

HORNBY'S LATEST A1 REVIEWED

BRITISH RAILWAY MODELLING

BRM

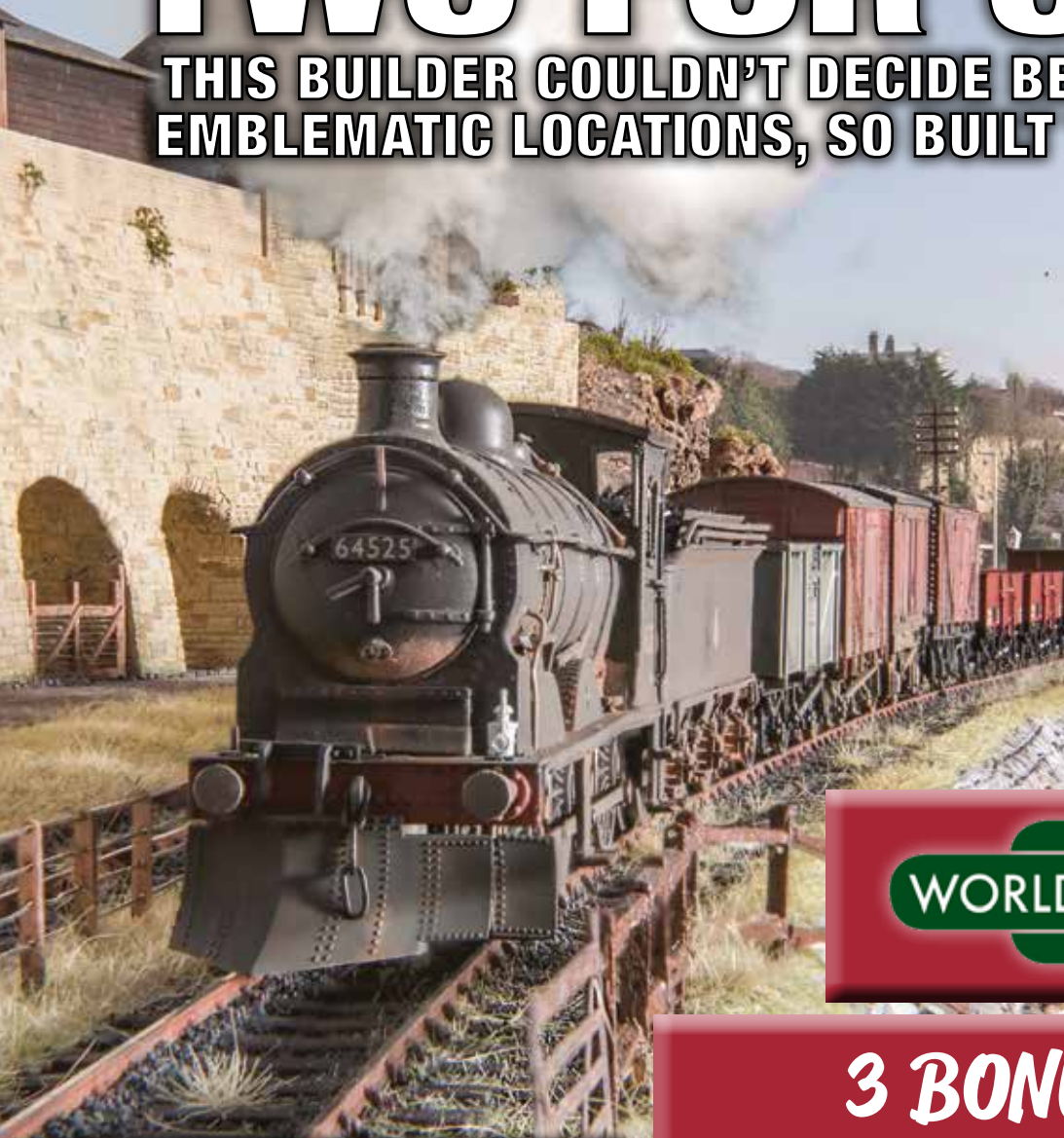
MAY 2022



TWO FOR ONE!

**THIS BUILDER COULDN'T DECIDE BETWEEN TWO
EMBLEMATIC LOCATIONS, SO BUILT THEM BOTH!**

£5.49



**WORLD OF RAILWAYS
TV**

3 BONUS ARTICLES

8 EXTRA VIDEOS

54 EXCLUSIVE IMAGES

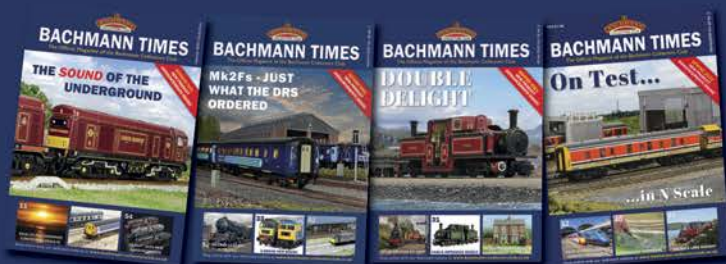




The Official Bachmann Collectors Club

JOIN TODAY

and you will receive...



4 copies of the quarterly **Bachmann Times**



Two Year Warranty

ON BACHMANN BRANCHLINE, GRAHAM FARISH, BACHMANN NARROW GAUGE & THOMAS & FRIENDS™



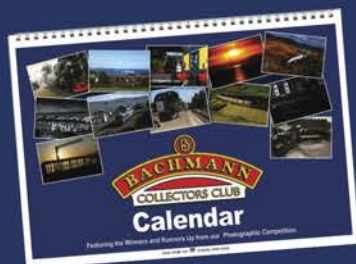
Invitations to our **NEW**
'Practically Perfect' Sale event



4 copies of our quarterly
British Railway Announcements
catalogues PUBLISHED IN EACH 'BACHMANN TIMES'



FREE OO, OO9 or N
Scale Wagon OR for EFE
Members a **FREE** Bus
or Commercial Vehicle



A specially commissioned
Calendar



A **FREE** copy
of Bachmann's
**Combined
Volume**
catalogue



A Pin Badge and
Membership Card



Invitations to Member only
events, including our annual
Members Day

Be the first to know with
a monthly **TrainMail**
e-newsletter



The chance to purchase
Limited Edition Club Exclusive Models
NOT AVAILABLE TO BUY IN SHOPS!

FREE access to
our **Members
Lounge**
- AT SELECTED EVENTS



www.bachmann-collectorsclub.co.uk

DISCOUNT 'O' GAUGE

TOWER BRASS LOCOMOTIVES

R.T.R. in unpainted brass/factory painted

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

FULLY FINISHED R-T-R LOCOS

L&Y/LMS/BR Pug 0-4-0T.....	from £525.00
GWR/BR 1361 0-6-0ST.....	from £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.....	£355.00
GL14 LNER / BR 04 TINY 0-8-0.....	£360.00
GL16 LNER / BR Q1/1 0-8-0 TANK.....	£330.00
GL20 LMS/BR PRINCESS.....	£480.00
GL21 LMS/BR ROYAL SCOT.....	£420.00
GL23 LMS/BR BRITISH LEGION.....	£420.00
GL24 LMS/BR ORIGINAL PATRIOT.....	£420.00
GL28 LMS/BR 2P 4-4-0.....	£335.00
GL36 LBSO/SV/BR H2 ATLANTIC.....	£430.00
GL44 LNER/LMS/BR COAL TANK 0-6-2.....	£285.00
GL50 LNER/BR 2-8-2 GARATT.....	£675.00
GL56 LNER / BR L1 2-6-4.....	£330.00
GL58 LNER / BR B1 4-6-0.....	£400.00
GL59 LNER / BR K1 2-6-0.....	£385.00
GTR62 SR/BR Urie King Arthur.....	£480.00
GL70 SR / BR SCHOOLS 4-4-0.....	£430.00
FT9 NER/LNER/BR GBTP 0-4-4T.....	£240.00

MERCIAN LOCO KITS

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

TOWER COLLECTION (D.J.H) BEGINNERS KITS

Includes wheels, gears and motor	
TC1 Class 02 0-4-0 Diesel Shunter.....	£250.00
TC3 Andrew Barclay 0-4-0 Steam Shunter.....	£250.00

TOWER COLLECTION LOCO KITS

Require wheels, gears and motor

TC2 LMS streamlined Coronation.....	£995.00
TC4 LMS/BR non streamlined Duchess.....	£995.00
TC5 LMS/BR de-streamlined Duchess.....	£995.00
TC6 LMS/BR Sir William Stainer.....	£995.00
TC7 LMS/BR Black Five 4-6-0.....	£995.00
TC14 LMS/BR Stainer 8F 2-8-0.....	£995.00

D.J.H. LOCO KITS

K300 B.R. Standard 84xx 2-6-2T.....	£438.90
K301 B.R. Standard 2MT 2-6-0.....	£502.70
K302 LMS/B.R. Ivatt 2-6-2T.....	£438.90
K303 LMS/BR Fairburn 2-6-4 T.....	£456.50
K310A LNER/BR A3 with Corridor tender.....	£721.60
K317B BR Britannia with BR1/1A tender.....	£721.60
K320 LMS / BR 2P/ 2F/ 2MT 2-6-0.....	£502.70
K324B B.R. 9F 2-10-0 BR1/BR1C.....	£721.60
K336 LNER/BR R Peppercorn A2.....	£721.60
K338 LNER/BR G5 0-4-0T.....	£502.70
K340 B.R. Class 14 complete kit.....	£502.70
K344 NEW LNER/BR Hunt Class 4-4-0.....	£577.50
K435 NEW LNER/BR Thompson A2/1.....	£721.60
K346 NER / LNER D1 Class H1 4-4-4T.....	£495.00

PECO LINESIDE KITS

LK704 Wooden lineside hut kit.....	£22.75
LK705 Brick lineside hut.....	£22.75
LK709 Ground Level Signal Box.....	£32.75
LK710 Signal Box Interior Kit.....	£24.20
LK715 Brick Base Signal Box.....	£45.15
LK735 GWR Yard Crane.....	£24.50
LK741 GWR spear fencing.....	£12.50
LK742 GWR spear fencing ramps.....	£12.50
LK743 Field fencing and gates.....	£11.35
LK747 Telegraph Poles (6).....	£10.75
LK748 Ladders (4).....	£8.55
LK749 Loading Gauges (2).....	£14.15
LK750 Single track level crossing gates.....	£23.00
LK758 Platelayers tools.....	£7.35
LK759 Platform lamps (4).....	£9.95
LK760 Telephone boxes (2).....	£9.95
LK761 GWR Station seats (4).....	£9.50
LK762 MR/NER station seats (4).....	£9.50
LK763 SR/BR Station seats.....	£9.50
LK764 Bicycles (8).....	£9.50
LK765 Police Call Box.....	£11.35
LK790 GWR home or distant signal.....	£21.25

SLATERS BR WAGONS AND VANS KITS

7062 B.R. 12ton Vanwide.....	£40.00
7063 B.R. Standard Van.....	£40.00
7064 B.R. 12ton Standard/Flat Van.....	£40.00
7065 B.R. Meat Van.....	£40.00
7066 B.R. Insulated Van.....	£38.00
7067 B.R. 13 ton conflat 'A'.....	£36.00
7069 B.R. Lowfit Wagon.....	£36.00
7070 B.R. 12 ton Palvan.....	£40.00
7071 B.R. 13 ton High Goods Wagon.....	£36.00
7033 LNER/BR 20T Brake Van.....	£51.00
7053 LNER/BR 20T Brake Van.....	£51.00
7C020 SECR/SR/BR 4 wheel PLV/GUV.....	£79.00
7C021P SR/BR Bogie Van.....	£132.50
7C022 SR/BR 4 wheel BY.....	£84.00

PECO WAGON KITS

W601 GWR Toad brake can.....	£43.50
W602 GWR Permanent Way brake.....	£43.50
W603 GWR 6 wheel brake.....	£45.25
W604 GWR 4 plank open.....	£36.50
W605 GWR Steel Open.....	£36.50
W606 GWR 10 ton Van.....	£44.75
W607 BR 16 ton Mineral wagon.....	£45.25
W608 BR 27 ton Iron Ore wagon.....	£44.75
W609 BR 20 ton Pig Iron wagon.....	£44.75

PECO 'O' GAUGE TRACKWORK

SLE786BH Curved R/H Point.....	£62.50
SLE787BH Curved L/H Point.....	£62.50
SL700BH 12 yards flexitrack.....	£91.25
SLE791BH Right Hand Point.....	£49.75
SLE792BH Left Hand Point.....	£49.75
SLE797BH Y Point.....	£49.75
SLE790BH Double Slip.....	£104.75
SLE794BH Long Crossing.....	£56.50
SL10 24 metal railjoiners.....	£3.25
SL11 12 insulated railjoiners.....	£3.15
SL740BH Buffer stop.....	£3.20
TP1 Long Track pins (15mm).....	£3.25
ST700 Box (6) 393mm straight.....	£51.25
ST725 Half circle 1028mm radius curves.....	£55.00
STU750BH R/H Setrack Point.....	£47.50
STU751BH L/H Setrack Point.....	£47.50
PL33 Microswitch.....	£6.40
PL19 Microswitch Housing (2).....	£5.20
PL80 Power Feed.....	£8.00

PARKSIDE WAGON KITS

PS14 BR Grampus Ballast wagon.....	£35.00
PS15 BR 21 Ton Mineral wagon.....	£35.00
PS16 LNER Loco Coal wagon.....	£35.00
PS17 BR 12 ton Pipe wagon.....	£35.00
PS23 GWR/BR 13 ton open wagon.....	£35.00
PS24 GWR/BR 12 ton unfitted van.....	£35.00
PS25 BR 24.5 ton mineral wagon.....	£35.00
PS26 GWR/BR 12 ton fitted van.....	£35.00
PS27 GWR/BR 12 ton open with tarp bar.....	£35.00
PS28 GWR/BR 12 ton plywood van.....	£35.00
PS29 GWR/BR Fruit van.....	£35.00
PS30 BR 16 ton mineral wagon.....	£35.00
PS31 BR 16 ton slope sided mineral.....	£35.00
PS32 BR 16 ton mineral (ex SNCF).....	£35.00
PS33 BR 8 Plank wooden mineral.....	£35.00
PS42 LMS/BR 12 ton open wagon.....	£35.00
PS45 LNER/BR 12 ton goods van.....	£35.00
PS46 LNER/BR 12 ton fruit van.....	£35.00
PS49 GWR/BR Mica van.....	£35.00
PS100 SR/BR Banana van.....	£35.00
PS101 SR/BR Meat van.....	£35.00
PS104 BR 21 ton coal hopper.....	£35.00
PS106 SR/BR Cattle truck.....	£35.00
PS112 GWR/BR Gunpowder van.....	£35.00
PS114 LMS/BR Banana van.....	£35.00
PS115 LNER/BR Brake Van.....	£42.00

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.....	£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 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 £205.97 OUR PRICE £175.07
DCC fitted RRP £242.19 OUR PRICE £205.86
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 £512.33 OUR PRICE £435.48
Sound fitted RRP £672.75 OUR PRICE £572.74
Available Autumn 2022 Reserve yours now

DAPOL CLASS 121

Choice of 5 liveries
List Price £309.47 OUR PRICE £263.05
DCC Sound List Price £516.47 OUR PRICE £439.00
NOW AVAILABLE

DAPOL CLASS 122

Choice of 5 liveries
List Price £309.47 OUR PRICE £263.05
DCC Sound List Price £516.47 OUR PRICE £439.00
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 £181.13 OUR PRICE £153.96
DCC fitted RRP £212.18 OUR PRICE £180.35
Sound fitted RRP £362.25 OUR PRICE £307.97
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 £243.23 OUR PRICE £206.75
DCC Fitted RRP £274.28 OUR PRICE £233.14
NOW AVAILABLE

NEW DAPOL 10 FOOT W.B. WAGONS

B.R. Open Wagons (various)
RRP £46.95 OUR PRICE £39.95
B.R. VEA, VBA, MEAT, INSULATED AND STANDARD VANS (12 TYPES)
RRP £51.70 OUR PRICE £43.95

DAPOL HBA & HEA COALWAGONS

8 LIVERIES AVAILABLE
RRP £55.00 OUR PRICE £46.75
TOWER MODELS SET OF SIX RAIL FREIGHT RED GRAY
RRP £330.00 OUR PRICE £275.00
AVAILABLE SPRING 2022

NEW DAPOL 20 TON BRAKE VANS

7 liveries available
RRP £84.00 OUR PRICE £71.40
AVAILABLE SPRING 2022

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

DAPOL HAA COALWAGONS

VARIOUS LIVERIES AVAILABLE
RRP £59.95 OUR PRICE £50.95
TOWER MODELS EXCLUSIVE COAL SECTOR YELLOW FRAME
RRP £59.95 OUR PRICE £50.95
AVAILABLE SUMMER 2022

NEW DAPOL VANWIDE/VEA'S

RRP £58.59 OUR PRICE £49.80
TOWER MODELS LIMITED EDITION SETS OF SIX £295.00

DAPOL BOGIE BOLSTER E

6 LIVERIES AVAILABLE
RRP £72.40 OUR PRICE £61.54
NOW AVAILABLE

DAPOL TTA TANKERS

2 body types, 11 liveries
RRP £85.00 OUR PRICE £72.25
 4 Tower Limited Edition Sets (3)
RRP £255.00 OUR PRICE £216.75
DUE LATE 2022

NEW DAPOL MOTORISED SIGNALS

GWR & LMS Home 4 versions
List Price £58.00
OUR PRICE £49.30

NEW DAPOL CONFLATS

6 VERSIONS WITH LOAD **£57.14**
 4 VERSIONS WITHOUT LOAD **£39.54**
 4 DIFFERENT TOWER MODELS
 LTD EDITION SETS OF 3 BR **£170.00**
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**
NOW AVAILABLE

NEW DAPOL AUSTERITY J94

TEN LIVERIES BEING PRODUCED
BASIC RRP £250.00 OUR PRICE £212.50
DCC FITTED RRP £285.00
OUR PRICE £242.25
SOUND FITTED RRP £380.00 OUR PRICE £323.00
AVAILABLE SPRING 2023
ADVANCE ORDERS WELCOME

NEW DAPOL GWR / LMS / BR VANS

3 LIVERIES LMS STD 12T VAN
 5 LIVERIES GWR STD 12T VAN
 2 LIVERIES GWR FRUIT A
RRP £51.40 OUR PRICE £43.69
AVAILABLE WINTER 2022

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 October 2022
Reserve yours now

NEW HELJAN CLASS 26 & 27

VARIOUS LIVERIES
RRP £599.00 OUR PRICE £509.15
AVAILABLE FIRST HALF 2022

NEW HELJAN 61XX PRAIRIE TANK

HJ6103 6111 B.R. unlined 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
NOW AVAILABLE
See our website for full details

HELJAN CATFISH & DOGFISH

Catfish 9 Liveries
 Dogfish 10 Liveries
RRP £109.00 OUR PRICE £97.50
AVAILABLE MID / LATE 2022

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 LATE 2022
ADVANCE ORDERS WELCOME

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

NEW HELJAN CLASS 33

Early and Late Versions
RRP £549.00 OUR PRICE £466.65
9 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
NOW AVAILABLE

HELJAN CLASS 35 HYMEK

Limited Re-run Four liveries planned
RRP £495.00 OUR PRICE £420.75
NOW AVAILABLE

HELJAN CLASS 55

10 Liveries Available
RRP £699.00 OUR PRICE £594.15
AVAILABLE 2023

NEW HELJAN CLASS 47

2 Versions, 1960/70s & 1980/90s
 Eleven liveries planned
RRP £699.00 OUR PRICE £594.15
LAST FEW AVAILABLE

HELJAN CLASS 56

Total of 8 liveries
RRP £699.00 OUR PRICE £594.15
AVAILABLE MARCH 2022

HELJAN CLASS 40

CENTRE HEADCODE 5 liveries
RRP £549.00 OUR PRICE £466.65
NOW AVAILABLE

NEW HELJAN CLASS 17

WORLD OF RAILWAYS

TV

LAYOUT

A close look at the DHAPR wagon works

Phil Parker shows us the details of his latest BRM project layout.

WATCH THE VIDEO HERE

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



PLAY

FEATURE

Severn Valley Railway engineering tour

Howard Smith speaks with the heritage railway's engineering apprentices George Whitehead and Barney Hill to discover more about apprenticeship duties.



PLAY

FEATURE

The Belmond Pullman – a grand day out

Howard Smith joins the Hornby team in London for an unforgettable experience aboard the Belmond British Pullman luxury train, touring the Surrey Hills.



PLAY

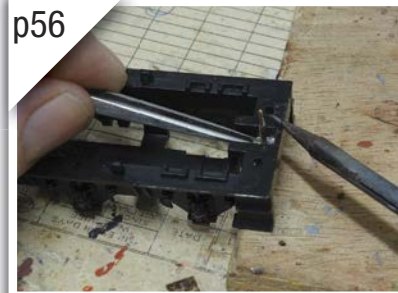
p22



p38



p56



p62



p66



MAY 2022 CONTENTS

LAYOUTS

22 GRANBY JUNCTION (OO)

This post-war layout fills its room in John Dew's Vancouver home completely, leaving only a window sill to spare – though not for long...

46 HUMPHREY ROAD SIDINGS (OO)

Assuming that Nationalisation of the railways never occurred, this snow-filled miniature landscape imagines a might-have-been Southern scene.

74 DUNFERMLINE UPPER 62C & CHARLESTOWN KILN (OO)

Jonathan Gourlay's first and second layout builds are deemed a great success, allowing many an atmospheric photograph to be captured.

PRACTICAL BRM

38 BUILD AN N GAUGE FACTORY

Experienced modeller, Michael Russell, adapts this N gauge factory from Gaugemaster, providing useful advice on elevating plastic kits.

56 HOW TO REPAIR OLDER LOCOMOTIVES

Small repairs and cosmetic additions to older locomotives often breathe new life, creating individuality, while maintaining sentimental value.

62 LIGHTS FOR LAYOUTS

Illuminating a layout creates atmosphere and adds another dimension. Phil Parker examines some of the options for modellers.

70 FIVE DCC MYTHS EXPLAINED

Does Digital Command Control only need two wires? And, is it really much better than analogue control? Tom Blount offers his perspective.

84 BRM PROJECT LAYOUT: SHOWTIME!

In February, the team challenged Phil Parker to build a layout to appear at the 'Ally Pally' show. What lessons were learned?

88 HOW TO CONSTRUCT A PYLON

For nearly 90 years, transmission towers and pylons have been a regular feature on the British landscape and still continue to divide opinion over their aesthetic qualities.

92 BUILD AN ISINGLASS GRESLEY TPO

If an item of rolling stock isn't likely to be made RTR – build a kit. Tony Wright constructs an ideal companion to a travelling post office train.

PRODUCTS & FEATURES

66 A PROTOTYPE IN THE PARK

David Ratcliffe promotes modelling the industrial complex of Trafford Park with its many opportunities for short-wheelbase locomotive fans.

102 BRMA RESULTS

A BRMA title is something that many of the manufacturers hope to pick up each year. Here, we present the 2021 winners from each category.

104 LATEST NEWS

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

110 REVIEW: HORNBY A1

Hornby's latest A1 represents outstanding value for money, especially given its high quality says Tony Wright...

112 REVIEW: KR MODELS IRON ORE WAGONS

Howard Smith takes a closer look at the latest models to arrive from the growing stable of RTR products from the manufacturer.

114 REVIEW: REVOLUTION TRAINS IWA

Arriving in quick succession with customers for N and OO gauges from Revolution Trains are these exciting new IWA wagons, filling a much-needed market void.

116 REVIEW: RAPIDO GUNPOWDER VANS

These new models from Rapido Trains are ideal for layouts of the 'Big-Four' and well into the BR era and come highly recommended.

p46



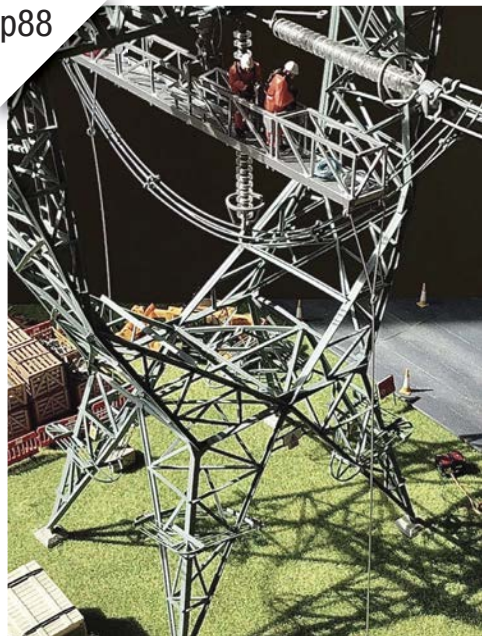
p70



p74



p88



p92



p110



p112



p114



p116



BRITISH RAILWAY MODELLING

BRM

**BRM JUNE ISSUE
ON SALE MAY 20**

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

DESIGN AND PRODUCTION

I DESIGNER

Ruth Jamieson

E ruth.jamieson@warnersgroup.co.uk

I ADVERTISING DESIGNER

Amie Carter

E amiec@warnersgroup.co.uk

I PRODUCTION EXECUTIVE

Allison Mould

T 01778 395002

E allison.mould@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 Seriby Hall weathered.....	£116.45
R3004X	BR Seriby Hall weathered.....	£133.45
R3233	D16/3 LNER.....	£100.95
R3235	D16/3 British Railways.....	£100.95
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
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
R3432	B12 BR Late.....	£127.95
R3612	80th Anniversary Mallard.....	£183.99
R3615	Peckett W4.....	£89.99
R3681	LMS 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
R3622	BR J36.....	£125.75
R3804	Hogwarts Castle (Hall class).....	£99.00
R3804TTS	Hogwarts Castle w. sound.....	£122.50
R3727	LMS Pug.....	£63.00
R3728	BR Pug.....	£63.00
R3544	LNER B12.....	£145.00
R3848	BR Terrier Carisbrooke.....	£80.75
R3823	Anniversary Terrier.....	£104.99
R3822	Centenary Smokey Joe.....	£39.99
R3864	GWR Lode Star.....	£161.99
R3832	LNER A2/3 Edward Thompson.....	£171.00
R3833	LNER A2/3 Chamossaire.....	£171.00
R3989	LNER A1 Knight of Thistle.....	£227.69
R30087	LNER A3 Lemberg black.....	£227.69
R3703	Peckett W4 Bear.....	£114.75

HORNBY DIESEL/ELECTRIC LOCOMOTIVES

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
R3705	R&H 48DS Dewars.....	£71.99
R3706	R&H 48DS Army.....	£71.99
R3707	R&H 48DS Longmorn.....	£71.99
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
R3920	CI 66 Malcolm.....	£66.95
R3921	CI 66 Freightliner.....	£66.95
R30023	GBRf Pride Class 66.....	£74.25
R30025	Class 60 GBRF.....	£187.20
R30027	Class 60 CAPPAGH.....	£187.20
R30020	GBRf Class 66.....	£74.25
R30021	GBRf Metronet Class 66.....	£74.25
R30074	DB Cargo Class 66.....	£74.25
R3898TTS	BR Class 08 sound.....	£180.90
R3899	BR Class 08 yellow.....	£166.95
R3900	GWR Cornwall Class 08.....	£159.30
R30047	Class 37 Rail Operations.....	£87.29
R30041TTS	Class 37 Colas sound.....	£108.89
R30044	Class 37 Network Rail.....	£87.29

HORNBY TRACK

R083	Buffer Stop.....	£2.50
R207	Track Fixing Pins.....	£3.25
R600	Straight.....	£2.15
R604	Double Straight.....	£2.55
R605	Double Curve 1st Rad.....	£3.25
R606	Curve 2nd Rad.....	£2.15
R607	Double Curve 2nd Rad.....	£3.25
R608	Curve 3rd Rad.....	£2.55
R609	Double Curve 3rd Rad.....	£3.25
R610	Short Straight.....	£1.65
R614	LH Diamond Crossing.....	£13.95
R615	RH Diamond Crossing.....	£13.95
R617	Uncoupling Ramp.....	£3.95
R618	Double Isolating Rail.....	£9.90
R620	Railer Uncoupler.....	£6.95
R628	Half Curve 3rd Rad.....	£2.80
R643	Half Curve 2nd Rad.....	£2.25
R8072	LH Point.....	£11.85
R8073	RH Point.....	£11.85
R8074	LH Curved Point.....	£18.85

R8075	RH Curved Point.....	£18.85
R8076	Y Point.....	£13.90
R8077	LH Express Point.....	£18.85
R8078	RH Express Point.....	£18.85
R8261	4th radius curve.....	£2.80
R8206	Power Track.....	£8.95

BACHMANN STEAM LOCOMOTIVES

31-088	BR Black Earl.....	£118.95
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
31-461A	C Class SR Black.....	£106.20
31-462A	C Class BR Early.....	£106.20
31-003A	Robinson LNER.....	£110.45
31-004A	Robinson BR Early.....	£118.95
31-481	G2A BR Early.....	£114.70
31-119	BR Class 4MT Black.....	£135.95
32-279A	LNER Class K3 Black.....	£118.95
31-614	BR Late V3.....	£110.45
32-575A	LMS 4MT.....	£114.70
32-359A	4MT BR Early.....	£110.45
32-176	BR Crab.....	£123.20
35-051	LMS Coal Tank.....	£101.95
32-205A	BR Pannier.....	£101.35
31-433	BR Ivatt 2mt tank.....	£140.20
31-442	LMS Ivatt 2mt tank.....	£140.20

BACHMANN DIESEL/ELECTRIC LOCOMOTIVES

32-928	Class 150 Sprinter.....	£135.95
32-992	Wickhams Trolley Yellow.....	£67.95
32-993	Wickham Trolley Yellow.....	£67.95
35-526	CI 121 Blue/Grey.....	£131.70
35-527	CI 121 Network Southeast.....	£131.70
32-937	Class 150 Centro.....	£127.45
32-734B	CI 66 DB Cargo.....	£127.45
32-908	CI 108 Blue/Grey.....	£203.95

35-126	Harry Needle CI20.....	£152.95
35-410	BR Class 47 green.....	£203.95
35-411	BR Class 47 blue.....	£203.95
35-418	BR Class 47 Construction.....	£203.95
35-419	BR Class 47 Rft Distribution.....	£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 withd.....	£14.25
NR-P987EW	Shell/BP black no. 5172 withd.....	£14.25
NR-P987FW	Shell/BP black no. 5178 withd.....	£14.25
NR-P987G	Shell/BP black no. 5171.....	£13.45
NR-P987H	Shell/BP black no. 5176.....	£13.45
NR-P987I	Shell/BP black no. 5174.....	£13.45
NR-P987JW	Shell/BP black no. 5173 withd.....	£14.25
NR-P987KW	Shell/BP black no. 5179 withd.....	£14.25
NR-P987LW	Shell/BP black no. 5168 withd.....	£14.25
NR-P993A	BP Grey no. BP067266.....	£13.45
NR-P993B	BP Grey no. BP067082.....	£13.45
NR-P993C	BP Grey no. BP067095.....	£13.45
NR-P993DW	BP Grey no. BP067168 withd.....	£14.25
NR-P993EW	BP Grey no. BP067177 withd.....	£14.25
NR-P993FW	BP Grey no. BP067184 withd.....	£14.25
NR-P994A	BP Green no. BP067161.....	£13.45
NR-P994B	BP Green no. BP067162.....	£13.45
NR-P994C	BP Green no. BP067368.....	£13.45
NR-P994DW	BP Green no. BP067765.....	£14.25
NR-P994EW	BP Green no. BP067783.....	£14.25
NR-P994FW	BP Green no. BP067574.....	£14.25
NR-P995A	BP Black no. BP065762.....	£13.45
NR-P995B	BP Black no. BP065764.....	£13.45
NR-P995C	BP Black no. BP065771.....	£13.45
NR-P995DW	BP Black no. BP065770.....	£14.25
NR-P995EW	BP Black no. BP065765.....	£14.25
NR-P995FW	BP Black no. BP065766.....	£14.25

Offers on above wagons
Any 3 pristine.....£39.60
Any 3 weathered.....£42.00
3 weathered + 3 pristine.....£79.50

NEW WEBSITE NOW LIVE
**LARGE QUANTITY
OF QUALITY
SECOND HAND
ALWAYS IN STOCK**
Please contact us for details

**All offers valid to
30th Jun 22**

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)



THE ELECTRIC LIGHT ORCHESTRA!

The Class 92 is a dual-voltage electric locomotive capable of running on 25kV AC from overhead lines via pantograph, or 750V DC from a third rail. It was designed specifically for operation through the Channel Tunnel between Britain and France. Since then, they have spread their wings, operating across the electrified sections of the national network and even to Eastern Europe.

We are producing a range of these elegant locomotives in OO/4mm scale, spanning the locomotives' lifespan to date, including the latest Caledonian Sleeper colour scheme, for which we are also manufacturing the new Caledonian Mk5 Coaches.

Models will feature dual motorised pantographs, a wealth of separate detail, running on a heavy die-cast metal chassis, powerbank capacitors, with availability in both DC/DCC Ready and DCC Sound Fitted formats, the latter including a twin speaker set up including an EM1 style 'Accurathrash' speaker, and ESU Loksound 5 digital decoder.

Due Q3 2022, our locomotives will be available and ready to perform from Q3 2022. Pre-order direct from Accurascale's website today www.accurascale.co.uk



The Class 92s to be released are:

92 001 EWS, Victor Hugo
92 003 Railfreight, Beethoven
92 009 DB Schenker, Marco Polo
92 010 Caledonian Sleeper
92 020 GBRf
92 022 Railfreight Distribution, Charles Dickens
92 032 GBRf, ImechE Railway Division
92 036 EWS, Bertolt Brecht

92 038 Caledonian Sleeper
92 042 DB Schenker
92 043 Euro Porte 2, Debussy

Retailer commissioned locomotives will also be available. These are; **92 015**, **92 017** and **92 023**.

1:76/4mm scale, OO gauge

Available Q3 2022

£179.00 DC/DCC ready, £279.00 DCC sound





CLASS 43 HST TRAIN PACKS

The first Hornby Class 43 HST was released in 1977. Now forty-five years later the latest Hornby HSTs which will be available over the coming months in a host of different liveries, will boast many new and eye catching features including kinematic couplings, operating roof fans (if fitted) powered by an independent motor, headlights for day and night-time running, improved body detail and last but not least each unit will include a 21-pin decoder socket.



R30096 FGW Class 43 HST Train Pack - Era 10

DCC
READY 21 PIN
CONNECTION



R30098 GWR Class 43 HST 'Castle' Train Pack - Era 11

DCC
READY 21 PIN
CONNECTION



R30099 East Coast Trains Class 43 HST Train Pack - Era 10

DCC
READY 21 PIN
CONNECTION



R30218 RailAdventure Class 43 HST Train Pack - Era 11

DCC
READY 21 PIN
CONNECTION



R30219 East Midlands Railway Class 43 HST Train Pack - Era 11

DCC
READY 21 PIN
CONNECTION



R30077 Midland Pullman Class 43 HST M43046 & M43055 Train Pack - Era 11

DCC
READY 21 PIN
CONNECTION

To explore the full Hornby HST range visit your local Hornby stockist or go to www.hornby.com

Welcome to May

The clocks going forward and the nights drawing out can only mean one thing here in the UK; the return of summer. Months of evening strolls, BBQs and gardening pursuits – although looking outside as this issue goes to press, spring is causing some particularly unpredictable weather this year!

Sunglasses one minute, snow boots the next, the last few weeks have certainly kept the weatherman on his toes. There is, of course, one benefit to all this uncertain weather – more time inside modelling!

And for those of you who still want to get out and about, the good news is that the vast majority of our model railway exhibitions are set in undercover venues, where weather is not an obstacle. We held The London Festival of Railway Modelling last month at the Capital's Alexandra Palace, and it was a great success, especially heartening to see so many young families in attendance – the future of the hobby. There are quite a few shows planned over the coming weeks, local and national, including the Bristol Model

Railway Exhibition, which we're excited to be managing this year, across the weekend of April 29, 30 and May 1, 2022 – hopefully, we'll see you there!

Following the same trend as our unpredictable weather, this issue of BRM comes with a real mixture of articles and layouts, catering to many types of eras and gauges. 'Granby Junction', our lead layout this month, is a real feast for the eyes, with cameos a-plenty and operational sequences that last for hours. In contrast, the snow-filled 'Humphrey Road Sidings' portrays a peaceful landscape in a might-have-been Southern scene. Our final layout is actually two separate scenes, at two very different locations, its builder couldn't decide between them, so built them both! Impressive stuff for your first (and second) layout.

We've certainly packed in a lot of practical advice in this issue, too, whether you're interested in adapting a plastic N gauge kit, repairing your older or second-hand locomotives, constructing an electricity pylon for great visual impact, or building your own

Post Office van. DCC myths have also been debunked in this issue, plus Phil Parker takes a look at some of the various options for lighting up your layouts.

And that's not all, as David Ratcliffe takes a look back at the industrial complexities of Trafford Park, could this be your next modelling project? And, we also reveal the BRMA winners for 2021.

We love sharing modelling techniques, which will hopefully help you pass some of the less-favourable weather over the coming weeks. And if you've a technique you'd like to share, don't hesitate to get in touch with us at brm@warnersgroup.co.uk.

Happy Modelling!

Unfortunately, the price of the latest issue of BRM has gone up slightly. We too have felt the pinch, with paper, postage and printing costs all rising significantly. Our subscription costs will increase slightly too, but not until May 31, so now could be the time to consider taking out a subscription, especially with our three issues for £5 introductory offer.

Where's my DVD?



Missing your monthly dose of BRM TV?

It never stopped! BRM print and digital subscribers get a monthly dose of World of Railways TV to watch, straight to their email inbox.

Unfortunately, a physical DVD is no longer possible to include on every magazine, however, we're still offering our subscribers a monthly episode via email, rebranded World of Railways TV, which comes packed with layout footage, interviews, practical information and feature videos.

Already a subscriber? Keep an eye on your emails, and check we have your email address. Look in junk folders too, to make sure you're not missing out!

For subscription offers – head to
www.world-of-railways.co.uk/brm

METCALFE

Card Construction Kits

Why not sign-up to our newsletter via the website for all the latest news
metcalfemodels.com

NEW FOR SPRING 2022

MODERN RETAIL UNIT 00 CODE PO361 / N CODE PN961

A large edge of town centre shop, including a large choice of signs & interiors from a Supermarket to a DIY store.



Easily combine multiple kits to create your own out of Town Retail Park.



COUNTRY GOODS SHED NEW IN N SCALE - PN912 00 SCALE PO232

Our popular Railway Buildings are beautifully designed with realistic detail. The N scale Goods shed is a redesign on our old version, a much sturdier building with added detail.



Rear of Retail Unit Showing Loading Bay Area

AVAILABLE NOW
METCALFEMODELS.COM

TOOLS & MEDIA

View online or in our **FREE** catalogue the full list of tools & glue's required to build a Metcalfe Kit.



MAKE GLUING EASY...

ULTRA FINE-TIP GLUE APPLICATORS
CODE MT907
Glue not included.



BUILDING A MODEL RAILWAY
DVD01 / DVD02 / DVD03

CREATE YOUR OWN TOWN DIORAMA USING A COMBINATION OF INDUSTRIAL BUILDINGS & TERRACED HOUSING AS SHOWN IN THE IMAGE BELOW



SMALL FACTORY 00 CODE PO283 N CODE PN183



WAREHOUSE 00 CODE PO282 N CODE PN182



BOILER HOUSE & FACTORY ENTRANCE 00 CODE PO284 / N CODE PN184



TERRACED HOUSES 00 CODE PO274 N CODE PN174

DOUBLE TRACK ENGINE SHED 00 CODE PO313 / N CODE PN913



Join our growing online community

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

View the full range and shop online

metcalfemodels.com

Or call for a **FREE** catalogue

01729 830072

METCALFE

Card Construction Kits



Buy direct from the family that creates them
METCALFEMODELS.COM

**CREATE YOUR OWN SEASIDE TOWN USING A VARIETY OF BEAUTIFUL
METCALFE VILLAGE COTTAGES & BUILDINGS, AS USED
IN THE DIORAMA ABOVE**



MANOR FARM HOUSE
00 CODE PO250 / N CODE PN150



VILLAGE SCHOOL
00 CODE PO253 N CODE PN153
(N Gauge design differs from 00)



VILLAGE SHOP & CAFE
00 CODE PO254 / N CODE PN154



PARISH CHURCH
00 CODE PO226
N CODE PN926



GARDENER'S COTTAGE
00 CODE PO258 / N CODE PN158



GRANGE COTTAGE
00 CODE PO257 / N CODE PN157

CROFTER'S COTTAGE
00 CODE PO259
N CODE PN159



TOWN END COTTAGE
00 CODE PO267 / N CODE PN167

TMC WEATHERED PRODUCTS READY FOR IMMEDIATE DISPATCH - OO Unless Stated Otherwise

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



R3898TTS Hornby OO Gauge Class 08 0-6-0 no.3817 BR Blue (Era 6)(TTS Sound) with Deluxe Weathering by TMC

£233.45 Regular Price £253.49



R3899 Hornby OO Gauge Class 08 0-6-0 no.08715 BR Blue (Era 8) with Deluxe Weathering by TMC

£219.46 Regular Price £238.00



R3900 Hornby OO Gauge Class 08 0-6-0 St. Piran 08645 GWR (Era 11) with Deluxe Weathering by TMC

£211.90 Regular Price £229.49



35-202SF Bachmann V2 2-6-2 St Peters School 60847 (DCC Sound) Coal Plates Glossed and Weathered by TMC

£360.49 Regular Price £409.96



R3702 Hornby Peckett W4 Class 0-4-0ST Daphne Tytherington Stone Co (Era 2) with Deluxe Weathering by TMC

£159.76 Regular Price £172.49



HEL2731 Heljan OO Gauge Class 27 D5369 BR Green (Yellow End Panels) with Deluxe Weathering by TMC

£192.95 Regular Price £199.96



31-086A Bachmann GWR 32XX Earl 4-4-0 no.9018 BR Black E/Emb Real Coal and Deluxe Weathering by TMC

£241.25 Regular Price £267.46



4S-043-003 Dapol Mogul 7301 GWR Green (Smokebox Numberplate) Real Coal and Deluxe Weathering by TMC

£215.75 Regular Price £240.55



ACC1080-MDOA Accurascale BR 21T COAL21/MDO Grey pre-TOPS Triple Pack A with Deluxe Weathering by TMC

£97.49 Regular Price £104.95



ACC1101-COILAB Accurascale Coil A KAV Steel Coil Wagon Pack B BR Bauxite (Era 6) Weathered by TMC

£91.45 Regular Price £98.95



ACC1082-MDOC Accurascale BR 21T COAL21/MDO Grey pre-TOPS Triple Pack C Weathered by TMC

£94.45 Regular Price £98.95



R3880 Hornby BR Class 31 A1A-A1A Floreat Salopia 31147 (Era 8) with Enhanced Deluxe Weathering by TMC

£299.99 Regular Price £343.00



Bachmann Class 40 Campania 216 BR Blue Nameplates Renamed/Renumbered and Deluxe Weathered by TMC

£266.50 Regular Price £294.95



R3745 Hornby Network Rail Class 31 A1A-A1A 31602 Driver Dave Green (Era 9) with Deluxe Weathering by TMC

£193.99 Regular Price £242.50



35-355 Bachmann Class 20/0 Disc Headcode 20057 BR Blue with Deluxe Faded Weathering by TMC

£227.99 Regular Price £254.95



R3991 Hornby A3 Class Flying Scotsman 60103 (flickering firebox) Real Coal and Weathered by TMC
£280.25 Regular Price £305.50



35-525SF Bachmann Class 121 BR Green (Speed Whiskers)(DCC Sound) Weathered by TMC
£269.50 Regular Price £309.95



35-419 CI 47/3 Tinsley Traction Depot 47375 TMC Weathered
DCC Sound **£343.99**
Analogue **£248.99**



35-418 Bachmann CI 47/0 47004 Deluxe Weathering by TMC
DCC Sound **£343.99**
Analogue **£266.50**



35-411 Bachmann Class 47/0 47012 BR Blue Weathered by TMC
DCC Sound **£343.99**
Analogue **£248.99**



35-357SF Bachmann Class 20/0 20227 BR Railfreight Red Stripe DCC Sound Deluxe Weathered
£298.00 Regular Price £339.95



HEL8656 Heljan OO Gauge Class 86/0 86034 BR Blue FYE Weathered by TMC
£239.95 Regular Price £249.95



ACC2100BSC Accurascale PTA/JTA+JUA Tippler 5 Pack (Outer) TOPS with Deluxe TMC Weathering
£228.76 Regular Price £243.70



E84003 EFE Rail Class 35 Hymek 7016 BR Blue FYE (Data Panel) Weathered by TMC
£190.99 Regular Price £214.96



35-351 Bachmann Class 20/0 D8015 (Disc Headcode) BR Green L/Crest with Deluxe Weathering by TMC
£217.99 Regular Price £244.96



35-355SF Bachmann Class 20/0 (Disc Headcode) 20057 (DCC Sound) with Deluxe Weathering by TMC
£292.99 Regular Price £334.96



31-061 Bachmann OO Gauge LNER J72 Tank 68733 BR Black E/Emb Real Coal and Weathered by TMC
£165.49 Regular Price £184.96



371-061A Graham Farish N Gauge Class 03 D2028 BR Green (Wasp Stripes) Weathered by TMC
£150.49 Regular Price £169.96



371-062A Graham Farish N Gauge Class 03 03026 BR Blue Weathered by TMC
£150.49 Regular Price £169.96



371-051D Graham Farish N Gauge Class 04 D2289 BR Blue Weathered by TMC
£150.49 Regular Price £169.96



371-052A Graham Farish N Gauge Class 04 11219 BR Black E/Emb Weathered by TMC
£150.49 Regular Price £169.96



371-055 Graham Farish N Gauge Class 04 D2225 BR Green L/Crest Weathered by TMC
£150.49 Regular Price £169.96



373-812 Farish N Gauge HKA Bogie Hopper Deluxe Weathered and Graffiti by TMC (Design#6)
£127.49 Regular Price £134.95

NOT JUST WEATHERING



WHY CHOOSE TMC?

We're constantly striving for the best quality and realism when it comes to weathering your models.

Our fast weathering turnaround times mean your models will be back on your layout within 1-2 weeks.

