

REVIEWED: HORNBY'S NEW PRE-GROUPING COACHES

BRITISH RAILWAY MODELLING

BRM

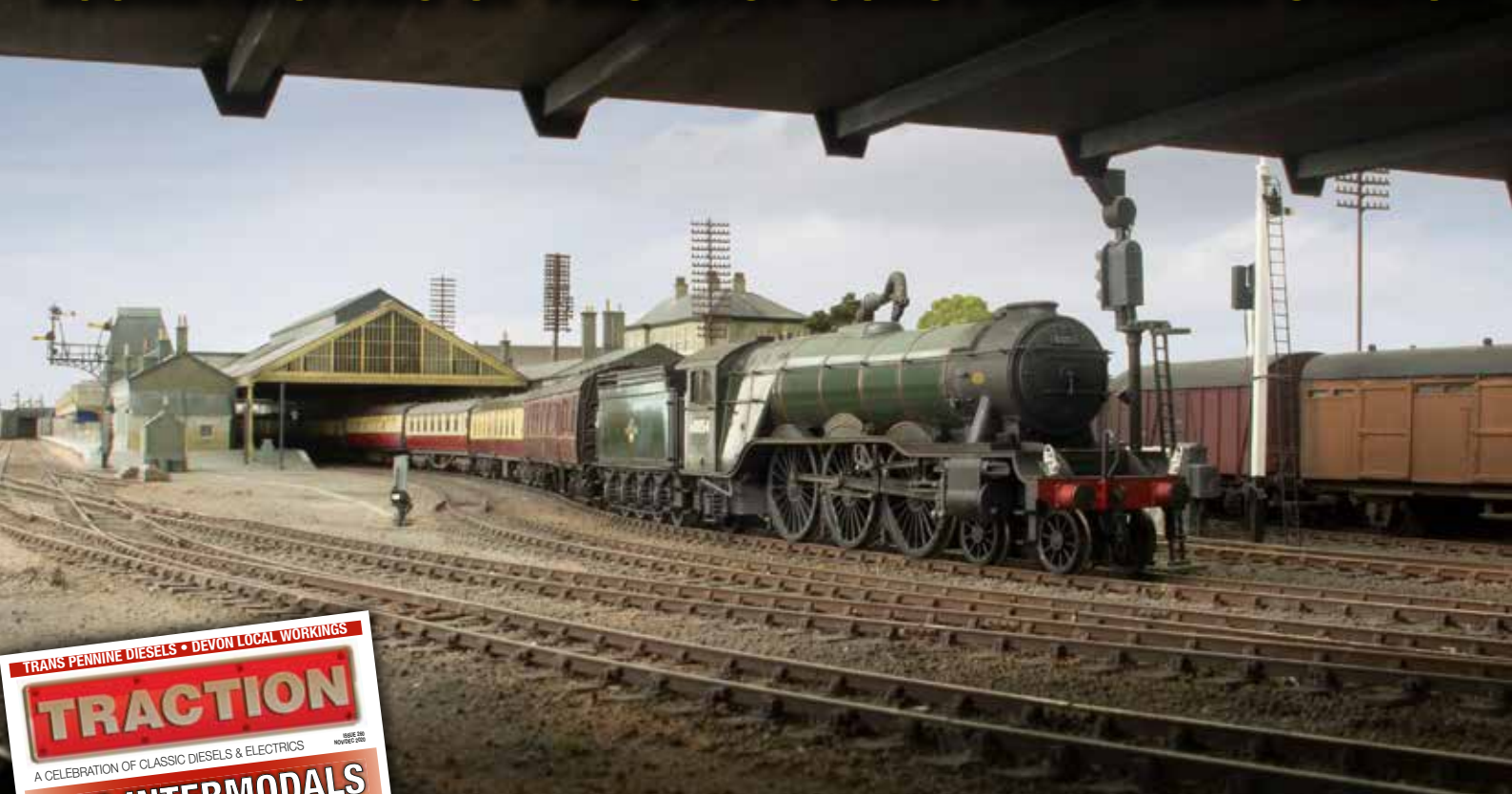
MARCH 2021



WEATHER HELJAN'S '07'
...we show you how

PETERBOROUGH NORTH

AN EXCEPTIONAL MODEL CAPTURING THE PRE-1970S
ECCENTRICITIES OF THIS EAST-COAST MAIN LINE STATION



INCLUDES

BRM TV
BRITISH RAILWAY MODELLING

**4 EXCLUSIVE
VIDEOS**

**FREE
MAGAZINE**

**4 BONUS
FEATURES**

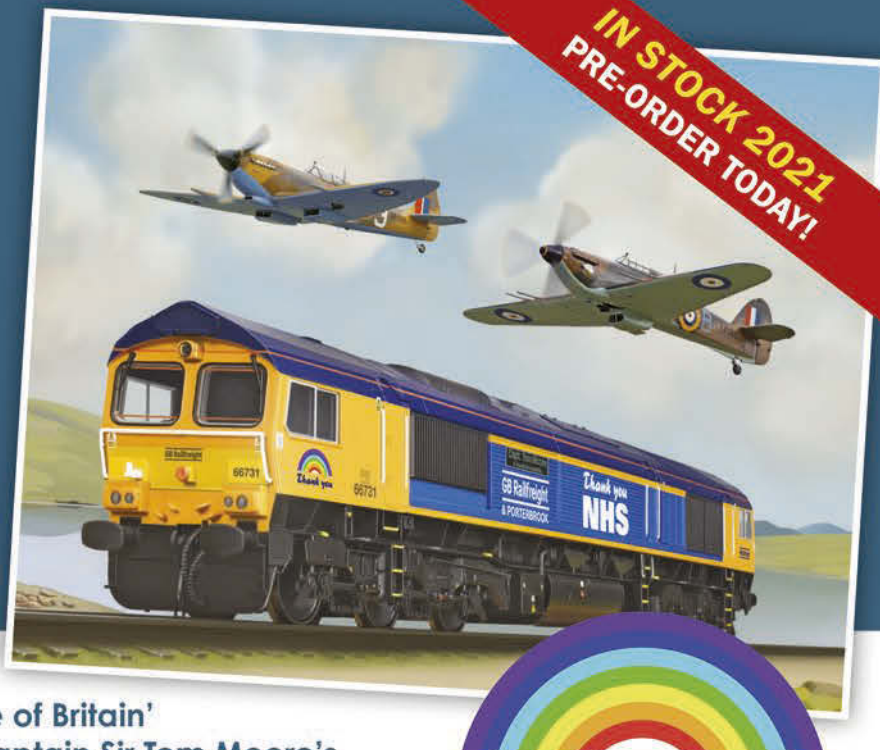
**27 EXTRA
GALLERY
IMAGES**



CELEBRATING A TRUE BRITISH INSPIRATION

Bachmann Europe are proud to announce our new and exclusive 'Pride of Britain' Train Pack which not only celebrates Captain Sir Tom Moore's fundraising achievement, but also honours the outstanding efforts of the NHS and all key workers during the Covid-19 pandemic.

**IN STOCK 2021
PRE-ORDER TODAY!**



Thank you



1:72 Scale Supermarine Spitfire MK356



1:72 Scale Hawker Hurricane LF363



OO or N Scale Class 66 'Capt. Tom Moore' Thank you NHS livery, a OO SOUND FITTED version is also available (see below for details)



These packs are available exclusively to members of the **Bachmann Collectors Club** and with a strictly limited number produced, sales of these packs will allow us to donate more than £60,000 to **NHS Charities Together!**

**NHS CHARITIES
TOGETHER**

32-980KSF - OO Scale 'Pride of Britain' Train Pack SOUND FITTED

32-980K - OO Scale 'Pride of Britain' Train Pack

371-396K - N Scale 'Pride of Britain' Train Pack

Join the Bachmann Collectors Club and secure your pack today by visiting:
www.bachmann-collectorsclub.co.uk or **Call 01455 245565**

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 Bug 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 LOCOMOS

L&Y/LMS/BR Pug 0-4-0T.....	from £525.00
GWR/BR 1361 0-6-0ST.....	from £695.00
GWR/BR 8750 Pannier tank.....	from £695.00
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
Over 100 R-T-R locos available off the shelf	

GLADIATOR LOCO KITS

GL1 LNER/BR D10/11 4-4-0.....	£340.00
GL14 LNER / BR Q4 TINY 0-8-0.....	£350.00
GL16 LNER / BR Q1/1 0-8-0 TANK.....	£320.00
GL20 LMS/BR PRINCESS.....	£460.00
GL21 LMS/BR ROYAL SCOT.....	£400.00
GL23 LMS/BR BRITISH LEGION.....	£400.00
GL24 LMS/BR ORIGINAL PATRIOT.....	£400.00
GL26 LMS/BR 2P 4-4-0.....	£320.00
GL36 LBS/CS/VR/BR H2 ATLANTIC.....	£410.00
GL44 LNW/LMS / BR COAL TANK 0-6-2.....	£270.00
GL50 LNER/BR 2-8-2-2 GARRATT.....	£650.00
GL57 LNER / BR L1 2-6-4.....	£350.00
GL58 LNER / BR B1 4-6-0.....	£380.00
GL59 LNER / BR K1 2-6-0.....	£370.00
GT62 SR/BR Urie King Arthur.....	£460.00
GL70 LNER / BR SCHOOLS 4-4-0.....	£410.00
F19 NER/LNER/BR G6/BTP 0-4-4T.....	£240.00

MERCIAN LOCO KITS

SG5 LNER/BR J94 Austerity 0-6-0ST.....	£180.00
GW2 GWR/BR 14x 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 2MT 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 J.P. Peppercorn A2.....	£656.00
K338 LNER/BR J.G. 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 Vanwade.....	£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. Lowfrt 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

7C020 SECR/SR/BR 4 wheel PLV/GUV.....	£79.00
7C021P SR/BR Bogie Van.....	£126.00
7C022 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
SLE793BH 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.....	£22.00
H2 L.M.S. yellow loco and coach.....	£22.00
H2A L.M.S. black style/Crews loco.....	£22.00
H3 L.M.S. loco lining.....	£22.00
H4 L.M.S. coach lining.....	£22.00
H4 L.N.E.R. green loco and coach.....	£22.00
H4A L.N.E.R. black loco and Gill Sands.....	£22.00
H5 L.N.E.R. loco lining.....	£22.00
H6 L.M.S. goods wagon lettering.....	£20.00
H7 G.W.R. loco and coach lettering.....	£22.00
H8 G.W.R. loco and coach lining.....	£22.00
H9 S.R. Maunsell loco and coach lettering.....	£22.00
H10 S.R. Bulleid loco and coach lettering.....	£22.00
H11 G.W.R. goods wagon lettering.....	£20.00
H12 L.N.E.R. goods wagon lettering.....	£20.00
H13 S.R. goods wagon lettering.....	£20.00
H14 BR steam loco and coach lettering.....	£22.00
H15 BR blue diesel and coach lettering.....	£20.00
H16 LNW/R/WCS loco coach & wgn.....	£23.10
H17 LITSR/MR/SD/L/MCR gds lettering.....	£22.00
H18 N.E.R. loco and coach lettering.....	£23.10
H20 CB/NB/GSWR/HR/GNSR wgn lettering.....	£22.00
H22 B.R. mixed traffic/L.N.W.R. loco lining.....	£22.00
H24 MR/SD/LR/TSR/MGN loco & coach.....	£23.10
H25 B.R. pre-TOPS wagon numbers etc.....	£20.00
H26 B.R. pre-TOPS wgn instructions etc.....	£20.00
H31 Pullman crests, names and numbers.....	£23.10
H32 Pullman lining.....	£20.00
H40 G.N.R. coach lettering.....	£23.10

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
47-541 Walls & Gates.....	£25.45
47-558 Corrugated Shed.....	£16.95
47-572 Midland Water Crane.....	£25.45
47-002 Washing Plant.....	£84.95
47-0054 Mess Room.....	£59.50

NEW DAPOL 14/48/58xx

0-4-2T G.W.R. or B.R.
Available in various G.W.R. & B.R. liveries, autofitted 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
LAST FEW

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 2021 Reserve yours now

DAPOL CLASS 121 & 122

Choice of 5 liveries
List Price £299.00 OUR PRICE £254.15
DCC Sound List Price £499.00 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 Mk2 / 2a COACHES

T.S.O. / F.K. / B.S.O. / B.F.K.
RRP £279.00 OUR PRICE £237.25
DUE FOR RELEASE 2022
ADVANCE ORDERS WELCOME

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 2021
Reserve yours now

NEW HELJAN CLASS 26 & 27

VARIOUS LIVERIES
RRP £599.00 OUR PRICE £509.15
AVAILABLE LATE 2021

NEW HELJAN CLASS 37/4

EWS or Regional Railways
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

Original all green livery
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

TOWER MODELS LIMITED EDITION ICI WAGONS

1950's:
Red Salt Van (9 types) £42.50 each
NOW AVAILABLE
1960's:
Blue Salt Vans (4 types) £42.50
5 plank Lime (5 types) £40.00
5 plank Alkalid (5 types) £40.00
NOW AVAILABLE
16 ton minerals
SODA ASH Livery (3 numbers) £41.50
AVAILABLE SUMMER 2021

NEW HELJAN WAGONS

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

NEW HELJAN CLASS 33

Early and Late Versions
RRP £549.00 OUR PRICE £466.65
11 Liveries IN STOCK

NEW HELJAN CLASS 31

Limited Re-run 4 liveries remaining
RRP £549.00 OUR PRICE £466.65
LAST FEW

HELJAN CLASS 31/1 & 31/4

Various liveries
RRP £549.00 OUR PRICE £466.65
Available Summer 2021

HELJAN CLASS 35 HYMEK

Limited Re-run Four liveries planned
RRP £495.00 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
RRP £699.00 OUR PRICE £594.15
AVAILABLE WINTER 2021

HELJAN CLASS 56

Total of 8 liveries
RRP £699.00 OUR PRICE £594.15
AVAILABLE WINTER 2021

HELJAN CLASS 40

CENTRE HEADCODE 5 liveries
RRP £

BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

Join us this episode for a visit around Hartley Poole Too (N), plus Phil Parker solves a common electrical problem with points and Howard Smith provides an introduction to landscaping with polystyrene.



**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

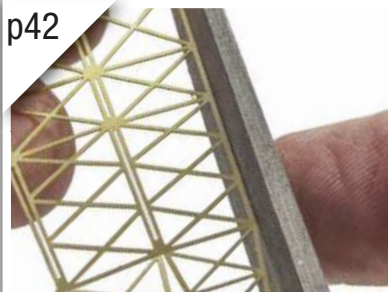
p28



p26



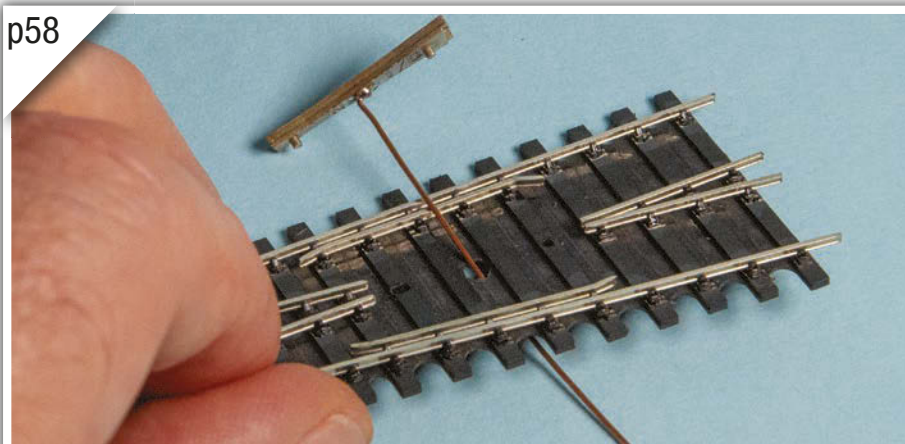
p42



p46



p58



MARCH 2021 CONTENTS

Your Cover

REVIEWED: HORNBY'S NEW PRE-GROUPING COACHES

BRITISH RAILWAY MODELLING

BRM

PETERBOROUGH NORTH
AN EXCEPTIONAL MODEL CAPTURING THE PRE-1970S ECCENTRICITIES OF THIS EAST-COAST MAIN LINE STATION

GREAT LAYOUTS
PETERBOROUGH NORTH (00)
HARTLEY POOLE TOO (N)
AMALGAMATED WAGON WORKS (0)

ALSO IN THIS ISSUE...

- How to build a pylon kit
- A beginner's guide to N gauge track
- Top tips: painting a sky backscene
- Hornby 2021 model announcements
- A step-by-step guide to building a wood yard

LAYOUTS

28 PETERBOROUGH NORTH (00)

We re-visit this outstanding model made possible with a clear vision and a decade's perseverance to closely mirror a now much-altered location.

46 HARTLEY POOLE TOO (N)

Richard Hart shares his journey from reticent exhibitor to serial model railway exhibitionist with his latest exhibition-ready layout.

68 AMALGAMATED WAGON WORKS (0)

Discovered after languishing in a barn for 14 years, Ben Lord saw potential in this fictitious layout, with remedial repairs and subtle trackplan upgrades.

PRACTICAL BRM

38 HOW TO WEATHER A HELJAN CLASS 07

Michael Russell's patina masterclass on this six-coupled workhorse of British Rail's Southern Region and later, private industry, is a lesson in creative ingenuity.

42 HOW TO BUILD A PYLON

Phil Parker shares useful etched metalwork techniques with a Severn Models electricity pylon kit.

58 A BEGINNERS GUIDE TO N GAUGE FINESCALE TRACK

Authentic-looking track is possible in a smaller scale using proprietary components, as Paul Moss demonstrates.

64 HOW TO PAINT A BACKSCENE

Howard Smith shares how basic techniques benefit the most reticent of artists, to transform their models into a more immersive experience.

76 HOW TO MAKE A TIMBER YARD

Phil Parker transforms this awkward triangular space into a thriving 1970s West Midlands timber merchants.

PRODUCTS & FEATURES

24 LATEST NEWS

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

26 HORNBY 2021 ANNOUNCEMENTS

Hornby remains focused on new product development in 2021, and isn't shying away from investing in new products, some of which come as a welcome surprise.

p100



p64



p68



p76



p96



p98



p38



90 GOODS INWARDS

A new 3D-printed signal box from Dexter's Cove, the latest sound controller from Brimal Components, plus a new model tree bundle service from 4D Modelshop are among the latest products to get delivered.

96 REVIEW: HORNBY PRE-GROUPING COACH

One of the biggest surprises in the Hornby 2021 announcements is a range of four and six-wheel pre-grouping coaches. Phil Parker takes a closer look.

98 REVIEW: ACCURASCALE JSA WAGONS

Accurascale's latest wagon is a welcomed addition to the range and offers excellent quality, as Andy York discovers.

100 REVIEW: BACHMANN CLASS 20/3

It's almost 20 years since Bachmann introduced a Class 20 to the range, but make no mistake, this model is not just a reworking of that well-regarded model.

BRITISH RAILWAY MODELLING

BRM

**BRM SPRING ISSUE
ON SALE FEBRUARY 25**

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 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 Serlby Hall weathered.....	£116.45
R3004X	BR Serlby Hall weathered.....	£133.45
R3233	D16/3 LNER.....	£100.95
R3235	D16/3 British Railways.....	£100.95
R2744	Schools Blundells BR.....	£84.95
R2917	2800 Class BR.....	£103.99
R3017	BR Patriot.....	£108.50
R3194	Schools 'Epsom' BR/E.....	£111.95
R3380	J15 LNER.....	£96.90
R3381	J15 BR Early.....	£96.90
R3329	BR Late S15.....	£123.99
R3242A	K1 BR Early.....	£116.95
R3243B	K1 BR Late.....	£116.95
R3413	S15 Late.....	£119.45
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
R3418	K1 BR Early.....	£114.45
R3422	Adams SR.....	£109.45
R3423	Adams BR.....	£109.45
R3414	LNER J15.....	£99.45
R3407	J50 BR Early.....	£78.50
R3445	BR W.C. Camelford.....	£147.45
R3432	B12 BR Late.....	£127.95
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
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
R3544	LNER B12.....	£145.00
R3848	BR Terrier Carisbrooke.....	£80.75
R3823	Anniversary Terrier.....	£104.99
R3857	LMS Coronation.....	£170.99
R3942	BR9F 92212.....	£98.99

R3822	Centenary Smokey Joe.....	£39.99
R3864	GWR Lode Star.....	£161.99

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
R3778	Class 66 DB Schenker.....	£66.95
R3785	Class 66 GBRF Interhub.....	£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
R3760	Class 59 GBRF.....	£67.99
R3884	CI 60 DB Cargo 60100.....	£161.99
R3885	CI 60 DB Cargo 60062.....	£161.99
R3901	CI 60 Colas.....	£161.99
R3906	CI 47 GBRF.....	£67.45
R3920	CI 66 Malcolm.....	£66.95
R3921	CI 66 Freightliner.....	£66.95
R3770	First & Last HST.....	£260.50
R3905	CI 47 GBRF/ Caledonian Sleeper.....	£67.45

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
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 Wthd.....	£99.10
31-461A	C Class SR Black.....	£106.20
31-462A	C Class BR Early.....	£106.20
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
31-481	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
32-359A	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
31-691	Stanier Mogul.....	£135.95
32-178A	LMS Crab.....	£123.45
32-236	Class 3F BRITISH RAILWAYS.....	£93.40
31-761	GNR C1 Atlantic.....	£169.95
32-217A	London Transport Pannier.....	£101.95
32-199	GWR black Pannier.....	£101.95
32-205A	BR Pannier.....	£101.35
32-216A	BR Pannier.....	£101.35
31-741	LMS Class 1P 0-4-4t.....	£127.45

BACHMANN DIESEL/ELECTRIC LOCOMOTIVES

32-928	Class 150 Sprinter.....	£135.95
32-067	Class 43 Royal Oak.....	£118.95
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 wthd.....	£297.45
31-664	CI 47 Railfreight.....	£152.95
35-526	CI 121 Blue/Grey.....	£131.70
35-527	CI 121 Network Southeast.....	£131.70
32-109	Class 08 NSE Eagle.....	£106.20
32-119	Class 08 DB Schenker.....	£84.95
32-937	Class 150 Centro.....	£127.45
31-998	BR No. 10001.....	£157.20
31-999	BR No. 10000.....	£157.20
32-734B	CI 66 DB Cargo.....	£127.45
32-908	CI 108 Blue/Grey.....	£203.95

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 wthd.....	£14.25
NR-P987EW	Shell/BP black no. 5172 wthd.....	£14.25
NR-P987FW	Shell/BP black no. 5178 wthd.....	£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 wthd.....	£14.25
NR-P987KW	Shell/BP black no. 5179 wthd.....	£14.25
NR-P987LW	Shell/BP black no. 5168 wthd.....	£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 wthd.....	£14.25
NR-P993EW	BP Grey no. BP067177 wthd.....	£14.25
NR-P993FW	BP Grey no. BP067184 wthd.....	£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

NEW WEBSITE NOW LIVE

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

**All offers valid to
27th Mar 21**

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

N Gauge Exclusive
Black Shell/BP 15t TTA Tank
By PECO



Pristine	Weathered	Pack of 3	Pack of 3	All 6 Exclusive TTAs
£13.45	£14.25	Pristine	Weathered	£79.50
3 Numbers Available (5170, 5175, 5177)	3 Numbers Available (5169, 5172, 5178)	£39.60	£42.00	(3 Pristine & 3 Weathered)

accurascale

WWW.ACCURASCALE.CO.UK



ANOTHER BIG LOAD FROM ACCURASCALE! HYA/IIA BOGIE HOPPER WAGONS

IN 1:76.2/00 SCALE, ARRIVING Q2 2021

PRE-ORDER DIRECT, OR THROUGH YOUR LOCAL STOCKIST



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 March

As this latest issue heads to the printers, we're in the first few weeks of our third national lockdown. We've all got to adjust once more to the tight restrictions imposed on our lives, but at least we have the foreknowledge of what to expect this time around.

Hobbies have never been so important. Not only because they offer a degree of escapism from troubling news headlines, but also, the majority of hobbies keep our minds, and in the case of railway modelling, our hands, busy for long periods of time.

Despite all the recent doom and gloom, for some businesses, lockdown has had a positive effect, with many stockists and manufacturers reporting an uplift in sales over the last year. A clear example of this would be the recent announcements from Hornby, which, despite the challenging economic circumstances, is investing heavily in a number of new products – see page 26 for our in-depth report.

Like many hobbies, model railways have been moving more into a virtual space over

the past 12 months and, although we miss the face-to-face interactions, there's still much to look forward to over the coming months. Our third virtual exhibition will be hosted in the spring, though videos and new content is being uploaded daily to our website, www.world-of-railways.co.uk. If you want to keep up-to-date with all the latest news, reviews, and information on the hobby, subscribing to our weekly newsletter is a must.

On the magazine front, never has there been a better time to go digital. Every digital issue of BRM comes with more features, bonus videos and extra photographs. If you visit www.pocketmags.com/BRM, you'll find a new (and free!) digital sample issue of BRM. Take it for a spin and share your feedback with us – we know many of you are now switching to this format. We understand that digital isn't for everyone, however, and if you struggle to get to the shops, you can still subscribe to have printed copies of BRM delivered through your letterbox.

In your March issue of BRM, we're presenting three fantastic layouts for your

perusal. First is the excellent 'Peterborough North', which delivers tenfold on operational complexities and aesthetics.

Our second layout is the fictitious 'Harley Poole Too', an action-packed layout that is ready for its debut in the exhibition circuit. You can see this layout in action in this episode of BRM TV, available to BRM print and digital subscribers. The final layout is the resurrected 'Amalgamated Wagon Works', which spent 14 years in a barn before being reinstated by Ben Lord.

Within the pages of this issue is also a great selection of practical advice, including some top tips for locomotive weathering, a guide to help you get started with more realistic N gauge track, beginners' advice for painting your own backscene, plus step-by-step demonstrations on building a pylon and a wood yard.

We hope you enjoy this latest issue and that it provides you with a much-needed escape from these difficult times.

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 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; www.world-of-railways.co.uk/Store/Subscriptions/
- 3 You can sign up to a digital subscription and download every issue from Pocketmags at; www.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

Join us on Facebook
and share your Metcalfe
journey. Search
"Metcalfe Models
Official Group" or
@metcalfemodels



facebook | join our group +

DOWN AT THE FARM



MANOR FARM HOUSE KIT

CREATE A BEAUTIFUL RURAL SCENE WITH THE MANOR FARM RANGE OF KITS. PLEASE NOTE, THE N-SCALE MANOR FARM KIT CONTAINS THE HOUSE AND COTTAGE (AS ABOVE) PLUS MANOR FARM BARN KIT.

MANOR FARM HOUSE

00 CODE PO250 / N CODE PN150



MANOR FARM BARN
00 CODE PO251 / N CODE PN150



NISSSEN HUT
00 CODE PO415 / N CODE PN815



MANOR FARM BUILDINGS
00 CODE PO252 / N CODE PN951



STABLE
00 CODE PO256 / N CODE PN822

VILLAGE



VILLAGE SCHOOL
00 CODE PO253 / N CODE PN153



GRANGE HOUSE
00 CODE PO257 / N CODE PN157

A QUINTESSENTIAL ENGLISH
COTTAGE BASED ON THE HISTORIC
VILLAGE OF LACOCK IN WILTSHIRE

N-GAUGE DUE SOON!



TOWN END COTTAGE

00 CODE PO267 / N CODE PN167



VILLAGE SCHOOL
00 CODE PO254 / N CODE PN154



PARISH CHURCH
00 CODE PO226 / N CODE PN926

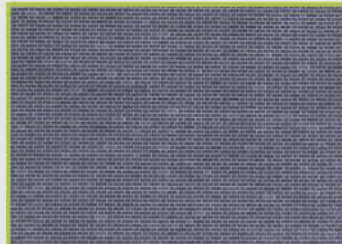
BUILDING MATERIALS



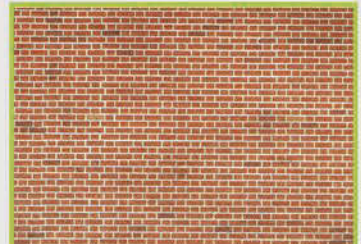
COBBLESTONES
00 CODE M0051 / N CODE PN903



DRESSED GRITSTONE
00 CODE M0052



ENGINEER'S BLUE BRICK
00 CODE M0053



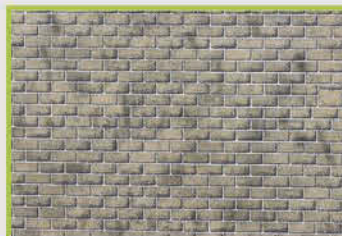
RED BRICK
00 CODE M0054 / N CODE PN900



COBBLESTONES
00 CODE M0055 / N CODE PN903



TARMAC
00/N CODE M0056



CUT STONEWORK (M1 STYLE)
00 CODE M0057 / N CODE PN901



SEMI-CUT STONEWORK (B1 STYLE)
00 CODE M0058

View the full range and shop online
metcalfemodels.com
 Or call 01729 830072

METCALFE

Card Construction Kits

STRUCTURES



1) RETAINING WALL

BOTH AVAILABLE IN STONE
AND RED BRICK



2) TAPERED WALL



3) SINGLE TRACK TUNNEL
ENTRANCE

3) SINGLE TRACK TUNNEL ENTRANCE
00 CODE PO243 / N CODE PN143

4) DOUBLE TRACK TUNNEL ENTRANCE
00 CODE PO242 / N CODE PN142



4) DOUBLE TRACK TUNNEL
ENTRANCE



5) RAILWAY BRIDGE

5) RAILWAY BRIDGE
RED BRICK 00 - PO246 / N - PN146
STONE 00 - PO247 / N - PN147

6) DOUBLE TRACK VIADUCT
RED BRICK 00 - PO240 / N - PN140
STONE 00 - PO241 / N - PN141



6) RAILWAY VIADUCT

TOOLS & EXTRAS



BUILD A MODEL RAILWAY DVDS
DVD01 / DVD01 / DVD03



FINE TIP GLUE APPLICATORS
MT907

NEW! CASTLE RANGE

FOUR KITS MAKE THIS SPECTACULAR
CASTLE KIT.

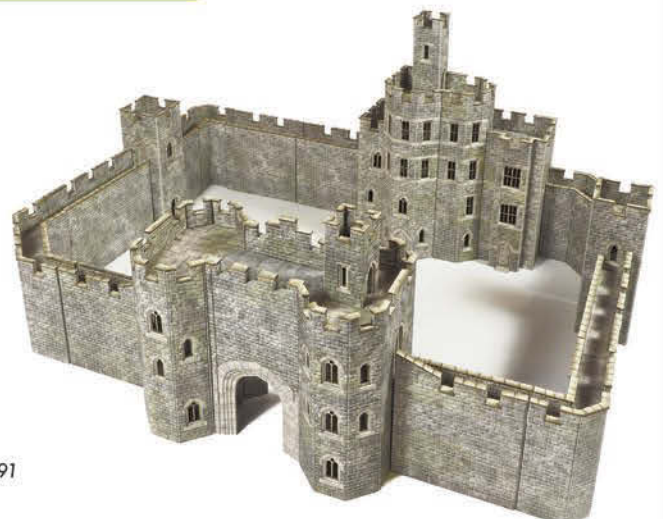
PICTURE RIGHT CONTAINS:

1 x GATEHOUSE,
2 x WATCH TOWERS,
1 x CASTLE HALL
2 x CURTAIN WALL KITS.

N-GAUGE CASTLE DUE SOON!

CHECK OUR WEBSITE FOR THE FULL
RANGE: METCALFEMODELS.COM

1) CASTLE HALL - 00 CODE PO294
2) WATCH TOWER - 00 CODE PO292
3) CASTLE GATEHOUSE - 00 CODE PO291
4) CURTAIN WALLS - 00 CODE PO293





TMC WEATHERED OO SCALE PRODUCTS READY FOR IMMEDIATE DISPATCH

Take a closer look on our website where you will find larger images and more product information!



32-739SF Bachmann OO Gauge Class
66/4 66419 Freightliner G&W (DCC
Sound Fitted) Weathered by TMC
£225.49 Regular Price £259.96



32-734BSF Bachmann OO Gauge Class
66/0 66117 DB Cargo (DCC Sound
Fitted) Weathered by TMC
£225.49 Regular Price £259.96



32-734B Bachmann OO Gauge Class
66/0 66117 DB Cargo
Weathered by TMC
£157.49 Regular Price £179.95



32-683RJ Bachmann OO Gauge Class
45/0 Lytham St. Annes 45022 BR Blue
VALUE Weathered by TMC
£155.99 Regular Price £179.95



32-683RJ Bachmann OO Gauge Class
45/0 Lytham St. Annes 45022 BR Blue
Weathered by TMC
£166.00 Regular Price £189.95



32-683RJSF Bachmann Class 45/0
Lytham St. Annes 45022 (DCC Sound
Fitted) Deluxe Weathering by TMC
£262.49 Regular Price £299.95



32-532A Bachmann Class 55 Deltic
55003 Meld BR Blue Nameplates Fitted
and Weathered by TMC
£193.00 Regular Price £219.95



32-532ASF Bachmann Class 55 Deltic
55003 Meld BR Blue **DCC Sound Fitted**
Plates and Weathered by TMC
£269.50 Regular Price £309.95



32-533 Bachmann Class 55 Deltic
D9001 St. Paddy FYE Nameplates Fitted
and Weathered by TMC
£188.75 Regular Price £214.96



31-742SF Bachmann MR 1532 (IP) Tank
58072 BR (DCC Sound Fitted) Real
Coal and Weathered by TMC
£252.49 Regular Price £289.96



32-376A Bachmann Class 37/4 37422
Robert F. Fairlie Plates Fitted and Weath-
ered by TMC
£179.50 Regular Price £204.96



Bachmann Class 47/0 47363 Billingham
Enterprise BR Railfreight Renamed Re-
numbered and Weathered by TMC
£232.99 Regular Price £259.96



32-650DS Bachmann Class 44 Skiddaw
D3 BR Green SYP (DCC Sound) Name-
plates Fitted and Weathered by TMC
£248.26 Regular Price £284.95



E84003 EFE Rail Class 35 Hymek 7016
BR Blue FYE (with Data Panel) Weath-
ered by TMC
£166.00 Regular Price £189.95



E84001 EFE Rail Class 35 Hymek D7005
BR Two-Tone Green
Weathered by TMC
£166.00 Regular Price £189.95



32-788 Bachmann Class 37/0 Centre Headcode 37284 BR Blue Weathered by TMC

£174.50 Regular Price £199.96



31-741 Bachmann OO Gauge MR 1532 (IP) Tank 1303 LMS Black (Original) Real Coal and Weathered by TMC

£167.50 Regular Price £189.95



31-741SF Bachmann MR 1532 (IP) Tank 1303 (Original)(DCC Sound Fitted) Real Coal and Weathered by TMC

£252.49 Regular Price £289.96



38-037 Bachmann HKA Hopper National Power (De-Branded) with Graffiti and Deluxe Weathering by TMC (Design #3)

£100.25 Regular Price £116.95



38-037 Bachmann HKA Hopper National Power (De-Branded) with Graffiti and Deluxe Weathering by TMC (Design #2)

£100.25 Regular Price £116.95



38-037 Bachmann HKA Hopper National Power (De-Branded) with Graffiti and Deluxe Weathering by TMC (Design #1)

£100.25 Regular Price £116.95



Bachmann OO Class J72 68723 (NCL Pilot) Nameplates Lamps Warning Flashers Crew Coal and Weathered by TMC

£222.49 Regular Price £254.95



R3856 Hornby BR Princess Coronation Class 4-6-2 46257 City of Salford (Era 5) Real Coal and Weathered by TMC

£213.49 Regular Price £232.49



R3857 Hornby LMS Princess Coronation Class 4-6-2 6220 Coronation (Era 3) Real Coal and Weathered by TMC

£211.00 Regular Price £229.99



E85012 EFE Rail OO LSWR Beattie Well Tank 3298 SR Green (Preserved) Real Coal and Deluxe Weathering by TMC

£145.00 Regular Price £179.95



E85011 EFE Rail OO Gauge LSWR Beattie Well Tank 3298 SR Black Real Coal and Deluxe Weathering by TMC

£145.00 Regular Price £179.95



32-740 Bachmann Class 66/7 66789 British Rail GBRf BR Blue (Large Logo) Plates Fitted and Weathered by TMC

£162.49 Regular Price £184.96



32-121 Bachmann OO Gauge Class 08 08624 Freightliner Powerhaul with Deluxe Weathering by TMC

£138.76 Regular Price £169.96



R6925TTS Hornby OO Gauge Vent Van with TTS Sound (Era 3/4/5) Deluxe Weathered by TMC

£45.50 Regular Price £49.50



E85010 EFE Rail OO Gauge LSWR Beattie Well Tank 30586 Real Coal and Deluxe Weathering by TMC

£145.00 Regular Price £179.95

We have HUNDREDS more TMC weathered models in stock, visit our website to see the full range.

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

WE'VE EXTENDED OUR JANUARY SALE - FULL RANGE ONLINE!

Bargain prices, don't delay buy now before it's too late!

Free postage available on our website



38-802 Bachmann Ransomes & Rapier 45T Steam Breakdown Crane
£187.46 Regular Price £249.95



32-532ASF Bachmann Class 55 'Deltic' 55003 'Meld' BR Blue - Sound Fitted
£202.46 Regular Price £269.95



31-520SF Bachmann OO Gauge Class 159 3-Car DMU 159013 BR Network SouthEast (Revised) - Sound Fitted
£322.46 Regular Price £429.95



32-176 Bachmann OO Gauge LMS 5MT 'Crab' with Welded Tender 42765 BR Lined Black (Early Emblem)
£79.74 Regular Price £144.95



32-650DS Bachmann OO Gauge Class 44 D3 'Skiddaw' BR Green (Small Yellow Panels) - Sound Fitted
£183.71 Regular Price £244.96



32-485SF Bachmann Class 40 Centre Headcode D365 BR Green
£209.21 Regular Price £278.95



34-328A Bachmann OO Gauge LMS Stanier 50ft Full Brake - Weathered
£17.08 Regular Price £37.96



32-529C Bachmann Class 55 'Deltic' D9010 'The King's Own Scottish Borderer'
£134.96 Regular Price £179.95



32-529C Bachmann Class 55 'Deltic' D9010 DCC Sound Fitted
£229.45 Regular Price £269.95



32-442 Bachmann OO Gauge Class 24/1 24137 BR Blue
£119.96 Regular Price £159.95



32-030DS Bachmann Class 20/0 Headcode Box 20156 - Sound Fitted
£176.21 Regular Price £234.95



E85010 EFE Rail LSWR Beattie Well Tank with Square Splashers 30586
£104.96 Regular Price £139.96



32-532A Bachmann OO Gauge Class 55 'Deltic' 55003 'Meld' BR Blue
£134.96 Regular Price £179.95



32-532ASF Bachmann Class 55 'Deltic' 55003 'Meld' BR Blue - Sound Fitted
£202.46 Regular Price £269.95



372-250 Graham Farish N Gauge Class 47/4 47436 BR Blue (Large Logo)
£108.71 Regular Price £144.95



370-430 Graham Farish N Gauge Capital Connection Train Pack
£157.46 Regular Price £209.95



372-248 Graham Farish N Gauge Class 47/4 47550 'University of Dundee' BR
£108.71 Regular Price £144.95



35-501 Bachmann OO Gauge Class 117
3-Car DMU BR Blue & Grey
£229.99 Regular Price £314.95



35-526 Bachmann OO Gauge Class 121
Single-Car DMU BR Blue & Grey
£116.20 Regular Price £154.96



38-118 Bachmann OO BR 102T TEA
Bogie Tank Wagon 'Shell' Weathered
£44.96 Regular Price £59.95



32-027B Bachmann OO Gauge Class
20/0 Disc Headcode D8011
£104.96 Regular Price £139.96



E85012 EFE Rail OO Scale LSWR Beatrice Well Tank 3298 SR (Preserved)
£104.96 Regular Price £139.96



32-392RJ Bachmann OO Gauge Class
37/5 37685 BR InterCity
£118.96 Regular Price £169.96
Also Available with Sound **£181.96**



32-778RJ Bachmann OO Gauge Class
37/0 37275 Stainless Pioneer
£125.95 Regular Price £179.95
Also Available with Sound **£188.95**



R3737 Hornby OO Gauge BR A4 Class
4-6-2 60022 'Mallard' - Era 4
£143.99 Regular Price £179.99



Accurascale HUU OO Scale 24.5T
Coal Hopper Wagons Packs F-K
£47.95 Regular Price £59.95



38-740 Bachmann OO Gauge War Office 'Parrot' WD with Sheeted Tank Load
£42.71 Regular Price £56.95



38-776Z Bachmann OO Gauge 20 Ton
Anchor-Mounted Tank Wagons Gulf (3)
£52.45 Regular Price £74.95



38-191X Bachmann OO Gauge Insulated Ale Van BR White Factory Weathered
£12.55 Regular Price £17.95



38-191Y Bachmann OO Gauge Insulated Ale Vans Factory Weathered (3)
£38.45 Regular Price £54.95



37-095A Bachmann OO Coal Trader 7 Plank Private Owner Weathered (3)
£29.98 Regular Price £59.95



38-825Z Bachmann OO Double Bolster Wagon Freight Brown Livery B920055
£18.70 Regular Price £24.95



38-827Z Bachmann OO Plate Wagons Twin Pack Freight Grey
£39.95 Regular Price £49.96



38-855Z Bachmann OO Gauge Plate Wagon Freight Grey E239992
£19.96 Regular Price £24.95



371-289 Graham Farish N Gauge Class 55 'Deltic' D9001 'St. Paddy' Weathered
£116.21 Regular Price £154.96



371-651A Farish N Gauge Class 57/0 57008 'Freightliner Explorer' Weathered
£94.21 Regular Price £154.96



373-811 Farish N Gauge HKA Hopper 'National Power' Blue Weathered
£39.95 Regular Price £49.96

Forthcoming Releases

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

dapol

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



00

JHA Hopper Wagons

Stage: Painted Samples

Due: February 2021

Price: from £38.25

hattons.co.uk/dapoljha



00

British Rail Class 59

Stage: Painted Samples

Due: Q1 2021

Price: from £131.71

hattons.co.uk/dapol59



0

GWR Streamlined Railcar

Stage: Painted Samples

Due: Q1 2021

Price: from £297.50

hattons.co.uk/dapolrailcar

Hattons
ORIGINALS

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



00

Genesis 4 & 6 Wheel Coaches

Stage: Engineering Samples

Due: from Q2 2021

Price: from £30

hattons.co.uk/genesis



Batch 1:

- LB&SCR mahogany
- SECR livery
- GNR lined teak
- GWR chocolate & cream
- SR olive green
- LNWR livery
- LNER pre-war brown
- LMS crimson lake
- Departmental

Future batches will cover other liveries.
Head to our website to explore the project in full.



HELJAN

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



009

Lynton & Barnstaple 2-4-2T

Stage: Painted Samples

Due: Q1 2021

Price: £203.96

hattons.co.uk/landb242t



00

British Rail Class 25/3

Stage: Painted Sample

Due: Q1 - Q2 2021

Price: from £152.96

hattons.co.uk/hel253



00

GWR AEC Railcar

Stage: Painted Samples

Due: Q1 2021

Price: £160.65

hattons.co.uk/gwraec

HORNBY

Explore the full Hornby 2021 range:
hattons.co.uk/hornby2021



00

Ruston 88DS Shunter

Stage: Livery Renders

Due: July 2021

Price: £85

hattons.co.uk/ruston88ds



00

©Peter Brabham

Class 9F 2-10-0

Stage: New Announcement

Due: October 2021

Price: £189

hattons.co.uk/hornby9f



00

LNER Class P2 2-8-2

Stage: New Announcement

Due: December 2021

Price: £189

hattons.co.uk/hornbyp2

00 Gauge (1:76 Scale)

Steam locos

H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 705 in BR black early emblem (HAT) (RRP £99) **BARGAIN**...£84



BARGAIN

H4-AB14-002 Andrew Barclay 0-4-0ST 14" 2047 705 in GWR green shirtbutton roundel (HAT) (RRP £99) **BARGAIN**...£84



BARGAIN

H4-AB16-002 Andrew Barclay 0-4-0ST 16" 2043 'No 6' in NCB green (HAT) (RRP £99) **BARGAIN**...£84



BARGAIN

H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 'Katie' in lined maroon (HAT) (RRP £99) **BARGAIN**...£84



BARGAIN

H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 'No 6' in NCB lined black (HAT) (RRP £99) **BARGAIN**...£84



BARGAIN

4S-043-005 Class 43xx Mogul 2-6-0 6364 in BR lined green early emblem (DAP).....£135.96

4S-043-003 Class 43xx Mogul 2-6-0 GWR green BR smokebox numberplate (DAP).....£135.96



BARGAIN

R3483 Class 52xx 2-8-0T 5231 in BR black early emblem (HOR) (RRP £105.99) **BARGAIN**...£86



BARGAIN

R639 Class 8P 'Streamlined Coronation' 4-6-2 6244 'King George VI' in LMS crimson lake (HOR) (RRP £189.99) **BARGAIN**...£139.50

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



BARGAIN

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



BARGAIN

R3640 Class W4 Peckett 0-4-0ST 882 'Niclausse' in Peckett works leaf green (HOR) **NEW**.....£90



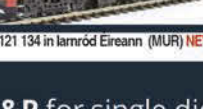
BARGAIN

H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (HAT) (RRP £99) **BARGAIN**...£84



BARGAIN

MM0124 Class 121 124 in lamrod Eireann (MUR) **NEW**.....£149.50



BARGAIN

MM0134 Class 121 134 in lamrod Eireann (MUR) **NEW** £149.50



BARGAIN



BARGAIN

4D-014-000 Class 29 6112 in BR green full yellow ends (DAP) (RRP £151.95) **BARGAIN**...£109



BARGAIN

4D-014-003 Class 29 6107 in BR blue (DAP) (RRP £151.95) **BARGAIN**...£109

H4-66-008 Class 66 66033 Euro Cargo Rail EWS branding (HAT) (RRP £150) **BARGAIN**...£119



BARGAIN

H4-66-005 Class 66 66088 in EWS DB branding (HAT) (RRP £150) **BARGAIN**...£119

H4-66-009 Class 66 66218 Euro Cargo Rail DB branding (HAT) (RRP £150) **BARGAIN**...£119

H4-66-011 Class 66 66434 DRS compass (HAT) (RRP £150) **BARGAIN**...£119

H4-66-014 Class 66 66502 in Freightliner/Basford Hall Centenary 2001 (HAT) (RRP £150) **BARGAIN**...£119



BARGAIN

H4-66-020 Class 66 66504 in Freightliner Powerhaul (HAT) (RRP £150) **BARGAIN**...£119

H4-66-021 Class 66 66528 in Freightliner Powerhaul 'Madge Eliot MBE - Borders Railway Opening 2015' (HAT) (RRP £150) **BARGAIN**...£119



BARGAIN

H4-66-037 Class 66 66587 in Freightliner/ONE pink 'AS ONE. WE CAN' (HAT) (RRP £150) **BARGAIN**...£119



BARGAIN

H4-66-036 Class 66 66623 in Freightliner/G&W orange (HAT) (RRP £150) **BARGAIN**...£119

H4-66-022 Class 66 66704 in GBRf original (HAT) (RRP £150) **BARGAIN**...£119



BARGAIN

H4-66-023 Class 66 66705 in GBRf original Union Flag 'Golden Jubilee' (HAT) (RRP £150) **BARGAIN**...£119



BARGAIN

H4-66-033 Class 66 66743 in GBRf/Royal Scotsman (HAT) (RRP £150) **BARGAIN**...£119

H4-66-034 Class 66 66746 GBRf/Royal Scotsman (HAT) (RRP £150) **BARGAIN**...£119



BARGAIN

H4-66-028 Class 66 66762 in GBRf Europorte (HAT) (RRP £150) **BARGAIN**...£119



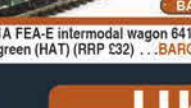
BARGAIN

H4-66-035 Class 66 66780 in GBRf/Cemex 'The Cemex Express' (HAT) (RRP £150) **BARGAIN**...£119



BARGAIN

H4-FAE-001A FEA-E intermodal wagon 641003 in Freightliner green (HAT) (RRP £32) **BARGAIN**...£25



BARGAIN



BARGAIN

H4-FAE-001A FEA-S intermodal wagon 640666 in GBRf blue (HAT) (RRP £32) **BARGAIN**...£25



BARGAIN

H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (HAT) (RRP £118) **BARGAIN**...£99



BARGAIN

H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (HAT) (RRP £126) **BARGAIN**...£119

H4-RHTT-002 Rail Head Treatment Train Water Jet 2 wagons and water jetting modules (HAT) (RRP £118) **BARGAIN**...£99



BARGAIN

Buildings - railways

R7282 GWR Goods Shed (HOR) **NEW**.....£45

Man-made scenic structure - railway-related



89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (HEL).....£210

Track - Code 100 Setrack

R607 2nd radius double curve track (8 make a circle) (HOR).....£260

R607 Circle of 8 (HOR).....£260



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

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

Track - Code 100 Streamline

SL-82 Left hand small point - insulating (PEC).....£10

Commercial vehicles



76SCV001 Showmans Caravan Maroon (OXF) **NEW**...£11

O Gauge (1:43 Scale)

Steam locos



BARGAIN

7S-006-051 Class 58xx 0-4-2T 5809 in GWR green shirtbutton logo (DAP) (RRP £225) **BARGAIN**...£174



BARGAIN

7S-006-052 Class 58xx 0-4-2T 5819 in BR black early emblem (DAP) (RRP £225) **BARGAIN**...£174

H7-A3-001 Class A3 4-6-2 2750 'Papyrus' in LNER Grass green unstreamlined corridor tender - 'Record Breaker' (HEL) (RRP £750) **BARGAIN**...£579



BARGAIN

H7-A3-002 Class A3 4-6-2 4472 'Flying Scotsman' in LNER Grass green unstreamlined corridor tender - 'Record Breaker' (HEL) (RRP £750) **BARGAIN**...£579



BARGAIN

H7-A3-004 Class A3 4-6-2 60072 'Sunstar' in BR Express blue unstreamlined non-corridor tender (HEL) (RRP £750) **BARGAIN**...£579

H7-A3-006 Class A3 4-6-2 60077 'The White Knight' in BR green late crest and unstreamlined non-corridor tender (HEL) (RRP £750) **BARGAIN**...£579



BARGAIN



BARGAIN

H7-A3-007 Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest and unstreamlined corridor tender (HEL) (RRP £750) **BARGAIN**...£579



BARGAIN

H7-A4-001 Class A4 4-6-2 2509 'Silver Link' in LNER silver streamlined corridor tender (HEL) (RRP £750) **BARGAIN**...£579



BARGAIN

H7-A4-004 Class A4 4-6-2 4489 'Dominion of Canada' in LNER Garter blue steel numbers/letters and unstreamlined corridor tender (HEL) (RRP £750) **BARGAIN**...£579



BARGAIN

H7-A4-006 Class A4 4-6-2 60007 'Sir Nigel Gresley' in BR express blue unstreamlined corridor tender - 'Record Breaker' (HEL) (RRP £750) **BARGAIN**...£579

H7-A4-009 Class A4 4-6-2 60008 'Dwight D Eisenhower' in BR green late crest and streamlined non-corridor tender (HEL) (RRP £750) **BARGAIN**...£579



BARGAIN

H7-A4-008 Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and unstreamlined corridor tender (HEL) (RRP £750) **BARGAIN**...£579



BARGAIN

H7-A4-008 Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and unstreamlined corridor tender (HEL) (RRP £750) **BARGAIN**...£579



BARGAIN

H7-A4-008 Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and unstreamlined corridor tender (HEL) (RRP £750) **BARGAIN**...£579



BARGAIN

H7-A4-008 Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and unstreamlined corridor tender (HEL) (RRP £750) **BARGAIN**...£579



BARGAIN

H7-A4-008 Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and unstreamlined corridor tender (HEL) (RRP £750) **BARGAIN**...£579



BARGAIN

H7-A4-008 Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and unstreamlined corridor tender (HEL) (RRP £750) **BARGAIN**...£579



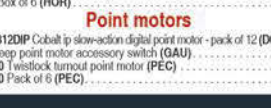
BARGAIN

H7-A4-008 Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and unstreamlined corridor tender (HEL) (RRP £750) **BARGAIN**...£579



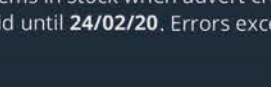
BARGAIN

H7-A4-008 Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and unstreamlined corridor tender (HEL) (RRP £750) **BARGAIN**...£579



BARGAIN

H7-A4-008 Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and unstreamlined corridor tender (HEL) (RRP £750) **BARGAIN**...£579



BARGAIN

EVERYTHING YOU NEED FOR YOUR DIGITAL RAILWAY

DIGITRAINS

**Just starting out in DCC and not sure what's available?
Grown out of your system and thinking of upgrading?
Getting into sound and want to know the best decoders?**

DIGITAL COMMAND CONTROL (DCC) is one of the fastest growing areas of the model railway hobby.

As the first new company to set up as a DCC specialist in the UK, DIGITRAINS now has over 12 years experience to share. Working in all the popular scales, we are here to guide you through choosing the best equipment.

We stock a wide range of products as well as offering free advice, a decoder installation service and the best DCC 'test drive' facility around.

Don't leave that major purchase to chance!

Why not visit our shop? Our comprehensive library of loco sounds can be demonstrated.

We stock 1,000s of products from more than 30 leading manufacturers. And don't worry if you're not digital. We're also a traditional model shop, holding all the major ready-to-run lines



- Try before you buy
- Expert advice
- Great service
- Experience
- Major brands
- Worldwide mailing



We regularly attend railway shows countrywide. Please check website for details

**15 Clifton Street, Lincoln LN5 8LQ
01522 527731**

**www.digitrains.co.uk
enquiries@digitrains.co.uk**



THE MODEL SHOP FOR BIG IMAGINATIONS

MODEL RAILWAYS - SLOT CARS - PLASTIC KITS/WARGAMING - DIECAST/COLLECTABLES

FREE POSTAGE on orders over £15.00
NEXT BUSINESS DAY DELIVERY available £4.95
FREE NEXT DAY on orders over £150.00

Up to **10% off RRP** on popular brands



B31-392
Class 414 2HAP 4308 Network SouthEast

~~RRP £259.95~~

OUR PRICE £230.00



R3373
Class 71 E5001 BR Green

~~RRP £170.99~~

OUR PRICE £120.00



GF372-163DS
Class 8F 2-8-0 4873 BR Late Black (DCC-Sound)

~~RRP £259.95~~

OUR PRICE £230.00

Probably the Best Stocked Shop in the UK:

120 Ranges

20,000 Products in Stock

Over 50,000 Products Listed from around the world



Got Amazon Vouchers? All of our products are listed on Amazon.co.uk

amazon.co.uk

bit.ly/gaugemasteramazon

Prefer to pay by PayPal? We have an eBay shop as well!

eBay

bit.ly/gaugemasterebay

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



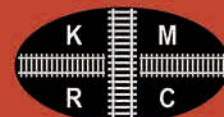


CAMBORNE
98A Trelowarren Street, TR14 8AN

Kernow Model Rail Centre

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

UK P&P £4 PER ORDER / ORDERS OVER £200 POST FREE AT TIME OF DESPATCH



GUILDFORD
75B Stoke Road, GU1 4HT

LATEST ARRIVALS / OO GAUGE

ACCURASCALE OO

ACC2100BSC PTA JTA + JUA Bogie Tippler Wagon British Steel Grey/Orange Outer Pack. £149.95
ACC2103BSCB PTA JTA + JUA Bogie Tippler Wagon British Steel Blue Outer Pack. £149.95
ACC2106ARC1 PTA JTA + JUA Bogie Tippler Wagon ARC CAIB Mustard Outer Pack. £149.95
ACC2107ARC2 PTA JTA + JUA Bogie Tippler Wagon ARC CAIB Mustard Inner Pack. £149.95
ACC2110YE01 PTA JTA + JUA Bogie Tippler Wagon Yeoman Procor Grey/Ivory Outer Pack. £149.95
ACC2110YE02 PTA JTA + JUA Bogie Tippler Wagon Yeoman Procor Grey/Ivory Inner Pack. £149.95
ACC2114VTG PTA JTA + JUA Bogie Tippler Wagon VTG Grey Outer Pack. £149.95

BACHMANN OO

00642BE Thomas and Friends Thomas with Annie and Clarabel with moving eyes. £109.95
32-686NF Class 45/0 Diesel Locomotive No. 45 046 "Royal Fusilier" BR Blue. £159.95
32-686NFSF Class 45/0 Diesel No. 45 046 "Royal Fusilier" BR Blue. DCC Sound. £249.95



32-687TL Class 45/0 Diesel 45 049 "The Staffordshire Regiment (Prince of Wales)" BR Blue. £159.95
32-687TLFSF Class 45/0 "The Staffordshire Regiment (Prince of Wales)". DCC Sound. £249.95



32-900C Class 108 2-Car DMU BR Green with Speed Whiskers. £203.99
39-276A BR Mk1 GUV General Utility Van BR InterCity Motorail. £46.95

CORGI OO

CC40801A Centenary Bristol Lodekka Bus Destination Liverpool No. 30. £38.99

EFE RAIL OO



E84005 Class 58 Diesel No. 58 011 BR Railfreight Red Stripe, weathered. £157.95



E84006 Class 58 Diesel No. 58 018 "High Marnham Power Station" BR Railfreight. £148.95



E84007 Class 58 Diesel No. 58 021 "Hither Green Depot" Mainline Blue. £148.95



E84008 Class 58 Diesel No. 58 039 EWS, weathered. £157.95

HORNBY OO

R3640 Peckett 0-4-0ST Steam Locomotive No. 882 William & Robinson. £89.99



R3824 Centenary Year Limited Edition 2000 Clan Line Gold Plated. £202.49



R3825 Centenary Year Limited Edition 2016 Peckett 614. £98.99

R3865 BR Std 7MT Britannia Class 4-6-2 Steam Loco 70013 "Oliver Cromwell" BR. £179.99



R3888 Class 56 Co-Co Diesel Locomotive No. 659 002 (ex-56 115) Floyd Zrt. £153.89

R3903 ScotRail Class HST Train Pack with Power Cars 43021 & 43132 A New Era. £260.99



R3910 Railroad Class 73 Ho-Ro Electro-Diesel Loco No. 73 964 "Jeanette" GBRH. £62.99

R3944 Class 43 HST Intercity Train Pack w/Power Cars 43123 & 43065 City of Edinburgh. £260.99

R4971 Mk1 RB Coach No. W1739 BR Maroon. £31.49

R4971A Mk1 RB Coach No. W1743 BR Maroon. £31.49

R4972 Mk1 RB Coach No. S1765 BR(S) Green. £31.49

R4972A Mk1 RB Coach No. S1757 BR(S) Green. £31.49

R4973 Mk1 RB Coach No. M1712 BR Blue & Grey. £31.49

R4973A Mk1 RB Coach No. M1657 BR Blue & Grey. £31.49

R4974 Mk1 RB Coach No. IC1667 Intercity. £31.49

R4974A Mk1 RB Coach No. IC1653 Intercity. £31.49

HORNBY SKALEDAL OO

R7282 GWR Goods Shed. £44.99

R7283 GWR Engine Shed. £38.99

R7285 Platform Straight x 2. £17.99

R7286 Platform Ramp x 2. £14.99

R7287 Platform Island x 2. £22.49

R7290 Bungalow Avalon. £34.99

MURPHY MODELS OO

MM0124 Class 121 Diesel Locomotive No. 124 lamrod Eireann. £159.99



MM0126 Class 121 Diesel Locomotive No. 126 Clif "Supertrain". £159.99

MM0129 Class 121 Diesel Locomotive No. 129 lamrod Eireann. £159.99

MM0132 Class 121 Diesel Locomotive No. 132 Clif "Supertrain". £159.99

MM0134 Class 121 Diesel Locomotive No. 134 lamrod Eireann. £159.99

OXFORD RAIL OO

OR76TK2005 12 Ton Tank Wagon No. 31 Fisons. £19.95

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

LATEST ARRIVALS / N GAUGE

DAPOL N



2P-014-001 Maunsell High Window 4 Coach Set No. 193 SR Lined Olive Green. £106.95



2P-014-010 Maunsell High Window 6 Coach Set No. 456 SR Lined Olive Green. £158.95

GAUGEMASTER N

GM2420102 BR Railfreight Track Cleaning Wagon. £32.95

GRAHAM FARISH N

371-111A Class 31 Diesel Loco No. D5616 BR Green with small yellow panel. £127.95



371-111ASF Class 31 Diesel D5616 BR Green w/small yellow panel. DCC Sound. £225.95

371-112A Class 31 Diesel Locomotive No. 31 131 BR Blue. £127.95



371-112ASF Class 31 Diesel Locomotive No. 31 131 BR Blue. DCC Sound. £225.95

371-113 Class 31 Diesel Locomotive No. 97 204 BR RTC Grey & Red. £127.95



371-113SF Class 31/1 Diesel Locomotive No. 97 204 BR RTC. DCC Sound. £225.95

371-135 Class 31/1 Refurbished Diesel Loco No. 31 154 BR Original Railfreight. £127.95



371-135SF Class 31/1 Refurbished No. 31 154 BR Original Railfreight. DCC Sound. £225.95

371-136 Class 31/1 Refurbished Diesel Locomotive No. 31 319 Railfreight Petroleum. £127.95

371-136SF Class 31/1 Refurbished Diesel 31 319 Railfreight Petroleum. DCC Sound. £225.95

371-137 Class 31/6 Refurbished Diesel Locomotive No. 31 602 Network Rail. £127.95



371-137SF Class 31/6 Refurbished Diesel Loco 31 602 Network Rail. DCC Sound. £225.95

372-163DS LMS Stanier Class 8F Steam Loco No. 48773 BR Black LJC. DCC Sound. £239.95

374-130C BR Mk1 GUV General Utility Van BR Maroon. £35.95

374-137 BR Mk1 GUV General Utility Van BR Blue & Grey (Motorail). £39.95

374-138 BR Mk1 GUV General Utility Van BR InterCity (Motorail). £35.95

374-139 BR Mk1 GUV General Utility Van Royal Mail Letters. £35.95

KATO N

GM2260101 Eurostar e300 12 Car Powered Pack. £254.99

GM2260102 Eurostar e300 16 Car Powered Pack. £322.99

CHECK OUR WEBSITE FOR INFORMATION ON BOTH OUR CAMBORNE & GUILDFORD SHOPS

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

Sign up to our newsletter & join our loyalty scheme at www.kernowmodelrailcentre.com • Kernow Model Rail Centre • @kernowmodelrail • *at time of despatch **subject to stock levels

OO GAUGE

BARGAIN BUNDLES

31-676/PAK Bachmann Class 85 Electric Loco E3057 + 37-238Z	£179.99
K9611 Bachmann NSM Mk1 Coach Pack	£74.99
K9967 Virgin Cross Country Police Pack	£234.99
K9968 Midland Counties Ballast Pack	£164.99
K9972 Mainline Freight Ballast Pack	£199.99
K9976A Bachmann Regional Train Pack	£239.99
K9988A Bachmann Scenecraft China Clay Dries Pack with FREE Landrover	£99.99
K3920/PAK Hornby Class 66 Diesel Locomotive 66 434 + H8121TTS	£84.99
K3951/PAK Hornby Class 66 Diesel Locomotive 66 780 + H8121TTS	£84.99

BACHMANN

30-425 Midland Pullman Train Pack	£499.99
31-041 Class 450 4 Car Desiro EMU Set No. 450 127 South West Trains, weathered	£269.95
31-170 L&YR 2-4-2 Steam Tank No. 50764 BR Black	£79.99
31-190 Jubilee Steam Loco No. 45575 'Madras' BR Black BRITISH RAILWAYS	£118.99
31-318A Robinson Class J11 (GCR 9) Steam Loco No. 5954 LNER Black	£104.99
31-380 Class 416 2-EPB 2 Car EMU Set No. 6262 BR Blue & Grey NSE branding	£126.99
31-426C Class 411 4-CEP 4 Car EMU No. 7122 BR SR Green	£349.99
31-664 Class 47/0 Diesel Locomotive No. 47 050 BR Railfreight, weathered	£139.99
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
32-165 Southern N Class Steam Locomotive No. 31874 BR Lined Black E/E	£114.99
32-166 Southern N Class Steam Loco No. 1406 SR Black Bulleid Sunshine Lettering	£109.99
32-178A LMS Crab Steam Locomotive No. 13174 LMS Lined Black	£81.99
32-281 K3 Class Steam Locomotive No. 61862 BR Lined Black E/E	£88.99
32-289 Class 101 2 Car DMU BR Refurbished White & Blue	£136.95
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
32-575A Ivatt Class 4MT Steam Locomotive No. 3000 LMS Black	£82.99
32-738 Class 66 Diesel Locomotive No. 66 711 'Sence' GBH Aggregates	£99.99
32-753DS Class 57/0 Diesel No. 57 007 'Freightliner Bond' Freightliner, Sound	£189.99
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
33-831 25 Ton Queen Mary Brake Van Satlink, weathered	£17.99



33-832 25 Ton Queen Mary Brake Van YTX No. KDS 56305 EWS	£19.99
34-328A 50ft Ex LMS Pill Parcel Van No. M31253 BR Blue, weathered	£19.99
34-630B BR Mk1 Suburban Second Brake Coach No. M43301 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
--	--------



35-079 Class E4 0-6-2 Steam Locomotive No. 32494 BR Lined Black E/E	£84.99
37-097 Coal Trader Pack 3 x 5 Plank Wagons, weathered	£37.95
37-114 7 Plank Fixed End Wagon Baldwin, weathered	£12.95
37-115 7 Plank Fixed End Wagon L.C. Chance & Hunt Ltd	£11.95
37-529B 20 Ton Brake Van No. 182897 NFER Oxide, weathered	£18.95
37-535C 20 Ton Brake Van C&H No. 1955016 BR Railfreight	£17.95
37-552C 46T POA Mineral Wagon TRL 5320 'ARC TIGER', weathered	£15.95
38-105 Triple Pack 34 Ton PNA Wagons Railtrack 5 Rib, weathered	£41.99
38-245A M&A Megabox Bogie Box Wagon No. 500036 EWS, weathered	£30.95
38-245A M&A Low-Sided Bogie Box Wagon No. 500336 EWS, weathered	£36.95
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. DS56471 BR, weathered	£18.95
38-550A Midland 201 Brake Van BR Grey (with Duckets)	£17.95
38-553A Midland 20 Ton Brake Van No. 134900 LMS Bauxite without Duckets	£17.95
38-554A Midland 20 Ton Brake Van No. M623 Midland Railway Grey	£17.95
38-603 21 Ton Grain Hopper No. 23 Bass Charnington	£16.95
38-990 20 Ton Brake Van & SR Pill Box Twin Pack NSE	£36.95
39-002 Twin Pack BR Mk2a BFK HST Barrier Vehicles BR Blue	£54.99
39-003 MK1 Coach Pack - BR Blue & Grey NSE, weathered	£59.99
39-004 MK1 Coach Pack - BR Blue & Grey ScotRail, weathered	£59.99
39-005 Highlander Coach Pack	£97.99
39-025E BR Mk1 SK Second Corridor Coach No. M25704 BR Blue & Grey	£27.99
39-026B BR Mk1 BSK Brake Second Corridor Coach No. 35329 Network SouthEast	£27.95
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
39-152B BR Mk1 FK First Corridor Coach No. E13113 BR Crimson & Cream	£27.99
39-176D BR Mk1 BG Full Brake Coach No. E80533 BR Maroon	£27.95
39-177D BR Mk1 BG Full Brake Coach No. M80533 BR Crimson & Cream	£27.95
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
39-242 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
39-265 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
39-310C BR Mk1 SP Pullman Second Parlor Coach No. 350 Umber & Cream	£37.99
39-312 BR Mk1 SP Pullman Second Parlor Coach No. E352F BR Blue & Grey	£36.99

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
39-502A BR Mk1 SLSP Second Class Sleeper Car No. E2591 BR Maroon	£28.99
39-503A BR Mk1 SLSP Second Class Sleeper Car No. E2681 BR Blue & Grey	£28.99
39-528A Ex-Southern CCT Covered Carriage Truck No. W1751 BR Blue, weathered	£26.99
39-529 Ex-Southern CCT Covered Carriage Truck No. AB0975276 BR	£23.99
39-578 BR Auto Trailer No. W234 BR Crimson & Cream	£49.99
39-579 BR Auto Trailer No. W236W BR Unlined Maroon	£49.99

HELJAN

4780 47xx Class Steam Locomotive No. 4704 GWR Green	£139.99
---	---------



4781 47xx Class Steam Locomotive No. 4705 GWR Green	£129.99
---	---------

HORNBY

R3373 Class 71 Electric Locomotive No. E.5001 BR Green with small yellow panel	£109.99
R3376 Class 71 Electric Locomotive No. E.5022 BR Green with no yellow ends	£109.99
R3397 LMS Suburban Passenger Train Pack - Limited Edition	£99.99
R3398 Lymington Branch Line Train Pack - Limited Edition	£129.99
R3406 J50 Class 0-6-0T Steam Locomotive No. 14 Departmental BR Black L/C	£52.99
R3407 J50 Class 0-6-0T Steam Locomotive No. 68959 BR Black E/E	£52.99
R3408 4-6-0 6000 King Class Steam Locomotive No. 6016 'King Edward V' GWR L/C	£114.99
R3409 4-6-0 6000 King Class Steam Locomotive No. 6002 'King William IV' BR L/C	£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
R3415 J15 Class Steam Locomotive No. 65477 BR Black E/E	£71.99
R3416 J15 Class Steam Locomotive No. 65464 BR Black	£71.99
R3417 K1 Class Steam Locomotive No. 62065 BR Black	£89.99
R3418 K1 Class Steam Locomotive No. 62066 BR Black	£94.99
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
R3455 GWR Star Class Steam Loco No. 4013 'Knight of St Patrick' GWR Green	£89.99
R3461 Thompson L1 Class Steam Locomotive No. 67702 LNER 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
R3521 D16/3 Class Steam Locomotive No. 8802 LNER Black	£83.99
R3523 B17 Class Steam Locomotive No. 61665 'Leicester City' BR Green E/E	£95.99
R3565 B17 Class Steam Locomotive No. 80351 LMS Black	£89.99
R3568 Class 71 Electric Locomotive No. E.5018 BR Green	£99.99
R3619 Castle Class Steam Locomotive No. 5013 'Abergavenny Castle' BR Green	£119.99
R3660 Class 56 Diesel Locomotive No. 56 303 DCR Green	£99.99
R3666 Railroad Class 59 Diesel Loco 59 004 'Paul A. Hammond' Yeoman Aggregates	£51.99
R3768X Terrier 0-6-0T Steam Locomotive No. 32636 BR Black L/C	£89.99
R4677B LMS Non-Corridor 57ft Third Class Brake Coach No. 20754	£24.50
R4677C LMS Non-Corridor 57ft Third Class Brake Coach No. 20755	£24.50
R4689 LMS Non-Corridor 57ft Composite Coach No. M16574	£27.99
R4690 LMS Non-Corridor 57ft Third Class Coach No. M11912M	£27.99
R4691 ex LMS Non-Corridor 57ft Third Class Brake Coach No. M20787M BR	£24.50
R4691A ex LMS Non-Corridor 57ft Third Class Brake Coach No. M20788M BR	£24.50
R4927 Sovereign BR Midland Suburban Coach Pack	£99.96
R6744 4 Plank Wagon No. 35 North Bitchburn Coal Co. Ltd - Darlington	£9.99
R6802 SR Brake Van No. 55891 SR Brown	£14.99

KMRC MODELS

31-650L Class 47 Diesel Locomotive No. D1670 'Mammoth' BR Two Tone Green	£129.99
31-650LDC Class 47 Diesel Locomotive No. D1670 'Mammoth', DCC Fitted	£149.99
31-650LDS Class 47 Diesel Locomotive No. D1670 'Mammoth', Sound Fitted	£229.99



31-650Q Class 47 Diesel Locomotive No. 47 829 Police	£129.99
31-650QDC Class 47 Diesel Locomotive No. 47 829 Police, DCC Fitted	£149.99
31-650QDS Class 47 Diesel Locomotive No. 47 829 Police, Sound Fitted	£229.99
31-651Z Class 47 Diesel Locomotive No. 47 973 'Midland Counties', DCC Fitted	£129.99
31-651ZDC Class 47 Diesel Loco No. 47 973 'Midland Counties', DCC Fitted	£149.99
31-651ZDS Class 47 Diesel Loco No. 47 973 'Midland Counties', Sound Fitted	£229.99
31-653Z Class 47 Diesel Locomotive No. 47 706 ScottRail NSE branding, weathered	£135.99
31-653ZDC Class 47 Diesel No. 47 706 ScottRail NSE, weathered, DCC Fitted	£152.99
31-653ZDS Class 47 Diesel No. 47 706 ScottRail NSE, weathered, Sound Fitted	£219.99
32-066Z Class 43 Warship No. D845 'Sprightly' BR Green	£139.99
32-066ZDC Class 43 Warship No. D845 'Sprightly' BR Green, DCC Fitted	£156.99
32-135X Class 45/75 Prairie No. 5541 BR Green, weathered	£99.99
32-727W Class 66 'Sorrento' GBH, DCC Fitted	£143.95
32-727WDS Class 66 'Sorrento' GBH, DCC Sound Fitted	£209.99
32-762Z Class 57 No. 57 305 Network Rail known as 'Sand Castle'	£134.95
32-762ZDC Class 57 No. 57 305 Network Rail known as 'Sand Castle', DCC Fitted	£149.95
32-762ZDS Class 57 No. 57 305 Network Rail known as 'Sand Castle', Sound Fitted	£214.99
32-780U Class 37 Diesel Locomotive No. 37 261 DRS	£119.99
32-780UDC Class 37 Diesel Locomotive No. 37 261 DRS, DCC Fitted	£139.99
32-780UDS Class 37 Diesel Locomotive No. 37 261 DRS, DCC Sound Fitted	£219.99
38-131Z 40 Ton Seacow YGB Bogie Hopper Wagon Departmental Dutch, weathered	£45.95
38-132Z 40 Ton Seacow YGB Bogie Hopper Wagon EWS, weathered	£45.95
39-273Z BR Mk1 GUV Coach S86804 BR (SR) Green	£39.99
K2104 0-4-4T Class 02 No. 30225 BR Black L/C	£99.99
K2106 0-4-4T Class 02 No. 30193 BR Black E/E	£99.99
K2201 0-6-0 1361 Steam Locomotive No. 1361 BR Black L/C	£69.99
K2201A 0-6-0 1361 Steam Locomotive No. 1361 Photographic Grey	£69.99
K2202 0-6-0 1361 Steam Locomotive No. 1362 BR Black E/E	£69.99
K2203 0-6-0 1361 Steam Locomotive No. 1363 GWR Green w/Whitcomb emblem	£69.99
K2204 0-6-0 1361 Steam Locomotive No. 1364 GWR Green with GWR lettering	£69.99
K2205 0-6-0 1361 No. 1365 BR Black L/C, weathered	£69.99
SB005Z SFA Open Wagon EWS Bulk Pack of 4	£79.99

N GAUGE

BARGAIN BUNDLE



K9983B N Gauge Clay Wagon Bargain Pack	£59.99
--	--------

GRAHAM FARISH

370-430 Capital Connection Train Pack	£161.95
371-651A Class 57/0 Diesel Loco 57 008 'Freightliner Explorer', weathered	£102.99
373-362A BR Mk1 Horse Box No. S96413 BR (SR) Green	£17.99
374-042 BR Mk1 BG Full Brake Coach NFX No. 92002 Intercity	£20.99
374-135 BR Mk1 GUV QHV No. KDB977557 Satlink	£26.99
374-167 BR Mk1 FK First Corridor Coach No. 13225 Regional Railways	£26.99
374-191 BR Mk1 BSK Brake Second Corridor Coach OVA No. AD9977109 BR	£28.99
374-192 BR Mk1 BSK Brake Second Corridor Coach No. M35451 Intercity	£20.99
374-193 BR Mk1 BSK Brake Second Corridor Coach 35464 Network SouthEast	£26.99
374-194 BR Mk1 BSK Brake Second Corridor Coach 35465 Regional Railways	£26.99
374-415 Southern PMV Passenger Luggage Van No. S10685 BR Crimson	£16.95



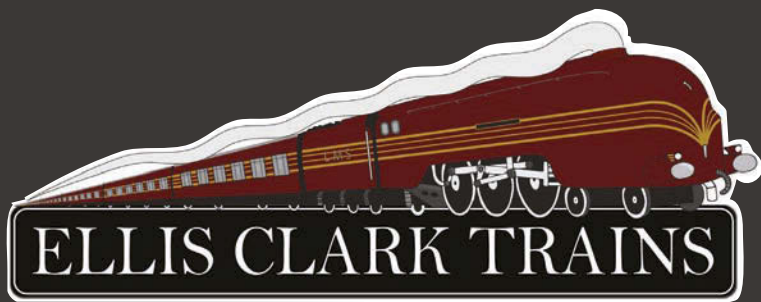
374-417 Southern PMV Passenger Luggage Van No. S1733 BR Blue	£16.95
374-610 BR Auto Trailer No. W234 BR Crimson	£26.99
374-611 BR Auto Trailer No. W238W BR Maroon	£26.99
374-612 BR Auto Trailer No. W237W BR Crimson	£26.99
374-640 BR Mk1 CCT COV Coach No. M94739	£16.95
374-643 BR Mk1 CCT COV Coach No. AD9 977076 BR Re-Railing Yellow	£16.95
374-830C Stanier Brake Corridor First Coach No. 5057 LMS Crimson Lake	£20.95
374-831C Stanier Brake Corridor First Coach No. M0506M BR Crimson & Cream	£20.95
374-846C Stanier Corridor First Coach No. M1081M BR Crimson & Cream	£20.95
374-847A Stanier Corridor First Coach No. M1053M BR Maroon	£20.99
374-875 LMS 50ft Inspection Saloon No. 45028 LMS Lined Crimson Lake	£25.95



374-876 LMS 50ft Inspection Saloon No. M45029M BR Maroon	£25.95
374-902A BR Mk1 Travelling Post Office Coach No. M1053M BR Blue & Grey	£29.95
374-990 MK1 Coach Pack 'Works Test Train' BR Blue & Grey, weathered	£39.95
377-031 5 Plank Wagon with Steel Floor No. 3162 ICI Lime with Load	£12.99
377-032 5 Plank Wagon No. 45 Helwith Bridge Road Stone Quarry with Load	£12.99
377-059 5 Plank Wagon No. 91 Salt Union Ltd Stoke Works	£10.50
377-060 5 Plank Wagon No. 1 A. E. Moody Coal Merchant Sharpness	£10.50
377-062 5 Plank Wagon No. 132701 NE Grey with Load	£12.99
377-089 7 Plank Fixed End Wagon No. 18166 SR Brown	£9.95
377-090 7 Plank Wagon End Door No. 127916 NE Grey	£9.95
377-206A 8 Plank Wagon No. P192891 'Suncoke', weathered	£15.99
377-379 20 Ton Toad Brake Van BR Departmental Yellow	£16.99
377-490 Triple Pack China Clay 5 Plank Wagons GWR Grey	£31.50
377-775 12 Ton Pipe Wagon ZDV No. KDB484176 BR Engineers Olive Green	£11.99
377-776 12 Ton Pipe Wagon ZDV No. B741318 BR Bauxite (early)	£13.50
377-777 12 Ton Pipe Wagon No. B484163 BR Bauxite (late)	£11.99
377-877 Queen Mary Brake Van YTX No. ADS58299 EWS, weathered	£21.95
377-925A PCA Metallair Bulk Powder Wagon 11026 Blue Circle Cement, withrd	£19.95
377-954A 13 Ton High Sided Steel Wagon No. 278985 NE Grey	£12.99
377-955 13 Ton High Sided Steel Wagon B483417 BR Bauxite, weathered	£11.50
377-956 13 Ton High Sided Steel Wagon B48122 BR Bauxite, weathered	£11.50
377-957 13 Ton High Sided Steel Wagon E279122 BR Grey w/smooth sides	£11.99
377-975A 12 Ton Eastern Ventilated Van No. 235738 LNER Oxide	£11.99
377-976A 12 Ton Eastern Ventilated Van No. E236010 BR Early Bauxite	£16.95

GRAHAM FARISH SCENECRAFT

42-0001 Two Road Brick Engine Shed	£21.95
42-0005 Portable Office	£10.50
42-0064 Parachute Water Tower	£14.95
42-059 Oak Hill Brewery Boiler House	£4.75
42-070 Coaling Tower	£101.99
42-150 Road Side Farm Shop	£12.00
42-181 Depot Hoist	£22.95
42-191 Red Star Parcels Office	£13.50
42-192 Platform Buffet	£22.95
42-209 Low Relief Butchers	£8.00
42-219 Low Relief Store Factory	£19.99
42-227 Low Relief Rear Victoria	£25.95
42-228 Low Relief Double Track Tunnel	£9.00
42-233 Low Relief Rear of Terraces	£11.50
42-236 Low Relief Railway Hotel	£12.95
42-245 Low Relief Corner Chemists	£12.00
42-253 Low Relief Greengrocers	£12.00
42-254 Low Relief Signal Box	£13.50
42-298 Low Relief Boiler House	



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

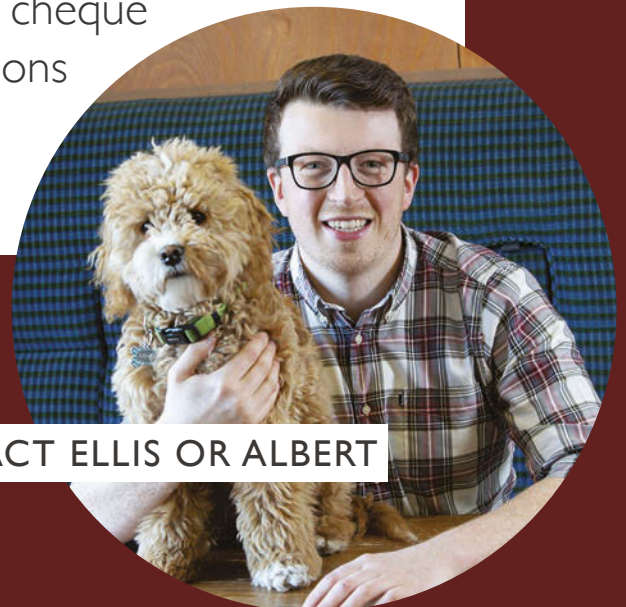
GET IN TOUCH

ellisclarktrains.com

01756 701451

ellis@ellisclarktrains.com

CONTACT ELLIS OR ALBERT





iTRAVELER 6000

R1271M

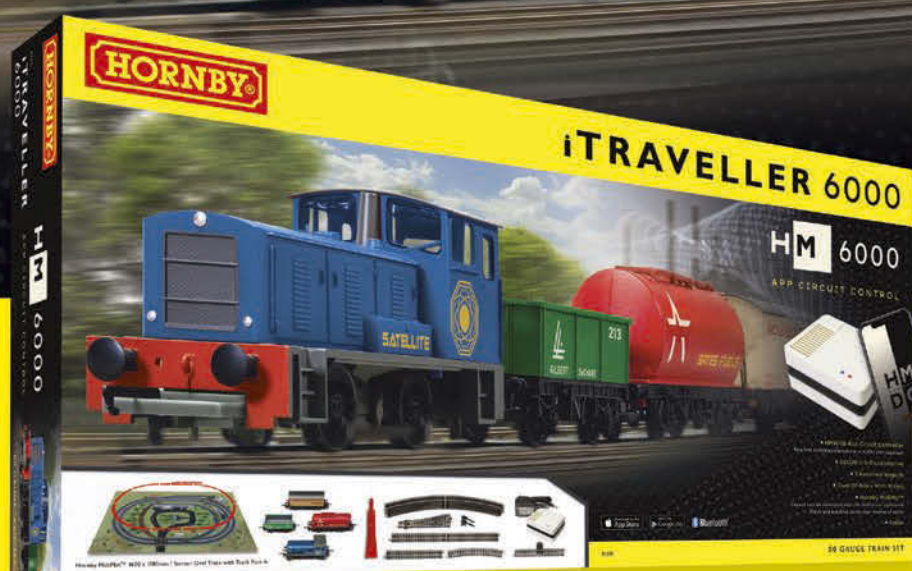
App Circuit Control Train Set



HM 6000

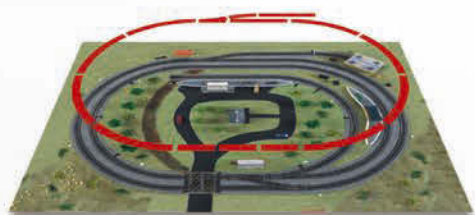
APP CIRCUIT CONTROL

The 21st Century control system for today's 12vDC model railway. Control literally at your fingertips.



