution Sector	£109.95	£93.46
371-050C Graham Farish N Gauge Class 04 D2283 BR Green (Wasp Stripes)	£94.96	£75.97
371-329 Graham Farish N Gauge Class 150/2 2-Car DMU 150247 BR Provincial (Sprinter) - Weathered	£199.96	£159.97
371-350A Graham Farish N Gauge Class 60 60035 EWS	£134.95	£107.96
371-357 Graham Farish N Gauge Class 60 60057 'Adam Smith' BR Railfreight Coal Sector	£134.95	£107.96
371-383A Graham Farish N Gauge Class 66/0 66101 DB Schenker	£134.95	£107.96
371-397 Graham Farish N Gauge Class 66 66434 DRS Plain Blue Compass	£134.95	£101.21
371-471 Graham Farish N Gauge Class 37/0 Centre Headcode 37261 DRS Blue	£134.95	£107.96
371-505 Graham Farish N Gauge Class 101 2-Car DMU BR Network SouthEast (Revised)	£189.95	£151.96
371-661 Graham Farish N Gauge Class 57/3 57305 'Northern Princess' DRS Northern Belle	£134.95	£107.96
371-751 Graham Farish N Gauge Class 87 87019 Sir Winston Churchill Virgin Trains	£121.95	£97.56
372-246 Graham Farish N Gauge Class 47/7 47715 Haymarket BR Network SouthEast	£124.95	£99.96
372-311 Graham Farish N Gauge SR Merchant Navy 35023 'Holland-Afrika Line' BR Lined Green	£174.95	£139.96
372-312 Graham Farish N Gauge Merchant Navy Class 35028 'Clan Line' BR Green L/Crest	£169.95	£127.46
372-313 Graham Farish N Gauge Merchant Navy Class 35021 'New Zealand Line' BR Malachite	£169.95	£127.46
372-535 Graham Farish N Gauge BR Standard 4MT Tank 80027 BR Lined Black (Early Emblem)	£134.95	£107.96
372-775 Graham Farish N Gauge SE&CR C Class 271 SE&CR Lined Green (Simplified)	£149.95	£119.96
374-065 Graham Farish N Gauge BR Mk1 SK Second Corridor BR Sealink	£41.95	£35.66
374-083A Graham Farish N Gauge BR Mk1 BCK Brake Corridor Composite (SR) Green	£34.95	£27.96
374-087 Graham Farish N Gauge BR Mk1 BCK Brake Corridor Composite Intercity	£30.95	£24.76
374-165 Graham Farish N Gauge BR Mk1 FK First Corridor BR InterCity (Executive)	£39.95	£31.96
374-257C Graham Farish N Gauge BR Mk1 CK Composite Corridor BR Maroon	£39.95	£31.96
374-537 Graham Farish N Gauge GWR Hawksworth Second Corridor BR Maroon	£39.95	£31.96
374-585 Graham Farish N Gauge Hawksworth Full Brake BR Crimson & Cream	£30.95	£24.76
374-632 Graham Farish N Gauge SR 50' Bogie B Luggage Van BR Blue	£29.95	£23.96
374-830B Graham Farish N Gauge Stanier Brake First LMS Crimson Lake	£29.95	£23.96
374-845B Graham Farish N Gauge Stanier Vestibule First Corridor LMS Crimson Lake	£29.95	£23.96
374-845C Graham Farish N Gauge LMS Stanier First Corridor LMS Crimson Lake	£39.95	£31.96
374-992 Graham Farish N Gauge BR Mk1 2-Coach Pack Hunslet-Barclay Weed Killing Train	£64.96	£51.97
377-065 Graham Farish N Gauge Coal Trader' Pack 5 Plank Wagons Weathered	£52.95	£42.36
377-097 Graham Farish N Gauge Coal Trader' Pack 7 Plank Private Owner Wagons Weathered	£52.95	£39.71
377-650A Graham Farish N Gauge MBA Bogie Open Wagon With Buffers EWS - Weathered	£39.95	£31.96
377-651A Graham Farish N Gauge MBA Bogie Open Wagon Without Buffers EWS - Weathered	£39.95	£31.96

Item name	RRP	TMC Price
377-965 Graham Farish N Gauge Triple Pack 13 Ton High Sided Steel Open Wagons Bauxite Weathered	£46.95	£35.21
38-287 Bachmann OO Gauge Triple Pack 22 Ton Presflo Wagons BR Bauxite Weathered	£82.95	£66.36
38-302 Bachmann OO Gauge OTA (exVDA) Timber Carrier Wagon Kronospan Blue with Lumber Load	£32.95	£26.36
38-340 Bachmann OO Gauge Triple Pack 13 Ton High Sided Steel Open Wagons BR Bauxite-Weathered	£49.95	£39.96
38-525 Bachmann OO Gauge BR Mk1 Horse Box BR Maroon	£39.95	£31.96
38-751A Bachmann OO Gauge BR 22T Tube Wagon BR Bauxite (Early) - Weathered	£37.96	£30.37
39-001 Bachmann OO Gauge Mk1 Coach Pack 'Works Test Train' BR Blue & Grey Weathered	£89.95	£67.46
39-053F Bachmann OO Gauge BR Mk1 SO Second Open (SR) Green	£44.95	£33.71
39-125D Bachmann OO Gauge BR Mk1 CK Composite Corridor Blue & Grey	£39.95	£31.96
39-127E Bachmann OO/HO Gauge BR Mk1 CK Composite Corridor Crimson & Cream Weathered	£42.95	£34.36
39-151F Bachmann OO Gauge BR Mk1 FK First Corridor BR Maroon	£47.95	£38.36
39-226E Bachmann OO Gauge BR Mk1 BCK Brake Composite Corridor Maroon Weathered	£39.95	£31.96
39-252C Bachmann OO Gauge BR Mk1 RFO Restaurant Car Crimson & Cream Weathered	£39.95	£31.96
39-291A Bachmann OO Gauge BR Mk1 FP Pullman First Parlour Grey & Blue (With Lighting)	£68.95	£55.16
39-301A Bachmann OO Gauge BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting)	£68.95	£55.16
39-311A Bachmann OO Gauge BR Mk1 SP Pullman Second Parlour Grey & Blue (With Lighting)	£68.95	£55.16
39-380A Bachmann OO Gauge BR Mk2A BSO Brake Second Open Blue & Grey	£44.95	£35.96
39-455 Bachmann OO Gauge LMS 57 ft Porthole Corridor 1st BR Crimson & Cream	£44.95	£35.96
39-460 Bachmann OO Gauge LMS 57 ft Porthole Corridor Brake 3rd BR Crimson & Cream	£44.95	£35.96
39-470 Bachmann OO Gauge LMS 60 ft Porthole Corridor Brake 1st BR Crimson & Cream	£44.95	£35.96
39-470A Bachmann OO Gauge LMS 60 ft Porthole Corridor Brake 1st BR Crimson & Cream - Weathered	£44.95	£35.96
39-475 Bachmann OO Gauge LMS 60 ft Porthole Open Vestibule 1st BR Crimson & Cream	£44.95	£35.96
39-475A Bachmann OO/HO Gauge LMS 60 ft Porthole Open Vestibule BR Crimson & Cream - Weathered	£53.94	£43.15
39-500 Bachmann OO Gauge BR Mk1 SLF Sleeper Car Maroon	£44.95	£35.96
39-528 Bachmann OO Gauge Ex-Southern CCT Covered Carriage Truck BR Blue	£29.95	£22.46
39-611 Bachmann OO Gauge SECR 60 Birdcage Composite SR Olive Green	£64.95	£51.96
39-621 Bachmann OO Gauge SECR 60 Birdcage Brake 3rd SR Olive Green	£64.95	£51.96
39-652DC Bachmann OO Gauge BR Mk2F FO First Open InterCity DCC	£84.95	£67.96
39-755 Bachmann OO Gauge BR Mk1 TPO POT Stowage Van BR Blue & Grey	£49.96	£39.97
39-765 Bachmann OO Gauge BR Mk1 TPO POT Stowage Van Royal Mail Travelling Post Office	£54.95	£43.96
39-778 Bachmann OO Gauge LMS 50' Inspection Coach EWS Maroon Half Yellow Ends	£64.95	£51.96
393-052 Bachmann Narrow Gauge Open Bogie Wagon Ashover Rly Light Grey Weathered	£29.95	£23.96
46223 Bachmann HO Gauge Operating Gandy Dancer	£53.26	£42.61
60307 Bachmann HO Gauge (US Outline) GP40 Diesel Loco CN #4008 (DCC On Board)	£106.96	£85.57
Hornby Class A1/A3 TTS Digital Sound Chip Decoder - 8 Pin with Speaker (R8106)	£42.98	£34.38
R1183 Hornby OO Gauge Master of the Glens Train Set	£184.99	£147.99
R2988 Hornby OO Gauge Brighton Belle 1967 2 Car Pack (2 X Drive MTR. Brake 3rd)	£184.49	£147.59
R3003 Hornby OO Gauge BR (Late) Class B17 Barnsley - DCC Ready	£131.99	£105.59
R3003X Hornby OO Gauge BR (Late) Class B17 Barnsley - DCC Fitted	£151.49	£121.19
R3004 Hornby OO Gauge BR (Early) Class B17 Serlby Hall Weathered - DCC Ready	£131.99	£105.59
R3004X Hornby OO Gauge BR (Early) Class B17 Serlby Hall Weathered - DCC Fitted	£151.49	£121.19
R3059 Hornby OO Gauge Tornado Express Train Pack	£163.99	£131.19
R3060 Hornby OO Gauge Railroad BR, Peppercorn A1 Class, 4-6-2, 60103 'Tornado' - Era 11	£101.00	£90.90
R3161 Hornby OO Gauge SR 2-BIL 2 Car Emu Pack	£130.25	£104.20
R3161B Hornby OO Gauge SR 2-BIL	£130.25	£104.20
R3162A Hornby OO Gauge R3162A Hornby OO Gauge BR 2 -BIL Car Emu Pack	£130.25	£104.20
R3180 Hornby OO Gauge Tarmac 0-4-0 Sentinel (Factory Weathered)	£55.99	£44.79
R3192 Hornby OO Gauge 'Heritage Rail Express' BR Class 8 Duke of Gloucester Sp. Ed. Train Pack	£169.99	£135.99
R3220 Hornby OO Gauge Tyseley Connection 'Pitchford Hall (3 Mk1S) Train Pack	£199.99	£159.99
R3223 Hornby OO Gauge BR 2-8-0 42XX Class	£119.99	£95.99
R3233 Hornby OO Gauge LNER Class D16/3	£109.99	£76.99
R3235 Hornby OO Gauge British Railways Class D16/3	£109.99	£76.99
R3239 Hornby OO Gauge BR (Late) Class 700 0-6-0T	£109.99	£87.99
R3243B Hornby OO Gauge 2-6-0 62064 K1 Class - Late BR	£129.99	£103.99
R3258 Hornby OO Gauge BR 2-BIL (Blue)	£130.25	£104.20
R3259 Hornby OO Gauge BR 2-BIL (Blue) NRM 2090	£130.25	£104.20
R3299 Hornby OO Gauge Going Home' 70th Anniversary of the end of WWII Train Pack	£289.99	£231.99
R3303 Hornby OO Gauge BR 4-4-0 D16/3 Class BR (Early) Weathered	£109.99	£87.99
R3313 Hornby OO Gauge LMS 0-6-0 4F Class (Unlined)	£99.99	£79.99
R3314 Hornby OO Gauge BR 0-6-0 4F Class BR (Early)	£99.99	£79.99
R3325 Hornby OO Gauge BR 0-6-0T J50 Class BR (Early)	£93.49	£74.79
R3328 Hornby OO Gauge BR 4-6-0 Maunsell S15 Class BR (Early)	£134.99	£94.49
R3331 Hornby OO Gauge GWR 4-6-0 'King James I' 6000 Class	£164.99	£131.99
R3332 Hornby OO Gauge BR 4-6-0 'King Edward VIII' 6000 Class BR (Late)	£164.99	£123.74
R3333 Hornby OO Gauge BR 4-4-2T Adams Radial 415 Class - Early BR	£131.99	£105.59
R3334 Hornby OO Gauge BR 4-4-2T Adams Radial 415 Class - Late BR	£131.99	£105.59
R3348 Hornby OO Gauge EWS Class 67 67016	£139.99	£111.99
R3349 Hornby OO Gauge EWS Class 67 67024	£139.99	£111.99
R3400 Hornby OO Gauge Golden Arrow Last Steam Run Train Pack - Limited Edition	£319.99	£239.99
R3401 Hornby OO Gauge THE BRISTOLIAN TRAIN PACK	£304.99	£243.99
R3421 Hornby OO Gauge BR DRUMMOND 700 '30698'	£124.99	£99.99
R3424 Hornby OO Gauge LNER Q6 Class LOCO '3418'	£154.99	£123.99
R3445 Hornby OO Gauge BR 4-6-2 'Camelford' '34032', West Country Class (Air Smoothed), Early BR	£179.99	£125.99
R3457 Hornby OO Gauge SR 4-4-0 '116' Class T9	£149.99	£119.99
R3499 Hornby OO Gauge Railroad BR, 4900 'Hall' Class, 4-6-0, 6947 'Helmingsham Hall' - Era 5	£95.99	£76.79
R3518 Hornby OO Gauge The Final Day - LNER 4-6-2 'Gay Crusader' A3 Class	£189.99	£151.99
R3525 Hornby OO Gauge BR, Battle of Britain Class, 4-6-2, 21C159 'Sir Archibald Sinclair' - Era 4	£175.00	£122.50
R3555 Hornby OO Gauge BR 4-6-2 Sir William A. Stanier 46256 Princess Coronation Class (Modified) BR Red	£205.00	£163.99
R3658 Hornby OO Gauge Network South East, Class 50, Co-Co, 50033 'Glorious' - Era 8	£169.99	£152.99
R3693X Hornby OO Gauge Sherwood Colliery Co. Ltd, Peckett B2 Class, 0-6-0ST, No.4 'Sherwood' - Era 3	£130.00	£104.00
R3694X Hornby OO Gauge Associated Portland Cement, Peckett B2 Class, 0-6-0ST, 'Westminster' - Era 6	£130.00	£104.00
R4188C Hornby OO Gauge BR 68' Restaurant Car B/C	£44.49	£35.59
R4234B Hornby OO Gauge Stanier Period III Corridor 1st Class - BR Maroon	£47.99	£38.39
R4344A Hornby OO Gauge BR Maunsell Corridor 1st Class (High Window)	£40.25	£32.20
R4484 Hornby OO Gauge Pullman 3rd Class Parlour Car SS	£51.49	£38.62
R4527 Hornby OO Gauge 1 X Brighton Belle Car (Pullman Trailer 3rd)	£49.49	£39.59
R4563 Hornby OO Gauge BR Intercity Mk2D Open Second Brake	£28.49	£22.79
R4572 Hornby OO Gauge LNER Thompson Non-Corridor Composite (Lavatory)	£50.49	£40.39
R4573 Hornby OO Gauge LNER Thompson Non-Corridor Third Class	£50.49	£40.39

t. 01947 899125



Forthcoming Releases

See more at www.hattons.co.uk and follow us on social media:



/hattonsmodelrailways



@HattonsModels



@hattonsmodelrailways



/hattonshobbies

dapol

See all forthcoming Dapol items:
hattons.co.uk/dapolpreorders



00

GWR Class 78xx Manor 4-6-0

Stage: Newly Announced

Due: TBC

Price: from £135.96

hattons.co.uk/dapolmanor



00

British Rail Class 59

Stage: Painted Samples

Due: Summer 2020

Price: from £131.71

hattons.co.uk/dapol59



00

GWR Class 43xx Mogul 2-6-0

Stage: Painted Samples

Due: Summer 2020

Price: from £135.96

hattons.co.uk/dapol43xx

Hattons
ORIGINALS

Explore the full Hattons Originals range:
hattons.co.uk/originals



00

Plasser GPC 12t Crane

Stage: CADs Shown

Due: Q1 2021

Price: £69

hattons.co.uk/gpc



00

Genesis 4 & 6 Wheel Coaches

Stage: Artwork Shown

Due: from Q1 2021

Price: from £36

hattons.co.uk/genesis



0

LNER Class A4 4-6-2

Stage: In Production

Due: June 2020

Price: £750

hattons.co.uk/ogaugea4

HELJAN

See all forthcoming Heljan items:
hattons.co.uk/heljanpreorders



00

British Rail Class 45 'Peak'

Stage: Prototypes Shown

Due: Q3 2020

Price: from £143.65

hattons.co.uk/hel45



00

British Rail Class 25

Stage: Prototypes Shown

Due: Q3 2020

Price: from £152.96

hattons.co.uk/253



0

British Rail Class 47

Stage: Prototype Shown

Due: Q4 2020

Price: £594.15

hattons.co.uk/helo47

HORNBY

Explore the full Hornby 2020 range:
hattons.co.uk/hornby2020



00

BR Standard Class 2MT

Stage: Prototype Shown

Due: January 2021

Price: £162

hattons.co.uk/hornby2mt



00

British Rail Class 91

Stage: Renders Shown

Due: December 2020

Price: £153

hattons.co.uk/hornby91



00

LNER Thompson A2/2 & A2/3

Stage: CADs Shown

Due: Late 2020 to Early 2021

Price: £171

hattons.co.uk/thompsona2

OO Gauge (1:76 Scale)

Steam locos

266218 Beyer Garratt 2-6-0 0-6-2 47978 in BR black early emblem and revolving coal bunker (HEL) £212

266219 Beyer Garratt 2-6-0 0-6-2 47986 in BR black early emblem and revolving coal bunker - lightly weathered (HEL) £221

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

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

R3711 Class 8P Princess Royal 4-6-2 46206 "Princess Marie Louise" in BR express passenger blue (HOR) £171

R3713 Class 8P Princess Royal 4-6-2 46207 "Princess Arthur of Connaught" in BR maroon (HOR) £171

R3709 Class 8P Princess Royal 4-6-2 6201 "Princess Elizabeth" in LMS crimson lake (HOR) £171

R3415 Class J15 0-6-0 65477 in BR black early emblem (HOR) (RRP £127.99) **BARGAIN** £79

R3635 Class LN "Lord Nelson" 4-6-0 30663 "Lord Rodney" in BR green early emblem (HOR) (RRP £169.99) **BARGAIN** £124

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

H4-B-J-002 Janus bundle 0-6-0 Janus diesel shunter in CI maroon three matching open wagons (HAT) (RRP £129.90) **BARGAIN** £99.50

OR76N7003 Class N7 0-6-2T 69612 in BR black early emblem (OXF) £98

Steam train packs

R3397 LMS Suburban Passenger Train Pack - Ltd Ed (HOR) (RRP £266.99) **BARGAIN** £169

OR76BOOM01 Railgun Pack railgun "Boche Buster" and "Dean Goods" 0-6-0 2330 in ROD khaki (OXF) £153

H4-66-001 Class 66 66005 in EWS (HAT) £150
H4-66-003 Class 66 66125 in EWS (HAT) £150

H4-66-012 Class 66 66301 in DRS plain "Kingmoor TMD" (HAT) £150

H4-66-019 Class 66 66418 in Freightliner Powerhaul "Patriot" (HAT) £150
H4-66-014 Class 66 66502 Freightliner "Bedford Hall Canterbury 2001" (HAT) £150

H4-66-027 Class 66 66756 in GBRF Europorte "Royal Corps of Signals" (HAT) £150

H4-66-031 Class 66 66789 in BR Large Logo blue GBRF branding "British Rail 1948 - 1997" (HAT) £150
40-022-013 Class 66 66804 "Rapid" in Direct Rail Services blue (DAP) £131.71

1095 Class 33 trainpack Class 33/0 33010 in BR blue and four A tank wagons in grey fuel oil - weathered (HEL) £203.15
1096 Class 33 trainpack Class 33/0 D6535 in BR green and four A tank wagons in Fisso silver (HEL) £194.65

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

H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender (HEL) **NEW** £750
H7-A3-008 Class A3 4-6-2 unstreamlined double chimney, large dome and unstreamlined non-corridor tender in BR green late crest (HEL) **NEW** £750

H7-A3-009 Class 121 single car DMU "Bubblecar" 55026 in BR blue and grey Highland Rail star (DAP) (RRP £145) **BARGAIN** £79

40-009-007 Class 121 single car DMU "Bubblecar" 55032 in BR blue and grey Welsh Dragon emblem (DAP) (RRP £145) **BARGAIN** £79

DMUs

40-009-006 Class 121 single car DMU "Bubblecar" 55026 in BR blue and grey Highland Rail star (DAP) (RRP £145) **BARGAIN** £79

40-009-007 Class 121 single car DMU "Bubblecar" 55032 in BR blue and grey Welsh Dragon emblem (DAP) (RRP £145) **BARGAIN** £79

Track Maintenance vehicles

B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (DAP) £64
R8247 DCC accessory decoder (for points and motors) (HOR) £44
R8213 DCC Select unit (boxed) (HOR) £96
R044 Passing contact lever frame switch (for point motors) (HOR) £9

Digital control accessory decoders

Digital controllers

Switches and levers

Man-made scenic structure - railway-related

R083 Pack of 6 Buffer Stop (HOR) £11
R083 Single (HOR) £2
R0890 1 single yard length of Semi-Flexible Track (HOR) £4
R0890 Pack of 24 (HOR) £92
R087 2nd radius double curve track (8 make a circle) (HOR) £2.60
R087 Circle of 8 (HOR) £20

Track - Code 100 Setrack

R601 Box of 24 Double straight - 335mm (HOR) £48
R601 Single (HOR) £2.20
R8072 Left Hand Standard Point (HOR) £9.50
R8073 Right Hand Standard Point (HOR) £9.50
R600 Standard Straight (HOR) £1.80
R600 Box of 24 (HOR) £40

Track underlay

R638 Roll of track loam underlay Approx. 4800mm (16ft) (HOR) £13.50

Buses

UK6516 ADL Enviro400 MMC - "Stagecoach South Gold" (NOR) **NEW** £51

OO9 Narrow Gauge

Steam locos

9953 Lynton & Barnstaple 2-6-2T E760 "Eve" in intermediate Southern Railway (1927-29) (HEL) (RRP £209.95) **BARGAIN** £154

0 Gauge (1:43 Scale)

Steam locos

75-006-023 Class 14xx 0-4-2T 1426 in BR lined green late crest (DAP) £191.25
75-006-022 Class 14xx 0-4-2T 1444 BR lined green early emblem (DAP) £191.25

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

H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender (HEL) **NEW** £750
H7-A3-008 Class A3 4-6-2 unstreamlined double chimney, large dome and unstreamlined non-corridor tender in BR green late crest (HEL) **NEW** £750

Diesel locos

3400 Class 33/0 33012 in BR blue - weathered (HEL) £466.65
3404 Class 33/0 in Direct Rail Services blue - unnumbered (HEL) £466.65

Train sets - analogue

GM7000102 "The Didcot Survivor" - premium 0 gauge starter train set (GAU) £595

Any or Multiple Scales

Analogue controllers

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

D Double/Twin track power controller (GAU) £86

Digital decoders

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (HAT) £16.50
R7274 4-pin DCC decoder for Sentinels and Pocket locos (HOR) **NEW** £14.50
DCR-8PIN-Direct 8-pin 2-function 1.1Amp direct plug decoder back EMF (HAT) £17
DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF (HAT) £16
DCR-8PIN-HarnessMini Box of 5 (HAT) £72
DCR-8PIN-HarnessMini Box of 10 (HAT) £128

DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (HAT) £120
DCR-8PIN-Harness Single (HAT) £15
DCR-8PIN-Harness Box of 5 (HAT) £68

R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (HOR) £92
R8249 Single (HOR) £16
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (HAT) £17
DCR-8PIN-Direct Box of 5 (HAT) £77
DCR-8PIN-Direct Box of 10 (HAT) £136

R8121 TTS DCC Sound Decoder 8 pin plug - Class 66 diesel (HOR) £38

Digital controllers

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

BPDC80 Pack of three DCC autohot polarity reversal switches - for electrodyn points (GAU) £14.50

Point motors

HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (HAT) £6.50
HAT-PM-01 Pack of 6 (HAT) £35



CAMBORNE
98A Telowarren Street, TR14 8AN

Kernow Model Rail Centre

Visit www.kernowmodelrailcentre.com or call our team on 01209 714099

UK POSTAGE & PACKING = £4 PER ORDER. ORDERS OVER £200 = POST FREE



GUILDFORD
75B Stoke Road, GU1 4HT



JOIN US FOR OUR VIRTUAL EXHIBITION SHOWS

IN REPLACEMENT OF THE CANCELLED EXHIBITIONS
VISIT OUR FACEBOOK PAGE & WEBSITE FOR SPECIAL SHOW OFFERS

EXPECTED SOON / OO GAUGE / PRE-ORDERS INVITED

BACHMANN OO



31-676A Class 85 No. E3057 BR Electric Blue.....£161.95
35-500 Class 117 3 Car DMU Set BR Green livery with speed whiskers.....£267.95
35-501 Class 117 3 Car DMU Set BR Blue and Grey.....£267.95
35-525 Class 121 Single Car DMU Set BR Green with speed whiskers.....£131.95

HORNBY OO



R1252M LNER 'Sir Nigel Gresley' Train Set - Centenary Year Limited Edition 1938.....£224.99



R1254M GWR Freight Train Set.....£107.99

FORTHCOMING RELEASES / N GAUGE / PRE-ORDERS INVITED

DAPOL N

2D-001-005 Class 33/0 Diesel Locomotive No. 33 020 BR Blue.....£112.99
2D-001-006 Class 33/0 Diesel Locomotive No. 33 008 'Eastleigh' BR Green Yellow Front.....£112.99
2D-001-008 Class 33/0 Diesel Locomotive No. D6561 BR Green Yellow Front.....£112.99
2D-028-002 Class 26 Diesel Locomotive No. D5310 BR Green Small Yellow Panels.....£112.95

2D-028-003 Class 26 Diesel Locomotive No. 26024 BR Blue FYE with Scottie Dog.....£112.95
376-200 Thompson 1st Class Corridor LNER Teak.....£35.95
376-201 Thompson 1st Class Corridor BR Crimson & Cream.....£35.95
376-225 Thompson Composite Corridor LNER Teak.....£35.95

GRAHAM FARISH N

376-226 Thompson Composite Corridor BR Crimson & Cream.....£35.95
377-375D 20 Ton Toad Brake Van GWR Grey.....£22.95
377-375D 20 Ton Toad Brake Van GWR Grey.....£22.95
377-376B GWR 20 ton 'Toad' Brake Van BR Grey (Early).....£22.95
377-377A 20 Ton Toad Brake Van BR Bauxite (Early).....£22.95

VISIT OUR SHOPS IN CAMBORNE & GUILDFORD! CHECK OUR WEBSITE FOR LOCATIONS

BARGAINS - OO GAUGE

BACHMANN

31-003A Class O4 Steam Locomotive No. 6184 LNER Black.....£74.95
31-004A Robinson Class O4 Steam Locomotive No. 63762 BR Black E/E, weathered.....£79.99
31-041 Class 450 4 Car Desiro EMU Set No. 450 127 South West Trans, weathered.....£269.95
31-119 BR Standard Class 4MT Steam Loco No. 75035 BR Lined Black L/C, weathered.....£96.99
31-170 L&YR 2-4-2 Steam Tank No. 50764 BR Black BRITISH RAILWAYS lettering.....£79.99
31-190 Jubilee Steam Loco No. 45575 'Madras' BR Black BRITISH RAILWAYS.....£118.99
31-318A Robinson Class J11 (GCR 9) Steam Locomotive No. 5954 LNER Black.....£104.99
31-321DS Robinson Class J11 (GCR 9) 64377 BR Black E/E, withdr. DCC Sound.....£164.99
31-379 2EPB 2 Car EMU Set No. 5771 BR Green.....£109.95
31-380 Class 416 2-EPB 2 Car EMU Set No. 6262 BR Blue & Grey, NSE branding.....£126.99
31-461A C Class 0-6-0 Steam Locomotive No. 1294 Southern Railway Black.....£69.99
31-462A C Class 0-6-0 Steam Locomotive No. 31227 BR Black E/E.....£69.99
31-481 G2A Steam Locomotive No. 49106 BR Black E/E, weathered.....£72.99
31-614 V3 Steam Locomotive No. 67846 BR Lined Black L/C.....£73.99
31-615 V3 Steam Tank Locomotive No. 67690 BR Lined Black E/E, straight pipes.....£73.99
31-627B Class 3F Steam Locomotive No. 3520 LMS Black with Dealey Tender.....£63.99

32-165 Southern N Class Steam Locomotive No. 31874 BR Lined Black E/E.....£114.99
32-166 Southern N Class Steam Locomotive No. 31874 BR Lined Black E/E.....£109.99
32-176 LMS Crab Steam Locomotive No. 42765 BR Lined Black E/E.....£82.99
32-178A LMS Crab Steam Locomotive No. 13174 LMS Lined Black.....£81.99
32-279A K3 Class Steam Locomotive No. 1304 LNER Lined Black.....£88.99
32-281 K3 Class Steam Locomotive No. 61862 BR Lined Black E/E.....£88.99
32-289 Class 101 2 Car DMU BR Returbished White & Blue.....£136.95



32-738 Class 66 Diesel Locomotive No. 66 711 'Sence' GBRF Aggregates.....£99.99
32-753DS Class 57/0 Diesel Loco No. 57 007 'Freightliner Bond' Freightliner.....£189.99

32-370NF Class 37/4 Diesel Loco 37 425 'Concrete Bob/Sir Robert McAlpine' DRS.....£124.95
32-370NFDS Class 37/4 No. 37 425 'Concrete Bob/Sir Robert McAlpine', DCC Sound.....£194.95
32-376A Class 37/4 Diesel Locomotive No. 37 422 'Robert, F. Fairlie', weathered.....£109.99
32-560 Class A1 Steam Locomotive No. 60117 BRITISH RAILWAYS Apple Green.....£114.95



32-775NF Class 37/0 Diesel Locomotive No. 37 104 Railfreight Triple Grey.....£129.99
32-775NFDS Class 37/0 Diesel Locomotive No. 37 104, DCC Sound.....£209.95
32-775TL Class 37/0 Diesel Locomotive No. 37 055 'Rail Celebrity' Mainline Freight.....£139.95
32-775LDS Class 37/0 Diesel Locomotive No. 37 055 'Rail Celebrity', DCC Sound.....£214.95
32-789 Class 37/0 Diesel Locomotive No. 37 099 'Meri Evans' Colas.....£119.99
32-816NF Class 47 Diesel Locomotive No. 47 727 'Rebecca' Colas.....£129.99
32-830A Ivatt Class 2MT 2-6-0 Steam Locomotive No. 6418 LMS Plain Black.....£99.99
32-992 Wickham Type 27 Trolley Car BR Engineers Yellow.....£45.95
33-186 10 Ton Covered Salt Wagon No. 2528 ICI Salt Works Stafford, weathered.....£14.95
34-328A 50R Ex LMS Pill Parcels Van No. M31253 BR Blue, weathered.....£19.99
34-604C BR Mk1 Suburban Open Coach No. M46067 BR Lined Maroon.....£24.95
34-630A BR Mk1 Suburban Second Brake Coach No. M43226 BR Lined Maroon.....£25.95



31-655TL Class 47/4 Diesel Locomotive No. 47 625 'City of Truro' BR Blue, weathered.....£129.99
31-655TLD Class 47/4 Diesel No. 47 625 'City of Truro', weathered, DCC Sound.....£214.95
31-661DS Class 47/3 Diesel Locomotive No. 47 346 BR Dutch, DCC Sound Fitted.....£184.95
31-691 LMS Stanier Mogul Steam Locomotive No. 42969 BR Lined Black E/E.....£109.99
31-692 LMS Stanier Mogul Steam Locomotive No. 42968 BR Lined Black L/C.....£96.99
31-883 Midland Class 4F Steam Locomotive No. 3848 Midland Black Crest.....£64.99
32-067A Class 43 Warship Diesel Locomotive No. D836 'Powerful' BR Blue.....£94.95
32-068 Class 43 Warship Diesel Locomotive No. D838 'Rapier' BR Maroon.....£95.95
32-069 Class 43 Warship Diesel Locomotive No. D841 'Roebuck' BR Green.....£95.95

We do a DECODER FITTING SERVICE for OO & N Gauge DCC Ready Locomotives.....£9.99. If you have other locos you are interested in having fitted with a decoder or sound please phone or email us for a quote

Join our loyalty scheme, points awarded for each pound spent! Sign up to our newsletter at www.kernowmodelrailcentre.com • Kernow Model Rail Centre • @kernowmodelrail

34-630R BR Mk1 Suburban Second Brake Coach No. M43301 BR Lined Maroon.....£24.99
 34-700C BR Mk1 Suburban Composite Coach No. M41014 BR Lined Maroon.....£24.99
 35-050 LNWR Webb Coal Tank 0-6-2 Steam Locomotive No. 1054 LNWR Black.....£84.99
 35-051 LNWR Webb Coal Tank 0-6-2 Steam Locomotive No. 7841 LMS Black.....£84.99
 35-076A Class E4 0-6-2 Steam Locomotive No. 2517 Southern Green.....£84.99
 35-079 Class E4 0-6-2 Steam Locomotive No. 32494 BR Lined Black E/E.....£84.99
 37-038 5 Plank Wagon Steel Floor No. 45 Helwith (Bridge Road Stone Quarry, weathered.....£14.95
 37-040 5 Plank Wagon Steel Floor No. 362 I.C.I. (Lime) Ltd with Load, weathered.....£14.95
 37-071 5 Plank Wagon Wooden Floor No. 32 Cumberland Tanned Slag w/ load, whtd.....£14.95
 37-072 5 Plank Wagon Wooden Floor No. 136 W. H. Wallis & Co Evesham.....£12.95
 37-073 5 Plank Wagon Wooden Floor No. 13 Carlisle Co-Op with load.....£13.95



37-090 Coal Trader Pack, 3 x 5 Plank Wagons in weathered finish.....£37.95
 37-027 90 Ton JGA Bogie Hopper B/L 19215 Buxton Lime, weathered.....£32.95
 37-529H 20 Ton Brake Van No. 182897 LNWR Oxide, weathered.....£18.95
 37-535C 20 Ton Brake Van CARI No. B955016 BR Railfreight.....£17.95
 37-550H 46T POA Mineral Wagon No. TRL5384 Yeoman Tiger, weathered.....£12.95
 38-005D 46 Ton HFA Hopper Wagon No. 360265 BR Bauxite.....£17.95
 38-042A 31 Ton OBA Open Wagon No. 110719 BR Plasmor Blockfreight.....£17.99
 38-105 Triple Pack 34 Ton PNA Wagons Railtrack 5 Rib, weathered.....£41.99
 38-190R 10 Ton BR Insulated Van No. B872154 BR Light Blue.....£14.95
 38-243 MIA Megabox Bogie Box Wagon No. 500006 EWS, weathered.....£30.95
 38-245A MOA Low-Sided Bogie Box Wagon No. 500336 EWS, weathered.....£36.95
 38-329A 13 Ton High Sided Steel Wagon No. 278985 LNWR Grey.....£16.95
 38-330 13 Ton High Sided Steel Wagon No. E279122 BR Grey.....£16.95
 38-400A SR 25 Ton Pill Box Brake Van No. 56462 SR Brown.....£18.95
 38-404A SR 25 Ton Pill Box Brake Van ZTO No. D556471 BR, weathered.....£18.95
 38-553A Midland 20 Ton Brake Van No. 134900 LMS Bauxite without Duckets.....£17.95
 38-554 Midland 20 Ton Brake Van No. M623 Midland Railway Grey.....£17.95
 38-775 Class A 14 Ton Anchor-Mounted Tank Wagon No. 852 Benzene.....£15.95



38-990 20 Ton Brake Van & SR Pill Box Twin Pack NSE "Return to Old Oak Common".....£36.95
 39-002 Twin Pack BR Mk2a BFK HST Barrier Vehicles BR Blue.....£54.99
 39-003 Mk1 Coach Pack BR Blue & Grey with NSE branding, weathered.....£69.99
 39-004 Mk1 Coach Pack BR Blue & Grey with ScotRail branding, weathered.....£69.99
 39-005 Highlander Coach Pack.....£97.99
 39-025E BR Mk1 SK Second Corridor Coach No. M25704 BR Blue & Grey.....£27.99
 39-026E Mk1 SK Second Corridor Coach No. M24911 BR Maroon.....£27.95
 39-050D BR Mk1 Open Coach SO No. M4243 BR Blue & Grey.....£29.99
 39-052D BR Mk1 SO Second Open Coach No. M3741 BR Crimson & Cream.....£29.99
 39-056A BR Mk1 TSO Tourist Second Open Coach No. 4854 Regional Railways, whtd.....£36.99
 39-075C BR Mk1 BSK Second Corridor Coach No. M35322 BR Blue & Grey.....£24.95
 39-082H BR Mk1 BSK Brake Second Corridor Coach No. 35329 Network SouthEast.....£27.95
 39-100C BR Mk1 RU Restaurant Car No. E1974 BR Blue & Grey.....£27.99
 39-103C BR Mk1 RU Restaurant Car No. E1925 BR Maroon.....£33.99
 39-105 BR Mk1 RU Restaurant Car No. W1900 BR Crimson & Cream.....£33.99
 39-125C BR Mk1 CK Composite Corridor Coach No. M16153 BR Blue & Grey.....£27.95
 39-126C BR Mk1 CK Composite Corridor Coach No. M15916 BR Maroon.....£27.99
 39-127B BR Mk1 CK Composite Corridor Coach No. E15055 BR Crimson & Cream.....£27.99
 39-150D BR Mk1 FK First Corridor Coach No. E13241 BR Blue & Grey.....£28.99
 39-152B BR Mk1 FK First Corridor Coach No. E13113 BR Crimson & Cream.....£27.99
 39-153D BR Mk1 FK First Corridor Coach No. S13006 BR (SR) Green.....£33.99
 39-176D BR Mk1 BG Full Brake Coach No. E80533 BR Maroon.....£27.95
 39-177C BR Mk1 BG Full Brake Coach No. M80565 BR Crimson & Cream.....£27.95
 39-186 BR Mk1 BG Full Brake Coach QIX No. ADB 975612, weathered.....£27.99
 39-187 BR Mk1 BG Full Brake Coach NCV No. 95310 BR Blue.....£27.99
 39-188 BR Mk1 BG Full Brake Coach No. 92354 Network SouthEast.....£27.99
 39-225A BR Mk1 BCK Brake Composite Corridor Coach No. E21222 BR Blue & Grey.....£27.99
 39-226C BR Mk1 BCK Brake Composite Corridor Coach No. M21026 BR Maroon.....£27.99
 39-228D BR Mk1 BCK Brake Composite Corridor Coach S21275 BR (SR) Green.....£34.99
 39-240 BR Mk1 FO First Open Coach No. M3001 BR Crimson & Cream.....£32.99
 39-241 BR Mk1 FO First Open Coach No. M3001 BR Maroon.....£33.99
 39-242 BR Mk1 FO First Open Coach No. M3002 BR Blue & Grey.....£27.99
 39-250A BR Mk1 RFO Restaurant Car No. M5 BR Blue & Grey.....£27.99
 39-251D BR Mk1 RFO Restaurant Car No. M1 BR Maroon.....£27.99
 39-254A BR Mk1 RMB Miniature Buffet Car No. M1869 BR Blue & Grey.....£29.99
 39-265 BR Mk1 RMB Miniature Buffet Car No. M1865 NSE.....£28.99
 39-274 BR Mk1 GUV No. E93326 BR Blue & Grey InterCity Motorail.....£27.99
 39-292 BR Mk1 FP Pullman First Parlour "Pearl" Umber & Cream working internal lights.....£53.99
 39-310C BR Mk1 SP Pullman Second Parlour Coach No. 350 Umber & Cream.....£37.99
 39-312 BR Mk1 SP Pullman Second Parlour Coach No. E352E BR Blue & Grey.....£36.99
 39-361A BR Mk2a TSO Tourist Second Open Coach No. E5406 BR Blue & Grey.....£29.99
 39-364 BR Mk2a TSO Tourist Second Open Coach No. 5278 Regional Railways, whtd.....£47.99
 39-410A BR Mk2a BFK Brake First Corridor Coach No. W17069 BR Blue & Grey.....£28.99
 39-412A BR Mk2a BFK Brake First Corridor Coach No. 17097 Network SouthEast.....£27.99
 39-413 BR Mk2a BFK Brake First Corridor Coach No. 35516 Regional Railways, whtd.....£47.99

39-470A LMS 60ft Porthole Corridor Brake 1st Coach No. M5077M BR, weathered.....£31.99
 39-502A BR Mk1 SLSTP Second Class Sleeper Car No. E2591 BR Maroon.....£28.99
 39-503A BR Mk1 SLSTP Second Class Sleeper Car No. E2681 BR Blue & Grey.....£28.99
 39-528A Ex-Southern CCT Covered Carriage Truck No. S1751 BR Blue, weathered.....£26.99
 39-529 Ex-Southern CCT Covered Carriage Truck No. A101975276 BR.....£26.99
 39-578 BR Auto Trailer No. W234 BR Crimson & Cream.....£49.99
 39-579 BR Auto Trailer No. W236W BR Unlined Maroon.....£49.99
 39-580 BR Auto Trailer No. W231W GWR Chocolate & Cream as preserved.....£49.99
 39-777A LMS 50ft Inspection Coach No. M45030M BR Blue & Grey.....£39.99

BACHMANN SCENECRAFT

44-0009 Container Terminal Crane.....£96.99
 44-0010 Two Wooden Platforms.....£14.99
 44-0014 Post War Platform Shelter.....£8.99
 44-0017 Double Rail Over Road Bridge.....£21.99
 44-0022 Corrugated Goods Shed.....£23.95
 44-004 Provender Store.....£26.99
 44-0041 Rail Over River Bridge.....£24.95
 44-0043 Waiting Room and Ladies.....£14.95
 44-0044 Concrete Footbridge.....£27.95
 44-0049 Incline Winding House.....£17.99
 44-0050 Coal Drop.....£26.99
 44-0056 Dutch Barn.....£19.99
 44-006 Corrugated Goods Shed.....£26.99
 44-0061 Twin Track Footbridge.....£44.99
 44-0062 Platform Subway.....£9.95
 44-0063 Round Boiler House Chimney.....£14.95
 44-0064 Parachute Water Tower.....£20.95
 44-0065 March Station Waiting Room.....£33.99
 44-0066 March Station Ticket Office.....£33.99
 44-0067 March Station Facilities and Stores.....£33.99
 44-0069 Tabernacle.....£33.99
 44-0070 Prefab Commercial Building.....£23.99
 44-0074 Downham Market Signal Box.....£26.99
 44-0076 Watermill.....£32.99
 44-0080 Heath Huts.....£13.99
 44-041 Sanding Plant.....£19.99
 44-054 Industrial Silo.....£23.99
 44-055 Site Office.....£19.99
 44-065 Art Deco Platform Centre Building.....£26.99
 44-066 Art Deco Station Building.....£57.99
 44-189 Gated Single Track Level Crossing.....£19.99
 44-280 Low Heel Camhams Catways.....£13.95
 44-571 Fresh Fish Stall.....£12.00
 44-573 Platform Monitors and Camera.....£12.49
 44-582 Musketeer Caravan.....£17.99
 44-583 Two Market Stalls.....£17.99

DAPOL



40-006-006D Class 73/1 Electro-Diesel Locomotive No. 73 138 Dutch Civil Engineers.....£119.99

HORNBY

R3359 Railroad Ex-GWR 0-4-0 Steam Locomotive No. 391 Hothery Industrial 101 Class.....£22.99
 R3373 Class 71 Electric Locomotive No. E5001 BR Green with small yellow panel.....£99.99
 R3376 Class 71 Electric Locomotive No. E5022 BR Green with no yellow ends.....£94.99
 R3383/115 4073 Castle Class Steam Locomotive No. 5050 "Earl of St Germans" E/E.....£114.99
 R3397 LMS Suburban Passenger Train Pack - Limited Edition.....£149.99
 R3398 Lyme Regis Branch Line Train Pack - Limited Edition.....£129.99
 R3399 EWS Freight Train Pack - Limited Edition.....£139.99
 R3402 LNWR Queen of Scots Train Pack - Limited Edition.....£189.99
 R3405 J50 Class 0-6-0 Steam Locomotive No. 585 LNWR Black.....£62.99
 R3406 J50 Class 0-6-0 Steam Locomotive No. 14 Departmental BR Black L/C.....£62.99
 R3407 J50 Class 0-6-0 Steam Locomotive No. 68959 BR Black E/E.....£62.99
 R3408 4-6-0 6000 King Class Steam Locomotive No. 6016 "King Edward V" GWR.....£114.99
 R3409 4-6-0 6000 King Class Steam Locomotive No. 6002 "King William IV" BR L/C.....£114.99
 R3410 4-6-0 6000 King Class Steam Locomotive No. 6025 "Henry IV" BR E/E.....£114.99
 R3411 Maunsell S15 Class Steam Locomotive No. 827 Southern Black.....£89.99
 R3412 Maunsell S15 Class Steam Locomotive No. 30842 BR Black E/E.....£79.99
 R3413 Maunsell S15 Class Steam Locomotive No. 30831 BR Black L/C.....£79.99
 R3414 Maunsell J15 Class 0-6-0 Steam Locomotive No. 5444 LNWR Black.....£71.99
 R3415 J15 Class Steam Locomotive No. 65477 BR Black E/E.....£71.99
 R3416 J15 Class Steam Locomotive No. 65477 BR Black E/E.....£71.99
 R3417 K1 Class Steam Locomotive No. 62065 BR Black.....£89.99
 R3418 K1 Class Steam Locomotive No. 62066 BR Black.....£89.99
 R3422 Adams Radial 415 Class Steam Locomotive No. 3125 SR Black.....£66.99
 R3423 Adams Radial 415 Class Steam Locomotive No. 30583 BR Black L/C.....£66.99
 R3448 B17 Class Steam Locomotive No. 61619 "Welbeck Abbey" BR E/E.....£99.99
 R3452 6800 Grange Class Steam Loco No. 6825 "Janval Grange" BR Green L/C.....£89.99
 R3455 GWR Star Class Steam Loco No. 4013 "Knight of St Patrick" GWR Green.....£86.99
 R3461 Thompson L1 Class Steam Locomotive No. 67702 LNWR Green.....£99.99
 R3462 42xx Class Steam Locomotive No. 4287 BR Black E/E.....£89.99
 R3463 52xx Class Steam Locomotive No. 5241 BR Black E/E.....£89.99

R3473 Class 56 Diesel Locomotive No. 56 108 Red Stripe Railfreight.....£99.99
 R3516 GWR King Class Steam Locomotive No. 6004 "King George III" GWR Green.....£139.99
 R3521 D16/3 Class Steam Locomotive No. 8802 LNWR Black.....£79.99
 R3527 N15 King Arthur Class Steam Locomotive No. 742 "Camelot" SR Black.....£99.99
 R3530 J15 Class Steam Locomotive No. 65469 BR Black E/E.....£72.99
 R3541 Raven OG Class Steam Locomotive No. 2265 LNWR Black.....£91.99
 R3547 Standard 4MT Steam Locomotive No. 75008 BR Green L/C.....£97.99
 R3548 Standard 4MT Steam Locomotive No. 75053 BR Black E/E.....£97.99
 R3557 Royal Scot Class Steam Loco 6126 "Royal Army Service Corps" LMS Black.....£97.99
 R3582 Class 87 Electric Locomotive No. 87 010 "King Arthur" InterCity Swallow.....£119.99
 R3584 Railroad Ex-Industrial 0-4-0 Steam Loco 9 Godfrey & Mitchell Coal Merchants.....£24.99
 R3600/115 NRH J36 Class 0-6-0 No. 673 "Maude" North British Black. DCC Sound.....£114.99
 R3622 J36 Class Steam Locomotive No. 65311 "Haig" BR Black E/E.....£89.99



R3623 Princess Coronation Class Steam No. 6221 "Queen Elizabeth" LMS Blue.....£149.99



R3738 A3 Class 2-6-2 Steam Loco No. 4472 "Flying Scotsman" Alan Pegler.....£199.99
 R3782 Terrier 0-6-0 Steam Locomotive No. 751 St. Ch.....£69.99
 R3785 Class 66 Co-Co Diesel Locomotive No. 66 731 "InterhubGB" CHH.....£69.99
 R3802 LNWR Class 43 HST Pack.....£229.99
 R4534D BR Pull-Push Coach Pack.....£62.99
 R4534E BR Pull-Push Coach Pack Set No. 801.....£62.99
 R4628 Railroad Mk1 Second Open SO Coach No. M4363 BR Crimson & Cream.....£13.99
 R4629 Railroad Mk1 Tourist Second Open SO Coach No. E4536 BR Maroon.....£13.99
 R4656A LMS Non-Corridor 57th Third Composite Coach No. 16612.....£24.99
 R4657A LMS Non-Corridor 57th Third Class Coach No. 11718.....£24.99
 R4677B LMS Non-Corridor 57th Third Class Brake Coach No. 20754 LMS.....£24.99
 R4677C LMS Non-Corridor 57th Third Class Brake Coach No. 20755 LMS.....£24.99
 R4691A ex-LMS Non-Corridor 57th Third Class Brake Coach No. M20788M BR.....£24.99
 R4736 Maunsell & Compartment Third Class Brake Coach No. 3797 SR.....£29.99
 R4772 BR Mk1 Coach Corridor 2nd Class CK No. W25923 BR Blue & Grey.....£23.99
 R4774 BR Mk1 Coach Corridor 2nd BSK No. W34845 BR Blue & Grey.....£23.99
 R4775 BR Mk1 Coach Second Open SO Coach No. W4804 BR Blue & Grey.....£23.99
 R4776 BR Mk1 Coach Tourist Second Open SO Coach No. W5025 BR Blue & Grey.....£23.99
 R4777 BR Mk1 Brake Second Open SO Coach No. W9353 BR Blue & Grey.....£23.99
 R4778 BR Mk1 First Open FO Coach No. W3123 BR Blue & Grey.....£23.99
 R4926 Sovereign Midland Commuter Coach Pack.....£99.96
 R6771 V Tank Wagon Mineral Industries Ltd.....£15.99
 R6791 OIA Timber Wagon No. 112255 Turquoise Parallel Stanchions.....£16.99
 R6792 OIA Timber Wagon No. 110292 EWS Tapered Stanchions.....£16.99
 R6802 SR Brake Van No. 55891 SR Brown.....£12.99

KMRC MODELS



38-260Y Delabole Slate Presto Wagon Triple Pack, BR Bauxite.....£49.99



K2106 0-4-4T Class 02 No. 30193 BR Black E/E.....£99.99



SB0052 SPA Open Wagon EWS Bulk Pack of 4.....£79.99

BARGAIN BUNDLES - OO GAUGE

K2104/PAK O2 and Water Column Pack.....£129.99	K9610 Suburban Coach Pack.....£94.99	K9615A Hornby SR Bulleid Coach Pack.....£99.99
K9603 Warship WR Coach Pack.....£159.99	K9611 Bachmann NSE Mk1 Coach Pack.....£74.99	K9972 Mainline Freight Ballast Pack.....£199.99
K9604 Class 47 HST Barrier Coach Pack.....£179.99	K9613 Hornby Maroon Collet Coach Pack.....£129.99	K9980 Bachmann City of Turin Cornish Pack.....£139.99
K9605 Class 50 and Bachmann 4-IC Train Pack.....£299.99	K9614 Hornby GWR Collet Bow Ended Coach Pack.....£149.99	K9989A Bachmann Scenecraft China Clay Dries Pack with FREE Landrover.....£99.99

BARGAINS - N GAUGE

DAPOL	373-360A Mk1 Horse Box No. E96307 BR Maroon branded "Return to Market".....£16.95	374-258C BR Mk1 CK Corridor Composite Coach No. M16153 BR.....£22.95
21D-022-003 Class 68 Diesel Locomotive No. 68 010 Chiltern.....£89.99	373-362A Mk1 Horse Box S96413 BR (SR) Green branded "Not to work between".....£17.99	374-415 Southern PMV Passenger Luggage Van No. S10685 BR Crimson.....£16.95
21D-022-004 Class 68 Diesel Locomotive No. 68 014 Chiltern.....£89.99	373-626D 31 Tonne OBA Open Wagon No. 110717 Railfreight Red & Grey, whtd.....£16.00	374-417 Southern PMV Passenger Luggage Van No. S1733 BR Blue.....£16.95
21D-022-005 Class 68 Diesel Locomotive No. 68 006 "Daring" ScotRail.....£89.99	373-629 31 Tonne OBA Open Wagon No. 110521 BR Railfreight Brown.....£14.00	374-610 BR Auto Trailer W234 BR Crimson & Cream.....£26.99
GRAHAM FARISH	373-741A 10 Tonne BR Meat Van No. B870023 BR Early Bauxite.....£11.00	374-611 BR Auto Trailer No. W238W BR Maroon.....£26.99
370-430 Capital Connection Train Pack.....£161.95	373-742A 10 Tonne BR Meat Van No. B870067 BR Late Bauxite.....£11.00	374-612 BR Auto Trailer No. W237W BR Crimson.....£26.99
371-329 Class 150/2 2 Car Sprinter DMU No. 150 247 BR Provincial, weathered.....£110.95	373-975B 46T POA Mineral Wagon No. TRL5384 "Tiger" Grey, weathered.....£12.99	374-640 BR Mk1 CCT NOV Coach No. M94739 BR Blue, weathered.....£16.95
371-357 Class 60 Diesel Locomotive No. 60 057 "Adam Smith" Trainload Coal.....£80.95	373-976B 46T POA Mineral Wagon No. TRL530A AHC, weathered.....£12.99	374-642 BR Mk1 CCT NOV Coach M94598 BR Blue Express Parcels, weathered.....£17.99
371-383A Class 66 Diesel Locomotive No. 66 101 DB Schenker.....£86.95	374-042 BR Mk1 BG Full Brake Coach NEX No. 92002 Intercity.....£20.99	374-643 BR Mk1 CCT Coach QX403 977076 BR Re-Railing Yellow Black Hatch Line.....£16.95
371-397 Class 66 Diesel Locomotive No. 66 434 DHS Plain Blue Compass.....£91.95	374-135 BR Mk1 GUV QHV No. KD8977555 Satlink.....£26.99	374-830C Stanier Brake Corridor First Coach No. 5057 LMS Crimson Lake.....£20.99
371-505 Class 101 2 Car DMU Set No. 1837 BR Network SouthEast.....£107.95	374-161A BR Mk1 FK First Corridor Coach No. M13323 BR Maroon.....£20.95	374-831C Stanier Corridor Brake First Coach No. M1053M BR Crimson & Cream.....£20.99
371-651A Class 57/0 Diesel Loco No. 57 008 "Frightliner Explorer", weathered.....£102.99	374-191 BR Mk1 BSK Brake Second Corridor Coach QVA No. ADB977109 BR.....£26.99	374-845C Stanier First Corridor Coach No. 1055 LMS Crimson Lake.....£22.95
372-030 Castle Class Steam Loco No. 5044 "Earl of Dunraven" GWR Lined Green.....£99.99	374-192 BR Mk1 BSK Brake Second Corridor Coach No. M35451 Intercity.....£20.99	374-846C Stanier First Corridor Coach No. M1081M BR Crimson & Cream.....£20.99
372-031 Castle Class Steam Locomotive No. 5041 "Ivorton Castle" BR Green E/E.....£99.99	374-193 BR Mk1 BSK Brake Second Corridor Coach No. 35464 Network SouthEast.....£26.99	374-874A Stanier First Corridor Coach No. M1053M BR Maroon.....£20.99
372-312 Merchant Navy Class Steam Locomotive No. 35028 "Clan Line" BR Green.....£118.95	374-194 BR Mk1 BSK Brake Second Corridor Coach No. 35452 Regional Railways.....£26.99	374-875 LMS 50ft Inspection Saloon No. 45028 LMS Lined Crimson Lake.....£25.95
372-629 Ivatt Class 2MT 2-6-0 Steam Loco No. 46460 BR Black E/E, weathered.....£102.99	374-257C BR Mk1 CK Corridor Composite Coach No. M16005 BR Maroon.....£22.95	374-876 LMS 50ft Inspection Saloon No. M45029M BR Maroon.....£25.95
372-980 Class 24 Diesel Loco No. 97 201 "Experiment" RTC Red & Blue, weathered.....£99.99		

FREE POSTAGE ON ORDERS OVER £200 // ORDER SENT SAME WORKING DAY // LOYALTY POINTS RECEIVED ON ALL PURCHASES WITH US

*SUBJECT TO STOCK LEVELS



CALL OUR TEAM ON 01209 714099 • PLEASE SEND MAIL ORDERS TO 98A TRELOWARREN STREET, CAMBORNE, CORNWALL, TR14 8AN



For your complete DCC Experience

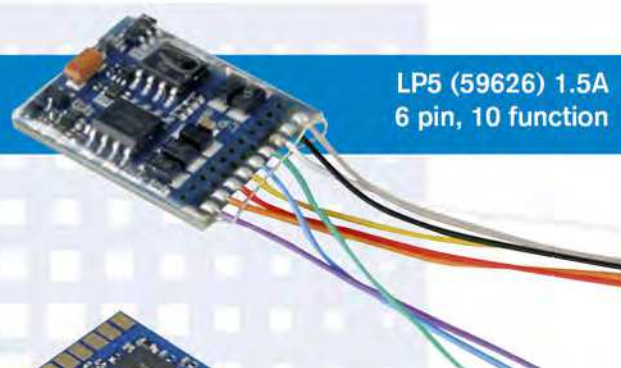
LOK PILOT

If sound is not your thing
why not pick one of these
great running decoders?

OUR NEW RANGE OF LOKPILOT V5 RUNNING DECODERS



LP5 (59620) 1.5A,
8 pin, 10 function



LP5 (59626) 1.5A
6 pin, 10 function



LP5 (59622) PLUX22
1.5A, 10 function



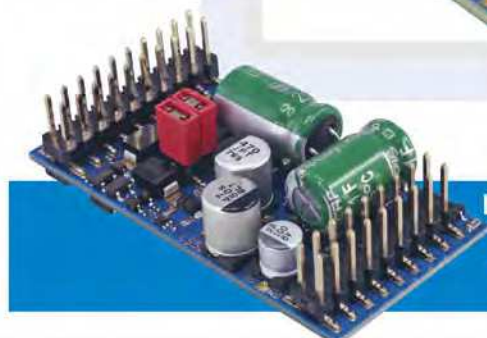
LP5 (59629) 1.5A
21 pin, 10 function



LP5 MICRO (59828)
NEXT18
0.75A, 10 function



LP5 MICRO
(59820) WIRES
1.1A, 8 function



LP5 (59315)
4A,
11 function



LP STANDARD
(53611) 8 pin, (53614)
21 pin, 0.9A four function

T: 01934 515382 • UK distributor since 2006 • See website for further details

www.southwestdigital.co.uk

SAVE, SAVE, SAVE

for Father's Day on 21 June



BEAT THE LOCKDOWN, help yourself and others and take note of our speedy mail order service direct to your doorstep, hundreds more books on our website, and let us send you something this year.

Try these for size order any 5 or more books and the lowest price book will be FREE

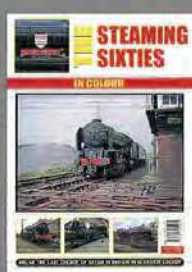
Building
4mm Loco Kits
was £10.95

£6.95



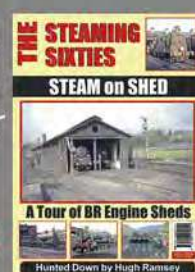
The Steaming
Sixties in
Colour
was £9.95

£7.95



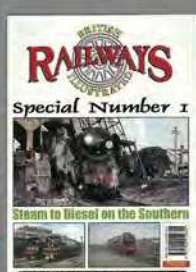
The Steaming
Sixties Steam
on Shed
was £9.95

£7.95



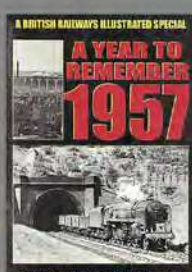
British Railways'
Illustrated Special:
No.1 - Steam to Diesel
on the Southern
was £9.95

£7.95



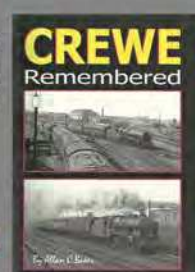
British Railways'
Illustrated Special:
1957: A Year to
Remember
was £9.95

£6.95



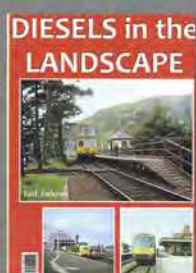
Crewe
Remembered
was £12.95

£7.95



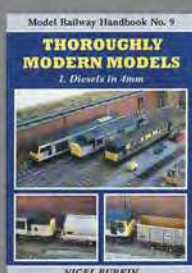
Diesels in the
Landscape
was £9.95

£7.95



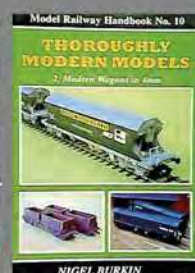
Model Railway
Handbook No. 9:
Thoroughly Modern
Models 1
- Diesels in 4mm
was £10.95

£6.95



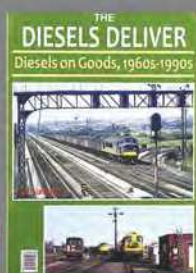
Model Railway
Handbook No.10:
Thoroughly
Modern Models 2 -
Modern Wagons in
4mm was £10.95

£6.95



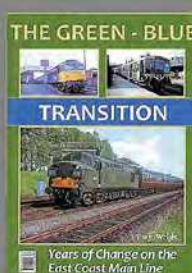
The Diesels
Deliver - Diesels
on Goods,
1960s - 1990s

£10.99



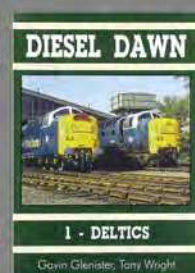
The Green Blue
Transition -
Years of Change
on the East
Coast Main Line

£9.99



Diesel Dawn - 1
Deltics

£10.99



**SPECIAL OFFER
PRICES
WHILE STOCKS LAST**

Post and packing direct to your door is just **£2.95** per order whether you take one book or all thirteen of these titles

Telephone your order through right now on **01463 234004**
Strathwood Publishing, Unit 4 Shuttleworth Road, Elm Farm Industrial Estate, Bedford, MK41 0EP
or go online to

www.strathwood.co.uk

WORLD OF RAILWAYS

HORNBY SHOWS LATEST CLASS 91 CAD IMAGES

In the latest instalment of The Engine Shed, Hornby showed progress it has made on the new Class 91 locomotive. A recent visit to the Bounds Green depot in London gave Hornby access to several Class 91s, thanks to an invitation by new owners, Hitachi Rail Europe.

Although the company has a full set of drawings, these don't always give the whole story and the designers were able to look at areas that had raised questions when working on the CADs. Apparently, there are several panels that look like they should be flush, but in fact, overlap each other.

One area of special interest is the pantograph. Modelling this complex piece of equipment has been the subject of discussion on RMweb many times and for many different models. The challenge is to produce something that works, but is robust enough for a model and can be produced in a factory.



UPDATES FROM REVOLUTION TRAINS

Revolution Trains has provided updates on several of its N and OO gauge rolling stock projects.

CAD has been completed and approved for its PFA wagon with the Cawoods Coal container, DRS low-level waste container and without container as used as runner wagons. These models are going into tooling.

Decorated samples of its Network South East Class 320/321, London Midland and Scotrail versions are expected soon. Revolution is also adding an additional 320 number – 320318.

The firm has received decorated bodyshells of the DTSO bodyshell in Strathclyde PTE and Silverlink liveries. These models are not confirmed because sufficient orders have not yet been received, but they are close to the minimum required so commissioned these shells, rather than complete decorated models, in the hope of giving them every chance to make the cut.

Silverlink-liveried models are ideal for the WCML 1997-2007 and for running alongside Pendolinos from 2003. They also operated in this livery on the southern ECML from 2010 until being re-liveried into FCC colours.

The eye-catching orange Strathclyde PTE is fondly remembered in Glasgow and its environs and was in use from its introduction in 1990 to the early-2000s.

Sadly, First Capital Connect livery is not close to the threshold and has been cancelled. Anyone who has ordered this model will either have their order switched to their second choice, or be contacted for a refund.

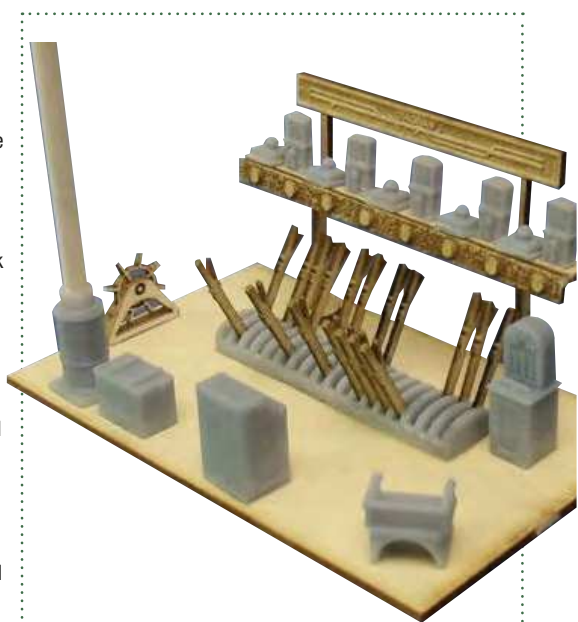
Once the decorated samples are received and assessed, Revolution will be closing the order book and putting these long-awaited models into production. This is expected to be at the end of June.

The OO gauge version of its IWA van/timber carrier is in tooling, with samples expected soon, while CAD of the N gauge model has been approved and will be available to order shortly. Once sufficient orders are received, it will be sent to the tool room, as ever, only models with sufficient support will be produced.

The IWA van, UIC code Sfins2, will be offered in Norsk Hydro, Cargowaggon, and unbranded silver liveries, while the timber carriers all carry the same mid-blue livery.

CAD artwork for its Class 128 models is almost approved and ready to go into tooling. Again, once the CAD is approved and costs are finalised, the order book will be opened. Versions in BR green, BR blue, and Royal Mail red will be offered, in both Western Region split headcode and Midland centre headcode variants.

Assessing the CAD for these models has reportedly taken a considerable amount of time, particularly in finalising the chassis arrangement. However, once tooling begins, Revolution anticipates this popular model will proceed quickly.



SIGNAL BOX INTERIOR KITS FROM LCUT CREATIVE

Large signal box windows mean modelling an interior is essential. These kits will make life easier for modellers in OO gauge.

The kits are made from a mix of 3D-printed and laser-cut parts that the modeller can configure to suit their situation. Small and medium kits are available and if more levers are required, an extension pack can be added.

The small kit (above) includes a block instrument shelf kit, lever frame with three extensions, four sets of levers, three instrument bells, three instrument indicators, a stove with chimney pipe, a coal box, a desk, armchair and wall clock.

The medium kit has a block instrument shelf kit, a lever frame with five extensions, six sets of levers, five instrument bells, five instrument indicators, a stove with chimney pipe, a coal box, a desk, an armchair, a Wall clock, a token instrument and a level crossing gate wheel.

Its extension kit has a block instrument shelf with six lever extensions, six sets of levers, five instrument bells and five instrument indicators.

Laser-cut parts are made from conservation-grade wood fibreboard in thicknesses ranging from 0.45mm in thickness to 2.6mm. PVA glue is recommended for assembly and the models can be painted with enamels or acrylics.



UK LOCKDOWN FUELLING A SURGE IN HORNBY COLLECTABLES?



Europe's leading marketplace for art and antique auctions, *thesaleroom.com*, has reported a 96% spike in demand for Hornby trains this month, with collectors also looking to invest in watches, gold coins, toys, comics, and cigarette cards.

Bidders have been flocking to collectables such as Hornby trains – up 96% – as well as toys, comics, and cigarette cards, which have seen a 19% rise in demand since the UK was put into lockdown, reports *thesaleroom.com*. Sports fans haven't been missing out either, with demand for sporting memorabilia, including football shirts and programmes, up by 11%.

John-Paul Savant, CEO of Auction Technology Group, which owns *thesaleroom.com*, said, "We're seeing many collectors having fun using their time at home to start or continue on their journey of collecting items such as toys and memorabilia as a hobby. Also, traditionally during periods of economic uncertainty, we would expect to see high demand for items seen as alternative investments – items perceived as a 'safe haven' because they hold or increase their value regardless of what is going on in the financial markets. That trend is playing out in the activity we're seeing among bidders at auction."

Items that have seen the biggest increase in demand at auction on *thesaleroom.com* in the past month:

• Hornby trains	96%
• Blancpain watches	37%
• Football programmes	30%
• Comics	28%
• Heuer watches	19%
• Rolex watches	11%
• Gold coins	6%

Attuned to the demands of bidders during the current climate, many auction houses have ramped up activities in these categories. They have also changed their sales to 'live online only', with live bidding conducted online (as well as the usual commission bidding and phone bidding), or to 'timed online sales' rather than live sales – a familiar format that has been growing steadily in popularity over the past year.

John-Paul continued, "*thesaleroom.com* saw a 12% month-on-month increase in new registrants at the end of March as auctions went fully online, and prices remain strong, too. Many auction houses specialising in collectables and investment pieces, such as toys, watches and memorabilia, have moved their entire business online for the first time in the last four weeks – a move that has paid off as demand has soared."



BAGULEY MCEWAN PRATT '677' 10HP CLASS 0-4-0PM FROM NARROW PLANET

009 modellers will welcome this new kit for a wartime diesel, based around an RTR chassis.

The '677' Class 10HP locomotives came about by an order from the War Department to Baguley Cars Ltd. for a lightweight locomotive that was capable of running on the lightest 9lb rail as used on the portable track system employed on the front line. While the supplied locomotives fulfilled the specifications set out by the WDLR at the time of ordering, they were not so successful in active service due to many shortcomings.

Over 50 locomotives were used by the British military railways, most of which were used in rearward operations to which they were better suited.

Narrow Planet's kit comprising of whitmetal and etched parts give it useful weight. A whitmetal driver figure (not included) is also recommended. A Tsugawa TU-DB 158 chassis is required to complete (included in NPL-016C).