With wagon weathering starting at just £5.00 and Locomotives from £25.00 it's great value, and of course we can also take it to the next level with our deluxe weathering service.



www.themodelcentre.com

THIS IS TMC WEATHERING



Weathering Range	TMC Supplied	Customer Supplied
Value Small Wagon Weathering	£5.00	£6.00
Standard Small Wagon Weathering	£8.00	£9.00
Deluxe Small Wagon Weathering	£12.00	£15.00
Value Large Wagon & Coach Weathering	£8.00	£9.00
Standard Large Wagon & Coach Weathering	£12.00	£14.00
Deluxe Large Wagon & Coach Weathering	£18.00	£20.00
Triple packs (Small Wagon x 3)	See above	See above
Value Locomotive Weathering	£25.00	£30.00
Standard Locomotive Weathering	£40.00	£45.00
Deluxe Locomotive Weathering	£65.00	£75.00
Value Multiple Unit Weathering	£35.00	£40.00
Standard Multiple Unit Weathering	£50.00	£60.00



t. 01947 899125

Forthcoming Releases

Your Guide to New Tooling Projects In Production
Visit hattons.co.uk for all the latest news & updates

OO Gauge Steam Locos



L&MR 'Lion' 0-4-2
Stage: CADs Due: 2023
Price: from £152.96 Digital: NEXT-18
hattons.co.uk/rapidolion



Hawthorn Leslie 0-4-0ST
Stage: CADs Due: Q3 2023
Price: from £99.45 Digital: NEXT-18
hattons.co.uk/dapolhl040



Hunslet 16" 0-6-0ST
Stage: Engineering Sample Due: TBC 2022
Price: from £110.46 Digital: NEXT-18
hattons.co.uk/rapidohunslet



Class 78xx 'Manor' 4-6-0
Stage: Deco Samples Due: Mar/Apr 2022
Price: from £140.72 Digital: NEXT-18
hattons.co.uk/dapolmanor



Class 78xx Manor 4-6-0
Stage: Engineering Sample Due: Q2 2022
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascalemanor



HR Class I 'Jones Goods' 4-6-0
Stage: CADs Due: TBC 2023
Price: from £186.96 Digital: 21-pin
hattons.co.uk/rapidojonesgoods

OO Diesels & Electrics



Class 31
Stage: Engineering Samples Due: Q2 2023
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascale31



Class 37/0, 37/4 & 37/6
Stage: Engineering Samples Due: Q2 2022
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascale37



Class 47
Stage: Prototype Due: Q2 2022
Price: from £186.95 Digital: 21-pin
hattons.co.uk/heljanoo47



Class 59
Stage: Painted Samples Due: Late 2022
Price: from £136.31 Digital: 21-pin
hattons.co.uk/dapol59



BR NBL Prototype 10800
Stage: CADs Due: 2023
Price: £199.71 Digital: 21-pin
hattons.co.uk/heljan10800

OO Gauge Multiple Units



Class 104 DMU
Stage: CADs Due: Q1 2023
Price: from £296.65 Digital: 21-pin
hattons.co.uk/heljan104

OO Coaches & Wagons



Genesis 4 & 6 Wheel Coaches
Stage: Deco Samples Due: 2022
Price: from £30 Digital: 18-pin
hattons.co.uk/genesis



BR Mk2B Coaches
Stage: Deco Samples Due: Q4 2022
Price: £59.95 each Digital: Yes
hattons.co.uk/accurascalemk2b



GWR 'Toplight City' Coaches
Stage: Engineering Samples Due: 2023
Price: £51 each Digital: 6-pin
hattons.co.uk/dapoltoplightcity



Siphon G Vans
Stage: Early Samples Due: Q1 2023
Price: £54.95 Digital: N/A
hattons.co.uk/accsiphong



SECR 10t Goods Van
Stage: Deco Samples Due: 2023
Price: £28.01 Digital: N/A
hattons.co.uk/rapidosecrvan



VIX Ferry Vans
Stage: Engineering Samples Due: 2022
Price: £39.06 each Digital: N/A
hattons.co.uk/rapidovix



Chaldron 4-wheel Wagons
Stage: Deco Samples Due: Q2 2022
Price: £44.99 (3-pack) Digital: N/A
hattons.co.uk/accurascalechaldron



MGR Hopper Wagons & CDAs
Stage: Deco Samples Due: Q2 2022
Price: £74.95 (3-pack) Digital: N/A
hattons.co.uk/accurascalemgr



MHA 'Coalfish' Wagons
Stage: Deco Samples Due: Q2 2022
Price: £74.95 (3-pack) Digital: N/A
hattons.co.uk/accurascalemha

N Gauge Steam Locos



LSWR Class M7 0-4-4T
Stage: Prototype Due: Q2 2022
Price: £83.2 Digital: Yes - PCB swap
hattons.co.uk/dapolm7

N Gauge Diesel Locos



Class 28 Co-Bo
Stage: Early sample Due: TBC 2022
Price: from £101.96 Digital: NEXT-18
hattons.co.uk/rapidocobo



Class 59
Stage: Engineering Samples Due: Q4 2022
Price: from £136 Digital: NEXT-18
hattons.co.uk/dapoln59

N Gauge Wagons



JHA 102t Hopper Wagons
Stage: Engineering Samples Due: Q3/Q4 2022
Price: £33.96 Digital: N/A
hattons.co.uk/dapolnjha

O Gauge Steam Locos



Class J94 Austerity 0-6-0ST
Stage: CADs Due: 2023
Price: from £212.50 Digital: 21-pin
hattons.co.uk/dapolj94



Class 26
Stage: Deco Samples Due: Q2 2022
Price: from £509.15 Digital: ESU XL
hattons.co.uk/heljan26



Class 37/0 Re-Tool
Stage: CADs Due: 2023
Price: £534.65 Digital: ESU XL
hattons.co.uk/heljan37



Class 55 'Deltic'
Stage: Early sample Due: 2023
Price: from £594.15 Digital: ESU XL
hattons.co.uk/heljandeltic



Class 56
Stage: Deco Samples Due: Q2 2022
Price: from £594.15 Digital: ESU XL
hattons.co.uk/heljan56



Class 66
Stage: Engineering Sample Due: Q3 2022
Price: from £285.92 Digital: 21-pin
hattons.co.uk/dapolo66



Class 73
Stage: Engineering Sample Due: Mid-2022
Price: from £636.65 Digital: ESU XL
hattons.co.uk/heljan73

O Diesel Multiple Units



GWR Streamlined Railcar
Stage: Painted Samples Due: Q2 2022
Price: from £297.50 Digital: 21-pin
hattons.co.uk/dapolorailcar



Class 117 2/3-car DMU
Stage: Early samples Due: 2022
Price: from £551.65 Digital: 21-pin
hattons.co.uk/heljan117

O Coaches & Wagons



Stroudley 4 Wheel Coaches
Stage: Deco Samples Due: Q2 2022
Price: from £96.77 Digital: Yes TBC
hattons.co.uk/dapolstroudley



Mk2 & Mk2A Coaches
Stage: Prototypes Due: Q3 2022
Price: from £237.15 Digital: N/A
hattons.co.uk/heljanmk2



Mk1 Covered Carriage Trucks
Stage: Early sample Due: 2022
Price: from £152.15 Digital: N/A
hattons.co.uk/heljanmkt



Reliable & Fast Delivery

We ship worldwide and offer services to suit your budget.

Standard Delivery - £4
Next Day Service - £9
International - Search for 'Hattons Delivery' for full info



Trunk Service

Purchase items and have them held with us for later despatch.

Combine Your Orders
Save on Postage Costs
Snap up Popular Items



Friendly Team

Our team are always happy to help with any queries.



Available 9:30am to 5:30pm (UK Time) 7 Days a Week



Pre-Owned Trade-In

Trade-in your unwanted items quickly and easily with Hattons.

Dedicated pre-owned team
Build your list quickly online
Great cash or credit offers



News & Listings

Get all the details you need to know on a range of models.

Join us on social media
Read our weekly newsletters
Lots of great online content

Find us at: www.hattons.co.uk or search for: 'Help Me Hattons'

Our Latest Best-Sellers...

Explore over 19,000 items at www.hattons.co.uk

OO Gauge (1:76 Scale)

Steam locos



H4-AB14-006 Andrew Barclay 0-4-0ST 14" 2069 'Little Barford' in Accon Lane Power Station blue wasp stripes (Hat) (RRP £99) **BARGAIN**...£84



OR76J27004 Class J27 0-6-0 1214 in LNER lined black (Oxf) **BARGAIN**...£94



R3541 Class Q6 Raven 0-8-0 2265 in LNER black pre-war lettering (Hor) (RRP £194.99) **BARGAIN**...£114



R3702 Class W4 Peckett 0-4-0ST 'Daphne' in Tytherington Stone Co. purple (Hor) **NEW**...£115



R3703 Class W4 Peckett 0-4-0ST No.8 'Bear' in light blue (Hor) **NEW**...£115



H4-P-013 SECR P Class 0-6-0T 5027 in ROD green (Hat) (RRP £99) **BARGAIN**...£84



H4-P-014 SECR P Class 0-6-0T 5027 in ROD green (Hat) (RRP £99) **BARGAIN**...£84

Diesel locos



R3899 Class 08 shunter 08715 in BR Stratford depot orange Cockney Sparrow emblem (Hor) **NEW**...£167

Electric locos



8640 Class 86/4 86404 in Intercity Executive (Hel) £186.96



8646 Class 86/6 86609 in Freightliner (Hel) £186.96

Coaches



GWR Coach Pack E Collect 57 Non-Corridor 4-pack in BR crimson (Includes R4878, R4879, R4880 & R4881A) (Hor) (RRP £215.96) **BARGAIN**...£119

OO9 Narrow Gauge

Steam locos



R4683A Collett corridor composite (Right-Hand) 6527 in GWR chocolate and cream (Hor) (RRP £58.49) **BARGAIN**...£39



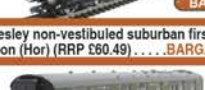
R4800 ex-LMS 57' suburban non-corridor third M11973M in BR crimson (Hor) (RRP £59.49) **BARGAIN**...£29



R4188D ex-LMS Period II 12-wheel dining car M236M in BR crimson and cream (Hor) (RRP £60.49) **BARGAIN**...£23



R4519B Gresley non-vestibuled suburban first E81032E in BR maroon (Hor) (RRP £60.49) **BARGAIN**...£25



R4816A Maunsell restaurant kitchen and dining car 7865 in SR olive green (Hor) (RRP £58.49) **BARGAIN**...£29



R4808 Mk2D BSO brake second open E9481 in BR blue and grey (Hor) (RRP £49.49) **BARGAIN**...£23



R4811 Mk2E BSO brake second open 9502 in Intercity (Hor) (RRP £49.49) **BARGAIN**...£23



R4843 Period III 50' passenger brake 31010 in LMS crimson lake (Hor) (RRP £60.49) **BARGAIN**...£25

Wagons



R6922 20 ton AA15 'Toad' brake van W68530 in BR grey (Hor) (RRP £27.99) **BARGAIN**...£15



OR76BAN002 LNER 10t Banana Van in BR bauxite - E632899 (Oxf) **BARGAIN**...£14.50



R6911 LSWR 20 ton brake van 9646 in LSWR bauxite red ends (Hor) (RRP £30.49) **BARGAIN**...£15

OO9 Narrow Gauge

Steam locos



51-251-A Ffestiniog 'Small England' 0-4-0TT 1 'Princess' in Ffestiniog Railway maroon (Pec) **NEW**...£135



9963 Lynton & Barnstaple 2-6-2T 190 'Lyd' in Southern Railway green - as preserved (Hel) (RRP £219.95) **BARGAIN**...£154



9960 Lynton & Barnstaple 2-6-2T E188 'Lew' in Southern Railway green (Hel) (RRP £219.95) **BARGAIN**...£154

N Gauge

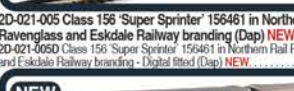
Steam locos



2S-013-006 Class 9F 2-10-0 92079 in BR black early emblem (Dap) **NEW**...£114.75



2D-021-005 Class 156 'Super Sprinter' 156461 in Northern Rail Ravenglass and Eskdale Railway branding (Dap) **NEW**...£127.52



2D-021-005D Class 156 'Super Sprinter' 156461 in Northern Rail Ravenglass and Eskdale Railway branding - Digital fitted (Dap) **NEW**...£162.71



2D-021-004 Class 156 'Super Sprinter' 156509 in Strathclyde Passenger Transport SPT orange and black (Dap) **NEW**...£127.52



2D-021-004D Class 156 'Super Sprinter' 156509 in Strathclyde Passenger Transport SPT orange and black - Digital fitted (Dap) **NEW**...£162.71

Bi-Modal Multiple Units



K10-1674 Class 800/0 5-car Bi-Modal IET 'Azuma' 800209 in LNER (Kat) **BARGAIN**...£178

O Gauge (1:43 Scale)

Steam locos



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



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

OO Gauge (1:76 Scale)

Steam locos



H7-A4-005 Class A4 4-6-2 4464 'Bittern' in LNER Garter blue streamlined corridor tender - 'Record Breaker' (Hat) (RRP £750) **BARGAIN**...£579



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



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

Diesel locos



2051 Class 03 shunter D2011 in BR green no yellow ends and conical exhaust (Hel) (RRP £395) **BARGAIN**...£259



1751 Class 17 'Clayton' in BR green full yellow ends - unnumbered (Hel) (RRP £549) **BARGAIN**...£350



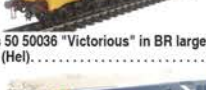
4866 Class 47 in Intercity Executive - unnumbered (Hel) £594.15



4034 Class 50 50008 'Thunderer' in Hanson & Hall grey (Hel) **NEW**...£594.15



4030 Class 50 50036 'Victorious' in BR large logo blue - weathered (Hel) £611.15



4021 Class 50 in BR large logo blue grey roof - unnumbered (Hel) £594.15

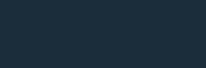
Coaches



7P-001-301 Mk1 CK composite corridor E15140 in BR crimson and cream (Dap) **NEW**...£175.07



7P-001-301U Mk1 CK composite corridor in BR crimson and cream - unnumbered (Dap) **NEW**...£175.07



7P-001-101 Mk1 SO second open E3774 in BR crimson and cream (Dap) **NEW**...£175.07



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 £250 POST FREE AT TIME OF DESPATCH



GUILDFORD
75B Stoke Road, GU1 4HT

LATEST ARRIVALS / OO GAUGE

BACHMANN OO

- 31-442 LMS Ivatt 2MT Tank 1205 LMS Black (Revised).....£140.95
31-443 LMS Ivatt 2MT Tank 41227 BR Lined Black.....£140.95
32-612ASF Class 90 Electric Locomotive 90 90041 Freightliner Green. DCC Sound.£280.95
32-615SF Class 90 Electric Loco 90 004 "City of Glasgow" Virgin Trains. DCC Sound.£280.95



32-739 Class 66/4 Diesel Locomotive No. 66 419 Freightliner G&W.....£135.99



- 32-983SF Class 66/7 66 779 "Evening Star" GBRF Brunswick Green. DCC Sound.....£203.99
35-351 Class 20/0 Diesel Locomotive No. D8015 BR Green L/C.....£152.99
38-014 MFA Open Wagon Ex-Mainline Freight EWS, weathered.....£25.99
38-015 MFA Open Wagon BR Railfreight Coal Sector, weathered.....£25.99
38-022 CEA Covered Hopper Wagon EWS - unbranded.....£29.95
38-053 MTA Open Wagon EWS Grey & Yellow, weathered.....£30.95
38-154 BR BDA Bogie Bolster BR Bauxite TOPS, weathered.....£42.95
38-157 BR BDA Bogie Bolster Loadhaul with wagon load.....£42.95
38-678A GWR Shunters Truck BR Departmental Black.....£31.95

- 38-870 BR 12 Ton Vanwide Ventilated Van No. B784332 BR Bauxite (Early).....£33.99
38-871 BR 12 Ton Vanwide Ventilated Van No. B784446 BR Bauxite (Late).....£33.99
38-872 BR 12 Ton Vanwide Ventilated Van No. B784676 BR Bauxite (Late).....£33.99
38-873 BR 12 Ton Vanwide Ventilated Van B784201 BR Bauxite TOPS, weathered.....£33.99
38-880 BR Vanwide VEA Van No. 230034 BR Bauxite.....£33.99
38-881 BR Vanwide VEA Van No. 230078 BR Railfreight Red & Grey.....£33.99
38-882 BR Vanwide VEA Van No. 230489 BR Railfreight Distribution.....£33.99



DAPOL OO

- 4F-013-128 Gunpowder Van No. 62140 SR.....£11.53
4F-013 134 Gunpowder Van No. W105770 GWR.....£11.53
4F-028-10040ft Container Twin Pack Maersk MRKU / MSKU.....£16.51
4F-028-10140ft Container Twin Pack Maersk MRKU / MSKU, weathered.....£17.54

HORNBY OO

- R30041TTS Railroad Plus Class 37 Diesel Loco 37 521 Colas Rail. DCC Sound.....£108.99
R30044 Railroad Plus Class 37 No. 97 302 "Festiniog and Welsh Highland Railways".....£87.99
R30047 Railroad Plus Class 37 No. 37 884 "Cepheus" Rail Operations Group.....£87.99
R3892 Class 91 Bo-Bo Electric Loco 91 111 "For the Fallen" Virgin Trains East Coast.....£217.99
R3899 Class 08 0-6-0 Diesel Shunter No. 08 715 Yellow.....£166.99

RAPIDO OO

- 902001 Gunpowder Van No. B887021 BR Bauxite.....£32.95
902002 Gunpowder Van No. M701508 BR Bauxite.....£32.95
902003 Gunpowder Van No. B887001 BR Grey.....£32.95
902004 Gunpowder Van No. 105777 GWR Black.....£32.95
902005 Gunpowder Van No. 105780 GWR Black.....£32.95
902006 Gunpowder Van No. 701016 LMS Grey.....£32.95
902007 Gunpowder Van No. 299031 LMS Grey.....£32.95
902008 Gunpowder Van No. N260936 LNER Grey.....£32.95
902009 Gunpowder Van No. 147511 LNER Grey.....£32.95



- 902010 Gunpowder Van Royal Ordnance Factory.....£32.95
906001 Rapido D1347 5 Plank Open Wagon SECR No.9601.....£29.95
906002 Rapido D1347 5 Plank Open Wagon SECR No.12522.....£29.95
906003 Rapido D1347 5 Plank Open Wagon SR No.14131.....£29.95
906004 Rapido D1347 5 Plank Open Wagon SR No.14632.....£29.95
906005 Rapido D1347 5 Plank Open Wagon SR No.14283.....£29.95
906006 Rapido D1347 5 Plank Open Wagon SR No.19081.....£29.95
906007 Rapido D1347 5 Plank Open Wagon BR No.514271.....£29.95
906008 Rapido D1347 5 Plank Open Wagon BR No.519220.....£29.95
906009 Rapido D1347 5 Plank Open Wagon BR No.519228.....£29.95
906010 Rapido D1347 5 Plank Open Wagon BR No.DS14157.....£29.95
906011 Rapido D1349 5 Plank Open Wagon SECR No.10789.....£29.95
906012 Rapido D1349 5 Plank Open Wagon SECR No.10660.....£29.95
906013 Rapido D1349 5 Plank Open Wagon SR No.14621.....£29.95
906014 Rapido D1349 5 Plank Open Wagon SR No.14707.....£29.95
906015 Rapido D1349 5 Plank Open Wagon SR No.14599.....£29.95
906016 Rapido D1349 5 Plank Open Wagon SR No.14678.....£29.95
906017 Rapido D1349 5 Plank Open Wagon BR No.514590.....£29.95
906018 Rapido D1349 5 Plank Open Wagon BR No.514571.....£29.95
906019 Rapido D1349 5 Plank Open Wagon BR No.514708.....£29.95
907001 Rapido D1355 7 Plank Open Wagon SECR No.12221.....£29.95
907002 Rapido D1355 7 Plank Open Wagon SECR No.16195.....£29.95
907003 Rapido D1355 7 Plank Open Wagon SR No.14977.....£29.95
907004 Rapido D1355 7 Plank Open Wagon SR No.16227.....£29.95
907005 Rapido D1355 7 Plank Open Wagon SR No.28666.....£29.95
907006 Rapido D1355 7 Plank Open Wagon SR No.28660.....£29.95
907007 Rapido D1355 7 Plank Open Wagon BR No.516510.....£29.95
907008 Rapido D1355 7 Plank Open Wagon BR No.528951.....£29.95
907009 Rapido D1355 7 Plank Open Wagon BR No.528662.....£29.95
907010 Rapido D1355 7 Plank Open Wagon BR No.528942.....£29.95
907011 Rapido D1355 7 Plank Open Wagon BR S&T No. DS28635.....£29.95

LATEST ARRIVALS / N GAUGE

DAPOL N

- 20-021-004 Class 156 2 Car DMU Set No. 156 509 Strathclyde Orange & Black.....£127.95



- 20-021-004D Class 156 2 Car DMU Set 156 509 Strathclyde Orange & Black. DCC Fitted.£162.95
20-021-005 Class 156 2 Car DMU Set No. 156 461 Northern Ravensglass & Eskdale.£127.95
20-021-005D Class 156 2 Car DMU Set 156 461 Northern Ravensglass & Eskdale. DCC Fitted.£162.95
2F-013-069 Gunpowder Van No. W105740 GWR.....£10.20
2F-013-071 Gunpowder Van No. M701056 BR.....£10.20



- E87540 BR 20T 'Shark' Ballast Plough Brake Van ZUV D993755 BR Bauxite.....£32.99
E87541 BR 20T 'Shark' Ballast Plough Brake Van ZUV D993736 BR Departmental Black.....£32.99
E87542 BR 20T 'Shark' Ballast Plough Brake Van ZUV D993908 BR Engineers.....£32.99
E87543 BR 20T 'Shark' Ballast Plough Brake Van ZUV 993760 BR Departmental Olive.....£32.99

GRAHAM FARISH N



- 371-334 Class 150/1 2-Car DMU No. 150236 Arriva.....£203.99

- 371-334SF Class 150/1 2-Car DMU No. 150236 Arriva. DCC Sound.....£288.99
371-336 Class 150/2 2-Car DMU Set No. 150133 BR GMPTE.....£203.99



- 371-336SF Class 150/2 2-Car DMU Set No. 150133 BR GMPTE. DCC Sound.....£288.99
373-216A 24T Iron Ore Hopper BR Bauxite (Early), weathered.....£22.95
373-218A 24T Iron Ore Hopper BR Grey (Early), weathered.....£22.95
373-219 24T Iron Ore Hopper B.I.S.C. Iron Ore 'Red'.....£21.95



- 377-675B 100T JPA Cement Wagon VTG 'Lafarge Cement' Silver.....£41.95
377-676B 100T JPA Cement Wagon VTG 'Castle Cement' Grey.....£41.95



- 2F-025-008 MJA Bogie Box Van Twin Pack 502016 + 502020, Freightliner Heavy Haul.£35.95
2F-025-009 MJA Bogie Box Van Twin Pack 502005 + 502006, Freightliner Heavy Haul.£35.95
2F-025-010 MJA Bogie Box Van Twin Pack 502011 + 502012, Freightliner Heavy Haul.£35.95
2F-025-011 MJA Bogie Box Van Twin Pack 502039 + 502040, Freightliner Heavy Haul.£35.95



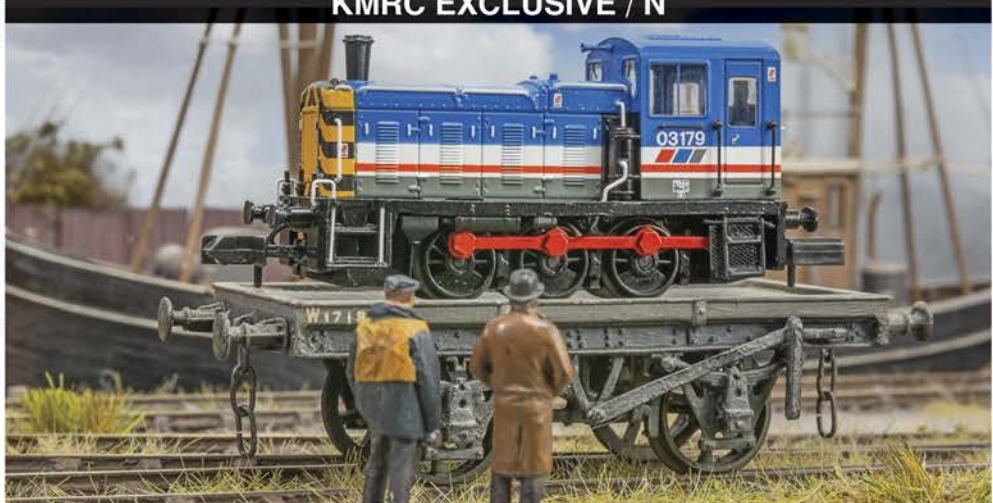
- 2F-025-012 MJA Bogie Box Van Twin Pack 502009 + 502010, GBRF.....£35.95
2F-025-013 MJA Bogie Box Van Twin Pack 502027 + 502028, GBRF.....£35.95
25-013-006 Class 9F Steam Locomotive No. 92079 BR Black E/E.....£114.95

EFE RAIL N

- E87536 14T 'Mermaid' Side Tipping Ballast Wagon DB989330 BR Departmental Black.£29.99
E87537 14T 'Mermaid' Side Tipping Ballast BD988394 BR Departmental Olive Green.£29.99



- E87538 14T 'Mermaid' Side Tipping Ballast ZJV DB989517 BR Engineers Grey & Yellow.£29.99



- 371-064Z Graham Farish Class 03 Diesel Shunter No. 03 179 Network SouthEast livery.....£129.95

FREE POSTAGE ON ORDERS OVER £250* // ORDER SENT SAME WORKING DAY // LOYALTY POINTS RECEIVED ON ALL PURCHASES WITH US**

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

LATEST ARRIVALS / O GAUGE

DAPOL O

7P-001-101 Lionheart BR Mk1 SO Second Open Coach BR Crimson & Cream. £175.95
 7P-001-101U Lionheart BR Mk1 SO Second Open Coach BR, unnumbered. £175.95
 7P-001-103 Lionheart BR Mk1 SO Second Open Coach No. W3789 BR (WFR). £175.95
 7P-001-103U Lionheart BR Mk1 SO Second Open Coach BR (WFR), unnumbered. £175.95
 7P-001-104 Lionheart BR Mk1 SO Second Open Coach No. M3947 BR Maroon. £175.95
 7P-001-104U Lionheart BR Mk1 SO Second Open Coach BR Maroon, unnumbered. £175.95
 7P-001-301 Lionheart BR Mk1 CK Corridor Composite BR, unnumbered. £175.95
 7P-001-303 Lionheart BR Mk1 CK Corridor Composite Coach W15062 BR (WFR). £175.95
 7P-001-303U Lionheart BR Mk1 CK Corridor Composite Coach BR (WFR), unnumbered. £175.95
 7P-001-304 Lionheart BR Mk1 CK Corridor Composite Coach M15015 BR Maroon. £175.95
 7P-001-304U Lionheart BR Mk1 CK Corridor Composite Coach BR, unnumbered. £175.95

HELJAN O



4034 Class 50 Diesel Locomotive No. 50 008 "Thunderer" Hansen and Hall Grey. £594.99
 4037 Class 50 Diesel Locomotive No. 50 046 "Ajax" BR Large Logo Blue w/Black roof. £594.99



4038 Class 50 Diesel Locomotive No. 50 032 "Courageous" NSE, weathered. £619.95
 4039 Class 50 Diesel Locomotive No. 50 033 "Glorious" Revised NSE. £594.99



BARGAIN CLEARANCE

VISIT OUR WEBSITE FOR EVEN MORE BARGAINS



OO GAUGE

BACHMANN

31-426C Class 411 4-CEP 4 Car EMU No. 7122 BR SR Green. £349.99
 32-389TL Class 37/4 Diesel No. 37 416 "Mount Fuji" InterCity Mainline, weathered. £139.95



32-775LDS Class 37/0 No. 37 055 "Rail Celebrity" Mainline Freight, DCC Sound. £199.99
 38-125Y 35 Ton RITC Trib Train Van ZXR No. RD6 99990 BR Bauxite. £18.99
 39-153D BR Mk1 FK First Corridor Coach No. S13006 BR (SR) Green. £33.99
 39-177C BR Mk1 BG Full Brake Coach No. M80565 BR Crimson & Cream. £27.95
 39-186 BR Mk1 BG Full Brake Coach QFX ADB 975612 Departmental Olive Green, wthrd. £27.99
 39-265 BR Mk1 RMB Miniature Buffet Car No. M1865 NSE. £28.99
 39-312 BR Mk1 SP Pullman Second Parlour Coach No. E352E BR Blue & Grey. £36.99
 39-413 BR Mk2a BFK Brake First Corridor Coach 35516 Regional Railways, wthrd. £47.99

DAPOL



4D-009-008 Class 121 Single Car DMU No. 55033 Midline. £99.99



4D-009-009 Class 121 Single Car DMU No. 977723. £99.99

HORNBY

R1223 Freightmaster Train Set. £64.99



R30021 Class 66 Diesel Locomotive No. 66 721 "Harry Beck" GBRf Metronet. £59.99



R30074 Class 66 Diesel Locomotive No. 66 113 DB Schenker. £59.99
 R3374 Class 71 Electric Locomotive No. 71 012 BR Blue. £109.99
 R3448 B17 Class Steam Locomotive No. 61619 "Welbeck Abbey" BR Green E/E. £99.99
 R3534 King Class Steam Locomotive No. 6023 "King Edward II" GWR Green. £114.99



R3542 Raven O6 Class Steam Locomotive No. 63427 BR Black E/E. £96.99
 R3552 GWR Aberporth Grange Steam No. 6860 "Aberporth Grange" GWR Green. £99.99



R3568 Class 71 Electric Locomotive No. E5018 BR Green. £99.99
 R3569 Class 71 Electric Locomotive No. E5005 BR Blue. £99.99
 R3633 Patriot Class Steam Locomotive No. 45534 "E. Tootal Broadhurst" BR Green. £99.99
 R3680 Peckett 0-4-0ST Steam Locomotive "Forest Number 1" Charity Colliery. £79.99



R3741 Class 92 Co-Co Electric Loco No. 92 043 "Debussy" GBRf Europorte. £69.99
 R3742F Class 92 Co-Co Electric Locomotive "Mihai Eminescu" DB Cargo Romania. £49.99
 R3751 Class 87 Bo-Bo Electric Loco 87 002 "Royal Sovereign" Caledonian Sleeper. £129.99



R3917 Class 31 A1A-A1A Diesel Locomotive No. D5627 BR Green. £149.99
 R4131C 68th Dining/Restaurant Car No. M232M BR Maroon. £27.99
 R4406B 63th Hawksworth Corridor Brake Third Coach No. W2251W BR. £29.99
 R4447B LMS Period III Corridor First Coach No. M1047M BR Crimson & Cream. £28.99
 R4449B LMS Period III Corridor Brake Third Coach M5914M BR Crimson & Cream. £28.99
 R4519B 51th Gresley Non-Vestibled Suburban First Coach E81032E BR Maroon. £28.99
 R4520B 51th Gresley Non-Vestibled Suburban First Coach E82190E BR Maroon. £28.99
 R4521C 51th Gresley Non-Vestibled Suburban Composite Coach E88067E BR Maroon. £28.99
 R4689 LMS Non-Corridor 57th Composite Coach No. M16574 BR Maroon. £27.99
 R4689A LMS Non-Corridor 57th Third Class Coach No. M11912M. £27.99
 R4690 LMS Non-Corridor 57th Third Class Coach No. M11886M BR Maroon. £27.99
 R4691 ex LMS Non-Corridor 57th Third Class Coach No. M20787M BR Maroon. £27.99
 R4691B ex LMS Non-Corridor 57th Third Class Coach No. M20787M BR Maroon. £24.99
 R4737 Maunsell 6 Compartment Third Class Coach 3798 SR Malachite Green. £27.99
 R4793 SR 58th Maunsell Rebuilt (ex LSWR 48th) 6 Compartment Brake 3rd Coach 2628. £29.99
 R4796A Maunsell Brake Third Class Coach 3794S BR Crimson & Cream. £24.49
 R4799 LMS Suburban Non-Corridor Composite No. M16635 BR Crimson. £29.99
 R4800 LMS Suburban Non-Corridor Third Class Coach No. M11793 BR Crimson. £29.99
 R4801 LMS Suburban Non-Corridor Third Class Brake Coach M20736 BR Crimson. £29.99
 R4801A LMS Suburban Non-Corridor Third Class Brake Coach M20736M BR Crimson. £29.99
 R4817A Maunsell Kitchen Dining First Coach No. S7858A BR Green. £34.99
 R4838 Maunsell Corridor 6 Compartment Brake 2nd Coach S2764S BR SR Green. £27.99
 R4841 Maunsell Corridor Four Compartment Brake Coach S323S BR SR Green Set 399. £27.99
 R4842 Maunsell Corridor Composite Coach S5145S BR SR Green Set 399. £26.99
 R4874 GWR Collett 57th Bow Ended E131 Nine Compartment Composite L/H 660. £27.99
 R4879A GWR Collett 57th Bow Ended E131 9 Compartment Composite Coach FH1. £27.99
 R4938A Mk3 Sliding Door TGS Coach No. 44052 Cross Country Trains. £26.99
 R4940C Mk3 Sliding Door TS Coach 42370 Cross Country Trains. £26.99
 R6816 6 Plank Wagon No. 137 "Crynant Colliery Company". £9.99
 R6905 BR 21T Mineral Wagon No. B316500. £14.99



R6964 CDA China Clay Hopper Wagons ECC Triple Pack, weathered. £49.99

BARGAIN BUNDLES

31-676APACK Bachmann Class 85 Electric Loco E3057 + 37-238Z Triple Pack. £179.99
 K9949 Derby Special Train Pack. £239.99
 K9950 Heljan Class 33 + 4-TC Bargain Pack. £299.99
 K9951 Bachmann St Blazey Peak Wagon Pack. £159.95
 K9958 Bachmann Class 37 Clay Tiger Pack. £249.99
 K9959 Bachmann Class 47 IPO Pack. £199.99
 K9961 Bachmann Warship Clay Wagon Pack. £144.99
 K9965A The Sapper Cargowagon Pack. £149.99
 K9998A Bachmann Scenecraft China Clay Dries Pack with FREE Landrover. £99.99

N GAUGE

BARGAIN BUNDLES

K9953 Revolution Stobart Class 92 Bargain Pack. £239.99
 K9983C Graham Farish Clay Wagon Bargain Pack. £49.99

BACHMANN



19656 ACF 50ft 6in Outside Braced Sliding Door Box Car Burlington Northern. £14.99



19657 ACF 50ft 6in Outside Braced Sliding Door Box Car Montana Rail. £14.99

19658 ACF 50ft 6in Outside Braced Sliding Door Box Car Norfolk Southern. £14.99

DAPOL

2D-022-003 Class 68 Diesel Locomotive No. 68 010 Chiltern. £124.95

GRAHAM FARISH

374-135 BR Mk1 GUV QRV No. KDB977557 Satlink. £39.95



374-167 BR Mk1 FK First Corridor Coach No. 13225 Regional Railways. £26.99

374-192 BR Mk1 BSK Brake Second Corridor Coach No. M35451 Intercity. £20.99



374-643 BR Mk1 CCT Coach QXX No. ADB 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 M5056M BR Crimson & Cream. £20.95
 374-847A Stanier Corridor First Coach No. M1053M BR Maroon. £20.95
 374-875 LMS 50ft Inspection Saloon No. 45028 LMS Lined Crimson Lake. £25.99
 377-062 5 Plank Wagon No. 132701 NE Grey with Load. £12.99
 377-090 7 Plank Wagon End Door No. 127916 NE Grey. £20.95
 377-651A MBA Megabox High-Sided Bogle Box Wagon 500067 EWS, weathered. £37.95
 377-775 12 Ton Pipe Wagon ZDV No. KDB484176 BR Engineers Olive Green. £19.95
 377-954A 13 Ton High Sided Steel Wagon No. 278985 NE Grey. £12.99
 379-517 Harrington Cavalier Southdown. £5.95

→ Visit our website for our large range of in stock buses ←

GRAHAM FARISH SCENECRAFT

42-087 Bluebell Waiting Room. £24.95
 42-090 Sheffield Park Waiting Room. £30.95
 42-093 Sheffield Park Footbridge. £30.95
 42-180 Traders Store. £14.95
 42-198 Power Station Chimney. £21.95
 42-236 Low Relief Railway Hotel. £12.95
 42-238 Low Relief Goods Loading Canopy. £21.95
 42-298 Low Relief Boiler House. £19.99
 42-299 Low Relief Turbine Hall. £37.95

O GAUGE

HELJAN

6100 61xx GWR Large Prairie Steam Locomotive 6110 Great Western Green. £499.99

BACHMANN

47-539 Platform Tractor Units. Pack of 2. £9.95
 47-567 Coolant Trolley. Pack of 4. £6.95

HORNBY

R3816 2710 CR No. 1 Centenary Year Limited Edition - 1920. £499.99
 R3816 2710 CR No. 1 Centenary Year Limited Edition - 1920. £499.99
 R3817 2710 GN No. 1 Centenary Year Limited Edition - 1920. £499.99

FOR OUR FULL RANGE PLEASE VISIT WWW.KERNOWMODELRAILCENTRE.COM // PRICES CORRECT AT TIME OF PRINT BUT ARE SUBJECT TO CHANGE



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

Call Us!

01756 701 451



WANTED

INTERESTED IN SELLING **YOUR** COLLECTION?

WE TRAVEL & VIEW IN PERSON • FRIENDLY & PERSONAL APPROACH • SPECIALISTS IN LARGE COLLECTIONS

For over a decade, we have been purchasing model railways, die-cast & railwayana, including some of the largest single-owner collections the market has seen.

We usually operate by viewing & offering on collections in person, most often without the need for a list, however we are happy to make offers from lists.

I, Ellis, work on the basis of a friendly, professional & down-to-earth approach, purchasing all scales & eras, alongside Continental & American, with a specialised knowledge of 7mm finescale O gauge.

Please feel free to give us a call to discuss your needs

And in case you were wondering...
Albert is the dog.

CONTACT ELLIS... OR ALBERT



Get in touch!

ellisclarktrains.com





THE MODEL SHOP FOR BIG IMAGINATIONS

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

FREE POSTAGE on orders over £25.00
EXPRESS DELIVERY available £6.95
FREE EXPRESS DELIVERY on orders over £100.00
 Up to **10% off RRP** on popular brands



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

VISIT OUR STORE IN WEST SUSSEX



Our 2000sq.ft. store is right next to Ford Railway Station, near the town of Arundel. If you're coming by car we have on-site free parking.

OPENING TIMES

Mon - Sat: 0900 - 1730
Sundays & Bank Holidays: 1030 - 1530

GAUGEMASTER Controls Ltd, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom
 E&OE tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com

www.gaugemaster.com





GRANBY JUNCTION

This post-war layout fills its room in John Dew's Vancouver home completely, leaving only a window sill to spare – though not for long...

Words and photography: John Dew



Granby Engine Shed – like Birkenhead, a joint GWR/LMS operation. In the early evening, a locomotive line up develops as the turntable has to be approached by a kickback siding.

At my age, childhood memories are inevitably a bit blurred. Nevertheless, aged nine, I have a distinct memory of gazing with much longing into the window of a cycle shop in Crosby. The object of my attention was a Hornby Dublo train set. A circle of track, three or four wagons and a strangely-shaped, rather box-like, steam engine. All could be mine for the sum of £6-10-0. In 1947, this was a princely sum. I was disappointed but not surprised when there was no train set under the Christmas tree. That was pretty much the end of my modelling aspirations for almost half a century.

Fast forward to 1992 and another continent when I spotted a British magazine that featured a GWR branch line terminus (of course) with one of those curious box-like locomotives. There and then, aged 55 and knowing little about railways and even less about modelling, I decided that it was time to start – better late than never. The first locomotive that I bought was, of course, a GWR 0-6-0 'Pannier' tank engine.

With so little knowledge, where was I to begin? In the early days, my main sources of information were magazines and books by the likes of Iain Rice and C.J. Freezer. Nowadays, the internet is my friend. I am a member of the forum, RMWeb, which is now my primary information source. Apart from benefiting from the encyclopaedic knowledge of some of the forum members, I have been fortunate to develop friendships with a delightful bunch of people from all over the world.

The layout

'Granby Junction' is my third and final layout. It's based very loosely on Wrexham, but I have been rather cavalier with the geography. My memories of North Wales are mainly limited to summer holidays and cadet camps. I am afraid the scenery owes more to East Lancashire mill towns, like Oldham, where, almost 60 years ago, I worked and got married.

The layout is a 20ft x 10ft permanent construction in the basement of our home. There are two levels, the main level is a continuous loop with the station and engine sheds on one long side, and a 10-road storage yard on the other. The lower level is also a continuous loop, with a branch line and storage sidings hidden under the main line station.

Access to the operating well is via a duck-under, disguised as a canal basin with



FACTFILE

Layout Name: Granby Junction

Scale: 4mm:1ft/16.5mm:OO

Size: 18ft x 10ft

Era/Region: 1947-8 / North Wales, GWR/LMS

Layout Type: Continuous loop connected to lower level, continuous loop branch line



Granby Viaduct crossing the Shropshire Union Canals. 9022, an 'Earl Class' 4-4-0 (commonly known as a 'Dukedog'), returns to Morpeth Docks at Birkenhead with a train of cattle empties. Meanwhile 6407, a 'Pannier Tank', scurries across the Girder bridge with the Cynwyd Autotrain.



Layout details

The station buildings open on to St. Asaph Square, fronted by the General Post Office and the Talbot Hotel. The hotel was a huge project. It started life as a single low-relief Scalescene kit. To make it three-dimensional, I built three units into a hollow square, added a 'palm court' and kitchens. The total footprint was bigger than I intended, so I created more space by cantilevering a street extension in front.

The overall effect is busy and crowded but intended to represent life in a provincial town just after WWII. I have tried hard to establish a clear timestamp. For example, there are revised typefaces on Metcalfe shops, no EILR on GPO vans, EWS (Emergency Water Supply) in faded paint on a wall and numerous cigarette advertisements. Iain Rice wrote in one of his books that, without looking at the rolling stock, the railway company of a layout should be obvious from the buildings alone. I would hope that by glancing at Granby's streets, the viewer is immediately transported back to 1947.



There are over 300 4mm:1ft scale model figures on Granby. Not only do they add interest to the scene, they underline the timestamp. For example, almost everybody wears a hat and their clothing is painted in drab colours. There is a noticeable military presence (conscription continued long after the war ended). Also, fashion, whether it be a woman's skirt length or a policeman's uniform, are key timestamps. As a side note, it took me forever to find policemen without shirts and ties.

rail bridges connecting both sides of the layout. Much of the canal detail, including the warehouse, came from Langley Models. I named it Richards Wharf in memory of an internet friend who devoted much time guiding me. I sometimes wish that I had sited the canal elsewhere and installed a lift-up connection. The duck-under is actually more of a crawl-under and creates a barrier for visitors, although it also provides me with physical exercise countless times a day!

DCC control

My first two layouts were DC-controlled. After operating them for years, I realised that I wanted to run more than 'one locomotive in steam'. As a sole operator, this necessitated a switch to DCC, together with some form of automatic control.

I chose Lenz to run the DCC operation. Today, it is thought to be somewhat old fashioned, but I have found it perfect for my needs. It's simple to operate and solid as a rock. For computer control, I purchased RR & Co Train Controller. This software

is excellent, albeit expensive. Again, I have no regrets – it has added a totally new dimension to my enjoyment of modelling.

Additional hardware is required. All 90 points must be connected to DCC decoders to enable remote activation. The system depends on tracking every train movement. The track is divided into electrically isolated sections or blocks. There are 162 such blocks on Granby. Each block has an occupancy indicator, which is triggered by locomotives entering or leaving.

The software can set up complex routes, throw points, and start and stop trains at predetermined places. Block control, just like the prototype, prevents collisions. I typically run three or four trains at once. On some occasions, I've had 10 'on the go' – although that was a bit of a high wire act.

To give one simple sequence as an example – a one button click will start the Autotrain on its journey from Canal Halt, across the bridge to Cynwyd, then on to the halt at Brewery Lane, to finally enter the hidden terminus at Mold. Meantime, a

Dean Goods shunts the branch yard and an express passenger train circumnavigates the main level.

A more complex operation – a 'Pannier' departs from its routine run around at Cynwd and collects milk tankers from the dairy. These are attached to the rear coach and delivered to Granby. When the Up milk arrives at Granby, the station pilot attaches them while a locomotive exchange takes place. Once completed, the milk train departs for Rock Ferry.

Buildings and scenery

In truth, the scenery consists almost entirely of buildings. I always intended to present the 'nitty gritty' side of the GWR, but I never expected it to finish quite so built up. Somehow it just grew! There is very little vacant space left. I need to complete the brewery and a window sill is destined for a castle and market hall.

Buildings are made from plastic and card. The branch buildings are from Wills and Ratio kits. Behind the branch, concealing



No. 2449 an 0-6-0 'Dean Goods' shunts Cynwyd Goods Yard. The pick-up goods routine is fully automated and one of my favourite routines. It's both satisfying and relaxing to press a button, sit back and watch it all happen.

Weathering leap

It took me a while to pluck up courage to start painting coats of dirty black wash on my newly-acquired dividend from the Railway Fund. It does rather make a nonsense of focusing on realism if the stars of the show remain pristine. Once I got over the initial shock, I found it enjoyable, particularly the challenge of matching the level of weathering with the age and use of the locomotive.



the storage yard, is a 9ft stretch of terraced houses, mostly from Metcalfe. The houses are in 2ft removable modules to allow easy access to the storage yard.

On the other side of the layout, almost everything is scratch-built from Scalescenes paper. One corner is occupied by Castlegate Warehouse and Goods Yard. In the centre is Granby Junction, with Up and Down platforms for six coach trains and a three-bay platform for commuter traffic, all covered by a 4ft long Scalescenes Roof.

Turntable challenges

Across the main line from the hotel are the engine sheds. Like the prototype at Birkenhead, they are a joint company operation. The LMS shed is a basic two road Metcalfe kit, heavily modified. The GWR shed, scratch-built from various Scalescenes components, is a six-road part-roundhouse, not your typical GWR shed, although there was a similar example at St. Blazey. I had to build it like this to fit into the available

space and turntable geometry. Similarly, shed entry and exit can only be made via the turntable. It is not very prototypical, but in quite a compact space, I have been able to replicate each stage that a steam locomotive would undergo on returning to shed.

The sequence is automated with appropriate delays at the ash pit and coaling stage. The latter is built from Ratio water tanks and Wills sheets. Based on photographs I took at Didcot, it's one of the few examples of locational research.

The turntable bridge automatically moves into position just prior to the locomotive's arrival. The locomotive then rolls slowly on, stopping in the centre. Depending on the locomotive orientation, the bridge turns so that the locomotive reverses onto its designated shed road. This sounds simple but, as you can imagine, involved many hours of programming and some pretty spectacular crashes. Eventually, I installed Fleischmann turntables, both there and in the storage yard. Despite my best efforts,

they don't really resemble GWR turntables, but they behave impeccably and talk amicably with RR&Co.

I am afraid that lamps remaining on locomotives in shed roads highlight another of the many compromises one is forced to make between reality and practicality. Locomotives are allocated to specific uses and lamped accordingly. On balance, I would rather it looks a bit odd in the shed than run a train with an incorrect head code, or without a rear light.

In addition to lamps, all locomotives have crew, real coal (Canadian rather than Welsh) and fire irons where appropriate. All the GWR locomotives have engraved plates. Where necessary, I re-number the locomotive to one that, in 1947-8, was shedded at Croes Newyd, Chester or Birkenhead or, failing that, likely to have visited the North West during that period.

Absolute reliability is essential for automatic operation. If a locomotive is to stop and couple in a block, RR&Co carries

The viaduct looking towards the storage yards. On the Up line, a four-car set headed by a 'Large Prairie' is about to enter the yard. Relief locomotives for other commuter trains are stabled in front of the storage turntable. The tracks below, running past the crossing, lead to Canal Halt – the Autotrain terminus.



out a time and distance calculation when the locomotive is detected entering that block. Thereafter, the slightest hesitation will affect the calculation. The locomotive will stop short of the intended spot and thus fail to couple. It is embarrassing when the locomotive emerges from the storage sidings without its carriages! Fortunately, I discovered Zimo decoder and Youchoos Stay Alive devices, which have transformed my operation. Even a DJ Models 14xx now does exactly as it is told!

Rolling stock

Locomotives are all ready-to-run from manufacturers. All have DCC decoders, principally Lenz and Zimo. Many have 'stay-alives'. All GWR locomotives have etched plates. Many have been renumbered to represent locomotives that would have been in NW sheds in 1947.

I try to avoid running stock that would not have been seen in the region in 1947, although I have stretched it a little – diesel rail cars in North Wales? A 94XX at Wrexham? Well, it was the last of the 'Panniers' and 9408 was an Oxley (Wolverhampton) locomotive. Perhaps the most blatant example of Rule 1 is using Hawksworth passenger brake vans, which were introduced years after nationalisation and only saw chocolate and cream livery on preservation lines. It's a case of needs must – there are no RTR PBVs on the market and I have long recognised my inability to make acceptable vans or wagons – what else can I use on my parcels and milk trains?

The parcels and milk trains run in both directions, stopping at Granby with vans for the parcels depot or tankers for the branch dairy. The pick-up goods also has a daily shunting routine. The remaining freight trains, at present, just run circuits. They reflect the traffic that would have travelled through Wrexham, to and from Birkenhead – coal trains from Bersham, iron ore from Bidston Dock for the Midlands, cattle wagons returning to Morpeth Docks and oil from Stanlow.

Passenger traffic is predominately commuter-orientated. In addition to two autotrains and the railcar, there are six sets of non-corridor stock. These shuttle back and forth between Birkenhead, Granby and Oswestry. Each journey involves a rapid turn round and locomotive exchange. The GWR and LMS 'tanks' used on these services are undoubtedly my most used locomotives.

At present, there are only four corridor trains, of which three do circuits. I would





6877 4-6-0 Llanfair Grange takes on coal. Programming the computer to always stop each locomotive, with the tender or bunker under the coal chute, has not been easy! I still can't claim 100% success, but with 'Stay Alives' fitted in the smaller locomotives, the win:lose ratio is now much improved.