The iTraveller 6000 Train Set is the... Model railway of the future!

This set features a train inspired by cutting edge technology. Everything needed to get started with model railways is in the box including a locomotive, rolling stock and track as well as Hornby's new controller system the HM 6000 which allows the locomotive to be controlled using mobile devices (not included) via a downloadable app.



8 PIN
CONNECTION

Models may vary from those illustrated.

SET CONTENTS:

ROLLING STOCK

0-4-0 Diesel Shunter Locomotive, Satellite, Open Wagon, LVB Tanker, LVB Closed Van

TRACK & ACCESSORIES

3rd Radius Starter Oval, with Track Pack A (includes point and buffer) HM 6000 Module (R7292), Transformer (P9100V), Power Connecting Track (R8206), Hornby MidiMat (1600 x 1180mm), Re-Railer

For more information please visit your local Hornby stockist or go to: www.hornby.com



www.facebook.com/officialhornby



www.twitter.com/hornby



www.instagram.com/officialhornby



www.youtube.com/HornbyModelRailways

WORLD OF RAILWAYS

LOCOMOTION MODELS AND RAILS OF SHEFFIELD REVEAL V2 COMMISSION



Manufactured by Bachmann Europe Plc, Rails of Sheffield and Locomotion Models have unveiled RTR model exclusives, depicting the LNER's V2 2-6-2 Class for OO gauge, models of which are expected to arrive in spring, 2021.

The partnership of Locomotion Models and Rails of Sheffield has announced four new model commissions of the LNER V2 Class 2-6-2 locomotives from Bachmann Europe Plc. Two models of *Green Arrow* are being produced for Locomotion Models, and two with Durham and Yorkshire connections are being produced for Rails of Sheffield.

The OO scale models will utilise the all-new tooling that has been developed by Bachmann. A 21-pin decoder socket is mounted in locomotives and models are to be provided with a pre-fitted speaker in the tender for ease of digital sound installation. The locomotive and tender have a custom-designed interconnection, giving a through electrical connection.

Models will come with a realistic firebox flicker, sprung buffers, etched nameplates and NEM coupling pockets. All models are fitted with five-pole motors. DCC sound options are available for each model.

SCALESCENES CREATES DOWNLOADABLE SMALL STATION KIT FOR 'OO' AND 'N'



Redesigned for 2021, the company is offering a download and print-at-home station platform, shelter and lamp hut in both 2 and 4mm:1ft scales for only £3.99.

Modellers can build unlimited length straight or curved platforms with a choice of realistic surfaces to suit all eras.

The kit includes a barrow crossing, waiting shelter and lamp hut – most elements required for a small station.

Features include:

- A ballasting edge to prevent damaging the platform sides during this messy process
- Manhole covers, drainage gutters and cable trunking
- Compatibility with Ratio fencing (ramps and gates)
- Safety lines and tactile pavers
- Selection of different 'MIND THE GAP' and 'MIND THE STEP' markings
- Illustrated instructions

TWICKENHAM MRC OFFERS FREE CLUB MAGAZINE



Twickenham & District Model Railway Club has recently launched an upgraded and expanded online monthly club magazine, which it is offering to anyone interested in joining the club.

There is far more to being a club member than just building layouts and, according to the club, the new magazine delves into many aspects of club life to keep potential and existing members informed and entertained.

The magazine is said to have proved popular with the existing membership and is free of charge to potential members and interested parties so that they can get a taste of what the club has to offer once it can reopen.

The free trial will last until the club can hold a special open evening where visitors can meet club members in person.

The magazine is sent out via email attachment and interested parties can request this free trial offer by contacting the club on chairman.tdmrc@gmail.com.

NATIONAL RAILWAY MUSEUM'S STATION HALL TO RECEIVE ROYAL RESTORATION



The National Railway Museum's Station Hall, a former goods depot and now home to the national collection of original royal carriages, is set to receive a £500,000 refurbishment, thanks to the Friends of the National Railway Museum.

The charity organisation, which supports the work of the museum, has raised £300,000 from members to develop and refresh Station Hall's permanent exhibition, which is housed inside the historic Grade II-listed building.

A working depot until the 1970s, Station Hall is home to six royal carriages, including one of the museum's most popular attractions – Queen Victoria's original 1869 saloon.

The project will re-display the carriages into complete royal trains matched with period locomotives. A new addition to the hall will be 47798 *Prince William*, one of a select number of locomotives to have hauled the current royal train.

Due to start in spring 2021, the exhibition refresh will see an estimated 200 new collection items and 25 rail vehicles go on display.

Alongside the new display, the Science Museum Group will also provide £200,000 to complete physical improvements to Station Hall's roof and walls.

The Station Hall project will take place alongside the museum's £55.3m Vision 2025, which will see the comprehensive regeneration of the National Railway Museum and surrounding area. Work is scheduled to be complete by 2022, subject to wider Vision 2025 and York Central activity.

ARCHITECTS APPOINTED FOR LOCOMOTION'S £4.5M BUILDING



AOC Architecture has been appointed by the Science Museum Group to start work on a £4.5m project to deliver a new collection building at Locomotion in Shildon. Once complete, the facility will house up to 50 rail vehicles, bringing the total at Locomotion to 120 and creating the UK's largest rail vehicle display.

The building is part of Locomotion's £6m improvement programme to regenerate the museum's historic site, with Durham County Council contributing £2.25m to support the delivery of the new building. The architects will aim to create a sustainable, low maintenance and low energy-usage building, which is sympathetic to the local area and accessible for visitors.

The final design will feature a lightweight, steel frame construction that will be open to the public and will house railway vehicles in a stable environment. Construction is due to start in April 2022, subject to planning permission being granted for the development, with work scheduled to be complete by early 2023.

Locomotion is already home to famous vehicles from railway history such as the Deltic, HST and APT prototypes and the original *Sans Pareil*, which competed against *Rocket* in the Rainhill Trials of 1829.

The line-up of new vehicles travelling to the new building will be determined in the coming year, but for the first time, it will enable Locomotion to theme displays and tell more comprehensive railway stories.

ACCURASCALE SHARES FIRST EPS OF CLASS 37



Accurascale has said it has "received a substantial parcel containing a myriad of Class 37 bodies and various tooling parts" from its factory, allowing the team to produce a model of class doyen D6700. In the weeks ahead, Accurascale has promised operating samples of its other announced variants, including the highly-anticipated WIPAC-equipped Class 37/6, Scottish car headlight Class 37/0s, the modern Class 37/4s and its manufacturer exclusive 97301 with its unique roof, distinctive flush noses and underbody-mounted radar equipment.

Announced at the Warley Model Rail Show in 2019, the models proved popular with modellers, showing appetite for a new generation of 'Syphons'. The manufacturer opted to assemble the prototype sample as D6700 – a locomotive that recently celebrated its 60th birthday and which is the subject of a special edition model with Locomotion Models, due for release next year.

This pre-production model represents the first five locomotives of the class constructed, delivered from English Electric's Vulcan Foundry at Newton-le-Willows between December 1960 and January 1961. Distinctive when compared to the other 114 split headcode machines due to their characteristic riveted multi-part cantrail grilles, Accurascale's model represents this and a range of other 'as-built' features. The prototypes haven't previously been done in this condition in OO gauge, offering modellers variation in their fleet for 1960s and 1970s BR era layouts.

These include a four-character headcode display, frost grille, double-riveted roof, buffer beam cowl with large round Oleo buffers, bodyside water filler access door and steps, and accurate early buffer beam with vacuum/steam/control piping only.

HELJAN REVEALS NEW MODEL AND RE-RELEASES IN 2021 CATALOGUE



2021
UK MODEL
RAILWAY
PRODUCTS

Heljan's 2021 new model range catalogue is on-sale via its network of retailers. Highlighted inside are re-runs of its previously unavailable items, with new liveries and a previously unannounced model for O gauge – an LMS 50ft inspection saloon.

In development for release in 2022 with prices yet to be confirmed, Heljan has said the model will feature DCC-controlled interior lighting, detailed saloons and LMS or B4 bogies, dependent on era/livery. No fewer than 12 liveries are planned, spanning the LMS, BR and Privatisation eras. An ideal single-vehicle train for layouts of all sizes, it will complement the range of locomotives available from Heljan.

Also confirmed is a re-run of its OO gauge Cargowagon IWB bogie van in both standard and new liveries – including Colas/Tarmac and Blue Circle Cement. In response to customer demand, it will be joined in 2021 by a new run of the OO gauge IGA bogie flat in Cargowagon, Corus Rail and, for the first time, RailAdventure livery – the last-mentioned offered as a twin pack with authentic concrete ballast weights to complement the IWB barrier wagon pack released earlier this year.

Extra versions of the new LNER '02' 2-8-0 have been included in the production run now in preparation, adding further combinations of the GNR/LNER cabs and tenders, livery variations and two weathered BR editions.

Details of these new items have been circulated to Heljan UK stockists and will be available to pre-order shortly.

HORNBY 2021 ANNOUNCEMENTS

Despite the challenging economic and retail circumstances of 2020, Hornby remains focused on new product development, and despite delays to some of its models, the manufacturer isn't shying away from investing in new products, some of which came as a welcome surprise.

Hornby Playtrains

Hornby's new Playtrains range is a remote-controlled battery-powered train set, suitable for 3-to-6-year olds. Joining the manufacturer's 2021 product range will be different locomotives with sounds, working lights and three forward and reverse speeds. Train sets, train packs and expansion packs are also to be made available.

The standard basic train set is designed to be just that – you'll get a circle of track, a locomotive and rolling stock (that's coaches, wagons or both) and a controller at an entry-level price. It's enough to get started with a small setup – the train can stop, speed up, slow down or travel in reverse. Wagons or coaches can couple up, too.

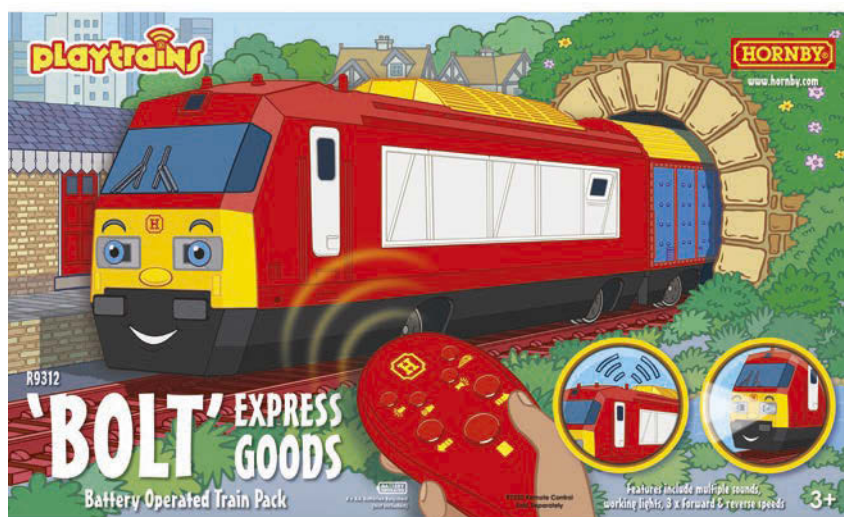
'Flash' the local express (R9332) contains a three-car express train, which has working lights, sounds and three forward and reverse speeds. Inside, four straight lengths of track and eight curved lengths are designed to easily clip together to form an oval of track.

Battery control has an advantage, too – no track cleaning means reliable operation every time. All you need are four AA batteries for the trains and two AAA batteries for the remote control.

The Playtrains system can be expanded with a number of packs. Train packs each provide an additional locomotive, rolling stock and controller, while track packs – of which there are currently four – allow for more complex track setups.

A maximum of two trains can be used with Playtrains at any one time – these are paired with each controller via a switch to the underside (A or B) that allow them to operate with controller A or B. Rolling stock couples together or pulls apart with magnets for reliable operation, too. It's all kept very simple.

Playtrains is set to replace Hornby's Junior range, whose global sales between its Paddington and Express Train variants have totalled more than 40,000 units – it's a lucrative market. Not only is the new range promising more features and the possibility to expand, which its previous offering couldn't, it's also introducing the Hornby brand to a younger audience – its potential future client base. With a range promising much more fun than previous generations of train sets, that's surely a positive move.





The return of Dublo

Hornby Dublo is a brand name that the manufacturer recently revived as part of last year's 100th-anniversary range. Sales must have performed well because the manufacturer is introducing more models in retro packaging. Locomotives hark back to the origins of the manufacturer too, with die-cast bodies rather than injection-moulded plastic, making the models heavier and hence providing more tractive effort – useful for those with heavier or longer trains. Tenders remain injection-moulded in plastic, however, as per models in the latter days of Hornby Dublo, re-using existing tooling from Hornby's present range. Three locomotives are to be produced:

(R3918) *Princess Coronation City Of Leicester*

(R3970) *Merchant Navy Elders Fyffes*

(R3971) *Merchant Navy General Steam Navigation*

Expected to arrive first is the Coronation 'Pacific' in February 2021, followed by the two 'Merchants' around July. RRP is anticipated to be around £264.99, each.



LNER P2 2-8-2

A surprise came as the manufacturer unveiled plans to re-tool its Railroad P2 2-8-2 locomotive *Cock 'o The North* – a less than seven-year-old model. This all-new model will cater for variants among the class, from new-build No. 2007 *Prince of Wales*, to No. 2002 *Earl Marischal* or streamlined No. 2003 *Lord President*. Models are expected late-2021, with an RRP of £209.99 each.

Their release to market is timely, considering that new-build P2 No. 2007 *Prince of Wales* is expected to hit the rails around the same time – coincidence?



New A1 and A3 4-6-2

LNER steam locomotive fans have another model to look forward to – an all-new A1 and A3. Four variants have been proposed, with models expected to be delivered in September 2021. A die-cast footplate will feature, assisting the tractive effort of these models over previous iterations, in addition to a flickering firebox feature. Models carry an anticipated retail price of £209.99, subject to change.

Gresley's Class A3 Pacific was a development of Gresley's GNR A1 design originally introduced in 1922. The first A3 was an A1 conversion, LNER 4480 (later BR 60111). Several more followed before new build locomotives were fitted from new with the diagram 94HP 220lbs boiler. The first engine built as an A3 was LNER 2743 (later BR 60089) in the summer of 1928. Subsequently, all remaining A1s were converted, the last being 60068 in December 1948.



Ruston & Hornsby 88DS

Who could argue that Hornby's Ruston & Hornsby 48DS hasn't been popular? We've seen numerous layouts created around it. Small locomotives sell, hence this new addition to the range comes as no surprise – the Ruston & Hornsby 88DS 0-4-0. Interestingly, this model – the larger cousin of the 48DS – isn't to be provided with a match truck. And, if its model of the 48DS is anything to go, we can expect it to carry many liveries over the coming years. However, in its launch year, we can look forward to the following, expected to arrive in July, 2021:

(R3894) North British Distillery Co. Ltd, 0-4-0, No. 4 (Era 6)

(R3895) 0-4-0, No. 3 (Era 11)

(R3896) 0-4-0, No. 84 (Era 6)

(R3897) 0-4-0, No. 20 (Era 7)



BR 9F 2-10-0

Continuing the theme of powerful locomotives, Hornby is also re-visiting its Riddles 9F 2-10-0 locomotive, too. Models are catering for standard versions initially, though Hornby didn't rule out investigating Crosti-boilered variants, or those allocated to Tyne Dock and fitted with Westinghouse pumps to power the Tyne Dock-Conssett iron ore wagons. Double chimney, single chimney and mechanical stoking variants are being made possible, with an impressive five variants of the BR.1 tender being catered for.

Other key products announced

- Maunsell dining saloon thirds and composites
- Mk. 4 coaching stock with DVTs
- An SR bogie luggage van
- Mk. 1 BCK
- A number of Railroad and Railroad plus items
- Stephenson's Rocket train pack



To see
the full range
of new
announcements,
visit
www.rmweb.co.uk



DIGITAL EDITION EXCLUSIVE

Hornby Announcements

Hornby seeks a younger audience with its new entry-level trainset designed for children aged 3 to 6.

WATCH THE VIDEOS HERE

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



PLAY

PETERBOROUGH NORTH

We re-visit this outstanding model made possible with a clear vision and a decade's perseverance to closely mirror a now much-altered location.

Words & photography: Gilbert Barnatt



Factfile

Layout name: Peterborough North
Scale/gauge: 4mm:1ft scale / 16.5mm gauge / OO
Size: 25ft x 10ft
Era/region: 1950s BR(E)
Location: Peterborough
Layout type: Continuous loop



Seen from the far side of Crescent Bridge, a Heaton-based A3 has arrived with a Sunderland to Kings Cross train. It will now come off and be replaced by the local A2/3 waiting in the bay.

My layout, a representation of Peterborough North as it was in the late 1950s, has appeared in BRM twice before, in 2014 and 2015. This year has seen a significant milestone, as it is now 10 years old. There have been quite a few developments in the last five years, so it is time for an update.

For me to keep the same layout for 10 years is very unusual, and for it still to be giving me the same pleasure and motivation as it did at the beginning, is even more so. 2020 has been a year of unprecedented challenge for all, particularly during lockdown. I live alone, by choice these days, and during seemingly endless days, I have realised more and more how my hobby, and specifically this layout, has helped me enormously in getting through those challenges.

What did I do this time that broke the previous long cycle of aborted or abandoned projects? Well, I decided exactly what I

wanted and why, drew up a rough scale plan to prove that I wasn't kidding myself as I have in the past, and concentrated hard on identifying precisely what must be included, and what I must avoid. I also banned the weasel words 'should' and 'ought'. This was for me, so all that mattered was what fitted in with my own parameters. This layout is 25ft long, space most people would love to have, and perhaps never will, but it isn't long enough to accommodate 'Peterborough North' accurately.

The distance between the two bridges at each end of the station is 30ft to scale, and I've still got to get approach curves in too. So, there is quite a lot of compression and some glaring anomalies. To the North, the main line runs dead straight, but I have a 3ft radius curve. At the other end, the real thing was on a gentle curve, but mine is far more severe. Mind you, how many of us have curves that are prototypical?

Within that 25ft, I could get in all

the main running lines, and the station platforms would be nearly as long as the prototype. I would be able to perform most of the movements that happened. Also, the location had sharp curves at each end after the bridges on the station side, and those would help me in fitting things in.

Now, I have quite a lot of plus points, and for me, they far outweigh the compression and the curves. You can't get any major ECML station to scale into a 25ft length, but this one isn't that far out, and I can comfortably put up with the minus points. End of story. Others may disagree, but the purpose of all this is to satisfy and entertain me. Realising that and accepting it is the reason for this layout's longevity.

Operating challenges

For those who haven't seen the previous articles, and who may not be familiar with the pre-1970s railway at Peterborough, a few recaps are in order, if only to show that it



was the real thing that was – to say the least – eccentric, rather than me.

The GNR wasn't the first railway to Peterborough. George Hudson, as in other places, got there first, and the Midland Railway's route from Leicester to Peterborough East station was in place to the West. The GN, therefore, had to squeeze into the space between the Midland running lines and the City on the other side. The result was a mess, which was not sorted out for well over a century. Thus, you will see only one platform face for Up trains on the ECML, and no access from the Up to either the bays on the Down side or to the far platform. There was an Up slow, but to

access it, trains had to cross the main lines at the north end thread through between the far island platform road and the Down slow, then cross both main lines again to get back to the Up, and eventually to an Up slow road.

The huge New England yards were almost all on the Up side, so although there was a Down slow road, it re-joined the main just before Spital Bridge, and then once again, all traffic for the yards had to cross the main lines, and block both. Add to that the 'dog's

leg' curves at each end between the bridges, which had a 20mph permanent speed restriction, and the result was an operating nightmare.

My expresses, if running non-stop, all have to run through very slowly, which at least gives plenty of time to observe them in detail. The original intention was that the two bridges, Crescent to the south and Spital to the north, would form the scenic breaks, and that everything else would be off scene. That is still what happens at the north end, but there's a bit more room to the south, and I couldn't resist adding some more detail there. It is incorrect, of course, because of the sharp curve, which shouldn't be, but it



This was the view from on the bridge. The Ivatt 4 2-6-0 has brought in a local from the old Midland and Great Northern section, and terminated here. To the right the station forecourt and the Great Northern hotel can be seen.

allows the lovely Crescent Junction signal box to be included, and one or two other features as well.

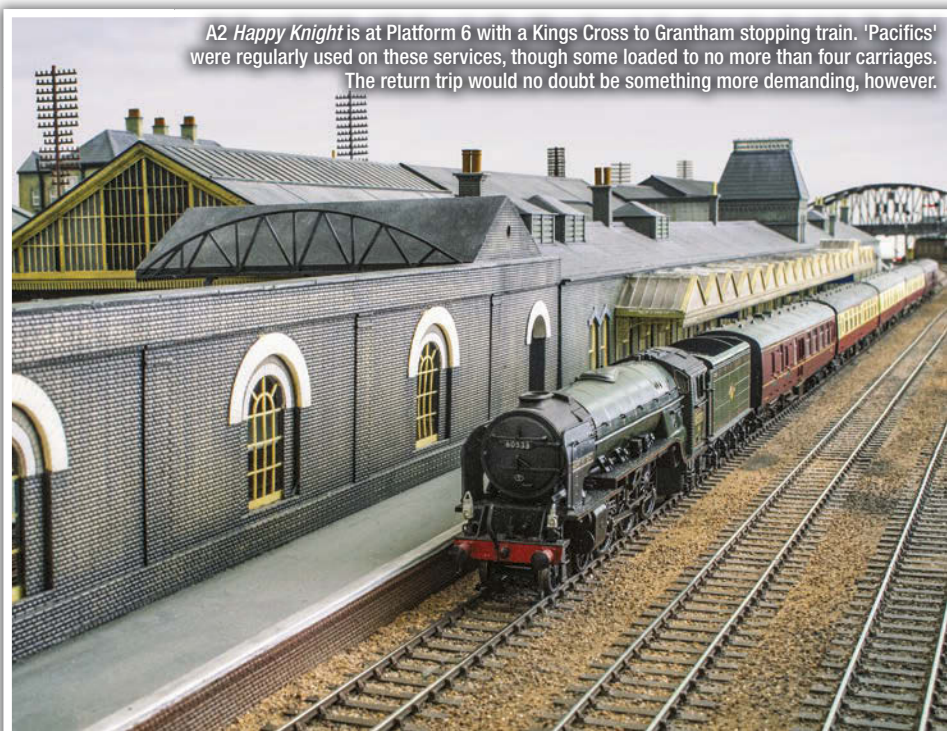
What is there still to be seen of this rather ramshackle and unfit for purpose stretch of railway? The two bridges are there, and the Great Northern Hotel, together with three buildings along the boundary on the Up side and to the north of the new station buildings. Everything else has gone. More efficient, but to me at least, pretty sterile.

Progress update

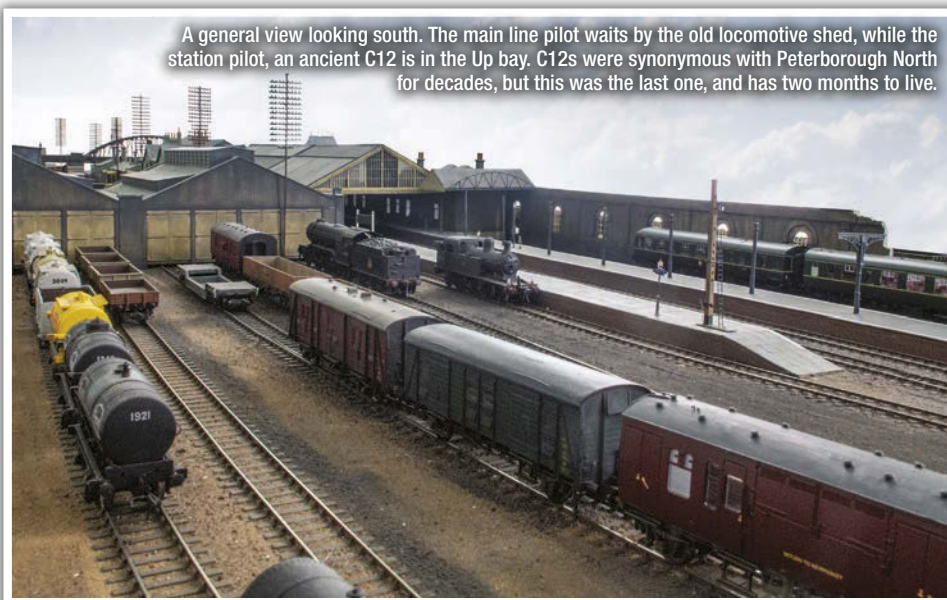
Let's look at what has happened since 2014. By then all the track was in place, courtesy of the late Norman Saunders of Just Tracks, and Peter Leyland had completed the extremely complex job of making the station buildings and the gradually disintegrating overall roof. There remained a void on the Up side where the District Engineer's complex should be, and which would have to be filled. I was concerned, too, about the other side of the layout, which ended alongside the Down slow line. By this time, I had become interested in photographing the layout for my thread on RMweb, and felt there should be something there to provide a backdrop.

I'll deal with the Down side first. What was there in reality? Two very long and dead straight sidings, usually pretty full of goods stock, and behind those the Midland running lines. The other side of those was occupied by Spital Bridge shed and associated buildings, including a very tall Cenotaph coaling stage. I had no room for any of that, unfortunately, and even if I had, a totally impracticable width of baseboard would have been required. I had left 15in between baseboard edge and outside wall – enough to give access, albeit with a contortion or two, and a bit of a squeeze. Then it occurred to me that, if I could just put in those two long sidings and partly fill them with vans and wagons, I would have the ability to move them up and down to provide a backdrop when required. This would be purely static, so no need for wiring, or other complications. It would also need to be 4in wide, reducing the wiggle room available in most places to just 11in. The positive element was that it would also be a powerful incentive to keep my waistline under control!

We went ahead with this, and I reckon it was a good decision, but you can decide for yourselves from the images that accompany the article. A lot of thought has been given to making a scenic background along the far wall at the end where Spital Bridge shed



A2 *Happy Knight* is at Platform 6 with a Kings Cross to Grantham stopping train. 'Pacifics' were regularly used on these services, though some loaded to no more than four carriages. The return trip would no doubt be something more demanding, however.



A general view looking south. The main line pilot waits by the old locomotive shed, while the station pilot, an ancient C12 is in the Up bay. C12s were synonymous with Peterborough North for decades, but this was the last one, and has two months to live.

would have been visible, but that is on hold, as we haven't satisfactorily worked out how to make it look convincing from more than one angle.

Building work

Peter Leyland has also built new bridges for both ends of the layout. Spital Bridge is now much more like the real thing, and the replacement Crescent Bridge has been extended, and is a considerable improvement. Behind it, I couldn't resist adding more detail. The signal box is from the prototype, but a tranship shed, which on the real thing would have been on the straight, now curves quite a lot. I've also included more buildings under and beyond

the bridge, guesswork to a degree, as not many photographs of that area have been found, but I feel that it adds atmosphere.

We also needed to include the complex of buildings on the east side of the running lines at the north end, which, by the 1950s, were occupied by the District Engineer's department. The building nearest the main lines was fairly straightforward because it appears in many photographs, or at least one side of it does. Behind that were several more, all long gone, and of which I had found just one close up image. I had many more taken from the platforms on the Down side, but what could be seen varied considerably depending on the photographer's position. This caused a lot

A high level view of the north end. The B1 in the bay is going to Grimsby, and the WD is commencing its journey to London with one of the many coal trains for the capital, which ran day and night. The District Engineer's area frames the image on the right, and wagons on the Midland siding on the left.



The view beneath the overall roof, as another WD heads for London with more coal, as it will have done probably thousands of times. This view should really be obscured by the smoke that hung around under here most of the time.

of head scratching and a realisation that I could not hope to accurately reproduce the original.

Behind railway property ran Westwood Street, and the two were separated by a high wall, above which the upper storeys of houses and a pub could be seen. I needed to use that as a backdrop, and I had a maximum of 22 inches in which to do it. That resulted in a lot of experimentation with forced perspective, mocked up 2mm low relief terraces, and one or two other ideas. In the end, with Peter's considerable help, I settled on what can be seen now. It works best when viewed from rail height, but overall, I think it gives a reasonable effect, so I'm happy with the result.

So, on the scenic side of the layout, that is what has happened since 2015, and I'm pleased to say that it has all achieved what I hoped it would. There's still plenty of small detail to work on, though, which I'm sure I'll get round to, eventually.



Another locomotive getting close to the end of its long working life. I have a photograph of this B12 at Peterborough in the summer of 1958, still well cared for by Cambridge shed. The finish on the locomotive has been beautifully captured by Tim Easter, who now deals with all such projects for me.

The premier ECML express runs through, the 'Elizabethan', hauled by the usual spotless A4. Like all other non-stop trains though, it has had to reduce speed to 20mph while passing through the station.



What we think...

The measure of success of a model of a prototype location is how well the model stacks up against the real thing when it's completed. Despite Gilbert and his team compressing distances within the model (and there has to be a limit to the world modelled), we think that this comparison shot from Crescent Bridge shows how successful it appears.

In Ben Brooksbank's picture is the view northward from Crescent Bridge towards Grantham and the North. On the left is platform six where we see the rear of the last coach, while the Up Class E freight, headed by BR 9F 2-10-0 92041 (built 12/54, withdrawn 8/65) is occupying the only Up Through platform line at the station.

Gilbert's image shows 92188, a Bachmann 9F, on a similar Up mineral working. It is only the absence of the rear portions of the Great Northern Hotel and the area around Station Road that initially betray the difference between model and reality.



BEN BROOKSBANK



Final thoughts

Putting this in writing has really brought home to me how many benefits accrue from having a hobby. I have a passion for the steam age railway, which I can express through it, and it occupies time in a positive and creative way. It has – and still is – getting me to experience new skills. All that applied when life was normal. Over these unprecedented last nine months, it has been a lifeline.

There have also been developments on the other side of the layout, the fiddle yard and ancillaries. They are part of my project to create a sequence of trains through 'Peterborough North' which are, as near as I can make them, correct for the summer of 1958. Hopefully, there will be a further article dealing with that in the near future.

My parents were both very keen amateur photographers, members of the Royal Society in fact, so I grew up with darkrooms, chemicals and the like. Some of their knowledge must have rubbed off on me, so I bought a decent camera, a Canon G12, and started taking photographs that I could share on RMweb. Very soon I also decided that I'd like to at least be able to put a sky background behind them, and so I had to acquire a new skill, photoshopping. There's an advantage of a hobby straight away – learning a new skill at quite an advanced age.

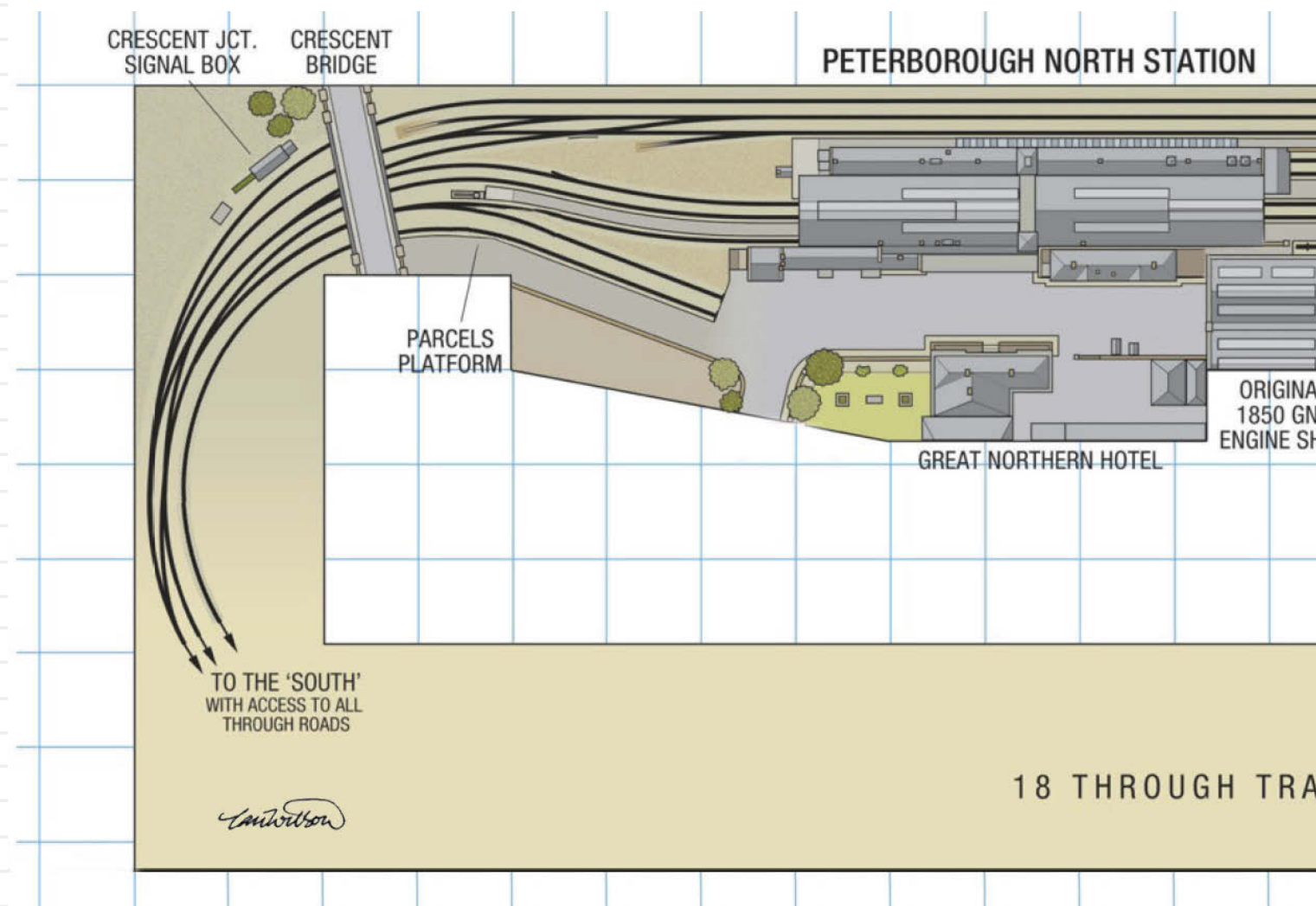
I've made a lot of friends through RMweb. Some I have had the pleasure of meeting, and who have visited and watched things falling off, while many others I shall probably never see in person. The great advantage has been in motivation to use the layout regularly, record what goes on, and post it for others to enjoy, which a gratifying number seem to do. My parents talked a lot about the composition of scenes for photography, and that has helped me

a great deal in getting the angles and assessing what and where to crop.

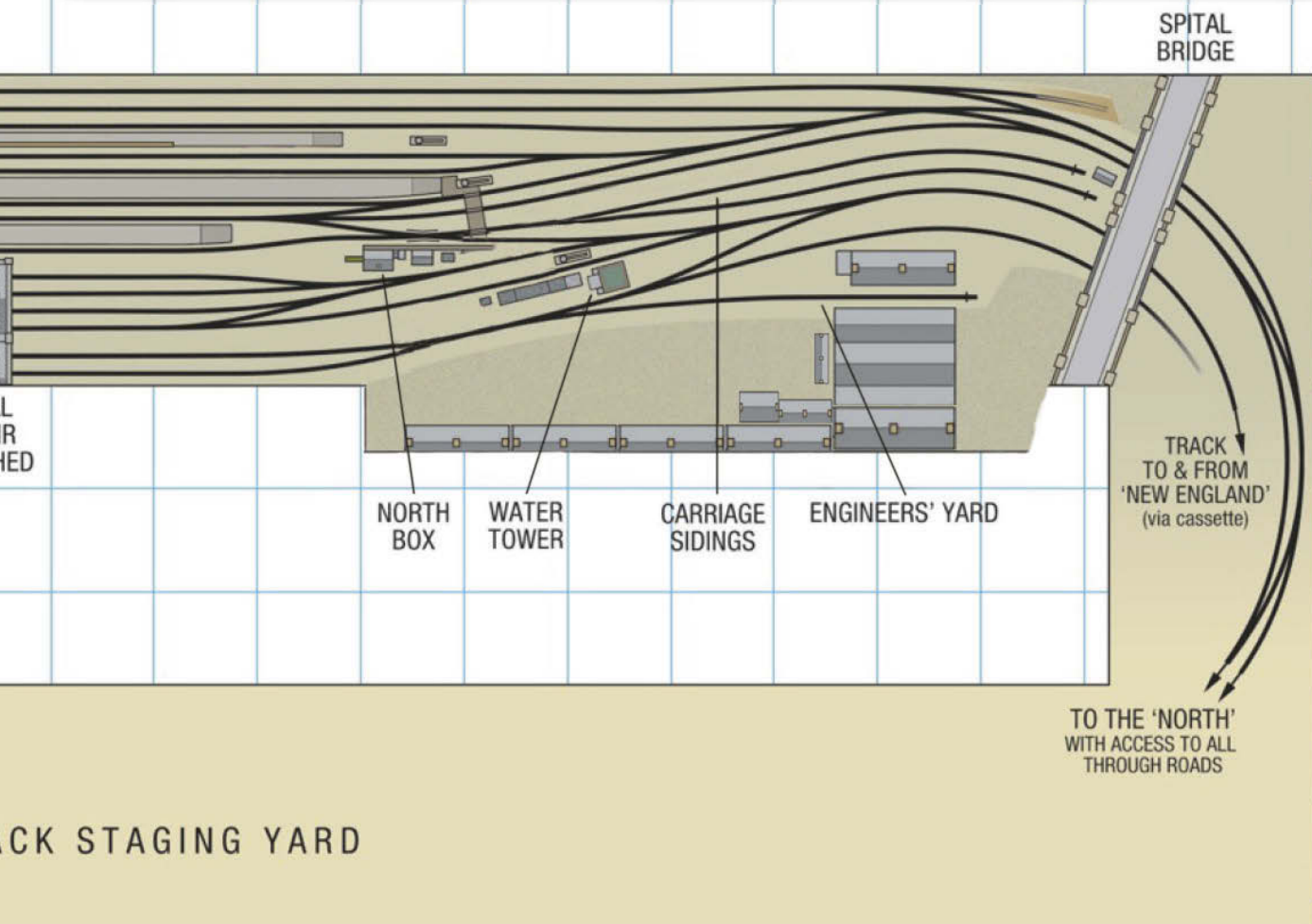
So, what about the challenges? Well, there's a bit of physical pain when squeezing into confined spaces to get different angles, but the main one is signals. Why did the LNER have to choose lattice posts? They can take an absolute age to deal with, and when three get superimposed one on the other, as can happen at the north end, they are beyond my level of skill. Then there are the many things, poles, signals water cranes etc, which like to grow out of the chimneys of locomotives, and which I sometimes don't notice until after the photograph has been taken. Those, of course, are also the pictures which otherwise have come out very well. With a small camera, you get a small viewing screen, and my vision isn't what it used to be, so when I've crammed myself into a corner, and sometimes even when I haven't, these things go unnoticed. Overall, photography and the processing of images is another big plus.

Trackplan

PETERBOROUGH NORTH



The first signs of change appear in this image, as this Pullman service is headed by one of the EE Type 4 diesels that arrived on the ECML in 1958.





**DIGITAL EDITION
EXCLUSIVE**

**CLICK AND SWIPE IMAGES
TO SEE MORE**



HOW TO... WEATHER A HELJAN CLASS 07

Words & photography: Michael Russell

Michael Russell's patina masterclass on this six-coupled workhorse of British Rail's Southern Region and later, private industry, is a lesson in creative ingenuity.



There is no doubt that weathering is the key to producing a realistic model. Even low-cost, entry-level products with little detail can look very presentable, if treated properly. Personally, I would rather have one really well weathered locomotive than 100 out the box un-weathered ones. It's a matter of quality, not quantity. It takes time to produce a good weathering job and requires some practice.

The Heljan Class 07 is a beautiful model, intricately detailed and is strong because of

its excellent build quality. Even the version I weathered, with all that extra pipework, is simple to work on as the body comes off in sections.

You can perform as few or as many of the steps I give depending on the finish you desire. If you only carry out a limited amount of weathering on your locomotive, I would suggest fading the paintwork. This will make a huge difference and will immediately make the model look less toy-like.

I have chosen to depict a locomotive that is in regular use, but is kept outside and so subject to the full effect of the British weather. This is the typical condition of many shunters.

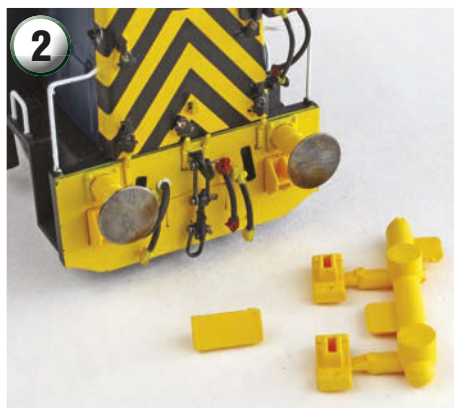
You can use acrylic or enamels to carry out your weathering, but I would recommend acrylic paints simply because of their fast drying time.

If it dries too quickly, and clogs the nozzle on your airbrush, add a drop of retarder.

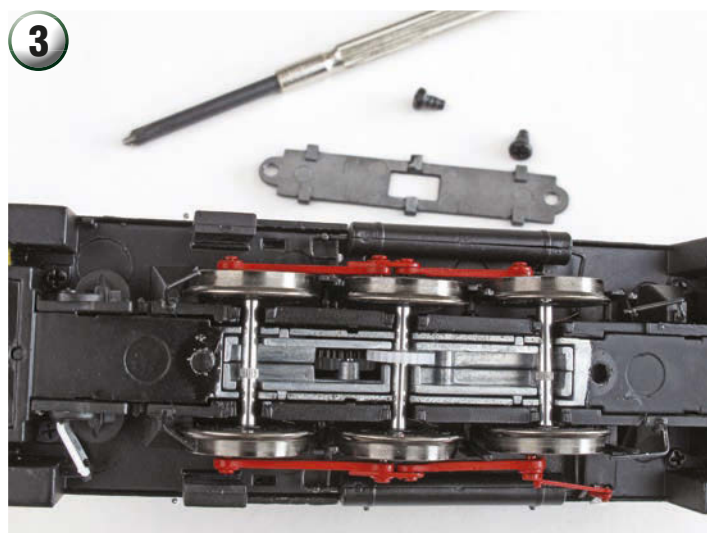
Preparation



Even if your model is fresh from the box, it is still a good idea to check it for dirt and debris. Look out for stray hairs and errant glue. Use tweezers and a brush to remove offending detritus.



Whatever couplings you fit, it is a good idea before weathering to fit the buffer beam blanking plates that are supplied in the accessory bag. Cut them from the sprue, file true and press them into place.



Remove the two screws holding the keeper plate in place and lift it away. Use a container to hold the small parts while you work on the project.



Remove the chassis link by pulling the shaft end gently with your thumbnails. Lift away the wheels. Add a small dab of Maskol to the ends of each of the six electrical pick-ups where they contact the wheels.



Remove the front bonnet section by removing the two screws from underneath, behind the buffer beam. Ease the handrails out of their retaining holes. Lift the bonnet gently, being careful not to damage pipework.



Remove the cab section by gently waggling it from side to side while pulling in an upward direction. It isn't glued and should come away easily. Remove the rear bonnet section in the same way as the front.



Cut masking tape to cover over the mechanism, circuit board and LEDs. The superstructure under the front bonnet section now provides a secure handgrip while you carry out weathering. Use toilet roll inserts as handles for the bonnets.

Top tip: paint mixing

It is important that you mix paint well before using it. This is especially important with varnish. Wherever possible, use a broad spatula, such as a lollipop stick, to mix the paint until any solid matter at the bottom has completely dispersed. If the paint is in a dispenser where this isn't possible, agitate the bottle vigorously using a whisk motion for at least 30 seconds.

I don't have an airbrush

Not everyone has room for an airbrush and many modellers dislike the cleaning up required after using them. Without one, you can still replicate many of the techniques illustrated. Weathering powders require a matt finish for good adhesion. Apply these in small amounts and work each application well before judging if you need to add more. Seal your model with a matt varnish, but note that this may alter the finish slightly.

SHOPPING LIST

Heljan

(29141) Class 07 v2 D2989

Humbrol

Maskol, Matt Cote (AC5601), Enamels (33) Black, (34) White, (74) Linen, (121) Pale Stone

W www.humbrol.com

Lifecolor

Dust and Rust Diorama set, Tensocolor set 2, Black Rubber Shades set

W www.airbrushes.com

Vallejo

Rust, Stain and Streaking set

W www.scalemodelshop.co.uk



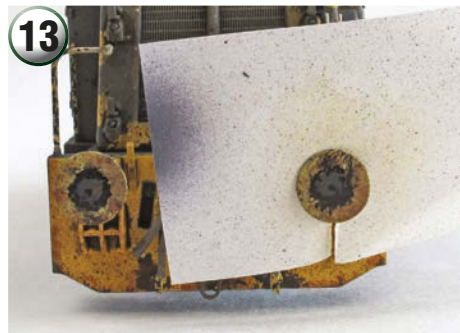
Method



The pick-ups are bright and stand out even behind the wheels. Brush them with matt black enamel paint. Note the masking tape to protect the mechanism.



To fade the paintwork, spray the entire model with Matt Cote with a drop of (121) Pale Stone enamel paint added. It is better to add multiple layers rather than overdo the effect with too heavy a coating.



Finish the buffers with a dark rust colour, such as Vallejo Dark Rust, and a ring of oil made with a permanent black marker pen. Tone down the effect with a light rust colour such as Vallejo Orange Brown.



For finer rust spots, flick Vallejo Dark Rust at the model using a toothbrush and a blunt instrument to draw the bristles back. Practise on scrap paper first. Be very careful not to overdo this effect.



I decided to darken the front grille to simulate the ingress of dirt from the fan draft. Spray with matt black acrylic. Touch up missing white from handrails and pipes with white enamel 34.



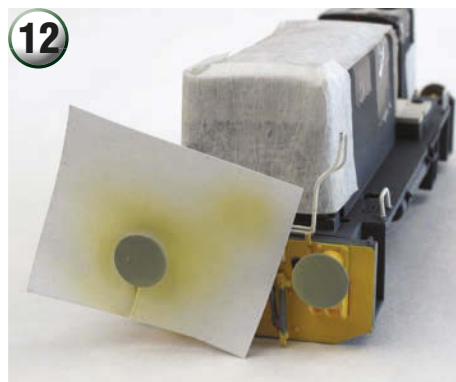
Use a cotton bud and thinners to wipe off the overspray from the cab glazing. Use a clean cotton bud to remove the thinners before it dries.



Use Quickshade Soft Tone to highlight panel recesses and detail. Apply with a brush and wipe off excess. Work in small areas as this product dries fast.



To avoid monotony, add variety to the rust spots by touching in lighter rust and off-black colours to the patches you already added. I used Lifecolor Vulcanised Rubber and Rust Base Color.



Make a mask from a piece of paper with a slit cut in it to prevent overspray on the buffer beam. Slide this into place, then spray each buffer a coat of (74) Linen.



Use a dark brown, such as Vallejo Dark Rust, to add rust spots to the model. Concentrate on panel edges and places where the paint would be damaged such as around couplings. Use a sponge or a paint brush.



Imitate paint chips on handrails by adding random marks with a permanent black marker pen. Ensure the marks go all the way round the handrails. Add more marks on areas of the handrail that would see the most use.

19



Spray the wheels and frames with a dark brown such as Vallejo Black Brown. Wipe excess off the coupling rods leaving deposits around the bosses to represent oil.

20



Dust the frames, brake rigging, couplings and wheels with a bright rust colour, such as Vallejo Orange Brown, to represent brake dust. I also gave the cab roof a dusting.

21



Spray the exhaust pipe with Vallejo Orange Brown and dust a very light coat over the bodywork, the pipework and handrails to blend the effects together. This is a working locomotive, so don't overdo the effect.

22



Light marks were present on the wheels and roof and so I add small amounts of an off white (Lifecolor dust type 1). Be careful not to overdo this effect.

23



To represent spilled fuel, I brushed on Lifecolor Tensocrom Kerosene on the bodywork below the filler cap on the rear bonnet.

24



When dry, carefully reassemble the model. The front pipework can be a challenge. I took a piece off, fitted the bonnet and then stuck the pipework back on with cyanoacrylate glue. Clean the wheel rims and remove the Maskol.





DIGITAL EDITION EXCLUSIVE

Weathering top tips

Looking for more realistic rolling stock? Phil Parker provides some top weathering tips for wagons in this latest video.

WATCH THE VIDEOS HERE

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



PLAY

HOW TO... WEATHER A HORNBY STANDARD 4 LOCOMOTIVE

Words & Photography: Geoff Taylor

Famed for his scenic layout, 'Barmouth Junction', professional model-maker, Geoff Taylor, offers a step-by-step guide for weathering Hornby's Standard 4, 4-6-0 locomotive.



Many modellers are put off weathering, thinking they'll need an airbrush, but that's just not the case. The majority of my locomotive stud on 'Barmouth Junction' is formed of either Bachmann or Hornby products, and all have been weathered to some degree. Here I've used a Hornby Standard 4 4-6-0, which, after taking it out of the box, is a bit too shiny and doesn't really resemble the prototype. This is my method of making it look like a real locomotive.

ON EXCLUSIVE

SHOPPING LIST

- Precision (P981) Dirty Black
- Railmatch (402) Frame Dirt
- Humbrol (33) Black
- Humbrol (62) Matt Leather
- Reeves Black Powder paint
- Thinners
- PVA glue
- Real coal



The following day, I carry out a black wash over the rest of the body and tender, mixing a small amount of Humbrol Black with some thinners. This will make the shiny plastic duller and put surface details on it, like water marks. You don't want too much black in the mix; if in doubt, only use a small amount first, then add more if you think the mix is too thin.



A second coat of the Dirty Black can be put on the cab roof, smokebox and tender roof. While the paint is still wet, stipple some Reeves Powder paint and blow gently to remove any excess. The following day, the powder can be very gently brushed to further reduce the amount on the parts.



A plastic coal part comes with the model, so I glue that in place and fill gaps with kitchen roll and glue them in. Once the glue has dried, paint the kitchen roll with black paint in case the coal doesn't cover it. I also use real coal and crush bits up to make suitable sized pieces for this. A thick layer of PVA is put in the tender and the coal dropped in. This may take some time to get right and you might need a few more drops of PVA until you are satisfied. Small bits of coal can be dropped in to go between the larger lumps. Let this dry overnight and then you can tip the tender upside down to let any loose bits of coal fall out. Job done.



I paint the chassis of both the tender and locomotive in Railmatch (402) Frame Dirt, and some slightly-thinned (402) is painted on the buffer beams. In most cases it's best to do one paint job and leave it until the following day before painting anything else, but if you are careful and don't touch the chassis, you can then paint the cab roof, smokebox, inside the cab and the tender roof at the same time. For this I use Precision (P981) Dirty Black.



The next stage is to take Humbrol (62) Matt Leather and dry-brush over the tender sides, tender back, cylinders and chassis. This will give a slight rust look to the model. Put a small amount of the paint on a piece of scrap card, lightly touch the paint with the brush and almost wipe it off on the card, so you have a minute amount on the brush. Lightly paint this on the parts needed. If you've put too much paint on, wipe it off with some kitchen towel or use thinners painted on the parts needed.



On the Hornby model, the pipes are too bright and need to be more subdued. Again, the black wash is used.



The wheels and motion are now painted with Railmatch (415) Oily Steel. Don't put too much paint on the parts that need to be free for running. I always test the locomotive on the track after I've painted the motion parts to make sure it runs OK.

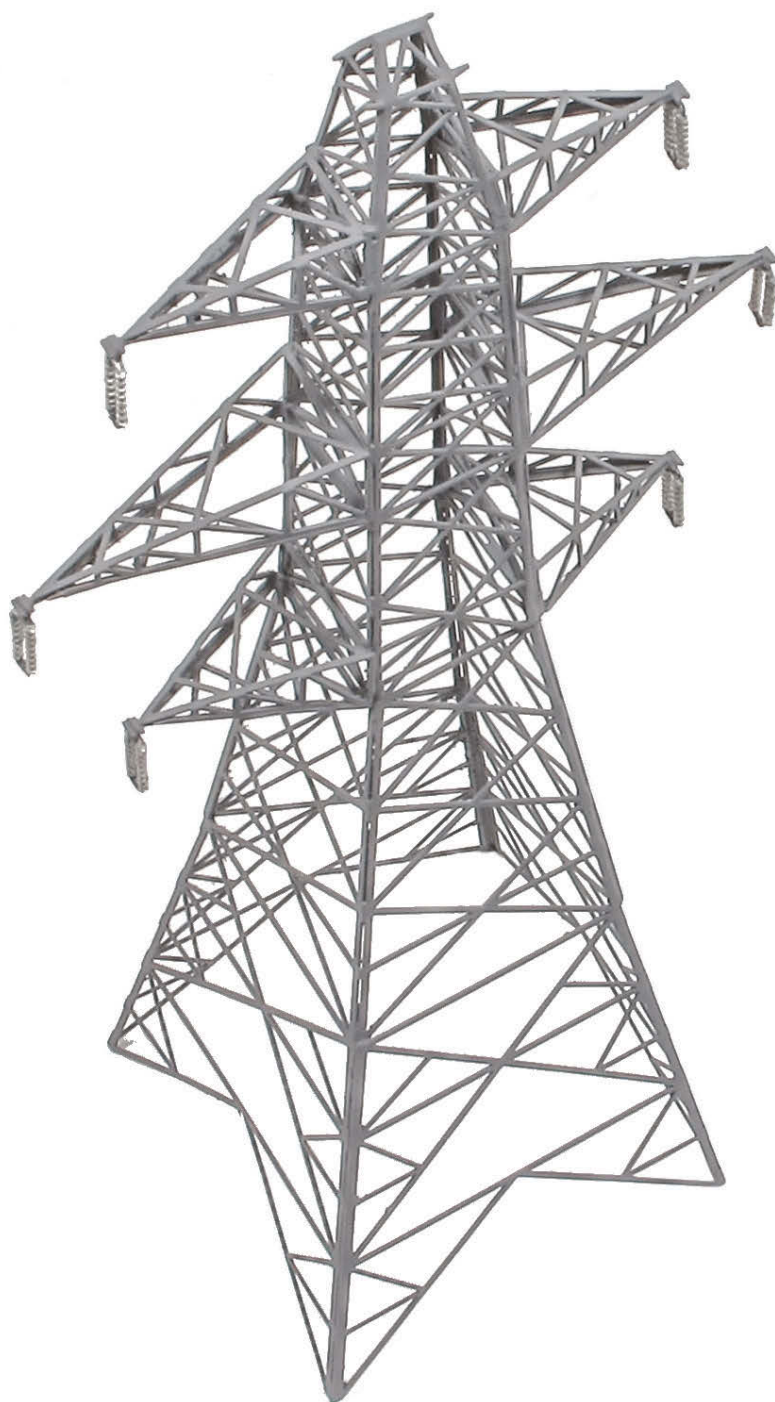


A small amount of rust powder is put on a piece of scrap card and the smallest amount is picked up by the brush before lightly brushing in a downwards stroke on the smokebox, cylinders and springs on the tender. Obviously, you can put more on if you want the locomotive to look well-worn and rusty, which most of them did towards the end of steam.

HOW TO... BUILD A PYLON

Words & photography: Phil Parker

Giant temples of metal or hideous blots on the landscape? Phil Parker shares useful etched metalwork techniques with a Severn Models electricity pylon kit.



Pylons are one of the most recognisable symbols of the UK's electricity network. Throughout the countryside, they are either seen as a blot on the landscape or a vital feature of the modern world depending on your viewpoint.

Model pylons aren't common. Perhaps we like to imagine our miniature worlds without ugly structures? I suspect it's mainly because of the difficulty of taking a complex structure and rendering it to scale. These are very clean and precise designs that demand clean and precise model making and they are difficult to build.

It doesn't help that pylons are tall – anywhere between 50 and 180ft for most, unless you want to model the 580ft tall monster at Thurrock. While ready-to-use versions have been available from Hornby, among others, the spindly designs don't lend themselves well to injection-moulded plastic. Metal is a better option.

Unless you are keen enough to scratch-build, it's time to find a pylon kit and here the selection is limited. I'm building one from Severn Models in etched brass for N gauge layouts. I have asked about a 4mm version, but the price would be high because of the large sheets of metal required. The designer, Andy Vaughan, just laughs when O gauge is suggested...

The kit is simple to build if you understand the correct ways to bend the pieces up from flat, so that's what I've concentrated on here. Each section of the tower is etched in two halves, which are brought together to form the 3D model. As long as your bends are crisp, and parts don't get mangled before assembly, you can't go wrong.

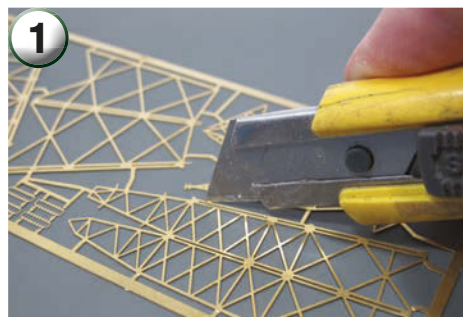
If you haven't worked with etched metal before, it's no different to assembling a card kit. Bends are marked with lines etched on the surface, and those lines should be on the

inside of the bend. As well as showing you where it is and making the bend easier to form, they keep it in the right place so you don't twist the surrounding metal.

The kit is designed for assembly with superglue, but I prefer to solder. As well as being faster, the joint is slightly stronger. That said, the pylons I've handled on the Severn Models exhibition stand didn't feel

any weaker than my version, so perhaps I'm just old-fashioned!

Construction time was a fairly relaxed few hours, plus a few minutes for spray painting using a can of car primer aerosol. How many you require is up to you, but the average distance between pylons in the UK is 1200ft, so most of us won't need to fill our layouts with these metal monsters.



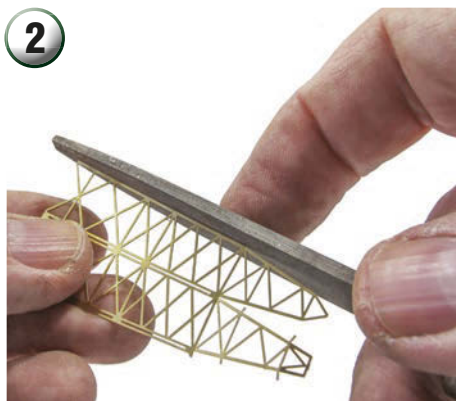
Parts are supplied on a pair of identical etched sheets. Each piece will need to be removed carefully by cutting through retaining tabs holding it in place. A large, sharp knife on a rubber cutting mat are my tools of choice for this job. The tabs are half etched to make them easier to cut and you can get the blade close to the piece you want to remove. Leave parts on the fret until you need them.



Engineers will prefer a robust set of bending bars. Fitted into a large vice, these clamp the metal along the bend line. The part being bent still needs to be supported, but you can be confident of a straight bend. Prices and designs vary, so search tool vendors for one that suits you.



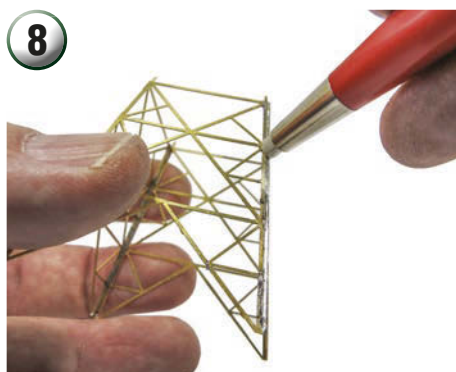
All Severn Models kits are designed to be assembled using glue, but for etched brass, I prefer solder, partly as it's a lot quicker. With such spindly parts, one issue is that vigorously cleaning flux off the metal in the sink might cause damage, so I'm using non-corrosive liquid flux designed for electrical work. You need to be quicker with it than paste fluxes because the liquid evaporates fast, but with a bit of practice, this isn't a problem.



To remove each tiny leftover bit of tab, file along the edge of the part. Try to avoid working across the metal as this increases the chance of bending it – although a little finger pressure will usually unbend it again if required.



For the occasional kit builder, a pair of cheap steel rules will be perfectly adequate for the bends required in this model. They should be clamped in a vice, and care taken to ensure the top edges are aligned, but this method served me well for many locomotive kits over several years. The limitation is that the ends of the rule beyond the edge of the vice won't be clamped properly but for kits with a half-etched guide line, this isn't a big issue.



Each joint is smoothed with a fine abrasive stick, then polished with a fibreglass pencil. The trick to making neat joints is to use the minimum amount of solder, letting the flux and heat make it run where it's wanted. Most beginners put too much solder on, leading to more involved cleaning up. As long as the metal is clean, hot solder will flow.

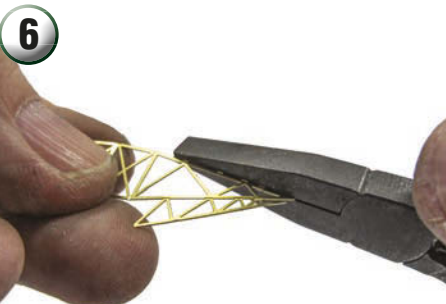
SHOPPING LIST

Severn Models

(N14) Electricity Pylon
P.O. Box 785, Broseley, TF7 9FT
W www.severnmodels.com



All the fine pieces have to be bent to form the pylon shape and there are many ways to do this. The top-of-the-line solution is a 'hold and fold' device. The metal is clamped under the aluminium former. Support the whole length of the piece with a rule, so it doesn't twist, and the bend is simple to make. The 'hold and fold' can be reversed, so the tongues are in the forming area, helping with smaller pieces. The device is an investment, but you should only ever need to buy one.



Smaller bends can easily be handled with pliers. I prefer square-ended versions with flat jaws but other shapes have their uses. They cost me £1 when I brought them years ago and I've not worn them out yet. Model-making equipment doesn't have to be expensive.



The biggest challenge in the build is laminating the three layers of brass making up the insulators. It's an area where using glue is easier. However, I simply tinned both sides of the middle layer, cover them with flux and pushed the facing layers on with a hot iron. This worked because they are small and allowing all the metal to be brought up to temperature so the solder runs.



How to...

DESIGN AND BUILD A WATER TOWER

Andy York creates a large and intricate water tower from scratch for a forthcoming layout project. Research and planning was key, as he explains.

For a Great War layout based on the short-lived Cannock Chase Military Railway I'm planning to build, a friend and I were looking at a looming deadline and a complex water tower structure.

We decided to explore laser-cutting to give a speedier result than traditional, styrene

or brass construction. Although primary research material is available, we found that scaling down the model tower was necessary to avoid overpowering the rest of the layout. The model we devised now better fits the space available and I'm pleased with the near-finished model.

I made some mistakes in the design, but these were rectified at the building stage. It proved an interesting exercise for my first time having bespoke laser-cut parts made. The cost is higher than styrene or brass sections, but it was assembled faster with consistent and tidy results. ■

ON EXCLUSIVE

Research and reference material



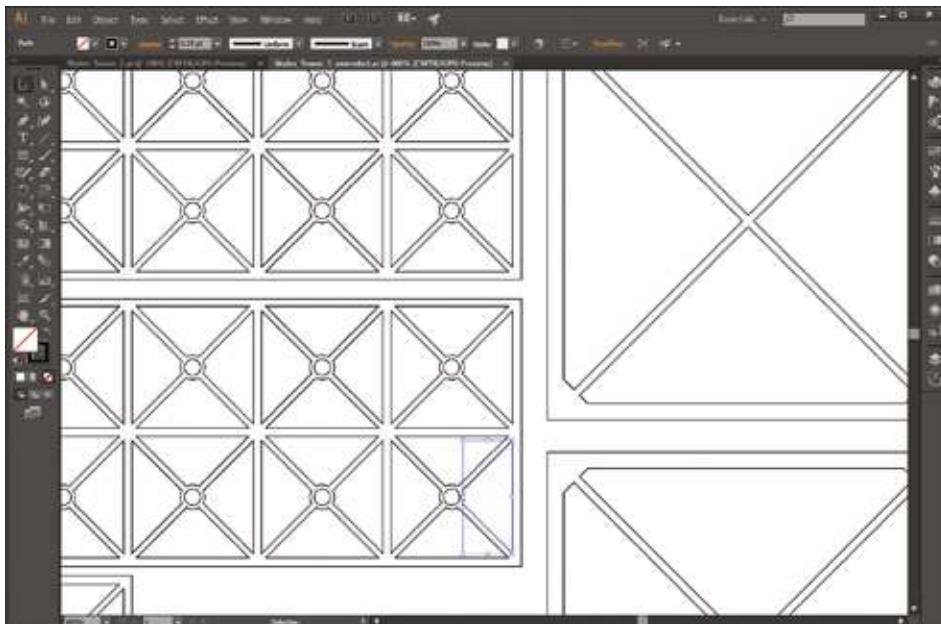
Local postcards were produced for the troops at Cannock Chase to send home. They've been an invaluable reference source for the project. This panoramic view of the heathland camp shows the water tower high above the surrounding buildings.



After the war the camp was cleared and the water tower was re-configured and moved to Sedgley Beacon between Wolverhampton and Dudley. This picture gave us the size and style of panels along with information on the bracing and girder supports for the tank.

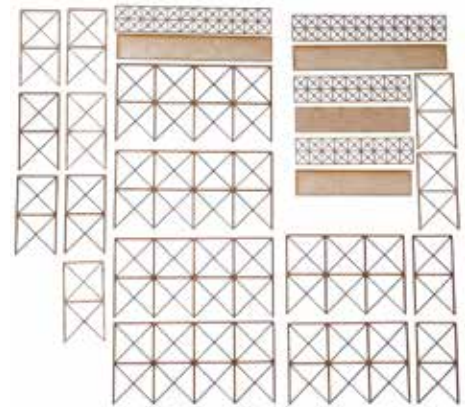


The concrete pads onto which the water tower legs were once bolted still exist, which gave us a measurement of 12ft centres for the supports.



I used Adobe Illustrator to create the two-dimensional drawings of the individual components. It's not as daunting as it first appears. This model has a lot of simple geometry which is duplicated. Free software such as Inkscape can be used as an alternative and support is available on RMweb for 3-D printing and laser-cutting.

Laser-cutting

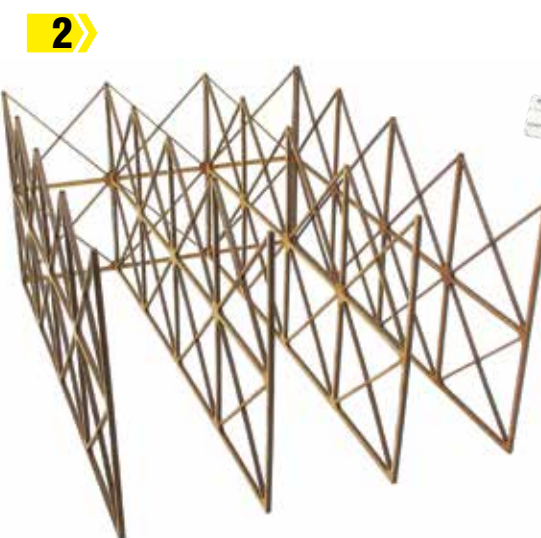


The drawings were sent to Intention, a 3-D laser-cutting firm. Its owner is on RMweb under the username 'BrushType4' (see also intention.co.uk) with a topic showing many projects that he has undertaken. I specified 1.5mm MDF as the material for this. In hindsight, 1mm MDF would be finer. I'm pleased with the quality of the cutting and the speed of turn-around. If you've designed parts you shouldn't need instructions, but it's worth a dry run before getting too far ahead.

Assembly



Assembly starts by joining a long side and an end of the supporting ironwork. PVA glue takes too long to set. Other adhesives were tried on test pieces, but I settled on thick grade Expo superglue which holds in 10-15 seconds. Clothes pegs are useful to hold parts.