NPL-016 - £30 body kit only.

NPL-016C - £90 including chassis (limited quantity, re-motored with 12v Tramfabriek 0615 coreless motor).



HELJAN REVEALS O GAUGE MK. 2/MK. 2A COACH CADS

Last November, Heljan announced it was to produce O gauge models of BR's Mk. 2 and Mk. 2A coaches. Development work has proceeded rapidly over the last few weeks and the first CAD images are available.

Models will cover Brake Second Open (BSO), Brake First Corridor (BFK) and Tourist Second Open (TSO) variants in a selection of authentic liveries covering all the major colour schemes carried by these popular BR passenger coaches.

The models have been designed to replicate either vacuum-braked Mk. 2 or air-braked Mk. 2A vehicles, giving customers the option to tailor models to suit their needs by fitting the appropriate underframe parts and sliding or folding gangway end doors.

Highly-detailed interiors will also be a major feature of these models, with authentic early Mk. 2A seating, partitions and luggage racks on view. To showcase this, the models have been designed to accept an easy-fit interior lighting bar. Access to the interior for installing lighting and passengers couldn't be easier, as the roof will be held in place by magnets.

The models will ride on its new B4 bogie, which will make its debut under a new batch of Mk. 1 coaches later this year. Both types will be ideal companions for many of its O gauge BR diesel locomotives, from Class 25s, 31s and 33s, to 37s, 40s, 47s, 50s, 52s and 55s.

Planned liveries:

BR blue/grey
ScotRail (TSO)
Network SouthEast
Regional Railways
Provincial Trans-Pennine
'Hebridean' green/cream (TSO/BSO)
West Coast Railways maroon (TSO)
BR blue/grey BSO(T) micro-buffet
DRS 'Compass' blue (BSO)
InterCity Executive (BFK)
Network Rail yellow (BFK)



SCALECAST LAUNCHES A NEW BUS GARAGE KIT

Scalecast model building solutions has added a bus garage for O0 gauge modellers to its range.

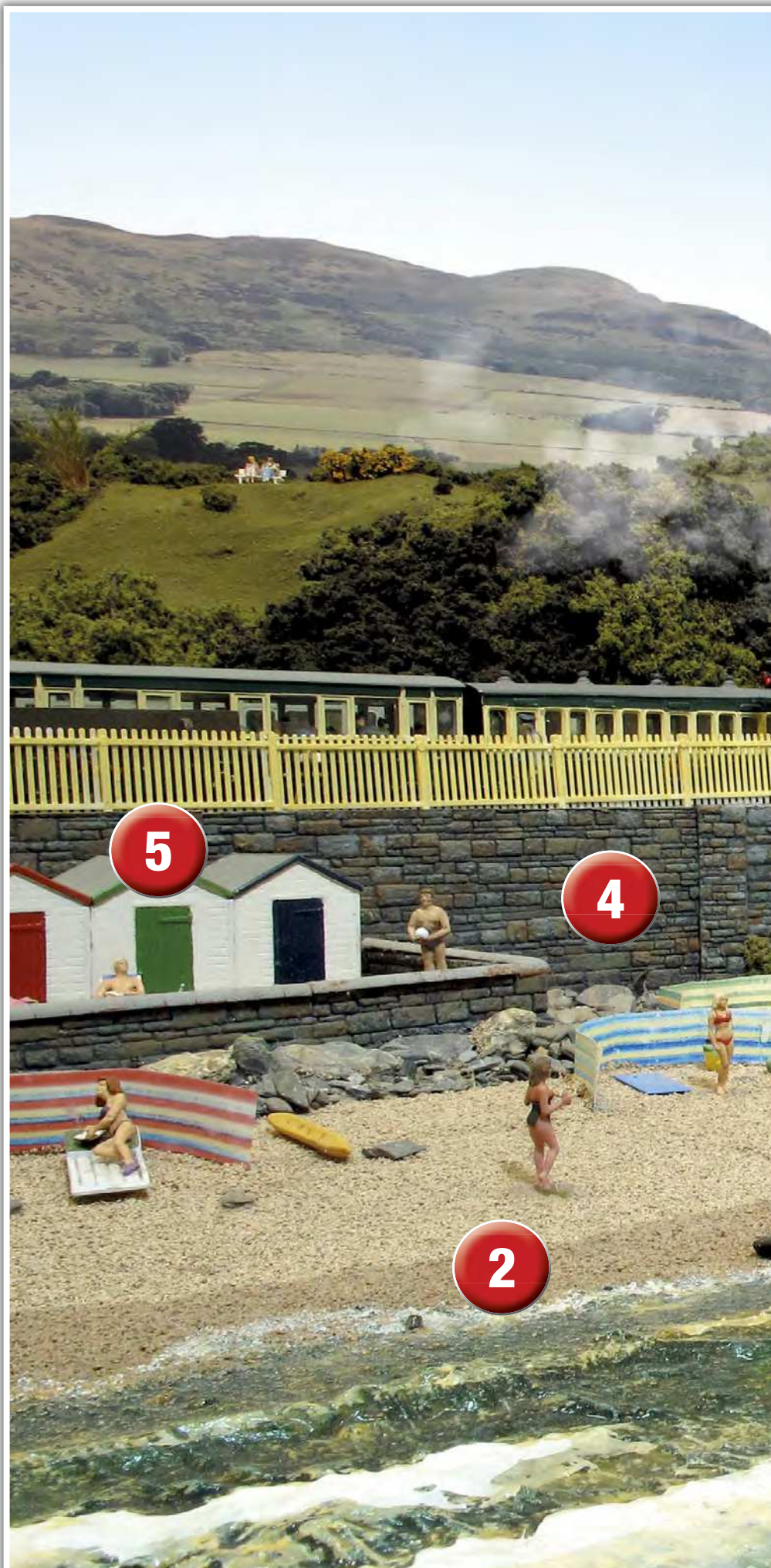
The kit is supplied as a series of moulds for the bus station front, salt box roof sections, standard brick sections and Apex.

The modeller uses these to cast the components in plaster, from which they can assemble the bus station, or any number of other buildings for a layout or diorama. By using multiple castings, the garage can be built as large as required, for no more than the cost of the plaster.

GET THE LOOK

With its sunny climate and coastal setting, Richard Holder's OO9 layout is surely a cheering scene. If we can't go to the seaside this year, at least it's possible to build our own at home! BRM featured 'Clydach' in the February 2018 issue.

- 1 The sea starts life as Artex wall filler stippled on with a 1in paintbrush to make basic ripples, then formed into the required shape while still wet. When thoroughly dry, it's painted using acrylics, starting with a dark blue for the darkest areas, blending into a lighter shade, then finishing with pale cream for the foam. Finally, there are several coats of high-gloss exterior varnish (often sold as Yacht varnish) to make it shine. The varnish is slow to dry and needs to be protected from dust as it hardens; dusty water never looks right!
- 2 The beach is real sand, the finest you can find – Chinchilla sand from a pet supplier is good. When varnishing the sea, some is allowed to creep up the sand to make it look like the tide has washed over it.
- 3 People on the beach are from Prieser or Noch. Despite being HO scale (3.5mm:1ft) rather than OO (4mm:1ft), this looks fine as real people are all sorts of shapes and sizes. The windbreaks are simply strips of paper coloured with felt-tipped pens.
- 4 Walls are Wills (SSMP200) stone sheets, suitably painted. The textured surface and depth these sheets offer make the challenge of cutting the thick plastic worthwhile. The trick is to try to cut through from the back of the sheet where possible, or use a fine saw.
- 5 Beach huts are Wills garden sheds that have been cut shorter and painted in suitably jolly colours. The Hornby (R8576) shed also makes a good beach hut when repainted.
- 6 Locomotives and rolling stock are kit-built, but today you could assemble a very similar train using RTR models from Heljan and Peco.
- 7 As well as using a commercial scenic photographic backscene, Richard has added his own photographs of Mevagissey to add the town.
- 8 Rock faces are moulded from Sculptamold and painted with Humbrol enamels. The large rocks on the beach are real pebbles collected from the Camel estuary in Cornwall.



THE CLYDACH RAILWAY



HOW TO MODEL... A BEACH

RMweb and Modelling Inspiration editor, **Andy York**, shows you how to effectively model a beach.

Sand in your eyes, some questionable litter and the odd barker's egg are as likely to be memories of the British seaside in summer as much as ice cream and Punch & Judy. Here we look at how to create an average sandy beach, not that you'll find too many railways running through such scenery but the techniques



Polyisocyanurate insulation foam from brands such as Kingspan, Knauf and Celotex can be found in DIY stores. It is a lightweight foam sold in panels which can be easily cut and sanded to produce a variety of landscape forms. Panels are available in various sizes and thicknesses so it's worth thinking about the sizes you'd need for your own projects. In this case a breadknife and sandpaper was taken to a small section of the foam to sculpt a beach scene. Most beaches, be they sand, shingle or stone, follow a broadly similar profile and this can be adapted to suit your own layout needs. A bit of practice in working with the material is advisable before diving into terraforming large tracts of land.

The dunes received an optional layer of plaster bandage on the top surface as I wanted to smooth out some of my gouges before a coat of emulsion paint (Craig & Rose 1829 Chalky Emulsion 'Basket') to give a pale sandy colour. Please don't fall into the trap of using sand to model a sandy beach, it's just wrong when everything else is to scale but it's surprising how many times I've seen it used.

The surf zone is painted with the 'Cupboard Blue' shade of the same emulsion starting with the outer parts of the water and mixing the blue with the sandy shades as you move closer to the beach to give a pleasing graduated colouring.



Clear gloss varnish is used on the water surface to give more reflectivity and an apparent 'wetness'. The varnish is also applied to the 'swash' area of the beach to mimic a broken wave washing back down the sand to meet the next incoming wave. The scarp face of each wave's surface is treated to daubs of white acrylic paint to give the appearance of the wave crest gently collapsing on itself as it nears the shore. Once the white foaming is dry another layer of clear gloss varnish gives further protection and 'wetness' to the surface.

The effect of the graduated colouring to the water can be seen in this picture as the beach slopes upwards towards the dunes. The first illustration showed the humped shape of the storm berm which is formed by higher tides and larger waves depositing material higher up the beach which remains untouched by normal tides and weather. Over the crest of the storm berm is where, in the real world, you'll find the mixture of dried seaweed, driftwood and flotsam. Take your pick of any suitable waste materials you may have around to replicate any of the above, I simply made use of the dried contents of a used tea bag and some of the peculiar contents of my wife's rather odd tea collection.

The marram grass of the dunes is created from a double application of long static grass fibres. On reflection the dunes should be somewhat taller but you get the idea.



PROFILE

Andy is the editor of the RMweb website and Modelling Inspiration digital magazine. He's never content to let a product be as it comes out of the box and works to improve things, principally in his chosen 4mm scale, but would never claim to have a 'finescale' mindset. Bodger and twacker is probably more accurate!

HOW TO MODEL... SEA-WATER



PROFILE

Andy is the editor of the RMweb website and Modelling Inspiration digital magazine. He's never content to let a product be as it comes out of the box and works to improve things, principally in his chosen 4mm scale, but would never claim to have a 'finescale' mindset. Bodger and twacker is probably more accurate!

Modelling realistic sea-water is an art that few can master. Let RMweb editor, **Andy York**, explain how he created the impressive sea-water for the harbour on his Keyhaven layout.

So, what colour is sea? Aside from the suspended muck and minerals, seawater is pretty clear but it does reflect the sky above so the colour of your body of water should bear some resemblance to the weather and colouring of the rest of your layout and reflect whether it's a dismal winter day or the bright blue skies of summer.

This image shows the difference in colour in varying weather. For this article we'll go with the average, something close to the middle picture.



We start with a small pot of emulsion. I love the Craig & Rose 1829 Chalky Emulsion range available at B&Q for scenic work and a small pot for a couple of quid will cover around two square metres.

I chose the 'Cupboard Blue' shade here but this base colour will dictate the end appearance so you may want something greener or browner but bear in mind that the end result will appear lighter in tone than the end result.



In this project I wanted to add the variety of colours that you can pick out when closely observing images of the seawater. I thinned down some brown emulsion with water which settles into the small troughs between waves and dries to give a variety of tone.

Repeating the PVA/varnish layers to taste gives added 'depth' to the water and gives a more translucent appearance. In this example I used four layers of PVA and varnish. When finished your seawater should then reflect the ambient light around your layout - the two images here show the difference in the same water viewed under a cloudy grey sky and a clear blue sky.

Have a play around with some small test samples before committing to the layout and enjoy your cheap but effective work.



The base coat is given a layer of clear gloss varnish when dry. A cheap varnish will do and I used a product which is touch dry in 20 minutes. When the varnish is dry I pour on puddles of PVA adhesive, this is spread out with a stippling motion with a brush. The stippling creates the wave texture but the PVA will start to find its own level as it starts to dry so you may want to re-stipple the surface a couple of times during the earlier stages of the drying process. Let this dry thoroughly, it will go clear as it does so and then repeat the varnish layer.



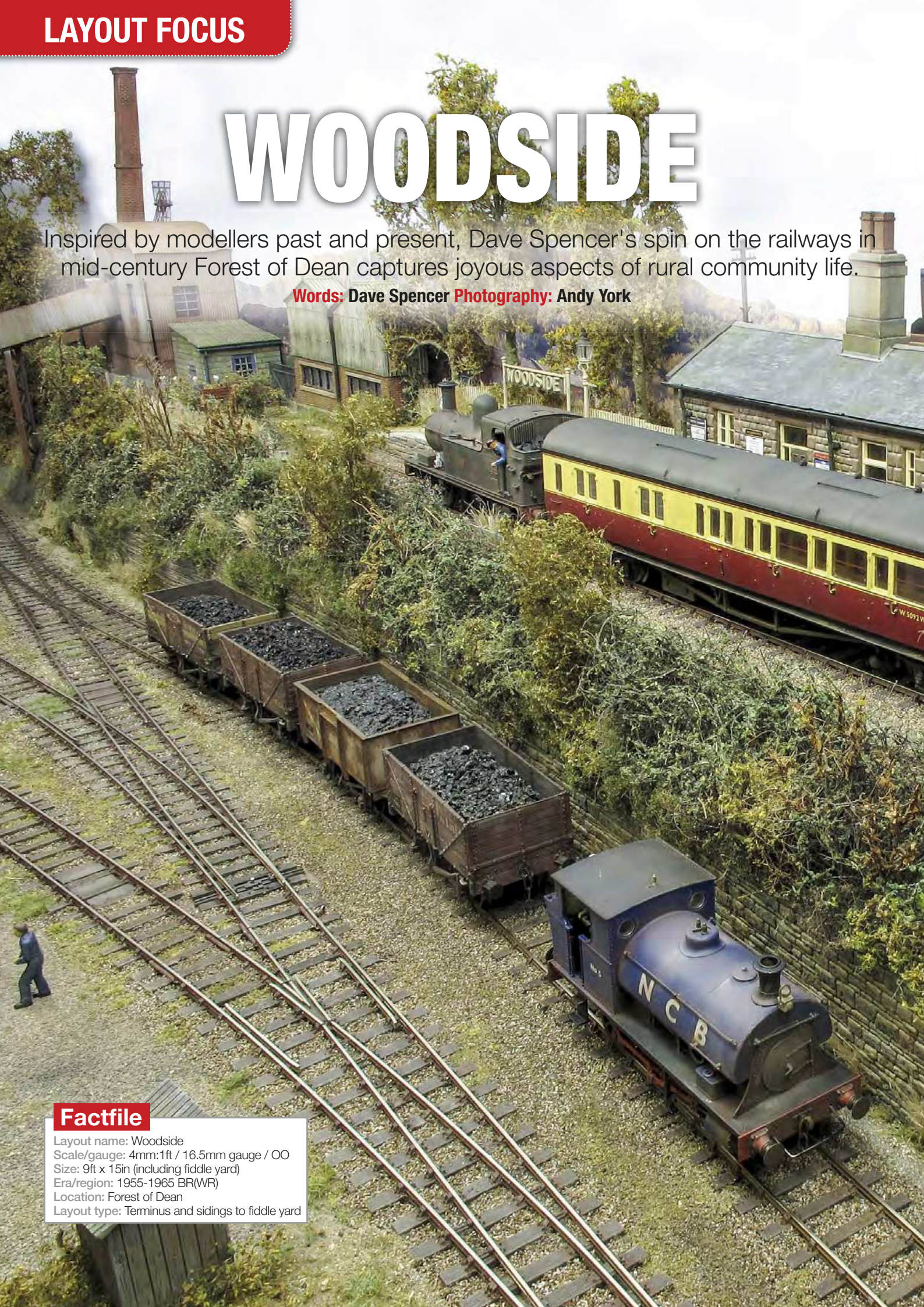
Read more articles by Andy York on www.model-railways-live.co.uk.
Go to page 36 for our full timetable of Scenery Articles this month.

NEXT MONTH - Read all about Andy York's Keyhaven layout in the August issue of BRM on-sale July 12

WOODSIDE

Inspired by modellers past and present, Dave Spencer's spin on the railways in mid-century Forest of Dean captures joyous aspects of rural community life.

Words: Dave Spencer **Photography:** Andy York



Factfile

Layout name: Woodside
Scale/gauge: 4mm:1ft / 16.5mm gauge / OO
Size: 9ft x 15in (including fiddle yard)
Era/region: 1955-1965 BR(WR)
Location: Forest of Dean
Layout type: Terminus and sidings to fiddle yard



'Woodside' has been constructed on two levels – a truncated passenger line with colliery sidings below.

Books and articles about railway history in the Forest of Dean by Neil Parkhouse, Ian Pope, Ben Ashworth, and John Stretton, show how this extensive area of natural beauty became penetrated by a maze of branch lines and mineral routes serving mines, quarries, and various heavy industries. By the time the railways were nationalised, evidence of industrial decline and abandonment was everywhere: overgrown tracks, ramshackle old colliery buildings, squalid manufacturing premises, and spoil tips. Only a few regular rail services survived, holding the most important industrial townships together, while also connecting them to regional centres outside the Forest.

I've always been drawn to the stark environmental contrasts found in the places these authors have photographed and decided to build a layout that captured their distinctive atmosphere. In 2012/13 'Lydgate' was completed – an imaginary colliery community in the Forest c. 1955-65. Sadly, its size meant that it had to be sold when I needed to vacate the workshop where it was kept. Undeterred, I quickly moved on to my next project – 'Woodside' – which is the subject of this article.

Unique features

With a viewing area of only 5ft 6ins x 15ins, 'Woodside' is a fraction of the size of 'Lydgate'. Storage space will not be a problem! It is deliberately set in the same Forest locality and BR transition era, and uses some of the 'Lydgate' stock. Sometimes I refer to it as the 'son of Lydgate'. It is dedicated to Malcolm Young, who provided the premises where I undertook my modelling projects until his sad passing in the summer of 2016.

In general terms, 'Woodside' is not unlike the mini/micro/cameo layouts that Iain Rice illustrates in his recent volume. It is self-contained – a single scenic baseboard plus detachable fiddle yard. Everything has been carefully conceived, planned, and built to a high standard.

But 'Woodside' has some attributes that differentiate it from other small layouts. First, its location. It sets out to capture the distinctive 'sense of place' that defined the Forest of Dean in the 1950s and 1960s. Second, the seasonal atmosphere. Some of the materials and colours used to represent autumnal vegetation rarely feature on layouts. Third, design. 'Woodside' is a split-level layout combining visual interest

with operating potential. Passenger services operate on the higher level; freight below. Fourth, rolling stock. While I can't claim that BR(WR) tank locomotives, small tender locomotives, and certain diesel types make the layout different, the re-painted dirty NCB Peckett saddle tanks and Sentinels may help. Admittedly, I've taken liberties here, because to my knowledge, the NCB Forest collieries used small BR locomotives rather than any of its own. 'Woodside' also features several dilapidated internal user Coal Board wagons with their distinctive white crosses on the side doors denoting that they are prohibited from BR running lines. At the time of writing, I haven't come across any on a layout at shows.

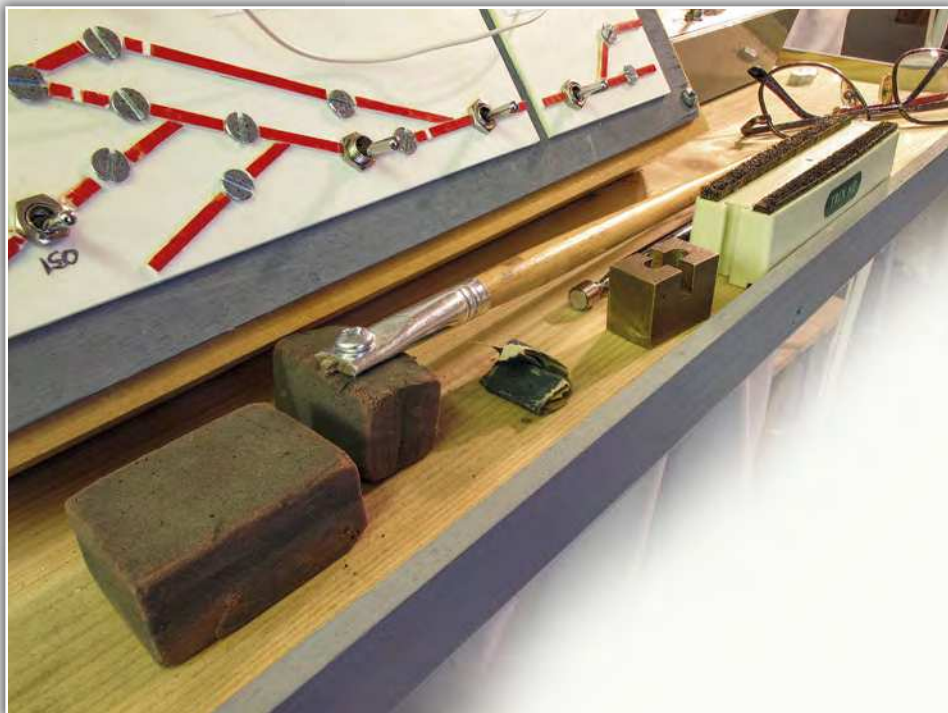
Micro challenges

My perennial challenge would be to include enough detail to give a convincing impression of an imaginary rail-served rural-industrial community in about 6sq ft of modelling space while, at the same time, not over-crowding the scene.

I opted for a very modest trackplan so as to avoid filling up every part of the baseboard with railway activity. Indeed, the passenger line is supposed to be a branch that became truncated when the colliery needed room to expand, so it stops well short of the baseboard end. This leaves space for colliery buildings, a coal conveyor, half a dozen mature trees, and saplings. I left sufficient room along the front for a loading wharf, plus a few cameo scenes that include road vehicles and human activity. I try not to run intensive services – although I may feel obliged to do so at exhibitions. A maximum of two locomotives are normally in use at any one time – usually one on each level. Both can move simultaneously because each level is controlled independently, and this generates more interest.

Rolling stock

Fortuitously, Dean Forest trains tended to be short. During the 1950s, passenger services usually comprised auto trains, railcars, or a couple of locomotive-hauled coaches plus a van until they ceased in 1958. Freight trains would sometimes add up to no more than half a dozen wagons. Small tank locomotives were the 'norm' everywhere – 14XX auto tanks, various 'Panniers', and occasionally small 'Prairies'. The biggest locomotives would be GW 0-6-0s and BR 2-6-0s (mostly in the west of the area). Smaller diesel Classes 08, 14, 22, and 25 took over the few



Reliable running

Like all small layouts, Woodside requires that locos start and stop smoothly without hesitating or stalling. They must run at scale-speeds, so a long-term challenge is to ensure that everything is fine-tuned. My analogue control system means I can't use 'stay alive' technology to achieve this! I take all the well-known steps to make sure electrical contacts remained scrupulously clean so I won't dwell on them.

A few additional ploys helped me to rise to the operating challenge:

- Current pick-ups are inspected and 'tweaked' if necessary to ensure they remain in contact with all loco wheels at all times. Delicate bending with a pair of fine tweezers usually solves any problems, but beware, some of Hornby's latest products have pick-ups that aren't very springy – break one at your peril...
- I loosen the keeper plate under Bachmann steam loco wheels very slightly to give them a little more vertical 'slop'; this rudimentary system of compensation helps keep wheels touching the track at all times. This trick won't work with the newer Hornby saddle tanks or the new Hattons 14xx because the pick-up system differs.
- A Gaugemaster feedback controller transforms the slow running qualities of many Bachmann, Hornby, Dapol, and Heljan locomotives. However, I sometimes need to plug in an old Pentroller (acquired second-hand) because it has a setting designed to get the best out of locos with coreless motors – such as Hatton's 14XX and Oxford Rail's Dean Goods. The inertia setting works like a dream.

An NCB Peckett saddle tank (re-liveried Hornby) moves internal user wagons full of colliery spoil away from the loading bank.



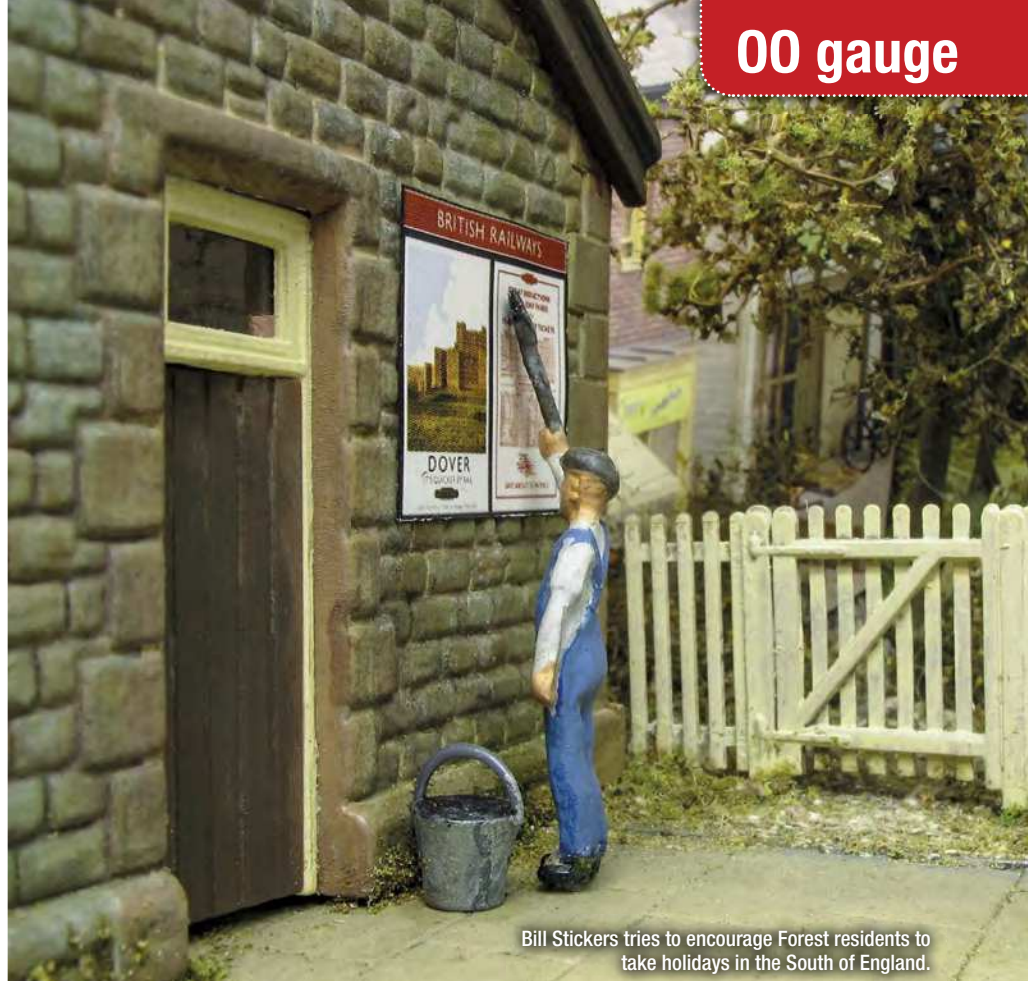
remaining freight duties after steam ended. I resolved to run only these particular steam and diesel types, plus tiny industrial shunters, otherwise the layout would look overwhelmed (and the locomotives out of place).

Operational success

I've been determined to keep the 'big hand from the sky' away from 'Woodside!' I once used the Sprat & Winkle system of 4mm magnetic hooks and loops as the manufacturers intended, but abandoned it because wagon couplings became entangled and failed to operate as required. After much experimentation, I decided to develop a minimalist version of it with hooks designed for 3mm models.

Short fixed rakes of wagons are held together internally by Smith's links. Wagons coupled to the front and rear both have a Sprat & Winkle hook with a steel 'dropper' set up as per manufacturer's instructions, but only at one end.

The staple-shaped wire 'loop'



Bill Stickers tries to encourage Forest residents to take holidays in the South of England.



Some GWR tank locomotives remained in GW livery for several years after nationalisation, and 58XX No. 5801 is a case in point. Here it threads its way through trees and undergrowth with a branch passenger service.

recommended by Sprat & Winkle is omitted from wagons. Rakes remain intact on the scene, which limits operating potential somewhat, but I'm prepared to compromise in the interest of reliability. Each locomotive has the wire loop super-glued into holes drilled 20mm apart in each buffer beam. The height of each loop needs to be adjusted correctly and protrude as far forward as the

buffer heads so that it will always engage with the wagon hooks when locomotive and stock are pushed together. Once everything is set up, a rake of wagons can be hauled

over a magnet, and the tension between wagon and locomotive released by halting and 'easing' the locomotive back. The hook drops down, and uncoupling occurs.

A grubby NCB Sentinel locomotive performs noisy shunting duties, but is ignored by some Landrover enthusiasts who have seen and heard it all before.



I discovered that I could fix Gaugemaster medium-sized permanent bar magnets between track sleepers without disturbing them. Four placed in a row generates a magnetic field that has enough 'pull' to work well. Much time was spent determining where the Woodside magnets should be, bearing in mind the actual shunting operations that would take place.

Of course, electrical cleanliness (as described above) is absolutely essential for this system to work properly. Locomotives must be very responsive to the controller, otherwise it will be a struggle to stop them directly over the magnets.

The challenge for operators is to know exactly where the magnets are. Carefully chosen trackside debris normally marks

their position, and practise makes perfect! From time to time it's important to check that hooks and loops have not been knocked out of alignment – otherwise there is likely to be much poking and prodding leading to frustration and disappointment.

I've managed to convert some passenger stock to accept my minimalist version of the Sprat & Winkle system. The underside



of coach bogies had to be heavily modified to accommodate the hooks – an intricate operation! At 'Woodside' terminus (where space constraints rule out a run-round loop) locomotives can bring in a train, uncouple, and move away. A second locomotive can then reverse onto the other end of the coaches and take the train out. This means that I don't always have to rely on push-pull trains and railcars, and it leads to greater operating interest.

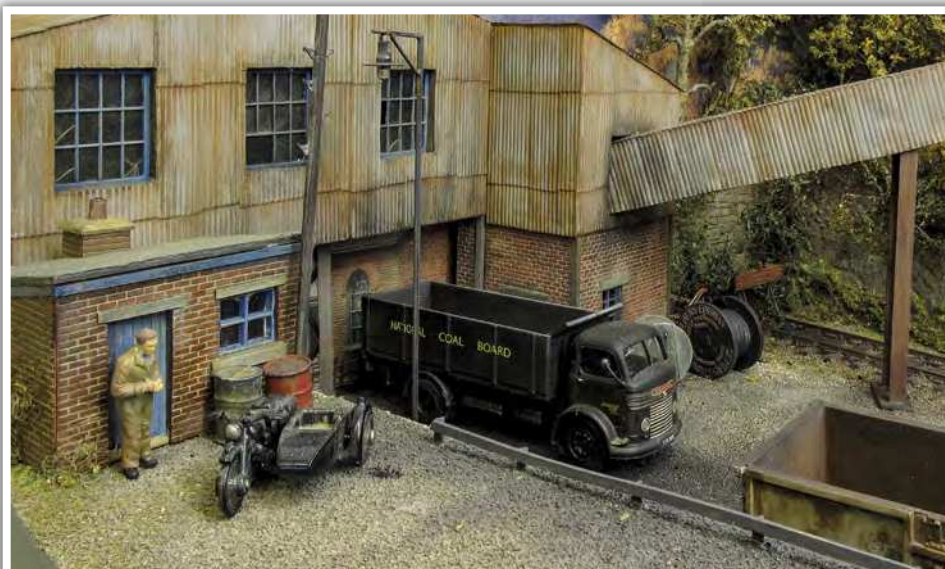
Building work

Some buildings and natural elements were modelled using the 'less is more' philosophy. They were represented in half-relief to occupy less space but, nevertheless, create a significant impact. Apart from the colliery coal conveyor and a few huts, the industrial buildings located close to the edges of the layout (such as the loading screens) were reduced in depth. A group of natural features received the same treatment. Only half of the canopy of some specimens is visible, leaving a relatively flat rear profile to allow them to be positioned very close to buildings, the backscene, or other vegetation.

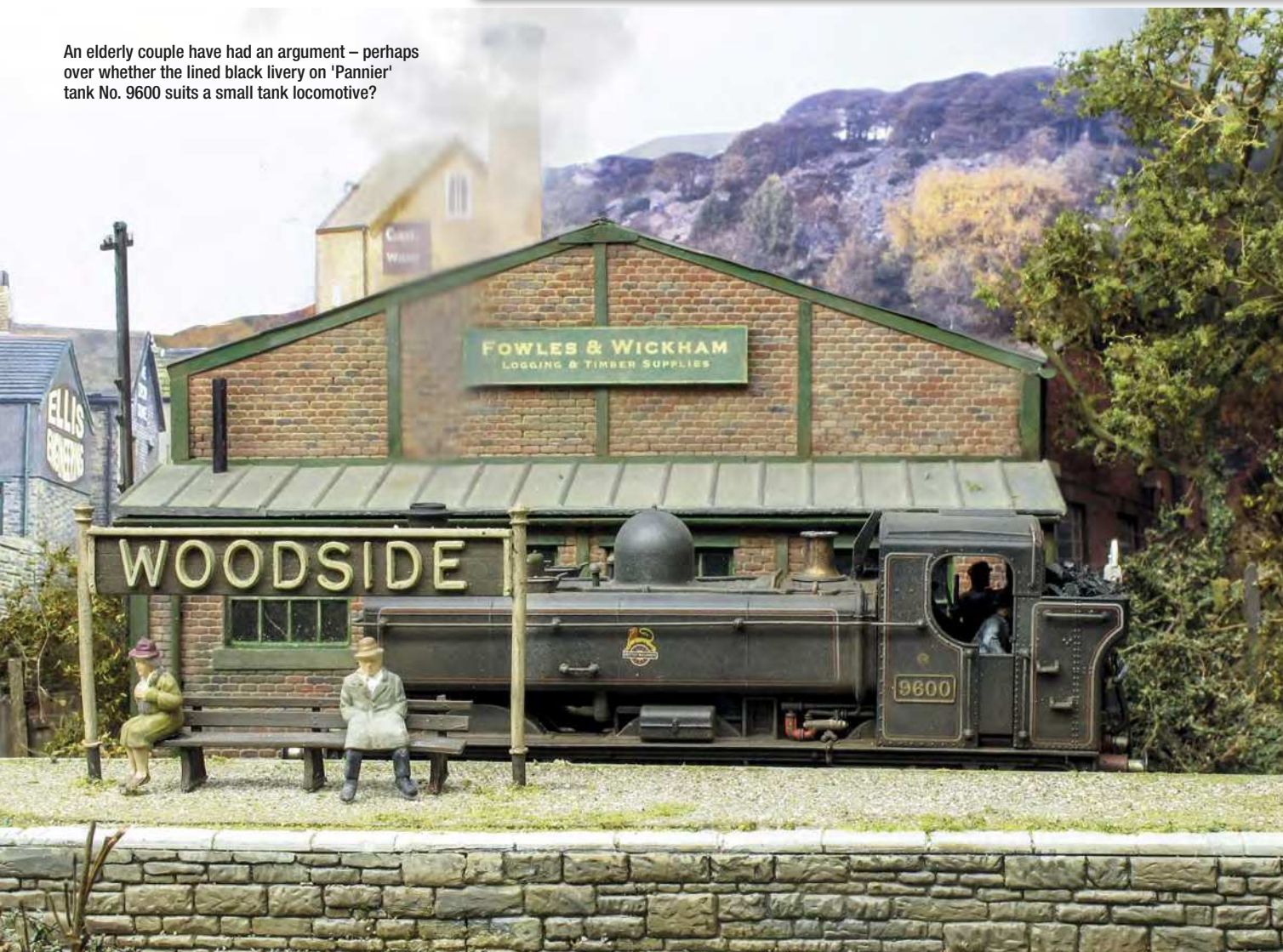
Arranging a selection of half-relief trees,

Inspirational Sources

For quite a few years I've been drawn to the work of Gordon Gravett, Iain Rice, Chris Nevard, Martyn Welch, Tim Shackleton, Peter Taylor and the late Royce England (to name but a few). Inspiration has come from seeing their models at shows, at talks and demonstrations, and via their publications. To my mind, they are creative modellers as opposed to purchasers of items who put them straight on show. 'Ready-to-use' products are a resource for producing a superior version of the real thing... or possibly something completely different! Locomotives and rolling stock are (as a matter of principle) altered, re-painted, re-numbered, detailed, or weathered – whatever is appropriate. Modellers who inspire me the most will invariably scratch-build, kit-build, kit-bash, or cross-kit in order to create something that is 'right' for a particular time and place. They innovate by successfully using unusual modelling materials, and pioneer new techniques. As I built 'Woodside' I tailored their approaches and principles to my own needs.



An elderly couple have had an argument – perhaps over whether the lined black livery on 'Pannier' tank No. 9600 suits a small tank locomotive?





No. 5801 arrives with a single coach and van deputising for a failed push-pull unit; below the NCB Sentinel waits for the road with a rake of internal user wagons.



The illusion of depth on 'Woodside' comes from carefully selecting 3D landscape features and buildings and placing them just in front of the 2D photographic backscene.

bushes, saplings, and buildings creatively in close groupings helps conceal the extent to which they have not been modelled in full. Adding a few small items directly in front of them (overgrown fences, station nameboard, gates, lamps, telegraph poles, small trees, and shrubs) makes these parts of the layout really come alive. The areas to the left and right of the station building show what half-relief modelling and selective detailing can achieve in a space of only a few square inches.

Creating virtual space

A 2D backscene is essential to make a micro layout look more spacious than it is. It can also complement or enhance the principal 3D features by locating them in a wider landscape context and by creating the illusion of depth. I was determined to create a bespoke photographic backscene with layers of images in order to create 'virtual space' and suit the models I had made (or planned).

I began with the sky. I opted for self-adhesive Gaugemaster sky paper sheets in a fairly neutral shade of pale blue/light grey. These sheets were initially only tacked in place and checked out under the layout lighting - a trick I learned from Pendon Museum. A cool white fluorescent tube in the 'roof' and a strip of LEDs behind the pelmet kept the colours nicely muted and gave sufficient illumination. Once a few buildings had been tried out on the scene, I found that these lights didn't cast many shadows.

Next, I photographed different landscape types in and around the Forest on October afternoons, mindful of the views I required to complement my plan. I edited the images to make their focus 'soft' and the colours slightly pale, knowing this would make the landscape scenes appear to recede into the distance. I kept a sample of foreground modelling materials in preferred colours at hand throughout the editing process to avoid guesswork when backscene hues and tints were adjusted. Appropriate photographs were printed, temporarily positioned, and tacked above the sky paper.

Moving on, I selected images of buildings that could be super-imposed on top of some - but not all - Forest landscape photographs to create a virtual environment that gradually faded into the distance. They were sourced from appropriate photographs that had appeared in modelling magazines. I was relieved to find that photographs of top quality models looked much better than

Cameos

The railway is not the only focus of interest. A number of strategically-placed cameos also catch the eye and capture the imagination:

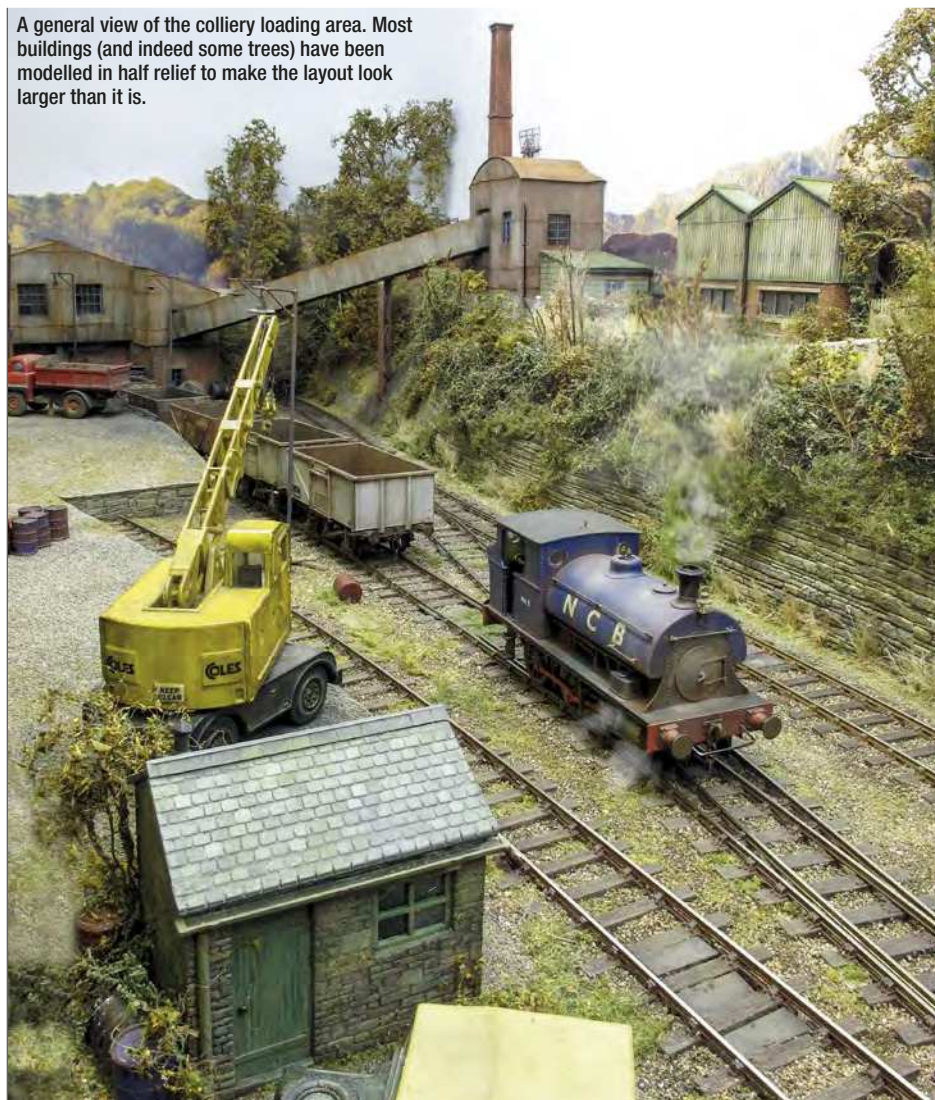
- A group of disgruntled miners confront a Coal Board official outside his office.
- A worker in brown overalls emerges from a small hut near the loading screens and admires a motorcycle and sidecar.
- On the platform, passengers and station staff are deep in conversation, but a seated elderly couple have fallen out! In a quiet corner, Bill Stickers is all alone putting up holiday posters, while signal box staff prepare for the next passenger service.



- In a prominent position at the very front, a group of mechanics and a passing motorcyclist share views on how to repair a damaged Land Rover door.

All of these life-like groupings help to spread visual interest across the layout, and even if no trains are moving, the cameos can hold attention. They also capture the everyday world of Forest communities. It's just another humdrum day at 'Woodside', but I feel I've made 'the ordinary' come alive.

A general view of the colliery loading area. Most buildings (and indeed some trees) have been modelled in half relief to make the layout look larger than it is.



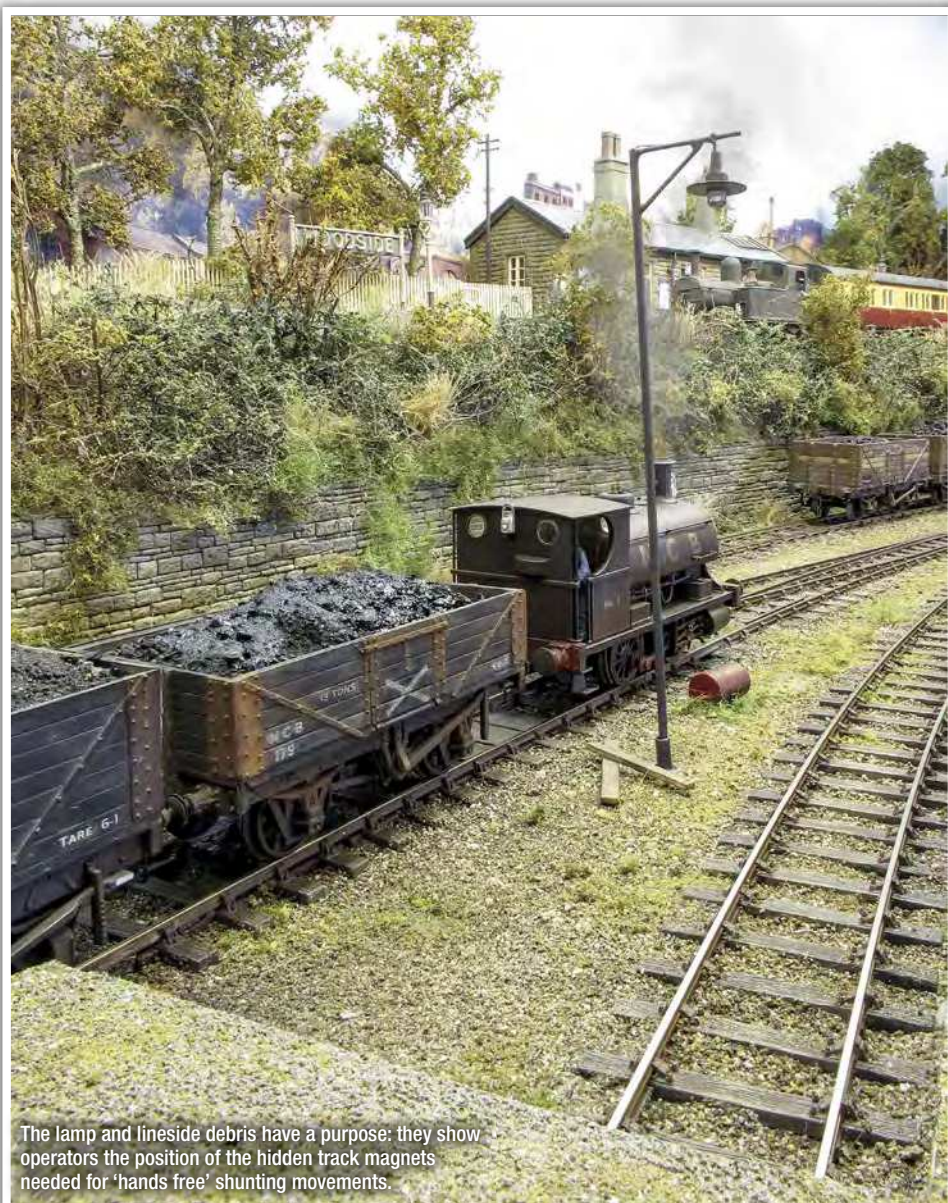
photographs of real world structures when inserted between my own 3D creations and landscape images. I refrained from sticking them permanently in place at this stage.

Finally, I spent several hours using old-fashioned 'cut and paste' techniques to arrange and re-arrange both sets of photographs until they related well together. This proved to be a frustrating experience at times, but it was worthwhile. I paid particular attention to filling the spaces behind the half-relief groupings I had already created. After much trial and error, the 3D baseboard modelling and 2D backscene landscapes came together as one. I then glued everything into place to generate an impression of seamless depth.

Final thoughts

As a friend said to me, the layout is balanced and seamless; everything gels together to form a satisfying whole; the time frame is clearly the mid-1950s-1960s; and the season is unmistakably autumn. The railway is embedded in the landscape. Sometimes, viewers have to look over or around the built structures to see the trains in action, or catch glimpses of them through the natural features.

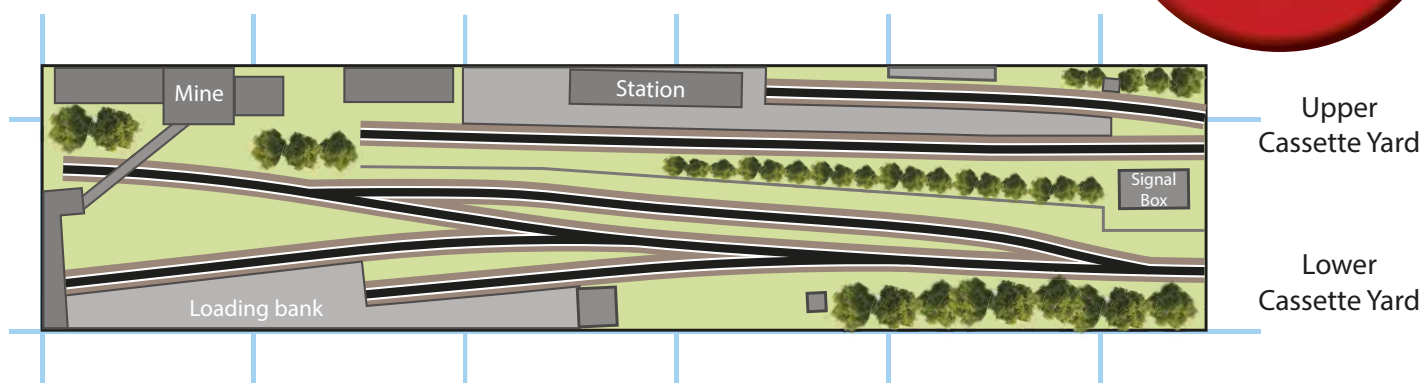
I'm pleased to say that when running there are few mishaps, and operators only intervene occasionally. The magnetic uncoupling system works well, too. If something fails to couple or uncouple, or if a loco stalls, a light touch with a small paintbrush usually works. The 'big hand from the sky' can't be completely eliminated!



The lamp and lineside debris have a purpose: they show operators the position of the hidden track magnets needed for 'hands free' shunting movements.

Trackplan

WOODSIDE



SEE HOW TO
ADD LINESIDE
SLEEPERS IN
THIS EPISODE
OF BRM TV

About the modeller

I grew up in Cumbria in the 1950s/1960s, and in my youth felt moved by the sights and sounds of steam-hauled freight trains labouring through former Furness Railway territory. By the age of 11, I was a keen modeller, and recall pleasant evenings with trainspotting friends constructing Airfix 'two bob' kits. These tended to get smeared with glue and caked in runny gloss paint, but I kept on trying...

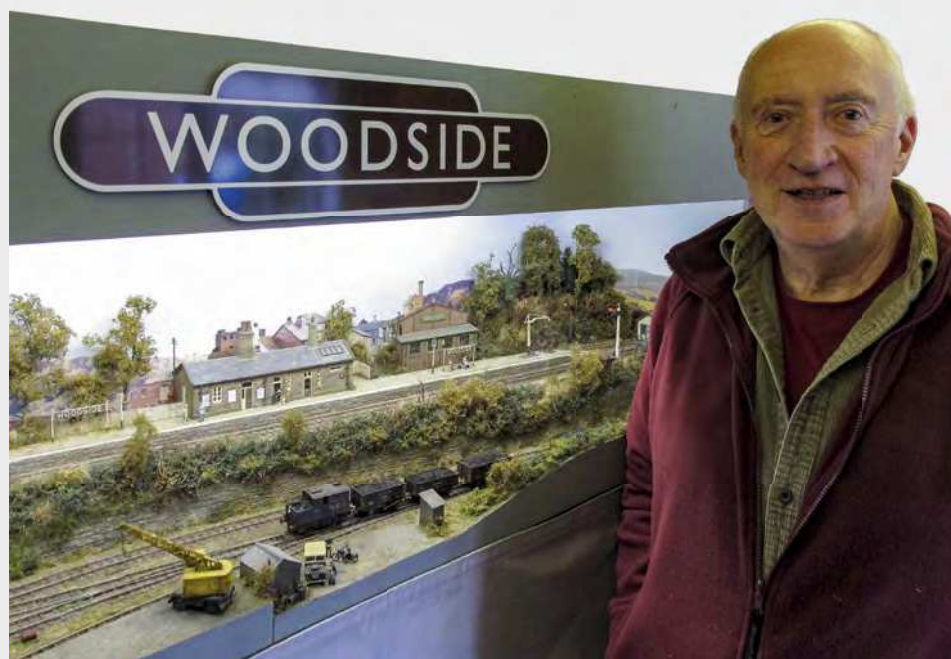
For a couple of decades, modelling took a back seat due to work and family commitments, but I was now in Reading, so the Pendon Museum became an easy drive from home. I hold it responsible for re-awakening my modelling interests! Repeated visits were made to savour Roye England's iconic cottage models and landscapes together with Guy Williams' GW locomotives hauling scale-length goods and passenger stock. I just had to develop a GW-based layout of my own. I joined a Berkshire club to meet like-minded enthusiasts; a few BR(VR) home layouts were started (and never completed), but skills and knowledge were acquired and lessons learned.

Early retirement took me to Wiltshire, and with more time at my disposal I became much more involved in the hobby. I've built (and completed) two OO gauge exhibition layouts - 'Penrhos' and 'Lydgate' - both 1950s/'60s.

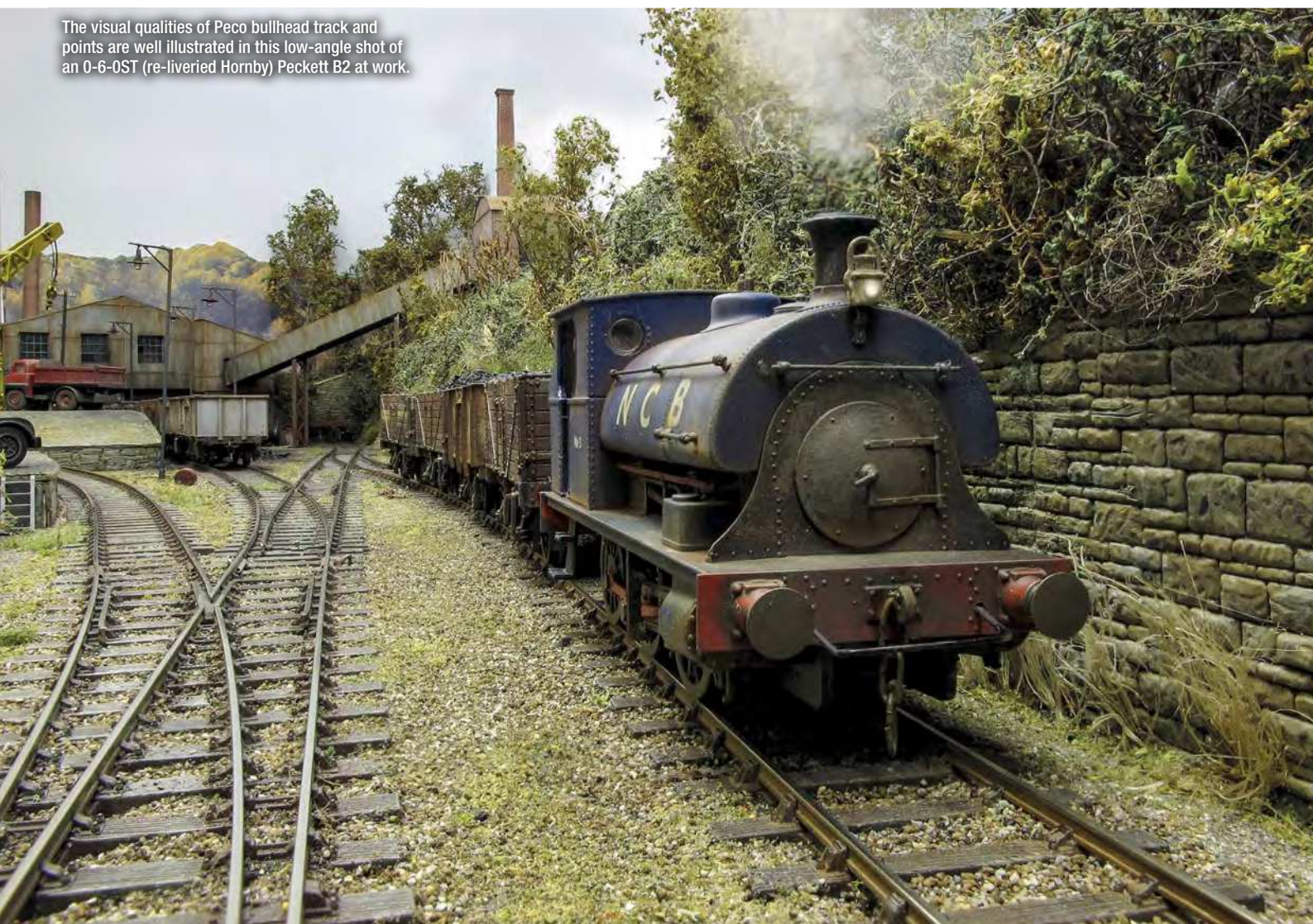
I love to construct goods vehicles from kits,

attend shows, write magazine articles, exhibit layouts, demonstrate wagon detailing and weathering techniques, and attend a club. For a few years I also worked with the landscape modelling

team at Pendon and learned the secrets of creating high quality trees, bushes, and undergrowth in 4mm scale. My modelling has progressed in leaps and bounds.



The visual qualities of Peco bullhead track and points are well illustrated in this low-angle shot of an 0-6-0ST (re-liveried Hornby) Peckett B2 at work.



BRITISH RAILWAY MODELLING

BRM

DIGITAL

DIGITAL EDITION EXCLUSIVE

CLICK AND SWIPE IMAGES
TO SEE MORE







BRITISH RAILWAY UNIFORMS

Helping us add more authentic model figures to our layouts, Rob Anderson retraces the evolution of apparel carried by British Railways staff.

In 1947, The British Transport Commission standardised the material that all uniforms worn by Southern, Great Western, LMS and LNER were made from and this practice was continued with the start of British Rail on the January 1, 1948. There came a reorganisation from the 'Big Four' privately-owned railway companies to a large Nationalised system and this structure was then regionalised and assigned colours:

Scottish – Cambridge Blue
North Eastern – Tangerine
Eastern – Oxford Blue
London Midland – Crimson Lake

Western – Chocolate
Southern – Green

When looking at the uniforms of BR in 1948, it should be noted there wouldn't have been an overnight change. With all issues of new items of clothing in large organisations, there is a 'lead in' period and this can take years to achieve, so it was possible personnel were still using their uniforms from pre-Nationalisation days until their new clothing was distributed, even a year later.

Uniform

Locomotive crews wore a type of cotton denim dungarees with jacket in dark blue.

This faded with washing, giving various shades of blue over time. The flat cap worn by the crews had a shiny black top.

All other grades wore a uniform in a black serge-type material similar to what they had worn before Nationalisation, but with the new badges as described below.

Badges

From 1949, badges in the regional colours started to make an appearance. The badge was made of metal with an enamel background in the regional colour. Lettering on the badges was as follows, in brass:
Guard – Worn by Passenger Guards



Source: COLOUR RAIL



A British Railways North Eastern Region locomotive crew cap badge.

British Railways – Worn by locomotive crew in chrome.

Guard – Worn by goods.

Guards Porter, Excess Luggage, Ticket Collector, Foreman and British Railways – For all other grades.

Caps

The flat cap worn by the Foreman had a black oak leaf band around the crown. This band was piped with silver. The ranks of Station Master and Inspector had a similar oak leaf band, but with their respective titles embroidered in gold wire script lettering.

Lion and Wheel Era

In 1950, a lion astride a wheel with an enamelled bar across the centre was adopted. When this was used for cap badges it was backed in the regional colour.

Lettering on the badges was in block capitals, in gilt for male staff in Station Master, Yard Master, Inspector, Foreman roles and was British Railways for other grades.

Female staff had white metal badges for the Porter, Guard, Ticket Collector and British Railways (for other grades).

Caps

Inspectors' caps had a black leaf band around the crown with gold piping on the lower and upper edges. The badge was mounted just below the top piping. Station Masters had a similar cap, but with only the gold piping on the bottom of the band. Enquiry Inspectors' caps were in LMS red with the same black leaf band, piping and badge as Inspectors. Female Staff wore a beret.

Uniforms

Uniforms continued to be similar to the pre-Nationalisation period.

Lion and Crown Era

In 1956, following a grant of arms, a demi-lion holding a wheel between its paws rising from a crown was adopted for the cap badges in either gilt or chrome. The enamelled badge was reshaped to include fish tails and continued to use the same colours as with the previous badges.



Locomotive Crew Driver and Fireman (my Father) in 1967.

Lettering on the badges was as follows in chrome or gilt and in block capitals:

- Ticket Collector
- Foreman
- Porter
- Guard
- Excess Luggage
- British Railways

Uniforms

Uniforms were issued either annually or bi-annually depending on the job title.

Goods Guards - Double-breasted jacket, two pairs of trousers and sleeved or sleeveless waistcoat annually, overcoat or mac bi-annually. There was also the option of either a Sou'wester or PVC cap every four years. The cap had a black oak leaf band around the crown with a chrome enamelled 'Guard' badge with Lion and Crown above.

Passenger Guards - Double-breasted jacket, two pairs of trousers and sleeveless waistcoat annually, overcoat or mac bi-annually. The cap had a black oak leaf band, the bottom piped in gold around the crown with a gilt enamelled 'Guard' badge with Lion and Crown above. There was also a gold edge to the peak.

Station Foreman - Double-breasted jacket, two pairs of trousers, two shirts, four collars, two ties and a sleeveless waistcoat annually, overcoat or mac every three years. The cap had a black oak leaf band, the top piped in gold around the crown with a gilt-enamelled 'Foreman' badge.

Excess Luggage Collector - Double-breasted jacket, two pairs of trousers, two shirts, four collars, two ties and a sleeveless waistcoat annually, overcoat or mac every four years. The cap had a black oak leaf band, the top piped in gold around the crown with a gilt enamelled 'Excess Luggage' badge.

Porter - Single-breasted jacket, two pairs of trousers, choice of sleeved or sleeveless waistcoat, two shirts and two ties annually. The jacket had chrome buttons and there was the option of a pea jacket or overcoat every three years. The cap had a chrome -enamelled 'Porter' badge.

Diesel Locomotive Drivers for passenger services - Light green single-breasted jacket with darker green coloured collars and three black buttons. On the collar was a circular dark green cloth patch with the letters BR embroidered in yellow. The trousers were the same dark green as the collars, as was the cap. Around the headband were the words

'British Railways' embroidered in yellow on a fishtail badge and a Lion and Crown above the lettering. Another version of the same uniform had a dark green jacket.

The steam locomotive crews continued to wear the same uniform as before and it would have been acceptable for them to wear their denim overalls while working non-steam goods or moving traction around the sheds.

It has also been mentioned that some of the drivers on shunting duties wore

an orange cloth jacket. This would not be for hi-visibility safety purposes but so they could be seen at a distance by other personnel.

Depot Foremen sometimes wore a warehouse type coat in dark blue.

Depot Fitters wore dark blue overalls and shunters could be seen in either the Loco crew denims or a similar uniform to Porters, with a cap bearing the badge 'British Railways'.

A British Railways Fireman (my Father) on ex-NER G5 No. 67254 in 1957. The locomotive would be withdrawn later in the year.



Locomotive Crew Driver, Guard, Fireman (my Father) in 1963.





Second Man (Bob Anderson) in the 1970s.

Additional guides

The simple rule with hi-visibility clothing is there isn't any! This type of clothing is definitively reserved for later periods of British Railways and is conspicuous by its absence in the 1940s up to pre-Corporate image.

Permanent Way staff wore no protective clothing. The Lookout for the gangs had a white armband, which had a disc attached. They also carried a red flag and horn to warn the other members of the gang.

Trousers were sometimes tied around the calf to stop them from being caught on points.

Dirt

Anyone working on the goods side of the railways would be dirty. My Father was a Fireman at South Dock, Sunderland, and he returned home after every shift still dirty despite having a quick wash before he left the shed. His overalls were ingrained with coal and would leave a coating of black dust inside the washing machine, much to my Mother's joy!

We weather our locomotives so why not weather our crews, too?

Prototype for Double Arrow period

In 1964, British Rail started trials on a new style corporate uniform. This lasted for two years and at the end of the period the suggestions submitted by the staff involved,

along with the British Railways Board saw a new uniform for all staff, which began to be distributed in April 1966. When the uniform was given out it came with a booklet entitled *Your New Uniform*, explaining the reason behind the change. The first paragraph "Why a new uniform?" was to set the scene for the future, "An up-to-date transport service cannot be represented by uniforms dating from a less style-conscious age".

The first chapter "Fit and Quality" describes the reasoning behind the uniform, pointing out the square cut jacket to avoid sagging. It was made from good quality, lightweight, smooth wool. The trousers were made to be worn with or without braces and with the addition of belt loops so jackets could be taken off if heat was an issue.

Caps were made to be comfortable and close fitting, with a modern image. The crown was made so it would not stick out and couldn't be knocked off by the wind, which had been a problem with previous caps. Shirts and ties were issued so there was no variation between the wearers of the uniform, unless it was one to denote rank.

The colour was described as a "pleasant and practical change and the dye is reliable". With this in mind the colour was described as dark blue. However, I have seen almost black variations of the uniform over the years.

The idea of the uniform was so no one would think the wearer was anyone other than a member of British Rail. The Board wanted employees to be smart and anyone who had an incorrect fitting uniform was to notify their supervisor.

The second chapter "Wear and Care" pointed out to the wearer the importance in having pride in their uniform and how to look after it, including the correct way it should be worn. There was to be no individuality, with the jacket and waistcoat buttoned up for appearance at all times, nothing to cause bulges in the pockets, no unofficial badges and only those authorised such as Trades Unions or a flower for special occasions. The uniform was to be dry-cleaned to restore its new look when necessary and staff were allowed to decide on their own footwear. However, it was expected to complement the rest of the ensemble. It read: "A new look from head to foot is the distinguishing mark of all who wear the British Rail uniform. Now that you have it, please see that you play your part. Keep your uniform in the best possible condition and so help to establish the new image of British Rail".

Driver - Cap to have blue patch with gilt double arrows on. Gilt buttons with double arrows on.

Three drivers; Dicky Malkin, Gordon Wilson and Cyril Malkin at South Dock in 1987.





Second Man - As the driver but with chrome double arrows. Chrome buttons with double arrows on.

Guard - Cap had chrome double arrows, white piping around the back and white braid on the peak. The jacket had four chrome buttons with the double arrows on, double arrow badge on each collar and silver piping on the sleeve cuffs. Trousers, a sleeveless waistcoat with five black plastic buttons and an overcoat with four chrome buttons.

Station Porter - Cap with red double arrow. Dark grey jacket in wool serge and four chrome buttons, red double arrows on collars (either side) and sleeves with red piping to the cuffs. The sleeved waistcoat was also dark grey, with six black buttons and the sleeves were striped in red and black going down the arms. Trousers were black and the dark grey overcoat had four chrome buttons.

Station Master and Manager - Cap with an oval piece of material on the front bearing a gilt lion, wheel and crown. Three bars of gold piping around the back and a wide gold edge to the peak. Double-breasted dark grey jacket with four black buttons. Sleeveless waistcoat with five black buttons. Dark grey trousers and overcoat with four black buttons.

Foreman and Ticket Collector - Cap with chrome double arrow. Dark grey jacket with four chrome buttons and chrome double arrows on collars (either side). Sleeves had silver piping to the cuffs and the sleeveless waistcoat had five black buttons. Trousers were dark grey, as was the overcoat, which had four chrome buttons. Foremen had a black enamel rectangular badge worn on the right breast with 'Foreman' in white lettering.

There were also specific uniforms for Travelling Ticket Inspectors, Train Attendants, Station Inspectors, Junior Station Masters and Managers. All buttons on jackets and overcoats were embossed with the double arrow.

1973 uniform change

This was mainly a change to the double arrow badge, which now had bevelled edges on the caps and buttons.

Drivers and Secondmen - The cap badge was replaced with a gilt version and the jacket now had three gilt buttons.

Guards - Chrome cap badge with two silver pipes around the back and a silver edge to the peak.

Station Supervisors and Inspectors - The gilt badge was made larger.

1978 uniform change

This was the start of a new trial for different material of a wool and synthetic fibre to be used for uniforms. The trial uniform was accepted and issued in 1981 to Railmen, Leading Railmen, Senior Railmen and Chargemen, with Guards and Station Supervisors receiving the uniform in 1983.

These changes saw a dark blue blouson jacket with elasticated cuffs and red zip. Both arms had a red double arrow on the upper sleeve and between the elbow and cuff was one red bar for Railman and two red bars for Leading Railman. The cap was changed to include a red band around the back and a red double arrow. For the Senior Railman there were two light blue bars on the lower arm and three for the Chargeman. Both of these had a light blue band around the hat. Guards' hats had a silver embroidered double arrow with two silver pipes around the back, while Station Supervisors had a gold double arrow. Trousers were in the same material. Three-quarter-length overcoats were also issued with rank markings and these grade colourings were also used on the shirt epaulettes.

1994 uniform change

In 1994, British Rail again changed its uniforms for the final time. It issued two clothing booklets, *British Rail Clothing* and *The Right Clothes*. The uniform was very different from the previous corporate uniform and included jackets, trousers, skirts, shirts, blouses, overalls, ties, bows, footwear, hats and gilets, as well as instructions on how hair and jewellery were to be worn.

Some of the clothing items were reversible and universal hi-visibility clothing began to appear. However, 1994 also saw the

beginning of privatisation so, although the uniform began to be distributed, it would change under the new regime.

Additional guides

Hi-visibility clothing didn't start to appear on British Rail until around 1985, and even then it wasn't in any great quantity. *A Day in the Life of British Rail*, published in 1989 by Guild Publishing of London, and edited by Murray Brown of *Rail* magazine, shows a snapshot of BR from the time. In this publication, Permanent Way and Workshop staff are seen wearing non-reflective orange overalls, bib and braces, coats and short bibs with orange rubber buttons, while either were in the workshops or on the track.