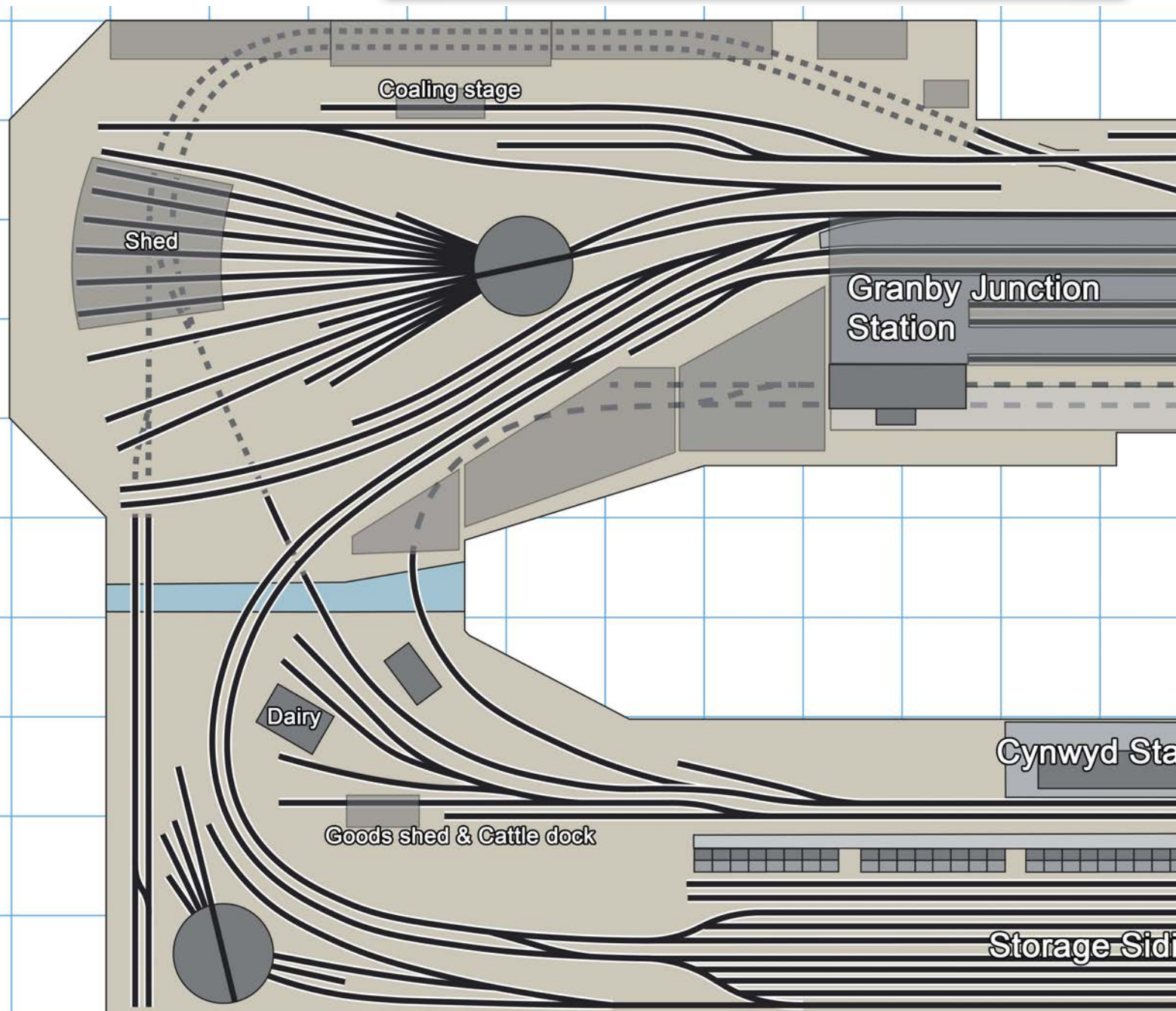
like to add more routines that run there and back, but sadly, I have run out of storage space. I know you can never have too many 'Panniers' but I am beginning to think you can never have enough storage. I think if I sacrificed a corner factory and some adjacent houses, I might squeeze in a few more sidings.

Looking ahead

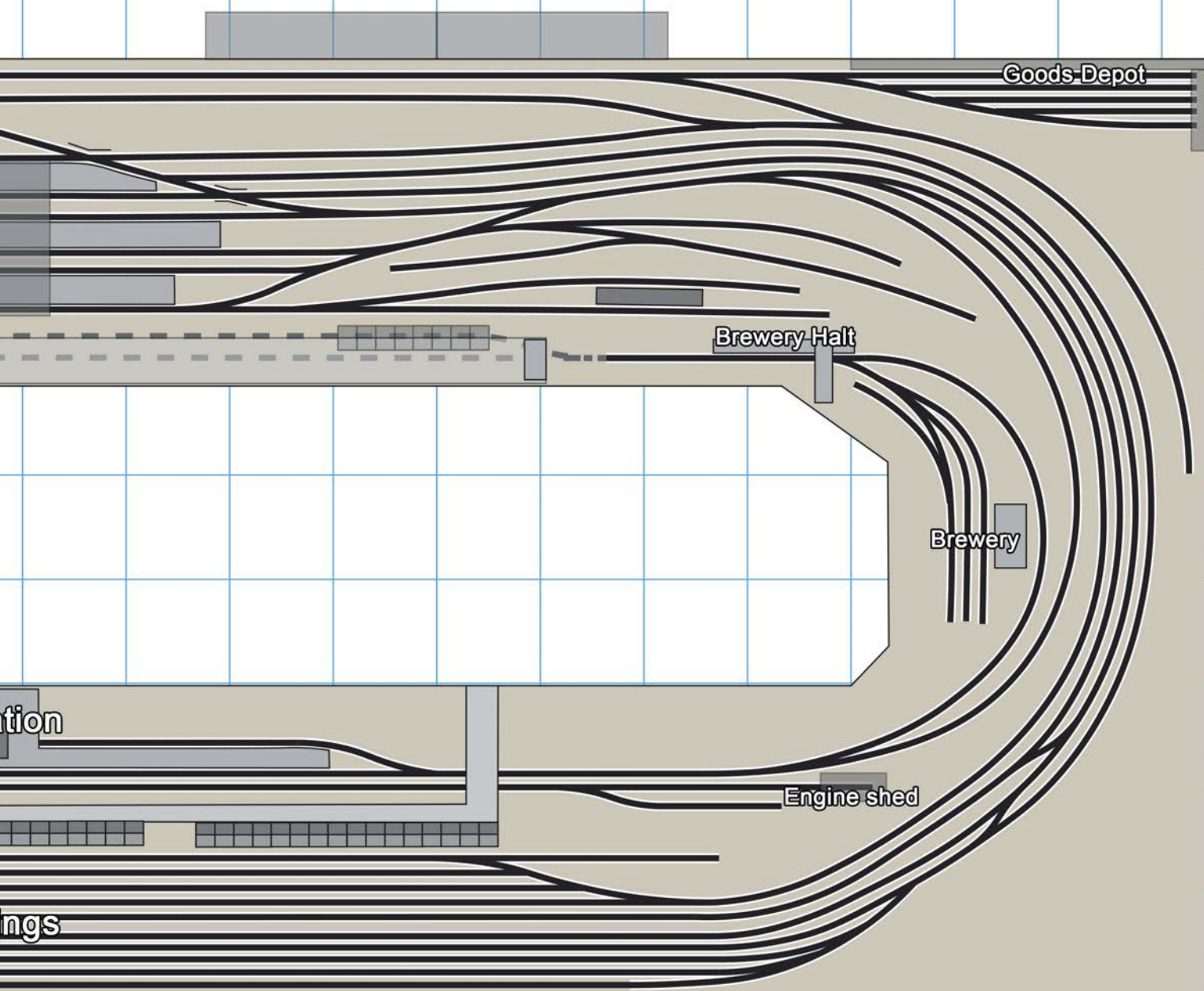
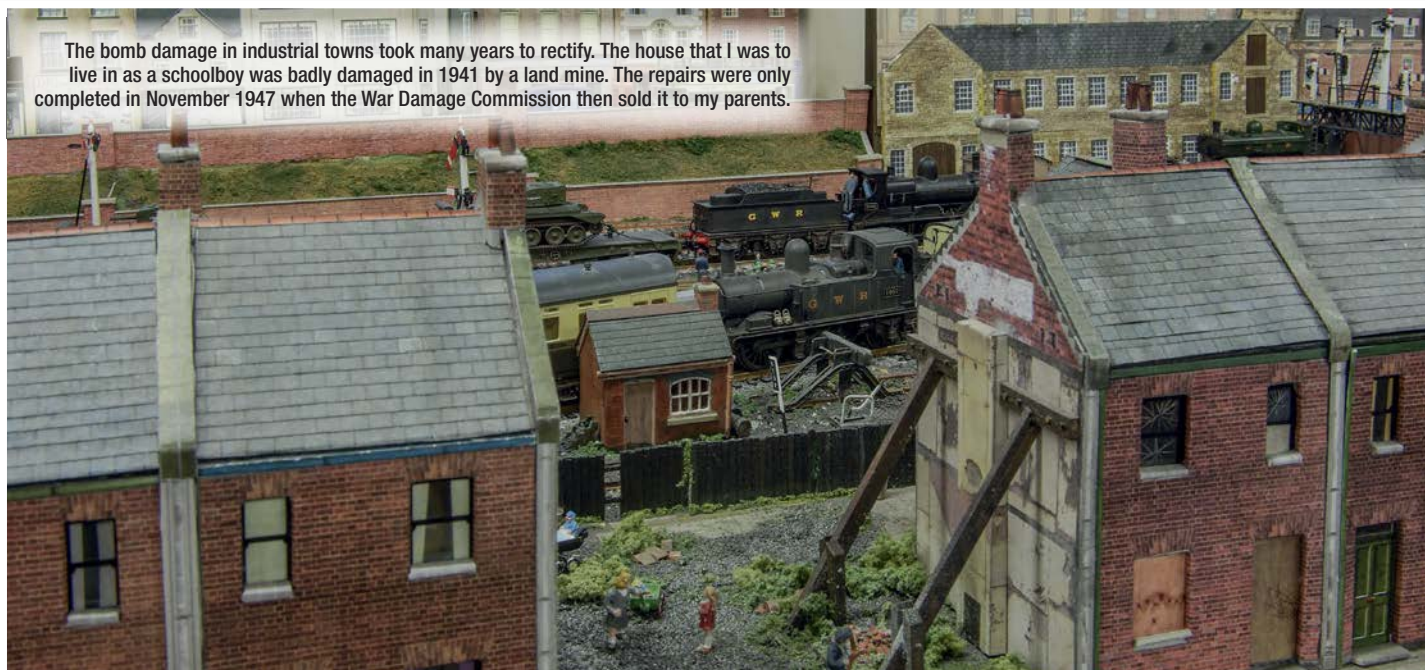
'Granby Junction' must be getting pretty close to completion. In addition to the storage extension, the brewery needs to be finished, and Granby Castle will hide the pillar and make a great skyline addition. I hope to replace the cosmetic signalling on the branch with automatically-operated working signals from Dapol, too. The long-term objective is to link the RR&Co routines into a weekly timetable. That should keep me happily occupied for a few more years.



The milk tankers came up to Granby as tail traffic with the Cynwyd B Set. The station pilot, a 94XX 'Pannier', will attach them to a milk train from Shrewsbury. In the background a 57XX 'Pannier', shunts vans into Castlegate Yard.



The bomb damage in industrial towns took many years to rectify. The house that I was to live in as a schoolboy was badly damaged in 1941 by a land mine. The repairs were only completed in November 1947 when the War Damage Commission then sold it to my parents.





'Castle' Class 4-6-0 No. 5075 departs from platform four with an express to Paddington. 'Castles' are the largest locomotives operating on Granby. 'Kings' were not permitted to Chester in 1947. Even 'Castles' had to leave their trains at Chester and 'Large Prairies' completed the journey to Birkenhead Woodside.

About the modeller

Name: John Dew

Age: 85

Years Modelling: 30

Name of First Layout: Granby I – GWR BLT

Favourite Era/Region: Post-WWII 1947-8, North Wales/Cheshire/Shropshire

Favourite Locomotive: GWR 0-6-0 'Pannier'. What else could it be?

Location and Background: I was born and brought up on Merseyside. In 1981, aged 44, I emigrated with my family to Vancouver, Canada. I had no prior involvement in modelling until 1992 when I started 'Granby I'.

Running Session: I operate 'Granby Junction' on my own. Using RR&Co computer control, I develop and run multi-movement operations involving up to 10 locomotives simultaneously.

Future Projects: My primary aim is to link the automated routines I have developed into a 24-hour computerised timetable, and install automated signals on the lower level branch line. When the Brewery is completed, I'll build the Castle and Market Hall on the window sill – the last vacant space in the train room.

Creating the hotel was a huge project, which started life as a single low-relief Scalescenes kit.



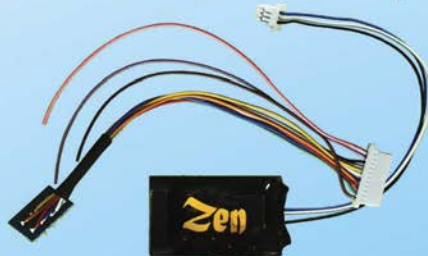
by **deconcepts**
Zen

DCC thinking outside the square
concepts

Unique features, real performance and exceptional installability

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 decoders just cannot do, no matter how expensive they are. Designed for modellers that just want to get on with running their trains without the need to learn a whole new language. Most importantly: Designed to have the smoothest slow running & best up-&-down hill control for realistic operation.

- Ideal for N, HO, OO, O & G scale
- Plug-&-Play Stay-Alive connection
- Industry-best customer support
- Legendary Quality Control
- Detailed manuals with full detail & step-by-step setup examples



- Built-in, easy to set automatic Shuttle Control (Zen Black)
- Industry-best ABC braking
- Easy One-Step locomotive setup
- Super "Brown-Out" protection for loco's with poor pickups

This is the ZEN BLACK MIDI HIGH POWER Decoder. (Image is actual size)
Perfect for use in all modern O scale & older OO/HO locomotives

DCC thinking outside the square
concepts

Ph +44 (0) 1729 821 080 * sales@dccconcepts.com * www.dccconcepts.com

WWW.MODELRAILSHOP.CO.UK
01274 747447
shop@fmrldirect.co.uk
8A Sapper Jordan Rossi Park
Otley Road, Baildon
West Yorkshire, BD17 7AX

FRIZINGHALL

MODELS & RAILWAYS

The Modellers Choice
Since 1950

OPEN DAY

COME SEE US AT OUR OPEN DAY
FREE ADMISSION

SATURDAY 11th JUNE 2022
10.00am to 4.00pm

Demonstration Layouts: Ryburn Bridge (N)
Much Llaughter Light Railway (009)
Others to be confirmed
Sound fitting & Advice

Representatives from Hornby, Peco,
DCC Concepts & Oxford Rail/Diecast
Childrens activity corner

Good range of quality 2nd hand
Our usual well stocked shop

Why not call in for a chat and have a browse
Complimentary tea/coffee and biscuits
A great day out for the family and the enthusiast

See more at WWW.MODELRAILSHOP.CO.UK

HORNBY 2022 NEW ANNOUNCEMENTS PRE-ORDE NOW

R30221 LMS Class 4F No. 43924 - The Railway Children Return - Era 3.....	£125.99
R30134 LMS Princess Royal Class 'The Turbomotive', 4-6-2, 6202 - Era 3.....	£239.85
R30135 BR Princess Royal Class 'The Turbomotive', 4-6-2, 46202 - Era 4.....	£239.85
R3992 LNER, A4 Class, 4-6-2, 4491 'Commonwealth Of Australia' - Era 3.....	£196.20
R3993 LNER, A4 Class, 4-6-2, 4490 'Empire of India' - Era 3.....	£196.20
R3994 BR, A4 Class, 4-6-2, 60030 'Golden Fleece' - Era 5.....	£196.20
R30126 LNER, W1 Class 'Hush Hush' (Smoke Lifting Cowl) - Era 3.....	£229.05
R30166 VTEC, Bo-Bo, 'Battle of Britain Memorial Flight' - Era 10.....	£201.60



R30224 LMS, Stanier 5MT 'Black 5', 4-6-0, 5200 - Era 3.....	£206.99
R30226 BR, Stanier 5MT 'Black 5', 4-6-0 'Glasgow Highlander' - Era 5.....	£206.99
R3434 SR, Merchant Navy Class, 4-6-2, 21C1 'Channel Packet' - Era 3.....	£201.60
R3997 BR, Princess Coronation Class, 4-6-2, 'City of London' - Era 5.....	£217.80
R30129 BR, Battle of Britain Class, 4-6-2, 34072 '257 Squadron' - Era 4.....	£239.85
R30114 BR, West Country Class, 4-6-2, 34046 'Braunton' - Era 4.....	£239.85
R30013 Ruston & Hornsby 48DS, 0-4-0, 200792 'Gower Princess' - Era 10.....	£98.10
R30012 GCR(N), Ruston & Hornsby 48DS, 0-4-0, No.1 'Qwag' - Era 10.....	£98.10
R30083 Port of Bristol Authority, Sentinel, 0-6-0, 39 - Era 5.....	£98.10
R30115 BR, Class 08, 0-6-0, 604 'Phantom' - Era 10.....	£167.40
R3983SS LNER, P2 Class, 2007 'Prince of Wales' + Steam Generator.....	£247.05

**Servicing
& Repairs**

- DCC Sound Fitting
- DCC Decoder Fitting
- Servicing

OFFICIAL STOCKIST
SOUND FILES SUPPLIED BY
**YOUCHOOS
& DIGITRAINS**



FREE POSTAGE
over £175
(UK mainland only)

We buy Pre-owned railway items.
Speak to our friendly & experienced
staff. 'Cash or Exchange'

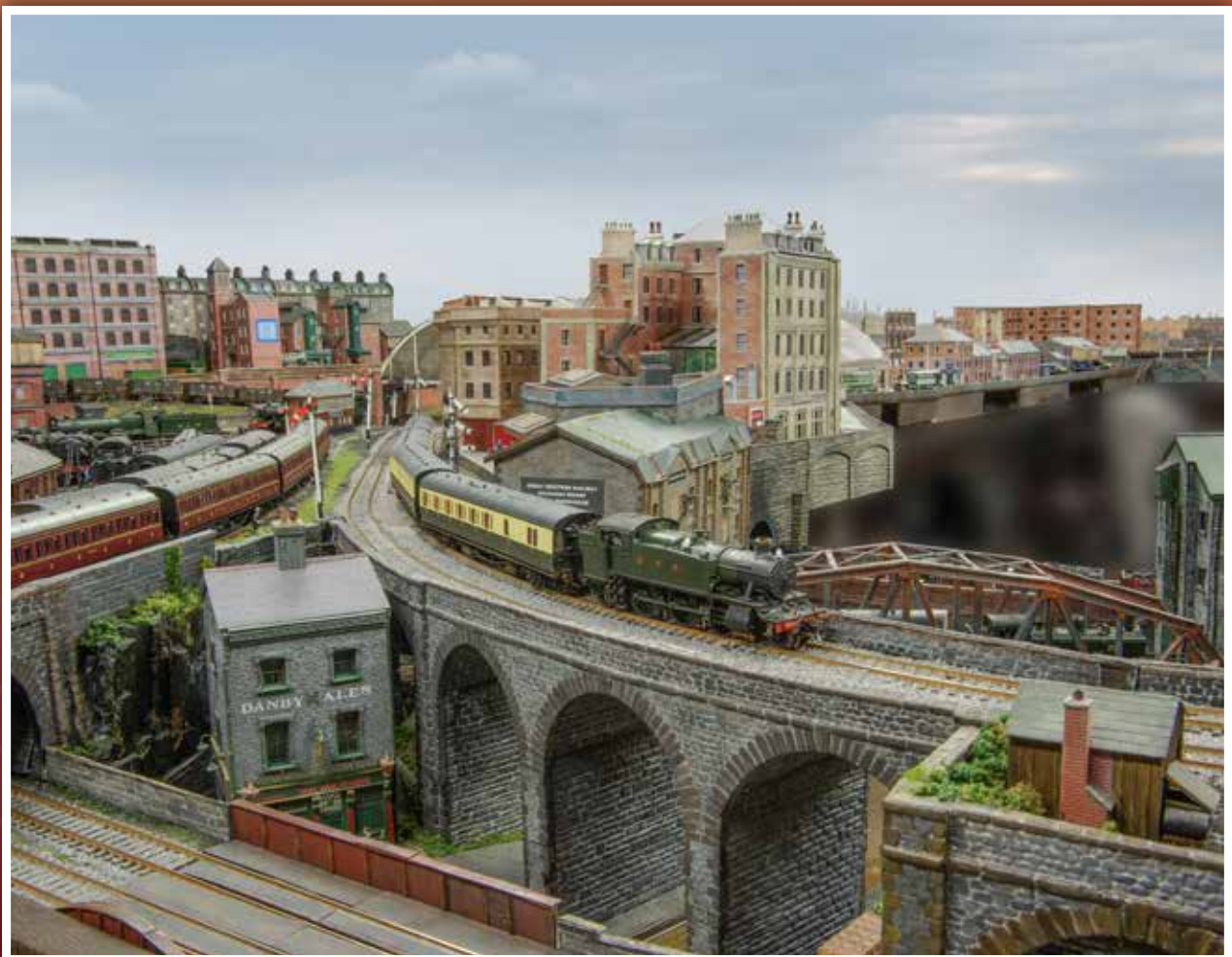
OPENING HOURS: MONDAY to SATURDAY 10.00 - 4.30





DIGITAL EDITION EXCLUSIVE

**CLICK AND SWIPE IMAGES
TO SEE MORE**



Join the **WORLD OF RAILWAYS** *PLUS* family for a whole host of benefits today!

The future of railway magazines is here!

Only
£5.99 a month!

A World of Railways Plus membership brings you all this and more...

- The back catalogue of five leading magazines, including BRM!
- NEW Trackplan Archive
- Hours of video footage, much of which is exclusive to members
- A FREE ticket to a Warners show of your choice
- Members also benefit from Gold access to RMweb.co.uk.
- PLUS a range of exclusive competitions where you could win many fantastic prizes!

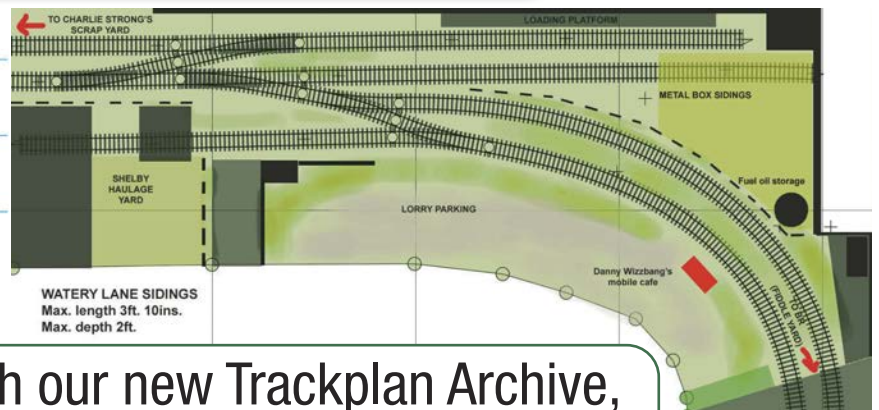
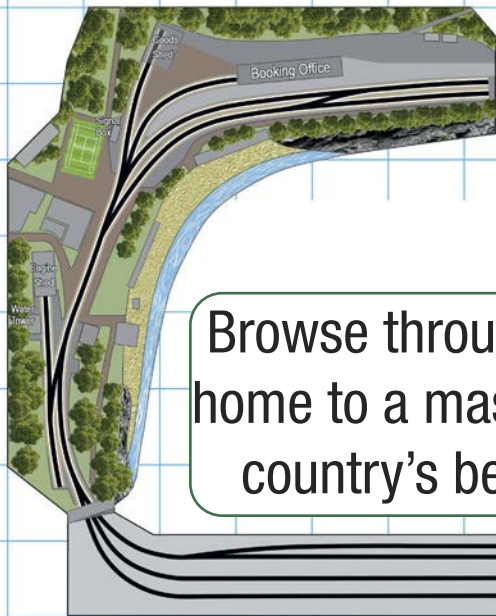


Some of the fantastic models you could win in one of the WOR Plus exclusive competitions!



Head to www.world-of-railways.co.uk

**FREE
SHOW
TICKET!**



Browse through our new Trackplan Archive,
home to a mass of trackplans of many of the
country's best model railways, for ideas.



Access over 190 back issues of BRM, plus other fantastic
magazines like Traction, Garden Rail and Narrow Gauge World.

/membership to find out more today!!

HOW TO... BUILD AN N GAUGE FACTORY

Words & photography: Michael Russell

During the age of steam, a boiler house was the power generation centre for factories, and this kit depicts a typical example.

Gaugemaster's (GMKD1007) Brewery/Factory Boiler house kit is made from injection-moulded plastic and comes with a 'color patina' applied at the factory to take away the shine of the plastic and make it look more realistic, particularly on the

mortared sections. If you don't want the trouble of painting the kit, this improves the look of the plastic – however, you'll still need to remove the 'colour patina' where glue is to be applied, otherwise, the surfaces won't bond. This is principally around edges and openings for windows and doors. If you're planning to paint the kit, it'll look better if this is done, too.

To remove the 'colour patina', first apply

surgical spirit with a small, clean modeller's paintbrush. Then use a clean toothbrush to rub the mixture out of the crevices. Finally, take a cotton rag – I use my old shirts – and wipe the mixture off and leave to dry.

It's advisable to do this on a day with fine weather, so that you can have the window open, because surgical spirit is pungent. The following shares how I constructed the kit to achieve the final result, below.





Modelling knife
File
Side cutters
Set square
Small clamp
Paintbrush
Rule
Cocktail sticks
Toothbrush
Tweezers



Gaugemaster (GMKD1007) Brewery/Factory
Boiler house kit, GMKD83 Barrels
<https://www.gaugemasterretail.com/magento/>

Acrylic paints AB0038EP 38 lime, AB0019EP 19 red, AB0099EP 99 lemon yellow, AB0186EP 186 brown, DB0033 33 black, DB0056 40 pale grey, DB0063 63 sand, DB0113 rust, AE2500 Poly Cement, AC5217 Maskol, Aerosols: AD6001 grey primer, AD6033 matt black, AD6034 matt white, AD6073 matt red oxide. AC7433 acrylic thinners, AV004 Smoke weathering powder, AV002 white weathering powder, AG5110 Masking Tape Set <https://uk.humbrol.com/>

Glue 'n' Glaze
www.deluxematerials.com

Modellers Prep-Set
www.finescalemodelworld.co.uk

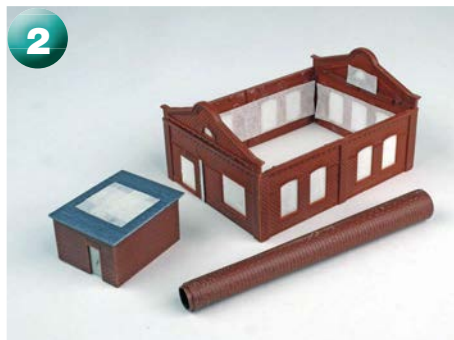
41002 Quickshade strong tone, 47030 PVA glue, 47021 Standard Grade Super Glue, BW03 Albion Alloys - 0.3mm Brass Rod
www.expotools.com

EZ Line from www.modelscenerysupplies.co.uk,
0120B 20 thou Plastikard
www.slatersplastikard.com

TECHNIQUES



Add the extension to the end walls of the main building. Paint the inside of the chimney with black acrylic, then glue the two halves together and clamp to ensure a good bond.



Glue the brickwork together for the buildings and chimney into sub-assemblies using Humbrol Poly Cement, ensuring that they are square. Mask the windows, door apertures, and the chimney base on the extension roof, with masking tape.



Mask the edges of the windows and doors with Humbrol Maskol. Also, mask the circular ring on part 34 with Maskol as this is where you need to glue the chimney, later. Two roof supports on the inside of each end wall also need treating.



Spray the chimney base with grey primer. Then, mist it with black, red and white matt aerosol paint to give the impression of concrete. The secret here is to use short bursts of paint and to keep the can moving fast.



Spray the buildings and chimney with grey primer. When dry, mist it with matt red to add variety. Spray matt white from above at an acute angle so that it catches the upper surfaces. Spray matt black from below at an acute angle so that it catches the lower surfaces. Apply small amounts at a time.



Spray the roof with grey primer, followed by a coat of matt black when dry. Flick grey acrylic paint at the surface using a toothbrush and leave it to dry. Then, flick matt black with a touch of brown in it, again with a toothbrush.



Paint the doors and windows with a muted colour. I wanted mine green, but the shade I had was rather lurid, so I toned it down by adding a little red. Adding grey would also work.



For the wood on the extension roof, I first sprayed with grey primer, then with matt white. When dry, I painted the surface with acrylic thinners, then dabbed on light, mid and dark browns and allowed them to merge together.



Mix red and yellow together to form an orange. Dab orange, rust and sand colours onto the brickwork in a random manner until it is all covered. Use a little thinners to water the paint down and to allow the colours to merge slightly on the surface. Aim to get a finish that isn't uniform.



Remove the masking using tweezers and a cocktail stick and glue the windows in place using Poly Cement. Ensure that these are pushed fully home so that the backs are level. This avoids difficulties when fitting the glazing.



You don't have to remove a part from the sprue when working on it, particularly when it comes to painting. Sometimes leaving it on the sprue to work on, or removing part of the sprue and using it as a handle as I did with the vents on this kit, works well.



It is easier to build the roof extension by first forming two L-shaped pieces from an end piece and one side and then gluing the two L-pieces together when dry.



To fit the building extension, rub the fitted edge carefully on a piece of sandpaper on a flat surface. Offer up the extension and hold it up to the light so that you can see points where light shows through which indicate a poor fit. Carry on sanding until a good joint is achieved, then glue.



Fold up the supplied paper mask and glue it together with PVA adhesive. When pushed into place it will stay put because it's an interference fit. You won't want to fit this if you're adding lights or if you don't like the effect it produces.



Smoke can be added using cotton wool that has been dipped in dilute black acrylic paint and allowed to dry. Draw it out well and strengthen using hairspray. Fix in place with a small dab of cyanoacrylate.



The roof extension joint is rather weak and I made a strengthening piece to ease this issue. I took a piece of Plastikard that fits inside the space and scored it down the middle using a rule and knife. Bending the piece along the score until the angle matches the roof pitch, I stuck it in place.



Glazing is fitted using Glue 'n' Glaze. You'll only need a small amount because it will spread out between the plastic layers. It dries clear and overspill isn't noticeable.



To add more depth to the brickwork, brush on neat strong tone Quickshade and leave to dry. It is best not to do the whole building in one go as it is very easy to inadvertently use a wet section as a handhold.



When fitting the roof, ensure that the overhang is the same on both sides. While you hold the roof in place, add glue from the inside and let this run into the joints by capillary action. Clamp until set.



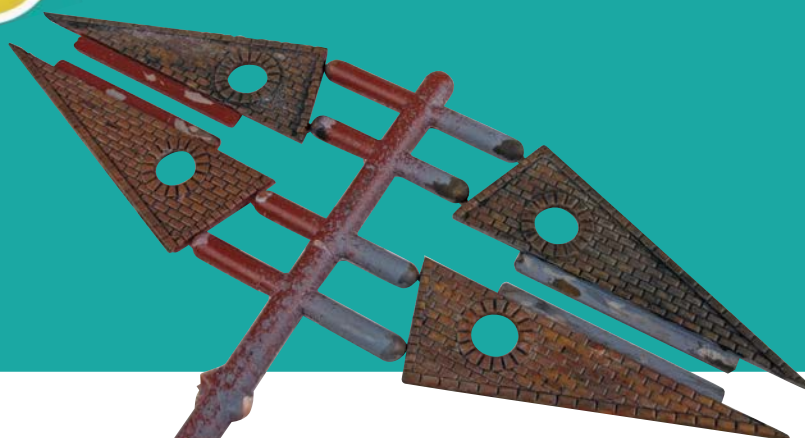
Mix white and black weathering powders to form a grey and apply this to the vents using an old paintbrush. These can then be glued into position using cyanoacrylate (superglue).



A lightning conductor will improve the look of the building and is a way of hiding the obvious joint down the side of the chimney. Add this using black EZ Line held in place with cyanoacrylate. The lightning rod is a small length of 0.3mm brass rod.



This kit includes parts that you won't need for this build, including some brickwork. This allows you the opportunity to practise your brick painting techniques and to perfect them before tackling the main building.



CONCLUSION

This kit goes together easily and produces a great model that could find a home on any steam era layout or diorama. Other matching kits are available from the same source that will allow you to build a complete factory complex. This kit makes an ideal introduction to kit building as there is nothing particularly challenging about it. The additional flexibility of constructing the kit without painting is useful, but I'd encourage you to have a go at painting it. It doesn't take much effort to remove the factory applied 'colour patina'.

The smoke is a rather subjective addition and is rather unidirectional, which is fine if you can place the model so that it is viewed from a narrow angle of view. If you don't like a static smoke effect, you're better off having no smoke at all rather than something that isn't convincing. If it irritates you every time you look at it then, it's time to remove the feature.

I like the weathering effects that I've been able to achieve, but the window and door colour is too close to that of the walls and that is something I'd change if I did the build again.



HUNSLET BO-BO DIESEL SHUNTERS

Scunthorpe Steelworks ordered 10 Hunslet BO-BO shunters in 1972. After several overhauls and improvements, KR models would like to produce the three remaining units still running in Scunthorpe today. To complement them, the torpedo molten iron wagons will also be available from KR Models.

Named locomotives

- > 73 Original Green
- > 71 British Steel Blue
- > 72 British steel Yellow/Blue
- > 79 British Steel Yellow/White 'Big Keith'

The models will have directional lights in both ends. With a centre-mounted motor, both bogies are driven. As these units are still in operation today in the Scunthorpe steelworks, we have obtained the sound file from one of the engines.



73 Original Green



71 British Steel Blue



72 British Steel Yellow/Blue



79 British Steel Yellow/White 'Big Keith'

DCC Ready £180

DCC Fitted £210

DCC Sound £280

Delivery is expected in Summer 2023, this is subject to change

Order Book Is Now Open

Express your interest at www.krmodels.co.uk

WORLD OF RAILWAYS

TV

DIGITAL EDITION EXCLUSIVE

N Gauge Boilerhouse Build

Experienced modeller, Michael Russell, talks us through his latest project, an N gauge factory build from Gaugemaster, providing useful advice on elevating plastic kits.

WATCH THE VIDEOS HERE

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



PLAY

KEEP IN TOUCH

WEBB COAL TANK TRANSFORMATION



I have a real liking for ex-London & North Western Railway (LNWR) locomotives, and, as I model a fictitious 1930s Joint GWR/LNWR (LMS) South Wales branch line in OO gauge, I always wanted a Webb 17in coal engine.

I recently bought *An Illustrated History of LNWR Engines* by Edward Talbot and was looking at the drawings of a 'Coal Tank' and a 'Coal Engine', and realised that the wheel size and axle spacings were the same, so I thought about converting my Bachmann 0-6-2 'Coal Tank', using the chassis and body to provide me with an 0-6-0 17in 'Coal Engine' chassis and body. I would worry about the Webb tender later.

It was starting to come together, but I knew that, once I started 'hacking' chunks off the coal tank body, including shortening the side-tanks and body and removing the rear trailing truck assembly, there was no going back. I bought an LNWR Coal Tank body off the internet and measured everything carefully using the excellent drawing in the aforesaid book. Then I measured it all again and, started.

I carefully removed all the pipework and handrails from the boiler sides and stored them in a safe place. Next job was to unclip the cab and roof. I then removed the trailing wheel and measured and cut the rear of the chassis just in front of the countersunk wheel attachment drilling hole with a new Exacto saw blade. Once the bunker was removed, I replaced the cab and roof in its place and carefully cut the plastic with an Exacto saw blade.

The critical part, reducing the side tanks to the correct size, must be cut using a diamond cutting disc. I cut them slightly smaller than required because I didn't want to damage the footplate or remove the plastic boiler side near to the side tanks. I would rather file with a diamond file for hours than damage the footplate, and that is what I did, although, it only took me a few hours and that wasn't too bad.

The LNWR body I used had Ramsbottom-type safety valves and, as I was modelling an engine from the mid-1930s, these had to be changed for a pair of Ross pop type safety valves, taken from the old Hornby 4F. These fittings can also be sourced easily online.

To fill in the boiler where it was damaged, I rolled a tube of thin Plastikard, gluing as I went along to the same diameter as the boiler and, once set, cut the sides out of this. The chassis is a tight fit, so I kept checking to make sure it fits into the bottom of the boiler. It was then a simple matter of filling the damage and shaping the boiler using body putty and fine sandpaper. I found the end of my wife's nail files are brilliant. Don't tell her!

Because the locomotive is DCC-fitted and I may fit a speaker in the tender, I decided to permanently bolt the engine and tender together, so the speaker wire, when and if fitted, is not compromised. This is a simple job. A piece of thin brass wide enough to fit in the gap at the rear of the tender was drilled and shaped to the correct height and this can swivel. The bolt was firmly attached to the cast metal tender coupling lug because I didn't want this to wear. The bolt was passed through the brass locomotive attachment and lock bolted. I made a footplate and it covers the coupling. It's a little overwhelming, but I'm happy with that.

Fabricating the hand rails on the ends of the tank cab sides was easy enough. Thin brass wire was used. I then hit the end of the wire with a hammer on an anvil to flatten it. I cut it to size, then cut it to the correct length, fixing it with a spot of super glue.

The next job was etching primer painting the tender and painting the locomotive. If you'd like a 17in Coal Engine and you have the skill, buy one of the excellent etched brass kits available. However, with a little care and expediency, you can create your own, especially, if like me, you find building etched brass locomotive kits a dark art. You may not be able to source a Gem tender and that said, putting a brass tender together would, in my opinion, be much easier to do than constructing the engine. See the EBOR Group Facebook page for a video of this locomotive working.

James Whitehead

MODELLING ALLOTMENTS



I thought you might like to see my efforts while keeping safe and occupied during the long break from visiting model railway shows.

I am 73 years old and keen to start my first model railway. I bought a board, some track and trains, then became side-tracked!

Using your various articles on creating a landscape and the how to model a garden centre and allotments (BRM Spring 2022), I made a plan and started with rough drawings of the allotments and a garden nursery and, before I knew, it started to grow and grow.

As you can see, the scene now has very productive allotments with plenty of vegetables and plants. The fences are up but there are workmen repairing vandalised fence panels! The allotments back on to the railway line (when it eventually gets laid).

I now have a scene with allotments and a garden nursery that I have enjoyed creating – let's hope I can now concentrate on laying track.

Thanks to BRM for the interesting and practical ideas on creating parks, trees, and gardens.

Brian Precious

BRM MARCH PAGE 39

I am trying to follow the Garden Centre build in the Spring 2022 issue of BRM submitted by Michael Russell.

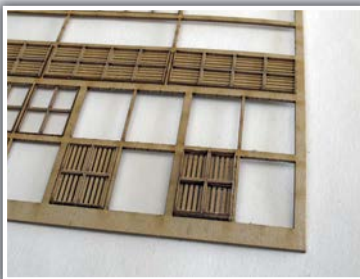
Please can you let me know the text that should have been included at step 23 on page 39? In my printed copy of BRM March 2022, the text at step 23 merely duplicates the text at step 22.

John J Thewlis

BRM Says

Well spotted! We do our utmost to ensure our magazine is correct, but the odd mistake slips through the net – see below correct caption text for step 23. Thank you for bringing it to our attention.

"The trays are made using the fruit box kit. I found it easier to glue the sides to the base while still in situ on the sprue. You will have more sides than bases, so use scrap card instead for the latter so that no material is wasted."



GREAT DAY OUT!

The 2022 Ilfracombe Model Railway Exhibition will be held on Saturday, April 16 at The Landmark Theatre, Seafont, Wilder Road, Ilfracombe, Devon EX34 9BZ. Doors open from 10:00 until 16:00, with adult prices at £4 and children £2. There will be around 10 layouts on show in varying scales, plus trade. The venue has a café and licensed bar and is wheelchair friendly.

Ilfracombe Model Railway Society



Washes

Take your models to the next level of realism



Before



After



- Perfect for creating grime, dust and rust effects
- Apply to locomotives, wagons, buildings and many more

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!



HUMPHREY ROAD SIDINGS

Assuming that Nationalisation of the railways never occurred, this snow-filled miniature landscape imagines a might-have-been Southern scene.

Words: Norman Raven **Photography:** Phil Parker

SOUTHERN

The Q1 rumbles past as the yard staff prepare to move equipment into the shed.

Why does an old bloke born in NE Scotland and now marooned in East Yorkshire profess an interest in modelling the Southern Railway in the 1950s?

The 1950s are perhaps more easily explained as that decade recalls slow, happy times spent with friends and parents, in particular my dad, who used to take me train-watching on Saturdays at the local station and goods yard at Fraserburgh, my home town. This fostered a lifelong interest in railways and transport in general. The SR interest arises from a liking for the Maunsell green livery, private owner wagons and the general notion that northerners have of bucolic parts of southern England.

Most of our exhibition layouts (we have six – yes, I confess to being a serial layout builder!) are of the 'overseas persuasion'. However, an idle perusal one day of the Southern stock I had amassed, hinted at the attraction of another British layout. 'Humphrey Road Sidings' combines, in an entirely fictitious manner, my liking for the Southern Railway, the 1950s and private owner wagons.

Hang on, reel back a bit – the Southern Railway in the later 1950s? The layout simply assumes that nationalisation never happened! No political statement is made – just an attempt to portray something different. The layout has another slight twist in that it's a snow scene.

Construction begins

The baseboards are in our now-customary canopy/proscenium arch approach, where you look into rather than down on the scenic sections. The boards are laser-cut ply kits from Grainge and Hodder. The integral back and top make for a box shape board, which protects the scenery and is easy to store and transport. It also means that I don't have to suffer the embarrassment of forgetting things like the lighting gantry bolts – ask me how I know this! Lighting is achieved by six 12V LED strips attached to the underside of the canopy on each board. Alignment is by 25mm brass pattern-makers' dowels let into holes already provided, and the boards are then held together with 6mm bolts.

The track is standard Peco Code 75. Points are medium radius Electrofrog operated by Peco twistlock motors, which have the advantage of easy installation. Yes, the gauge and sleeper spacing is HO, but I find that, once the track is painted and ballasted, it looks fine. I admire those who



FACTFILE

Layout Name: Humphrey Road Sidings

Scale/Gauge: 4mm: 1ft/16.5mm/OO

Size: 3m x 0.5m/10ft x 1.6ft

Era/Region: Late-1950s/SR

Layout type: Terminus to storage yard



The 'C' Class drifts in with a mixed freight as the photographer lines up a shot.

What's in a name

The name is in memory of the car named Humphrey owned by my wife, Meg. Humphrey sadly expired at an MOT test just as I was building the layout. We find that generally naming mechanical things generates a certain empathy with them. Thus, the shed is home to such worthies as Colin the compressor and Neil the nailgun. My daughter, Melissa is particularly adept at bestowing names. No one said you have to be sane and sensible to build model railways!



The old industrial buildings at the end of the yard are now occupied by small businesses. This shows the individually-applied bricks.

build their own track but I know it's not for me. I don't admire those who decry as not 'proper modelling' anyone else's efforts using ready-made items.

The layout theme is simple – storage yard to scene and (hopefully) back. It depicts an entirely fictitious small goods yard somewhere in SR territory. SR stock is naturally in abundance, but my world is also inhabited by PO wagons in full livery because, as I said before, I like them. No passenger workings here. That might be a possibility on another layout, though. Although others describe it differently. My mind is a cosmic whirl of creative invention, which is why we have so many layouts ranging from the USA, Canada, Germany, Bavaria, Prussia and Japan, and another British layout is always a possibility!

The trackplan is also simple – a loop and

some sidings, with the rest of the world represented by a turntable storage board. Operation is equally simple. Trains arrive, shuffle about a bit, then depart. There is no timetable or schedule, we just make up the moves as we go. This explains my puzzled look from time to time!

Touchscreen tech

Control is DCC using our ESU ECoS system, but operated wirelessly with our iPhones and iPads through an Edimax router and the Touchcab app. This is now an old app and we've used it on a variety of layouts for the last 10 years or so. There are other much more modern systems around now based on the same principle but this works for us, so we stay with it. One advantage is that we are not tied to a single operating position and can wander around

to speak to people. It's also much easier to allow a spectator to have a go at driving and, on a basic level, allow selected children (and adults!) to toot the whistle and blow the horn. Such fun!

Using DCC also allows us to have sound-fitted locomotives. I like the added dimension of sound when applied judiciously. My son, Simon, has fitted most of the locomotives with sound and 'stay alive' capacitors. He likes the technical side of things and does all the necessary work on the control system as most of that is beyond me. If it were left to me, the layout would function by pushing locomotives around making train noises!

A layout such as this depends on a reasonably reliable coupling system and we use KD couplers on all our current layouts where shunting (or switching) forms part

of the entertainment. For those who don't know the system, it relies on a buckeye-type coupler where the couplings are disengaged by a magnet in the track. Once the couplings are open, it is possible to push the uncoupled wagon to any desired location where the couplings then spring back to a centre position again ready to be coupled. We use the European-style couplers, numbers 18 and 19, which simply plug into the NEM pockets now common on most current British stock.

Recently, we have been using small neodymium magnets to uncouple. A strip of three or four between the sleepers provides an unobtrusive uncoupling point, although accuracy is required to get the relevant couplers over the strip. On this layout, I used the neodymium magnets initially, but found that the short and light nature of the British stock led to some problems and have had to revert on this occasion to the standard KD over track magnets that fit between the rails. These can be obtrusive but I have attempted to disguise them by painting the

The personal touch

There are a few items on the layout that must always be present. One is the old coach that houses Meg's café. Every layout I build must have a Meg's café (or diner, on our North American layouts). This is a Ratio kit of a grounded coach, which is fitted with a detailed interior and lights. The lights are wired through an anti-flicker coach lighting unit from Layouts4U.

The other item is a model of Melissa's horse, a Norwegian Fjord named Arion. He is to be found in the field just beyond the road crossing at the entrance to the scenic section. On every layout, I have to find a model of suitable size and paint it to match Arion's coat. Arion is accompanied by his friend, Olly, and Harriet the donkey, and all are waiting for food to be delivered from the nearby Land Rover.



The low relief shops and houses form part of the backdrop to the yard. The little girl waves to her dad down in the yard while mum chats to the neighbours.

top of the magnet with a representation of the ballast and the sleepers. This seems to have worked quite well and might show in the accompanying photographs. Were I building the layout, knowing what I know now, I would probably use the KD undertrack magnets, which fit in a space cut in the baseboard below the track and can be hidden by the track and ballast. A bit difficult to fit, though, once the track is laid and ballasted.

Favourite features

There are a few things on the layout that please me particularly.

The backscene is, as usual, hand-painted by me. I find that painting the backscene allows me to get exactly what I want and to fit it more readily to the three-dimensional



The medical staff talk to the yard foreman about the first aid classes while the M7 trundles past on its way to pick up a wagon from the siding.