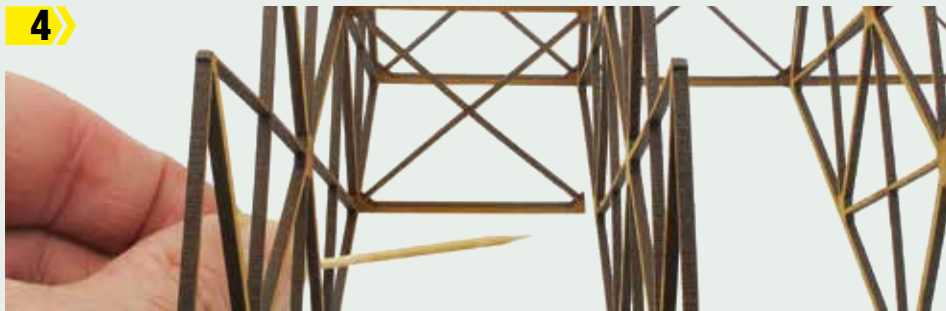


The remaining long sections are glued to the end piece with the thicker upright sections butted to each other.



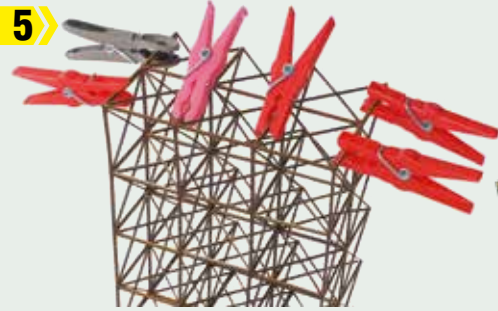
At the design stage I hadn't given consideration to the width of the intermediate ironwork pieces, and it was necessary to cut off the upright sections leaving the horizontal and diagonal trusses.

4»



Each intermediate section on the ironwork is attached to a neighbouring upright section, one side at a time to guarantee precise positioning.

5»



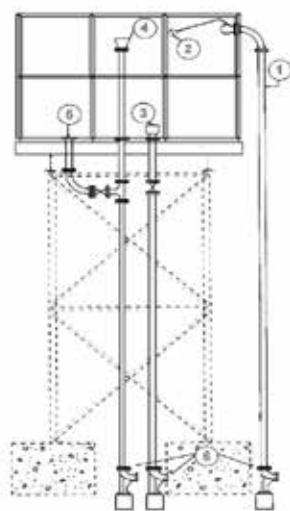
Once the single intermediate sections are glued, the other end can be glued to make the structure square.

6»



I couldn't resist the temptation to test the structural integrity of the frame once dry. Just 22g of MDF happily supports 1.6kg of tins!

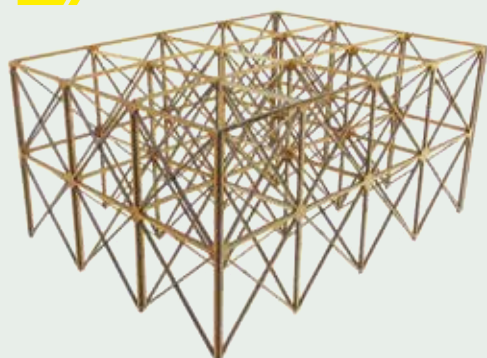
What's inside a water tower?



The manufacturer Braithwaites has produced steel water tanks since the 1920s in Newport, South Wales. It kindly supplied reference diagrams showing the functional parts of a water tower.

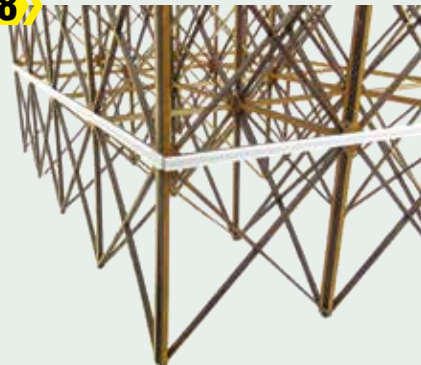
- 1 – Rising main inlet pipe
- 2 – Ballcock
- 3 – Outlet pipe
- 4 – Overflow with coned top
- 5 – Washout pipe
- 6 – Valves and stopcocks

7»



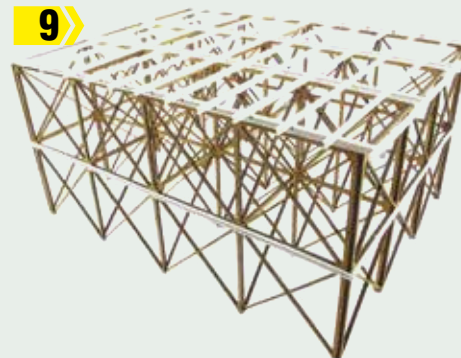
Once the single intermediate sections are glued, the other end can be glued to make the structure square.

8»



U-section plastic strip (2 x 1mm) is glued to the horizontal truss halfway up the sides.

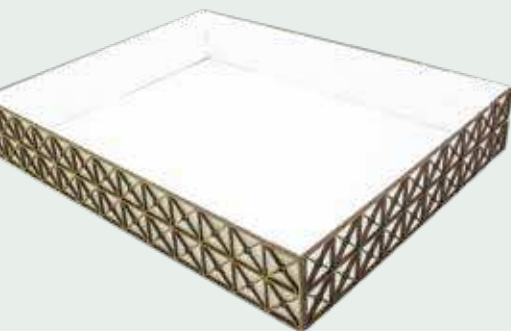
9»



H-section plastic strips (3 x 2mm) are glued to the long sides of the ironwork to form longitudinal beams. H-section plastic strips (2.5 x 2mm) are then glued across the beams to form lateral supports.

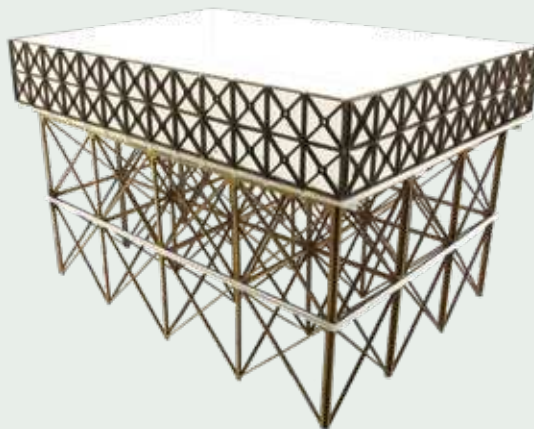
ON EXCLUSIVE

10»



I had designed the tank panels one panel short in each direction, so each side and end was lengthened using waste material. These panel frets were glued onto 0.030in plastic sheet, cut to size, and a suitable bottom was cut for the tank accordingly.

11»



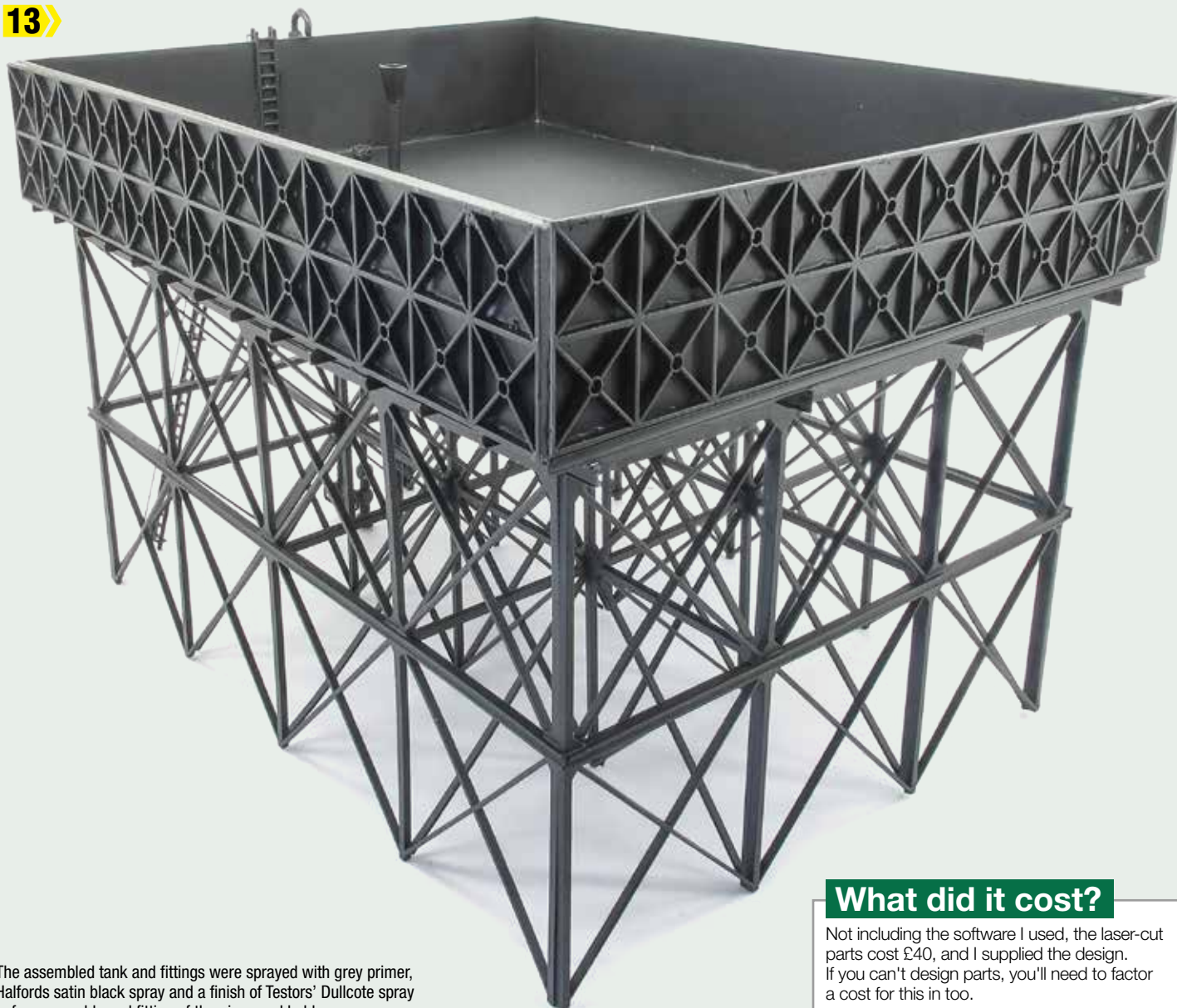
The water tank is test-mounted onto the supporting ironwork to ensure everything is square and level.

12»



Inlet and outlet pipes with valves and junctions were created from Knightwing's UN3 pipe set. Ladders are 1:100 scale from Plastruct using 0.5mm brass wire. Slaters' Plastikard treadplate sheet is cut to make the platform.

13»



The assembled tank and fittings were sprayed with grey primer, Halfords satin black spray and a finish of Testors' Dullcote spray before assembly and fitting of the pipes and ladders.

What did it cost?

Not including the software I used, the laser-cut parts cost £40, and I supplied the design. If you can't design parts, you'll need to factor a cost for this in too.

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

SNIP CAREFULLY



I received the latest BRM via Pocketmags and found your BRM TV video on scratch-building in brass. Well done. As this is obviously aimed at encouraging first-timers, I thought that you might like to pass on to these same people a tip that I was taught way back in 1961 in metalwork at school. I know, I am an old fart!

Never close the jaws of tin snips fully when making a long cut in any sheet metal. Close the jaws most of the way, then open them up, move the tin snips forward and continue, otherwise it will leave a series of nicks along the edge of the cut metal. A simple step, but it can save a lot of cleaning and frustration.

Michael Causer

Howard Smith replies: Hello Michael, thank you for sharing this, you're right, not fully closing the snips prevents the metal from being distorted at the end of a cut as it wraps around the jaws. Occasional sharpening of tin snips with a series of wet stones to guarantee a very sharp edge is also a good tip, particularly if the jaws have been misused for cutting hardened-steel wire as supplied with slow-action point motors, for instance. These same minor nicks in the blades can prove equally troublesome when striving for clean cuts in materials.

Though metalwork and woodwork were being phased out by my time in UK education, I have fond memories of the lessons and my creations – far better than home economics in which I successfully destroyed a Pyrex dish by placing it on the hob!

HELPFUL HINTS

I hope you had a relaxing and happy Christmas, despite all the restrictions. This is simply a note to say how much I appreciated your 'paint bodging' in the January 2021 episode of BRM TV. It's so timely – I have just started to paint buildings and scenic items for my layout. Hints and tips like this are so good at teaching me how to do things much better than what would otherwise be the case!

Just a thought – how to clean DCC-equipped locomotive wheels without a fancy kit, or the cleaning and lubrication of very elderly Tri-ang/ Hornby rolling stock wheels would be a useful for me. Grubby rolling stock wheels on my nice new track are dirtying the new locomotive wheels!

Nick Pollard

FOCUS STACKING



Your January editorial includes a plea for amateur photographers with layouts nearing completion to contact you. That's me!

My 'Astbury Junction' layout is N gauge with BR early crest steam, set in an urban environment. It's inspired by the former Cheshire Lines Committee, which allows me to run a mix of ex-LNER and LMS, although the scenery is more Peak District. I've modelled a main line junction, which allows me to fit a station within the limits of a dumbbell layout. All stock – except some of the Union Mills locomotives – is weathered.

I saw Andy York describe the focus stacking technique at your first virtual show, which I now use all the time. Here's one of my recent 'shots' of a Union Mills G2.

Jules Attard

AROUND THE TREE

I used the second lockdown for a new project – I've always wanted a train running around my Christmas tree, and with all the extra time this year it was the ideal time to get one built. I went a little bit further than the circle of track around the carpet, and even ballasted the track! The fake snow is upholstery stuffing and has a string of coloured LEDs inside for added interest, and the trees and snowmen dotted around are cake decorations. There's also one other thing I've always wanted on a layout but have never been able to have because my layouts have always needed to be stored against a wall – a bridge!

Thanks for the entertainment and enjoyment your magazine has given throughout this bizarre year – every issue dropped through the letterbox has been greatly enjoyed and appreciated!

Steve Newman



DIE-HARD MODELLING

Magazine cycles and websites are pretty unforgiving, but the BRM team put our feet up – briefly – over the Christmas period. We were curious to what you were doing and discover how many die-hard modellers were among us, creating miniature marvels on Christmas Day. So, we asked our followers on social media.

Whether escaping the children, in-laws, passing skills on to a younger generation in your 'bubble', or, even if you spent the day on your own, we hope you found serenity with your modelling this festive season. Here's a selection of your Christmas Day modelling:



Finished the Christmas village last night. **Chris Jones**



Making some gates. **Andrew Capell**



Roofing my barn in 1:43 scale. **William Wade**



Making a start on another four houses. **Robert Latham**



Found this dusty long-forgotten HO scale Alco RS-11 from my US railroading days in the garage, which I have taken indoors to restore. **John Upton**



Still working on my Superquick fire station project. **Nigel Powton**



I've got the N gauge Thomas and Percy from Bachmann running for my niece, so that will do me! **Paul Begg**



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!



Factfile

Layout name: Hartley Poole Too
Scale/gauge: 2mm:1ft scale / 9mm gauge / N
Size: 8ft 4in x 2ft 11in
Era/region: 1943-44 / GWR
Location: Fictitious Somerset Levels
Layout type: Continuous loop

HARTLEY POOLE TOO

Richard Hart shares his journey from reticent exhibitor to serial model railway exhibitionist with his latest layout soon to be launched in a post-Covid world.

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



Dapol's Southern Railway Q1 with a train of Sherman tanks on N Gauge Society kit 'Warwells' waits in the siding opposite the power station. The skyline is dominated by the scratch-built cooling tower which emits real steam.

Some BRM readers will recall seeing my first layout 'Hartley Poole' in the February 2019 edition of the magazine and at some of the exhibitions it attended. It was never intended that 'Hartley Poole' would be exhibited, and it certainly wasn't designed that way. I wasn't exactly dragged screaming into exhibiting, but it was neither my aim or aspiration until chums at the Alsager Railway Association (ARA) persuaded me. At that stage, 'Hartley Poole' comprised of one board of 5ft 2in x 2ft 2in. By the time of its retirement in 2020, it had grown piecemeal to 22ft x 4ft.

While I eventually learned how to enjoy exhibiting, and was gratified by the numerous awards 'Hartley Poole' garnered, the logistics of setting up and dismantling the layout were a pain. Despite making several improvements, we never succeeded in being ready for the public in much under

four hours and we could still be loading the van to come home an hour after other exhibitors had left.

Nevertheless, I had been bitten by the exhibition bug and, while I was ready to retire the layout, I wasn't ready to retire myself. I had become an exhibition junkie. Indeed, between operating my own layout and those of the ARA and other members' layouts, I was clocking up around 20 weekends away each year. Periods my wife Jane calls her 'quality time' – something we both lament in lockdown!

Early specification

I decided to design and build a layout expressly for exhibitions; one that would be smaller, straight-forward to erect and dismantle, uncomplicated to operate, but still hopefully entertain. My working title was Kismate: 'Keep it Simple Mate'. I was

attracted to the notion of a power station with a merry-go-round but, as all my rolling stock was pre-nationalisation GWR, this would mean an unfeasible outlay in buying correct era locomotives and wagons, plus passing trains to add diversity.

It was then I happened across a 1940s photograph of Newton Abbot power station with its camouflaged cooling tower. It occurred to me that, if I set the layout during the war, I could have a power station with a camouflaged cooling tower, and save a small fortune by re-cycling my GWR stock, despite ARA colleagues berating me for sticking to the notion of a merry-go-round well before its time. Remember 'rule one' of modelling, "it's my layout and I'll decide what goes on it", even if it is anarchy – a complete curse to purists.

Subsequently, I have come to realise what a false economy this was. I shouldn't really



A Farish 94XX 0-6-0PT with a train of mixed goods trundles through the station, without distracting the jersey cows gazing at the horse-drawn Langley barge as it approaches a wharf.

use my *Sir Nigel Gresley* or *Flying Scotsman*, as they would have been in wartime black; my 14XX locomotives and auto-coaches would have still been 48XXs; my *Garth Hall* wouldn't have yet been oil fired and my SR 'Merchant Navy' 'Spam Can' *Belgian Marine* wasn't built until 1945. This was going to stretch modellers' licence more than somewhat.

Undaunted, I pressed ahead. Another economy measure was to re-use two sections of the subframe and folding legs, which measured 8ft 4in x 2ft 11in. This would determine the dimensions of the new layout, which seemed to be just right, and the 1m height had always been appreciated by wheelchair users.

The baseboard

With transportation in mind, I decided on four 6mm thick ply boards of 2ft 1in x 2ft 11in, which could be paired up with protective end boards for carrying. Experience suggested, instead of the usual 2in x 1in planed square edge (PSE) frames for the top boards, I should go for 3in x 1in PSE. In addition to extra strength, the greater depth offers more protection for under-board electronics such as Dapol signal motors. Although the boards sit on the sub-frames, I asked my friend, John Cox, to insert tongue and groove joints to the interfacing crossbeams to ensure a good board-joint fit once the track was laid. In fact, they are such a good fit that at home I only attach them together with spring clamps, but at shows, I will use 6mm bolts and wing nuts.

The folding sub-frames are made from 2in x 1in PSE with hinged diagonal struts of 1in square. For exhibitions, these are bolted into permanently-fixed pronged 6mm T-nuts with M6 hex bolts using an Allen key. This was one of the time-saving innovations introduced for 'Hartley Poole'.

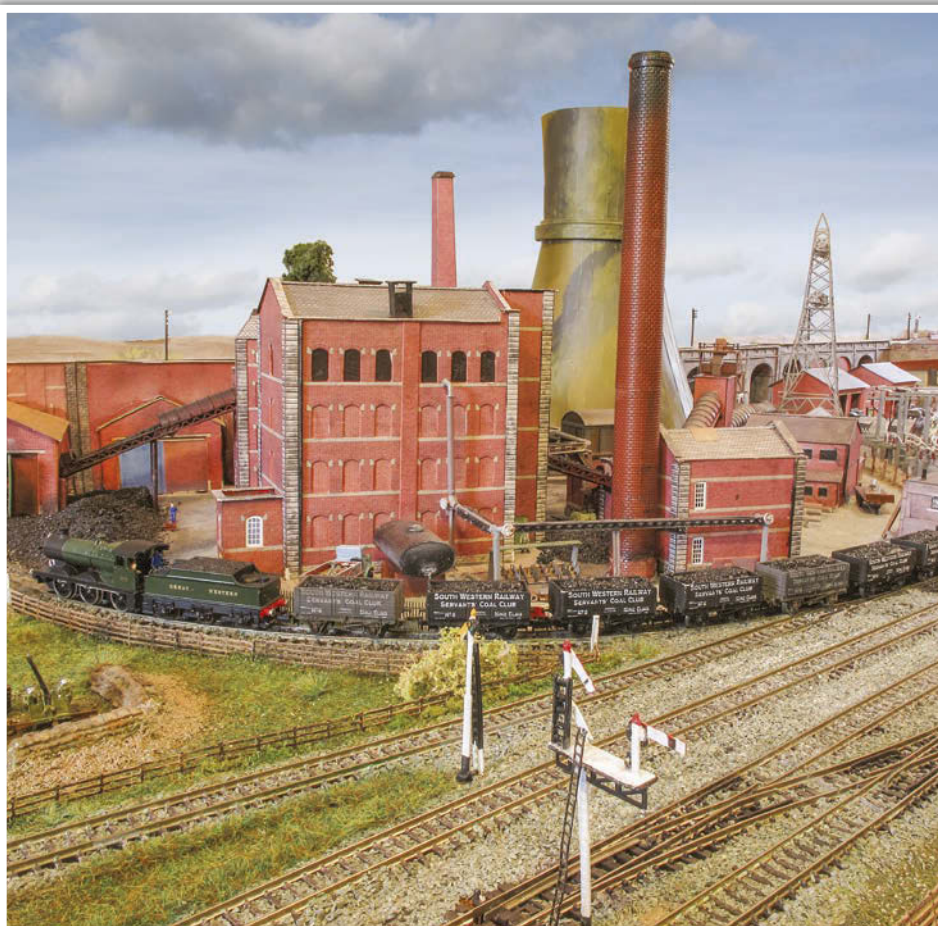
The subframe has 14ft 2in of Velcro around the front and two ends to enable me to attach an old curtain to cover below-board junk. In addition, I have bought four pieces of 2ft 1in x 5in Perspex sheets to screw to the front of the scenic boards for protection at shows.

Trackwork

I tend to use Peco's flexible Code 80 track as I own several older locomotives with large flanges, which can bind on the finer Code 55, although the latter looks much better. My track is laid on cork strips, which



A P&D Marsh kit Sentinel, fitted with a motorised bogie from a HST, and shunter's truck marshal a selection of gunpowder vans, guarded by redcap MPs.



A Union Mills Collett Goods approaches the coal unloading shed with a rake of Dapol wagons on the merry-go-round. The 'same' train will emerge from behind the pylon, laden with waste ash.

Rolling Stock and motive power

I have recently purchased and downloaded the exhibitor's version of the Model Train Catalogue into which I have entered all my locomotives (but not yet rolling stock).

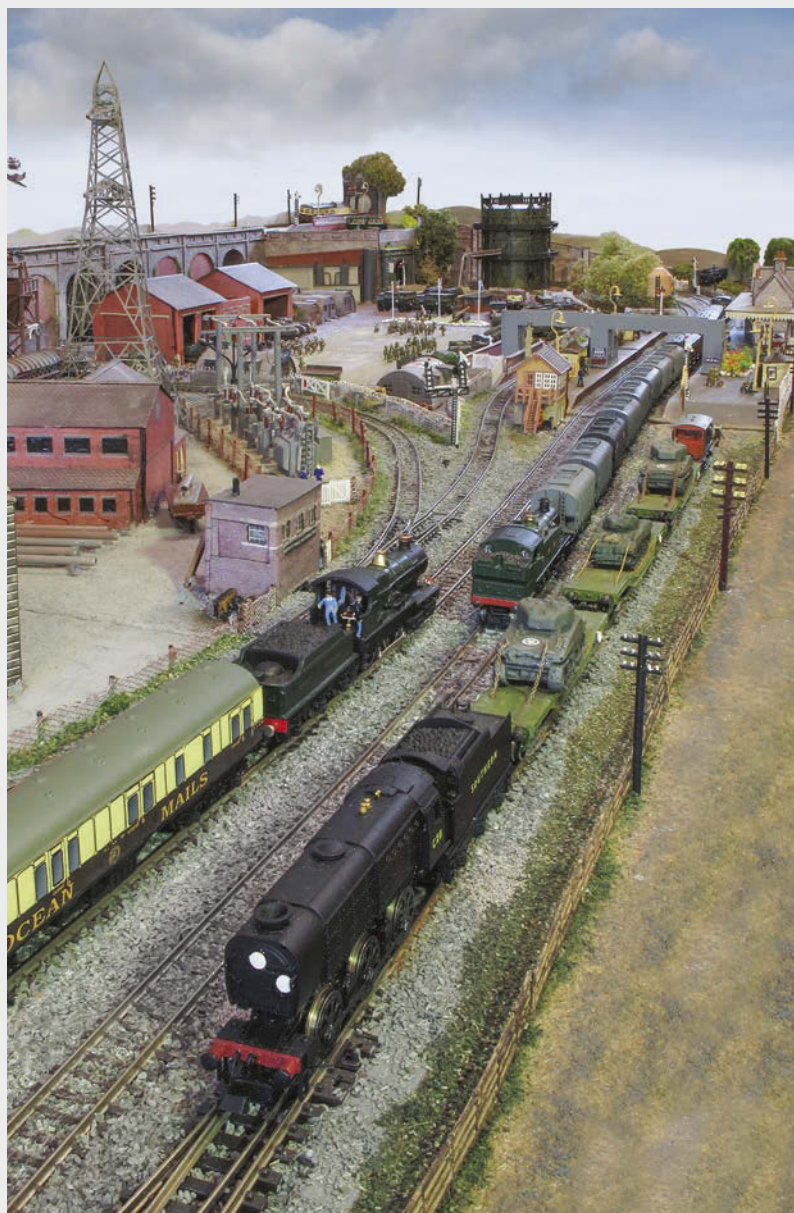
It seems that, over the years, I have acquired some 54 steam and seven diesel locomotives. All the latter are GWR 'Banana' railcars, passenger and express parcels. Some of these are Farish originals, some are Farish bodies into which I have added Tomytec motorised chassis, which I also fitted to a Langley white metal kit with vinyl panels, and a BH Enterprises 3D-printed model, painted for me by weathering expert, Andy Small.

The steam locomotives come from a variety of manufacturers; Farish (17), Dapol (22), Union Mills (7), Peco (just one Collett Goods) and a few white metal kits from P&D Marsh and Langley. One curio is a Dapol auto-trailer, which has been adapted to become a steam rail car, replacing the front bogies with a motorised Tomytec four-wheel bogie with pistons and connecting rods and adding a chimney. Pick-ups have been added to the rear original bogies for me by Steve Lowndes.

Rolling stock is an eclectic mix of pre-nationalisation carriages and wagons from the usual proprietors, plus some commissioned trucks from Robbie's Rolling Stock and a range of kits from Osbornes, Skytrex, Mill Lane, County Rolling Stock, Langley and the N Gauge Society.

I can accommodate only 16 trains on the layout, so will try to exhibit a variety of locomotives pulling a selection of stopping and through-passenger services, mixed goods and military supplies. These will predominantly be GWR including a 'Hall', 'Castle', large and small 'Prairies', 'Dukedog', *City of Truro* brought out of retirement, 'Flying Banana' railcars, 'Panniers', 'Collett Goods' and (hopefully) a pair of Sonic 56XX locomotives. Visiting SR Q1 and 'Spam Can', an LMS 'Compound' and an LNER D11, alternating with a D16 with a troop train of Gresley teaks, are aimed at that small minority of people for whom GWR holds little appeal.

I have been experimenting with couplings to find the optimum pairing for whole rake running and magnetic uncoupling. Some of my rolling stock have DGs, others have Dapol's Easi-shunt buckeyes, some have Elsie's with magnetic detaching strips, others have Rapidos in NEM pockets. Recently, I tried the Scharfenberg couplings bought from Dapol. I suspect these would be fine in a home-based layout, but I found in transit to and from the ARA clubhouse, they were not robust for frequent coupling/de-coupling in and out of stock boxes, and one vital part kept falling off, while some were never recovered. The jury is still out.



provide a shoulder for ballasting. I am never content with my ballasting. I buy granite chips that look really small, but when glued in place (using a diluted PVA and fairy liquid solution), you realise that a small 1mm piece is actually a large six scale inches. Conversely, I find applying really fine grain sets hard like concrete.

All my turn-out points are Peco medium radius Electrofrog, even in the fiddle yard, and they are all fitted with Peco PL-10 solenoid point motors. The points in the scenic section all have the PL-10E motors with the extended pin, while behind the scenic break I cut square holes beneath the points and attach the motors directly to the track. Every point motor in the scenic section is also fitted with a PL-13 accessory switch, which applies reversible power to the switch blades. This helps maintain running

even if switch blades become dirty.

I have used Gaugemaster and Heathcote polarity reversers in the past, but I find Peco's to be more robust in transit.

Control system

From my AnyRail trackplan, I realised that simply having a central power station and merry-go-round would not provide enough activity for the public. One of the lessons of exhibiting is the need for almost continuous, albeit atypical, running. Consequently, around the outside runs a double track offering up and down main line trains, which are operated independently of the merry-go-round. These tracks come around to the fiddle yard where six or seven trains in each direction are stored in isolated loops to be run in rotation.

Each is operated by a Gaugemaster Combi

DC/Analogue controller, from which 16 volts AC is taken from the accessory output to power a Gaugemaster CDU to operate the point motors in the fiddle yard and the siding in the scenic section. I use a basic mimic map for each direction with inset studs and isolation switches. These are integral to the fiddle yard boards to obviate the necessity for additional bolt-on panels. The probes were made for me by Steve Lowndes, who inserts wires into hollowed Biros, which have proved more robust for exhibition use than bought ones.

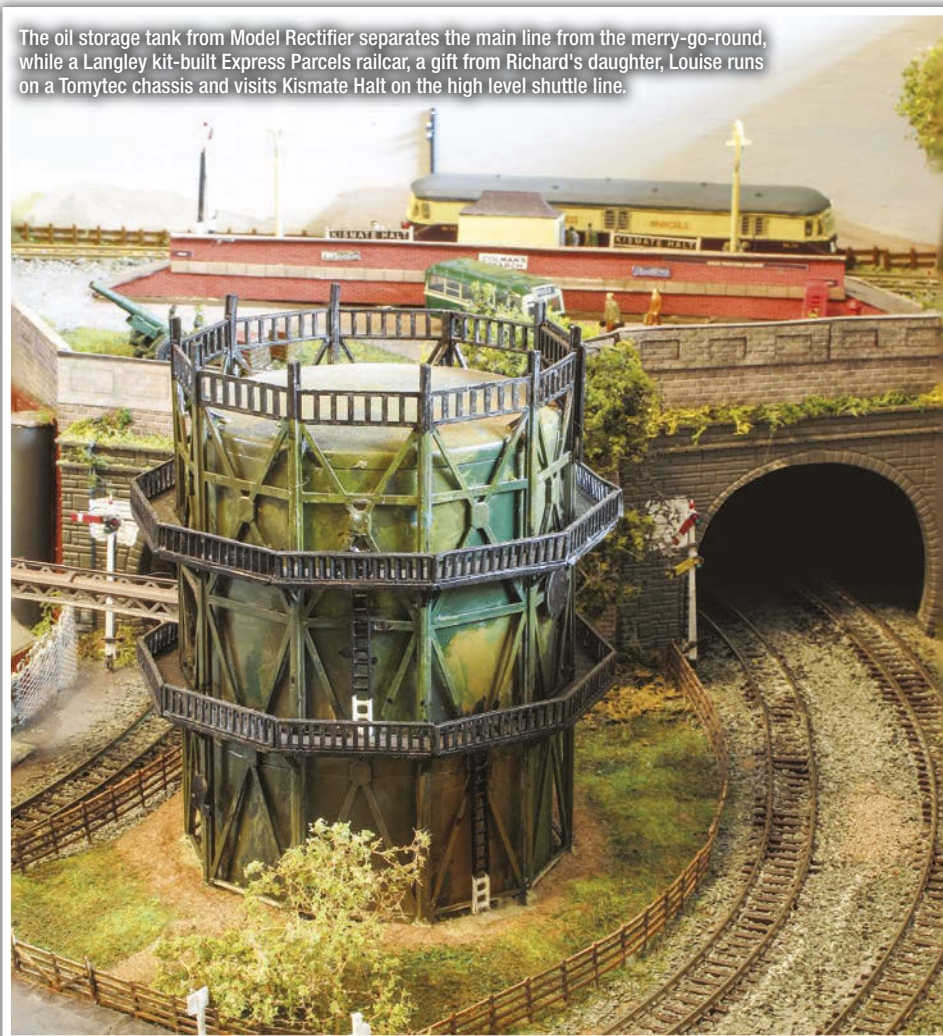
The merry-go-round is powered separately using a Clive Heathcote SA5 unit with four IRDOT infrared detectors buried between sleepers. The operation is thus: train 'A' laden-with-coal emerges from the backscene and enters the power station where it goes into the coal shed to unload.

The train continues back to its hidden starting point, passing over two IRDOTs thus triggering four sets of points via a Heathcote heavy-duty CDU, and setting off train 'B' from behind the scenic break. This train emerges from another shed, however, with an identical locomotive, rake formation of wagons and 'Toad' brake van as train 'A', but is now carrying waste ash. It leaves the power station and disappears offstage, where it passes over IRDOTs to trigger the points and, after a suitable delay, re-starts the cycle with coal train 'A' once again emerging.

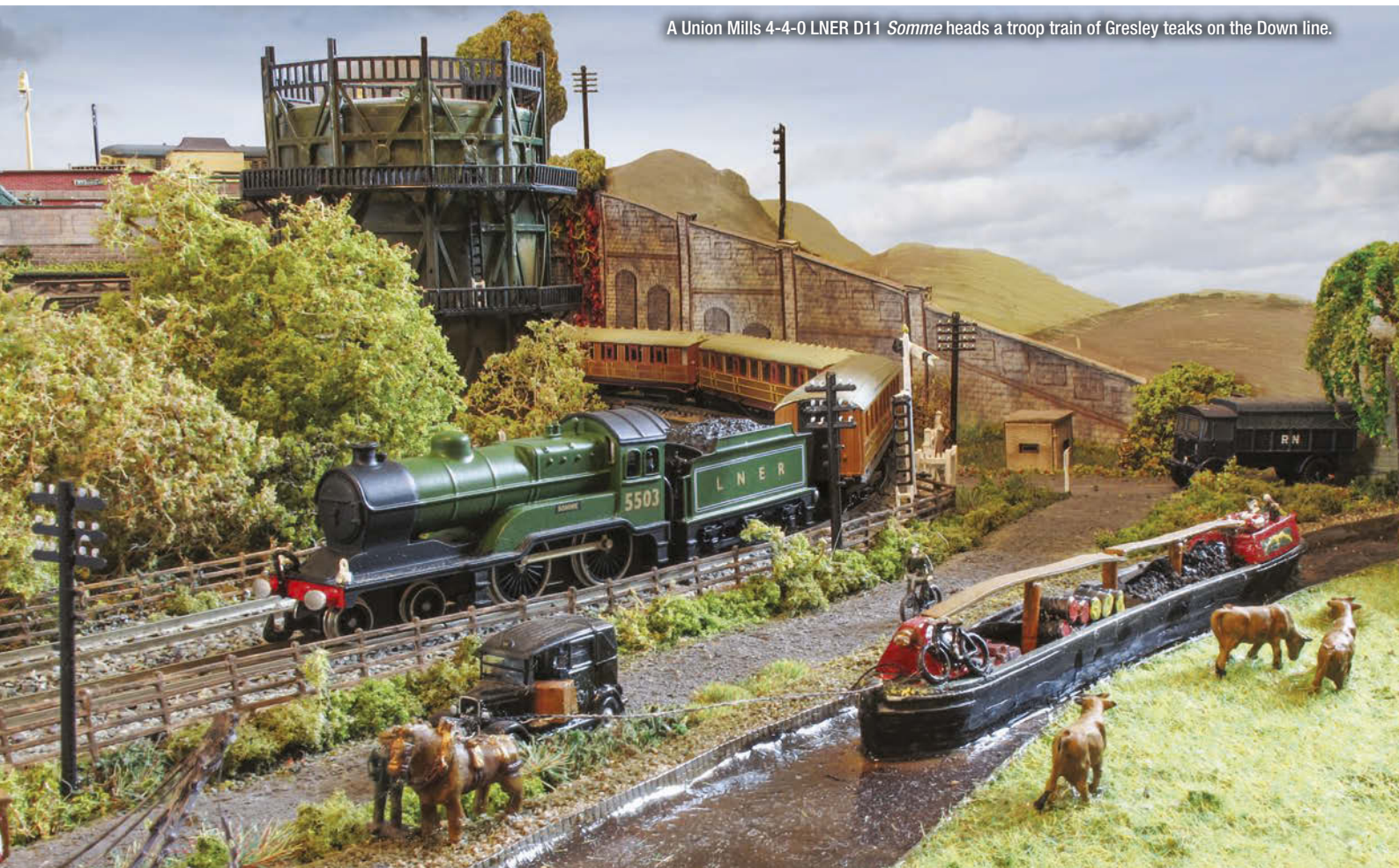
The aim is to create the impression of the same train having replaced its coal load with waste ash. To aid this illusion, I have on order two identical Revolution/Sonic 56XX locomotives but, in the meantime, I use either a pair of Dapol 45XX small 'Prairies' or two Union Mills 'Collett Goods'.

Experience of damage in transit has led me to set up a parallel manual control, with a Gaugemaster Model W hand controller. The flick of a switch provides a manual override for the merry-go-round track and points. Hopefully, this belt and braces approach won't be necessary, but it is better to assume the worst and hope for the best. I operate the merry-go-round with the manual control when trying out the different pairings of locomotives because otherwise, each change necessitates diving under the boards to adjust the SA5 speed control.

The oil storage tank from Model Rectifier separates the main line from the merry-go-round, while a Langley kit-built Express Parcels railcar, a gift from Richard's daughter, Louise runs on a Tomytec chassis and visits Kismate Halt on the high level shuttle line.



A Union Mills 4-4-0 LNER D11 *Somme* heads a troop train of Gresley teaks on the Down line.



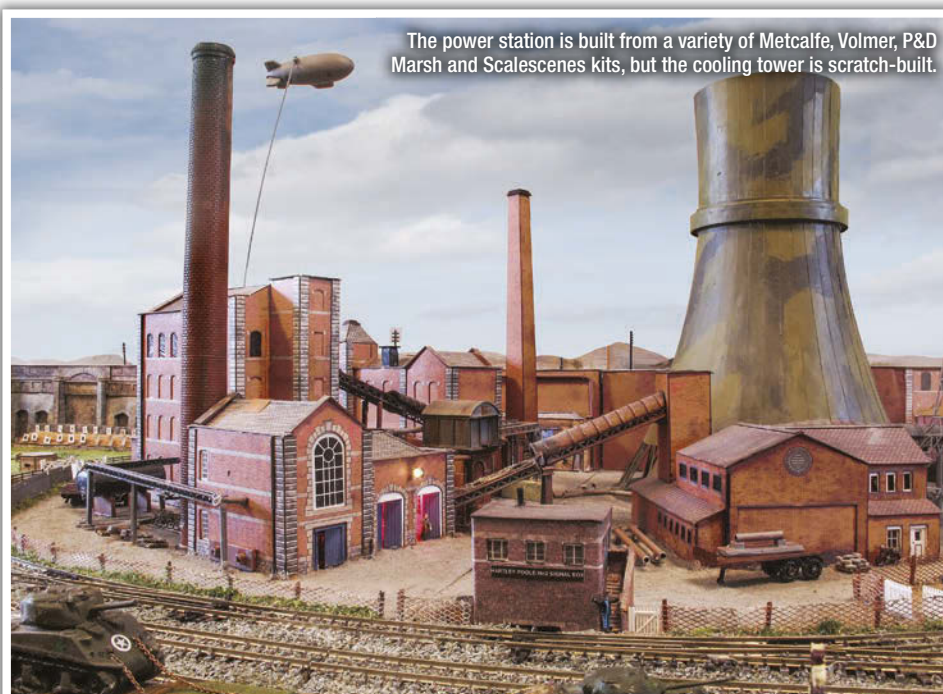
A Union Mills GWR 'Dukedog' pulls out from 'Hartley Poole' station under the austerity footbridge with a 'B' set of clerestory coaches, passing a modified Farish signal box.



Architecture

I was acutely aware that the board was very flat and so wanted to add some height. I've attempted this in three ways. Firstly, by the architecture of the power station with bashed Metcalfe buildings representing coal-crushing and boiler/engine houses, a turbine hall and ash-refining building, all linked with P&D Marsh conveyor belts, and a scratch-built cooling tower from a downloaded cut-out of Tinsley tower, held together with a severed yoghurt pot top representing the Newton Abbot upper walkway. While the cooling tower dominates the central scene, it is, in fact, only one-third the full-scale height. Trees at both ends of the layout add height, too.

The main departure from the flat, however, is a high-level track in front of the back scenic break, which has a single-track return shuttle unit running to and



The power station is built from a variety of Metcalfe, Volmer, P&D Marsh and Scalescenes kits, but the cooling tower is scratch-built.

Animations

While admiring other exhibition layouts and talking to the fee-paying public, it seemed to me there is a need to try something different from the norm, to try to add something out of the ordinary, without going over the top. In my layouts, I have tried to find something which, although not necessarily unique as I am an unashamed borrower of other people's ideas, does offer a distinctive element. In my case, I have added two Seuthe smoke generating units; one is in the ruined cottage and sits beside a Layouts4You flickering fire unit, and the other is in a 120ft scale Volmer HO chimney in the power station (inspired by Phil Parker's article in BRM Magazine, Spring 2017).

The main feature, however, is the steam generator concealed in the cooling tower. My main concern is that if I run it constantly it will turn the paper cooling tower into soggy papier-mâché. I hope not, as to make it required over a thousand scissor snips!



from a Halt. The shuttle unit is based on a Heathcote SA1 unit with three IRDOTs, and I run either a GWR 'Banana' railcar or an auto-coach. I like this shuttle unit as it offers acceleration and deceleration rather than the abrupt start/stop of some other makes. As a fail-safe, I have also wired this track to the Gaugemaster Walkabout controller should manual control be needed.

While these features add some relief, they can't disguise the flatness of the overall board, hence the legend that the layout is set somewhere secret on the Somerset Levels.

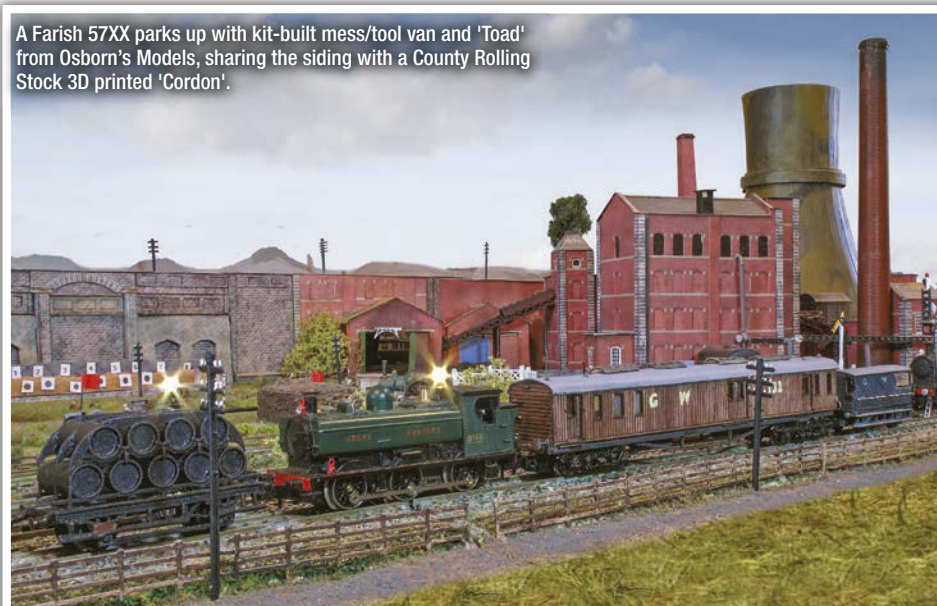
The train operation, therefore, is fairly straightforward; while the merry-go-round and high-level shuttle do their own thing, the operators drive Up and Down trains, with shorter passenger trains stopping at the station. The Down line has access to a siding on to which goods and works trains can come and go.

While all this complies with my aim to 'Keep It Simple', I had to come up with a better name than Kismate. Again, my quest for economy came to the fore.

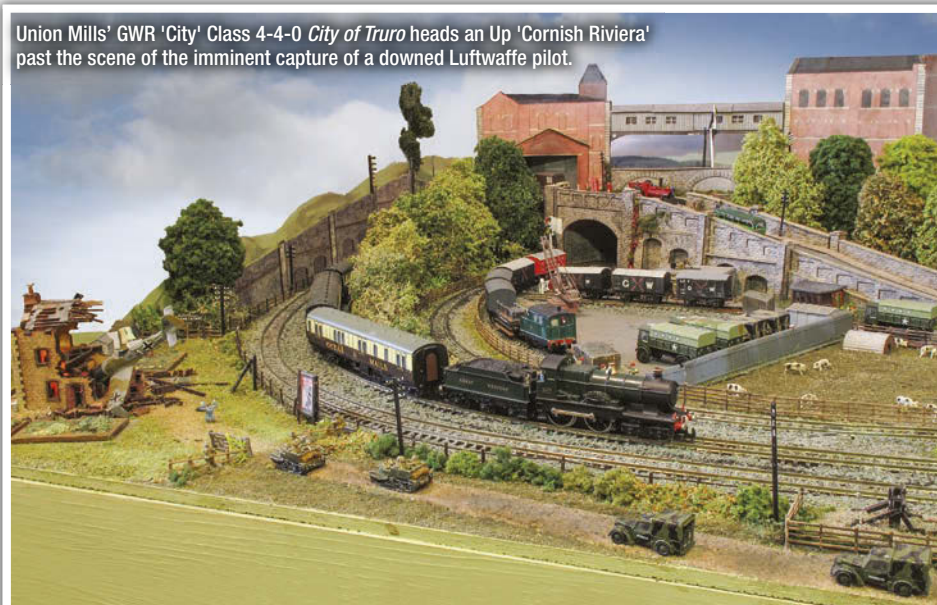
I had already purchased seven team shirts with 'Hartley Poole' embroidered on them, and couldn't bear the thought of these becoming redundant. Consequently, I was tempted merely to opt for 'Hartley Poole 2', but thought the writing of 'Too' looked better. It will also prove cheaper to have 'Too' embroidered seven times than to buy new shirts.

As a nod towards the original working title, however, the high-level station is called 'Kismate Halt'.

A Farish 57XX parks up with kit-built mess/tool van and 'Toad' from Osborn's Models, sharing the siding with a County Rolling Stock 3D printed 'Cordon'.



Union Mills' GWR 'City' Class 4-4-0 *City of Truro* heads an Up 'Cornish Riviera' past the scene of the imminent capture of a downed Luftwaffe pilot.



LAYOUT FOCUS

A photograph of a camouflaged cooling tower led to me thinking about a wartime theme, something I've often thought of when admiring the GraModels stand at exhibitions. A few army tanks and lorries here and there would suffice, I thought, but I became enthralled with the Armoured Vehicles Royal Engineers' (AVRE) 'funny' tanks from GraModels and Pendraken.

Every army camp has to have a NAAFI. Here, a Metcalfe Nissen hut doubles up as a cinema and dance hall, while an Ancorton bacon butty hut offers snacks and beverages, from the mainstay cuppa to something stronger. The off-duty drinkers and tables mainly come from a Langley white metal pub/cafe scene pack, with the men painted a khaki colour.

The parade ground is made from chinchilla/desert sand from Pets at Home, sprinkled on to neat PVA, then drizzled over with a diluted PVA/water solution and patted smooth. Once dry, it was coated with Green Scenes' textured concrete and tarmac paints.

The fencing was purchased from BH Enterprises and cut to be a scale 6ft high. It is topped with rolled strands of barbed wire made from metallic cotton, sourced from a craft & hobbies shop, wound around a cocktail stick and glued with UHU. The fence posts are 1.2mm brass rods bought from Eileen's Emporium, cut, primed and painted, and inserted into drilled holes and glued to the fence. No doubt rust will creep in and dull the shiny fencing and barbed wire eventually.

The 'Hartley Poole' station name boards are bespoke ones made by Osborne's Models in the GWR style. They are very brittle and need careful handling!

Every one of the 60 soldiers on parade has been individually washed, filed, primed, hand painted and varnished. While khaki is the main Humbrol colour, the webbing and pouches are picked out in a lighter green. Rifle butts are painted in leather brown and barrels are appropriately gunmetal. Hands and faces are picked out in 'light flesh', using a water-based acrylic from Spanish firm, Vallejo. Unfortunately, each figure comes on a base that needs to be buried or severed, often taking the feet away, too. They are all glued with UHU adhesive. If one looks too closely it will be seen that the marching soldiers are actually in World War One uniforms, as these were the only ones available at the time.

The conical water tower is from P&D Marsh and has been detailed with the addition of depth gauge and chains. The starter semaphore signal, also from P&D Marsh, has had its oversized ladder replaced with a wire one from Peedie Models, something which will be replicated on the water tower in due course.

The flight of Hurricanes in the distance was sourced on the internet, printed and shrunk to scale before being painstakingly trimmed with nail scissors. They are simply fixed with Blu-Tak to the hand-painted backscene, which lifts them slightly from the board surface.

Buildings are mainly 'kit-bashed' Metcalfe ones, with Ancorton security and Peedie Models Nissen huts added. The garages and office are from the Metcalfe bus depot, as are the transhipment sheds in the power station. The power station buildings depicting the boiler and engine rooms, coal crushing and turbine halls and transhipment sheds are all bashed Metcalfe kits. All purpose-built power station buildings seemed to be too modern.

Bicycles were a common feature in the 1940s and there are several on the layout. Some are white metal from P&D Marsh, which come with cyclists, others are freestanding plastic ones from Peco Modelscene.

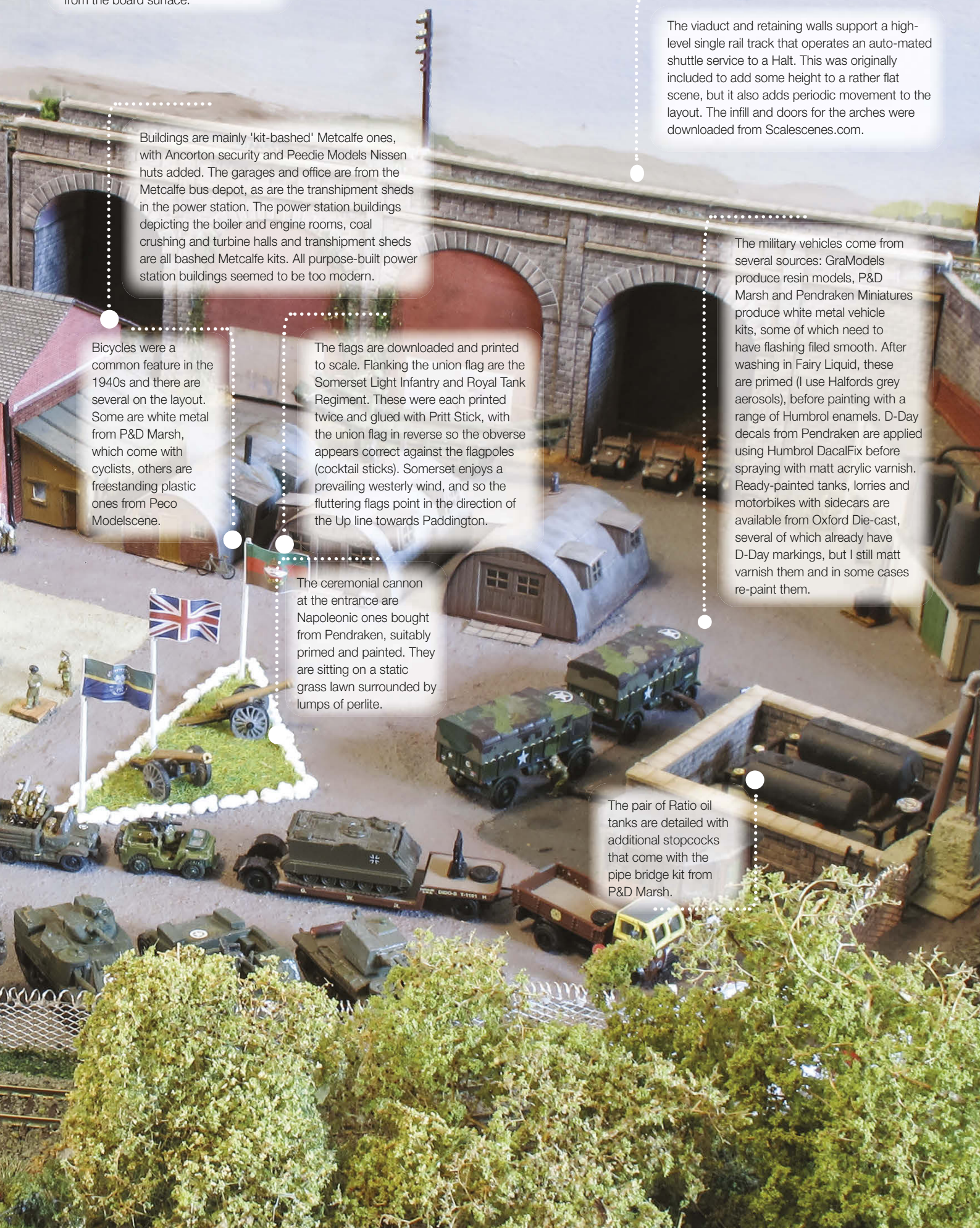
The flags are downloaded and printed to scale. Flanking the union flag are the Somerset Light Infantry and Royal Tank Regiment. These were each printed twice and glued with Pritt Stick, with the union flag in reverse so the obverse appears correct against the flagpoles (cocktail sticks). Somerset enjoys a prevailing westerly wind, and so the fluttering flags point in the direction of the Up line towards Paddington.

The ceremonial cannon at the entrance are Napoleonic ones bought from Pendraken, suitably primed and painted. They are sitting on a static grass lawn surrounded by lumps of perlite.

The viaduct and retaining walls support a high-level single rail track that operates an auto-mated shuttle service to a Halt. This was originally included to add some height to a rather flat scene, but it also adds periodic movement to the layout. The infill and doors for the arches were downloaded from Scalescenes.com.

The military vehicles come from several sources: GraModels produce resin models, P&D Marsh and Pendraken Miniatures produce white metal vehicle kits, some of which need to have flashing filed smooth. After washing in Fairy Liquid, these are primed (I use Halfords grey aerosols), before painting with a range of Humbrol enamels. D-Day decals from Pendraken are applied using Humbrol DacalFix before spraying with matt acrylic varnish. Ready-painted tanks, lorries and motorbikes with sidecars are available from Oxford Die-cast, several of which already have D-Day markings, but I still matt varnish them and in some cases re-paint them.

The pair of Ratio oil tanks are detailed with additional stopcocks that come with the pipe bridge kit from P&D Marsh.



A secondary theme

With the train element of the layout sorted, I still had a few square feet of empty board either side of the merry-go-round. Given the war-time era chosen, and having constantly been impressed at exhibitions by GraModels' military vehicles and equipment, I thought an army camp on one side and military activity on the other would be appropriate. For the army camp buildings, I've used Metcalfe, including the arches under the viaduct over which the shuttle runs, Nissen huts and its bus depot. I also purchased several items from Peedie Models, including its Nissen hut.

GraModels has some army personnel suitably posed for waiting on a platform,

but I also wanted soldiers in activity mode. Pendraken Miniature models offers a range of personnel, vehicles and ordnance and I soon found myself amassing a selection of the rarer Armoured Vehicles used by the Royal Engineers (AVRE). I learned much from the Tank Museum's videos on YouTube. Many of my Oxford Diecast army vehicles sported D-Day markings and so I decided my era would be in the weeks leading up to June 6, 1944. I added more vehicles from GraModels and bought additional D-Day decals from Pendraken.

To add human interest, there is a group of NAAFI huts and welding repairs being undertaken. The main personnel presence is in the form of four marching platoons,

performing a march-past.

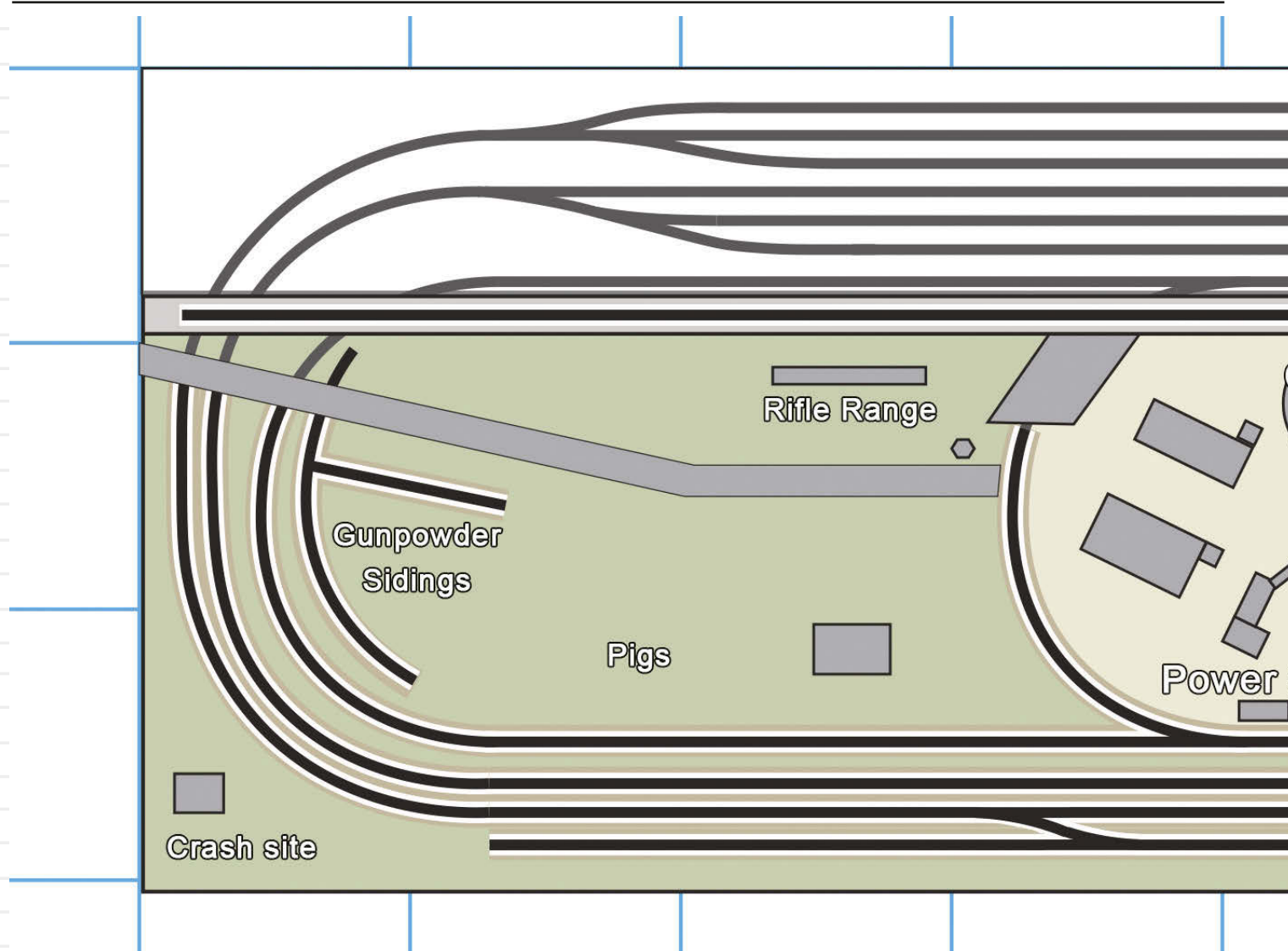
Meanwhile at the western end of the layout, I have installed three anti-aircraft batteries of GraModels' Bofors guns, and searchlights provided by Kytes Lights. The gun emplacements came from Pendraken and Peedie Models. At the rear, a platoon of Somerset Light Infantrymen practise at a rifle range.

Cameos

I am aware that less can be more and there is a danger of cluttering up a layout because an enthusiast like me can't resist a cliché. From cows to pigs, deer, tractors, telephone kiosks, GPO pillar boxes, buses (usually on bridges), steam rollers, bikes, barges, mums with

Trackplan

HARTLEY POOLE TOO



prams, dustbins or oil tanks, the list goes on. I'm guilty as charged – I'm on the lookout for a pair of badgers now.

Nevertheless, nature abhors a vacuum. As one corner cameo filler, I have added an Ancorton ruined cottage, although I don't think the manufacturer envisaged the cause of its parlous state. A Luftwaffe FW 190, brought down by the Bofors, has crashed into the cottage and the pilot awaits capture from advancing Home Guard units. Fortunately, the plane missed the nearby gunpowder store. The adjacent Gloucester Old Spots seem oblivious of all the military activity going on around them.

At the other front corner is a more tranquil scene as a laden Langley white

metal cargo narrow-boat approaches the station wharf, where an N Brass Loco light crane awaits. There is a nearby Layouts4You flashing police call box, which I know child visitors (of all ages) call a TARDIS. The canal water is a mixture of coloured varnish topped with Deluxe Aqua Magic. Jersey cows – no Friesians here – look on.

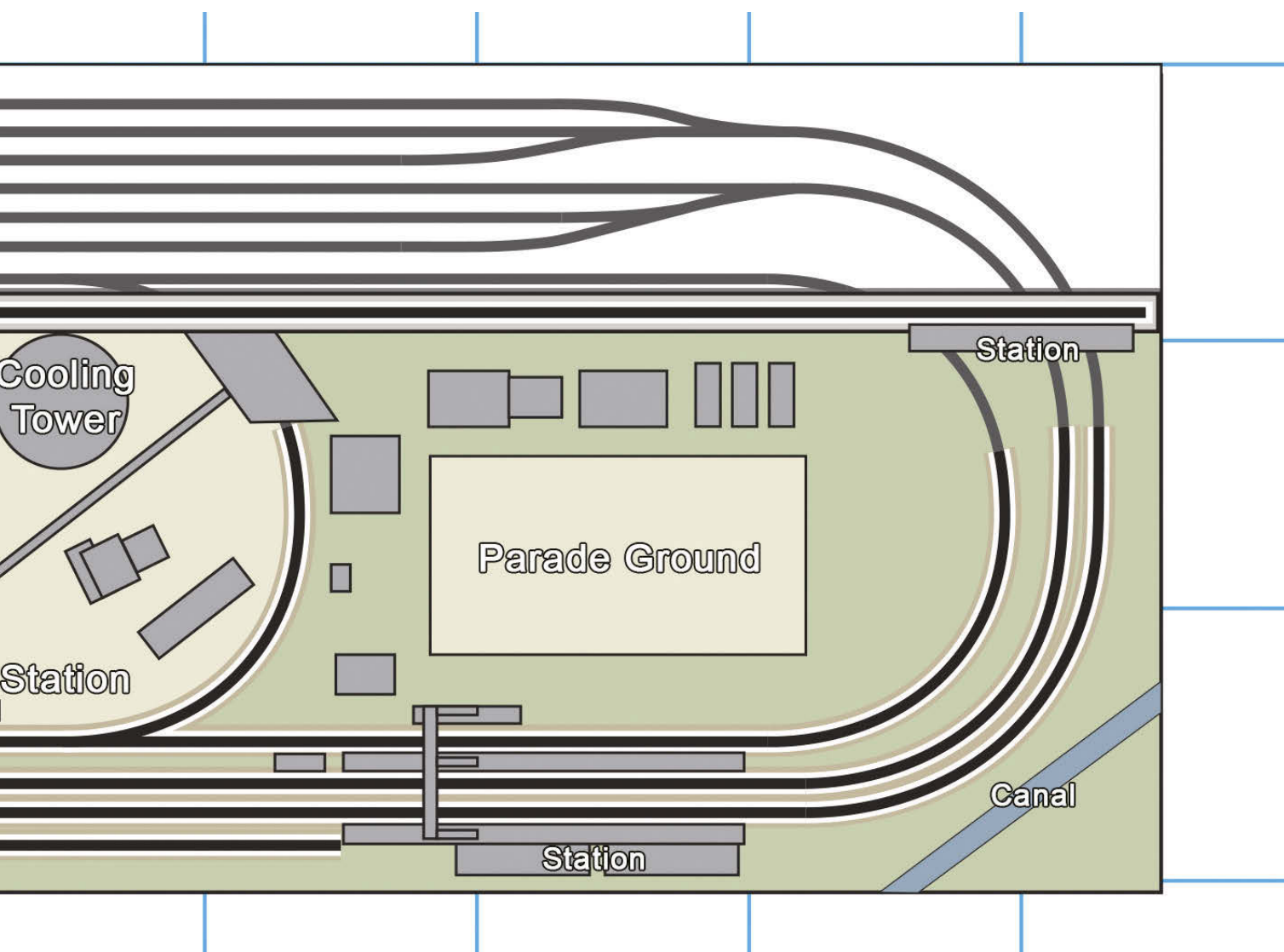
What next?

My exhibition withdrawal symptoms were exacerbated when BRM's Alexandra Palace show fell prey to the Covid lockdown. This was to have been 'Hartley Poole's' valedictory swan-song before retirement. It is not to be scrapped, however, but will become a permanent fixture in the attic. At

last I'll be able to span lengths of track over the troublesome board joints.

While the Covid lockdown enabled me to make more progress on 'Hartley Poole Too' than I otherwise might have done, I now want to be able to get out and about again and start attending exhibitions, and hope to receive some invitations so I can share it with BRM readers.

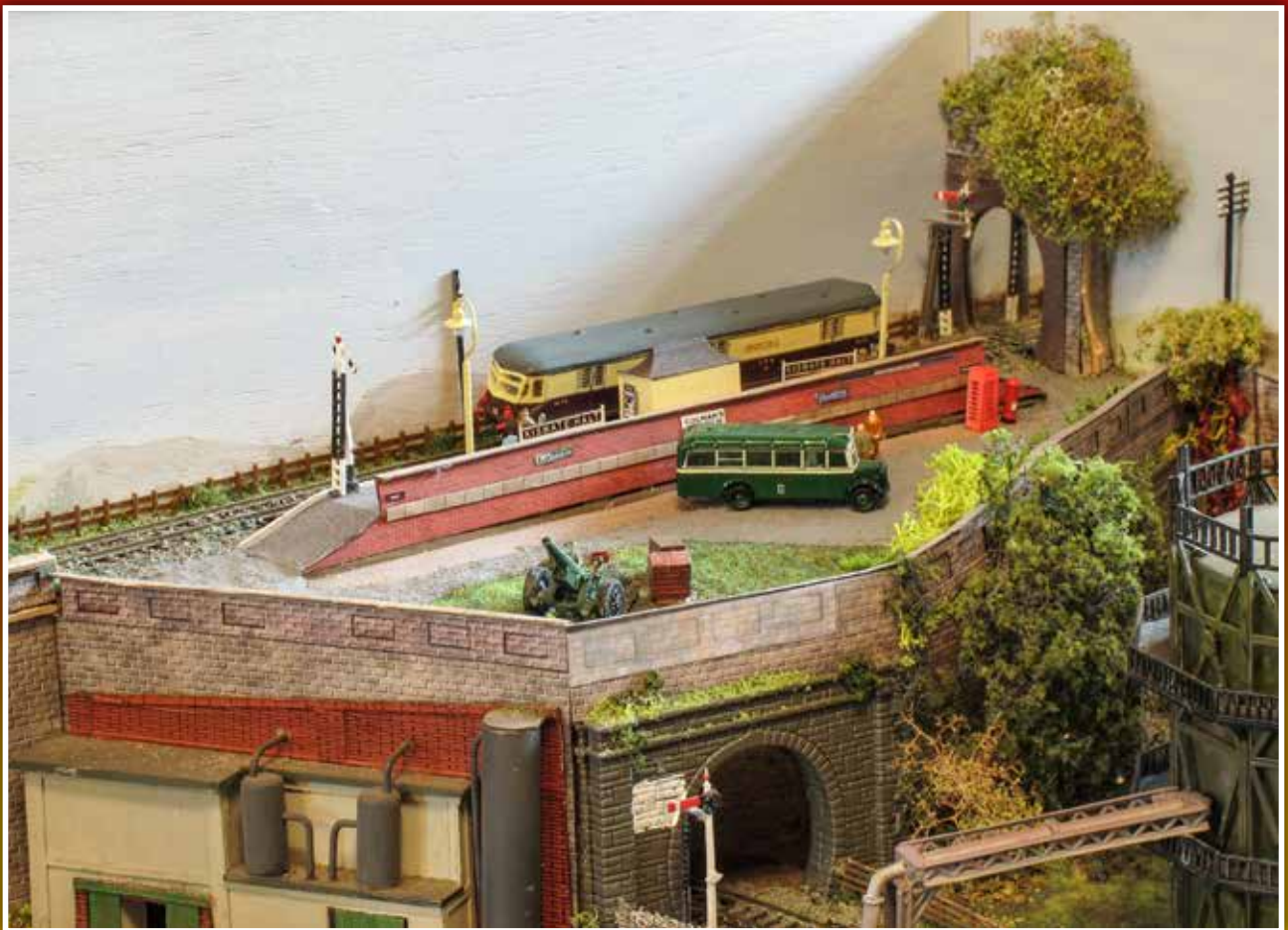
Having completed the lighting rig using Layouts4U LED strips and a curtain surround, it now feels all dressed up with nowhere to go.





**DIGITAL EDITION
EXCLUSIVE**

**CLICK AND SWIPE IMAGES
TO SEE MORE**



DIGITAL EDITION

HARTLEY POOLE

Richard Hart describes the journey from inception to exhibition on the latest layout to emerge from the prolific Alsager Railway Association.

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



Factfile

Layout name: Hartley Poole
Scale/gauge: 2mm:1ft / N Gauge
Size: 21ft 8in x 4 ft, including fiddle/storage yards
Era/region: GWR Somerset
Location: Shropshire
Layout type: Continuous loop
Power: NCE PowerCab DCC and 12V DC

ON EXCLUSIVE



Dapol Manor Class No. 7805 *Broome Manor* crosses the Lower Poole road bridge, with a train of steel bound for Devonport dockyard.

DIGITAL EDITION

Making a start

It all started in the months preceding my decision to take early retirement. My pre-retirement course had drummed into me the necessity to take up a hobby, although, as my wife Jane put it, they didn't anticipate it becoming an obsession. I settled upon model railways.

Jane and I were living in a small cottage in North Wales at the time which dictated it should be either N or 009 gauge for space reasons. I didn't appreciate Z or T gauge at the time. Our son Iain took the decision with my next Christmas present - a Graham Farish GWR 2-6-2 'Prairie'. Subsequently, all birthday and Christmas presents from the family, including daughter Louise and fiancé Ashley, have been N Gauge GWR-related.

Raison d'être

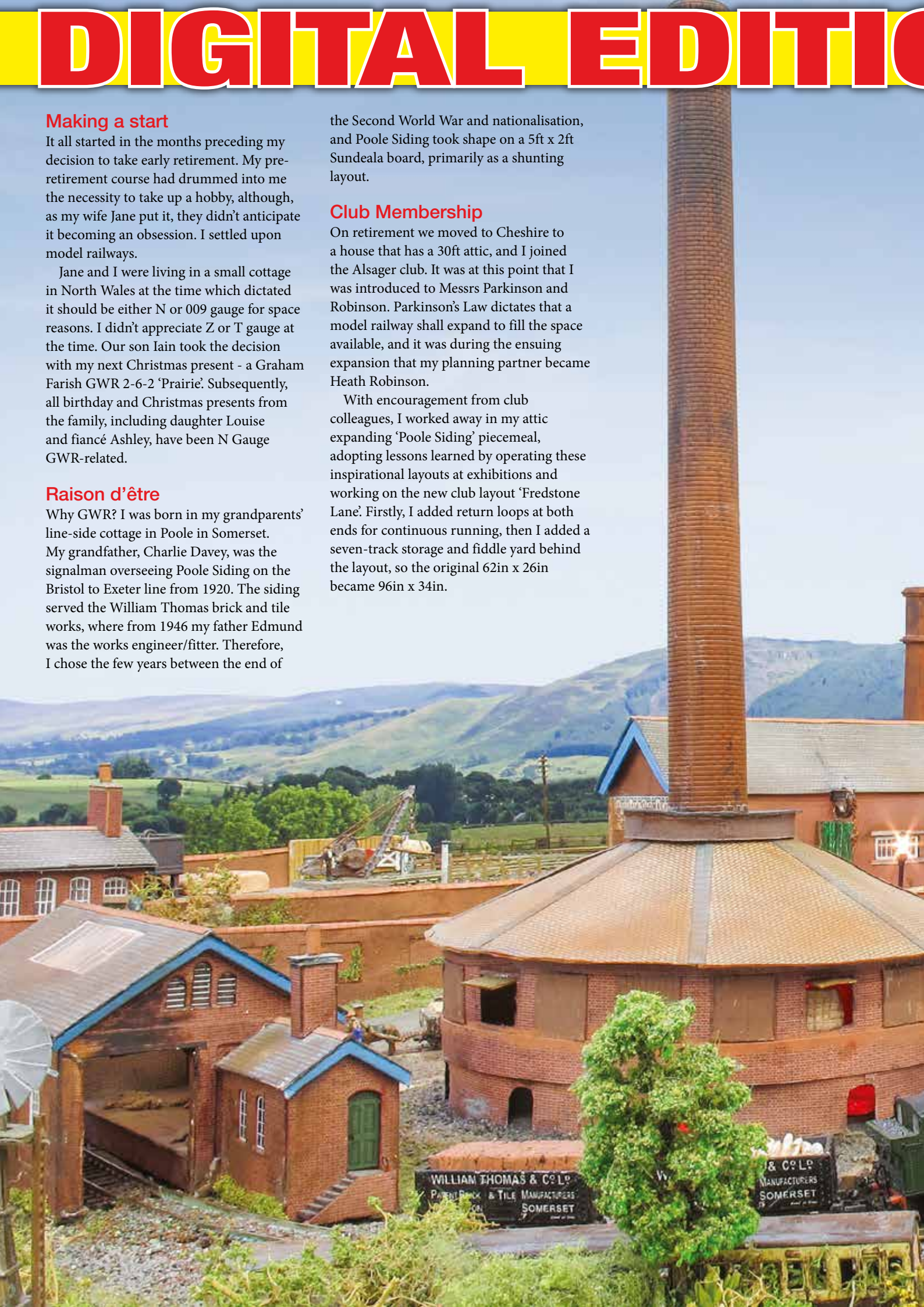
Why GWR? I was born in my grandparents' line-side cottage in Poole in Somerset. My grandfather, Charlie Davey, was the signalman overseeing Poole Siding on the Bristol to Exeter line from 1920. The siding served the William Thomas brick and tile works, where from 1946 my father Edmund was the works engineer/fitter. Therefore, I chose the few years between the end of

the Second World War and nationalisation, and Poole Siding took shape on a 5ft x 2ft Sundeala board, primarily as a shunting layout.

Club Membership

On retirement we moved to Cheshire to a house that has a 30ft attic, and I joined the Alsager club. It was at this point that I was introduced to Messrs Parkinson and Robinson. Parkinson's Law dictates that a model railway shall expand to fill the space available, and it was during the ensuing expansion that my planning partner became Heath Robinson.

With encouragement from club colleagues, I worked away in my attic expanding 'Poole Siding' piecemeal, adopting lessons learned by operating these inspirational layouts at exhibitions and working on the new club layout 'Fredstone Lane'. Firstly, I added return loops at both ends for continuous running, then I added a seven-track storage and fiddle yard behind the layout, so the original 62in x 26in became 96in x 34in.