Train crews were not issued with the short bib until later in the 1980s, and from conversations with my Father, who was a driver, they very rarely wore them unless necessary or told to do so! The original bib was later replaced with another style of short bib, which had reflective stripes on it.

Needless to say, health and safety became a bigger issue in the 1990s, and the use of hi-visibility reflective clothing became more important.

Irregularities

As the new uniform started to go on general release in 1966, there is nothing to stop you from using figures wearing it in green diesels. Of course, there would be a changeover period. Although British Rail set down regulations for their uniforms, there were always Drivers who would wear something not in the clothing manual. Look at the photograph of the three drivers at South Dock, opposite. One of them is wearing his old pre-Corporate washed-out blue coat!



1981 Railman's cap

INBOX

Q&A
LETTERS
PROJECTS

SHED DILEMMA

After a couple of false starts, I am now seeking to house my new layout at the bottom of the garden. (The garage and loft layouts were a bit of a disaster).

Have you any experience on the dilemma of building a 6m x 3m purpose-made timber shed to my own specification – doors, windows and insulation – as opposed to buying a second hand site cabin from a manufacturer such as Portakabin?

The first is going to cost me more, but gives me what I want. The latter will be cheaper and quicker to get going. I am worried about the insulation qualities of the site cabin and the compromises I will have to make with buying something off-the-shelf.

Chris Fletcher-Smith

Howard Smith replies: Hi Chris, it's an exciting dilemma to have. Speaking from experience after building a shed from materials, you'll be far better placed to get a custom design that maximises your space, though this comes at a premium. If it's something you don't feel confident building yourself using raw materials – many plans are available freely online – outsourcing the work to one of the many companies is a good solution. Be wary of thinner and cheaper materials that might be used, however – you'll need the building to be secure if it's outdoors and weatherproof. The building must be classed as a temporary structure; i.e. no foundations, unless you seek planning consent, and it must abide by regulations such as maximum height or distance from boundaries.

You can enhance cheaper sheds with better roofs, doors and windows, though premium sheds are preferable for the reasons outlined above. An additional layer of cladding might be worth considering, too, plus the positioning of windows and doors, relative to your model plan. Harsh light through a window is likely to affect one part of your model more than the rest, potentially fading colours on card buildings, or causing track to expand. Would a roof lantern be worth considering for a more even distribution of light? Regarding insulation, you'll need to run power out to the shed with armoured cable, so installing a source of heat from electricity won't take much for those chiller days. Keeping the shed waterproof is simple, but reducing levels of humidity will take more effort. The seals on doors, windows, and even the raised floor will need to be sealed tight, and a de-humidifier will almost certainly be required to prevent ingress of moisture to sensitive model components or card buildings. With either solution, I think the prevention of humidity with our damp winters will be your largest battle.

KEEP IN TOUCH

BRM The Maltings, West Street, Bourne, Lincolnshire PE10 9PH

TELEPHONE 01778 392059

WEBSITE www.brm-magazine.co.uk

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.

CONTROL PANEL

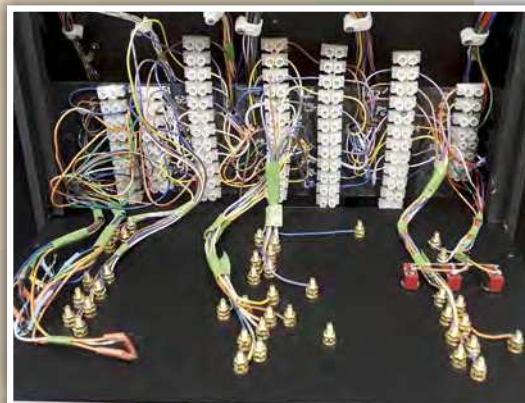
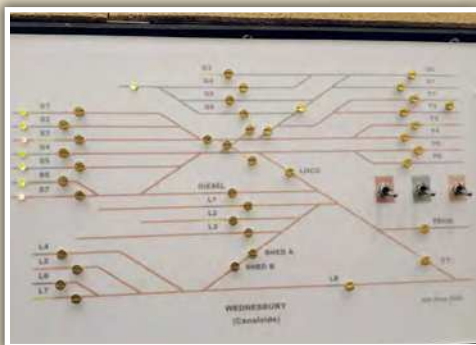
I read with interest "How to Design a Control Panel" and thought you may be interested in a control panel I have just completed for my layout 'Wednesbury' (Canalside).

It is generated on Excel and sandwiched between two sheets of acrylic 3mm thick. The top sheet is opaque so as not to show any scratches, I hope.

I operate DCC and the control panel is for pencil touch solenoid point control, with a hidden diode matrix for route selection. There are Irddot 1s operating dual colour LEDs for hidden storage occupation. The layout is wired in three areas for easier short circuit finding and the three isolation toggle switches can be seen on the right.

The Panel was reasonably easy to make and not very expensive. Care was taken in drilling the holes for the bolts, which are too big, but seemed OK at the time. It's over-engineered but that's me; if there is an earthquake, my wife reckons my layout will be intact.

Ken Foley



A FITTING TRIBUTE

We regret to announce the recent death of long-time member, David Knight, on January 24, 2020. An extremely competent and skilled modeller, he will be best remembered for his lifetime's work on his justifiably famous layout 'Somweir Junction', modelled on Barnstaple Junction in LSWR/SR days, and featured some years back in **BRM**, where it graced both the front cover and was selected as layout of the month.

By profession an architect, David eventually settled down in Shrewsbury, Shropshire, where he enjoyed a long and fruitful career with the Council. He joined the Association in its early days, soon becoming Secretary and organiser, a position he held for many years, safely steering it through many stormy waters along the way, before stepping down and being presented with life-time membership in recognition of his unstinting work. Indeed, it would be fair to say that, but for David's unbounded enthusiasm and caring nature, it is unlikely the Association would exist in its present form, if at all.

His architectural skills were put to good use in his models, often with superb results and he always had time for those around him, encouraging the shy and experienced alike.

In the final months, with his health beginning to fail him, he was unable to attend club meetings, but he still retained a keen interest in everything and was regularly updated by fellow members. Contact was then made with Barnstaple Museum and such was the high standard and reputation of his work that several members of this prestigious organisation travelled up to Shropshire to see the layout and David's offer of donation.

On seeing the layout, the decision was immediately made to accept the offer. It was carefully disassembled and then transported over 200 miles back to Barnstaple, where the museum was about to undergo a major and sympathetic extension to the main building. This has now been completed and the curator, Alison Mills, has now had 'Somweir Junction' re-erected in a dedicated room for all to see, with a local group running operating sessions during opening hours in the summer months; a fitting tribute to an outstanding modeller.

The funeral service took place on Thursday, February 6 at Christ Church in Shrewsbury, and was attended by many people from all walks of life, the Association being represented by a substantial contingent of his friends and colleagues. A dedicated family man, he will be sadly missed by his wife, Annette, and by his family to whom we extend our sympathy. Kind, knowledgeable and generous to a fault, he was above all a true friend, and we will miss him.

Eric Challoner

On behalf of the Association of Shrewsbury Railway Modellers



N GAUGE CONUNDRUM

I have taken up your 'layout in a box' suggestion following my N gauge model. Luckily, I managed to purchase some modelling material before the long haul of hibernation and purdah.

I have only got as far as building a couple of baseboards and have managed to lay the main track and I now have the electrics, track ballast, and scenery to wrestle with.

I hope you will help this newbie with an N gauge conundrum. As a fan of Iain Rice, I followed his advice, and added weights to my rolling stock, which helped to balance movements. I have searched online for similar words of wisdom to no avail. Have you any suggestions?

Les Stinton

Phil Parker replies: I'm not aware of any specific recommendations for wagon weighting in N gauge, however the N Gauge Society might be able to help. As I recall, Rice's ideas were based on the NMRA standards, but modified as American rolling stock tends to have bogies and we enjoy a lot more four-wheel wagons. You could develop your own. The key is for all the wagons to be a similar weight so pick your heaviest and then add lead to bring the others up close to this. It's a little rough and ready, but should help the layout run well.



INGLENOOK REQUEST BOOK REVIEW

I am a young (23), keen and aspiring modeller as I have a reasonable fleet of locomotives and rolling stock, not to mention an avid reader and subscriber of **BRM**. As I have little room for a layout and only a beginner, I was wondering if it would be at all possible for more Inglenook-style shunting layouts to be featured? This would be extremely helpful as I feel it would give readers in a similar position encouragement and a variety of ideas to work with. I understand it may not be considered the most enthralling feature. However, it would be interesting to see what people can and have achieved with such layouts including their setting, scenery and space management. Not to mention all the minor and intricate details they may have included. Oh and thank you for continuing to publish such an inspiring magazine!

James Byers

Just a line regarding the review of *Steam on the Eastern and Midland* by David Knapman in April BRM, I thought the reviewer, while regionally correct, on comments referring to the North Eastern being outside this books remit, may have perhaps forgotten that from a locomotive spotter's standpoint there were, in the '50s and '60s, four essential steam spotters' books ie: Southern; Western; Midland and Eastern. They represented the products of the four companies, plus in each the BR Standards.

I suspect the author was referring back to these, hence North Eastern (and ex-LNE Scottish) Region was, to locomotive spotters, not really that relevant, as the Ian Allan Blue book covered most locomotives you'd have seen at York; Darlington and Ripon.

Chris Worby



Start as you mean to finish



Humbrol Enamels... the modeller's standard for decades.



Discover everything you need for all of your hobby projects with the Humbrol Spray range.



Adding grime, dust, rust and weathered effects to your models is made simple with Humbrol Washes and Weathering Powders.

Visit www.humbrol.com where you'll find help and advice as well as hints, tips and product demonstration videos to get the best out of the wide variety of Humbrol products available!

BRIDGEFIELD QUARRIES

Ian Wilson's interpretation of this ironstone line with typical East Midlands architecture in pleasant countryside arose from a site visit in 1966.

Words: Ian Wilson **Photography:** Tony Wright



Factfile

Layout name: Bridgefield Quarries
Scale/gauge: 7mm:1ft / 1:43 scale / O
Size: 20ft x 27in
Era/region: 1960s / Ex-MR
Location: East Midlands
Layout type: End-to-end

Stanier 8F 2-8-0 No. 48666 backs empty iron ore tipplers into the quarry reception siding. Hudswell Clarke 0-6-0ST *Pen Green* waits on shed ready to take the empties to the quarry face.



It was 1966 and I was about to start a graphic design course at Leicester College of Art, so one summer's day, I decided to take the opportunity to explore some of the local quarry workings. My Uncle, John Grogan, had recently died and I had acquired his grey Minivan 235 FNV and was enjoying the new freedom of owning my own car and not having to beg to borrow my Dad's Singer 'Gazelle'. At the time, my father was working for Stewarts & Lloyds Ltd. at its massive steelworks in Corby, Northamptonshire, where the extensive quarry network was used to supply the four blast furnaces. I was brought up with the glow of steel making all around and within earshot of steam locomotives hard at work in nearby quarries. In Northamptonshire there were also smaller ironworks at Kettering, Cransley, Islip and Wellingborough. At Corby the quarries were connected directly to the steelworks, mostly by standard gauge lines, but at Kettering the gauge was 3ft and at Wellingborough it was metre gauge. There were also outlying quarries where quarried ore was taken to exchange sidings by four and six-coupled industrial tank locomotives, and then made up into main line trains for onward shipping to steelworks.

Storefield at Barford Bridge – between Corby and Kettering – was one such

outlying quarry system. It was owned by the South Durham Steel & Iron Co. Ltd. and the ore quarried there was taken in 26T vacuum-fitted tippers to West Hartlepool, usually hauled by a 9F 2-10-0. A short distance north along the ex-Midland Railway line from Kettering to Nottingham was a smaller quarry system – Bridgefield Quarries – which like Storefield had originally been a 2ft 6in narrow gauge system owned by E.P.Davis from Bennerley in Derbyshire. In 1929, both systems had closed and the track had been lifted, but with the start of World War II, there was an increased demand for iron ore and in 1940 standard gauge track was laid in the two systems. The smaller workings at Bridgefield were taken over by Stewarts & Lloyds Ltd. and quarry locomotives were sent there from the company's main quarries at Corby, a short distance away. Usually, there were two locomotives in steam, one to handle wagons on the fairly level route to the quarries and the other to handle taking loads up the 1-in-40 incline to the exchange sidings.

On arriving at Bridgefield, I found two locomotives being readied for their day's work - Hudswell Clarke 0-6-0ST *Pen Green* works No. 607 of 1903 and Peckett 0-4-0ST *Cockspur* works No. 1289 of 1912. *Pen Green* was a Corby locomotive that had escaped the scrapper's torch in 1964 and had been transferred away from internal steelworks

duties to the rural setting of Bridgefield, while *Cockspur* had been transferred to Bridgefield Quarries from Storefield (where Andrew Barclay 0-4-0STs were the favoured motive power).

Quarry Operation

In the quarries, track was lightly laid so that it could be slewed sideways as excavation of the quarry progressed. One excavator – usually a dragline with sufficient jib length for tipping clear of a train awaiting loading – would remove the overburden and another, usually a steam or electric shovel, would load the wagons at the quarry face. Lines then often travelled through picturesque scenery before reaching the exchange sidings. Loaded trains from the quarry would amount to perhaps eight wagons but more often a lot less, especially if the route to the exchange sidings was up a gradient. Many quarries continued working into the mid 1970s so in addition to four or six-coupled tank locomotives, both industrial and former main line diesels could also be seen. Where rail access to quarries was impracticable, lorries were used to bring ore to tipping docks at the exchange sidings.

The most intensive quarrying operations were around Corby in Northamptonshire, where the extensive quarry network was used to supply the four blast furnaces of the massive Stewarts & Lloyds steelworks.

Having dropped off the empties, the 8F makes its way back up the 1-in-40 gradient to the exchange sidings to collect a train of loaded tippers.



A general view along the length of the layout from the quarry end looking towards the exchange sidings in the distance. The total length of the scenic section seen here is 14ft.



Layout Planning

The concept of an ironstone layout came about when my friend John Emerson suggested a compact joint project suitable for taking to exhibitions. The main influence was Storefield at the time. John was already well known on the exhibition circuit for his extensive 7mm scale layout 'Gifford Street Sidings' and a plan was drawn up of an 8ft diameter layout made up of four equal quadrants. It looked good on paper but after some thought we decided that the tight curves required would make it impractical and the idea was shelved. But the concept lived on – one of the locomotives earmarked for use on the layout was John's DCC-fitted Hudswell Clarke 0-6-0ST by Ixion, so I purchased it from him and with custom plates from Narrow Planet re-liveried it as HC607 of 1903 No. 3 *Pen Green*. This locomotive had worked in the quarries of Stewarts & Lloyds at Corby from new until



Ironstone History

The earliest ironstone quarries were found where the ore deposits lay close to the surface. Excavation was originally done manually by plank and barrow working, and loaded wagons of ore would be hauled away by horse power. As quarrying became more intensive, narrow gauge steam-hauled systems arose and most – but not all – were eventually replaced by standard gauge lines. Later quarrying used large draglines to remove overburden and reveal the iron ore seams for smaller excavators to dig out and load into railway wagons – then to be carried either directly to nearby steel works or in the case of more outlying quarries to exchange sidings on the nearest main line railway.

withdrawn in 1964. A second locomotive – a DCC sound-fitted Peckett 0-4-0ST by Minerva was purchased and this too was fitted with custom plates from Narrow Planet as P1289 of 1912 *Cockspur*. The real *Cockspur* had come from Irchester Quarries in 1940 and worked at Storefield until scrapped in 1967.

With the arrival of this locomotive I then had sound added to the Hudswell Clarke by EDM of York, and so I had a stud of two locomotives – more than adequate for the

small ironstone line that was in my mind.

Bridgefield Quarries

Storefield is one of the locations featured in an Ivo Peters' video *Ironstone Lines of the East Midlands*, but sadly its location at Barford Bridge between Kettering and Corby has now been completely obliterated by the dual carriageway of the A43 road. However, the video, along with boyhood memories of the Storefield site prompted me to follow up the original layout plan and to build a

7mm scale model of an ironstone system trying to capture some of the character of the line. My Bridgefield Quarries layout is a small layout by O gauge standards, but has many of the features of Storefield – at one end a glimpse of the upper fiddle yard exchange sidings and the rear of a Midland signal box, which suggests that the sidings are alongside a main line. The line continues across an ungated crossing dropping down to a passing loop where full wagons are exchanged for empties to be taken back to



the quarries for loading. The line passes under a road overbridge with very tight clearance to reflect the line's supposed narrow gauge origins to reach the bottom fiddle yard that represents the quarries. The ruling gradient is 1-in-40, but the track to the engine shed, which diverges from the main line, falls away steeply at 1-in-18 – just as at Storefield. A long siding allows access to the water tower and provides storage for empty wagons.

Baseboard Construction

The baseboard comprises four sections,

each 5ft long, constructed with a frame of 75 x 25mm timber and 9mm MDF decking with an additional 3mm cork track bed.

The two centre scenic sections are 27in wide, while each end board has a 600mm long continuation of the 27in wide scenic section reducing to 280 x 955mm at the top exchange siding end and to 150 x 915mm at the lower quarry end. So on the 20ft long layout, the visible scenic length is 14ft, and this is supported on two 2121mm long x 950mm high sub-frames that are on castors so that the layout can be fairly easily manoeuvred in the railway room for

maintenance. Landforms were built up using Styrofoam coated and textured initially with exterior Polyfilla.

Trackwork

Peco Streamline bullhead track is used throughout with turnouts operated by Tortoise slow-action motors controlled by biased two way centre off switches. I didn't want a control panel, so the toggles of the switches are positioned in full view alongside the tiebar of each turnout. The switches are quite unobtrusive and cosmetic point levers from Southwark Bridge Models

0-4-0ST Peckett *Cockspur* is held at the top of the quarry incline while the 8F picks up its brake van. The removable ironstone loads are made from natural gravel sourced from a local builders' merchants and dusted over with real ironstone filings. Next to the ungated crossing is a farmhouse group constructed by the late Allan Downes, and this side of the crossing is a row of terraced cottages based on prototypes at Storefield and scratch-built by the author.





Where did iron come from?

At one time, all the continents were closer together, and changing shallow seas covered parts of Europe, including at times the East of England. Rivers carried sediment and dissolved minerals to the seas and lakes, where they were laid down. While this was happening, the Midlands of Britain was as far south as the French Riviera is now.

The outcrop of Jurassic minerals - including Portland Stone, Oxford Clay, Northamptonshire Sand Ironstone, Lincolnshire Limestone, Frodingham Ironstone and Cleveland Ironstone - stretches from the Dorset coast in the South to Middlesbrough in North East England. To the east of this is the outcrop of Cretaceous minerals - mainly chalk and limestone. The Northampton Sand Ironstone of the Jurassic ridge is the principal ironstone-bearing bed in the East Midlands, and the reason for the abundance of quarries in Northamptonshire, Leicestershire, Rutland and South Lincolnshire in the middle of the 20th Century.

Hudsell Clarke 0-6-0ST *Pen Green* is on shed while 0-4-0ST Peckett *Cockspur* hauls more loads to the exchange sidings. Note the inspection pit in front of the shed and the very basic coaling stage, based on one at Desborough Quarries.



constructed for me by Tony Wright add an extra touch of realism.

Rolling Stock

The two locomotives currently used on the line have already been mentioned. The 8F 2-8-0 seen in some of the photographs was loaned for the photo shoot by John Emerson. The main business of the line is obviously collecting iron ore from the quarries and hauling it to the exchange sidings. Peco 27T iron ore tipplers are

perfect for this and mine have been expertly weathered by Geoff Haynes. I run them in rakes of three and have removable ironstone loads so that empties arriving in the quarry fiddle yard can be 'filled'. The locomotive shed siding is home to a variety of vehicles – a Lionheart BR 16T mineral with locomotive coal, a Skytrex 'Lowmac' and a Slater's MR Box Van, lettered as a Stewarts & Lloyds stores van. Two Slater's ex-NER hoppers are also lettered as S&L internal vehicles and appear from time to time, while at the

exchange sidings a Slater's 20T BR brake van adds main line interest in the short siding by the signal box.

Building work

Working along the line from the exchange sidings, the first structure is from a Prototype Models Midland Railway signal box kit (which I produced the artwork for shortly after I merged the company with Slater's Plastikard in 1977). The prototype for this kit was the box at Luffenham



Junction on the line between Stamford and Oakham, and a lamp hut based on the prototype at Glendon East near Storefield completes the scene. Next to the ungated crossing is a farmhouse group constructed by the late Allan Downes, and beyond the crossing is a row of terraced cottages based on ones at Storefield and scratch-built.

All the structures around the shed have also been scratch-built by me, and all are based on prototypes from East Midlands locations – the water tower is based on one at Blisworth, the locomotive crew office and the workshop are from Glendon East, and the quarry office based on one at Corby. The engine shed was built from original plans of the shed at Harston near Grantham and includes all the internal timber framework. There is a story attached to how these plans came into my possession: when the quarry operations at Corby ceased, there was a sale of surplus office equipment and I purchased two plan chests for £5 each – a real bargain! On getting them home the bargain improved when I discovered that they were both full of plans of locomotive parts, quarries and quarry structures, including the plans of Harston shed. The actual shed had been acquired after dismantling by the Rutland Railway Museum at Cottesmore in Rutland, and the plans were used by them when the

shed was re-erected. The museum is now called Rocks by Rail and the shed can be seen there.

The final structure is the road overbridge and this is based on the prototype at

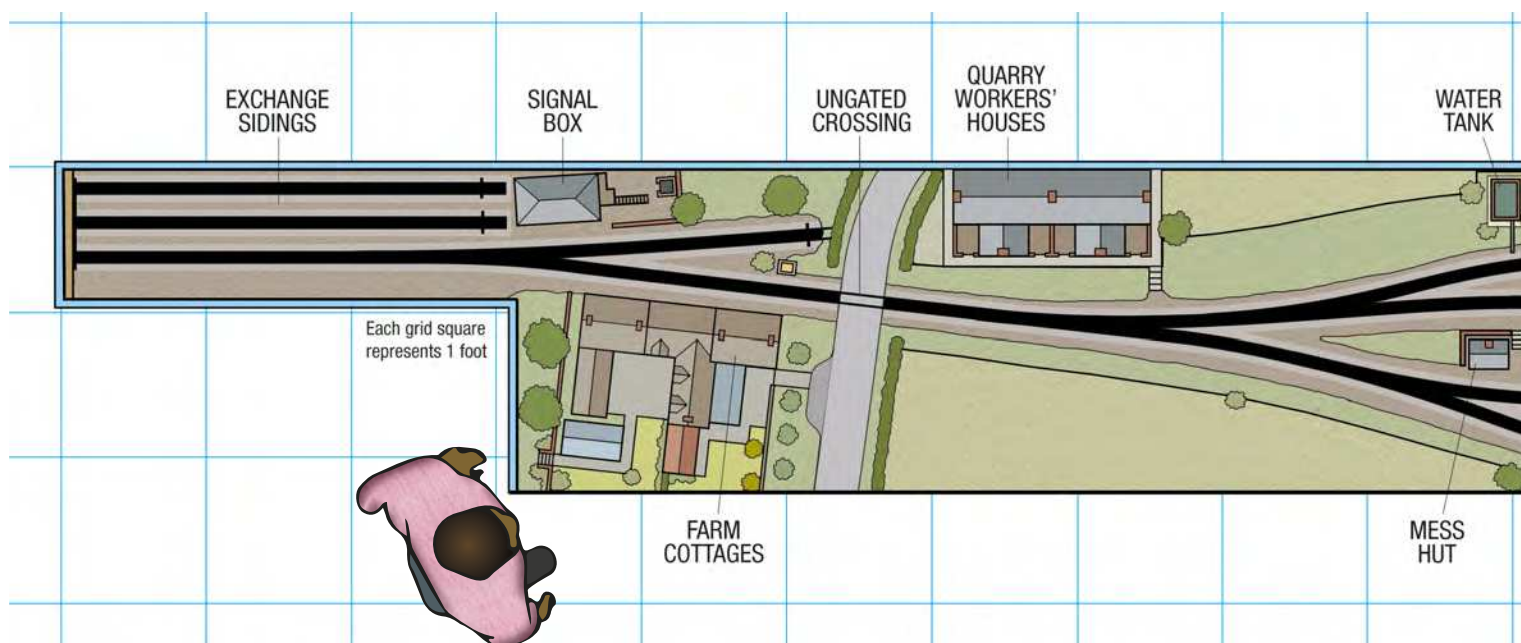
Storefield, which appeared in the Ivo Peters' video mentioned earlier. Clearance through the arch of the bridge is very tight because Storefield was originally a 2ft 6in narrow gauge system, which operated from 1902

The guard prepares his brake van - a Slater's ex-LNER 20T kit - for departure from the exchange sidings.



Trackplan

BRIDGEFIELD QUARRIES



until closure in 1929. In 1940, during World War II, the South Durham Steel & Iron Co. of West Hartlepool re-laid the system with standard gauge track and production of ore then continued until closure in 1971.

Scenic Features

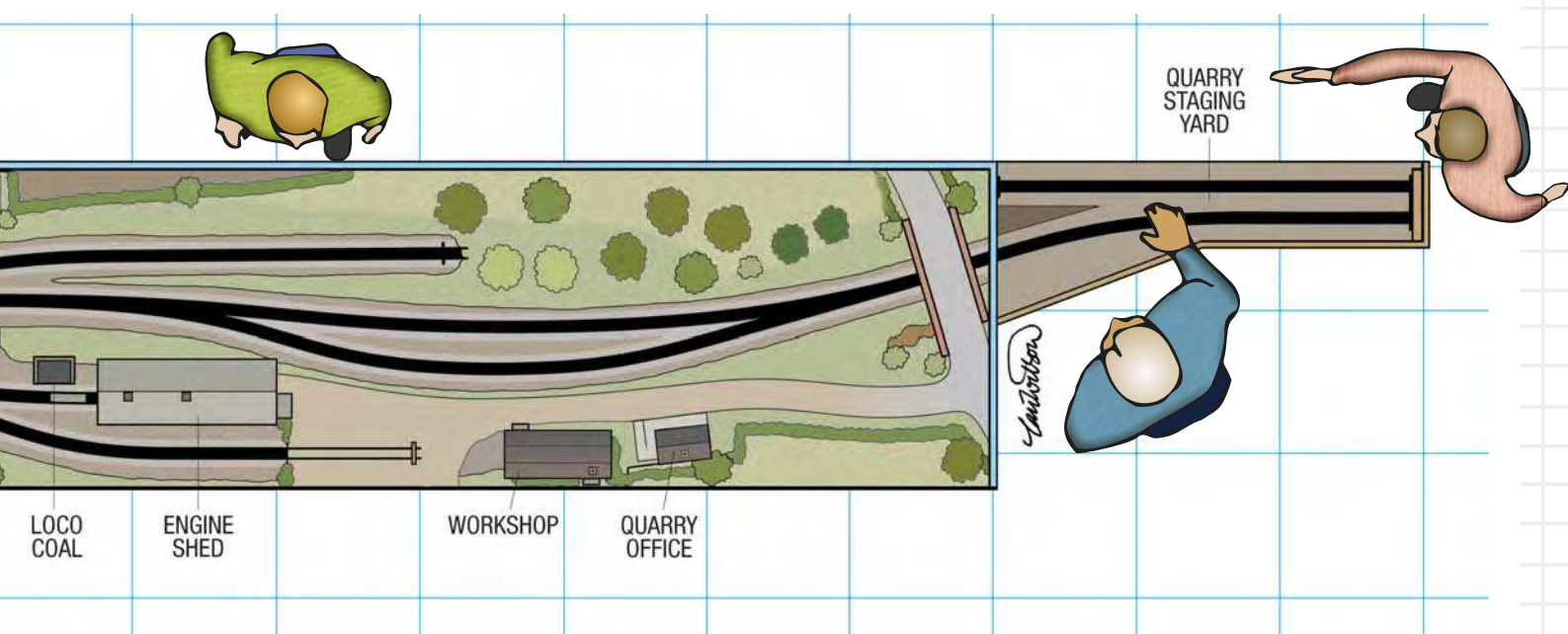
The two quarry locomotives have crew by Modelu, and more of its superb figures populate the layout, plus some from Omen

Miniatures. I try where possible to group figures in twos or threes for added realism. There are also three road vehicles on the layout – a Ford Thames van 476 FRP finished in Stewarts & Lloyds green and the grey Minivan, 235 FNV. Both are by Oxford Diecast. The other vehicle, RNV 640, is a Singer ‘Gazelle’ by Lansdowne Models – the real one belonged to my father.

For detailed information on all aspects

of ironstone quarrying I recommend the series of nine books by the late Eric Tonks titled *The Ironstone Quarries of the Midlands* and published between 1988 and 1992 by Runpast Publishing of Cheltenham.

Or, for a practical ironstone quarrying experience, the Rocks By Rail museum near Cottesmore in Rutland is worth a visit. For more information see the museum’s website: www.rocks-by-rail.org.





DIGITAL EDITION EXCLUSIVE

**CLICK AND SWIPE IMAGES
TO SEE MORE**



SLATER'S PLASTIKARD

Old Road, Darley Dale, Matlock,
Derbyshire, DE4 2ER
Tel: 01629 734053; Fax: 01629 732235



16mm WD Wagons

Our latest 16mm narrow gauge wagon kits are for the War Department Light Railways and for Welsh slate quarries.

The kit for the **WDLR D Class wagon** has been available for a while; it is largely an injection moulded plastic kit, but with the most vulnerable parts supplied as brass castings. As with all our kits, it comes complete with steel tyred wheels and correct scale couplings in cast brass. **Reference 16W05, Price £81.00.**

The **WDLR K Class skip wagon** is also a plastic kit, and has steel tyred wheels and brass couplings. **Reference 16W06, Price £23.00.**

Also now available is the kit for the **WDLR A Class Wagon**. This has a one piece polyurethane body with separate underframe, and also has steel tyred wheels and cast brass scale couplings. **Reference 16W07, Price £36.50.**

The latest wagons for Welsh slate quarries are the Dinorwic Slab wagon (**16W08**) and the Dinorwic "Rubbish" wagon (**16W09**). Both are largely made from brass etchings with some castings and are complete with correct double flanged wheels. Each kit is priced at **£26.80.**



16W05



16W06



16W07



16W08



16W09

Slater's Plastikard also produces a range of other 16mm products in addition to those shown here. These include locomotive and carriage kits, wheelsets, scale couplings, axleboxes and track components.

In addition we have a huge range of products in other scales: O gauge, Gauge 1 and Gauge 3 - standard gauge; and narrow gauge items in 7mm, 1:32 and 7/8" scales. Plus the original Plastikard and Microstrip.

We are constantly adding new products to our range.

UK Postage & Packing: £3.75 (for orders £10-£25); **£4.95** (for orders £25.01-£125); or **Free** for orders over £125 (excluding larger sheets of Plastikard). Overseas at cost (minimum £3.75)

www.slatersplastikard.com

WANTED

MODEL RAILWAY & COLLECTABLES

Top Prices Paid

*For all makes, all gauges and live steam,
aeroplane kits, boats, die cast etc.*

Instant cash paid

Will travel to collect

**MODEL
RAILWAYS
ONLINE**

01775 630385 / 07723 336344

email: usedmodelrailway@gmail.com

Woodgate Cottage, New Road, Deeping St Nicholas, Spalding, Lincolnshire PE11 3DU

see the full range of kits and building papers at...

www.superquick.co.uk

ALL DIE-CUT
CARD KITS



NEW FROM **SUPERQUICK**
MODEL KITS

EMBANKMENT ARCHES

C08 Embankment Arches in red brick



Fine OO/HO detail from...

SUPERQUICK
MODEL KITS

Available from all good model shops & online NOW!

www.themodeltraincentre.com



OO gauge full exhibition layout on show
DCC & DC demonstration tracks



DCC CONCEPTS APPROVED DEALER

Multi - gauge rolling road £39.75
Track cutter DCT-XTC £12.00
Zen decoder DCD - ZMINI..... £15.25
Cobalt Alpha Sniffer DCD-SNX . £23.00

STOCKISTS OF...

HORNBY

METCALFE

BACHMANN
GROUPE LINE

GRAHAM FARISH
by BACHMANN

WOODLAND SCENICS

GAUGEMASTER

Humbrol

SCENECRAFT
by Bachmann



Full range of Metcalfe kits

OPEN Monday - Saturday
9.00am - 5.00pm

The Model Train Centre
CLARKS HARDWARE
96-104 Every Street, Nelson,
Lancashire BB9 7LS
CALL: 01282 601488

HOW TO... **BUILD AN LNER 32FT BRAKE VAN**

Words & photography: Tony Wright

Seeking variety for his fleet of rolling stock, Tony Wright turned to this modern-media OO gauge kit of an LNER 'Pigeon' van, manufactured by Isinglass Models.

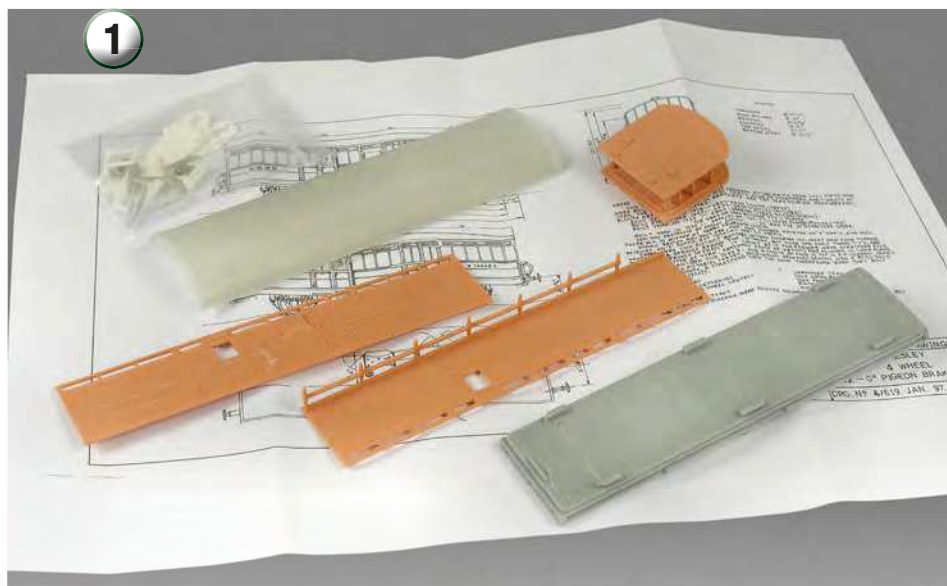


I must admit to being rather ignorant of modern media for constructing models, so I approached the building of this resin kit from the perspective of a 'newcomer'. The description 'pigeon van' causes concern in some circles, but the LNER described these four-wheelers as such and so does the Isinglass drawing. The type was built in numbers between 1928 and 1930, erected at Stratford and York Works. There were detail differences which modellers should be aware of – springs inside or outside the 'W'-irons, ventilator positions, handrail positions and so forth. Consultation of prototype pictures is essential. They could be seen anywhere on the LNER's lines and those of its successors; indeed, by BR days, these versatile vans could be seen anywhere on BR. They lasted into the corporate blue era of British Rail, and at least one example has been preserved.

What one gets from Isinglass are 'sides;

ends; roof; vents; drawing. One also gets a complete floor pan, headstocks and solebars. 'Available on request are underframe; bogies' - bogies? Not included are wheels, handrails, door handles, interior detail and underframe components. 'Sort of' instructions are

provided, but these are generic – including bogies! It's a pity the accurate drawing is not to 4mm scale, which would have made it much more useful in plotting positions. Everything is provided in resin, in one form or another.



All the components are 3D-printed and laid out prior to assembly. No need for a soldering iron, then!



2



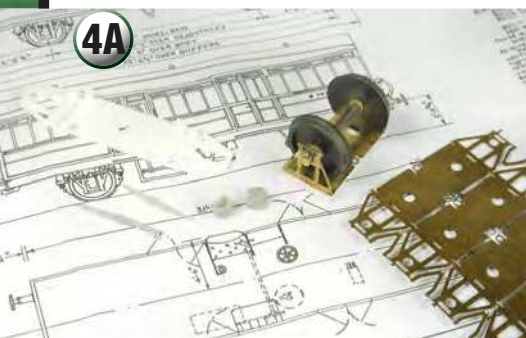
The fit of the parts was exceptionally good at source, with almost no cleaning up being necessary, even after removal of the 'feeds'. Superglue was used to fix the parts together.

3



The 'V'-hangers are a little on the chunky side, though, given the nature of the material, this is inevitable. Central positions for the axles were sensibly marked in the floor.

4A



The 'W'-irons and their fittings were 3D-printed, and, in my opinion, unsuitable for the task of carrying the wheels. I substituted etched-brass 'W'-irons – I have loads of these sorts of things; available from the likes of Comet or MJT.

4B



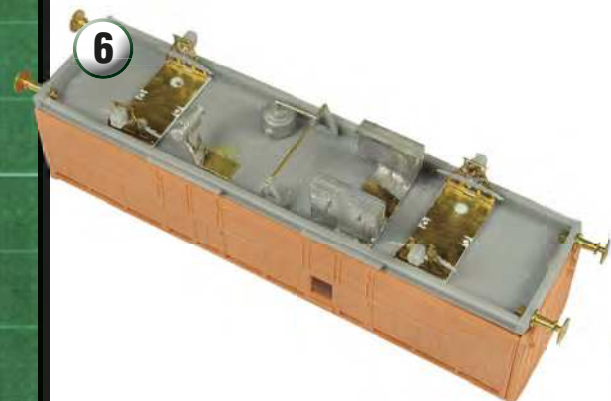
Since Isinglass provide etched brass 'W'-irons and pin-point brass bearings in the likes of their LNER milk van kit, I'm surprised these weren't included in the pigeon van one.

5



This is one of the 'W'-iron units made-up (at last, the soldering iron!). The resin axleboxes provided were simply glued over the ends of the pin-point bearings. Standard 14mm Romford/Jackson coach disc wheels were employed. The 3D-printed springs were superglued inside the 'W'-irons.

6



To give the correct ride-height, the etched wheel assemblies were glued on to the resin pads that carried the original 'W'-irons – they just snapped off! Items not supplied, such as the battery boxes, dynamo, brake cylinder and buffers came from my spares boxes. They're all available from the likes of Comet or MJT.

7



Temporarily fitting the roof caused the side/end joint at one point to spring, fracturing the original superglue bond. Strictly-speaking, the buffers are not dead right – they should have square bases.

9

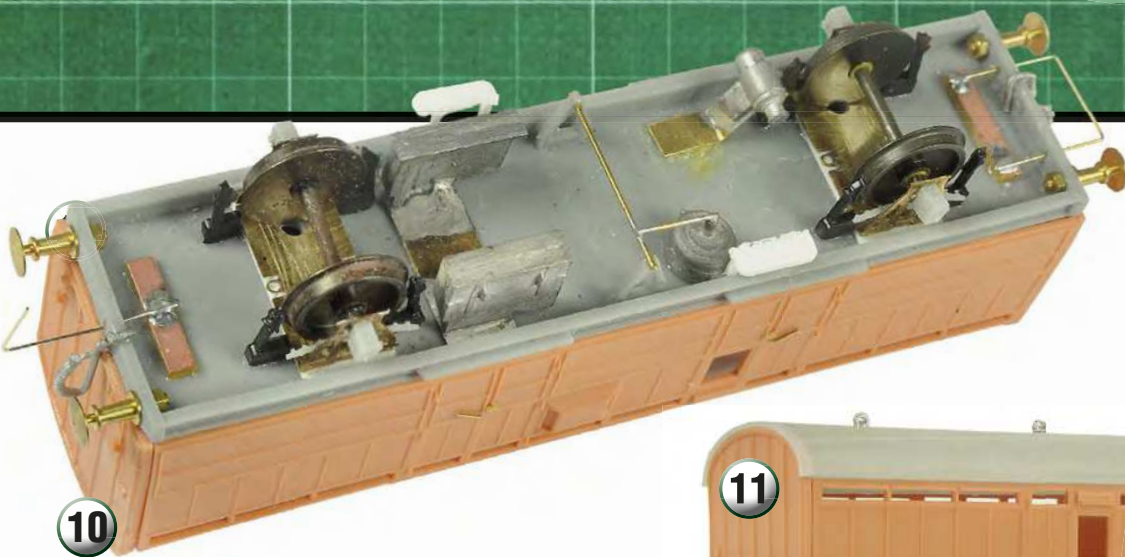
Anything made primarily in resin/plastic will be inherently light – too light for operational service. I glued a strip of lead flashing (acquired from a builder mate, years ago) inside to aid subsequent running stability. My hook & bar couplings have been attached.

8



Despite my chamfering the roof rebates, on refitting, a piece of one end snapped off, just like chocolate from the fridge! Fortunately, the break was in one piece and easily repaired with superglue. The cast metal vacuum standpipes came from another of my spares boxes.





10

The complete chassis assembled. No brake blocks were supplied, so I used spare ones from Parkside Dundas/Peco wagon kits. It pays to have plenty of spares boxes!



11

The (almost) finished van, prior to cleaning-up and painting. As yet, the springs have nothing to hold their ends in place! The 3D-printed steps are a little on the chunky side. The 'T'-handles came from an MJT fret and the longer handles from brass wire.



After painting, the glazing was applied using 'Glue-n'-Glaze for the upper lights and thin PlastiGlaze for the guard's door windows. Because of the roof's 'lip' for fixing, there was insufficient room for PlastiGlaze in the upper lights.

Conclusion

Running on 'Little Bytham', the finished model really looks the part in my view. I based it on the picture at the top of page 15 of David Larkin's book *BR General Parcels Rolling Stock, A Pictorial Survey, Bradford Barton, 1978*. This shows an example without the bodyside horizontal handrails, and no grey 'destination' panels. My model's in company with another example of the type, built from a Chivers plastic kit by the late Dave Shakespeare. The differences in the tumbleholme shape, footboards and body depth should be noted.

In general, the fit of the parts is superb and it generally captures the 'look' of these distinctive vehicles. Where it fits in with equivalents, I'm not sure.

I'm delighted with how this model has turned out. Any beginner could build the body (it's a doddle), but getting it running could prove troublesome, especially with the running gear supplied. I'd definitely recommend including etched-'W'-irons, and also including all the other parts to complete it. Surely buffers, battery boxes and dynamo could be produced in resin, though the first-mentioned might be too vulnerable. For me, an experienced modeller with a vast supply of odds and ends, it was very easy and a pleasure to build, and (I hope) the finished result speaks for itself.

13



The completed model, after painting. The springs' ends were fixed to the brass section, glued in place – not dead right, but better than before. Painting was achieved by using Halfords car acrylics (rattle can); red primer and then Ford Burgundy Red, followed by brush-painting appropriate areas with Humbrol matt black No. 33. Lettering and numerals came from the HMRS Pressfix range, and the 'York' stick-on signage came from Hollar. The isinglass drawing suggests the prototypes were painted maroon from 1967, but it was a decade earlier than that. By 1967, any survivors would be repainted in rail blue.

For more practical advice and step-by-step builds, head to www.world-of-railways.co.uk/techniques

HOW TO... BUILD A PIT HEAD

Words & photography: Phil Parker

Looks can be deceiving with this intricate model, which is easier to build than you think.

Some modelling projects demand hours of work and the results aren't that impressive or exciting. Others will amaze your friends and family, but not actually require that much skill or effort. This is one of those.

At first sight, this Pit Head looks fearsome. Made of delicate metal latticework, it's a mass of detail. Even more impressive, this model is in N gauge, so surely you need to possess the skills of a watchmaker to assemble it?

Don't tell anyone, but the answer is no. The model is built from a kit designed and manufactured by Severn Models. Supplied as a set of brass etches, the modeller just has to follow the instructions, carefully removing and forming each part before fixing it in place.

You might assume that, at the very least, the parts will need soldering together, after all this is the usual advice for assembling etched brass kits. The good news, for those who see the technique as a black art, is that superglue will do the job. Andy Vaughan, the designer, is happy to show how all his models can be assembled with the stuff when he builds them at exhibitions.

Even a confident solderer like myself would be wary of trying it on this model. Any excess solder inside the lattice legs would be pretty much impossible to clean away for a start.

As it is, the most challenging aspect is forming all the bends, but with the aid of nothing more sophisticated than a steel rule, it's not a hard job. A line along where the metal will be bent is half-etched and if this is kept on the inside of the bend, the metal will naturally form where it's supposed to.

You don't even need many tools – a craft knife, steel rule, scissors, flat file and a small pair of pliers will be sufficient. It's a pleasure to build a well-designed kit.



Find more 'how to' articles at www.world-of-railways.co.uk

SHOPPING LIST

Severn Models

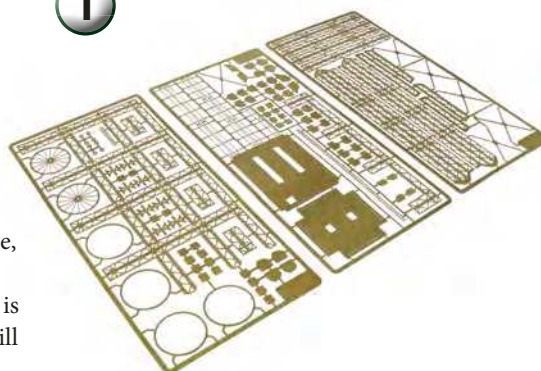
P.O. Box 785, Broseley, TF7 9FT

W: www.severnmodels.com

(N26) Mine Headgear Kit

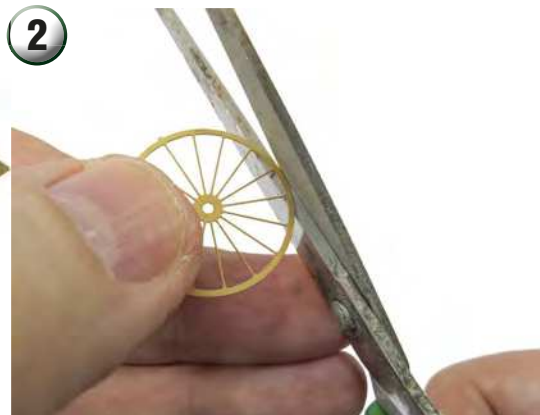


1



The etched parts for the model are supplied in an envelope attached to some plywood with elastic bands to keep them flat. Care is certainly needed to look after them as the metal is very thin and you really don't want to bend it.

2



Remove parts as required by cutting through the tabs holding them in the fret with a hefty craft knife. The remnants of the tab can sometimes be filed away, but I prefer to use scissors. You don't need anything special for this – these cheap scissors have been on my bench for a decade and they are still sharp enough.



3

The sheave wheels are made up of three layers that can be arranged so there is a groove around the edge for the ropes. Bearings and supports are included and slide through the centre, allowing the wheels to rotate.

5



The main leg etch folds up with the joints being half-etched overlaps. The lower of the two platforms then sits on top with the edges overlapping the top latticework. Once the glue is dry, the structure is far stronger than it looks.

TOP TIP

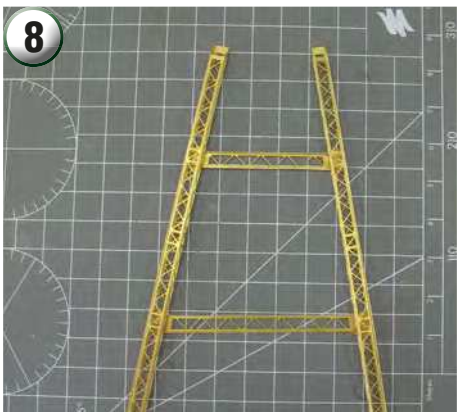
Superglue can be strange stuff. Sometimes it sets instantly, usually just when you would like a bit of adjustment time.

Occasionally though, you want stuff to set immediately and it decides to take its time. Blowing on the joint can help as the glue is set by moisture, but for an instant result, a squirt of 'kicker' will do the job.

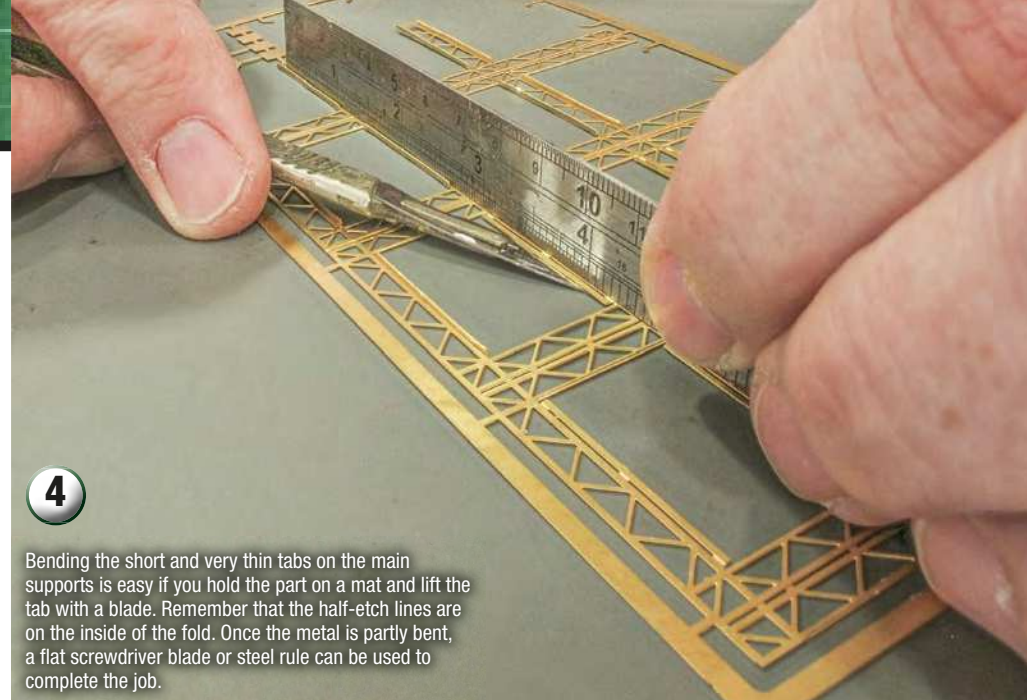
Work in a well-ventilated room as the stuff stinks. A joint that has been 'kicked' isn't as strong as one left to dry naturally. It's often good enough and when you are juggling components and just want them to stick, this can save a lot of frustration and bad temper.



8



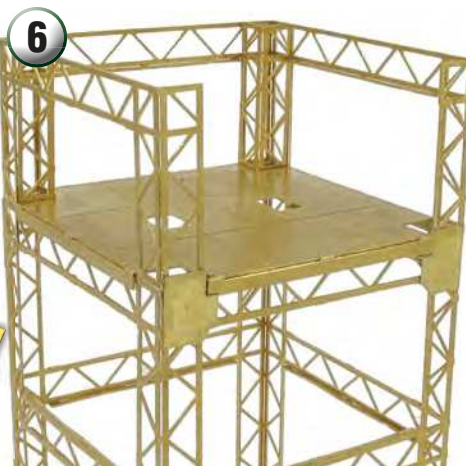
The long legs are joined by more rails, and a cutting board marked out with squares helps to ensure they are both leaning in at the same angle.



4

Bending the short and very thin tabs on the main supports is easy if you hold the part on a mat and lift the tab with a blade. Remember that the half-etch lines are on the inside of the fold. Once the metal is partly bent, a flat screwdriver blade or steel rule can be used to complete the job.

6



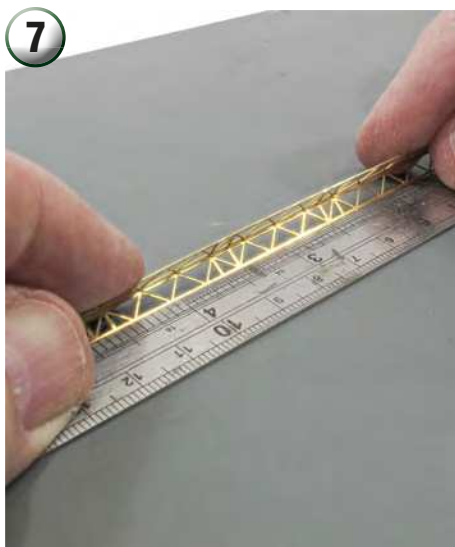
Folding the upper level is the same as the main leg and they are stuck to the top. The glue joint is weak but fixing the gusset plates makes things strong. Finally, the inner 'L'-shaped sections of latticework are folded and glued to make all the legs a square section. The tabs folded over at the start of the process help hold these in place, but a dry-run with each piece is important to ensure they go in the right way up.

9



Sticking the legs to the main body is where epoxy resin beats superglue. The bulky glue ensures that you don't need a perfect joint at the top. Adding the gusset plates helps beef the joint up. Using weights to hold everything in position while the model is sitting on a mirror or other flat surface helps keep all the legs on the ground.

7



Moving to the long, angled legs, these are folded from flat to a square section and it's best to use a steel rule to hold the piece down when each bend is started. The metal folds easily enough, but try not to bend it back and forth too much or it can harden and snap.

10



The fiddliest job is attaching the cross bracing. This is fitted from inside the tower using a drop of superglue on the end of each arm. The piece has to be accurately placed in the hole so each arm touches a corner. Job complete!



Factfile

Layout name: Fredstone Lane
Scale/gauge: British 2mm N Gauge/ 1:148
Size: 24ft 9in x 4ft
Era/region: modern image/Midlands
Location: Fictitious
Layout type: Continuous loops with shunting yard

FREDSTONE LANE

Richard Hart describes the latest exhibition layout to emerge from the prolific Alsager Railway Association's N Gauge group, after a decade in the making.

Words: Richard Hart **Photography:** Andy York



Alsager Railway Association's expansive N gauge layout includes four tracks of main line, plus a heritage railway circuit.



A treat for railtour enthusiasts hauled by a CJM Class 59 with a matching rake of chocolate and cream-liveried Mk. 1 coaches passes through the main station.

BRM magazine readers might recall from articles and DVDs over the years that the Alsager Railway Association's (ARA) N gauge group has been prolific in producing exhibition layouts. The yardstick for members for the last 25 years has been the club's flagship layout, 'Newcastle by the Water', a favourite at many an exhibition. However, a decade ago, and after many iterations, a succession plan was conceived that drew on the experience of operating 'Newcastle' by adopting certain successful features and introducing new ones to bring it up to date.

The architect of 'Newcastle' was the late Fred Johnson, a modeller well respected throughout the exhibition circuit and stalwart of the ARA. The mantle was picked up by Fred's cousin, John Cox, who is the club's vice chairman as well as exhibition and layout manager. The first collective decision was to dedicate the new layout to Fred, by naming it 'Fredstone Lane'.

Making baseboards

The overall dimensions of 24ft x 9in by 4ft in depth is the same as 'Newcastle's'. This has enabled certain elements, such as

the lighting rig, curtains and pelmet, to be shared. This has also helped cost control and avoided reinventing the metaphorical wheel.

The six baseboards of equal size are paired with brackets for transit, and bolt together for shows, using John Cox's trademark tongue and groove end boards for stability and smooth running across board joints. Each board has hinged legs with diagonal support struts that fold up under the board. The two boards with four legs offer themselves as anchors when setting up, with the other four boards with two legs each being attached in sequence.

The surface board on which the track and scenery sit is made of 9mm plywood. Originally, the track underlay was foam sheeting throughout, but this proved unsatisfactory and the scenic section was re-laid with cork and then re-ballasted. The fiddle yard still has the original exposed foam, although coloured to delineate track function and direction. However, this is becoming brittle and is flaking so will eventually be replaced.

Powering up

'D'-plugs are daisy chain linked between

the boards from a central power box, which in turn links to six control panels, each with a Gaugemaster analogue controller, and a mimic plan with stud and probe wiring to a CDU and Seep point motors. One improvement made is to utilise Steve Lowndes' (see 'Bluebell Cutting' BRM July 2017) hollowed-out biro as the probes with stout wires replacing the ink tubing.

Operational needs

'Fredstone Lane' is a modern fictitious layout and the track comprises of inner and outer circuits at different levels with cross-overs and reversing loops, with separate double tracks for passenger and freight. Two operators control a passenger and goods line each in a clockwise direction, while two others operate similar services in the opposite direction.

A fifth operator controls the outer pair of loops in both directions, which are dedicated to heritage trains, with its own station, halts and hidden storage yards. This line affords an opportunity to run virtually anything under the guise of heritage, including Thomas and friends, who are greatly appreciated by children of all ages.



The layout has many lighting features as well as several busy roads and car parks.

Preserved steam-hauled trains and holiday specials are also frequent on this outer track.

At one end of the layout, maintenance and freight marshalling yards offer shunting opportunities for the sixth operator. The yards are accessed from the main line, which requires operators to talk to each other!

One of the ARA standards is that our layouts are no more than one metre in height and thus suitable for wheelchair visitors to have an unrestricted view. We see this as a simple courtesy and we know from feedback that it is appreciated.

The team's emphasis is on entertaining exhibition visitors rather than 'rivet counters' and so, while we have a considerable nod towards authenticity, a liberal approach to a constant supply of stable and visiting trains from different regions and eras is encouraged.

Scenic work

Stations and sidings at different heights enable local stopping trains to be passed by through express passenger and goods trains. Buildings are a mixture of Metcalfe card kits, Ratio and other plastic and resin buildings, with lineside features from P&D Marsh and Ten Commandments, with trees, lichen, sea foam and scatter from various traders at exhibitions. Street and platform lighting, as well as flashing lights on police cars, together with much underside electrics, came from Kytes Lights.

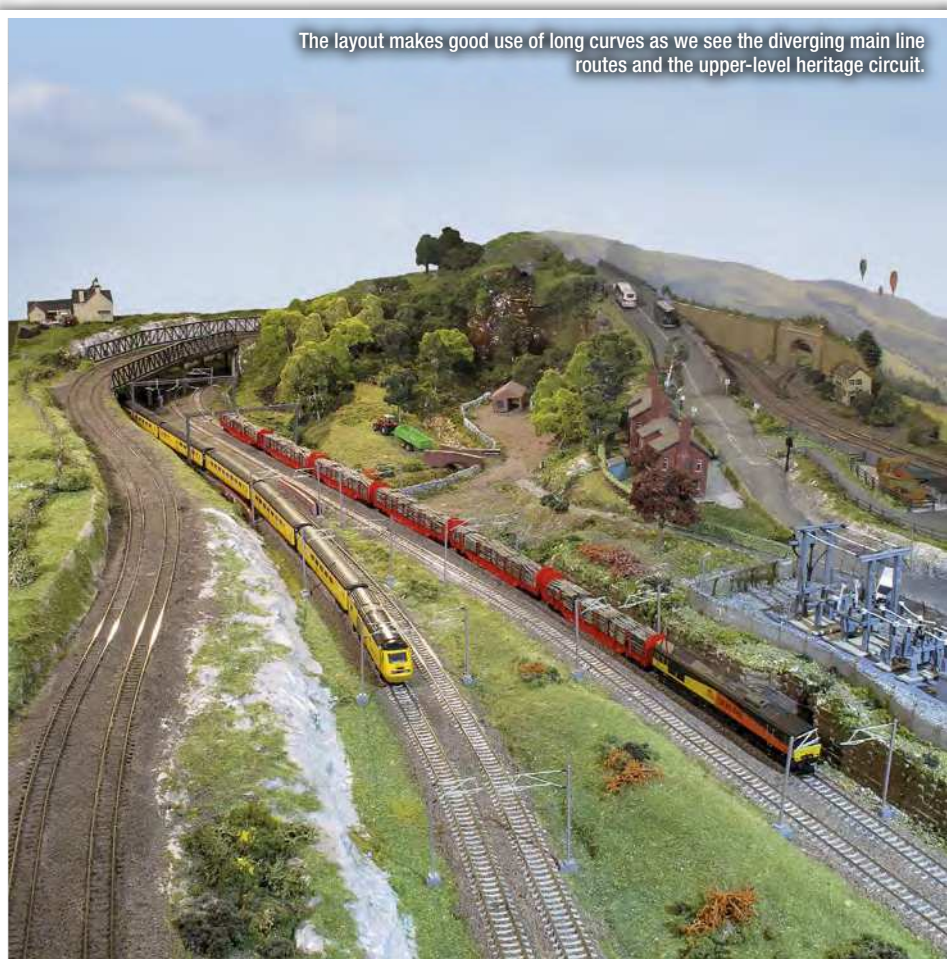
The principal track of the layout is modern image, with overhead catenary being a mix of Peco for single lines and N Brass Loco portals for spanning multiple tracks. We have not fitted overhead cables between sections of the catenary. Experience suggests that, even for the most careful of operators, rectifying a derailment can cause even bigger problems with hands that are far from N scale. The track itself, of which there is over 200ft in the scenic section, is Peco Code 80 with concrete sleepers on the main line and wooden on the branch. We employ Peco Electrofrog medium-radius points throughout.

Behind the scenic section is a storage-cum-fiddle yard, which enables the potential of N scale to be realised by accommodating full length High Speed, Pendolino and goods trains as well as local DMUs. Each of the four main-line operators can accommodate five or six trains, with the passengers having the bonus of out-front station platforms that can be by-passed.

The ARA doesn't own any rolling stock and so all trains are provided by members



The rear of the layout has a heritage railway operation at a higher level that works around and down to platforms adjoining the main line station.



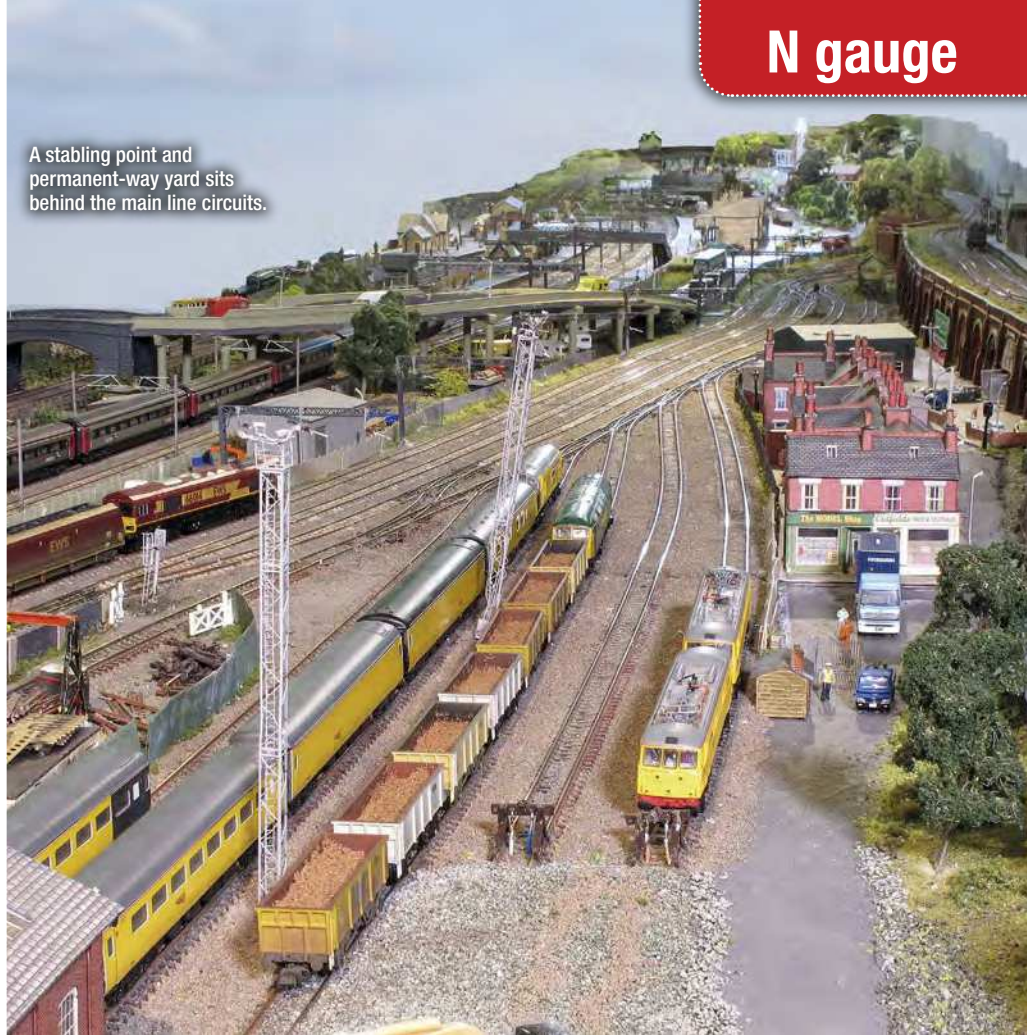
The layout makes good use of long curves as we see the diverging main line routes and the upper-level heritage circuit.

from their own stables. Most are diesels, but increasingly we are seeing locomotives with pantographs to complement our catenary. The diversity of members' home layouts in terms of eras and geographical location also underpins why we cannot be overly prescriptive about what runs on the layout. Primarily, locomotives and rolling stock are Dapol or Farish with some CJM and a few kit-built examples.

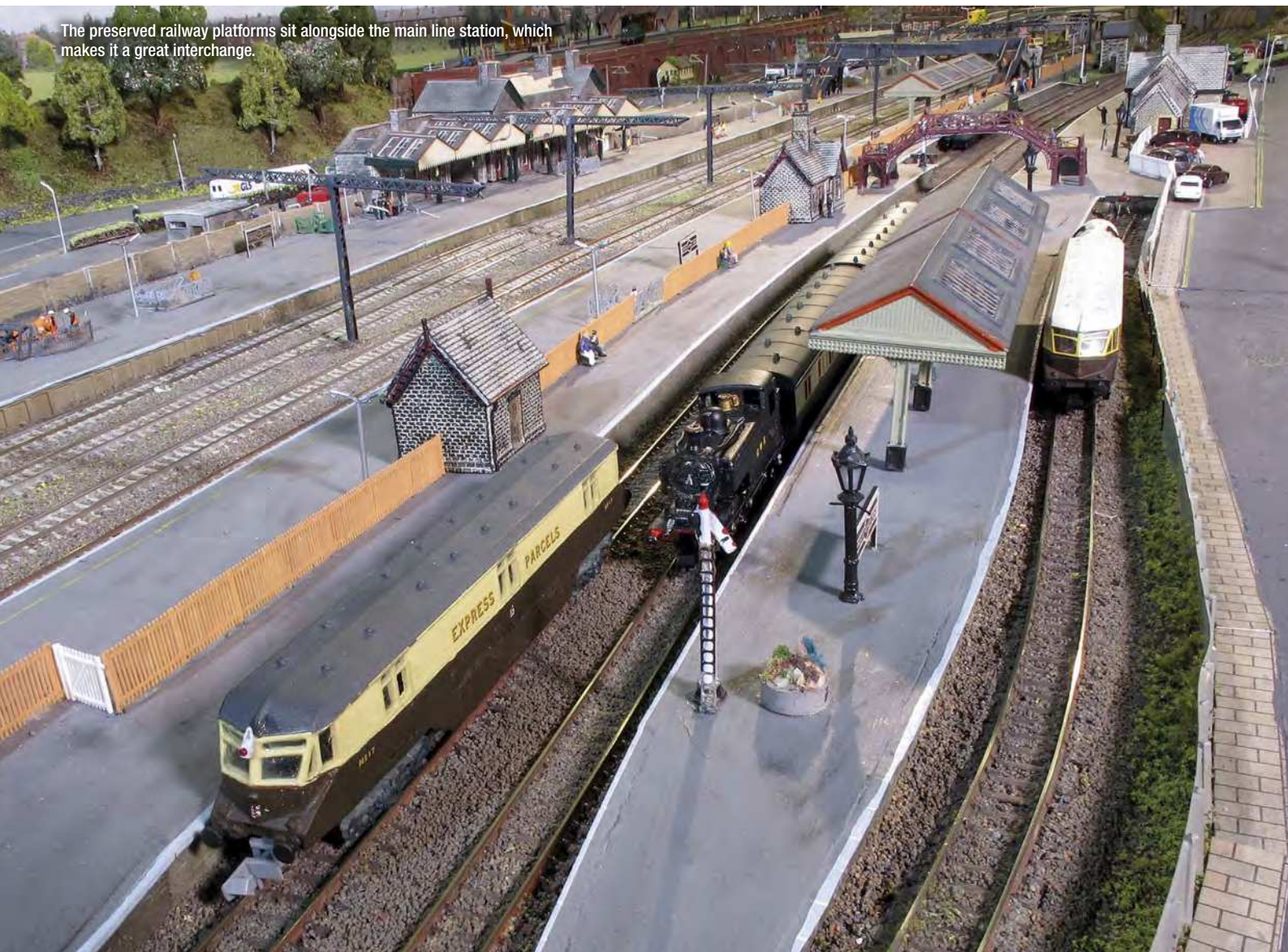
The focal point at the other end of the layout is another of John Cox's trademark features (See BRM December 2018 on his layout 'Knot Littlefield'), live running water which is powered by a Volvo windscreen washer motor. These water features are much loved by visitors who have to demonstrate a sense of humour in response to our standard way of answering their question of "is that really live water?"; they soon dry out.

The 9in high scenic break sports several ID Backscenes hills and dales self-adhesive sheets, spanning some 24ft in length. In some places we have abutted low-relief buildings, created by cutting buildings in

A stabling point and permanent-way yard sits behind the main line circuits.



The preserved railway platforms sit alongside the main line station, which makes it a great interchange.



half, lengthways, on the club's bandsaw to double the frontage.

Teamwork

Under John Cox's direction, many members, past and present, have contributed to the building of 'Fredstone Lane' over the last decade. Some members are dab hands at making buildings, others at soldering and wiring, yet others are thinking up cameos and populating scenes with people, vehicles, animals, machinery and vegetation. Some features added a decade ago have already been replaced and no one is (too) precious about their contribution, even when superseded.

For example, my first task when I joined the ARA back in 2011 was to build a motorway section passing over the marshalling yard, inspired by the northern end of the M5 adjacent to Bescot Yard. After much measured research and six weeks of construction, it was completed just before I went away on holiday. Upon my return I found that a committee had decided they didn't like it and scrapped it. However, the good news is that I am not bitter about it and almost never mention it!