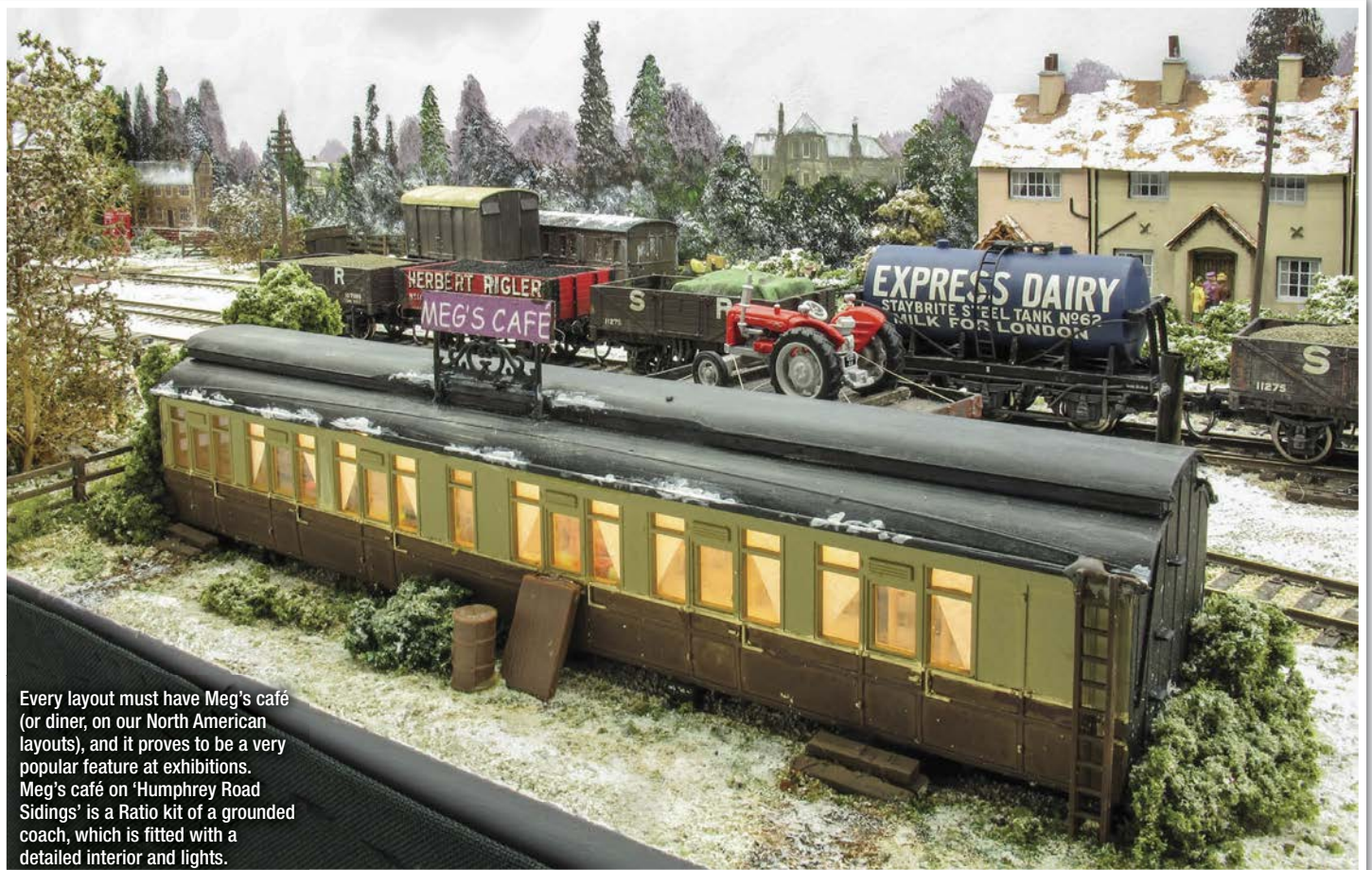
The snow

We like snow layouts and this is the fifth of such. Again, it represents something different for exhibition managers. The first step is to build the layout as a normal scene, as the effect I want is a light snowfall rather than a blizzard. I then paint ordinary cheap, white paint on areas that I want to represent snowfall. This is done on a small area at a time so that the paint is wet for the next step, which is to sprinkle the 'snow' over the paint. When dry, I use the ordinary ballasting technique of dribbling diluted PVA glue over the snow to fix it. This method allows melting snow effects to be made such as that at the entry gate.

The snow mixture is Woodland Scenics snow bulked out with talcum powder and very fine cosmetic glitter. There are a number of snow products on the market, but I still use this old method which has served us well on previous layouts.

Although I like model snow, I hate the real stuff. This is particularly so because when it snows, despite police protestations about staying home, I must go out in it as part of my winter contract with the local council as a gritter and snowplough driver. At least I can control the depth and frequency of my model snow!





scene in front. The backscene here is intended to represent a wooded valley surrounding the goods yard. The paints used are common old household paints, tester pots and cheap acrylics applied with 1in and 2in brushes.

Another pleasing element of the layout lies in the older industrial buildings and the low relief shops and houses. These are small laser-cut MDF buildings from Petite Properties (PP). My wife Meg is a keen dolls' house collector and builder and a regular customer at PP. While she spends the kids' inheritance on mainly 1:48 scale kits, I pick up the odd railway building. The twist here is that all the bricks on the buildings are individually-applied. This is when family and friends decided that I had now gone completely off my trolley! However, the process is strangely therapeutic. The bricks

are punchings from the old days when computers and similar machines were run by punch cards. We get them from Bob Dawson, an excellent architectural model maker who can be seen demonstrating at the York Show when that gets back in harness.

The first step is to paint the wall with a mortar colour. Vibrant colours and stark white are best avoided and I prefer a brownish-grey. To set the bricks, a thin smear of PVA glue is applied to the wall, the bricks are picked up on the point of a craft knife and pressed into the glue, hopefully in a relatively straight line. I have tried to replicate as far as possible the proper brick

spacing, although very close inspection would give any self-respecting brickie a fit! However, from normal viewing distances, the effect is pleasing.

Parting words

That then is a quick canter through our small layout. We hope you like it. Thanks are due to my family for their assistance and mostly constructive criticism. If you see us at a show, we are happy to chat and demonstrate any aspect of the layout. If exhibition managers are interested, we'll travel anywhere where people cry out for justice and entertaining layouts.

Rolling stock

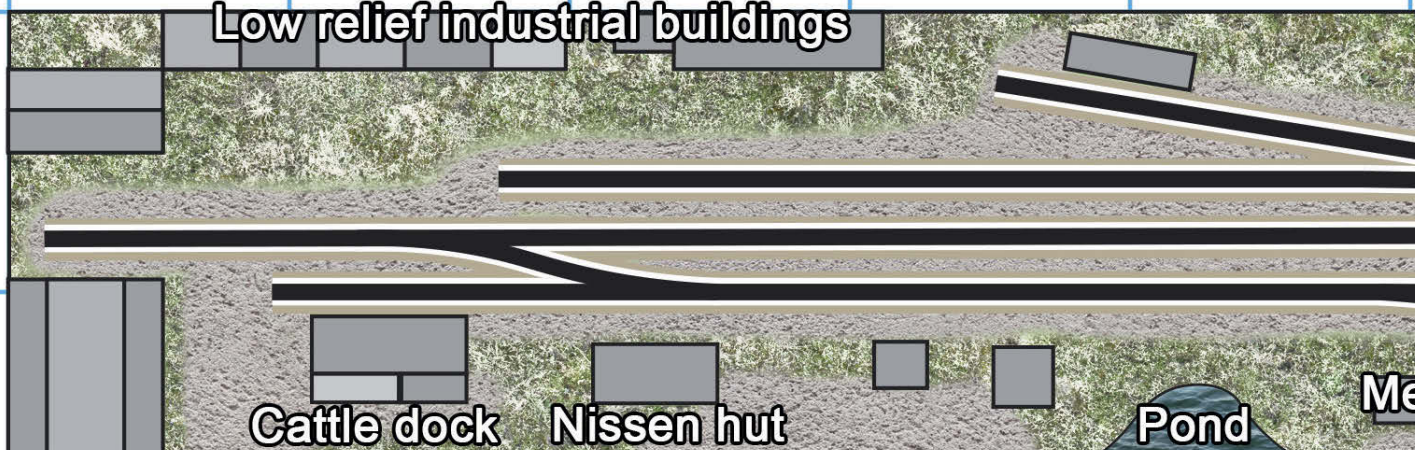
The layout is operated by a mix of goods stock from Bachmann, Hornby, Dapol and Oxford Rail, hauled around by five locomotives

- Q1 - HORNBY
- WAINWRIGHT C CLASS - BACHMANN
- M7 - HORNBY
- J94 - DJ MODELS
- J70- RAPIDO

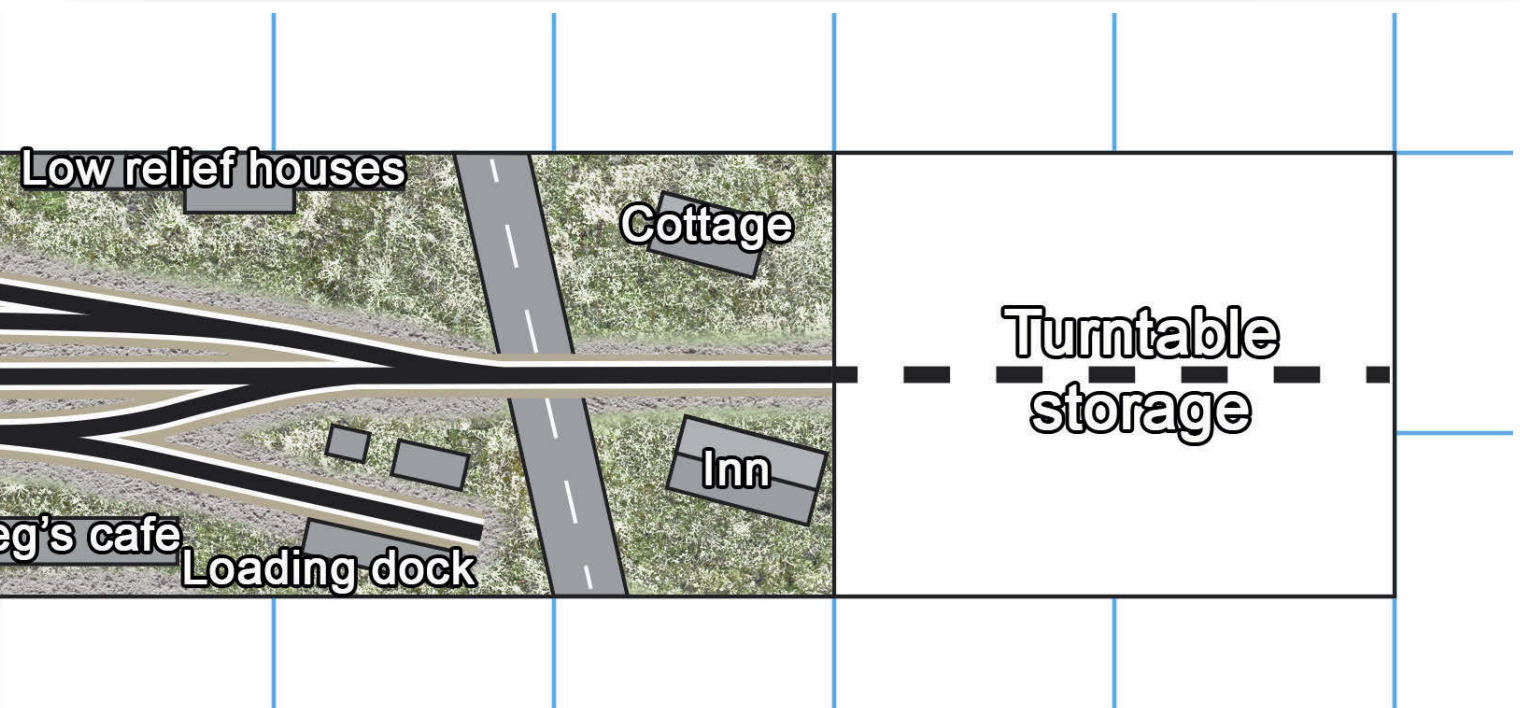
Yes, I don't think the SR had a J70, but in my fantasy world, it has been borrowed for evaluation. In reality, it was a birthday present and thus has to be used. All the stock is weathered to a degree using a simple technique – five minutes with a brush, some matt varnish and acrylic paint!



Low relief industrial buildings



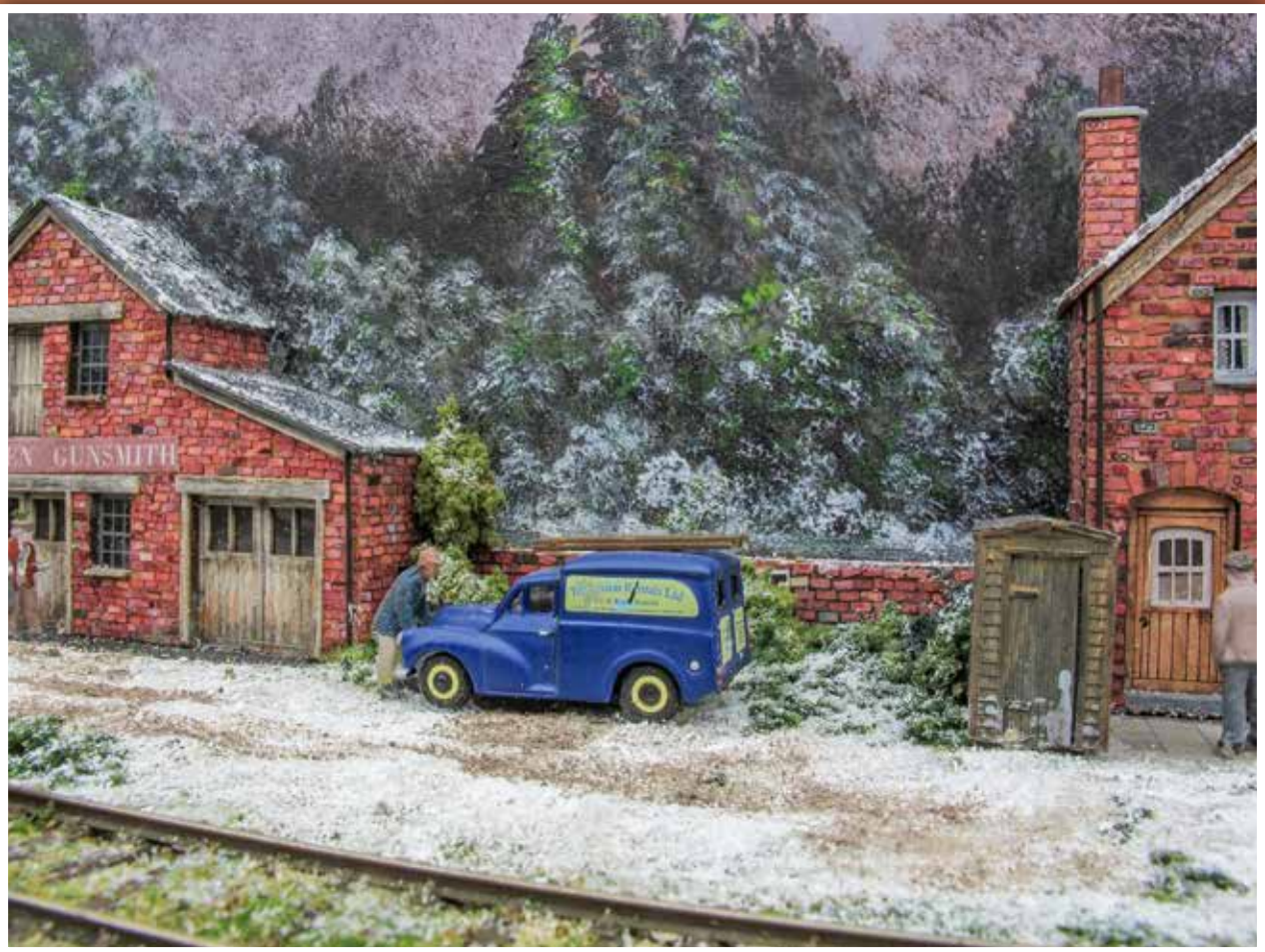
The M7 is glimpsed through the trees as it shuffles about in the yard.





DIGITAL EDITION EXCLUSIVE

**CLICK AND SWIPE IMAGES
TO SEE MORE**



HOW TO... MODEL WINTER

Words & Photography: Michael Russell

Concluding his series on modelling the four seasons, Michael Russell crafts a miniature scene to depict the depths of winter, using a selection of innovative products.



With a few notable exceptions, winter and snow scenes are seldom attempted by railway modellers, which is a shame. Many excellent dioramas are produced by military modellers depicting the Russian Front or the Battle of the Bulge and a quick look online or in the bookstore will soon whet your appetite and show you what is possible. Many excellent products are also available off-the-shelf to help you achieve realistic results.

In a world full of colour, advertisements often stand out from the crowd by using black and white. If you use snow then you

can achieve a similar impact as the colours are largely monochromatic. Many landscape and railway photographers put their cameras away for the summer. The lighting is uniform and boring and the countryside undramatic.

Think too of the tremendous range of possibilities that winter offers. You could model a frosty day, a dusting of snow, deep snow, windblown drifts, melting snow or just a stark, dull winter day. There are so many exciting possibilities!

Since snow uses unique products and the effects need to be subtle, I recommend that you try out the products on small, simple

scenes first until you are confident. This diorama uses easy to obtain off-the-shelf items and is simple to build. I will show you how to portray a light snowfall followed by a hard frost and deeper snow.

SHOPPING LIST:

Hornby Skale Scenics Nordic Fir Trees (R7226)
Hornby Skale Scenics Fir trees (R7206) and (R7199)
Humbrol Maskol and Chrome Oxide Weathering Powder
Humbrol Acrylic Paint (63)
Precision Ice and Snow Krycell Fine, Brown Krycell Ice, Snow adhesive
Busch Moorland (1314)



The Hornby Nordic fir trees are great, because if you grip the trunk with pliers and gently rotate the base, you can split the tree into two. This means you can plant the trunk and then model the groundwork around it.



Drill a hole up the centre of the tree and glue in a piece of wire with a diameter of about a millimetre or that of a cocktail stick. About 2cm of length is ideal, but be aware of the depth of your scenery and baseboard.



Decide on the layout of your scene. You can roughly lay the major parts out in the correct places and move things around until you are happy. Take a few test photographs to check, too.



Tear the Busch moorland sheet into pieces and position around the frozen lake. Glue in place with PVA or a contact adhesive such as Copydex.



Other fir trees are best planted after the ground work has been prepared. I prefer to snip off most of the roots with side cutters as they tend to end up proud of the ground and require more work to blend them in.



Trees with unpainted trunks look much better if the shiny plastic finish is covered. Spray or brush using a suitable dark grey/brown after using a primer. You could also apply a scatter for texture.



Paint the area beneath any water a suitable dark brown or grey colour, ensuring that this matches the Krycell Ice that you are using. I used brown, but green and clear are also available.



Coat the cardboard with PVA glue and sprinkle on your ground cover to represent the soil/mud. Blend in the Busch Moorland sheet so that no harsh edges show.

TOP TIP

Although modern day conifer plantations are usually uniformly planted with a single species, this tends to be as boring in model form as it is in the real world. Add some spice by using a variety of trees to make the scene more interesting. Although they may at a casual glance all look the same, evergreens come in many forms, such as fir, pines, spruce, cypress, larch and yew.



Conifer woods are damp places. Use an airbrush or weathering powders to add green to represent moss onto any part of the trunk that is visible. Add more to the north side if you're really keen.



Glue your Krycell Ice in place and then build up the area around it using cardboard. This can be held in place with PVA glue or a contact adhesive such as Copydex. Weigh down with books until dry.



Be sure to cover up the edges of the Krycell Ice and immediately wipe off any stray material that sits on top of the ice. Aim to finish with an irregular, natural shape to the ice.

TOP TIP

The Krycell Ice sheets come well wrapped in the post for a reason – they are fragile. Don't bend them as they will easily break.



Choose where you want the Nordic firs to go and glue the bases into position using contact adhesive.



Use static grass as a scatter to represent pine needles using very light layers. Use a dark brown colour first, then a buff colour and finally a green layer to simulate the decomposition of the needles on the ground.



In order to preserve the detail on the Krycell ice, use masking tape and Humbrol Maskol. Wait for the latter to dry before proceeding.



Half fill the supplied sieve with Krycell Fine. Holding the sieve at least 30cm above the diorama, gently tap the side to release the snow.



Add debris to the scene. You may like to add fallen timber, fencing, a hut, or piled-up logs to represent the forest and its workings.



Don't forget to add quite a lot of green to tie the groundwork in with the trees. There's not much air movement in forests/plantations and moss/algae is prevalent. Use paint or weathering powders.



The following steps are messy. Put newspaper down to aid clearing up and to give you an easy way of saving misdirected snow that you can reuse.



After each tap, move the sieve slightly and repeat the operation until the board is covered. Wait a few minutes, then tip the board over to remove excess material.



Detail the groundwork. Add static grass using an applicator and/or grass tufts to blend in the areas of moorland sheet and the ground leading into the plantation/forest.



Drill holes in the forest area and plant other trees using PVA glue. Try to arrange for a pleasing skyline with some variety in height. Push the Nordic firs into place in their bases.



Spray the diorama with an even coat of hairspray. To represent drifting snow, you may wish to spray at an angle, but I sprayed from directly above.



You can repeat the last three steps as many times as you want until you have built up the snow to the depth required. This has to be done in little time as the hairspray dries quickly.

24



When deep enough, you may like to try adding footprints or vehicle tracks. Simply press shapes into the snow having first sprinkled on a fresh layer without any hairspray. This ensures that the snow doesn't stick to the object.

27



Add a very thin layer of snow without applying glue. Tap the board to shake the snow into the hollows and then spray with the PIAS adhesive sprayed from an airbrush.

25



Remove the masking tape from the ice and brush gently to ensure that no stray deposits remain.

26



Portraying a light dusting of snow can allow your scenery to partially show through and look very realistic. However, you must use another technique.

28



Since hairspray and PIAS glue don't form strong bonds, you may like to spray the finished scene with a dull matt varnish to seal it. Test the spray beforehand to ensure that it is genuinely clear.

CONCLUSION

I am very happy with the results achieved with this diorama, especially since the build time was so short. This is down to the quality of the off-the-shelf items I have employed. Only basic modelling skills are needed to obtain results like this. Manufacturers such as Precision Ice and Snow have a good range of products and provide full instructions in written and video form. Trees that we associate with winter, such as the Hornby fir trees, are available in bulk packs and are very cost-effective.

I hope that this article has encouraged you to have a go. If you aren't the best modeller in the world, there is even more incentive to model winter as you can hide a multitude of sins beneath a blanket of snow! I will certainly be modelling winter again and after this series of modelling the seasons, I can confidently say that my next layout won't be set during the summer season.



HOW TO... REPAIR AND IMPROVE OLDER LOCOMOTIVES

Words & photography: Graham Nicholas

Small repairs and cosmetic additions to older locomotives often breathe new life, creating individuality, without losing their sentimental value.



Ever wondered who buys those 'non-runner, sold as seen' locomotives advertised for sale, somewhat optimistically described as 'pre-loved'? It's people like me, and there's now one less locomotive for sale. I undertook repairs to get one such specimen running again, together with a modicum of detailing and improvement.

Just to show no bias – as a 1950s LMR modeller – I chose a Hornby GWR 'King' 4-6-0, a previous era, tender-drive example. Its principal fault was a broken tender pin, which the locomotive relies on to transfer current to the tender motor. I had no idea

prior to it arriving quite what the damage looked like, but I hoped to effect a suitable repair. With a little ingenuity, almost anything is repairable.

If you wanted a state-of-the-art GWR 'King' model, with excellent running and DCC capabilities, you wouldn't start from here, but perhaps the locomotive has sentimental value? Renovating an old locomotive can be rewarding and is ideal practice for those starting out on their own modelling journeys. If an old locomotive has been picked up for minimal financial outlay and wasn't working anyway, what have you to lose? Here's how I got on...



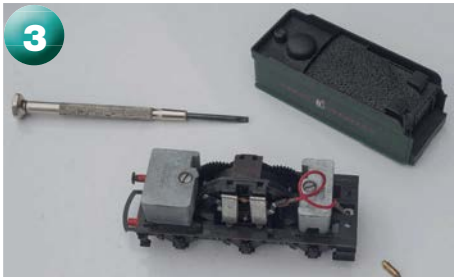
- Selection of small screwdrivers and pliers / tweezers
- Minidrill and selection of small bits (0.5mm to 1.0mm)
- Selection of modellers' files
- Small (12W) Soldering iron
- Superglue or impact adhesive
- Liquid poly (plastic) cement
- Craft knife
- Junior hacksaw



The locomotive as received. The broken pin for the loco-tender coupling was thankfully included and can be seen below the cab.



As well as the loose and distorted cab handrail, note the broken front handrail knob and the missing front buffer on the far side, with one also missing from the tender. Also missing this side is the cab glazing. It's possible that the locomotive suffered a hard impact or was dropped at some point.



The first issue to tackle is to turn the non-running locomotive into a running one. The tender top is removed by gently prising the body sides outwards to release the clips. This gives access to the motor lead from the pin to examine the problem. It's a clean fracture – the problem being that it needs to be clamped securely on either side of the hole through the tender front in order to function correctly. The shoulder at the top of the broken pin is meant to sit snugly on the underside of the hole, hence the two parts can't simply be joined back together on the workbench.



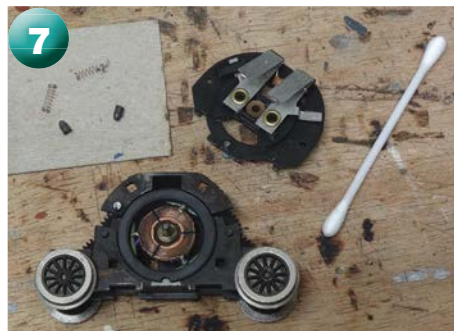
I drilled a 0.8mm hole in the centre of the pin, into which was soldered a length of 0.8mm brass rod. This solid joint gives something to attach to on the top, inside the tender front, and should also guarantee the current path to the motor.



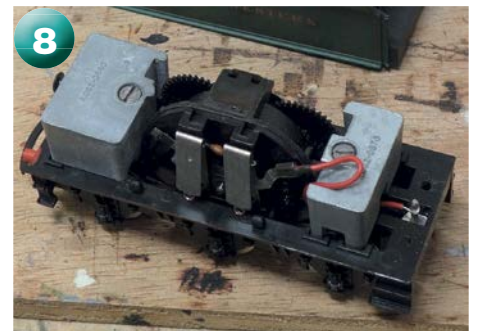
For the fixing arrangement, I used a length of brass tube (0.8mm inside diameter) and a flat washer from my 'washers' tray, where I keep all sizes and odds and ends of washers from kits – never throw anything away. I filed the washer to more of a square shape to fit the recess around the hole in the tender front, then soldered the tube to the washer, checking and adjusting until the tube was as good to perpendicular as I could get. It's ready for reassembly.



With the pin supported beneath, the washer/tube assembly was pressed down firmly and the loaded soldering iron applied at the top. Once the solder flashed over, capillary action took the solder sufficiently down the tube for a good joint, while keeping the heat away from lower down where the washer sits on the plastic – don't melt it! I then soldered the connecting wire to the top of this assembly. Once it had fully cooled, there was still some slight movement, so I ran a fillet of superglue round the shoulder of the pin from the underneath and this locked it in place.



While the tender body was off, I checked the condition of the motor commutator and brushes. They weren't too bad, but a clean with a cotton bud and isopropyl alcohol doesn't do any harm.



Tender mechanism now all reassembled, just before the tender body is clipped back on top. The repaired top part of the pin and lead to the motor can be seen, bottom right.



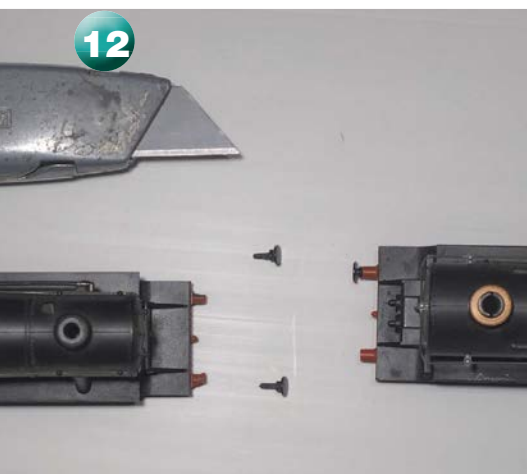
You'll have to take my word for it, but here is the repaired 'non-runner' locomotive now working! I'm trying it out on the old, dead frog pointwork on my workbench, laid as a deliberate 'assault course' test track. First part of the mission accomplished.



Now to tackle other repairs. The damage to the handrail knobs was more extensive than first thought and I ended up stripping the right-hand side handrail completely. These are simple plastic push-fit fixings, so can be gently prised away from the body and slid along the handrail. These are easier than today's stuck-in-place equivalents. Above the right-hand end of the locomotive are the six handrail knobs as removed – four reusable; two damaged beyond repair. I had some of the same Hornby type (top centre) from a previous project, it was a 'no-brainer'. Never throw anything away.



The handrail knobs were gently prised back into place – the two replacement items are either side of the pliers. We'll deal with the colour discrepancy later.



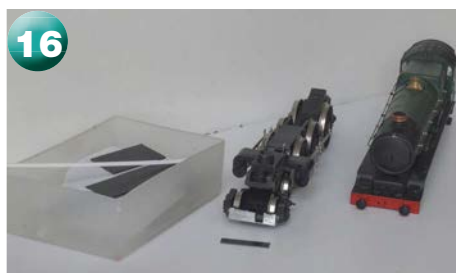
The missing buffers were dealt quite simply by a further rummage, this time in the general 'spares' box. On the left, is an old Margate Hornby 8F body, the same era as the 'King'. Both its front buffers have been sacrificed for the cause – a standard part in those more basic days. I had to cut away part of the buffer shank on the 8F as they appear to have been glued. Once cleaned, they were a nice firm push fit into the 'King' buffer shanks.



First job was to remove the unsightly front coupling as part of improving the all-important front end appearance. I attacked it with gusto, cutting straight through with a junior hacksaw until the satisfying 'clunk' was heard of the coupling disappearing into the waste bin beneath.



Finally, the cab. The handrail was simply bent back into shape and reattached into the holes above the cab steps. I also ran a fillet of superglue round the curved top where it touches the underside of the cab roof for additional security. For the cab windows, I looked to see if these were available online as a spare part but couldn't find them. In the end, I was able to cut them from a piece of 1mm clear plastic, gradually filing to shape until they were a push fit into their respective apertures. They were then secured with a careful dab of liquid plastic cement at the join from inside the cab – this immediately flows round the gap. Care is required not to get any on the visible surface of the plastic, otherwise, it will 'fog' up and spoil the effect.



With the cut face at the front of the bogie cleaned, I've prepared a corresponding piece of black Slater's Plastikard. I keep Plastikard offcuts in the clear plastic box shown – they're ideal for little jobs like this. Meanwhile, the front buffer beam of the locomotive has had minor attention, namely carving away the crude representation of the front coupling and drilling a slot for a proper one. A fresh coat of signal red has also been applied.



Repairs complete. It certainly looks more presentable now, but rather 1970s/'80s 'toy like'. I decided to make simple improvements to give the locomotive a more distinctive finish within the confines of the 'of its time' Hornby design.

Given that the locomotive is already numbered 6024 *King Edward I*, and that No. 6024 is one of the three survivors of the class, I decided that I would make it look like the locomotive in its preserved form. I opted specifically for its first guise in GWR livery, which it carried for its initial stint of operation after completion of restoration from Barry scrapyard condition in 1989. I found a few photographs on the internet of the locomotive in this condition and used those as the basis for some of the detail.



Fortunately, I had a 4mm:1ft scale GWR locomotive transfer sheet. It was a rather old 'Methfix' one and, as far as I know, hadn't been touched for over 20 years. No matter, the transfers were still in good condition, enabling me to apply the front buffer beam number. With the Plastikard piece fitted with impact adhesive and the assembled front coupling from Smith's temporarily positioned, I feel it's already looking a little better.



Another job to disguise a more obvious visual aberration was to fill in the gap in the chassis block where a motor might be mounted for a locomotive drive variant. Again, I've raided the Plastikard offcuts box to create suitable blanking pieces, together with a lump of 0.060in white Plastikard to assist with their location.



Study of photographs of No. 6024 revealed that its first preservation livery was the simplified post-war GWR style, featuring the 'G [badge] W' logo on the tender. As one of the existing 'GREAT [badge] WESTERN' logos wasn't applied straight anyway, I wasn't too upset at the prospect of removing them. A craft knife with a curved blade as shown is ideal for transfer removal as it's less likely to scratch the surface. It was while doing this that I realised that the green colour is the plastic as moulded – there's no separate application of colour. A far cry from some of today's exquisite livery applications.



The front of the locomotive was completed by picking out the smokebox door hinges and dart handles, together with the addition of headlamps and a vacuum brake pipe. I also added a little hook beside the buffer so that the front coupling could be hung to the side, GW style. The plastic front on the bogie made it easy to add little vertical strips to represent the guard irons.

19 It dawned on me as I was doing this work that No. 6024 carries a double chimney in preservation – technically, an anomaly for GW livery, but it makes it perform better! Having raided my chimneys box, I found a potentially suitable-looking brass item, albeit without the actual two chimney holes. It was also a parallel-sided version, whereas the GW type was of a distinctive oval shape. I teased the middle outwards with the pliers then, when happy with the shape, used it as a template to cut out another piece of 0.060in Plastikard. It was fettled to be a snug fit, and once a fillet of superglue round the joint from the underneath had set hard, I marked and drilled out the holes, gradually widening with a round file. I also included the small but distinctive small hole for the vacuum ejector exhaust. I polished up the exterior with fine emery paper and felt it was to a good enough standard, given the era of the model. Also tackled at this time was the top lamp bracket. I feel that a smokebox door looks bare without one. As this is of the GWR 'sideways on' style, I bent it up from thin scrap etch, with a 0.6mm hole drilled in the smokebox door to anchor it.



Preserved locomotives are usually kept clean. Coupled with the cast green plastic having a rather dull finish, I decided to paint the locomotive a coat of gloss varnish to improve it. The varnish is best applied a little thinned down. In the cleaned out mini cake tray is an approx. 60:40 paint/thinners mix, giving an ideal creamy consistency. The other painting task was to go over the bare metal parts such as wheel rims and centres with black paint to reduce its toy-like appearance.



Other details added at the front end are the lubricator box alongside the smokebox – this was fashioned from a suitable-sized lump of white metal and fuse wire – and the front valve rocking lever. Both seemed quite prominent in photographs of the locomotive. Following further checks, I've painted the handrails green and black according to the surrounding body colour.



At the other end of the locomotive, I added a fall plate and crew for the cab – this includes a third person as is often the case these days, perhaps a traction inspector or the owner's representative? I also added the familiar 'double red' route restriction symbol above the number (from the aforementioned transfer sheet). On the tender, I removed the rear tension-lock coupling with its attendant 'fantasy' girder arrangement and instead fitted a discrete 'goalpost' coupling from a bent up piece of 0.6mm wire, fitted into corresponding holes drilled into the plastic shanks of the former tension-lock fixings. I've also added a coupling hook, vacuum brake pipe and real coal on top of the moulded coal load.



The finished article, or at least as far as I've taken it. There's no disguising the model's origin – the 'skirt' at the bottom of the boiler barrel and the steam roller-esque wheels are still obvious. Otherwise, for a few hours' effort, its appearance has been improved and individualised, with only minimal outlay, using simple modelling tools. Maybe you have a similar model that would benefit from a few hours of your time?

Have you transformed a model that we can feature? Send a 'before/after' photograph to brm@warnersgroup.co.uk

HARDER & STEENBECK



PAINT EASY THE HARDER WAY

www.harder-airbrush.eu

Wire-Free ESP Operation

ZERO Complication!

No wires. No effort. No stress.
No problems. Power ESP® with
DCC or DC, ESP® doesn't care.
Even wireless panels are easy!

ESP® will work with any brand
of DCC in any scale. ESP® is
addressed with a simple switch
and pairs with a button. Perfect!



ZERO Frustration!

No routers, no configuration,
no wi-fi problems, no need for
passwords, computers or any
added setup routines.

Unlimited number of devices,
zero interference with other
wireless devices at home or at
very busy exhibitions. Perfect!

Scan the QR Code to see ESP® in action
ESP® is here, now. Are YOU ready for ESP®?



Ph +44 (0) 1729 821 080 * sales@dccconcepts.com * www.dccconcepts.com

WANTED

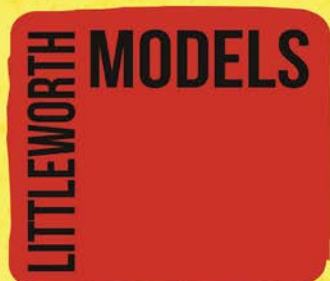
Model Railway & Collectables

Top Prices Paid

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

Instant cash paid

Will travel to collect



email: littleworthmodels@gmail.com

01775 630385
07723 336344

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

LIGHTS FOR LAYOUTS

Words & photography: Phil Parker

Illuminating a layout creates atmosphere and adds another dimension.

Phil Parker examines options for modellers.

As night falls, joy glows brighter” - Mason Cooley.
Night time, and the period leading up to and away from it, offers a whole new world of modelling potential. How many of us don't remember standing on a darkened platform waiting for a train, bathed in the welcoming lights of the station? Or loitering on a preserved line listening to the burble from a gas lamp as it breaks up the shadows?

Modellers used to be very conservative about the time layouts were set. For most, noon on a sunny summer day was the perfect period. Even lighting and nature in full flood. Very few looked to the darker hours, often for a very practical reason.

In the old days, model lights meant 'grain of wheat' incandescent bulbs. Named after a seed the same size and shape as the bulb, fitting them into models was a task for the bold and imaginative. Those lamps got hot, and would expire after a few hundred hours of illumination. This forced modellers

to allow space around the light to let heat escape and to build in ways for the bulb to be changed.

Pendon's card buildings incorporate light tubes – small corridors within the model that direct the light from under the baseboard to the room to be illuminated. It's simple and effective. These have been superseded by the use of fibre optic cables to do the same job, with less bulk.

For more than 30 years, we've have LEDs, and these tiny miracles of illumination are available in all sizes, from a few millimetres across to well over a centimetre. Better still, they produce little heat, and, if wired up properly, last far longer than filament bulbs.

The only downside, compared to the traditional 12V bulb, is that maximum permitted currents must be respected. This isn't the end of the world as a 470 ohm resistor connected to the positive leg of the 3V LEDs used in this article will reduce the voltage to safe levels, and these are

readily available from the model railway trade. Many traders selling lights at a show can supply resistors at the same time, and explain how to use them.

They will also be able to sell you a suitable power supply to plug into the mains. The 16V AC accessory supply on your controller isn't suitable, at least not without a bridge rectifier to turn the AC into DC.

An alternative is to power the lights from a battery. A pair of AA cells is enough to do the job, and with LEDs, AA batteries can last for a long time, especially if you remember to switch the lights off between operating sessions!

Of course, the biggest benefit modellers enjoy is that our trains are often fitted with realistic lights. But then, if you are going to turn those on, everything else – signals, buildings and streetlights also need to light up. However, once you have embraced the power of darkness, your layout will never look the same again.

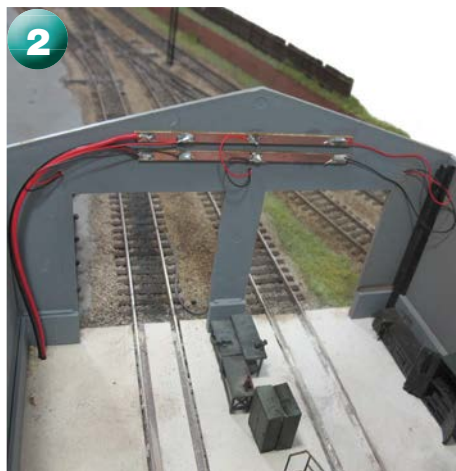
Adding lights to DHAPR Wagon Works

1



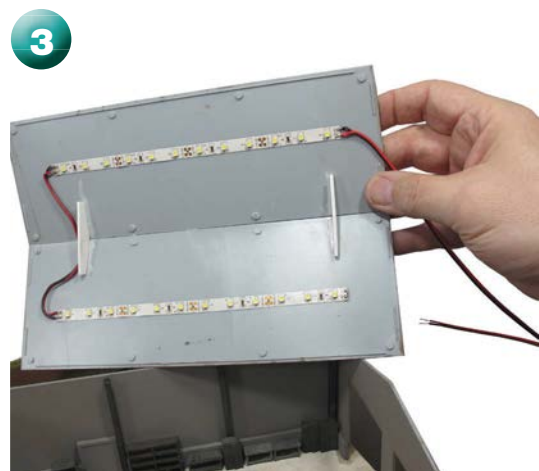
The Gaugemaster Fordhampton loco depot is such a well-known kit that I can buy a working lighting pack to replace the dummy lights supplied with the model. These 3D-printed lights from Scale Model Scenery are fitted with LEDs and include resistors to drop the input voltage down to the 3V required.

2



Instead of running wires from each light under the baseboard, I glue a few lengths of PCB strip to the inside of the shed. Copper tape would do the same job. These act as bus bars. Wire the lights to these, then a pair of wires to the power supply.

3



Under the roof, I use some LED strips. These self-adhesive lights need to be cut to length and connected to power. My selection will work up to 12V DC and are sold in several different colours – I've chosen the warm white version.



In the dark, the effect is pleasing. Pedants might point out that the outside lights are a bit blue for the period, but transparent yellow paint will fix this once I can find some. Lighting certainly shows off the detail inside the shed.



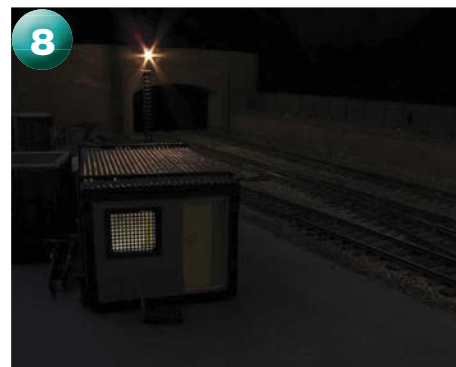
The plastic roof of my shed is thick enough that light won't bleed through it, but, if you are working on a card kit, extra material and even squares of aluminium foil might be needed to cure the problem. Check at an early stage of the build. Fitting these is simple, until the roof is glued down.



My yard lights were acquired second-hand, but there are several options available from the trade. Fitted with traditional 12V 'grain of wheat' bulbs, the biggest problem is that these will one day need replacing, and that's going to mean taking the things apart – quite a job.



To extend the life of the bulbs, I'm running them at 9V. This still produces enough light for the scene, and the colour is spot on, too.



Illuminating the Portakabin was simple – a hole drilled in the baseboard and bottom of the building allows a while LED to be poked up inside. The grilles over the windows mean the lack of interior detail isn't visible.



Electricity for all the lighting comes from a pair of 9V batteries. One runs the yard lights and those on the front of the shed. The other supplies the LEDs inside the shed. I'm expecting these to be used more than those outside, so this makes life simple. The life of the battery should be enough for the weekend of an exhibition.

Lights without soldering



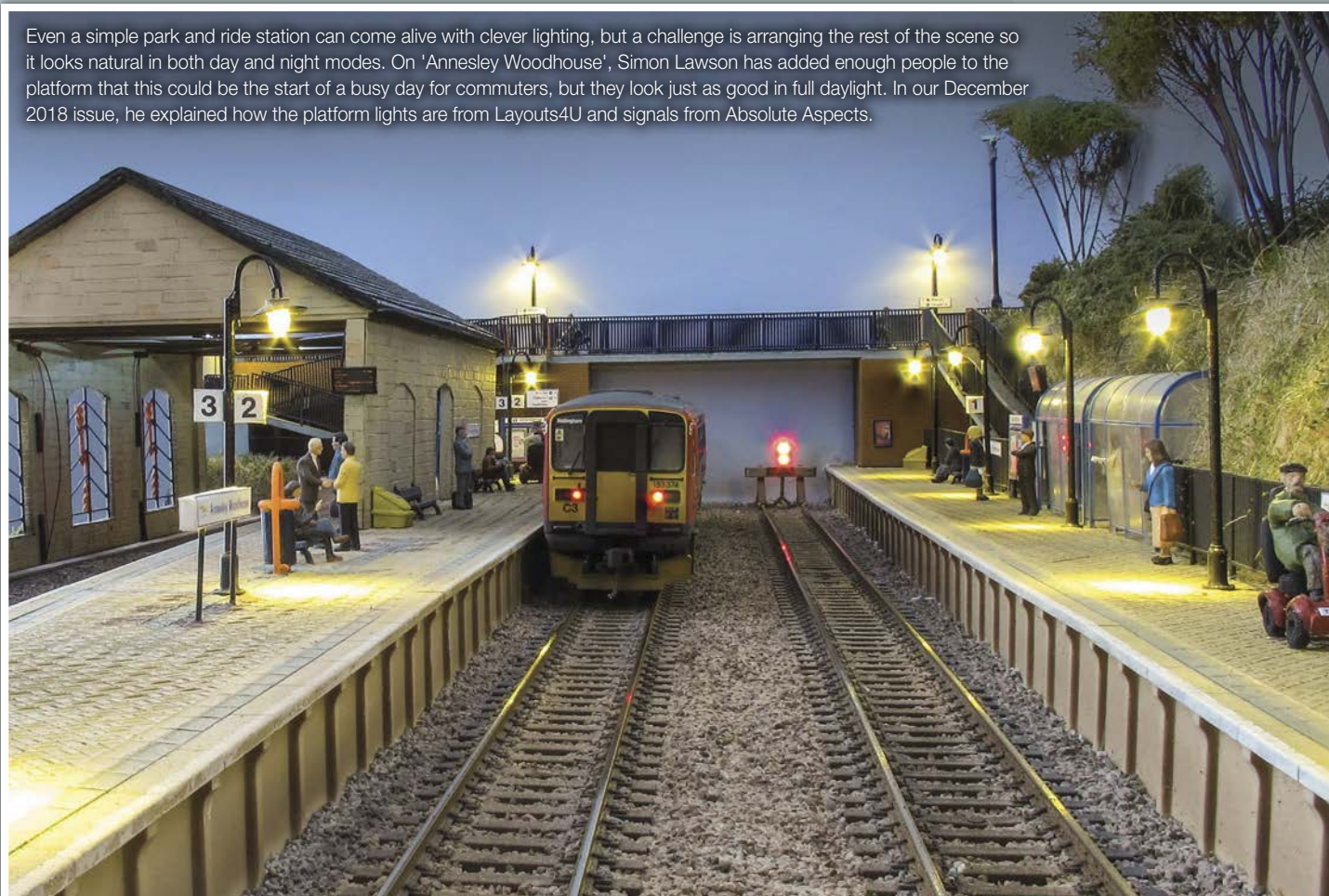
By far the simplest way to install lights on your layout is the Woodland Scenics Just Plug system. The range includes power supplies, distribution boxes and switches, so the modeller can assemble a system to suit their individual layout.



As the name suggests, everything simply plugs into everything else. This LED light can be fitted into a building using the self-adhesive backing, plugged into the distribution board under the model, and controlled by a switch mounted on the control panel. No need to worry about electronics, and you can change the setup quickly and easily.

Layouts with lighting

Even a simple park and ride station can come alive with clever lighting, but a challenge is arranging the rest of the scene so it looks natural in both day and night modes. On 'Annesley Woodhouse', Simon Lawson has added enough people to the platform that this could be the start of a busy day for commuters, but they look just as good in full daylight. In our December 2018 issue, he explained how the platform lights are from Layouts4U and signals from Absolute Aspects.



Away from railways, in our July 2016 issue, I built a shopping centre diorama and added lighting to the scene including working Belisha beacons and floodlights for the shops and centre signage.



Urban scenes offer a lot of potential for lighting. Simply switching from day to night mode can transform some areas of the model. 'Kennington Tramway', in our March 2022 issue, is a great example. A single streetlight provides loads of atmosphere – you can just imagine this chap rushing to get home.



Modern LED lights are available in all sorts of sizes, which means adding lights to a 2mm:1ft scale model is no harder than in the larger sizes. 'St Ruth', from our October 2019 issue, presents an amazing scene with both the station and adjacent town lit up.



Late at night on 'London Road' station, a Class 153 railcar pulls up in the platform. Notice how this modern scene features lots of illumination under the canopy. In steam days, there would be a lot less light provided by individual lamps, not by the striplights as modelled here.

How about road vehicles with lights? This dramatic scene on 'Upham Market' from our August 2020 issue uses Oxford Diecast's fire engine and ambulance, with LEDs fitted by Kytes Lights, plus a smoke machine to produce a really dramatic scene.



ST RUTH

The Midland Area Group of the 2mm Scale Association constructed this spectacular Cornish-inspired model, after considerable model lighting research.

Words: Andy Carlson **Photography:** Andy York



Factfile

Layout name: St Ruth
Scale/gauge: 2FS (2mm Finescale)
Size: 16ft x 3ft
Era/region: 1960s, BR Western region
Location: Fictitious
Layout type: Terminus to fiddle yard

ON EXCLUSIVE

The two most important passenger trains of the day are side by side awaiting departure from this main line terminus.