ON EXCLUSIVE

Big Reveal

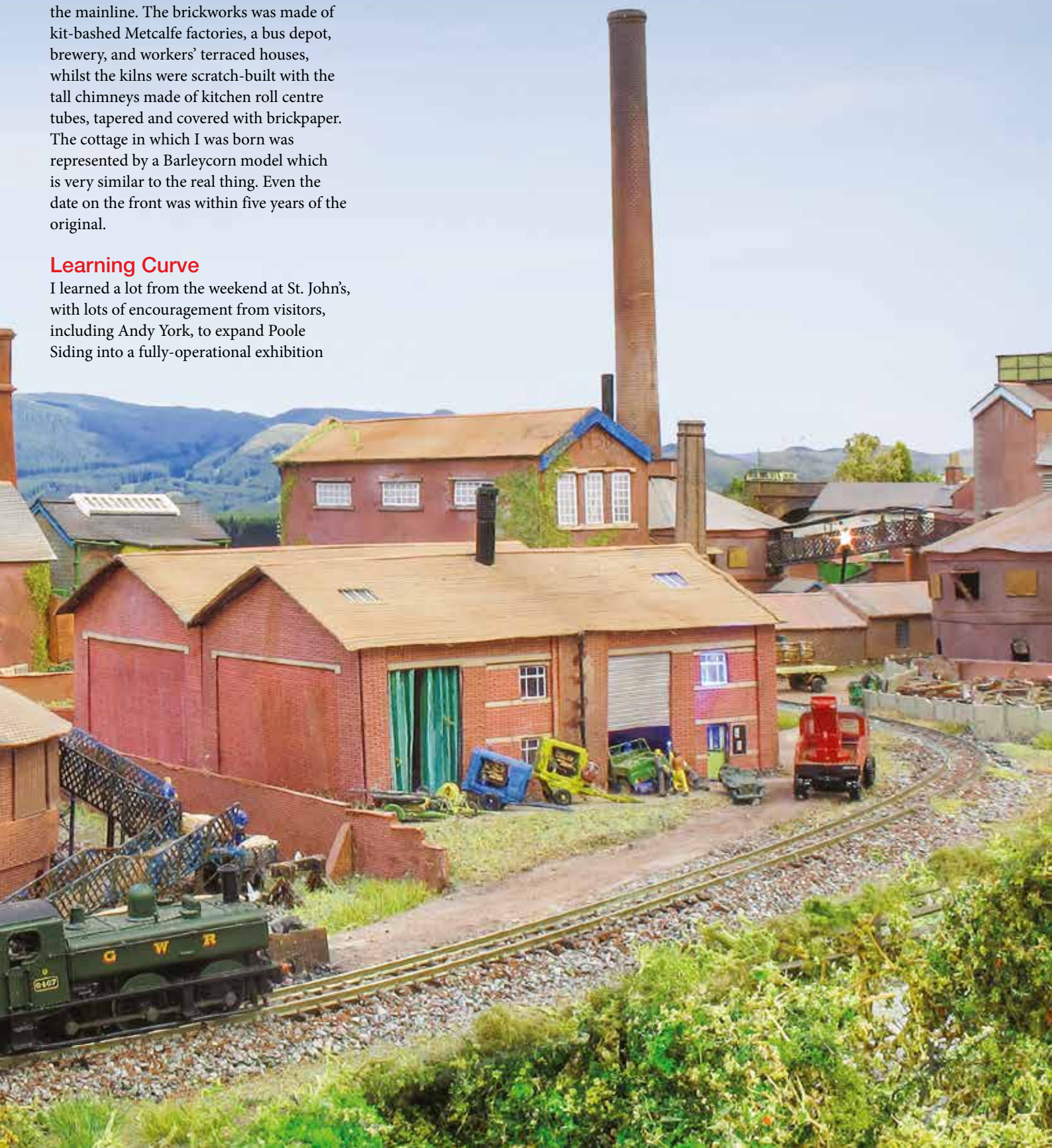
Initially I was invited to display my 'Poole Siding' layout as a semi-static work-in-progress exhibit at the St. John's charity show at Stoke-on-Trent, organised by John Cox. I set up the board on two trestles and shunted a few GWR 0-6-0 'Panniers' with my specially commissioned Robbie's Rolling Stock William Thomas wagons, with a static 'Castle'-hailed Cornish Riviera on the mainline. The brickworks was made of kit-bashed Metcalfe factories, a bus depot, brewery, and workers' terraced houses, whilst the kilns were scratch-built with the tall chimneys made of kitchen roll centre tubes, tapered and covered with brickpaper. The cottage in which I was born was represented by a Barleycorn model which is very similar to the real thing. Even the date on the front was within five years of the original.

Learning Curve

I learned a lot from the weekend at St. John's, with lots of encouragement from visitors, including Andy York, to expand Poole Siding into a fully-operational exhibition

Alsager Railway Association has a team of prolific layout builders; whose efforts are no strangers to the pages and cameras of **BRM**. 'Hassell Harbour Bridge' (February 2013 DVD) and 'Newcastle by the Water' (September 2016 **BRM** TV) have featured amongst 'Just Four', 'Buxton', 'Hartshill Bank', 'Dunkow Road', 'Caverswall Junction' (April 2017) and 'Bluebell Cutting'.

A load of bricks heads toward Poole Siding pulled by GWR 'Pannier' No. 6407. The wagons are specially commissioned in William Thomas livery from Robbie's Rolling Stock. This Hoffman kiln was defunct by World War II. It contains a Seuthe smoke unit.





A CLOSER LOOK: BUILDINGS

Wellington Station was built mainly out of Metcalfe kits as was the Tone Dale woollen mill behind it, supplemented with Ratio kits and Dapol signals. A Metcalfe engine shed has been kit-bashed to represent the goods shed, which is still at the site of the former Wellington station today. The Metcalfe footbridge had to be extended to span four tracks and re-shaped to the GWR style, with additional latticework supplied by the ever-helpful Richard Dallimore of County Rolling Stock.

layout. Secondly, if I was serious about shunting in public, the Peco Insulfrog points had to be replaced with Peco motorised medium-radius Electrofrogs. The trestles too ought to be replaced with something firmer, but equally transportable.

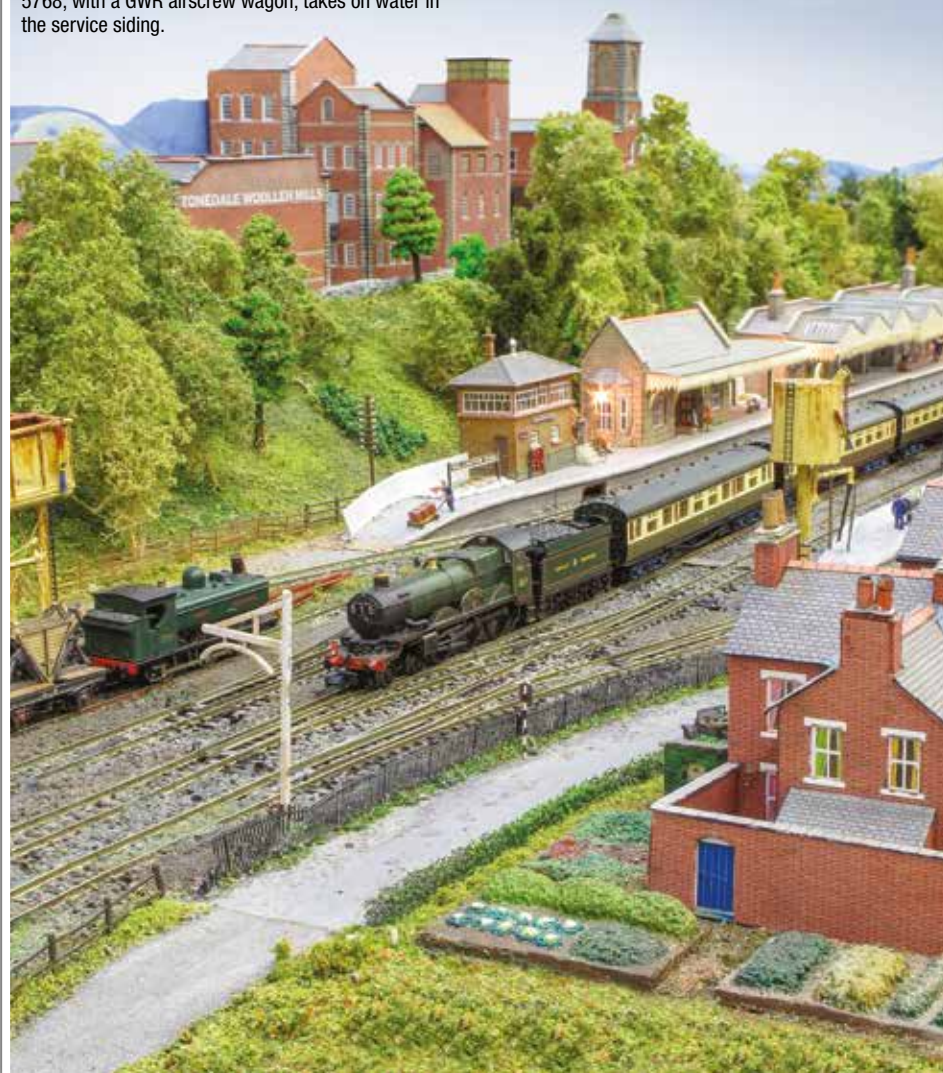
I inserted four other boards to depict the landscape to the west of Poole, featuring the Grand Western Canal with the Nynehead boat lift, and Wellington station through to White Ball tunnel. Each new board was accompanied by a parallel storage/fiddle yard at the back. To complete the scene, I added a lower section below the brickyard to depict the clay pit from whence the raw clay would be delivered by my smallest locomotive - a Dapol 0-6-0 'Terrier' Portishead, hauling three 009 wagons laden with clay.

Show Deadline

With the next St. John's show looming, the pace of production quickened with ballasting, scatter/flocking, Model Scenes' sea foam trees, Modroc-shaped embankments, farm and wild animals, vehicles (including three LED-lit bicycles from Morris Models - a present from Jane and Louise) and rear scenery. It was just prior to the show, however, that **BRM** featured Phil Parker's build of smoking chimneys (Spring 2017).

Consequently, I bought a Seuthe smoke unit from Layouts4U and fitted it into one of my kitchen roll inners. However, Phil used a plastic Vollmer chimney, which he reported as being HO and thus under sized for OO. I

The Down 'Cornish Riviera' thunders through Wellington Station, hauled by renamed Farish 'Castle' *The Somerset Light Infantry* No. 4016. Pannier No. 5768, with a GWR airscrew wagon, takes on water in the service siding.



ON EXCLUSIVE

I attended an excellent hard-wiring workshop at DCC Supplies and have undertaken a fair bit of chipping using their superb DiGi-hats. I have recently hard-wired Lenz Silver Mini chips into my five Union Mills locomotives: a Dean Goods and two each of Dukedogs and Collett Goods. I am pleased that Union Mills introduced GWR locomotives because they are reliable and great haulers. About two thirds of my locomotives are DCC-chipped.

Farish 'Castle' No. 5078 *Beaufort* leads the returning 'Torbay Express' out of Wellington as an approaching coal train hauled by Dapol No. 3819 crosses the viaduct.

DIGITAL EDITION

bought three from Gaugemaster and found them the correct scale height in N Gauge for Poole, although a little oversized in girth. Nevertheless, I bought more smoke units from my go-to model shop, The Hobby Goblin, and replaced the kiln chimneys with smoke units in time for the show.

New Name

All this preparation paled into insignificance in contrast to the arduous task of finding a new name for the layout. Poole Siding was no longer appropriate because the brickworks now only accounted for five of the 21ft length. A protracted committee meeting on the Saturday evening of a Doncaster Show, suitably lubricated, eventually came up with Hartley Poole as a pun on my name but retaining the place of my birth.

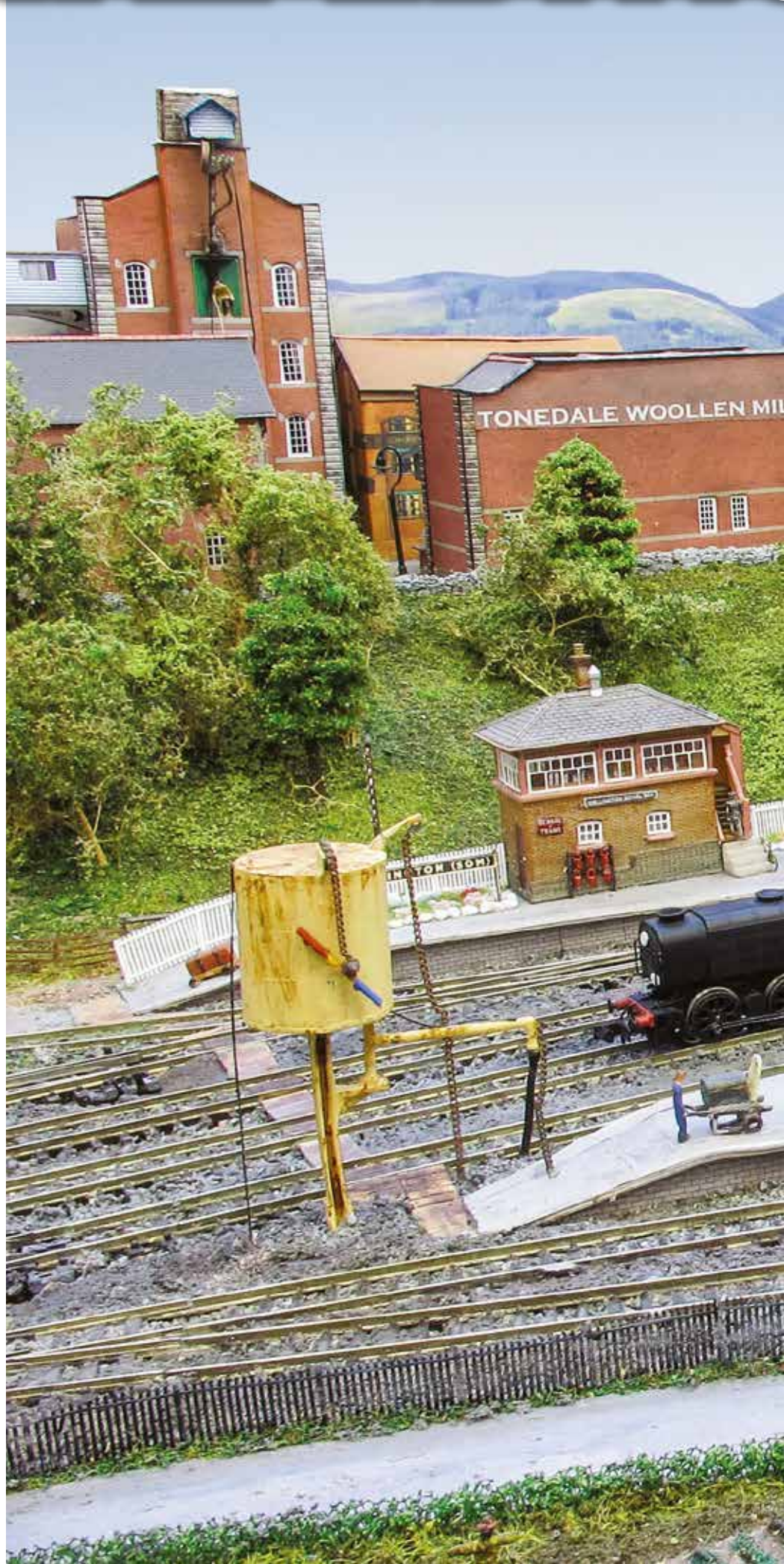
Further modifications

Following St. Johns, I had only a couple of months before the Loughborough Show and implementing the lessons learned became a challenge. I wired up most point switch blades to improve running using Clive Heathcote's points indicator relays, supplemented by relays designed by Adrian Finney (Chairman of the Wrenbury Model Club). I subsequently fitted six Gaugemaster GM500 universal relay switches to the remaining points. These ensure the correct polarity on the blades. In too came a Heathcote stopping unit with infrared detectors, which I fitted to the Poole clay pit track for Portishead to pause to refill its wagons.

Motive Power

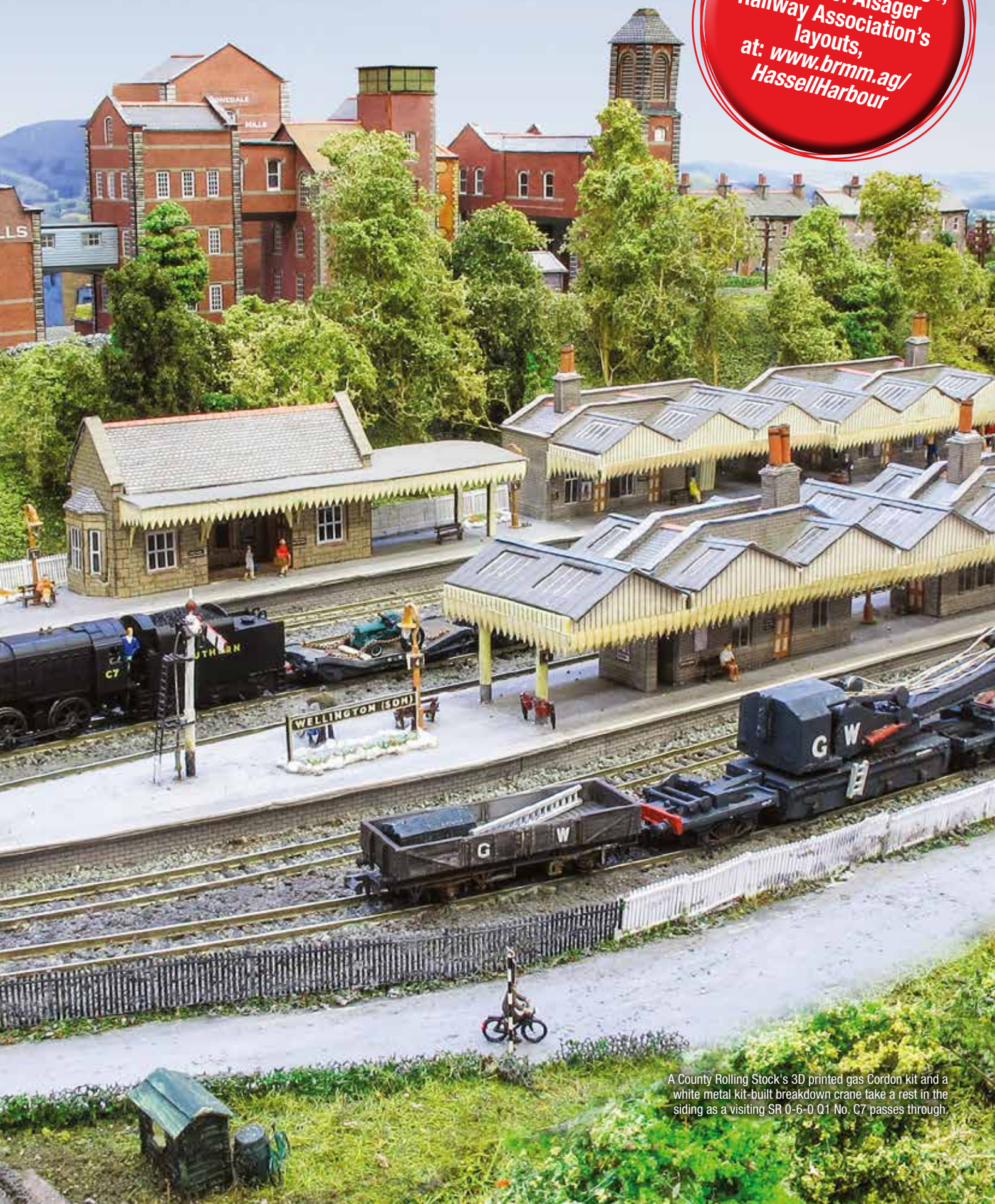
I have built up my GWR rolling stock over the years from presents, eBay purchases, traders at shows and the Hobby Goblin. My earliest locomotives were all Graham Farish with 'Prairies', 'Panniers', 'Halls', 'Castles' and railcars, but I subsequently bought Dapol 'Halls', a 'Manor', 'Grange', 'Terrier', small 'Prairie' and 'Pannier' locomotives. I returned to Farish recently, buying three *Earl of Dunraven* 'Castles', and renaming/renumbering one *The Somerset Light Infantry*. In fact, I bought these in part exchange for some Minitrix locomotives through Tennents Trains, because I wanted to build up my DCC-chipped fleet and didn't fancy hard-wiring the Minitrix.

I have some non-GWR interlopers: a kit-built LMS Beyer-Garratt which has got lost having taken coal to the Cornish china clay pits, Iain's LMS 'Compound' undergoing



ON EXCLUSIVE

Watch
Hassell Harbour Bridge,
another of Alsager
Railway Association's
layouts,
at: [www.brmm.ag/
HassellHarbour](http://www.brmm.ag/HassellHarbour)



A County Rolling Stock's 3D printed gas Cordon kit and a white metal kit-built breakdown crane take a rest in the siding as a visiting SR 0-6-0 Q1 No. C7 passes through.



an exchange trial, a Southern Railways' 'Merchant Navy' 'Spam Can' *Belgian Marine* and a Q1, both diverted due to flooding in Honiton, and a Dapol LNER A4 Pacific *Sir Nigel Gresley*. The A4 hauls a train of Graham Farish teaks and an N Gauge Society Thompson brake to Plymouth with a football special (Newcastle United beat Plymouth Argyle twice in the 1946/47 season, latterly on 12 April 1947, one month after *Sir Nigel Gresley* was re-painted garter blue after its wartime black).

A fusion of control

Both the Down and Up lines can operate under DCC or DC, and are dual-wired. The default running is DCC on the Down line and DC on the Up. The switch to change the default is protected to avoid an accident. All non-DCC locomotives are marked with a yellow dot underneath and must only be run on the Up line. Colin Heard of Union Mills gives the life expectancy of one of his un-chipped locomotives on DCC as two seconds.

For DCC control I use an NCE PowerCab. I have plug-in terminals in each of the two control panels and, in addition to the master hand controller, I have two supplementary throttles. Therefore, I can have three DCC operators simultaneously, each storing up to six different locomotives.

My DC analogue controller is a Gaugemaster GMC100, but I also have a GMC Combi from which I power the station lights 12VDC and the points CDU 16VAC. If ever the GMC100 were to fail I could run the trains from the Combi's 12v output.

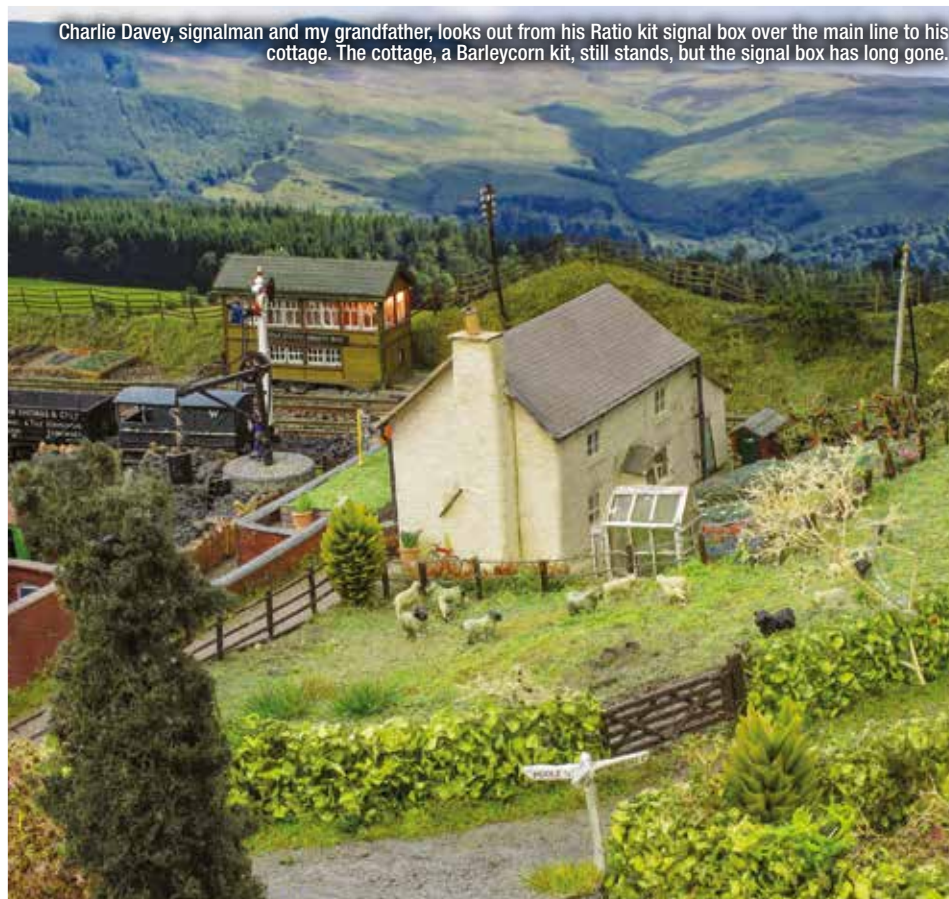
Rolling Stock

I like to offer viewers a variety of local stopping trains and through trains, both passenger (Cornish Riviera and Torbay expresses) and freight. Whilst I have a full share of proprietary carriages and wagons, I also try to add something less frequently

A horse-drawn barge loaded with limestone prepares to ascend the Nynghed Boat Lift on the Grand Western Canal. This raised the canal to cross the Court Drive on an aqueduct, but was already in ruins by the 1900s.



Charlie Davey, signalman and my grandfather, looks out from his Ratio kit signal box over the main line to his cottage. The cottage, a Barleycorn kit, still stands, but the signal box has long gone.



ON EXCLUSIVE



ARCHIVE ACCESS

Apart from an imperfect memory of the Poole area whilst growing up, I used some excellent sources to provide inspiration. I've some documentation from the William Thomas social club which includes an etching of the brickworks as if seen from the air in 1872. The main line is broad gauge, but all the principal features are there: my grandparents' cottage, the terraced houses, the kilns with chimneys, sidings and the road.

The Britain from Above website has three aerial photographs of Poole taken in 1932, which show the whole of Poole from Trevor House to the signal box, including the clay pit.

The Nynhead parish council website has an informative section on the canal and boat lift with history and illustrations by Tony Haskill, Michael Blackmore and Denis Dodd. These were the basis of my scratch-built model of the boat lift and I'm grateful to the authors for their approval to use their illustrations.

A 1930s OS map from the National Library of Scotland shows the widespread presence of allotments. I was able to acquire several moulded unpainted allotments from Double O Scenics. My grandfather used to say the drivers of the Cornish Riviera would slow down past his signal box so the passengers could admire the onions in his line-side allotment. Two surprises from these maps are the presence of mail collection apparatus in both directions at Poole, and a gospel hall in the brickworks; I shall be modelling both eventually.

seen such as wagon loads of coiled wires made up from clothes pegs springs, or scrap metal collected from the white metal shavings from the inside of Union Mills tenders as I carve room for a DCC chip. I've also tried my hand at some kit building with N Gauge Society 'Macaws', 'Loriots' and 'Borails', ventilated siphon, propeller/air screw wagon and breakdown crane. In addition to my ten William Thomas wagons from the excellent Robbie's Rolling Stock, I also have several of his containers, plus a bespoke one designed by his indefatigable wife, Katie Burns MBE.

Credits

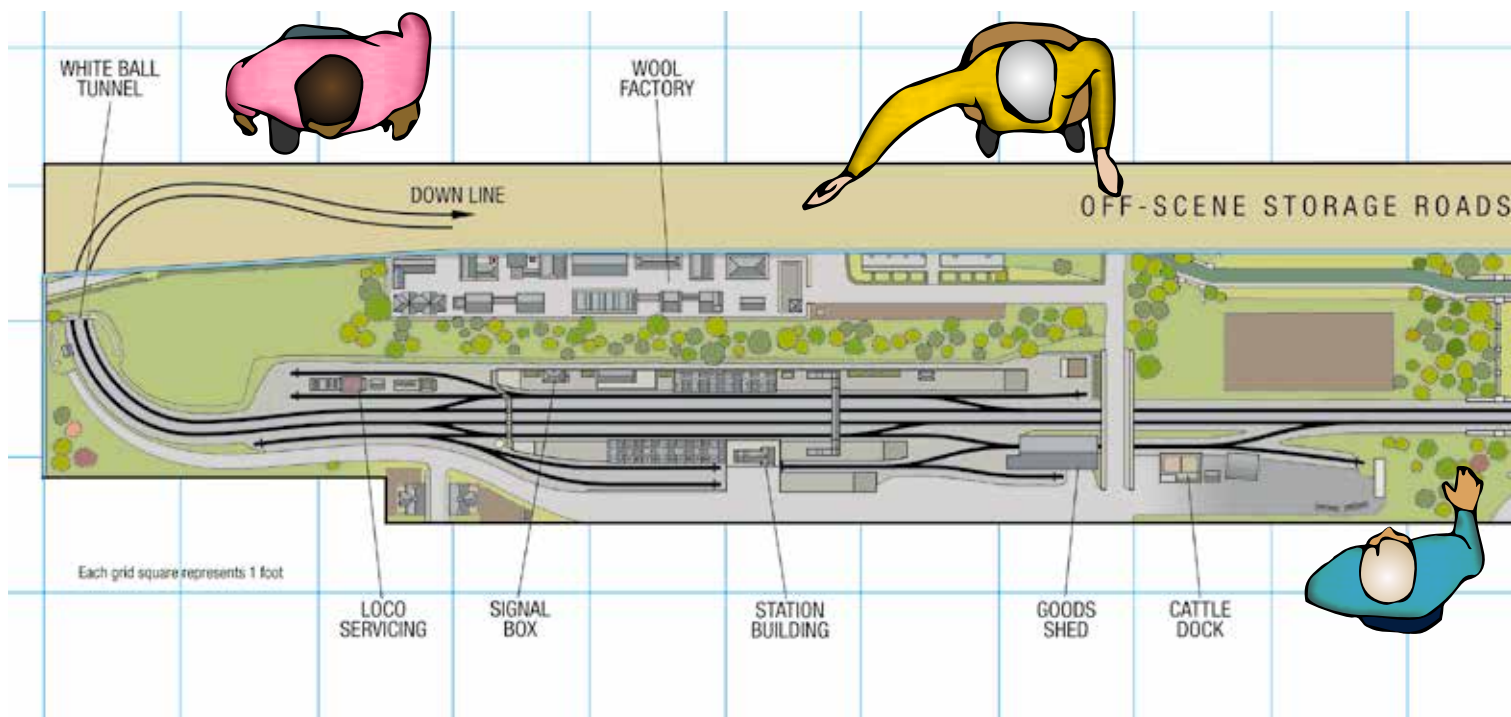
I've learned a lot from the members of the Alsager club, both by working in the club house and operating their layouts at shows. I'm also grateful for their support in operating Hartley Poole at exhibitions. I recommend anyone about to embark on building a layout to join a club. The Alsager club meets on Friday evenings which suits Jane fine, as she can enjoy Monty Don's company and a glass of Prosecco in peace and quiet. ■



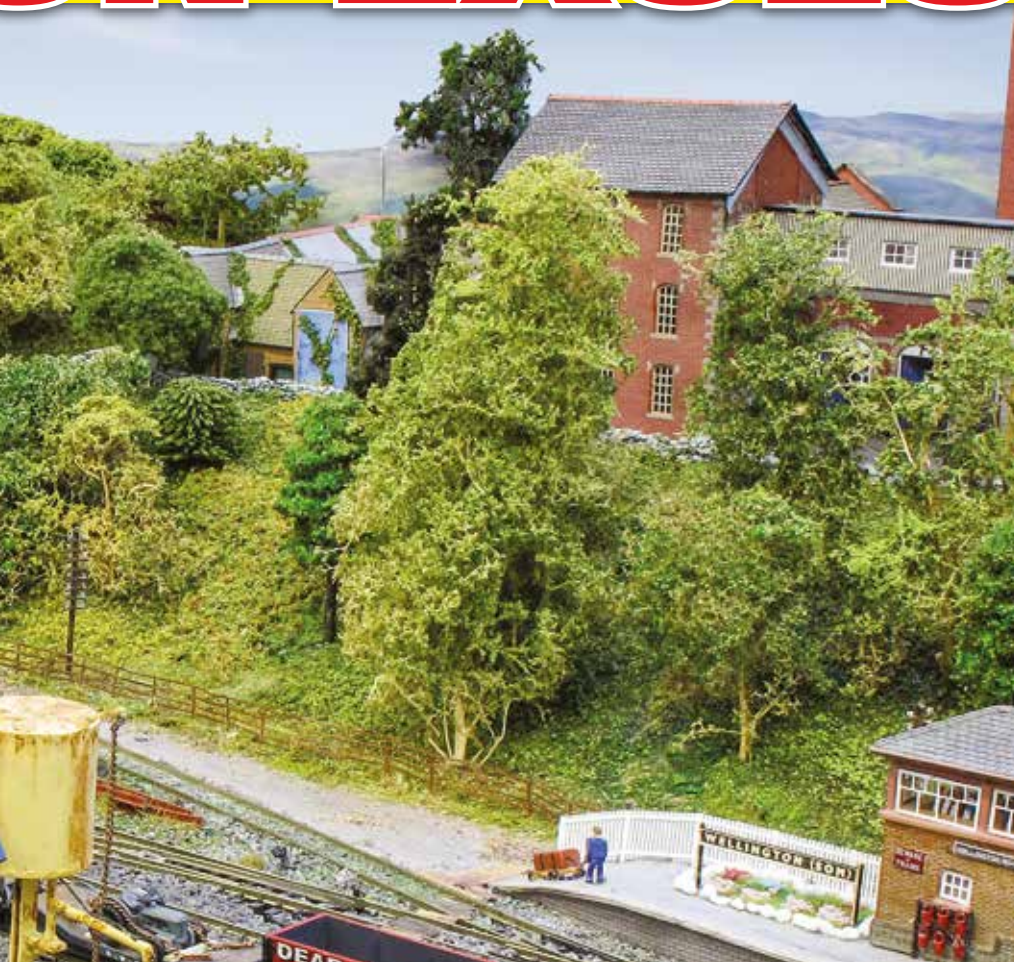
Southern Railway 0-6-0 Q1 No. C7 and guard's van, with a short train of Oxford tractors on N Gauge Society kit-built 'Loriots', followed by a Robbie's Rolling Stock special wagon, prepares to pass oil-fired GWR 4-6-0 'Hall' No. 5955 Garth Hall hauling a 'Monster' scenery van ahead of a passenger express.

Trackplan

HARTLEY POOLE



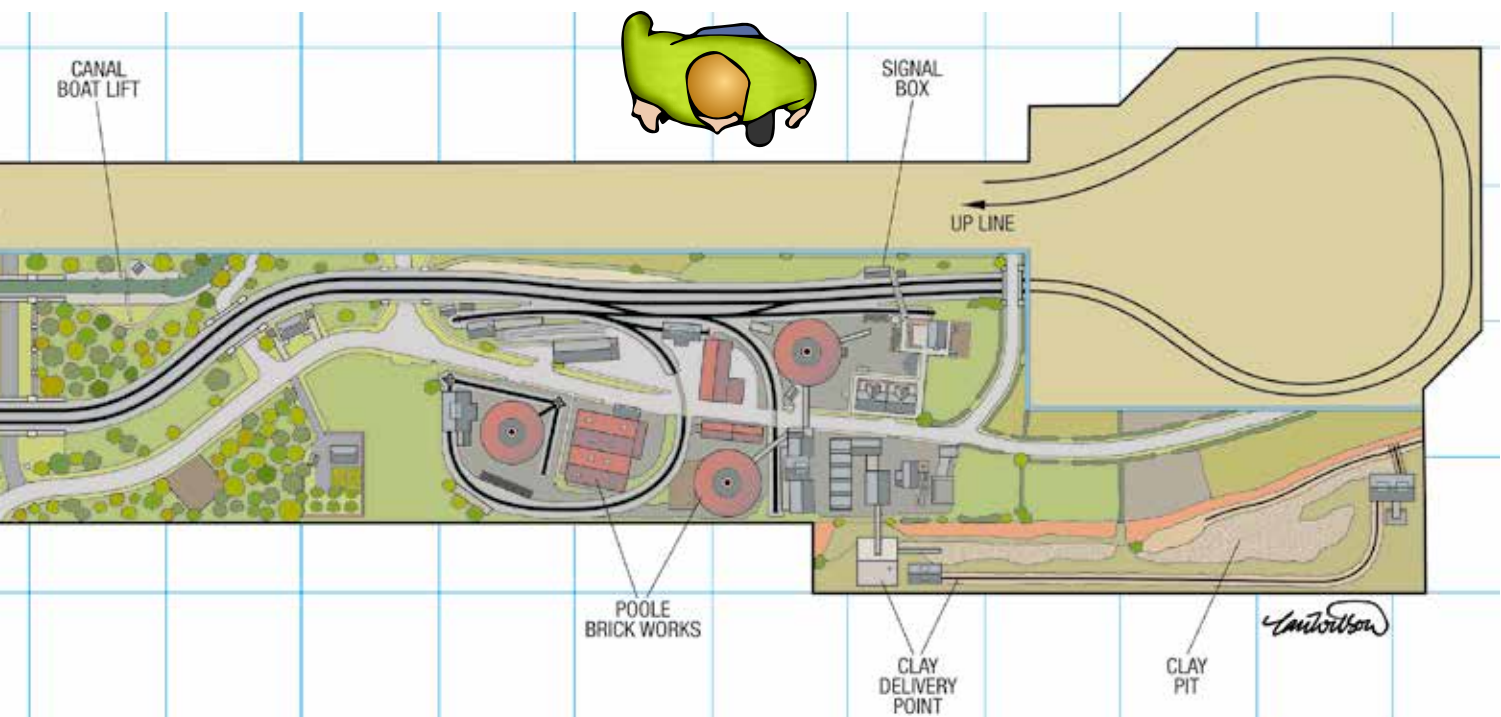
ON EXCLUSIVE



RICHARD'S CHANGES AND ERRORS

There are two forms of errors on Hartley Poole: those of commission and those of omission. The former come under the sub-heading of modellers' licence, and some of mine are whoppers. For example, Wellington station until 1932 had only two tracks. Over the next two years the track was widened to four, with stoppers at both platforms being out of the way for the expresses to thunder through unhindered. However, to make room for the double-width track, the nice old pre-GWR station and footbridge were demolished to be replaced with characterless concrete ones. My modellers' licence enabled me to have four tracks and use more attractive Brunel-inspired Metcalfe station buildings and footbridge.

- The Nynehead boat lift and the Grand Western Canal were defunct before the end of the 19th Century, but I wanted them in my layout. So, south of the railway line it is the 1940s, north of it is a patch of the 1840s. What I have striven for is something that is redolent of the Poole and Wellington areas rather than a replica; fiction based on fact.
- The unintended errors are usually based on ignorance, such as introducing Scammell Scarabs and Land Rovers a year too early - both are 1948.
- Some of the grass scenery is a bit rough because I just couldn't get on with the static grass applicator. Close examination reveals too many glue blobs.
- My biggest area of discontent is my ballasting. In an exhibition hall, fine granite chippings look very small. Get home and glue it all down, however, and it looks huge. A 1mm piece is a scale six inches, and it shows. Eventually, I'll replace it with super-fine ballast. Nevertheless, I'm not deterred from having a go, and neither should anyone else.



GETTING STARTED IN N GAUGE FINESCALE TRACK

Words & photography: Paul Moss

Authentic-looking track is possible in a smaller scale using proprietary components, as Paul Moss demonstrates, with an introduction to building finescale N gauge track.



When it comes to model railways, one favoured approach is to focus on building what looks right. That's why I elected to use finescale trackwork on the scenic section of my N gauge exhibition layout, 'Little Salkeld'.

Finescale track has a more accurate

sleeper size and pitch. The rail is also Code 40, which is finer and is available in bullhead or flat-bottom profile to suit period and prototype being modelled. Finescale track is also more delicate, so is really suited to being permanently fixed and ballasted in position.

Experience gained from exhibiting 'Little Salkeld' suggests that finescale N gauge and 2FS are sometimes confused. The term 2FS is typically used to refer to a more accurate track gauge and standard throughout, although it is close to N gauge in many ways.

A traditional approach was to scratch-build track by soldering rails to copper-clad sleepers and this technique is still favoured by some. An alternative is the use of FiNetrax N gauge track components, which are supplied by British Finescale Ltd. FiNetrax components provide a useful compromise for those that may not have the time available to scratch-build track or the inclination to undertake a lot of soldering.

When I built 'Little Salkeld' in 2017, I opted for a hybrid approach, mixing the FiNetrax components with points that were scratch-built for me by Keith Armes.

Keith specialises in 2FS but can do finescale N gauge, providing a track planning service using Templot software and a bespoke point building service. I chose this route at the time because 'Little Salkeld' sits on a bespoke radius and I wanted the track to accurately follow the prototype radius. FiNetrax point kits can be modified to suit a gentle radius. However, I was on a tight time schedule to get the layout to its first exhibition and Keith's work is exemplary.

While the scale is close, it's not possible to use N gauge stock on 2FS track. N gauge RTR rolling stock typically uses wheels that are significantly overscale in terms of flange thickness and wheel profile. 2FS requires the use of finer wheel standards, which are much closer to the prototype. It's likely that N gauge wheels would encounter problems running through check rails and frogs on 2FS point work leading to derailment.

N Gauge RTR stock can be modified to

run on 2FS track. However, the accuracy and appearance of 2FS looks exceptional.

Think of N gauge finescale as a good compromise. With a little additional effort, you can have accurate looking track without needing to heavily modify RTR rolling stock and there's no special skill set required.

Getting started

Finescale track of any gauge requires a good surface, particularly where there may be baseboard joints. I would recommend using the best quality birch plywood that you can get your hands on. This is particularly important if you are building a layout that will travel to exhibitions or be subjected to variable temperatures or humidity.

For the few who plan an exhibition layout using finescale track, use alignment dowels as well as bolts to ensure that connecting baseboard ends and track are accurately aligned.

You will often see people debating the advantages (or not) of using a cork underlay. There's some personal preference involved here, and to be fair, its ability to quieten down moving rolling stock is debatable. I prefer to use it under the track as it enables me to create the ballast profile.

Track construction

FiNetrax track components are available to represent both wooden and concrete sleepers and can be matched with Code 40 rail in both bullhead and flat bottom profiles. I would take guidance from the period and location that you are modelling

when selecting which type to use. Take care, because bullhead rail on wooden sleepers can still be found on some parts of the current network. FiNetrax components are available from British Finescale Ltd.

Before removing track components from the sprue, run a light abrasive across the underside of the track components. This will assist adhesion when fixing track in position later.

Tools

You can prepare and assemble FiNetrax track components without jigs and tooling. However, it's not recommended. Using the affordable filing and assembly jigs will make life a lot easier. It's also particularly beneficial for your sanity if you are building a sizeable layout with a lot of track!

There are a range of simple filing and assembly jigs to assist in the assembly of track components

Tools needed:

- 25W soldering iron with fine or chisel tip
- Xuron track cutters
- Snipe-nosed pliers
- Small file
- FiNetrax filing & assembly jigs
- Fibreglass brush or fine abrasive
- 1m rosin core solder
- Superglue
- PVA

TOP TIP

Before starting work ensure that your rail is clean by running a fine abrasive such as a fibreglass pen along its length. Use flux to assist the solder's flow along the side of the rail. Using a soldering iron with a fine tip is not essential, but it will provide you with much more control.

2FS vs N gauge

A comparison between N gauge Peco Streamline and two finescale alternatives. Note the sleeper size and pitch together with use of finer Code 40 rail. The difference in height is also apparent with a visible air gap under the FiNetrax track. This table provides an indication of the key differences:

2FS

9.42mm track gauge
1:152 Scale

Can use modified N gauge RTR products or a range of kits and scratch-building components are available to members of the 2mm Scale Association

Uses scale wheels, correctly-sized locomotive frames and fine motion parts

All track is either scratch-built or track components are available from the 2mm Scale Association. 2FS uses Code 40 rail.

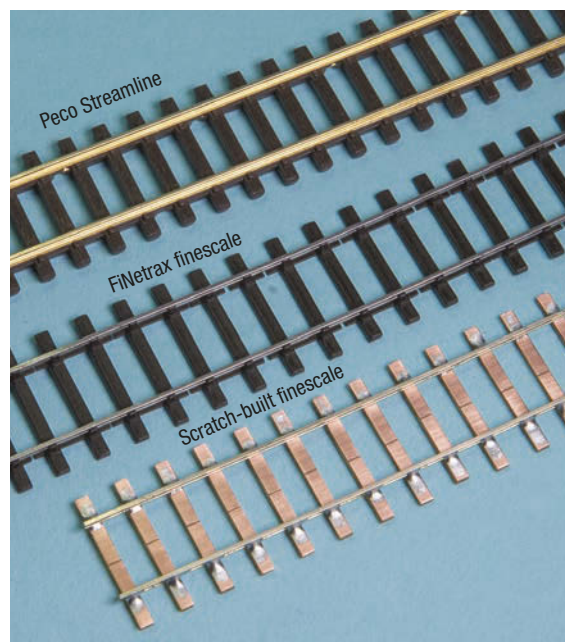
N Gauge

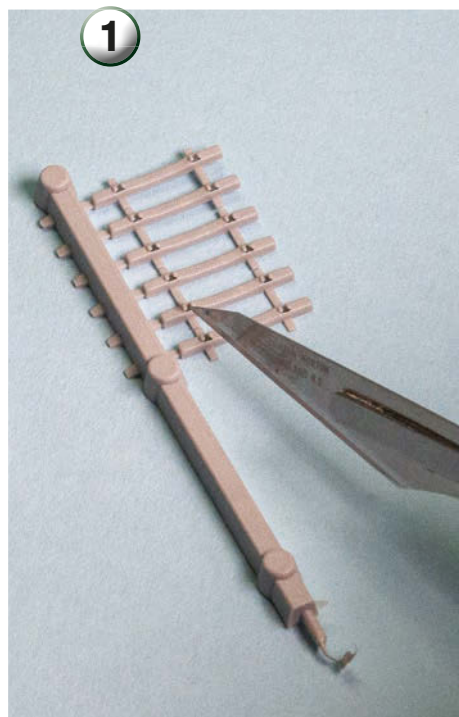
9mm track gauge
1:148 Scale

Supported with RTR products from manufacturers such as Peco, Bachmann or Dapol. Kits are available or rolling stock can be scratch-built

Overscale wheels, undersize locomotive frames and slightly coarse motion parts

Track is available ready-to-lay from manufacturers such as Peco and is typically Code 80 or Code 55. Alternatively, finescale track can be scratch-built or FiNetrax track components and kits are available both using Code 40 rail

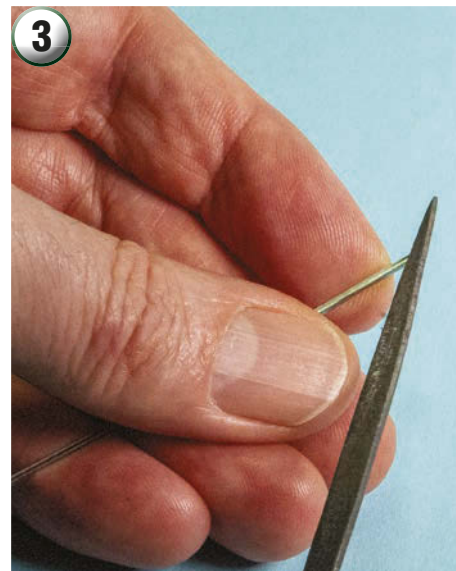




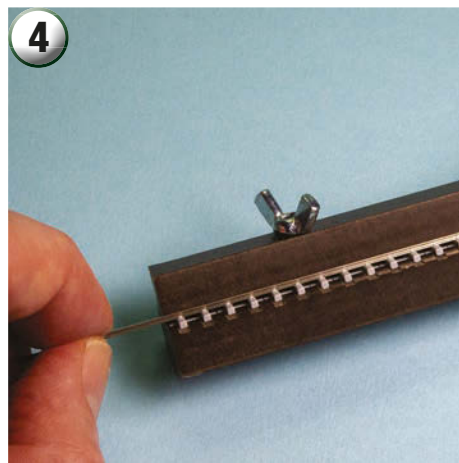
Carefully cut the track components from the sprue.



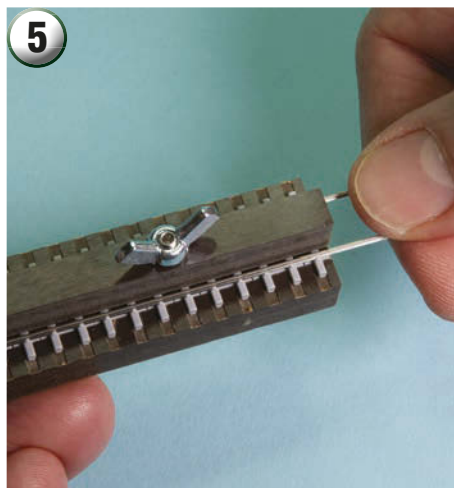
Drop the sleeper bases into the assembly jig and tighten the locking bar. Avoid over tightening as this may distort the sleepers.



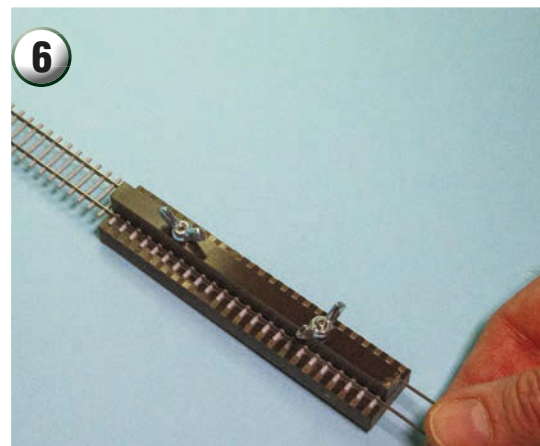
Using a small file or abrasive, put a small taper on each side and underside of the rail. This is very important and will enable the rail to better slide through the chairs without jamming or causing any damage. If you are using bullhead rail, ensure that it is the right way up before you assemble it. The top is slightly larger than the bottom. Flat bottom rail can only be assembled the right way up.



Slide the rail through the chairs. Once the rail has passed through two or three chairs it will be well aligned for the remainder and just needs to be carefully pushed through. Repeat the exercise with the second rail.

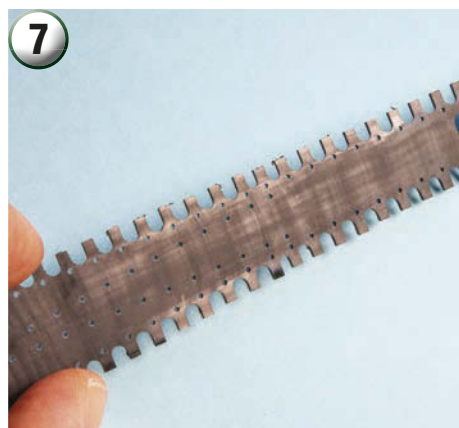


Once you have passed the rail through the jig, grasp both rails and slowly pull them through the chairs.



Repeat the process with more sleeper bases until you have created a length of track. Store the track somewhere safe before you install it on your layout to prevent it getting damaged.

Assembling point kits



Use a fine abrasive to roughen the shiny underside of the sleeper base. This will provide a better key for glue later on.



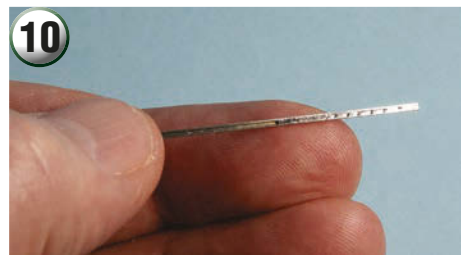
Carefully remove the cast frog fitted to the Sleeper base. Drill a 2.5mm hole between the sleepers, which will be hidden by the frog. Replace the push-fit frog after you have drilled and deburred the hole.



Tape the sleeper base to a piece of scrap plywood. Ideally, use a piece that is flat and not warped. This provides a stable temporary work surface during assembly.

TOP TIP

While a good fit, the rails can still slide a little within the chairs, so it is a good idea to add a spot of superglue, which will ensure they stay in position. This is particularly important for rails next to the frog because the electrical polarity switches when the switch rails move.



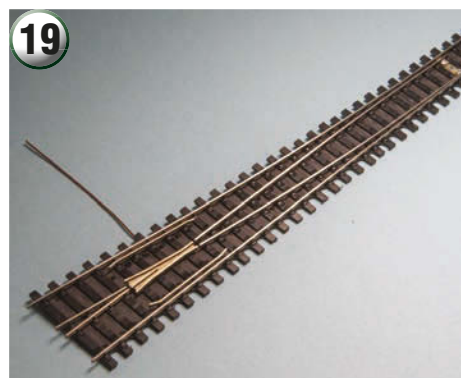
We need to strengthen the switch rails. Using the sleeper base as a guide, cut them to length. Fill one side at the end with approximately 20mm of solder. This is only required on the end that will form the switch.



This completes the manufacture of the switch rail. Repeat for the second switch rail.



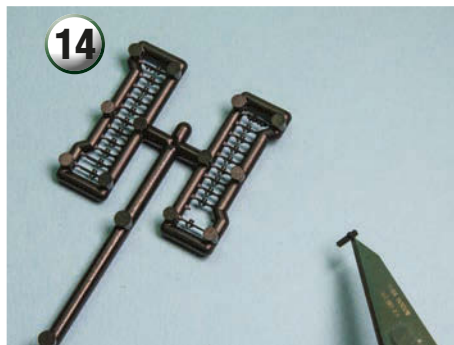
Cut and taper the ends of the remaining rails. The point is now ready for final assembly. Start with the switch rails, also adding the supplied tie bar. The switch rails will hold it in place. Next, fit the stock rails and finally the check rails. Don't forget to add a slight bend at the end of each of the check rails.



This completes the manufacture of the switch rail. Repeat for the second switch rail.



Insert the switchblade rail into the FiNetrax filing and assembly jig with the soldered end exposed and facing down. Using a needle file carefully file the exposed end until it's flush with the jig. Apply pressure gradually when filing. Rotate the rail and repeat the process on the soldered side. The result is a sharp switch blade tip.



Cut each chair from the sprue and, using the tip of the craft knife, insert the chairs into the sleeper base.



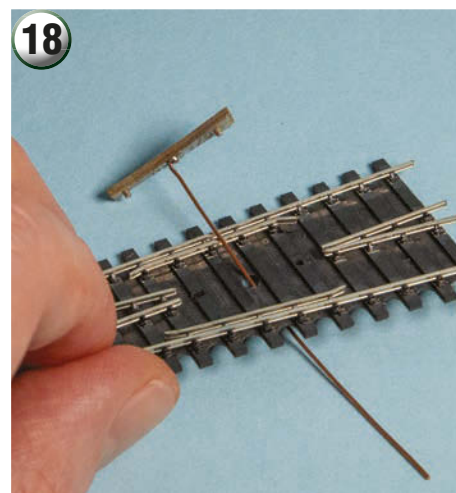
When the chairs and rails are all sitting down in position, they can be glued using Butanone. Once the adhesive is fully cured, the assembled point can be carefully removed from the plywood.



The switch rail is now soldered to a chair plate. The jig is laid flat and the etched slide chair is placed into the slot. The sharpened end of the switchblade is slid into the jig and the thumb screws tightened. A piece of 0.4mm wire is inserted into the hole on the slide chair and cut flush. The assembly is soldered on one side and tidied using a small file.



Instructions provided with the point kit show where each chair type is to be inserted into the sleeper base.



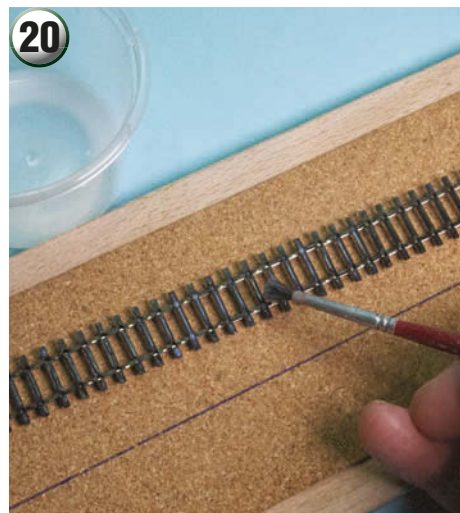
Lift out and remove the frog and solder a dropper wire to the underside where it sits over the 2.5mm hole. The frog can then be reassembled to the sleeper base and secured in position using superglue.

Ballasting

An important consideration is the need to use a fine ballast that's in proportion to the track. Some proprietary N gauge ballast materials can look a little coarse and overscale compared to the track. There is a practical solution, however, and after experimentation, I found that a mix of one third N gauge ballast to two-thirds chinchilla dust creates a much finer appearance.

Ballast can be secured in position in the usual way with a thinned PVA and detergent mix. A word of warning here is that this ballast mixture will dry solid, so it's important that you adjust it with a fine brush before the glue cures. Some chinchilla dust may also look a little green in appearance, so I also add a small amount of weathering powder to the ballast mix before applying it, which instantly transforms the colour.

Fixing track



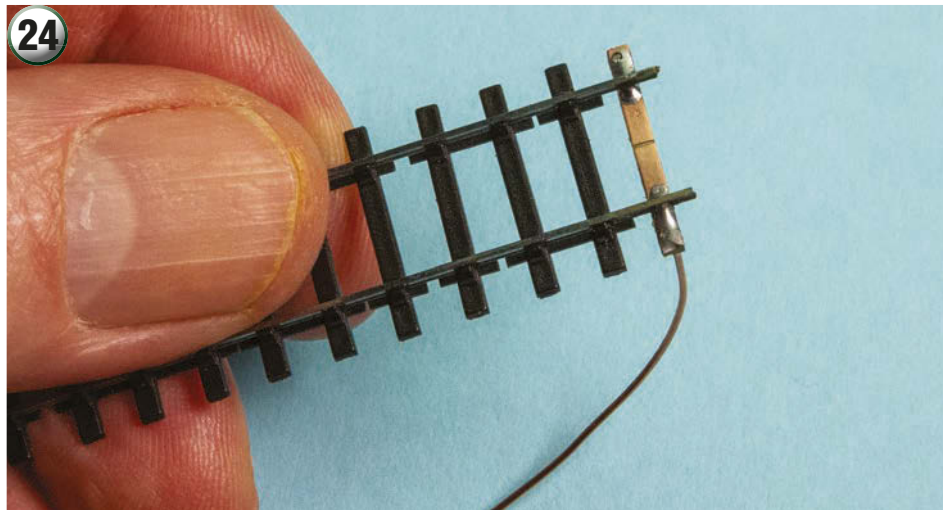
Finescale track is a bit delicate for using track pins. A good solution is to use thinned PVA glue, which can be applied to the underside of the track components using a small paintbrush. The consistency of the PVA should be similar to milk in appearance and viscosity. Lightly brush the underside of the track with the watered-down PVA mixture before placing it in position on the layout.



Using a pair of small or snipe-nosed pliers, flatten the end of your dropper wire and bend it 90-degrees to form a heel.

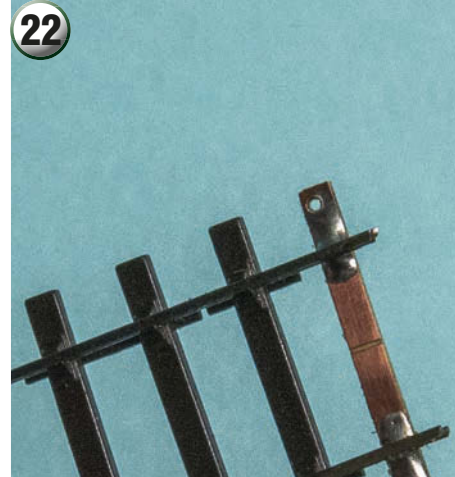


Once the track is firmly glued in position, you can carefully remove the excess cork. You can opt to lay cork strips under the track to reduce wastage, however, I prefer to cover the baseboard area around the trackplan and simply remove the excess with a scraper.

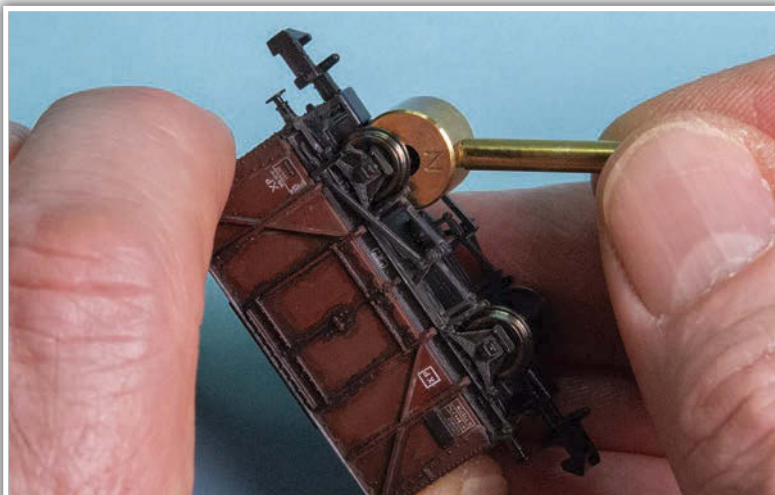


Pass the dropper wire through the hole on the sleeper. While ensuring the heel sits flat on the top of the sleeper, solder it into position using a minimal amount of solder. Flux is your friend here and ensures that you end up with a nice neat joint.

Electrical droppers



Soldering electrical dropper wires to Code 40 rail requires a steady hand. There is an easier alternative, however, which also can assist in preventing rails from moving in the chairs. This is the inclusion of a copper clad sleeper at the end of each section of track or point. The copper clad sleeper can be drilled to accommodate a dropper wire. It provides a larger surface area on which to solder and enables dropper wires to be replaced once the trackwork is fixed to the layout and ballasted.



Conclusion

It's important to ensure that the wheels on your rolling stock are set up correctly for smooth running. You can easily check and adjust the distance between the back of the rolling stock wheel sets using a back-to-back gauge. It's just a case of sliding the gauge between the wheels and checking that the backs of each wheel just touch the gauge. If they are too tight or too loose, one of the wheels can be adjusted on the axle. This is something I would recommend checking and adjusting even if you are not using finescale track as poor back-to-back dimensions can lead to poor running through points. Back-to-back gauges are relatively low cost and typically only a few pounds, so are a good investment for smooth running.

Building your own track may seem intimidating at first; however, it's just a matter of being methodical and using a little patience. If you are keen to gain the appearance of finescale track, I would suggest having a go with a few track components and a piece of scrap plywood.



SUBSCRIBE

If you're enjoying reading *British Railway Modelling*, and you would like to explore the hobby in depth, in your own time, why not subscribe and we'll deliver a lot more directly to your door, every four weeks.

There are 2 easy ways to receive *BRM*. Which format is best for you?

PRINT

- Every issue comes with BRM TV
- Have each issue posted through your door in high quality print.
- Get away from a screen and enjoy the tactile nature of flicking through the pages of the magazine.
- Receive your issue one week before it is on sale in the shops.



DIGITAL

- Every issue comes with BRM TV
- Extra layout pictures
- Exclusive videos
- Bonus articles
- Instant access to the magazine as soon as it's published.
- Read the magazine on your tablet, desktop or smartphone.



3 ISSUES FOR £5

After your three issues your subscription changes to a quarterly Direct Debit of £12.49.

VISIT: www.brmm.ag/2Xz85A9
CALL US ON: 01778 392002
(Quote: BRM/3for5)

SUBSCRIBE

from just £3.84 an issue!

DOWNLOAD:
www.brmm.ag/digitalbrm

HOW TO... PAINT A BACKSCENE

Words & photography: Howard Smith

Howard Smith shares how basic techniques benefit the most reticent of artists, to transform their model railways into a more immersive experience.



Unlike a photo-realistic backscene, unless you can master the painting of trees or buildings, I feel it's best to leave these off and add them to the layout in the foreground with half-relief structures or flock instead.

Railways belong in a landscape. For a more convincing appearance, the same is true of their model counterparts, that's why I feel all layouts should have a backdrop. It doesn't matter what form this takes, from a plain stretched sky-blue canvas, to a painted picture, printed landscape, or even a photo-realistic custom effort, so long as it helps limit what the viewer sees. Even basic backscenes will

create a visual block between the model and everything that surrounds it, from clutter to brick walls.

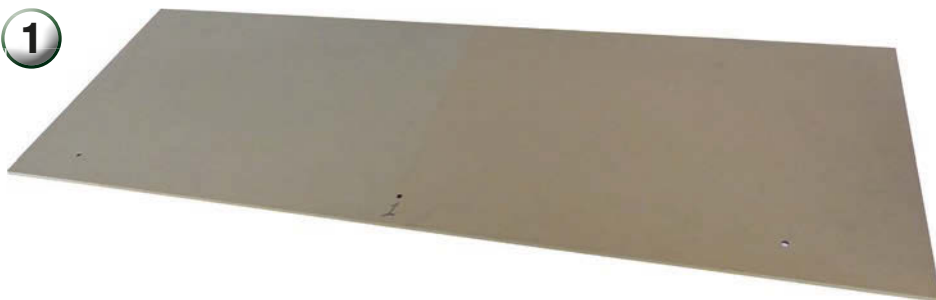
My preference is for a photo-realistic backscene, but let's face it, unless you've access to a large-scale high-quality printer and you're a dab hand at using image manipulation software, expect to have to pay someone a fair sum to complete the work for you, or accept mediocre results on a small

home printer.

In such cases, painting your own backscene is a better option – fear not though, you needn't be a maestro of brush techniques to obtain acceptable results. The key is to create something that will enhance your layout, not detract from the modelling. It should be complementary, not overpowering – there, but not noticeably visible.

Let's get started.

1



Choose your backscene material wisely. I've opted for that provided by White Rose Modelworks – a stable and dense fibreboard. Consider the environment in which your material will stand. Humidity, and excess heat can lead to deformations or mould growth.

SHOPPING LIST

1in and 3in decorator's brush

Crown White Undercoat

White Rose fibreboard

Homebase Tester Pots: Dolphin Blue, Turtle Dove, Night Time Blue, Mossy Green, Parched Earth, Pale Olive, Zebra Black, Fresh Herb, Earthy Clay and Angel Pink



2



Sealing the material is a wise move, though not obligatory. Taking a 'belt and braces' approach, I paint a white undercoat from Crown, suitable for interior or exterior use, with a 3in brush onto the backscene. Work quickly as this solvent-based paint dries quickly.

3



Eliminating brush marks from a hand-painted backscene is difficult, so rather than attempt to hide them, simply embrace their hand-crafted look. Keep brush strokes in one direction, working horizontally to prevent swirls in the paint that can be harder to disguise. Set aside and leave for 16 hours to dry.

4



Dividing the board into three sections with masking tape provides three separate areas onto which I can practise techniques and different skies. The last time I carried out any painting that wasn't home decorating was more than 12 years ago. A little experimenting is required – wish me luck!

5



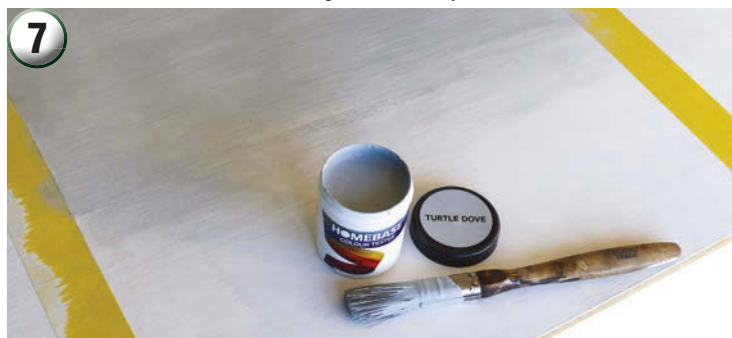
Using a 1in decorator's brush, to the left panel I apply a coat of Blue Dolphin, working from the top, downwards. All 90ml colour tester paints for this project came from a D.I.Y store, costing a pound each. Their contents are enough for a small layout backscene.

6



The smallest drop of Night Time Blue is added to Blue Dolphin on a palette and worked across the top of the sky. Look at most skies under normal viewing conditions and the hue of the colour intensifies the closer it is to the viewer. On a layout, this translates to darker tones of blue or off-blue, to the top of the backscene. Blend colours together before they dry for best results.

7



To the right-hand panel, I'm hoping to achieve a sky with a little more drama, but not one that is overpowering and detracts attention from the layout. Turtle Dove is a suitably grey sky colour, though use sparingly. Don't worry if some areas are a little darker than others and keep brush strokes horizontally in the same direction, for now.



A side-by-side comparison revealed that the Turtle Dove to the right panel was a little too dark, so its effect was subdued by applying a mixture of Blue Dolphin and the smallest amount of Night Time Blue, working the brush in a circular swirling motion across the board. Blend the colours together at the bottom, working the brush horizontally as though dry brushing.



Feather out the paint toward the bottom of the backscene. Most of what has been painted here won't be seen under normal viewing conditions, the visible part of the horizon line being just a few centimetres beneath the summit of the hill.



Returning to the Turtle Dove, an old washing-up sponge is dabbed – sponge, not scourer side – into the paint, before dabbing the majority off on a piece of paper towel. What remains on the sponge is dabbed on the backscene to create cloud shapes. Find a technique that works for you, remembering that clouds catch the sunlight to their tops or have a 'silver lining', and have shadows underneath.



The colour of the landscape should reflect that of the sky for best results. An overcast and dull day is unlikely to yield vistas of a well-lit landscape. Even on a well-lit day, distant hills are a muted colour, hence use muted colours. Pale Olive is used on the right-hand panel.



I'm keeping the landscape free of detail. I find that painted trees look like just that. If you really must have trees, try forced perspective before you reach your backdrop, placing these on the layout instead. For trees on a backdrop, use flock and clump foliage to make a 3D effect. Fresh Herb is painted, using the edge of the brush to cut a neat horizon line on the hill. Keep hills free-flowing and avoid 'Teletubby' mounds.



The Pale Olive is applied to the foreground of the landscape to the left panel, while the right-hand panel foreground is treated to Mossy Green – ideal for representing a moorland. The white horizontal line represents baseboard level, everything beneath which would be hidden from view. Painting these simplistic landscapes brings back the old Bob Ross adage of Have Some More Fun – Horizon, Sky, Middle and Foreground – the preferential order in which to paint. Comparing the two backscenes, the one to the left is more muted with a rationalised sky, making it easier to paint for the less confident, though hopefully, even the one to the right with more cloud coverage will be found not to clash with layout scenery.

Adding buildings



Earthy Clay and Parched Earth are used to create outline shapes of a church, barn and shed in the distance. I painted these free-hand with a flat brush to create sharper edges, but remember to create an impression of something in the distance. Ultimate accuracy isn't essential here. Remember to use muted colours.



Distant hedges can be created by stippling green to create rounded shapes. Wipe most of the paint from the brush on your palette or some paper towel before doing this, to prevent splodges of colour.



Roofs are painted a slate colour, though on reflection, perhaps this colour is a little dark for buildings so far away. Hindsight is wonderful!



Distant hedgerows or trees can hide a multitude of sins, though use them carefully. Although very basic and painted in just a few minutes with little to no artistic skill, when viewed from a distance, they appear acceptable. When blended into the layout with scatter and flock material to the foreground, and with the addition of a sky, I'm sure many modellers will be pleased with their results. With more practice before commencing on a larger project, satisfying results can be achieved. I'd encourage you to try painting your own, regardless of your agility with paint brushes.

It's time for the prestigious BRM awards, which gives you, the modeller, the chance to vote for your favourite models and manufacturers for the year. 2020 has been a different year and some supplies of new models have been affected but there has still been a lot of variety and quality from our favourites. They have battled through adversity to bring these to us, as have the retailers across the country. Maybe we've had a little more time to enjoy the fruits of their labours, too.

Stage one – Nominations (22 January - 12 February)

Manufacturers who released any ready-to-run items between January 1 and December 31 2020 will automatically have their products, and themselves, added to the voting list in the relevant categories for N, OO and O gauge locomotives and rolling stock but we need your help in nominating entries in the following categories. We will then choose the top entries to go through to the voting stage.

Retailer Customer Service Award

This isn't just where you've bought most from but for the retailer who has given you the highest standard of service over the last year.

Layout of the Year

Quite simply the best layout you may have seen at exhibitions, in the magazine, or online this year.

Modeller of the Year

Please nominate the modeller who has helped or inspired you the most this year.

Once the nomination process is complete, in February we will invite everyone to vote for their favourite models and the shortlisted nominations in the categories above.

After voting, you will have the opportunity to be entered into our prize draw and receive our regular newsletter updates with the latest news and offers. Our prizes include a choice of some of the excellent models that appear in the BRM awards (pictured below); a Bachmann Class 20/3 in DRS livery, a Bachmann 1P 1532 Class, or a Graham Farish Class 31.

The results will be announced during our next virtual show in March, on World of Railways and RMweb and in our BRM April issue, where we will also talk to the winners to get their reactions.



Cast your vote
for a chance
to win one of
these great
prizes!

Ideas to...

MAKE BETTER BACKSCENES



Andy York looks at how we might better set the scene on our layouts. Don't just go for an off the peg solution, he says, but make something that suits your part of the railway world.

It's fair to say that the worst kind of backscene is no backscene at all. Perhaps your mind's eye can screen out the rest of the world behind the baseboard. However, if you have an exhibition layout, something is very definitely better than nothing. Even at home, some kind of backscene would be better than the floral curtains or the bookshelves...

PLAIN BACKSCENES

If you are not artistic, or you don't wish to go the expense of a bespoke backscene, even plain-painted boards or a roll are better than nothing. Some layouts feature simple neutral sky tones, which can be





'RAF Habbinaya (Iraq) in 1941' moves from 1:32 scale in the foreground to 1:700 at the rear just 3ft away. The layout is beautifully framed in a sandbag, with a timber viewing aperture.

If you are not artistic, or you don't wish to go the expense of a bespoke backscene, even plain-painted boards or roll are better than nothing.

useful for urban environments with spaces between buildings. This is preferable to something that might not look right from the perspective of the viewer.

A can of a pale blue spray paint and a white primer works well, but maybe experiment on a large piece of paper first. Try to use paler tones at the bottom of the scene graduating to darker shades at the top to give a sense of distance.

PRE-PRINTED BACKSCENES

There are some very good ready-made backscenes – Gaugemaster stocks a wide range to suit different environments and various scales. An 8ft length starts around the £8 mark, but think about how you will join the sheets and what to mount them onto. I suggest using a spray glue, which allows the paper to be re-positioned. Always start at one end and use a cloth to smooth the paper down onto the boards so that you don't get ugly bubbles and wrinkles in the sky!

ARTISTRY

Why not have a go at painting your own backscene? It's not as difficult as you may think, as a lot can be achieved with emulsion paint and big brushes for the sky and sponge and brushwork for vegetation. **BRM** August 2015 (See pocketmags.com/BRM) includes

numerous tutorials, hints and tips from someone I regard highly in backscene art – Ron North of the High Wycombe & District Model Railway Society.

USING PHOTOGRAPHS

There's nothing better than a backscene that is readily identifiable with the location being modelled. If you are not great with a paintbrush it may be worth tackling it from a more technical perspective and making your own photographic backscene. This certainly worked on the **BRM/RMweb** project layout 'Black Country Blues', with many people saying "I know where that is!" Here are a few tips to get you started:

- A bright but overcast day can often give good results, but strong or low sunlight can give awkward shadows to deal with.
- What season do you want the backscene to represent? There's no point in taking a series of pictures in winter if all your trees on the layout are in full leaf, for example.
- Consider the extreme left and right positions of the scene you want to capture and take your photos when the light is behind you.
- Work out the exposures needed to correctly capture each frame of the scene. Choose the most appropriate exposure that you can use for the whole scene without changing it.

Ron North's 'Sheerness' backscene makes great use of a low horizon and big skies to give the feel of flatlands around an estuary.



- Mount the camera on a tripod to ensure that all of the shots are level and the horizon lines up as accurately as possible.
- Zoom in as much as you can, but try to include the upper and lower limits of the scene to capture as much detail as possible.
- Manually focus on a fixed distance with a narrow aperture (i.e. a high F-number) to gain the best depth-of-field. All of the scene needs to be in focus.
- Use a shutter-release cable, or the camera's timer, to minimize any vibration or movement. This will reduce the risk of blurring, which is especially important at long zoom lengths.
- Take the first shot on the left and include what will be just 'off-scene' as a reference point. It can always be cropped out later.
- Move the camera to the right in stages, overlapping the previous shot by about fifty percent. This is so that the software stands the best chance of aligning the pictures.
- Take the final shot on the right to include what will be just 'off-scene'. Once again, this can be cropped out later.
- Re-take all those shots again, just so you have some spare frames if needed. It's easier to do this now rather than having to return on another day.
- Re-take the scene with slightly different exposures – a little under and a little over, to make sure you have enough back-up shots. This might also reveal a little more detail in the sky or landscape.

STITCHING IMAGES

Once you have your pictures transfer them to the computer. You'll need some software to blend them together. Microsoft's Image Composite Editor is free to download – just search for Microsoft ICE.

The software compares all of the images and blends them together giving you the base panorama. After that you will need some image editing software to crop the image, adjust brightness, colour saturation and sharpness. Adobe Photoshop is the industry standard, but free alternatives such as GNU Image Manipulation Program (also known as GIMP) are easy to download and install.