Sadly, some members have died and we've tried to incorporate their names in the layout. We started by naming Bingham



The diverging main line heads into a tunnel which burrows beneath the raised heritage line.



A Dapol 14XX and autococh await departure from the heritage station's bay platform.



Many structures on the layout are named after the team; here a tractor crosses Stew's Bridge, passing over a stream of real running water.

Halt after our late colleague Keith, who constructed the rock face of plaster on Styrofoam. Subsequently, and bearing in mind our average age is on the advanced side of middle aged, I decided it would save time if I started naming features after contributors now. Consequently, 'Fredstone Lane' includes such landmarks (in no particular order) as Howard's Way, Lowndes' Lane, Cox's Causeway, Guildford Close, Whittaker Way, Finney's Farm, Small spare parts, The White Hart pub, Ryan Junction, Christian Chapel and so on.

On display

'Fredstone Lane' has had a few outings to exhibitions, winning two cups at our inaugural show at Bristol, and we operated it at our own exhibition at Crewe last November. The layout has been well received by the entrance fee-paying public, which is gratifying, as we thrive on interaction with the public. Otherwise we would simply build the layout and stay in the clubhouse operating it in private.

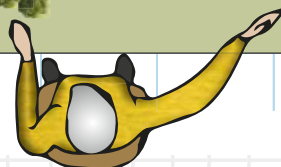
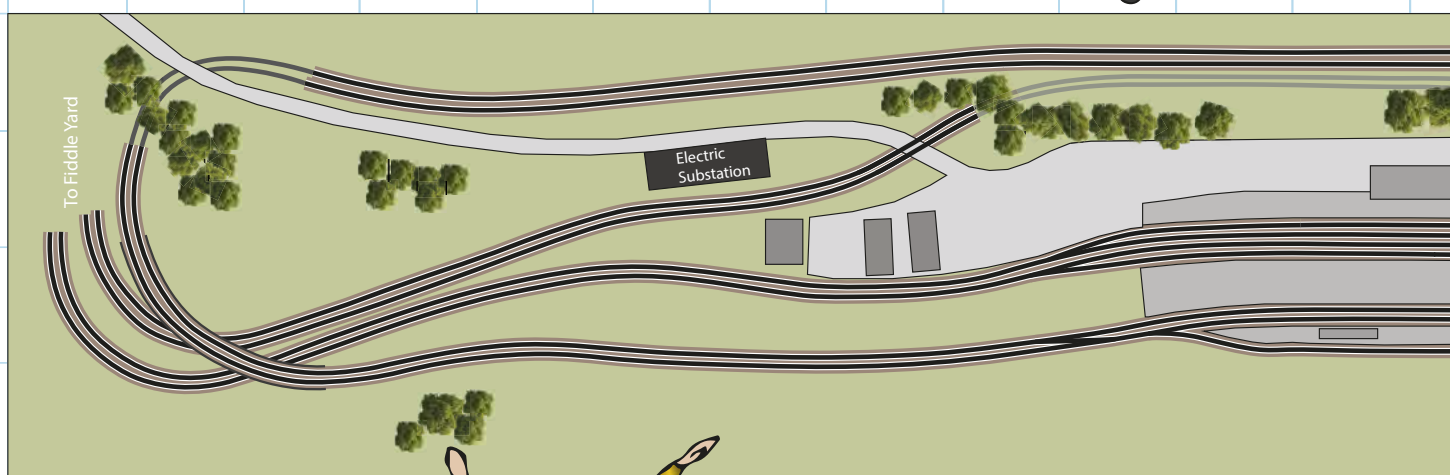
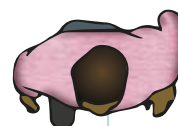
So where next? We are already thinking of a new club layout; perhaps now for something completely different. In the meantime, we have a host of exhibitions to visit with 'Fredstone Lane' and we welcome BRM magazine readers approaching us with questions and observations.

The middle of the layout features a P&D Marsh electricity sub-station and N-Scenics 'phone mast, both kit built.

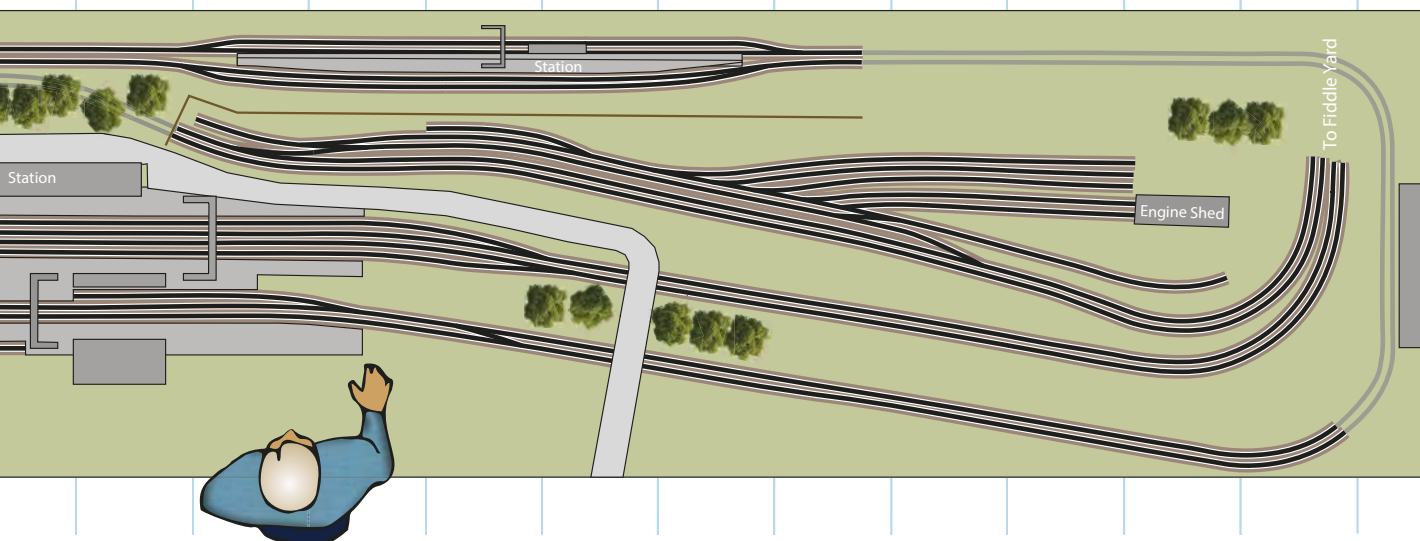
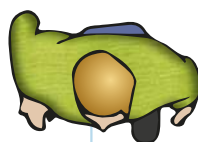
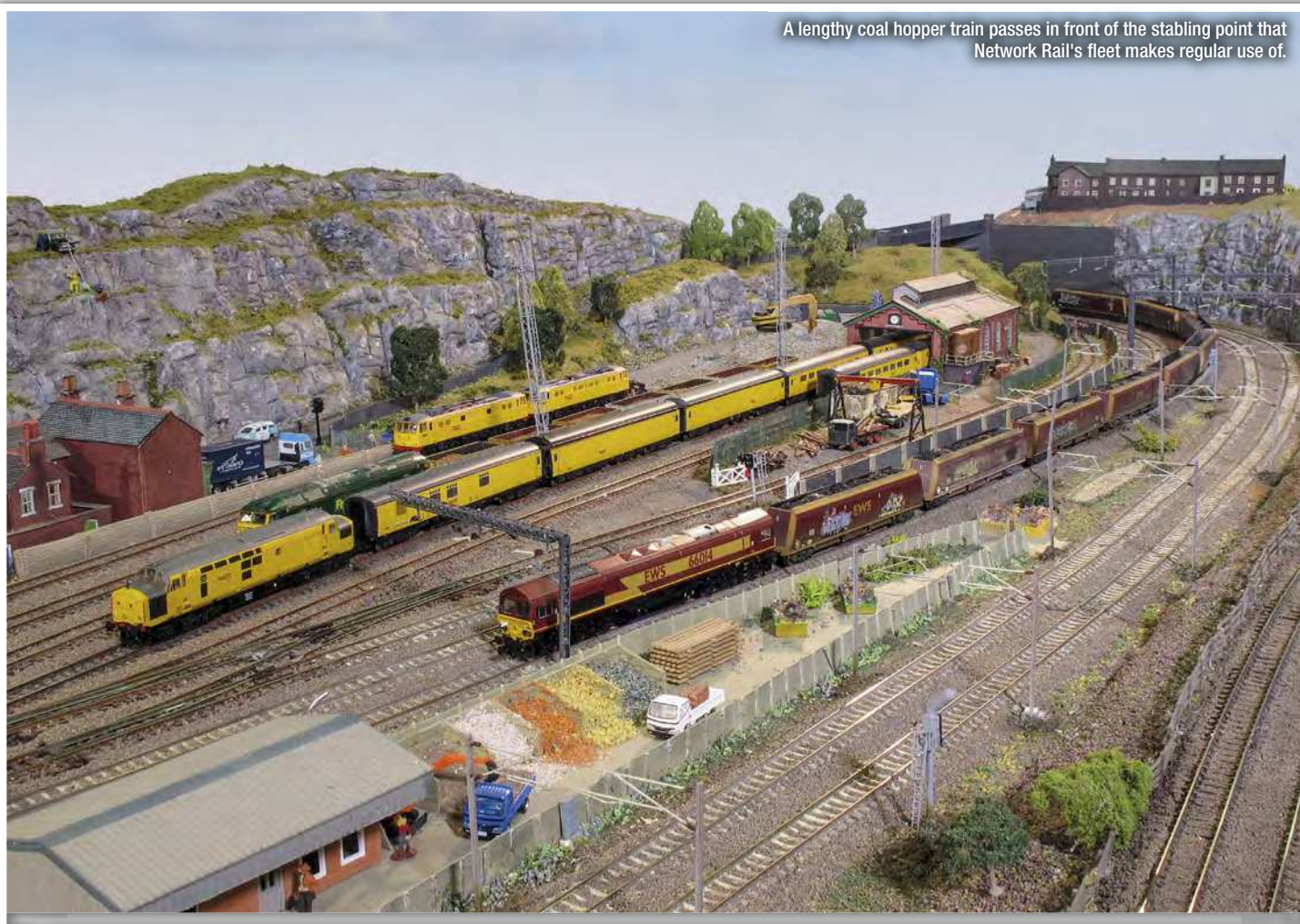


Trackplan

FREDSTONE LANE



A lengthy coal hopper train passes in front of the stabling point that Network Rail's fleet makes regular use of.



HOW TO... CREATE YOUR IDEAL TRACKPLAN

Words & photography: Phil Martin

Part 2: Phil Martin concludes his class on successful layout planning and illustrating.

You could draw a trackplan using pencil and paper, but a computer program will give you a lot more flexibility and will make many things easier - we're in the 21st century, after all!

Use a drawing program, not a painting program. A drawing program keeps all the parts of the drawing separate so that you can always go back and change anything. It also stores the parts very accurately, which means that curves will always be smooth and details won't dissolve into pixelated mush when you zoom in. If you later want to

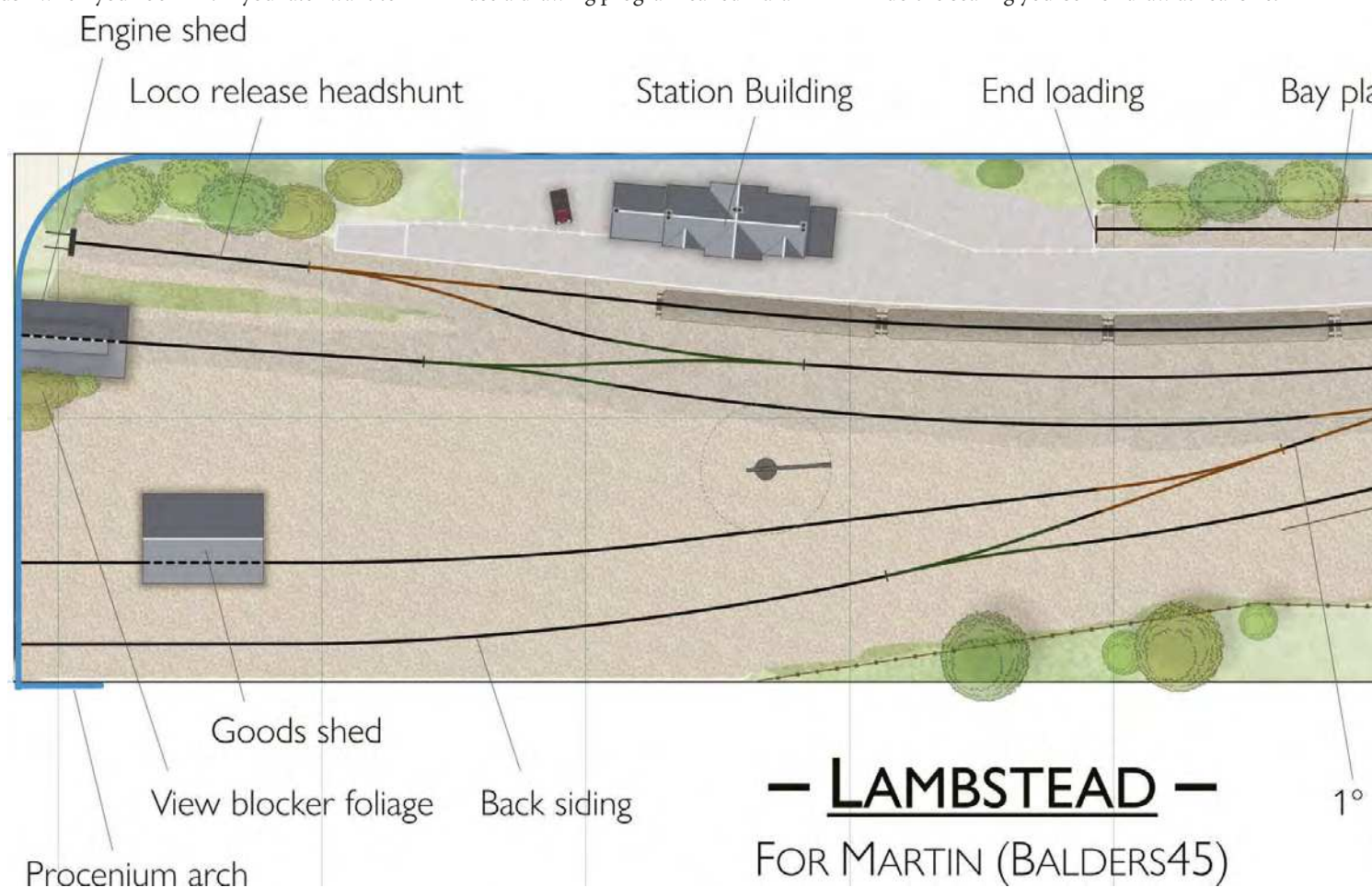
send the plan to someone else, a drawing file is usually smaller than the equivalent paint program file.

Creating an illustrated plan using a drawing program will take more time and effort than using dedicated track planning software, but the advantage is that you will have more control over what it looks like and the end result will be clearer, more pleasing to the eye and will help you and others imagine what the final layout will look like.

I use a drawing program called Xara

Designer. Other drawing programs can do the same job and since they all work in slightly different ways, I will describe how to do things in general terms rather than specifically how my program works.

It's very useful to set a scale factor between the drawing and the real world, such as 1:10 or 1:20, like an architect's drawing. This means you can draw on a normal-sized piece of paper while the program shows scaled up measurements. If your drawing program does not have this feature, you may have to do the scaling yourself or draw at real size.



A layout plan is essentially a technical drawing, meaning that measurements are taken from line centres, regardless of how thick the lines are. So, set the program up to exclude line widths from your measurements. Use dark lines and light, pastel coloured or semi-transparent fill colours so that the colours don't overwhelm the important technical information.

Some vector drawing programs

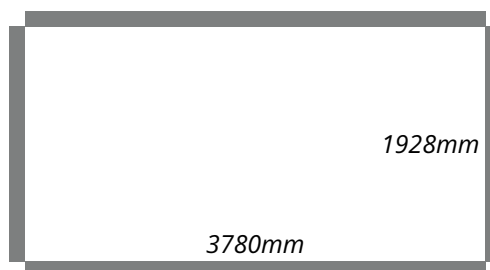
- Affinity Designer
- Adobe Illustrator
- Corel Draw
- Inkscape
- Xara Designer

'Lambstead' uses elements of Lambourn to provide operating potential. The platform is curved for scenic interest and the cattle pens are on a deliberately difficult-to-shunt kickback. Large Y turnouts are used to make the trackwork flow smoothly and a curved turnout is used in the entrance curve. Embankments and cuttings are shown by standard mapping symbols. Minimum radius is 610mm.

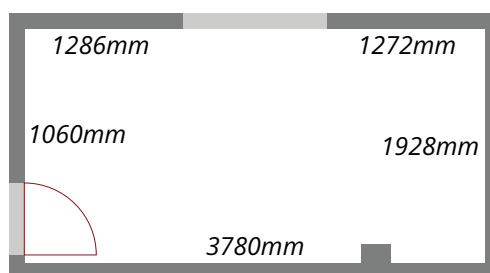
Drawing the Space

Using the measurements you took (and assuming the room is straight and square for simplicity):
Draw a rectangle the length of one wall, and 100mm wide:

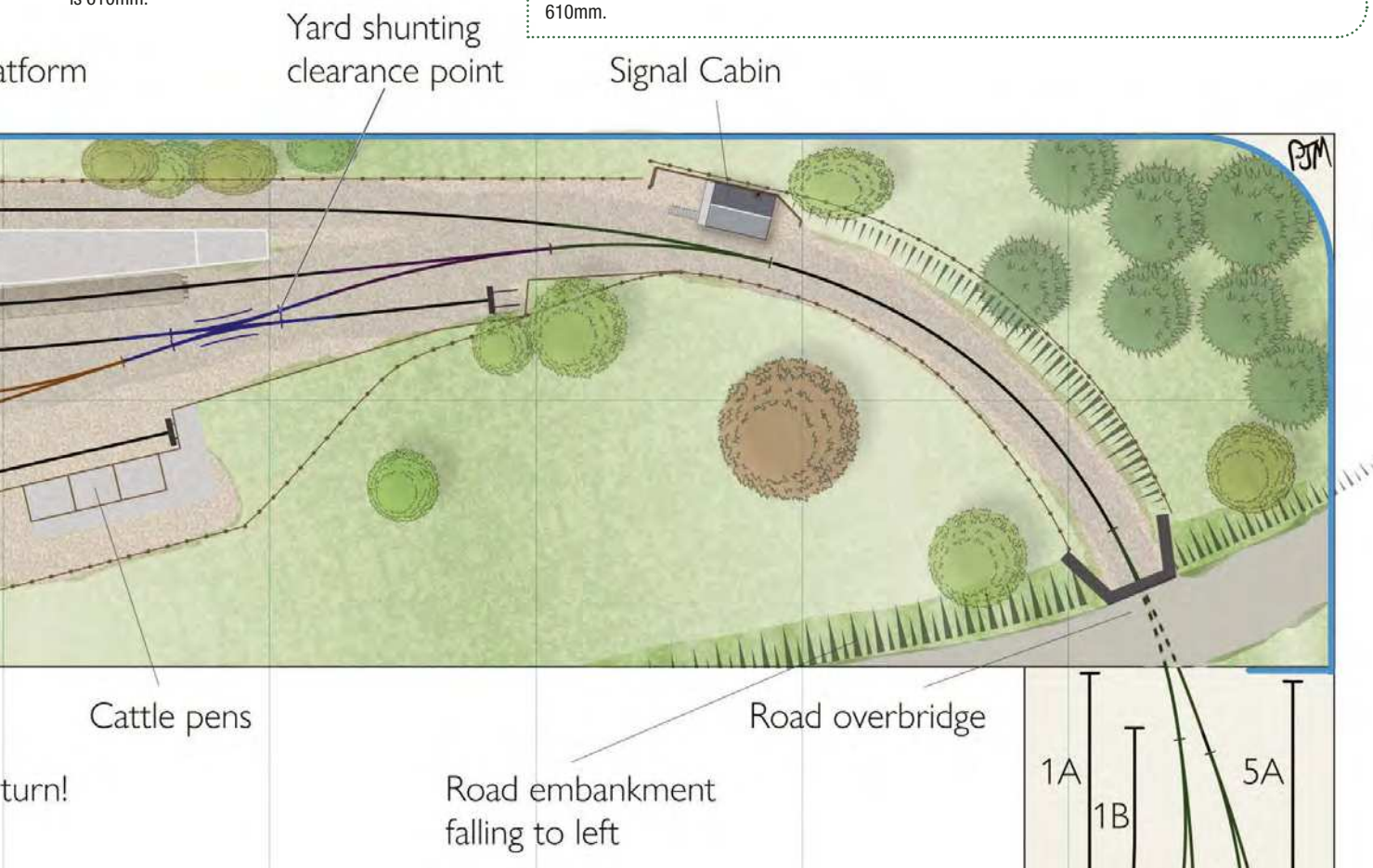
Draw more rectangles for the other walls and snap them together:



Fill in the corners and add details such as windows, doors and boxing:



This plan originated on RMweb, with the question of whether it was possible to fit something like Plymouth North Road into a 16ft x 8ft garage. By skewing the station and combining the pointwork into the curves at the ends, it fits very well, with room for five through platforms around 6ft long and three bays. The fiddle yard design (by another helpful RMWeb member) makes very efficient use of the space. Minimum radius is 610mm.



Drawing track

Create a new layer called 'Trackwork' under the Grid Layer and draw an unfilled circle of your intended minimum radius – if you have one – and a line of your minimum intended train length. Set both to be quite thin and maybe red. These are just guides that you can copy and drag into different positions to give you an idea what will fit in your space.

If you've already got a set of turnout and crossing symbols, load them in so that you can copy and paste them into your new plan.

If you need to create your own set of track symbols to match commercial products, pay careful attention to the dimensions, curve radii and angles because these symbols must be very accurate for your plan to translate from the drawing to the real world successfully. This can be quite time consuming but you'll only do it once and then you can use them repeatedly for years.

Start drawing the track using simple straight lines to represent the centre lines. Snap turnouts and crossings to the lines to start to form the plan of your trackwork. Remember, you can change the length, position and angle of any part of the track at any time, so have no fear of trying things out. There's always an 'Undo' button if you go badly wrong!

You can add curved tracks by using partial circles or sectors, or by using the more free flowing, 'Bezier curve'. A Bezier curve (pictured above) joins two fixed points and is stretched by two other points that pull it into a smooth, variable radius curve.

Obviously, you need to make sure that all track joints are smooth – your program might help to do this – and be careful that no part of any curve is tighter than your minimum radius. Don't rationalise your trackwork too much, or you may end up with something that has no character!

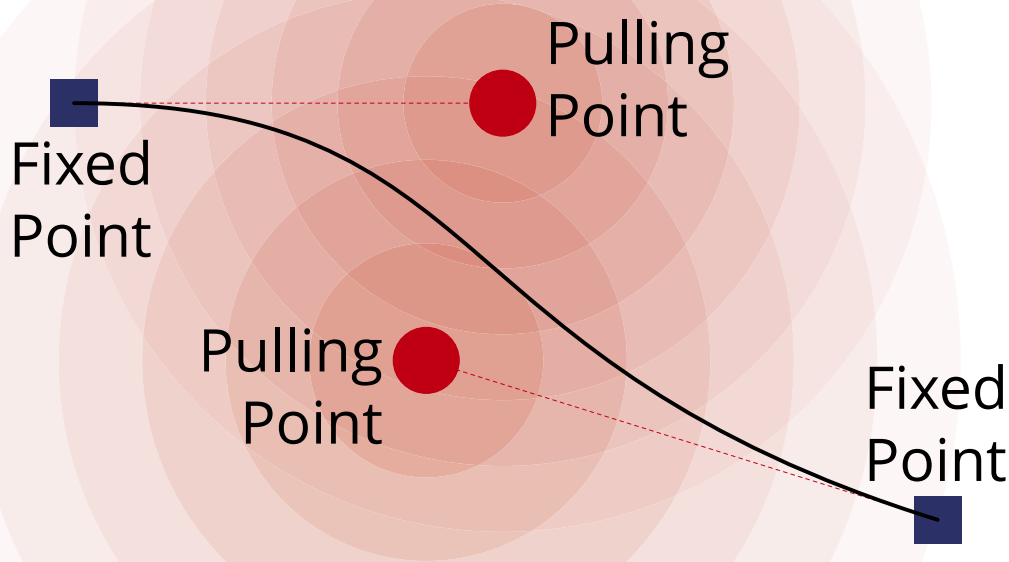
Add simple perpendicular lines to the ends of tracks to indicate buffer stops.

Once you have a trackplan, consider whether it actually works. Are the headshunts and run-round loops long enough? Can you turn trains off-scene if you need to? Do you have enough storage for the services you want to run? Is the intended train length accommodated? Can you shunt effectively without obstructing any other movements that might be going on at the same time?

Baseboards

Once you have a working trackplan, you

Bezier Curves



can see where the baseboards are needed, so create a 'Baseboards' layer under the 'Trackwork' layer and draw light coloured rectangles with thin black outlines to represent baseboards. Use the grid to set them to sensible sizes. Use diagonal rectangles or triangles to add fillets where needed. Check that any operating well is big enough and that you can reach all areas of the baseboard. If not, you may have to revise the trackplan, leave access spaces in corners or design access hatches in the scenery.

If the baseboards fill a room, make sure you can always open the door from both sides for safety. Ensure that the baseboards can be built realistically.

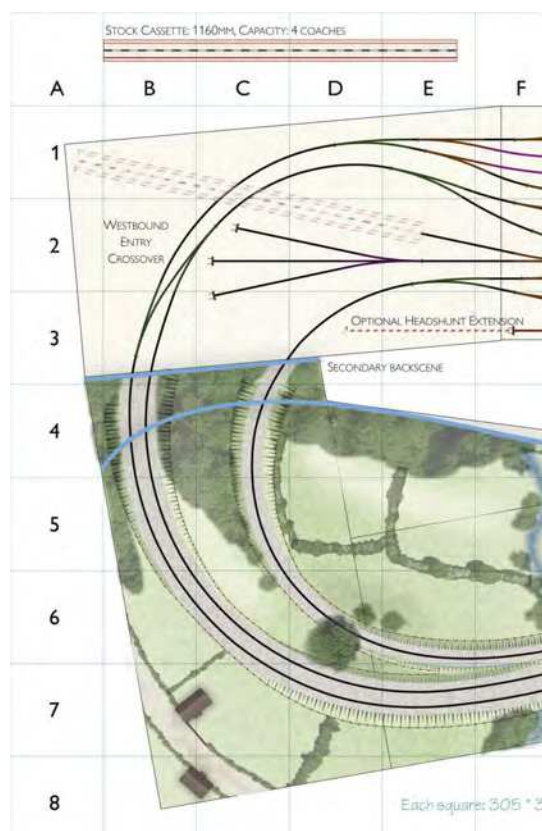
If the baseboards need to be demountable, make sure that each one is not too big to handle and check that turnouts and crossings don't fall across the joints between the boards.

Scenic ground surfaces

Create a separate 'Ground' layer under the 'Trackwork' layer and paint a light ballast texture under the track. Don't worry about getting neat edges or exact distance from the track – a bit of variation is natural. Use a slightly different texture for the large areas of yards and sidings. Paint a general grass texture everywhere else, giving it a large scale variation that doesn't look flat or boring. Paint roads and car parks using a suitable texture and perhaps use other textures to represent puddles and drier areas. But be careful not to overwhelm the technical details!

Trees and shrubs

On a new 'Greenery' layer, add trees and shrubs. Simple green circles will do the job, or you can use more detailed Landscaping clipart symbols. In either case, use muted colours and transparency so that they don't dominate the drawing or hide the details below. Once you have a few different tree and shrub symbols, you can easily copy them to place new greenery in your drawing.





You can also paint large areas of trees using a suitable texture. If you are modelling a real location, it's interesting to create a 'Woodland' texture from online aerial photographs of that area.

Buildings

Add buildings and other structures on a layer called 'Buildings'. Buildings can simply be rectangles coloured light grey or brown, but you can add more life by giving them shaded roof faces. Simple pitched roofs can be represented by just two equally-sized rectangles snapped together. Imagine the sun falling across the layout and decide which roof face should be highlighted and which should be shaded. Apply the same light direction and the same colours to all the roofs in the drawing for consistency. The faces of more complex roofs usually meet at 45 degrees on plan, no matter what pitch they are. Again, once you have one building symbol, you can copy it to other places in the drawing where it can be resized as needed.

Give buildings a small shadow all around to suggest the darker corner where the walls join the ground. This gives an impression of the building's height. You might also draw platforms on the 'Buildings' layer or give them their own layer. Platforms against curving tracks can be hand-drawn or you

can use your program's contouring function to help create the outline.

Details

You can show cuttings and embankments using the standard mapping symbols to help the reader visualise how the railway relates to the undulations in the landscape. The standard representation is a row of thin triangles, which are thickest at the top of the slope and pointed at the bottom. Use the brush function in your program to automatically repeat the triangles and vary them in size as the height of the slope changes.

Text and Labels

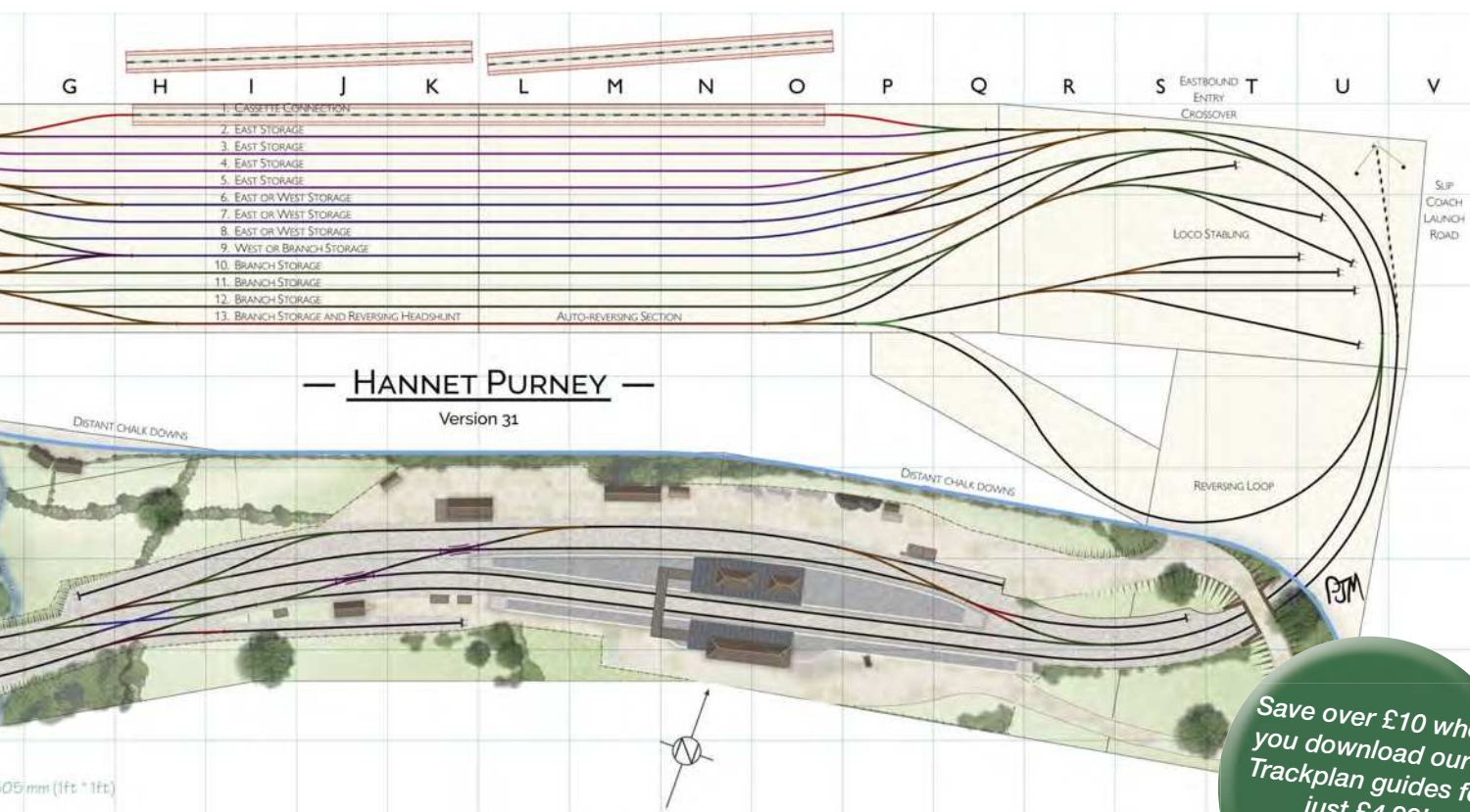
Add labels in a simple sans-serif font. Some labels can be placed directly on the drawing, but to keep the drawing clean, most labels should be outside with fine arrowed lines pointing in.

'Hannet Purney'

This ambitious freestanding "roundy-round" layout represents an imaginary junction on the GWR line between Paddington and the South West in the 1930s. The trees and hedgerows are taken from online aerial photos near Patney, Wilts. The hawthorn trees are in flower and this detail could be modelled on the layout. The fiddle yard provides many storage loops, connections for stock cassettes, a reversing loop for turning locos and trains off-scene and last but not least a slip-coach catapult...! Minimum radius is 610mm.

TOP TIP

- Keep track parts separate because they are easier to edit that way. Just use snapping to align them precisely to each other.
- Use groups to make common formations like crossovers and then copy and paste the group wherever you need a crossover.
- The angle of a diagonal line won't change if you make sure the aspect ratio is locked when you scale it. This is a great way to quickly extend sidings, for example.
- You can quickly convert a left-hand turnout to a right-hand turnout (or vice versa) using mirroring functions. No matter what angle the turnout is at, it won't be distorted by mirroring. Mirroring first horizontally and then vertically is a quick way to rotate by 180 degrees.
- Try to make all the routes through your pointwork as smooth as possible. Avoid reverse curves (track that turns one way, then the other) if you can. Where pointwork is approached by a curve, try to combine some of the pointwork into the curve. Use curved and 'Y' turnouts to get more subtle alignments. Use longer turnouts whenever you can - they often fit in smaller spaces than you might think.
- Make small constant radius sectors of track that turn a few degrees and then snap them into place, like a refined version of a set track system. This allows you to predict the angles of parts on either side of the curve. For example, a turnout at 12 degrees might be followed by a 3-degree sector curve.



Save over £10 when you download our 3 Trackplan guides for just £4.99!
www.brmm.ag/trackplans2020

TRACKPLANS **Digital Bundle**

These BRM guides take you through every step to help create your ultimate trackplan suited to your space, needs and requirements

Here's what you can expect...

**175 Tried & Tested Model Railway Trackplans
Design Ideas, Hints & Tips
Top Tips for Expert Modellers
Styles for EVERY scale
Expert Planning Advice**

FOR JUST £4.99

**Go to www.brmm.ag/trackplans2020
to download your issues today**

DOWNLOAD ALL 3 ISSUES FOR JUST £4.99





Factfile

Layout name: Byway MPD
Scale/gauge: 4mm/OO
Size: 4ft 6in x 1ft
Era/region: Late-steam/Midland
Location: Fictitious
Layout type: Micro Layout

BYWAY MPD

With a passion for DCC control, John Gay's micro layout offers a great deal more than lights and sounds to entertain viewers.

Words: John Gay **Photography:** Phil Parker



The evolution of inherited LMS (and subsequently BR) locomotive design as ex-L&YR Aspinall 2-4-2T No. 50795 is joined by ex-MR Johnson No. 41708 to its left. Preparing for a shunting manoeuvre to their right is ex-LMS Fowler 0-6-0T No. 47472.

Ex-MR BR 1F No. 41708 backs down for coaling ready to head out on its shunting duties. Introduced by Fowler and built at Vulcan Foundry in December of 1927, its last allocation would be 24C Lostock Hall from where it was withdrawn in November, 1966 with a service life of 38 years and 11 months.



When I started planning this layout, the idea was to just show off my ever-growing collection of DCC sound-fitted locomotives. Going to shows with my stand for JMC (my DCC-fitting service), I was asked by many people if I would be interested in showing the layout. After a few shows, I found it to be very popular, so I made the decision to make it into a full exhibition layout and give it the name Byway MPD.

It is a fictional layout, trying to model a small BR urban Motive Power Depot, set in the late-steam era. It is built to one of a series compact layout plans by Ian Futers, using

only three turnouts in a 4ft 6in space. A fellow club member, Ron North, who helped plan this layout, gave me a small cardboard mock-up of the layout while I had been off plotting it out on Anyrail software. Very interesting to see two different takes on the planning side, an 'old & new' so to speak.

The initial build

Building the first version took only four-five months as I wanted to show the layout at Wycrail later that year, give it a day of use in anger and see what played up. I was happy to see it worked well but found things I was not happy with. The point motors that I

had used were very noisy for a start, I had installed a panel of push buttons and LEDs for the points; as you can see I've changed that for a more techy solution, too. The original lighting was a 12v LED tape that also gave poor output.

It has been very useful trying out different products and finding ones that suit. I'm now a huge fan of Tam Valley Depot Products.

My main interest is in the technical side of model railways. So, I have made things like the Ratio coal crane and the water column arm move with servos mounted underneath. Lighting is also a feature that I really like; this layout has night and day lighting,



Cameo

I'm currently relocating to Nottinghamshire to be closer to work and live with my fiancée, Jenna, who you might be able to spot watching the trains on the layout as a OO gauge figure via ModelU.

even with that old saying, red sky at night shepherds' delight, this can be seen on the layout by lights fading and red effects. I can adjust the time ratios of the day by choosing either: 1:1, 1:2, 1:3, 1:6, 1:12 or 1:20.

At exhibitions I usually set it to 1:20, so a day usually lasts about 30 minutes. It is fun to observe people coming back to the layout to comment: "It was day time a moment ago!". I started to feel sorry for Phil (taking the photos featured in this article) as the layout kept changing from day to night as he was trying to take a shot. He is used to layout owners being divas, but what about the layouts?!



DCC-controlled servos swing the coaling crane out over the locomotive bunkers for entertainment value.



The sun sets

I'm particularly pleased with the lighting on this layout, with all my locomotives having firebox glows and some having lamps. It is really nice to be able to go to night time and see the locomotives sitting in the sidings with the fires glowing away, also having a locomotive parked over the pit that has lighting. I know they wouldn't have had lighting back in the steam days, but it is a really nice element seeing the light pass between the spokes of the wheels.

Rolling stock

I tend to have lots of Midland locomotives sticking to a late-steam to early-diesel era, but as time has gone on I have found other locomotives taking my fancy, such as the Peckett W4, L&Y Tank and LNER J70 to name a few. All my locomotives are DCC sound-fitted by myself and I always take pride in packing as much as I can into my models. All my steam locomotives have stay-alive capacitors to ensure I have faultless running at very slow speeds.

The trackwork is nice and simple; I used

Halfway through the day under different lighting conditions, short-lived in-service stablemates refuel. Left, Riddles Standard Class 5 would have a career for BR of 14 years and two months; right, 9F No. 92116 had a career of just nine years and 10 months. Only Stanier 2-6-0 No. 42969 (centre) had a respectable life of 30 years and 10 months.



Peco Code 75, painted and weathered. The ballast is a mix of three Woodland Scenics colours, all fine grade. I think the medium is just a little too coarse.

Going along with the tech theme of the layout, you will find five working signals, four ground signals and the calling-on signal leading you off the layout to a single road fiddle yard. These signals have logics programmed into JMRI software so you are not able to change a signal without a point being set correctly or the track not being cleared. It's a bit of fun on the layout, but was a pain to get it right! JMRI seems to favour the round and round layouts rather than an end-to-end.

Operational control

DCC was the only way to go with this layout. The main DCC system is a Uhlenbrock Daisy II with a USB interface that links to a Raspberry Pi 3 – you can see the 5-inch touchscreen for the Pi mounted in the front of the layout. Having used the Daisy II, this gives my Loconet communication – handy for feedback on the track for block detection and lighting controls. Because the Pi 3 has built-in WiFi, I've turned it into a router allowing me to connect iPods and iPads to control the layout. Wireless control means I can walk around and control everything on the layout.

I always get asked about controlling my layout from my iPad. It is really not hard to do this via JMRI software and with DCC manufacturers making new systems to make this easier, watch out for the new TCS UWT-100 handset (see BRM June). Sometimes I have been known to leave the layout and stand behind the crowd watching. Using an iPad, I can see on the screen where the locomotives are on the layout. It is good fun watching people trying to work out how the layout is running itself!

Tam Valley Frog Juicers deal with the Electrofrog points so you can derail a loco before you short the track power. It's quite funny to see a locomotive bouncing along the track as they have stay-alive fitted. Point movement is done with servos control by Tam Valley Quad-Pic 4-way board.

Scene setting

Buildings and scenery are finished with a few kits, most of them are cardboard with Wills material sheets stuck over the front.

One building that is most recognised is the Airfix engine shed along the back of the layout. I found it sitting in a box at my old model railway club in High Wycombe.



An iPod touch is used to control all the features of the layout and drive my locomotives.



Thinking this might be what I needed, I then looked at our bandsaw. The kit was already made up but wasn't painted, so I cut the building lengthwise and used the two halves to form a long low relief shed at the rear of the layout.

Future projects

Having learned a lot from building 'Byway MPD', I am currently building a new,

bigger MPD layout ('Clifton Street'), two baseboards 4ft each, making 8ft for the total layout. The trackwork will be Peco Code 75 again, having this crazy idea of using three 3-way points back to back, and Tam Valley Hex Frog Juicers with Octopus III to run the servos. It will have a three-road engine shed, working water column arms and lots of lighting.

As a member of the High Wycombe



Space is an issue for most modelers, so it's nice to show them you don't need mountains of space to have an effective layout. In fact, if I had a big round layout, I'd probably get bored. I enjoy shunting locomotives around the yard.

I'm quite lucky to have a large workshop area to build my layouts and have them set up. I've not always had this luxury, but I don't think that will change the end-to-end style of my layouts. Less is more, so finding space on this little layout without it feeling like it's all stuffed in one place has been a big challenge; most of my bigger locomotives like the 8F and 9F take up a complete road. Because of this, I tend to find myself using my smaller locomotives like the 1F and 'Jinty'.

Model Railway Club, I've had a lot of help from its members. Ron North has been a huge help with work on the buildings; his painting skills are brilliant. The perspective view between the two low relief buildings by the coaling area is my favourite.

When I headed off to Switzerland for my 30th birthday, I came back to find my layout had been ballasted! I believe his words were, "Well, it gave me something to do."

The biggest tip I can give anyone in this hobby is join a model railway club. You learn so much from others in this hobby and if you're like me, I learn by doing and not by reading. I've made lots of mistakes along the way but I've learned from all of them. I've met some amazing people and each one of them I know for a different skill.

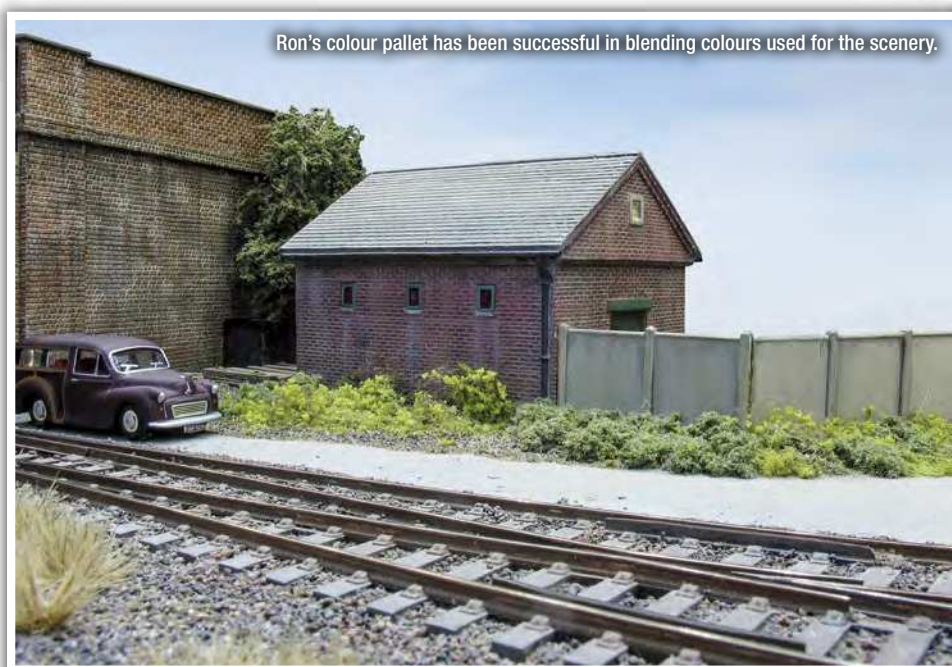
I sometimes think that if I did this layout again, I would add an extra turnout and give myself another road to sit the engines on. Having a locomotive sat on the back road in front of the shed doors means you are not able to move any locomotives on or off the layout. Maybe one day I'll do another version of 'Byway' with Peco bullhead

Timber is unloaded in the yard, as Fowler 4F No. 44044, having fuelled and taken on water, leaves to shed.





A Fairburn 2-6-4T takes on water. Note the working lamp on the shed wall, behind - a small feature that brings the layout to life under darkness.



Ron's colour pallet has been successful in blending colours used for the scenery.

trackwork and the missing extra road into the shed.

I can never seem to get over the attention this layout gets at shows. It always seems more than my other 17ft long layout 'Halland', which I feel is more pleasing to look at. A fellow member and colleague, Dave Fryer has spent so much time operating 'Byway' that he is now in the process of building his own MPD layout. MPDs can be very addictive!

I would like to extend many thanks to my team of regular operators, especially to David Murtagh, Logan Kinnaird, Steve Povey, Sam Johnson and many more.

I've always had a strong interest in model railways. Thanks are due to my granddad for building my first layout on the back of a bedroom door (which was taken off its

hinges!) when I was a kid. It was a 'Hornby, Country Local'; anyone else have that set? I still have the Jinty somewhere in a box. Having turned 35 this year, I guess I'm still classed as a youngster compared to most in the hobby. I think it's safe to say I'm leaving my mark on the hobby or it's leaving its mark on me, I can never tell!

I am currently building a new layout 'Clifton Street', two baseboards 4ft each, making 8ft for the total layout.

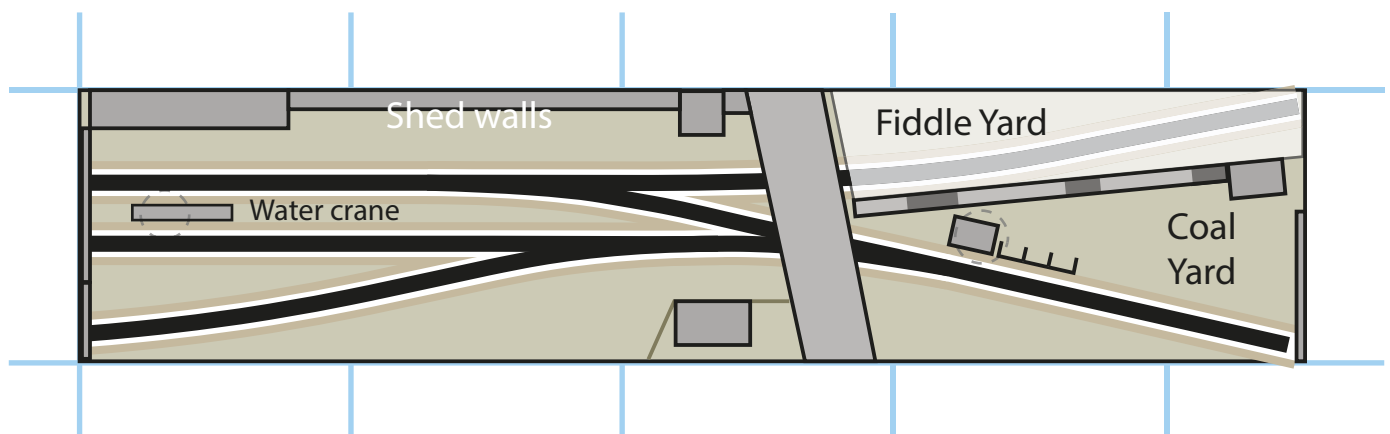


Hornby's 0-4-0ST W4 Peckett *Jenna* fitted with DCC sound, a stay alive and firebox glow. It was difficult to pack that much into the small locomotive, but it runs perfectly.



Trackplan

BYWAY MPD





DIGITAL EDITION EXCLUSIVE

BYWAY MPD

John Gay gives us a tour of Byway MPD, plus explains the digital innovations behind this Midlands-inspired micro layout.

EXCLUSIVE

WATCH THE VIDEO HERE

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

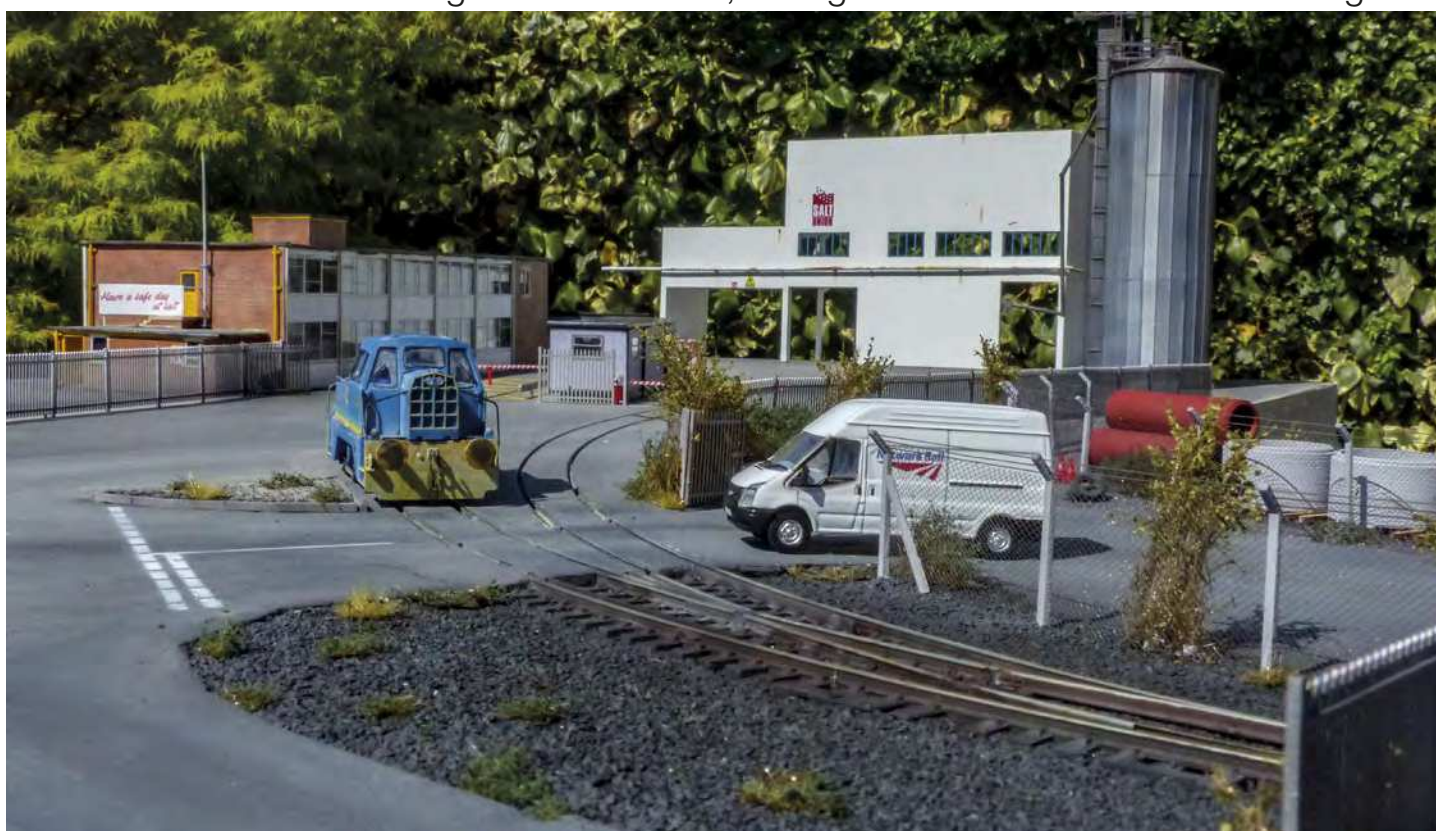


RUNCORN SALT UNION

PART FOUR: Detailing the scene

Words & photography: Howard Smith

BRM's latest project layout reaches completion as Howard Smith transforms barren boards into a convincing industrial scene, during a week of 'lockdown' modelling.



Many of us admit that our model railways are rarely ever finished. We complete one area, only to find another area looking below par and requiring further attention as our skills and techniques improve. Time is a large factor, too and this project is no different. The layout has neared that intangible point of completion, but I still feel there's room for improvement and further details should be added. Fine-tuning modelling often transforms mediocrity into something that's very pleasing on the eye, but it requires the luxury of time. Railway modelling has

certainly earned its title of 'pastime' – the days spent in producing this article flew by.

This is the first model railway – and hopefully last – I've constructed during 'lockdown'. The ability to run out of paint faster than expected, or discover pots of paint that should have been left as they were in Tutankhamun's sarcophagus was surprising. Getting modelling essentials from a physical shop at short notice shouldn't be taken for granted. Luckily, many model railway suppliers are still trading and can send items out in the post.

I used airbrushes rather than weathering

powders to complete the scene. Clumsily, I damaged one of my airbrushes in the process, my foot getting caught in the air line when rotating a baseboard. I can add its repair to my 'to do' list, though luckily I had backups. Lashings of Testor's Dullcote provided an even, dull finish across the scene, particularly important as PVA glue leaves a sheen when used for ballasting.

Modelling Runcorn Salt Union has been an enjoyable experience, though I feel it still has great potential for further developments and it requires rolling stock. Read about these soon, in **BRM**.



SHOPPING LIST

Hornby Grey Ballast (R7165)
Hornby Basaltic Rock (R7168)
W www.hornby.com

Pipe load kit (AX105-00)
Automatic Rising Arm Traffic Barriers (AX090-00)
3D Printed Coiled Yellow Gas Pipe (AX054-00)
3D Printed Coiled Blue Water Pipe (AX092-00)
Tyres – Medium (LX144-00)
3D Printed Palletised Drainpipes (AX077-00)
Pre-cast Concrete Fence Posts (AX047-00)
Road Cones 10 Small (AX043-00)
Modern Lineside Signage (S017-00)
Pre-cast Concrete Drainpipes (AX053-00)
2m Palisade Security Fencing (LX055-00)
LPG Gas Tanks (AX095-00)
Chain Link Security Fencing (LX007-00-A)
W www.scalemodelscenery.co.uk

Martin Welberg Olive Green Bushes Type B (WB-SBOL)
W www.themodeltreeshop.co.uk

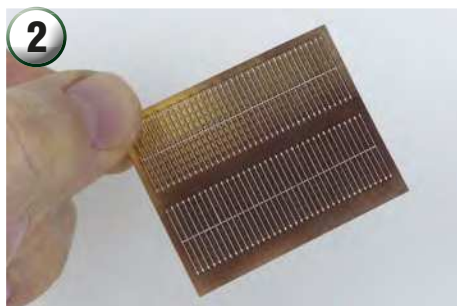
Precision Design Co (1001HD) fishplates
W www.pdc.ca

ModelScene Beige Grass Tufts (050-47S)
W www.albionhobbies.co.uk

Lifecolor weathering and paint sets
W www.airbrushes.com



It's easier to spray track before ballasting for a more authentic appearance. I've used Lifecolor's Weathered Wood set with my Iwata CM-C to paint the sleepers. Odd sleepers are picked out a different colour. The water-based paints dry fast.



Before painting the rails, I spray a sheet of laser-cut cosmetic fishplates from Canadian manufacturer, Precision Design Co. These are superglued to the rails and enhance the standard Hornby track.



Working outside has its advantages when airbrushing and this water-based paint dries rapidly. Adjacent roads are masked to prevent overspray and a light spray of sleeper grime is applied.



PVA glue is mixed with water in a 40:60 ratio, respectively, with a dash of washing-up liquid to break surface tension, and applied with a pipette. The mixture will last for a few days if correctly stored and can be used to apply scenic details, too.

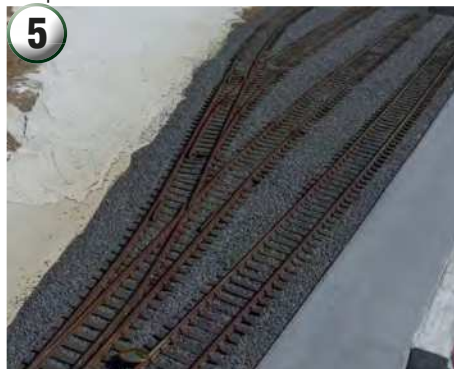
TOOLS

Duraplast 100/180 grit sanding sticks
W www.finescalemodelworld.co.uk

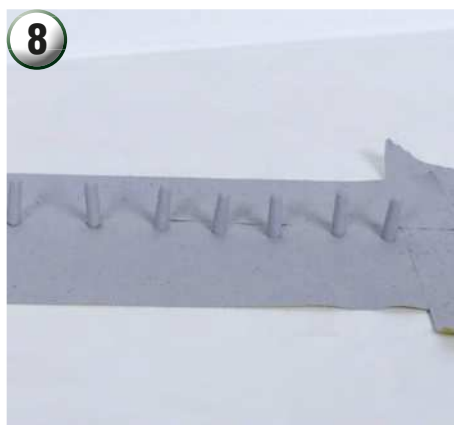
- Craft knife
- Steel rule
- Iwata CM-C airbrush
- Harder & Steenbeck Infinity CR Plus airbrush
- Pipette
- Paint brushes



Rail sides are sprayed with Deep Rust from Lifecolor. A brown paper envelope I had to hand serves as a mask to prevent overspray on the adjacent sleepers. The airbrush spray pattern is very fine to prevent mishaps, so patience is required.



Hornby Basaltic Rock is a useful ballast colour. Note the drawing pin keeping track aligned before the ballast is glued. This is an industrial site, so track isn't perfect, but excessive track kinks should be avoided on a model.



Concrete bollards were observed between the road and the line leaving the salt works. Scale Model Scenery's 3D-printed miniature replicas are placed on a piece of up-turned masking tape and sprayed with Rustoleum Concrete Effect paint.

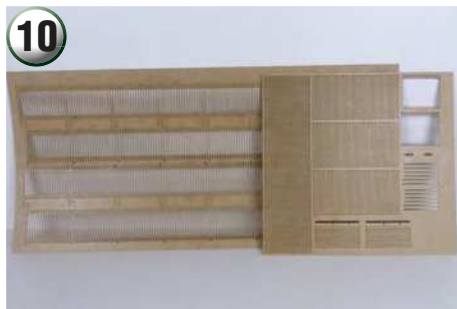


Before applying glue, ensure that no ballast fouls moving point blades. A pair of tweezers can be used to probe or free stuck grit. It's easier to remove these now than later.



Superglued to the layout, and later weathered with Lifecolor Surface Shadower, these are convincing. Note the grease and oil stains added to the points where permanent way staff would maintain them.

10



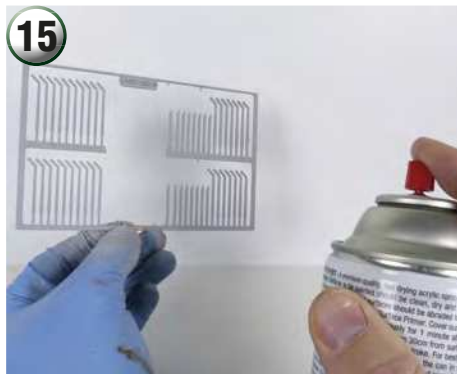
Security fencing is seen all around the entrance to this industrial site and a few packs of laser-cut Palisade Fencing is required from Scale Model Scenery. Each pack assembles into 90cm of fencing, though a day was consumed in its assembly.

12



The fence is sprayed with a metallic silver paint from a rattle can. It's far too bright for a galvanised steel fence, but serves as a close base colour, which is enhanced with Lifecolor Surfaces Shadower, applied by airbrush.

15



Concrete fencing is treated differently and sprayed with Rustoleum Concrete Effect paint. A light dusting is applied three times, leaving 15 minutes between each application. It's easier to spray, then cut each one from the sprue, than the opposite.

11



For a neat assembly, a tube of Busch (7593) glue is fitted with a Micro Tip (AC9) from Deluxe Materials. This combination prevents waste of adhesive and unsightly glue blobs on the model.

13

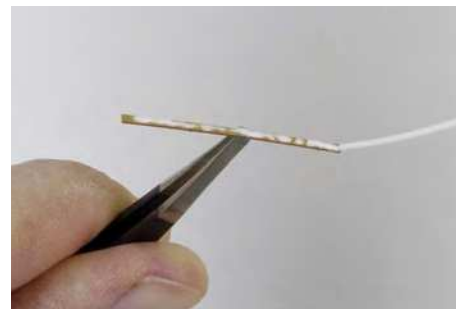


Holes for the fence are measured by eye and drilled with a cordless drill fitted with a 2.5mm drill bit. The fences are pretty forgiving with a degree of flex, allowing 'tweaking' to fit. Superglue ensures each post is firmly secured.

16



Each post is carefully positioned into the pre-drilled holes, observing the location of supports. Fishing wire is supplied and threaded through the holes with tweezers. The thin fabric mesh is stuck to masking tape and cut to size with scissors for ease, before gluing into place.



14



Still not satisfied with the high level of sheen on the fences, more Lifecolor Surfaces Shadower is applied and the fence blends better with the ballast. Observing photographs is key – it's too easy to overdo an effect.

EXPERT TIP

Light conditions

I spent the best part of a week modelling this layout outside in April. Luckily, the weather was excellent, though wind gusts often had the spray from the airbrush travelling perpendicular to where I wanted it to go! It also masked the sun's rays and I received an even tan. This aside, moving the layout inside each evening, I noticed the difference in paint colour hues because of artificial light. My advice is to model in the same lighting conditions you'll later use for viewing to ensure best results.



18



Disguising the model filler around the base of the buildings sees the airbrush used once more with a dusty tarmac colour. Masking tape prevents overspray. I always seek low-tack varieties to prevent damage to objects or paintwork that can easily lift when it's removed.

17

Buildings are located into their final positions and glued using a gap-filling cyanoacrylate glue. Humbrol Model Filler ensures they appear well-planted without gaps. Compromise has been made for the location of the silo because of the space required.

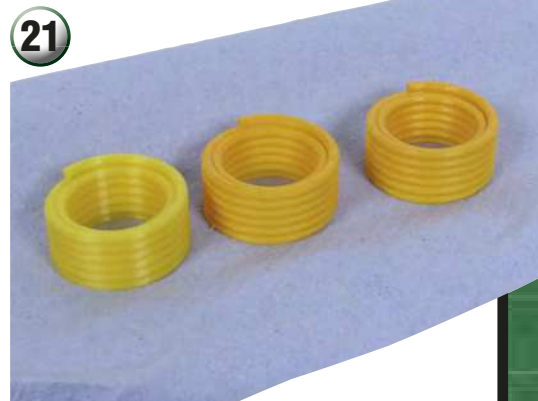




An area of land opposite the railway has been used for storing industrial equipment and parts for a few decades. Inspired by an aerial photograph, I selected a number of similar objects for use on the layout.



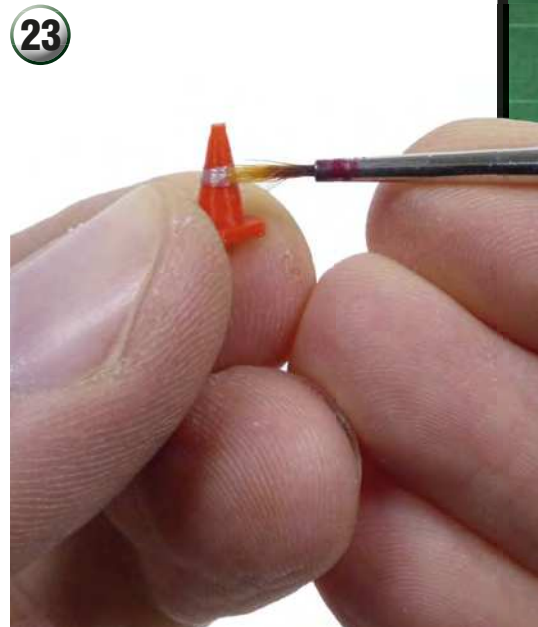
A number of the items are 3D-printed in plastic. Despite depicting what would be plastic elements in real life, these need toning down. So, the airbrush is used again, loaded with diluted Lifecolor (UA286) Signal Yellow to the consistency of milk.



An unpainted pipe (left); note how it appears garish versus the other two. Weathering can be applied when it is added to the layout.



Acrylic paints are great for quick drying times, but they also dry quickly inside the airbrush. After each application of a colour, and before each reload of colour, it is cleaned with Medea Airbrush Cleaner and a pipe cleaner, both in the airbrush cleaning set from Airbrushes.com.



Traffic cones have their silver reflective centres painted with Darkstar Molten Metals Tarnished Steel. A fine brush is required – I'm using a Lifecolor 591/000.



Each tyre is assembled from three pieces of laser-cut wood. Busch (7593) glue – unlike superglue – allows adjustment to ensure the three circles are concentric.



The tyres are painted with Stuart Simple black paint. This acrylic has a very high pigment content, and only one coat is required.



Though effective for a new tyre appearance, I'm looking for a final colour that resembles an old discarded tyre. Lifecolor Dark Dust is lightly painted across all sides. It creates a bleached rubber look.



The 3D-printed tanks aren't the smoothest, hence I attempt to flatten the printing lines using sandpaper. Finescale Model World Master Prime is then applied by brush, left to dry, and sanded smooth, before painting.

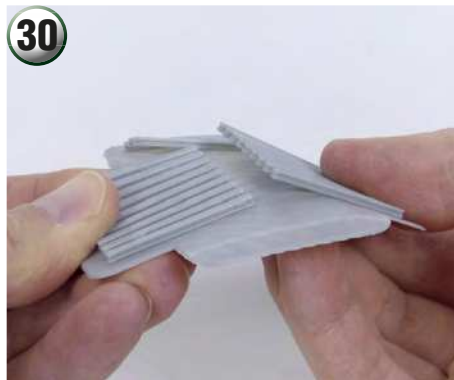


I challenge you to find a layout where weeds can't be justified in one form or another. These are torn from a sheet of low bushes produced by Martin Welberg, available from The Model Tree Shop and superglued in place.

35 Sealing the layout and its paints is a generous coat of Testor's Dullcote. This matt laquer provides wear-resistance for the Faller road vehicle magnets which can wear through the road surface. The invisible barrier can be re-applied as it is worn away. Runcorn Salt still requires an authentic photographic backscene. Look out for updates on our website world-of-railways.co.uk, future episodes of BRM TV and BRM.



The yellow and blue plastic pipes are improved by wrapping and gluing thinly-cut pieces of paper to create the illusion of thick plastic strapping. These are sizeable pipes for OO gauge!



You might be tempted to break the concrete posts from their support, but before doing so, spray them with the same concrete paint colour. When gluing these to the layout, I ensure that the unpainted side is face down.



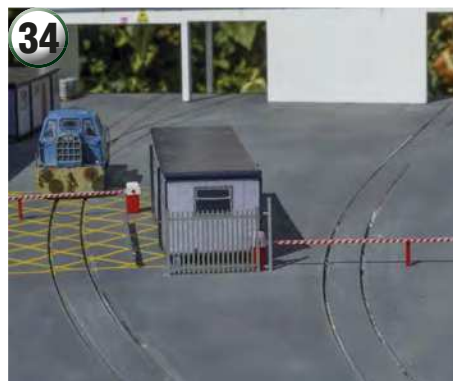
Taller bushes by Martin Welberg are used around the fence as seen on photographs. Artistic licence is permitted on this project, given that its trackplan has already been modified for practical reasons.



The concrete pipe sections have a little stray plastic left by the printing process, but a scalpel soon tidies them up. These are sprayed with Rustoleum Concrete Effect paint and weathered using Lifecolor Surfaces Shadower.



The details are added to the yard section of the layout. This area is vast in comparison with the rest of the layout, but leaving space for things to breathe in a scene is never a bad thing.



Barriers guarding the entrance from Scale Model Scenery are constructed, painted and installed. Their positioning is carefully chosen to avoid fouling the working vehicles that move around the site. The hazard stripes are self-adhesive and included for fast installation.





GAUGEMASTER

Analogue Control



Choose your controller for life with the Gaugemaster Lifetime Guarantee...

We have been producing Model Railway Controllers for over forty years. Our analogue controllers have stood the test of time, and so has our lifetime guarantee:

"We undertake to replace, free of charge, any parts found defective within the lifetime of the unit providing that the item has not been tampered with."

What's the difference between the controller types?

Our **Mains Powered Cased Controllers** come complete with transformer, and can just be plugged in, connected to the track, and away you go. **Panel Mounted Controllers** require a separate transformer, and also need to be mounted onto a control panel to be used effectively.

We also produce various controllers with **Feedback** and **Simulation**, two effects controlled by the controller itself. **Feedback** senses the load on the circuit and helps maintain the locomotive at a steady speed up and down gradients. **Feedback** controllers are not suitable for use with locomotives with coreless motors. **Simulation** (also known as Inertia) allows a train to accelerate, coast, and be braked to a standstill, by use of a regulator and a brake.

MAINS POWERED CASED CONTROLLERS

GMC-COMBI Single Track Controller/Transformer
Most Suited for HO/OO/N Scale Layouts



Fantastic for small layouts or beginners upgrading a starter set, the Combi has both a 12V DC output to run one track, and a 16V AC output for accessories.

BEST FOR
Beginners

GMC-D Twin Track Controller
Most Suited to HO/OO/N Scale Layouts



Our best selling controller. Runs a two track railway with minimum of fuss. The D Controller has two 12V DC track outputs, as well as a 16V AC output for accessories.

BEST FOR
Twin Tracks

GMC-Q Four Track Controller
Most Suited to OO/HO/N Scale Layouts



The best selling four track controller available today. It offers impressive value for money with its four 12V DC track outputs, and two of 16V AC and 12V DC outputs for accessories.