DIGITAL EDITION

I suppose we have all stood near an unfamiliar railway line and watched trains go by, with little understanding of where they are going to or from. But isn't it more involving and enjoyable when we have some information or prior knowledge about what we are seeing? The same observation can be applied to our models and this gives us something to think about. Do we just run what we feel like running as the mood takes us, or do we try to emulate the real thing and have some sort of plan to guide what we do? If we do have anything guiding what runs and when, then how can we inform the viewing public about what is going on?

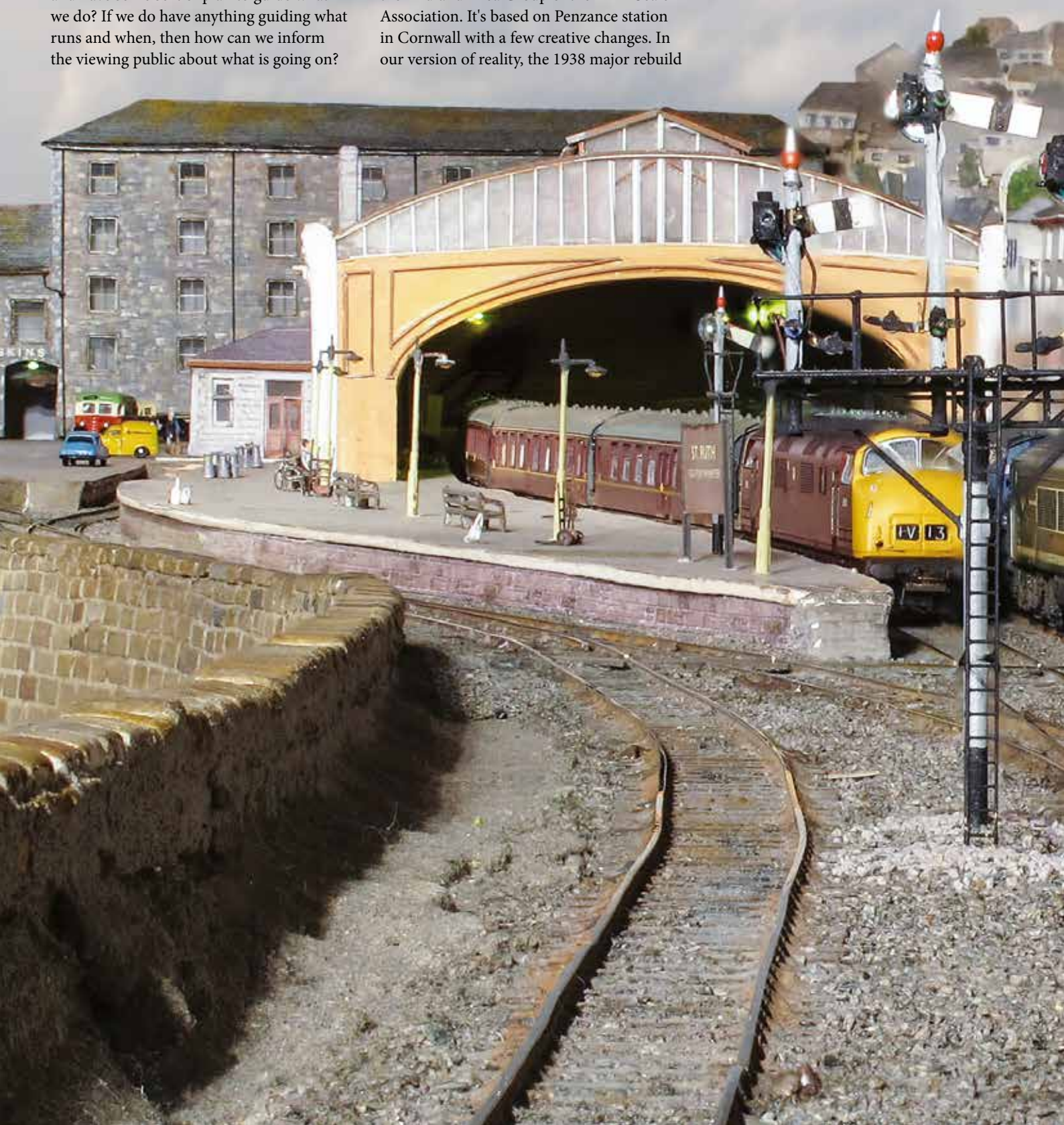
I don't want to suggest that there is only one correct answer, but I would suggest that anyone planning to exhibit their layout should at least think about these questions. Most of our ideas on presentation are borrowed from other layouts that we have enjoyed watching so we don't claim any originality.

Introducing St Ruth

St Ruth is a 2mm Finescale layout built by the Midland Area Group of the 2mm Scale Association. It's based on Penzance station in Cornwall with a few creative changes. In our version of reality, the 1938 major rebuild

of Penzance was delayed and then overtaken by the outbreak of war so the cramped pre-1938 arrangement soldiered on into BR days. We have also assumed that a branch line (a composite of St Ives and Hayle Wharves lines) left the main line at the terminus.

We operate a mix of stock that worked in Cornwall in the mid- to late-1960s, which means plenty of diesel hydraulics. Regular steam ended at Penzance in 1962, but you may still see an occasional WR steam



ON EXCLUSIVE

It is 10:00 and the *Cornishman* awaits its signal to return its Peak back to more familiar territory. The *Cornish Riviera Limited* is not due to leave for a further 55 minutes.



locomotive creeping into the mix or even some time-warped interlopers from Ian Smith's Edwardian GWR layout 'Modbury'.

We don't claim to have any superhuman powers – our track is built to 2mm Finescale standards but the vast majority of the models that we run are 'N' gauge, converted to finescale using the wheelsets and other techniques available from the 2mm Scale Association.

Operating Sequence

When we sat down to write the sequence before our first show, we counted 21 down and 27 up trains in the BR working timetable; and that was for a station that in reality had no branch line service. Our fiddle yard has 10 roads available for main line trains so clearly, we needed to do some selective editing. The sequence that we use includes main line arrivals and departures, empty stock moves and also reminders to move the yard pilot clear of an incoming freight or to remove a light engine that will be lurking unseen under the station's overall roof. If we get our skates on then we can run through the sequence at a show in two hours, although in practice it usually takes longer than this.

Our presentation shows a day's activity at our fictionalised version of Penzance. We run the trains according to an operating sequence based on real Cornish working timetables of the period. All but the most clued up of viewers would, of course, be unaware of this, so we have display screens

above the layout to keep them informed about what is happening. As the timetable extends into the evening hours, the main layout lights gradually fade into the sunset to reveal a fully-lit after-dark scene.

Story Telling

We use four LCD display screens to keep everyone informed about what is going on. On the public side, these show the time, the current train, some more information about the train and a list of the next three trains coming up. The operators have two screens behind the layout. These show the same information but have more detail, such as which fiddle yard road to set. Many of them also have a small photograph of some relevant coaches or wagons to help the operators to rapidly identify which train they are supposed to be moving. The fiddle yard also has a full printed copy of the sequence with a low-tech paperclip as a pointer to keep track of where we are.

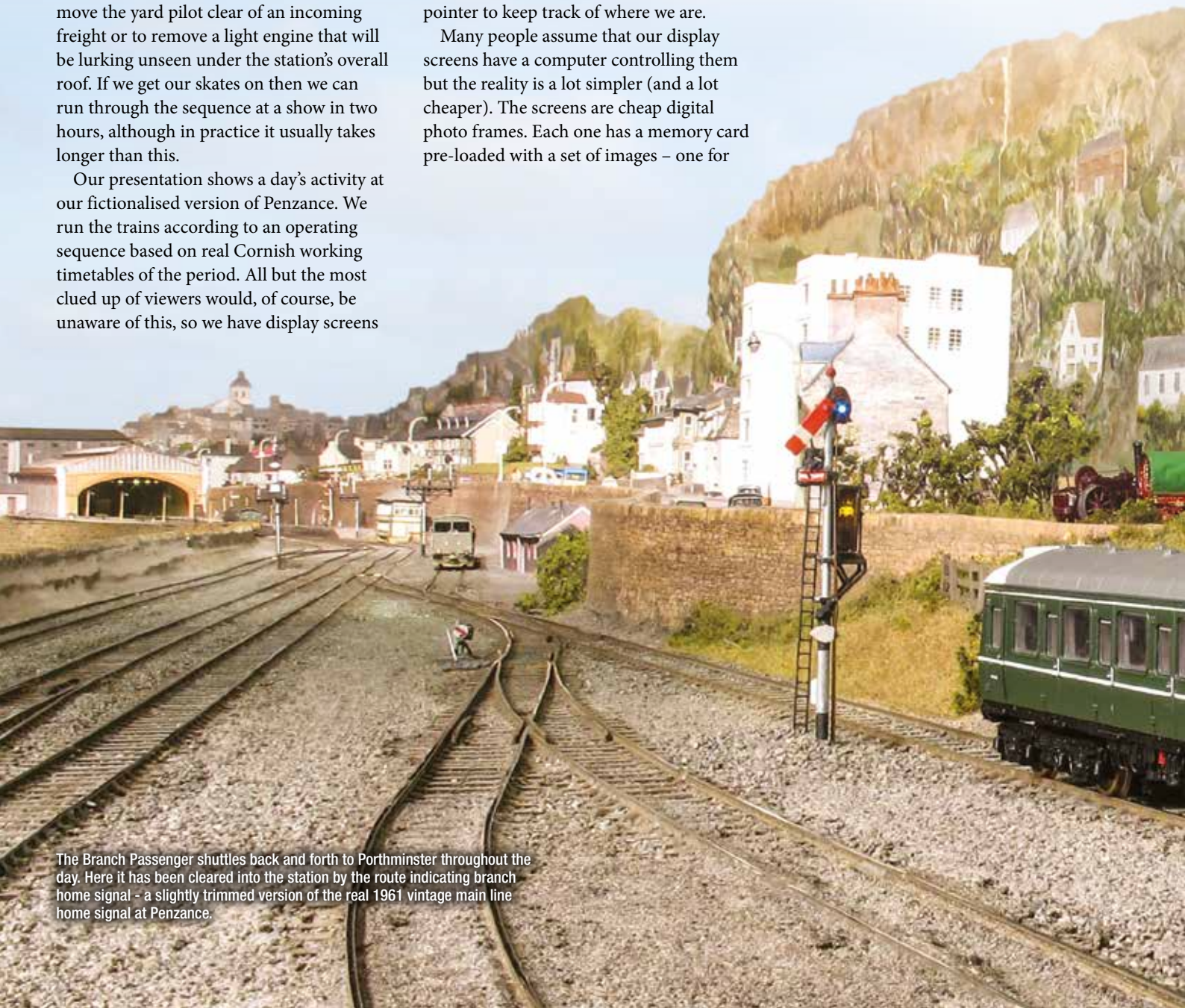
Many people assume that our display screens have a computer controlling them but the reality is a lot simpler (and a lot cheaper). The screens are cheap digital photo frames. Each one has a memory card pre-loaded with a set of images – one for

each movement in the sequence. The images on the public and operators' screens are different but should always be in sync. All of the images were generated from information in a Microsoft Excel spreadsheet, which is the 'master' copy of the sequence.

We have modified the photo frames by attaching wires to the internal circuit board so that we can mimic the 'next' and 'previous' buttons on the back of the photo frame. The photo frames are wired up to a common power supply and a simple control box that allows us to press one button to move all four frames forwards or backwards by one image as we progress through the sequence.

Back Story

The movement of trains is of course not the whole story. We also provide some background information about Penzance,



The Branch Passenger shuttles back and forth to Porthminster throughout the day. Here it has been cleared into the station by the route indicating branch home signal - a slightly trimmed version of the real 1961 vintage main line home signal at Penzance.

plus some of the modelling techniques that we have used, on a set of display boards along the front of the layout. This provides something for viewers to read should they wish to and has the added benefit of keeping viewers at a safer distance. Given the choice, we usually prefer to either have no barriers or to place them quite close to the front of the layout so that viewers can actually see the models that we have built.

St Ruth is operated from the rear and our lighting pelmet makes it difficult for the operators to make eye contact with people on the public side of the layout. Whether this as a good or a bad thing is debatable, but it does mean it is difficult for the public to talk to us. We go to exhibitions to educate as well as entertain so interaction with the public is important. We therefore have a well-informed 'front of house' person positioned near to the buffer stop end of the

layout who can take questions and engage any younger customers with a small quiz to find some detailed cameos around the layout.

24-hour Lighting

The main lights are 12V halogen spots. These are angled to provide directional lighting and throw shadows in the same direction along the length of the layout. The shadows on the buildings and other structures highlight details such as window sills, helping to bring life to the layout.

We have a custom-built transformer and controller to supply the light (they draw a good deal of current). As we reach the early evening part of the schedule, we throw a

switch on the lighting box that uses a triac circuit to gradually dim the main lights over a time span of about 20 minutes. Although incandescent lights are not particularly energy-efficient and generate heat, they do have the big advantage that their colour changes towards red as they are dimmed which is exactly the right thing for sunset.

Our buildings were unlit when they were first made but most had provision to allow wiring and lighting units to be added to one or more rooms. Naturally the lit rooms also need some interior detail. All of the building lighting is done using LEDs, which are attached to what I can only describe as 'sticks' of scrap PCB that allow them to be



poked through tubes into the building and also give them some stability to stay put once there. A problem with many small white LEDs is that their colour temperature is too cool to represent 1960s incandescent lighting. We have solved this by painting each one with yellow glass paint. It's a bit tricky to do this evenly across several LEDs, but it is reasonably amenable to having a second bite at the cherry, which can either add more paint or remove some paint if it has gone on too thickly.

The building lights are controlled by Arduino micro controllers. This allows us to have lights going on and off at different times so that we avoid spoiling the illusion by having all of the lights switching on or off at the same time. There is one Arduino on each baseboard that provide up to 12 separate lighting outputs. Each Arduino also

has a light sensor hidden somewhere above ground to detect when the main layout lights are dimming.

Building lights are also included in the backscene to help the illusion of a seamless transition from the main model. These come on and go off gradually so they don't distract the viewer.

Lighting the way

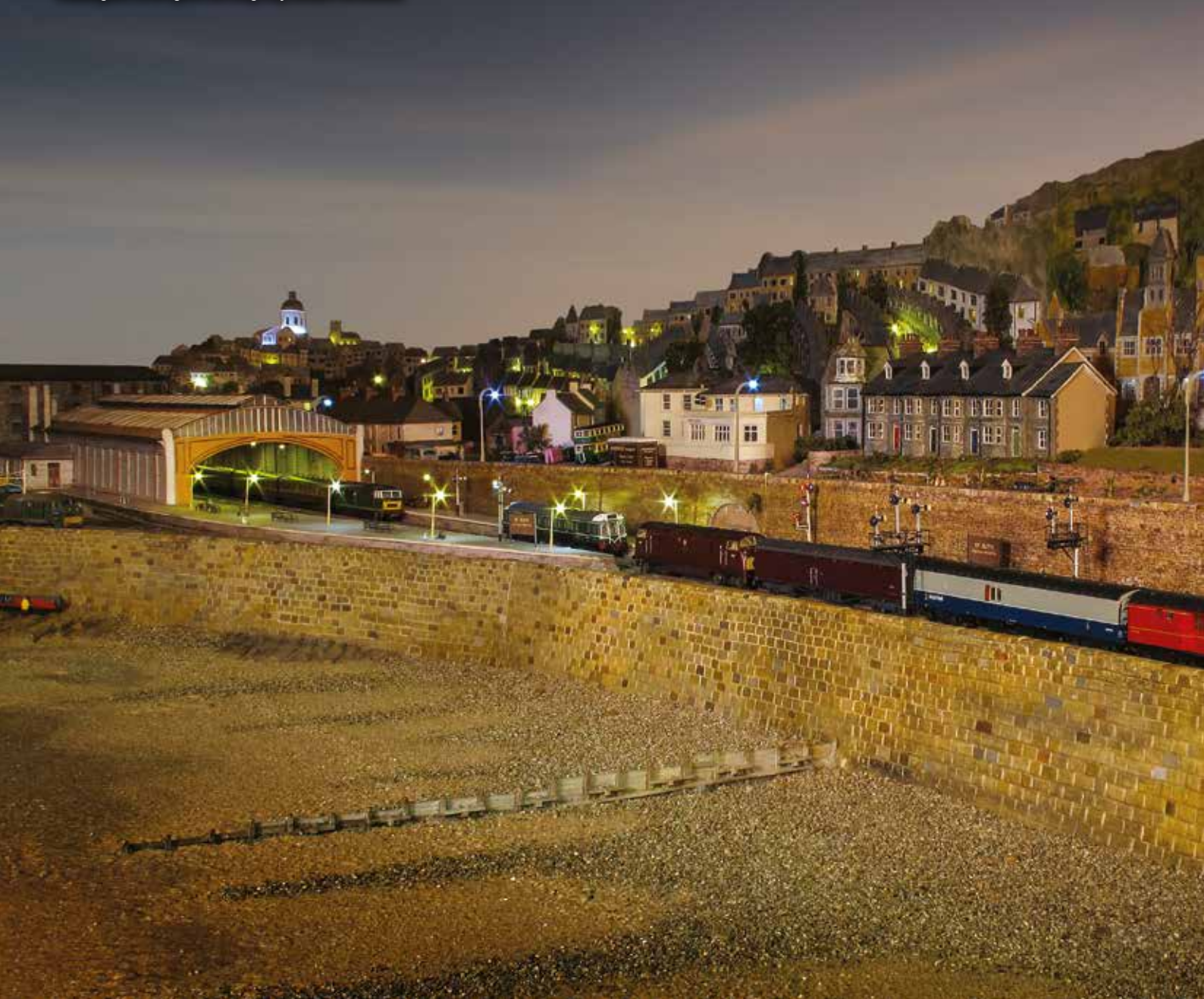
The street lamps and platform lamps are all scratch-built in brass and use surface mount LEDs to provide the illumination. One of our members conducted extensive Internet research into the style of street lamps seen in 1960s photographs of Penzance – it's a whole subject with a small bunch of dedicated and knowledgeable enthusiasts. Thankfully the same member also volunteered to build a full set of street lamps for us. The lamp

colours vary – the platform lamps emulate tungsten bulbs but the street lamps are much bluer to emulate the blue/green tint of the early mercury lamps.

One of the effects, which is hard to get right, is the pooling of light around the lamps. For the station lamps, the design allowed a single LED to be attached below the 'shade' with its axis downwards; although the pool is too narrow, the effect is clear. For the street lamps, the pooling was achieved by backing a downward-facing LED with a brass or white plastic washer to act as reflector and form the rim of the lamp housing. The top of the lamp was shaped plastic tube and the viewer is invited to think that there is a glass bowl, when in practice most of the LEDs only have thin covering of clear glue.

The hardest to get right were the street

It is 06:35 and the 22:20 Travelling Post Office arrives on time from Paddington. It has gone the long way around via Bristol.



lights in the backscene. Because of the lack of depth, we needed to direct the LED outwards, and then used two or three more hidden LEDs to fill the area that would be lit by the real lamp.

The street lamps are wired to gradually reach full brightness as darkness falls – the real lights took some time to warm up. They are all triggered by the sensor on the station baseboard and there is a system that relays the brightness level from each board to its neighbour using a red LED and a light sensitive diode on the joining faces of the baseboards.

Because the signals are all scratch-built to suit their location and the available routes, we could include a full set of lamps in each one. These consist of tiny surface-mounted LEDs fed by enamelled wire stripped from an old Farish motor armature. The lamp

body is a piece of small diameter heat shrink sleeve with a hole made for the 'lens' before it is shrunk onto the LED. The power feed usually passes up the signal ladder and into the lamp platform. These parts are insulated from the rest of the signal post, which forms the return path for the power.

Coach Lighting

The trains that run during periods of darkness are internally lit. For this we use battery-powered LED lighting kits from Layouts4U. We use their warm white LEDs but these are still too cool for my liking, so we make them warmer by sticking a square of yellow tape to each one. Kapton tape from DCC Supplies or Tamiya masking tape will do the job. Layouts4U can also supply orange LEDs but we found these too orange. The coaches are only lit when they are 'on scene' – the lighting kits include a latching reed switch that we trigger using strong rare earth magnets positioned above the fiddle yard exit. The fiddle yard operator also has a 'wand' to deal with any lights that remain lit when they shouldn't be – this is usually caused by passing close to a locomotive with one of the older Farish motors. Experiments are ongoing with rechargeable coach lighting.

The Future

St Ruth has been on the exhibition circuit for a little over seven years now and during

THE 2MM SCALE ASSOCIATION

We could not have built St Ruth without the advice and parts available from the 2mm Scale Association. Please visit the Association's web site at www.2mm.org.uk. If you would like to join then you will find the membership form under the 'Join' tab. Either postal or electronic applications are possible depending on your preference.

that time we have been continuously improving it. We are still getting plenty of new exhibition invites so our thoughts are turning to how we can further develop it.

We've pretty much ruled out an extension – the current concept works well but any extension would need to deal with the awkward question of where all of those empty coaches and idle locomotives are stored. Modelling Ponsandane and Long Rock has not really engaged our enthusiasm. No doubt they are far more efficient and less awkward than the pre-1938 station, but they offer a lot less interest in return for the space needed. At the moment we are thinking of introducing a circa 1960 timetable and doing the Cornish steam/diesel transition era. It's not a small project though – we need more steam locomotives and yellow warning panels on diesels had not been introduced, so we'd need a whole bunch of new diesels.

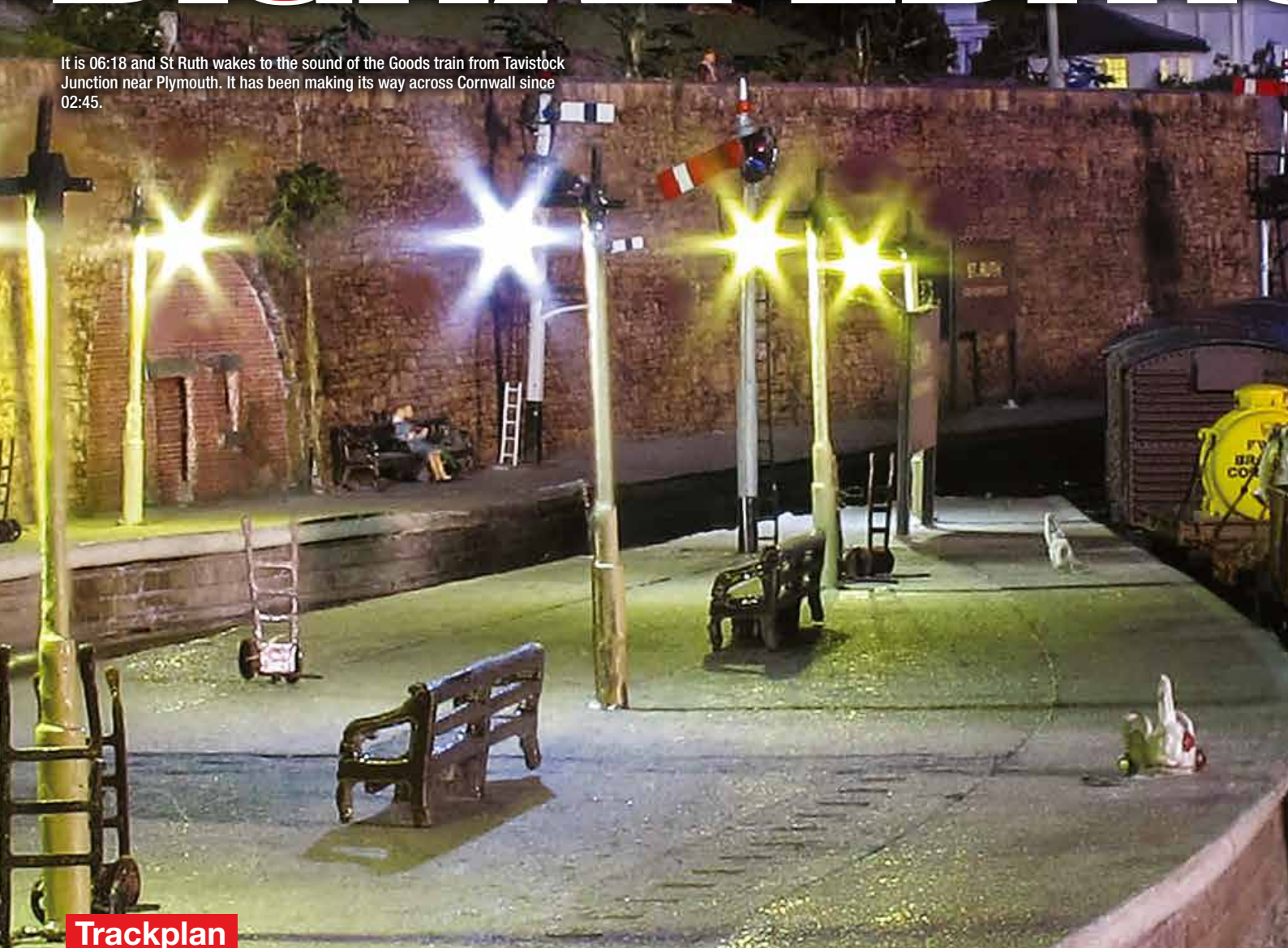
Time will tell what happens, perhaps we will see you at an exhibition in the near future...



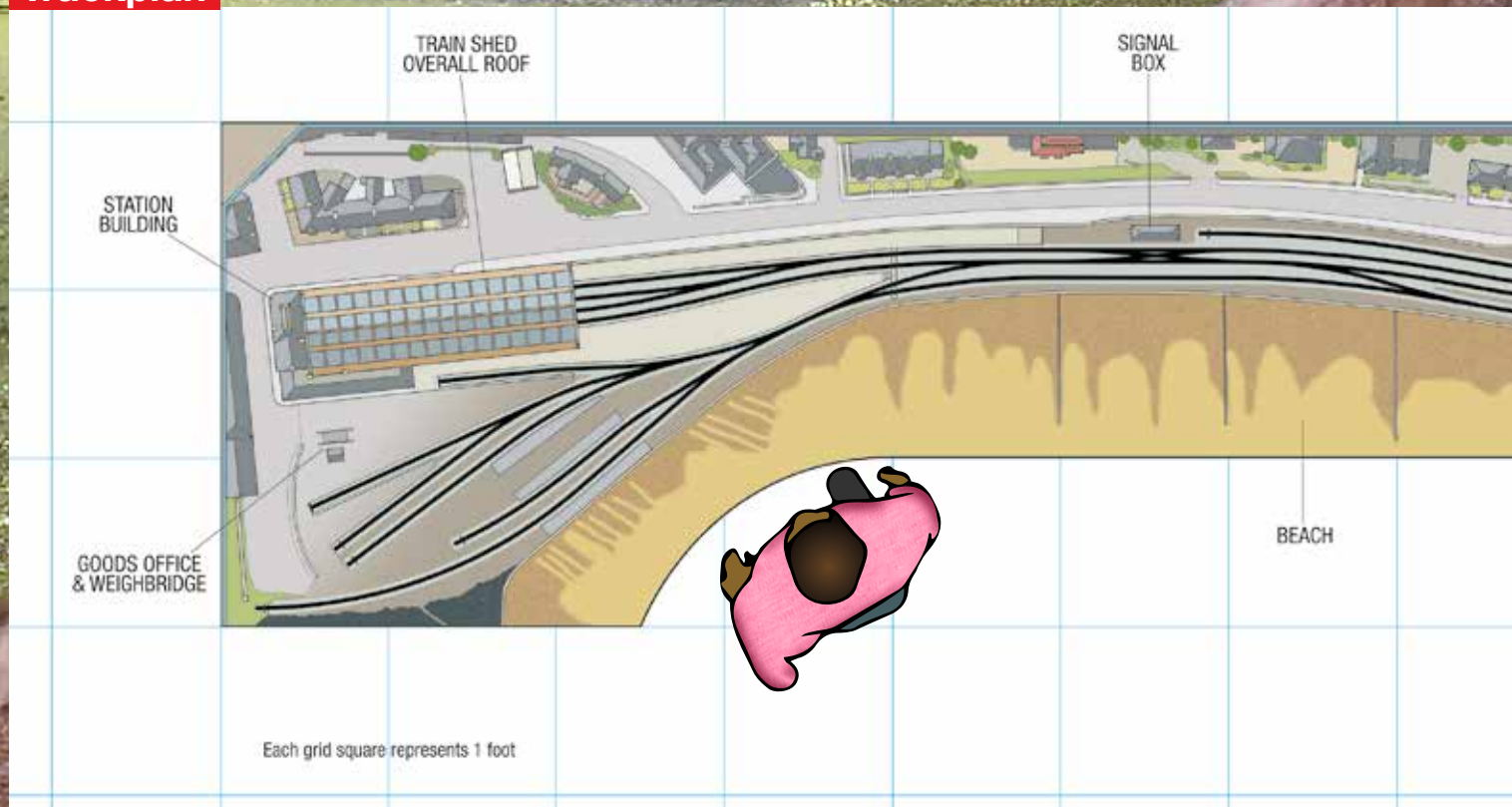
The Porthminster Branch DMU will depart at 07:00 closely followed by the 07:25 stopping service to Newton Abbot which is waiting behind it in the Departure platform.

DIGITAL EDITION

It is 06:18 and St Ruth wakes to the sound of the Goods train from Tavistock Junction near Plymouth. It has been making its way across Cornwall since 02:45.

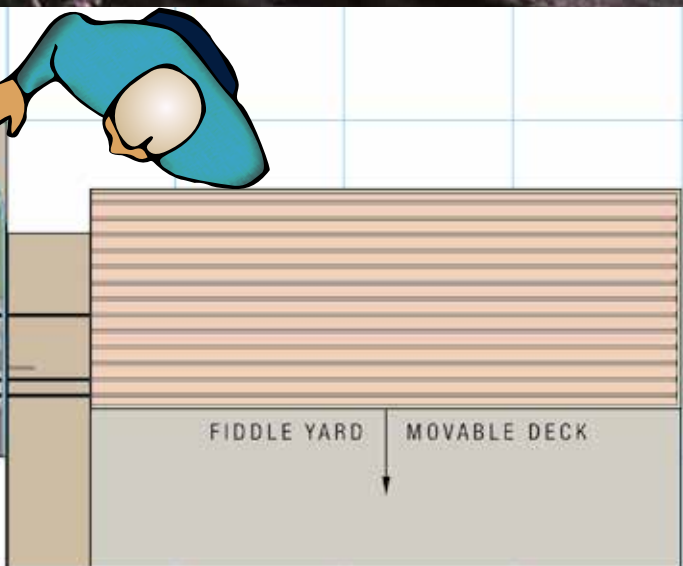
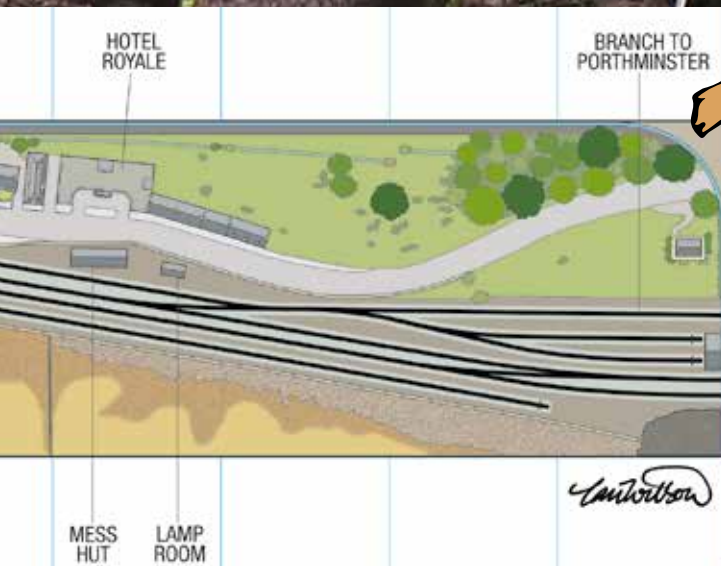


Trackplan



ON EXCLUSIVE

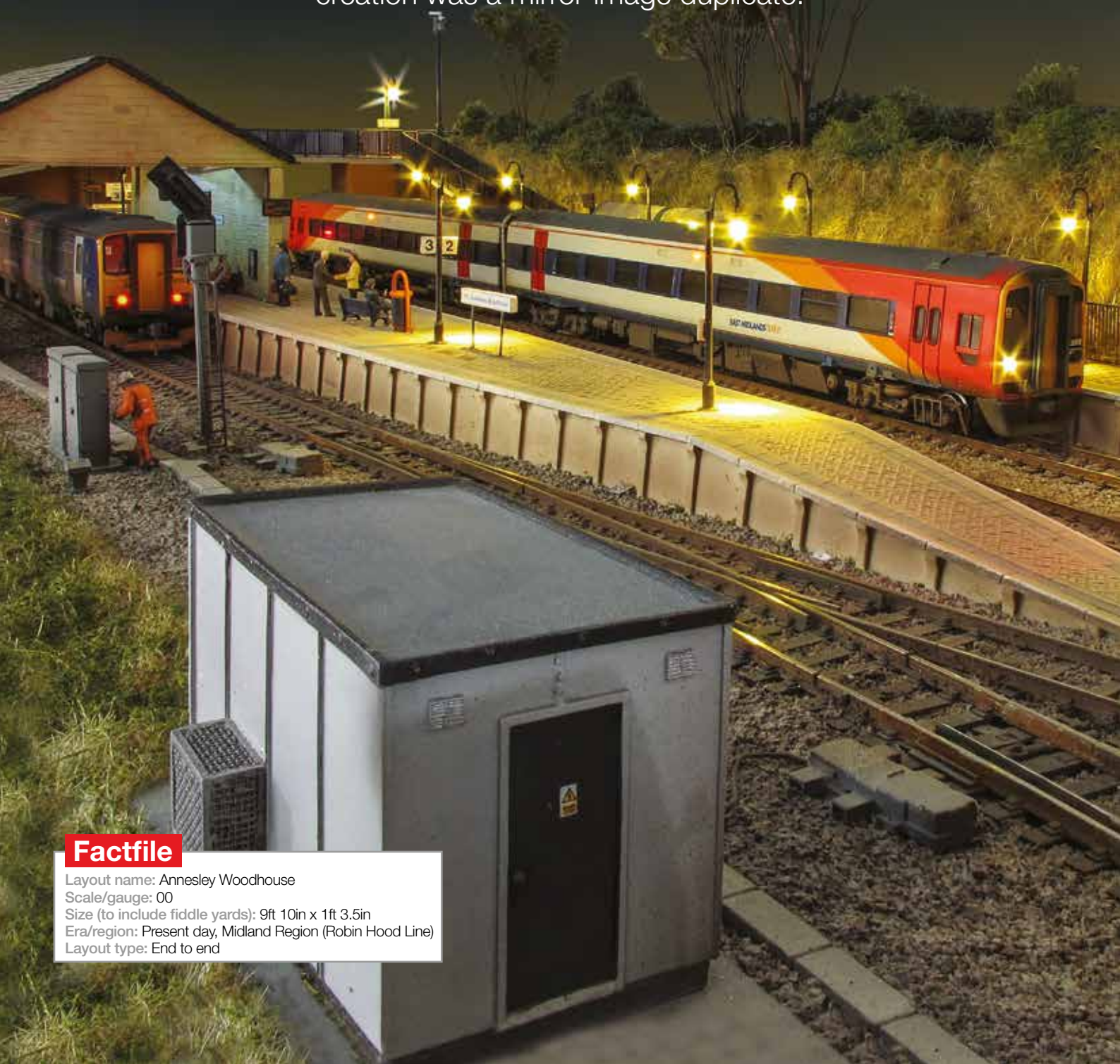
See
St Ruth at:
Leeds on 26/27th
October &
Tolworth on 9/10th
November



ANNESLEY WOODHOUSE

Words: Simon Lawson **Photography:** Andy York

Imitation is the sincerest form of flattery, so when Simon Lawson found an ideal trackplan for his Nottinghamshire-based layout, his creation was a mirror-image duplicate.



Factfile

Layout name: Annesley Woodhouse
Scale/gauge: 00
Size (to include fiddle yards): 9ft 10in x 1ft 3.5in
Era/region: Present day, Midland Region (Robin Hood Line)
Layout type: End to end

I am 51 years old and I live with my wife, Helen, in Kirkby-in-Ashfield. I returned to modelling in 2002 and was bitten by the Digital Command Control (DCC) bug in 2004. I like the BR Blue period that I grew up with the most but I still enjoy going out photographing the modern scene. I am a member of Model Rail Projects Group (M.R.P.G) and we are currently working on our second joint layout.

My previous layout 'London Road' was based on the eastern end of the current Nottingham Midland Station, condensed to fit the available space of 8ft x 2ft scenic. Both fiddle-yards were 6ft x 2ft and with these fitted it had a total length of 20ft. It was far too big for me to set up in my garage and after a house move it was sold. In the new house I had a spare room with 10ft down one wall that I could use for a new layout. I already had modern passenger stock, so I needed to build a smaller layout to run it on.

Making a start

I have always wanted to model Mansfield Woodhouse because of the use of the old goods shed as a platform shelter for

passengers, but couldn't do it well in the space I had available. I made a rough mock-up of the goods shed and it looked good. There aren't any sidings at Mansfield Woodhouse, so I had to base the layout somewhere else.

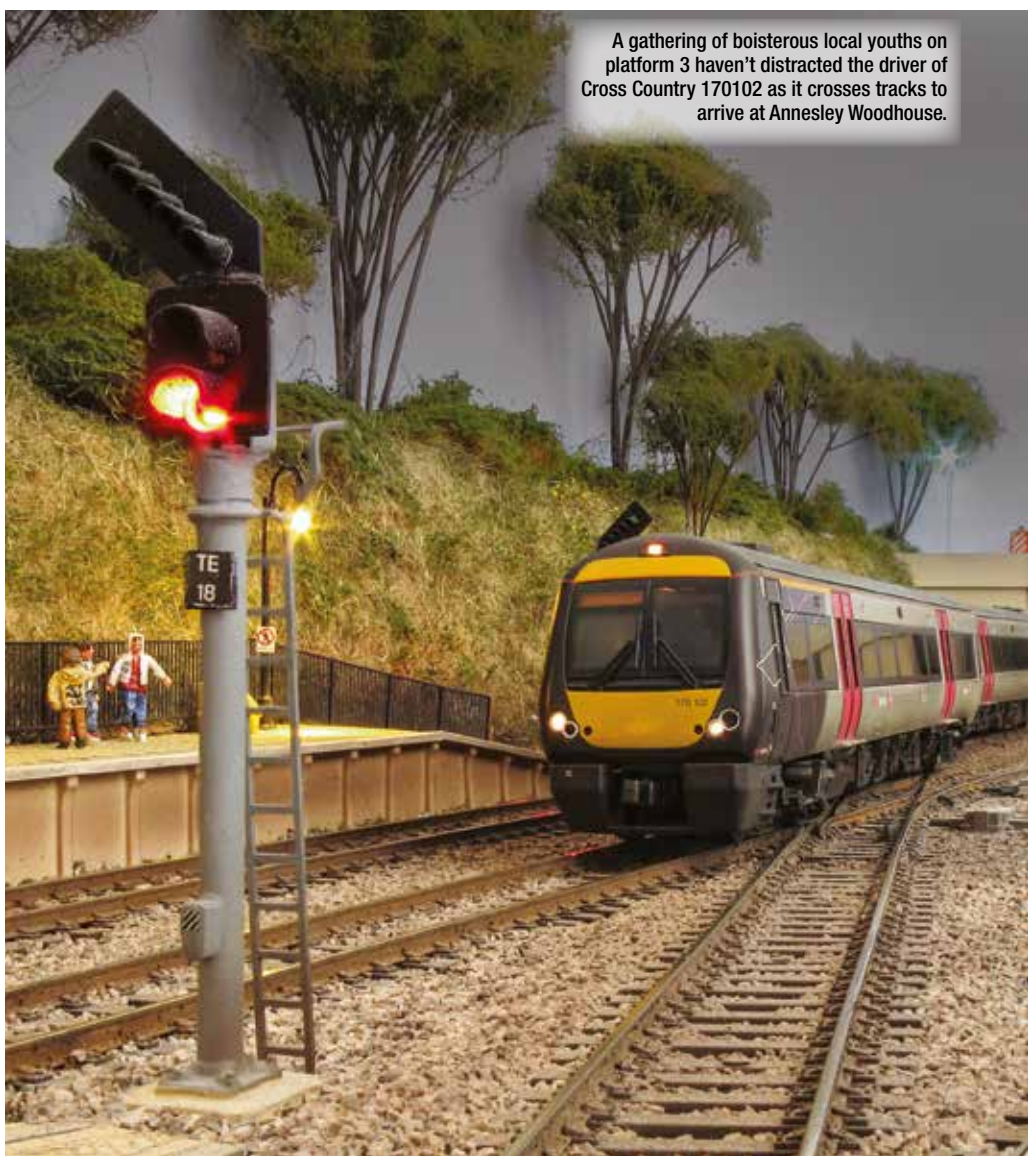
Annesley Woodhouse is near the M1 motorway and as such could be the location of a Park & Ride station, giving me the excuse of running more East Midlands Trains services than usual on the Robin Hood Line. If I created a link to the line running to Sheffield via Chesterfield I could add extra services by Cross Country and Northern Rail. With this in mind, I decided that the two tracks leaving the station would be single tracks leading to different destinations. The left track joins the line to Sheffield and the right track connects to the Robin Hood Line heading north to Worksop. The construction of the connecting line south to Nottingham is assumed to have hit a few snags and will open behind schedule!

The big build

The track is Peco code 100 flexitrack with medium radius points, with Seep point



East Midlands Trains 158889 is ready to depart platform 1 with a Worksop service, whilst Northern Rail 153324 arrives in platform 3 under the converted goods shed. Layout lighting is handled by a variety of products from Layouts4U of different colour temperatures.



A gathering of boisterous local youths on platform 3 haven't distracted the driver of Cross Country 170102 as it crosses tracks to arrive at Annesley Woodhouse.

motors. Once the track was pinned down, I fitted the cable trunking, then the layout was ballasted with Woodland Scenics Grey Blend medium ballast fixed with diluted PVA and a drop of washing up liquid. Once this was dry other details like dummy point motors, Train Protection Warning System (TPWS) grids and cables were fitted. The platforms are 15mm MDF with Peco platform edging and a plastic sheet top scribed with a scalpel to create the block paving pattern as seen on the line's stations. The bank at the rear of the station, inspired by Kirkby-in-Ashfield, was built using polystyrene packing material which had papier-mâché applied over it. This was painted brown and had hanging basket liner glued to it. After the liner was trimmed, Woodland Scenics scatter was applied.

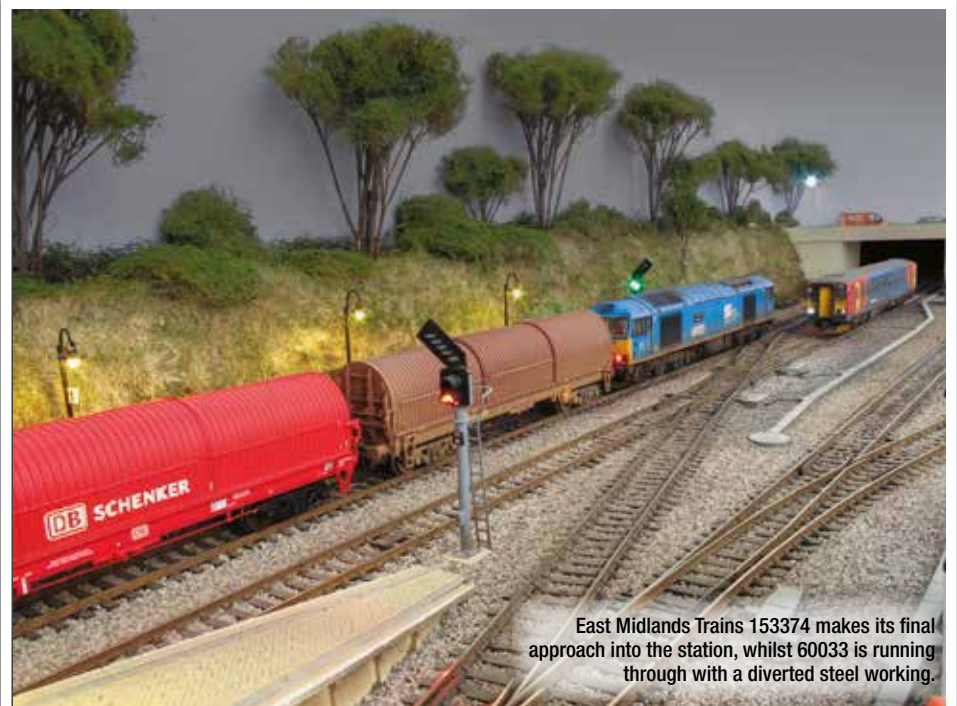
I like adding small details to a layout. The litter around a buffer stop, cameo scenes like the broken-down car or the group of teens, graffiti on the walls, signs, timetables, arrivals and departures screens, help points, grit boxes, cyclist, mobility scooters and even the rubbish bins all help set the scene.

Working signals

I am really pleased with the signalling on

Annesley Woodhouse. They were made to order by Absolute Aspects and are superb. Two of them are two-aspect with 'feathers' and the third is a two-aspect with a 'feather' and a shunt signal (for access to the sidings). All of the signals are wired through the

switches on the Seep point motors so that when a signal is set to green, the 'feather' will show correctly for the route that is set or, in the case of the signal from the goods shed, if the point is set to enter the siding, the shunt signal will light. There is also an



East Midlands Trains 153374 makes its final approach into the station, whilst 60033 is running through with a diverted steel working.

How I built: The Old Goods Shed

The main building on the layout is the old goods shed. It was scratch-built using plastic sheet covered with stone-embossed Plastikard and I wanted to get the beams in the roof to look as accurate as possible so that it would light up like the one at Mansfield Woodhouse. I made the roof from a cardboard cereal box and when painted it looked right. Two white Surface

Mounted Diodes (SMDs) from Layouts4U were fitted into the roof to light the beams. The ironwork in the arches of Mansfield Woodhouse goods shed had complicated circular patterns, so I used the Robin Hood Line double arrow logo seen on the fence at Mansfield Station to make my own version of the ironwork and it looks quite effective.



2mm plastic sheet was used to make a 'core'. This was then covered with South Eastern Finecast stone-embossed plastic sheet. Once the sides were constructed, square plastic section was used to form the wooden beams.



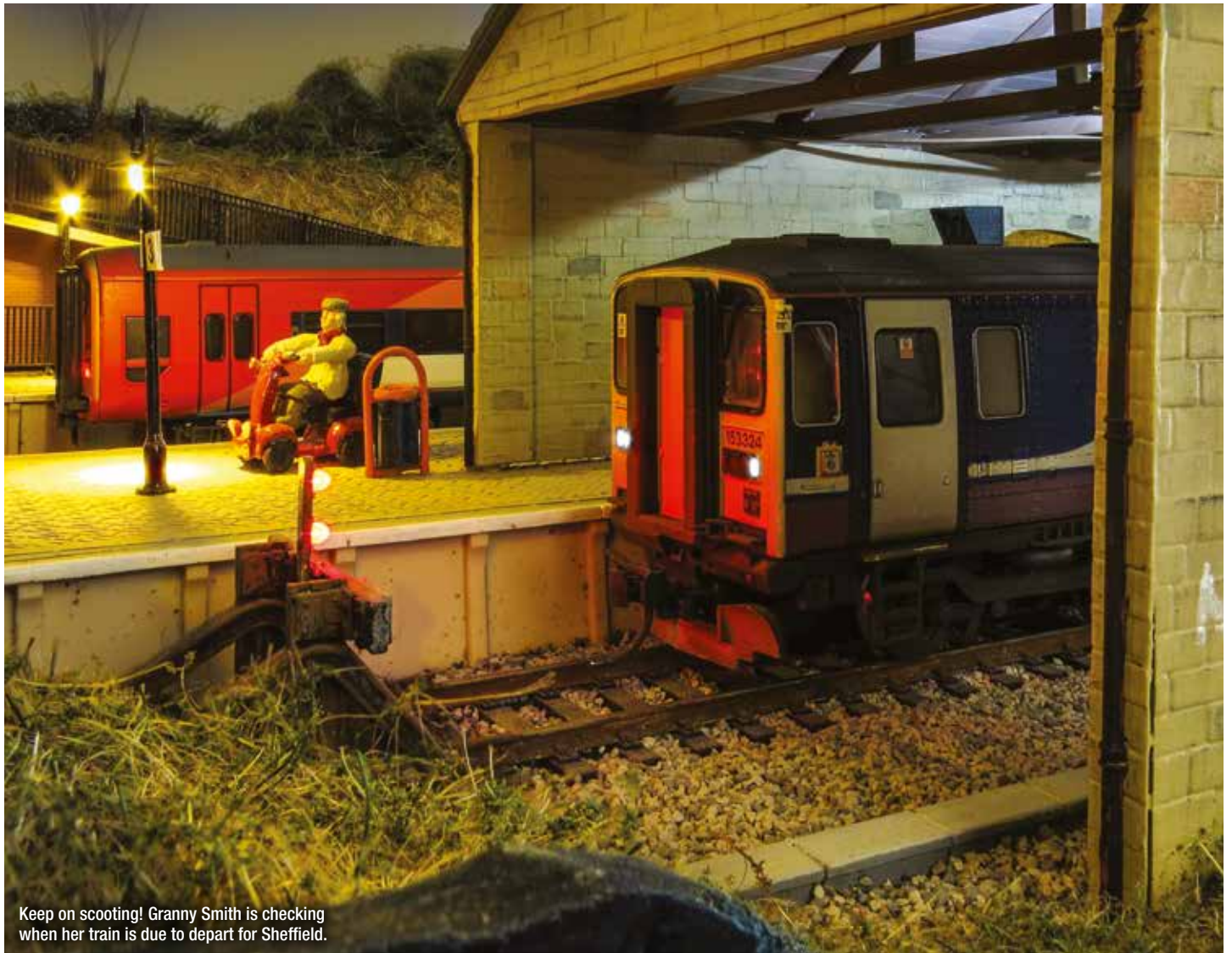
More square section had corners mitred so it could be used to finish the roof beams. The stone walls were painted a basic colour and random stones were painted in various colours to stop it looking too uniform.