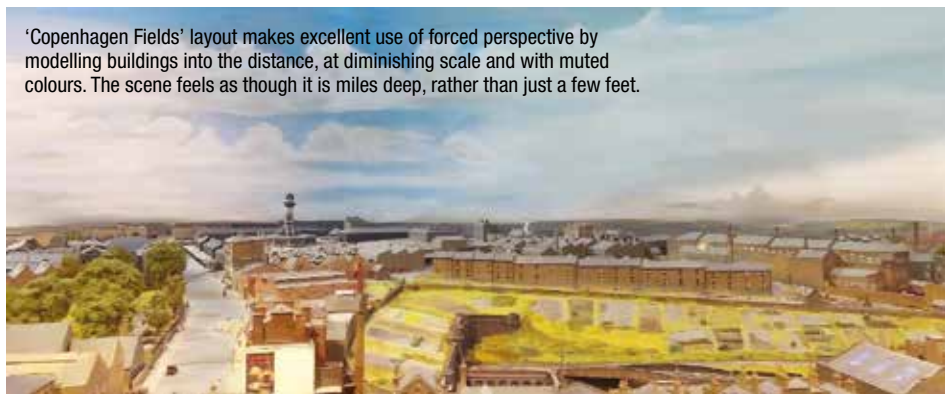
If you have the digital version of this issue I have made a video to demonstrate the following steps:

- Create a blank image of the size of the backscene you want to make, such as the overall length plus the depth of the two ends of the layout.

FORCED PERSPECTIVE



'Copenhagen Fields' layout makes excellent use of forced perspective by modelling buildings into the distance, at diminishing scale and with muted colours. The scene feels as though it is miles deep, rather than just a few feet.



- Import your saved panorama into this and re-size it to the dimensions of the backscene. Don't worry about what's outside the scope at the top and bottom, just concentrate on what is visible across the width of the scene.
- Adjust the exposure, colour balance and sharpness to suit.
- Drop in additional layers to haze or subdue the backscene. You don't want it too vivid if you are trying to suggest distance.
- Adjust the horizon height to suit what will look best with your layout, and the height it is to be viewed from – but don't make

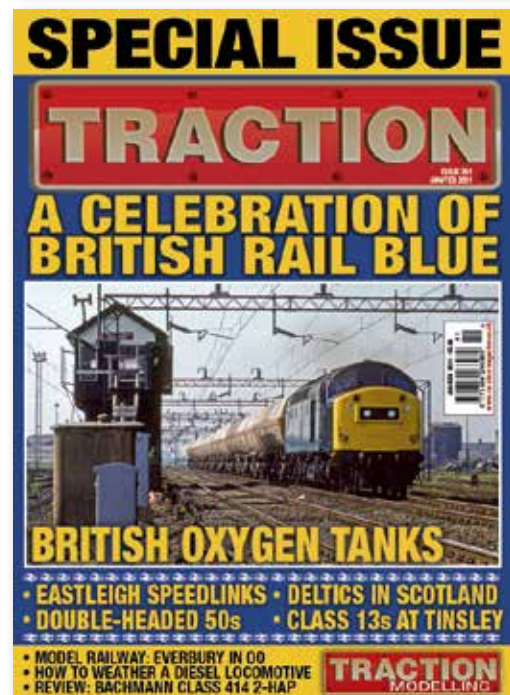
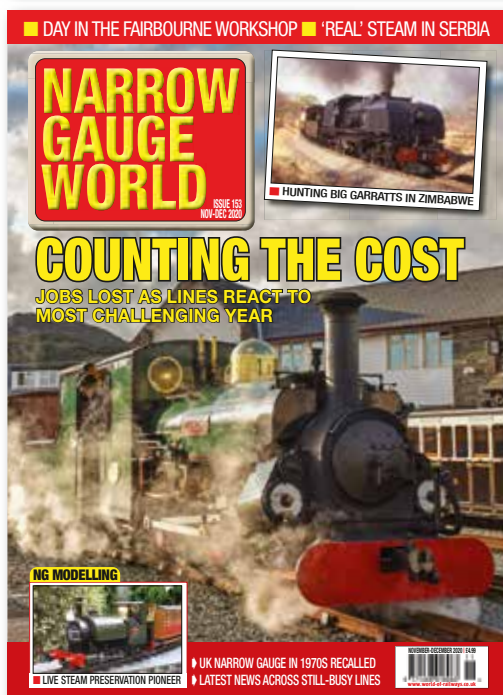
the backscene horizon too high!

- Edit out elements that are obtrusive or incongruous.
- Consider the sort of material you want the backscene printing onto; paper to stick to backboards or a vinyl which can be unrolled and hung for exhibition usage.
- Phone around some printers to get prices for printing the scene.

If you want to try the process of stitching a backscene together with Microsoft ICE and image editing software we have provided some files for you to play with – see rmweb.co.uk/photobackscene ■

More from us...

If you've enjoyed BRM here are four more magazines from us to try



Leave us a review

If you have enjoyed this magazine then do the next thing to shouting it from the rooftops and leave us a review instead! We all like to know when something is good and if something has been rated highly by others. Leave is a review to let others know what you think of BRM.



A Fowler diesel shunter is working on the run around loop. First introduced in the 1930s, they were found in industrial yards for many years.

Factfile

Layout name: Amalgamated Wagon Works
Scale/gauge: 7mm:1ft scale / 1:43 / O
Size: 11ft x 2ft
Era/region: 1930 and 1960, no specific region
Location: Fictitious
Layout type: Fiddleyard to sidings

0 gauge

AMALGAMATED WAGON WORKS

Discovered after languishing in a barn for 14 years, Ben Lord saw potential in this fictitious layout, with remedial repairs and subtle trackplan upgrades.

Words: Ben Lord **Photography:** Phil Parker

Set on a rainy autumn afternoon, 'Amalgamated Wagon Works', or 'Am Wag' as it's more affectionately known, depicts an industrial railway scene sometime in the 1930s or 1960s. The railway is a small local wagon repair shop specialising in repairing, refurbishing and building railway wagons. The layout isn't based on a specific region or place – such scenes could be found all over the country. Most large towns or industrial works would have had an area for carrying out servicing work to the many thousands of rolling stock items in use on the railway network. While the buildings are reminiscent of those found in the North, they aren't based on any one location – it's the rolling stock and road vehicles that set the time and place.

I work as a special needs teacher. I am a husband and a father of two young boys, therefore my time is at a premium. Any spare time I have, I like to relax by making models. In the past, I have enjoyed making

military dioramas; painting, sticking the model to a base trying to recreate the picture on the box. Once completed, this diorama would then go on a shelf, only to be knocked off and smashed by an inquisitive cat or an over-enthusiastic spring clean. Around the time my first child was born, I thought I needed to find a new hobby and stumbled into model railways. While not at first being particularly interested in railways, I realised that my interest in realism and researching the history of an object could be met through the hobby of model railways, with the added bonus of each completed model being a part of a larger overall scene.

Layout origins

The layout was started in the late 1990s as an experiment by Rochdale Model Railway Group as a change from their usual 4mm layouts. The layout was designed to fit on two 4ft x 2ft boards and fit in the back of a Ford Focus hatchback, while still giving

room for two operators and luggage. The baseboards are standard 4in x 2in softwood frames with 9mm ply on top that are held inversely, with end protectors making a self-contained box. The buildings are 3mm ply shells with either Das clay or Plastikard sheets stuck to them. Interestingly, the corrugated shed uses 4mm:1ft scale Wills sheets, which I believe looks better than the 7mm:1ft scale ones. The track has been hand-built from C&L components to an amazing standard and points are controlled by the wire in tube method. The layout was shown a few times, then mothballed for approximately 14 years, until I acquired it.

After removing the layout from the barn and setting it up in my garage, it was apparent just how well built it was. The buildings and track had suffered a little damage and the Das clay carved cobbles had chipped and lifted in parts but, as a whole, it had lasted really well – a testament to its original builders. I was keen to investigate

A fireless locomotive waits next to the office building. These locomotives ran on compressed air and the model has been made from an Eric Underhill kit.



why a layout built to such a high standard was so detestable to operate.

Lights, Camera, Action

After a few hours of operating the layout, I realised the original trackplan didn't have an operation focus or story. Stock was continuously shunted around the layout, but it never left the scene. Operation over a short time became very monotonous. After helping to operate other exhibition layouts, I quickly realised that the performance of a layout is similar to a theatre production. With the rolling stock as the actors, they tell a story in the scene of the layout. Stock needs to enter the layout, perform a duty, then be taken off-stage to the wings or fiddle/preparing board. 'Am Wag' didn't have this function, therefore the story became lost.

After making a simple fiddle yard, trains of wagons could be brought onto the board, broken up and sent to different areas. Goods could be dropped off, wagons taken into a repair shop, or newly-repaired wagons brought on scene via the sector plate. The train could then be remade in the holding siding, ready to be collected and taken off-scene. While this sounds simple, the inclusion of a runaround track and reverse siding can't be overlooked as this, together with a turntable, adds complexity to the proceeding, which makes it interesting to operate.

Enhancements

After the layout began to function, I looked to update the scenic sections. After seeing pictures of industrial yards, I realised they were busy and scruffy places! I wanted the feel of a real hard working yard with the detritus of broken and abandoned engineering around. Being a Northerner, life is usually spent in damp overcast weather and I find that this is rarely modelled. A pristine chocolate box view just wouldn't have felt right. I, therefore, raided my scrap box, together with bits of Lego and broken toys, and began painting the bits using only a limited palette of colours – red, blue and green, before being dry-brushed with a dirty brown. This was then scattered around, with some scrunched up dried leaves. Figures from various manufacturers were added in realistic positions, producing little cameo scenes along with boxes and packing cases from the extensive Skytrex range.

I think the layout works because thought has been given to what stock and vehicles you can find on it. I particularly like the



The layout features many barrels and crates from the Skytrex resin-cast range. Cobblestones have been scribed in dried Das clay.



Figures are used sparingly throughout the layout, but help create small cameo scenes such as this one, where a dog is biting the driver's leg!

variation of stock found in the pre-war eras – local wagon owners with their bright liveries, interesting moving advertisement boards. However, I also like the look of early diesel locomotives and wooden-bodied wagons looking distressed at the end of their lives. To meet this requirement, scenic items have been purposely left ambiguous and dateable items such as road vehicles can easily be swapped when stock from a different era wants to be run. Road vehicles are from the ready-to-run ranges such as Corgi that have been lightly weathered and toned down to blend into the scene.

At the end of the day, the process of

building a plastic wagon kit is really therapeutic. It's great to switch off from the world and get absorbed in sticking and painting. A layout like 'Am Wag' doesn't require a great deal of stock, therefore you can be choosy about what you buy. This is particularly relevant when you consider the cost of O gauge stock. However, this is balanced out by the fact that you don't need as much.

I usually spend around £30 per wagon, and again use a simple colour palette to weather. My preferred paints are Citadel acrylics from the Games Workshop. I have had a go at building locomotive kits, but

I prefer to use the excellent ready-to-run locomotives available, which, when suitably weathered, run well and look fantastic.

Exhibiting success

I was initially daunted by the prospect of

exhibiting a layout, but this has been a wonderful experience. I came to the world of modeling from a solitary position but as the layout was always intended to be exhibited, and initially had been taken to a few shows, I decided to get it to one. I received an invitation to a local show, and after a number of test runs putting up and taking

down, it paid off.

After more than 20 exhibitions, I can safely say the formula for the layout really works. 'Am Wag' is operated from behind, giving an uninterrupted view of the scene. The fiddle yard screen has information about the locomotives being run, which people enjoy reading. The layout is well-lit



and the lighting rig protrudes slightly in front of the baseboards so that the front edge isn't in shadow. The public, young and old, like that something is always moving, be it the wagon turntable, a locomotive running around to shunt, or the train taking wagons through the arch into the fiddle yard. There

has been one criticism and that is the 'hand of God' uncoupling the three-link couplings. The layout was originally intended for Dingham magnetic automatic uncouplers, but I've chosen to use the original three-link couplings because I like the realistic look of them. I change the last ring to a wider loop, however, to make it quicker to operate because the hook can pick the loop up easier.

Some viewers feel inspired to build a small shunting layout because the overall size is quite achievable in a modern home. Exhibitors like the unusual theme and the low transportation costs because van hire isn't needed. I think the layout has probably



A Heljan Class 05 0-6-0 diesel locomotive waits with a train to take off-scene. This is the largest model to feature on the layout.

come towards the end of its life on the exhibition circuit as I have done all the local shows around my area. However, one can never say never!

Future projects

I am currently building a small colliery layout with a similar cameo format to 'Am Wag'. However, I want to try to get the scenic section on one board, again using stock to set the place and era.

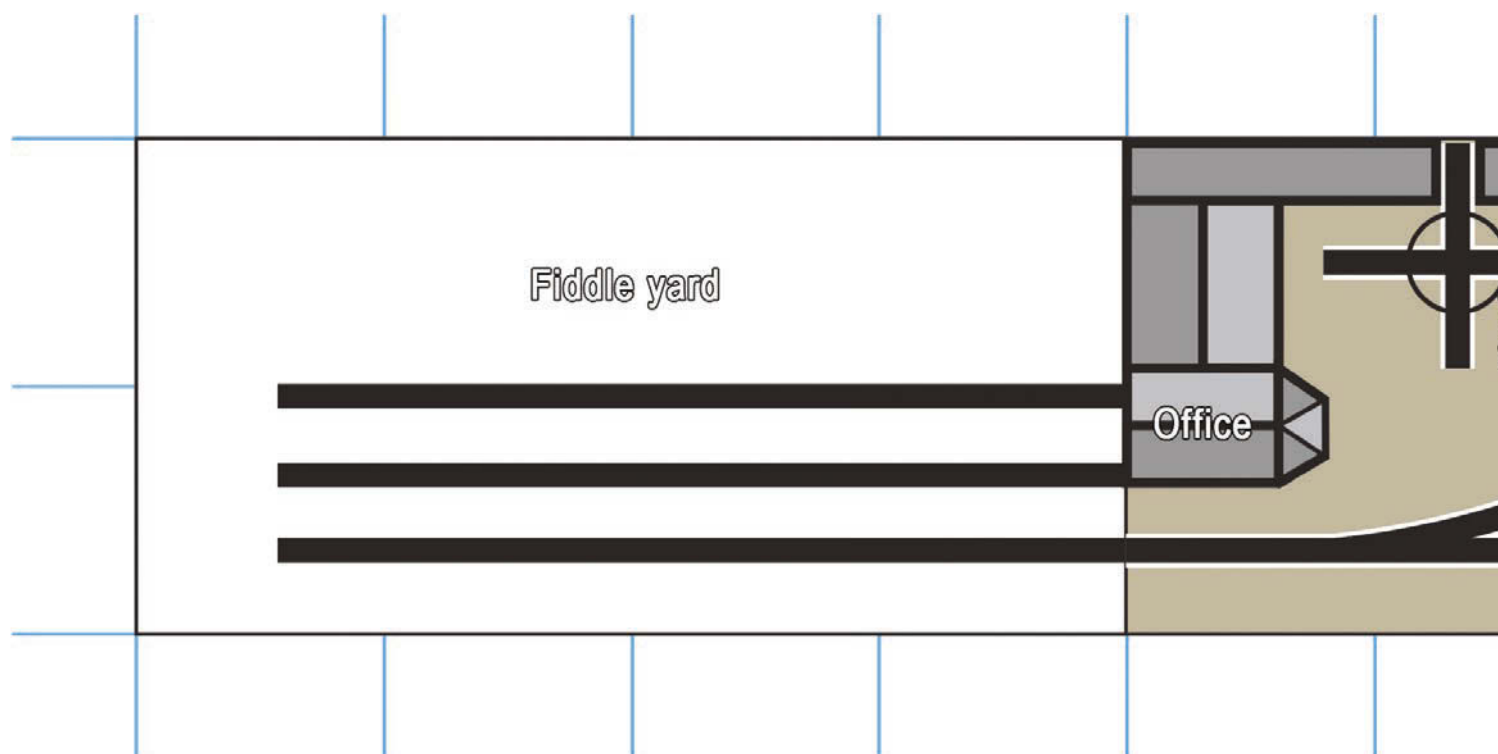
I have learned so much from owning and operating 'Am Wag' that I now feel confident to try building another layout from scratch. If you are new to modelling, or like me, short on time, when layouts become available to buy, doing so is certainly a way to get into railway modeling and I would encourage anyone to try it. For me, this has opened up a new pastime and a social circle and I am hugely grateful to the members of Rochdale Model Railway Group for their help along the way.



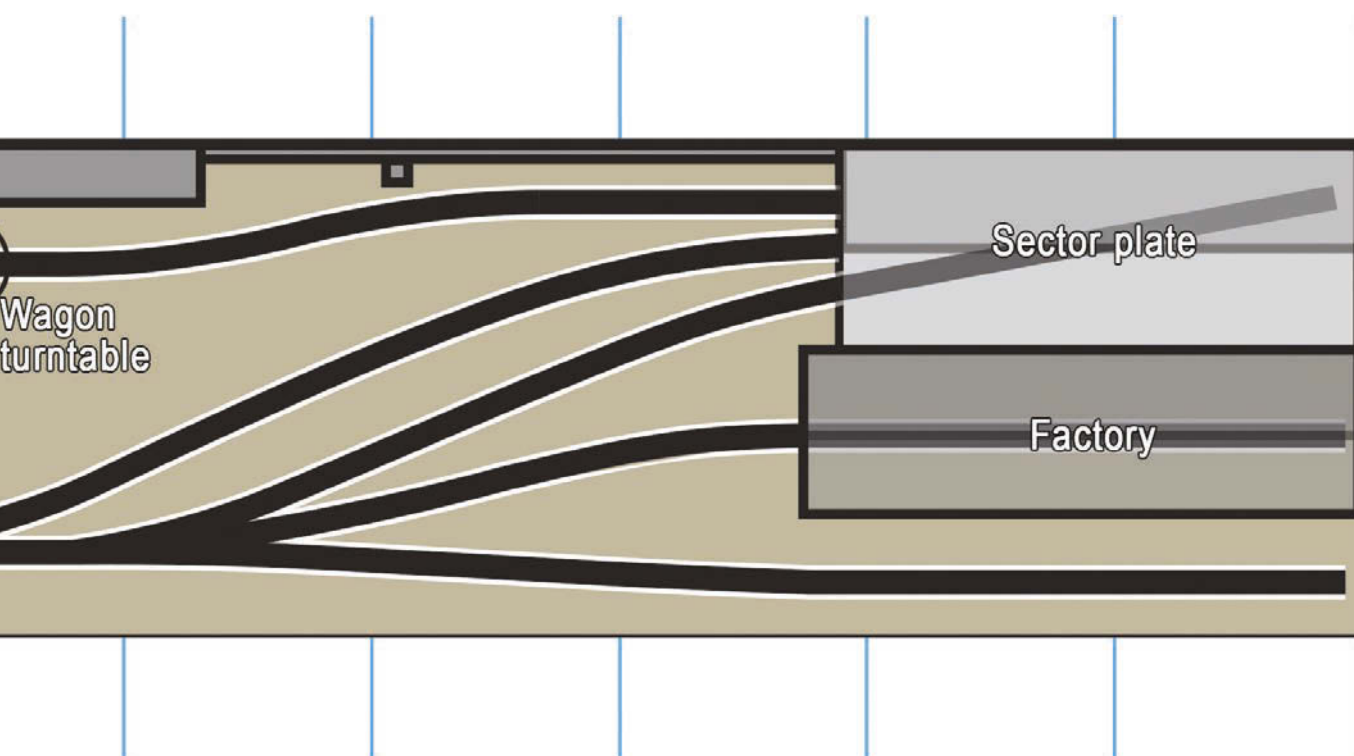
After reading his paper, a worker stands to work on a tatty tar wagon which has been dropped off at the repair shop.

Trackplan

AMALGAMATED WAGON WORKS



A red Hudswell Clarke 0-6-0ST produced RTR by Ixion shunts goods to the engineering works via a turntable. The layout features a few road vehicles from the Corgi range that have been lightly weathered.





**DIGITAL EDITION
EXCLUSIVE**

**CLICK AND SWIPE IMAGES
TO SEE MORE**



HOW TO... MAKE A TIMBER YARD COMPLEX

Words & photography: Phil Parker

Nearing the completion of his 'Selly Oak' layout project, Phil Parker transforms this awkward triangular space into a thriving 1970s West Midlands timber merchants.



I'm always coming up with scenes for model railway layouts and glibly saying that they will make excellent space-fillers for odd-shaped sites, but end up building them on easy-to-store rectangular boards. Well, this month I have a site to fill, and it's definitely an awkward shape.

For my 'Selly Oak' project, there is an area in front of the viaduct that is sandwiched between a canal and the main road. This is the situation in real life, and the space was

originally filled with wharf side industries and later an industrial estate. Sadly, apart from a few photographs taken around the canal, there is next to nothing in the way of information to show what was there.

To confuse matters more, the space on the model is considerably smaller than in real life. The design gives priority to space for trains and buses, but everything else has to fit in around them. So, even if I had the information, I would have to invent a scene

to fit the site, rather than replicate real life.

One photograph, from a local newspaper website, shows a large green building belonging to Vincent Timber Sales, so I've based my ideas on this. Vincent's had premises on either side of the viaduct and were considered a bit of a local landmark, and by using them for inspiration, I hope to spark a few memories from those who remember buying their model railway baseboard wood from there.

The firm still exists, but on a more modern site away from the railway.

Much as I enjoy kit-bashing, it just seemed easier, quicker and certainly cheaper to scratch-build everything. The one kit I used, a laser-cut barn, is chosen because it's a generic shape that I could cover in a way that matches the rest of the models.

Working this way allows me to trade

money for time. Most of the materials were in my stock, and even if I'd had to buy everything, the price would have been about the same as a few OO gauge coaches. OK, it took quite a bit of time – something many of us find ourselves with plenty of at the moment – but since modelling is fun, that's a good thing, isn't it?

The most important thing to remember is

if it looks right to you, it is right. You create the scene and can keep fiddling with it as long as you like.

It also helps if you spend a bit of time looking at scruffy industrial sites – I find old TV episodes of *The Professionals* and *The Sweeney* helpful from this point of view since my model is set in the 1970s when they were filmed.

1



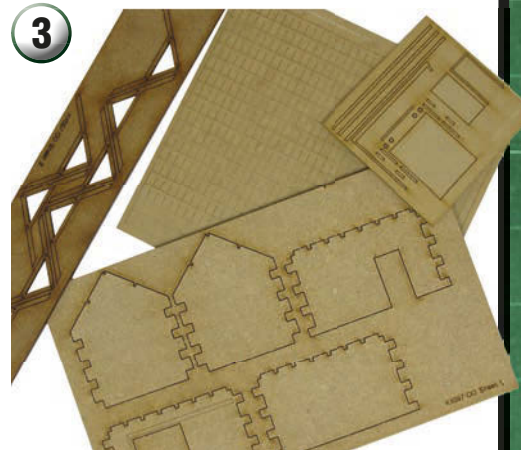
The site I need to fill on the layout is triangular, bounded by a canal, viaduct and road. To get a feel for the buildings I'll need, some mock-ups are thrown together and left for a few days to see if they look OK. This stage is more art than science.

2



Mock-up buildings shouldn't be very detailed, although there is something to be said for drawing windows and doors on to ensure the dimensions make sense. Mine are nothing more than rough shapes made from cereal packet card stuck together with masking tape. The proportions are adjusted with scissors until I'm happy.

3



Having decided to use a Scale Model Scenery barn kit, I unpacked it to take a look. The main structure is thick MDF with thin laserboard overlays for the door and a full set of roof joists, should you want to model the building in a state of disrepair.

4



All the parts slot together easily enough and are fixed with PVA glue. The joists are a very tight fit in the sides and, since my model is to have a full roof, I'll only put one in. I'm sure the others will come in useful for another project.

5



Individual pieces of vac-formed corrugated plastic sheet from Southeastern Finecast are fixed to the sides with UHU. More cereal packet card fills in the roof before it's also covered with the corrugated iron.

6



Weathering starts with coats of red oxide car primer. Several shades from the Lifecolor Rust Magic acrylic paint set are randomly splodged all over with a sponge, ensuring they mix on the model.

7



Once the rust is dry, the model is treated to a thick coat of hair spray followed by a dusting of grey car primer. This is scrubbed with a damp old toothbrush, which lifts some of the primer to let the rust show through. A few more washes with the Lifecolor paint and it's time to fit the door.

8



For the slope-roof shed, I'm using Wills (SSMP213) Clapboard building plastic sheet. Strong enough to be structural, it has to be cut with a large craft knife from the textured side for a clean result. The corners are chamfered to 45-degrees by rubbing on an abrasive stick and then fixed together with plastic solvent.

9



The front is 2mm thick plastic sheet with all the doors engraved in the surface using an Olfa Plastic cutter. It's important to plan the order in which lines are scribed, but mistakes can be rectified with either filler or a small piece of plastic fixed with solvent, then sanded back.

10



Hinge details are lengths of Microstrip and not that detailed. In the overall scene, this doesn't matter. Roofing is Wills (SSMP219) Asbestos sheet. Take care to fit this the right way around. The overlaps should allow rain to run off and not under a sheet.

13



Smaller doors are cut out and then replacements are scribed and fitted behind the doorways. Windows come from the Wills (SS42) details pack – you can make them yourself, but it's hard to beat injection-moulded plastic items for neatness.

16



Spindly metal awning supports really need to be made of metal if the model is to survive transport and handling, so I'm using Albion Alloys' square brass tube soldered together for the main frame. A decorative extra support is added from Plastruct channel, held in place with Peco track pins and superglue.

19



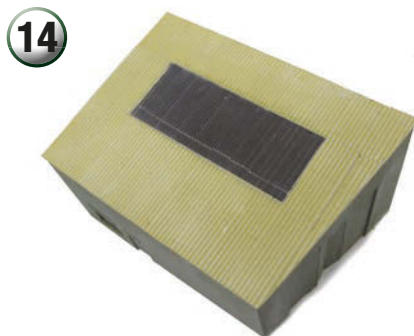
When fixing the frame in place, it pays to make sure the legs are vertical. If they are wonky, it will stand out and annoy you later. I'll square up the canopy when I glue it to the wall.

11



A coat of track colour followed by a dry-brush of earth colour nicely replicates the look of a creosoted building that is showing its age. A little green along the bottom edges shows rising damp, but don't overdo it.

14



The roof is more asbestos sheet with a hole cut in the middle to allow light into the structure. This is covered with Wills (SSMP223) Clear Sheet. Since I haven't modelled an interior, this receives a few matt varnish coats to make it translucent, but you can't see through it.

17



Wills (SSMP213) corrugated iron sheets might be strong enough for the canopy, but they aren't big enough! The joint between two sheets is braced with thin plastic, but so the framing fits properly, packing pieces of the same material are fitted where the canopy sits on it.

20



Storage comes in all sorts of shapes and sizes. This Base Toys' lorry will undergo a prototypical transformation. First, it's taken apart by undoing the cross-head screws underneath and treating the paintwork to some matt varnish.

12



The largest building is made of wood, and for this, I like to use 2mm thick Daler board card. The surface provides just the right amount of texture and it's easy to scribe with a blunt tool or even heavy use of a sharp pencil. The doors are partially cut through so they can be folded back slightly to hint at an interior.

15



The only colour reference shows this building to be green, so I picked a suitably dull shade and then gave it a wash with dark grey acrylic for weathering. The windows are glazed with Deluxe Materials Glue'n'Glaze. Like the roof, this gives the appearance of transparency, but you can't look through easily.

18



Short lengths of Albion Alloys' brass rod are fixed in the bottom of the legs with superglue. These will locate into holes drilled in the baseboard to hold the model firmly in place.

21



A new flatbed is scratch-built from plastic sheet scribed with the Olfa cutter. Underneath the bed, some supports keep it above the mudguard and are fixed to the metal chassis with superglue. This has been painted black – I'm pretty sure red is just a production expediency for the model.

22



After a rub with a fibreglass pencil, the box body is dry-brushed with red enamel let down with a touch of pale grey so it looks suitably sun-worn. Dirt is simply a wash of thinned dark brown paint and then it's ready for a new life as a store dumped in the corner of the yard.

25



Sawdust will stick to paint, but not sink it. Patting the surface with the side of a large brush turns it into a wonderful texture mix that can be spread around.

28



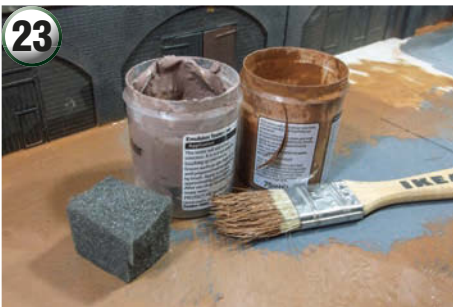
It's important to work right up to the edges of the buildings, but keep a wet brush handy to wash any mud off the surfaces. You'll almost certainly leave a very slight brown tint doing this, but that just adds to the weathering.

31



Photographs show the area was pretty overgrown, so the edges of the yard are treated with electrostatic grass using a mixture of colours and fibre lengths. For small bushes, Greenscene foliage mat is teased out and sprinkled with light green scatter powder that is secured with hair lacquer.

23



Looking at a local architectural salvage yard, the road surfaces seem to be little more than compacted mud. Even if there is any tarmac under there, it would be pretty filthy, so I start work with some brown emulsion matchpots applying the paint with an old brush and a sponge.

26



It's important that the texture varies around the yard so coarse mix is found at the edges and finer stuff elsewhere. High traffic areas are brushed to be almost smooth so show the mud is heavily compacted.

29



While the paint is still wet, fix the buildings down with PVA glue. Wiggle the model slightly as it's put in place and the paint will hide any gaps around the bottom. Place a weight on top so the glue can fix the building in place.

24



On its own, paint doesn't have enough texture, so I sieve a couple of grades of sawdust into it. The finer stuff is the residue from sanding a wooden floor years ago. Around the edges, I use something coarser leftover from sawing up logs in the garden. There's no need to let useful scenic materials go to waste.

27



We don't want any brush strokes showing, so they are patted away with a small piece of sponge. Depending on how fast the paint dries, this will add a tiny bit of texture. It will certainly blend the different shades of brown paint.

30



1970s Birmingham canals weren't the neatly-presented waterways we see today. Industrial areas were edged with scruffy wooden fences, perfectly replicated by Scale Model Scenery Old Wooden Fencing. This has been customised as shown in the January 2021 BRMTV.

Keep your grass on the ground

Electrostatic grass gets everywhere, so it's important to remove glue from anywhere you don't want it permanently fixed.

I use PVA glue to stick the grass down, but this needs to dry slightly before flocking, so I use the time to wash walls down to remove any glue on the brickwork. The grass won't stick to any residue as it will be too thin. Now, any fibres can be removed with a stiff paintbrush once the glue has dried.





A classic timber yard

A classic timber yard that many will be familiar with, is seen on John Ahern's 'Madder Valley Railway', now on display at Pendon Museum.

The barrel-roofed, open-fronted storage sheds are a very common design. While protecting from the worst of the elements, there is still plenty of airflow around the timber being stored.

Ratio produces a plastic kit based on this design. I looked at it but felt that, while a nice model, it didn't look right for 1970s Birmingham. Altering it to fit my odd-shaped site would have been challenging, too.



32

Larger bushes are small pieces of Greescene "Forest in a box" fixed with PVA and lightly treated to some scatter. Don't cover it too heavily, we want the branches to stand out.



34

My stacks of wood come from an Auhagen Treasure Chest pack. Each layer is a plastic moulding and painted with a wash of Lifecolor Weathered Wood acrylic paint before being fixed together. I've varied the number of layers and even removed the odd plank.



36

We'll need a forklift truck to move the wood and options are limited in 4mm scale. A Base Toys' model is given a wash of dirty colour and has its safety cage removed. We didn't worry about such things back in the '70s it seems.



33

I feel the ground cover is still too consistent a tone, but brushing Humbrol dark brown weathering powders around cures this. Scrub them into the surface so they won't need any fixative.



35

Producing your own wood piles from plastic is simple, but time-consuming. Making them as neat as the commercial items eluded me, too, although they look OK. It's certainly cheap as I used up offcuts left over from other jobs.



37

The finishing touch is the addition of some signs made using the computer and stuck to thin plastic with spray glue. I've had to make up the text as the only prototype photograph showing these is very blurry. Job complete!

Prototype Inspiration

Timber yards are common enough around the country, so if you fancy building a model, it's worth paying a visit to one to get the feel of the place.

One of the more unusual is Curtiss Timber Merchants, which is found on the roadside near Lapworth, Warwickshire. They deal in treated, exterior timber so the stacks don't need the same separation to allow airflow through them as other wood, but it still needs to be kept off the ground.

The clapboard building provided the inspiration for the sloping roof shed on my model. I've tried to copy the weathering in miniature. This yard has existed for over half a century and the buildings show plenty of locally-made modifications in that time.



The best choice for electronic parts and spares



Cable single and Bi Colour



Multicore



Diodes



Pushbuttons



Nylon fixings



Resistors



LED'S



Crimps

DCC Decoders



ET 203 6 output

The decoder is fully NMRA compatible.
Dimensions: Length 1.1" (28mm) Width 0.6"
(15.5mm) Thickness 0.2" (5mm)
DCC standard decoder suitable size for OO/HO scale locomotives
Motor current 1.5 Amp continuous and 2 Amp peak
Motor overload protect adjustable
4 or 6 x 100mA function outputs
Back-EMF with silent motor control

Offer price Single £21.99
Packs of 5 £99.99

8 Pin version



ET 201 6 output

Offer price Single £21.00
Packs of 5 £95.99

3 year warranty on all decoders

Lighting systems !



Lighting system for DMU & EMU
multiple units DCC compatible can also
be used as coach lighting

DCC Decoder Test Board



DCC Decoder Tester
for 6, 8 and 21 pin socket
also 9 pin JST connector.

With Motor £28.99
Without motor £27.99
18 pin next adapter board available

Building and effects lighting

Chassis PSU Board
for up to 10 led units
£3.99 12-20v input



Lighting board
packs of 10 £8.00



See website for our expanding range

LED,s

Light Emitting Diodes
Many other types Available

LD1 - 1.8mm (red, green, yellow)
LD1 - 1.8mm (white)
LD3 - 3mm (white, red, green, yellow, amber)
LD14 - 3mm 12V (white, red, green, yellow)
LD8 - 3mm Bi-Colour (rd/yl, gn/yl, gn/rd)
LD10 - 3mm Tri-Colour
LD12 - 3mm Flashing Red
LD5 - 3mm Flickering Orange
LD17 - 5mm (red, green, yellow, amber)
LD15 - 5mm 12V (red, green, yellow)
LD9 - 5mm Bi-Colour (rd/yl, gn/yl, gn/rd)
LD11 - 5mm Tri-Colour
LD13 - 5mm Flashing Red
LD4 - 5mm Flickering Orange

£0.30
£0.70
£0.20
£0.40
£0.40
£0.75
£0.50
£0.70
£0.40
£0.50
£0.50
£0.50
£0.75
£0.50
£0.50
£0.60



Grain of Wheat Bulbs
colours & clear
£0.40
100 clear £30

Din Plugs & Sockets



CDP3 3pin.....65p	CM3 3pin.....65p
CDP4 4pin.....65p	CM4 4pin.....65p
CDP5 5pin...180...70p	CM51 5pin...180...70p
CDP5 5pin...240...70p	CM52 5pin...240...70p
CDP6 6pin.....75p	CM6 6pin.....75p
CDP7 7pin.....80p	CM7 7pin.....80p
CDP8 8pin.....85p	CM8 8pin.....85p



Snap Lock Connectors
10 for £2.00

Tiny Connectors

Used with our ultra fine wire ideal for joining engine to tender or other micro use

CMP 100 2 pin
CMP 101 3 pin
CMP 102 4 pin
From £0.60 pr single
10+ from £5.50 pr

Tag Boards & Terminal Blocks

CTB2
CTS1
CTS2
CTB4
CTB5
CTB6
CTB10



Automatic wire
strippers
was £ 6.95
Now £6.25



Mini Tag strip 2 rows of 18 117 X 38...£2.46
Standard Tag strip 28 way x 267m...£2.56
Mini Tag strip 28 way x 194mm...£1.90
Screw Terminal Block 3 amp...£0.80
Screw Terminal Block 5 amp...£0.95
12 way Plug and Socket 6 amp...£5.50
12 way Plug and Socket 10 amp...£6.95

Layout Wiring

* colours **RD YL BL BK WH GN VI OR GY PK BR**

	10m	100m
EW7/02	£1.60	£11.40
EW16/02	£2.30	£17.99
EW24/02	£3.29	£26.25
EW32/02	£4.29	£36.00
EW01/06	£1.60	£10.95
EW10/01	£1.50	N/A

Multicore Wire
£3.20 per m



Ultra fine wire
£3.50 per 2m

Miniature Toggle Switches

SP/DP- single/double pole ST/DT- single/double throw

[] indicates spring return

1+ 20+

SMT1 -SPST on-off	£1.20	£1.12
SMT2 -SPDT on-on	£1.20	£1.12
SMT3 -SPDT on-off-on	£1.25	£1.15
SMT4 -SPDT on-on	£1.30	£1.17
SMT5 -DPDT on-off-on	£1.40	£1.30
SMT6 -SPDT [on]-off-[on]	£1.60	£1.45
SMT7 -DPDT [on]-off-[on]	£1.90	£1.70



Products for All Gauges

Analogue or Digital

www.dmgelecttech.co.uk

E-mail: Sales@dmgtechnical.co.uk

Tel: 02920 813136

Remember advice is free and just an e-mail or phone call away

Telephone orders
welcome

P & P £3.50
Free on orders over £100



Prices Valid until 31/03/2021 E & O E



HARDER & STEENBECK



PAINT EASY THE HARDER WAY

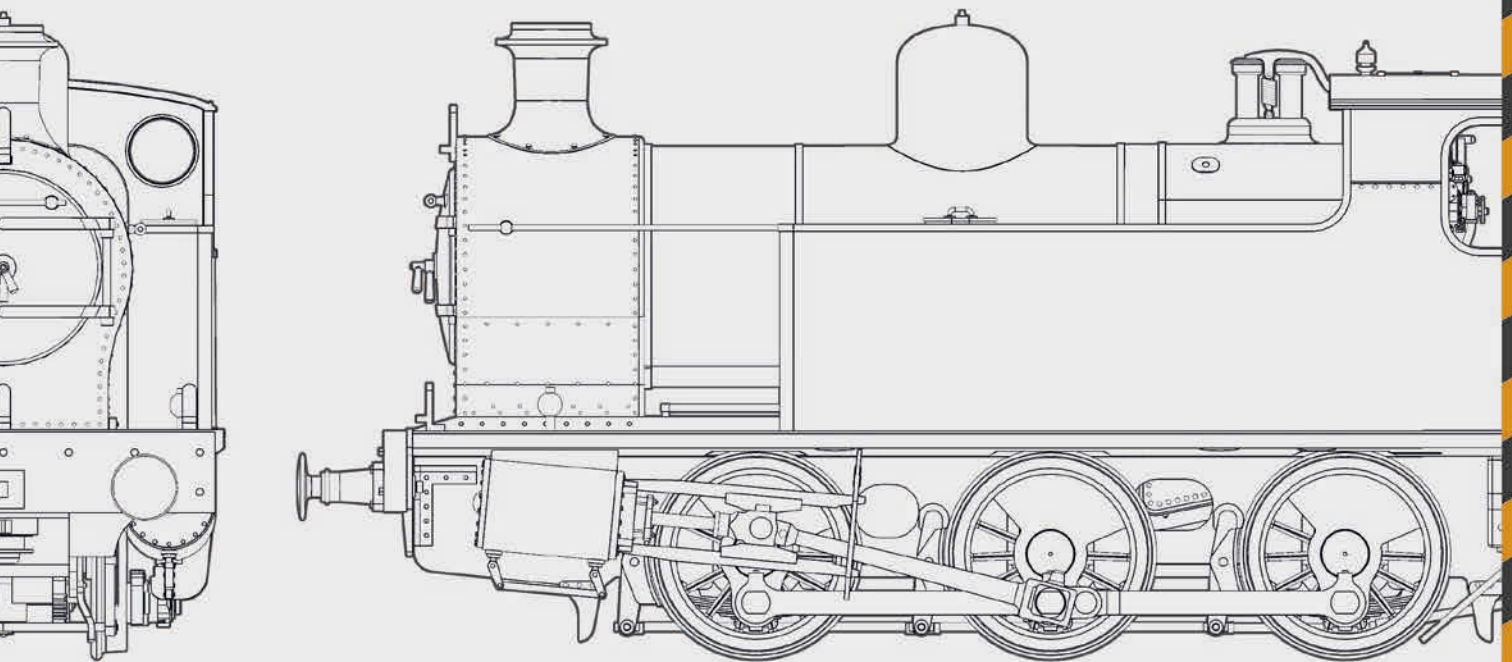
www.harder-airbrush.eu

www.planetindustrials.co.uk

FINESCALE MODEL RAILWAYS

Kerr, Stuart "Victory" 0-6-0t in 00 gauge

Secure your ready-to-run model at an
exclusive pre-order price, from £115*



Pi

PLANET industrials

PO BOX 297,
Bexhill-on-Sea,
TN40 9HF

info@planetindustrials.co.uk

* full advance payment, stock pricing from £130

RK EDUCATION

SPECIALISTS IN A WIDE RANGE OF HIGH QUALITY PRODUCTS FOR MODEL RAILWAYS

RKPDU2 POWER DISTRIBUTION UNIT



£7.99
Or £9.99
Soldered

IMPROVED
DESIGN

RKBRACKET1 SERVO POINTS BRACKET



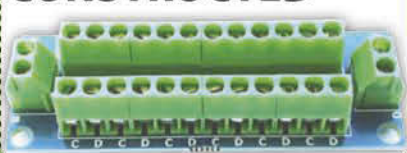
£1.75
Or £3.50
with Servo

MULTI CORE, 3 WAY WIRE 10 METER ROLL AWG22



£5.99

RKBUS1 BUS WIRING MODULE CONSTRUCTED



£3.99
Or £2.99
Self Build

RKCON1 (Pack of 10) WIRING MODULE CONSTRUCTED



£6.99
Or £4.99
Self Build

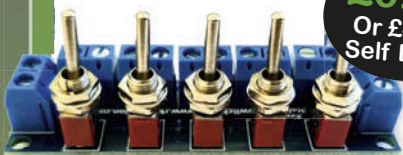
RKCDU3 2x 4700uF CDU CONSTRUCTED NEW PRODUCT



£4.99

RKSWITCH1 TOGGLE SWITCH MODULE CONSTRUCTED

IMPROVED DESIGN



£6.99
Or £4.99
Self Build



£6.99

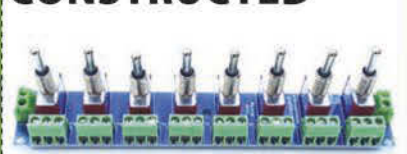
RKPDU5 DPDT TOGGLE SWITCH MODULE NEW PRODUCT

RKPSU V1 SINGLE OUTPUT PSU CONSTRUCTED



£2.99
Or £1.99
Self Build

RKTOGGLE8 TOGGLE SWITCH MODULE CONSTRUCTED



£9.99
Or £7.99
Self Build

RKCDU2 4x 4700uF CDU



BARGAIN
£5.99

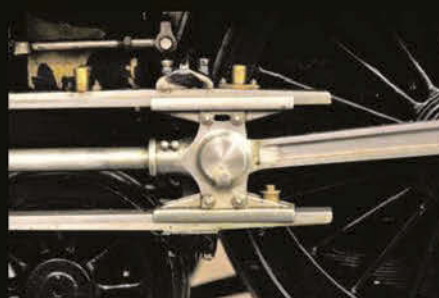
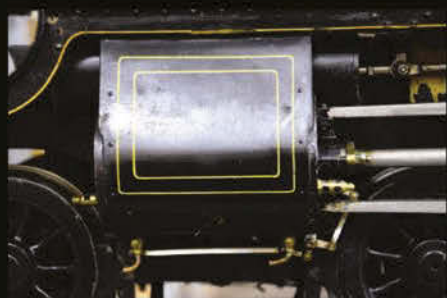
RKTT1 TRACK TESTING MODULE CONSTRUCTED

OO GAUGE
£1.99
O GAUGE
£2.99



www.rkeducation.co.uk

Trains including the Turnbull Collection
23 February
Glorious Trains
13 April



Details of a handsome 5 inch Gauge GWR 'Saint'- sold for £12,000

We hold ten train sales every year offering everything from N Gauge to 5 inch Gauge and Railwayana: Trains Galore in December realised £227,000 alone.

We are now taking in lots for upcoming auctions and also are pleased to visit, following government health guidelines of course. Our auctions continue very successfully online only, with a rota for collection and our own reasonably-priced in-house packing service.

Please contact: Bob Leggett, Graham Bilbe or Hugo Marsh
on + 44 (0)1635 580595 or mail@specialauctionservices.com

Plenty Close, Off Hambridge Road, Newbury RG14 5RL
and now at Baylies Hall, Tower St, Dudley DY1 1NB

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

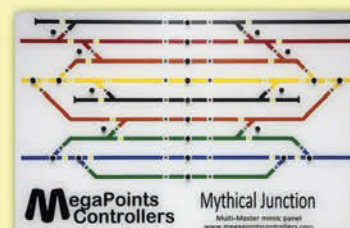
Control your model railway points from one or more tactile control panels

- 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.

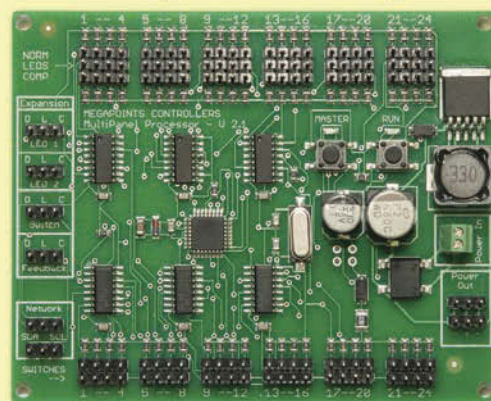
See website videos and product pages for more information. Our MultiPanel or MiniPanel control boards do it all!

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

GRIMY TIMES MODEL RAILWAYS

www.grimytimes.co.uk

187 Orford Lane, Warrington, Cheshire WA2 7BA

Open daily 10am-5.00pm Closed Thursdays & Sundays 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 1000 different packs of Quality Signage & Titled Trains



NEW WEBSITES



www.sankeyscenics.com

AC Models

Tel: 02380 610100

www.acmodelseastleigh.co.uk



Your one stop shop for the model enthusiast selling new and secondhand Model Trains, Slotcars, Plastic Kits, Diecast etc.

Visit our shop for all your modelling needs.

See website www.acmodelseastleigh.co.uk

for opening times

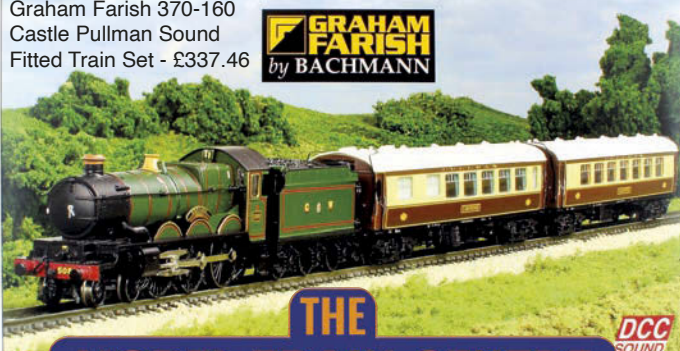
Gift vouchers available

For Spares Department contact
www.acmodelssparses.co.uk

9 High Street, Eastleigh, Hants, SO50 5LB
email: info@acmodelseastleigh.co.uk

THEMODELTRAINCENTRE.COM

Graham Farish 370-160
Castle Pullman Sound
Fitted Train Set - £337.46



THE MODEL TRAIN CENTRE



Bachmann 31-004A Robinson O4.....	£134.95
Bachmann 31-676A Class 85 BR Electric Blue.....	£179.95
35-526 Class 121 DMMU BR Blue.....	£149.95
32-575A Ivatt Class 4MT LMS Black.....	£139.95

DCC CONCEPTS APPROVED DEALER

Track cutter DCT-XTC.....	£12.00
Wiper Pickups DCP-WP12.....	£15.95
Cobalt IP Digital Point Motor (12 pack).....	£266.95
LM-iD.1 Legacy Models Intelligent Detector.....	£17.95
DCD-ZNMini.4 4 function 8 pin harness decoder.....	£23.95
DCP-CBSS-2 Cobalt SS Controller + Accessories.....	£59.95
DCF-BR.OO OO Gauge Bearing Reamers.....	£12.95
DCD-ZNM.HP.6 Zen Black 6 function midi-decoder.....	£27.95



Hornby R3942 BR Class 9F 92219.....£99.95



Hornby R3901 Class 60021 Colas Rail.....£164.95



Hornby R4893C ScotRail Standard Open Mk2F 6183.....£32.95



R3406 J50
Class 0-6-0.....£67.95

STOCKISTS OF...



f The Model Train Centre **@** modeltraincncr

DMU Upgrade Service -

www.themodeltraincentre.com/servicing/

OPEN Monday - Saturday 9.00am - 4.00pm

THE MODEL TRAIN CENTRE

Clarks Hardware, 96 - 104 Every Street, Nelson,
Lancashire BB9 7LS CALL: 01282 601488

Shop on our website www.themodeltraincentre.com
and earn loyalty points with every purchase.

SELL yours today at www.hattonsmodelmoney.com

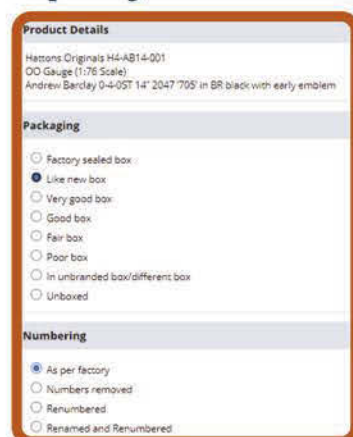
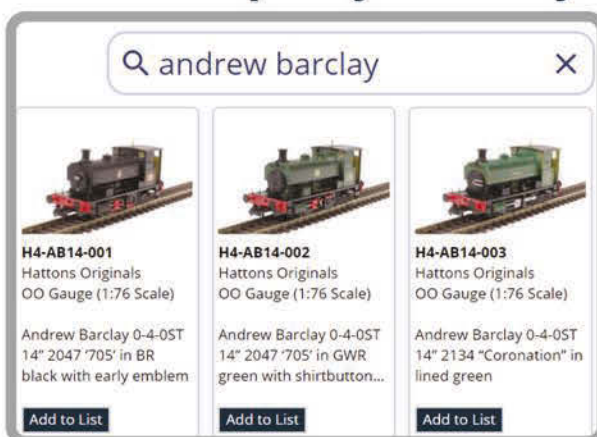
Get cash for your items in just four easy steps...



1. List

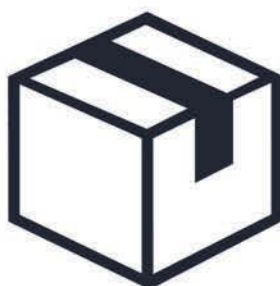
Prepare & submit a list of your items at www.HattonsModelMoney.com or send spreadsheets, documents or photographs via www.HattonsModelMoney.com/upload

Utilise our extensive product database and **preset item conditions** to quickly and easily compile your list.



2. Offer

Our expert staff will review your list and create your bespoke valuation.



3. Send

Once the offer is accepted, send your items to us.



4. Pay

Items are checked, the offer confirmed and payment made via **Bank Transfer, Cheque or PayPal.**

*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

17 Montague Road,
Widnes WA8 8FZ
Phone opening times:
Mon to Sun 9am - 5pm

Call us on **0151 305 1755**
or email **preowned@hattons.co.uk**

ALL brands purchased, including:

FOR CASH

BUY pre-owned items online at hattons.co.uk/latestpreowned



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

Submit your list and track your valuation online
by visiting www.hattonsmodelmoney.com



NEW PRODUCTS

N
TT
O



DEXTER'S COVE 3D-PRINTED SER SIGNAL BOX

Continuing its theme of signal box kit releases, Dexter's Cove has added a new variant, depicting a square SER 'box' closely based on those previously seen at Hythe and Sandgate for 3mm:1ft, 4mm:1ft and 7mm:1ft modellers. Measuring 50mm x 50mm in 4mm:1ft scale, the laser-cut and engraved plastic multi-media kit is enhanced with resin details. The model can be customised with a choice of left- or right-handed door and stairs, and an optional porch. The roof is a single piece of 3D-printed high-resolution plastic.

Price: N: £25, TT: £28, O: £45

W: www.dexterscove.com

00 N



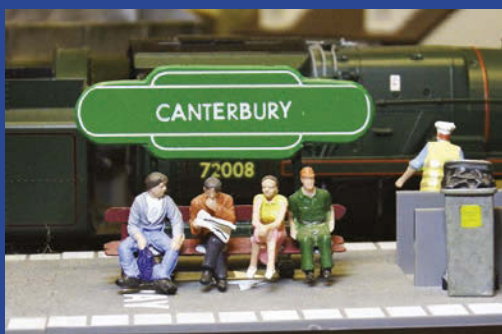
4D MODELSHOP TREE BUNDLE PACKS

4D Modelshop is offering a new model tree bundle service for N and OO scale railway modellers. Offered in mixed groups of 12, the trees include a mixture of species, sizes and colours, which provides modellers with a 10% saving over individually-purchased trees. Packs contain: 1x Copper beech (42mm), 1x Lime (50mm), 1x Oak (50mm), 1x Silver Birch (60mm), 2x light green trees (42mm and 50mm), 4x medium green trees (50mm, 50mm, 60mm, 75mm), and 2x dark green trees (42mm & 50mm). The shop's scenic accessory team already offers a custom tree manufacturing service using its online configurator, where customers can specify tree species, foliage and bark colour and the height of the tree to be made.

Price: £39.69

W: www.modelshop.co.uk

00



SUPERCASE CUSTOMISEABLE TOTEM STATION SIGNS

Model figure specialist, Supercast, is offering a range of customisable totem signs alongside its range of OO gauge model accessories. Totems measure 2in in length and purchasers can select a number of foil-blocked station names from its existing catalogue of predominantly BR Southern Region and London station names, or alternatively, specify a custom name to be produced to order. The new items can be purchased from the Supercast model shop, Covid-19 restrictions permitting, via mail order, or on 01843 593 417.

Price: totems: £4.99, custom name totems: £6.99

A: 12 Chatham Street, Ramsgate, Kent CT11 7PP



LEGACY MODELS (LM-PP.4) POWERPOINT DOWELS

Legacy Models, sister company to DCC Concepts, has released a new product that aligns baseboards and conducts electricity. Designed to eliminate 'between board' connections for DCC users when used to connect bus wires together, the dowels can also be used on simple DC-controlled layouts, too. Working like a plug and socket, connectors are gold-plated for corrosion-resistance and electrical conductivity, with the male connector sprung to guarantee reliable contact. Connections are rated at more than 5A of power and are compatible with DCC Concepts' baseboard dowels. Sold in packs of two (LM-PP.2) or four (LM-PP.4).

Price: Twin-pack: £18.95, Four-pack: £34.95

W: www.dccconcepts.com



BRIMAL COMPONENTS (SS600) SOUND CONTROLLER

Brimal Components has released its SS600 Sound Controller, a device that accepts Micro SD cards onto which custom .wav files are loaded. Included in the packaging with the Sound Controller is an SD card, pre-loaded with a choice of steam, diesel or underground sounds, six 6mm x 2mm magnets and six reed switches. 15 sounds of your choice can be loaded onto the SD card from a number of pre-recorded sounds available from the retailer. Further SD cards loaded with sounds can be purchased from the manufacturer at additional cost. New sound cards are installed into the card reader and the unit must follow a sequence to load sounds, instructions for which are provided.

Price: £195.00

W: www.bclstore.co.uk

N
00
O
1
G



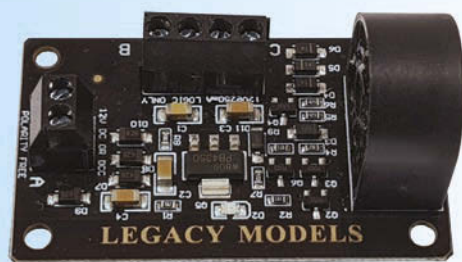
DCC CONCEPTS ZEN STAY-ALIVE UNITS

DCC Concepts has released a new range of Stay-Alive units, designed to provide back-up power to DCC decoders in the event of intermittent power loss, owing to faulty or dirty pick-ups or track. Units are compact for smaller locomotive bodies, while also offering modellers more space inside their locomotives for other features. Designed to be simple to install, each item from its ZEN three-wire Stay-Alive range plugs into a Zen Black or Blue+ decoder via the integrated Control board. The 'run-on' time can be adjusted via CV65 of the decoder and can be set in 5 steps: 0 = default, which allows it to run on for the maximum time available, then 1 = 0.5, 2 = 1.0, 3 = 1.5, and 4 = 2.0 seconds. Multi-packs and variety-packs are available. See its website or your local stockist for more details.

Price: Small: £25.95, Medium: £27.95, Large: £28.95, High-power: £29.95

W: www.dccconcepts.com

VISIT WWW.WORLD-OF-RAILWAYS.CO.UK FOR THE LATEST PRODUCT NEWS



LEGACY MODELS (LM-iD) INTELLIGENT DETECTOR

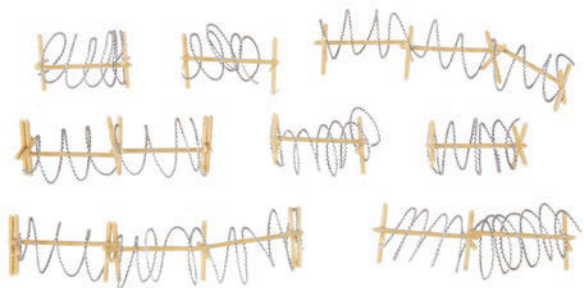
Arriving in stock with DCC Concepts and its retail network is the LM-iD Detector from Legacy Models. This detector promises simple installation and reliable detection as its main features. LM-iD detects anything that alters the electrical state in a track section. Examples are powered items such as locomotives, illuminated coaches or rolling stock with resistant wheelsets – even a single tail lamp or a lamp in a guard's van. Feedback outputs can be connected to control panel LEDs, or a computer automation system, for instance. Wires can be connected to the labelled screw-terminal PCB, so no soldering is required. The manufacturer has designed the new device to work with one wire, an isolation gap in a rail, and re-routing an existing dropper wire.

Price: £18.95, three-pack: £54.95

W: www.dccconcepts.com

GAUGEMASTER (GM441) FORDHAMPTON MILITARY BARBED WIRE

00



Whether guarding the entrance to a military location, or out in the field during a conflict, barbed wire has been commonly used to slow down enemy troops from reaching strategic locations. Falling under its Fordhampton range of injection-moulded products, Gaugemaster's kit provides an injection-moulded trellis structure around which can be placed the wire coils. Also of use in roadblocks, areas of civil unrest, during a riot or a protest, perhaps? Measuring 10mm x 10mm, each section is 25mm in length.

Price: £10.50

W: www.gaugemasterretail.com

BAGNALL LOCOMOTIVE GROUP DAPOL 10T VENTILATED VAN EXCLUSIVE

00



Arriving in stock with the Bagnall Locomotive Group, owners of Bagnall Austerity No. 2746 at Warkworth, is a 10T ventilated van commission from Dapol. Based on the Will Hay classic, *Oh Mr Porter*, the fictitious livery refers to the villain of the story – One Eyed Joe, who set out to smuggle guns across the border from a disused windmill. Proceeds from sales go towards the restoration and repair of No. 2746, which is said to be nearing completion. Limited to 188 examples.

Price: £16 + £4 postage (up to three)

A: Cheques payable to T.J.Oaks, 13 Trenchard Drive, Buxton, Derbyshire SK17 9JY



SCALESCENES DOWNLOAD AND PRINT (R013A) ARCHED RETAINING WALL KIT

This versatile kit allows modellers to build variable height arched retaining walls to any length, including left and right sloped, or ramped versions. The kit features prototypical concave arch infills and soffits. Available to download and print from its website to N or OO scale, simply choose from red, dark red, brown, dark brown, dark blue, ashlar or random ashlar textures, each with realistic grime and limescale weathering. Instructions for assembly, once printed at home, are provided.

Price: £3.99

W: www.scalescenes.com

GAUGEMASTER (GM442) FORDHAMPTON SANDBAGS

00



Containing an impressive 200 individual injection-moulded plastic sandbags, this kit can be adapted to suit a number of applications. From military use around bunkers, anti-aircraft defences or checkpoints, these bags could also see civilian use as flood defences, or, painted to represent bags of fertiliser around farms, in coal yards as bags of coal, or around a D.I.Y. store as compost, cement or peat. For best appearance, painting is recommended.

Price: £10.50

W: www.gaugemasterretail.com

TRAINS4U WEATHERED BACHMANN (32-001W) CLASS 37

00



Enhanced in-store by its weathering expert, Trains4U has a number of ready-to-run locomotives available from the shelf, such as this un-refurbished Class 37 in BR blue. The weathering is carried out by airbrushing Railmatch paints and is available in light, medium or heavy effects, on demand. A re-naming or re-numbering service in N, OO or O gauges is also available upon request.

Price: £175.00

W: www.trains4u.com

LOCOMOTION MODELS

60 YEARS AGO THE FIRST OF MANY APPEARED
CLASS 37 D6700

British Railways Class 37 locomotive as originally delivered to British Railways on 2nd December 1960. D6700 is part of The National Collection and is currently on display at The National Railway Museum, York.



Image: © British Railways

EXCLUSIVE MODELS

PRE-ORDER NOW!
ONLY £30 DEPOSIT

DCC READY **£169.99**
(+£7.50 courier)

IN PARTNERSHIP WITH

accurascale

Some accessory parts may require fitting by customer.

Visit **locomotionmodels.com** our online store for details and more
Locomotion, Shildon DL4 2RE **Tel: 01904 685785**

MODELS FEATURED
OO GAUGE

FIND US ON:   

The National Collection in Miniature

Visit the Locomotion Museum Shop for:



All prices and offers are subject to change without notice

PLUG & PLAY STAY-ALIVES

DCC thinking outside the square
concepts

Just plug them in: no more stalling, no more sound resets!

Designed from the ground-up for the user, not to suit a technophile... Designed to be simple to install & easy to use. Designed to take away problems and actually fit into small spaces that others cannot, no matter how expensive they are. Designed for modellers that just want to get on with operating trains without the need to learn a whole new set of skills.

DCD-3WH.3
Adapter harnesses to connect all models of SA3 Stay-Alive to ESU LokPilot, LokSound & Lenz Silver or gold Decoders (3-pack)



DCD-SA3-SS
32mm x 14mm x 6mm high



DCD-SA3-LG
22mm x 14mm x 6mm high



DCD-SA3-MD
12mm x 14mm x 6mm high



DCD-SA3-SM
6mm x 14mm x 6mm high



READY TO GO WITH ZEN DECODERS

- Available in singles or three-pack sets.
- Great value assorted (all four) pack too.
- Installable INSTANTLY with Plug'n'Play.
- Unbelievably good cost-performance.
- Perfect with ZEN, great with SOUND too.

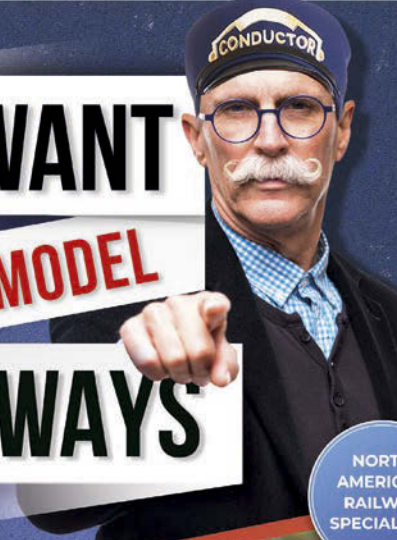
ZEN 3-Wire Stay-Alive Control Board. 23mm x 11mm x 4mm



DCC thinking outside the square
concepts

Ph +44 (0) 1729 821 080 * sales@dccconcepts.com * www.dccconcepts.com

SELL WITH ANORAKS ANONYMOUS - THE BIGGEST COMPANIES DON'T ALWAYS OFFER THE BEST PRICES!



WE WANT YOUR MODEL RAILWAYS

NORTH
AMERICAN
RAILWAY
SPECIALISTS



BRITISH



EUROPEAN



AMERICAN

- Full & part collections purchased
- Willing to travel to collect or view
- Same day payment - cash or bank transfer
- Everything considered, in any condition - large collections sought after

CONTACT US

☎ 01302 371623 / 07526 768178
✉ anoraksanonymous@googlemail.com

**PREOWNED SHOWROOM
NOW OPEN!**

See website for details
www.anoraksanonymous.net

Fully tested
and guaranteed
for 5 years

MORLEY CONTROLLERS

Experience the ultimate in controller technology!



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/009 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/009 gauge (1 amp per track)
- 2 x 12V DC accessories
- Four track
- 'Crawler' model available

£145.⁹⁰

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



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 - user upgradable! Compact: only 220x150x45mm!

January 2021 - UPDATE



Further product development has been delayed, owing to our recent move, but we expect to roll out our new DAC22 accessory decoder this month. Version 4 of the ACE software will follow.

Order deliveries are taking between 5-10 working days.

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™

DAC22 - call for availability update. POA

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. £60.00

MSC8 Scenery Animator - control lights, motors & servos. £30.00

13 Hooper Close, Dunswell, Hull, HU6 9FG

Tel: 07968 057919

(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






38 Potovens Lane, Lofthouse Gate, Wakefield WF3 3JF

Tel: 01924 824748



FOR MODELLERS WHO
REQUIRE QUALITY,
ACCURACY,
PERFORMANCE &
DURABILITY

The new name in brass
O gauge RTR locomotives,
built to the highest standards

Fully finished by SAM Models in
Korea after extensive UK research,
design and development.

www.55H.co.uk
www.finescalebrass.co.uk

55H Unit 3 Fulford Business Centre,
35 Hospital Fields Road, York YO10 4DZ
Tel: 01132 761759 / John@55h.co.uk

SPECIAL OFFER

FREE whilst stocks last - a fully finished
Terrier or J50 with any purchase of
Britannia & Duke of Gloucester models.
See website for details

LAST FEW 9F MODELS!
Call for availability!

55H is a TRADING NAME OF FINE SCALE BRASS

LIMITED STOCK!!



7MT "Britannia" class choice of names & tender. Fully factory finished and tested ready to run on delivery.
£2750.00 DC £3150.00 DCC & sound £3350.00 DCC, sound & sync smoke

LIMITED STOCK!!

8P "Duke of Gloucester" choice of
era's. Fully factory finished and
tested ready to run on delivery.

£2800.00 DC
£3200.00 DCC & sound
£3450.00 DCC, sound & sync smoke



Build: Roger Scanlon
Painted: Paul Moore
For illustration purposes only

NUMBERS ARE LIMITED - Call now to reserve the number/version required

NEW MODELS IN PRODUCTION AVAILABLE LATE 2021

BR Standard 5MT (incl Caprotti version)
BR Standard 4MT 2-6-0 & 4-6-0

PRE-ORDER PRICES:

£2750.00 DC
£3150.00 DCC & sound
£3350.00 DCC, sound & sync smoke

WWW.MODELRAILSHOP.CO.UK
01274 747447
shop@fmrdirect.co.uk
8A Sapper Jordan Rossi Park
Otley Road, Baildon
West Yorkshire, BD17 7AX

FRIZINGHALL

MODELS & RAILWAYS

The Modellers Choice
Since 1950

HORNBY®

Pre Order Items
Expected 2021

R3838 - BR, Standard 2MT, 2-6-0, 78010 - Era 4.....	£161.99
R3836 - BR, Standard 2MT, 2-6-0, 78047 - Era 5.....	£161.99
R3835 - BR, Thompson Class A2/3, 60523 'Sun Castle' - Era 5.....	£170.99
R3834 - BR, Thompson Class A2/3, 60512 Steady Aim.....	£170.99
R3833 - LNER, Thompson Class A2/3, 515 Chamossaire.....	£170.99
R3832 - LNER, Thompson Class A2/3, 'Edward Thompson' - Era 3.....	£170.99
R3830 - BR, Thompson Class A2/2 'Cock o the North' - Era 4.....	£170.99
R3827 - LNER, Hitachi Class 800/1, Azuma Train Pack - Era 11.....	£355.50
R3733 - BR (Late), Lord Nelson Class, 'Robert Blake' - Era 4.....	£152.99
R3763 - SR, 'H' Class, 0-4-4T, 1552 - Era 3.....	£116.99
R3762 - LNER Hitachi IEP Bi-Mode 'Azuma 5 Car Pack' Era 11.....	£355.49
R3761 - PO - Earl of Dudley's Round Oak Works, Lady Edith Era 2.....	£89.99
R3735 - ROD, J36 Class, 0-6-0, 5662 - Era 2.....	£125.99
R3734 - LNER, J36 Class, 0-6-0, 65235 'Gough' - Era 4.....	£125.99
R3732 - BR, Lord Nelson Class, 'Sir Walter Raleigh' - Era 5.....	£152.99
R3731 - BR, H Class, 0-4-0T, 31177 - Era 4.....	£107.99
R3717 - SR, Merchant Navy Class, 'Aberdeen Commonwealth'.....	£161.99

R3716



HORNBY®

Pre Order Items
Expected 2021

R3952 - Avanti West Coast, Class 390 Pendolino Train Pack.....	£224.99
R3951 - GBRf, Class 66, Co-Co 'The Cemex Express' - Era 11.....	£67.50
R3950A GBRf/Belmond Royal Scotsman, Class 66, Co-Co - Era 11.....	£67.50
R3950 - GBRf/Belmond Royal Scotsman, Class 66, Co-Co - Era 11.....	£67.50
R3948 - BR, Class 370 Advanced Passenger (NDM) - Era 7.....	£98.99
R3873 - BR, Class 370 Advanced Passenger 5 Car Set.....	£355.50
R3924 - Malcolm Rail, Class 90, Bo-Bo, 90024 - Era 11.....	£81.90
R3917 - BR, Class 31, A1A-A1A, D5627 - Era 6.....	£161.99
R3900 - GWR, Class 08, 0-6-0, 08645 'St Piran' - Era 11.....	£131.40
R3893 - GNER, Class 91, Bo-Bo 'Cancer Research UK' - Era 10.....	£161.10
R3892 - VTEC, Class 91, Bo-Bo 'For The Fallen' - Era 10.....	£161.10
R3891 - LNER, Class 91, Bo-Bo 'The Fusiliers' - Era 11.....	£161.10
R3890 - BR, Class 91, Bo-Bo 'Durham Cathedral' - Era 8.....	£161.10
R3880 - BR, Class 31, A1A-A1A, 31147 'Floreast Salopia' - Era 8.....	£161.99
R3874 - BR, Class 370 Advanced Passenger 7 Car Set.....	£436.50

R3863



R3716 - BR, Merchant Navy Class, 'Holland America Line' - Era 4.....	£161.99
R3649 - BR, Merchant Navy Class, 'Ellerman Lines' - Era 4.....	£161.99
R3632 - BR, Merchant Navy Class 'East Asiatic Company' - Era 4.....	£152.99
R3952 - Avanti West Coast, Class 390 Pendolino Train Pack.....	£224.99
R3951 - GBRf, Class 66, Co-Co 'The Cemex Express' - Era 11.....	£67.50
R3950A GBRf/Belmond Royal Scotsman, Class 66, Co-Co - Era 11.....	£67.50
R3950 - GBRf/Belmond Royal Scotsman, Class 66, Co-Co - Era 11.....	£67.50
R3948 - BR, Class 370 Advanced Passenger (NDM) - Era 7.....	£98.99
R3873 - BR, Class 370 Advanced Passenger 5 Car Set.....	£355.50
R3924 - Malcolm Rail, Class 90, Bo-Bo, 90024 - Era 11.....	£81.90
R3917 - BR, Class 31, A1A-A1A, D5627 - Era 6.....	£161.99
R3900 - GWR, Class 08, 0-6-0, 08645 'St Piran' - Era 11.....	£131.40
R3893 - GNER, Class 91, Bo-Bo 'Cancer Research UK' - Era 10.....	£161.10
R3892 - VTEC, Class 91, Bo-Bo 'For The Fallen' - Era 10.....	£161.10
R3891 - LNER, Class 91, Bo-Bo 'The Fusiliers' - Era 11.....	£161.10
R3890 - BR, Class 91, Bo-Bo 'Durham Cathedral' - Era 8.....	£161.10
R3880 - BR, Class 31, A1A-A1A, 31147 'Floreast Salopia' - Era 8.....	£161.99
R3874 - BR, Class 370 Advanced Passenger 7 Car Set.....	£436.50

Servicing
& Repairs

- DCC Sound Fitting
- DCC Decoder Fitting
- Servicing

OFFICIAL STOCKIST
SOUND FILES SUPPLIED BY
YOUCHOOS & DIGITRAINS



FREE POSTAGE over £175
(UK mainland only)

MODEL TECH

Now supplying ModelTech ProTrack Rail Aligners
£10 per pack in N to O gauge

OPENING HOURS: MONDAY to SATURDAY 10.00 - 4.30



**New Premium Display frame
for your model engines.**

Prices start from £138.00 inc postage

Watch Video Here



Laser & Framing

Tel: 01733 685143

paul@artsy laser.co.uk • www.artsy laser.co.uk

CM3MODELS

**MATERIALS PACK
FOR SCALESCENES
CANAL WHARF KIT
NOW AVAILABLE**



LAYOUT BUILDING SUPPLIES

- Foliage / Lichen and Scatters
- Alan Gibson Coach & Wagon wheels and parts
- Model Scene grass mats & flock
- 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

LEGACY MODELS LM-iD

Intelligent Inductive Detector

Easy to install, even easier to understand and ready to do almost anything.



Designed from the ground-up for the user, not to suit a technophile... Designed to be simple to install & easy to use. Designed to take away problems & to do things that other detectors just cannot do, no matter how expensive they are. Designed for modellers that just want to get on with operating trains without the need to learn a whole new language.

Only LM-iD has high power 12v DC 250mA ready to use high-power outputs like this! Use them to power Relays, DC motors or anything else that may need more power.

Logic ~ low level outputs. Use them to power LEDs, give system feedback OR change turnouts etc.



Loop one track-bus dropper wire through here, wrapping it round 1x turn. Then, just connect that dropper to the isolated track section that you want the LM-iD to detect.

Onboard LED to help you confirm LM-iD operation during the set-up stage so it always works first time.

ADD power here from the DCC track bus or a regulated DC power supply.



Ph +44 (0) 1729 821 080 * sales@dccconcepts.com * www.dccconcepts.com

HORNBY PRE-GROUPING COACHES

Words & photography: Phil Parker



The teak finish is well-represented and the lining, lettering and crests are just as superb.

Increasing numbers of modellers are being tempted away from recreating the railways that they remember, often tired, run-down and steam-free, towards the bright and attractive pre-grouping world. Rapido's Stirling Single, Bachmann's 1P and Hornby's 'Terrier' offer options for suitable motive power, but the problem has always been assembling a realistic passenger train.

In the past, pre-grouping coaches were left to those capable of assembling venerable plastic, or etched-brass kits, and then tackling the complex liveries they need to wear. To make a credible job, you need to be skilled and even then, the building process would be laborious.

To make things more complicated, many early railway companies produced their own coaching stock, or bought it in, but rarely to the same design as their contemporaries.

Looking at the tiny potential market, it's little wonder that RTR manufacturers ignored it. Until now.

In its 2021 announcements, Hornby stunned everyone by revealing a range of four and six-wheel coaches, produced in a variety of attractive liveries. Not only that, but the models are planned to be in stock before Easter, and we received a review sample in December.

What we have isn't a perfect replica of any specific coach. Instead, each vehicle is generic, but with options to tailor them to come closer to the prototype whose livery the model wears.

Looking at the four-wheel GNR coach, it is a traditional plastic model with separately-fitted grab handles on the doors. Along the roof is a row of gas light tops, with the appropriate tanks underneath. Others in the

range are fitted with oil light tops, except for the SR and BR versions, which have torpedo vents.

On the ends, we have steps and lamp irons. The latter are moulded with very little relief. Some modellers might look to replace them with something that matches the quality of the rest of the model. Separate wire handrails are fitted, but on the review model, they have been pushed into the holes perhaps a little too far – a scale guard would struggle to get a hand behind them.