BEST FOR
Four Tracks

PANEL MOUNTED CONTROLLERS

GMC-100 Single Track Panel Controller
Most Suited to OO/HO/N/Z Scale Layouts



Some modellers may wish to incorporate their controller into an overall panel to control their layout. The Model 100 Controller has a single 12V DC output.

BEST FOR
Control Panels

GMC-U Single Track Controller with Simulation
Most Suited to OO/HO/N/Z Scale Layouts



With the brake knob controlling the 12V DC track output, this controller allows you greater realism when running locomotives.

BEST FOR
Realistic Running

GMC-W Single Track Walkabout Single Track Controller
Most Suited to OO/HO/N/Z Scale Layouts



Fitted with 1.5m of cable, this controller allows you the freedom to move around your layout while still controlling your layout. It has a single 12V DC track output.

BEST FOR
Flexibility

Did you know...

If you don't have a handy accessory output from a controller, the **GMC-WM1** Wall Mounted Transformer can be used on its own to power accessories, such as point motors and lights from the 16V output. Just plug it in and connect it up!

GMC-WM1
Wall Mounted Transformer
16V or 12V DC 1.1a



Find us on Facebook:
@Gaugemaster
Follow us on Twitter:
@Gaugemaster
Follow us on Instagram:
@gaugemaster_controls

PRICES

Cased Controllers

GMC-COMBI	Single Track Controller/Transformer	£45.00
GMC-100M	Single Track Controller	£115.00
GMC-100MO	Single Track Controller for O Scale	£120.00
GMC-10LGB	Single Track Controller for G Scale	£125.00
GMC-10LGBSF	Single Track Controller for G Scale with Fan	£215.00
GMC-P	Single Track Controller with Simulation	£125.00
GMC-D	Twin Track Controller	£125.00
GMC-DS	Twin Track Controller with Simulation	£200.00
GMC-TS	Three Track Controller with Simulation	£215.00
GMC-Q	Four Track Controller	£225.00

Panel Mounted Controllers (Orange text shows transformer required)

GMC-100	Single Track Controller (GMC-T1/M1)	£45.00
GMC-100-O	Single Track Controller for O Scale (GMC-T2/M2)	£50.00
GMC-U	Single Track Controller with Simulation (GMC-T1/M1/WM1)	£55.00
GMC-UF	Single Track Controller with Feedback (GMC-T1/M1/WM1)	£50.00
GMC-UO	Single Track Controller with Simulation for O (GMC-T2/M2)	£70.00
GMC-UD	Twin Track Controller (GMC-T1/M1/WM1)	£65.00
GMC-UDS	Twin Track Controller with Simulation (GMC-T1/M1/WM1)	£90.00
GMC-UQ	Four Track Controller (GMC-T1/M1/WM1)	£100.00

Walkabout and Hand Held Controllers (All GMC-T1/M1/WM1)

GMC-W	Single Track Walkabout Controller	£40.00
GMC-HH	Single Track Handheld Controller with Feedback	£45.00

Transformers

GMC-M1	Cased Transformer 16V AC	£60.00
GMC-M2	Cased Transformer 18V AC 2.5V	£60.00
GMC-M3	Cased Transformer 24V AC	£60.00
GMC-M4	Cased Transformer 12V AC	£60.00
GMC-T1	Open Transformer 2x 16V AC 1a	£30.00
GMC-T2	Open Transformer 18V AC 2.5a	£30.00
GMC-T3	Open Transformer 24V AC	£30.00
GMC-T4	Open Transformer 2x 12V AC 1a	£30.00
GMC-WM1	Wall Mounted Transformer 16V or 12V DC 1.1a	£25.00
GMC-WM2	Wall Mounted Transformer 9V DC (1600mA) 1.6A	£20.00
GMC-WM3	Wall Mounted Transformer Kato Unitrack UK Power Supply	£20.00
GMC-WM4	Wall Mounted Transformer 12V DC Smoothed for Lighting	£20.00
GMTFK1	Transformer Fitting Kit for T1/T3/T4	£15.00
GMTFK2	Transformer Fitting Kit for T2	£15.00

See the GM365 Gaugemaster Catalogue (£5.00) for more details

GAUGEMASTER products are available from your local model shop or, in case of difficulty, direct from ourselves

GAUGEMASTER Controls Ltd, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom

tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com

www.gaugemaster.com



DIGITAL EDITION EXCLUSIVE

RUNCORN SALT UNION

Howard Smith gives a tour of Runcorn Salt Union and reflects on its construction, now that the last article has appeared in BRM.

EXCLUSIVE

WATCH THE VIDEO HERE

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



HOW TO CREATE RUST WITH HAIRSPRAY

Words & photography: Phil Parker

Phil Parker shares a method for creating realistic rust, often used by military modellers.



SHOPPING LIST

Skytrex Model Railways

Unit 1, Charnwood Business Park, North Road, Loughborough, LE11 1LE

W: www.skytrexmodelrailways.com
20ft Container

The technique I'm using for this project isn't new. It's just that we don't see many people using it in the model railway world.

Head over to the land of plastic kit modelling and you'll find hairspray weathering and salt chipping employed on nearly every model in any magazine or at most exhibitions. They have been doing it for years and yet cross-fertilisation with our hobby seems very limited.

This is odd, because we need to model rusty metal as often as anyone else, it's just that we have developed different techniques, some of which are now being copied by other modelling disciplines.

Hairspray rust effects are pretty simple.

Paint the model a nice rusty colour and let it dry. Spray a few thin coats of normal hair lacquer (I had to buy some specially for the job as I don't have enough hair for a style) over everything and once this is dry, paint the top coat. Spraying is preferred for this step, although with care you can apply the paint by hand.

To expose the rust, simply wet the model. Water will find its way under the paint to dissolve the hair spray and cause the top coat to flake off. The best effects come from scrubbing away or scratching the surface with brushes and soft implements.

With a little practise, realistic patches can be worn away in a few minutes. Pay attention to those areas where the prototype

loses its paint and you'll have a good looking model in minutes.

My prototype is a steel shipping container. These things can be bought for small amounts of money once they have finished their lives carrying goods around the world and are popular as storage sheds either on their own or in large groups for storage yards. My model is the former, simply because they tend to be a bit more beaten up and rusty.

Once you've got the hang of the hairspray technique, you'll be looking at all sorts of rusty metal on your layout.

I quite fancy having a go at some mineral wagons for a start...

1



Skytrex's resin container needs a little flash trimmed from the bottom and then a good wash in soapy water to remove any mould release. Ordinary washing up liquid is fine, but give it a good rinse afterwards.

2



Although the model doesn't really need priming, I give it a coat of red oxide sprayed from an aerosol as it's a good base colour.

3



The Rust is Humbrol 70 (Brick red) and 62 (Leather) splodged on with a small sponge. We don't want a smooth coat of either colour and it doesn't matter if some of the primer shows through.

4



The model is sprayed with three thin coats of hair lacquer. Try not to flood any of the detail and let it dry between coats.

5



For patches of serious rust, table salt is sprinkled on to more wet hair spray. Once dry, the model is sprayed with the Humbrol acrylic main colour. I'm using 102 – Army Green – but any colour will do.

6



Now for the rusting process. Using an old, stiff brush, run some tap water on to the container. The water will seep into the hair spray, loosening the paint on top and this will gradually wear away in patches.

9



The container is patted dry with kitchen towel and then it's ready to install on the model. Stepping back and deciding if there is enough rust is a good idea. You can always break out the stiff brush and water for a bit more weathering.



TOP TIP

As this is a fairly new technique for me, rather than launch straight in to the model, I dug around in our recycling bin to find a nice plastic shape to practise on.

The lid was painted in exactly the same way as the container, but if anything didn't work as well as I hoped, no harm was done. As it was, all went well, February 1st??

which made me more confident to do the real job. Test pieces like this might seem like a waste of time, but if they save you messing up a model, they are well worth the effort.

8

For the most serious paint removal, an old toothbrush is perfect and works really well on the corners of the container.



7



For scratches, use a wet toothpick to remove some paint. This is especially effective around the door closing bars.



DIGITAL EDITION EXCLUSIVE

WEATHERING

Phil shows us how you can produce rust effects easily on a steel coal wagon with some hair lacquer, a stiff brush and a pot of water.

EXCLUSIVE

WATCH THE VIDEO HERE

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



NEW PRODUCTS



00

PETER'S SPARES (PS92, PS 93 AND PS94) HORNBY GEAR REPLACEMENTS

Designed as direct replacements for Hornby 33 tooth (S9633) – PS92, 28 tooth (S9634) – PS93 and 11 tooth (S2290) – PS94 gears, these new hard-wearing replacements from the model railway RTR spares specialist will ensure your pride and joy continues to function for years to come. Often used in Hornby's Ringfield motor mechanisms, the common parts wear away with extended use. The retailer also provides a repair and replacement service. Visit its website for more details.

Price: PS92 or PS93 (each): £1.15, PS94: £1.99

W: www.petersspares.com



GAUGEMASTER (GMC-WM5) ANALOGUE WALL-MOUNTED POWER SUPPLY

This 12V DC 2A smoothed regulated power supply has recently arrived with the retailer and is ideal for powering DC accessories around the model railway. Plugging directly into the mains, its 12V output via a cable can be plugged into the supplied adapter with screw terminals allowing for a solderless connection. Find its other regulated power supplies on its website, with a choice of AC, DC and voltage outputs.

Price: £4.00

W: www.gaugemasterretail.com



MAKE YOUR MARK MODELS PLASSER & THEURER TWIN JIB CRANE

Add variety to your rolling stock with this Plasser & Theurer heavy duty twin jib crane, available as a kit or RTR from Make Your Mark Models. Made from polyurethane resin, the kit consists of 101 resin components, which enables the builder to represent the modifications that have been made by some operators during the cranes' lives. Buffers, wheels and couplings aren't supplied, allowing builders to choose their preferred gauge or supplier, or couplings to suit their stock. Buffers can be sourced from Wizard Models, and transfers can be supplied. RTR versions are available in BR or Balfour Beatty liveries. Models are non-motorised.

Price: kit: £135, RTR: £345.00 (BR) £375.00 (Balfour Beatty), weathering (optional) £50.00

W: www.makeyourmarkmodels.com

00



00 0

DEXTER'S COVE 3D-PRINTED RESIN FIGURES

Joining its selection of architectural accessories are a number of high-resolution 3D-printed figures for OO and O scales. Available now, they're supplied in sets of four comprising passengers with luggage, passengers without luggage, passengers in overcoats and modern passengers without luggage. Supplied unpainted in blue resin, the figures would make an ideal weekend painting project and layout addition.

Price: OO: £6, O: £15

W: www.dexterscove.com

GAUGEMASTER (GM538) 3MM LED BEZELS 12-PACK



Looking for a smarter way to house LEDs on your control panel? Model railway superstore, Gaugemaster, is now retailing these plastic light bezels with insulator supports and metal nuts, suitable for 3mm diameter LEDs. Simply drill a 6mm diameter hole through your panel and install using the nut provided. Maximum depth of control panel fascia mustn't exceed 5mm.

Price: £4.00

W: www.gaugemasterretail.com



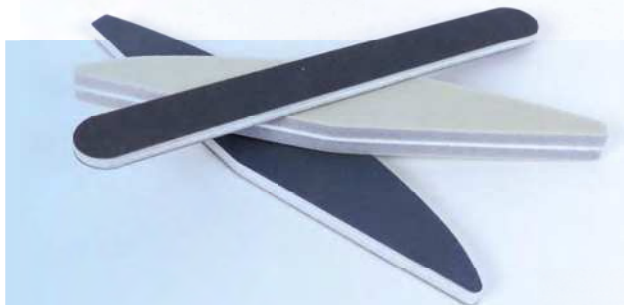
GAUGEMASTER (GM530) TOGGLE TOPPERS MULTI-PACK

Bundled in six colours, this pack of 36 toggle switch toppers will ensure greater operational comfort for fingers for those extended operating sessions, while keeping your control panel colour-coordinated. Differentiate between signal or point switches easily, or keep power districts easy-to-visualise for uninitiated operators.

Price: £5.00

W: www.gaugemasterretail.com

VISIT WWW.WORLD-OF-RAILWAYS.CO.UK FOR THE LATEST PRODUCT NEWS



FINESCALE MODEL WORLD (FM023, FM026 AND DURAPLUS 240) SHAPED FOAMIES

Recently added to its range of consumables for model surface preparation is this selection of sanding sticks. Often referred to as 'foamies' because of their sandwich-like construction around a foam centre, these make swift work of many sanding tasks on wood, plastic or resin objects during construction. Ideal for removing excess flash, mould seams, or for smoothing back filler and available in useful grades of grit to the modeller, it pays to have a few spare too, particularly if you are a regular kit builder.

Price: TBA

W: www.finescalemodelworld.co.uk

00



ROAD TRANSPORT IMAGES ERF E SERIES SLEEPER CAB WITH TIPPER TRAILER

Introduced in 1986, ERF's E series tractor units marked a turning point for the manufacturer, which had been struggling through the early 1980s. Fitted with a more refined and aerodynamic SP4 cab, by 1988, the manufacturer had registered 3,740 trucks in the UK. Though a static model, this resin and white-metal kit from Road Transport Images is ideal for many sectorisation-era onwards layouts. The tipper trailer, sold separately, can be substituted for many of its other types: flat-bed, curtain-side or tanker to name a few.

Price: Cab: £10, 6x2 chassis: £8, wheels: £2.50, detailing pack: £3.50, trailer kit: £13.50

W: www.roadtransportimages.com

00

PETER'S SPARES (PS95) REPLACEMENT TRI-ANG HORNBY MOTOR HOUSING



Produced exclusively for the model spares specialist, this motor housing has been re-tooled at its Chinese factory as a direct replacement for Tri-ang/ Hornby X3170 / X239 / X337 motor bogies as found in its Class 37, Class 31, Class 35, Budd Railcar and EM2 models. The part (S5452) is listed on service sheet Nos. 75 (Class 35), 31 (Budd Railcar), 69 / 92 (Class 37), 66/92 (Class 31) and 30 (EM2).

Price: £5.99

W: www.petersspares.com

GAUGEMASTER (GM438) FORDHAMPTON DOCKSIDE WALLING

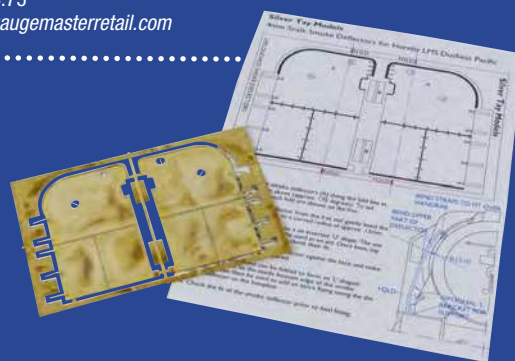


Whether constructing a dock, or a large retaining wall alongside a road, canal or river, this modular kit is a great start for those whose scratch-building skills are in-progress. Manufactured by Faller, and widely distributed in the UK via Gaugemaster and Gaugemaster stockists, the injection-moulded plastic kit requires a minimum of tools and assembly skill, making it ideally suited to the beginner.

Price: £14.75

W: www.gaugemasterretail.com

00



SILVER TAY MODELS SMOKE DEFLECTORS FOR HORNBY LMS DUCHESS 'PACIFIC'

The thickness of plastic used on steam locomotive smoke deflectors has long challenged RTR manufacturers. Too thick and they look incorrect, too thin and they break. These etched brass replacements from Silver Tay Models feature accurate fold lines, rivet detail and perforations. Supplied with detailed instructions, its growing range of RTR steam locomotive smoke deflectors is ideally suited to modellers seeking higher levels of finesse on their RTR or kit-built models. See its full range online.

Price: £6.50

W: www.ebay.co.uk and search for 'Silver Tay Models'

GAUGEMASTER (GMKD1007) BREWERY/FACTORY BOILERHOUSE



Looking to introduce some brick-built industrial architecture to your layout or diorama? This plastic kit will satisfy your weekend modelling cravings with its 58 individual parts, moulded in three colours, with window parts, a paper mask and instructions. Of generic design and widely seen across all areas of the UK from the industrial revolution to the present day, it could be added to other similar buildings to create a factory complex.

Price: £24.00

W: www.gaugemasterretail.com

00

BRM TV

BRITISH RAILWAY MODELLING

DIGITAL EDITION EXCLUSIVE

RMweb Virtual Exhibition Highlights

RMweb members held a virtual exhibition on Sunday 26th April, if it had been a real exhibition, it would have certainly been one of the best ever! All of the content is still on RMweb to read. We bring you a few video highlights of layouts from the owners that appeared at the show. As you will see it's not always too serious!

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



PLAY

EXCLUSIVE

Ladmanlow



PLAY

Upbech St Mary



PLAY

BRM

BRITISH RAILWAY MODELLING

TV

Abbotswood Junction



PLAY

Manifold Valley Minerals



PLAY

EXCLUSIVE

Sheep Dip



PLAY

Canute Road Quay



PLAY

BRM

BRITISH RAILWAY MODELLING

TV

Tucking Mill



PLAY

Bethesda Sidlings



PLAY

EXCLUSIVE

Sandy Shores



PLAY

Ropley



PLAY

IRISH RAILWAY MODELS CIE FERTILISER BOGIE WAGON

Words & Photography: Andy York



The distinctive side profile of the wagons is well captured with a variety of markings.

British railway modellers may now be more familiar with the Accurascale name than its progenitor, Irish Railway Models. It's the same team behind the brand and the attention to detail first surfaced in products for the Irish railway network with their ballast wagons, cement bubble and plough brakes.

The Córas Iompair Éireann or Iarnród Éireann (Irish Rail) networks made extensive use of a standard 42ft underframe with bogies for a variety of wagons and IRM will be extending the same use to forthcoming Guinness keg cage, spoil, weed-spraying and intermodal wagons.

90 of the fertilizer wagons were introduced from 1974 for transportation of

bagged products around the network from Irish Fertiliser Industries near Arklow as block trains or within liner services. The red oxide livery was carried through their life and the CIE branding survived the transition to Irish Rail in 1987. IRM have captured different variations in livery and markings within the range of twin packs of wagons in four differently-numbered packs.

In use, the wagons were loaded with pallets of bagged fertilizer via forklift; the metal-framed plywood hinged side doors opened and could be retracted into the recess between bays for clear access to the six compartments on each side. The centre two bays could only be loaded to half height due to metal beams above those bays to

ensure the wagon did not exceed its 40T capacity.

The model includes a full load of double and single height pallets of bags. If the modeller wishes to portray empty wagons the top rails can be unclipped and the pallets removed, which gives an ideal excuse to model an unloading facility.

As ever, all of the detail is accurate and well-executed, with the detail beneath the underframe, such as pipe runs and gear linkages, particularly pleasing even if they will be rarely seen. The axle ends feature rotating axle boxes as with the preceding Tara Mines bogie wagon. As the width of the bogies are dimensionally accurate, there is capacity to fit scale-width axles and

wheelsets for those modelling the network in accurate 5ft 3in gauge. Further detailing is provided in the pack with a choice of tension-lock or rigid bar couplings to mount into the NEM pockets. There are also vacuum brake pipes for the bufferbeam and the locking bar mechanism for each end of the sides if there is sufficient bogie clearance on layout curves.

The wagons carry minimal livery markings, but those on the models all copy prototype photographs for each number and are effectively executed in clarity.

Priced at €100.00 for a pair, the models are available directly from irishrailwaymodels.com, the price reflecting the lower quantity production runs that are appropriate to the smaller marketplace. With this and other models, the prospect of modelling a different world is more appealing and I am particularly looking forward to the introduction of the A Class locomotive, which I had chance to control an engineering sample of last year, admiring its exceptional running qualities.

Aside from the excellent quality, the choice of model is a good one as a prototype, which lasted for near on 30 years and could be found anywhere on the network. With this, previous releases and forthcoming models, this is a golden age for the modeller of the Irish Rail scene.



datafile

BASICS

Manufacturer: Irish Railway Models

CATALOGUE REFS:

IRM1040A CIE/IR Fertiliser Wagon Pack A

IRM1041B CIE/IR Fertiliser Wagon Pack B

IRM1042C CIE/IR Fertiliser Wagon Pack C

IRM1043D CIE/IR Fertiliser Wagon Pack D

RRP: €100.00

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

Era: 1974 - 2002

Company/Operator: CIE/Irish Rail

Weight: 130g per wagon

Body and chassis: Plastic

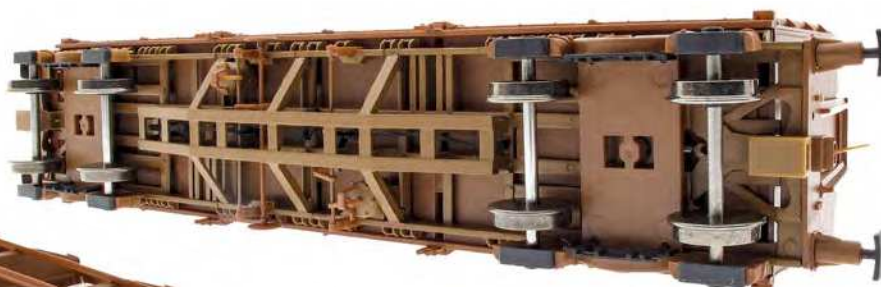
Minimum Curve Radius: 263.5mm (R2)

Couplings: NEM-mounted Rapido and rigid bar options

Accessories: Vacuum pipes and locking bars



The pallet loads make a useful item to include in a yard unloading scene.



The underside of the wagon features a wealth of pipes and linkages.



Supplied as pairs of wagons in the packs there are four different numbered packs available.

THE PERFECT LOCATION FOR A MODEL RAILWAY

Our buildings are strong and robust, built with the highest quality timber, and can be tailored to suit your needs.

By tailoring the building design to your exact requirements, we can give you a building of the perfect size, with each feature precisely where you want it. Our sheds and workshops can also be fully lined and insulated, with electrics, allowing for year-round use. To find out more, please visit cranegardenbuildings.co.uk.



**FREE
DELIVERY
& installation
nationwide**



Sheds | Workshops | Summerhouses | Garages | Studios | Telephone 01760 444229

MegaPoints Controllers

Awesome layout control system

Control your model railway points from one or more tactile control panels

- NO SOLDERING! *It's all plug and play!* ✓
- Uses a single cable between each control board.
- Includes optional **feedback display** to show the position of your trains as they move around the layout
- Optional **bespoke professional mimic panel design** service.
- Control servos, traditional solenoids, stall motors and relays.
- Works with **analogue and digital** layouts.

See website videos and product pages for more information. Our MultiPanel or MiniPanel control boards do it all! →

A single cable connects each control board together and operates in BOTH directions for feedback display.

Plug-and-play, NO Soldering for control panel hookup. Cables and buttons available pre-wired with plugs attached. See our new website for details.



Your bespoke mimic panel



Size 8cm x 10cm

1. Plug in LED cables
2. Plug in switch cables
3. Connect to control boards
4. Press buttons, start using!



Web & details: megapointscontrollers.com

Rev: 18-03



ELLIS CLARK TRAINS

Unit 1 Toller Court
Shortbank Road, Skipton
North Yorkshire BD23 2HG

WANTED

VISIT our
**O GAUGE &
LARGER** gauge
SHOWROOM

LOOKING TO SELL YOUR COLLECTION?

WE HIGHLY VALUE YOUR MODELS

- ◆ Full/part collections purchased
- ◆ No need for a list - we travel and view/collect
- ◆ Everything purchased - railways, die-cast & Railwayana
- ◆ All gauges and ages, including continental & US
- ◆ Upfront payment by cash, bank transfer or cheque
- ◆ Vast experience in purchasing large collections
- ◆ Friendly and professional service
- ◆ Specialised interest in 7mm O gauge

GET IN TOUCH

ellisclarktrains.com

01756 701451

ellis@ellisclarktrains.com

CONTACT ELLIS OR ALBERT





TREAT YOUR DAD THIS FATHER'S DAY



R6803
Father's Day Wagon (Blue)

R6878
Father's Day Wagon (Red)

Get your Dad 'training' this Father's Day
with Hornby's special wagons

(Making the best Father's Day gifts since 1920)

Visit www.hornby.com to find your nearest retailer or call **01843 233512** to place your order today



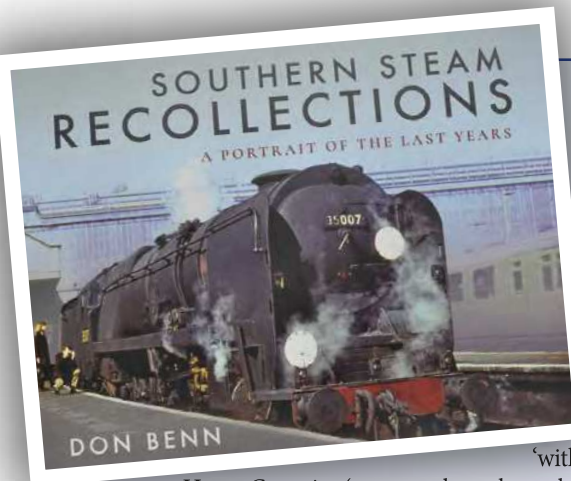
www.hornby.com

HARDER & STEENBECK



PAINT EASY THE HARDER WAY

www.harder-airbrush.eu



SOUTHERN STEAM RECOLLECTIONS by Don Benn, Pen and Sword

Every now and then, when reviewing a book, I'm reminded of how indolent and haphazard were my making of notes to accompany the photographs I was taking at the time, and, because of these failings, how difficult it's been for me to write really accurate captions to those pictures of mine now they're being published. This is just such a book, because the author was extremely diligent in making notes; so much so that the captions to his pictures are very accurate and informative. There are over 150 monochrome photographs in this book, illustrating the author's exploits with a camera on all three sections of the Southern Region from 1960 until the end of steam on the ex-LSWR main line in 1967. Fortunately, they include many of the older, indigenous Southern classes, and not just fag-end images of filthy dirty, nameless Bulleid Pacifics living out their last (but still very fast!) days on the Weymouth road in 1967. Most of the region is covered (including parts of the

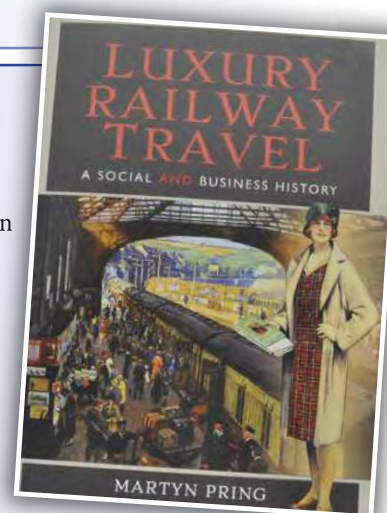
'withered arm' in the deep South West, though a large number of the images are in the immediate Home Counties (near to where the author lived). The accuracy of the captions will be of great use to modellers assembling correct period trains. It's a pity, then, that some of the images don't match the quality of the captions. We're told that a number of the earliest pictures taken were rejected because of poor quality. The very first image in the book (arguably of great importance) is 'muddy', as is the second. And, in the author's 'all time favourite shot of the train' (The Golden Arrow) on page 27, the shutter speed used has not been fast enough to 'stop' the locomotive. The immediate above said, there should be enough therein to satisfy SR followers.

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

LUXURY RAILWAY TRAVEL A SOCIAL AND BUSINESS HISTORY by Martyn Pring, Pen and Sword

In this lavish volume, the quality of the reproduction is excellent throughout, though it's not principally a pictorial book. We're taken on a journey (pun intended) from the Victorian expansion of railways to include luxury travel, the Edwardian period, the Big Four up to the Second World War, right through to the British Railways/Rail era as far as 1975. Following the chronology, from 1976 we're shown preservation and restoration projects, then examples of 21st Century luxury rail travel in Asia. I found this last-mentioned chapter a little odd in context, given that the book is really a history of prestige rail travel in Great Britain. Then we have an appendix describing the luxury trains on the ex-LNWR/-ex CR, ex-MR and ex-GN/-ex-NE /ex-NBR routes to Scotland, plus further ones on posh travel to the West Country, Bournemouth and to the SE Coast from London. The 'South Wales Pullman' and the diesel Blue Pullmans are also mentioned in the main text. The period advertisements and illustrations are just fantastic – as evocative as the great trains themselves, and I found this lovely book entirely engrossing. Given the quality of the stock, the written material and the standard of reproduction, it is a joy to indulge in. A.N. Wolstenholmes' 'wood-cut' illustrations showing 'The Queen of Scots', 'The Capitals Limited' and 'The Mid-Day' Scot, which brought back many happy memories. The same artist used to provide the cover illustrations for all those Ian Allan abcs. Frank Newbould's beautiful, pre-War colour posters are also perfectly-reproduced. Just two points of 'criticism'; by the time the picture on page 252 was taken, the 'Princess Coronation' on the 'The Royal Scot' would have been upgraded to '8P', and the shot of the 'Bournemouth Belle' on page 323 is definitely not at Clapham Junction; it's on the section of main line south west of Woking controlled by electro-pneumatic semaphores. Recommended.

Price: £35.00 W: www.pen-and-sword.co.uk



IN MINIATURE HOW SMALL THINGS ILLUMINATE THE WORLD by Simon Garfield, Canon Gate

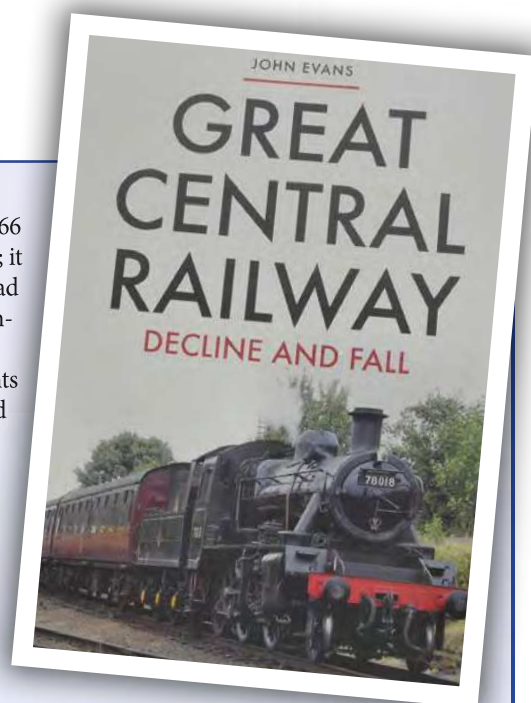
This is a most-amusing little read, written in an entertaining and illuminating way. It's really a selection of small subjects, where only one chapter deals with railway models (Miniatur Wunderland in Hamburg taking due prominence), but it's interesting nonetheless. In the same chapter, I was delighted to read how Sir Rod Stewart handled the 'ignorant' Piers Morgan when he was interviewed by the bloke about his model railway. 'Train set'? What do reporters know? We're also delighted by descriptions (among others) of a matchstick Eiffel Tower, miniature cities, a miniature painting, a flea circus, tiny books, Queen Mary's doll's house and a vast collection of model ships built from matchsticks. Enchanting.

Price: £9.99 W: www.canongate.co.uk

GREAT CENTRAL RAILWAY DECLINE AND FALL by John Evans, Amberley

Given hindsight, the closure and demolition of the great Central London Extension from 1966 onward was an act of crass folly. A fantastic transport resource was allowed to just disappear; it could have even been the start of HS2! This well-written and well-illustrated book tells the sad story of the ex-GC during its final years up to 1966; when it ceased to be a main line through-route for expresses from Manchester and Bradford to Marylebone. Along with the author, other writers contribute pieces describing aspects such as a journey along the line, the delights of trainspotting, the great Nottingham Victoria Station, Woodford Halse's loss, the 9F-hauled 'windcutters' or 'runners' and the arrival of the 'Royal Scots'. The work is largely pictorial (though one image has been used twice), mainly in good-quality colour. The photographs illustrate all aspects of the decline of this once great, trunk route, including some very sad shots of the destruction of Nottingham Victoria. All in all, despite the excellence of the pictures, they're rather depressing and lugubrious, though entirely indicative of the time. The work will be of great assistance to modellers, not least because of the variety of trains shown – from all of the four English Regions, with locomotives from three of them, and BR Standards and diesels and MSW electrics. There's a nod at the end towards preservation, which is repeated on the front and rear covers.

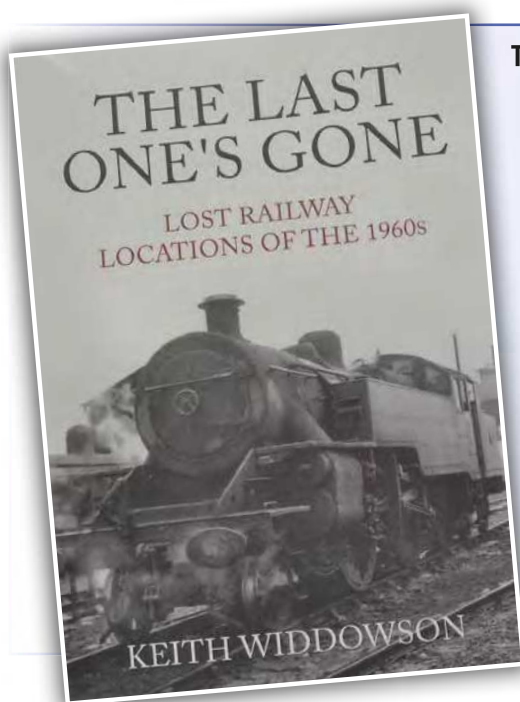
Price: £14.99 W: www.amberley-books.com



THE LAST ONE'S GONE LOST RAILWAY LOCATIONS OF THE 1960s by Keith Widdowson, Amberley

Speaking of lugubrious railway books, this one is even more so than the last, but no less-interesting. That lugubriousness is even reflected in the reproduction of some of the images; one needs the 'eye of faith' to believe that we're looking at Brighton Shed (page 9) or Crumlin Viaduct (lower picture on page 13). Granted, the shots were taken with a Kodak 'Brownie', but they add little to the book, despite their personal interest to the author. Thankfully, not all the images are poor, as we're taken on a personal photographic journey between the years 1963-'68. The journey encompasses many of the lines under threat from the Beeching proposals of 1963, including (among many) the SR in Devon and Cornwall, the Isle of Wight, Derby Friargate, Leicester Belgrave Road, the GC, the Port Road, parts of the SR near London, the Fife Coast, Glasgow, Wolverhampton, Leeds, Northern Ireland and the near-Continent. Locomotive builders will find many of the shots useful, because pictures of locomotives predominate; mainly filthy dirty! Interesting, though rather depressing, especially comparing the pre-Beeching railway map with the post-Beeching one; being born only a year before the author, I remember the times well.

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



BLUEBELL RAILWAY SIXTY YEARS OF PROGRESS 1960-2020, by Colin Tyson, Amberley

To finish, we have a much more-optimistic book from Amberley, celebrating the last 60 years of the Bluebell Railway in preservation. The story is very well-told, and illustrated throughout with high-quality reproduction, mainly in full-colour. It's astonishing how photographs from years ago reveal how 'weird' some of us looked back then, several of the subjects shown since deceased. It's very interesting to see how the railway has been used by the TV and film industry down the years (even though Downton Abbey is supposed to be in Yorkshire!), bringing in much-needed revenue. The diamond Jubilee celebrations scheduled for August 7-9, listed on the last page of this delightful book hint at a note of real optimism. It was published before coronavirus became widespread! Given the current crisis, one feels for the railway preservation movement indeed.

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



THE ULTIMATE BUNDLE!



3 Essential Digital Bookazines
for just £4.99! Keep yourself busy
while staying safe!

*Expert advice on weathering,
scenery & kit building.*

www.brmm.ag/essentialbundle20

GC WEATHERING

"Its the little things we do"



With over 25 years experience of Airbrush Artwork.
We are a model locomotive weathering service with a difference.

Using oil paints, pigments, resin, technical pencil, graphite & watercolours we give a unique finish to our complete weathering service.

FREE with our custom weathering packages... Real coal loads, Fitting of manufacturers detail kit, PLUS OUR PIC N MIX OPTIONS (22 so far and growing!!) ARE ALSO FREE WITH CUSTOM WEATHERING PACKAGES inc smokebox ash, water overspill (two types) buffer finishes (9 types) rusty coal bunkers and more!!!!

"Just to say I'm really impressed and happy with the results. The renumbering is spot on and the weathering is subtle and looks 'real'. It was well worth the wait. Thank you to all concerned. I will have some more conversion coming up and rest assured, GC Weathering will be my first port of call. Thanks again Andy"



Tel: 01279 817433

Email: workshop@gclocoweathering.co.uk

www.gclocoweathering.co.uk



CM3 MODELS

CARD PACK
FOR SCALESCENES
LAYOUT IN A
BOX NOW
AVAILABLE



LAYOUT BUILDING SUPPLIES

Seafoam trees, Foliage / Lichen and Scatters

25 & 50mm Rubberised Horsehair

Teddy Bear Fur for grass and embankments

Plaster Bandage, LasisDCC Chips

Wire, Connectors, Switches for both

DCC & Conventional wiring. DCC wiring kits

Modelling Card compatible with Scalescenes Kits

Call: 0333 0502763 • Email: sales@cm3models.co.uk

www.cm3models.co.uk



Sig-naTrak®

Model railway electronics by GFB Designs

Our popular DCC controller!



- ★ Up to 9999 train and 2044 accessory addresses
- ★ Trains and accessories can be named
- ★ Easy to use - elegant, clearly-labelled touch keys - clear, colour graphical display
- ★ Drive from the touch panel, or optional handsets
- ★ Integrated USB interface!
- ★ Generous 5A output!

£262.00

The ACE-2 (DCS2044-2H)

NMRA-compliant DCC controller with full decoder programming and reading. Computer control, XpressNet and LocoNet planned for 2020 - user upgradable! Compact: only 220x150x45mm!

April 2020 - UPDATE

Product development has re-commenced and we hope to have updated ACE software available by Autumn 2020.

Order delivery may take up to 3 weeks.

Although we have had to reduce our manufacturing capability, the business continues!

£30.00

The DRIVER
(BHS1204)
ACE Handset.



See website or send large-letter SAE for more details. (prices inc. VAT, p+p extra)
GFB Designs - WE put YOU in control!

Layout control modules - DCC or LocoNet™

- DAC20 Accessory Decoder - 8 outputs, built-in CDU. £65.00
- SIGM20 Colour-light Signal Controller - 6 or 8 outputs. £54.00
- DTM30 Digital Tower Master - 30 inputs & outputs. £63.00
- DSS1 Loco Shuttle - automatic train running sequences. £80.00
- TXC1 Turntable Controller - automatic indexing. £80.00
- MSC8 Scenery Animator - control lights, motors & servos. £30.00

67 Boddens Hill Road, Stockport, SK4 2DG

Tel: 0161 883 2022; fax: 0161 883 2077

(Sorry - no callers.)

Email: info@signatrak.co.uk; Web: www.signatrak.co.uk

MODEL SHOP

GOING LOCO

HOBBY CENTRE

E: goinglocomodels@hotmail.com

On-Line Shop: www.goinglocomodels.com



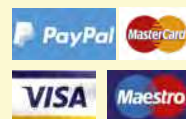
- Bigger on the inside!!
- Shop open 6 days a week
- Huge range of New and Pre-owned products
- Large Customer car park
- Online shop 24/7

- WANTED -
MODEL RAILWAYS
& DIECAST
Top prices paid, all areas covered

Mon-Tue-Wed 10am - 5pm
Thursday 2pm - 7pm
Friday 10am - 5pm
Saturday 10am - 4pm
Sunday SEE US AT

SHOP
OPENING TIMES

EXHIBITIONS & EVENTS



38 Potovens Lane, Lofthouse Gate, Wakefield WF3 3JF
Tel: 01924 824748

MegaPoints Controllers

Awesome layout control system

Have your dream mimic panel designed by us.

Self assembly with simple plug in connectors. ✓

Absolutley no soldering!

Works with analogue, digital and live steam. ✓

Professional appearance

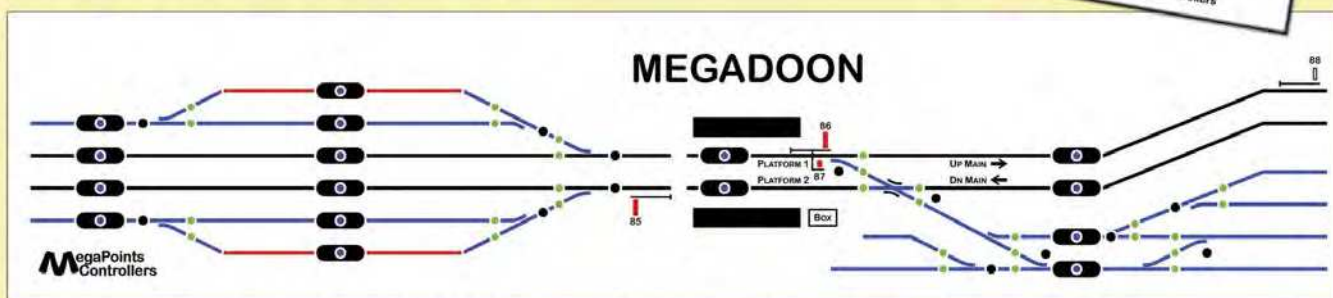
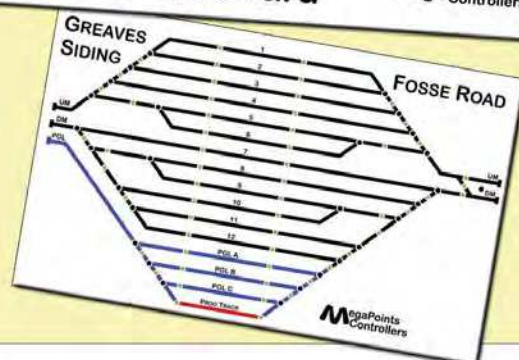
Simple single cable controls everything

Avoid the wiring mess.

Can display loco location via LED indicators on panel

Great for hidden sidings and operator feedback. ✓

Check out our website for panel examples.



Web & details: megapointscontrollers.com

Rev: 09-19



Busch 1617
2 Summerhouses & Accessories
£32.72



Busch 1205
120 Roses
£7.99



Busch 6003
Sunflowers
£7.99



Busch 1156
Windsurfer Set
£9.08



Busch 1157
6 Small Boat Set
£14.08



Busch 7526
Sandy Park or Beach Path
£4.54



Busch 5482
Pond With Motorised Swans
£36.36



Busch 5486
Lake & Motorised Windsurfer
£54.54



Busch 7180
Water Sheet
£7.72

www.GoldenValleyHobbies.com

Unit 1 Pontilas Business Park, Pontilas, Herefordshire, HR2 0AZ
See our website, write or call to order. Trade enquiries welcome. 01981 241 237
Prices are correct at time of print and are subject to change.

In The Greenwood LASER

**Our Ultra-Low Relief Northlight
Factory Range - a perfect backing to your layout**



NL001 - NL004 **from £5.00**



PC001 Canopies
£6.00



BS002
Bandstand
£8.50



SB003
Signal Box
£14.00



ST005
Hesketh Station
£20.00



ST006 Half Relief
Hesketh Station
£13.00

For the full range visit

www.inthegreenwoodlaser.co.uk



RAILS OF SHEFFIELD

railsofsheffield.com



Corporate Partners of

RAILWAY MUSEUM



NEW 2020 RANGE - NOW LISTED ON OUR WEBSITE

BARGAIN OO GAUGE HELJAN

GWR 1361 CLASS & 1366 CLASS TANK LOCOMOTIVES

~~RRP: £159.95~~

HUGE SAVINGS

1303	GWR 1361 CLASS 0-6-0 TANK LOCOMOTIVE NO.1365 IN BR BLACK EARLY LION & WHEEL INSIGNIA	£79.50
1304	GWR 1361 CLASS 0-6-0 TANK LOCOMOTIVE NO.1363 IN BR BLACK LATE LION & WHEEL INSIGNIA	£79.50
1320	GWR 1366 CLASS 0-6-0 TANK LOCOMOTIVE NO.1366 IN GWR GREEN WITH SHIRTBUTTON	£79.50
1321	GWR 1366 CLASS 0-6-0 TANK LOCOMOTIVE NO.1369 IN GREAT WESTERN GREEN AS PRESERVED	£79.50

BARGAIN O GAUGE HELJAN

CLASS 128 DPU

~~RRP: £599~~

FURTHER REDUCTIONS!

OFFER ~~ONLY £295.00 EACH~~

8913	CLASS 128 DPU BR BLUE (FULL YELLOW ENDS) LOCOMOTIVE M55994	£225.00
8950	CLASS 128 DPU BR BLUE (FULL YELLOW ENDS) LOCOMOTIVE M55995	£225.00
8951	CLASS 128 DPU ROYAL MAIL LETTERS LOCOMOTIVE 55993	£225.00

CLASS 05 SHUNTERS

~~RRP: £395~~

FURTHER REDUCTIONS!

OFFER ~~ONLY FROM £195.00 EACH~~

2590	HUNSLET CLASS 05 BR GREEN (NO WASP STRIPES) LOCOMOTIVE	£175.00
2591	HUNSLET CLASS 05 BR GREEN WITH WASP STRIPES (LATE) LOCOMOTIVE	£175.00
2592	HUNSLET CLASS 05 BR GREEN WITH WASP STRIPES (EARLY) LOCOMOTIVE	£175.00
2594	HUNSLET CLASS 05 CEGB YELLOW WITH WASP STRIPES LOCOMOTIVE	£175.00

N GAUGE



NEW LIVERIES AND NUMBERS ADDED TO SONIC 56xx LINE-UP

N-gauge newcomer Sonic Models is offering additional liveries and new numbers to the forthcoming 56xx (GWR/BR9W) 0-6-2 tank locomotive.

See website for full details. Expected Q3

PRE-ORDER NOW! £109.95

12 VERSIONS AVAILABLE

PRICING POLICY FOR IN STOCK AND AVAILABLE ITEMS: The price advertised on RAILS OF SHEFFIELD website will be the price charged at the time of the order being processed. This excludes errors in pricing (E & OE) in the event of an error with a price you will be contacted prior to the order being processed and given the option to accept the correct price or cancel the order.

PLEASE NOTE: All items currently in stock are despatched immediately. Forthcoming releases will be despatched immediately upon release. If your order contains both current items and forthcoming releases then these will be despatched separately and subject to separate delivery charges.

RAILS TV & SOCIAL MEDIA...

Follow and like us on:



railsofsheffield

railsofsheffield

railssheffield

railsofsheffield

SHIPPING COSTS: ROYAL MAIL 48 HOUR TRACKED £4.00: Royal Mail aim to deliver within 2 days of dispatch including Saturdays (this is not a guaranteed service and parcels can take longer to arrive).

ROYAL MAIL 24 HOUR TRACKED £5.00: Royal Mail aim to deliver within 1 day of dispatch including Saturdays (this is not a guaranteed service and parcels can take longer to arrive).

SPECIAL DELIVERY £8.50: Guaranteed delivery by 1pm the next day Monday to Saturday. With full track and trace system, your parcel is delivered speedily and securely (orders must be placed by 2pm to guarantee same day dispatch).

GREAT PRICES ON PECO

SL-100	25 YARDS CODE 100 WOODEN SLEEPER TYPE NICKEL SILVER FLEXIBLE TRACK	£74.50
SL-100F	25 YARDS NICKEL SILVER FINESCALE FLEXIBLE TRACK WOODEN SLEEPER	£79.50
SL-102F	25 YARDS FINESCALE CONCRETE SLEEPER TYPE NICKEL SILVER FLEXIBLE TRACK	£87.00
SL-91/E91/92/E92	SMALL POINTS RIGHT & LEFT HAND INSUL OR ELECTROFROG	£11.50 each
SL-95/E95/96/E96	MEDIUM POINTS RIGHT & LEFT HAND INSUL OR ELECTROFROG	£11.50 each
SL-88/E88/89/E89	LARGE POINTS RIGHT & LEFT HAND INSUL OR ELECTROFROG	£13.50 each
PL10/ PL10X6	PL10 POINT MOTOR (SWITCH MACHINE) INDIVIDUAL OR 6 PACK	£6.50/£37.50
SL-300	25 YARDS CODE 80 NICKEL SILVER FLEXIBLE TRACK WITH WOODEN TYPE SLEEPERS	£70.00
SL-300F	30 YARDS CODE 55 FINESCALE N/S FLEXIBLE TRACK WOODEN SLEEPER	£94.50
SL-395/96-E95/E96	MEDIUM POINTS RIGHT & LEFT HAND INSUL OR ELECTROFROG	£10.50 each
SL-U395F/U96F	MEDIUM RIGHT HAND TURNOUT UNIFROG CODE 55	£11.50 each
SL-388/389/E388/E389	LARGE POINT ELECTROFROG RIGHT & LEFT HAND POINTS	£11.50 each
SL-700BH	12 YARDS O GAUGE FLEXIBLE NICKEL SILVER TRACK (BULLHEAD) WOODEN SLEEPER	£80.00
SL-700FB	12 YARDS O GAUGE UNIVERSAL FINE CODE 143 WOODEN SLEEPER	£80.00
SL-E791/792BH	MEDIUM RADIUS RIGHT & LEFT HAND POINTS WITH BULLHEAD RAIL	£46.00 each
SL-E791FB/E792FB	MEDIUM RADIUS RIGHT AND LEFT NICKEL SILVER ELECTROFROG POINT (CODE 143 FLAT BOTTOM)	£48.50 each

ALSO STOCKED AT BARGAIN PRICES!



SEE OUR WEBSITE FOR FULL LISTINGS INCLUDING SPECIAL OFFERS & GREAT DEALS!!

www.railsofsheffield.com



RAILS ON EBAY 2 STORES, 100'S OF ITEMS ADDED DAILY...

RAILS-SHEFFIELD
Ebay store!RAILS-VAULT
Ebay store!

PARCEL FORCE COURIER SERVICE £7.50: Next day delivery for much of the UK, including Saturdays. Full track and trace system. Used for parcels over 1.8kg without packing or if you would like a speedy secure delivery of your parcel. This excludes the following postcodes BT, JE, GY, IM, KW, IV, PA and PO30-44, KA27-28, PH17-26, PH49-50 and ZE. The cost for these postcodes is £12.00 and will be delivered within two to three working days (orders must be placed by 3pm to guarantee same day dispatch).

WORLDWIDE POSTAGE: For all orders outside the UK, postage will be charged at cost, based on the weight and size of the parcel.

21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 0RL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: info@railsofsheffield.com

Web: railsofsheffield.com

railsofsheffield

railsofsheffield

railssheffield

railsofsheffield



RAILS OF SHEFFIELD

railsofsheffield.com



Corporate Partners of

RAILWAY MUSEUM

WANTED

CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED, ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A LIFETIME COLLECTION. DISTANCE NO OBJECT. PLEASE TELEPHONE, OR EMAIL YOUR LISTS TO SECONDHAND@RAILSOFSCHEFFIELD.COM

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

RAILS OF SHEFFIELD VALUE YOUR SECOND HAND COLLECTION VERY HIGHLY

LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE

DECEASED ESTATES - EX SHOP STOCK A SPECIALITY
FAST SERVICE WITH COMPLETE DISCRETION ASSURED

NO COLLECTION IS TOO LARGE

FOR LARGER COLLECTIONS WHERE IT IS IMPOSSIBLE TO LIST ALL ITEMS - WE CAN ARRANGE A PERSONAL VISIT

IMMEDIATE PAYMENT BY BANK TRANSFER OR CASH
OR WHY NOT TRADE YOUR ITEMS IN FOR EXCHANGE FOR AN EVEN BIGGER ALLOWANCE

We URGENTLY require collections of any size, featuring products from the following manufacturers:



WE ALSO BUY RAILWAYANA

SIGNAGE AND TOTEMS

AND MORE...

Telephone our Second Hand team on: (0114) 255 1436 or email: secondhand@railsofsheffield.com - Ref: BRM2020

21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 ORL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: info@railsofsheffield.com

Web: railsofsheffield.com

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)

[railsofsheffield](https://www.tiktok.com/railsofsheffield)



RAILS OF SHEFFIELD

railsofsheffield.com



Corporate Partners of

RAILWAY MUSEUM

WE VALUE YOUR
**PRE-OWNED &
SECOND HAND**
MODEL COLLECTION
VERY HIGHLY!!

ALL BRANDS

FOR CASH

CONTACT US

get in touch by email,
phone or post with
your list of items



STEP
01



STEP
02

WE MAKE AN OFFER

our friendly, experienced staff
review your list and make an
honest valuation and offer



STEP
03

BRING, SEND OR COLLECT

either visit the shop, send us your
items, or for larger collections we will
arrange collection for you



STEP
04

PAYMENT MADE!

we confirm the offer and make
a fast, secure payment via your
choice of payment method

**TOP
GUARANTEED
PRICES
PAID**

**FAMILY
BUSINESS
FRIENDLY
SERVICE**

FOR MORE DETAILS see our website: railsofsheffield.com/wanted

**FULL COLLECTIONS PURCHASED
UK & WORLDWIDE COLLECTION AVAILABLE**

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE
TELEPHONE OUR SECOND HAND TEAM ON: (0114) 255 1436
OR EMAIL: SECONDHAND@RAILSOFSCHEFFIELD.COM

21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 ORL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: info@railsofsheffield.com

Web: railsofsheffield.com

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railssheffield](https://twitter.com/railssheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)



RAILS



railsofsheffield.com
/exclusive



Corporate Partners of

RAILWAY MUSEUM

**NEW
EXCLUSIVE
TO RAILS**

**PRE-ORDER
NOW!**

Secure
yours for
**ONLY £30
DEPOSIT**

WAINWRIGHT D CLASS



IN
PARTNERSHIP
WITH

LOCOMOTION
MODELS

dapol
Model Railway Company

OO GAUGE MODEL

**6 VERSIONS
AVAILABLE**

SECR Green No.488 (Pre Grouping Silk Finish)
Southern Lined Maunsell Olive Green No.1730
BR Sunshine Black No.31731
BR Lined Black Early Crest No.31574
SECR Grey (Scraped Beading) No.726
Southern Sunshine No.1734

SEE WEBSITE FOR MORE DETAILS

MODEL FEATURES INCLUDE:

New 'pinless' drawbar between locomotive and tender
Firebox flicker / Next 18 DCC Socket
Pull out PCB / Solderless Speaker
Optional fit bass reflex speaker in tender
NEM coupling pockets

**NEW
EXCLUSIVE
TO RAILS**

LIMITED EDITION CLASS 92's

PRODUCED BY
accurascale

CLASS 92 023 'RAVEL'
SNCF Grey Electric Locomotive
See website for more details



Steve Jones

DCC Ready **£159.99**
DCC Sound Fitted **£249.99**

Secure yours for
ONLY £30 DEPOSIT
PRE-ORDER NOW!

OO GAUGE MODEL

Each model will come with a numbered
certificate and a unique box
EXPECTED Q4 2020

CLASS 92 015 'YIWU-LONDON TRAIN'
DB Schenker Electric Locomotive
"The Silk Road Train"



Liam Gregory

STROUDLEY A1/A1X TERRIER 0-6-0

NEWLY TOOLED OO GAUGE MODEL

**6 BRAND NEW VERSIONS
RELEASED FOR PRE-ORDER**

BR Lined Black Ex Isle of Wight No. 32650 / 'Fishbourne' Southern Green
GWR Green No.6 / LBSC (Ex Gipsyhill) No.643 / WC & PR Lined Green No.4
LBSC Improved Engine Green Brighton Gold

SEE WEBSITE FOR MORE DETAILS

IN
PARTNERSHIP
WITH
dapol
Model Railway Company

COMING SOON*

**ORDER BOOK
FILLING UP
FAST!**
Secure yours for **ONLY £30 DEPOSIT**

**12 VERSIONS
AVAILABLE**

**DCC READY VERSION
PRE-ORDER PRICE £110**

* FOR DEPOSIT PRE-ORDERS,
PLEASE SEE OUR WEBSITE FOR THE LATEST
ESTIMATE OF ARRIVAL DATE

21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 0RL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: info@railsofsheffield.com

Web: railsofsheffield.com

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)

[railsofsheffield](https://www.tiktok.com/railsofsheffield)



RAILS



railsofsheffield.com
/exclusive



Corporate Partners of
RAILWAY MUSEUM



EXPECTED Q2 2020



PRE-ORDER NOW! £279.50

IN
ASSOCIATION
WITH



SEE WEBSITE FOR MORE DETAILS

NEW EXCLUSIVE TO RAILS LIMITED EDITION

DRS Minimodal CLASS 33/0 TWIN PACK

OO GAUGE MODEL

No's. Class 33 025 / Class 33 030
An updated and improved version of
Heljan's popular OO Gauge Class 33/0
diesel, featuring later locomotives
fitted with high intensity headlights.

MODEL FEATURES INCLUDE:

Square headlight variant / LED lighting
Sprung buffers / Improved radiator grilles

— NORTH EASTERN RAILWAY — ELECTRIC AUTOCAR



IN
ASSOCIATION
WITH



Secure yours for
ONLY £30 DEPOSIT

PRE-ORDER PRICE £199.95

3 VERSIONS AVAILABLE

North Eastern Railway red/cream
No. 3170 (1904-23)

North Eastern Railway red/cream
No. 3171 (1904-30)

LNER brown No. 3170 (1923-31)

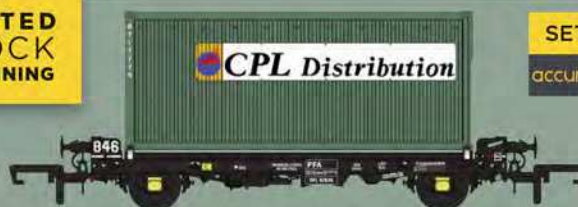
OO GAUGE MODEL



EXCLUSIVE TO RAILS
LIMITED TO 250 IN STOCK NOW

**LIMITED
STOCK
REMAINING**

**PFA 2 AXLE CONTAINER
FLAT WAGON PFA**
CPL DISTRIBUTION CONTAINERS



SET OF THREE £69.95

accurascale

WAGON No's.
BFL 92842
BFL 92846
BFL 92785

SEE WEBSITE
FOR DETAILS

**NEW
EXCLUSIVE
TO RAILS**

CLASS 45's

OO GAUGE **£169**

**PRE-ORDER
NOW!**

CLASS 45/0 'SHERWOOD FORESTER' BR Blue with
Full Yellow Ends (Sealed Beam) Diesel Locomotive

CLASS 45/1 'GRENADIER GUARDSMAN' D65 BR Green
with Small Yellow Panels Diesel Locomotive



SEE WEBSITE
FOR DETAILS

IN
ASSOCIATION
WITH



21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 0RL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: info@railsofsheffield.com

Web: railsofsheffield.com

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railssheffield](https://www.twitter.com/railssheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)

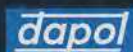
SELL yours today at www.hattons.co.uk/preowned

Get cash for your items in just four easy steps...



*Same day payments apply for collections received Monday to Friday before 2pm. Any collections received after 2pm will be paid on the next working day. Please note: In the unlikely event that we revise our offer price for your collection, you will be paid after responding to our offer. For full Terms and Conditions, visit hattons.co.uk/preownedterms

ALL brands purchased including:



FOR CASH



BUY pre-owned items online at hattons.co.uk/latestpreowned



WE PAY*
STRAIGHT AWAY!

So why choose Hattons?

- More than 70 years of experience
- Offering you the best prices in the industry
- Valuations made by experts
- Free quotes with no obligation to trade
- We can arrange delivery – no collection too big or too small
- Fast, secure payment • Store credit available

“An excellent service everytime without fault. I honestly cannot think of anything which could be improved.”

Mr A Manning, Ipswich

“Excellent service, fair offer. I will not hesitate to use their service again and recommend it. Thank you.”

Mr P Shaddock, Portsmouth

“Very simple to trade-in. Beforehand I had thoughts of problems with couriers and the like, but all very easy.”

Mr D Spottiswoode, Kilmarnock

Call us on 0151 305 1755
or email preowned@hattons.co.uk

**17 Montague Road,
Widnes WA8 8FZ**

Phone opening times:
Mon to Sun 9am-5pm.

GRIMY TIMES MODEL RAILWAYS

www.grimytimes.co.uk

187 Orford Lane, Warrington, Cheshire WA2 7BA

01925 632209
07921 830484



The Home of Grimy Times Weathering

- Excellent range of products and very competitive prices.
- Weathering, Renumbering & Renaming Service.
- Displays of pre-weathered locomotives for sale.
- Advice from professional railway modellers.
- DCC fitting service / Repairs & Servicing.



Sankey Scenics

Over 800 different packs of Quality Signage & Titled Trains



www.sankeyscenics.co.uk

WE SELL ALL MAKES, MODELS AND ACCESSORIES
• MODEL TRAINS & ACCESSORIES

RAILWAY CONDUCTOR



Also Die Cast - Radio Controlled - Toys - etc.

T: 01327 439736 M: 07961 757094 E: jonathan18r@sky.com

www.therailwayconductor.co.uk

Unit 2, The Old Dairy Craft Centre, Upper Stowe,
Nr Weedon off A5, Northamptonshire NN7 4SH



SHOP OPEN 7 DAYS A WEEK

FREE PARKING

- Mon to Fri 10.30 - 17.30
 - Sat 10.30 - 5.30
 - Sun 11.00 - 16.00
- out of hours please call mobile thanks

NEW AND USED OO GAUGE & N GAUGE & OTHER GAUGES SOLD.
TOP PRICES PAID FOR USED ITEMS ON COLLECTION.
NOW STOCKING O & OO9 GAUGE ITEMS

Mail order available by phone or visit us online. All major credit and debit cards accepted. We accept PayPal through our online shop.

We now do repairs and servicing and we build layouts



Kent Garden Railways

16mm and G Scale Specialists

Whether its live steam, battery or electric for your garden we have the stock to get you going



LGB Premier Dealer * Accucraft * Peco * Piko * Bachmann * Trainline * Roundhouse * Pola * USA Trains and much more

Great Stocks of OO, HO & N

We have large stocks from the leading manufacturers



Hornby * Bachmann * Peco * Gaugemaster * Metcalfe * Heljan * Graham Farish * Dapol * Woodland Scenics * Kato * Walthers * Kadec * Expo * Noch * Oxford Diecast * Kestrel * Atlas * Parkside * Oxford Rail * Ratio * Wills * Modelscene and much more

Kent Garden Railways

66 High Street, St Mary Cray, Orpington, Kent, BR5 3NH

Tel 01689 891668 email sales@kgmodels.com www.kgmodels.com

Shop open 0900-1700 Tuesday to Saturday



Wren - Accucraft 7/8th scale live steam



Farish N gauge



Walthers HO sound SD70Ac



Broadway HO sound PRR K4



LGB G scale 22061 GE6/611 - new for 2019

Illustrated Catalogues Inc. post

00, 009 (1/76th).....£6 in colour
N Catalogue (1/148th).....£5 in colour
O Catalogue (1/43rd).....£4 in colour

Mail Order By Return P&P £4, over £40 POST FREE.
Unpainted metal kits - glue with epoxy glue (£7.00)

LANGLEY MODELS

166 Three Bridges Road, Crawley, Sussex, RH10 1LE
Tel: 01293 516329 Fax: 01293 403955 www.langleymodels.co.uk



OO SCALE
Railway Delivery Wagon £22.70
Cricket Game Figures £9.90 (painted)
£34.05 Cricket Sight Screen £7.55
Portable Score Board £4.40
Hundreds of other kits are in our OO catalogue or look on our website www.langleymodels.co.uk

4 Lineside Men digging/bolt greaser/bolt tightener pair	£ 4.50	Painted 6 Sitting Figures	£ 14.30
4 Lineside men set 3 track straighteners + pickaxe	£ 4.50	Painted 6 x Standing Figures set 1	£ 14.30
4 Seated lying down drunks	£ 4.50	Painted 6 Standing Figures set 2	£ 14.30
4 drunks/wino's dancing, pukeing, peeing and sleeping	£ 4.50	Painted 6 x Standing figures set 3	£ 14.30
6 1950's Station figs guards fat controller porter etc	£ 5.95	Painted Punch & Judy Tent and Figures	£ 16.90
6 ass Gravediggers. Pick, shovel and lamp holders	£ 5.95	Painted 4 Sheep	£ 7.35
Canadian Canoe and 2 paddling figs	£ 6.45	Painted Shepherd, Sheepdog and 4 Ass Sheep	£ 11.60
Canadian Canoe paddling and resting figure	£ 6.45	Painted Single River Punt	£ 5.15
3 Deep-sea Divers, 2 helpers, compressor	£ 6.35	Painted 6 Assorted Dogs	£ 8.40
3 x Kids/ R.C. Toys, 1 adult launching plane	£ 5.95	Painted Newspaper vendor and paper box	£ 6.30
6 kids, 4 with skateboards, 2 rollerskates	£ 5.95	Painted 2 Freisian Cows (patched brown/white)	£ 7.35
1 x Windsurfer and figure	£ 4.85	Painted 2 x Highland Cattle	£ 7.85
3 Surfers, 2 surfing one waxing board	£ 5.95	Painted White Wedding scene (8 figs)	£ 21.50
4 Hunting figs & 2 'gun dogs' with pheasant	£ 5.95	Painted 6 x Working Action figures set 1	£ 14.30
6 Assorted People with Umbrellas	£ 6.00	Painted 6 x working figures set 2	£ 14.30
8 Assorted Ambulance/Paramedics	£ 7.10	Painted Wharfside Figures	£ 14.30
2 Assorted Mobility Scooters and Figs	£ 6.20	Painted 2 Wooden Barrels Weathered	£ 5.05
Council/Municipal Figure and rubbish cart	£ 4.75	Painted Lifebelts and Stands	£ 9.05
Older/Fruit Press Figure and demijohns	£ 5.95	Painted Mangle, tin bath and bucket	£ 5.05
C.C.T.V. Cameras (3 wall and 1 post mounted)	£ 4.95	Painted Sundial, bird bath and flower pots/urns	£ 9.05
5 Policemen in various positions	£ 5.15	Painted Water Butt and 4 Flower Tubs	£ 9.65
Assorted Agricultural Tools & Equipment	£ 4.30	Painted Private Siding Gate	£ 11.20
Ass Industrial Tools & Equipment	£ 4.30	Painted Small 5 Bar Gate	£ 7.30
Platform Machines (tickets chocolate weighing scales)	£ 5.95	Painted 10 Chimney Poles (terracotta)	£ 4.40
Ind Machine. Mill & Pillar Drill	£ 6.45	Painted 6 Kings and Queens Pots	£ 8.95



N Scale Rock Climbers £5
Steam Traction Engine £14.35



Dodgem Ride	£ 40.55	Painted Wild Animals	£ 7.40
Rifle Range - Side Stall	£ 11.55	Painted Assorted Seagulls x 8	£ 6.95
Hall of Mirrors - Side Stall	£ 11.55	Painted Dogs 6 off	£ 6.85
Laughing Clowns - Side Stall	£ 11.55	Painted 6 x Pigs	£ 6.45
Darts - Side Stall	£ 11.55	Painted Sheep 8 off	£ 6.95
Card Darts - Round Stall	£ 11.55	Painted Chickens 10 off	£ 6.95
Hoop La - Round Stall	£ 11.55	Painted Funeral Scene	£ 9.85
Hook a Duck - Round Stall	£ 11.55	Painted Wedding Scene	£ 19.25
Roll A Penny - Round Stall	£ 11.55	Painted Cricket Game	£ 28.40
Waltzer Ride	£ 70.00	Painted Church Notice board & crucifix	£ 7.90
Motorising for Waltzer/Noahs Ark	£ 22.65	Painted Lrg Wooden (Oak) Barrels x 4	£ 6.45
Noah's Ark Ride	£ 70.00	Painted Flower tubs and water butt	£ 8.00
Coronation Speedway Ride	£ 70.00	Painted Welding Figures & Equipment	£ 9.25
12 Car Ely Wheel (Big Wheel Scene)	£ 73.85	Painted Relaxed Loco Crew x 2	£ 4.25
Big Wheel Motorising	£ 21.65	Painted 4 Pallets and pallet truck	£ 9.05
Helter Skelter Fair Slide	£ 35.45	Painted 6 ass Rock Climbers	£ 12.70
Circus Figures	£ 4.70	Painted 4 off Highland Cattle	£ 8.55
Zoo Elephants x 4 and 1 baby elephant	£ 8.35	Painted Fire Fighters 50's	£ 12.70
Zoo Plains Animals Giraffes and Camels	£ 8.35	Painted 6 Ass Trawler & Fishermen	£ 12.70
Fish & Chip / Burger Trailer	£ 4.80	Painted 8 Guards Marching	£ 19.25

W.M. Collectables

ATTENTION ALL KITBUILDERS AND MODELLERS

I have acquired a lifetime collection of over one thousand OO gauge, mainly unmade Loco, Coach and Wagon kits, many are no longer in production. There are etched brass, white metal and plastic kits from over 20 manufacturers and covering a wide range of Railway Companies. There is also a large quantity of kit building accessories including wheels and motors.

Kits are still being loaded on the website so please email or phone if you are looking for particular items.

I also specialise in collectable and quality pre-owned model railways in a variety of gauges, including Triang OO and TT, Hornby, Hornby Dublo, Wrenn, Bachmann, Mainline, Lima and Airfix.

Phone: 01444 413723

Email: andrew@wmcollectables.co.uk

website: www.wmcollectables.co.uk

MAC'S MODEL



RAILROADING

4-8 REFORM STREET

KIRRIEMUIR SCOTLAND DD8 4BS

TEL: 01575 572397

www.facebook.com/macsmodelrailroading

OPEN MONDAY-SATURDAY 10:30 -5:00

CLOSED THURSDAY

BRITISH, AMERICAN AND CONTINENTAL
OUTLINE STOCKED

COMPREHENSIVE WOODLANDS SCENIC
SELECTION

VISIT FOX
EVERONE'S FAVOURITE DESTINATION

NEW - 1930'S COACH BRANDINGS

LMS133
1 2 3 4 5 6 7 8 9 0

AVAILABLE IN ALL MODELING SCALES

FOX TRANSFERS LTD • TEL +44 (0)116 319 4950 (DEPT. BRM)
Dept BRM, Unit 5, Priory Business Park, Wistow Road,
Kibworth, Leicestershire LE8 0RX, ENGLAND callers by appointment
email: mail@fox-transfers.co.uk web: www.fox-transfers.co.uk

TRANSFERS AND
ETCHED PLATES



DCC by Modellers for Modellers

Stockists of

Bachrus, Circuitron, Tam Valley,
CML Electronic, DCC Specialties,
Digitrax, ESU, Express Models,
Gaugemaster, LDT, CT Elektronik,
Lenz, New Rail Models, Roco,
RR-Cirkits, Sprog DCC, Team
Digital, TCS, NCE, Zimo.
Plus Many More!