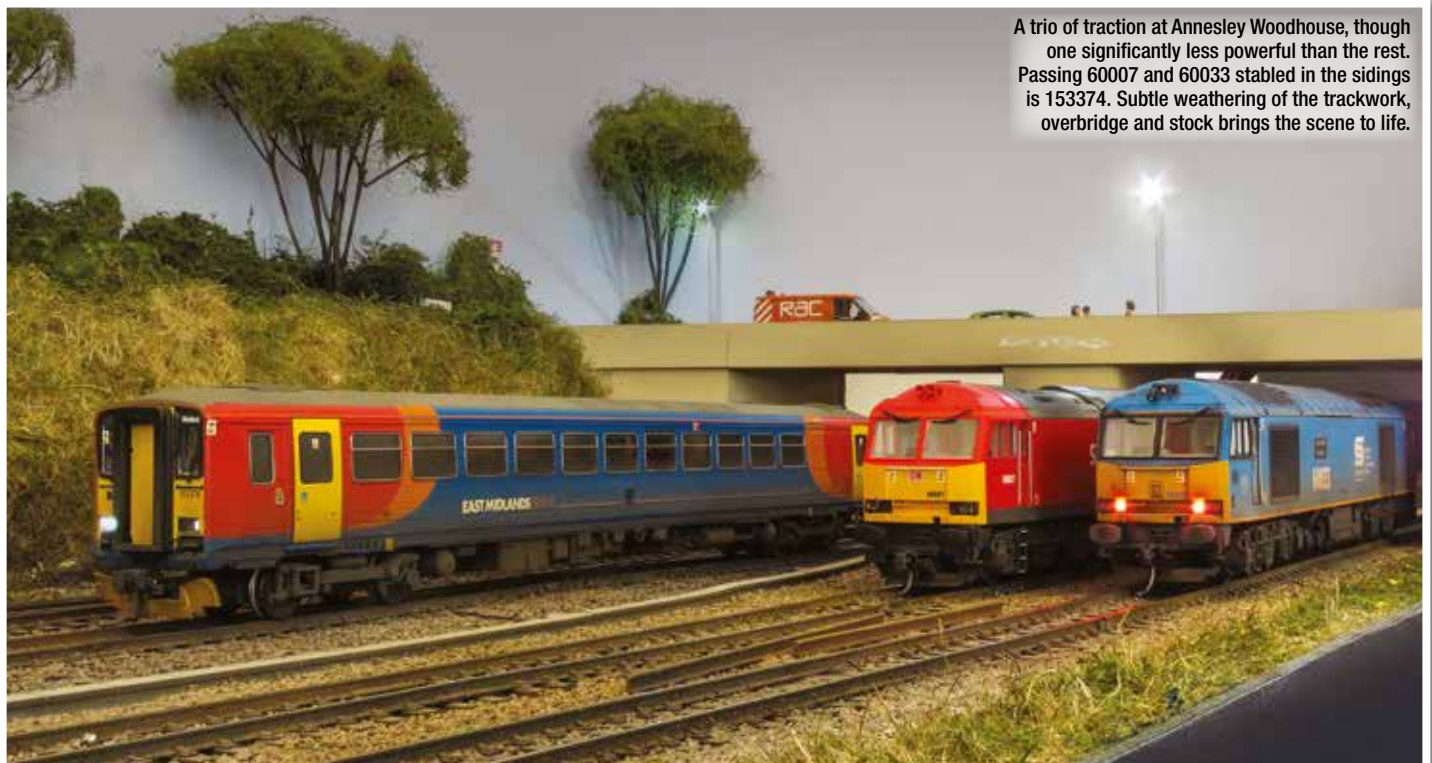
Cereal box card was cut into tiles for the roof and after gluing, were painted with a dark grey emulsion tester pot. The Robin Hood Line double arrow logo was cut from plastic sheet and glued to the brass rods representing the iron work to finish.

See
'London Road' in the
May 2015 issue of BRM
and April 2015 episode of
BRM TV. Download your
copy today from
www.pocketmags.com/brm

ON EXCLUSIVE



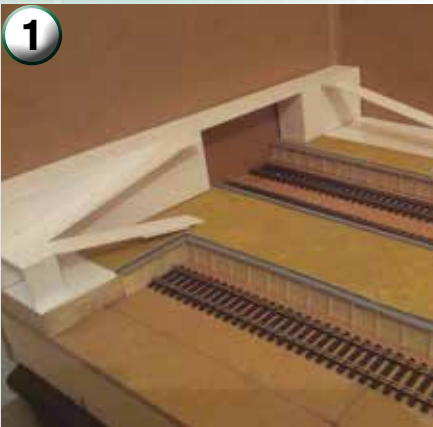
Keep on scooting! Granny Smith is checking when her train is due to depart for Sheffield.



A trio of traction at Annesley Woodhouse, though one significantly less powerful than the rest. Passing 60007 and 60033 stabled in the sidings is 153374. Subtle weathering of the trackwork, overbridge and stock brings the scene to life.

How I built: The foot- bridge

1



The basic shape was built using 1mm plastic sheet with the ramps angled similar to platform ramps so I could use Ratio fencing as a basis for the railings.

2



Wills flexible brick sheets were fixed to the structure. The cycle path is a Busch HO scale product and gives the bridge a modern look. The fencing is in the old yellow & green Robin Hood Line colours because it was recycled from an old layout.

3



Wills flexible brick sheets were fixed to the structure. The cycle path is a Busch HO scale product and gives the bridge a modern look. The fencing is in the old yellow & green Robin Hood Line colours because it was recycled from an old layout.

I am really pleased with the signalling on Annesley Woodhouse. They were made to order by Absolute Aspects and are superb



ON EXCLUSIVE



East Midlands Trains 158889, on long-term loan from sister company South West Trains, waits for a clear line. Note the litter strewn around the tracks for authenticity.

KEY DETAILS

The litter was downloaded from modelrailwayscenery.com and printed on my PC. I cut around the pieces trimming some more than others, this allows the same litter to be used more than once but looks slightly different – for example, the Tesco carrier bags. I used Super Glue gel to stick the litter to the layout, as it is easy to control and dries quickly. Other pieces of litter were cut from chocolate bar wrappers or leaflets and catalogues. The red pieces are from the paper part of a Kitkat wrapper.



Eckon 'OFF' box kit fitted inside the shed to enable the guard to see the status of the signal. In addition to these three signals there are two ground signals for exiting the sidings from Roger Murray that I had left from a previous layout. The points and signals are controlled by switches mounted on a mimic panel with the trains controlled by a Lenz Set 100 DCC system.

Sound is key

The stock for the layout is fitted with sound decoders, almost all of which now contain sound projects by Legomanbiffo. The roster consists of CrossCountry 170102, Northern Rail 153324, East Midlands Trains 153374, Network Rail MPV, East Midlands Trains (ex-South West Trains) 158889 which has been on long term loan to EMT and carries a slight livery variation to the usual EMT 158s. It is fitted with an Express Models lighting kit and door open lights. I also have the Realtrack Models class 156 (EMT 156406) on order to complete the passenger fleet. Locomotives likely to be seen at Annesley Woodhouse are DBS 08907 with sound fitted by Digitrains, DBS 60007, DBS 66101 and EWS (DBS) 60033.

I now have a garage for the layout and in the future I may add a fiddle-yard to the Nottingham end of the layout enabling the operation of through trains. I wanted to build a 'freight-only' layout next and now, it seems, I have space for both!

I would like to take this opportunity to thank M.R.P.G members Shaun, Mark, Paul and Matt for their help setting-up and operating Annesley Woodhouse at Exhibitions and, last but not least, Helen for putting up with my 'stupid' trains. ■

Northern Rail 153324 idles whilst one of its passengers meets with a business colleague. Meanwhile, a network Rail employee attends to the equipment cabinet.



What we think...

Terminus layouts are often the choice for owners wanting a compact design. Simon's take on the concept is refreshing, particularly given the tendency with current-scene layouts to resort to using ready-to-use buildings. I applaud his neat trackwork and attention to detail with signs, litter and graffiti – all part and parcel around today's network. Perhaps a buddleia or two wouldn't go amiss though.

Howard Smith, Multi-media Editor

ON EXCLUSIVE

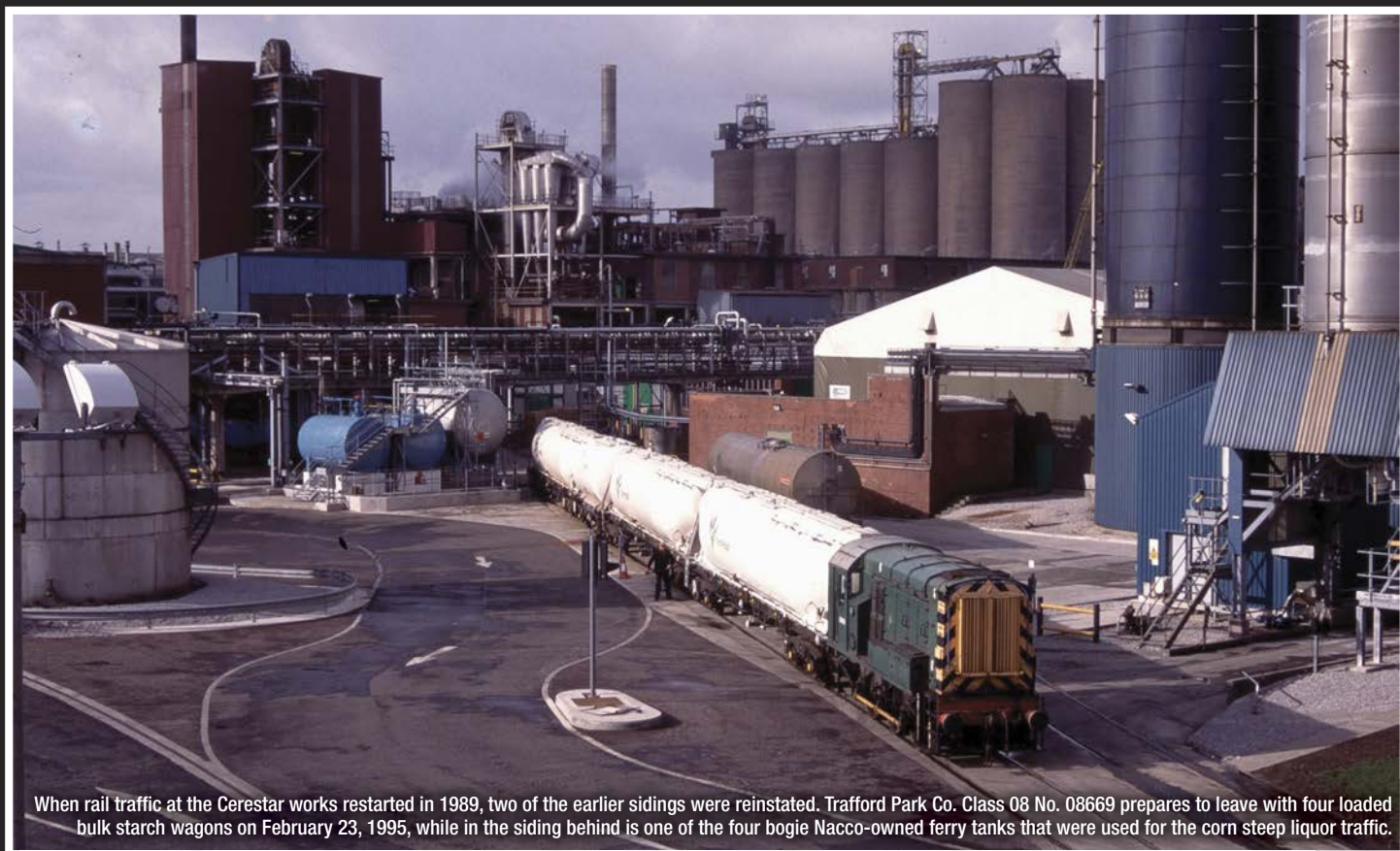
DB Schenker 60007 with 'Switch on to Safety' vinyls is in the process of taking two HTA coal hoppers to the local wagon works for attention.



A PROTOTYPE IN 'THE PARK'

David Ratcliffe promotes modelling the industrial complex of Trafford Park with its many opportunities for short-wheelbase locomotive fans.

Words & photography: David Ratcliffe



When rail traffic at the Cerestar works restarted in 1989, two of the earlier sidings were reinstated. Trafford Park Co. Class 08 No. 08669 prepares to leave with four loaded bulk starch wagons on February 23, 1995, while in the siding behind is one of the four bogie Nacco-owned ferry tanks that were used for the corn steep liquor traffic.

Industrial areas can offer various model railway possibilities and one of the most interesting was Trafford Park, the world's first industrial estate, which was developed following the opening of the Manchester Ship Canal in 1894.

Over the ensuing decades, 'the Park' became an important centre for the food, engineering, and oil and chemical industries, and by the 1930s, was home to over 125 companies, many of whom had their own private sidings connected to the estate's rail system. Worked by the Manchester Ship Canal Co., the Trafford Park estate railway was in turn connected to the national network at Bridgewater Jn, New Barns Jn,

and Weaste Jn, although during the 1960s, rail activity went into decline as firms switched to road transport. By 1966, only the Bridgewater Jn. connection was in use for general freight traffic.

Such was the decline that only some 15 companies on the estate were still using rail by 1973, with the busiest of these being the Corn Product Co. whose works, which had originally been opened by Nicholls Nagle & Co. at the western end of the industrial estate in 1911, continued to receive regular deliveries of coal from the Yorkshire and Staffordshire coalfields in 21T and 24T BR hopper wagons. The coal was used to feed the work's boilers and during the 1970s,

about 30 wagons were being received each week in rafts, varying from four to 20.

CPC's main products, produced from imported grain, were cornflour, dextrose, glucose, and starch, with some of the outgoing starch also being carried by rail. This went primarily to paper makers in Scotland and Kent, while until 1972 there were also occasional short-distance rail movements across the estate to Manchester Docks where the bags of starch were loaded onboard ship for export to Ireland. The bagged starch was despatched in 12T vacuum-braked vans, although, from 1974, BR's new long-wheelbase air-braked vans also began to appear in the starch traffic to

Scotland. In addition, both BR and SNCF-owned long-wheelbase two-axle ferry vans, having worked to Britain via the Dunkerque to Dover train ferry, would also occasionally turn up at CPC loaded with a different grade of starch produced at an associate works in France.

Haulage of wagons between the BR exchange sidings and the various company sidings within the industrial estate was undertaken by the Manchester Ship Canal Railway. Until 1966, one of the MSC's last steam locomotives would sometimes be rostered for one of the Trafford Park jobs, although after 1963, it was more common to see MSC diesels handling these workings. The job that served CPC would leave its wagons in the loop just outside the work's gate alongside Trafford Park Road, from where CPC's own locomotive, an Andrew Barclay 0-4-OST, would shunt them in and out of the works as required.

During the 1960s, a new 700ft wharf on the Ship Canal had been built by CPC, enabling large seagoing vessels to directly offload their cargoes into the company's silos. At the same time, the rail layout within the factory was rationalised to make way for better road access to the wharf and other parts of the site. However, the two lines serving the boiler house were retained, as were those that served one of the finished product warehouses, and the little Barclay was kept busy for much of the day shuttling coal hoppers between the loop and the boiler house and occasionally shunting vans into the loading bay.

In 1978, the almost 50-year-old Barclay was withdrawn and subsequently presented to the Manchester Museum of Science & Industry, with all shunting at CPC now being handled on behalf of the company by the MSC Rly. However, this arrangement would prove to be short-lived, as within a few years, CPC had opened a new combined heat and power plant and all its rail traffic ceased early in 1983.

Revival

Fortunately, that was not to be the end, for in August 1989, when several parts of the Trafford Park estate railway were brought back into use, the starch traffic returned to rail, now carried in Procor-owned bogie and two-axle bulk powder wagons hired by Cerestar, the new owners of the CPC works.

With the Manchester Ship Canal Co. having rescinded its rights to rail operations within the estate, the task of hauling the



Andrew Barclay 0-4-OST, works No. AB1964 built in 1929, shunts loaded coal hoppers towards the boiler house at CPC's Trafford Park factory on April 28, 1974.



The CPC's 0-4-OST would collect wagons from the loop just outside the works gate, and on April 21, 1974, it was recorded hauling a short rake of empty vans towards the works.



In November 1982, MSC Co. 4WDH Sentinel locomotives DH24 and DH23, works Nos. RR10227 and RR10226 respectively, both built in 1965, were recorded running light alongside Trafford Park Road on their way to collect empty coal hoppers from CPC. Hornby has a OO gauge model of these locomotives in its range, while several years ago, Hattons produced a OO gauge model of the Barclay saddle-tank in CPC livery.



The MSC's Hudswell Clarke diesels also appeared on the CPC job, and No. 4001, a 430 bhp 0-6-0DE works No. HC D1075, built in 1959, pulls away from the CPC works with a rake of BR 12T 'Vanfits' in April 1977. On this occasion, all of the vans were loaded with bagged starch for the Wiggins Teap Pulp & Paper Co. at Corpach, near Fort William.



In April 1967, the Barclay was stopped for repair and CPC, then trading as Brown & Polson, hired L&Y Pug No. 51218 from BR for a few weeks as a replacement.



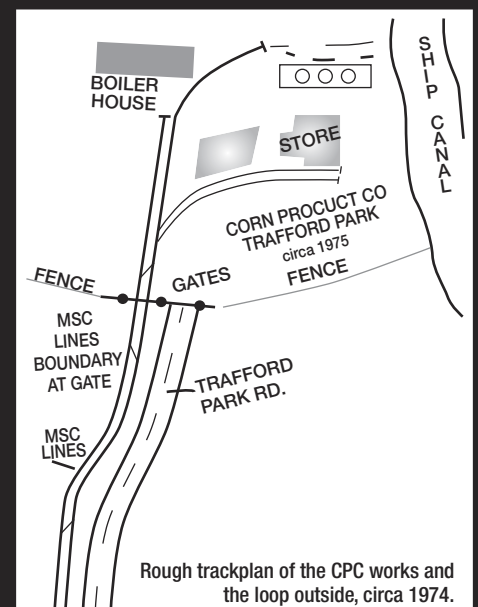
By 1965, only a handful of MSC Railway's once numerous fleet of steam locomotives were still in use, but these included No. 79, works No. HC1590 built 1927, which is pictured at the junction of Tenax Road and Trafford Park Road with a BR Ferry Van from CPC on October 19, 1965. The No. 84 bus route ran between Trafford Park and Davyhulme, while the 'Conflat A' loaded with a BD container, which can be seen standing on the line that ran along the north side of Trafford Park Road, was waiting to enter the nearby soap works of Thomas Hedley & Co.

wagons now fell to the Trafford Park Company, who purchased a few redundant Class 08s from BR, along with a second-hand Yorkshire Engine Co. *Janus* 0-6-0DH that was no longer required by ICI at Runcorn.

In addition to the Cerestar traffic, the revived estate railway also handled daily outbound workings of scrap metal from the S. Norton & Son scrapyards situated on Mellors Rd., a short distance from Trafford Park Road, while the early 1990s also saw the opening of a siding near to the estate offices, which received deliveries of steel bar and rod coil by rail from Cardiff. Rail traffic from Cerestar also increased to include the movement of CSL (corn steep liquor) and bagged starch between Trafford Park and the Continent.

Consequently, for a few years, the estate would see a daily trip running to and from the exchange point with BR at Bridgewater Junction. This working was often top-and-tailed by two Trafford Park Co. locomotives because this practice made shunting the active sidings more straightforward – there were few run round loops still in use on the system.

Unfortunately, though, the revival was not to last, with the steel and scrap traffic having ceased by 1996, while the restructuring of the Cerestar group had brought an end to all but the bulk starch traffic. That would continue for a few more years, but by the end of the decade, the estate railway was in need of further investment which, given the lack of other customers, could no longer be justified. It finally closed in July 2000, bringing down the curtain on a century of rail freight in 'the Park'.





Class 08s Nos. 08669 and 08432 'top-and-tail' five empty bulk starch wagons as they run alongside Trafford Park Road while en route to the Cerestar works on August 14, 1992. 08669 was the Trafford Park Company locomotive crew's favourite locomotive and it remained in use on the estate railway until 2000, by which time it had been joined by 08613 and 08615. This pair would be acquired from BR in 1994 to replace the increasingly unreliable 08432 and the unpopular '*Janus*'.



The Trafford Park Co. '*Janus*', works No. YE2878, shunts a Cerestar bulk starch wagon at the industrial estate in April 1994. Built by the Yorkshire Engine Co. in 1963, this locomotive had gained the name *R.A. Lawday* when with ICI at Runcorn and would retain it during its time in Trafford Park. Oxford Rail produces a '*Janus*' model in OO gauge.

FIVE DCC MYTHS EXPLAINED

Words & photography: Tom Blount

Does Digital Command Control only need two wires? And, is it really much better than analogue control? Tom Blount offers his perspective for beginners...

If you'd said to me four years ago that I should convert to DCC, I would have shuddered with fear and gone back to the comfort of my analogue system. The thought of taking my locomotives apart and making irreparable alterations to some of them wasn't something I was prepared to do. I didn't have the skill or confidence to even attempt going beyond the basics of cleaning locomotive wheels. So why then, when I began building a new layout in 2018, did I make the change? Like so many others, I'd visited a number of exhibitions for inspiration and one of the key things that stood out to me was the ever-increasing use of sound. Hearing a locomotive brake, whistle and play realistic uncoupling sounds was something that added a whole new dimension to a layout, and I knew it was something I wanted to incorporate. There is an abundance of information regarding DCC, some of which simply isn't helpful or true and I wish someone had myth-busted it when I was starting out. So, in a bid to help other newcomers, here are my top five myth-busting tips for Digital Command & Control (DCC).



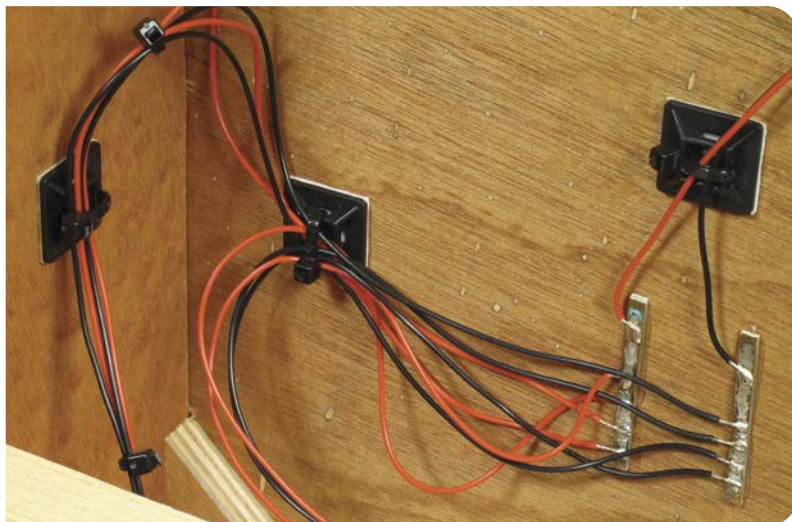
A benefit of DCC is that locomotive lighting can be operated separately to motor control, enabling more realism when it comes to idling locomotives.

1. DCC is better than Analogue

This is an argument that has been around since DCC was introduced and I've read many a comment about the pros and cons of each. To me, they are different and both are equally valid ways of controlling model locomotives. I've seen some finely engineered analogue locomotives that work just as well as a DCC locomotive fitted with all of the latest tech for slow speed control. If I were to simplify the difference, it's that with analogue you drive the track, with DCC you drive the locomotive. Opting for DCC can have many benefits, but DCC won't cure dirty track, or poorly maintained pick-ups. A locomotive that doesn't work well on analogue, won't behave any differently on DCC. DCC has advantages in that you can select and play specific sounds in sound-equipped locomotives, set routes with the push of a button and keep lighting on with stationary locomotives. I would describe DCC as a more immersive experience compared to analogue. However, DCC-fitted locomotives have more of an impact on the railway budget, so there are many pros and cons to each.

2. DCC is just two wires

This is often a selling point for DCC systems and, as with analogue, there can be more to it. DCC can be as easy or as complicated as you want to make it, starting from a simple set up of those two wires to an oval of track, through to computer-controlled automatic systems controlling locomotives, points, signals and more. Beyond that are systems that will mimic realistic speeds, monitor where trains are, control their movements, bring them to a halt gradually, restart them and complete complex moves, all at the push of a button. As you can imagine with the latter, this would require more than just two wires. 'DCC being just two wires' originates from the two wires that connect the track and accessories to the DCC control box, this being referred to as the 'Bus'. These two cables, conventionally a single black and a single red wire, are essentially the main artery of the layout, delivering power via the digital messages. Once more accessories are added, such as signals and points, or the layout starts to employ detection systems, the wiring will become more complex and is very often more than just those two wires.



3. Converting locomotives is complicated

I used to think this was some sort of dark art, often looking at articles describing how a locomotive chassis is filed down and small pieces of plastic fitted between motor pick-ups to prevent short circuits. It seemed like a hugely daunting task and one that I thought was overly complicated and beyond my skill base. Thankfully, it's now a lot easier to convert modern ready-to-run models, either by swapping a blanking plate for a decoder of choice or buying a model with the DCC tech already fitted. But what about those older models that aren't DCC-ready? I started out by keeping my DCC conversions simple, converting my oldest models first and learning the basics. Its simplest form being that a locomotive works on analogue by collecting power via the pick-ups and this is taken directly to the motor. With DCC, all that is needed is to interrupt this circuit with a decoder, this then acts as the interpreter for the digital signal and is then responsible for the motor control. Many decoders will come with additional functions, whether that be for stay-alive circuits, lighting, sound, smoke effects and more, but the fundamentals remain the same.



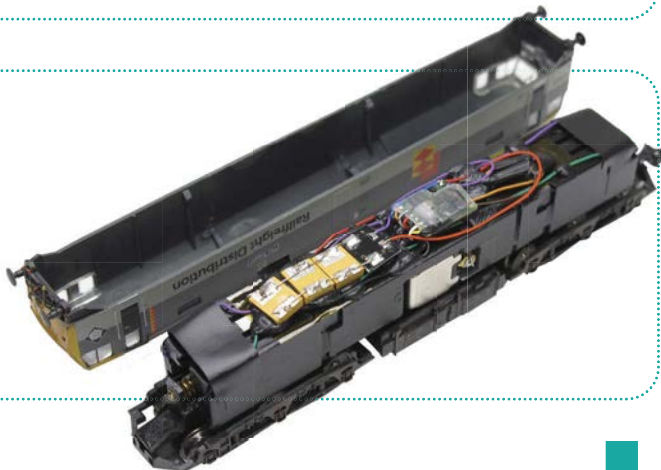
4. I need to be a programming expert to make my locomotives work

When I started with DCC, I kept reading about these things called 'CVs' (Configuration Variables). It can be daunting seeing lists of the various CVs with the various values you can select, but do you need to be a programming expert to get DCC to work? The answer is an absolute no. While it's true that there are a huge number of CVs that can be programmed to tune performance, when starting out in DCC, there is only one CV that you will want to change – CV number 1. That's the address of the locomotive and changing this to a different value will allow you to control each locomotive individually; beyond CV 1, the rest are extras. With control systems like the Gaugemaster Prodigy, this is as simple as pressing a few buttons on the handset. Beyond programming the address, decoder manuals list the various CVs and what they do, and often just entering high or low values and testing a locomotive gives you a good idea of what that CV does. And the best bit, if it all goes wrong, utilising CV number 8 is a master reset CV, getting you right back to factory settings.



5. DCC is really expensive

DCC may at first appear expensive, but once you begin installing decoders or opting to pay that little extra for DCC pre-installed, it becomes the norm fairly quickly. It's something that I now include in my budget when looking for new locomotives. DCC conversion will cost money, there's no avoiding that, but the range of decoders now available allows you to convert a locomotive for the cost of a wagon and, if you develop the skills, it becomes easy to convert models yourself. An entry-level DCC system for a small layout will cost you approximately the same as a good analogue system, and, if DCC is something that you want to adopt long-term, investing in a reputable control system will allow you to expand your system as the size of your layout and collection grow.



WORLD OF RAILWAYS

TV

DIGITAL EDITION EXCLUSIVE

DC vs DCC explained

Howard Smith provides an introductory overview for beginners on how each of these model railway control systems works.

WATCH THE VIDEOS HERE

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



PLAY

• Trade in with Hattons for payment within 1 or 2 days of your items arriving with us! •



Use our self-service tools to list your collection quickly and easily online!

We purchase all manner of items:

LOCOS &
ROLLING
STOCK

GARDEN
RAILWAYS

DIECAST
VEHICLES

UNBUILT
PLASTIC
KITS

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

**WE PAY
STRAIGHT AWAY!***

*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

Get cash for your items in just four easy steps...



Start your trade in today at:

PRE-OWNED MODEL ITEMS FOR CASH

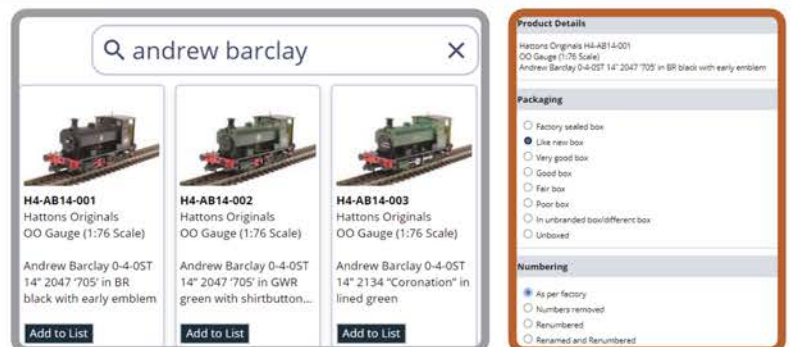


We purchase a wide variety of brands, including...



The easiest way to put your
list together...

Utilise our extensive product
database and preset item
conditions to quickly
and easily compile your list.



Take our 60 second quiz and immediately learn if
we can make an offer on your collection!

www.HattonsModelMoney.com/quiz



Get in touch with our friendly team...

Call us on: **0151 305 1755**
Phone opening times: Mon to Sun 9:30am - 5:30pm

Email us at: preowned@hattons.co.uk

17 Montague Road, Widnes, WA8 8FZ



www.hattonsmodelmoney.com

DUNFERMLINE UPPER 62C & CHARLESTOWN KILN

Jonathan Gourlay's first and second layout builds are deemed a great success, allowing many an atmospheric photograph to be captured.

Words & photography: Jonathon Gourlay





A very rare visitor to Dunfermline Shed, making use of the turning facilities as it interlopes is A4 Class 60009 *Union Of South Africa*. The locomotive catches the light of the yard lamps among the darkness.

Everything in my life appears to revolve around the railways. I'm an employee of the railways, I volunteer on heritage lines in organising events and undertake a lot of photography focused mainly on steam. It has meant that I rather neglected the modelling side of the hobby, especially due to the lack of ready-to-run representation of the Scottish Region. I have a handful of locomotives collected for display in a cabinet, but I'm frequently watching developments on modelling forums and

looking in awe at most of the skills being shared by the community.

In particular, I've always been inspired by the layouts 'Kylesku' and 'Far North Line' and locomotive creations of Richard 'Ben Alder' on RMweb alongside Gary Patterson's own conversions from RTR stock into Scottish Region designs. I always thought, "One day, when I finally explore modelling, I would like to achieve what these two men have and more". Both have done well to further the Scottish steam scene

during the British Railway's period, a time I've always found interesting due to the still heavy presence of pre-grouping designs combined with the mixture of clean and dirty locomotives.

Location inspiration

In early 2020, the events of Covid 19 slowly started in the East and the writing was on the wall. With time now looking to be rather freed up, I decided to take the plunge before we fell into our own lockdown.

FACTFILE

Layout name: Dunfermline Upper 62C and Charlestown Kiln

Scale/Gauge: 4mm:1ft/16.5mm gauge/00

Size: 1.8m x 0.8m (Dunfermline) and 1.6m x 0.8m (Charlestown)

Era/Region: Nationalisation 1960s

Layout type: End-to-end



The engine shed

The centre piece of 'Dunfermline Upper 62C' is the shed, and the area I was more fearful in falling short of as no issues could easily be hidden. I have a basic background in technical drawings, and so took it upon myself to design the shed from scratch and then have it created in MDF by Andy Pearce at Rail Model Laser Cutting. I've never painted a larger MDF brick structure before, and while initially happy with my attempts, I may revisit in the future to improve on with a change to embossed card.

Three walls of the shed are affixed onto the baseboard, with a DAS clay internal flooring that also keeps the pit rails in place, and a small workshop attached to the south. The rear wall of the shed at the east is removable, aligned with the edge of the baseboard, allowing for internal photographs. As I wanted to maximise the cameos that could be arranged, the internal roofing supports were drilled out at equal intervals to allow LED lights to be wired in, with the cables running hidden on top. Each row of lights is individually controlled via on-off switches, these being wired to an LED dimmer to allow adjustment of the brightness. The ash tower and yard lights are similarly connected to give flexible control to each scene being created.

The lighting is the standout part of the diorama – a winter's night where a few locomotives are parked up with some dim yard lamps picking out the small details and creating atmosphere.



A classic view of the Charlestown Branch made famous by photographer W.J.V.Anderson. Snowplough fitted J35 64525 heads for Dunfermline with the daily goods working during mid-winter.

As I had some space free in a spare bedroom, I gave myself a fixed space of 1.8m x 0.8m to build with and got the wood cut. Then came the idea – where to model and when?

Having never created a layout before, I thought that focusing on a real-world location with some compromises for space would be best. I wanted to ensure it was also of a local area, and force myself to start constructing regional locomotives to match. Dunfermline Upper 62C in the 1960s was my obvious choice. With its line up of ex-North British freight locomotives, complemented by later B1s, Standard 4s and WD Austerities, it meant that I could have an initial RTR shed allocation with enough room to expand once I felt confident enough. Luckily, through running photographic charters on heritage railways, I had already developed a large library of photographs and books full of reference images to draw details from.

Tricky trackwork

The initial steps of constructing the boards from 12mm plywood was the easy bit. Planning out what track would be needed for a slightly compressed area of the shed during a period when there was a large increase of layout builders was more challenging. I remained committed to having the four-road shed capable of housing two locomotives on each track inside, the cleaning road and ash tower disposal tower, while also incorporating a turntable in an adjusted location to the real world. A lot to compress into the space provided, it required seven sets of points, varying between two and three exits alongside a double slip and these were hard to come by during the initial building stages.

The track is Peco Code 100 bullhead, but to source the points meant compromising and installing Electrofrog flat bottom rail fitted with underboard motors. Because, on shed, groundwork tends to sit high on the railhead height, I felt it would be easier to mask the shortcut than prolong the construction, but there were occasions where physical work on the diorama was paused while awaiting materials.

As this was my first creation, these pauses allowed me to spend more time reading up on the best control methods to use. While this was primarily a photographic diorama, I wanted to have it wired for DCC to allow shunting manoeuvres and some sound-fitted locomotives bringing life to the yard.



“ The lighting is the standout part of the diorama, a winter’s night where a few locomotives are parked up with some dim yard lamps picking out the small details and creating atmosphere. ”



A visitor from Bank Hall shed, off region, is 'Jubilee' 45627 *Sierra Leone*. It sits being readied by the crew for the return run to Liverpool of an Inter Cities Fairs Cup football special (Dunfermline vs Everton) on October 31, 1962.

It would also be future-proofed if it was expanded into a larger layout. I settled on the Roco Z21 system, which would allow accessibility for visitors wanting to take part in a shunting session, but also would lend itself to being moved between dioramas as future ideas had already been inspired – running before I could walk!

Doubling up

With this diorama being completed in late December 2020, Scotland found itself in another lockdown and so my attention turned to creating a second layout. This time, I was determined to push myself on the construction of buildings but had restrictions due to wanting to store the baseboard under a two-seater sofa.

Finding the location of Charlestown both fascinating and a short cycle away for investigation, I settled on the section in front of the kiln, which runs adjacent to the harbour. The baseboard was made from two combined levels, the lower accommodating the base of the harbour and the upper for ground level. While 9mm ply was used for the tops, the supporting structure was made from thicker finishing timber to give higher rigidity and it made me feel more secure about moving the diorama between storage and on display.

The harbour walls were constructed from foamboard, wrapped in plaster of Paris and then affixed with cut-to-height Wills Coarse Stone sheets. The embankment wall, to give the cobbled stone effect, was constructed from foam board over-laid with a layer of Das clay, which was scribed out while wet. The silted floor was a thick layer of Polyfilla, again scribed out to represent water channels when at low tide.

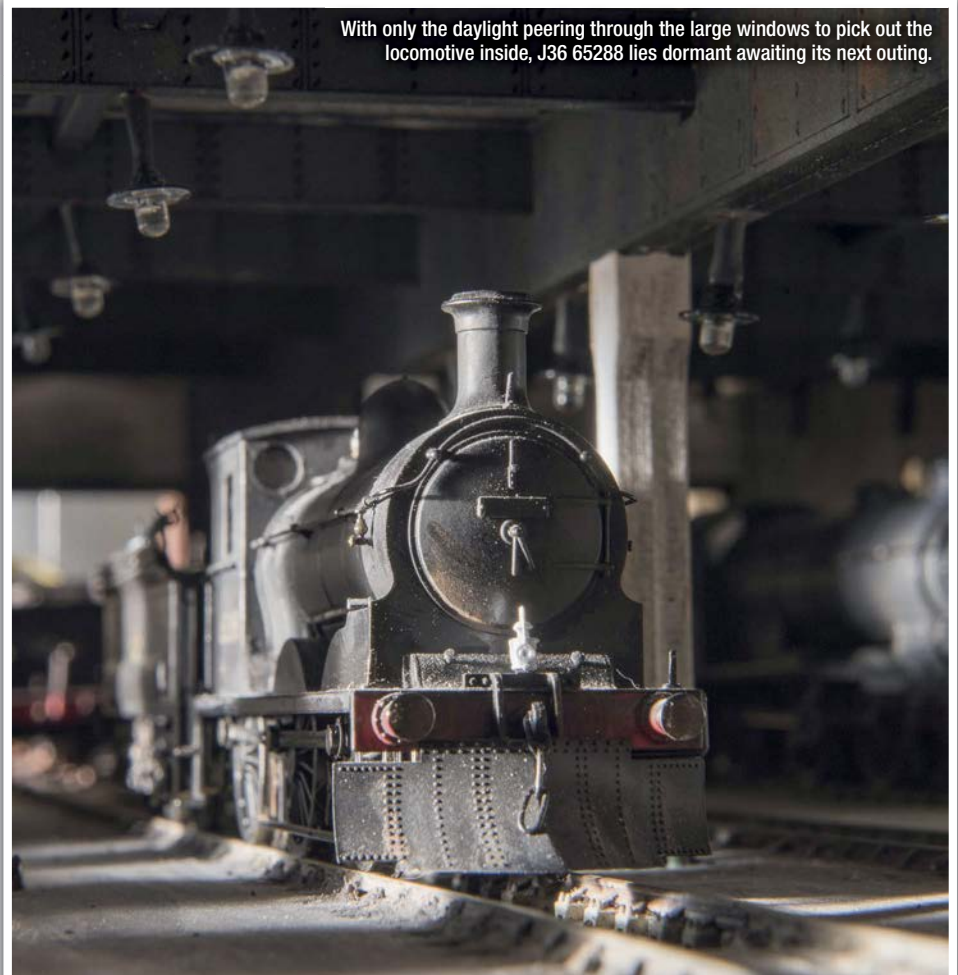
The rock faces to the east end of the kiln are on a separate small board, which slots into the main diorama in a similar manner so it too can be taken on and off, the faces being made from cork bark and topped with static grass and gorse bushes.

Because both the kiln and rock face can be taken off, both structures extend beyond the edges of the main boards to give a better feel of depth to the scene. Two removable houses are sited on the east end, with street lighting given by LED lights.

The layout is finished off with the branch line and siding with run round loop, painted and weathered to give a typical Fife industrial feeling of minimal care and slowly falling by the wayside. I find it quite enjoyable to gently run a locomotive with a

Tricky structures

The largest feature on 'Charlestown' is the kiln. Exactly like the harbour walls, this was another excruciating build from foamboard, made more complicated due to the arched front face. The kiln was built off layout, with two anchoring bolts either end of the structure, which place into the board and are secured with wing nuts, allowing the structure and individual work buildings on top to be removed. The board can then be stored as intended. This is probably my favourite structure of the two dioramas. The sheer size of it gives a powerful presence, but the gentle grime and signs of nature slowly trying to grow out of the cracks helps to show a running down of the scene so typical in the 1960s.



A line of the condemned, withdrawn locomotives are stored on the back road sidings of Dunfermline Upper 62C as the demise of steam marches on.

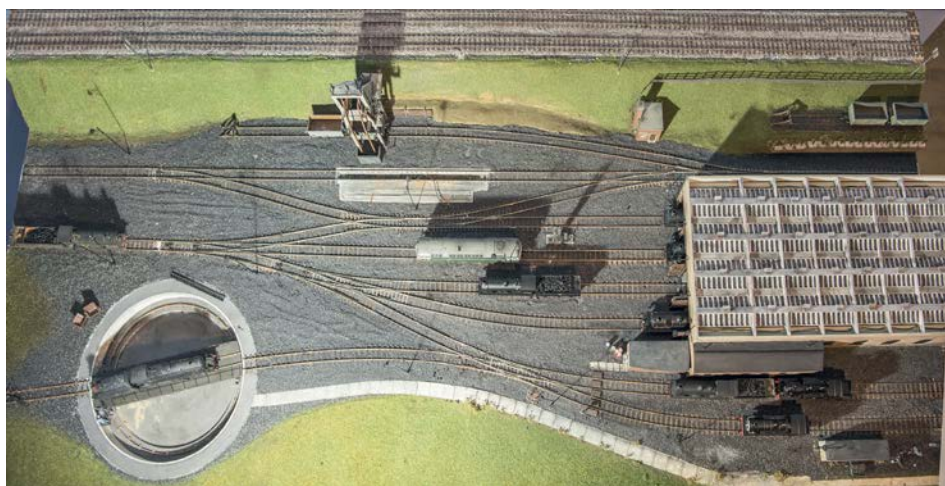


short goods rake from end-to-end and I dare say it keeps pushing my curiosity for what I can achieve in the future.

Both layouts are without backdrops, however, which allows me to use my own photographs in Photoshop to implement a variety of skies to employ. For me, lighting is key to it all. I use an LED sitelight as my sunshine, and structures that convey depth and interest have helped to hide how short these dioramas are.

Future projects

What I can put my time to next? It's a big question. Constructing both dioramas have given me a craving to carry on creating realistic-looking layouts, but I'd also like to explore the ability of running proper trains over a larger area. Perhaps I may have to consider joining or forming a club with some like-minded individuals local to myself. There are also areas on both Dunfermline and Charlestown that could be improved. The ground texture of Dunfermline Shed could be filled in slightly to give a smoother finish.



A fairly clean example on shed, a visitor from St Margarets shed in readiness for a star part on a Scottish railtour, 65234 simmers quietly while receiving attention to a tender axlebox from a fitter.



Meet the modeler

Name: Jonathon Gourlay

Age: 31

Number of years modelling: Two

First layout name: 'Dunfermline Upper Shed 62C'

Favourite era/region: Scottish Region post-nationalisation, 1948-1968

Favourite locomotive: Any of my Hornby J36s, the iconic face of Scottish Steam

If I could give any advice to those in the same situation as I found myself: don't fear creating a layout in a small space. Setting a goal of creating convincing photographic recreations, I had to implement clever ways of either packing in more detail without crowding the space, or design the layout so that the small storage spaces could be achieved while allowing the buildings to be attached and expanded separately when on show. I feel a lot can be created from something small if you're smart about how all the elements will tie together, but it is very much trial and error until you achieve something that feels natural. The result still amazes you each time you look at it.



While J38s were more common around Fife for the coal traffic, two J39s were allocated to Dunfermline. J39 64963 sits cold inside the four road shed, while its eventual diesel replacement sits alongside.



DIGITAL EDITION EXCLUSIVE

**CLICK AND SWIPE IMAGES
TO SEE MORE**



DHAPR WAGON WORKS – SHOWTIME!

Words & photography: Phil Parker

In February, the team challenged Phil Parker to build a layout to appear at The London Festival of Railway Modelling. What lessons were learned?



If there is one thing I've learned in my years on the model railway exhibition circuit, it's that you don't debut a new layout at a major show. Far better to start with a low-key event and work through the bugs when there won't be many people watching.

This wasn't an option for 'DHAPR Wagon Works'. The plan, which wasn't my idea, was that it would first appear at The London Festival of Railway Modelling in London. That's one of Britain's biggest shows, and one sure to be well attended by modellers and the general public. There would be nowhere

to hide, not least because I'd be operating it from the front of the model!

So it was that I found myself arriving underneath the famous Rose Window at 'The People's Palace' to find my allotted space as Stand 41. Years of exhibiting told me to expect nothing more than a single electrical socket. Everything else would have to be brought along.

This isn't a big layout, and I was confident that it should work OK. If you want to find problems with a model, chuck it in the back of your car and take it for a little drive on the motorway. As anyone who's ever appeared

inside the barriers at a show will tell you, all sorts of previously-perfect soldered joints will fail, point motors seize and chances are you've left something vital back at home. Despite my confidence, a full 'layout fixing' toolkit was packed in the back of the car.

Supported by some cheap folding tables, which were covered with a few old layout curtains to give me somewhere to hide all the important junk, the layout was unboxed, a fiddle yard bolted on, and, with some trepidation, I started pushing point operating buttons. They worked! Better still, so did all the trackwork. I was relieved and headed off

for a celebratory cup of tea and to browse the second-hand stall.

The next day, everything still seemed to be working and I awaited the crowds. Being near the door meant they would be on me pretty much as soon as the show opened. As it was, people preferred looking for bargains with the trade, but after half an hour, I was chatting about the model, something that didn't stop until 'chucking out time', seven and a half hours later.

Sunday was quieter, it always is, but the day followed the same format. Lots of chat, plenty of questions and a few people tried their hand at working the model. Many commented that they liked the idea of a small line, some because they simply don't have space at home for anything bigger. Others talked about building micro layouts to provide a break from larger projects, or to test out and learn new techniques.

Did everything work? Pretty much. OK, I was so busy chatting that I didn't operate very much, but trains did move about and we even hosted a few younger drivers. The biggest issue was with one point where the electrical connection between the switched and fixed rails stopped conducting electricity. A blast of WD40 cured this for a day and a half.

Questions covered all aspects of layout building. The most popular item being the Scale Model Scenery fence at the back. People loved the look and my explanation of the simple construction method. In addition, I suggested ways it could be made to look even better if time allowed by making more holes and patching them up with corrugated iron and old doors.