Moving to the chassis, the footboards are supplied in the pack for the modeller to slot in if required, no glue being necessary to keep them in place. Metal representations of the wooden-centred Mansell coach wheels are fitted and painted to match the coach. Gas tanks and battery boxes are fitted as required. We don't have a six-wheel chassis

to test, but it will be interesting to see how Hornby has developed the Cleminson underframe required to allow the centre axle to move when the model runs on a curve.

Non-sprung metal buffers are fitted. These are chemically-blackened but the result is shiny and would benefit from some paint to match the vacuum pipes. Standard tension-lock couplings are fitted in NEM pockets.

Decoration is well up to the highest Hornby standards. In the past, the firm developed an impressive system to print teak, and it's used again here. Lining and lettering is spot on with no misalignment of the delicate and multi-coloured lettering and crests. The paint finish is very shiny and for layout use might benefit from a spray of satin varnish, although pre-grouping stock was kept cleaner than it was in the latter days of steam.

Liveries will be the main selling point for these models and, with nine different companies' colours offered, modellers are spoilt for choice.

The full range includes first, third and composite coaches, brake thirds and baggage vans, though not all variants are available in

all liveries.

Finally, the models have a 'party piece' because they can be purchased ready-fitted with lights. Hornby's new Maglight system uses small LEDs in a PCB fitted under the roof, powered by a button battery. These can be switched on and off with a magnet included in the pack. Battery life is claimed to be in excess of 200 hours.

Access to the battery involves unclipping the body from the chassis, best achieved by pulling the two apart on one side. Maglight is to be made available separately to retro-fit to these, and other coaches.

These coaches are sure to be popular with modellers. The fact they aren't a perfect replica of any particular coach isn't likely to be an issue for most. Keenly priced and very attractive, even if you don't model the correct period, they would work well as a vintage train on a preserved line. Anyone building an old branch line, now has the perfect stock with the added benefit that the short models (the four-wheel coach is 11.5cm long over the buffers) will make the layout look longer.

datafile

BASICS

Manufacturer: Hornby Hobbies Plc

LIVERIES:

North British Railway crimson lake, Southern Railway olive green, London & North Eastern Railway teak, British Railways maroon, London & North Western Railway plum and spilt milk, London, Brighton & South Coast Railway mahogany, London South Western Railway salmon and brown

Great Northern Railway – Teak

Great Western Railway – Cream and brown

RRP: £29.99, £35.99 (with lights)

Gauge/scale: 16.5mm gauge, 1:76 scale
00

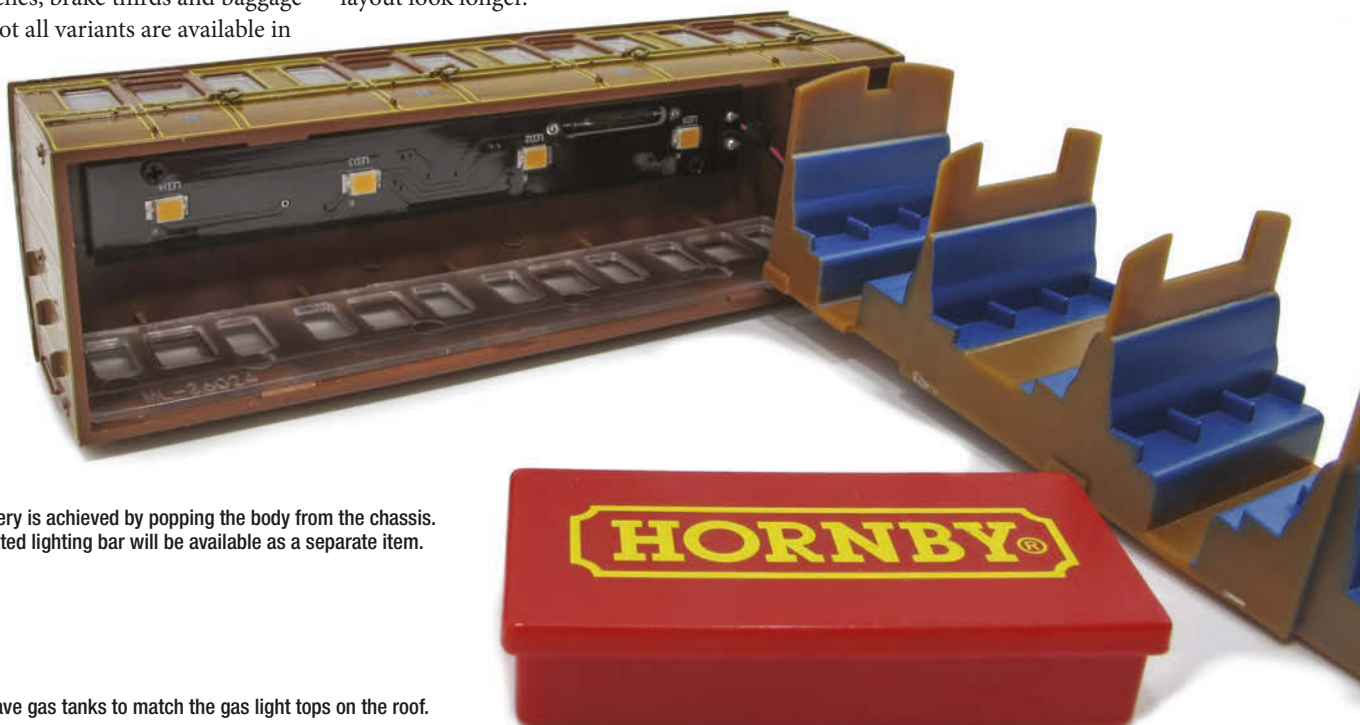
Era: 2-4

Weight: 64g (four-wheel coach)

Body and chassis: plastic

Couplings: NEM mounted tension-lock

Accessories: footboards



Access to the battery is achieved by popping the body from the chassis. The magnet-operated lighting bar will be available as a separate item.

Underneath, we have gas tanks to match the gas light tops on the roof.





DIGITAL EDITION EXCLUSIVE

Hornby Coaches

Phil Parker examines one of Hornby's newly-announced generic pre-grouping coaches for a first look.

WATCH THE VIDEOS HERE

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



PLAY

ACCURASCALE JSA WAGONS

Words & photography: Andy York

Finding itself with a need for additional steel coil carriers at the same time as a sizeable number of its JTA and JUA (formerly PTA) iron ore tippler wagons became surplus to requirements, in 1996 British Steel commissioned Marcroft Engineering of Stoke-on-Trent to rebuild 56 examples to convey coils for its Strip Products division. These wagons were outshopped with three-stage telescopic hoods and were painted blue with white text, in keeping with the company's famous branding.

These wagons were chiefly utilised on dedicated steel traffic flows emanating from Llanwern and Port Talbot, and on Enterprise diagrams serving the likes of Scunthorpe and Sheerness. Services included Margam to Dee Marsh, Llanwern, Ebbw Vale, Round Oak and Wolverhampton Steel Terminal, Newport area trips and various Enterprise services in the 1990s including Swansea - Newport, Newport - Warrington, Warrington - Tees Yard, Tees Yard - Middlesbrough, Immingham - Doncaster

and Margam, Sheerness - Mossend and others.

In the early 2000s, ownership of the wagons transferred to rolling stock leasing firm, VTG. Around this time, the original flush-sided plate steel hoods began to be re-panelled with a riveted aluminium skin, which bore the logo of the wagons' new owners. Throughout this time, the wagons continued to serve the sites for which they had been built on the same services.

In 2018, Arlington Fleet Services began to refurbish several JSA wagons at its Eastleigh workshops. As part of this process, the wagons had their hoods removed and entered traffic as open coil carriers on traffic flows from Margam to Llanwern and Corby. So far, more than 50 of these wagons have been outshopped, with more currently being converted at Eastleigh.

The wagons are available from Accurascale and their retail stockists in packs of two wagons for £59.95 with individual running numbers and decoration with three packs available in each of the

variants. The British Steel-liveried examples have smooth-surfaced welded hood sections while the silver VTG version features the later riveted style construction of canopy. The hoods can be slid along the chassis channels the full length of the wagons for posing in yard scenes and the modeller can then appreciate the level of internal detail. The structural sections on the ends are well captured, with the hook and handle used to lock the hoods in place being movable to release the hoods from their running position.

The detail pack includes an ample number of bars, which fit between the U-channels on either side of the wagon to space and secure the loads. The attention to detail is excellent with even these channels being handed so that the correct spacing markings correspond on opposite sides of the wagon. As they are a loose fit, a dab of glue on the ends of the bar would be advisable to ensure they stay looking tidy.

Below solebar level the customary level of Accurascale detail can be found with the



frames and braking system pipe detail. The BSC Axle Motion bogies have a pleasing accuracy and depth to them while being designed to accommodate EM/P4 scale wheelsets if the modeller wishes to simply swap out the blackened RP25.110 profile wheelsets that come with the product. Details carry on to the ends of the wagons with sprung buffers and piping connectors included in the detail pack.

Moving on to the later open conversion of the wagons, the twin pack includes six steel-painted coil loads (with additional packs to become available as accessories in the range) where the interior detail can be better appreciated in trainloads.

Accurascale's latest wagon, a model that has not been previously produced, is a welcome addition to the modeller who wishes to include heavy freight flows from the last two decades and there's certainly no shortage of choices of model locomotives they can run behind. An excellent quality model.



The lateral load bars can be positioned according to the load carried by the user. They're a fairly loose fit, so a dab of glue may be sensible.



datafile

BASICS

Manufacturer: Accurascale

CATALOGUE REFS:

(ACC2120BSC1) JSA Covered Steel Wagon Twin Pack - British Steel pack 1
(ACC2121BSC2) JSA Covered Steel Wagon Twin Pack - British Steel pack 2
(ACC2122BSC3) JSA Covered Steel Wagon Twin Pack - British Steel pack 3
(ACC2126VTG1) JSA Covered Steel Wagon Twin Pack - VTG pack 1
(ACC2127VTG2) JSA Covered Steel Wagon Twin Pack - VTG pack 2
(ACC2128VTG3) JSA Covered Steel Wagon Twin Pack - VTG pack 3
(ACC2132VTGO1) JSA Open Steel Wagon Twin Pack - VTG pack 1
(ACC2133VTGO2) JSA Open Steel Wagon Twin Pack - VTG pack 2
(ACC2134VTGO3) JSA Open Steel Wagon Twin Pack - VTG pack 3

RRP: £59.95 (set of two wagons)

Gauge/scale: 16.5mm gauge, 1:76 scale 00

Era: 9

Company/Operator: British Steel/VTG

Weight: Hooded 75g, Open 60g per wagon

Body and chassis: Plastic

Minimum Curve Radius: 460mm (R2)

Couplings: NEM-mounted tension-locks

Accessories: Vacuum pipes and load bars





DIGITAL EDITION EXCLUSIVE

Accurascale JSA review

Accurascale's latest wagon is a welcomed addition to the range and offers excellent quality, as Andy York discovers.

WATCH THE VIDEOS HERE

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



PLAY

BACHMANN CLASS 20/3

Words & photography: Andy York



With their expanding and diversifying operations after 1998, Direct Rail Services (DRS) had ten Class 20s, later expanding to a fleet of 15, rebuilt by Wabtec between 1998 and 1999. These locomotives were distinguishable from their predecessors by the plated nose and cab ends with reinforced cab windows with Wipac lights fitted, plus increased fuel capacity with tanks in front of the cab and in the nose. Multiple Unit connectors were added to the ends allowing operation with other Class 20/3 locomotives. The fleet of Class 20/3s owned by DRS saw frequent work across Britain in pairs (or with Class 37s) on nuclear flask trains, the company's speciality. DRS supplied Class 20s for use with the Rail Head Treatment Train in winter, too.

It's almost 20 years since Bachmann introduced a Class 20 to its Branchline

range, which became its first sound-fitted model in 2005, but, make no mistake, this model isn't just a reworking of that well-regarded model, but a newly-tooled one with a view to delivering the features that modellers of today wish to see in a new product. The old benefits of a beautifully-running model that looked the part haven't been lost, though, and the model has performed to the same standards as my old fleet on test.

Starting inside-out, the model has an all-new chassis block, running plate and bogies. The five-pole motor has been laid lower to facilitate more space at the top for the circuitry. The board has a pre-fitted speaker, which sits behind the engine-room grilles, plug and socket connections for all wiring and a PluX22 decoder socket meaning that sound-fitting will be as simple as it can be once the two screws securing the body have

been removed.

Beneath the chassis, the white tanks can be removed for analogue users to configure lighting modes via DIP switches. Operation of the cab light, which is a yellow LED with directional function can be switched as day or night mode with a purer white light.

The new body tooling covers the cab-roof radio pods and ventilators, and the distinctive cab and nose ends of a Class 20/3 with the removal of doors and headcode panels to give a clean look with the plated surface. At the base of the cab end and above the bufferbeam at the nose end are the prominent Wipac light boxes with headlights and taillights. Centrally-mounted at both ends are the multiple working connector sockets in their downward-facing mountings and, at a higher level, the forward running light. The grille vent at the top of the cab end doesn't seem to quite match the

appearance of the prototype images that I have seen of 20306. The aforementioned cab lighting really shows up the level of internal detail. To fit a crew, the cab interior can be removed from inside but it requires a little persuasion. The detailing pack includes the usual bufferbeam piping, cosmetic screw-link couplings and snowploughs. The sprung metal buffers are in polished steel, representing how the locomotive was initially delivered.

Body decoration is up to Bachmann's usual high standard and this model, 20306, is in the early style of DRS branding with pale blue panels over the base Oxford Blue colouring. The locomotive retained this livery from its introduction with DRS in

1999 through to its withdrawal in 2013.

For those who prefer the later 'Compass' branded locomotives, Bachmann is releasing 20312 in this livery at the same time. That seems a good enough reason to indulge in two models so that trains can be double-headed or 'topped and tailed'.

DRS disposed of some of its fleet and one such example is the model of 20311 in Harry Needle Railroad Company's somewhat bright orange livery – an ideal accompaniment to Bachmann's Underground S Stock for trains between the works at Derby and the TfL network.

I'm delighted to see what's inside this new model as it will, in time, provide an ideal platform for new models of earlier Class 20s.



The pre-fitted speaker can be seen just below the fan grille on the completely new chassis and circuitry with its PluX22 socket.

datafile

BASICS

Manufacturer: Bachmann Branchline

CATALOGUE REFS:

(35-125) Class 20/3 20306 DRS Blue

(35-126) Class 20/3 20311 Harry Needle Railroad Company

(35-127) Class 20/3 20312 DRS Compass (Original)

RRP: £164.95 DCC ready

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

Era: 9

Company/Operator: DRS

Weight: 341g

Body and chassis: Plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM-mounted tension-locks

Accessories: Cosmetic screw-link couplings, multiple working and brake pipes, snowploughs



GRAHAM FARISH 'PARROT' WAGON

Words & photography: Andy York



The Graham Farish range now sees the introduction of the WD 40T 'Parrot' Bogie Wagon in N gauge to follow on from its OO gauge sibling.

250 wagons were constructed in 1917 to the standard LNWR 40T 'Parrot' bogie trolley design for the War Department – for use at home and by the French Railways during the First World War. After the war, 25 of these were passed over to the LNWR to join the original 'Parrot' wagons and a further 140 were sold to the Midland Railway, plus some to the Caledonian Railway. The remainder of the wagons were either left in France or retained for use by the British Military. At the time of the Grouping in 1923, all the wagons in railway company ownership became part of the LMS fleet. By the Second World War, the original 40T 'Parrot' wagons were requisitioned by the War Department and the design was modified featuring a fabricated side profile, disk wheels, vacuum braking and harder springing to become one type of 'Warflats'.

Our review model in WD grey livery is suitable for use at home or in France with its 'Etat' markings, which denoted that it was state rather than railway property. The basic model as removed from the box is fitted with standard Rapido couplings, and the detail pack includes brake pipes, load-securing chain and hooks, plus the screw-jacks as shown at one end of the wagon in the pictures. Fitting these jacks, which were used to stabilize the wagon in loading/

unloading situations, may impede the swing of the bogie when the standard coupling is used dependent on the modeller's curve radii, so some testing may be wise before jumping the gun and gluing them in place.

The decoration, at first glance, may seem minimal but what's there is accurate and well defined with builders' plates on the solebar clearly visible. No tank load option is available, as with the OO gauge model, but I have found 1:148 scale tarpaulin-covered MkV tank-shaped loads on eBay at a reasonable price to enable a France-bound train to be portrayed.

Graham Farish has also launched the model in LMS grey for later usage in general traffic with appropriate markings, which includes a detailing pack with bolster and stanchions to be fitted to the wagon bed.

The model is of great interest to a number of people modelling the Great War period, but its usefulness extends well beyond that time.



datafile

BASICS

Manufacturer: Graham Farish

CATALOGUE REFS:

(373-350) WD 40T 'Parrot' bogie wagon
WD Grey

(373-351) WD 40T 'Parrot' bogie wagon
LMS Grey

RRP: £34.95

Gauge/scale: 9mm gauge, 1:148 scale N

Era: 2 to 3

Company/Operator: WD/LNWR/MR/LMS

Weight: 15g

Body and chassis: Plastic

Minimum Curve Radius: 263.5mm (R2)

Couplings: NEM-mounted Rapido

Accessories: Buffer-beam pipe detailing, load chains and jacking assemblies.



Bclstore.co.uk

Sales 01429 297277

We are introducing our new Sound Controller the SS600.

It is available on our web site bclstore.co.uk

Or you can give us a call on 01429 297277

NEW

SS600 Sound Controller



The NEW Sound Controller SS600 has a few more features. It comes in a slimline enclosure just 220mm left to right, 140 front to back, 20mm at the front & 45mm at the back. A built in speaker and a 5w Stereo amp for external speakers. It has a write on panel to note your sounds.

Scalable from the largest of layouts to smaller single track book shelf type layouts irrespective of gauge. With up to 15 sound effects available to play on demand, they can be played either individually or together to give a richer mix to the scene. All sound tracks can be initiated by moving the toggle switch down momentarily, or with the toggle switch in the UP position by using magnetically activated switches in the track bed, from a small magnet fitted under the locomotive or rolling stock.

It comes with a SD card with 15 basic sounds or you can choose the 15 sound you want from our list of over 170 sounds at the time of ordering, a plug in power supply, 6 Reed sensors, and 6 magnets to get you started.

Remember your imagination is the limitation in creating your railway sounds.

We have over 100 specialist circuits for every application

Have a look on thehobbyshed.club for Inspiration & Solutions

We accept all forms of Payment on the web site bclstore.co.uk If you have any problems ordering please contact us

CARNFORTH MODELS



Temporary

Opening times

10:00am – 4:30pm

Tuesday, Friday, Saturday

Located on Carnforth Railway Station



GAUGEMASTER

...and many more, PLUS

Home of Pendle Valley Workshop and the Busy Bodies



**Now Stocking
RailMatch
Paints!**



01524 730101

pendlevalleyworkshop.uk

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

www.superquick.co.uk

**ALL DIE-CUT
CARD KITS**

A06 Signal Box & Coal Office



**FEATURING
NEW
COAL STAITHES**

C08 Embankment Arches in red brick



**NEW FROM SUPERQUICK
MODEL KITS**

EMBANKMENT ARCHES

C08 Embankment Arches in red brick



C08 Embankment Arches in red brick

Fine OO/HO detail from...

**SUPERQUICK
MODEL KITS**

Available from all good model shops & online NOW!

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

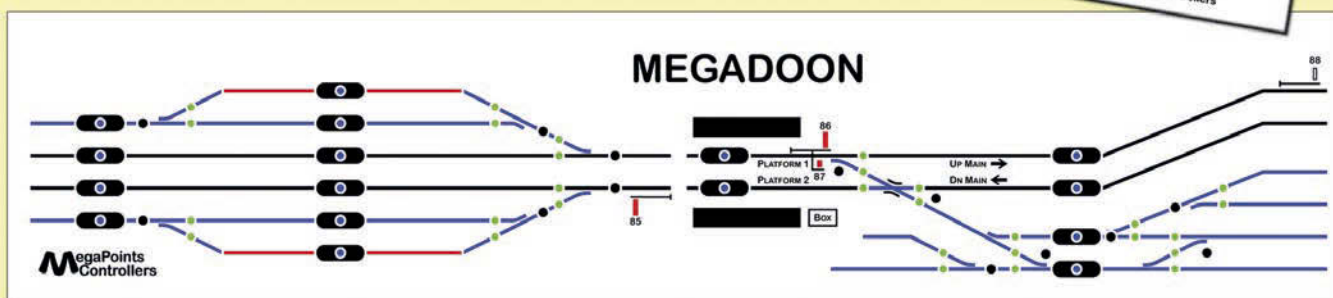
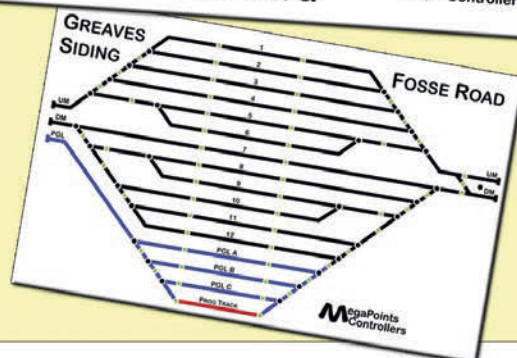
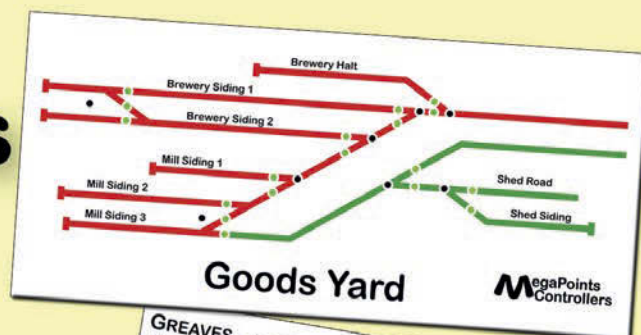
Simple single cable controls everything

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

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

Model Train Sales

Friday 26th February & Friday 26th March 2021

10.00am start - Live internet bidding at www.vectis.co.uk & www.invaluable.com

Items Always Wanted for our Vintage & Modern Train Auctions

PLEASE NOTE DUE TO THE COVID-19 RESTRICTIONS

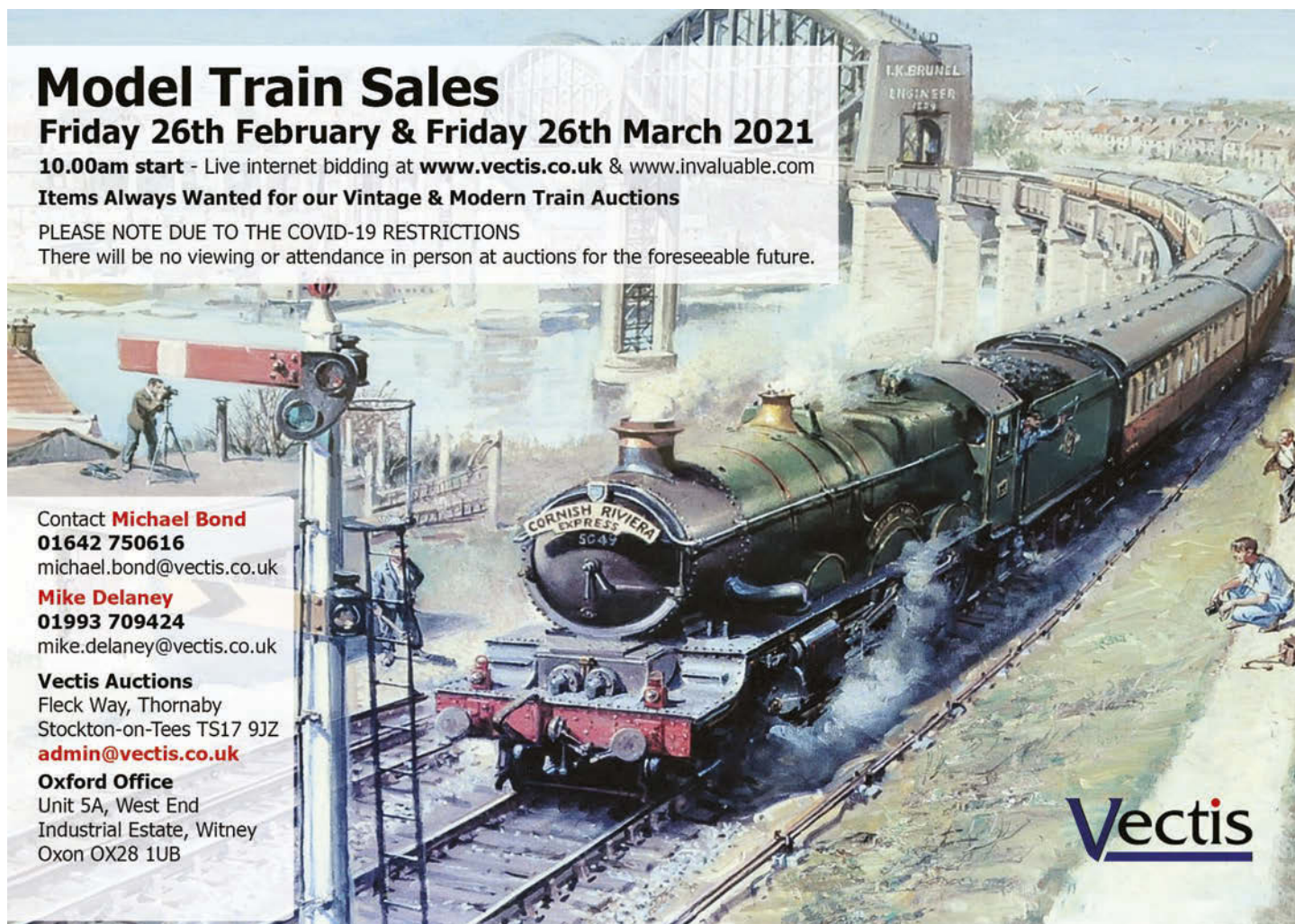
There will be no viewing or attendance in person at auctions for the foreseeable future.

Contact **Michael Bond**
01642 750616
michael.bond@vectis.co.uk

Mike Delaney
01993 709424
mike.delaney@vectis.co.uk

Vectis Auctions
Fleck Way, Thornaby
Stockton-on-Tees TS17 9JZ
admin@vectis.co.uk

Oxford Office
Unit 5A, West End
Industrial Estate, Witney
Oxon OX28 1UB



Stockists of

Bachrus, Circuitron, Tam Valley,
CML Electronic, DCC Specialties,
Digitrax, ESU, Express Models,
Gaugemaster, LDT, CT Elektronik,
Lenz, New Rail Models, Roco,
RR-Circuits, 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.



Easy-Fit Lighting and Accessories

Automatic Coach Lights for any Coach

Easy fit - motion activated - no wiring, no pick-ups, no flickering
Also available with tail light, electric spark & door light effects



**Traditional Warm White &
Modern Cool White Available**

Available in **N, 009, 00/HO** - from £20 complete

Track Testers For DC & DCC: N, 009, TT, 00/HO



For DC & DCC: 00, 0 & G Gauge



Clip-in Buffer Lights For DC & DCC



For N, 00/HO & 0 Gauge

Available direct from www.dcpexpress.com & model shops
Order by 3pm for same day First Class despatch



01953 457800 / www.Train-Tech.com

£4 UK P&P - this month quote BRM0321 for £2 off postage!



DCP Express
Bryon Court
Bow Street
Great Ellingham
NR17 1JB, UK



Coastal DCC

+44 (0) 1473 710946

www.coastaldcc.co.uk
enquiries@coastaldcc.co.uk



Cable single and Bi color



Multicore



Diodes



Pushbuttons



Nylon fixings



Resistors



LED's



Crimp's

LAYOUT WIRING

Colours: rd, yl, bl, bk, wh, gn, pu, or, gy, pk, br

Multi-strand wire

10m 100m

EW07/0.2	1.4amp	7 strands of	0.2mm wire	£1.60	£11.40
EW16/0.2	3 amp	16 strands of	0.2mm wire	£2.30	£17.99
EW24/0.2	5 amp	24 strands of	0.2mm wire	£3.29	£26.25
EW32/0.2	7 amp	32 strands of	0.2mm wire	£4.29	£36.00

DCC Decoder Tester



Only £28.99



21 pin 6 function
DCC Decoder was £23.99
offer price £20.99
8 pin 6 function £19.99

Now with 3 year warranty

LED'S

LD14	12v 3mm rd, gn, yl	40p
LD32	As above in white	40p
LD15	12v 5mm rd, gn, yl	40p
LD11	1.8mm LED rd, gn, yl, amber	30p
LD31	As above in white	70p
Mounting clips	3 & 5mm	8p

MIN TOGGLE SWITCHES

SP/DP single/double pole, ST/DT single/double throw

each 1+

SMT1 on/off SPST	£1.20	£1.12
SMT2 on/on SPDT	£1.20	£1.12
SMT3 on-off-on SPDT	£1.25	£1.15
SMT4 on-off or on/on	£1.30	£1.17
SMT5 on-off-on DPDT	£1.40	£1.30
SMT6 [on]-off-[on] SPDT	£1.60	£1.45
SMT7 [on]-off-[on] DPDT	£1.90	£1.70

Lever covers 20p • C55 connectors 8p each

TINY CONNECTORS

Used with our tiny connectors are ideal for joining engine to tender for extra pick up:

CMP100 2 pin 3/8" x 3/16"	£1.10
CMP101 3 pin	£1.10
CMP102 4 pin	£1.10

Double rows are available.

1+ 60p pr 10+ 55p pr 25+ 50p pr



DIN PLUGS & SOCKETS

PLUG

SOCKET

CDP9 3 pin	65p	CDS9 3 pin	65p
CDP3 4 pin	65p	CDS5 4 pin	65p
CDP6 5 pin 180°	70p	CDS5 5 pin 180°	65p
CDP3 5 pin 240°	70p	CDS5 5 pin 240°	65p
CDP3 6 pin	75p	CDS5 6 pin	65p
CDP3 7 pin	80p	CDS5 7 pin	65p
CDP3 8 pin	85p	CDS5 8 pin	65p

TAG BOARDS & TERMINAL BLOCKS

CTB2	Mini Tag Board 2 rows x 18 117mm x 38mm	£2.45
CTS1	Standard Tag Strip 28 way x 267mm	£2.50
CTS2	Mini Tag Strip 28 way x 194mm	£1.90
CTB4	Screw Terminal Block 3amp	80p
CTB5	As above 5amp	95p
CTB6	12-way Plug & Socket 6amp	£5.50
CTB10	As above, but 10amp	£6.95

PRODUCTS FOR

ALL GAUGES

- Diodes
- Relays
- Capacitors
- Sensors

All at great prices

Phone for advice.

See our website for details of **SPECIAL OFFERS**

www.dmgelectech.co.uk

Fast Efficient Service
P & P only 3.50
Free for orders over £100

DMG Technical Ltd - Tel: **029 20813136**

Unit 10, Glan-Y-Llyn Ind Est, Cardiff Road, Taffs Well, CF15 7JD

Email: sales@dmgelectech.co.uk



Model Railways
www.dreamsteam.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 16mm 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



HOT OFF THE PRESS...



Private owner plate transfers for wagons.
Gloucester Builders, Owners and Repairs plates CHAs Roberts Builders.
Plus Standards REGISTERED BY L&NWR, GWR, LMS, LNER, SR plates.
7mm/0 : FRH47970 & 4mm/00 : FRH49770
AVAILABLE NOW

InterCity

43 002

Inter-City 125

43 002

253 001

253 001

Early Inter-City Loco/HST Livery Elements
for 2mm/N now in stock REF : F2350

10714

14106 5522 10679

MK2 b&c and Mk3 Sleeper Fully-made-up
TOP's numbersets
in 4mm/00 : F4212/2-3



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





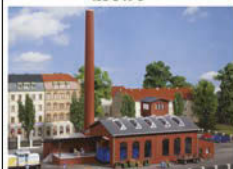
Vollmer 45525 HO/OO
Oil Refinery Kit
£55.95



Auhagen 11408 HO/OO
Storage shed with garage
£12.90



Auhagen 11460 HO/OO
Small Vehicle Workshop
£49.90



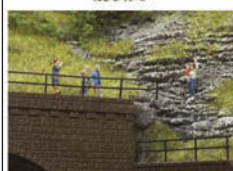
Auhagen 13341 TT
Factory Building
£53.90



Busch 8803 TT
2 Conveyor Belts
£13.49



Auhagen 13319 TT
Construction Depot
£25.90



Auhagen 44643 N
Railings 40cm
£10.20



Kibri 37225 N
Fence With Gates
£12.50



Busch 8103 N
Sunflower Field 96 Flowers
£8.79

www.GoldenValleyHobbies.com

Unit 1 Pontrilas Business Park, Pontrilas, 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 latest products -

£17.50

N-ST005

Our popular station building
Now available in N gauge



£20.00

NL009 onwards

Full depth versions added to our
best selling Northlight factory range



WH001 - 009

Our latest item,
warehouse units available in Ultra Low,
semi low and full depth options

From
£6.00

Top Selling Items

PC001 Canopies



£6.00

ST005 Hesketh Station



£20.00

FB006

Footbridge



£8.00

For the full range visit

www.inthegreenwoodlaser.co.uk

GRAVESEND MODEL CENTRE

ALL YOUR WARGAMING,
MODELLING & RAILWAY
NEEDS UNDER ONE ROOF

SHOP OPEN:
MONDAY - SATURDAY

9am til 4.30pm

• Sunday 10am til 4pm

15 The High Street, Gravesend, DA11 0BQ
(Next to the Julius Caesar Restaurant)

E: gravesendmodelcentre@gmail.com

Tel: 01474 536531

Find us on Facebook
www.gravesendmodelcentre.co.uk



Isinglass Kits, 3d printed in high detail resin.

Easy to assemble kits, each part already has most of the details your
model requires.

"The quality and fit of the Isinglass 3D printed parts is superb"
Mike Wild



Isinglass GNR D310 Milk Brake
Model and Photo by Ken Lavey

Focusing on the LNER and constituent companies, the range
includes 61'6", 52'6" and 51' carriages, as well as articulated
sets and pre-grouping diagrams with many more planned.

Visit Isinglass Models on the web, Facebook or YouTube for the
latest information and guides.

If your diagram hasn't been covered yet, ask!
The product range is customer lead, feedback is welcomed and
existing models can be modified on request.



"The simplest kit ever!"
RMWEB



23 Oak Tree Road, Thatcham, Berks. RG19 4QP

Email: Andy@Isinglass-models.co.uk

01635 925627

12 REASONS WHY YOU

- 1** Pay just £3.84 an issue!
- 2** Every magazine includes  **BRM TV**
BEST OF RAILWAY MODELLING
- 3** Zoom function
- 4** Extra layout pictures
- 5** Online magazine storage
- 6** Exclusive video
- 7** Bonus articles
- 8** Free magazines
- 9** Amazing picture quality
- 10** Early on-sale date
- 11** Buy single issues, back issues or subscribe
- 12** Read on your tablet, mobile, laptop or desktop computer

VISIT: www.brmm.ag

NEED THE DIGITAL

BRM
BRITISH RAILWAY MODELLING

**REVIEWED: LOCOMOTION'S
0-6-0T 'TERRIER' *BOXHILL***

BRITISH RAILWAY MODELLING

BRM
JANUARY 2021

R/C IN '00'...



... IT'S POSSIBLE! READ HOW!

OUT OF THIS WORLD

CAPTURING THE ATMOSPHERE OF STEAM'S TWILIGHT IN
THE NORTH WEST WITH THIS ALL-NEW MPD LAYOUT



1 BONUS
LAYOUT

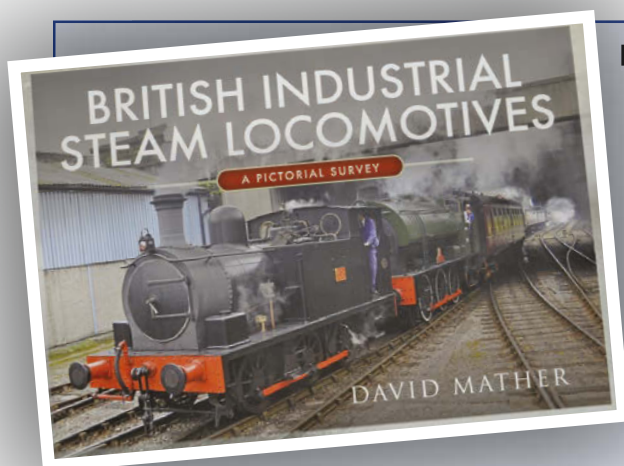
INCLUDES
BRM TV
BRITISH RAILWAY MODELLING

2 BONUS
FEATURES

6 EXCLUSIVE
VIDEOS

33 EXTRA
GALLERY
IMAGES

/brmdigitalreasons



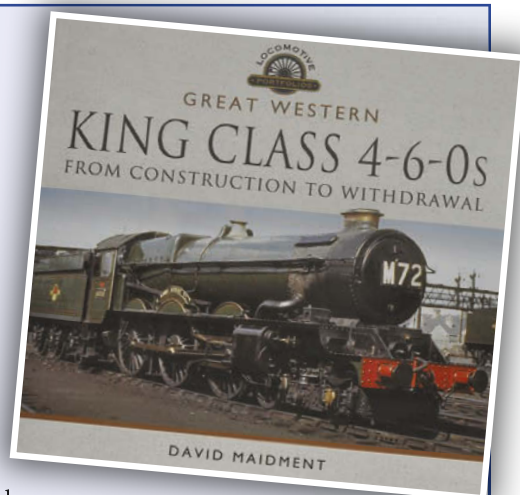
BRITISH INDUSTRIAL STEAM LOCOMOTIVES, by David Mather, Pen and Sword. PRICE: £25.00

Among the usual many new titles from Pen and Sword this month, I've chosen a couple to review. The first is a beautifully-illustrated presentation illustrating the relatively small (and not so small) steam locomotives operated by all manner of industries, including coal mines, steel works, breweries, engineering works, power stations, dockyards, mineral lines, gas works, as well as on some systems abroad. Later life preservation is also given due prominence. All the major (and some minor) manufacturers' work is shown in all manner of guises – at (hard) work, some rotting remains in dereliction (a heavy-weatherer's delight!) and, as mentioned, in shining preservation. The variety is incredible; there are some steam cranes illustrated, too, though not all are really 'locomotives'. The reproduction is of a high-quality, all printed on good-quality stock. The captions are extended and accurate. At a time

when the RTR manufacturers are looking at producing more non-BR steam locomotives (though many ex-BR locomotives were sold into private industry), this book will be of great use for those who wish to model the 'industrial' scene. It's a handsome addition to any railway enthusiast's library and, as already stated, especially to those who make models. Although, I admit, the industrial scene is not my greatest interest, I found it fascinating; and, at the price, excellent value for money, and thoroughly-recommended.

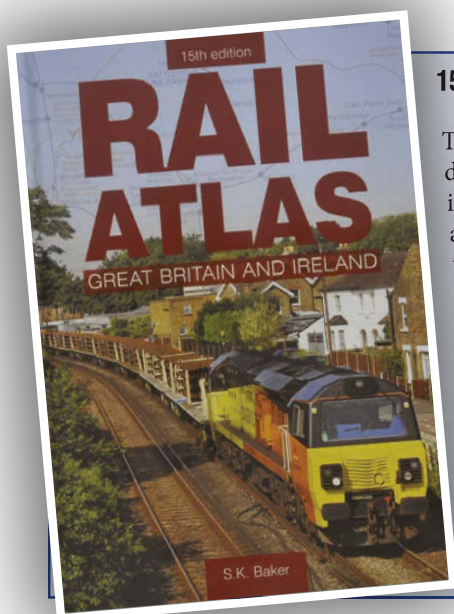
GREAT WESTERN KING CLASS 4-6-0S FROM CONSTRUCTION TO WITHDRAWAL, by David Maidment, Pen and Sword. PRICE: £35.00

The second offering from Pen and Sword reviewed this month concerns the GWR's most-powerful express passenger locomotives, the 30 celebrated 'Kings'. The author has written many books for this publisher describing various locomotive classes (there's also one from him on Drummond's passenger and mixed traffic locomotives), following the same format of high-quality landscape presentation in black and white and colour. The reproduction is generally very good, with everything printed on good-quality stock. The whole story of this long-lived class is told in ten chapters, including a fascinating personal insight into some of their running when the author was a young man in the late-'50s/early-'60s (I can claim nothing so instructive, only having seen the 'Kings' at Shrewsbury, late in their lives when they weren't taken off the principal trains at Wolverhampton, and I never travelled behind one in general service). Like other volumes written by the author, it's comprehensive and accurate and will prove of immense help to model-makers in every scale/gauge. Indeed, I'd put it as one of the principal books on the class; a fitting complement to the other established works. As with many famous steam classes, they were probably at their best towards the ends of their lives, especially when all were fitted with double chimneys and improved superheaters. Their restricted RA meant that they ended their days on the duties for which they were designed, with just a final 'excursion' into South Wales and north of Wolverhampton. All these final stories are well-told, and it's finished with a lugubrious chapter on the class's disposal, though the story of the three in preservation continues. There are also useful logs, tables and drawings included. All in all, a must for lovers of this great class; indeed, for all enthusiasts everywhere. Entirely recommended.



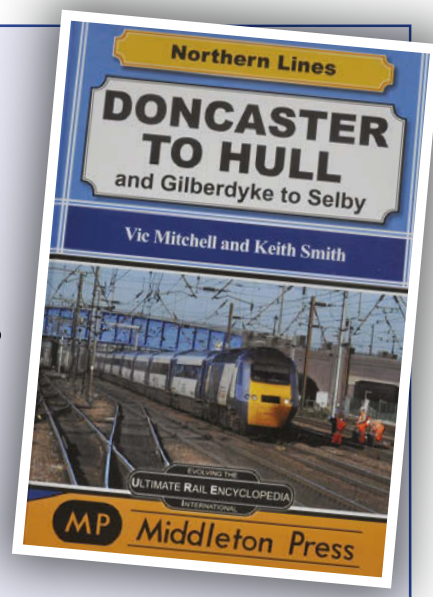
15TH EDITION RAIL ATLAS GREAT BRITAIN AND IRELAND, by S K Baker, Crecy. PRICE: £20.00

This is a fitting, final tribute to the compiler/cartographer of this invaluable work because Stuart Baker died last year. I'm told it's used by professional railwaymen (and women), and I'm not surprised because it's a vital source of reference. It's not just heavy rail lines that are drawn but also underground systems and tramways, as well as freight-only and preserved lines. 'Comprehensive' is an understatement! All the maps are beautifully-clear and unambiguous, with insets/expansions where necessary for the more complex areas (London/Greater London gets 24 pages!). With its 152 pages, including a near 26-page index, it really is the clearest mapping I've seen of our current home railways. Though in comparison with the pre-Grouping atlases I've got, the contraction in lines is enormous, it's very encouraging to see new lines and proposed/reinstated lines included, which makes for an exciting future indeed. And, for those who think that our railway system isn't as vast as wide-ranging as before, HS2 and the likes of the proposed reinstatement of the Waverley route bode well for the railways. This volume is a worthy complement to all the other rail atlases, particularly to those which show the full extent of what Britain's railways used to be like. It should be on all enthusiasts' bookshelves, it's beautifully-done and exceptional value for money.



NORTHERN LINES DONCASTER TO HULL AND GIBERDYKE TO SELBY, by Vic Mitchell and Keith Smith, Middleton Press. PRICE: £18.95

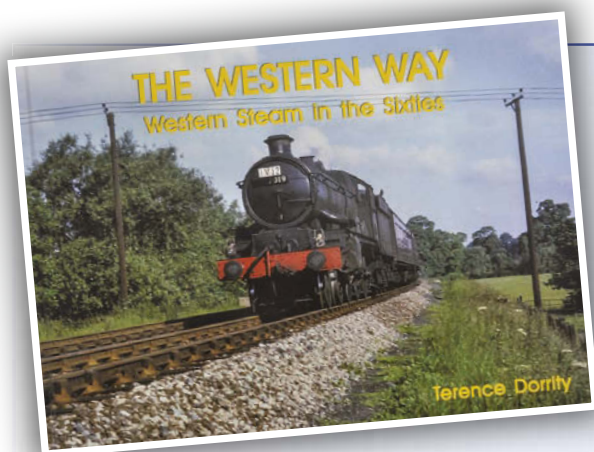
I've mentioned this before, but I find it more and more difficult to say anything original about this vast series when I write my reviews on individual volumes. All follow the tried and trusted format of comprehensively describing the title's routes using good-quality photography, sometimes extended (and accurate) captions, from pre-Grouping times to virtually the present day, with a selection of clear maps, timetables, tables, tickets and ephemera. As usual, it'll be of great use to modellers, especially those whose interest is in earlier times, where complex track formations and mechanical signalling installations are present. Indeed, some of that signalling illustrated lasted until 2018, so it's of interest to those who model Class 66s and modern DMUs as well. I mention 'accurate' captions, but I feel more could have been made of some. For instance, in Fig.117 we're shown an A1 at Selby 'some time in the 1950s'. That's not wrong, but by observing the position of the locomotive's front numberplate and the emblem on the tender, it could be narrowed down to 1956/'57. In Fig.93, we're shown a D11 leaving Hull Paragon for Doncaster and we're told that 'The white windows (in the carriages) are to hide toilet compartments'. That's true, but why not mention that those white windows are in a Tourist arctic twin TO/TO? One thing I find odd is that, although the various locations are numbered on the contents' page, those numbers don't appear on the pages themselves.



THE WESTERN WAY WESTERN STEAM IN THE SIXTIES, by Terence Dorrity, Irwell Press. PRICE: £25.95

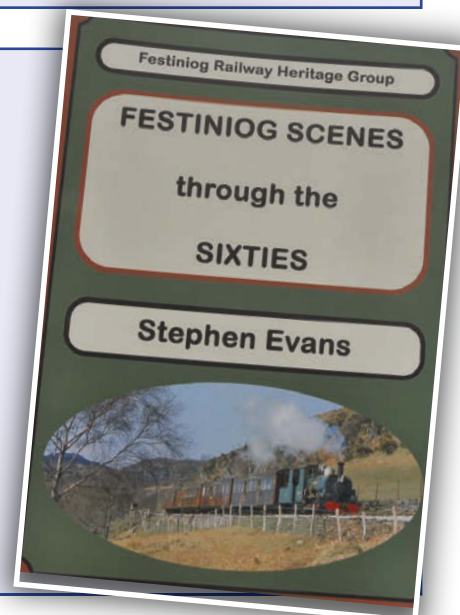
I found this delightful pictorial book a splendid antidote to Christmas television. In its full-colour 128 pages, there are wonderful scenes showing a vast variety of ex-GWR motive power on all manner of duties including express passenger work, local passenger jobs, goods trains, on shed and in works and on enthusiasts' specials and excursions. All the pictures are printed to a high standard on good-quality stock, as is Irwell's usual way. The geographical spread is quite wide, though (as far as I can see) there is nothing at the WR's western and northern 'extremes'. The author was brought up in the Stratford-upon-Avon area so most of the scenes are around there, but are still very interesting nonetheless. Strangely, no pictures of 'Kings' are seen on normal duties on the Birmingham road, but there are plenty of

'Castles' to compensate for that. For modellers, it's invaluable, especially for those who contemplate weathering their creations; on occasions 'heroically'! There's an interesting section on photography, where the author describes the cameras he used to capture these evocative images. He certainly showed considerable expertise in his picture-taking, as the results in this volume show. I'm sure it'll find a home in most enthusiasts' libraries (deservedly so), but just one (minor) criticism. Why do so many authors today not know that none of the seasons is a proper noun and, thus, should not be prefixed by a capital letter? Thoroughly recommended.



FESTINIOG SCENES THROUGH THE SIXTIES, by Stephen Evans, the Festiniog Railway Heritage Group. PRICE: £15.00

Another volume showing scenes from the decade of 50/60 years ago, but very different in what it depicts. In fact, I don't think I've ever seen such a wide range of photographs illustrating one of the pioneering preservation movements. Acting as a volunteer, the author was given access to all sorts of activities, giving him numerous photographic opportunities that he exploited to the full. Considering his relative youth, he mastered photography very quickly, with the wonderful results displayed in full, mainly in black and white, but with some colour. It's an evocative period, well captured, but now disappearing into history (as was BR steam contemporaneously). Speaking of BR steam, how nice to see some shots of Bill Hoole, late of driving A4s at high speed on the ECML? I wonder, was he more careful on the narrow gauge? For modellers, it'll prove to be invaluable, whatever the chosen period. Though narrow gauge is not my main interest, I did visit the line during the period depicted and many memories were revived (though I'm far too indolent to have been a volunteer). All in all a joy to browse through and incredible value for money.



LEGACY MODELS PowerPoints

Wire-Free Baseboard connections

Easily installed, super-accurate alignment dowels that remove the need for wires

DCC thinking outside the square
concepts

Designed from the ground-up for the average user with average skills... Designed to be simple to install & easy to use. Designed to take away problems & to simply do a job that needs to be done... but has never been possible before without adding yet more wires, mounting connectors and making leads that inevitably fail or get lost just when you need them!

PowerPoint dowels are a dream come true. Highly accurate, they can both transmit track power and perfectly align your baseboards. All of the electrical parts are gold plated too, so they'll never fail you!



PowerPoints can comfortably handle far more power than a DCC System can deliver, so you will only need to use one pair to reliably transfer power between average baseboards.

LM-PP.2
2 pairs of PowerPoints

LM-PP.4
4 pairs of PowerPoints

Need more? PowerPoints are the perfect partner to DCCconcepts alignment Dowels. To install either, you will need both 13mm & 19mm Spade-type drill bits

DCC thinking outside the square
concepts

Ph +44 (0) 1729 821 080 * sales@dccconcepts.com * www.dccconcepts.com

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 * 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 * Gaugemaster * Metcalfe
Heljan * Graham Farish * Dapol * Woodland
Scenics * Kato * Walthers * Kadee * Expo
Noch * Oxford Diecast * Kestrel * Atlas
Oxford Rail and much more

www.kgrmodels.com

68 High Street, St Mary Cray, Orpington, Kent, BR5 3NH

Tel 01689 891668 email sales@kgrmodels.com

Web, Telephone and Exhibition Sales



Wren - Accucraft 7/8th's scale live steam



Farish N gauge



Broadway HO sound PRR K4



LGB 23530 Rbh G4/5 Steam Locomotive

Illustrated Catalogues Inc. post

00, 009 (1/76th).....£6.50 in colour
N Catalogue (1/148th).....£5.50 in colour
O Catalogue (1/43rd).....£4.50 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 Cricket Figures £10.50, Score Board £4.65,
Sight Screen £8, Wharfside/Platform lattice crane £15.30
72ft holiday canal boat £41.10
Loads of kits in our illustrated colour catalogue**

8 assorted Sailors	£ 7.50	Painted Cub Camp 1 tent & assorted 8 figures	£ 21.60
3 Council Workers and Hand Cart	£ 8.30	Painted 8 Assorted Sailors	£ 20.20
10 Seated Spectators	£ 7.90	Painted Seated Spectators/figures (5 assorted)	£ 13.00
6 Ass Boilermakers/loco repair figs	£ 6.05	Painted Loco Repair Crew/Boilermakers	£ 15.10
6 Assorted Bus Drivers & Conductors	£ 6.05	Painted Bus/lorry driver and conductors	£ 15.10
Bicycle and Riding Figure	£ 3.55	Painted AA Box (incl colour artwork for 50 or 70's)	£ 11.20
AA phone Box Circ '47on & paper artwork (.....	£ 6.40	Painted RAC Box (incl 50or 70's artwork)	£ 11.20
RAC Phone Box & paper artwork (.....	£ 6.40	Painted 6x Fisherman/Trawlerman - Painted	£ 15.15
6 x Fishermen / Trawlermen	£ 5.85	Painted Quayside Figures & Equipment - Painted	£ 15.50
Quayside Figs, lobster pots, fish trays	£ 5.85	Painted Forrester Figures and Equipment - Painted	£ 15.15
Foresters, cut saw, chainsaw, log split	£ 6.30	Painted 6 x assorted Coal Miners	£ 15.15
Country Garage (incl folding doors)	£ 41.35	Painted Washing Line and figures	£ 13.25
6 Assorted Coal Miners Set 1	£ 5.85	Painted Pallet Truck and 4 pallets weathered	£ 10.25
6 Coal Miners and Equipment Set 2	£ 5.85	Painted Relaxed Loco Driver + fireman (4 figs)	£ 11.25
8 Hydraulic Pit Props in Use (4 covered 4 open)	£ 5.25	Painted Beekeepers & Beehives (3 white boxes)	£ 12.10
8 closed hydraulic Pit Props (use in yard)	£ 5.25	Painted Coalman carrying sack, coalsacks and scales	£ 10.50
Washing Line, Washing & 2 Figures	£ 5.85	Painted 'Wheeler' rubbish bins x 4	£ 8.85
10 Loco Lamps (square & round)	£ 4.05	Painted 4 x Postman & one Bicycle	£ 13.00
Ass Loco Vacuum Pipes	£ 4.05	Painted 60ft Seated Passengers set 1	£ 15.15
Working street lamp kit square globe&LED	£ 6.50	Painted 60ft Seated Passengers set 2	£ 15.15
Working station lamp kit Octagonal globe&LED	£ 6.50	Painted 60ft Seated Passengers set 3	£ 15.15
4 Pallets & 1 Pallet Truck	£ 5.60	Painted 8 Ass Walking Women	£ 20.20
6 x Dented/Crushed Oil Drums	£ 4.90	Painted 8 x assorted Walking male figures	£ 20.20
4 Relaxed Loco Crew	£ 5.10	Painted 4 x Track Repairs track strighteners	£ 11.25
Burning/Glowing Oil Drum working kit incl LED	£ 5.10	Painted 4 Drunks-lying, kneeling	£ 11.25

Cliff Railway Incl coaches & motorizing	£ 127.40	Painted Funeral Scene	£ 10.45
Suburban Station building	£ 19.30	Painted Wedding Scene	£ 20.40
Stained glass windows - small	£ 5.60	Painted Cricket Game	£ 30.10
Drain & Manhole Covers (brass)	£ 4.10	Painted Church Notice board & crucifix	£ 8.40
10 Oil Drums	£ 3.85	Painted Lrg Wooden (Oak) Barrels x 4	£ 6.85
2 rowing boats & fisherman	£ 5.50	Painted Flower tubs and water butt	£ 8.50
Country Garage (incl folding doors)	£ 19.95	Painted Terracotta Chimneys (12x (3 types))	£ 5.60
3 Harnesses Horses	£ 4.35	Painted Welding Figures & Equipment	£ 9.80
2 Unharnessed horses	£ 3.10	Painted Relaxed Loco Crew x 2	£ 4.50
Loco Crew Driver & Fireman	£ 1.95	Painted 5 Gardeners and equipment	£ 12.95
Waterfowl-4 Swans & 4 Ducks	£ 3.65	Painted 9 x Ass Standing Figures platform etc	£ 20.20
Washing Line & Figure	£ 3.85	Painted 4 Pallets and pallet truck	£ 9.60
6 Assorted Cows	£ 5.20	Painted 4 Beehives and 2 beekeepers	£ 12.95
Wild Animals-foxes,rabbits,badger,squirrel	£ 3.65	Painted 6 Bulk Building Bags sand	£ 7.90
8 Seagulls- 5 flying, 3 standing	£ 3.65	Painted 6 ass Rock Climbers	£ 13.45
6 Assorted Dogs	£ 3.40	Painted 40ft Highland Cattle	£ 9.05
Hunt Scene-4 horses & riders 8 hounds	£ 7.50	Painted Fire Fighters 50's	£ 13.45
Working Men 1 on Ladder & 1 on trestle	£ 4.95	Painted 6 Ass Trawlers & Fishermen	£ 13.45
8 Pigs	£ 3.65	Painted 8 Guards Marching	£ 20.40
8 Sheep	£ 3.65	Painted 100ft Guards Marching Band	£ 23.80
10 Chickens	£ 3.65	Painted Cub Scouts in Camp	£ 28.00
2 Shire Horses	£ 3.10	Painted 6 Seated Passengers/Figs.Set 1	£ 13.45
Pub/Cafe Scene	£ 6.40	Painted 6 Seated Passengers/Figs.Set 2	£ 13.45
Funeral Scene	£ 4.70	Painted 6 Platform Station Staff	£ 13.45
White Wedding Scene	£ 4.90	Painted 3 Canoes and Figures	£ 12.95

N Scale Kits
4 Seats and
figures £3.75
1ton Yard Crane £5.50





1970



RAILS OF SHEFFIELD

2020



railsofsheffield.com

NEW! N GAUGE**Revolution**
trains**DRAX POWER IIA-D BIOMASS HOPPERS - TWIN PACKS**

Featuring NEM couplers, highly detailed bodies with a host of separately fitted details including hopper roof door opening rams, control gear and brake equipment, and will be available in a range of numbers and liveries.



CREDIT: DAVE KIRWIN

EXCLUSIVE Twin Packs, Unique Running No's: - Original Drax Power livery
- Drax Northern Powerhouse livery - Drax Renewable Pioneer livery

PRE-ORDER NOW! £79.95 6 TWIN PACKS AVAILABLE**NEW PRODUCT!**
CRAFTED FOR RAILS BY DCCconcepts**CONNECT**
DCC DECODERIT'S TIME TO CONNECT WITH
THE NEXT GENERATION
OF DCC DECODERS

RoS-218	£19.95	RoS-8D	£19.95
- OO/HO Decoder perfect for 21 pin, 8 pin and hard-wire installation 6 powered functions		- OO/HO 8 pin direct plug decoder for DCC-ready locomotives 4 powered functions	
RoS-6D	£19.95	RoS-8HP	£24.95
- N & Small HO/OO 6 pin direct plug decoder for DCC-ready locomotives 2 powered functions		- High Power decoder for 8 pin and hard-wire installation into older OO/HO or modern O gauge locomotives 4 powered functions	

IN STOCK NOW!!! SEE WEBSITE FOR DETAILS**ALSO STOCKED AT BARGAIN PRICES!**

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...

Like us on:



railsofsheffield



railsofsheffield



railsofsheffield



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).

N GAUGE**Sonic** Models**Revolution**
trains**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**.

**EXPECTED SOON!**
See website for details

S2101-01 - 5637. BR lined green.	S2101-05 - 5616. GW unlined green.
S2101-01A - 5643. BR lined green.	S2101-06 - 5623. GW unlined green.
S2101-02 - 6681. BR lined green weathered.	S2101-06A - 6671. GW unlined green.
S2101-03 - 5633. BR unlined green.	S2101-07 - 5609. GW unlined green.
S2101-04 - 6639. BR unlined black.	S2101-08 - 6602. BR unlined black.
S2101-04A - 5619. BR unlined black.	S2101-09 - 5644. GW Unlined green.

PRE-ORDER NOW! £109.95 12 VERSIONS AVAILABLE**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	£11.95 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 NICKLE 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	£12.50 each
SL-700BH	12 YARDS O GAUGE FLEXIBLE NICKLE 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

SEE OUR WEBSITE FOR FULL LISTINGS INCLUDING SPECIAL OFFERS & GREAT DEALS!!

www.railsofsheffield.com

2 STORES, 100'S OF ITEMS ADDED DAILY
RAILS-SHEFFIELD RAILS-VAULT

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

info@railsofsheffield.com

railsofsheffield

railsofsheffield

railsofsheffield

railsofsheffield

Corporate Partners of

RAILWAY MUSEUM



RAILS OF SHEFFIELD

railsofsheffield.com



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@RAILSOFSHEFFIELD.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: BRM2021

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436 Fax: (0114) 255 5982

✉ info@railsofsheffield.com

▶ [railsofsheffield](https://www.youtube.com/railsofsheffield)

f [railsofsheffield](https://www.facebook.com/railsofsheffield)

🐦 [railssheffield](https://twitter.com/railssheffield)

📷 [railsofsheffield](https://www.instagram.com/railsofsheffield)

Corporate Partners of

**RAILWAY
MUSEUM**



RAILS OF SHEFFIELD

railsofsheffield.com



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

BRING, SEND OR COLLECT

either visit the shop, send us your
items, or for larger collections we will
arrange collection for you



STEP
03



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**

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@RAILSOFSHEFFIELD.COM

FOR MORE DETAILS see our website: railsofsheffield.com/wanted

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436 Fax: (0114) 255 5982

info@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)

Corporate Partners of

**RAILWAY
MUSEUM**



RAILS



EXCLUSIVES

OO GAUGE MODELS

See the website for full details:

NEW!
ONLY
£30
DEPOSIT



LNWR IMPROVED
PRECEDENT

CLASS 2-4-0

3 VERSIONS AVAILABLE

PRE-ORDER NOW! £220 DCC READY

WAINWRIGHT
D CLASS

6 VERSIONS AVAILABLE



LOCOMOTION
MODELS



Secure
yours for
**ONLY £30
DEPOSIT**

**PRE-ORDER
NOW!**



DERBY/SULZER TYPE 4

CLASS 45's

BR DIESEL LOCOMOTIVE

**2 VERSIONS
AVAILABLE**



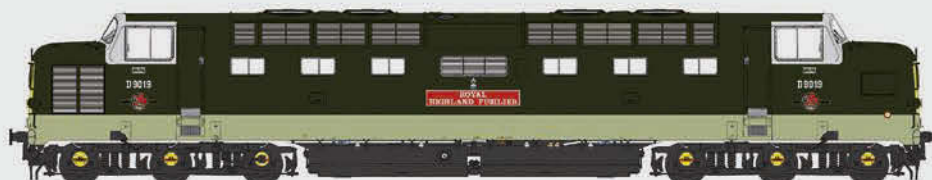
PRE-ORDER NOW! £169.00 Secure yours for **ONLY £30 DEPOSIT**

CLASS 92's

2 VERSIONS AVAILABLE

accurascale

PRE-ORDER NOW!
£159.99-£249.99
ONLY £30 DEPOSIT



NEWLY TOOLED

DELTIC

6 VERSIONS AVAILABLE

accurascale

PRE-ORDER NOW! £160-£250 Secure yours for **ONLY £30 DEPOSIT**

**IN
STOCK
NOW!**

**SELLING
FAST!!**



DRS Minimodal
**CLASS 33/0
TWIN PACK**

AVAILABLE NOW! £279.50



Please see our website for latest
availability and expected arrival dates

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436 Fax: (0114) 255 5982

✉ info@railsofsheffield.com

▶ railsofsheffield

f railsofsheffield

🐦 railssheffield

📷 railsofsheffield

Corporate Partners of
**RAILWAY
MUSEUM**

COLLECTION

railsofsheffield.com/exclusive

OO GAUGE MODELS

SEE
WEBSITE
for more
EXCLUSIVES
& details!

HORNBY
MODEL RAILWAY
Awards
2019
HORNBY
MODEL RAILWAY
Awards
2018
RETAILER OF THE YEAR!



CALEDONIAN RAILWAY BLUE MCINTOSH

812 CLASS 0-6-0

5 VERSIONS AVAILABLE

PRE-ORDER NOW! £179.95-£199.95
Secure yours for **ONLY £30 DEPOSIT**

NORTH EASTERN RAILWAY ELECTRIC AUTOCAR

3 VERSIONS AVAILABLE



PRE-ORDER NOW! £199.95
Secure yours for **ONLY £30 DEPOSIT**



BR GAS TURBINE CLASS

18000

3 VERSIONS AVAILABLE

PRE-ORDER NOW! £199.99
Secure yours for **ONLY £30 DEPOSIT**



NO.37610 CLASS 37/6

HNRC BR BLUE DIESEL LOCOMOTIVE
(WRAP AROUND YELLOW NOSES)

accurascale



PRE-ORDER NOW! £169.99-£259.99 - Secure yours for **ONLY £30 DEPOSIT**



TWIN PACK

43238 'NRM 40' POWER CAR

CLASS 43 LNER HST

43302 'WORLD SPEED RECORD' TRAILER CAR

N
GAUGE
MODEL

dapol
Model Railway Company

O
GAUGE
MODEL

NO.779 'EVENING STAR' CLASS 66 GBRF BR GREEN LIVERY

DCC READY / DCC FITTED / DCC SOUND VERSIONS

PRE-ORDER NOW! £325-£475

dapol
Model Railway Company



CREDIT: D.J.H. PHOTOGRAPHY

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436 Fax: (0114) 255 5982

✉ info@railsofsheffield.com

📺 railsofsheffield

🌐 railsofsheffield

🐦 railssheffield

📱 railsofsheffield

Corporate Partners of

RAILWAY
MUSEUM

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

Underwritten by
ansvar
insuring the heart of your community

magnet
insurance

SPECIALIST MODEL RAILWAY COLLECTION INSURANCE

from £67.20* per annum

Full policy terms and conditions available at:
www.modelrailwayinsurance.co.uk

*Based on sums insured of £12,500

Our Model Railway Collection
Policy is designed for individuals
who own and/or exhibit their own
Model Railway, including Garden
Railways and Model Railway Engineers
(up to a track width of 7.25 inches/185mm).

The policy provides cover anywhere in the UK
at any location, including in transit and whilst at an
exhibition. Optional cover can be added to include
Public Liability for ride-on passenger carrying
locomotives and rolling stock.

We also offer:
Exhibition Insurance
Club or Society Insurance

Call us on
01636 858249



www.modelrailwayinsurance.co.uk
Newark Beacon, Cafferata Way, Newark, NG24 2TN
Authorised and regulated by the Financial Conduct Authority



MARCWAY POINTWORK

PROFESSIONAL
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 00 Gauge or EM GAUGE POINTS

36" Radius Points Left or Right Hand	£29.50
48" Radius Points Left or Right Hand	£29.50
54" Radius Points Left or Right Hand	£29.50
72" Radius Points Left or Right Hand	£29.50
Catch points Left or Right Hand	£19.99
48" Radius Double Junction curved through diamond L or R	£255.00
48" Radius Double Junction straight through diamond L or R	£255.00
Diamond Crossing 48" radius angle	£69.50
Double Slip Point 48" radius angle	£120.00
Single Slip Point 48" radius angle	£39.00
36" or 72" Radius wye points	£29.50
36" or 54" Radius 3 way points (offset)	£105.00
Tandem 3 way points Left or Right hand	£105.00
36/28" Radius curved points Left or Right	£59.50
54/66" Radius curved points Left or Right	£59.50
Double track cross overs facing RH or trailing LH	£110.00
Scissors cross over	£325.00
Introductory offer 4 x 36 or 48 radius points LH & RH	£108.00
Layout planner full size photo states of 00 or EM ranges	£6.25
Injection moulded flex track to match OO (offset) box 10 yards	£39.50
Injection moulded flexible track to match EM box of 10 yards	£39.50
Special metal fish plates (pack of 24)	£3.99

MARCWAY GAUGE 1 POINTS

10" radius points Left or Right hand	£99.00
15" radius points Left or Right hand	£99.00
Diamond crossing angle to suit either of above (specify)	£150.00
Double slip point angle 10" or 15" (specify)	£250.00
Single slip point angle 10" or 15" (specify)	£190.00
3 way points angle 10" or 15" (specify)	£250.00
Tandem 3 way points Left or Right hand	£255.00
Y points 10" or 15" (specify)	£135.00
15" / 10" radius curved points Left or Right	£150.00
Double track crossing facing (RH) or trailing (LH)	£425.00
Scissors cross over	£750.00

MARCWAY 0 Gauge POINTWORK

48" Radius Points Left or Right Hand	£55.00
60" Radius Points Left or Right Hand	£55.00
72" Radius Points Left or Right Hand	£52.50
90" Radius Points Left or Right Hand	£57.00
108" Radius Points Left or Right Hand	£57.00
Diamond Crossing 72" Radius angle	£79.00
Diamond Crossing 108" Radius angle	£79.00
72" Radius double junction with one road curved for 72" angle	£79.00
72" Radius double junction with straight diamond	£275.00
Double slip point 72" radius angle	£145.00
72" Radius scissors crossover	£350.00
72" Radius double track crossover facing (RH) or trailing (LH)	£135.00
NEW 48" Radius scissors crossover	£350.00
NEW 48" Radius double track crossover facing or trailing	£135.00
Double slip point 72" radius angle	£145.00
Double slip point 72" radius angle	£125.00
Double slip point 108" radius angle	£150.00
Single slip point 108" radius angle	£130.00
72" / 48" radius curved points Left or Right Hand	£79.00
90" / 60" radius curve points Left or Right Hand	£82.00
108" / 72" radius curve points Left or Right Hand	£85.00
72" radius Y point	£55.00
Catch points Left or Right Hand	£29.95
72" radius 3 way point (equal)	£130.00
108" radius 3 way point (equal)	£130.00
72" radius off set 3 way point	£130.00
72" / 48" radius tandem 3 way points left or right	£135.00
108" / 72" radius tandem 3 way points left or right	£135.00
9" 6" 5" curved tandem 3 way point left or right hand	£150.00
Flexible track 10yd box injection moulded plastic base high detailed	£60.00
Introductory offer: 4 x points 48" or 72" radius	£200.00
Bullhead Rail joiners packet of 24	£3.99
Point lever with built in spring device	£4.75

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

MARCWAY SCALE FLEXIBLE TRACKS

Injection moulded plastic based. Finely detailed and proportioned to capture bullhead trackwork of the British Steam Era
0 Gauge 0 Track 1258ft Rail Nickle Silver, Box of 10 yards.....£60.00
J Scaleway 00 Track 758ft Nickle Silver Rail, Box of 10 yards (Special Offer).....£39.50

MARCWAY SCALE MODELS

0, 00,
EM & 4 gauges

POSTAGE EXTRA
0114 244 9170
Orders by phone with credit or debit card. No cheques or postal orders / phone Marc

PCB, SLEEPING,
RAILS, TEMPLATES,
GAUGES, KITS ETC



NEW OBSOLETE 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-4pm CLOSED WEDNESDAYS
Phone, Fax or Post your order. marcway.co.uk • marcway.net has full Marcway Pointwork list
HORNBY & SCALEXTRIC MAIN AGENTS Peco - Farish - Gauguemaster - 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



N Gauge Society

Five good reasons to be a member

1) Six full colour
Journals per
year



2) The biggest range of
wagon kits anywhere



3) Exclusive
Products



4) Free Helpline
if you have a
problem

5) Meet other members via the
extensive Area Group network



For an introductory pack giving details of membership benefits plus a sample Journal, please send £1.50 (£2.50 overseas) to:
Dept BRM, 52 Gainsborough Road, Wallasey, Merseyside CH45 8PT

www.ngaugesociety.com

Download the World of Railways
Guide to Steam Modelling

JUST £4.99

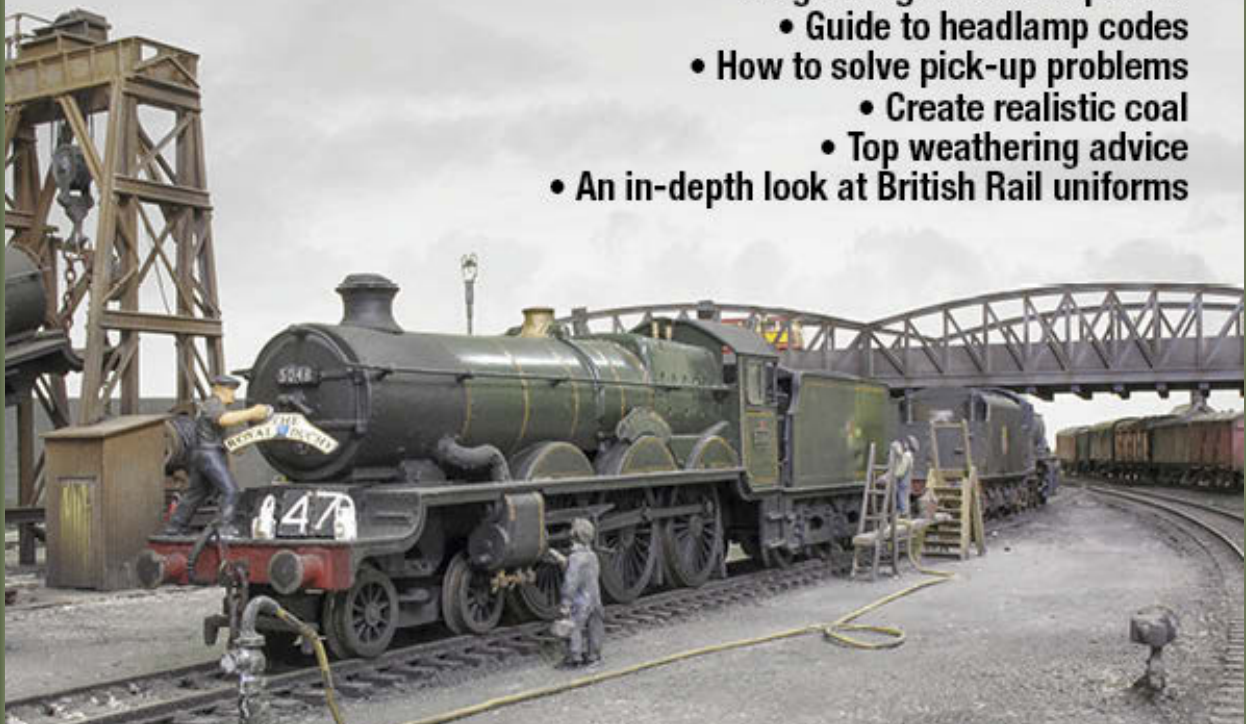
www.brmm.ag/steamdigimag

WORLD OF RAILWAYS

**GUIDE TO
STEAM MODELLING**
6 layouts in 00, N, O and P4 gauges

Also inside:

- Signalling with Semaphores
- Guide to headlamp codes
- How to solve pick-up problems
 - Create realistic coal
 - Top weathering advice
- An in-depth look at British Rail uniforms



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



**MODELS TRAINS & ACCESSORIES
WE SELL ALL MAKES, MODELS & ACCESSORIES**

RAILWAY CONDUCTOR



Also Die Cast – Radio Controlled – Toys – etc.

T: 01327 439736 • M: 07961 757094

E: jonathan@therailwayconductor.co.uk

www.therailwayconductor.co.uk

Unit 2, The Old Dairy Craft Centre, Upper Stowe,
Nr Weedon off A5, Northamptonshire NN7 4SH

**Shop is open for click & collect between
Mon-Sat 11am-4pm & Sun 11am-4pm
Please call 07961 757094
to arrange or order online at
www.therailwayconductor.co.uk**



**WE STOCK OO, N, 0, 00-9 & G GAUGE.
TOP PRICES PAID FOR USED ITEMS,
PLEASE CALL TO ARRANGE A VALUATION**



We do repairs, Servicing & DCC Fitting.
We also build layouts to your specifications.



SR Hobbies

From our hobby

To yours

We strive to cover every aspect of your modelling needs whilst
providing a high quality, low hassle product every time. Over 200
of the products in our range are 3D printed.

Tipper Conversion kits



Transform your model
in a few simple steps



facebook.com/S.R.lights.code3s/



@SRhobbies



@Shedringhobbies



SR Hobbies

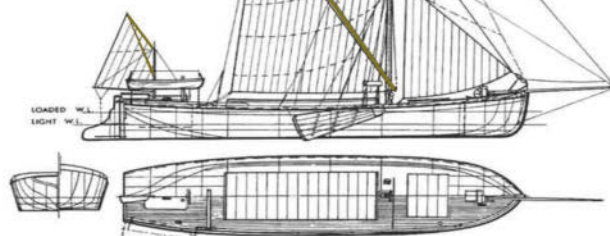


www.shedringhobbies.co.uk

07754 898 640

*Supplying scenic models
For use by
Railway Modellers*

Vintage Miniature Models



**Ready to use Traction Engines £15.00
Various Ship Fittings for
OO and N scale Models**

Model Designers and Diorama makers
Vintage Miniature Models

17 Wycombe St
Darlington
Co Durham
07946 499237

www.vintageminiaturemodels.co.uk

emailgraham.a.eason@gmail.com

All our model ranges are
British made and designed on Teesside
by a Yorkshireman or
Created on Orkney in association with



Peeble Models

W.M. COLLECTABLES

ATTENTION ALL KITBUILDERS AND MODELLERS

I have acquired a lifetime collection of OO gauge 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.

Over 1300 kits are now on the website together with a good range of built kits. Hundreds of "Ready to run" items, mainly Hornby and Bachmann will be added shortly.

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

YouChoos DCC Sound

Isn't it time you dived into the best DCC sound?

BE THERE WITH

**immersive
Drive**



Install guides, inspiration gallery, lighting, smoke, connectors, electronics, DCC systems, SPROG, figures, Ready-To-Run models and much more!