**Friendly advice,
support and
installation services**

Ipswich Model Railway Centre,
Unit 2, 48-52 Tomline Road
Ipswich IP3 8DB.



Coastal DCC

+44 (0) 1473 710946

www.coastaldcc.co.uk

enquiries@coastaldcc.co.uk



Small Scale Modelling

www.dreamsteam-smallscale.co.uk

We Are Open

Monday - Friday 10am - 4:30pm

Saturday 10am - 1pm

Vanguard House

Quarry Wood Industrial Estate

Mills Road **Aylesford**

Kent

ME20 7NA

On the main road look out for our **flag** and **swing sign!**

Call us on 0800 022 4473

Or email us at sales@dream-steam.com

We Stock OO OO-9 N Gauge

You can visit our showroom or order online and over the phone

These are just an example of brands we stock



Garden Scale On Our Sister Site: www.dreamsteam.co.uk

FRIZINGHALL

MODELS & RAILWAYS

OUR MODEL SHOP CARRIES A HUGE RANGE OF LOCOMOTIVES AND ROLLING STOCK IN ALL GAUGES

SCENICS

KITS

TOOLS

PAINTS

DIECAST MODELS

PRE-OWNED MODELS

SPECIAL OFFERS

OUR SERVICES

- DCC Sound Fitting
- DCC Decoder Fitting
- Weathering
- Rename/Renumber
- Servicing/Repairs

We buy second-hand model railway items. Speak to our friendly & experienced staff for more information. **'Cash or Exchange'**

FREE POSTAGE over £150 (UK mainland only)

OFFICIAL STOCKIST
SOUND FILES SUPPLIED BY
YOUCHOOS & DIGITRAINS

WWW.MODELRAILSHOP.CO.UK
01274 747447
shop@fmrdirect.co.uk

8A Sapper Jordan Rossi Park
Baildon, Otley Road
West Yorkshire, BD17 7AX

OPEN: MONDAY to SATURDAY 9.30 - 5.30



N Gauge Society Fill Your Tank Up

TTA Chemical Tanker Kit

Includes chassis, transfers, plastic sprues and etch to make one of several tanker types.



Only Available To Members



Other member benefits include a colour bi-monthly Journal, Area Groups and exclusive RTR and kit products

For introductory pack giving details of membership benefits, plus a free sample Journal, send £1.50 to:

Dept BRM, 52 Gainsborough Road, Wallasey, Merseyside CH45 8PT

www.ngaugesociety.com

Fully tested and guaranteed for 5 years

MORLEY CONTROLLERS

Experience the ultimate in controller technology!

60 Years
BTVR
ESTABLISHED 1959

VANGUARD ZERO ONE

- 2 x 5mtr hand held controllers
- 1 x 12V DC accessory
- 0 gauge
- Twin track
- 2.5 A per track

£133

PLUS £6.90 P&P



VESTA ZERO TWO

- 2 x 2.5mtr hand held controllers
- 1 x 12V DC accessory
- N gauge
- Twin track

£75

PLUS £4.80 P&P



VECTOR ZERO THREE

- 2 x 2.5mtr hand held controllers
- 1 x 12V DC accessory
- OO/HO/N/OO9 gauge (1 amp per track)
- Twin track

£75

PLUS £4.80 P&P



VORTRAK ZERO TEN

- 2 x 5mtr hand held controllers
- OO/HO/N/OO9 gauge (1 amp per track)
- 2 x 12V DC accessories
- Four track

£135

PLUS £6.90 P&P



VECTOR ZERO THREE 'CRAWLER'

- Perfect companion for all the small shunter type locomotives being manufactured
- Slowest speeds ever
- 2 x 2.5 mtr hand-held controllers
- Twin track

£80.20

PLUS £4.80 P&P



NEW!

Each controller has state-of-the-art design, offering very best performance capability. Slow and fast speeds are superb. Internal separate transformers for each track from 220/240 AC mains.

CDU FOR POINT MOTORS ON-BOARD

Our controllers do not have any type of feedback and not PWM therefore fully suitable for all coreless motors.

www.morleycontrollers.com (Secure order site)

Email: jet@morleycontrollers.com • Tel: 01704 533 116

(Overseas enquiries +44 1704 533 116)



PO Box 501, Southport, PR9 9ZL

Also at PO Box 1230, Wangara BC, Perth, Western Australia 6947

Tel: 0421 359 487 <http://aus.morleycontrollers.com>



Made in the UK



AVOID THE SHOPS!
FREE DELIVERY TO YOUR DOOR
SAVE MONEY

**3 ISSUES FOR £5 WHEN
YOU SUBSCRIBE TO**



After your three issues your subscription
changes to a quarterly Direct Debit of £12.49.

TWO EASY WAYS TO SUBSCRIBE
CALL - 01778 392002 (quote: BRM/MAG20)
VISIT - www.brmm.ag/mags20

PETER'S SPARES

**MODEL RAILWAYS LIMITED
MAIL ORDER & REPAIR SPECIALISTS**



- ❖ New & Used Hornby Spare Parts
- ❖ Our own spare parts made in China
- ❖ Locomotives and Rolling Stock
- ❖ Plastic Kits, Paints, Tools & Glues
- ❖ Digital Decoders & Controllers
- ❖ Locomotive Detailing parts
- ❖ Mega Steam Smoke Fluid
- ❖ Tracks & Train Sets
- ❖ We have it all at Peters Spares

NEED HORNBY SPARES?

Talk to Peter's Spares Over 2500
Different Hornby Spares in Stock.
East Kent Models Parts Are
Being Listed On Our Website.

Over 11,500
different
items in
stock

DON'T FORGET WE SELL:

Locomotives, Rolling Stock, Scenics

and much more!



NEW & USED MODEL RAILWAYS

Specialists in Model Trains since 1994 - Servicing, Repairs & DCC Decoder Fitting
21 Brighthouse Business Village, Riverside Park, Middlesbrough, Cleveland TS2 1RT



Tel: 01642 909794

Open Mon-Sat 10am-5pm



Web: www.petersspares.com

Email: sales@petersspares.com



GAUGEMASTER

The Lancashire & Yorkshire Railway Society

Partners in excellence with the National Railway Museum

Model the LYR

Each year our 900 plus members receive

3 LYR Focus

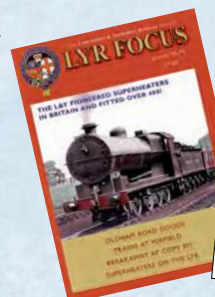
48 pages full of photo's
& historical information

4 Magazines

24 pages in full colour
with topical
information and
modelling articles

Plus Access to

12000 Photo's
1100 Drawings
Information service



Membership £35 annually

International members £45

Join online lyrs.org.uk



Ken Carter Membership Officer
11 Waveney Close
Arnold, Nottingham NG5 6QH
membership@lyrs.org.uk

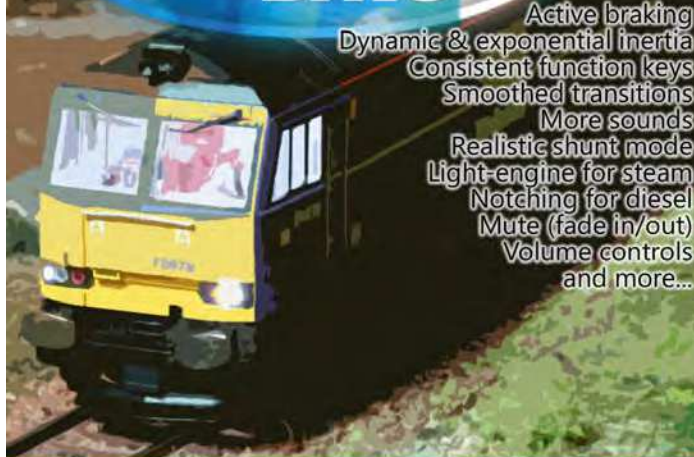


YouChoos

DCC Sound

BE THERE WITH

immersive Drive



- Active braking
- Dynamic & exponential inertia
- Consistent function keys
- Smoothed transitions
- More sounds
- Realistic shunt mode
- Light-engine for steam
- Notching for diesel
- Mute (fade in/out)
- Volume controls and more...

Isn't it time you dived into the best DCC sound?

01380 530530

www.YouChoos.co.uk

info@youchoos.co.uk

AC Models

Tel: 02380 610100

www.acmodelseastleigh.co.uk



Your one stop shop for the model enthusiast
selling new and secondhand Model Trains,
Slotcars, Radio Control, Warhammer Diecast etc.
Visit our shop for all your modelling needs.
Open 9-5 except for Wednesdays & Sundays.

Both shops are closed on Wednesdays and Sundays
Gift vouchers available

**Radio Control Department, Spares Department
and Games Workshop now at No.7**
www.acmodelsspares.co.uk

7/9 High Street, Eastleigh, Hants, SO50 5LB
email: info@acmodelseastleigh.co.uk

MARCWAY POINTWORK **PROFESSIONAL** **Est. 56 Years**
RENOUN FOR QUALITY
 UNRIVALLED EXPERTISE IN TRACK AND POINTWORK
 Ranges available in gauges 1, 0, SM32, 00, EM, HO 0-16.5.
 All are ready to run and spray finished. SAE or phone for leaflet

01709 542951
MARCWAY 0 Gauge Pointwork
 Handcrafted with code 125 bullhead nickel silver rail matching Marcway, Peco and C & L 0 gauge track. Built as per all our ready to run pointwork ranges with live frogs, are self isolating and rail built throughout with no cast or moulded parts, optimising running quality. Extensive standard range including 3 ways, slips, crossings, curve points etc. L & R point start at £55.00. Introduction offer 4x72" or 48" points £200.00

MARCWAY 00 or EM Pointwork
 Handcrafted in either 00 or EM gauges with code 75 nickel silver Bullhead rail and to match to SMP Scaleway track. The 00 range are built to take Hornby, Bachmann, Lima as well as finescale wheel standards. EM are set to the normal fine settings. Range includes slips, 3 ways, curve points etc. Construction & finish as per 0. Prices start at £29.50 for L or R. Introductory offer 4 or L or R, hand 36" or 48" points for £108.00

SMP & MARCWAY SCALE FLEXIBLE TRACKS
 Injection moulded plastic based. Finely detailed and proportioned to capture bullhead trackwork of the British Steam Era

GAUGE 0, 00, EM & P4

0 Gauge 0 Track 125BH Rail Nickel Silver. Box of 10 yards (Special Offer) £60.00
 J Scaleway 00 Track 75BH Nickel Silver Rail. Box of 10 yards (Special Offer) £39.50
 L Scaleway EM Nickel Silver Track 75BH Box of 10 yards (Special Offer) £46.50
 Also available scaleway 00, EM and P4 Nickel Silver and Phosphor Bronze track

Custom Pointwork
 We construct custom pointwork & junctions in any gauge to your required specifications. All gauges 0, 1, G including Dual Gauge & American 0 & Narrow Gauges.
 PHONE MARC 01709 542951
 (not always manned)
 TECHNICAL & CUSTOM POINTWORK

PCB, SLEEPING, RAILS, TEMPLATES, GAUGES, KITS ETC
MARCWAY SCALE MODELS
 POSTAGE EXTRA
0114 2449170
 Orders by phone with credit or debit card. No cheques or postal orders / phone Marc

OBSELETE HORNBY
 As well as the current range of Hornby, we carry 100's of new obsolete locos no longer available, also rolling stock etc
www.marcway.net

VISIT OUR SPACIOUS SHOP - 1200sq ft Sales Area • SHOP OPEN 10am-3.30pm CLOSED WEDNESDAYS
 Phone, Fax or Post your order. **marcway.net** has full Marcway Pointwork list
HORNBY & SCALEXTRIC MAIN AGENTS Peco - Farish - Gaugemaster - Bachmann etc. Sets, Train Packs, Locos & Rolling Stock, Track Controls & Accessories etc. Also modellers tools, airbrushes, paints, plastic, metal and wood section and sheet. *Secondhand equipment bought and sold. Vast selection combined with helpful & friendly service - Free technical advice by phone or in store*

598-600 ATTERCLIFFE RD, SHEFFIELD S9 3QS
 SITUATED 2 MILES FROM M1 JUNC 34 (Meadowhall Exit) 200yds from Attercliffe Tram Stop

FINE & COARSE SCALES SM32, 00, EM, NARROW GAUGES ETC. - SAE OR TELEPHONE FOR LEAFLET - CRAFTSMAN

Pennine Models at Haworth

OXFORD **HORNBY** **DAPOL** **PECO**

33/35 Mill Hey, Haworth, Keighley BD22 8NQ
Tel. 01535 670249
penninemodels@gmail.com • Visit us on

The shop will be staffed on Wednesday, Friday and Saturday from 11am to 3pm.
 Customers will be able collect orders or request goods at the door.
 Orders can be emailed to penninemodels@gmail.com or phoned to shop during staffed hours.
 We will try to accommodate people who can't come at the opening hours if they contact us in advance. To help local people we will deliver to your home. Contact shop if required

0 gauge
 Heljan class 55,37,25,20 05 and 03 locos.
 Dapol 08,Y1/3 ,S R Terrier, and B.R./GWR 14xx locos.
 Dapol coaches and goods wagons tanks,open wagons and vans.

00 gauge
 Full range of modern & earlier goods wagons.
 Dapol diesel locos cl 68, 73 , 52 , 21 ,22 ,121 ,122

Oxford Rail
 Locos coaches & wagons
 Oxford diecast cars, buses & lorries
PECO track and points in all scales 0,00 HOe/009 & N
 Gaugemaster Controls DC & DCC and Accessories.
 Roco HOe & Peco 009 - Locos, wagons, track etc.

Scenic Products from:
 Ratio, Wills, Modelscene, Jarvis, Superquick buildings.
 Dapol plastic railway kits.

Hornby railway range, huge range of Skaledale.
 Also paints, glue, K&S metals, Deluxe Materials glues, Evergreen, Balsawood etc. Probably the best selection of plastic kits in Yorkshire.
 Kits bought new from 25 years ago.

TIRED OF SEARCHING FOR CASTING ALLOYS...?

Global Manufacturer of Lead-Free Pewter, Tin-Lead and Low Melt Alloys | Since 1869

Supplying a wide range of casting alloys for items such as:
 MODEL FIGURES, VEHICLES, LOCOMOTIVES, SCULPTURES, JEWELLERY & MORE

sales@aimsolder.com
+44 (0) 1582 587210
 Unit 2/3 Sedgwick Road
 Luton · LU4 9DT · Bedfordshire
www.aimalloys.com

www.expressmodels.co.uk
LIGHTING SPECIALISTS
'THE LIGHT AT THE END OF THE TUNNEL'

We manufacture 4mm scale working Gas type Lamps, along with Modern Image Depot Lamps and Buffer Stop Lamps. We make our own range of working Traffic Lights and Barrier Warning Lights. We also stock Viessman working street & Station Lamps. Add realism to your layout with working Colour Light Signals.
 We stock the excellent range of Traintronics Signals.

Visit our website which has secure online shopping

EXPRESS MODELS, 65 CONWAY DRIVE, SHEPshed, LOUGHBOROUGH, LEICS LE12 9PP
Tel: 01509 829008 Fax: 01509 560878
Email: express.models@ntlworld.com

GHOST-SIGNS.COM
Realistic faded street advertising in miniature

Add a little extra character and individuality to your layout's towns and villages with our authentic replica faded 'ghost sign' adverts. Ideal for card, plastic or resin buildings, in a choice of paper or water-slide transfer.

- 00 and N Gauge
- Free UK delivery
- Personalised options

NOT ONLINE? CALL 07970 977 628 FOR AN ILLUSTRATED PRICE LIST



www.gscale.co.uk

East Coast Railway
PLASTIC & METAL
G SCALE 45MM OUTDOOR
TRACK AVAILABLE
 Tel 07748008108

THE BEST VALUE G SCALE 45MM GAUGE
SPECIALIST & PIKO RETAILER

MAD ABOUT TRAINS OF
GAINSBOROUGH (K&M MODELS)



For all your Model Railway needs from design to finished layout, scratch built buildings, trees dioramas etc. We carry a vast selection of scenic materials. We carry a comprehensive range of all aspects of Railway Modeling from track pins to finished layouts. DCC Specialist, repairs, weathering etc undertaken in our own workshop. Hornby, Bachmann, Peco Gaugemaster, Dapol and Knightwing stockists. Large range of scenic materials. We are always looking for second hand collections. Just give us a call or come and visit our shop.

Tel: 01427 811040
Mobile 07858612716
106 Trinity Street, Gainsborough DN21 1HS
e-mail: sales@madabouttrains.co.uk
www.madabouttrains.co.uk



3D printed carriage kits and components
 Carriage Seating, Gresley Bogies, Fox Bogies, Vents.
 Kits include
 GN Quad-art, GE Quint-art, Leeds Quint Diner.
 See website for latest product list.

23 Oak Tree Road, Thatcham. Berks. RG19 4QP
 Andy@Isinglass-models.co.uk 07791 241863

mike's models
- THE MODELLERS MODEL SHOP -

Whether you want a ready to go kit to start a new hobby, the materials to build your model from scratch or anything inbetween.

Then come see why we are the modellers model shop of choice!

Contact us on:
0121 360 4521
 Email: info@mikes-models.co.uk
www.mikes-models.co.uk