However, the largest number of questions though were about the fiddle yard. People were fascinated by the MPD cassettes and with the manufacturer in the hall, I was able to point them in the direction to have a chat and even buy some for their own layout. Although not the cheapest item in the world, this didn't seem to scare many, who felt that they were willing to pay for a quality product that would last forever if looked after.

If you have ever wondered what it's like to take a layout to a show, the answer is, slightly stressful, but terrific fun. Anyone who says that a weekend spent being told your modelling is brilliant isn't a pleasure is lying. Operating in an iconic venue is terrific, and best of all, you get to talk about model railways to people until your voice gives out. Weekends don't get much better than that!

Getting your layout ready for exhibition



If your layout is going to appear in front of an audience, touching up any paintwork to hide scrapes and blobs from the scenic work is a good idea. Better still, try to remember exactly which colour you used by writing it on the top of the pot; it will save you having to do this job twice.



I'm using a few DCC Concepts MPD units as my fiddleyard and these need support. A simple shelf made of MDF will bolt on the end of the baseboard. I prefer MDF for its smooth and shiny surface, perfect for sliding cassettes around.



Some protection for the scenery is essential while travelling. For a single-board layout, a bottomless box made from 6mm plywood will be enough. I just want to be able to pile stuff on top in the car and keep dust off at home. Making this is always quicker than repairing damage caused on an unprotected model.

TECHNIQUES

4



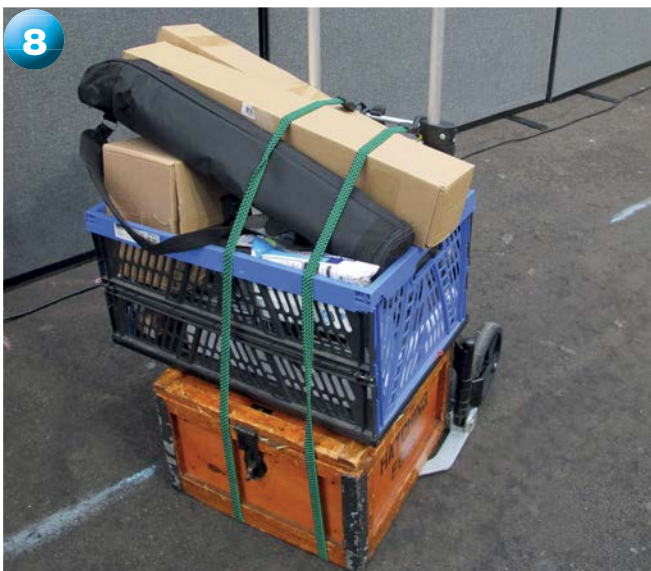
Rolling stock also needs protection, so I'm using a Bachmann Collectors Club cardboard stockbox. Don't use the boxes RTR models arrive in. At the end of the show, you really don't want to be re-packing lots of different models into individual containers. You'll be tired and tempted to chuck it all in a big box to sort later.

6



All packed and ready to go. By the time you include supports (cheap folding tables), a light, stool and all the other essentials for the model, it takes up a good chunk of space in the car. With practise, I'll compact this a little, but it's worth considering next time you buy a vehicle if you plan on taking your layout on the road.

8



Ally Pally doesn't allow you to drive up to the stand for unloading. Everything has to come up in a cargo lift and be lugged across the hall. A fold-up trolley reduced the number of trips to four, making it well worth the money. This sort of kit is part of being an exhibitor, not just the layout!

5



The Bachmann box provides pockets for 9ft and 10ft wheelbase wagons. Since most of mine are longer than this, I modify the box to allow the dividers to be moved around. Cardboard construction makes this an easy job with a sharp knife.

7

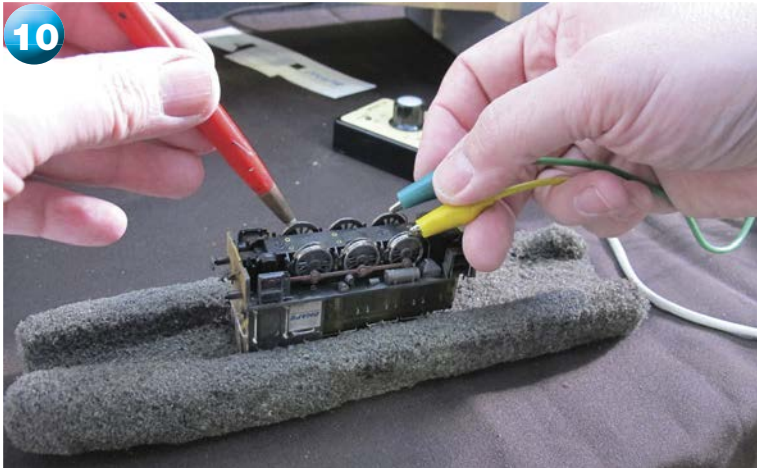


My 'exhibition box' contains all power supplies, controllers, cables, bolts and essential tools for assembling the layout. Experience means I can judge if I've left anything behind by how full it is. Yes, I know you could write a checklist, but I'm not that organised.

9



All set up on Friday night. I know the hall is bright, but some sort of lighting is essential, and makes the modelling look better. For a micro layout, a desk lamp will do the job, but larger models need their own rig building – another non-modelling job to add to the list.



The first task every morning is to clean the locomotive wheels. You'd be surprised how dirty they get being in a room with a few thousand people moving around. Clean wheels mean smooth running and a happy operator.



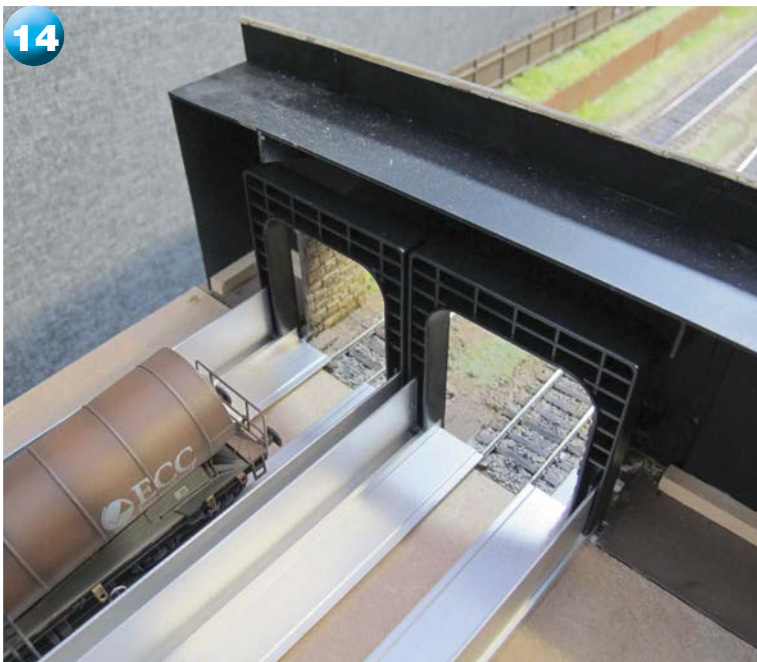
Clean wheels mean nothing without clean track. I favour a track rubber – this one is from the Double O Gauge Association, carefully rubbed across the rails while trying to dodge the lights and point levers with my sleeve.



A little wear and tear is inevitable, and touching up shiny metal with paint stops annoying reflections. This MiG oiler brush is a self-contained paint and brush which saves messing around with thinners to clean a conventional brush. I keep a black permanent marker handy for the same reason.



Two things I learned about the couplings. Instantaner and screw couplings are harder to use than the simple three-links, and that old people like me need to remember our reading glasses. Others seemed to get on perfectly well with them, though.



The DCC Concepts MPDs worked well, but an extra refinement would be some guides fitted to the fiddle yard table to help line them up with the track. Easy to do, and not obvious until you try to use them under the public's gaze.

And that's it - the layout was ready for exhibition!

Safety First



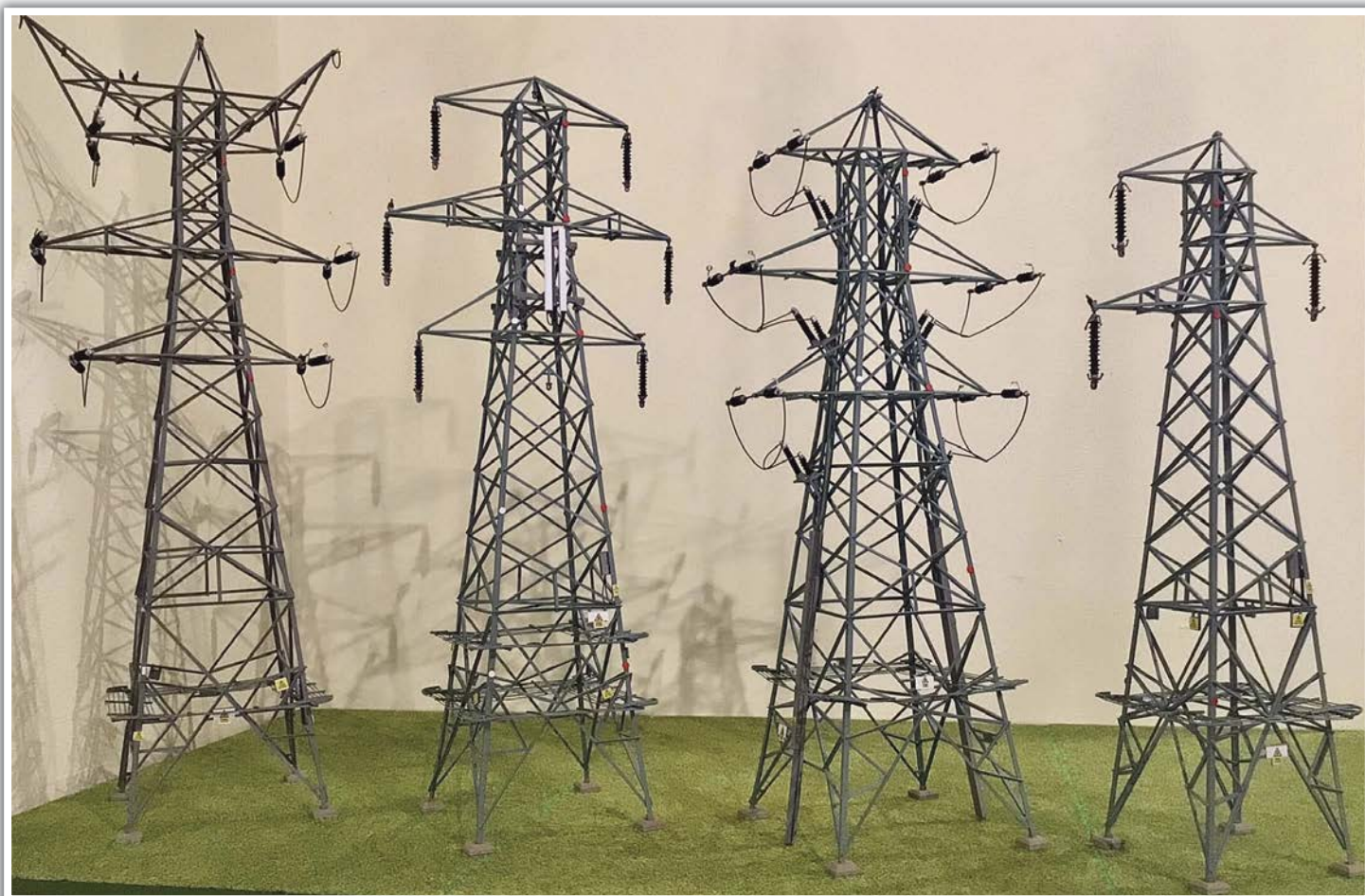
The venue required that all electrical equipment be subject to a Portable Appliance Test (PAT), the first part of which is a careful visual check that all cables are in good order. When the tester unrolled my extension lead, he spotted that the outer insulating sleeve over the wires had broken where it goes into the drum. This would place extra strain on the insulation on the wires, which could then break, causing a short circuit, potentially even a fire.

I should really have spotted this myself and condemned the lead – so please check your cables for faults. Find them now, before they cause an accident. If nothing else, I could have saved myself the cost of testing this piece of equipment, which would have gone a long way towards the price of its replacement.

HOW TO... CONSTRUCT A PYLON

Words & photography: Paul Rees

For nearly 90 years, transmission towers and pylons have been a regular feature on the British landscape and still continue to divide opinion over their aesthetic qualities.



The first pylons were approved by architect Sir Reginald Blomfield back in 1927, designed by US electrical engineers Milliken Brothers. To this day, many can still be found up and down the land. Although commonplace, generally the modelling world has largely overlooked these grandiose structures with just a few British prototypical versions available to choose from, thus making the challenge to scratch-build even more worthwhile.

With so many different designs to ponder

over, I thought the 'PL' series are the most appropriate as they can, in many respects, cover both steam, diesel and electric locomotion through much of the last century and beyond.

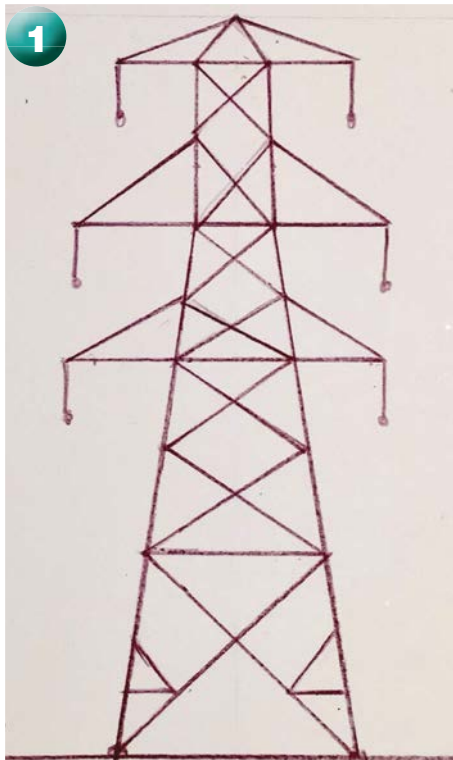
Detailed design drawings are easily available via the internet and, along with both a steady hand and a bit of patience, the results can be very rewarding.

Unlike conventional buildings, constructing pylons is one of a constant battle to maintain symmetry. It's vital

to check each stage and correct slight deviations. If possible, work with the original engineers' drawings as these will produce not only accurate representations, but also structurally sound models. I use Plastic-Weld from EMA to bond the girders, applied with a fine brush.

All the photographs, material dimensions and code references in this article are for 1:76 scale models.

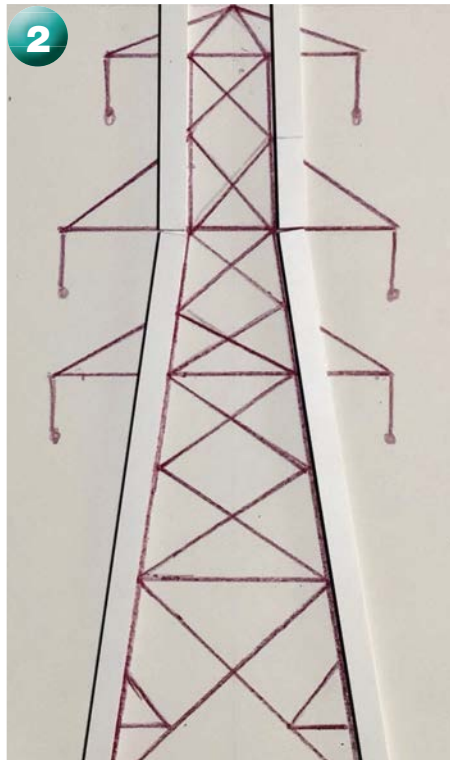
Here's how you can add a striking but seldom-seen feature to your layout...



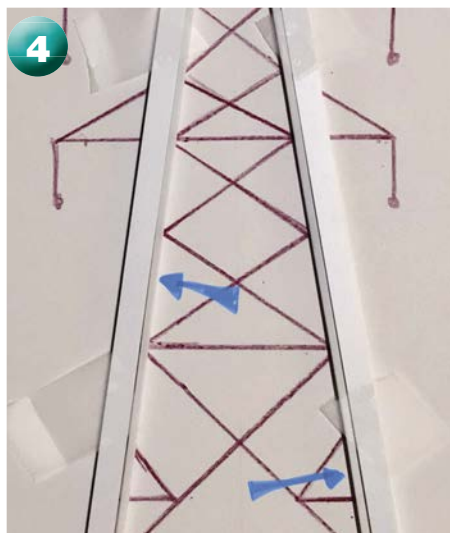
Bring to scale and print out the desired design as this will be your template. My 1:76 PL design series models usually require printing onto an A3 sheet – make four copies. For the tower, cut to length four of each girder component and place each group on to one of the spare drawings in its relevant location – this is to avoid mixing up parts during construction. The main tower corners are Evergreen Plastics (Code 292) 2mm angles, while the rest comprise of Plastruct (AFS-1) 1.2mm angles. Use pylon feet/bases from a Hornby (R530) kit, which are sprayed with Humbrol grey and sand-coloured acrylics to create a concrete effect. Put these to one side for later.



Evergreen Plastics (169) 6.3mm X 2mm strips (7 per pack)
 Evergreen Plastics (292) 2mm angle (4 per pack)
 Plastruct (AFS-1) 1.2mm angle (10 per pack)
 Plastruct (TB1)
 Plastruct (TBFS-3) tubing
 Plastic strip 1mm X 0.5mm
 1.5mm square rod
 1.2mm washers X 70 plus (depending on tower design)
 Hornby pylon bases x4
 Hornby insulator tips or complete insulators X6 or more (depending on tower design)
 Humbrol grey acrylic spray paint
 Humbrol grey acrylic primer spray paint
 Humbrol gloss black acrylic spray paint
 Humbrol sand acrylic spray paint
 Halfords grey plastic primer spray paint
 Plastikote aluminium spray paint



Use Evergreen Plastics (Code 169) 2mm x 6.3mm strips along the tower edge to create a template cradle. Tightly secure with Magic Tape in several places.



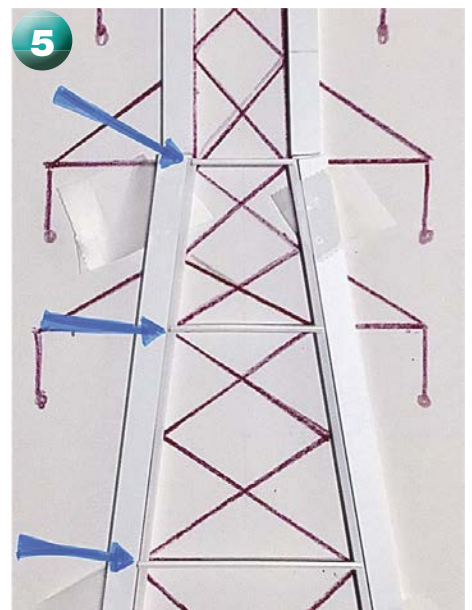
Secure each 2mm corner to the template cradle using Magic Tape, ensuring that they sit in exactly the same locations either side. Be careful not to tape where the 1.2mm angle girders connect with the tower corners.



Modelling knife (pointed blade tip)
 A3 cutting mat
 Fine tweezers
 Plastic-Weld liquid cement
 Superglue
 Precision poly (for optional anti climb wiring detailing)
 PVA or UHU glue (for pylon feet attachment)



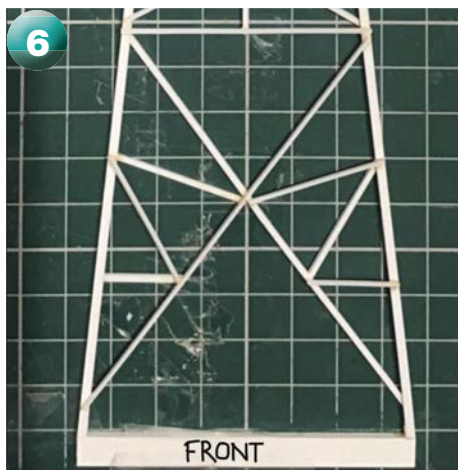
Each tower corner comprises of Evergreen 2mm (outer) with an inner Plastruct 1.2mm angle bonded to the inner side, except for 3mm inside at the base. Cut a 1.5mm piece of square rod and bond to the 2mm angle inside. Taking into account for the tower taper, add approximately 2mm to each corner length compared to the drawing.



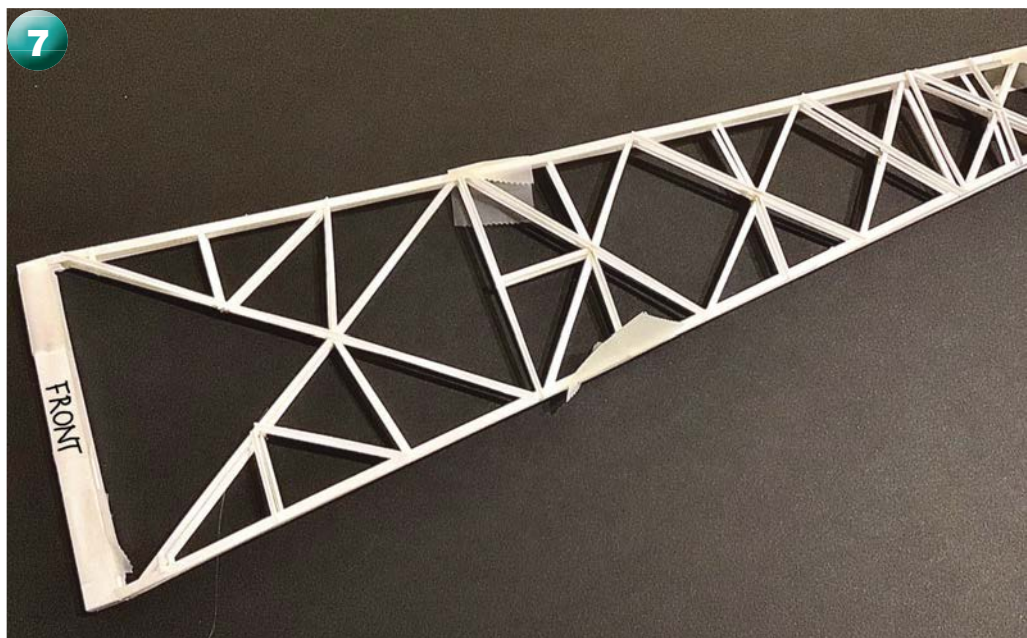
Horizontal girders and base strip. Apply a small drop of Plastic-Weld to the top corner of an Evergreen 2mm x 6.3mm strip. Cut these to the exact tower base width and attach to each tower base corner. Apply all pre-cut horizontal girders, making sure they line up with the drawing. Remember to use a fine brush and avoid Plastic-Weld from dripping down the sides, otherwise, the tower will be bonded to the cradle. Apply the remaining outer girders, bonding at all points. Once these are secured, cut the tower out using a pointed modelling knife, turn it over and reattach to the cradle. The inner girders can now be applied; although pre-cut you may need to reduce the length slightly to fit inside.

Magic Tape
 Blu Tack
 Metal rule
 Pencil
 Assorted brushes for both painting and applying
 Plastic-Weld

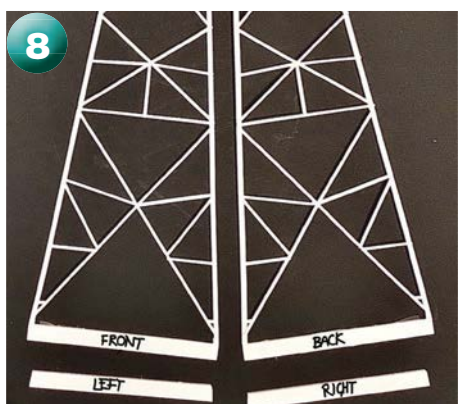
TECHNIQUES



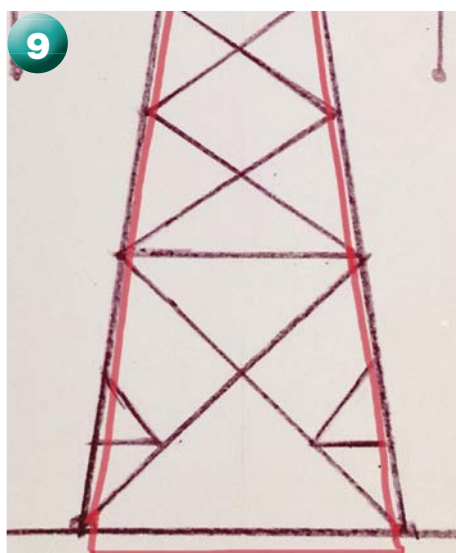
Once completed, remove the tower from the cradle and write 'Front' on the 6.3mm base strip. To ensure correct symmetry, place it on both a cutting board mat and then on one of your spare engineers' drawing copies. Corrections can take place by releasing girders using a sharp-pointed modelling knife, then re-bonding. Repeat steps 5 and 6 for the back.



For symmetry comparison, place the completed front and back sections facing outwards. Attach using Magic Tape. Remember to check and remove the tape from these sections before step 8.



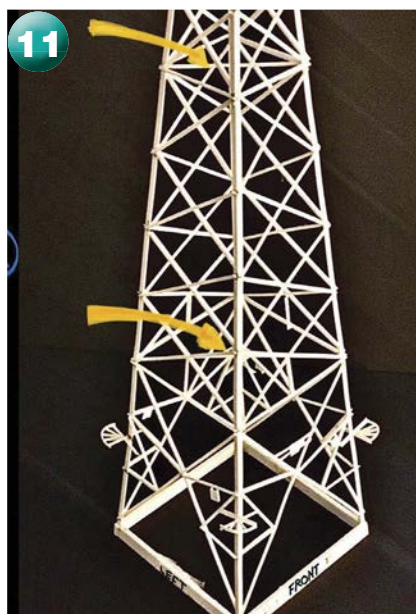
Attach both left and right 6.3mm base strips to each side. These should have a slight taper to follow the tower and be 4mm shorter compared to the front and back strips. Place on a cutting mat grid to confirm they form a perfect square.



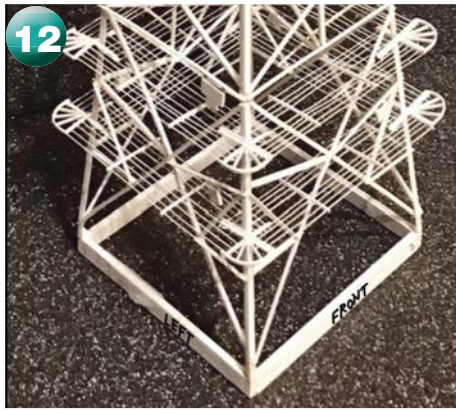
Cut remaining Magic Tape from the template cradle strips and reattach them 1.5mm further out from their original position to enable the tower to fit. Apply the outer horizontal girders to both left and right tower sides, then slot the left side into the cradle and gently tape the tower sides as before. Apply the inner girders first. You might have to cut down their lengths to fit. When this is completed, release the tower from the cradle. Using a spare A3 engineers' drawing, place this over a card sheet that has had double-sided tape applied, then firmly attach. Cut the inner tower drawing along the red line and attach to the left, inside of the model as a guide for the outer girders. Bond the outer girders to the tower. Once completed, remove the card drawing from the inside and check the tower's symmetry against the drawing first, then the mat grid. Check the tower edges to make sure they're straight. Repeat the process for the right side.



When all the sides are completed, attach the tower to a cutting mat, firmly securing it with Magic tape. Rotate the tower to check that the sides are straight and the girders all match up. By viewing the tower isometrically as in the photograph (diamond position), the middle front/back tower corners should line up every time. The featured example needs a few slight adjustments. Check that horizontal girders run parallel with those on the mat and tower. Viewing directly from above, I've found the right-hand side usually needs adjusting as this is the last area to be completed and therefore under the most tension. It takes time, but perseverance always pays off.



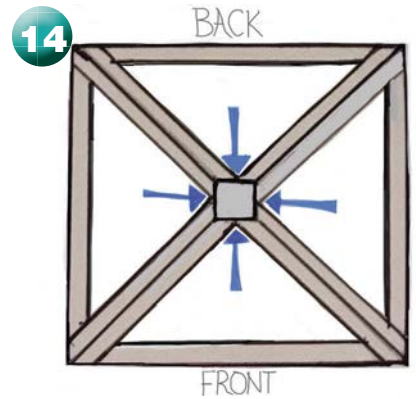
With symmetry rectified, the inner horizontal anti-twist girders are added. These are usually positioned inside at the same level where each lower arm is attached, forming a cross pattern for maximum strength. 1.2mm angles are cut to length and inserted using fine tweezers while the tower is firmly held to reduce further twist. It's fiddly work! If you have a second cutting mat to hand, position it against a straight wall so that further symmetry checks can be made at the same time.



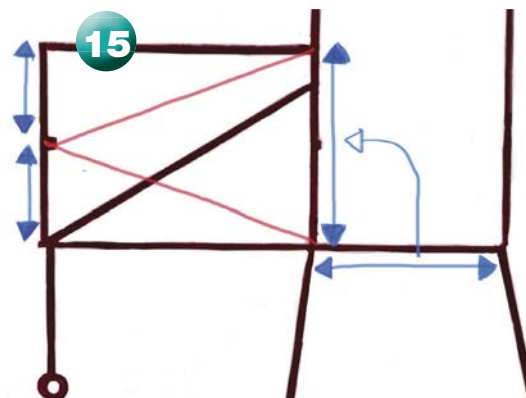
Once completed, the tower can be detached and additional detailing added, including signage and anti-climbing wire (Plastruct MR-10). This is best applied by turning the tower upside down, then using a foam block cut to support it. The inside wires are strung first, then the outer ones. Thin plastic square spacer rods are attached using double-sided tape, which are very lightly glued using poly cement instead of Plastic-Weld, which is too aggressive.



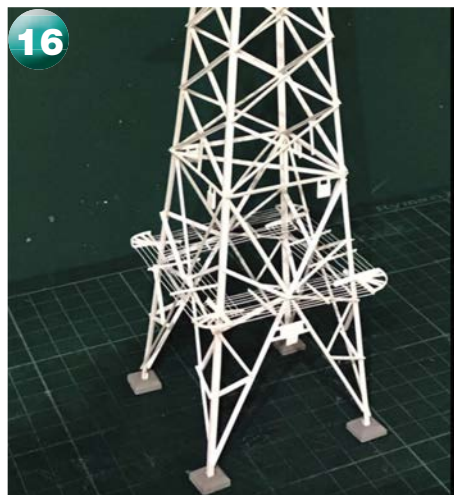
The upper tower section is constructed in the same manner as the lower section. The only differences are each 2mm corner just needs the 1.2mm girder bonded inside without any 1.5mm rod at its base. Due to the narrower construction, there is no need for any card girder template for the inside. Tweezers are a must, though. When completed, remove from the square 6.3mm strip base, check the corners all line up with the previously-built lower tower section, then bond together. It is crucial to check that the upper section is completely level and in line. Slight adjustments can be made before the bonding sets.



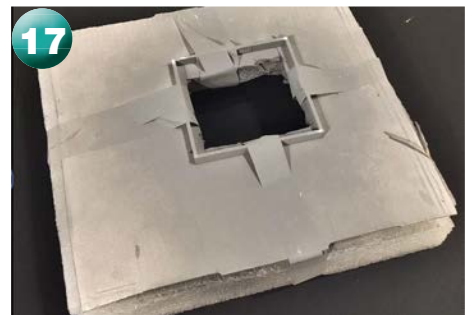
The very top (pointed section) is constructed from four equal 1.2mm girders joined at each corner. When still pliable, the front two girders are gently pushed towards each other over the middle. The touching corners tips are then bonded. Repeat the process for the back two, then join all of them together forming a perfect pyramid. Looking straight down reveals a square gap at the very top which can be easily filled using a small piece of square rod.



Each tower arm consists of four main components – the lower section, which usually runs out at right angles and the upper angled supports. Simply calculate the tower width by its length to create a template for the lower 1.2mm girders (red). Once cut and bonded, make sure these are running out precisely from the tower and are central when viewing the tower sideways on. The upper angled sections can be added. I used 0.75mm wide x 0.5mm strips. Extra girder detail can then be added. After each arm is completed, shave down, then cut a thin piece of Plastruct (TBFS-3) tube for the insulators.



Detach the tower from the 6.3mm square base strip, and lightly sand the inside corner bases of the tower and fit into the Hornby pylon feet. Check to see if the tower is sitting properly and adjust accordingly. Make sure all components are bonded and remove the remaining Magic Tape as well as the Hornby pylon feet.



Cut out a square aperture in a piece of card as well as in a section of foam or several layers of bonded card. Attach the 6.3mm square strip base by wrapping Magic Tape all the way through/around the aperture several times to prevent movement. Apply Plastic-Weld to each corner and secure the tower. Once the bonding has cured, the tower can be sprayed. Halfords plastic grey primer and Humbrol grey acrylic paints give an excellent finish. Use the aperture when spraying the inside. Remember to paint in a well-ventilated area and use a relevant face mask. Leave to dry for 24 hours.



Hornby insulators can be used and superglued to the Plastruct (TBFS-1) tubing at each pylon arm tip. 3D printing is another option, or you could scratch-build. If choosing the latter, cut Plastruct (TB-1) wire rod to length, strip off the plastic coating which will not be covered by the insulators, then cut Plastruct (TBFS-1) to equal lengths, along with 1.2mm metal washers, sliding them over the plastic coating. Bond using Plastic-Weld. When dry, these can be sprayed with Humbrol acrylic grey primer followed by Humbrol acrylic gloss black. Remember to mask the exposed wire – Blu Tack works well.



Finally, the painted Hornby bases are added along with warning signage from Sankey Scenics, which supplies excellent bespoke warning sheets. There's always room to add further detailing at a later date. Job complete! While not being the easiest structures to scratch-build, when seeing the finished results, the challenge in their construction is all the more worthwhile.

HOW TO... BUILD AN ISINGLASS DIA. 164 GRESLEY TPO

Words & photography: Tony Wright

If an item of rolling stock isn't likely to be made ready-to-run – build a kit. Tony Wright constructs an ideal companion to a travelling post office train.



Though I'm not the sort who embraces new technologies in my model-making, from time to time, I do investigate new methodologies; as here, by my tackling a 3D-printed resin kit for a most-interesting prototype. Having only built three items in this medium, I'm hardly experienced, though I am learning! It's clear to me that kits made in this material are suitable for the inexperienced/less able/beginner because they're glued together and no metal-forming/shaping is required. Soldering is still a 'black art' to many. In fact, such is the quality of part fitment with this model, that I'd be inclined to offer it to the absolute beginner.

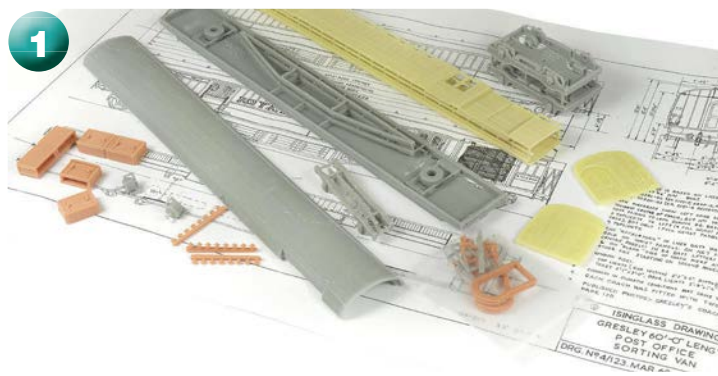
I completed it to be able to run on my model of 'Little Bytham', finishing it off in lined BR maroon, appropriate for the late-1950s, thinking I was clever by not fitting the traductor gear and netting. Many TPOs lost this equipment later in their lives, though they still continued in service as TPOs but without being able to deposit and

pick-up post at speed en route. The minute I feel I'm being clever, the alarm bells should ring, loudly! Why? Because the number I chose was for a vehicle that didn't lose its gear, more of which, later.

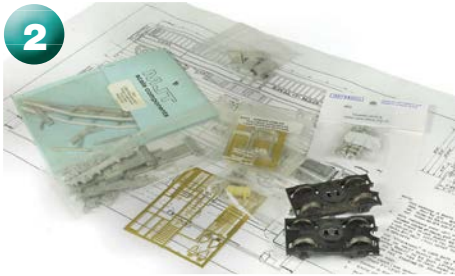
These splendid prototypes were built at York between 1933 and 1937 and appeared originally in varnished teak. In BR days, they were painted crimson and/or maroon (one even got to blue/grey), and they usually ran in dedicated postal trains, a service now lost to the railways. However, they often

appeared as single vehicles in empty stock trains, either going for repair or returning to service, York being the usual works. As mentioned, quite a few latterly lost their external gear. One is preserved on the GCR, though it's been altered from its original configuration. For reference, I used one of David Larkin's books and as many other photographic sources I could find in my library.

The following step-by-step pictures show how I got on.



This is what I received from Andy Edgson of Isinglass, including a scale drawing by his late father, John. Everything was crisply-formed and accurate. The resin used (supplied by Peedie Models) is far less brittle than stuff I've come across in the past.



I consider the measure of any good kit is its adaptability with regard to using other source material, catering in equal measure for prejudices and preference. Where possible, I substitute metal trussing for plastic or resin equivalents, as well as other metal castings and etchings. I had a spare pair of Hornby Gresley bogies as well as cast metal ones.



The coach floor pan was straight and true, with no distortion or warping. I fixed 6BA bolts for the bogies' pivots, passing through a brass washer epoxied into the depressions.



I really should read instructions; and those provided are very good. I decided to use the Hornby bogies, but neglected to read that the 'Polo'-shaped pads should be removed to give the correct ride height! Instead, I just scraped/filed-down the bogies' bolsters, giving myself work that should not have been necessary had I shown any sense! No matter, the whole thing rode beautifully in the end.



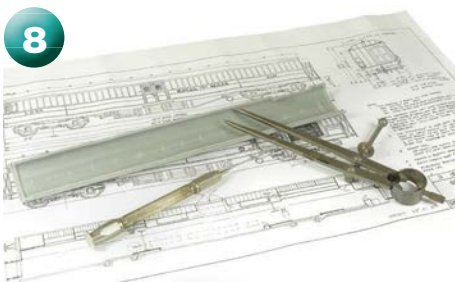
The main body parts were beautifully-formed and fitted perfectly. After an unsuccessful attempt at fitting them together with superglue, I then used Evo Stik in impact mode. The different profiles for the sides were beautifully-observed – the gear-side/corridor-side being narrower.



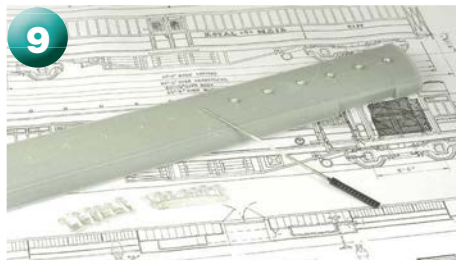
The MJT substitute trussing was soldered together and then fixed in place with superglue. Years of exhibiting has taught me that many carriages fitted with anything less than metal trussing arrive back home with bits broken off!



It's a similar situation with regard to 'V'-hangers, brake cylinders and dynamos. No dynamos (two of) were supplied and neither were the 'V'-hangers (Comet), but I was very happy with the battery boxes. They had plenty of 'land' to glue to the floor pan.



Very handily, two full-length lines marked the centre of the roof from the inside. I just plotted the positions of the ventilators from the drawing using spring dividers, then drilled pilot holes with a pin chuck (note the drawing pin in the end to act as a pivot, preventing injury to the palm).



With all the pilot holes drilled, a suitably-sized taper broach was then used to open them up to the correct size. I suppose my prejudice against 'plastic' ventilators stems from my days, years ago, of building Ian Kirk kits. Thus, I always substitute cast ones (Comet), fixing them in place with superglue, applied on the inside.



The main bodywork completed, with everything fitting as it should. I always make my own couplings (pulling off the headstocks, not the bogies). Had I decided to use the parts for the gear, I doubt if I'd have fitted them at this stage prior to painting. The characteristic LNER clipped-top buffers came from Comet.

11 The side which remained the same, whether any gear was present or not. The conduit along the base of the solebar was formed from 30A fusewire, stretched straight and then fixed in place with superglue. The footboard came from an old Kirk plastic sprue.



TECHNIQUES

12



I paint my carriages with 'rattle-can' Halfords car acrylics, applied straight from the can. After an application of red-oxide primer, the underframe was then sprayed with matt black. The homemade spring device is ideal for holding the work as painting takes place.

13



The roof was sprayed matt black at the same time; it's sitting in place temporarily. I then masked off the underframe and painted the main body with Ford Burgundy Red. There was a slight overspray, but that would be tidied up later with matt black enamel, applied with a sable.

14



Lining was by Replica Railways waterslide (the best I've used), and the lettering/numbering was from Modelmasters' waterslide range. Over the beading, there was a slight halo to begin with, but an application of Humbrol's 'Decalfix' soon sucked it right down. Just visible inside is a strip of lead I added to aid stability.

15



One final job, paint-wise, was to render the letterbox in bright PO red, both sides. The flexible corridor connectors came from Modellers Mecca.

16

In service in a short empty stock train on 'Little Bytham'. Close examination of the complete model particularly under my powerful studio lights reveals evidence of 'ribbing', caused by the printing process. This is hardly visible in 'layout conditions' and I'm delighted with how this carriage has turned out. For 'accuracy', I'll either have to fit the traductors and net (supplied) or renumber it, but at the moment, I'm just running it.



Conclusion

A splendid kit in my view; yes, I'm sure a full etched-brass equivalent might make-up into a 'superior' model, but that procedure is beyond many modellers who either lack the skill, experience or 'courage' to start forming/soldering complex, all-metal kits. This TPO is far more up the street of the inexperienced/beginner. The fact that I've substituted some parts should not be taken as a 'criticism' of what's supplied; as I've already mentioned, a measure of a good kit is its flexibility. Indeed, using just the parts supplied should result in a fine model, though 'V'-hangers, dynamos and buffers will have to be sourced. It's easy and rapid to build, and I recommend it.



**Sponsors of Pete Waterman's
MAKING TRACKS II
MODEL RAILWAY EXHIBITION**

Discover the West Coast Mainline - Kilsby Tunnel to Rugby

**Following the huge success of the 2021
Making Tracks Model Railway Exhibition at Chester Cathedral
We are delighted to sponsor the 2022 to be held again next summer**

**18th July 2022 to 3rd September 2022
Monday-Saturday (Closed on Sundays)**



71-73 Bridge Street Row,
Chester CH1 1NW

**Two floors to satisfy your
modelling needs**

**Telephone: 01244 400930
Website: www.chestermodelcentre.com
Email: shop@chestermodelcentre.com**



www.hornby.com

RK EDUCATION

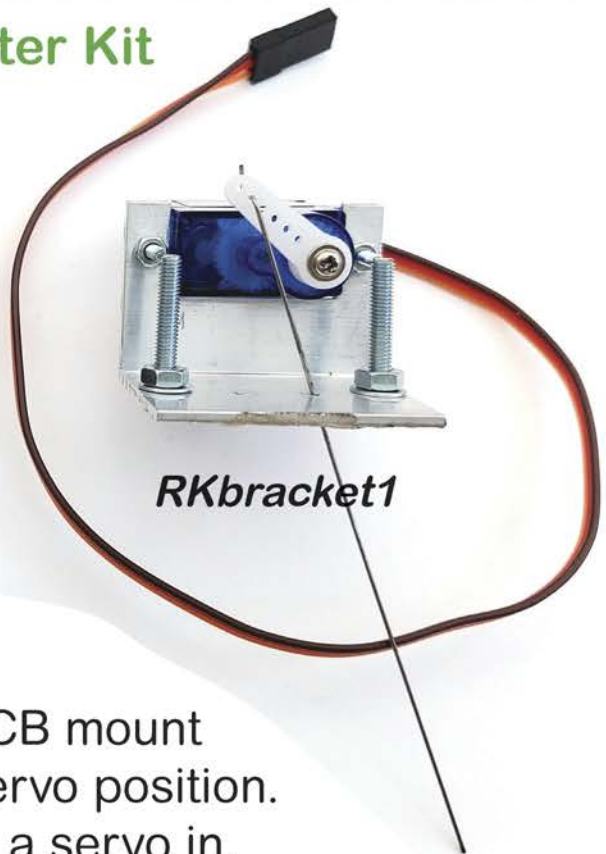
SPECIALISTS IN A WIDE RANGE OF HIGH QUALITY PRODUCTS FOR MODEL RAILWAYS

INTRODUCTORY OFFER - £49.99

RKsc1 Servo Control Unit Starter Kit



Control 8 servos with the RKsc1.



Each servo is controlled using a PCB mount toggle switch and LEDs indicate servo position. The unit is very simple to use, plug a servo in, power up and start controlling servos.

A comprehensive kit is available that includes everything you need to get started and for a limited time is available for £49.99

Kit includes: RKsc1 with mounting feet, 6V 2 amp power supply, 8 servos, 8 servo brackets, 8 piano wires, 8 sets of fasteners to attach the servos to the brackets and the brackets to your base board.

www.rkeducation.co.uk



1970



RAILS OF SHEFFIELD

2020



railsofsheffield.com

EXCLUSIVE FROM RAILS & DAPOL
OO GAUGE MODELSECR MAUNSELL
D1 CLASS

NEW!

6 LIVERIES AVAILABLE
DCC READY / DCC SOUND

PRE-ORDER NOW! £30 Deposit / £199.95 - £324.95 SEE WEBSITE FOR DETAILS EXP Q4'22

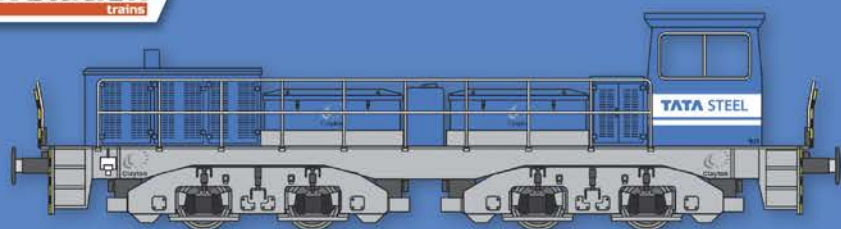
Revolution
trainsREVOLUTION TRAINS
ANNOUNCECLAYTON
CLASS 18

5 VERSIONS AVAILABLE

The CLAYTON ENGINEERING CLASS 18 CBD80/CBD90 HYBRID
BATTERY DIESEL SHUNTING LOCOMOTIVE in OO Gauge.

EXCLUSIVELY FROM RAILS! EXP Q4'22-Q1'23

LIVERIES AVAILABLE - Beacon Rail - Tata Steel - Sellafeld Ltd

PRE-ORDER NOW! £30 Deposit
£179.95 - 279.95 - see website for details

WE STOCK ALL THE MAJOR BRANDS
plus many, many more...

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.

OUR SHEFFIELD SHOP IS OPEN:
9am-5pm Mon, Tues, Thurs, Fri & Sat
CLOSED: Wed & Sun

RAILS TV & SOCIAL MEDIA...

Like us on:



railsofsheffield



railsofsheffield



railssheffield



railsofsheffield

Search:
RAILS-OF-SHEFFIELD

**SEE OUR WEBSITE FOR FULL LISTINGS
INCLUDING SPECIAL OFFERS & GREAT DEALS!!**

www.railsofsheffield.com

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).

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 post codes 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

railssheffield

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: BRM2022

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436 Fax: (0114) 255 5982

✉ info@railsofsheffield.com

▶ [railsofsheffield](https://www.railsofsheffield.com)

f [railsofsheffield](https://www.facebook.com/railsofsheffield)

🐦 [railssheffield](https://www.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 & N GAUGE MODELS

See the website for full details:

Sonic Models

NEW!

DUE
Q2 2022



(GCR CLASS 9N) 4-6-2 TANK

ROBINSON A5

8 VERSIONS AVAILABLE

PRE-ORDER NOW! £149.95
Secure yours for **ONLY £30 DEPOSIT**

CLASS 56

14 LIVERIES AVAILABLE

PRE-ORDER NOW! £189.95

Secure yours for **ONLY £30 DEPOSIT**

DCC FITTED & DCC SOUND VERSIONS ARE AVAILABLE



CAVALEX
Models



BR BLACK WITH SILVER TRIM (AS BUILT 1951)

BR GAS TURBINE PROTOTYPE 18100

THE REBUILT VERSIONS ALSO AVAILABLE

PRE-ORDER NOW! £225.00
Secure yours for **ONLY £30 DEPOSIT**

NEW!