Go online for more information & complete sound database



01380 530530

www.YouChoos.co.uk

info@youchoos.co.uk

"It's the ideal scale, so why didn't it catch on?"

It did.

"It's the ideal scale" is the comment people quite often say when looking at a 3mm scale layout for the very first time. It's smaller than OO so you can get much more layout in a similar sized area and it's larger than N which is sometimes too small to get any real detail, so 3mm really is the 'Ideal Scale'.

The scale (3mm to 1ft) has remained popular since the 3mm Society began in 1965 during the failing popularity of Triang TT, providing support and modelling supplies for its members ever since. So you see, there's every reason to become a member of the Society right now. The ideal scale can be closer than you think!

- Vast stock of parts, kits, track & wheels
- Local group meetings
- Large stock of used items for sale
- Free quarterly magazine
- Annual modelling competitions
- Unequalled technical support



Full details on becoming a member of the Society are on our website or contact the Membership Secretary at mike.carp@blueyonder.co.uk or write to:
8 Springfield Drive, Henbury, Bristol BS10 7PU



THE 3mm SOCIETY

www.3mmsociety.org.uk



www.harburns.uk

P&P £3.00
per order

Harburn Hobbies, 67 Elm Row, Edinburgh EH7 4AQ
Tel. 0131 556 3233 Email: sales@harburns.uk



SS362
Town Clock
£21.58

**HARBURN
HAMLET**
Accompanied Accessories
'OO' Gauge

FL121 Sacks
£5.86



CG217
Sheepfold
£25.85



CG228
Poultry Shed
£18.41



CG219 Corn
Stooks (5)
£9.96



SS359
I.K. Brunel
£21.79

**HARBURN
HAMLET**
Accompanied Accessories
'N' Gauge



HN636
Admin Office
£20.76



HN625
Anderson Shelter
£7.78



HN635
Bothy
£16.68



HN623
Animal Shelters (2) £9.50



HN643
Coal Heap £9.50

Our webshop continues to expand. Go on... take a look!

www.harburns.uk

Mike Pett's Supercast OO & O Gauge Model Railway Figures

NEW MODELS
£2.50 EACH
UNPAINTED

Fireman with loco driver

Michael Portillo & Cameron

Holmes & Watson

NEW STEPHENSON
Builder of the rocket in bronze for our plinth and in period dress

Plinth £9.99 for our historical figures Stephenson, Brunel, Gressley and Fred Dibnah

HAND PAINTED MODELS NEW

'OO GAUGE' £5.50 EACH
'O GAUGE' £10.50 EACH

Cheques payable to: **Mike Pett, 12 Chatham Street, Ramsgate, Kent, CT11 7PP**
Tel: 01843 593417 Mob: 07976 724225 E: mikepettsupercast@gmail.com

NEW

Priest

Fred Dibnah

Moriatti & Policeman

Sir Nigel Gressley

Station Master

P & P 'OO' GAUGE £2.75
P & P 'O' GAUGE £3.75

ADM TURNTABLES
INDEXING DRIVE SYSTEM MANUFACTURERS
www.admturtables.co.uk

ADM TURNTABLES

INDEXING DRIVE SYSTEM MANUFACTURERS
www.admturtables.co.uk

The ultimate Indexing Turntable for OO and N Gauge; plus Bespoke Drive Systems for other gauges.

- Weathered and detailed versions available
- Unique Belt Driven Solution
- Quiet Running System
- Bridge Live Through 360°
- 64 Programmable Positions
- Suitable for DCC or Analogue
- DCC controllable including ITRAIN
- Simple to use Controller
- Easy to Programme
- Full Two Line Digital Display
- Fully Assembled & Tested
- Easy to Install and Operate

SEE WEBSITE FOR MORE DETAILS

ADM Turntables Tel: 01933 411127 Mobile 07770 977867
Email: alastair@admturtables.co.uk Website: www.admturtables.co.uk

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**

9 High Street Mews • 28 High Street
Leighton Buzzard, Beds LU7 1EA
Mon closed (seen by appointment)
Tues-Sat 10am-3pm • Sun closed
01525 854788
www.agrmodelrailwaystore.co.uk
sales@agrmodelrailwaystore.co.uk

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, Gauguemaster, Parkside, Railmatch, Woodland Scenics and many, many more.

DCC equipment from DCC Concepts, ESU, Gauguemaster, 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

ALTON MODEL CENTRE

Monday: Closed
Tuesday to Saturday: 9.30am to 5.00pm
Sunday: see website / call
Tel: 01420 542244
sales@altonmodelcentre.co.uk
altonmodelcentre.co.uk
7a Normandy Street, Alton

C&M Models

1 CROSBY STREET, CARLISLE CA1 1DQ Tel: 01228 514689
Web: <https://candmmodels.co.uk> E-mail: sales@candmmodels.co.uk
Opening hours: Tuesday to Saturday, 10.00 to 16.30

Please note that our stocks are constantly changing and some of the models shown may no longer be available

CAMBRIAN 4mm Wagon Kits

Online shop including prompt worldwide delivery (no VAT outside UK)

C27 BR SALMON long wheel base bogie (load not included)

Also available

C46 BR SALMON short wheelbase bogie

C47 LMS BORAIL BBP - BR SALMON

C88 EWS 50ton Bogie Rail Wagon - YSA/Salmon C28 BR BORAIL ECEB-MB
and many other BR Engineering wagons inc. Catfish, Dogfish and Mermaid

Wheels, couplings, paint and transfers needed. We sell Gibson wheels in OO, EM & P4

Over 100 more kits available from Pre-Grouping to 1990's
See the website for details or send C5 SAE for list.

16mm Narrow Gauge Components are also available

www.cambrianmodelrail.co.uk cmr@cambrianmodelrail.co.uk
01322 515672 2pm-4pm PO Box 85, Greenhithe, Kent, DA10 9DN

Dexter's Cove Models

www.dexterscove.com

Precision laser cut plastic, 3D printed resin components and kits. Free Sample Pack available by email or in web shop

Low relief Building and Resin N gauge box

Bespoke laser cutting and 3D printing services.
Kits and components produced to your designs in plastic, resin and wood
NEW Scooters and Ducati bikes

Phone: 01642 043164 Mobile: 07599892213 Email: info@dexterscove.com

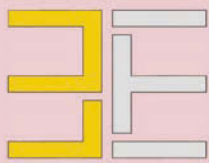
Plastruct

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



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
www.eileensemporium.com

For Materials and Tools

Lead (Sheet, Fluid, Self Adhesive)

Birch Plywood from 0.4mm

Tufnol, Copperclad, Bass Wood Strips

Oils and Greases, Hand Tools

And So Much More

• Visit our webshop www.eileensemporium.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.

- OO and N Gauge
- Free UK delivery
- Personalised options

NOT ONLINE? CALL 07970 977 628 FOR AN ILLUSTRATED PRICE LIST

www.gscales.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

The Train Doctor

**"Lethargic loco?
Temperamental train?
Kaput controller?
Come see the Train Doctor
at Hobby Trax!"**

Have you been told your treasured loco can't be converted to DCC because it's too old? Come see the Train Doctor for a second opinion! We fit where others fail! We carry out DCC fitting and repairs to anything 00 gauge. DCC fitting from £39.95 (inc. decoder) Stay alive capacitors £16.95 Book a repair for £5. No fix, no additional fees!

Call us or search our website for "Train Doctor" for more details.

hobby TRAX

0345 065 4472 www.hobbytrax.co.uk

HOBBYRAIL

Unit 38 Market Village South Parade Sutton Coldfield B72 1QU Tel: 07981 757023

Opening times: Monday to Friday 10.30 to 4.30; Saturday 9.00 to 4.30

We stock major brands including Bachmann Dapol and Hornby. Track and accessories by Peco. Large range of scenic materials, Humbrol paints, modelling materials and glues, Expo tools, Wire Switches etc. Digital decoders and accessories including ESU Loksound.

We also have quality pre-owned locos and stock and offer locomotive repair and servicing and a DCC decoder fitting service.

www.YorkModelrail.com

Precision Laser Cutting

Online shop, selling our unique range of laser-cut scenery detailing and architectural components; helping you enjoy building your railway layouts

Plus affordable bespoke laser-cutting service catering for ALL scales and all model-makers, worldwide.

Price lists available in 0, 00 or N scale if you don't have internet access.

York Modelmaking 01904 400358
Unit 13, Bull Centre, Stockton-on-the-Forest, York, YO32 9LE

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 Modelling 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

MP Middleton Press

Published 30 January

ALNMOUTH TO BERWICK

including the Seahouses and Tweed Dock branches

CHESTERFIELD TO ROTHERHAM
DONCASTER TO HULL
LEEDS TO SELBY AND GOOLE
MANCHESTER TO BACUP

Albums £18.95 **FREE P&P (UK) MAIL ORDER**

www.middletonpress.co.uk

Easebourne Ln, Midhurst. GU29 9AZ T:01730813169 E:sales@middletonpress.co.uk

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



MODEL ELECTRONICS RAILWAY GROUP

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

Please send email to: enquiries@merg.org.uk for more information

MODEL RAILWAY SOLUTIONS

Dorset's Newest Modelling Centre!

- All well known brands stocked.
- Free on-site parking.
- Gift cards available.
- See website for our Modular Baseboard & Helix systems.
- We also purchase any unwanted railway items or collections.



Unit 1, 10-12 Alder Hills, Poole, Dorset. BH12 4AL. Tel: 01202 798068

www.modelrailwaysolutions.co.uk

Email: info@modelrailwaysolutions.co.uk

MonkBar

Model Shop

Established in 1963

Info@monkbarmodelshop.co.uk

2 Goodramgate

York - YO1 7LQ

01904 659423

00, N & O Gauge Model Railways



Open Monday - Saturday
10am - 4.30pm

Online & telephone
mail order welcome

Stockists of Hornby, Bachmann, Graham Farish, Peco, Dapol, Gaugemaster, Ratio, Wills, Woodland Scenics, Metcalfe, Oxford Diecast and many more

monkbarmodelshop.co.uk



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

342 Shirley Road, Southampton, SO15 3HJ

Open Mon - Sat 11AM - 4PM

MORRIS MODELS

NORTH LANCING

80 Manor Road, N Lancing,
West Sussex, BN15 0HD
Tel 01903 754850

www.morris-models.co.uk
info@morrismodels.co.uk

We are between Brighton & Worthing, just off A27 west of Shoreham Airport

BRITISH RAILWAYS



PLUS MANY OTHER RANGES OF SCENIC MATERIALS, BUILDINGS, VEHICLES etc



BICYCLED



OO/HO & N
Cycles & M/cycles
with working
lights!!
See our webshop
for details

Easy free parking!!
Open Mon, Wed, Fri, Sat
9.30 to 2.00

CONTINENTAL RAILWAYS



KX060-OO Low-Relief Industrial Unit
With photo-realistic paper textures & solid MDF cores

LASER CUT OO
SCALE KIT



Choice of signage
and doors included!

Only £7.49 + P&P

scalemodelscenery
.co.uk

Order online or call 01530 456952



☎ 01237 238872

✉ shadylane@live.co.uk

www.shadylanemodels.co.uk

Retailers of Bachmann, Hornby, Peco,
& many other main manufacturers including
Scalextric, Airfix, Woodland scenics.

New & pre-owned stock

Open Monday, Wednesday, Thursday & Saturday 10am to 4pm
11 Grenville st, Bideford, Devon, EX39 2EA

TREE BUNDLE A (LT60100)
A mixed group of 12 model trees suitable for HO / N

£37.69

Web only offer. Saves 10% on the cost of individual trees

www.modelshop.co.uk

Photo etching
Dry transfers
Laser cutting
Resin & metal casting

MODEL MAKING PRODUCTS & SERVICES

Visit → ScaleScenes.com
Download → Print → Build

Card kits that pass closer inspection

The home of quality downloadable card model railway kits since 2005

NEW Arched Retaining wall
Build variable height walls to any length, including left and right sloped versions. ONLY £3.99

Prototypical concave arch infills and soffits

View our large range of N and OO kits and texture sheets

Buy once unlimited prints

ScaleScenes.com

THE HOBBY SHOP
Est. 1988

85 Preston Street. Faversham. Kent. ME13 8NU

www.hobb-e-mail.com 01795 531666 info@hobb-e-mail.com

TOWNSTREET

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
MON TO FRI 2-8PM 01768 88456
MAIL ORDER ONLY

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**

Trains4U.com 27 St. David's Square, Fengate, Peterborough, PE1 5QA
Open Tuesday – Saturday 10:00 – 5:00, Sunday 10:30 – 3:30, Closed Monday

Trains4U Exclusive MOD KFA / PFB WARFLAT – OO Gauge

£35.00 each

Available to pre-order online now at Trains4U.com, by phone, email, or in our Peterborough store

Delivery due imminently

Produced by **CAVALEX Models**

PFB Green with green bufferbeams & jacks
Suitable for 1976 to mid 1990s

KFA, Green with yellow bufferbeams & jacks
Suitable for late 1990s to present day

Tel: 01733 895989 e-mail: Trains4U@BTConnect.com

www.trainstop.co.uk

Shop 20 High St. Knighton LD7 1AT
Tel: 01547520673
Email: sales@trainstop.co.uk

Large range of new and discontinued OO, N and O stock

New shop. More stock. All leading brands.
Busy mail order department.

UK TOY & MODEL AUCTIONS LIMITED

Our next Auction is Monday 22nd February 2021
This Sale will be online only with no public attendance and no viewing.
Auction Starts at 12.00pm

300+ Lots including Hornby, Bachmann, ViTrains, Lima, and 'O' Gauge Fine Scale

Prices achieved at our September 2020 auction

Catalogue & More Information on our Website: uktoyauctions.com
Phone & Commission Bids Accepted

BUYERS PREMIUM ONLY 14%
Internet Bidding Subject to an additional charge of 3%

THINKING OF SELLING?
SELLERS COMMISSION IS ONLY 18% INCLUSIVE (no hidden fee's)
Contact us for more information
Tony Oakes 01270 652773 Martyn McFetridge 07892 870729
enquiries@uktoyauctions.com

CLASSIFIED SECTION

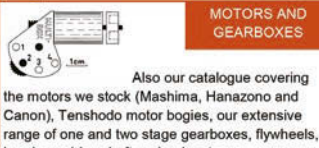
BRANCHLINES

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

Crafty Hobbies

South Cumbria's number one shop for model railways, crafts, and doll's houses.



www.craftyhobbies.co.uk
54 Cavendish Street,
Barrow-in-Furness,
T: 01229 820759

NICK TOZER

RAILWAY BOOKS

BOUGHT & SOLD

Free Railway Booksearch Service

155 Church Street, Paddock,
Huddersfield, HD1 4UJ
Shop now open:
Tue/Wed 11:00-17:00
+ Thu 14:00-20:00
Tel: 01484 518159 (answer machine)
www.railwaybook.com
email: nick@railwaybook.com

High Lane Model Railways

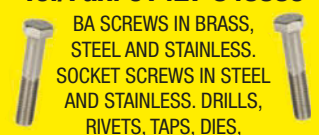
Stockport Indoor Market,
Market Place, Stockport SK1 1ES
Email: info@highlanemodelrailways.co.uk
Tel: 07955 362105

Stockists of
DAPOL • GAUGEMASTER • HELJAN
JAVIS • 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

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 or
PHONE: 01427 848880 FOR FREE PRICE LIST
www.itemsmailorderascrews.com

JACKSONS

Hornby, Bachmann, Graham Farish
Peco, Oxford, Woodland Scenics
and many more...

Visit our new website for the full range
www.jacksonsmodels.co.uk

33 New Street Wigan CA7 9AL
Trucks • Cars • Kits • Planes • Toy Soldiers • Railways • Hobby/Craft
016973 42557 info@jacksonsmodels.co.uk find us f t i n

Mike Pett's Supercast OO & O Gauge Model Railway Figures

New OO Platform Totems



Solid Metal Stand £9.99;
Totem any station name £4.99
YOUR layout name £6.99 (P&P £2.75)
Cheques payable to: Mike Pett,
12 Chatham Street, Ramsgate,
Kent, CT11 7PP
Tel: 01843 593417
Mob: 07976 724225
mikepettsupercast@gmail.com

Model Scenery Supplies

Internet Shopping for all your Scenic Items



Browse our massive range of scenic products with easy to use ordering and fast delivery

RATIO SCENECRAFT WILLS-KITS BUSCH
PECO METCALFE WOODLAND SCENICS

Search... modelscenerysupplies.co.uk

P & D MARSH MODELS

PAINTED OO GAUGE

PDZ31 Lawnmower/barrow/man£7.85
PDZ33 Man fishing from rowboat£9.50
PDZ37 Belishas/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
07730 202270

PAIGNTON MODEL SHOP

Stockist of:
Hornby, Bachmann, Peco,
OO & N gauge, Woodland
Scenics, Metcalfe, Superquick, Airfix,
Scalextric, Ratio, Wills & Scenerama.
Loco Weathering service available.

60 Hyde Road, Paignton,
Devon, TQ4 5BY
Tel: 01803 555882

Email: paigntonmodels@hotmail.co.uk
Website: www.paigntonmodelshop.com

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
Web search: platform 3 models

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,
Brosely, TF7 9FT, UK,
www.SevernModels.com

SPC SIMPLIFIED POINT CONTROLS

www.spc-cov.uk



Want to use less wires?
Struggle with soldering?
Want to use a more reliable system?

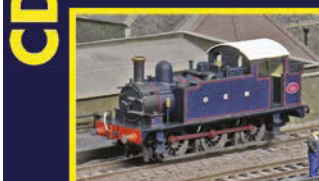
...Then check out SPC TODAY!

Point alignment tools in N gauge & OO Gauge making your point motor easy to fit

We specialise in products that make creating your DC/DCC layout easier.

CD Design

Proudly made in the County of Kent



3d Printed Loco Bodies
from £42.00 (plus P&P)
bespoke numbering service available

To see the full range or order online visit
www.cdc-design.net

Time machine models

Stockists of
PECO, HORNBY &
GAUGEMASTER, OXFORD
DIECAST MODELS ETC.

32 WESTBOROUGH RD,
MAIDENHEAD, SL6 4AR
(just off A4, west of town centre)

Telephone: (01628) 622603
OPENING TIMES: TUES-SAT
11.00am-5.00pm

NORTH WESTERN MODELS

Model Railway Detailing Specialists

Suppliers of Detailing Kits & Accessories in N, OO & O Gauge

www.northwesternmodels.co.uk
0161 494 2738
info@northwesternmodels.co.uk

www.ToppTrains.co.uk

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

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
or contact:
Tel 07966 333605
laurence@tri-angman.co.uk

TUTBURY MODELS

COLLECTABLES **01283 814777** MODELS

UNIT 5, TUTBURY MILL MEWS, TUTBURY, Nr. BURTON-UPON-TRENT DE13 9LS

BASS/WORTHINGTON VENT VAN.....£13.50 (plus £3.00 p&p for either one or two)
 6-WHEEL MILK TANK NESTLÉ 'OO' GAUGE.....£17.50 (plus £3.00 p&p for either one or two)
 BASS/WORTHINGTON GRAIN HOPPER.....£13.75 (plus £3.00 p&p for either one or two)

JOHN DUTFIELD LLP

Wishing you all a better 2021! Gift Vouchers available

Now stocking Cavalex and Accurascale

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 www.johndutfieldmodelrailways.co.uk

OPENING HOURS:
 9.00am-5.30pm
 Mon, Tues, Thurs, Fri and Saturday
 Closed Wed, Sun & Bank Holidays
 All major credit/debit cards accepted.

TRAINS SLOWING DOWN ON GRADIENTS & CURVES?
 Try a TRAX analogue N/OO controller with feedback...

No more jackrabbit starts!
 Our FC-1 walkabout controller is ideal for running older, heavier locos (Dublo, Tri-ang) and new models alike. 14-18V ac in, 0-12V dc out at 1.5A
£33.95 + £4 p/p



www.traxcontrols.com/shop
 or S.A.E. details TRAX CONTROLS,
 112 Sprowston Road, Norwich,
 Norfolk, NR3 4QH

RHUDDLAN MODELS

- Model Railways
- Games Workshop
- Die Cast Models
Corgi - Dinky - Matchbox
- Plastic Kits
Airfix - Revel - Etc

NEW AND USED ITEMS BOUGHT AND SOLD

HIGH ST, RHUDDLAN.
01745 590048
www.rhuddlanmodels.co.uk

Howard Scenic Supplies

See our range of hand made model scenery



www.howardscenicsupplies.co.uk

Pooleys Puffers

MODEL RAILWAY SUPPLIES
 NEW & USED MODEL RAILWAYS

Partnership: David & Anne Poole
 Diecast Models
 Kits & Accessories

382a Jedburgh Court, Team Valley Trading Estate, Gateshead, Tyne & Wear. NE11 0BQ
 Mon - Sat 10am-4pm, Sun CLOSED, Bank Holidays CLOSED
 Please telephone FRI/SAT for opening times. Tel: 0191 4910202/4106386
 Mobile: 07976 519178 www.pooleyspuffers.com e-mail: pooleyspuffers@btopenworld.com

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 • Call: 07921 833469

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

NEXT ISSUE OF BRM ON SALE 25th February

PLASTICS • METALS • SCENICS
 OO & N Scale • Peco • Hornby • Bachmann • Metcalfe • Wills • Ratio • Dapol



SPORTS AND MODEL SHOP
www.sportsandmodelshop.co.uk
 88 High Street, Orpington, Kent SE5 8PP • Based in the Highlands • Phone: 01345 002345

Sunningwell Command Control Ltd.
 4 DCC

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 Email: info@scc4dcc.co.uk



TONYS TRAINS

Open: Tuesday to Saturday
10AM - 5PM (4PM on Saturdays)
 Tel: 01788 543442
 Email: tony@bmail.co.uk
 Web: www.bmail.co.uk
 Studio, The Locks, Hillmorton, Rugby, CV21 4PP
WE BUY YOUR MODEL TRAINS
GOOD PRICES PAID, PLEASE CALL TO ARRANGE A VALUATION



THE HOBBY GOBLIN

STOKE-ON-TRENT
 54 Hamil Road, Burslem, Stoke-on-Trent ST6 1AU
 New special commission 7-plank wagon in OO and O gauge: 'Sneyd, Burslem'

- 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
www.thehobbygoblin.co.uk

Downloadable Model Railway Card Kits
 Instant Downloads Straight to your Computer
from 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 Building kits can be easily re-scaled.

www.3dk.ca

Skytrex Model Railways
 Unit 1 Charnwood Business Park, North Rd, Loughborough, Leics LE11 1LE
 tel: 01509 213789
 For OO Gauge
www.skytrexmodelrailways.com
 For O Gauge
www.ogauge.co.uk
 Free subscription to newsletters! Details on websites

Railways Buses Aviation Canals

DEREK'S TRANSPORT BOOKS
 All Transport Subjects Covered
www.derekstransportbooks.com
 Over 8000 Books in Stock on-line
 Based in the New Forest
 Est. 1995

Shipping Commercial Motoring Vehicles

WEB DIRECTORY

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 • info@3cp-tools.co.uk



3mm Scale Model Railways

Tel: 07449 075365

40 Page Full Colour Catalogue £5
Catering exclusively for TT and 3mm Scale

www.3smr.co.uk

BlackBeetle, BullAnt, Halling, Tenshodo
www.motorbogies.com



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

Bespoke and trade enquiries please call Nigel Julian on
07971 741478 or 01332 781795
email: nigel@airframed.co.uk

AirFramed

Bespoke Glass Display Cases
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

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
H-009-H0
00-0n30-G

01983 406 616 - www.trainshop.co.uk

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 OO rolling stock wheels and our own turned steel wheels for O gauge. For Exhibition sales only, we stock solder, flux and Precision Paints.



58 Dudley Road, Walton-on-Thames, Surrey KT12 2JU

Tel: 01932 245439



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

www.wdmodels.co.uk Like us on Facebook



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 1100-1700 • CLOSED WEDNESDAY AND SUNDAY

TEL: 01207 232545 • www.durhamtrainsofstanley.co.uk • email: durhamtrainsofstanley@gmail.com

Model Railway Developments

We have a new website - new address as below.

Most items are in stock, plus a number of new ones

www.emardee.org.uk



tel 01372 817 504



Tel: 01933 355531
Mobile: 07969 535 699



19 Keats Way, Higham Ferrers,
Northants. NN10 8DQ
Email: sales@hamodels.net



Coach & Wagon Kits • Wheels • Decals • Wagon Loads • Paint & Sundries

Parkside Models • Dundas Models • Cambrian • Slaters • Ian Kirk • Red Panda • Dapol • Kadee • Ratio • Peco
Bullfrog Snot • Modelmaster • Old Time Workshop • Labelle Oils • Alan Gibson • Romford • Seuthie • Smiths
SLATERS 4MM WAGON KITS NOW IN STOCK - RED PANDA EXCLUSIVELY AVAILABLE FROM US

Order on line at: www.hamodels.net or ring us (same day or next day despatch)

Precision Paint & CARRS now available to purchase on Line and Mail Order

Complimentary EM & P4 wheel swops for 4mm Parkside Kits purchased from us

Mercian Models

Visit our website

www.modelrailways.tv

High quality locomotives and rolling stock 4, 7 and 10mm scales (OO, O, 1 and NG)

1A MARKET WAY, HAGLEY, STOURBRIDGE, WEST MIDLANDS DY9 9LT

Telephone: 01562 884800



CONNOISSEUR MODELS

- O Gauge Etched & Cast Metal Kits -
- Locos, Carriages & Wagons -

www.jimmcgeown.com

or Send S.A.E. For Printed Catalogue
1 Newton Cottages, Nr Weobley, HR4 8QX



A RENOWNED SPECIALIST DCC CONVERSION SERVICE

• All scales and budgets • Friendly, reliable service
• Quick turn-around • Servicing and repairs • Weathering
• Resprays • Kit building service • ESU, Digikeijs & Lenz dealer

www.marks-trains.co.uk

01733 609 414 - info@marks-trains.co.uk

#MarksTrainsUK

[marks.trains.uk](https://www.facebook.com/marks.trains.uk)

[marks_trains_uk](https://twitter.com/marks_trains_uk)

Est. 2016

NEXT ISSUE

RETFORD REVISITED

Join us on a celebratory tour of the late Roy Jackson's 'Retford' – the definitive rendition of a Nottinghamshire station in EM gauge.

LAYOUTS

Retford (EM)

Oldbury (00)

Wisteria Collop (009)

ON-SALE
FROM
FEBRUARY 25



Plus:

- Forced perspective – all you need to know
- What to grow in your garden to make model trees
- Create your own roadworks scene
- How to upgrade a Metcalfe cottage kit
- Trackplan ideas for your next layout

Buffer Stop

Sorry, what date is it?

Thanks to our four-weekly production schedule, you are reading the March 2021 issue of BRM, but according to the calendar, February hasn't rolled in yet. While delivering 13 issues a year is a good thing, as some commentators on our forum, RMweb, have mentioned, this date does seem a little odd. All we can say is, try being in the middle of it!

To make things more entertaining for us, our sister railway titles are monthly, so it's possible to be working on January and March issues at the same time. In addition, we are planning and gathering material for issues and video content well into the summer.

All this is very confusing, but never fear, whatever the issue of BRM, we still strive to bring you plenty of great modelling. And don't worry, next month is our spring issue, so our cover dates will return to normal.

Now the big question – can you eat chocolate eggs once they have been in a coal wagon? Yes you can, but they're just a little gritty.



What caught your eye in the Hornby 2021 announcements?

Andy: The new generic pre-grouping style coaches open up a new world, not just for those modelling early periods, but for the opportunities to adapt and re-livery.

Debbie: Playtrains. It looks great fun, and I have a small person who is just the right age to test it properly for BRM.

Howard: With the imminent arrival of *Prince of Wales* on mainline metals, publicity surrounding the locomotive is sure to be high. What better a way to celebrate this latest achievement by the A1 Steam Locomotive Trust than a new OO gauge P2 to the latest standards?

Phil: I'm disappointed the Battlespace Turbo car hasn't been re-introduced, but I'll take solace in the Ruston 88DS.

Ruth: As a designer, I'm loving all the retro livery wagons. They look terrific.

This month in pictures...



Andy grabbed a Zoom chat with "Mr Hornby" Simon Kohler about 2020. You can watch the video on World of Railways.



Cake Box is back! After numerous requests, the competition is back for three months at the start of 2021. See RMweb for details.



Inspired by seeing Hornby's running sample, Phil has tracked down a few more items for his APT memorabilia collection.



Someone on the team insists that all layouts need a VW. At least they are easier to work on than the real thing!

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

Coming soon...

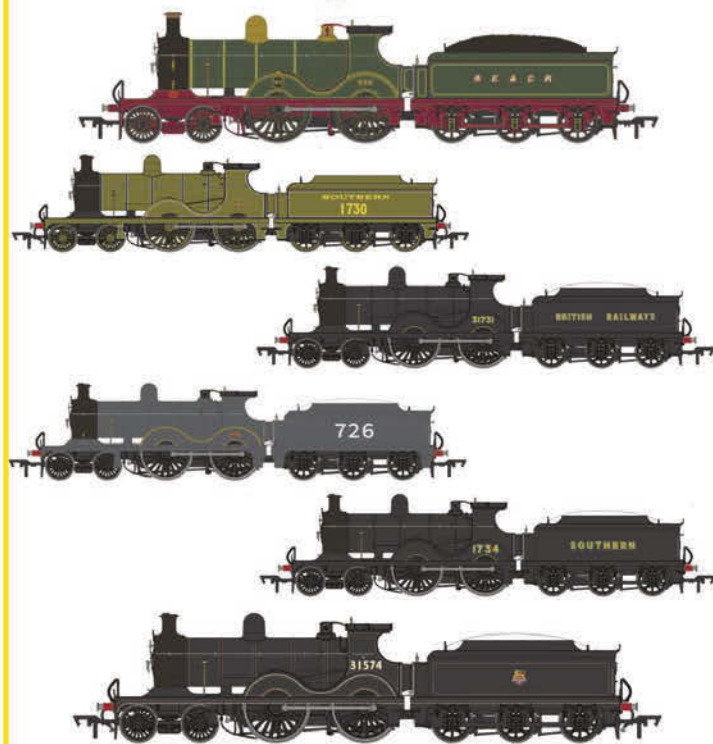
For the most up to date
Dapol news & information visit
www.dapol.co.uk

A1/A1X Terrier

- 25-012-013 - Terrier A1X 32650 B R Lined Black E/Crest Ex IOW Fishbourne
25-012-014 - Terrier A1 Gipsyhill 643 Marsh Umber Brown
25-012-015 - Terrier A1X 32635 Brighton Works Imp Engine Green
25-012-016 - Terrier A1X No.72 Newhaven Harbour Company Lined Black



Wainwright D Class



Provisional Artwork Shown For Illustration Only

In
Partnership
with



RAILS

LOCOMOTION
MODELS

Visit www.dapol.co.uk to pre-order now

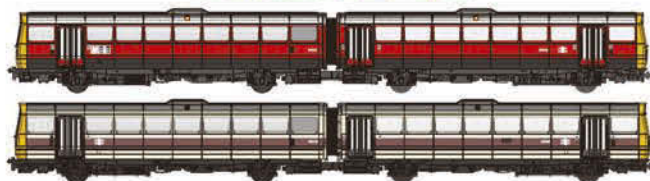
Bogie Bolster E



Expected in stores Feb 2021

- 7F-061-001 - Bogie Bolster Wagon E BR 923358 Bauxite (TOPS BEV)
7F-061-002 - Bogie Bolster Wagon E BR 923444 Bauxite (TOPS YNV)
7F-061-003 - Bogie Bolster Wagon E BR 923528 Bauxite (TOPS YRV (S&T))
7F-061-004 - Bogie Bolster Wagon E BR 923791 Bauxite (TOPS YNV)
7F-061-005 - Bogie Bolster Wagon E BR 923962 Bauxite (TOPS YRV (S&T))
7F-061-006 - Bogie Bolster Wagon E BR 924327 Bauxite (TOPS BEV)

Class 142



Artwork Under Review—Awaiting Decorated Samples

Product Scale Key—All Release Dates
Correct at time of going to press

O Gauge

OO Gauge

N Gauge

dapol
Exclusive

N, OO & O Gauge
Models Available



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



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**

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: for £99 (weighs 304g)

Qty:

Your Trunk Options

You can update your options using the form provided below. Fields marked with a * are required.

Default Payment Card: *

Default Delivery Address: *

Trunk all Preorders: ☐

Send Summary Email: ☐

Email Reminder Day: *

“ 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**

Find out more at: www.hattons.co.uk/trunk

*Length of time that items can be held for will be reviewed and is subject to change.

TRANS PENNINE DIESELS • DEVON LOCAL WORKINGS

TRACTION

A CELEBRATION OF CLASSIC DIESELS & ELECTRICS

ISSUE 260
NOV/DEC 2020

EWS INTERMODALS

- BARNETBY
- CREWE NIGHTS



- 1970s LUTON
- GERMAN SURPRISES

TRACTION
MODELLING

- Model Railway: Wormhill
- Review: Locomotion Class 33
- Modelling News



Mainline & Maritime
3 Broadleaze, Upper Seagry,
Chippenham. SN15 5EY
01275 845012
www.mainlineandmaritime.co.uk

MAINLINE &
MARITIME

ALL PRICES
INCLUDE UK P&P

PUBLISHED IN 2020!

OPERATING HERITAGE DIESELS

On the footplate with the Diesel Department on the Spa Valley Railway

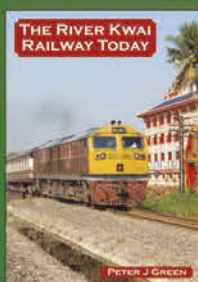
by Tim Wood

£16.95

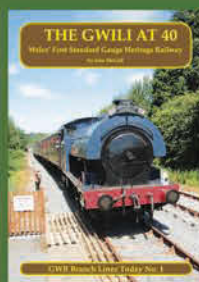


*Featuring Classes 09, 10, 12, 14, 17, 20, 25, 26, 27,
31, 33, 37, 42, 50, 55, 73 and more!*

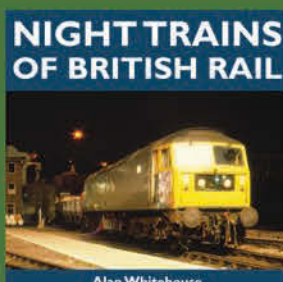
SPECIAL OFFERS!



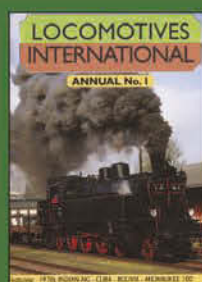
THE RIVER KWAI
RAILWAY TODAY
£12.95 NOW £10



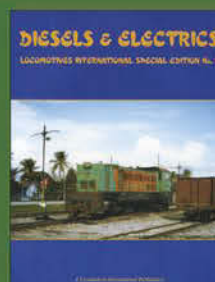
THE GWILI AT
40
£12.95 NOW £10



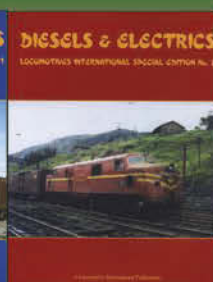
NIGHT TRAINS OF
BRITISH RAIL
£18.95 NOW £10



LOCOMOTIVES
INTERNATIONAL
ANNUAL
£9.95 NOW £5

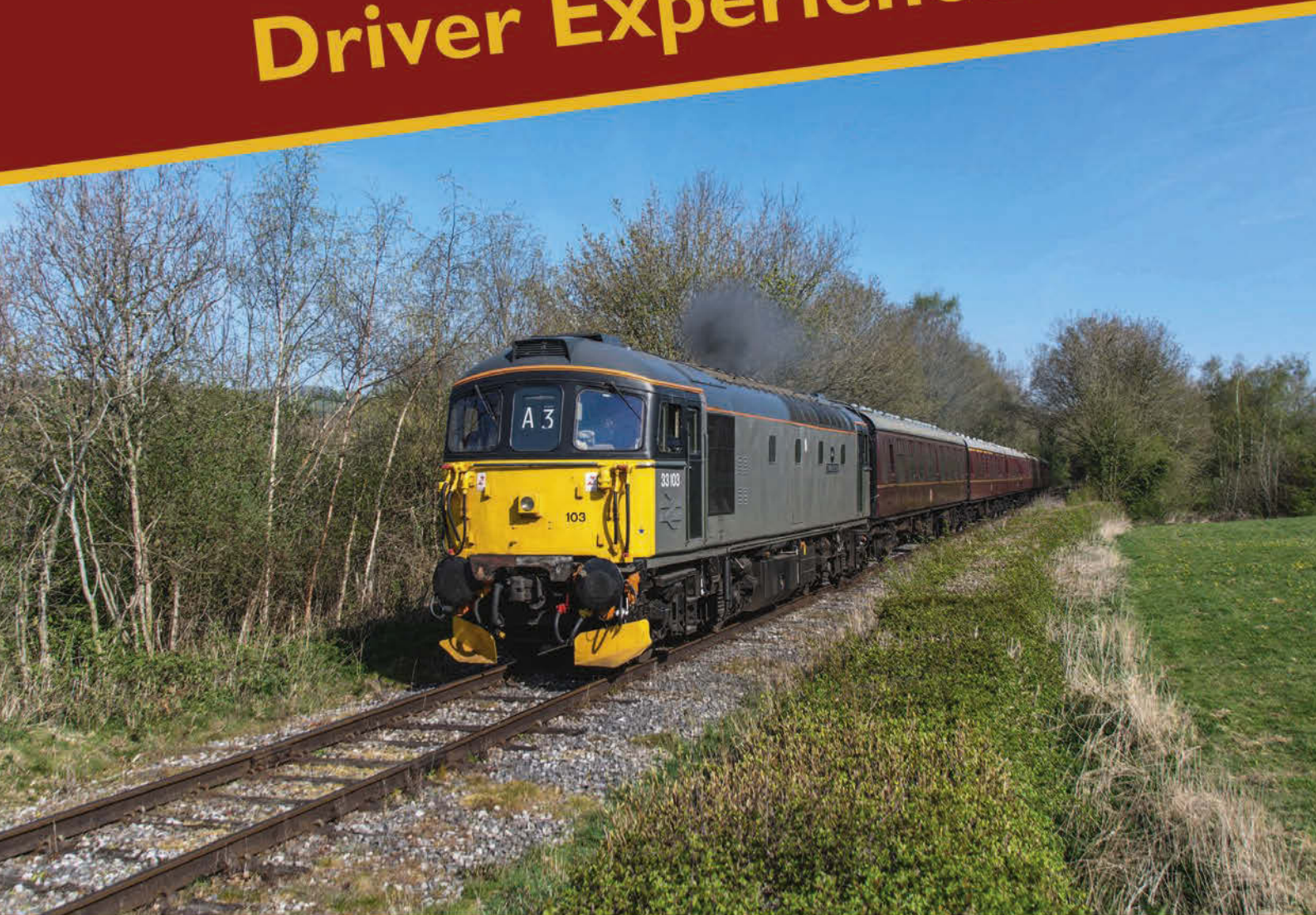


DIESELS & ELECTRICS
VOLUMES 1 & 2
£14.95 NOW £3 EACH, BOTH £5





Drive a Diesel Day Driver Experiences



Perfect gift or treat!
Gift cards and e-vouchers available.

www.e-v-r.com

Contents

6

**Barnetby and Wrawby –
1989 & 1990**
by Michael A. Vanns



14

**Crewe Nocturnal in
1975**
by David Clough



19

**Midland Main Line
by David J. Hayes and
Kevin Lane**



33

**Local workings in
Devon 1974 to 1980**
by Nick Edwards



38

**German surprises
by Colin Boocock**



40

**EWS Intermodals
by David Ratcliffe**



46

**Marsden to Huddersfield
Photos by Gavin Morrison**



50

Letters



TRACTION
issue 261 will
be on sale
Friday 27th
November

Even today one of the best locations to watch freight trains has to be Barnetby in north Lincolnshire. In 1989 and 1990 Michael Vanns paid several visits to photograph trains against the backdrop of the wide variety of semaphore signals that then controlled operations.

In the last issue of TRACTION the editor described the night he spent on Stafford station in July 1975 and referred to Crewe being an equally interesting location to pass the hours of darkness. Earlier in the same year David Clough paid several visits to record night-time operations on film at this major junction. I don't envy him on those cold January and February nights though!

David Hayes continues his study of the Midland Main Line using the photographs of Kevin Lane. In this issue he concentrates on the Luton area in the days before electrification.

Like many enthusiasts in the 1970s and 1980s Nick Edmunds was something of a loco haulage fan and spent much of his free time travelling behind 'Westerns' and 'Peaks' in the West Country. However he was also drawn to sample the many local trains that were powered by the smaller diesels such as Class 25 and 31. In his article about these local workings in Devon he relates his experiences.

Colin Boocock has written several articles about German locomotive types for TRACTION but it was on a visit to Dresden, in the former East Germany, in 2019 that he had several chance encounters with those same locomotive types now in their declining years.

History, as we know, begins yesterday and it doesn't feel that long ago that EWS were running most of Britain's freight services. David Ratcliffe recorded the variety of intermodal trains that EWS operated in the early years of the 21st century.

Gavin Morrison continues his series of feature about the Manchester to Leeds Trans Pennine route concentrating this time on the section east of Standedge Tunnel between Marsden and Huddersfield.

In TRACTION MODELLING we feature a superb N Gauge layout by Peter Latham called Wormhill which is based closely on the actual location of Peak Forest in the Peak District of Derbyshire. Heavy stone traffic is the main focus of this layout with close attention to the details found at this freight 'Hot Spot'.

And now some special news to look forward to. The next issue, TRACTION 261, will be a bumper special edition with the theme of 'Rail Blue'. It will be larger than our normal issues and will cover just those years when Rail Blue dominated the railway scene. So whether it is the early years of plain all over blue or the later 'Large Logo' livery this is an issue not to be missed.

Stephen



Publisher: Steve Cole
E: stevec@warnersgroup.co.uk
Editor: Stephen Rabone
E: steverabone@hotmail.com

ADVERTISING AND PRODUCTION
Advertising Account Manager:
Bev Machin T: 01778 392055
E: bevm@warnersgroup.co.uk
Advertising Account Manager:
Hollie Deboo T: 01778 395078
E: hollie.deboo@warnersgroup.co.uk
Ad Production:
Allison Mould T 01778 395002
E: 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

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
West Street, Bourne, Lincolnshire PE10 9PH

BACK ISSUES
Tel: 01778 391180
E: subsacsexecteam@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.

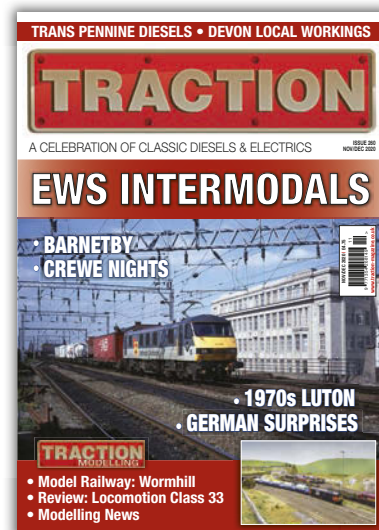


Find us on 



ISSN: 1354-2680

Scan this QR code with your smartphone to link through to TRACTION's website

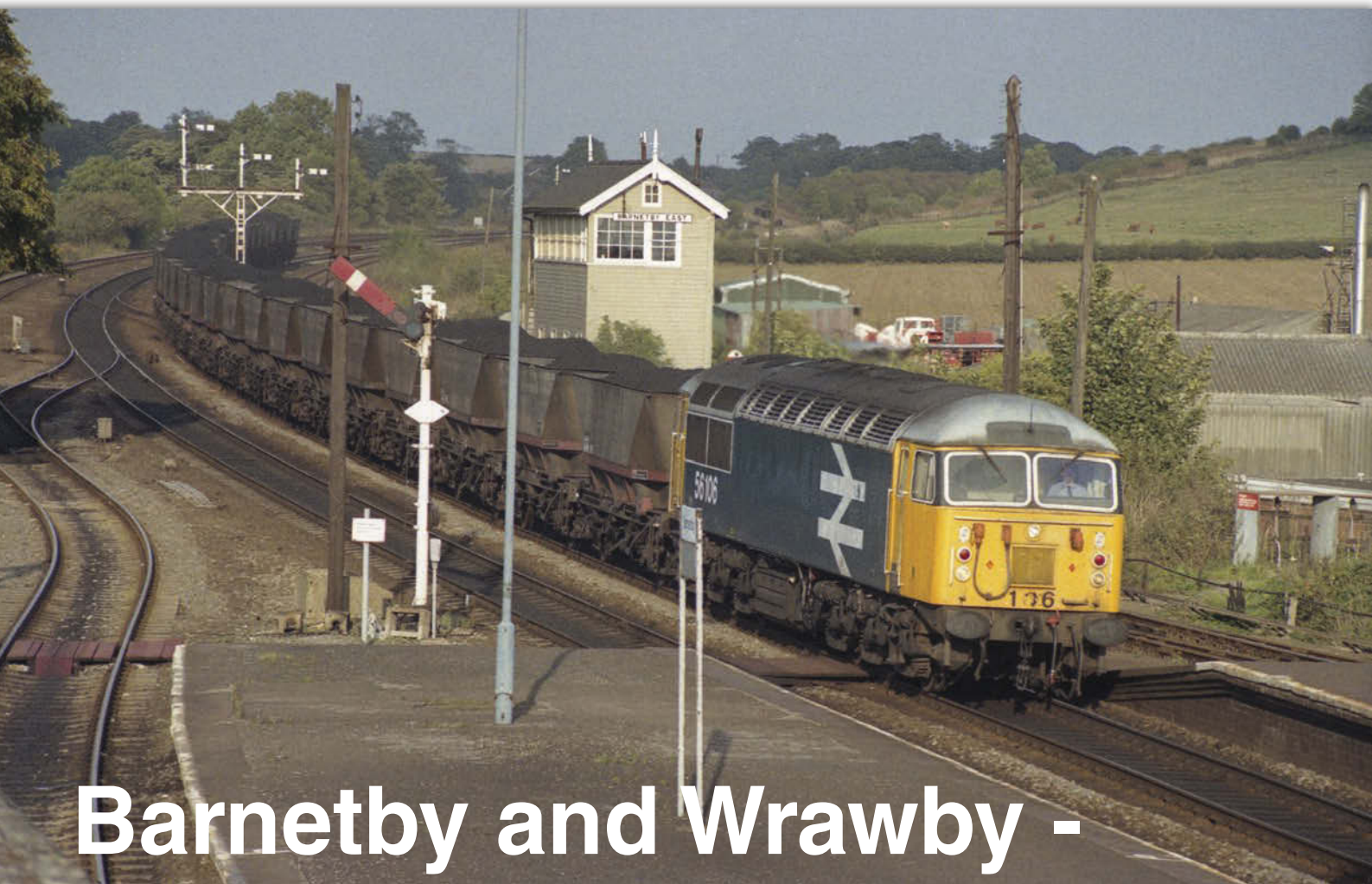


90021 is near Manchester
Oxford Road station with the
12:40 Trafford Park to Wembley.
DAVID RATCLIFFE



E-mail: steverabone@hotmail.com
Editorial postal address:
120 Churchill Road,
Middlesbrough TS6 9NS

At 16:57 on Saturday 23rd September 1989, 56106 swings passed Barnetby East signal box with 7640, a train of imported coal. After British Rail had been split into Sectors in 1982, the Railfreight Sector was further subdivided, and the movement of coal by rail became the sole responsibility of Trainload Coal. Whereas during the 1980s the other freight sub-sectors soldiered on with first generation diesels, Trainload Coal was able to take advantage of newer Class 56 and Class 58 locomotives. When this photograph was taken, 56106 was a little over seven years old, having entered traffic in 1982. It was running on the down fast line, the adjacent down slow line along with the up slow line between Barnetby East and Brocklesby Junction having been out of use for almost two years. Between 1915 and 1972, these additional lines had been worked under permissive block regulations, originally because of the amount of goods traffic travelling to and from Immingham and Grimsby docks and to and from Scunthorpe's steel works. But by the 1970s it had to be acknowledged that the number of trains using the lines no longer warranted the use of permissive block, so from February 1972 they were operated as slow lines under absolute block regulations.



Barnetby and Wrawby - 1989 & 1990

Michael A. Vanns looks at the Lincolnshire railway station of Barnetby, its traffic and signalling.

Since the first line opened at the end of the 1840s, the railways of North Lincolnshire have played a vital role in the development of two major British ports and the growth of the country's coal, steel and oil industries. Promoted by a number of companies that amalgamated in 1846 to become the Manchester, Sheffield & Lincolnshire Railway, the original impetus was to give the port of Grimsby a viable overland link to the growing industries in the Midlands, Yorkshire and Lancashire. After that connection had been established, the port's importance grew steadily for both exports and imports and its fishing industry also prospered because of the ability of the railways to transport fish quickly and in bulk to destinations all over the country.

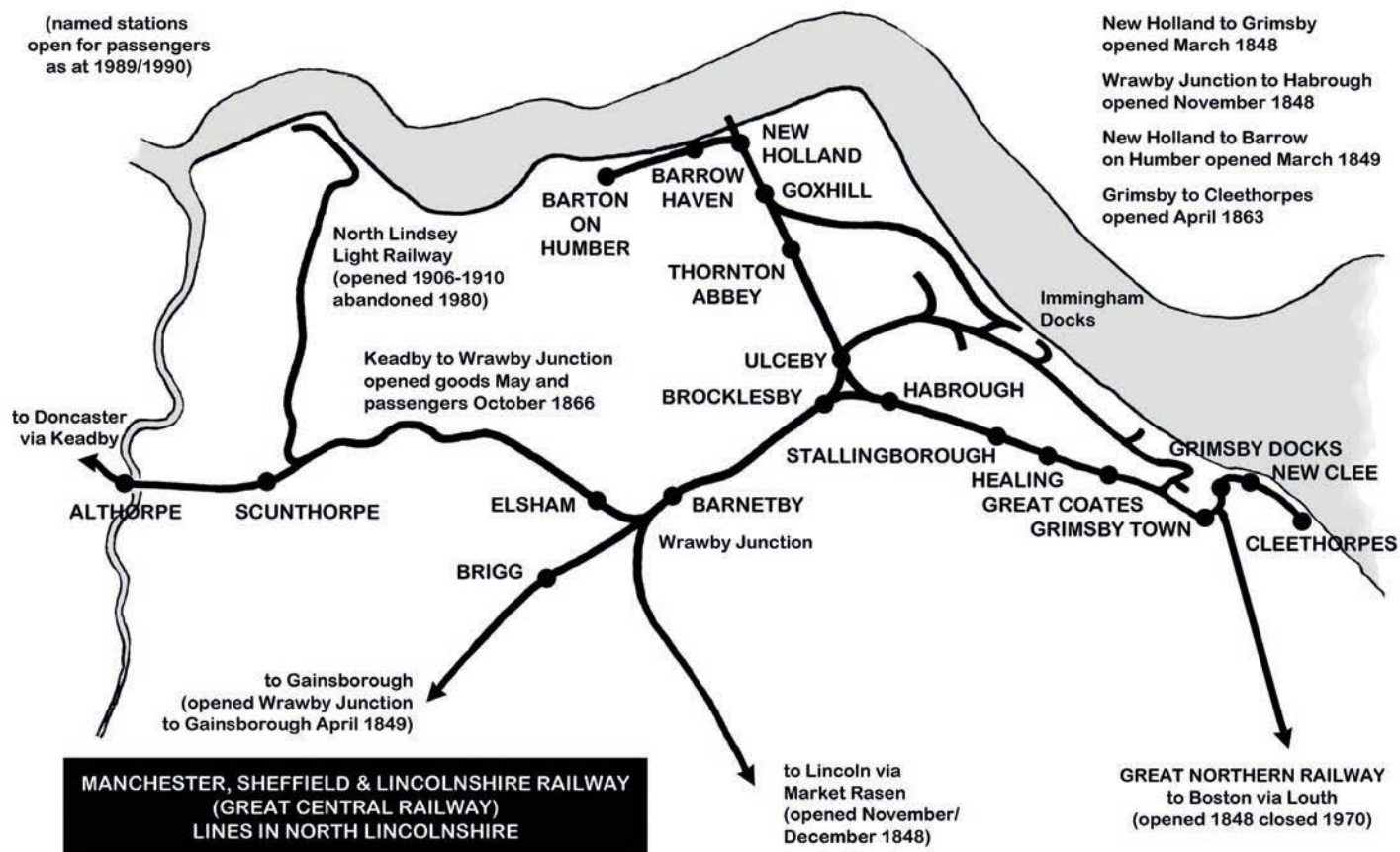
With the completion of a direct railway route to Doncaster via Wrawby Junction and Keadby in the 1860s, South Yorkshire coal was added to the list of major exports through the port and this soon became the most important material handled there. New docks were opened but by the end of the nineteenth century the facilities at Grimsby were no longer able to cope as the South Yorkshire field produced an increasing tonnage of coal for export. Consequently, the bold decision was taken to create a completely new port a few miles up the coast near the village of Immingham. The Act of Parliament for this was secured in 1904 and the site was officially opened in July 1912. The new docks covered 1,000 acres (405 hectares) with a river frontage 1.5 miles (2.4 km)

in length. There were 170 miles (274 km) of track and sidings capable of dealing with almost 17,000 wagons, (roughly the equivalent of 6,000 modern 40ft (12m) long containers).

As Immingham was nearing completion, the railway company turned its attention to upgrading the section of line between Wrawby Junction and Brocklesby to increase line capacity. By 1912 there were already additional lines between Wrawby Junction and Barnetby station, but the rest of the route from there to Brocklesby was double track. In 1912 work started on laying new up and down goods lines on this section as well as extra through lines and sidings between Barnetby and Wrawby Junction. Barnetby station was completely rebuilt and the level crossing on Victoria



Early morning autumn sunshine at Barnetby station on Saturday 23rd September 1989. 31469 heads away from the camera at 09:40 having been signalled forward by the raising of Barnetby East signal box's down fast starter no.49. In the background 31188 approaches from Wrawby Junction with a train of steel slabs from British Steel Corporation's Scunthorpe works and is given a clear road by the raising of Barnetby East's up fast first home no.19. At the time this photograph was taken, 31469 was still in BR overall blue livery and according to Platform 5's Motive Power Pocket Book for summer/autumn 1987, it had previously been numbered 31277. Too far away for the photographer to be able to note its number, a Class 20 rested in the down yard opposite Wrawby Junction signal box.



Road replaced by a bridge to take the highway under the new lines. A new bridge over the lines replaced the level crossing at Brocklesby station although the original buildings there were retained. New signal boxes were brought into use there, at Melton Ross, Barnetby East, Barnetby West and Wrawby Junction, the latter with a frame of 132 levers (later extended by the addition of five levers). The whole scheme was completed in 1915.

It had not just been the extra traffic generated from the Immingham project that had necessitated this widening scheme. Also putting more demands on the handling capacity of the railway was the iron and steel industry a little further west at Scunthorpe. By the beginning of the twentieth century the area around the villages of Frodingham, Crosby and Scunthorpe, had become one of the country's major iron and steel producing centres with Scunthorpe transformed into a large, industrial town. The opportunity to smelt local iron ore if sufficient quantities of coal and limestone could be brought into the area had been one of the main reasons for extending the Doncaster to Keadby railway line over the River Trent to Wrawby Junction in the 1860s. Initially the focus had been on the production of pig iron from local iron ore and then, at the end of the century, attention had turned to steel making and it was this material that eventually became the main output of the various firms.

That was a very brief outline of how and why the railways developed in North Lincolnshire and, as the accompanying



HST 43064 'City of York' is carefully negotiating Wrawby Junction on Sunday 22nd January 1989 with the 12:51 Cleethorpes to London King's Cross service via Newark, due into the capital at 16:23. The return working left London at 18:30 and was timetabled back into Cleethorpes at 21:49. This provision of just one through return working on a Sunday repeated that of the rest of the week, a pattern that had been established before the HSTs took over these services in the spring of 1983. British Rail, however, remained ambivalent about this through London-Lincolnshire connection and it was finally discontinued in May 1993.

Over those ten years, the pattern of weekday HST departures from Cleethorpes fluctuated between 05:52 and 06:20, with journeys taking between 2hrs 54mins and 3hrs 7mins. Probably of more significance to passengers, particularly those joining at Lincoln, were the arrival times in the capital that ranged from 08:46 to 09:16. The departure times of the return service from London King's Cross in the same period ranged from 17:13 to 18:18 with most journeys taking 3hrs 15mins back to Cleethorpes, although there was an impressive 2hrs 54min advertised in the summer 1991 timetables. Saturday services followed the same pattern of morning departures from Lincolnshire and late afternoon returns from London, but apart from one anomaly in the May 1985 to May 1986 timetable, all Sunday services were timed to leave Cleethorpes in the early afternoon. Some returns from King's Cross on Sundays between 1983 and 1993, could depart as early as 18:04 or as late as 20:05. The last timetable, before all through services were withdrawn in May 1993, showed (if it was not a misprint in the tables) a record run from Cleethorpes to King's Cross on Saturdays of just 2hrs 49mins, and an equally depressing Sunday journey in the same direction occupying 4hrs 8mins!



Congestion at Wrawby Junction on Wednesday 19th April 1989. 37255 and 37377 on 6T25 (an Immingham to Scunthorpe iron ore working) had been brought to a stand on the down fast line (the correct terminology at this location) at 11:45 waiting for a 'line clear' to Elsham (the next signal box from Wrawby Junction on the Doncaster line). Following this train a few minutes later, and diverted at Barnetby East onto the down goods line, 47319 'Norsk Hydro' had pulled up alongside with 6S32, an Immingham to Leith working. Running late, the 11:10 Cleethorpes to Birmingham 'Sprinter' service was then obliged to squeeze between the two freights on the down slow line and is seen here being signalled onto the Lincoln line by the raising of the semaphore worked by lever no.112 in Wrawby Junction signal box. Watching from the down yard was the 'Barnetby pilot', 20009 soon to be left in peace again once 6T25 and 6S32 had departed just after midday.

31154 and 31319 are heading towards Wrawby Junction, visible in the background, at 10:03 on Saturday 23rd September 1989 with 6Z57 from the Immingham refineries to the oil terminal at Kingsbury. By this date, there were 12 oil refineries operating in Britain, three alongside the docks at Immingham; Total's Lindsey Refinery, Petrofina's Lindsey Refinery and Conoco's Humber Refinery. If this train had been photographed two decades earlier, it would have been entering the section controlled from Barnetby West signal box that was situated almost half way between Barnetby East and Wrawby Junction signal boxes. The West box controlled the exits from the up reception and the up goods lines from Wrawby Junction; those lines had been taken out of use when the West box closed in June 1969.



photographs were taken in 1989 and 1990 at Barnetby and Wrawby Junction, only the evolution of the freight traffic depicted in those images will be examined next. There is, unfortunately, no room to look at the period between the end of the First World War and the 1980s. By then, of course, passenger and freight was no longer steam hauled and the transporting of fish by rail was a distant memory but significant quantities of minerals and semi-finished steel products continued to flow along the railways in this area.

In 1967 the British Steel Corporation had been created and the works at Scunthorpe underwent a major modernisation programme dubbed 'The Anchor Project'. In 1970 a new works was opened and vital for its success was the completion of a new terminal at Immingham for the reception of imported iron ore. At the start of 1968, Parliamentary approval had been granted for the building of a new coal export handling facility there and work

had started on this multi-million pound project that summer. The British Steel Corporation then joined this National Coal Board and British Transport Docks Board project so that the terminal could also deal with imported iron ore. British Rail Engineering was tasked with building the new 100 ton iron ore tippler wagons that would be made up into fixed rakes of twenty-one wagons running between the terminal and the steelworks as a service of thirteen 'Merry-go-round' trains a day. The motive power would be a pair of Class 37s. The new service started operating in 1973 and, a few years later, similar trains were run from the terminal to British Steel Corporation's plant at Llanwern in South Wales.

By then Immingham was also handling imported oil coming in through a new terminal opened in 1969 to supply two new refineries. Continental Oil (UK) Ltd's refinery at South Killingholme sent its products by rail to

Kingsbury (Warwickshire) and Langley (Buckinghamshire), and from the autumn of 1972, Total's Lindsey Refinery close by sent its products by rail to its new Colwick site, Nottingham. Much of the oil was transported in new 100 ton bogie tank wagons each designed to carry up to 21,000 gallons and approaching a thousand were in use all over the British Rail network by the end of the 1960s.

These flows of coal, iron ore and oil through Barnetby continued into the 1970s, but in a very different and difficult economic environment. A recession followed the 'Oil Crisis' of 1973, inflation soared, trade relations deteriorated, strikes became more common and unemployment rose steadily. When the Conservative Party came to power in 1979, the stage was set for painful battles between government, trade unions and the nationalised industries. In 1982 British Rail was split into what were in effect ten separate businesses of which the three

most relevant to this article were Intercity, Provincial and Railfreight. Two years later, the Government turned its attention to the National Coal Board, precipitating a long and divisive strike that, in the years following its conclusion in 1985, witnessed the closure of hundreds of collieries and an increasing tonnage of coal imported through the 1970 terminal at Immingham to British power stations. Between 1978 and 1982, the historic British steel making sites at Shotton, Consett, Corby and Clydeside all closed and investment was then concentrated on Scunthorpe, with two multi-million pound projects to rebuild the two blast furnaces completed there in 1985 ('Queen Mary') and 1988/89 ('Queen Victoria'). In 1988 the British Steel Corporation was privatised to become British Steel plc.

The previous year, the National Coal Board had been abolished and the British Coal Corporation created, a half-way house to full privatisation. The expectation then was that British Rail would be privatised but, very soon, the country entered another period of recession and the plans were delayed. The various sectors of British Rail, still finding their feet, were then put under greater pressure to make the most of what limited funds



At the time this photograph was taken, pairs of Class 37s had been in constant operation on Immingham to Scunthorpe iron ore trains since 1973 and single and pairs of Class 31s had also become the main motive power for oil trains in the same period. After more than 25 years in active service, both the metals and petroleum sub-sectors of British Rail were increasingly keen to replace these locomotives with newer, more powerful units to both eliminate double heading and also increase the tonnage in every train.

In August 1987, tenders had been invited from both British and international firms for the design and manufacture of a new class of locomotive and, having won the contract, Brush at Loughborough started work building the pioneer Class 60 at the very end of 1988. The first one of this new class this photographer saw on test at the end of March 1990 at Wrawby Junction was 60007 'Robert Adam' in Trainload Petroleum livery. By that summer, 60003 'Christopher Wren', also in the same livery, was being put through its paces and is seen here leaving the down yard at Wrawby Junction at 13:43 on Wednesday 25th July 1990 with a test train made up of HEA coal wagons. Compared with Class 37s and 31s in harness, the silence of this new machine as it pulled away was uncanny!

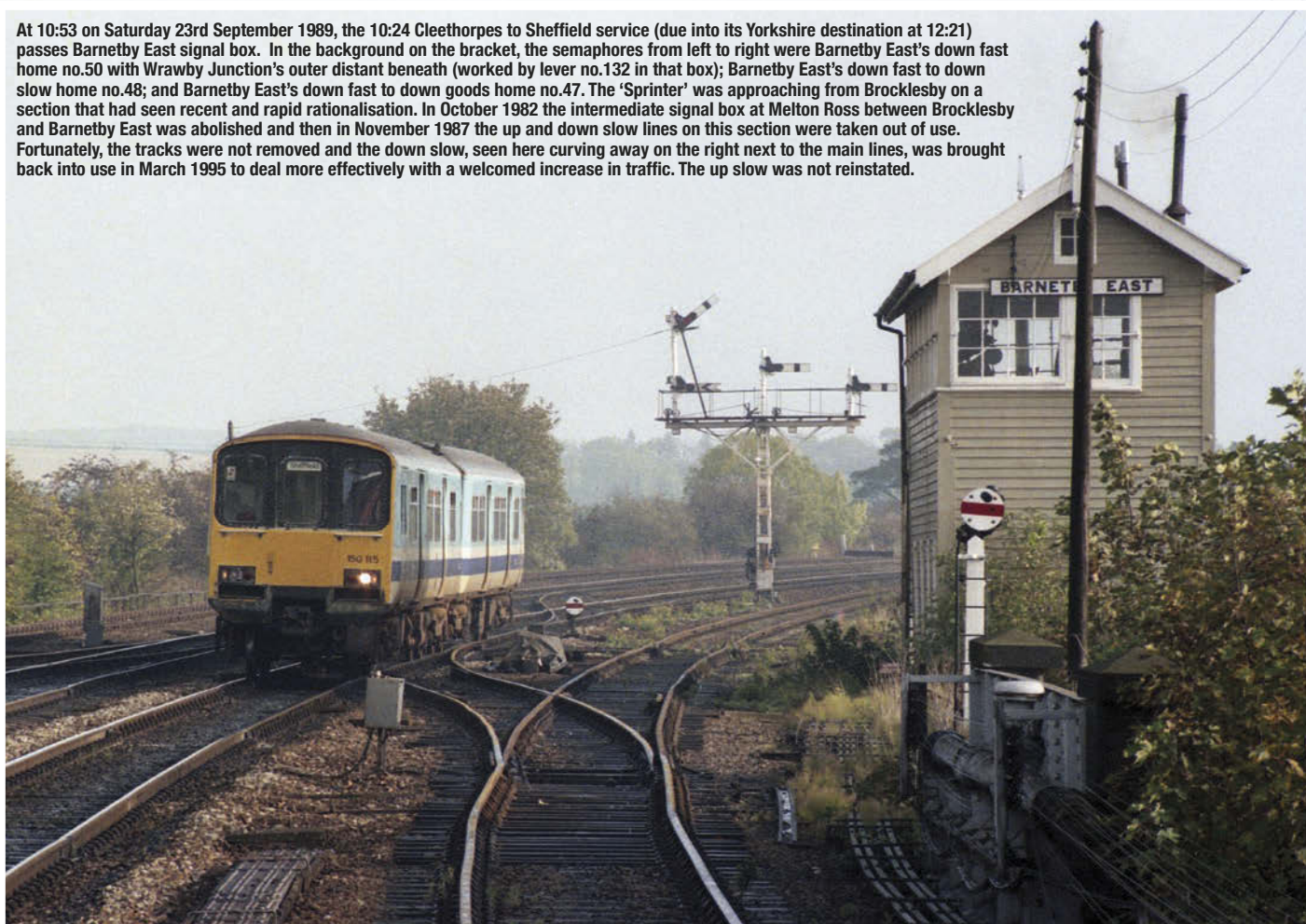


When this photograph was taken next to the Gainsborough line at Wrawby Junction on Wednesday 21st March 1990 British Rail was seeking Government permission to shut the line along with the passenger stations at Brigg, Kirton Lindsey and Gainsborough Central. The route had already been reduced to single track in various places and as a result of this and the uncertainty over its future, the passenger service was meagre and operated with life-expired DMUs. Here, a Class 114, photographed at 15:00, works the 14:29 Cleethorpes to Sheffield (arrive 16:40) service. It was one of only three trains daily each way during the week, there being no passenger service on Sundays. British Rail had been grappling for years on how best to run the passenger service over the route. In 1980 there had been a similar weekday service to that in 1990 plus one train each way on summer Sundays. Some of the latter, however, were advertised as only stopping at Brigg or Kirton Lindsey to 'set down' passengers. Ten years earlier the situation was even odder with the timetable showing a service of one return DMU during the week supplemented by three buses run between Gainsborough and Barnetby and four in the opposite direction. On Sundays there was only a bus service of three each way, Kirton Lindsey not being served and Brigg only between May and September! The route was saved from closure in 1990 but from October 1993 passenger trains were only run on Saturdays.

At 13:36 on Wednesday 25th July 1990, 37351 and 37777 approach Wrawby Junction with another load of imported iron ore bound for the blast furnaces at Scunthorpe's steel works. By the end of the 1980s, 92 trains ran every week between the port and the works. The combination of 37s on these workings did vary over time, 37777, for example, was paired with 37255 when photographed in April the previous year, then 37351 through July and August, and then 37275 'Stainless Pioneer' in October 1989. All trains negotiating the junctions at Wrawby were restricted to a speed of 15mph, but as soon as the driver of this pair of '37s' had his train clear of the pointwork and could see Wrawby Junction signal box's starter (no.125) 'pulled off' for him on the Doncaster line, he would accelerate away around the curve and through the cutting leading to the bridge under the A18 road and then up the short 1 in 220 gradient before easing up as the line levelled out a mile before Elsham station.



At 10:53 on Saturday 23rd September 1989, the 10:24 Cleethorpes to Sheffield service (due into its Yorkshire destination at 12:21) passes Barnetby East signal box. In the background on the bracket, the semaphores from left to right were Barnetby East's down fast home no.50 with Wrawby Junction's outer distant beneath (worked by lever no.132 in that box); Barnetby East's down fast to down slow home no.48; and Barnetby East's down fast to down goods home no.47. The 'Sprinter' was approaching from Brocklesby on a section that had seen recent and rapid rationalisation. In October 1982 the intermediate signal box at Melton Ross between Brocklesby and Barnetby East was abolished and then in November 1987 the up and down slow lines on this section were taken out of use. Fortunately, the tracks were not removed and the down slow, seen here curving away on the right next to the main lines, was brought back into use in March 1995 to deal more effectively with a welcomed increase in traffic. The up slow was not reinstated.





37004, smartly attired in its new Trainload Metals livery, is passing Wrawby Junction signal box at 13:02 on Wednesday 25th July 1990. At this date the signal box could boast just 70 working levers in a frame of 137. Twenty years earlier there had been only one 'spare' lever, all the others working points, point locks, signals, detonator placers, or ground frame releases.

Perversely, although the signalmen at the time this photograph was taken had less pulling and pushing of levers to do, he still had to regularly walk the full length of the frame to work levers A and B, respectively the distant and home off the Doncaster line, and all but 3 levers between nos.108 and 132 that controlled the exit out of the down sidings, and entry to the Lincoln, the Gainsborough and the Doncaster lines from the down goods, down slow and down fast lines. It was perhaps fortunate there was little traffic going to Gainsborough that might have necessitated the use of lever no.132 that operated the down fast outer distant signal, and no.124 that operated the down fast inner distant, both of which were wire-worked upper quadrant semaphores some distance from the box. In all the many days spent at Barnetby, this photographer never witnessed either distant being cleared ('pulled off') for a Gainsborough train.

the Government was prepared to give them. When these photographs were taken at Barnetby and Wrawby in 1989 and 1990, Intercity made only two daily incursions through the area with passenger trains between London King's Cross and Cleethorpes and local passenger services were run by British Rail's Provincial Sector, mostly with relatively new 'Sprinters' but with first generation DMUs operating services over the Wrawby Junction to Gainsborough (Central) route. The main activity was the movement of iron ore, coal and semi-finished steel products handled by the various subdivisions of the Railfreight Sector. What these images show is a busy railway location but in the uncertain times before the privatisation of British Rail and British Coal was eventually achieved in 1994.

Acknowledgements

The author and photographer wishes to acknowledge the input of Peter Muxlow, one time signalman at Barnetby East, who provided from the appropriate signal box registers all the reporting numbers of the freight trains that appear in these photographs.

Five minutes past midday on Monday 23rd October 1989 at Wrawby Junction. In the foreground is the LNER bracket supporting the semaphores that controlled the movement of trains approaching the junction on the Lincoln line. The left hand post once supported the up Lincoln to up goods line signal no.19. Then from left to right the upper quadrant semaphores are: no.18 up Lincoln to up slow with Barnetby East's distant beneath (until 1969 this was Barnetby West's distant); no.17 up Lincoln to up fast with Barnetby East's distant beneath (until 1969 this was Barnetby West's distant); and no.16 and no.15 up Lincoln to down sidings. The same arrangement of semaphores also controlled trains coming off both the Brigg line and the Doncaster line, but both these sets of signals had been replaced by colour-lights signals by the time this photograph was taken. In the background, 37275 'Stainless Pioneer' and 37377, hauling a loaded iron ore train, were about to turn off the down fast line and run onto the Doncaster line on their way to Scunthorpe steel works.





37275 and 37381 have the road to run from the down fast to the Doncaster line at Wrawby Junction at 08:45 on the morning of Friday 17th August 1990. In the signal box lever no.130 had been pulled over to raise the appropriate semaphore on the bracket the train was approaching. The arm on the tallest post, worked by lever no.123, was for trains going forward onto the Gainsborough line, and although little used, was still considered the 'main' route as the semaphore was mounted on the tallest post. Next to it was the signal, worked by lever no.113, for trains turning onto the Lincoln line. The same arrangement and hierarchy of arms can be seen on the bracket in front of the leading locomotive, those signals controlling the exit from the down slow line, and on the bracket in the foreground, those semaphores controlling the exit from the down goods line. From the time the route was opened by the Manchester, Sheffield & Lincolnshire Railway at the end of the 1840s, the line through Gainsborough and Barnetby to New Holland was considered to be an extension of its main line from Lancashire, through the Woodhead Tunnel and into Yorkshire. Despite the growing importance from the 1860s onwards of the line from Doncaster through Scunthorpe to Wrawby Junction, the hierarchy of lines remained unchanged, right through to the resignalling and closure of Wrawby Junction signal box at the very end of 2015.



Monday 23rd October 1989, and an atmospheric start to a day's photographing at Barnetby and Wrawby Junction. At 10:30 47373 appeared out of the mist and, having passed Barnetby East signal box's up fast first home signal (in the middle of this photograph), the driver then spotted the up fast second home no.20 clear and opened up the throttle accelerating away through the station towards Brocklesby. To the left is Barnetby East's down fast starter no.49, with Wrawby Junction signal box's down fast inner distant (no.124) beneath, only pulled from caution to all clear if the road was set and all stop signals 'pulled off' for the Gainsborough route.



Crewe Nocturnal in 1975

David Clough reviews the overnight activity at this important location, drawing on two overnight stints during January 1975.

Crewe became a place on a railway in 1837 but a decade later it was a railway town. This was because its location was fortuitously at a point where other lines came in to provide links to all points of the compass. Crewe's distance from London – 158 miles – made it an opportune place for locomotive changing and an ideal site for the locomotive workshops of the London & North Western Railway.

The station saw two expansions, the first in 1867 creating the footprint and buildings extant today. In 1902, an island platform with two bays at either end was added on the west side, though only the innermost face of the island platform remains in use. At the same time that these six platforms were added, independent lines were constructed in a cutting to the west to enable freights to bypass the station entirely.

In 1985, the station was remodelled in line with prevailing and anticipated needs. Up to that date, platform numbering started at the west side with the 1902 island and used letter suffixes for the bays. From remodelling, the number order was reversed and bay platforms were given their own numbers. Coincidentally, platform 5 retained the same number.

Whereas the former platforms 1 and 2 had been the main ones for Down services,

this changed in 1985 to the renumbered platforms 6 and 11 (previously 4 and 3), with the new platform 12 (formerly 2) seeing only limited use.

The railway in 1975 was a far cry to that appertaining today. May 1974 had seen the inauguration of the 'Electric Scots', the through running of electric services between Euston and Glasgow Central. This had seen elimination of traction changing in the station for trains from not only London but also Birmingham and beyond, which were heading for North West England and north of the Border. Only through workings to the North Wales coast and Holyhead still exchanged electric for diesel.

The purpose of the 1975 visits was to photograph, not record as such, the overnight activity and this feature draws on this material in conjunction with the prevailing working timetable (WTT) to describe the happenings at Crewe during the hours not normally observed by the public. One major advantage was the absence of interest by Authority in where some images were taken – tripod-mounted to boot – because these would not have been permitted during the day.

This review starts after the last daytime (not daylight) service had passed and ends just before daytime activity recommenced. It is startling to realise how virtually all

the comings and goings back then have gone. Today, there remains a sleeper service to Inverness, though only a part train, which is combined with through carriages to Aberdeen and Fort William as far as Edinburgh Waverley. A separate service conveys portions for Edinburgh and Glasgow, with the latter going forward from Waverley. Links for the night time ferries at Holyhead continue to be provided but, otherwise, all the activity tabulated here has ceased.

The reason for this is twofold. Royal Mail's decision to end the transport of its traffic by rail from 2004 cut activity at a stroke and this was the case to a lesser extent with the ending of newspaper conveyance around 1987. Secondly, railborne parcels business withered on the vine when faced with faster and cheaper 'white van' competition. The railways had yet to be affected by these factors in 1975.

1975 was during an intermediate phase for Anglo-Scottish passenger traffic. Prior to 1966 and the introduction of electric working between Euston and Crewe, the majority of through services between London and Glasgow operated overnight because of the length of the journey. Inauguration of the 'Electric Scots' in 1974 had speeded up the end-to-end time to around 5¼ hours and this brought a reduction in the number of overnight

runs. The 'Night Caledonian' continued to convey only sleeping cars and did not call at Crewe. Both Liverpool and Manchester retained sleeper services, whilst a sleeping car was conveyed on the Euston to Barrow-in-Furness train as far as Preston.