Over 11,000 products in stock
 ~~~~~  
 Covering all aspects of modelling  
 ~~~~~  
 Expert advice from passionate modellers
 ~~~~~  
 Great after sales support

**[www.YorkModelrail.com](http://www.YorkModelrail.com)**

Online shop, selling our unique range of precision laser-cut scenery detailing and architectural components; helping you enjoy building your railway layouts

Plus affordable bespoke laser cutting service for everything else that you can't buy ready made



**New Website 2020**

N, 00 & 0 scales. Bespoke service for ALL other scales  
 Please visit our website to view all our products

York Modelmaking Printed price lists available 01904  
 Unit 13, Bull Centre, Stockton-on-the-Forest, York, YO32 9LE 400358



Learn to build one of our more technical kits



**Kit 59 DCC Booster plus power supply - Total cost £43.44**

Available only for members  
**Website: [www.merg.org.uk](http://www.merg.org.uk)**    
 Please send email to: [enquiries@merg.org.uk](mailto:enquiries@merg.org.uk) for more information

**LORD AND BUTLER CARDIFF**  
 2000 sq ft model railway showroom CAFE & FREE PARKING



**LORD AND BUTLER**  
 The Old Warehouse The Pumping Station  
 Penarth Rd Cardiff CF11 8TT  
**OPEN Mon - Sat 10-5.30 Sunday CLOSED**  
**029 2066 7225** [info@lordandbutler.com](mailto:info@lordandbutler.com) [lordandbutler.com](http://lordandbutler.com)

**MonkBar**  
 Model Shop  
 Established in 1963 [Info@monkbarmodelshop.co.uk](mailto:Info@monkbarmodelshop.co.uk)

2 Goodramgate  
 York - YO1 7LQ  
 01904 659423

**00, N & O Gauge Model Railways**

 **MONK BAR MODEL SHOP LTD** Open Monday - Saturday 9am - 5.30pm

Only a mile from the National Railway Museum

Stockists of Hornby, Bachmann, Graham Farish, Peco, Dapol, Gaugemaster, Ratio, Wills, Woodland Scenics, Metcalfe, Oxford Diecast and many more

**[monkbarmodelshop.co.uk](http://monkbarmodelshop.co.uk)**



**MORRIS MODELS**  
NORTH LANCING

80 Manor Road, N Lancing,  
West Sussex, BN15 0HD  
Tel 01903 754850  
[www.morris-models.co.uk](http://www.morris-models.co.uk)  
[info@morrismodels.co.uk](mailto:info@morrismodels.co.uk)

We are between Brighton & Worthing, just off A27 west of Shoreham Airport

**BRITISH RAILWAYS**  
HORNBY, PECO, DAPOL, HELJAN  
PLUS MANY OTHER RANGES OF SCENIC  
MATERAILS, BUILDINGS, VEHICLES etc.

**BICYC-LED**  
OO/HO & N  
Cycles & M/cycles  
with working  
lights!!  
See our webshop  
for details  
Easy free parking!!  
Open Mon - Sat  
9.30 to 5.00

**CONTINENTAL RAILWAYS**  
FLEISCHMANN, Roco, BRAWA, TRUX  
herpa, FALLER, PREISER  
BISCU, NOCH, MINITRAINS

**Shady Lane Models**  
Model Railways

01237 238872  
[shadylane@live.co.uk](mailto:shadylane@live.co.uk)  
[www.shadylanemodels.co.uk](http://www.shadylanemodels.co.uk)

Retailers of Bachmann, Hornby, Peco,  
& many other main manufacturers including  
Scalextric, Airfix, Woodland scenics.

New & pre-owned stock

Open Mon to Sat 9.30 to 5.00 (6pm Tues)  
11 Grenville st, Bideford, Devon, EX39 2EA

**RON LINES**

Large stocks of pre-owned railways, a selection of which is on our website.  
We stock new Hornby, Bachmann, Graham Farish, PECO, Expo tools,  
Electrical components & much more.  
We also purchase your unwanted railways, whether it's a single item or  
collection anything considered.  
Whether you're a novice or an expert we are always happy to help!  
So why not visit us today or give us a ring!

Tel: 02380 772 681 [www.ronlines.com](http://www.ronlines.com)  
342 Shirley Road, Southampton, SO15 3HJ  
Open Mon-Fri 10am-5pm & Sat 9am-4pm

**SOUTH EASTERN FINECAST**

**SOUTHERN / BR**  
E1R Class  
0-6-2 Tank

F154 - Loco Kit (including chassis) £89.50  
FC154 - Chassis only Kit £35.00  
Maunsell rebuild of the LBSCR Stroudley E1 (Kit F155) for branchline use.  
One of 32 kits from our 'Southern' range of models.  
Don't forget our other ranges :-  
VAC formed Building Sheets in 2, 4, 7 & 10mm scales - Flushglaze Window packs  
1/24 & 1/43 CAR KITS - 1/32 TRACTION ENGINE KITS  
4mm LOCOMOTIVE KITS including the NUCAST PARTNERS range.

Email or SAE for Price List  
GLENN HOUSE, HARTFIELD ROAD, FOREST ROW EAST SUSSEX RH18 5DZ  
Tel : 01342 824711 email : [dave@sefinecast.co.uk](mailto:dave@sefinecast.co.uk)  
[www.sefinecast.co.uk](http://www.sefinecast.co.uk)

**LASER CUT TRACKSIDE  
KITS & ACCESSORIES IN OO**

LX291-00 Harbour Steps  
Only £4.99

Perfect for harbours, quaysides  
embankments & more!

LX287-00 Building Date Stone  
& House Names - Only £4.39

**scalemodelscenery**  
.co.uk

Order online or call 01530 456952

**THE HOBBY SHOP**  
Est. 1988

85 Preston Street, Faversham, Kent. ME13 8NU

[www.hobb-e-mail.com](http://www.hobb-e-mail.com) 01795 531666 [info@hobb-e-mail.com](mailto:info@hobb-e-mail.com)

**Plastruct**

Please ask your model shop for genuine  
Plastruct fineline Styrene structural shapes.

Range contains over 70 shapes  
including; Angles, I-Beams,  
Channels, Columns, Deep Channels,  
Tees and Z Sections, Round,  
Rectangular and Square Tubing,  
Plastic Strips and Sheeting,  
Scale Ladders, Stairs and  
Railings, Open Web Trusses.

Essential for all scratch  
model makers.

[www.plastruct.co.uk](http://www.plastruct.co.uk)

**TONYS TRAINS**

New and Used Model Railways. Hornby, Bachmann,  
Heljan, Dapol, PECO, Oxford, Gaugemaster and more....  
Large selection of 2nd hand models. Mail order  
available, pre-orders welcomed.

Open: Tuesday to Saturday 10AM - 5PM (4PM on Saturdays)  
Tel: 01788 543442 email: [tony@bmrrail.co.uk](mailto:tony@bmrrail.co.uk) web: [www.bmrrail.co.uk](http://www.bmrrail.co.uk)  
Studio 4, The Locks, Hillmorton, Rugby, CV21 4PP

**WE BUY YOUR MODEL TRAINS**  
GOOD PRICES PAID, PLEASE CALL TO ARRANGE A VALUATION



**TOWNSTREET** OO

Send £3.80 post free for our 60 page OO catalogue detailing all our other kits.

**TOWNSTREET**, 6 KIRKILL, BLENCARN, PENRITH, CUMBRIA, CA10 1TZ  
See our new extended website!  
[www.townstreetuk.co.uk](http://www.townstreetuk.co.uk)  
MON TO FRI 2-8PM 01768 88456  
MAIL ORDER ONLY

From the Stonecast range that brings realism to your layout

**NEW - 6 Road Engine Shed £99.50**  
Stand Alone Engine Shed Office **£39.00**  
As Above But Without 1 Wall For Side Office **£25.00**

**AGR MODEL RAILWAY STORE** Family Run Business

**Buying Pre-owned Collections & Un-wanted Models**

NOW STOCKING A WIDE SELECTION OF PRE-OWNED MODEL & NEW RAILWAY COLLECTIONS ONLINE & INSTORE

Send us a list or bring items in store & we will give you a **FREE** valuation!

Visit our eBay shop & like us on Facebook

**ebay** Find us on **f**

**AGR Model Railway Store**  
9 High Street Mews • 28 High Street  
Leighton Buzzard, Beds LU7 1EA  
Mon-Fri 9am-5pm • Sat 9am-4pm  
01525 854788  
[www.agrmodelrailwaystore.co.uk](http://www.agrmodelrailwaystore.co.uk)  
[sales@agrmodelrailwaystore.co.uk](mailto:sales@agrmodelrailwaystore.co.uk)

**Trains4U.com** 27 St. David's Square, Fengate, Peterborough, PE1 5QA  
Open Tues-Fri 9:30-5:00, Sat 9:00-5:00, Sunday 10:30-3:30, closed Monday

**HORNBY accurascale GRAHAM FARISH CAVALEX Models DAPOL PECO**

Huge range of Models in N, OO & O, Scenic accessories, tools, paints, glues & more!  
If you can't find what you are looking for on our website, give us a call!

Check out our **ebay** site for a great range of new & pre-owned products Ebay ID = Trains4U\_ltd

**DELUXE HVE EVERGREEN DCC**

Tel: 01733 895989 e-mail: [Trains4U@BTConnect.com](mailto:Trains4U@BTConnect.com)

**ALTON MODEL CENTRE**

Possibly Hampshire's Largest Stockist of Model Railways, Diecast, Books, Magazines, Scalextric and much more...

Full range of model railway products from the leading manufacturers including:

Hornby, Bachmann, Dapol, Graham Farish, Heljan, Oxford Rail, Peco, Dapol, Ratio, Wills, Superquick, Metcalfe, Gaugemaster, Parkside, Railmatch, Woodland Scenics and many, many more.

DCC equipment from DCC Concepts, ESU, Gaugemaster, Hornby and Bachmann. Sound decoders from South West Digital.

Also stockists of Die cast models including: Corgi, EFE, Oxford Die-Cast, Base Toys & Classic.

Modelling materials & tools. Vallejo Model Colour, AK pigments and washes MIG Primer, Varnish & Weathering Products

**accurascale OFFICIAL STOCKIST**

Wide selection of Books & Magazines

Monday: Closed  
Tuesday to Saturday: 9:00am to 5:00pm  
Sunday: see website / call  
Tel: 01420 542244  
[sales@altonmodelcentre.co.uk](mailto:sales@altonmodelcentre.co.uk)  
[altonmodelcentre.co.uk](http://altonmodelcentre.co.uk)  
7a Normandy Street, Alton

**CAMBRIAN 4mm Wagon Kits**

Cambrian Models is now Cambrian Model Rail Limited. There is a new website with fully integrated online shop. Delivery from £1.50

Private Owner wagons (16' 6" RCH 1923 type)

**C63 7-plank "Convertible" Coke Wagon** £8.10 (delivery £1.50)  
**C75 8-plank Acid Jar Wagon** £7.50 (delivery £1.50)

Also other RCH and Gloucester types. Wheels, couplings, paint and transfers needed.  
Over 100 more kits available from Pre-Grouping to 1990's. See the website for details or send CS SAE for list.

16mm Narrow Gauge Components are also available  
[cambrianmodelrail.co.uk](http://cambrianmodelrail.co.uk) [cmr@cambrianmodelrail.co.uk](mailto:cmr@cambrianmodelrail.co.uk)  
01322 515672 2pm-4pm PO Box 85, Greenhithe, Kent. DA10 9DN

**Dexter's Cove Models**

VISA Mastercard American Express PayPal [www.dexterscove.com](http://www.dexterscove.com)

Precision laser cut plastic and 3D printed resin components and kits. Free Sample Pack available by email or in web shop

**NEW** All detail parts now available in both OO and O Scale

Bespoke laser cutting and 3D printing services.  
Kits and components produced to your designs in plastic, resin and wood  
**NEW O and OO FIGURE SETS**

Phone: 01642 679182 Mobile: 07599892213 Email: [info@dexterscove.com](mailto:info@dexterscove.com)

Visit → [scalescenes.com](http://scalescenes.com)  
Download → Print → Build

Includes jig to make corrugated sheeting

**NEW China Clay Loading Facilities**  
Half relief. Includes functional sliding doors  
ONLY £5.99

Ramp, storeroom and platform can be placed at either end

Buy once unlimited prints View our large range of N and OO kits and texture sheets

**scale scenes .com**

**EILEEN'S EMPORIUM**

Mail order: Unit 19.12 Highnam Business Centre  
Newent Road, Gloucester, GL2 8DN, ENGLAND  
VISITORS STRICTLY BY APPOINTMENT ONLY

Tel: 01531 828009  
[sales@eileensemporium.com](mailto:sales@eileensemporium.com)  
[www.eileensemporium.com](http://www.eileensemporium.com)

**For Plastics Tools and Solvents**

*Sheets and Sections: Evergreen, Plastruct, Maquett, Slaters*  
*Styrene Sheet, Black, White and Clear*  
*Swann Moreton Knives and Blades*  
*Mek Pak, Plastic Weld, MEK*  
*Butanone, DeLuxe*  
*And So Much More*

Visit our webshop [www.eileensemporium.com](http://www.eileensemporium.com)



# Introducing...

# RMweb



The new membership scheme that gives you access to 170+ issues of BRM and all issues going forward, a free show ticket plus a whole host of monthly privileges...all for just 11p per day\*



## RMweb Gold Membership

**All RMweb Gold Members will benefit from:**

- Access to the BRM Digital Library – 170+ magazines going back to 2007, plus all future issues.
- One free ticket to a Warners exhibition each year.
- The ability to sell products in the new RMweb.co.uk 'Classified' area.
- RMweb.co.uk unlimited image size ability per post.
- RMweb.co.uk increased PM storage.
- RMweb.co.uk Private Personal Image Gallery.
- Exclusive RMweb.co.uk Gold Private Forum.



## How to become an RMweb Gold Member:

Online: [www.brmm.ag/rmwebgold](http://www.brmm.ag/rmwebgold)

Telephone: 01778 392002 and quote: RMweb Gold Membership

\*Price based on the quarterly direct debit price.



# CLASSIFIED SECTION

**RHUDDLAN**

**MODELS**

- Model Railways
- Games Workshop
- Die Cast Models  
Corgi - Dinky - Matchbox
- Plastic Kits  
Airfix - Revell - Etc

**NEW AND USED ITEMS  
BOUGHT AND SOLD**

**HIGH ST, RHUDDLAN.**  
**01745 590048**  
[www.rhuddlanmodels.co.uk](http://www.rhuddlanmodels.co.uk)

**Platform 3 Models**

Layouts designed and built from N to Garden railways based in Devon. All loco Servicing & Repairs and DCC decoder installation for N & OO

Contact Tom Hussey  
Tel: 07811 903231  
[platform3models@hotmail.co.uk](mailto:platform3models@hotmail.co.uk)  
Web search: platform 3 models

**MP Middleton Press**

Published 25 April

**NEW MILLS TO SHEFFIELD**

NOTTINGHAM TOWARDS KIRKBY-IN-ASHFIELD  
NOTTINGHAM - LONG EATON - DERBY  
WYMONDHAM TO WELLS

Albums £18.95 FREE P&P (UK) MAIL ORDER

[www.middletonpress.co.uk](http://www.middletonpress.co.uk)

Easebourne Ln, Midhurst. GU29 9AZ T: 01730813169 E: [sales@middletonpress.co.uk](mailto:sales@middletonpress.co.uk)

**Severn Models**

Fine Kits of Buildings & Miniature Detailing



Kits for N, OO & O layouts  
See the website for a painting guide  
Severn Models, PO Box 785,  
Broseley, TF7 9FT, UK.  
[www.SevernModels.com](http://www.SevernModels.com)

**BRANCHLINES**

KITS AND ACCESSORIES



Please phone, write (SSAE + £1 in stamps) or e-mail for catalogues covering our range of loco, chassis, coach kits in 4mm scale standard gauge, 4 and 7mm scale narrow gauge, and part coach kits in 7mm scale standard gauge.

**MOTORS AND GEARBOXES**

Also our catalogue covering the motors we stock (Mashima, Hanazono and Canon), Tenshodo motor bogies, our extensive range of one and two stage gearboxes, flywheels, bearings, drive shafts, wheels, etc.

P.O. BOX 4293, WESTBURY, BA13 9AA  
Tel/Fax: 01373 822231 [sales@branchlines.com](mailto:sales@branchlines.com)

**THE HOBBY GOBLIN**

**STOKE-ON-TRENT**

54 Hamil Road, Burslem,  
Stoke-on-Trent ST6 1AU

- Hornby • Bachmann
- Peco • Dapol • Gaugemaster
- Woodland Scenics
- Plus much more!

OPEN: Tue, Weds, Fri 10-4;  
Thurs 10-5.30 Sat 10-2

T: 01782 818433/07973 478294  
E: [thehobbygoblin-uk@hotmail.com](mailto:thehobbygoblin-uk@hotmail.com)  
[www.thehobbygoblin.co.uk](http://www.thehobbygoblin.co.uk)

**ITEMS MAIL ORDER LTD**

MAYFIELD, MARSH LANE,  
SAUNDBY, RETFORD,  
NOTTS, DN22 9ES

**Tel/Fax: 01427 848880**

BA SCREWS IN BRASS,  
STEEL AND STAINLESS.  
SOCKET SCREWS IN STEEL  
AND STAINLESS. DRILLS,  
RIVETS, TAPS, DIES,  
END MILLS, SLOT DRILLS ETC

EMAIL: [lostignition8@gmail.com](mailto:lostignition8@gmail.com) or  
PHONE: 01427 848880 FOR FREE PRICE LIST  
[www.itemsmailorderascrews.com](http://www.itemsmailorderascrews.com)

**NICK TOZER**

RAILWAY BOOKS

**RAILWAY BOOKS  
BOUGHT & SOLD**

*Free Railway  
Booksearch Service*

155 Church Street, Paddock,  
Huddersfield, HD1 4UJ  
Shop now open: Tue/Wed/Sat  
(non-show dates) 11:00-17:00  
+ Thu 14:00-20:00  
Tel: 01484 518159 (answer machine)  
[www.railwaybook.com](http://www.railwaybook.com)  
email: [nick@railwaybook.com](mailto:nick@railwaybook.com)

**Crafty Hobbies**

South Cumbria's  
number one  
shop for model  
railways, crafts, and  
doll's houses.



[www.crafty-hobbies.co.uk](http://www.crafty-hobbies.co.uk)  
54 Cavendish Street,  
Barrow-in-Furness,  
T: 01229 820759

**Malc's Models**

- All gauges of model railways
- New & Second Hand
- Stockists of Woodland Scenics & PECO Scenery
- Diecast models
- We also repair most makes of locos



Open Mon-Sat 10am-5pm  
Closed Weds & Sun

2-4 Pelham Street,  
Ilkeston, DE7 8AR  
Tel: 07786 896807  
[www.malcsmodels.co.uk](http://www.malcsmodels.co.uk)  
[malcolmgrubey@btinternet.com](mailto:malcolmgrubey@btinternet.com)

**High Lane Model Railways**

Stockport Indoor Market,  
Market Place, Stockport SK1 1ES  
Email: [info@highlanemodelrailways.co.uk](mailto:info@highlanemodelrailways.co.uk)  
Tel: 07955 362105

Stockists of  
JAVIS • HORNBY • GAUGEMASTER  
BACHMANN • GRAHAM FARISH  
New and Pre-owned Model Railways  
in gauges OO/HO • N • O  
Also stock  
Diecast cars • Buses • Track  
Scenic Accessories, paints & adhesives

Open 9.00am - 4.30pm  
Tuesday, Thursday, Friday & Saturday

**H & A MODELS**

Tel: 01933 355531  
Mobile: 07969 535 699

19 Keats Way, Higham Ferrers,  
Northants. NN10 8DQ  
Email: [sales@hamodels.net](mailto:sales@hamodels.net)

**Coach & Wagon Kits, Wheels, Decals, Wagon Loads, Paint & Sundries**

Parkside Models, Dundas Models, Cambrian, Slaters, Ian Kirk, Red Panda, Dapol, Kadec, Ratlo, Peco, Precision Paint, Modelmaster, Old Time Workshop, Labelle Oils, Alan Gibson, Romford, Seuthe, Smiths, Carr's

**SLATERS 4MM WAGON KITS NOW IN STOCK - RED PANDA EXCLUSIVELY AVAILABLE FROM US**

Order on line at: [www.hamodels.net](http://www.hamodels.net) or ring us (same day or next day despatch)

Precision Paint & Carrs now available to purchase on Line and Mail Order

Due to the current Government Health recommendations check our website for Exhibition updates

**REDCAR MODELS & HOBBIES**

Most leading brands of 'OO' gauge model railways & accessories.  
Also Diecast, Plastic Kits, Woodland Scenics, K+S Metal Centre etc.

130 High Street, Redcar, Cleveland, TS10 3DH Tel: 01642 494912  
(open Tuesday to Saturday)

**EMAIL: [andrewnpaton@ntlworld.com](mailto:andrewnpaton@ntlworld.com)**



**SPC SIMPLIFIED POINT CONTROLS**  
[www.spc-cov.uk](http://www.spc-cov.uk)



**Want to use less wires?**  
**Struggle with soldering?**  
**Want to use a more reliable system?**

**...Then check out SPC TODAY!**

Point alignment tools in N gauge & 00 Gauge making your point motor easy to fit

We specialise in products that make creating your DC/DCC layout easier.

*We will not be attending any shows for the foreseeable future*



Hornby, Bachmann, Graham Farish  
Peco, Oxford, Woodland Scenics  
and many more...

Visit our new website for the full range  
[www.jacksonsmodels.co.uk](http://www.jacksonsmodels.co.uk)

33 New Street Wigton CA7 9AL  
Trucks - Cars - Kits - Planes - Toy Soldiers - Railways - Hobby/Craft  
016973 42557 info@jacksonsmodels.co.uk find us:   

Relocated to new premises in Matlock where we will be continuing our online business

**BILL HUDSON**  
TRANSPORT BOOKS

**FAMILY RUN BUSINESS SELLING NEW & SECONDHAND RAILWAY TITLES**  
To view our stock please call or email in advance  
[www.billhudsontransportbooks.co.uk](http://www.billhudsontransportbooks.co.uk) • Call: 07921 833469

**Mercian Models**  
Visit our website  
[www.modelrailways.tv](http://www.modelrailways.tv)

High quality locomotives and rolling stock 4, 7 and 10mm scales (00, 0, 1 and NG)  
**1A MARKET WAY, HAGLEY, STOURBRIDGE, WEST MIDLANDS DY9 9LT**  
Telephone: 01562 884800

**DURHAM TRAINS OF STANLEY**  
MORE THAN JUST A MODEL SHOP

WE STOCK ALL MAJOR BRITISH OUTLINE ROLLING STOCK AND SCENICS AS WELL AS OXFORD DIECAST. WE ALSO OFFER A CHIP FITTING SERVICE RTO READY AND HOME DCC READY LOCOS AND SERVICE MOST MAKES OF LOCOS. JUST CLICK ON OUR WEBSITE FOR MORE INFORMATION. WE ALSO HAVE OVER 3000 ITEMS FOR SALE ONLINE.

6 STATION ROAD, STANLEY, CO.DURHAM, DH8 0JL  
SHOP OPEN MON-TUES-FRI-SAT OPEN 0930-1700 • THURS 1100-1900 • CLOSED WEDNESDAY AND SUNDAY  
TEL: 01207 232545 • [www.durhamtrainsofstanley.co.uk](http://www.durhamtrainsofstanley.co.uk) • email: [durhamtrainsofstanley@gmail.com](mailto:durhamtrainsofstanley@gmail.com)

**JOHN DUTFIELD LLP**  
Gift Vouchers available

Stockists of many brands inc Bachmann, Hornby, Graham Farish, Dapol, Gaugemaster and Peco.  
Secondhand bought and sold.  
Selection of kits, glues, tools, paints and accessories.  
Wards Yard, 133 Springfield Park Road  
(at the junction with Hill Road) Chelmsford CM2 6EE  
TEL: 01245 494455. EMAIL: [heatherwilkinson@btconnect.com](mailto:heatherwilkinson@btconnect.com)  
[www.johndutfieldmodelrailways.co.uk](http://www.johndutfieldmodelrailways.co.uk)

Now stocking Cavalex and Accurascale

**OPENING HOURS:**  
9.00am-5.30pm  
Mon, Tues, Thurs, Fri and Saturday  
Closed Wed, Sun & Bank Holidays  
All major credit/debit cards accepted.

**Tri-angman**  
specialist in model railways

Tri-ang, Hornby, Wrenn, Bachmann, Minic etc...  
buy, sell & repair hard to find items and collectables

**Find me on**  
[www.tri-angman.co.uk](http://www.tri-angman.co.uk)  
**or contact:**  
Tel 07966 333605  
[laurence@tri-angman.co.uk](mailto:laurence@tri-angman.co.uk)

**PLASTICS • METALS • SCENICS**  
00 & N Scale • Peco • Hornby • Bachmann • Metcalfe • Wills • Ratio • Dapol



**SPORTS AND MODEL**  
[www.sportsandmodelshop.co.uk](http://www.sportsandmodelshop.co.uk)  
60 High Street, Ormskirk, L21 3JY Based in the Highlands Phone: 01249 862245

**Skytrex Model Railways**  
Unit 1 Charnwood Business Park, North Rd,  
Loughborough, Leics LE11 1LE  
tel: 01509 213789  
For OO Gauge  
[www.skytrexmodelrailways.com](http://www.skytrexmodelrailways.com)  
For O Gauge  
[www.ogauge.co.uk](http://www.ogauge.co.uk)  
Free subscription to newsletters!  
Details on websites

## ADVERTISERS' INDEX

|                                 |                       |                                 |           |
|---------------------------------|-----------------------|---------------------------------|-----------|
| 3dk.....                        | 128                   | Metcalfe Models & Toys Ltd      | 10, 11    |
| A C Models .....                | 120                   | Middleton Press .....           | 127       |
| AGR Model Railway Store.....    | 124                   | Mike's Models .....             | 122       |
| Aim Solder .....                | 121                   | Millenium Models' .....         | 128       |
| Airframed .....                 | 128                   | Model Railways Online.....      | 56        |
| Alphagraphix .....              | 128                   | Monk Bar Model Shop Ltd.....    | 122       |
| Alton Model Centre .....        | 124                   | Morley Controllers Ltd.....     | 118       |
| Bachmann Europe Plc.....        | 2                     | Morris Models.....              | 123       |
| Bill Hudson Transport Books.... | 127                   | N Gauge Society .....           | 118       |
| Branchlines .....               | 126                   | Nick Tozer .....                | 126       |
| Cambrian Model Rail Ltd.....    | 124                   | North Western Models.....       | 128       |
| Cm3models .....                 | 107                   | P & D Marsh .....               | 128       |
| Coastal Dcc Ltd .....           | 117                   | Pennine Models' .....           | 121       |
| Connoisseur Models .....        | 128                   | Peters Spares .....             | 120       |
| Crafty Hobbies .....            | 126                   | Platform 3 Models .....         | 126       |
| Crane Garden Buildings .....    | 100                   | Rails Of Sheffield .....        | 109 - 113 |
| Dapol Ltd.....                  | 131                   | Railway Conductor.....          | 116       |
| Dexters Cove Models .....       | 124                   | Redcar Models & Hobbies.....    | 126       |
| Dream Steam Ltd.....            | 118                   | Rhuddlan Models .....           | 126       |
| Durham Trains Of Stanley.....   | 127                   | Ron Lines .....                 | 123       |
| E.M.A Model Supplies Ltd .....  | 124                   | Roxey Mouldings .....           | 128       |
| Eileen's Emporium .....         | 124                   | Scale Model Scenery Ltd .....   | 123       |
| Ellis Clark Trains .....        | 101                   | Scalescenes.com.....            | 123       |
| Express Models .....            | 121                   | Severn Models.....              | 126       |
| Fox Transfers Ltd .....         | 117                   | Shady Lane Models .....         | 123       |
| Frizinghall Models & Railways.. | 118                   | Skytrex (2013) Ltd .....        | 127       |
| Gaugemaster .....               | 93                    | Slater's Plastikard Ltd.....    | 56        |
| GC Weathering .....             | 107                   | South Eastern Finecast .....    | 123       |
| Gfb Designs (Sig-Na Trak) ..... | 107                   | South West Digital Ltd.....     | 20        |
| Ghost-Signs.....                | 121                   | SPC Simplified Point Controls.. | 126       |
| Going Loco .....                | 107                   | Sports And Model Shop.....      | 127       |
| Golden Valley Hobbies.....      | 108                   | Strathwood.....                 | 21        |
| Grimy Times Model Railways ..   | 116                   | Sunningwell .....               | 128       |
| Gscale.co.uk .....              | 122                   | Superquick .....                | 57        |
| H. & A. Models .....            | 126                   | The Hereford Model Centre ..... | 6         |
| Harder & Steenbeck .....        | 103                   | The Hobby Goblin' .....         | 126       |
| Hatton's.....                   | 16, 17, 114, 115, 131 | The Hobby Shop .....            | 123       |
| High Lane Model Railways.....   | 126                   | The Lancs & Yorks Railway Soc.  | 120       |
| Hornby Hobbies Ltd .....        | 45, 102               | The Model Train Centre .....    | 57        |
| Howard Scenic Supplies .....    | 128                   | TMC Custom Finish Locos....     | 12-15     |
| In The Greenwood Laser .....    | 108                   | Tony's Trains .....             | 123       |
| Irish Railway Models.....       | 7                     | Topp Trains .....               | 128       |
| Isinglass Models .....          | 122                   | Tower Models .....              | 3         |
| Items Mail Order Ltd .....      | 126                   | Townstreet.....                 | 124       |
| Jacksons Models .....           | 127                   | Trains 4u .....                 | 124       |
| John Dutfield .....             | 127                   | Tri-Angman.....                 | 127       |
| Kent Garden Railways .....      | 116                   | Trident Trains Model Shop.....  | 128       |
| Kernow .....                    | 18, 19                | Upstairs Downstairs.....        | 128       |
| Langley Miniature Models.....   | 116                   | W D Models .....                | 128       |
| Lord And Butler.....            | 122                   | W M Collectables .....          | 117       |
| Macs Model Railroading'.....    | 117                   | Warwick & Warwick .....         | 8         |
| Mad About Trains .....          | 122                   | York Modelmaking .....          | 122       |
| Malc's Models.....              | 126                   | You Choos.....                  | 120       |
| Marcway Models & Hobbies....    | 121                   |                                 |           |
| Megapoint Controllers.....      | 100, 108              |                                 |           |
| Mercian Models .....            | 127                   |                                 |           |
| Merg.....                       | 122                   |                                 |           |



# WEB DIRECTORY

**Visiting the Isle of Wight?**

**UPSTAIRS DOWNSTAIRS**  
Pier Street - Sandown  
PO36 8JR

Two floors of locomotives, wagons, coaches, buildings, scenery, electrics, figures, cars and more!

**ALL BRANDS  
N-009-HO  
00-0n30-G**

01 983 406 61 6 - [www.trainshop.co.uk](http://www.trainshop.co.uk)

**Howard Scenic Supplies**

See our range of hand made model scenery

[www.howardscenicsupplies.co.uk](http://www.howardscenicsupplies.co.uk)

**TRIDENT TRAINS**

No 10, The Craft Arcade  
Dagfields Craft Centre,  
Crewe Road, Walgherton,  
Nantwich, Cheshire. CW5 7LG

**www.tridenttrains.co.uk**

HORNBY - BACHMANN - DCC CONCEPTS - TRAIN-TECH - FARISH - DAPOL  
PECO - LENZ - GAUGEMASTER - METCALFE - RATIO + MUCH MORE

01270 842400

**WD MODELS**  
"for all your modelling needs"

Your local supplier with all you need and more

25 Chatsworth Road, Chesterfield S40 2AH  
01246 208244 • [info@wdmodels.co.uk](mailto:info@wdmodels.co.uk)  
[www.wdmodels.co.uk](http://www.wdmodels.co.uk)

Logos: AIRFIX, HORNBY, PECO, STREAMLINE, SCALEXTRIC

**roxeymouldings.co.uk**

Your website for finescale locomotive, carriage and wagon kits in OO and O gauges. A wide range of accessories in stock from Slater's, Markits, Romford, Alan Gibson and our own etched detail frets. Southwark Bridge coach kits and platform accessories. Motors for 4mm/00 and 7mm/0, with gears and gearboxes from Markits and Roxey. Markits 00 rolling stock wheels and our own turned steel wheels for O gauge. For Exhibition sales only, we stock solder, flux and Precision Paints.

**Roxey** 58 Dudley Road, Walton-on-Thames, Surrey KT12 2JU  
Tel: 01932 245439

**CONNOISSEUR MODELS**

0 Gauge Etched Locomotive, Wagon & Carriage Kits  
Website & On Line Catalogue  
[www.jimmcgeown.com](http://www.jimmcgeown.com)  
or Send 2nd Class Address Label For Free Printed Catalogue  
1 Newton Cottages, Nr Weobley, Herefordshire HR4 8QX

**ALPHAGRAPHIX**  
THE HOME OF LIGHT RAILWAY MODELLING  
7mm Scale etched brass  
locomotive and carriage kits  
plus lineside buildings

Send 6x 2nd Class Stamps for CATALOGUE  
[sirberkeley@outlook.com](mailto:sirberkeley@outlook.com)  
23 Darris Road, Selly Park, Birmingham B29 7QY

**"GERVASE" Kit £90**

Bespoke and trade enquiries please call Nigel Julian on  
07971 741478 or 01332 781795  
email: [nigel@airframed.co.uk](mailto:nigel@airframed.co.uk)

**AirFramed**  
Bespoke Glass Display Cases  
[www.airframed.co.uk](http://www.airframed.co.uk)

OO gauge, O gauge, Gauge 1 and Gauge 3 cases with mirrored or clear back wall.  
Prices start from £35.00 plus p&p.  
Bespoke sizes made to order.  
Prices on application.

**Millennium Models**

Hornby, Bachmann, Peco and more.  
New and Secondhand stock  
Jarvis, Dapol, Metcalfe, Corgi, Oxford

**67 Queen Street, Morley, Leeds LS27 8EB**  
Tel: 0113 2189286 [www.millenniummodels.co.uk](http://www.millenniummodels.co.uk)

**Sunningwell Command Control Ltd.**

Always looking to bring you the best in  
Digital Command Control systems and support

For further details please send a SAE to:  
SCC Ltd. PO Box 381, Abingdon SO, OX13 6YB Tel: 01865 730455  
Or visit our website at: [www.scc4dcc.co.uk](http://www.scc4dcc.co.uk) Email: [info@scc4dcc.co.uk](mailto:info@scc4dcc.co.uk)

**Topp Trains**

**NEW**  
Shop for model railway enthusiasts  
OPEN 9.30 - 4pm  
CLOSED Weds & Sunday  
Free Parking

Wide range of stock from all your favourite suppliers,  
PLUS bespoke services,  
ordering service and online shop.

Call us or see our website for details  
28 Marston Road, Stafford, ST16 3BS  
Tel: 01785 247883

**P & D MARSH MODELS**

**PAINTED OO GAUGE**  
PDZ31 Lawnmower/barrow/man .....£7.85  
PDZ33 Man fishing from rowboat ....£9.50  
PDZ37 Belshas/bus stop/post box.....£8.70  
PDZ39 Coalmen and scales.....£8.70  
PDZ50 Loaded platform trolley/porter £8.70

**PAINTED N GAUGE**  
PDX44 Trackside signs.....£8.00  
PDX64 Boat with outboard motor ....£6.30  
PDX66 Coalmen and scales.....£8.85  
PDX351 GWR Home signal.....£8.75  
PDX354L GWR LH junction signal.£16.75

AVAILABLE FROM ALL GOOD  
MODEL SHOPS. DISTRIBUTED BY  
EXPO TOOLS & DRILLS  
[WWW.PDMARSHMODELS.COM](http://WWW.PDMARSHMODELS.COM)  
07730 202270

**Downloadable Model Railway Card Kits**  
Instant Downloads Straight to your Computer  
from [www.3dk.ca](http://www.3dk.ca)

See us on YouTube at 3dk.ca

Building kits come with a selection of doors & windows, period posters & adverts.  
From one download you get unlimited prints.  
Try our free building kit at [www.3dk.ca](http://www.3dk.ca)  
Building kits can be easily re-scaled.

[www.3dk.ca](http://www.3dk.ca)

**NORTH WESTERN MODELS**

Model Railway  
Detailing Specialists

Suppliers of Detailing Kits & Accessories in N, OO & O Gauge

[www.northwesternmodels.co.uk](http://www.northwesternmodels.co.uk)  
**0161 494 2738**  
[info@northwesternmodels.co.uk](mailto:info@northwesternmodels.co.uk)



# NEXT ISSUE

## IMPROVE YOUR MODEL SCENERY

As the cheery summer weather rounds the corner, we explore influential scenic layouts and demonstrate key scenic techniques

### FOUR LAYOUTS:

Sandy Bay (N)

Parsons Vale Carriage Sidings (00)

Shwt (P4)

Vale of Weedol Tramway (G)

ON-SALE  
FROM  
JUNE 18

### Plus:

- How to fit a shuttle unit – step-by-step guide inside
- Make industrial scrubland and overgrown grass
- Build your own coastal layout: we share how
- Create authentic-looking rubbish for your layout



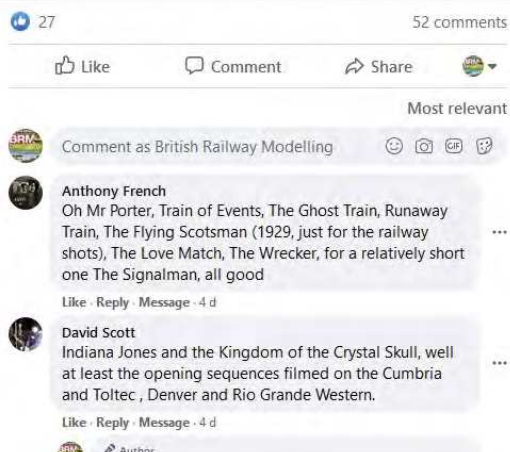


# Buffer Stop

## BRM Film Club

OK, it's nearly the end of the bank holiday weekend. Time to settle down in front of a nice movie, preferably one with some trains in. But which one?

Phil wants to see Wallace & Gromit in "The Wrong Trousers". Andy prefers a bit of Bond, "From Russia with love" with the green Black 5 at the end. Howard is going traditional with "The Titfield Thunderbolt".... See more



We might not be able to get out and about at the moment, but that doesn't mean us modellers can't keep chatting to each other.

On the BRM Facebook page, we asked for recommendations for films featuring a train that would be worth watching.

Unsurprisingly, *The Titfield Thunderbolt* was mentioned many times, but many of you are film buffs as we also had a few surprises: *The Ghost*

*Train*, *Runaway Train*, *The Flying Scotsman* (1929, just for the railway shots), *The Love Match*, *The Wrecker*, *The Signalman*, *Postman's Knock* and *O'Leary Night*.

Bond fans would be happy with *Octopussy*, *Golden Eye* or even the weird colour Black 5 in *From Russia with Love*. Sticking with spy thrillers, how about the wildly unrealistic Channel Tunnel sequence in *Mission Impossible*?

Finally, there is even something good about the Final Indiana Jones film *The Crystal Skull*, a terrific sequence at the start on a Western circus train, almost certainly the highlight of the film...

### Burning Question...

What's your favourite film with a train in it that isn't *The Titfield Thunderbolt*?

**Andy:** The video to KLF's *Last train to Trancentral*, makes me smile.

**Phil:** One of our *Dinosaurs is Missing*.

**Howard:** Wallace and Gromit - *The Wrong Trousers* - Aardman animations at its best...

**Debbie:** *Harry Potter*. I'm waiting at platform 9 ¾ for a ride.

**Ruth:** Definitely *Trains, Planes and Automobiles* for me. John Candy, what a legend!

### This month in pictures...



For a virtual weekend of trains on the Isle of Man, the organisers needed a photo from 1993, which we were happy to provide.



After years of not enjoying wiring up layouts, Andy worked out it's easier to paste a reversed template of a point underneath the points to aid where the wiring ends up.



Lockdown boredom persuaded Mr Practical to dig out a half-built kit for a Cravens parcels DMU. He quickly remembered why he'd stopped working on it...



Out in the garden, fishplates don't really do the job so Phil's been fitting clamps to hold his track together, followed by a mammoth running session to test everything.

Follow us



Follow us on  
Facebook  
Search for 'British  
Railway Modelling'



Follow us on  
Instagram  
@brmmagazine



Follow us on  
Twitter  
@BRMmagazine

RMweb

Join the  
discussion on  
RMweb.co.uk



Subscribe to our  
YouTube channel  
Search for 'British  
Railway Modelling'



# dapol

model railway company

Dapol Limited, Gledrid Industrial Park, Chirk, Wrexham, LL14 5DG

For the most up to date Dapol news & information visit  
**www.dapol.co.uk**

**Coming soon...**

## 57xx Pannier



- 7S-007-010** - Class 57xx Pannier 8784 Great Western Green
- 7S-007-010D** - Class 57xx Pannier 8784 Great Western Green DCC
- 7S-007-010S** - Class 57xx Pannier 8784 Great Western Green DCC & Sound
- 7S-007-011** - Class 57xx Pannier 7714 BR Black Late Crest
- 7S-007-011D** - Class 57xx Pannier 7714 BR Black Late Crest DCC
- 7S-007-011S** - Class 57xx Pannier 7714 BR Black Late Crest DCC & Sound
- 7S-007-012** - Class 57xx Pannier 8763 BR Lined Black Early Crest
- 7S-007-012D** - Class 57xx Pannier 8763 BR Lined Black Early Crest DCC
- 7S-007-012S** - Class 57xx Pannier 8763 BR Lined Black Early Crest DCC & Sound



- 7S-007-007** - Class 57xx Pannier 9669 BR Black Late Crest
- 7S-007-007D** - Class 57xx Pannier 9669 BR Black Late Crest DCC
- 7S-007-007S** - Class 57xx Pannier 9669 BR Black Late Crest DCC & Sound
- 7S-007-008** - Class 57xx Pannier 6739 BR Black Early Crest
- 7S-007-008D** - Class 57xx Pannier 6739 BR Black Early Crest DCC
- 7S-007-008S** - Class 57xx Pannier 6739 BR Black Early Crest DCC & Sound
- 7S-007-009** - Class 57xx Pannier Ex 5775 GNSR Lined Caramel
- 7S-007-009D** - Class 57xx Pannier Ex 5775 GNSR Lined Caramel DCC
- 7S-007-009S** - Class 57xx Pannier Ex 5775 GNSR Lined Caramel DCC & Sound

## Turbot Bogie Ballast Wagon



- 7F-043-001** - Turbot Bogie Ballast Wagon EWS Maroon DB978363
- 7F-043-002** - Turbot Bogie Ballast Wagon EWS Maroon DB978396
- 7F-043-003** - Turbot Bogie Ballast Wagon EWS Maroon DB978309



- 7F-043-004** - Turbot Bogie Ballast Wagon Engineers Dutch Livery DB978337
- 7F-043-005** - Turbot Bogie Ballast Wagon Engineers Dutch Livery DB978407
- 7F-043-006** - Turbot Bogie Ballast Wagon Engineers Dutch Livery DB978702



- 7F-072-004** - 7 Plank  
9ft W/B 2 Door  
William Duck 1
- 7F-072-004W** - 7 Plank  
9ft W/B 2 Door  
William Duck 1 Weathered

- 7F-051-051** - 5 Plank - LMS Grey 24372
- 7F-051-051W** - 5 Plank - LMS Grey 24372 Weathered
- 7F-051-054** - 5 Plank - BR Grey M318235
- 7F-051-054W** - 5 Plank - BR Grey M318235 Wthd
- 7F-052-004** - 5 Plank 9ft W/B - Chapman & Sons 22
- 7F-052-004W** - 5 Plank 9ft W/B - Chapman & Sons 22 Weathered
- 7F-052-005** - 5 Plank 9ft W/B - Herbert D Partridge 6 Red
- 7F-052-005W** - 5 Plank 9ft W/B - Herbert D Partridge 6 Red Weathered
- 7F-073-005** - 7 Plank 9ft W/B Three Door - E D Williams 242
- 7F-073-005W** - 7 Plank 9ft W/B Three Door - E D Williams 242 Weathered

**Product Scale Key**

O Gauge

OO Gauge

N Gauge

All product release dates correct at time of going to press

dapol

**15% DISCOUNT ON ALL DAPOL PRODUCTS PURCHASED THROUGH DAPOL**

**collectors**

ANNUAL OPEN DAY

**ONLY £25 PER YEAR**  
(Plus p&sp)

**club**

4 NEWSLETTERS PER YEAR

IN GAUGES 'N' 'OO' & 'O'

FOR MORE INFORMATION CONTACT ANDREA / NEIL ON 01691 774455 OPTION 1 OR EMAIL [club@dapol.co.uk](mailto:club@dapol.co.uk)

### SPECIAL COMMISSION WAGONS

- YOUR CHOICE OF DAPOL BODY
- YOUR CHOICE OF LIVERY
- TURN AROUND IN JUST 3 MONTHS
- FROM JUST 100 IDENTICAL MODELS IN 'OO' OR 'N' 25 IN 'O'
- FOR MORE DETAILS CONTACT CLAIRE ON 01691 774455 OPTION 1 OR EMAIL [studio@dapol.co.uk](mailto:studio@dapol.co.uk)





**Hattons**  
• MODEL RAILWAYS •



# Hattons Trunk Service

The new Hattons 'Trunk' service enables you to purchase items and have them held indefinitely\* at the Hattons hub until a later date.

## **Coronavirus Lockdown**

Enables you to 'secure' items if we are required to suspend despatch operations due to Coronavirus.

## **International Shipping**

Combine your orders into one shipment to save money on overseas postage costs!

## **Never Miss a Rare Item!**

Purchase any item straight away to secure it and then combine it with another shipment later.

“This definitely sounds like a service I will be using, especially with the present COVID-19 situation.”  
- **Brian, UK**

“As an Australian buyer, I like this idea as many times I have bought pre-owned items - then placed a separate order for new items the following day. Terrific service!”  
- **Greg, Aus**

### Stock Details

Is this item actually in stock? **Yes**

More than 10 in stock.

Normal UK postage for 1 of this item: £4 (Postage Rates)

Single Qty:

1

for £99

Add to cart

Add to trunk

(weighs 304g)

Qty:

1

Add to wishlist

### Your Trunk Options

You can update your options using the form provided below. Fields marked with a \* are required.

Default Payment Card: \*

Please select.....

Default Delivery Address: \*

Please select.....

Trunk all Preorders:

☐

Send Summary Email:

☐

Email Reminder Day: \*

Monday

Update Options

Find out more at: [www.hattons.co.uk/trunk](http://www.hattons.co.uk/trunk)

*\*Length of time that items can be held for will be reviewed and is subject to change.*



PICCADILLY CLASS 40s • SETTLE AND CARLISLE IN THE SNOW

# TRACTION

A CELEBRATION OF CLASSIC DIESELS & ELECTRICS

ISSUE 256  
MAR/APR 2020

## FOCUS ON WARRINGTON

- FIDDLERS FERRY
- THE FORGOTTEN ROUTE
- SPEEDLINK TRIPS

**TRACTION**  
MODELLING

### 2 Great Model Railways

- Oldham King Street (0)
- Charwelton (00)







[www.e-v-r.com](http://www.e-v-r.com)

01629 823076



## *Escape to the Countryside*



Travel back in time on Derbyshire's longest heritage railway and enjoy our beautiful preserved steam and diesel trains as they meander through the valley.

WIRKSWORTH

IDRIDGEHAY

SHOTTLE

DUFFIELD

Wirksworth Station, Coldwell Street, Wirksworth, Derbyshire, DE4 4FB



# Multiple Memories Railcar Gala



**Saturday 14th & Sunday 15th March 2019**



A variety of classes including Derby Lightweight, 101, 108, 119 and 122 operating to a special timetable in a range of interesting combinations.

**[www.e-v-r.com](http://www.e-v-r.com)**



# Contents

6

**Coal to Fiddlers Ferry**  
by Jeff Nicholls



11

**The forgotten route**  
by David Clough



16

**Warrington Trips**  
by David Ratcliffe



20

**Roaming around London**  
by J. Crosse



25

**Model Railway: Oldham (0)**



30

**Model Railway: Charwelton (00)**



32

**Traction Modelling**  
News and reviews



38

**Finding 'Rodney'**  
by Elliot Hopewell



40

**Bottleneck at Sandy**  
by Chris Cole



44

**Buck and Boost Part 2**  
by Mick Humphrys



50

**A history of pods**  
by Colin Boocock



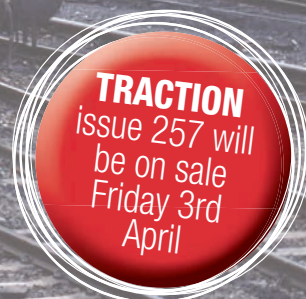
56

**Class 40s at Piccadilly**  
by Steve Woodhouse



60

**Settle and Carlisle snow photos**  
by Gavin Morrison





# Welcome

This issue of TRACTION is a little unusual as we have three articles about one railway centre. Focusing on Warrington, the changes in freight train operation at this once busy junction start with an article by Jeff Nicholls about coal traffic to the large power station at Fiddlers Ferry, which has recently closed. David Clough examines what he considers to be the forgotten route between Manchester and Liverpool which was once busy with a variety of freight flows. David Ratcliffe reminds us of the years when Warrington was a major Speedlink yard with trip freights from across the North West arriving throughout the day.

The days of long distance coach tours to locomotive depots are recalled in an article by J. Crosse who led a tour from the North East to depots in the London area in the 1970s. Elliot Hopewell returns with another tale of his train spotting days when he spent holidays in Cornwall in the days of the Class 50s and how he eventually managed to see the last one he hadn't seen before.

It's easy to forget just how much the physical railway scene has changed over the years but Chris Cole's photo study of changes at Sandy documents one such changed location. Mick Humphrys returns with the second part of his article in which he recalls some of experiences driving the first generation of AC electric locomotives on the West Coast Main Line out of Euston.

Colin Boocock is intrigued by the introduction of the new Stadler bi-mode Class 755s in East Anglia with their small

diesel power unit vehicle located in the centre of the train. He points out that having such a separate power unit is not a totally new idea.

Steve Woodhouse has long been a fan of the Class 40s and visited the Manchester area many times to see them in action on passenger trains out of Piccadilly station in their final years in service.

Gavin Morrison's contribution this issue is a series of images taken on the Settle and Carlisle in winter conditions, when he required considerable determination to reach the locations where he wanted to photograph the trains.

In TRACTION MODELLING this issue we feature two superb diesel era layouts in different scales. The first is Oldham King Street in Gauge O with its emphasis on parcels traffic and DMUs. The second is that marvellous 4mm scale layout Charwelton. The members of the CBM Diesel Group re-worked an existing layout based on the now closed Great Central Main Line station and brought it into the BR blue period imagining that the line had stayed open.

*Stephen*



**Publisher:** Steve Cole  
E: [stevec@warnersgroup.co.uk](mailto:stevec@warnersgroup.co.uk)  
**Editor:** Stephen Rabone  
E: [steverabone@hotmail.com](mailto:steverabone@hotmail.com)

#### ADVERTISING AND PRODUCTION

**Advertising Account Manager:**  
Bev Machin T: 01778 392055  
E: [bevm@warnersgroup.co.uk](mailto:bevm@warnersgroup.co.uk)  
**Advertising Account Manager:**  
Hollie Deboo T: 01778 395078  
E: [hollie.deboo@warnersgroup.co.uk](mailto:hollie.deboo@warnersgroup.co.uk)  
**Ad Production:**  
Allison Mould T 01778 395002  
E: [allison.mould@warnersgroup.co.uk](mailto:allison.mould@warnersgroup.co.uk)  
**Design:** Amie Carter  
**Ad Design:** Amie Carter  
Printed by: Warners Midlands plc

#### MARKETING

**Marketing Manager:** Carly Dadge  
T: 01778 392440  
E: [carlyd@warnersgroup.co.uk](mailto:carlyd@warnersgroup.co.uk)

#### DISTRIBUTION

**News Trade, Warners Distribution:**  
T: 01778 392417  
Model Trade, Warners Trade Sales:  
T: 01778 392404

#### SUBSCRIPTIONS

1 Year - £24.00  
**For all subscription enquiries:**  
T: 01778 392012  
F: 01778 421706  
E: [subscriptions@warnersgroup.co.uk](mailto:subscriptions@warnersgroup.co.uk)  
West Street, Bourne, Lincolnshire PE10 9PH

#### BACK ISSUES

Tel: 01778 391180  
E: [subsaccecetteam@warnersgroup.co.uk](mailto:subsaccecetteam@warnersgroup.co.uk)  
West Street, Bourne, Lincolnshire PE10 9PH

#### CONTRIBUTIONS TO TRACTION

TRACTION welcomes contributions from railway staff and enthusiasts about diesel and electric traction and railway operation. If possible articles should be sent in digital format either by email or on CD or memory stick. Photographs and slides should be scanned and also submitted in the same way. Please contact the Editor for further details and advice about scanning methods when submitting photographs.

#### ©Warners Group Publications plc 2016

All rights reserved. Material is only accepted on the understanding that there are no copyright restrictions. Although every care will be taken, all materials submitted are at the owner's risk and Warners Group Publications plc cannot be held responsible for loss or damage however caused. Copyright on all materials in the magazine remains vested in the Authors and Warners Group Publications plc. Reproduction of the whole or any part is forbidden without the relevant permissions. Warners Group Publications plc and the Editor cannot be held responsible for any error that might occur in the text or advertisements. Reliance placed upon the contents of the magazine is entirely at reader's own risk.



ISSN: 1354-2680

Scan this QR code with your smartphone to link through to TRACTION's website



20133 and 20194 pass Warrington Arpley stabling point on June 14th 1990. JOHN DEDMAN



**E-mail:** [steverabone@hotmail.com](mailto:steverabone@hotmail.com)  
**Editorial postal address:**  
120 Churchill Road,  
Middlesbrough TS6 9NS



The closure of the Liverpool to Manchester freight line as a through route, and the Woodhead line a year later, brought diversion of coal movements between South Yorkshire and Fiddlers Ferry Power Station and a change of traction to Class 56. 56009 passes the site of Warrington Bank Quay Low Level station with an empty rake for Healey Mills. DAVID CLOUGH



# Focus on Warrington: *Coal to Fiddlers Ferry*

**With the impending closure of Fiddlers Ferry Power Station, Jeff Nicholls looks back at the often complex history of rail operations serving the power station.**

Opened in the early 1970s, Fiddlers Ferry Power Station is situated between the towns of Warrington and Widnes, on the north bank of the River Mersey, from which it draws its cooling water. From the outset it was designed to use the Merry-Go-Round (MGR) system, employing HAA hoppers built at Shildon. In recent years the power station has only operated during the winter and early spring months. At the time of writing, Fiddlers Ferry is scheduled to shut down for the last time in March 2020.

## Coal to Fiddlers Ferry - the Early Years

At first, the power station used coal from the local Lancashire coalfields, although the majority of the coal came from Yorkshire with trains originating at Wath or Rotherwood yards. Some coal also arrived from Point of Ayr colliery on the North Wales coast, whilst another supply during the early 1980s was the Cumbrian coalfield. For a time, in the early 1990s, coal came from Silverdale colliery in Staffordshire. From the 1990s, imported coal for Fiddlers Ferry came through either Birkenhead or Liverpool Gladstone Docks.

Lancashire coal was supplied from local

mines at Parkside (Newton-le-Willows), and Bickershaw, with the mines at Golborne and Parsonage being linked underground to Bickershaw in the mid 1970s. Bold colliery at St. Helens also supplied coal until the 1984 miners' strike, during which its coal faces were lost and the pit closed. Cronton, at Widnes, also shipped coal until its closure in 1984.

Yorkshire coal was supplied by rail from the Skelton Junction to Arpley Junction and Ditton Junction line. (For those not familiar with the area, Skelton Junction is near Altrincham, Arpley Junction is in Warrington and Ditton Junction is in Widnes.) Trains from Yorkshire could travel directly into the power station, whereas Cumbrian and Lancashire coal trains had to undertake two run-rounds in the Warrington area; one in Walton MSC (Manchester Ship Canal) sidings and one at Latchford Sidings. Trains from North Wales and Staffordshire would need only to run round at Latchford.

From Latchford Sidings trains for Fiddlers Ferry traverse the freight-only line to Ditton Junction, leaving this line close to the power station and traversing the site via a loop line. For much of its length, the double track line parallels the disused Sankey to St Helens Canal. The line from Skelton Junction to

Arpley Junction closed in 1985 because of the condition of some of its infrastructure, notably Latchford Viaduct. From then on, Yorkshire coal travelled via the Chat Moss route, undertaking the two reversals in the Warrington area.

For a while, a pilot loco was employed to drag trains from Walton MSC Sidings to Latchford Sidings, thereby saving time. This could be a Class 08 or any other loco available, such as a Coal Sector Class 31. For a time in the 1980s, a brake van was used instead of a locomotive to assist with the propelling move.

With the closure of Point of Ayr colliery and the last local mine in the early 1990s, followed not long afterwards by the majority of the mines in Yorkshire, it became necessary to source coal from abroad, although even into the 21st Century some did come from opencast pits in Scotland. Countries as diverse as Australia, Russia, Poland, Colombia and even Peru have all contributed to this traffic flow.

The line to Fiddlers Ferry is notable for its profusion of signal boxes and, until fairly recently, of semaphore signals. Two of the boxes control level crossings into industrial and/or housing areas and a handful of semaphores remain in use. One signal box at





An unidentified Class 50 heads the 10:13 Bickershaw Colliery to Fiddler's Ferry Power Station MGR past Winwick Quay sometime in 1974 or 1975.  
TOM SUTCH: TRIANGLE PUBLISHING



For a short time in the 1980s, coal was brought from the Cumbrian coalfield to Fiddlers Ferry. Here 47198 heads a Maryport to Fiddlers Ferry MGR south through Golbourne on August 25th 1983. RICHARD CLAYTON



(RIGHT) On June 14th 1990 20127 is heading a loaded train past the yards at Arpley and into the reversing sidings at Latchford. For many years a locomotive was attached to the rear of trains that reversed at Latchford to assist in the draw-back operation. The two train engines can be seen in the distance at the other end of the train. After reversing the train will head to Fiddlers Ferry.

JOHN DEDMAN



Crosfields has been automated, and controls road traffic within the PQ chemicals complex, once part of the Lever Brothers empire.

## Coal to Fiddlers Ferry - the Later Years

Imported coal for Fiddlers Ferry has been shipped via numerous ports, the most frequently used being Liverpool Bulk Terminal, Manisty Wharf at Ellesmere Port, Portbury or Avonmouth in the Bristol area, and Hunterston in Scotland.

After privatisation, traffic from Liverpool was handled by EWS (later to become DB Schenker and then DB Cargo). Following a fire in Bootle Branch Junction signal box in 1987, the Olive Mount Junction to Bootle Branch Junction line, which was used to access the docks, closed. This meant that Fiddlers Ferry trains had to run via Edge Hill and Ditton Junction to Latchford before running round and going back to the power station. In March 2009 the chord to Olive Mount reopened to reduce congestion in the Edge Hill area. Trains bound for Fiddlers Ferry from the docks could then revert to running via Earlestown, Warrington Bank Quay and the double reversal of direction before heading for the power station. All other flows were handled by Freightliner Heavy Haul, except from summer 2017 when GBRailfreight began to supply one train a day from Redcar Bulk Terminal. GBRf involvement was short lived as this service reverted to Freightliner in 2018.

A new but short-lived Freightliner flow began in late 2016 and continued into early 2017, coal being taken from the stockpile at the closed Ferrybridge Power Station, rather than freshly imported fuel. The flows from Avonmouth or Portbury resumed in the autumn of 2017. Today, rakes of disused, rusting and graffitied HTA bogie coal hoppers in EWS colours fill Warrington's Walton Old Yard, parts of Walton MSC Sidings and parts of Arpley Yard. Freightliner's stored Polish-built HHAs can be seen at various locations around the country, notably York and Guide Bridge. Some are being recycled into other types of wagon, especially for stone traffic.

With Government policy being to end the use of fossil fuels in the generation of electricity, on environmental grounds, there has been a very rapid rundown in the use of coal. Traffic to Fiddlers Ferry from Liverpool ceased in spring 2015, and with it the involvement of DB Schenker, and from both Scotland and Ellesmere Port with Freightliner later the same year. At the time of writing - November 2019 - it is not known whether any more trains will run to Fiddlers Ferry or whether the power station will simply run down its stockpile of coal.

## Motive Power - Early Years

Over the years, coal trains to Fiddlers Ferry have seen a variety of motive power: Classes 20, 37, 47, 50, 56, 59/2, 60, 66 and 70 have all been recorded on so-called MGR workings. Fiddlers Ferry was designed from the outset to use the MGR principle so any locos used had



20133 and 20194 pull away from the reversing sidings at Latchford and pass Warrington Arpley stabling point on June 14th 1990. JOHN DEDMAN



On August 8 2012 60065 'Spirit of Jaguar', still wearing clean EWS livery, climbs from Walton Yard and crosses over the West Coast Main Line at Warrington Bank Quay and joins the Down Slow line behind the station. It is hauling 6F38 Fiddlers Ferry Power Station to Liverpool Bulk Terminal. JEFF NICHOLLS







to be fitted with Slow Speed Control (ssc).

In the early years traffic was dominated by Crewe-based 47/3s fitted with the necessary slow-speed controls. For a time in the 1970s, between May 1974, when WCML electrification was complete, and May 1976, when all the class had been transferred to the WR, it was not unusual though to see a Class 50 on this traffic, as can be seen in one of the accompanying photographs. Coal from Yorkshire was initially routed via the Woodhead route with Class 76 traction into the Manchester area where a ssc-fitted '47' would take over. Closure of this route resulted in Class 56 haulage via the Diggle and Chat Moss lines.

In the mid 1980s Toton based pairs of Class 20s arrived in number to take over the local workings from the '47/3s'. Their use allowed the increase in length of the HAA trains to 45 wagons from the previous 30. Thus two trains could carry the same load as the three trains needed previously. The '20s' had a low traction motor gear ratio

which permitted continuous full power at low speed. Class 47 was a mixed traffic design which had suffered main generator burnouts in the early days of MGR operation because it could not apply full power continuously at low speed. Moreover, Class 20 has sanding gear, whilst the Class 47 does not, and two '20s' have eight axles and offer better adhesion than the six under a '47'.

Pairs of '56s' were used out of Liverpool docks during the early 1990s when the Olive Mount Junction chord was closed. Class 60 arrived in early 1991 with 60015 and 60016 out-stationed at Springs Branch depot, Wigan, for crew training. Work in earnest for the class did not begin until June of that year and from then on the Class 20s were partially ousted from the local circuit. Trains in and out of the colliery were top-and-tailed, quite often with a 60 and two Class 20s in charge. Ironically, Bickershaw Colliery closed in March 1992, so the reign of Class 60 was short. They would be back... but hauling imported coal.

## Motive Power - Later Years

Inevitably, the ubiquitous Class 66 took over most of the workings to Fiddlers Ferry from all around the country. However, they did not have things all their own way as they were found inadequate on trains out of Liverpool Docks unless rail conditions were perfect. For a short while, Class 59/2 took over some trains - all five of the sub-class being seen in the area - but in autumn 2011 Class 60 took over the Liverpool Bulk Terminal to Fiddlers Ferry trains, lasting until the very end.

Freightliner workings to and from Scotland had a spell of Class 70 haulage before settling down to a solid diet of Class 66 until the end of such traffic. The same company also had charge of the traffic from Ellesmere Port to Fiddlers Ferry; these were solid Class 70 workings right up to the end.

These three flows of coal all came to an end during 2015, the Liverpool trains being the first to succumb, followed by the Ellesmere Port workings and ending with the Scottish ones.

Since 2015, a limited flow of coal has come either from Avonmouth Docks or Portbury Docks, both in the Bristol area. Running only in the autumn and winter and worked by Freightliner, Class 70 was initially to be seen on these trains but Class 66 soon gained a monopoly. Annoyingly for the enthusiast, the loaded trains ran mainly in the small hours and were difficult, if not impossible, to photograph. Return workings of empties were more camera-friendly.

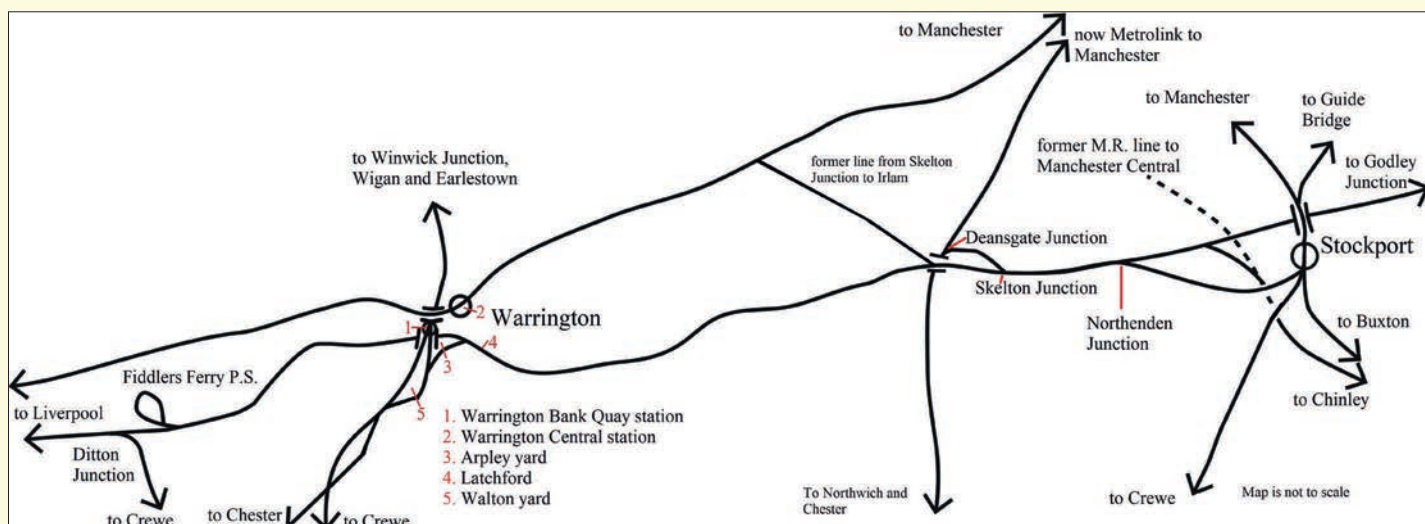
Finally, a slightly erratic flow was from Redcar Bulk Terminal to Fiddlers Ferry, again only during autumn and winter. For the first year only, as noted earlier, GBRf had charge of these trains but Freightliner then took over.

The railway freight scene, both locally and nationwide, has certainly been the poorer for the virtual ending of coal traffic. Given the environmental issues with which we are all faced, their loss is probably a necessity and represents the end of a fascinating era of railway history.



47231 enters Chester station with a MGR train from Point of Ayr to Fiddlers Ferry Power station on the 19th November 1985. PETER COOLE

Note: additional information has been supplied by David Clough.





From 1866, three routes converged at Skelton Junction, the one from Deansgate Junction on the Manchester to Altrincham railway being visible in the background and today the only survivor. On 22nd April 1980, 40161, with empty mineral wagons from Garston, heads for Godley Junction. DAVID CLOUGH



# Focus on Warrington: *The forgotten route between Liverpool and Manchester*

David Clough looks at freight traffic over a once busy line in the North West.

Mention railway connections between Liverpool and Manchester and the original 1830 route across Chat Moss will inevitably be the first brought to mind. Pushed to identify an alternative, the Cheshire Lines Committee Railway (CLC), built in the 1870s via Warrington, would come to mind. There was, of course, a third connection. Unlike the other two, this was built piecemeal by different companies.

The route can be considered to have linked the port of Garston on the River Mersey to the south of Liverpool with Godley Junction on the Woodhead route near Hyde, Greater Manchester, a distance of some 35 miles. It passed through Widnes, Warrington, rural north Cheshire, Manchester's southern suburbs and the north side of Stockport before climbing into the Pennine foothills.

Construction was piecemeal, effectively by three companies and was open throughout by 1866. The route's significance can be judged from it having junctions with nine other railways and this facilitated the potential for train movements north and south as well as along all or part of its own west to east general alignment. In the Manchester area,

many traffic flows traversed the line for short distances and inevitably waxed and waned during the modern traction era. Charting the history of all these movements, and Manchester Division trip workings to several depots and private sidings, goes beyond the scope of this feature, which concentrates on the traffic that traversed all or the majority of its length.

Dealing first with passenger traffic, this was never significant and was, essentially, local in nature. The service pattern was mixed, some trains running through between Liverpool Lime Street and Manchester London Road (now Piccadilly), whilst others served only part of the route, starting or finishing at Warrington Bank Quay's low level platforms. All were withdrawn on 10th September 1962. Summer Saturday trains bound for North Wales from east of the Pennines, however, passed this way as far as Warrington, where they turned south towards Chester.

## Freight traffic

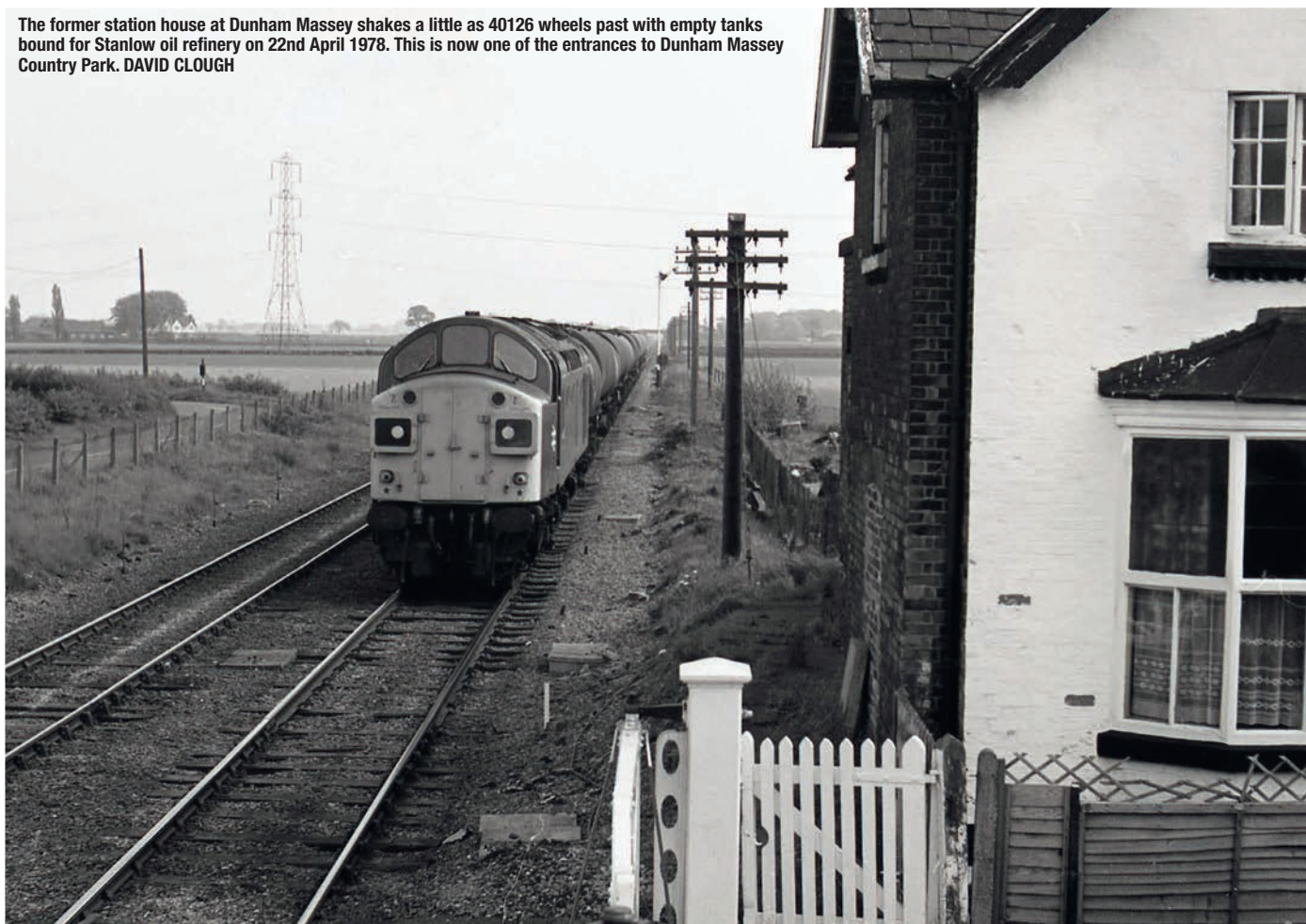
There were several key junctions for freight movements. Ditton Junction, between

Garston and Widnes, was an interface with the Liverpool section of the West Coast Main Line (WCML) and grew in consequence. Widnes developed into a significant town on the north bank of the Mersey. A trailing junction at Warrington Arpley gave access from the West Coast Main Line (WCML), Chester as well as from Birkenhead docks which was reached via Ellesmere Port. Skelton Junction in South Manchester was a confluence of three lines, notably one heading for Northwich and Chester. From Northenden Junction, trains could curve round to join the Manchester branch of the WCML just south of Stockport Edgeley. Traffic from the Midland Railway routes from Derby and the Hope Valley came in at Cheadle Junction. Finally, at Apethorne Junction, Woodley, trains could head for Guide Bridge in East Manchester.

Coal was always the principal cargo moved and almost all came over the Woodhead route to Godley Junction. By the 1970s, coal for export through Garston came this way from Nottinghamshire pits and was marshalled at Toton or sometimes Mansfield. The bizarre decision made as part of the



The former station house at Dunham Massey shakes a little as 40126 wheels past with empty tanks bound for Stanlow oil refinery on 22nd April 1978. This is now one of the entrances to Dunham Massey Country Park. DAVID CLOUGH



40168's headcode denotes that this Widnes to Earles Sidings cement empties was a special on 8th June 1974, rather than being timetabled. Note the spelling of Fiddlers with a single 'd'. DAVID CLOUGH



1955 Modernisation Plan to continue to build unbraked mineral wagons meant these trains had to pin down, and then pick up hand-operated brakes when descending from Godley Junction to Stockport. In the BR diesel era the working timetable timed trains for Class 47 haulage, though Derby Type 2s and Class 40 were booked for some duties.

Fiddlers Ferry Power Station was built between Warrington and Widnes in 1971 and 16 paths were provided for coal shipments from either Wath or Rotherwood in South Yorkshire. Unlike the Garston services, which changed from electric to diesel at Godley Junction, those bound for Fiddlers Ferry were formed of air braked HAA merry-go-round hoppers and were staged in Mottram Yard. Here, the pair of Class 76 electrics would give way to a Crewe-based Class 47 fitted for slow speed operation.

Coal was not the only cargo that came from east of the Pennines. Steel traffic plied between Scunthorpe and Monks Hall steelworks, which was between Arpley and Fiddlers Ferry. Scrap steel from Tinsley Yard was worked to Edge Hill for onward transfer to Liverpool docks and a service linked Hull to Widnes. In later years, tank traffic from the Sheffield area for BOC at Ditton also came through Arpley.

Earles Sidings in the Hope Valley sent block cement to Widnes that had Class 40 haulage. Wagonload traffic from yards, such as Dewsnap near Guide Bridge, went to Warrington Arpley, Birkenhead and Edge Hill, Liverpool.

### The end as a through route

In 1980, the section of the line from Cheadle Junction to Stockport Portwood closed because of the state of Lancashire Hill tunnel and the line ceased to be a through route. Woodhead's closure the following year brought a further rerouting of the trans-Pennine workings. In 1985, the bridge across the Manchester ship Canal at Latchford in east Warrington needed repairs that were deemed too costly in relation to the traffic using the line and this now became the eastern extent.

Latchford had been the run round point for trains, notably those bound for Fiddlers Ferry, from the WCML and the Chester direction for nearly two decades before it became the end of the line. Declining traffic and diversion of what did survive to other lines meant that Fiddlers Ferry Power Station was to become the only significant user between Warrington and Ditton. Coal export through Garston and railborne freight in the once busy Widnes area ended. Monks Hall steelworks closed in 1986 and the site is now a housing development.

Today, the most frequent use of the surviving Ditton Junction to Latchford railway is for light engine movements between the DB Cargo UK depot at Warrington and Ditton Foundry Lane or the Jaguar plant at Halewood. Ditton Foundry Lane comprises the AHC sidings used by

**With its load of coal discharged, 47368 departs Fiddlers Ferry Power Station for Wath on 8th June 1974. DAVID CLOUGH**



**On 10th May 1978, 40011 heads an Earles Sidings to Widnes service through the closed Heatley and Warburton station in rural Cheshire. DAVID CLOUGH**



**The route passed through rural countryside in north Cheshire, as seen here between Lymm and Heatley villages on 10th May 1978. 47367 makes a fine sight at the head of empty HAAs from Fiddlers Ferry Power Station returning to South Yorkshire. DAVID CLOUGH**





Eddie Stobart and until recently generated a daily service to Dollands Moor. After reversal at Latchford, the train stabled at Arpley but now runs direct via Runcorn to join the WCML at Weaver Junction. This leaves the occasional Halewood Jaguar to Arpley as the only train to operate eastbound along the whole of the surviving part of the Liverpool to Manchester freight route.

The owners of Fiddlers Ferry Power Station cut generation to a seasonal, standby basis several years ago. Deliveries from Avonmouth and Portbury in the Bristol area and Hunterston on the Clyde have yet to restart in 2019. The only cargo going in has been a not-quite weekly delivery of limestone from Tunstead, whilst the outbound has also been not quite weekly and, whatever it is, has been taken to New Biggin on the S&C. In any event, complete closure of the power station is scheduled for March 2020.

The only positive development concerns the 3½ miles between Skelton and Northenden Junctions, which now carries the Manchester to Northwich and Chester passenger service, as well as freights that cannot pass through Manchester Victoria because they are unable to climb Miles Platting bank. Workings such as the biomass from Liverpool Bulk Terminal to Drax and refuse from Knowsley to Wilton have to take a very circuitous journey via Northwich to reach the east side of Manchester in consequence.

According to Network Rail, semaphore signalling has gone but the signalboxes at Litton Mill and Monks Crossings and at the junction into the power station survive.

**(RIGHT) 40015 trundles its unfitted coal train from Toton to Garston through the site of Northenden station, Cheshire on 22nd April 1980. A cement plant occupied the former goods yard, whilst Northenden Junction signal box is in the background. DAVID CLOUGH**



**Sinderland Crossing, north of Altrincham, Greater Manchester, lay at the western limit of the urban area and the trackbed has become part of the Mersey Path. On 18th May 1978, 47447 hauls a Dewsnap Yard to Warrington Arpley mixed freight, which was typical of workings between yards at the time. DAVID CLOUGH**







This view at Heaton Mersey in north Stockport includes the River Mersey and the abutments of the former Midland Railway viaduct that carried the Manchester Central to New Mills South Junction route across the valley. 47228 and its load of coal for Fiddlers Ferry Power Station from South Yorkshire approach Cheadle Junction on 24th April 1980. Heaton Mersey shed was on land out of shot to the rear of the train. DAVID CLOUGH



In the early hours of 10th August 1974, several wagons in the Earles Sidings to Widnes cement train, hauled by 24085, derailed after Warrington Bank Quay near Crosfields crossing signal box and caused damage to the track. The signalman, train crew and some permanent way staff watch intently as 25149 and 25048 bring the Tunstead to Widnes loaded limestone hoppers wrong line past the scene. Meanwhile, others pose for the camera. DAVID CLOUGH



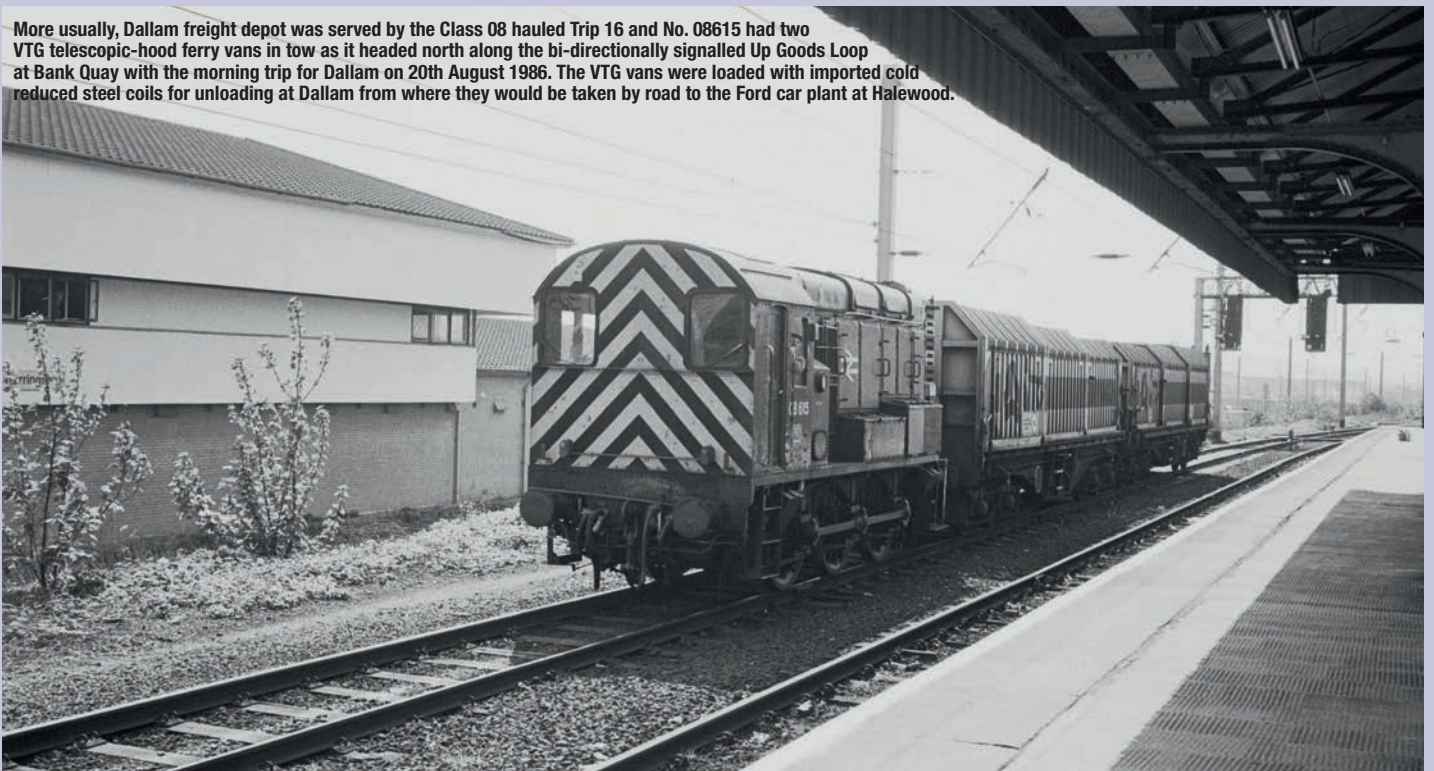
Until 1985, Class 25s were still to be seen working local trips and, on 11th September 1985, No. 25266 arrives back at Warrington with Trip 74 from Edge Hill, which could be one of the more erratic timekeepers, especially on days when Trip 71 was cancelled and it was given the additional task of serving customers in the St. Helens area. This was one such occasion and the consist comprises an empty three-door VTG bogie ferry van, returning empty to the Continent after delivering copper ingots to the BICC works at Prescott; a loaded bogie sulphuric acid tank en route from Hays Chemicals at St. Helens to the Roche pharmaceutical plant at Dalry; and three more empty bogie ferry vans from Spekeland Road freight depot at Edge Hill.



## Focus on Warrington: *Warrington Trips*

David Ratcliffe remembers that, for the railfreight enthusiast, Warrington was something of a mecca during the 1980s.

More usually, Dallam freight depot was served by the Class 08 hauled Trip 16 and No. 08615 had two VTG telescopic-hood ferry vans in tow as it headed north along the bi-directionally signalled Up Goods Loop at Bank Quay with the morning trip for Dallam on 20th August 1986. The VTG vans were loaded with imported cold reduced steel coils for unloading at Dallam from where they would be taken by road to the Ford car plant at Halewood.





Not only was the activity in Arpley and Walton Old Junction yards easily visible from Slutchers Lane, but an hour or two spent on Bank Quay station would usually be repaid with an interesting selection of local and long-distance freight workings.

The two yards at Warrington were classed as a Speedlink Network Hub and as such acted as the originating and terminating points for up to 20 daily trip workings, or 'feeder services' in Speedlink parlance. These connected with the air-braked trunk services that ran from Warrington to other hub yards at Bescot, Mossend, Severn Tunnel Junction, Tinsley, Whitemoor and Willesden, making Warrington a hive of freight activity for much of the day.

With wagonload marshalling for much of the north west and North Wales concentrated at Warrington, some of the feeder services ran to outlying locations, such as Buxton and Llandudno Junction, whereas others served customers in and around Manchester, Merseyside and the Wirral. By their nature, many trips would only 'run as required' and back in the 1980s they might often appear hours early or late, although traffic patterns were fairly consistent and, even without recourse to TOPS, a knowledge of wagon types and their traffics helped identify the different workings.

Unfortunately the demise of Speedlink in July 1991 brought an end to Warrington's heyday as a marshalling centre, although, to this day, it remains an important freight location with Arpley Yard still home to DB's operations in the area and the location of a locomotive fuelling point and wagon repair depot.

(BELOW) In 1982 the freight depot at Warrington Central was closed and replaced by a smaller facility at Warrington Dallam, situated a mile north of Bank Quay station alongside the WCML. Dallam was also sometimes served by Trip 71, as on 28th August 1986 when Class 20 No. 20187 was photographed heading back from Dallam to Arpley with two empty three-door VTG ferry vans which had arrived at Dallam the previous day loaded with cases of wine.



A Class 47 would often also be seen working 6F84, the 15:42 feeder service from Blackburn to Arpley, seen here arriving at Warrington behind No. 47317 on 29 August 1986. Immediately behind the locomotive were two Railease PCAs carry sulphate-resistant cement from the Ribblesdale Cement Co. at Clitheroe, while the rest of the train comprised a raft of bogie ferry vans on their way back to the Continent after delivering chipboard to the PG Fogarty distribution depot at Blackburn.



(ABOVE) In addition to serving Dallam, Trip 16 also worked as required between Arpley Yard and various locations. These included NCL, Crosfields, and Lever Bros. private sidings at Bank Quay, the British Steel Works at Monks Hall, Arpley C&W Sidings, and Ferrous Castings and Lion Emulsions who were both located on the Latchford Old Line. Home of the famous 'Persil' washing powder the Lever Brothers works, situated immediately next to Bank Quay station, would receive an almost daily delivery of sodium tripolyphosphate (STPP) which arrived from the Albright & Wilson chemical plant at Corkickle in PCA wagons painted in Lever Bros. distinctive purple livery. Class 08 No. 08939 propels four loaded PCA into the Lever Bros. private siding at Bank Quay on 5th September 1984.



In 1986 Class 20s took over many of the local trips at Warrington and, on 29th August, No. 20151 heads north with Trip 71 which, in addition to covering the St. Helens area, also handled traffic for the US Army storage depot at Burtonwood. Although less than five miles from Warrington, the rail access to the storage depot was from the Warrington Central to Liverpool line and consequently this trip involved a somewhat circuitous journey, running via Earlestown West Junction, Huyton, Edge Hill, where it would reverse, Hunt's Cross and Widnes.



Trip 62 which served Gathurst, Newton-le-Willows, Ashton-in-Makerfield and Wigan Springs Branch is seen arriving back at Warrington behind Class 20s Nos. 20142 and 20077 on 11th September 1985. The train comprised two BR air-braked vans, TOPS code VAA, carrying commercial explosives from the ICI siding at Gathurst, situated on the Wigan to Southport line, with one VAA destined for Callerton (Tyneside) and the other for Wednesbury (West Midlands). Two former BR ferry vans acting as barrier wagons flanked the pair of VAAs.

Trip workings arriving at Warrington from the south could not normally be observed from Bank Quay but, on 15th April 1987, engineering work closed the direct access into the yards from Acton Grange Junction and consequently Class 47 No. 47197, working Trip 66 from Northwich, had continued north to the station. After running round its train, which comprised a pair of Tiger Rail PCA's loaded with soda ash en route from ICI Winnington Works at Northwich to the Rockware Glass factory at Barnby Dun, it is pictured waiting for a path to cross the main line in order to enter Arpley Yard via the Up Helsby line.





Mainline & Maritime  
3 Broadleaze, Upper Seagry,  
Chippenham. SN15 5EY  
01275 845012  
[www.mainlineandmaritime.co.uk](http://www.mainlineandmaritime.co.uk)

MAINLINE &  
MARITIME

ALL PRICES  
INCLUDE UK P&P

# SPECIAL OFFERS FOR CHRISTMAS!

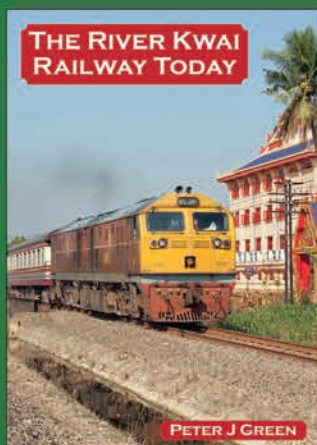
## NIGHT TRAINS OF BRITISH RAIL



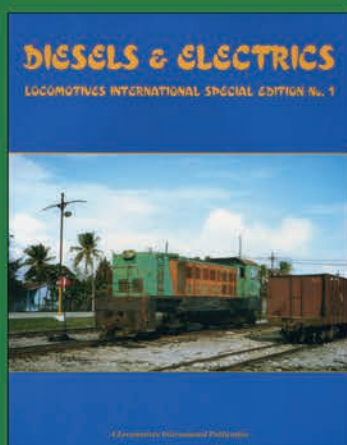
Alan Whitehouse

## NIGHT TRAINS OF BRITISH RAIL

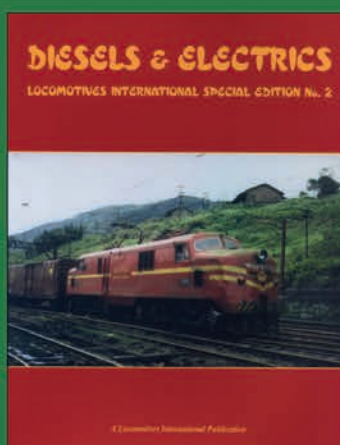
~~£18.95~~  
**NOW**  
**£10**



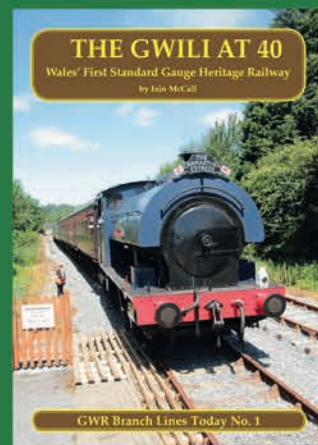
THE RIVER KWAI  
RAILWAY TODAY  
£12.95 NOW £10



DIESELS &  
ELECTRICS VOL 1  
£14.95 NOW £5



DIESELS &  
ELECTRICS VOL 2  
£14.95 NOW £5



THE GWILI AT 40  
£12.95 NOW £10





Stratford was home to many immaculately kept Class 47s. No. 47003, seen on shed on our visit, was captured powering through Stratford station in September 1975. COLOUR-RAIL.COM

# Roaming around London

**J. Crosse remembers the days of shed bashes in the 1970s with a visit to London depots from the North East.**

**T**he mid nineteen seventies probably saw the heyday of the long distance diesel shed bashing trips by coach. The apathy of spotters following the end of steam had faded, the 'blue' era was at its height and health and safety restrictions on visits had not started to rear their heads. As long as you had the money to pay for the necessary permits then all was well.

On 2nd June 1975 a coach thus set off around a series of pickup points in the North East of England to collect some forty number crunchers for a full day in London. Being June, most of the pickups could be made in daylight as this was an overnight bash with a 10 p.m. start at Newcastle. A meander took us via Sunderland, Hartlepool and Stockton to Darlington for the final call before setting off for an almost non-stop run down the A1 giving the Bedford coach a sound thrashing en-route.

Most slept or dosed fitfully as the night wore on but with an early dawn only those who had been on the beer prior to boarding the coach, where alcohol was banned, stayed asleep until the first call.

Even then it was a rude awakening with a 5 a.m. start at Paddington. Quite what the few members of the public who were around at this hour made of a troop of number takers suddenly descending on the station has not

been recorded. The call did not take long with just four locos to be seen: 'Western' No. 1070 plus Nos. 31412, 47230 and 50012.

The plan was to do a circuit of the main London terminals followed by another circuit of the sheds selected for the day's bashing. For a change Marylebone had been chosen instead of King's Cross and St. Pancras; no doubt the thinking being that King's Cross would only produce what was seen in Newcastle anyway, whereas Marylebone DMUs were highly unlikely to reach the North East. We must have visited the depot at Marylebone as no fewer than thirty-six unit numbers were noted. Such was the advanced state of the author's collection that only two were cops. A Class 08 also resided at the depot.

At the soulless concrete edifice of Euston, twelve representatives of Classes 85, 86 and 87 were to be seen along with three Class 310s (as they have since become known) and a Watford unit. Liverpool Street was next on the agenda. Classes 31 and 37 lurked in the train sheds here: Nos. 31010, 31151, 31212, 31213, 37044 and 37263 along with nine units from various classes were seen and I had another cop in the book.

And now for all those northern lads it was time for Southern Electrics; it was not to be a day for large numbers of locos. Waterloo

was, as they say today, our final station stop. The clock had ticked on to 7 a.m. and the station was alive with units, twenty-two being noted in our allocated fifteen minutes. Also concealed within were Nos. 09017, 33010, 73107 and 74007 so for those on a first visit to SR territory they had one of each of the 'local' classes.

Southern Region shunters were noted for their difficulty in finding them; visiting the home depot would rarely produce more than 20% of the allocation, so visits to stabling points were necessary. Whilst the majority of the party were busy checking numbers, raiding the bait box (Ed. North of England word for lunch box) or trying to catch up on the missed sleep, there was frantic activity in the front seat. This was because yours truly was struggling with the London A-Z Atlas whilst taking bus numbers (a secondary hobby) and trying to keep the coach heading in the right direction, which in London is no easy task. What often escaped the passengers' appreciation was the fact that we were on a coach, and what looked like a good way on the map was no use for a coach. In fact the only safe way was to use the roads marked as bus routes as far as possible. Whilst routes to depots were well documented, finding the right bridge or road to view a stabling point from was another matter.



Nevertheless, Bricklayers Arms stabling point was duly found with its three residents, Nos. 08378, 08653, 08756 followed by, at New Cross Gate, No. 08837.

For a place with depot status, Hither Green was quite disappointing with just twelve occupants: two each of Classes 08 and 09, five of Class 33 (with no Hastings line 'Slim Jims') and three Class 73s. It was definitely 'bash the Southern' day as next up was Tennyson Road. Three more '08s' were present along with one '09', five Class 33s including 33206 and two Class 73s. In fact there were almost as many locos as at the main depot. Also present were a number of EMUs but even in those days spotters in EMU sheds were a definite, "No, no".

The final SR call of the day was to Stewarts Lane. No fewer than nine Class 73s were on shed including one of only two loco cops for me: No. 73101. Other residents were Nos. 09005, 33025 and 74009 whilst visible amongst the EMUs were two of the parcels units Nos. 68002 and 68003.

'Navigator's nightmare time' then set in with a vengeance as a cross central London course had to be set as we were off to Willesden. We nearly got a full house of electric classes with just Class 84 missing. Nos. 81011, 82008, 83005, 85022 and 85036 were complemented by nine Class 86s and no fewer than seven Class 87s. Willesden's shunters were as elusive as those on the Southern with just Nos. 08010, 08234 and 08943 at home, with No. 25222 completing the residents.

There was deep joy for North East fans at Old Oak Common with some real engines at last, but of course the hydraulic era was nearly over. 'Westerns' were represented by Nos. 1021, 1048 and 1059 whilst 'Hymeks' present were Nos. 7011, 7017, 7018, 7028, 7029 and 7093. 'Hymek' replacements, in the shape of nine Class 31s, were to be seen along with ten Class 47s, all of Western Region origin. Old Oak was more shunter friendly, with no fewer than nine of its allocation at home. The real head turners were what, ten years later, would be seen as commonplace; No. 50037 and the first HST set formed of Nos. 43001, 41000, 41001, 40500, 41002, 42000, 42001, 42002, 40000 and 43000.

DMU fans then came in for a lot of walking as Cricklewood depot followed as our next visit. The only sightings of Class 45s were made here, with five members present. Nine Class 25s and Nos. 31420, 31421 and 31422 made up the mainline complement along with six Class 08s. The sixty DMUs brought a smile to some (yes, I got one cop) and sore feet to others.

Quite why Finsbury Park was on the agenda is lost in the mists of time but I guess it was for the '08s' again. Four of these were amongst the other residents of Classes 31, 40, 47 and 55 types. (The '40s' were No. 40085 and former Scottish example No. 40165).

Time rolled on relentlessly; trying to take a short cut to avoid the North Circular Road

**No. 31230 stands at Old Oak Common. The class had been drafted in to oust first the D63XX and then the 'Hymeks' COLOUR-RAIL.COM**



**Hymek No. 7028 had already been withdrawn at Old Oak by the time this picture was taken in 1975 and the few remaining members of this class did not have long to live. COLOUR-RAIL.COM**



**In the murky depths of Waterloo station, Class 74 No. 74008 was to be found on the night train to Weymouth. The '74' seen on our visit had arrived with a balancing working from the south. COLOUR-RAIL.COM**



saved nothing, with the coach getting stuck down a side road with cars parked on both sides!

However, Stratford was reached eventually for a feast of traction. No. 03164 turned out to be the only representative of its type recorded. The '08' men had a field day with thirteen at home. A stranger was No. 46044, presumably in the works, with the balance of the motive power being made up of Class 31s, 37s and 47s. The latter were, in the main, immaculate as Stratford was noted for the turn out of those used

on the Norwich service. Amongst the '31s' were a number of the 31/0 variety which were all allocated to the depot, but not the one I required to complete the class. Also on the depot were a few of the unique diesel hydraulic DMUs which were only ever allocated to Stratford. In total 85 numbers were taken here.

Our final port of call was a depot that was frequently omitted from London itineraries, Ripple Lane. Nos. 08409, 08482, 08554, 31001, 31017 (deep joy as this was the elusive one), 31135, 37039, 37043, 37132,

37259, 37266, 37268, 47114, 47115, 47117, 47121, 47144 and 47334 were out stabled here. This was quite a sizeable chunk of Stratford's allocation and was well worth the visit.

For most of the passengers that was it and it was off to sleep, to dream of those cops. But at the front end the navigator, who had by this time been awake for nearly 36 hours, still had a job to do; get the coach back to the A1. Only then could he join the land of nod and, in his case, dream of an itinerary for the next trip.

A sign of things to come at Old Oak was the experimental HST set No. 252001, seen here on 9th February 1975. COLOUR-RAIL.COM



Despite the early hour of the trip's station visits, each terminal station was hosting a number of locomotives, with Liverpool Street having three Class 37s present. On a day in May 1975 two such occupants were Nos. 37261 and 37035. COLOUR-RAIL.COM



For those from the North East, every electric loco cop was vital and Willesden in those days would provide a good number on a Sunday. Tucked away inside in October 1974 were Nos. 86209, 86211 and 87035. COLOUR-RAIL.COM





Class 73s were hard to come by on shed visits. No doubt on Sundays a fair number of them were employed on PW duties. Here No. 73120 rumbles through Clapham Junction. COLOUR-RAIL.COM



London home of the Deltics was, of course, Finsbury Park. No. 55003 'Meld' is ready to go down to 'The Cross' to work the 'Flying Scotsman' on 30th July 1977. COLOUR-RAIL.COM





GLOBE VIDEO FILMS

**01803 431831**

Lines open 9am to 8pm

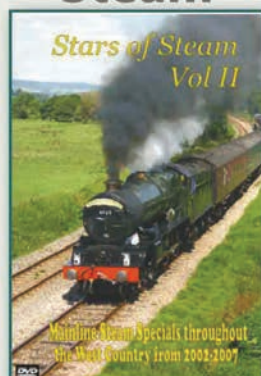
Free catalogue available on request

**www.rail-video.com**

## STEAM ENGINE, DIESEL & ELECTRIC LOCOMOTIVE DVDs

# Looking for Nostalgic Railway Footage?

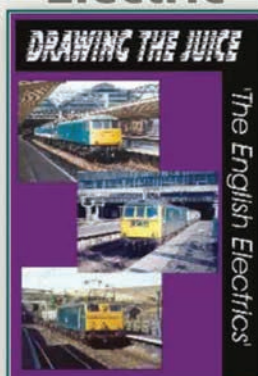
### Steam



### Diesel



### Electric



Choose from popular titles such as...

- Steam Power in the West Country
- Stars of Steam
- South West Steam Celebrations
- Diesel - Class 37s, Class 47s, Class 52s, Class 60s, Class 68s
- Electric, Drawing the Juice, Class 71 & 73

**AND MANY MORE!**

Over 70 DVD Titles To Choose From

**Bringing the past  
back to life!**

**Crafty  
Hobbies**

South Cumbria's  
number one  
shop for model  
railways, crafts, and  
doll's houses.



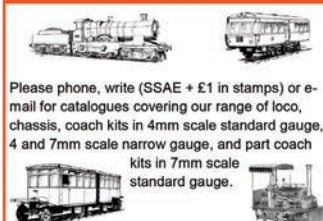
[www.crafty-hobbies.co.uk](http://www.crafty-hobbies.co.uk)

54 Cavendish Street,  
Barrow-in-Furness,

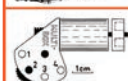
T: 01229 820759

**BRANCHLINES**

KITS AND ACCESSORIES



Please phone, write (SSAE + £1 in stamps) or e-mail for catalogues covering our range of loco, chassis, coach kits in 4mm scale standard gauge, 4 and 7mm scale narrow gauge, and part coach kits in 7mm scale standard gauge.



MOTORS AND  
GEARBOXES

Also our catalogue covering the motors we stock (Mashima, Hanazono and Canon), Tenshodo motor bogies, our extensive range of one and two stage gearboxes, flywheels, bearings, drive shafts, wheels, etc.

P.O. BOX 4293, WESTBURY, BA13 9AA  
Tel/Fax: 01373 822231 [sales@branchlines.com](mailto:sales@branchlines.com)

**NICK TOZER**

RAILWAY BOOKS

**RAILWAY BOOKS  
BOUGHT & SOLD**

*Free Railway  
Booksearch Service*

155 Church Street, Paddock,  
Huddersfield, HD1 4UJ

Shop now open: Tue/Wed/Sat  
(non-show dates) 11:00-17:00  
+ Thu 14:00-20:00

Tel: 01484 518159 (answer machine)

[www.railwaybook.com](http://www.railwaybook.com)

email: [nick@railwaybook.com](mailto:nick@railwaybook.com)

**High Lane  
Model Railways**

Stockport Indoor Market,  
Market Place, Stockport SK1 1ES  
Email: [info@highlanemodelrailways.co.uk](mailto:info@highlanemodelrailways.co.uk)  
Tel: 07955 362105

Stockists of  
JAVIS • HORNBY • GAUGEMASTER  
BACHMANN • GRAHAM FARISH  
New and Pre-owned Model Railways  
in gauges OO/HO • N • O

Also stock  
Diecast cars • Buses • Track  
Scenic Accessories, paints & adhesives

Open 9.00am - 4.30pm  
Tuesday, Thursday, Friday & Saturday

### 3CP - Track Curve Plotting Tool

Unique, precise, easy to use, great way  
to plot and form realistic track routes



01606 889610 • 07743 426393

[www.3cp-tools.co.uk](http://www.3cp-tools.co.uk) • [info@3cp-tools.co.uk](mailto:info@3cp-tools.co.uk)

3CP

**CAMBRIAN**

**4mm Wagon Kits**

Cambrian Models is now Cambrian Model  
Rail Limited. There is a new website with  
fully integrated online shop.

[www.cambrianmodelrail.co.uk](http://www.cambrianmodelrail.co.uk)



CR2 BR STURGEON RAIL/SLEEPER/BALLAST WAGON  
(with side doors) £18.90 + £1.80 p&p

Also available CR10 BR STURGEON WAGON without side doors £14.75

Over 100 kits available spanning pre  
grouping to the 1990's.

No VAT for orders delivered outside the EU  
(10mm (1:150) Narrow Gauge Components are also available)

Send C5 SAE or email for either list.

[cmr@cambrianmodelrail.co.uk](mailto:cmr@cambrianmodelrail.co.uk)

01322 515672 2pm-4pm

PO Box 85, Greenhithe, Kent.

DA10 9DN

BRITISH RAILWAY MODELLING  
**BRM**

**Sign up to our  
monthly e-newsletter**

• **EXCLUSIVE ARTICLES**

• **COMPETITIONS & OFFERS**

[www.brmm.ag/woreshotsignup](http://www.brmm.ag/woreshotsignup)

**SUBSCRIBE TO**

**TRACTION**

today from just

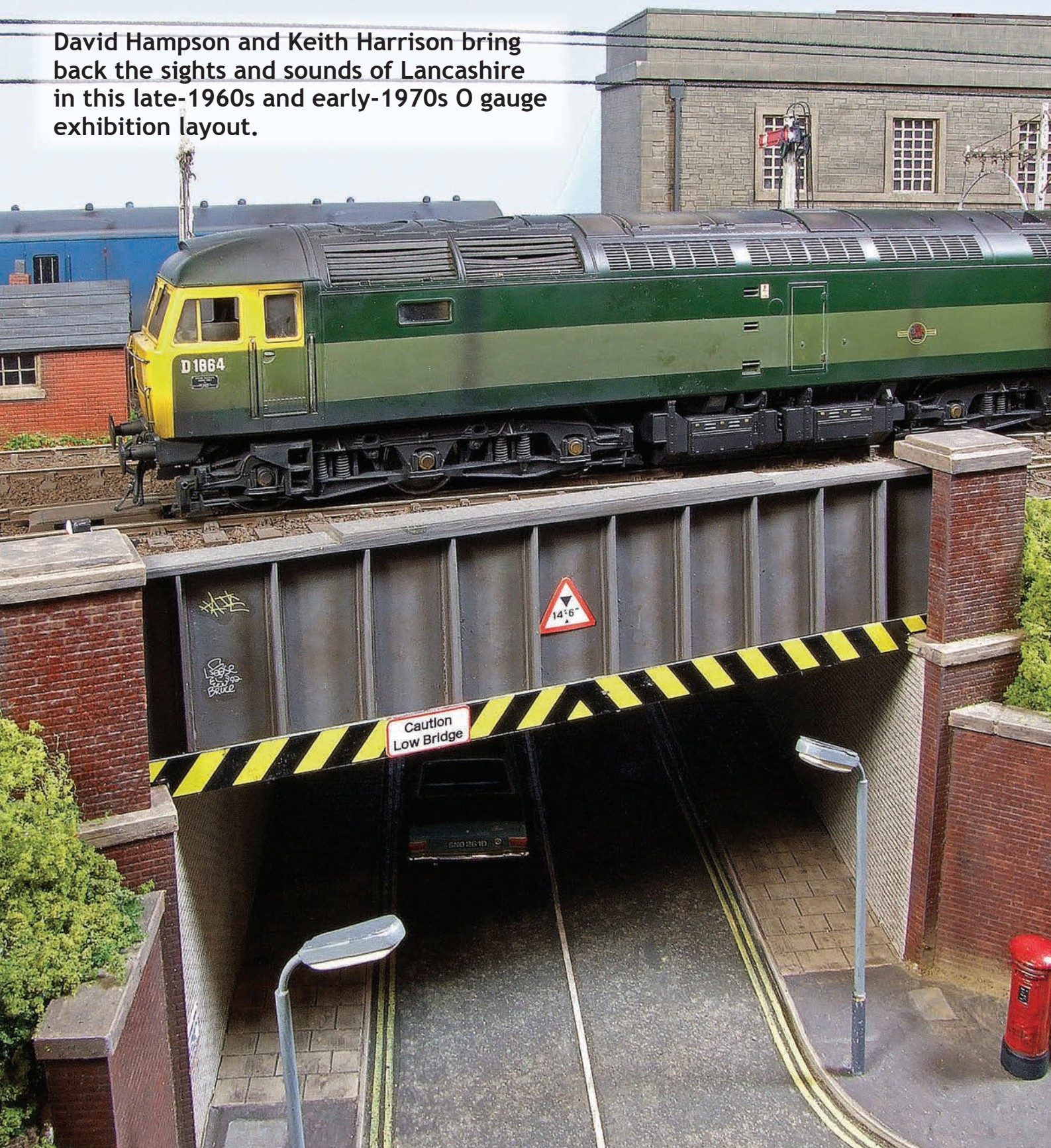
**£5.99**  
per quarter!

[www.brmm.ag/tracsubs](http://www.brmm.ag/tracsubs)



# OLDHAM KING STREET PARCELS

David Hampson and Keith Harrison bring back the sights and sounds of Lancashire in this late-1960s and early-1970s O gauge exhibition layout.





To many people, 7mm scale has a physical presence that gives layouts a great feeling of authenticity. O gauge can capture the bulk and 'heaviness' of the real thing in a way that is difficult to achieve in smaller scales. It is also possible in O gauge to add small details more easily to increase realism. Sharp eyed readers will have spotted the pigeons on the overbridges, but what about the mess they made on the road below?

Of course, one of the down sides of modelling in O gauge is that everything takes up much more space, so expectations as to what can fit on a layout have to be scaled down.

'Oldham King Street Parcels' depicts a small, fictitious parcels operation with the end of a small station handling local passenger traffic. However, viewers are often surprised at how much will fit in to a layout of 22' by 3'.

Although the layout is fictitious, it contains many elements from the Oldham area. Oldham King Street station does now exist, though it looks nothing like the model - the first real King Street station opened much more recently - in 2014 as part of the Manchester Metrolink extension to Oldham town centre.

The parcels shed, or more correctly 'Parcels Concentration Depot', was scratch-built along with all the other buildings on the layout. It is representative of typical buildings of the Oldham area, but does not represent an actual location. The station building is closely based on the long-gone Clegg Street station, with its booking office above track level.

Parcels were an important local traffic in the late-1960s and early-1970s because a number of mail order catalogue companies operated in the Oldham area, having taken over redundant cotton mills to establish warehouses. The parcels trains are short (a maximum of eight vans) compared to their length in reality, but the intensive nature of the operation means that the layout often looks full and the shed is rarely empty.

The platforms contain a number of BRUTE trolleys ready to load or unload the vans. As is typical of the time, the parcels stock is heavily weathered, with dirty or faded paintwork being the norm. A wide and sometimes eclectic range of stock can be seen, from standard BR types to ex-LMS or LNER designs.