Tracking the movements, the Up and Down West Coast TPOs (Travelling Post Office) were considered to be the most important trains. Staff onboard sorted post en route and mailbags were picked up and dropped off at locations such as Crewe, though these no longer used lineside apparatus to exchange mailbags whilst the train was in motion. By virtue of its location, Crewe was a key transshipment point. Feeder services arrived from Peterborough, Cardiff, Mid and North Wales bringing mailbags for 1S09, the Down TPO. The process was reversed after 1M44 the Up TPO had called.

Except for the TPOs, the Class 1 mail trains invariably included a passenger coach in the formation.

Independent of this activity were parcel trains to and from locations that seem illogical today. Back then, however, Bolton, for example, had a large National Carriers depot in the former goods shed and was a sensible place to commence a train that would collect and drop off parcels during its journey. The meandering route of a train between London Liverpool Street and Liverpool Lime Street offers another example. Manchester Mayfield had been built in 1910 on the south side of Piccadilly station to provide extra capacity. It became purely a parcels depot in 1960, when the

railway to Crewe was electrified and continued to be used until 1986. At least one of the services tabulated terminated there but frequently the WTT only gave the location as Manchester.

There was only one passenger service that divided at Crewe, 1A03 00:55 Holyhead to Euston. This shed coaches to form 1G00, the 03:50 to Birmingham New Street and this conveyed mails.

Whereas trains conveying mails were invariably timed for 90mph or above and designated Class 1, note that parcels workings were either Class 3 or 4 and limited to 75mph. This was because some parcels rolling stock was old and, indeed, some were six- or even four-wheeled vehicles. Class 3 trains could only be composed of bogie vans, whilst the only restriction for those of Class 4 was that nothing shorter than 18 feet could be conveyed, irrespective of the number of wheels.

Very few freights came through the station, the purpose being purely for re-manning. 4M68 to Trafford Park was timed in the station so that 4M70, the Stratford to Garston liner, could overtake. The latter changed crews in Crewe Basford Hall yard and both were then pathed north along the West Coast Main Line. This was an odd routing for 4M68, which one would have expected to turn off onto the Manchester line. Moreover, both liners had the same timing load of 1,050 tons, so why 4M70 should be given priority is unclear also.

Turning now to motive power, the vast majority of electric services were in the

hands of Class 86. A few had Class 85s but Classes 82 to 84 were conspicuously absent. Another notable absent type was Class 87. Built with only train air braking equipment, these brand new locomotives in 1975 were unable to haul the old vacuum-braked Mark 1 stock that made up the overnight passenger, mails and parcels trains and were largely used on Freightliner trains during the night hours.

Diesel traction provided an unusual amount of variety at Crewe when compared to the daytime. Classes 25 and 47 were no surprise, whilst the Aberystwyth-York and its balancing working still managed the Cambrian line stalwart of a boiler-fitted Class 24. At this time, Crewe Diesel retained fifteen '50s' and so there was nothing out of the ordinary when examples put in appearances. The highlights were, however, finding a Class 31 on the Peterborough mails and a Canton-based Class 46 on the similar working from Cardiff. Neither of these designs graced Crewe station during the day. Of course, there was an '08' on hand to shunt, primarily, parcels vans around.

One can be maudlin for what has ended but that is the way of the world. Crewe's platforms are less cluttered today without the parcels and mailbag trolleys of yesteryear. Faster speed has cut the demand for a multiplicity of sleeper services and Royal Mail has largely taken its business to other forms of transport. Nevertheless, it is worth remembering how the railway used to be.



25273 was hauling one of the relatively few freight trains to pass through Crewe station. 8F63, the 02:18 Stoke Yard to Ellesmere Port is seen during the stop for a crew change on the morning of 1st February 1975. 25273 (formerly D7623) was one of the small batch of Class 25s that were built with the cab side recesses to house the token exchange mechanisms used on some Scottish Region lines.



In the early hours of 1st February 1975, 08132 is seen attached to some of the vehicles at the rear of the 00:02 parcels from Cardiff. Note the variety of vehicles in the train with GWR, LMSR and BR vehicles making up the formation.



24092 prepares to depart with the 21:50 York to Aberystwyth mail train on 1st February 1975.



The clock shows that it is 04:00 and 47209 has recently arrived with 4M09, the 00:02 parcels from Cardiff on 1st February 1975.

Arr	Dep	
22:39	22:53	4024 19:39 Bolton-Portsmouth parcels
23:06		1K87 22:25 postal from Manchester
23:07	23:17	1S05 20:40 Euston-Inverness
23:15	23:50	1J02 22:35 Liverpool-Shrewsbury
23:16		1M82 19:50 from Cardiff mail
23:17		1M58 20:00 from Peterborough North postal
23:21	23:30	1S06 20:55 Euston-Stranraer Harbour
23:27		1K89 20:15 from Holyhead
23:27	00:11	1L24 18:30 Aberystwyth-York
23:39	23:55	1A00 20:48 Barrow-in-Furness-Euston
23:39	00:02	1S09 20:45 Euston-Glasgow Central/Aberdeen TPO
23:47	00:02	1D84 21:30 Euston-Holyhead
23:56	00:25	1M44 19:30 Glasgow-Euston TPO
00:07	00:16	4V19 parcels to Didcot
00:11		4M05 12:50 Penzance-Crewe South Yard parcels
00:15	00:18	3S11 21:35 Euston-Glasgow Parcels Station
	00:26	3I'01 parcels to Liverpool LS
0042	01:07	3M19 19:50 Glasgow Parcels Station-Euston
	00:44	1L74 postal to Peterborough N
	00:45	1H00 to Manchester
00:50	01:00	4D11 00:45 Crewe South Yard-Chester parcels
00:57	01:07	1S19 21:00 Bristol-Glasgow C
01:02	01:45	4M08 21:12 Cardiff-Bolton parcels
01:07	02:25	1M41 22:03 York-Aberystwyth
01:13	01:15	1S29 23:00 Euston-Glasgow C
01:04	01:20	1S25 22:30 Euston-Perth
01:09	01:24	1A02 00:30 Liverpool I.S-Euston
01:09	01:25	1S18 22:15 Euston-Glasgow C
01:13		3K04 00:35 parcels from Manchester
01:31	01:38	1H01 23:20 Euston-Manchester news
01:35	01:38	1M48 21:40 Glasgow-Euston
01:40	01:43	1S26 23:30 Euston-Glasgow C
01:45	02:07	1P46 22:50 Euston-Carlisle postal
	01:46	1V51 mail to Cardiff
	01:54	1I'70 news to Liverpool
01:55	02:12	1P54 23:45 Euston-Barrow-in-



		Furness
01:58	02:01	3V05 21:00 Glasgow Parcels Station-Bristol
	02:00	4D02 parcels to Nottingham PCD
02:00	02:11	4B16 parcels to Northampton
02:17	02:45	3F53 00:30 Rugby-Liverpool parcels
	02:22	4V07 parcels to Gloucester
	02:23	1D92 to Holyhead mail
	02:34	4II05 parcels to Manchester
02:49	02:51	7F02 22:30 Willesden-Folly Lane
02:54	02:57	7F67 01:40 RWS Bescot-Edge Lane
02:57	03:07	1A03 00:55 Holyhead-Euston
03:03	03:05	1M13 22:10 Glasgow-Euston
03:08	03:15	1M11 23:10 Glasgow C-Euston
03:15	03:21	1F01 00:50 Euston-Liverpool I.S
03:18	03:20	1M10 22:30 Glasgow C-Euston
03:24	04:58	3M20 19:54 London Liverpool Street-Liverpool Lime Street
03:25	03:44	1A04 01:10 Holyhead-Euston
03:28		1K93 02:50 from Manchester
03:36		4M09 00:02 parcels from Cardiff
03:41	03:53	4M68 22:20 Millbrook FLT-Trafford Park FLT liner
03:43	03:53	1M12 21:40 Perth-Euston
	03:50	1G00 to Birmingham NS (portion ex 1M12)
03:50		4M01 22:20 parcels from Reading
	03:55	1K00 news to Stoke-on-Trent
04:09	04:46	4M13 18:00 Penzance-Manchester parcels
04:18	04:28	1V56 23:50 Glasgow C-Bristol
04:30	04:40	1M15 19:30 Inverness-Euston
04:39	05:50	4J02 03:44 Guide Bridge-Shrewsbury parcels
04:56	05:35	4M00 00:35 Gloucester Eastgate-Manchester Mayfield parcels
04:57	05:09	1M14 22:35 Stranraer Harbour-Euston

It is just before 03:00 on 1st February 1975 and 50029 has just arrived with 1A03, the 00:55 Holyhead to Euston boat train and is being uncoupled ready for an electric locomotive to take the train south.



3M20, the 19:54 London Liverpool Street to Liverpool Lime Street parcels was scheduled to stand at Crewe from 03:24 to 04:58 and is seen on the 11th January 1975 behind 86232.



1M44, the 19:30 Glasgow to Euston TPO stopped at Crewe for half an hour between 23:56 and 00:25 and is seen on 11th January 1975 headed by 86211.



The clock shows that it is 02:10 and 86250 has just arrived with 1P54, the 23:45 Euston to Barrow-in-Furness. On the adjacent platform is the stock for the 01:54 news and mail train to Liverpool Lime Street which has clearly been delayed. The date is 11th January 1975.



On 31st January 1975, 31242 has arrived with 1M58, the 20:00 mail train from Peterborough and has drawn forward after uncoupling. The driver has already set the headcode for the return working 1E74, the 00:44 postal to Peterborough North.



It is 23:25 on 31st January 1975. There is obviously a problem as the staff are checking something between the locomotive, 86226, and the first coach of the 20:50 'Royal Highlander' from Euston to Inverness.

June 1973: Luton station and its surrounds provided plenty of photographic potential, which Kevin used to good effect. An unidentified 'split-box' Class 45 is just 30 miles into its lengthy journey from the capital to South Yorkshire atop 1E26, the 14:05 SuX departure from St. Pancras to Sheffield. The male hairstyles and fashions of the day are 'modelled' by the gentleman sitting in the BRUTE trolley! Look carefully and you'll glimpse a solitary Class 33 lurking nearby having worked in from the Southern Region with a cement train to Dunstable. In addition, 'Westerns' were no strangers to the area on stone trains from the Mendips to the stone terminal near Leagrave.



Midland Main Line Miscellany Part Two: Luton Interlude

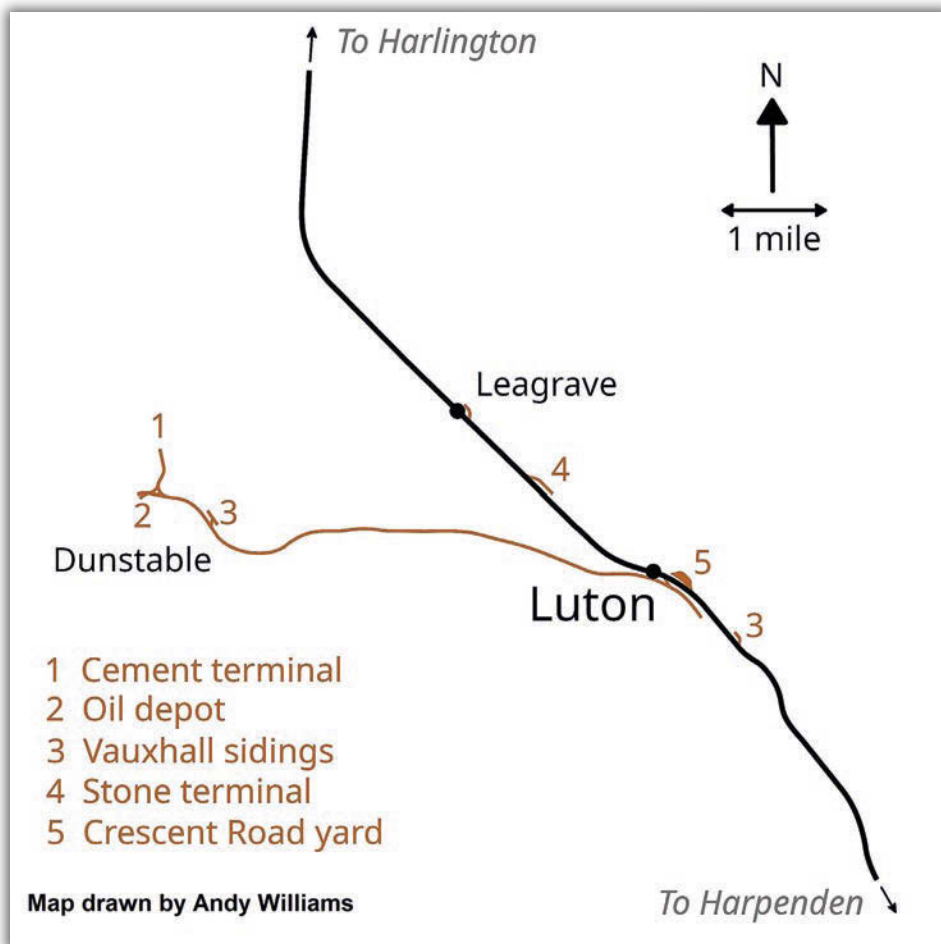
David J. Hayes continues his selection of photographs taken by Kevin Lane and showing the Midland Main Line railway infrastructure around Luton in this study from the pre-electrification era.

May 16th 1974: Once an everyday sight on the southern section of the MML through Luton were inter-regional coal trains destined for the London area and into Kent, serving such destinations as Acton Yard, Northfleet, Ridham Dock, Snodland and Southfleet (see 'Kent Coal' feature in TRACTION 253 & 254). 'Peak' No. 97 is seen with a southbound coal haul, as an unidentified Class 25 lurks nearby.





April 7th 1977: With Crescent Road Goods Yard visible to the left of the 'Peak', 45122 approaches Luton station with a 'Down' express from London. Note the wonderful array of pre-electrification railway infrastructure.



(LEFT) August 1975: A major source of rail freight traffic generated in the Luton area was provided by the automotive industry. A raft of 'auto-flats' laden with a mixture of Bedford TK trucks and Vauxhall cars are shunted by an unidentified Class 08, although the white truck is actually a Ford 'D'. Further Ford 'D' types can also be seen in the background standing in Crescent Road Goods Yard (a colour version of this image can be found on Kevin's 'Lost-Albion' Flickr site).



October 5th 1978: 'Peak' 45148 prepares to depart Luton with an express for London while 25183 has charge of a short raft of 'Pres-flo' cement wagons and a brake van for Dunstable. The cement terminal at Dunstable was regularly supplied from Northfleet. However, the cement wagons seen in this view would imply that this was a service from elsewhere and was most likely running as an additional special.



July 5th 1979: We now see a Class 127 four-car unit departing from Luton with a service from Bedford to St. Pancras, as viewed from Crawley Green road bridge. The headcode 1G13 would appear to be incorrect for such a working and perhaps should read 2C13? Interestingly, four-character headcode displays were officially abolished by British Rail in January 1976, but appear to have continued being used on MML secondary passenger service for some years after. The Crescent Road goods facility is clearly visible in this view and contains an assortment of rolling stock along with a Class 25. The short raft of tanker wagons stabled between the fast and slow lines is believed to be a portion from a Ripple Lane to Dunstable service.



Circa 1981: Crawley Green road bridge, to the south of Luton station, afforded good photogenic views of southbound trains, but all this was about to change with the then forthcoming 'Bed-Pan' electrification (note the electrification masts). A 'split-box' Class 45 'Peak' (believed to be 45120) heads for the capital with an 'Up' express. A couple of Class 25s are also visible and Crescent Road Goods looks to contain a healthy volume of traffic, which includes Bedford truck chassis and international ferry vans, the latter including refrigerated types (far right) used for perishables such as fruits, meats and vegetables. Believed to be one of the last flows using refrigerated wagons in the UK these were for the import movement of offal to Melton Mowbray for Pedigree Petfoods, which ceased circa 1990 (a colour version of this image can be found on Kevin's 'Lost-Albion' Flickr site).

April 1982: Another fine viewpoint for photography depicting trains departing southwards from Luton was afforded from the top of a car park situated above a bus station, both of which have since been demolished. 45142 has just 30 more miles to cover before reaching its London destination of St. Pancras. Note the National Carriers building (centre), part of Crescent Road Goods (right) and advertising billboards (lower right).



May 1979: The next couple of views are believed to have been taken at or near the site of what is now Luton Airport Parkway station. A Class 127 four-car unit forming a St. Pancras to Bedford service heads for Luton. The spur visible in the background, leading from the 'Up' slow line, served the Vauxhall Motors plant (see next image).



April 1981: Class 25 No. 25190 delivers a couple of 16-ton mineral wagons to Vauxhall Motors' Luton plant, which was sited just to the south of the town. The wagons were apparently used for out-going scrap metal/off-cuts rather than for the delivery of coal. Note that the 'Bed-Pan' electrification catenary is already in place on the main lines.

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.



Photography by Andy York

WORMHILL

On a quest to create a more accurate model of the Peak Forest, Pete Latham visited the iconic beauty spot to discover how to compress his latest layout project.

The through-lines at Peak Forest are on a slope and Pete's first challenge was to replicate this. The difficult part was making the board drop one inch across the front and climb back up to the fiddleyard. Four tracks had to be turned into one, as the layout is basically a loop. The new Peco Code 80 curved points helped and have been used on both corners. The hidden curves use Peco Code 80 set-track. The rest of the track and points are Peco Code 55 which Pete has used since they appeared over 30 years ago.

Once the track and electrics were completed it was time to check it all worked. Pete decided it needed four switches to isolate or power four locomotive-length sections on the stabling point. There are only seven power feeds on the layout because the point blades are used for electrical continuity.

Next came the scenic work. Magazines were scoured for articles and photographs, and a friend, Andy Small, supplied Pete with a series of photographs he had taken.

The basic landform was constructed from the polystyrene packing from his new kitchen, although he prefers polyurethane insulation material. The backscene is rigid foam advertising material disposed of by a local fashion store. Only then did the ballasting begin, mainly with a mix of mainly Woodland Scenics products. The track was given a light spray of Humbrol 29 from a can. The hillsides and embankments were covered in papier-mâché made from newspaper, dilute PVA and a little dull green paint. Scatter was added, mostly Woodland Scenics Blended Turf Earth Blend.

Pete didn't want the backscene to dominate, so cut out rough hillside shapes and sprayed them with Vauxhall Reed Green from Halfords. Some pieces had one spray, others two to vary the tone. The few trees on the layout mostly came from the Model Tree Shop and many were given an early-autumn appearance.

There are few buildings at Peak Forest. The two small Portacabins were cut from one Knightwing kit, and the relay cabinets came from the same source and Peco. Cable trunking is from Ratio, and the signal box is from Hornby's Lyddle End range, although not 100% correct. Lights are made from a brush bristle topped with a lamp from craft shop, Adhesive Sparkly Gems. The refuelling point uses scrap box bits and a Farish Container.

Locomotives are predominantly Class 60s plus Classes 66, 37, 56, 31 and the odd Class 47. Many of these have been renumbered, re-liveried and lightly weathered. In total there are 18 trains and room for five or six locomotives on the stabling point or refuelling point. Stock on this layout is obviously focussed on stone traffic. There are usually five unloaded trains and four loaded. Other trains include engineers' stock which is largely kit-built, with a token railtour passenger train and fuel tanks.

Wagons used on the layout include JGAs, MEAs and PGAs from Bachmann/Farish and Cargowagons from Dapol. Kits from the N Gauge Society include PNAs, ZUAs and YQA. Taylor Precision Models provided MKAs, VDA and VCA as well as the MOD PDAs. CSA wagons used BH Enterprises tanks as a basis and the INAs are converted continental bogie opens, mainly from Roco.







Review: Locomotion Models Class 33 exclusive

Complementing Heljan's recent release of main range Class 33 locomotives, Locomotion Models has commissioned an exclusive edition of 'Crompton' D6535, part of the National Collection. This is the first exclusive edition model produced for Locomotion Models by the Danish manufacturer.

Built by the Birmingham Railway Carriage & Wagon Company, it was delivered on December 10, 1960, entering service on British Railways Southern Region as D6535.

It was renumbered 33116 on December 31, 1973, and was named *Hertfordshire Rail Tours* on December 11, 1993, at Weymouth station by John Farrow and Ian Kapur of Hertfordshire Rail Tours. The name was carried until April 1998.

It was withdrawn from traffic in August 1998 and stored out of use at Old Oak Common until June 2003, when it was acquired for the National Collection. D6535 was push/pull fitted and was usually found operating with non-powered 4TC units on non-electrified lines on the Southern Region. These were designated as Class 33/1 locomotives for push/pull working, which was commonplace between Bournemouth and Weymouth prior to completion of the Weymouth electrification scheme in 1988.

The National Railway Museum loaned D6535 to the Great Central Railway in April 2005, where it has been located ever

since and where it is available for traffic, although it looks in need of some cosmetic restoration to bring it up to the standard of Heljan's delightful decoration.

This recent reworking of Heljan's Class 33 features the re-tooled bogie sideframes with the springing correctly inset, which, to me, makes a big difference to the appearance. The body retains the moulded style of bodyside grilles, which I find preferable to the etched type of grille fitted to the re-tooled early variant Class 33/0 of a few years ago. Where this model particularly shines is the quality of decoration with the white-walled tyres and painted axle roller bearings, even before getting to the body decoration.

The model is delivered with printed Hertfordshire Rail Tours nameplates and Eastleigh 'Spitfire' depot plaques but is further improved by the inclusion of etched plates from Shawplan's Extreme Etchings range. These are as good as one can get and sit perfectly over the printed renditions.

The detailing pack supplied includes bufferbeam detailing – although much of this is already attached – cosmetic buckeye couplings and snowploughs. There are sufficient parts for both ends, but full detailing would preclude the use of the included tension-lock couplings. The pack also includes blue-painted cab-to-shore radio cover pods for each cab roof. Care should be taken to ensure you are happy with the placement compared with

prototype photographs before fitting these into position.

The performance of the model is as good as it always has been, with ample mass and a strong motor giving stronger model performances than the prototype ever did.

Overall, it's a useful and capable model enhanced by top-quality decoration and provision of extras for the modeller to get the best out of it.

Manufacturer: Heljan for Locomotion Models
Catalogue Refs: (475150) 33116 *Hertfordshire Rail Tours*
RRP: £139
Gauge/scale: 16.5mm gauge, 1:76 scale, OO
Era: 7 to 9
Company/Operator: BR
Chassis and Body: Die-cast chassis and plastic body
Weight: 658g
Minimum curve radius: 438mm (R2)
Wheel Profile: RP25
Couplings: tension-locks and cosmetic buckeyes
Accessories: Snowploughs, etched plates, radio pods

Heljan reveals decorated samples of Class 86

Heljan's OO gauge BR 'AL6' (Class 86/0) models are almost ready for production. The manufacturer admits that, despite a lengthy delay to its Class 86s, it is confident that these will be released this autumn, alongside its new OO gauge Class 25s. As this factory decorated sample shows, they take the story of the '86s' back to the beginning, covering original BR 1960s blue and Rail Blue livery variations across the 1965-80 period. The pre-production versions are subject to improvements and corrections.

Seven versions will be offered, ranging from 'as delivered' BR blue with red bufferbeams and white upper cab areas through to late-1970s Rail Blue with TOPS numbers.

Improvements over its previous Class 86s include LED lighting, a 21-pin DCC decoder interface, retooled bodies with improved shape and finer detail, and a new finer scale Faiveley pantograph.



Kernow to produce GBRf Class 50s for 'N'

Model retailer, Kernow Model Rail Centre has commissioned Dapol to produce two N gauge Class 50 models in GBRf colours. Kernow Model Rail Centre's models will reflect the small but important differences between the livery of the two locomotives. 50007 *Hercules* and 50049 *Defiance* were unveiled on March 20, 2019, at Eastleigh following their repainting into GBRf colours. 50007 was revealed to have the identity of 50014 *Warspite* on one side.

Expected mid-2021, models in the twin-pack are to be made available in DCC-ready, DCC-fitted and DCC sound-fitted guises.

GBRf worked closely with the Class 50 Alliance, owners of 50007 and 50049,

enabling a return to the main line for its locomotives in 2017 and subsequently through a programme of railtours during 2018 as part of the 50th-anniversary celebrations of the Class 50s. The decision to repaint the locomotives into the new livery was a recognition of the developing relationship between the two organisations and marked a new chapter in the story of the Class 50s. Over the past few years, GBRf has invested in a programme of driver training to enable Class 50 operation over most of the UK rail network.

The repaints were carried out by Arlington Fleet Services at Eastleigh. The first outing for the GBRf-liveried Class 50s was on Saturday, March 23, when they worked Pathfinder Tours' Terminator-

Phoenixed railtour from London Paddington to Penzance and return to Waterloo. This marked 25 years since the final BR-operated Class 50 railtour over the same route, The Terminator, which was also promoted by Pathfinder.



Accurascale unveils HYA/IIA coal/aggregate hopper

Accurascale is to produce models of the HYA/IIA bogie hopper wagon in OO gauge. The manufacturer has said it has worked on the project between its Class 37, Mk. 5 coaches, Class 92, and "other projects yet to be announced." The wagons are to be made available via the network of Accurascale approved stockists.

The manufacturer has been dealing with tooling backlogs on its Mk. 5 coach and 'Deltic' changes but started cutting metal on the tooling for the wagons before the pandemic closed down its factories. Samples have been in its possession for a few months.

Photographs of a pre-production sample of the bulky wagons have emerged and Accurascale has been assessing the model with tooling improvements due to be completed in September. The changes include better securing of the cabling along the body side, better fit and finish at the top of the ends of the wagons, and finer renditions of the operating handles.

Accurascale will be offering these wagons in unpainted GBRf with coal branding, unpainted Fastline Freight, unpainted Fastline Freight with GE logos, and unpainted Fastline with Touax logos.

A wagon in GBRf guise and one in Fastline livery are to feature a working tail lamp for additional realism to model operations.

Decorated samples of the wagons are due in September and will move into production if they meet approval, with delivery scheduled for Q2, 2021.



**For all the latest modelling news head
to www.world-of-railways.co.uk**

LOCOMOTION MODELS

OUR LATEST OO SCALE MODEL IS RELEASED FROM LOCKDOWN!



Image: Andy York

33116/D6535 'Hertfordshire Rail Tours' is part of the National Collection and is currently on loan to the Great Central Railway in Leicestershire.

NOW AVAILABLE
FOR IMMEDIATE DELIVERY

EXCLUSIVE MODELS

BUY NOW!
£139.00
(+£7.50 courier)

Produced
exclusively for
Locomotion Models



Some accessory parts
including nameplates
require fitting by
customer.

Visit **locomotionmodels.com** our online store for details and more
Locomotion, Shildon DL4 2RE **Tel: 01904 685785**

MODELS FEATURED
OO GAUGE

FIND US ON:   

The National Collection in Miniature

Visit the Locomotion Museum Shop for:



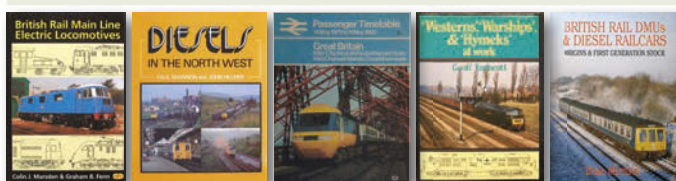
All prices and offers
are subject to change
without notice



TRANSPORT STORE

4 Nasmyth Court,
Livingston, EH54 5EG
Tel: 01506 441023
sales@transportstore.com

Railway books from the UK and world-wide
The world's largest transport literature website



www.transportstore.com

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

info@3cp-tools.co.uk

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

email: nick@railwaybook.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

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



Over 100 kits available spanning pre grouping to the 1990's.

No VAT for orders delivered outside the EU 16mm (1:19) Narrow Gauge Components are also available. Send C5 SAE or email for either list.

cmr@cambrianmodelrail.co.uk

01322 515672 2pm-4pm

PO Box 85, Greenhithe, Kent.

DA10 9DN

**Crafty
Hobbies**

South Cumbria's
number one
shop for model
railways, crafts, and
doll's houses.



www.craftyhobbies.co.uk

54 Cavendish Street,

Barrow-in-Furness,

T: 01229 820759

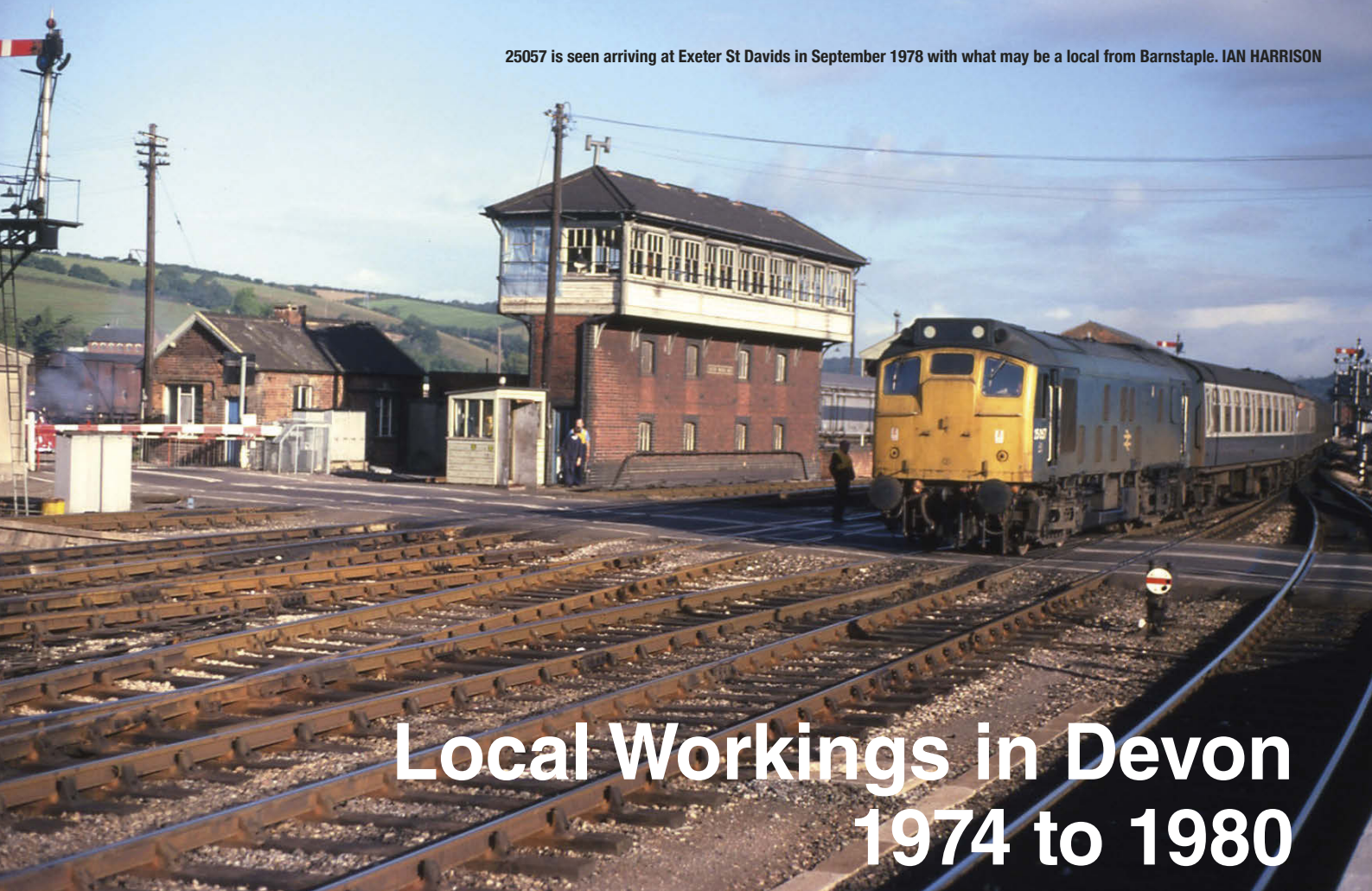
**High Lane
Model Railways**

Stockport Indoor Market,
Market Place, Stockport SK1 1ES
Email: info@highlanemodelrailways.co.uk
Tel: 07955 362105

Stockists of
JAVIS • HORNBLY • 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



Local Workings in Devon 1974 to 1980

Nick Edwards looks back at Devon in the mid and late 1970s with the emphasis on the workings of the less glamorous small diesel classes rather than the more popular 'Western' hydraulics and Class 46s.

26.03.74

Whilst waiting for 1A65 15:55 ex Paignton to arrive on Platform 3 at Newton Abbot 1E73 15:10 Plymouth to Leeds would arrive on Platform 4. Rarely of interest to 'Western' bashers it was normally formed off the 1V62 07:04 ex Derby. On this day it crept into Newton hauled by 25065 and 25081. This was pretty rare even though '25s' in the West of England weren't. Of course it was rejected because 1A65 was a 'Western' but this is the first small loco working I can recall,

10.09.74

The 16:10 Exeter to Barnstaple was hauled by either a Class 25 or a 31. On this date the '31' went pop and unusually there was nothing else that could go to Barnstaple so the 3 car Class 119 which was waiting to work the 17:03 to Axminster was substituted. Without a unit for the Axminster the movements office at St Davids plonked 46007 on the four coaches that should have gone to Barnstaple. Even though we were hardcore 'Western' bashers this was recognised as a rare working so a privilege quarter return to Axminster was purchased (probably just a few pennies) and we waited for the off. At this time this was a one way working so

it would be out at Axminster to await the 15:00 ex Waterloo home. The unit would go empty coaching stock (ECS) to Chard Junction and then ECS back to Exeter. 46007 would also have to do this to run round but the guard allowed us to stay on board back to Exeter so we had a round trip with 46007!

05.09.75

Amazing as it may seem the railway used to acknowledge that there were seasonal loading patterns and would run specials to cater for this. This was particularly true down west with the holiday trade. There were numerous long standing specials but one that only ran for one season (well at least in my experience) was 1Z37 09:10 Exeter to Newquay. This ran about ten minutes in front of 1B81 08:00 Bristol to Penzance so bashers in theory had a choice. However on the previous three days 1Z37 had a Class 50 and then 47089 'Amazon' (or Amazin' Raisins as it used to be known down here!) for two days. However, on this date D1059 'Western Empire' was up the front of four coaches. Calling at the same stops as 1B81 this was quite a thrash and on this date, as I was armed with a West of England rail rover, sampled it all the way to the Atlantic coast.

16.08.76

In the summer of '76 we all seemed preoccupied with a certain class of motive power and I can only find one move that featured a small loco on a Devon local. Sure there were lots of locals formed of London sets either before or after working from Paignton with 'Thousands' but these are a bit out of the scope and already well documented. On the above date there wasn't a lot of 'Western' action so some fill in moves were necessary, one being 25200 working 2B20 09:55 Exeter to Paignton.

15.04.77

The end of the 'Westerns' in February 1977 saw people go many different ways. I chose to bash 'Peaks', in particular Laira Class 46s, so the NE/SW route and many of the Western Region internal trains were meat and drink for us. Moves usually started either with 1S27 (Plymouth to Edinburgh) going north or 1B78 (06:30 Bristol to Plymouth) going west. On this day Laira had chucked out a steam heating Class 47 for 1S27 so we waited on Platform 1 for the Bristol as this was a bit late. It eventually arrived with 31254 on load 9: 3 coaches and 6 vans. For the novelty factor it was taken to Newton Abbot for 1E30. However, as it was running late, we saw 1E30 arrive

31112 pulls away from Dawlish Warren on May 15th 1976 with what is probably an Exeter to Paignton train. IAN HARRISON



with yet another '47' up the front. So the move was now 1B78 to Plymouth for 1M85. Obviously control thought load 9 was too much for a single Class 31 so stuck 50007 on the front. Both drivers decided to have a go and a lively run over the Devon banks ensued.

18.04.77

A few days later there was the first of a flurry of small engines from unusual depots that were seen in the spring and summer of 1977. This was 31207 (a Finsbury Park steam heating loco) which worked 2B43 19:35 Exeter to Paignton. This was the stock off the 15:00 ex Waterloo and was dual heated. I remember the 'Waterloo' stock was actually branded on the coach end 'Electric heat to work between Exeter and Waterloo only'. Not sure why this was..... Anyway 31207 was taken from Newton Abbot to Paignton as a fill in move for 1E61 home.

07.06.77

With summer well and truly on the way 2B44 produced 31323 from Immingham depot and another rare one down west.

11.08.77

Normally the 18:15 ex Paignton to Newton Abbot was formed of the stock off the 'Devonian'. However, in the high summer of '77 BR decided to run it through to Taunton formed of a local set of vacuum

braked stock. On this date it was Old Oak Common's 31304 on load 5 doing the honours. This wasn't that rare as '31s' did occasionally work trains north of Exeter.

16.08.77

The 18:15 Paignton to Taunton was hauled by 25216, one of Laira's no boiler locos that normally worked freight trains off St Blazey. As the Plymouth to Cardiff was a Class 47 the '25' was taken to Taunton for 1V94 and it gave a good account of itself on load 5.

29.08.77

2B41 09:55 Exeter to Paignton was often a good bet for a 'chuck out' and on this occasion it was 50017 on load 5 plus a GUV. At the time 50017 was still carrying double BR arrows on the cab ends. Indeed it still had them when it was named 'Royal Oak' the following year and became the only '50' to carry a nameplate and double arrows. Although the use of a '50' wouldn't be seen as rare in later years to get one on a local in 1977 meant it was restricted to local work at 75mph only by Laira.

07.06.78

Fast forward nearly a year and we find ourselves doing a minimal move to Exeter Central. The Waterloo line was still firmly in the clutches of the Class 33s and it was rare to get anything else such was their

reliability. However, on this date whatever came down on 1V09 was not able to go back so 31107 (Tinsley depot) and 31137 (Thornaby depot) were plonked on the front. I took the train for a three quarter of a mile trip up to Exeter Central followed by a quick march back down the hill through the town! I don't know how far they went but at least as far as Salisbury. I'm also not sure where they came from but it was likely to have been off the Ripple Lane to City Basin tar tanks which was a solid '31' turn, although usually from Stratford depot.

10.06.78

On Saturdays there was a 21:00 Exeter to Newton Abbot formed I think with the stock off the 17:00 ex Waterloo which arrived about 20:40. Whilst Laira '25s' were common pairs of them were less so. On this date 25058 and 25080 were sampled to Newton Abbot.

14.06.78

Evening moves were always problematic as being bowled on one move meant the rest of the evening was a wash out so one often took whatever was on offer. Normally the 18:44 Exeter to Paignton was formed with the stock off the 12:30 Paddington to Paignton and 16:40 Paignton to Exeter. However, in the summer the train was formed of a set of local vacuum braked coaches and a Type 2. However, on this dreary wet June evening, this and the 20:40

Newton Abbot to Paignton and 21:15 return were formed hauled by 45016. Although clearly not a 46 it 'had a nose' and with little else on offer I stuck with it. At Newton after putting the stock in the carriage sidings it even re-engined 1E61 so it was a one engine evening! I was a little peeved at the time but what wouldn't we give to be able to do that again?

15.06.78

The next day saw 2B20 14:20 Exeter to Paignton hauled by 50020. This was another rare liveried loco as in this case it was named but still carried its double arrow on the bodyside rather than under the secondman's window as with other named locos. It's likely that 'Revenge' was also restricted to local workings by Laira.

19.06.78

A few days later and its back to small stuff. The 19:30 Exeter to Paignton was a regular for small and rare locos as it was basically a 'kick out' on a one leg journey. On this date it was 25184 (Wigan Springs Branch) that did the honours and was sampled down 'the branch'.

14.07.78

Into the high summer now and more 'no boiler' locos were making it west. As usual it was the 19:30 from Exeter that dropped with 31144 (Immingham) up front. Also on this date 31401 (Bristol Bath Road but transferred there from Finsbury Park in February 1978) was out on 2B17 17:30 Paignton to Exeter and 2B44 18:44 Exeter to Paignton. Although ETH Class 31s wouldn't turn a head in a few years, at the time they were quite rare away from the Cardiff to Portsmouth service that they were allocated to Bristol for.

16.07.78

Cricklewood's small allocation of steam heat Class 45s were always a bit rare so when 45033 was turned out for 2B09 09:50 Exeter to Paignton with load 5 it had to be sampled.

18.07.78

It seems incredible now but back then you could still do a move to Paignton at 21:00 in the evening with a Class 25 in and a different one out. On this date with not much else about 25166 (Toton) was taken on 19:30 ex Exeter for a mooch around the amusement arcades and some chips before returning with 25058 on 21:15 Paignton to Newton Abbot for the standard finishing move of 1E61 home.

23.07.78

With reduced options on a Sunday (although by today's standards astonishingly busy!) strange workings were

often taken without sacrificing too much Class 46 mileage. On this date the word was that the normal 2B99 18:00 Exeter to Barnstaple would be formed of air braked stock and two Class 25s. This would return on the normal 19:06 from Barnstaple but extended to Penzance as an excursion. A couple of rare '25s' and air braked coaches to Barnstaple was tempting so 25155 and 25207 were had for 78 miles with 8 air braked coaches and a BG; these were off the 1V76/1M85 circuit. I can't remember the nature of the excursion but vaguely recall it may have been a religious outing. On arrival back at Exeter at 20:10 you could still do a move to get two more 'Peaks' in. Oh! How times have changed!

14.08.78

Further west BR grudgingly acknowledged that the British weather may not always be clement. So they ran a couple of extras to Plymouth from Paignton and Newquay. The latter is outside the scope of this review but the former was always a good bet for a 'chuck out' from Laira, particularly stuff that was local working only. Paignton was served by a 10:00 departure and 16:40 return from North Road. The stock was a motley selection of vacuum braked coaches hanging around between summer Saturdays. On this date Laira was using 46002 which at the time was full domino headcode and the standard 'Laira blue' livery. This wasn't everyone's cup of tea but to me and the rest of the 'Real Peak Army' an absolute monster.

26.07.78

Just to confirm Laira's nonchalant approach to local workings 2B33 16:40 Plymouth to Paignton load 8 was entrusted to 25206, one of the rarer no boiler china clay locos.

28.07.78

Another no boiler loco 25248 worked 2B46 11:10 Paignton to Exeter. This was the return of the 09:55 ex Exeter.

07.09.78

Fast forward to the shortening evenings and what was possibly the biggest working in the time frame of this review. 4B10 16:10 Bristol to Plymouth parcels was a long standing service that had seen numerous 'Westerns' often using only one engine and some on their final working. However, on the this date a few of us idling at Taunton noticed a Class 25 round the corner. A more detailed look and we saw the lower cowlings and then as it pulled along side we saw 25011, which at that time was allocated to Haymarket. We headed west and arrived at Exeter to see '011 on the 19:30 to Paignton. Well it would have been rude not to join the train.

14.09.78

A week later and with the evenings getting shorter and the holidaymakers getting fewer the reliable 19:30 from Exeter produced 25107 (Toton and no boiler) which was taken to Paignton for 25057 back on 21:15 to Newton Abbot.

11.06.79 and 12.06.79

Fast forward to the balmy early summer of 1979 and there was another rare bird down west in the former of Toton's no boiler 25115. On the first day it had obviously been on circuit as we had it on 21:15 ex Paignton and the next day it worked the 09:50 Exeter to Paignton.

08.07.79

Another Sunday and another odd 'Barny' line working that had to be had. For some reason (troop train springs to mind but I can't be sure) the 18:00 Exeter to Barnstaple was reclassified 1Z75 and formed of 6 coaches plus a GUV. The return was the booked 19:06 ex Barnstaple and the loco was Toton's no boiler 25249.

13.07.79

Diagrams had changed by now and the 19:30 ex Exeter had become the 19:37 and on a Friday at least was booked for the loco off the 15:00 ex Waterloo which of course meant a Class 33 along the seawall. Later years would see them working regularly but even this late they only really worked ECS to and from Newton Abbot and the very occasional advertised excursion. Again with not much else about and getting ready for an overnight 33117 was sampled down to Paignton. Whilst not that rare, the 'Bagpipes' were just one step down in rarity from a 'Slim Jim'.

17.07.79

The opportunity to have 33052 (Hither Green) rather than the usual Eastleigh locos on the 19:37 ex Exeter was a bit tempting. Also I had a 'fill in' move this day with 31405 (Finsbury Park with a white stripe) on 2B73 17:30 Paignton to Exeter.

07.08.79

A few weeks later and an urge to 'get outta town' saw 25048 sampled on 2B33 16:40 Plymouth to Paignton from the start. With load 8 the '25' did well to clear Hemerdon in 10 minutes and 14 seconds; not bad compared to a Type 4 on the same load which would do the same in about eight and half minutes.

18.07.79

For a 'Peak' basher the Devon locals were not that productive a seam but when there were 16 wheels for some reason it was rateable. As it was a warm summer's day it didn't matter that Exeter chucked out

Toton's no boiler 45072 on the circuit that started with 2B09 09:50 Exeter to Paignton. For me it was the day of the no boiler '45s' having on various workings which 45004, 45045, 45068, 45072 and 45077.

28.07.79

There were few locals on summer Saturdays because under absolute block working there was little capacity other than for the Saturday extras. One little known working was formed of just two spare air braked coaches and left Newton Abbot at 06:13 as 2B02. On this date it was 46033 making its way to Paignton to work a Saturday only service north.

10.08.79

Another old faithful 2B20 14:20 Exeter to Paignton produced on this day with 25121 (Toton no boiler) doing the honours.

16.05.80

A very sad year for me as I said 'goodbye' to bashing in any meaningful sense. As I had now been a driver's assistant for sometime and discovered beer and girls, trains were taking a back seat. And fate would play a huge part in my decision. Anyway on this day with withdrawals already on the cards it

was good to have 45005 (a Toton 'rocket' as the Midland lads knew them) on 2B44 18:58 Exeter to Paignton.

25.05.80

Coming off an early turn ballast job I had a look at the loco sheets in the foreman's office. If nothing was out I'd head home for a kip, if there was I'd make a move. I scanned down and saw '46009 2B45 14:45 Exeter to Paignton' so my mind was made up. This was my last Laira '46' for haulage and also one of the first I drove as a driver's assistant and so held a special place in my mind. It was a sad day to see it end its days as it did in a field in near Old Dalby when the nuclear flask accident test was carried out.

15.06.80

This wasn't quite the last little engine I had but it was the last I had on the Devon circuit that had been such a part of my life for a long time. Not surprisingly it was on the Sundays only 14:45 to Paignton as it got you to Newton Abbot for trains with big engines going north. On this day 25152 (Toton no boiler) was at the helm.

11.07.80

This was the end of an era in many ways.

Ever since the 'Thousands' had gone 46012 (probably because it was Laira blue and looked pretty rough) had been 'my machine'. Even though more '46s' went through Derby after this date for some reason 46012 was deemed to be the first of the cull that was to take place later in 1980. Right up to this date it had been active and reliable. However, for reasons known only to a few people this was to be its last day. As I was on a rest day I had it on 1V67 and ended up with it on 2B31 16:40 Paignton to Exeter. On arrival at Exeter it was hooked off and later ran light to Laira and withdrawal. For me that was all I needed to call it a day even though I still did a few All Lines Rovers and other bashes on 'privilege boxes'.

And so...

Its easy for 'lay people' to knock railway enthusiasts but even though they are quite a few who do manage to give rise to the stereotypes many of us had a great time with great people and gained a knowledge of this country like few others. That we could understand other people's preferences just shows how 'normal' we were. Would I do it again? Too right! In fact if anyone ever invents a time machine I think bashers will be first in the queue.



Dawlish Warren with a westbound local service on 9th September 1979. IAN HARRISON

TRACTION

**SUBSCRIBE
FOR JUST
£19.99
A YEAR!**

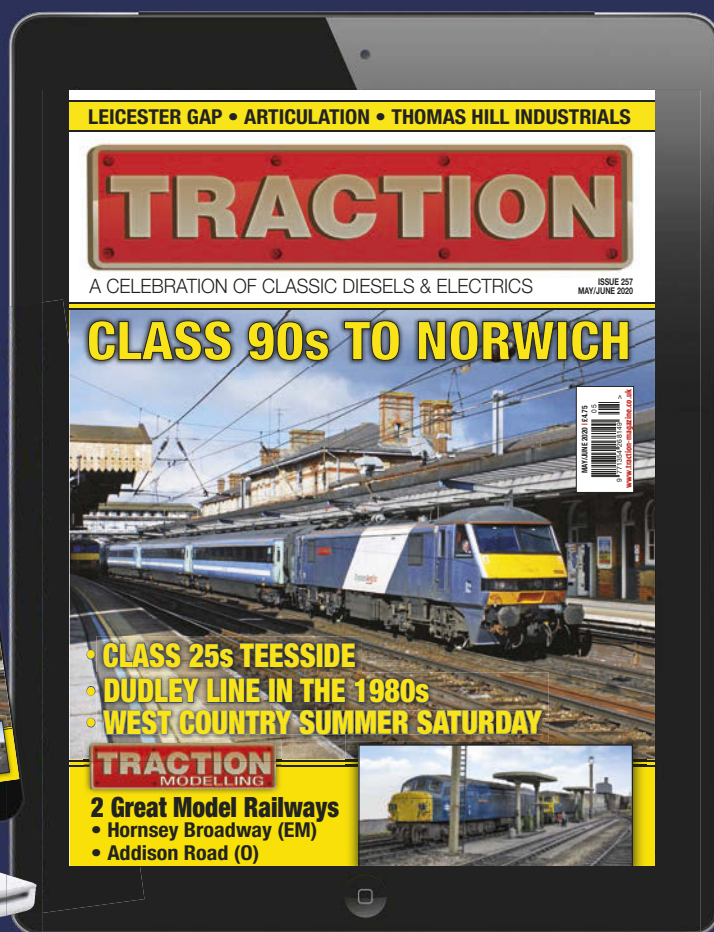
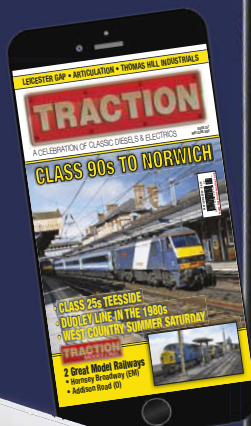
A CELEBRATION OF CLASSIC
DIESELS & ELECTRICS

Download and Subscribe today!

**Download
today at
[warners.gr/
tradigital](http://warners.gr/tradigital)**

**Your favourite bi-monthly magazine
is available as a digital edition,
bringing with it a mass of benefits!**

- Save money on the cover price
- Your magazine delivered to your device each month
- On-sale a week before the print edition
- You'll never miss an issue!





German Surprises

This orange-and-black apparition surprised the author on his holiday with his wife Mary. On 24th April 2019 he walked to the outer end of the terminal part of Dresden Hauptbahnhof's available platform and took this photograph of former DB (West Germany) B-B No 221 135, which is now owned by Bocholter Eisenbahngesellschaft, shunting infrastructure wagons. But what do the words 'Schwatte Liebe' on the side of the locomotive really mean? (Ed. A literal translation is 'weak love' but these words are also the motto of the football club 1. FC Bocholt and the owner of the railway company has used this locomotive to publicise his local team!)

Colin Boocock and his wife went on a short holiday to Germany enjoy the classical architecture and histories of Berlin and Dresden. But other classics turned up, too!

I was looking out of our bedroom window in Dresden. The hotel overlooked one side of the Hauptbahnhof (the main station). Behind one of the platform awnings I could see the top of a locomotive that I was certain did not belong there. It had two sharply-angled front cab windscreens, a black top and orange sides, at least as far down as I could see. Then it moved sufficiently to reveal a bit more of its shape – it was undoubtedly a former West German V200.1, later Class 221. What on earth was it doing so far east as Dresden, an area in which that type never worked when in Deutsche Bundesbahn service?

It was there again the next morning and I could no longer resist going into the station and traipsing to the outer end of one of the accessible platforms. There in front of me was No. 221.135, painted in orange-and-black, lettered up 'Schwatte Liebe' and coupled to a set of three low-sided bogie infrastructure wagons. A small team was working on demolishing the old low platforms in the central part of the terminus area and putting in place modern, higher platforms. 221.135 was helping them by shifting the spoil they dug up and supplying new materials.

The Class 221 was DB's 2,700bhp B-B uprated diesel hydraulic based on the 1950s V200 design. (One wonders why the British

Railways version, the 'Westerns', had to be a C C design rather than a lightweight B-B like this.) The 221s were used all over the DB system on express passenger trains.

221.135 is owned by a small company called Bocholter Eisenbahngesellschaft. It owns four diesel locomotives plus a small shunting engine and claims to run freight trains all over Germany. The company states its community aim as being to support local sports teams. 221.135 for example supports the FC Bocholt football team. The logo 'Schwatte Liebe' is the motto of the football club.

At the other end of the Hauptbahnhof a couple of days later I came across two more former DB locomotives that again would not have been there before reunification. This was a pair of Class 140s, Nos. 140.046 (ex DB 140.837) and 140.050 (ex DB 140.833), in the light blue livery of the company that owns the narrow gauge Pressnitzalbahn on the Isle of Rügen. The 140s were DB mixed traffic Bo-Bos dating from the 1950s.

A couple of days later, Mary and I were on the station platform at Saalfeld in Thuringia when we heard a lot of raucous singing and jollity. It wasn't quite nine o'clock in the morning, yet there was much noise afoot on the far side of the station. The source of the masculine singing was

the inhabitants of a football special that was due out very shortly.

I wandered over to see more, and was surprised to note that the locomotive at the head of the special was a former DB Class 110 express Bo-Bo, No 110.278. This was pleasing to me because I had never before seen an electric locomotive at Saalfeld (we had only been there once in 1978 to photograph the remaining main line steam workings), and this was a West German locomotive working in what had been the East. It belongs to the Centralbahn company based in Basel in Switzerland, though the stock is kept in southern Germany. The company rents out locomotives and stock for passenger specials, of which this was one.

I should not omit to mention three other surprises during our week-long holiday. At the east end of Dresden Hbf was parked one of the former DR Class 132 Co-Co Soviet-built diesel electrics. This carried the number 132.293. This was unusual in modern times because, post reunification, former DR class designations were altered to fit in with West German ones with the former Class 132 becoming Class 232. The owners of the locomotive, Erfurter Bahn Service (EBS), have have repainted and renumbered the locomotive with its former DR number.

We saw another 232 at Erfurt when we were on our way home. This was heading up an enthusiasts' special train that had been deposited there by a Class 41 2-8-2 steam locomotive. I nearly missed that. It was my wife Mary who spotted it and said to me: "Look, there's a steam locomotive!" I must be getting old!

All photographs are by the author, Colin Boocock.

Another pair of locomotives that, under private ownership, had strayed widely from their former working area was this pair of ex-DB Class 140 Bo-Bo electrics Nos. 140.046 (ex DB 140.837) and 140.050 (ex DB 140.833), also seen at Dresden Hbf, this time on 25th April 2019. They belong to the train hire business owned by the Pressnitzalbahn group, identified by the 'Press' logo on the bodysides and cab fronts.



This former DB Bo-Bo express electric, No 110.278, was at Saalfeld at the head of a football special on 27th April 2019. This class, in the old days, was never seen in East Germany. The locomotive belongs to Centralbahn, which is a Swiss company.

Once very familiar at Dresden and around East Germany was this class of Soviet-built Co-Co diesel electric. 132.293 was parked at the east end of Dresden Hbf on 25th April 2019; it is registered as 92 80 1232 293-1 so officially retains its DB number 232.293.



EWS's purchase of Railfreight Distribution saw them acquire the sector's Class 90 locomotives which continued to be used on the Channel Tunnel trains from Mossend and Trafford Park. No. 90021 heads 4A11, the 12:40 Trafford Park to Wembley, near Manchester Oxford Road station in July 1997 with most of the consist eventually destined for the Unilog hub at Muizen in Belgium.



EWS Intermodals

David Ratcliffe looks at the development of intermodal traffic during the EWS years

Having purchased the three trainload freight companies (Loadhaul, Mainline, and Transrail) in 1996, the following year English Welsh & Scottish Railways were also the preferred bidder for Railfreight Distribution, resulting in them taking over responsibility for operating the Channel Tunnel intermodal services then running between Dollands Moor and the inland Euro-terminals situated at Daventry, Hams Hall, Mossend, Trafford Park, Wakefield and Willesden.

In addition to its Channel Tunnel business, EWS were also keen to attract other containerised traffic and consequently they increased the frequency of the weekly Doncaster International Railport to Harwich service, which had been introduced by Mainline in 1995, as well as trying to develop several other new flows. These would be conveyed either as less-than-trainload traffic by the 'Enterprise' wagonload network, which EWS had inherited from Transrail, or as dedicated point-to-point intermodal

services. However, whilst early growth was encouraging, not all of these new container trains would prove to be a success and some were withdrawn after only a few trial months of operation when loadings failed to meet expectations. At the same time much of the less-than-trainload container traffic which EWS managed to bring to rail in its first few years would also eventually be lost, falling victim to an economic downturn and corporate changes within EWS which would see its enthusiasm for wagonload freight gradually wither away. In contrast, and despite strong competition from Freightliner and later GBRf, the services which EWS introduced to and from the established container ports of Felixstowe and Southampton would prove to be more successful.

Unfortunately the effect of a strong pound, coupled with competition from Eastern European road hauliers and the illegal immigrant crisis, resulted in the suspension or withdrawal of most



In 1998 EWS agreed to hire a Class 90 to Great North Eastern Railway to cover a power shortage whilst GNER's Class 91 fleet were overhauled. No. 90024 was selected and, although repainted in GNER blue, the locomotive could still turn up on other duties such as 4A13, the 13:10 MSX Trafford Park to Wembley, which is pictured at Deansgate station on 27th April 2000.



Channel Tunnel intermodal workings during 2001 and although this traffic had begun to pick up by 2003 it still fell well short of initial expectations. Some customers were reluctant to return their traffic to rail, while many of those that did now preferred to despatch their containers to a British port such as Purfleet or Thamesport from where they would make the short sea journey to the Continent.

Consequently EWS quickly introduced a handful of additional services to handle this traffic and at the same time some of the Euro-terminals began to diversify their business and started to handle Anglo-Scottish traffic. As a result, a number of new workings were added to the timetable linking Daventry, Hams Hall, and Trafford Park to Grangemouth and Mossend and, while initially most of these Anglo-Scottish trains were operated by EWS, in subsequent years much of this business would be taken over by either Freightliner, DRS or GBRf.

A solution was finally found to the Class 92's track circuit immunisation problems during 2000 enabling them to work traffic along the entire West Coast Main Line. No. 92024 'JS Bach' heads south at Crewe Basford Hall with 4M72, the 10:20 SO Mossend to Wembley intermodal service, on 21st April 2001. This train included portions for Milan Rogoredo and the French intermodal hub at Metz.



One of only two Class 92s to be repainted in EWS livery, No. 92001 'Victor Hugo', is seen passing through Ruby with 4069, the 14:01 Trafford Park to Dollands Moor, on 18th May 2005. By this date the Mossend to Wembley intermodal had been withdrawn with 4069 and 4053, the 03:37 Trafford Park to Dollands Moor working, being the only regular Channel Tunnel trains running on the WCML north of Rugby.



Early in 1999 EWS had introduced a dedicated container train from Ditton to Immingham Dock with various chemical traffics, produced by Associated Octel at Ellesmere Port and ICI at Runcorn, anticipated as its base loads. Originating from the recently opened O'Connor terminal at Ditton, near Widnes, the eastbound service is seen heading through Manchester Victoria behind Class 56 No. 56110 on 31st March 1999. On this occasion the train consisted of three Megafret twin wagon, TOPS code IKA, loaded with a range of different tanktainers belonging to Eurovos, Octel, and Suttons.



Unfortunately loadings on 4Z55, the 09:07 Ditton to Immingham, proved disappointing and it would be withdrawn after less than six months. Typical of the sparse traffic the train handled during its final weeks, Class 66 No. 66074 had just one Megafret in tow when recorded heading past the remains of the old platforms at the long closed Manchester Exchange station on 23rd July 1999.



Another fairly short-lived working introduced in 1999 was an Ipswich to Liverpool service which originated at the small container terminal situated alongside Ipswich Griffen Wharf. After running to Harwich to recess and also collect additional traffic, it then continued later in the day, via Warrington Arpley and Ditton, to terminate at Liverpool's Seaforth Dock. Amongst the different traffics handled were John West tinned produce, refrigerated foodstuffs, and bottled wine and spirits, but evidently the train was expensive to operate and it had disappeared from the freight timetable by 2001. Class 37 No. 37669 waits to leave Ipswich Griffen Wharf with 6A79, the 15.04 Ipswich West Bank to Harwich Parkeston Quay on 6th July 2000.



When first introduced in 2005 4A10, the 12:15 Trafford Park to Southampton, was booked for Class 92 haulage as far as Wembley with No. 92013 'Puccini' recorded heading the train through Deansgate on 28th November 2006.



During the 1990s the Ministry of Defence began making increased use of containers to carry military traffic and Class 66 No. 66233 had a single loaded KFA bogie flat wagon in tow when seen passing Oxford Hinksey with the daily Didcot to Bicester trip on 6th May 2005.



In addition to Channel Tunnel traffic the purpose-built Euro-Twin container flats could often be seen on other workings and, on 4th May 1998, FIA No. 31 70 4938 178-1 was one of several awaiting loading at Tees Dock prior to forming a service to Mossend.



Although EWS's Ditton to Immingham train was soon withdrawn, their services linking Ditton with Grain (Thamesport) and Southampton were more successful. These trains regularly included several of the company's FAA low-deck container flats such as No. 609069 seen at Crewe in the consist of 4Z55, the 08:07 Ditton to Thamesport, on 6th December 2003.



During 1999/2000 Thrall's York workshop built a fleet of 150 low-deck FKA twin flats for EWS. These were capable of accommodating high-cube boxes within the standard British W6 loading gauge and could subsequently be seen on almost all EWS intermodal services. FKA No. 81 70 4908 056-4 was marshalled in the consist of 4Z59, the 11:35 Warrington Dallam to Glasgow Shieldhall (Deanside Transit) when photographed at Warrington Arpley on 3rd June 2001. Only running for a couple of years the 'Dream Box' train conveyed Safeway products.



A wide range of container wagons appeared in EWS intermodal services with the rarest being Unilog's fleet of Belgian registered IJA single flats. These included No. 33 88 4910 107-0, which was photographed on 18 August 1998 when being shunted by Class 09 No. 09021 shortly after it had arrived at Hams Hall from Muizen in the consist of the 08.35 from Wembley.

In 1998 a new rail flow of containerised purified terephthalic acid (PTA) commenced running from Tees Dock to Workington where the PTA, imported from Rotterdam, was converted into polyethylene terephthalate (PET) by Eastman Chemicals for use in the manufacture of plastic bottles. Class 60 No. 60068 is pictured shunting empty IKA container flats at Workington Dock on 9th March 2005. In subsequent years Tees Dock was gradually developed into an important intermodal location with services also running to Avonmouth, Ditton, Mossend and Trafford Park.



A much more successful EWS intermodal working was the daily train from Newport to Barry which began running regularly in January 1999. The service conveyed predominantly 20ft box containers loaded with silicon metal for the Dow Corning chemical plant at Barry Docks and Class 37 No. 37146 and Class 09 No. 09001 are seen heading the inbound service around the 180° curve from Cadoxton onto the docks at Barry on 11 June 1999. After the container wagons had been berthed for unloading alongside No. 2 Dock the Class 09, which had been attached at Cadoxton, would be used to collect empty Polybulk wagons from Dow Corning's private siding, access to which was prohibited for larger locomotives due to a weak bridge just outside the chemical plant.

Initially the Barry train had utilised a rake of Euro-Twin wagons with the containers usually arriving at Newport either from Southampton Docks or Purfleet, but from 2000 the Euro-Twins were replaced by EWS's newer FCA container flats. A Class 66 had also become the standard motive power with No. 66175 being recorded at the head of 6B06, the 06:43 Newport ADJ to Barry, as it passed the north side of Barry No. 2 Dock on 21st May 2008.

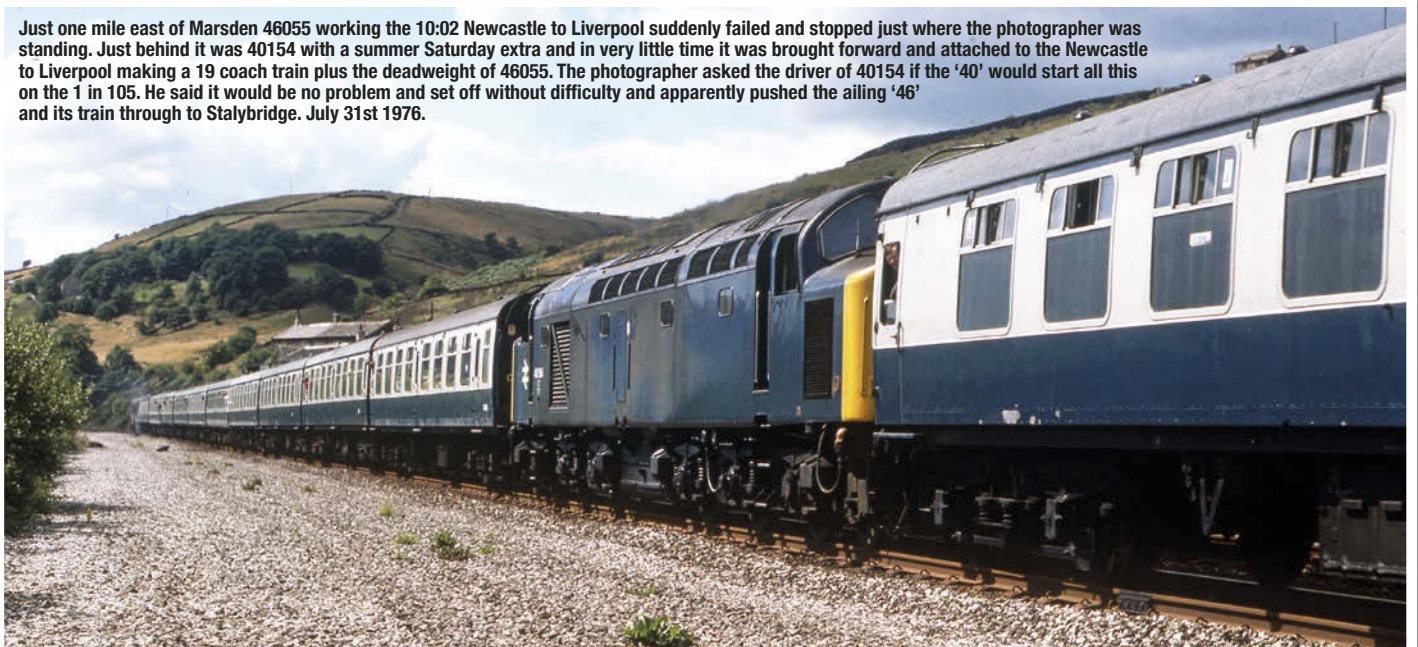




Trans Pennine Loco Hauled: Part 2 Marsden to Huddersfield

Gavin Morrison continues his journey eastwards along the Trans Pennine line between Manchester and Leeds. Having passed through Standedge Tunnel we are now in Yorkshire and begin the descent from Marsden along the Colne valley towards Huddersfield.

Just one mile east of Marsden 46055 working the 10:02 Newcastle to Liverpool suddenly failed and stopped just where the photographer was standing. Just behind it was 40154 with a summer Saturday extra and in very little time it was brought forward and attached to the Newcastle to Liverpool making a 19 coach train plus the deadweight of 46055. The photographer asked the driver of 40154 if the '40' would start all this on the 1 in 105. He said it would be no problem and set off without difficulty and apparently pushed the ailing '46' and its train through to Stalybridge. July 31st 1976.



(LEFT) The 10:02 Newcastle to Liverpool with a Class 45 or 46 in charge is about to enter the east end of Standedge Tunnel near Marsden and is seen from the A62 main road. There are four parallel tunnels here. To the right of the train is the empty trackbed which led to the two original single track bores. The first of these was built in 1848 and was joined by a second in 1871. Both of these are now out of use. The third, a double track tunnel, was opened in 1894. Predating the railway tunnel was the canal tunnel of the Huddersfield Narrow Canal. Construction started in 1794 but it wasn't until 1811 that it opened, being the longest canal tunnel (at 5,451 yards) in Britain. To the left of the railway is the canal basin at the beginning of the tunnel where barges would have to wait before being 'legged' through the tunnel. The bridge over the railway is an aqueduct carrying the River Colne. February 26th 1977.



A five car Trans Pennine Class 124 unit leaves Standedge Tunnel and approaches the station on the 12:10 Liverpool to York. By this time the sixth vehicle, a trailer first buffet coach, had been removed from the sets. Note the snow covered freight loop in the foreground. February 26th 1977.



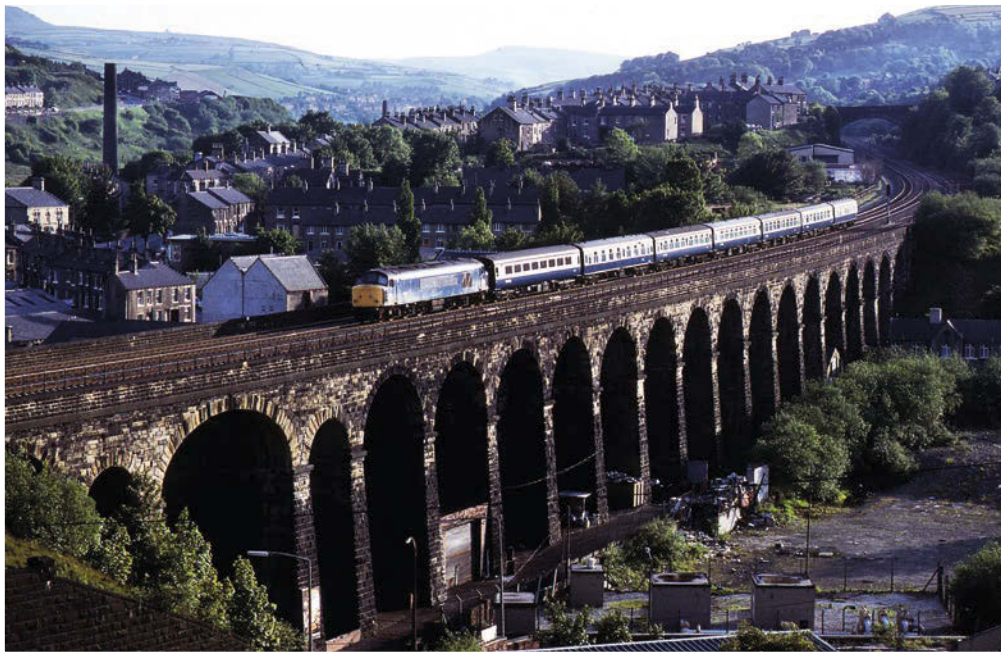
By this date the Class 25s were not common on the Standedge route on passenger workings but here 25196 makes a welcome appearance on a Saturdays only 09:00 Llandudno to Leeds seen heading down the bank towards Huddersfield passing Golcar. August 21st 1976.

At this time the 13:05 Liverpool to York was often worked by a 'Deltic', especially on Thursdays. The outward working was the 08:49 from York. On this occasion the train was headed by 55015 'Tulyar' which is just about to enter Gledholt Tunnel. December 2nd 1981.



47425, heading the 09:18 Newcastle to Liverpool, emerges from Huddersfield Tunnel and will immediately enter Gledholt Tunnel. This was the site of Springwood Junction where the Penistone line separated from the main line. There was once signal box in this short gap in the deep cutting but it has long since been removed. In steam days the signal box was nearly always enveloped in smoke. May 25th 1981.





45054 catches the last sun rays as it crosses Milnsbridge Viaduct heading for Huddersfield on the 18:05 Liverpool to Newcastle. June 14th 1984.



D200 (40122) is seen in its special green livery, but not as clean as usual, as it emerges from Gledholt Tunnel on the summer only 14:00 Scarborough to Liverpool. June 4th 1984.



Viewed from above the tunnel 47434 'Pride of Huddersfield' is in its namesake station and is about to leave with the 14:20 Newcastle to Liverpool. April 23rd 1990.

CREWE IN THE BR BLUE ERA

I read with great interest Mike Hitchen's article about Crewe in the halcyon days of BR blue. He mentions the crowds that could be attracted to the station when a work's open day was taking place. I enclose a photograph taken on 22.09.79 exactly as Michael described showing the platforms absolutely packed with spotters or 'enthusiasts' as many of us preferred to refer to ourselves! Just look at the precarious seating with legs over the platform edges and not a railway official or BTP officer in sight! The almost completely hidden train in the background is the returning leg of The 'Crewe Invader' railtour running as 1Z85 heading back for Plymouth led by 50008 'Thunderer'.

The second photograph also shows something that Michael describes, namely the passage of an APT test train. Taken in the half-light on 11.02.79 a prototype HST power car that was part of set 252002 is seen at the rear of a working passing through one of Crewe's centre roads with an APT power car just in view. Out of sight on the front was 47199. Interestingly, I had also been visiting the works again on this bitterly cold February day having travelled up from Oxford on the Crewe Campaigner Relief railtour.

Finally, I would like to add my personal thanks to you for keeping Traction going during the past few months. Whilst I could not get out and buy my copy, something that I actually enjoy doing, I have had two excellent editions delivered by post. Well done again!

STEVE RANDALL BY EMAIL



I read with interest the article in TRACTION 258 about Crewe during the BR Blue era, which reminded me of my own occasional visits to this famous railway town especially at times of Works open days, one of which, I think, may have been the September 1975 event mentioned in the article. As with many other enthusiasts visiting Crewe, although there was plenty of activity to keep one occupied in the station area, it was quite frustrating to know that much of the freight would avoid the station by way of the Crewe Independent Lines (CIL), which were largely out of sight on the west side and situated in a cutting running at the back of the Diesel Depot. Certain freights, however, were booked through the station, especially those to and from the Stoke-on-Trent line, which had no direct access to the CIL, although such workings did have access to and from Crewe Basford Hall Yard at one point.

Mention was also made of an evening Class 40-hauled British Oxygen Company (BOC) train to the BOC plant at Ditton. This was probably the return empties from the BOC terminal at Wolverhampton (Monmore Green). This was reached via a spur that also gave access to Wolverhampton Steel Terminal. Although the spur was electrified (now de-wired), the BOC trains were shown in the working time table for diesel haulage and often produced a Class 40. I can only recall seeing once an electric-hauled BOC train traversing the Wolverhampton to Birmingham main line. This was near Oldbury station (now Sandwell & Dudley) back in the late 1970s or early 1980s. These would have been the empties returning to Ditton, which were required to run via Soho Road and Bescot. Another regular BOC train that would have passed through Crewe during the period covered by the said article would have been that to and from Wembley, which would have been electric-hauled and possibly routed via the CIL.

Although long out of print, I can thoroughly recommend the booklet 'Diesels Under The Wires Around Crewe' by Barry J. Nicolle (published 1979 by Peter Watts Publishing), which contains a splendid selection of monochrome images taken by the author depicting a nice variety of freight and passenger turns, and some interesting viewpoints of such workings including those elusive freights traversing the CIL.

DAVID J. HAYES, WEDNESBURY.

STAFFORD OVERNIGHT IN 1975

I have now read your full story about Stafford overnight in 1975 in TRACTION 259. Several points emerge from my perspective. Firstly, there was clearly a high utilisation of, in particular, Class 86. In 1975, all the first generation electrics were back in traffic but Classes 82-84 were largely confined to non-passenger duties. The use of a Class 47 on the Edinburgh to Bristol suggests a shortage of electric traction somewhere in the north. Secondly, the comparison between freight traffic then and now is most marked. There was also no 'white van man' parcel delivery activity then. Thirdly, mindful that, northbound, the sleeper to Liverpool and Manchester split at Stafford, the up workings in 1974 ran as separate trains. Finally, the failure of 50012 to return with empties was curious because 12 hours should have been long enough to make the round trip. 50041's whereabouts before collecting the loaded MGR would be interesting to know, but we never will. You must, indeed, have been pretty shattered at the end of the night. It is a wonder you did not fall asleep and overshoot Crewe on the return.

DAVID CLOUGH BY EMAIL



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

BRING, SEND OR COLLECT

either visit the shop, send us your
items, or for larger collections we will
arrange collection for you

STEP
03



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

Ref: TRACTION20

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@RAILSOFSHEFFIELD.COM

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://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



Tel: 0114 3216 160 or 0114 2647 449

Email: support@oliviastrains.com