Passenger traffic does not amount to 12-coach main line trains, but then these were the exception on the Oldham Loop, often only seen during holiday weeks or for football specials. Instead, the passengers are conveyed in two-car multiple units, which were









typical of the area until the 1980s.

The Class 100 Gloucester RCW unit was built using parts supplied by Dick Taylor at Westdale Coaches. It has the unusual bodyside profile and front end that were characteristic of these units, and contains a smoke unit for the exhausts.

The space inside an O gauge locomotive also allows larger speakers to be used for DCC sound, giving a more realistic sound reproduction. The quality of DCC sound decoders has increased remarkably in recent years, not only from the quality of the sound they produce, but also in terms of the driving experience.





**PRE-SUBSCRIBE BEFORE THE SHOW**

# **FREE TICKET** **to The London Festival** **of Railway Modelling**

- ☒ **FREE** entry to the Ally Pally show
- ☒ **FREE** Limited Edition Dapol Wagon
- ☒ **PLUS** 3 issues for just £5

**When you subscribe to Traction**  
**3 issues for £5**



## **2 EASY WAYS TO SUBSCRIBE**

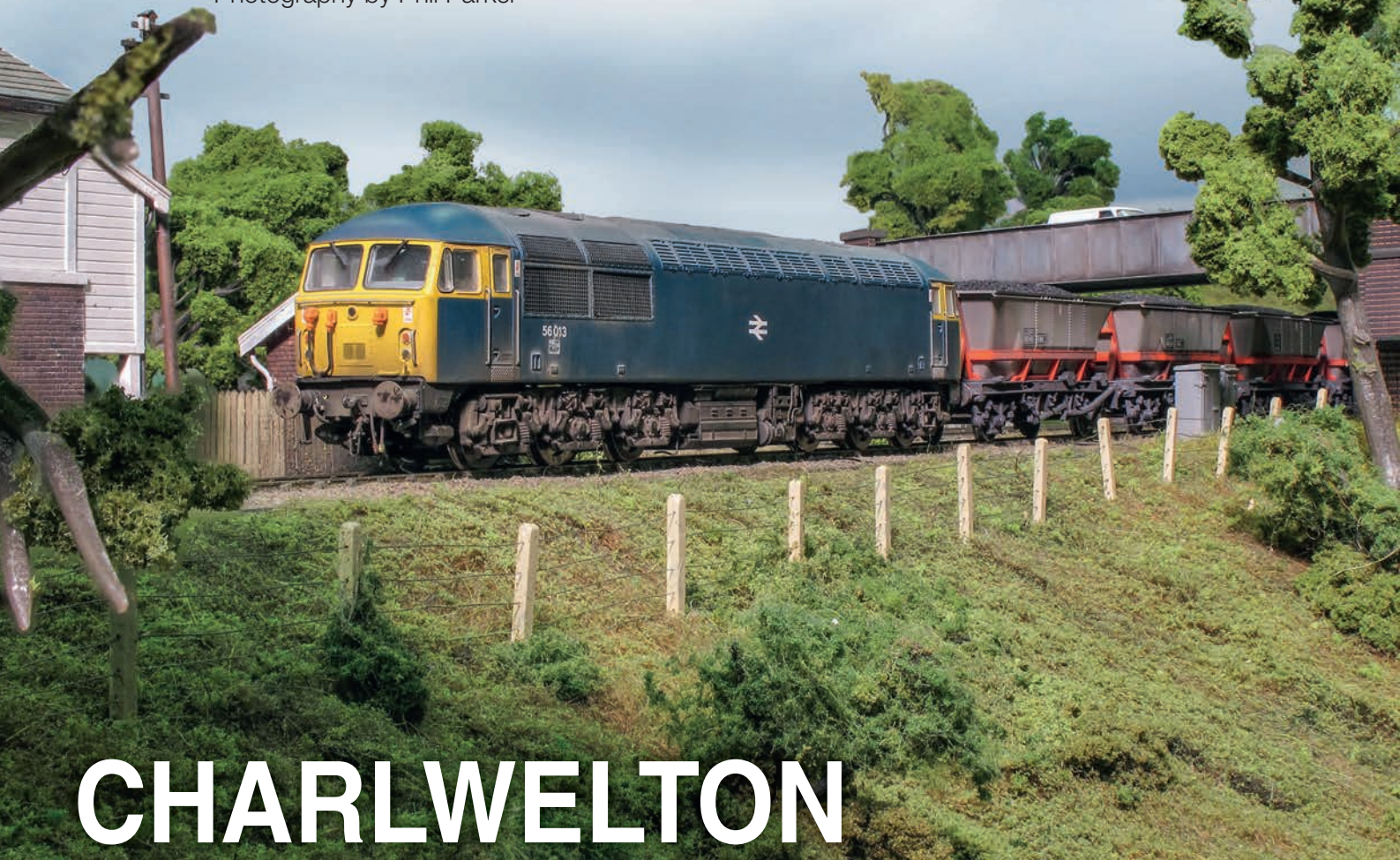
**ONLINE:** [www.warners.gr/tractionmarapr20](http://www.warners.gr/tractionmarapr20)

**CALL US:** 01778 392002 (Quote: TRA/PREALLYPALLY20)

Terms and conditions: This offer is only available to UK subscribers and ends 8th March 2020.  
After your 3 issues your rate changes to just £12 half yearly by Direct Debit.



Photography by Phil Parker



# CHARLWELTON

## The reinvention of this OO layout saw the CBM Diesel Group say farewell to steam and hello to diesel

Charwelton was originally built by the Wolverhampton Model Railway Club and was exhibited as '50/60s steam. During construction, club members made several site visits to take photos and measurements of the remaining structures and anything else that they thought might be useful. The layout was exhibited by the club for several years before being put up for sale.

After being purchased by the CBM Diesel Group, a group of like-minded friends who all model BR Blue in the 1980s, it was decided that keeping the layout as a steam-era layout wasn't really possible. Work began on refurbishing the scenery, converting to digital control, making new control panels to enable the layout to be operated at both ends, researching and running prototypical length trains, plus solving any other problems that might appear as the other work progressed.

As an 18-road fiddle yard, rolling stock was always a worry for the group. A mixture of working timetables from the '50s and other possible traffic flows are used and now there is a variety of flows that range from steels, cement, grain, Freightliners to rail tours, DMU stoppers and even DMU replacements, with more being added as and when new items roll off the bench.

Locos are all detailed, weathered and DCC sound-fitted. Most have been renumbered and some are re-sprayed, using reference photos to create a realistic-looking loco.

Charwelton Station in Northamptonshire sadly closed in the '60s after the decision was taken to abolish the line. After closure and with the lines lifted, the station buildings were demolished and the island platform remained overgrown till the main road was lowered and realigned, resulting in the station overbridge being demolished to improve the access into the village itself.

There isn't really anything left today to say that the railway ever ran through this point. Some of the other railway infrastructure has managed to survive. Part of the loading dock, which is now covered in trees, along with some signal post bases and a couple of the back road over bridges. The old station and yard area is currently being developed into the Catesby Aero Research Facility and Science Park. The track bed leading up to Catesby Tunnel has been cleared and converted into an access road with the tunnel itself being converted into a state-of-the-art road vehicle wind testing tunnel to enable two miles of controlled atmosphere. A novel use I'm sure you will agree!









Words: Howard Smith & Photography: Tony Wright



## Hornby Ruston & Hornsby 48DS

Kindly sent on-loan from Hornby HQ were samples of its new 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.

On test, the duo performed admirably around the first radius curves of our office layout. 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.

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.

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.

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 simple 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 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!

**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





# Review: Sonic Models VEA Vanwide



The upgrade of British Rail's revenue-earning fleet of wagons throughout the 1970s was progressive and many newer long-wheelbase designs were introduced with improved suspension for faster, more reliable freight flows. The majority of customers could accommodate these wagons. Ministry of Defence (MoD) sites, however, were often confined with internal railways, which had always been shunted by compact locomotives of 0-4-0 and 0-6-0 designs. The previous 12T vans were ideally suited to the tight radii. However, their aging design, restrictive speed limit and aging vacuum-braking wasn't suited to the modernisation of freight flows. The solution was found in the renovation of 550 of these wagons, which received an upgraded suspension, roller bearing axle boxes, Oleo hydraulic buffers, air-braking and screw couplings. The refurbishment took place between 1977 and 1983, with the revitalised fleet lasting in regular traffic flows until the early-1990s. A number were retained by civil engineers after MoD use.

A new Chinese manufacturer, Sonic Models, has entered the British market with the release of its first model of the VEA munitions van in N gauge. Distributed and assisted by Revolution Trains, the manufacturer is leading with the premise that

this is to be the first of numerous models in N and OO gauge. Promising times ahead for modellers, perhaps?

We've seen a sample from each of its three liveries, these being BR maroon, BR Railfreight red/grey and Railfreight Distribution grey/yellow. Each of the liveries are offered with a choice of running numbers, bringing the total number of wagon variants to 13 – an impressive figure for this initial release. Some wagons have specific data and hazard diamonds, in some cases depicting those that had torn off – information provided using archive photography by Paul Bartlett.

Tooling-wise, all wagons are identical, but detail abounds. Under-frame detail is exceptional with particular attention given to the brake gear.

The finesse of the 'V' hangers is worthy of note – incredible and yet everything feels solid, and components aren't falling off the moment the box is opened. Extended Oleo buffers are accurately modelled and when combined with the couplings included, the ensemble offers visual qualities to rival efforts in OO gauge.

Authenticity of the liveries is very effective and a clear effort has been made to place warning labels, TOPS and data panels in their correct position. The liveries scale well, the

yellow ends on the Railfreight example being a prime example of good colour coverage as it meets with the grey on the sides of the wagon.

Picked out in white across all three samples is a moulded impression of the lamp irons.

Words: Howard Smith  
Photography: Tony Wright

**Manufacturer:** Sonic Models  
**CATALOGUE REFS:**  
(NVEA-005B) VEA Vanwide RFD Grey/Yellow 230498  
(NVEA-001E) VEA Vanwide BR Railfreight Maroon 230049  
(NVEA-002B) VEA Vanwide Railfreight Red/Grey 230063  
**RRP:** £19.95 each  
**Gauge/scale:** 9mm gauge, 1:148 scale N  
**Era:** 7/8  
**Company/Operator:** British Rail  
**Weight:** 9g  
**Body and chassis:** Plastic  
**Wheel Profile:** RP25  
**Couplings:** NEM-mounted Rapido





## Heljan releases Class 47 update

The Danish manufacturer has released first images of its long-awaited O gauge Class 47, which replaces the first version launched more than a decade ago. This first sample is far from being the finished article, with a number of improvements set to be made before production starts.

Pictured is Version 3b, a later locomotive with high intensity headlight, ETH equipment and with the boiler tanks removed. Version 2 will cover the 1960s/70s locomotive with glazed headcode panels and steam heating boilers, meanwhile Version 3a is a later no-heat variant with headlights.

Heljan expects to release these models in late-2020.



## Hornby launches app for model railway control



Hornby is reviving this brand name and bringing 'Hammand & Morgan' well into the 21st century, though surprisingly not with a DCC control system. Its HM 6000 is a clever piece of circuitry, which allows you to control up to eight circuits, points and accessories via your IOS or Android 'phone or tablet using its free-to-download app. Connection is via Bluetooth, and the app has separate inertia and deceleration controls, too.

This is an entry-level solution that Hornby has devised for those that are new to model railways, or don't want the expense of buying a DCC control unit and an expensive decoder for every locomotive. The system is being offered at an unbeatable value-for-money price point (under £30) that's likely to leave many questioning if DCC control is still worth the cost of conversion.

The advantage of control from your smartphone means that sounds can be played through the speakers of your device. You can also control your layout accessories using the layout trackplan design tool, if desired.

## Hornby to produce APT in OO for 2020

Owing to the collapse of DJModels, who was to produce models of an APT in OO gauge, Hornby has filled a market gap with train packs of the prototype in 5- (R3873) and 7-car (R3874) guises. Models of the Non-Driving Motor (NDM) vehicle 49004 (R3948) are to be made available separately, too, priced at £39.99. The manufacturer was keen to stress that these models are being designed in-house by Margate's design team (now its largest for many years) and have no connection with previous possible iterations.

Prices start at £394.99 for the 5-car pack to £484.99 for the 7-car pack. Additional two-car packs of TS, TRBS, TU and TF coaches are to be made available for the end of the year with an RRP of £89.99.





O  
Gauge

©Carl Looker

## Class 50

### Features

- LED directional headlights
- Dual 5-pole motor
- Detailed cab interior
- Screwlink couplings
- Heavy diecast chassis
- Designed for sound installation

Produced by: **HELJAN**

**IN STOCK NOW**  
**Order yours online:**

[www.hattons.co.uk/hel50](http://www.hattons.co.uk/hel50)

|             |                                                               |
|-------------|---------------------------------------------------------------|
| <b>4020</b> | BR blue - unnumbered                                          |
| <b>4021</b> | BR large logo blue - unnumbered                               |
| <b>4022</b> | Original Network Southeast livery - unnumbered                |
| <b>4023</b> | Revised Network Southeast livery - unnumbered                 |
| <b>4024</b> | 50007 "Sir Edward Elgar" in GWR green                         |
| <b>4025</b> | 50149 "Defiance" in BR Railfreight general sector triple grey |
| <b>4028</b> | 50049 "Defiance" in GB Railfreight livery - Ltd Edition       |

### Exclusive to Hattons:

|             |                                                                                                                |
|-------------|----------------------------------------------------------------------------------------------------------------|
| <b>4026</b> | 50008 "Thunderer" in BR Laira blue                                                                             |
| <b>4027</b> | 50015 "Valiant" in BR civil engineers 'Dutch' grey and yellow<br>(Both models are in 1990s Railtour Condition) |



Grey to be corrected

**Class 50: £594.15**



O  
Gauge

©Stephen Dance

## Class 37/4

### Features

- Rotating roof fans
- LED directional headlights
- Dual 5-pole motor
- Detailed cab interior
- Screwlink couplings
- Heavy diecast chassis
- Designed for sound

Produced by: **HELJAN**

**IN STOCK NOW**  
**Order yours online:**

[www.hattons.co.uk/hel374](http://www.hattons.co.uk/hel374)

### General Release (£509.15 each):

|             |                                        |
|-------------|----------------------------------------|
| <b>3740</b> | BR green - unnumbered                  |
| <b>3741</b> | BR large logo blue - unnumbered        |
| <b>3742</b> | Intercity Mainline livery - unnumbered |
| <b>3743</b> | EWS maroon and gold - unnumbered       |
| <b>3744</b> | Regional Railways livery - unnumbered  |
| <b>3745</b> | Railfreight triple grey - unnumbered   |

### Exclusive to Hattons (£549 each):

|             |                                                                              |
|-------------|------------------------------------------------------------------------------|
| <b>3750</b> | 37401 "Mary Queen of Scots" in BR large logo blue with yellow headcode boxes |
| <b>3751</b> | 37408 "Loch Rannoch" in BR large logo blue with black headcode boxes         |



**Class 37/4: from £509.15**



An evening scene with 50021 'Rodney' at the head of a passenger train at Bristol Temple Meads on November 13th 1980. 50021 'Rodney' hauled its last train in December 1989 and was withdrawn in April 1990 after its power unit had been damaged. DAVE HIGSON



# Finding 'Rodney'

Elliot Hopewell continues his series of articles looking back at his days as a railway enthusiast.

I've mentioned in a previous article how my father embraced the Family Railcard in the late 1970s, and early 1980s. This enthusiasm for train travel blossomed for me as well, and built a warm and happy period for me during my late junior and senior school days.

Let me take you back to July 1981. We have broken up for the school summer holidays, the first Friday of a lengthy seven weeks of freedom from school. This was the pattern we followed for the next four years.

It's seven p.m., and we are assembled on the old platform 7 at Lincoln Central Station. We have waved goodbye to Auntie Ann who kindly gave us all a lift to Lincoln and, with suitcases full to bursting, we board the local DMU to Sheffield. At Sheffield, Dad arranges for the suitcases to be kept at the left luggage office; indeed he has already sent one on to our destination. We have two to three hours to kill before we board the overnight service to despatch us to Par, then Truro, and finally Falmouth the next morning, so we walk the short distance to Berni's restaurant.

Coming back to the station in the dark

we patiently await the arrival of our train, and suddenly it arrives and pulls into the far platform against the stone wall, creating a chaotic sound. The loco is a big Class 46 and has come from Leeds or Newcastle. We get on, stow our luggage and collapse into our pre booked seats.

The chatter of the track drifts me off into a dreamy, happy sleep. I awake at three a.m. Looking around me everyone in the carriage seems asleep, arms at unnatural angles, heads lolling as if they have all been shot. We are at Temple Meads, Dad is outside sneaking a Bensons, and after a lengthy stop we continue. Sleep overcomes me again until we reach Exeter. The rabbits are busy along the lineside here, jumping and playing with each other. A little drizzle comes down onto the window as we head further west and finally we arrive at Truro, ready for breakfast at the local Wimpy.

The local Falmouth branch train drops us all at a station called The Dell, and we walk the remaining mile, suitcases cutting into our hands to Maen Valley caravan site, our home for the next two weeks.

Dad talks to me about the locos and the

attractive Class 50s. Indeed, while waiting at Truro, we see my first one as 'Furious' roars in with another westbound express. I'm hooked and, from this moment onwards, they are associated with my holidays and therefore give me the true feel good factor for my hobby.

## Fortnights in Cornwall

The fortnight in Cornwall is broken up with trips along the other branches and along the main line to Plymouth, with a trip around the dockyard to see the warships, as well as to Looe, Newquay and St Ives. On each trip I see a selection of '50s' on this first experience of Cornwall: 'Dauntless', 'Dreadnought', 'Exeter', 'Ajax', 'Lion', 'Invincible', 'Ramilles' and 'Howe'. I saw about twelve on this holiday which is a decent start.

Fast forward another year, and the year after that, and then the fourth year. The only change is the departure point for the overnigher, Nottingham not Sheffield, and we now have suitcases with wheels to make things easier. The routine is the





same, although the final destination differs: Newquay, Porthleven (Penzance) and Lamorna Cove (Penzance again). Another big Class 45 pulls into Nottingham station, and I watch some older boys take a rubbing of the nameplate. The 'Peak' runs around its train, and we settle in. This time we have a six seater compartment and a corridor carriage. My sister and I lounge out and sleep. The loco runs around at Derby and off we go again. The destination is Newquay this time, and I get off with Dad at Bristol, for the hour the train stands. The loco changes here and we get 'Valiant'. This year I stay awake longer, eager to see more '50s', and they come rapidly all holiday, so I can add another fourteen or fifteen to my exercise book.

Back in Lincoln, in about 1983, I learn from a friend that sometimes a '50' comes through with a test train, after overhaul at Doncaster Works. He claimed he'd seen this once, but couldn't identify the loco. Unfortunately I never saw this happen, but would like to know if they did come through Lincoln and ask readers if this ever occurred.

The following two years are similar, with us heading off on the first Friday after the school holiday break up. On one morning in Penzance there are four of the class in the bay awaiting duties.... 'Eagle', 'Achilles', 'Barham', 'Warspite', and a few days later, four more different locos in the bay platforms at the furthest west station. This time they are 'Collingwood', 'Swiftsure', 'Repulse' and 'Glorious' whilst 'Thunderer' is

also in the station ready to leave with a train.

The last year we only manage a week away but Penzance is again the destination, and by now I've seen about thirty of the class. This holiday I whittle down a few more while enjoying the beach at Marazion. On our last day in Cornwall, 'Monarch' is in the station, but our loco and train back home this year is 45006 'Honourable Artillery Company', resplendent in the sun at the head of our train in Penzance. She comes off at Gloucester. Stopping in Bristol on the way home I see 'Hood', coupled up in the middle roads with 33027 'Earl Mountbatten of Burma'. Both locos looking shiny and bright, paused between duties. 'Hood' was the one '50' I wanted to see, my Grandfather having served on this warship during the Second World War. Thankfully he contracted measles on shore leave and didn't return to the ship before her fateful voyage.

The next year we went on holiday to Scotland and, for a while, I thought I'd get stuck and not see the remaining eight or nine I needed to 'class' them. Some were now being withdrawn, although thankfully I had seen those. A pure chance encounter at Clapham Junction got me another whilst our stopping train to Brighton was standing in the station. 'Courageous' pootled through on a Waterloo bound train. Watching Lincoln City F.C. away at Bristol got me a couple more one Saturday afternoon, and 'Fearless', my penultimate loco, was caught on a day trip to Oxford on a school trip. (Lads being lads,

we went straight to the station instead of admiring the city architecture).

### 'Rodney' at last

A couple of years pass, and trains become a mothballed experience. Schooling and knuckling down are prevalent in my mind and I have to work hard to get some decent results. Dad's mate Nigel gives him a ring and they arrange a day away at Birmingham. Dad has to cancel but asks me if I want a break from the school work, and go with Nige. I felt like a day out and went along.

Nige was a newish railway enthusiast and was looking to me for advice and knowledge. After a couple of hours standing on the end of the platform, a Class 50 pulls in, but we can't see the number. "How do you know that's a Class 50?" Nige asks.

"Just from the front styling," I reply. "They are all named after warships, which is why I like them, and this will be your first one, so let's take a closer look at her...I've probably seen her before, I only need the one to see all the class."

Walking back down the platform, the name and number details come into view, and standing back I smile broadly. "The first one for you Nige, is also the last one for me."







47115 passes through Sandy with a southbound express during rebuilding of the station. At this time all southbound trains were using the Up Slow line as the Up Fast was occupied by maintenance wagons, seen on the right. The picture was taken from the new southbound platform, which was built on the site of the former LNWR station.

# Bottleneck removed at Sandy

British Railway's nationalisation was just a few months old when Chris Cole was born in 1948. His father was a life-long railwayman so, inevitably, they travelled virtually everywhere by train. At that time he was based in Peterborough, so Chris grew up to the sights and sounds of the East Coast Main Line (ECML).

We had relatives in Biggleswade, so it was not unusual for us to travel there by the local stopping service. From my aunt's house it was just a short walk to the line, and it was here that I took my first railway photograph. I must have been about ten at the time. My old Box Brownie cost almost £2 of my pocket money, but its basic functions were hardly adequate for action shots. Consequently those blurred, poorly composed pictures of Gresley Pacifics speeding past failed to survive for very long.

The area is now built up, but in the 1950s it was still open countryside, with views towards Sandy Warren. Ironically, I was to return here a few years later. My work brought me to Bedfordshire and I lived in Sandy during the early 1970s. By now the main line expresses were being hauled by Deltics and '47s', and it was locomotives from each of these classes that had already been involved in separate derailments at Sandy.

A week before Christmas 1964, D1521 became the first Class 47 to be involved in a serious accident when it ran off the Up Slow line and completely blocked all four tracks just outside Sandy station. Debris from the crash was temporarily dumped onto the



47428 passes slowly through Sandy with a down express. At this stage only part of the track re-alignment had been completed. Maintenance wagons occupied the Up Fast line. The picture was taken from the new southbound platform, which stands on the site of the former LNWR station. The new single span A603 road bridge was already in place.



All photographs showing the rebuilding of the station were taken on the 26th November 1977



Heading north on the Down Fast line, 47207 passes the site of the former Bedford line flyover. This view is looking south towards Sandy station. The stationary wagons shown in the above pictures can just be seen in the distance.



(ABOVE) 47024 passes through the new southbound platform at Sandy with an express. Maintenance wagons occupied the Up Fast at this time.

adjacent track bed of the Bedford branch. D1521 was subsequently repaired and continued in service as 47001 until 1986. Attempts to preserve it failed and it was finally cut up in 1994.

Five years later, the high summer temperatures of 1969 were having a detrimental effect on continuous welded track. One of several incidents that summer occurred just south of Sandy station on the 23rd of July, when buckled track derailed the down 'Tees-Tyne Pullman', travelling at over 90 mph behind D9015 'Tulyar'. The 'Deltic' remained upright, but ten coaches left the track; fortunately casualties were relatively light.

Today the modern ECML dominates the local landscape, but Sandy's early railway history was more complex than now appears on the surface. At about the same time that the Great Northern Railway was surveying its north-south route, a potential cross-country line from Bedford to Cambridge was also being examined, as an extension to the Bedford Railway's line from Bletchley. These early proposals were rejected, so the Great

Northern was the first to arrive at Sandy in 1850. Seven years later William Peel, son of Sir Robert, built a four-mile long branch line across his own land from Sandy to Potton. Its existence was short-lived, however, as the Bedford & Cambridge Railway finally obtained approval for its own route, and immediately absorbed the Potton branch into its scheme, relaying most of it and opening in 1862. Initially four intermediate stations were built between Sandy and Cambridge, plus one more on the Bedford side while another was added later.

From the outset the line was operated by the London and North Western Railway, which absorbed it completely within three years, running five trains each way on weekdays. From Cambridge the line skirted around the south side of Sandy Warren before running parallel to the GNR and entering the station as double track. This part of the station was built and run by the LNWR, adjacent to the earlier GNR station, with which it shared an island platform.

Continuing to Bedford as single track, the line was raised on an embankment, before crossing the ECML diagonally on a lattice girder bridge. A short distance further north, a spur was later built to provide wartime traffic with a direct connection off the ECML onto the Bedford branch, effectively creating a triangular layout. It continued in use until 1961, after which I remember seeing it used as storage sidings for a while. No trace of it remains today, as the whole area has been redeveloped.

In 1938 an LMS articulated diesel-electric unit, comprising 3 cars numbered 80000-80002, was tested on the Oxford-Bedford-Cambridge route. Although curtailed by the war, it was clearly an indication of future developments. The set was later converted to a 2-car formation and used for maintenance purposes on the Manchester to Altrincham 1500V DC line. In 1959 diesel railcars were introduced on most Bedford to Cambridge services.

47423 passes the site of the former Bedford line flyover, with a southbound express on the Up Slow line.





All photographs taken after the rebuilding of the station were taken on 15th February 1980



55006 'The Fife and Forfar Yeomanry' passes a northbound HST as it speeds through Sandy station, with the 08:05 York to Kings Cross. It is seen from the new southbound platform.



No longer restricted by the bottleneck at Sandy, two HSTs are about to pass at speed on the fast lines. This view is looking south from the new platform.



For many years the widening of the ECML to a continuous four-track layout had been restricted at several locations. Sandy became one of those bottlenecks due to the presence of the Bedford to Cambridge line. Attempts to close that line in 1959 were defeated by strong local opposition, and this seemed to gain unexpected support when it was not listed in the Beeching Report. A year after its publication, however, closure proposals were

approved and the service was withdrawn at the end of 1967.

Most of the track was lifted the following summer, but it remained in place at Sandy until the mid-1970s when the flyover was dismantled and work began to rebuild the station. When I returned in 1977 everything had changed. Although the new track layout was not quite complete, both the LNWR station and the southbound main line

platform had disappeared without trace. In their place was a new southbound platform, leaving space for the two fast lines to pass through unhindered. In contrast to the modern building opposite, the original down platform and buildings remain as the only part of the station I remembered stopping at when I travelled this way half a century ago.

**HST set 254 025 speeds south on the Up Fast, at the site of the former Bedford line flyover. The supporting walls of the flyover remain in place, but the old railway embankment beyond has given way to new housing developments and industrial units. The brick built minor road bridge seen in one of the 1977 photographs has been replaced by a single girder span, and new fencing has been erected beside the house, where there was once a level crossing on the Bedford line.**



**Following completion of the new station and track re-alignment, 47543 is reflected in the waiting room on the new southbound platform as it speeds through Sandy station, bound for King's Cross.**





# Buck and Boost on the 'Old Bangers' **Part 2**

**Mick Humphrys continues his account about working on the first generation of 25kv electric locomotives.**

## 'Pocket Rocket' on the 03:50

Another interesting job I worked as a secondman at Euston occurred on the 6th March 1984 and proved to be one of my last high speed workings on the Class 82s and 83s. The train in question was the 03:50 papers, the 2A23 Euston to Bletchley. This working would often be allocated one of the early AC locomotives. The consist would be two or three Mark 1s made up of one or two NBV paper vans plus a BSK compartment vehicle which provided passenger accommodation as it also run as a staff train, calling at most principal town stations along the route.

The service additionally stopped at Queens Park, Wembley Central and Harrow in the North London suburbs. Heavy eyed with a 02:35 booking on time, and after a late night watching the Thompson Twins at Hammersmith Odeon, I joined Euston relief driver Steve Chandler on the footplate of 83015. Although Steve handled the train in a conservative manner, and myself likewise when returning light engine after disposing of the coaching stock in Bletchley yard, with a powerful 3300 hp locomotive on tap and a very light load of only around 90 tons some quite spectacular 'get aways' could be achieved. Additionally if one was brave enough with the vacuum brake, braking



The final first generation AC electric that the author drove was 85101 (formerly 85006) which is seen here at Warrington at the head of a southbound freight train on 14th June 1990. JOHN DEDMAN



could be last minute with some quite rapid deceleration. Ian Moore, then a relief driver at Euston, recently told me of when working 2A23 he had reached 80mph at Linslade Tunnel after a standing start at Leighton Buzzard. I should, however, add that his power for the day was the pocket rocket 86102 'Robert A Riddles', one of the three 5000hp '86s' which formed the prototype for the '87s'.

## MP12 course

On November the 5th 1985, along with 10 other secondmen, I reported to the British Railway training centre based in an Art Deco building in Carlow Street in North London to commence my driver training course coded MP12. With a six months' duration, the course was divided into three parts: Part 1 Rules and Regulations; Part 2 Traction Theory; Part 3 Practical Train Handling. I will hopefully expand further in a later article detailing the driver training programme from the TRACTION era but for now just expand a little on Part 2 Traction. The basic traction for the course was to be for the Class 81-87 locomotives and, together with my colleagues, we set about learning the basic systems, the common features, the differences and the unique features of each class of loco. Over the next six weeks we looked at the locomotive from the ground up, being taught by our instructor Mick Jones who tried his best to impart some knowledge to us about the internal workings of the locomotive. I did and have always had a very keen interest in the traction so this part of the course was by far the most interesting.

The ethos of instruction was, correctly, that if you had an understanding and knowledge of how something worked you were more able to put it right should something go wrong! In those days of limited mobile communications the driver was very much on his own when it came to real time fault diagnostics and rectification. Many of the locomotive's electrical systems and pieces of equipment were protect by fuses; indeed the Class 82 had 52 driver changeable fuses! The rupture of each fuse, and more importantly its effect on the locomotive, had to be learnt; this was especially important when the fuse caused the loco to fail in service. Fortunately (told to me by his son Colin, now a driver instructor at Bletchley) a senior instructor driver, Joe Kempster, had some years previously, when the locomotives were brand new, introduced the anagram CAMFAFF as an aid to remembering the more serious 'failure' fuses; details of which are as below:

C = Camshaft  
A = Auxiliary Control  
M = Main Control  
F = Fans & Pump  
A = A.P.C  
F = F.Z.R  
F = F.I.P Class 85 only

## Passout

With the theory learnt, the next ten weeks was spent train handling with the majority on the mainline and on the more modern Class 86s and 87s. I did retain most of what I had learnt on the older classes which was just as well as on my examination or 'pass out' traction theory day the footplate inspector conducting the exam, Jim Wolfe, decided to make use of a Class 85 sitting on the stops of platform 15 at Euston. Walking around the locomotive and through the interior Jim asked me to identify, it seemed, every last nut 'n' bolt, I must have proved OK as his smile definitely grew as he pointed ever faster to different parts of the locomotive.

## First job

By the August of 1985 I was a fully qualified driver and I undertook my first driving turn on the 17th of that month, I have written in the pages of TRACTION before that the first locomotive that I stepped on as a driver that day was 50046 'Ajax'. The following day was a Sunday and the first notch of power I took on my own, and was totally responsible for, was on 87017 'Iron Duke', working an empty coaching stock (ECS) service from Willesden to Euston. For my ECS return working I took control of 85004, which I was pleased performed without a hitch. Another working in my first weeks as a driver involved an unusual ECS move. After preparing 85036, I ran it light engine from Willesden Carriage Sidings to Euston and attached onto a set of vacuum brake Pullman stock, which had worked up to the capital on a charter. This was returning to Bounds Green and my leg in charge of its journey involved a quick five mile blast on the down fast line to West London Junction. Here I was routed onto the Acton Lane reception lines which run parallel with the main lines alongside the former 1A steam shed (after being a Freightliner terminal it is now being used for ballast operations). Once clear of the mainline, I was pleased to be joined by a shunter from south west sidings who explained that I was to propel the consist back towards Mitre Bridge Junction and stop once clear of a ground position shunting signal controlled by Willesden Power Signal Box (PSB). With my nerve holding, as this was a completely new move to me, and for which my prior route learning and training had only just about prepared me for, I very cautiously set back under the hand signal guidance of the shunter. I was more than relieved upon stopping at the correct location and then, with the shunter hooking off the 85, I was able to run LE to Sudbury holding sidings.

## Filming

Another unusual job I was involved in of an entirely different nature occurred during November 1986 when 82008 was the first locomotive to be fitted with a prototype National Radio Network (NRN) handset. The bosses at BR headquarters had deemed it necessary that a training video was required

to be made and after a couple of drivers a lot senior to me had 'politely' declined to be involved, I was asked. The filming was to be over two days and I was pre-warned that it could be a long couple of days; never one to shy away from overtime I was unperturbed. I was less than happy when given the format and script (compiled by an unknown manager) for the planned scenario. This was to simulate a train failure situation caused by a burst brake pipe, whilst on the Down Fast at Tring Cutting. The filming actually took place at the not very convincing substitute of the South Box holding sidings at Willesden Carriage Sidings (visible from Stonebridge Park station). The initial script contained many procedural and factual errors which I spent some time correcting and putting into a more 'common' realistic language which was more likely to be used. An oversight on my part to this was the term "many thanks" used instead of "thanks, cheers, TA" etc and for some months, and indeed years after, I was greeted by some as 'many thanks Humphrys'.

The scenario involved me, as the driver, contacting the PSB at Watford and advising them of the situation, using the NRN of course. After discussion the unlikely solution of a fitter attending to replace the brake pipe was acted out. This involved numerous usages of the NRN between me and the fitter with him at one point informing me, whilst in his van, that he was five minutes away. How he was going to park his van and reach me in Tring cutting in five minutes was anyone's guess, although he could have abseiled in true James Bond style!

The job did indeed drag on, with the first day taking twelve hours and the second thirteen and a half. On both days the full filming crew, which included an actor playing the fitter's role, bought out most of the stock of the local bakers, I have never seen a group eat so much. The completed video was a success and used nationwide in the training of drivers on the NRN network. The NRN was a new initiative to the railway at the time and, although it had limitations to its use in terms of operation and reliability, did prove its worth. Indeed it remained in use right up to 2012 when it was finally made obsolete by the introduction of present day GSMR (Global Satellite Mobile Communication).

## Failed at Leighton Buzzard

NRN would have been useful on Monday June 2nd 1986 when on my very first mainline passenger working, I failed at Ledburn Junction on the Up Fast with 85030 on 1A55. This day started alright with me preparing the '85' in the holding sidings at Sudbury and then running light engine to Euston Down Carriage Shed (Note: This has recently been demolished to make way for HS2). Here I attached to six Mark 1 vacuum braked coaching stock which was to form 5A55 to Bletchley. Departing ten minutes early at 06:13, I had three unofficial stops to make, the first outside the booking on point at Stonebridge Park. This was to pick





**82008 was the first locomotive to be fitted with a prototype National Radio Network (NRN) handset, with the aerial being clearly visible above the cab in this view at Euston on April 21st 1987. The author was involved with the production of a training film about the NRN. JOHN DEDMAN**

up drivers who had finished their night shifts and were looking for a fast ride home. The next stop was at Watford and then again at Tring so I certainly got a bit of extra braking practice in. The last remaining colleague accompanying me on the footplate was one of my old regular drivers, the late Ron Aldridge.

Ron was a local work only driver and had a slightly nervous disposition, especially when on the mainline, and I vividly remember him becoming increasingly agitated as he waited for me to apply the brake. This I purposely left just a little later than normal. Arriving at Bletchley on time at 07:15, a relieved Ron exited the locomotive before I came to a complete stand so I quickly applied power to draw into Bletchley yard. Here a shunter was waiting ready to hook the locomotive off enabling the run round move prior to the departure, a few minutes before 08:00, into Bletchley platform 7.

Departure was right time at 08:01 and, feeling quite important on my first mainline passenger working, I ran into a crowded Leighton Buzzard platform again right time at 08:09. With my happy band of commuters boarding and, although unknown to them at the time, their glum expressions were soon to be justified. Departing with the signal showing a two yellow cautionary aspect, I drew steadily forward past the single yellow and came to a stand at the junction signal number BY 4. This was indeed all as booked as my working timetable, open on the desk, showed my timings from here were booked on the fast line. A short wait ensued, whilst

a speeding class 1 (probably a late running 1A05) passed and sure enough BY4 cleared with a single yellow and the No. 4 route indicator illuminated, routing me onto the up fast.

Looking across the desk at the working timetable to check the timings, I started to notch up power. One characteristic of a Class 85 was that when notching up to apply power from a standstill, one had to be careful to avoid overloading as with each notch power increased in quite large amounts. Without such care the small needles on the four ammeters could very quickly move up through the green and yellow sections into the red. Unfortunately trying to multi task was not a good idea and with my concentration temporarily focussed on time instead of power regulation, the locomotive lurched forward and then stalled with a large bang as I overloaded the locomotive. It took me a couple of seconds to register that all the systems on the loco had stopped and silence now filled the air. I then noted that the white line and electric train heat (ETH) light on the locomotive's desk had both extinguished and were replaced by the centre yellow fault light shining brightly. Not yet too perturbed, as a reset would hopefully cure the fault, my feeling of confidence was soon eroded as, after at least the regulation number of two resets, the locomotive remained 'dead'.

I quickly realised that I was blocking three lines of the West Coast Main Line and made my way off the locomotive to contact the signalman via the signal post

telephone. A helpful though rather fed up signalman responded to my explanation of my predicament with the suggestion that he had a manned Class 31 at Bletchley that he would despatch via the Up Fast to me now. With assistance summoned I once more boarded my silent locomotive, observed by the ever increasing numbers of passengers whose heads appeared 'tortoise like' out of each available window.

My first course of action was to make my way into the engine room and inspect the fault indication panel (FIP); here the culprit identified itself with number 2 traction motor fault light brightly lit. Remembering that unpteen resets, or at least the regulation 2 had failed to rectify the fault, I inserted my driver's key which unlocked the switch enabling me to isolate the troublesome motor. With fingers crossed I returned to the cab and pressed the pan up/button, only to be met with further silence! Suppressing the rising panic and thoughts of 'why me' etc, I had one more light bulb moment and remembered the often quoted mantra from my not so recent drivers' course, "try a fresh start".

Quickly lowering the pantograph and turning the internal battery switch to off, waiting half a minute or so, then reversing the process, I was rewarded with the 85030 bursting into life. Selecting forward and trying for one notch of power, I was relieved to see the three remaining traction motor indicator needles rise into the green section of the ammeters. This, although it didn't seem like it at the time, had taken nearly 20



minutes or so, the minute hand seems to gather a pace when at a stand! As I made my way back to the signal post telephone to give the signalman the good news I heard the sound of an English Electric diesel engine as a Class 31, my assisting locomotive, drew alongside me on the up fast. I shouted across to the driver, "I've got it going", and then went to tell the signalman that I was good to go.

The signalman was at first slightly reluctant to let me loose on the mainline especially after going to the trouble of arranging assistance, but after some assurances on my part, I was given the signal and routed onto the Up Fast. With the remaining three motors working hard after a thankfully uneventful further journey, I arrived into Euston platform 7 at 09:05 some 25 minute late. The resident maintenance crew formed a greeting party and, after listening to my tale of woe, went to investigate. Having a bit of time until my next working, I waited for the results of their investigation and was somewhat disappointed to be informed that, after re-instating number 2 motor, no fault was found. Muttering that it did not reset earlier I hastily hurried away. My next working, an ECS to Wembley, was with 83015 which I'm pleased to say behaved perfectly.

## ECS

My experience with 85030 proved to be both my first and last mainline class 1 passenger job with a Class 81-85 locomotive. Soon after, in March 1987, I was 'promoted' into link 5 at Stonebridge. I then spent the next three years, before my transfer in February 1990 back to Euston, working on the DC

North London lines (Ed. Mick will be relating his experiences here in a future issue of TRACTION). However, on a few occasions I did work ECS between Euston and Wembley with the remaining Class 82s and 83s, namely 82005, 82008, 83009, 83012 and 83015. These locomotives were now restricted to a maximum speed of 40mph and, due to their frequent visits through the carriage wash plants, had acquired a most weathered faded appearance. By early 1989 the Class 82s and 83s had all been withdrawn; my last working was in fact with 83015 on 8th January 1988. With the introduction of the Driving Van Trailer (DVT) enabling push pull operations, work on the ever decreasing members of the pioneer AC locomotives became rare with just a few Class 81s and 85s remaining. These locomotives were of course not fitted with the necessary Time Divisional Multiplex (TDM) equipment to enable them to work in 'push pull' mode and this, combined with a restriction in speed of 40mph, saw their use very much restricted to local movements only. Locos fitted with TDM equipment could 'speak' to the computer in the DVT.

An exception to this was in times of severe locomotive shortage combined with the initial quite profound problems with Push/Pull workings (such as when the computer on the loco refused to speak to computer on DVT or vice versa) they could once more be pressed into service on the mainline, usually a Birmingham or Wolverhampton working being the shortest distance possible. Although I never did have the opportunity of once again roaring down the mainline, friends and colleagues Pat Baxter and Brian Fielder did. They both tell of a note being

taped onto the desk, signed and dated by the maintenance staff, authorising 'One trip only'. Upon arrival at the North bound destination the sign would be removed only to be replaced with another stating again 'One Trip Only'!

On 31st July 1991, whilst on a ferry turn at Euston, I was given the job of moving the very weathered 85006 (by then numbered 85101) from the buffer stops on platform 3 to the other side of the station. Here I was to stable the locomotive in the holding sidings which was located between the north end of platform 15 and the parcel and motorail sidings (now platforms 16-18). This movement involved departing via the down departure line which, as line X does now, went under the four main lines to cross from right to left. A change of ends was required just to the north of Park Street (the first short tunnel or over-bridge around 3/4 of a mile north of the station), before mainly coasting back south towards to the station. Once the locomotive was secured, with hand brakes on etc, I made my way back to the ferry cabin mess room for another cup of tea. Unknown to me at the time, that short simple move proved to be the last time I stepped onto one of the early generation AC locomotives and, as so often has been the case, another chapter of my railway career finished without any note or ceremony! 85101 was withdrawn in November of the same year, but made it into preservation along with cousins 81002, 82008, 83012 and 84001.

Thanks to Patrick Baxter, Brian Fielder, Ian Moore, Mal Service, Brian Shelly, Gavin Wrigley and Darren McNicol for assistance with these articles.



On April 21st 1987 85030 is seen at Euston between duties. JOHN DEDMAN





83012 has brought in another ECS working from Willesden and stands at the buffer stops at Euston on April 21st 1987. JOHN DEDMAN



(BELOW) 81018 passes Bushey with a short parcels train on April 7th 1983. JOHN DEDMAN



# Book review

For enthusiasts whose interest in railways developed in the 1970s, like your editor, it was a period of intense interest with feelings of excitement for the progress being made modernising the network, being counter-balanced by the serious problems that appeared from all directions.

Richard Harper's book captures the events of those years and tells the story in a highly readable way. As you would expect the book recounts the main themes of the changes that took place in the 1970s. It starts with a look back to the decline that occurred in the 1960s before the growth of Inter-City, which turned around the fortunes of long distance rail travel in Britain even before the introduction of the HSTs. Away from the main lines passenger services, both regional and suburban, varied considerably in quality and this issue is also discussed and how some of the problems were resolved. The changes in the freight side of BR's operation are covered, including the effect of industrial disputes, but above all the writer talks about the success of the modern concepts of block train workings in its various forms. Politics, of course, are never far away when it comes to the railway and the writer highlights the efforts of staff and the various chairmen of the BR board to overcome difficulties, especially around the issue of the "crumbling edge of quality" of service and how this was resolved. One of the books strengths is that it includes contributions from serving and former railwaymen who give a different perspective on the events as seen from the position of staff and management. The text is backed up with an excellent selection of photos, posters and facsimiles of documents.

This book is highly recommended reading for anyone with an interest in modern railway history as it could be argued that the 1970s laid the foundations for the generally successful railway that we have today.

S.Ra

**Title:** Any colour you like

**Author:** Richard Harper

**Price:** £25.00

**ISBN:** 9781916400115

**Publisher:**

Richard Harper/ Kidderminster Railway Museum

Readers may like to be reminded of a major event taking place shortly after the publication of this issue. The Midlands Garden Rail Show will take place at the Warwickshire Event Centre near Leamington Spa on Saturday 14th and Sunday 15th March. Over 30 leading suppliers and 15 layouts and displays covering many gauges will be in attendance.

**Warwickshire Event Centre, near Leamington Spa at the Junction of the A425/B4455**

**Opening Times: 10am - 4pm Daily  
(last admission one hour before closing)**

| Admission Prices: | On Line* | Full Price** |
|-------------------|----------|--------------|
| Adult             | £8.00    | £9.00        |
| Senior Citizen    | £7.50    | £8.50        |
| Child (5-14)      | £3.50    | £4.50        |

\*On Line - Tickets are available via our website at discounted prices until midnight Tuesday 10th March.

\*\*Full Price - Tickets are available on the day from the ticket office.

**Website:** [www.midlandsgardenrailshow.co.uk](http://www.midlandsgardenrailshow.co.uk)

## Any colour you like

A journey through Britain's railways in the 1970s

### New Book 'Any Colour

You Like' by Richard Harper tells the story of British Rail in the 1970s.

176 pages... hardback

...over 200 photographs...

contemporary publicity

...contributions from Chris Green, Adrian Shooter and many more...

Against a backdrop of economic turmoil and declining fortunes, BR fought against politicians to continue modernisation, breaking world records and launching Inter-City 125.

ISBN 978 1 9164001 1 5

"with his fluent and engaging style, Richard has skillfully set into context for us how Britain's railways of the seventies faced the wider social, political and economic pressures of that time...." **Dick Fearn**

**RRP £25 - Buy Now Post Free from:**

**[www.railbluebooks.co.uk](http://www.railbluebooks.co.uk)**

*So long as it's blue*

## NEXT ISSUE

**Don't miss all this and more  
next issue 257**

**ON SALE 3rd April:**

- The Dudley Line in the 1980s & 1990s
- 1983 Summer Saturday traffic survey west of Taunton
- The Leicester Gap
- Norwich line Class 90s
- Thomas Hill Industrials
- The 'Hundred Of Wirral' railtour





Currently arriving in East Anglia is a fleet of Stadler bi-mode units (BMUs), of which No 755414 is seen on 2nd October 2019. The unit was working in diesel mode with its pantograph lowered, and had been to Great Yarmouth and back. Greater Anglia is owned by Abellio with backing from Nederlandse Spoorwegen, which probably explains why they chose Stadler units.

All photographs are by the author, Colin Boocock, unless credited otherwise

# A brief history of pods:

***“..... there is nothing new under the sun.”  
(Ecclesiastes Chapter 1, part of verse 9)***

**Colin Boocock muses over the arrival in Britain of Stadler multiple units with power pods inserted between the passenger carriages, and wonders where he has seen this before!**

**T**he biblical quotation at the head of this article (“...there is nothing new under the sun”) is a reminder that what we believe to be new is not always so. There are in fact many inventions that have popped up in different places, claimed by different people as their own, and sometimes appeared many years apart. The invention of the jet engine is a case in point that is claimed variously by the UK, Germany and Russia.

My thoughts on this matter are prompted by the arrival in this country of new bi-mode Class 755 multiple units for Anglia that come from the Swiss firm Stadler and feature their traction equipment grouped neatly together in what I call ‘pods’. Stadler have been producing units with central power pods for a couple of decades at least. I first came across one of their products running as a demonstrator and being used to shuttle visitors to and from a major railway event on the continent. This was a two-car articulated

unit with a central power pod articulated to the neighbouring ends of the passenger carriages. There was no passenger access through the pod.

The Anglia units are all bigger than this demonstrator. Their power pods are each on two bogies, still with the adjacent cars articulated off them. The modern units have full passenger access through the pods using a central corridor. The pods contain on each side of the central corridor the diesel engines and traction alternators as well as the associated cooling radiators, fans and equipment. The traction motors are at the outer ends of the train. Modern power pods have public access through a partially-sound-proofed central corridor. Similar multiple units operate in many countries on the continent as Stadler has been very successful in selling them.

So what are the advantages of this arrangement? One, from the passengers’ viewpoint, is the relative quietness inside

the passenger vehicles. Conventional DMUs and bi-modes usually have their engines under the floors of the passenger carriages, and this gives rise to inevitable noise, and often some vibration or rattling of fixtures. So grouping the train’s noisiest equipment in a separate power vehicle reduces the noise heard by passengers. Aficionados of the UK’s HSTs understand this well. It’s one feature that makes the HSTs popular (not the only one by far!). Having the power vehicle within the train is an interesting variation. Putting the engines in separate vehicles enables the Stadler units to have lower floors, closer to the levels of the platforms. Articulations between pods and carriages reduces the number of bogies, reduces drag and cuts down the overall weight, all of which are properties of articulation anyway. In addition Stadler’s use of relatively small power pods together with highly-rated traction equipment is also a weight-saving measure. I have written in magazines many times





Currently arriving in East Anglia is a fleet of Stadler bi-mode units (BMUs), of which No 755414 is seen on 2nd October 2019. The unit was working in diesel mode with its pantograph lowered, and had been to Great Yarmouth and back. Greater Anglia is owned by Abellio with backing from Nederlandse Spoorwegen, which probably explains why they chose Stadler units.

All photographs are by the author, Colin Boocock, unless credited otherwise

# A brief history of pods:

***“..... there is nothing new under the sun.”  
(Ecclesiastes Chapter 1, part of verse 9)***

**Colin Boocock muses over the arrival in Britain of Stadler multiple units with power pods inserted between the passenger carriages, and wonders where he has seen this before!**

**T**he biblical quotation at the head of this article (“...there is nothing new under the sun”) is a reminder that what we believe to be new is not always so. There are in fact many inventions that have popped up in different places, claimed by different people as their own, and sometimes appeared many years apart. The invention of the jet engine is a case in point that is claimed variously by the UK, Germany and Russia.

My thoughts on this matter are prompted by the arrival in this country of new bi-mode Class 755 multiple units for Anglia that come from the Swiss firm Stadler and feature their traction equipment grouped neatly together in what I call ‘pods’. Stadler have been producing units with central power pods for a couple of decades at least. I first came across one of their products running as a demonstrator and being used to shuttle visitors to and from a major railway event on the continent. This was a two-car articulated

unit with a central power pod articulated to the neighbouring ends of the passenger carriages. There was no passenger access through the pod.

The Anglia units are all bigger than this demonstrator. Their power pods are each on two bogies, still with the adjacent cars articulated off them. The modern units have full passenger access through the pods using a central corridor. The pods contain on each side of the central corridor the diesel engines and traction alternators as well as the associated cooling radiators, fans and equipment. The traction motors are at the outer ends of the train. Modern power pods have public access through a partially-sound-proofed central corridor. Similar multiple units operate in many countries on the continent as Stadler has been very successful in selling them.

So what are the advantages of this arrangement? One, from the passengers’ viewpoint, is the relative quietness inside

the passenger vehicles. Conventional DMUs and bi-modes usually have their engines under the floors of the passenger carriages, and this gives rise to inevitable noise, and often some vibration or rattling of fixtures. So grouping the train’s noisiest equipment in a separate power vehicle reduces the noise heard by passengers. Aficionados of the UK’s HSTs understand this well. It’s one feature that makes the HSTs popular (not the only one by far!). Having the power vehicle within the train is an interesting variation. Putting the engines in separate vehicles enables the Stadler units to have lower floors, closer to the levels of the platforms. Articulations between pods and carriages reduces the number of bogies, reduces drag and cuts down the overall weight, all of which are properties of articulation anyway. In addition Stadler’s use of relatively small power pods together with highly-rated traction equipment is also a weight-saving measure. I have written in magazines many times



In a siding at Norwich station stands unit 755417 which is also operated by Greater Anglia. Its central power pod rides on two bogies, which it shares with the passenger cars fore and aft of it. Inside are four diesel alternator sets and their associated cooling groups, two on each side of a central corridor; two radiator grilles are visible on the sides.



Arriva in the Netherlands operates a fleet of Stadler units. Some are DMUs and others EMUs. This is one of the two-car-plus-pod DMUs, of Stadler's class GTW2/6, that work out of Nijmegen. The central power pod rides on a four-wheeled bogie in articulated formation with the adjacent coaches. This one is arriving at Nijmegen on 31st May 2019.



This is an EMU version of the Stadler system, classified GTW2/8, seen arriving at Zwolle on an Arriva Netherlands service from Emmen. The power pod is between the two coaches farthest from the camera. In this type, the pantograph is on the pod unit, whereas on the UK versions the pantographs are on the outer carriage roofs.





**There is a prototype for everything! Arriving at Dublin Amiens Street station (now called Connolly) in July 1957 on a suburban service from Howth is Great Northern Railway railcar G, a two-car set with central power pod. The power unit rides on two axles, with the passenger cars articulated off it. This set, together with its twin railcar F, was built in 1938.**

before about the advantages of articulation, which also include reduced maintenance costs because of the use of fewer bogies.

### Is this really nothing new?

Well, yes, this has been actually done before! Introduced in 1936, a pair of articulated two-car diesel railcar sets was built in Ireland by that country's Great Northern Railway and put to work on suburban and branch line services. Another pair followed two years later in 1938. It was the latter that reminded me where I had seen the principle used on Stadler's Flirt units before. GNR(I) railcars F and G were still running when I first went to Ireland in the mid-1950s. They were based in Dublin and used on the Howth suburban branch line, while the slightly earlier units D and E found work in the north around Newry and Belfast.

The design of railcars F and G had a central power pod carrying two vertical Gardner diesel engines and their associated gearboxes and cooling equipment. The power vehicle had four wheels, each of the two axles being driven by one of the two diesel engines and gearboxes by means of cardan shafts to the final drives on the axles. The passenger saloons were lightweight, roomy vehicles, each with one outer bogie, the inner end riding on the frame of the power vehicle. There was no passenger access through the central power pod. In principle, this was just like the Stadler demonstrator I rode on in the 1990s, though the Irish units did have staff access. Actually, the history goes back even further

than 1938. The earlier railcars D and E were very similar, but each central pod rode on three axles, and the wheels were coupled on the outsides by coupling rods, just like a steam tank engine. So the two Gardner diesel engines drove the outer axles, the coupling rods transferring the drive to the inner axles as well as helping to avoid any wheelslip. In retrospect, this can be seen as overkill, over-provision of drive wheels, and the subsequent move to two driven axles on railcars F and G makes economic sense. But where did this idea originally come from? It actually goes back to 1932. The firm of Walker Bros. of Wigan sold a bogie articulated diesel railcar to the Clougher Valley Railway in Ireland; this the railway duly numbered 1. The railcar was unusual at that time because it had a power bogie at the front with the driving cab, Gardner diesel engine and gearbox all in situ on it. The drive was to one axle, and side coupling rods shared the drive with the other wheelset, just like on a steam locomotive. The passenger saloon vehicle had its own trailing bogie supporting the back of its frame, but the front of the frame was carried on the rear of the power bogie. The whole ensemble was unidirectional. Thus the railcar had to be turned at the end of each journey. No. 1 was short enough to fit on a steam locomotive turntable, so that's what happened at journeys' ends.

The three-foot-gauge Country Donegal Railways further north in Ireland liked what they saw, and purchased a fleet of similar, but larger, railcars from Walkers to

enable them to sustain passenger services in the sometimes remote terrain that the CDR served. These were copied when CIÉ dieselised the West Clare Railway in 1953 and bought four of these narrow gauge vehicles for its passenger services.

The Great Northern Railway (Ireland) also bought three such vehicles for 5ft 3in gauge lines, designed on the same principles, for local and suburban passenger services. No. C1 was unidirectional, too, but C2 and C3 were coupled back-to-back with the leading car pulling the rear car dead as a means of two-way working. This is, of course, exactly how the Isle of Man Railway used the two railcars 19 and 20 that it purchased when the County Donegal Railways closed. 19 and 20 ran together as a half-powered pair, usually between Douglas and Peel.

Another 5ft 3in gauge articulated diesel railcar was used on the Sligo, Leitrim & Northern Counties Railway, its railcar B, introduced in 1947. This also had an end power bogie with cab and traction equipment on board, but there was a driving desk at the other end in the passenger saloon; thus SL&NCR railcar B was the only duodirectional Walker railcar with an end power bogie. Railcar B was bought by the national company Córas Iompair Éireann after the SL&NCR closed in 1957. Numbered 2509 (shades of Gresley's Silver Link!), this vehicle saw over a decade of further use. It was the last of the Walker railcars to operate. It has been retained for eventual preservation. The GNR(I) was most perceptive when it developed this idea in 1936 with two trailing





GNR(I) railcar D was photographed on the Warrenpoint line in Northern Ireland after being taken over by the Ulster Transport Authority and renumbered 101. This unit was withdrawn in 1963 after 27 years use. The power pod rides on three axles that are coupled by side rods, which can be seen clearly in this picture. Colour-Rail



This is the vehicle that started it all! Railcar 10 of the County Donegal Railways, formerly No. 1 of the Clougher Valley Railway, took the author across the border to Stranorlar, where it is seen resting briefly in summer 1956. The power bogie at the front carries the engine, gearbox, driving cab and controls; the passenger saloon is articulated off it.

vehicles articulated off a central power car; this proved to be the genesis of the central power pod system, which Stadler re-invented six decades later when launching the first of its many 'Flirt' units!

That original railcar of the Clougher Valley Railway has a number of claims to fame. Firstly, it was the earliest articulated diesel railcar to run in the British Isles.

Secondly, when the CVR went bust, the County Donegal Railways bought it in 1940 and numbered it 10 in their fleet; so, apart from a few demonstrators, it was the first diesel railcar to be sold second-hand in the British Isles. And thirdly, it was the first vehicle of any kind to carry the author of this article out of the United Kingdom of Great Britain and Northern Ireland and into

another country; this was when he crossed the border in CDR railcar No. 10 in 1956 to reach Stranorlar in the Irish Republic! So it's absolutely right that No. 10 is now publicly preserved and sits in the railway hall of the Ulster Folk and Transport Museum, which is located alongside the small station of Cultra on the Bangor line out of Belfast. I do so hope that readers agree.





This side view of the power bogie of preserved Walkers CDR railcar No 18, standing at Fintown on the Finn Valley Railway heritage line on 8th May 2011, shows the way the carriage body rests on the rear section of the bogie. It also shows the side coupling rods that transfer the drive from the front axle to the rear one. The rest of the assemblage is a bit like a road bus!

When the two most modern CDR railcars, Nos. 19 and 20, were sold to the Isle of Man Railways, that body operated them in tandem with the leading car towing the rear one dead in either direction. On 31st August 1962, No. 19 faces Douglas while awaiting departure from the western terminus at Peel. These cars still exist, but restoration is very slow, if indeed it is progressing at all; officially they are in store.



Probably the most advanced of the Gardner-Walker railcars is former Sligo, Leitrim & Northern Counties Railway railcar B, seen waiting at Belcoo in July 1957 for passport and customs formalities to be completed during a border crossing. This car had a second driving position in the rear of the passenger saloon, so did not need turning at journeys' ends. From its introduction in 1947 it shuttled twice daily between Enniskillen and Sligo until the railway closed at the end of September 1957. Since sold to CIÉ and used until 1971, it is now kept as an historical relic and was moved to the Downpatrick Steam Railway in 2005. That group see its restoration as a daunting project in view of serious corrosion, so it is likely to be a long time before we can see this running again.



# TRACTION

# Presents...



## LONDON'S LEADING MODEL RAILWAY SHOW

### DISCOVER

- ✓ 40 LAYOUTS CHOSEN BY THE MRC  
IN MAJOR SCALES, GAUGES AND ERAS
- ✓ EXPERT DEMONSTRATIONS

### SHOP

- ✓ 100+ TRADERS / SOCIETIES
- ✓ STOCK UP ON ESSENTIALS FOR YOUR HOBBY
- ✓ LOOK OUT FOR COLLECTABLES, PRE-OWNED  
ITEMS, TOOLS, BOOKS & MORE!

**BOOK  
& SAVE!**

**Adult: £12.00 | Children(5+): £6.50**

**TRACTION  
MODELLING**

**SUBSCRIBERS  
£11.00**

*Kindly sponsored by:*



SAT 10AM - 5PM & SUNDAY 10AM - 4:30PM | ADVANCED TICKET HOLDERS 9:30AM EARLY ENTRY

FREE PARKING OR SHUTTLE BUS | ALEXANDRA PALACE, N22 7AY

**To Book - [WWW.MODEL-RAILWAY-SHOWS.CO.UK](http://WWW.MODEL-RAILWAY-SHOWS.CO.UK) | 0844 581 4972**

Terms & Conditions: Calls are charged at 7p per minute, plus your phone company's access charge. Fee applies for postal tickets. E-Tickets are free of charge.



40012 is leaving Manchester Piccadilly with the Saturdays only 08:15 to Skegness on 25th August 1984. There were only three more weeks to go for this service with 40086 on September 8th and 40181 on the 15th. 40012 was withdrawn at Crewe Diesel Depot on 8th February 1985 after derailment damage received at Northwich two days earlier. It was moved to Crewe where it was eventually reinstated to become 97407 for use during the Crewe station remodelling scheme. Final withdrawal came on 4th April 1986 at Crewe Diesel Depot with a 9 inch crack in a bogie frame. It was bought by The Class 40 Appeal in June 1988 and now operates on the Midland Railway at Butterley.



## Class 40s at Piccadilly

**Steve Woodhouse remembers the heady days of summer 1984 watching Class 40s at Manchester Piccadilly.**

What better place was there to photograph and make sound recordings of Class 40s than Manchester Piccadilly station? That's what I thought anyway. I wanted that classic engine start up and long periods of idling as they waited to leave the station, either on trains or thrashing out light engine. It was as though the station had been built with the visual and aural delights of '40s' in mind.

During the 1980s I made several visits to record the various workings on summer Saturdays and on Sundays, which were particularly good as the overhead power was always turned off so all trains were diesel hauled, several by Class 40s from nearby Longsight depot. Empty coaching stock workings were the best bet but the 08:35 to Bristol and 11:40 to Gatwick could also produce '40s'. Occasionally, engineering work would take place in the environs of the station which could also require a PW train or two, adding to the interest.

On Saturdays the Skegness and Yarmouth trains were good possibilities for '40' action. I struck lucky every time I went, although Class 47s would also often work the trains. During the afternoon the return workings



On August 26th 1984, 40143 worked 1V79, the 08:35 to Bristol as far as Birmingham New Street. It was withdrawn at Crewe Diesel Depot on 22nd January 1985 and moved to Crewe works where it was cut up almost immediately.



of these trains would arrive, as would trains from Hull and Sheffield which, fingers crossed, could also bring results.

Class 40 engine start ups were eagerly awaited and recorded, several drivers being agreeable to give their locos a good thrash off the blocks once the train was clear of the station. It was breathtaking stuff, to be followed by the apparent silence after the wall of sound had ended. I wanted to make the most of what was left. I was not disappointed, as they went out in style, shouting their presence to the rafters and overall roof of Piccadilly station.

These were the last few months of service for the Class 40s and I had no idea at the time that several would be reinstated for the Crewe station remodelling and modernisation scheme. I vividly remember standing on Crewe station and hearing what I thought must be a Class 20 whistling away behind a line of locos only for it to appear as 40060. What a surprise that was as, although they had all been withdrawn by that time, 40060 had been reinstated unbeknown to me, as there was no internet in those days to spread the news.

The only time I have been back since those heady days is on rail tours passing through and then fond memories flood back. Alas that's all they are now.



On September 8th 1984, 40086 is seen waiting to depart with 1E67, the Saturdays only 08:15 to Skegness, complete with commemorative headboard. The boiler is working well as it was a cold wet Manchester day! This was the penultimate working of 1E67. 40086 was withdrawn on January 23rd 1985 and moved to Doncaster Works for cutting up which was completed by the end of February.



It's late evening on September 7th 1984 and 40086 is surrounded by piles of mail bags as it sits after arrival with an inbound mail train. This was bread and butter work for Class 40s. The next day it would work 1E67 to Skegness.





40086 is seen arriving back at Piccadilly with 1M54 Saturdays only 13:24 from Skegness. Obviously the loco had performed faultlessly.



40181 stands in platform one on September 8th 1984 with the four coach 1M39, the 15:48 from Sheffield. I wish I had been on this train as it was passing through Totley tunnel to hear the loco's exhaust. 40181 later went down in history as the last Class 40, and indeed any loco, to work 1E67 on September 15th. 40181 was withdrawn on January 21st 1985 at Carlisle Kingmoor and cut up at Crewe Works.





On September 23rd 1984, 40135 has brought in the empty coaching stock from Longsight for a train to Euston. As it was Sunday, a Class 47/4 with electric train heating would take this as far as Crewe where electric traction would take over. 40135 was withdrawn on January 22nd 1985 from Newton Heath and moved to Healey Mills Yard and then to Doncaster Works where it was taken into departmental stock, renumbered 97406 and reinstated in May 1985. Its final withdrawal came on 16th December 1986. It was then moved via Bescot, Gloucester and Tyseley to Vic Berry's yard Leicester in September 1988 for asbestos removal. It returned to Crewe Diesel Depot by way of Toton and Bescot and was then handed over to the CFPS and renumbered back to 40135 at the East Lancs Railway in Bury.



40044 has brought in empty coaching stock from Longsight on September 23rd 1984. It was withdrawn at Crewe Diesel Depot on 22nd January 1985 and cut up at Crewe Works by March 1988.



# Snow on the Settle and Carlisle

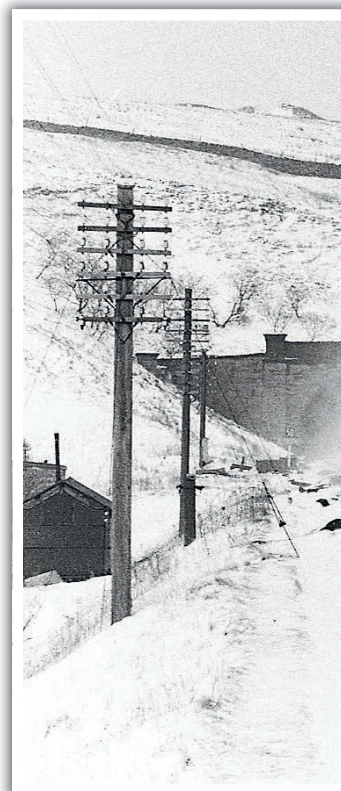


It's late morning on a bleak February day as Nos. D5293 and D7545 climb past Helwith Bridge with 5M31, the 07:55 Hunslet to Carlisle. On this occasion it is conveying a typical mixture of wagons including Prestwin cement hoppers and container flats loaded with small cement containers. February 15th 1969

The Settle and Carlisle line in winter can be a magical place to take railway photographs and Gavin Morrison was drawn to it on many occasions.



After a challenging drive across the moors from Ribblesdale, the photographer has arrived in time to see No. D25 at the head of the down 'Thames-Clyde Express' stir up the snow as it approaches Dent station. Dent signal box is still in use although the down refuge siding has been disconnected. Up on the hillside the snow fences, whilst not in the best of condition, are still doing their job of protecting the line from drifting snow. February 15th 1969







(ABOVE) Having left his car near the station, the photographer has walked along the lineside in time to see No. D5186 passing through Dent cutting with a northbound local freight, in this case 7L81, the Skipton to Carlisle pick up, which is conveying a variety of wagons to and from the various quarries along the line. February 15th 1969



(ABOVE) Shortly before it became dark another northbound freight appeared behind No. D336 which is seen passing through Dent cutting with 7P31, a Preston North Union yard to Carlisle working. Based on working timetable details this train is running very late, perhaps because of weather conditions, as it was scheduled to leave Preston at 22:15. Just visible in the background is a very short freight train headed by D415. This is probably the afternoon Carlisle to Skipton pick up freight which left Carlisle about 13:10. February 15th 1969

The next train to appear, with No. D434 at the head, was the heavily loaded 5P45, the 08:50 Crewe to Carlisle, which is seen on the straight section of line between Dent and Rise Hill Tunnel. At this time these English Electric Type 4s were frequent visitors to the Settle and Carlisle on freight trains and diverted passenger trains. February 15th 1969



Moving a little further north, the next train to appear is headed by No. D236 which is seen leaving the 1,213 yards long Rise Hill Tunnel with 5M27, the 08:25 Larbert to Wallerscote (Northwich) soda ash train. Note the position of the loco head code discs compared to the photo of the same train taken in 1970, seen later in this feature. From late 1969 the class 5 freight code was abolished. Note the 254 milepost on the right showing that the location is 254 miles from London St. Pancras. February 15th 1969







A visit in November 1969 found just a dusting of snow at Settle Junction but more significant amounts have fallen on the hills, with the slopes of Pen-y-ghent visible in the distance. West Coast Main Line diversions were in operation on this weekend and 1M26, a Glasgow to Birmingham express, comes south behind No. D437 whilst the down 'Royal Scot' heads north behind another member of the D400 class. No. D5175 is waiting to come off the Morecambe line with a Heysham Harbour to Hunslet container train with traffic from Ireland. 29th November 1969



D268 runs gently downhill just past Blea Moor signal box with 7M27, the 08:25 Larbert to Wallerscote (Northwich) soda ash train. Note the change in headcode disc position from 1969 photo of the same train as it is now running as a class 7 rather than a class 5 service. 14th February 1970





It's snowing in this view as No. 47540 begins the descent from Ais Gill summit with the 10:45 Euston to Glasgow, which has been diverted off the West Coast Main Line. April 2nd 1983.



Green liveried No. D1545 had recently been reallocated from the Crewe Division of the London Midland Region to Tinsley. The Eastern Region depot has already painted its trade mark steam era shed code '41A' on the cab side. The Brush Type 4 is seen climbing past Horton-in-Ribblesdale with a freight that includes sheeted mineral wagons and is believed to be the Skipton to Carlisle pick up freight. 29th November 1969



Making very slow progress up the gradient past Selside is D5097 on a heavy coal train, possibly 8M14 from Tinsley to Carlisle. Pen-y-ghent, one of the Yorkshire 'Three Peaks' dominates the scene. 29th November 1969







In the days before the track was singled, the down 'Thames-Clyde Express' behind No. 148 roars north over the embankment at the north end of Ribblehead viaduct. 14th February 1970





# Letters

Find us on 

[www.facebook.com/tractionbywarners](http://www.facebook.com/tractionbywarners)  
[www.traction-magazine.co.uk](http://www.traction-magazine.co.uk)

E-mail: [steverabone@hotmail.com](mailto:steverabone@hotmail.com)

Editorial postal address:

120 Churchill Road,  
Middlesbrough TS6 9NS

## TEESSIDE CHEMICAL TRAFFIC



Since TRACTION 255 appeared I've been on the hunt for an interesting photo that I knew I had taken back in 2001 but, as it had been misfiled, it has taken me a while to find. However, I have now tracked it down. It shows a detailed view of the Hazchem warning panel carried on the side of the HCN tanks in the final years of that traffic.

By 2001 the hydrocyanic tank wagons (TRACTION 256 pages 14 and 16) that worked from Seal Sands sported an unusually large hazard warning panel on their sides displaying both the symbols for a poison substance and for a flammable liquid. As far as I'm aware, this was the only instance of such a panel containing those two warning symbols side by side. Further emphasising the lethal nature of the cargo that they carried was the small red-painted box, fitted to each tank wagon on top of the side-protection plate, which contained an emergency medical kit in addition to similar kits that were issued to the train driver and guard. According to the 'Pink Pages' these kits were for the use of medical officers attending an incident.

I've also now had time to have a proper read of David Hayes's look at Teesside chemicals traffic and it contains one rather odd sentence which I feel needs some clarification. On the first page of his article, third column, David says "..... not all chemicals conveyed in tank wagons were transported in a liquid state. Some products were conveyed as gases under pressure....."

In fact all chemicals conveyed in tanks wagons were carried in their liquid state, including such chemicals as chlorine and anhydrous ammonia. The tank wagons used to carry them were built with stronger and thicker barrels than those in use, for example, to carry petrol or diesel. They were known as pressurised gas tank wagons but their contents were not being carried in their gaseous state. Chemicals such as chlorine are manufactured under sufficient pressure, and at a sufficiently very low temperature, to be in their liquid state and so can be pumped into the tanks wagons where they remain under pressure and in their liquid form during transit. Otherwise such movements would be both uneconomic and impractical.

### DAVID RATCLIFFE

*David J. Hayes would like to express his thanks to David Ratcliffe for pointing out this misunderstanding and for clarifying matters*

## CLASS 25/9

The latest TRACTION arrived last Saturday and my attention was drawn to the article on the Class 25/9 locomotives. Who would have thought that an item on a class of twelve (presumably) virtually identical locomotives, illustrated in twelve very similar photographs, could be so interesting?!

I remembered seeing 25901 (25262/D7612) at Buckfastleigh, South Devon Railway, on our family holiday in September 2003. Sadly, the weather was not kind and my three year old daughter Eleanor was not much interested in the steam loco on our train, never mind a Class 25/9. She is now nineteen and her views on such things have not greatly changed!

ADRIAN WILLATS, BY EMAIL

## THE SENTINELS

Although I am not a big fan of industrial locos, David Ratcliffe's article in TRACTION 254 about the Sentinels got me digging out an old spotting notebook from 1965. On 9th June that year I was at Birmingham Snow Hill when a goods train appeared from the north and passed through on the middle road hauled by standard Class 5 steam loco No. 73013. Included in the train were two brand new 0-4-0 Sentinel diesels, one was named 'Alex' and the other 'John'. I think they were painted red but am not certain of that. There was no lettering of any sort to indicate who the owners of these locos would be. The question is, does David or anyone else know where they went when new and do either of them still exist, if so where?

On the letters page of TRACTION 255 there is a photograph of a Portuguese Sentinel at Contumil depot. However, Contumil is in Porto and not Lisbon as stated. In January 1990 I had a seven-day Portuguese rail rover ticket and saw 18 of the class out of a total of 36. They were listed as Class 1151 not 1150 as stated, the numbers running from 1151-1186. At the time all Portuguese locos had 4 digit class numbers, the last digit always being a number 1 and never a zero, e.g. 1151, 1401, 1931, 2551, 9001 etc.

### STEVE HORNER, DROITWICH SPA

## BLETCHLEY DMUs

Unfortunately a large number of the photos in the article about Bletchley DMUs after Privatisation (TRA156 pages 45-48) were printed as mirror images. This was caused by a problem with the computer software that we use for producing TRACTION. Unfortunately this was not noticed before that magazine went to press. The digital version of the magazine has been corrected. We'd like to offer our apologies especially to the author Ian Buck.





# Letters

Find us on 

[www.facebook.com/tractionbywarners](http://www.facebook.com/tractionbywarners)  
[www.traction-magazine.co.uk](http://www.traction-magazine.co.uk)

E-mail: [steverabone@hotmail.com](mailto:steverabone@hotmail.com)

Editorial postal address:

120 Churchill Road,  
Middlesbrough TS6 9NS

## TEESSIDE CHEMICAL TRAFFIC



Since TRACTION 255 appeared I've been on the hunt for an interesting photo that I knew I had taken back in 2001 but, as it had been misfiled, it has taken me a while to find. However, I have now tracked it down. It shows a detailed view of the Hazchem warning panel carried on the side of the HCN tanks in the final years of that traffic.

By 2001 the hydrocyanic tank wagons (TRACTION 256 pages 14 and 16) that worked from Seal Sands sported an unusually large hazard warning panel on their sides displaying both the symbols for a poison substance and for a flammable liquid. As far as I'm aware, this was the only instance of such a panel containing those two warning symbols side by side. Further emphasising the lethal nature of the cargo that they carried was the small red-painted box, fitted to each tank wagon on top of the side-protection plate, which contained an emergency medical kit in addition to similar kits that were issued to the train driver and guard. According to the 'Pink Pages' these kits were for the use of medical officers attending an incident.

I've also now had time to have a proper read of David Hayes's look at Teesside chemicals traffic and it contains one rather odd sentence which I feel needs some clarification. On the first page of his article, third column, David says "..... not all chemicals conveyed in tank wagons were transported in a liquid state. Some products were conveyed as gases under pressure....."

In fact all chemicals conveyed in tank wagons were carried in their liquid state, including such chemicals as chlorine and anhydrous ammonia. The tank wagons used to carry them were built with stronger and thicker barrels than those in use, for example, to carry petrol or diesel. They were known as pressurised gas tank wagons but their contents were not being carried in their gaseous state. Chemicals such as chlorine are manufactured under sufficient pressure, and at a sufficiently very low temperature, to be in their liquid state and so can be pumped into the tank wagons where they remain under pressure and in their liquid form during transit. Otherwise such movements would be both uneconomic and impractical.

### DAVID RATCLIFFE

*David J. Hayes would like to express his thanks to David Ratcliffe for pointing out this misunderstanding and for clarifying matters*

## CLASS 25/9

The latest TRACTION arrived last Saturday and my attention was drawn to the article on the Class 25/9 locomotives. Who would have thought that an item on a class of twelve (presumably) virtually identical locomotives, illustrated in twelve very similar photographs, could be so interesting?!

I remembered seeing 25901 (25262/D7612) at Buckfastleigh, South Devon Railway, on our family holiday in September 2003. Sadly, the weather was not kind and my three year old daughter Eleanor was not much interested in the steam loco on our train, never mind a Class 25/9. She is now nineteen and her views on such things have not greatly changed!

ADRIAN WILLATS, BY EMAIL

## THE SENTINELS

Although I am not a big fan of industrial locos, David Ratcliffe's article in TRACTION 254 about the Sentinels got me digging out an old spotting notebook from 1965. On 9th June that year I was at Birmingham Snow Hill when a goods train appeared from the north and passed through on the middle road hauled by standard Class 5 steam loco No. 73013. Included in the train were two brand new 0-4-0 Sentinel diesels, one was named 'Alex' and the other 'John'. I think they were painted red but am not certain of that. There was no lettering of any sort to indicate who the owners of these locos would be. The question is, does David or anyone else know where they went when new and do either of them still exist, if so where?

On the letters page of TRACTION 255 there is a photograph of a Portuguese Sentinel at Contumil depot. However, Contumil is in Porto and not Lisbon as stated. In January 1990 I had a seven-day Portuguese rail rover ticket and saw 18 of the class out of a total of 36. They were listed as Class 1151 not 1150 as stated, the numbers running from 1151-1186. At the time all Portuguese locos had 4 digit class numbers, the last digit always being a number 1 and never a zero, e.g. 1151, 1401, 1931, 2551, 9001 etc.

### STEVE HORNER, DROITWICH SPA

## BLETCHLEY DMUs

Unfortunately a large number of the photos in the article about Bletchley DMUs after Privatisation (TRA156 pages 45-48) were printed as mirror images. This was caused by a problem with the computer software that we use for producing TRACTION. Unfortunately this was not noticed before that magazine went to press. The digital version of the magazine has been corrected. We'd like to offer our apologies especially to the author Ian Buck.







RAILS OF SHEFFIELD

railsofsheffield.com

Corporate members of



# WANTED

## CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED,  
ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A  
LIFETIME COLLECTION. DISTANCE NO OBJECT.  
PLEASE TELEPHONE, OR EMAIL YOUR LISTS TO  
[SECONDHAND@RAILSOF SHEFFIELD.COM](mailto:SECONDHAND@RAILSOF SHEFFIELD.COM)

**BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE**

**RAILS OF SHEFFIELD VALUE YOUR SECOND HAND COLLECTION VERY HIGHLY**

LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES  
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE

**FULL COLLECTIONS PURCHASED / UK & WORLDWIDE COLLECTION AVAILABLE**

**TOP  
GUARANTEED  
PRICES  
PAID**

*We urgently require collections of any size,  
featuring products from the following manufacturers:*

**FAMILY  
BUSINESS  
FRIENDLY  
SERVICE**



WE ALSO BUY RAILWAYANA

SIGNAGE AND TOTEMS

AND MORE...

Telephone our Second Hand team on: (0114) 255 1436 or email: [secondhand@railsofsheffield.com](mailto:secondhand@railsofsheffield.com)

21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 0RL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: [info@railsofsheffield.com](mailto:info@railsofsheffield.com)

Web: [railsofsheffield.com](http://railsofsheffield.com)

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railssheffield](https://www.twitter.com/railssheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)



# Olivia's Trains of Sheffield

O Gauge & OO Gauge  
Sound Specialists



25a Mansfield Rd,  
Intake, S12 2AE

Extensive UK sound library utilising the  
Loksound V4 Sound Decoders

DCC/Sound Fitting Whilst You Wait

Open  
Since 2008



Heljan 100 ton BOC Wagon



Heljan Class 76/77



Bachmann Class 57 Arriva



Bachmann Class 66/7



Hornby 5 Bel Brighton Belle



Bachmann Class 40



Heljan O Gauge Locos



Hornby Class 87



Dapol Class 73  
in Network Livery



Hornby R3150



Heljan Locos



Bachmann Class 47/7

For more details on the above & all our stock visit:



[www.oliviastrains.com](http://www.oliviastrains.com)



Tel: 0114 3216 160 or 0114 2647 449

Email: [support@oliviastrains.com](mailto:support@oliviastrains.com)