EXCLUSIVE
TO RAILS

KERR 0-6-0T LOCOMOTIVE

STUART "VICTORY"

5 VERSIONS AVAILABLE

PRE-ORDER NOW! £130.00
Secure yours for **ONLY £30 DEPOSIT**



NEW!



DUE
Q2 2022



SOUND
UPGRADE
AVAILABLE

NORTH EASTERN RAILWAY

ELECTRIC AUTOCAR

3 VERSIONS AVAILABLE

PRE-ORDER NOW! £199.95
Secure yours for **ONLY £30 DEPOSIT**



PRECEDENT

LNWR IMPROVED CLASS 2-4-0

2&3 VERSIONS AVAILABLE

NOW IN STOCK!

SEE WEBSITE FOR DETAILS



2-6-2 'DURHAM LIGHT INFANTRY'

CLASS V2



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**

COLLECTION

railsofsheffield.com/exclusive

OO & N GAUGE MODELS

SEE
WEBSITE
for more
EXCLUSIVES
& details!

HORNBY
MODEL RAILWAY
Awards
2019
HORNBY
MODEL RAILWAY
Awards
2018
RETAILER OF THE YEAR!

NEW!

N GAUGE

Sonic Models

CLASS J50 0-6-0 TANK

8 VERSIONS AVAILABLE

DUE
Q2 2022

PRE-ORDER NOW! £109.95
Secure yours for **ONLY £20 DEPOSIT**



N GAUGE

dapol
Model Railways Company

NEW!

CLASS 59 206

'JOHN F YEOMAN' G&W
FREIGHTLINER LOCOMOTIVE

PRE-ORDER NOW! £159.95 **NO DEPOSIT**



NEW!

N GAUGE

MATHIESON

MATHIESON RCH 7 PLANK WAGON COLLECTION

10 VERSIONS AVAILABLE

DUE
Q2 2022

PRE-ORDER NOW! £19.95



DRAX POWER IIA-D BIOMASS HOPPERS

TWIN PACKS - RANGE OF SIX PACKS AVAILABLE

N GAUGE

Revolution
trains

PRE-ORDER NOW! £79.95



NEW!

N GAUGE

DUE
Q2 2022

TRIPLE
PACK

PGA WAGON

6 VERSIONS AVAILABLE

CAVALEX
Models

PRE-ORDER NOW! £89.95



CLASS 59 59003 - EXCLUSIVE

ORIGINAL GBRF "EUROPORTE" & REVISED GBRF

N GAUGE

Revolution
trains

NEW!

PRE-ORDER NOW!
£159.95



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

🌐 railsofsheffield

🐦 railssheffield

📷 railsofsheffield

Corporate Partners of
**RAILWAY
MUSEUM**

AWARDS



A BRMA title is something that many of the manufacturers hope to pick up each year as recognition from the wider modelling community for their efforts. All manufacturers who released ready-to-run products between January 1 and December 31 each year automatically has its products added to the voting list in the relevant categories for N, OO, OO9 and O gauge locomotives and rolling stock. We also feature an innovation category, highlighting some of the best developments within the hobby over the last 12 months, plus two awards specially selected by the BRM editorial team.

Here, we present the 2021 winners from each category.

N GAUGE MOTIVE POWER	Votes	%
Revolution Trains Class 92	740	28%
Kato Class 800 IEP	694	26%
N Gauge Society Hunslet 0-6-0	543	21%

OO GAUGE STEAM LOCOMOTIVES	Votes	%
Bachmann / Rails of Sheffield Caledonian 812 Class 0-6-0	608	18%
Dapol / Locomotion / Rails of Sheffield Wainwright D Class 4-4-0	501	15%
Bachmann LNER V2 2-6-2	386	11%

OO GAUGE COACHING STOCK	Votes	%
Hornby SR Bogie Luggage Van	845	30%
Hornby 'Generic' 4W and 6W coaches	691	24%
Hornby Stanier Coronation Scot coaches	520	18%

N GAUGE ROLLING STOCK	Votes	%
EFE Shark ballast brake van	595	25%
EFE Mermaid ballast wagon	401	17%
Revolution PCV Cemflo cement wagon	398	17%

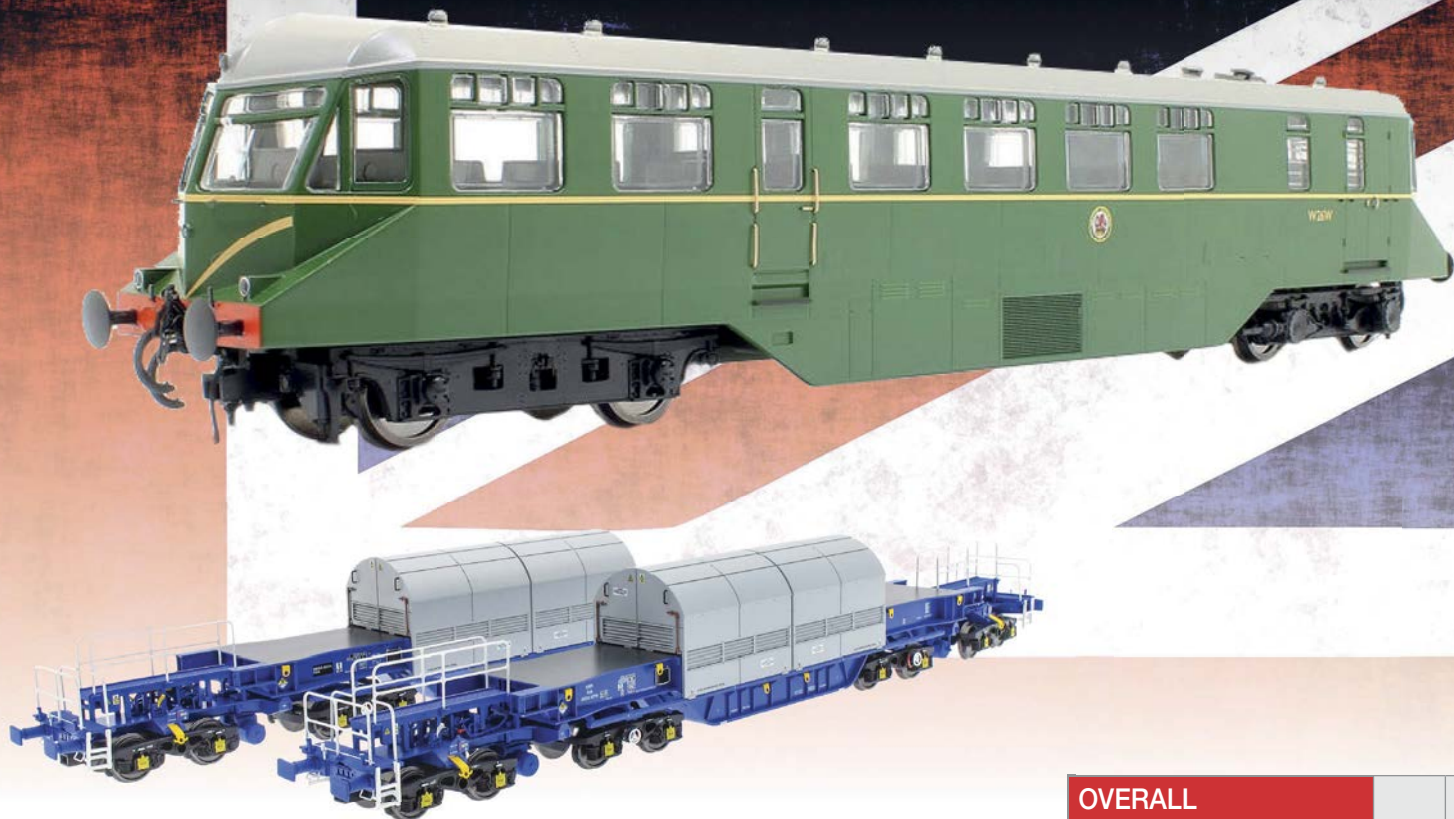
OO GAUGE DIESEL AND ELECTRIC	Votes	%
Bachmann Class 47 Co-Co	689	20%
Irish Railway Models Metrovick A Class C-C	501	15%
KR Models GT3 Gas Turbine 4-6-0	423	13%

OO9 PRODUCT OF THE YEAR	Votes	%
Bachmann Narrow Gauge Ffestiniog Double Fairlie	1963	77%
Heljan Lynton & Barnstaple Baldwin 2-4-2T Lyn	478	19%
Bachmann Narrow Gauge steel-bodied coach	114	4%

N GAUGE MANUFACTURER OF THE YEAR	Votes	%
Revolution Trains	1068	37%
Graham Farish/EFE	896	31%
Kato	474	16%

OO GAUGE MANUFACTURER OF THE YEAR	Votes	%
Bachmann Branchline/Narrow Gauge	1144	27%
Accurascale / Irish Railway Models	1023	25%
Hornby	748	18%

OO GAUGE WAGONS	Votes	%
Accurascale KUA nuclear flask wagons	775	23%
Kernow MRC LSWR Road vans	608	18%
Accurascale MDO/MDV 21T mineral wagons	508	1%



O GAUGE LOCOMOTIVES	Votes	%
Heljan GW AEC Railcar	894	37%
Heljan Class 17 Clayton Bo-Bo	778	32%
Heljan Class 31/4 A1A-A1A (refurbished)	760	31%

O GAUGE MANUFACTURER OF THE YEAR	Votes	%
Dapol	1111	37%
Hattons Model Railways	803	27%
Heljan	801	27%

O GAUGE ROLLING STOCK	Votes	%
Hattons Model Railways Gresley coaches	1038	42%
Dapol / Lionheart BR Mk1 coaches	651	26%
Dapol Conflat container wagon	523	21%

INNOVATION OF THE YEAR	Votes	%
Bachmann Class 47 iridescent glazing and working fans	846	27%
Dapol loco/tender couplings – D Class/Mogul	744	18%
Dapol / Lionheart Mk1 interior details	720	13%

EDITORIAL CHOICE AWARD: LAYOUT OF THE YEAR
Llanidris - Robert Brown
Heaton Lodge Junction - Simon George
Loctern Quay - Michael Campbell

OVERALL MANUFACTURER OF THE YEAR	Votes	%
Bachmann Branchline / Narrow Gauge / Graham Farish / EFE	979	22%
Accurascale/Irish Railway Models	966	21%
Hattons Model Railways	795	18%

EDITORIAL CHOICE AWARD: RMWEB MODELLER OF THE YEAR
Mick Bonwick
Peter Smith
Jeff Grainger



See more and join in
the conversation on
our forum
RMweb.co.uk

WORLD OF RAILWAYS

TV

DIGITAL EDITION EXCLUSIVE

BRMA presentations 2021

A BRMA title is something that many of the manufacturers hope to pick up each year as recognition from the wider modelling community for their efforts. Here, the MRC presents some of the winners of this year with certificates.

WATCH THE VIDEOS HERE

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



PLAY

DAPOL ANNOUNCES J94 'AUSTERITY' 0-6-0 AND THREE NEW VANS FOR 'O'

Dapol is to produce models of the Riddles 0-6-0 'Austerity' – later J94 – locomotives for 7mm:1ft scale/O gauge. A total of 10 locomotives have been announced as part of its first production run. CAD design is now complete and the project has moved to tooling. Dapol informs us that first engineering prototypes should be shown during summer 2022.

Introduced during the Second World War, the locomotives were built primarily for shunting duties. After the conflict ended, the military had 90 for its railway system. 75 were sold to the LNER, being classified as J94, some with modified coal bunker and extra steps, while others were sold for industrial use. Between 1948 and 1964, 77 new Austerity locomotives were built for the NCB, which continued in use into the 1970s with a total of 70 entering preservation.

Dapol's model promises firebox glow, a five-pole skew-wound motor with flywheel vertically mounted in the firebox, a slide in PCB accessed through the hinged smokebox door, while models are to be DCC Ready with a 21-pin DCC decoder socket.

Plunger pick-ups from all six driving wheels, a die-cast chassis, footplate and coupling rods will also feature, with a sprung centre driving wheel to improve electrical pick-up. The saddle tank is expected to be die-cast as a single piece, adding weight and strength to the model, while driving wheels too are to be die-cast, being fitted with turned metal plated tyres.

Bonus features of models are to include working inside motion – including connecting rods with pistons and valve eccentrics, opening, posable cab doors and a cab roof secured by magnets for easier installation of crew.

Models are to feature sprung buffers, three-link couplings, a detailed cab, scale metal handrails, and a detailed underframe, while locomotive-specific details will include two different cab and bunker variations

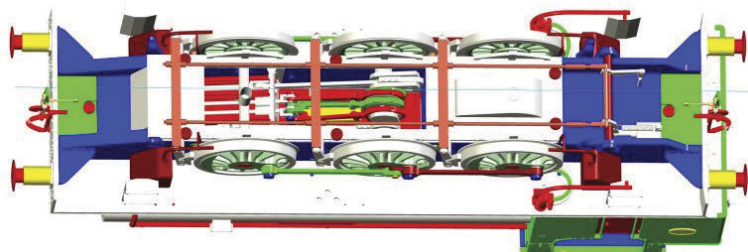


and two chimney versions. Models announced are as follows:

- (7S-094-001) J94/Austerity LNER black No. 8006
- (7S-094-002) J94/Austerity BR black British Railways 68023
- (7S-094-003) J94/Austerity BR black early crest 68030
- (7S-094-004) J94/Austerity BR black late crest 68012
- (7S-094-005) J94/Austerity WD black 75061
- (7S-094-006) J94/Austerity Wemyss WPR lined brown No. 15
- (7S-094-007) J94/Austerity NCB lined green *Whiston*

- (7S-094-008) J94/Austerity United Steel lined red No. 22
- (7S-094-009) J94/Austerity Mech Navvies red 71515
- (7S-094-010) J94/Austerity LMR lined blue *Errol Lonsdale* No. 196

Recommended retail prices announced are: £250.00 (DCC ready), £285.00 (DCC fitted) and £380.00 (DCC sound-fitted).



Meanwhile, the manufacturer unveiled a trio of 12T vans for the scale at the Gauge O Guild's 2022 Kettering show. Models to be produced are the LMS 12T standard, the GW 12T standard and the GW 12T 'Fruit A'. All models will feature a die-cast compensated chassis, finely profiled wheels and axles with brass bearing pockets, a detailed injection-moulded body, many separately-added fine details, sprung metal buffers, plus a sprung metal coupling hook with 'instantan' or screw-link couplings, where appropriate. Its standard vans will cover vacuum-fitted variants. The recommended retail price of models is £51.40, each. For further details on these models or to pre-order, visit your local Dapol stockist.

LMS STANDARD 12T VAN

Between 1935 and 1936, 7,500 12T vans were constructed to Diagram D1897, Lots 823, 824 and 825 being vacuum-fitted while Lots 826, 838, 839 and 840 were unfitted. Further similar vehicles were built up to 1945. Many non-fitted vans were subsequently fitted by BR with automatic vacuum brakes. The pipes however were 'coach fashion' and didn't have the LMS 'wagon type' upright pipe. Dapol is proposing to produce a total of three LMS Standard 12T Vans in the first production run:

- (7F-065-001) LMS Standard 12T Van Grey 505010
- (7F-065-002) LMS Standard 12T Van Bauxite 510289
- (7F-065-003) LMS Standard 12T Van Bauxite M508580

GREAT WESTERN STANDARD 12T VAN

The adoption of the RCH 17ft 6in underframe for the 12T van in 1927 coincided with a change in door design to vertical planking, and after 1932, the 10ft wheelbase was used, which Dapol's model will replicate. Between 1933 and 1943 more than 8,500 vans were built, both vacuum- and non-vacuum fitted to Diagram V23/V24 with a further 265 constructed between 1935 and 1939 to Diagram V26 code named 'Parto'. These had internal partitions to protect loads from damage. Dapol is proposing to produce five Great Western Standard 12T Vans in its first production run:

- (7F-066-001) Great Western Standard 12T Van grey 123254
- (7F-066-002) Great Western Standard 12T Van grey 123522
- (7F-066-003) Great Western Standard 12T Van Parto grey 112788
- (7F-066-004) GW Standard 12T Van BR Western grey W145580
- (7F-066-005) LMS Standard 12T Van bauxite M508580

GREAT WESTERN 12T 'FRUIT A' VAN

200 12T Diagram Y8 Fruit vans of Lot 1270 were built in 1937-8 for the Guernsey tomato traffic, and classed 'Fruit A', with more than 16,000T per year shipped from Weymouth to London. Dapol is proposing two Great Western 12T 'Fruit A' vans in the first production run.

- (7F-067-001) Great Western Fruit A Van Grey 134149
- (7F-067-002) GW BR Western Fruit A Van Bauxite B143313



KERNOW MODEL RAIL CENTRE REVEALS CLASS 03 EXCLUSIVE



Kernow Model Rail Centre has revealed an exclusive model commission from Bachmann Europe. An N gauge Class 03 diesel shunter in Network SouthEast livery has arrived in stock with the retailer and is available to purchase.

The Class 03s were introduced between 1957 and 1962. With 230 built, the type was one of BR's most successful small 0-6-0 diesel-mechanical shunters and was adopted as its standard small shunter. Weighing 30T, 18T less than the Class 08 diesel shunter, the Class 03s were fitted with Gardner engines and their distinctive jackshaft drive arrangement gave the locomotives a top speed of

28½ mph.

Despite their usefulness, a downturn in shunting requirements meant that withdrawals began in 1968, although the last remained in service on mainland Britain until 1987.

03179 operated on the Isle of Wight on June 30, 1988, where it gained the Network SouthEast livery, and remained in traffic on the island until 1993. It was later resurrected by West Anglia Great Northern in 1998 to shunt its Hornsey Depot and named *Clive*. Subsequently operated by First Capital Connect, the locomotive was finally withdrawn in 2008 and preserved, at Rushden, Higham and Wellingborough Railway, bringing the total number of

surviving examples to 56.

The Kernow Model Rail Centre Exclusive detailed model in N gauge is being produced for KMRC by Graham Farish. The model features the latest chassis design with a powerful coreless motor and easy decoder fitting via a 6-pin DCC socket. The detailed body shell incorporates many separate components, including the 'flower pot' exhaust, lamp brackets and metal handrails.

The recommended decoder is the new Bachmann six-pin micro (36-571), which will fit into the limited space available. For current pricing and availability, visit the Kernow Model Rail Centre website, or visit its Camborne or Guildford stores.

BACHMANN OPENS RETAIL STORE IN LEICESTERSHIRE



Castle Street in Hinckley is the new home to Model Collect Create (MCC), a new store from Bachmann Europe, aimed at bringing hobbies back to the high street.

Stocked with a vast range of products from the company's range, the 135sqm shop opened on Monday, March 28, and is expected to become a destination for new and experienced modellers. The MCC Store is to host workshops and demonstrations, while the very young can enjoy an activity table to let their parents browse.

Bachmann Europe's Managing Director, David

Haarhaus, explained the aim is to; "Introduce the concept of a hobby to families and children who are not even aware that half of this stuff exists. Lockdown has provided a resurgence in interest in something other than a computer screen, and so we hope by opening a store, in an active market town, we are able to capture the imaginations of people who have no prior knowledge of what a rewarding activity actually physically making something can be."

BRM was privileged to be asked to tour the store ahead of the opening. We saw plastic kits for all tastes, including the new Thunderbirds range, flying models, boats, die-cast collectables, railways and possibly the largest selection

of Woodland Scenics products you are likely to see anywhere.

Staff are to demonstrate modelling techniques and help customers build a kit they have just bought, on the premises. Bachmann's aim isn't to compete with existing model trade, prices will stick to official RRP, but to create a "new type of experience". There will be no online or mail-order sales. David's passion is to support real-world model shops, partly stemming from his early career with the Beatties of London chain of shops. He tells us that the idea of opening a shop has been in his mind for a decade, only the pandemic stopping it from coming to fruition earlier.

Project Manager Jon Gibbs said, "During the pandemic, we have seen a huge surge in interest for modelling products, with people revisiting past hobbies and having more time to spare. The aim of the store is to get people to put down their screens and create something amazing using the products on offer and expert advice on hand. This is a store for all members of the family to enjoy, with products for all ages and abilities. Within the store, there is a fantastic range of materials to support school projects and encourage creativity. We have a great team here who can't wait to welcome visitors".



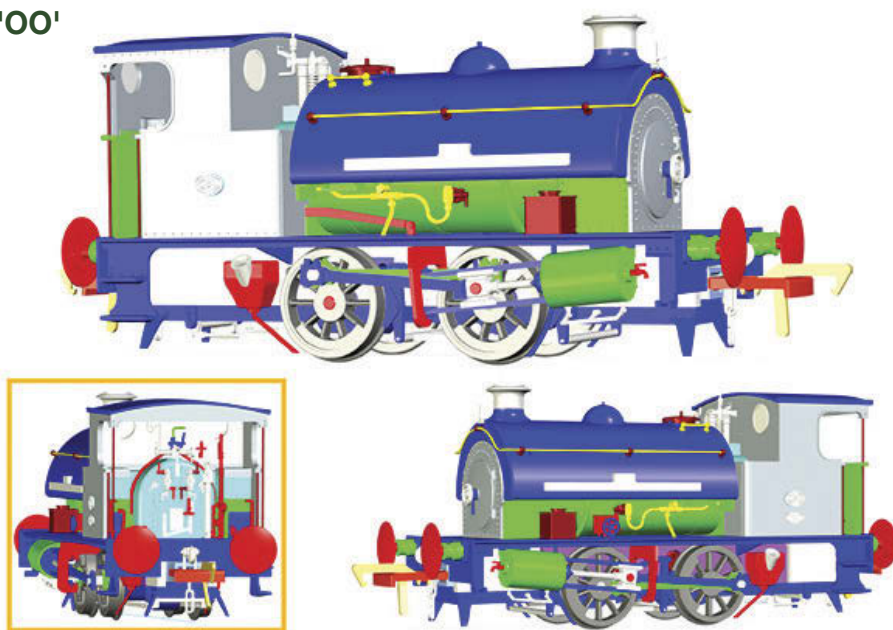
HAWTHORN LESLIE DESIGNED FOR 'OO'

Dapol has revealed its plans to introduce models of the Hawthorn Leslie and Company 0-4-OST for OO gauge. With CAD design already at an advanced stage, 10 variants are anticipated to head into tooling, with delivery of models expected in Q3, 2023.

The manufacturer's model is based on the 0-4-0 saddle tanks built between 1899 and 1924. The locomotives were produced in large numbers and continued in a variety of industrial uses, from iron works to collieries and power stations until the early- to mid-1970s. Over 10 locomotives have made it into various states of preservation.

DCC-ready models promise a finely-moulded body with separately-added details, a Next-18 DCC socket accessed via the lift-off die-cast saddle tanks, a die-cast compensated chassis and all-wheel pick-up. NEM pockets will feature as standard, with a powerful five-pole skew-wound motor, cast wheels with fine relief and appropriate colouring and an accessory bag with spares and optional details. DCC-fitted models are to be made available, and models are expected to be produced in the following guises:

- (4S-024-001) Hawthorn Leslie 0-4-0 Green Lined Yellow *Asbestos* 4
- (4S-024-002) Hawthorn Leslie 0-4-0 Black Lined Red *Henry*
- (4S-024-003) Hawthorn Leslie 0-4-0 Maroon Lined Straw *Invincible*
- (4S-024-004) Hawthorn Leslie 0-4-0 Blue Lined Yellow Port of London Authority 56
- (4S-024-005) Hawthorn Leslie 0-4-0 Blue Lined Straw NCB
- (4S-024-006) Hawthorn Leslie 0-4-0 Green *Faraday*
- (4S-024-007) Hawthorn Leslie 0-4-0 Green Spider Black Park Colliery
- (4S-024-008) Hawthorn Leslie 0-4-0 Yellow Chevrons



Newcastle Electric Supply 13

- (4S-024-009) Hawthorne Leslie 040 Lt Blue Wallaby Australian Iron & Steel Co

The Hawthorn Leslie and Company was formed by the merger of the shipbuilder A. Leslie and Company in Hebburn with the locomotive works of R. and W. Hawthorn at St. Peter's in Newcastle upon Tyne in 1886. The company manufactured locomotives to order for main line companies and later had a number of standard designs including 0-4-0 saddle tanks and

fireless locomotives.

In 1937, Robert Stephenson of Darlington amalgamated with the locomotive works at Forth Banks to form Robert Stephenson and Hawthorns Ltd. By this time, Hawthorn Leslie had built 2,783 locomotives. The newly-formed Robert Stephenson and Hawthorns became a subsidiary of the Vulcan Foundry in 1943 and Hawthorn's 137-year connection with Forth Banks ended.

For current pricing of models, visit the Dapol website, or see your local stockist.

ACCURASCALE ADDS FURTHER BRUSH TYPE 2S TO RANGE

Accurascale has announced four additional Brush Type 2 locomotives to its launch range, with the new stablemates featuring London Underground trip-cock gear and other detail differences never before seen on a model of these charismatic locomotives. Unveiled at the London Festival of Railway Modelling, the manufacturer was displaying pre-production samples on its stand for the public to scrutinise. Delivery of models is expected in Q2, 2023, as part of its initial batch of these models.

For peak-hour Monday-Friday suburban services from Moorgate on the City Widened Lines to Welwyn Garden City and Hertford North, 61 Hornsey, later Finsbury Park and Hitchin, Brush Type 2s were delivered with London Underground trip cock gear. D5586-5615/22-7/39-54/71-9 were so-fitted, the major spotting feature being the operating lever on the side of the bufferbeam cowling on the secondman's side. Six of these, D5671-6, were fitted with Whitaker-style tablet catchers in the early 1960s for use on Highdye iron ore branch in Lincolnshire and retained their recesses well into the 1980s, long after the equipment had been removed.

A further eight of the trip-cock locomotives were uprated with ETH equipment between 1971-5 for ECS workings out of King's Cross and other London terminals, becoming 31401/2/3-5/7/8/20. Four new locomotives featuring these detail differences, never before offered on a RTR model will now join the first run of the Accurascale Class 31 line up, across four new running numbers and liveries.

D5615 brings great news to many modellers who were surprised by the lack of a BR green, small yellow panel Brush 2 in the initial range. It will appear in BR green, small yellow panel with trip-cock gear and has the Mirrlees 'production' style of exhaust which has also never been done before on a 4mm:1ft model of the Brush Type 2 to the latest standards. This will be one of two locomotives in green, with 5674, in BR green with full

yellow panel, BR logo, trip-cock gear and tablet catcher recess also joining the fleet.

For BR blue era fans, two additional Class 31s in this guise join the range, including another long-awaited Class 31/4. 31402 will come complete with trip-cock gear and an additional roof panel from its time earlier in life when it was uprated to 1,600hp in an Accurascale Class 31 first.

As well as Accurascale's standard traction, light and sound package, its Class 31 features working radiator fans – driven from a separate motor – and separately switched tail lights, allowing not just either end to be illuminated as required, but also individual tail lights or both, depending on era. Utilising Accurascale's standard specification of ESU PowerBank capacitors for smooth uninterrupted running, an ESU Loksound 5 decoder with bespoke DCC sound package and twin speaker set up,

including 'AccuraThrash' bass reflex speaker, it promises to catch the characterful thrash of the real locomotives. It will also include a wheel flange sensor, automatically playing flange squeal on sound-fitted locomotives as they hit curved track for extra realism on factory-fitted DCC sound models.

DC and DCC sound options are available on all locomotives except D5615. As per D5549, this locomotive requires sound recording of a Mirrlees power unit, which Accurascale is currently searching to record. If an operational power unit can be recorded, DCC sound-fitted options of these locomotives will be made available.

For further information, pricing and availability of models, visit the Accurascale website, or see your local stockist.

BR BRUSH/TYPE 2/CLASS 30/31 LOCOS & LIVERIES



D5615 Class 30 BR green (small yellow panel & LU Trip Cock)



5674 Class 31/1 BR green (full yellow ends, LU Trip Cock & tablet catcher recess)



31248 Class 31/1 BR blue (LU Trip Cock & tablet catcher recess)



31402 Class 31/4 BR blue (LU Trip Cock fitted)

POSTER EXHIBITION CELEBRATES 'GOLDEN AGE OF TRAVEL'

A collection of vintage railway posters from the LNER mainline (1920-1950) are on display at Ushaw Historic House, Chapels & Gardens, Durham, until June 26, 2022.

The 40 vintage railway posters, 'Edinburgh to London & Beyond', is a collection of original railway posters from the 1920s to the 1950s. All sourced from private collections, these vibrant art-deco and modernist posters turned railway platforms into inspirational art displays, tempting people to take a holiday or day trip by train.

Andrew Heard, exhibition curator and visitor programmes manager at Ushaw, said, "Railway posters from this period were early examples of glamorous and aspirational travel marketing for the masses. Train travel shrank the country and enabled journeys over previously unrealistic distances to the coast and the countryside. Rail companies promoted these destinations by hiring some of Britain's finest artists to produce beautiful images of holiday and leisure destinations."

The collection includes posters from London, Edinburgh, Suffolk, Lincolnshire, Cambridgeshire, York, North Yorkshire, Redcar, Durham, Newcastle, Northumberland and the Scottish Borders.

Edinburgh to London & Beyond opened on March 19 and runs until June 26 in the William Allen Gallery, daily, 11.00 to 16.00. Exhibition access is included in the price



of admission. For further details, visit the Ushaw historic house and gardens website.

Andrew continued, "We are thrilled to bring together such a significant collection of mid-twentieth century vintage railway posters, here at Ushaw. Visitors will journey from Edinburgh to London and beyond and be transported back in time, stopping at many iconic branch line destinations along the way."



'GREEN LIGHT' FOR MIDLANDS MODEL ENGINEERING EXHIBITION



Meridienne Exhibitions is to present the Midlands Model Engineering Exhibition from October 13-16 at the Warwickshire Event Centre. Tickets will go on sale in early April. The show is sponsored by the magazine, Engineering In Miniature, aimed at aspiring current and future model engineers.

Last held in 2019, owing to the Covid pandemic, the show hasn't been held for the past two years. In 2022, it is likely to be the only major model engineering show and is expected to be popular with visitors and exhibitors, bringing them back together to enjoy the hobby, meeting friends and colleagues.

Each year the event attracts thousands of visitors and is supported by up to 50 leading specialist suppliers, with displays by nearly 30 clubs and societies. The exhibition showcases upwards of 1,000 models from societies and individuals for visitors to enjoy along with the 'Fosse Way' steamers outside and workshop demonstrations inside.

There's still time to be a part of the show and enter your work in the 32 competition and display classes. Cash prizes and trophies are to be awarded to the best entries.

For further details on the show and to book tickets, visit the Midlands Model Engineering show website.

CHANGES AT LOCOMOTION MODELS



Locomotion Models, part of the Science Museum Group, is undergoing reorganisation. As a result, Dennis Lovett, Exclusive Models Marketing Executive, is stepping down from his part-time role, which will be incorporated into a full-time role covering marketing for Locomotion Models & Science Museum Ecommerce. The changes come into effect on March 31, 2022. Dennis has agreed to continue to provide some ongoing support to the team as an advisor in a voluntary capacity.

Tom Mackie, Science Museum Group's Group Retail Operations Manager said, "with the transfer to a new full-time Marketing role, Dennis felt it was the right time to step down. We thank Dennis for his contribution over the past 3½ years during what has been a challenging time. We are delighted that he has agreed to continue in a voluntary advisory role as we build up to major events, which are being planned for the 200th Anniversary of the Stockton & Darlington Railway in 2025".

Dennis Lovett said, "after retiring from Bachmann in 2018, I was invited to take a part time role with Locomotion Models and to assist in developing and promoting some exciting new models. With the business requiring a full-time Marketing position, now is the time to step back and finally retire from day-to-day involvement. I will remain as a volunteer to assist the Locomotion Models team in researching and developing new models with its manufacturing partners. I will, of course, still be involved in the hobby and may even now have the time to finish some of my own projects".

Dennis Lovett was presented with the BRM 'Lifetime Achievement' Award at The London Festival of Railway Modelling on March 19-20.

NEW BATCH OF LNER DYNAMOMETER CARS PLANNED

Rails of Sheffield has given Rapido Trains UK permission to produce the model under its own banner and three new versions will be available from all Rapido UK stockists, with an RRP of £139.95, each.

Based on research of the prototype, archive photographs and official drawings, this model featured exceptional interior and underframe detail, including depictions of the recording equipment and the additional speed recording wheel between the bogies.

Sales and Marketing Manager, Richard Foster said, "While the original model may have been award-winning, Rapido UK is always striving to improve models, and this batch will feature improved

decoration including lining, amended roof colours, improved lettering and a whole new livery where appropriate."

The three new Dynamometer Cars are as follows:

- (935001) No. 23591, LNER teak finish with lining. This covers the glory days of LNER high-speed running from 1928 to 1938. Optional duckets will be supplied to allow for modifications made prior to Mallard's record-breaking run.
- (935002) No. 905202, post-1946 LNER teak with lining carrying its later number – No. 905202 – as seen during the famous 1948 Locomotive Exchange trials.
- (935003) No. 905202 in British Railways faux teak finish with BR Gill Sans lettering. This livery was applied in 1949 and can be seen when the Dynamometer Car was used on trials with Bulleid's famous 'Leader' locomotive.



NEWS HEAD TO WWW.WORLD-OF-RAILWAYS.CO.UK

DAPOL TO RELEASE NEW MODEL VARIANTS



Dapol is to release new batches of its popular LSWR B4 0-4-0Ts and Class 73 for OO gauge. Announced at the London Festival of Railway Modelling in March, seven new variants of its B4 are proposed in the following guises:

- (4S-018-005) B4 0-4-0T BR Late Crest 30096
- (4S-018-012) B4 0-4-0T Lined Dark Green *Jersey 91*
- (4S-018-013) B4 0-4-0T LSWR Dark Green 82
- (4S-018-014) B4 0-4-0T Trouville Brown 89
- (4S-018-015) B4 0-4-0T Southern Black lined 99
- (4S-018-016) B4 0-4-0T Black Corral *Queen* 30096
- (4S-018-017) B4 0-4-0T Dorset Green 99

Models of the 0-4-0T locomotives are expected to arrive in Q3, 2023, while artwork is still in development. Models will feature a finely moulded body with many separately-added details, a six-pin decoder socket, NEM pockets as standard and a powerful five-pole skew-wound motor. DCC fitted models are to be made available, while a die-cast compensated chassis and all-wheel pick-up will aid tractive effort.

Also announced are seven new liveries, applied to its Class 73 electro-diesel tooling, due to arrive in Q4, 2022:

- (4D-006-015) Class 73 electric blue E6012 small yellow panel
- (4D-006-016) Class 73 early blue small yellow panel and double arrow logo E6031
- (4D-006-017) Class 73 BR blue full yellow panel 73002
- (4D-006-018) Class 73 BR blue full yellow panel 73120
- (4D-006-019) Class 73 large logo BR blue 73126
- (4D-006-020) Class 73 Intercity executive 73136
- (4D-006-021) Class 73 GB Railfreight *Battle of Britain* 73109

Meanwhile, for N gauge, its Class 68 tooling is to gain five new liveries as follows:

- (2D-022-012) Class 68 *Fearless* 68016 DRS Compass
- (2D-022-013) Class 68 *Vigilant* 68018 DRS Compass
- (2D-022-014) Class 68 *Splendid* 68027 Transpennine Express
- (2D-022-015) Class 68 *Felix* 68031 Transpennine Express
- (2D-022-016) Class 68 *Pride of the North* 68006 New DRS/NTS Green

Dapol's Class 68 was its first 'Next Generation' diesel model, with an entirely re-designed chassis and electronics. Models reproduce the detail and functionality of its OO gauge model (other than Halo-lights) and incorporate its new iron-cored five-pole motor. Models are due to arrive in Q2, 2023.

For further details, and current pricing, visit the Dapol website, or see your local stockist.

RAPIDO TRAINS UK UNVEILS 'IRON MINK' AND FOUR-PLANK OPEN – REVEALS NEW BATCH OF LNER DYNAMOMETER CARS FOR 'OO'.

Rapido Trains UK has added one of the GWR's most recognisable wagons to its range – the GWR's Dia. V6 'Iron Minks'. Rapido has tooled three different types of door, three end ventilator styles as well as three different brake arrangements.

Shortages of timber forced the GWR to investigate building vans from metal, but it wasn't until 1888 that what could be called the 'standard Iron Mink' appeared. This boasted a 16ft 6in underframe and a capacity of 8T. They became Diagram V6 and over 4,000 were built up to 1901 when the GWR reverted to building vans from wood.

The 'Iron Minks' were long-lived, with examples surviving through until British Railways days in revenue and Departmental service. They could be found all over the UK railway network and some were recorded as far north as Inverness. The 'Iron Mink's' metal construction made it an ideal gunpowder van and it served as such during both world wars. The versatile design was copied by other railways and wagon builders. Happily, four complete 'Iron Minks' survive today.

Sales & Marketing Manager, Richard Foster said, "While we've gone to great efforts to create the ultimate OO gauge 'Iron Mink', we've decided to offer some liveries that were carried by similar metal-bodied vans. We know these liveries are not prototypically accurate for the Dia. V6 but they're so attractive or interesting that we couldn't resist adding them to our range."



In other news, the manufacturer has also tooled the GWR Dia. 021 four-plank open, which, as with the original, shares its underframe with the 'Iron Mink'. Introduced in 1886, these were some of the most numerous open wagons in the GWR fleet. When the Board of Trade 'Either Side' brake regulations came into force in 1927, the GWR still had over 18,700 of these 'four-plankers' on its books.

Despite being built in huge numbers, the wagons remained in the shadows for all their lives. It's difficult to track when they finally disappeared from the network, and if it were not for the GWR 813 Preservation Fund, it's likely that the Dia. 021 would have slipped unnoticed into history. The Fund has managed to acquire the final three survivors (Nos. 41277, 52137 and 52243), but only No. 41277 is anything more than a rusting underframe.

Both wagons are at the Engineering Prototype stage and production will start over the summer. The order book closes on June 1, 2022. For further details and pricing, visit the Rapido Trains website.



SUPPLIER NEWS

ROYAL MINIATURES TO CELEBRATE JUBILEE ANNIVERSARY



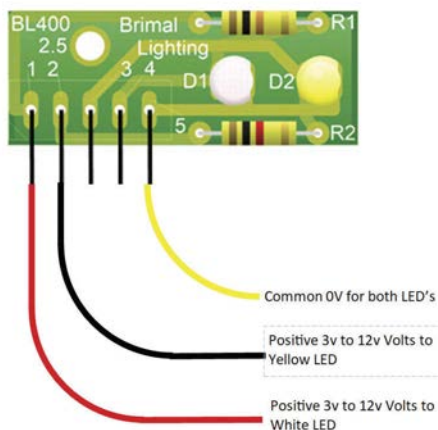
North Devon model shop, Osborns Models, has created 1:76 scale (OO gauge) figures to celebrate the Queen's Jubilee in 2022.

Cast figures of The Queen (OSBF070), Prince Charles (OSBF103) and a Royal Guard (OSBF081) have been produced as limited editions and are sold pre-painted. The figures are available to purchase separately, though would be ideal if combined to create a cameo of a Royal opening ceremony, or Royal visit on a layout or diorama.

For best results, we recommend affixing to a layout with a little BluTak or Tacky Wax from Deluxe Materials if mess-free repositioning or removal is required. A more permanent solution for fixing model figures to a layout is to carefully drill a hole in the legs and glue in an overlength length of wire, which can be glued into the baseboard or diorama for more strength.

For further details on the new figures, contact Osborns Models.

NEW PCBs PROMISE ADJUSTABLE LAYOUT LIGHTING



Electronic component specialist, Brimal Components, has released a new module allowing model lights to be better controlled on layouts.

Its new (BL400) Dual Style Room Lighting is a small, ultra-thin printed circuit board (PCB) with two LEDs and a connector. The PCB measures 30mm x 11.5mm and 0.8mm, with a 2.5mm diameter fixing hole. A stainless-steel fixing screw is provided. Two LEDs are provided, one a yellow colour to simulate older sodium-style lighting, often seen through dirty windows of factories and sheds, while the other, a warm white is designed to simulate modern lighting.

Two separate circuits for each LED are provided – each LED can be powered directly from a 3-12VDC power source to give a constant light output, through an onboard dropping resistor. Alternatively, each LED can be powered via Brimal Components' (CN161) – an eight-way Dimmable LED distribution Board with three brightness levels per channel, designed for buildings, street lights and security lighting.

For further details, pricing and availability, visit the Brimal Components' website.

IMAGINATIONS TESTED IN DIORAMA COMPETITION



With the release of new Fairytale-inspired figures from manufacturer, Noch, Gaugemaster is accepting entries for a new competition. Entrants must use the new figures in a creative way, fuelled by their imagination. Dioramas can be any size, so long as it includes items from the Fairytale range, and each will be judged on its level of creativity.

Gaugemaster commented, "We thought that we would give the public the chance to let their imagination run riot and win some great prizes at the same time. All you have to do is create a diorama incorporating some of the figures from the Fairytale range. It can be any size that you like, utilising as many scenic products from the Gaugemaster, Noch, or Faller ranges that you want – but you'll be judged on your creativity!"

To enter, photographs and a short description of how it was built, with product codes used, must be submitted to Gaugemaster before Friday, May 20. Only one entry can be submitted per person. After the closing date, Gaugemaster's 'Right Lines' team will choose the winning entries.

Prizes to be awarded by Gaugemaster are as follows:

1st prize: £25.00 Gaugemaster Voucher

2nd prize: £15.00 Gaugemaster Voucher

3rd prize: £10.00 Gaugemaster Voucher



ONLINE MODELS REVEALS WATER-SOLUBLE WEATHERING POWDERS



Online Models Ltd, famed for its Eckon and Berko range of model signals, launched a new range of weathering powders for modellers at the London Festival of Railway Modelling, Alexandra Palace. Speaking on the Model Railway Club's interview stand, Alexander Croft introduced the range, which has five sets of powders, each designed with a specific purpose.

The new water-soluble and non-toxic powders will fall under its Eckon range, and are as follows:

- (EWP01) Eckon Weathering powder set 1 (Lime and cement dust)
- (EWP02) Eckon Weathering powder set 2 (Rust and Decay)
- (EWP03) Eckon Weathering powder set 3 (Mud and Greenery)
- (EWP04) Eckon Weathering powder set 4 (Loco and Coal detailing)
- (EWP05) Eckon Weathering powder set 5 (Chemical and Paint 1)

Alexander Croft of Online Models said, "We have a good stock in the office and 30 of each pack with us for the exhibition. These products will be added to our new website, which will be regularly updated with new products in the coming weeks, as we add the recently acquired the Model Railway Features range to our new website."

For further details, pricing and availability, visit the Online Models website.

METCALFE MODELS RELEASES NEW BUILDING KITS



Cardboard model building manufacturer, Metcalfe Models has revealed two new kits for N and OO gauges.

Its (PN961) Modern Retail Unit can be used as a large edge of town centre shop. The kit includes a large choice of signs and interiors from a DIY store to a supermarket. The back of the building includes loading and fire exit doors, and so can be viewed from all sides.

The assembled model is 111mm wide, 80mm deep and 66mm tall. The kit has also been produced in 4mm:1ft scale (PO361).

Meanwhile, its (PN912)

Country Goods Shed is designed to fit alongside the country station and single-track engine shed kits already in the Metcalfe range, featuring the same colours and decoration details as these models to produce a harmonious look on layouts.

The goods shed, including office, measures 137mm wide, 62mm deep and 63mm tall. It can be accompanied by a platform, 99mm long and 27mm wide. In addition, there is a weighbridge office measuring 32mm long and 25mm deep. A 4mm:1ft scale version of this kit is already available for OO gauge modellers.

As with all Metcalfe kits, the main body is made from die-cut, heavyweight cardboard that is pre-decorated so no painting is required. Windows are printed acetate.

Full details are available from the Metcalfe Models website.



WORLD OF RAILWAYS

TV

DIGITAL EDITION EXCLUSIVE

MCC Model Collect Create

Stocked with a vast range of products from the company's range - this 135sqm shop will be sure to become a popular destination for both new, and experienced modellers.

WATCH THE VIDEOS HERE

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



PLAY

WORLD OF RAILWAYS

TV

DIGITAL EDITION EXCLUSIVE

Scale Model Scenery 53 Tips eBook

Howard Smith speaks with Justin Noble of Scale Model Scenery about the manufacturer's newly-promoted and free-to-download eBook, 53 Railway Modelling Tips for building a better layout.

WATCH THE VIDEOS HERE

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



PLAY

HORNBY LNER A1

Words & photography: Tony Wright



Tri-ang/Hornby has had a non-streamlined Gresley Pacific in its portfolio for many years, starting in the '60s with *Flying Scotsman* in both LNER and BR conditions. Down the years, there have been many different ones, including tender drive, until, in the first decade of this century we were treated to the 'ultimate' RTR A1/A3. This is the latest A1 manifestation, and it is generally superb. The prototype was one of the first batch of A1s built for the LNER by the North British Locomotive Company in 1924. As such, it had short travel valves but its cab and boiler fittings were to the LNER composite loading gauge.

The first GNR-/LNER-built A1s were built to the higher, more generous GNR loading gauge. The valve gear was modified in 1928 and the way to tell in most cases is the extended casing around the base of the outside steam pipes. The locomotive was converted to an A3 as late as 1947. At some point it acquired a corridor tender and, for inexplicable reasons, the definitive article was dropped from its name in 1932, making nonsense of its title in both the sense of the Order of the Garter and the name of the racehorse it celebrated. Thus, the model

is representative of 2564, just prior to the improvement to its valve gear in 1928, with its number on the cab side.

And, what a wonderful model we have! Checking against the drawings in my collection and against many, many photographs, it is spot-on in just about every dimension. I say 'just about' because the one weak point of this locomotive (as

it is with every other Hornby A1/A3) is the proportion of the motion related to the expansion link and its position in the motion support bracket. The expansion link is too long and its pivot is too low, meaning that the front end of the eccentric rod is consistently lower than its back end; the opposite of what it should be! The effect in motion is profound, and that beautiful



The die-cast metal footplate is attached to the other bodywork with self-tapping screws. The usual, five-pole motor provides more than adequate power.



Despite the finesse of the motion, this view illustrates the too-low position of the expansion link and the front end of the eccentric rod - the pivot should be in line with the top of the axle, not its bottom. Wheel-lining is exquisite.

gait of Gresley gear in motion is rather lost. However, enough of what's 'wrong', because what's right is incredible. This latest model has a die-cast metal footplate, meaning greater rigidity than the previous plastic, with the bonus of added weight. There is nothing of the distortion found in some previous examples. All the beautifully-subtle bodywork shapes, proportions and forms of its elegant prototype are captured to perfection. It's hard to believe, isn't it, that the first A1 was built 100 years ago, such is the timelessness of its design? The cab, despite its depth, is fully-detailed, and there's even the provision of a firebox glow. Detail even includes the transparent cinder guards between the windows, both sides, as well as moveable roof ventilators, a fall-plate and pre-fitted cab doors. Correctly, no front footsteps are attached. The only bodywork detail I'd question is the straight reversing lever on the RH-side; NB-built A1s had a cranked lever. The tender is also a superlative model, with provision for a DCC decoder via an 8-pin socket, if required. All buffers are sprung.

Performance is exemplary, with super-smooth running throughout the whole speed range. You can watch it in action in the digital edition of this issue. It's quiet and powerful, easily taking full-length trains on my layout 'Little Bytham'. All wheels are true-round, having consistent back-to-backs, enabling this locomotive to perfectly negotiate hand-made pointwork and Peco Streamline Code 100. Pick-ups on all the drivers and the tender wheels ensure no jerking or stuttering. Mechanical connection between the locomotive and tender is via a two-position drawbar, and electrical connection is by the usual, multi-pin and socket.

I've left the best to last because it's in the livery application where this RTR beauty really excels. It's been my privilege to have had locomotives I've built painted down the years by three different professional painters. I think it's safe to say (and I'm sure all three will accept this) that none has bettered this painting, and their painting would cost more than the total for the whole of this model! The livery is really exquisite, with nothing

datafile

BASICS

Manufacturer: Hornby Hobbies Plc

Catalogue Ref: (R3989) LNER A1 Class 2564 *Knight of the Thistle*

RRP: £252.99

Gauge/scale: 16.5mm gauge, 1:76.5 scale, OO

Era: 3

Company/Operator: LNER

Weight: 450g

Chassis: die-cast **Body:** plastic

Minimum curve radius: 438mm (R2)

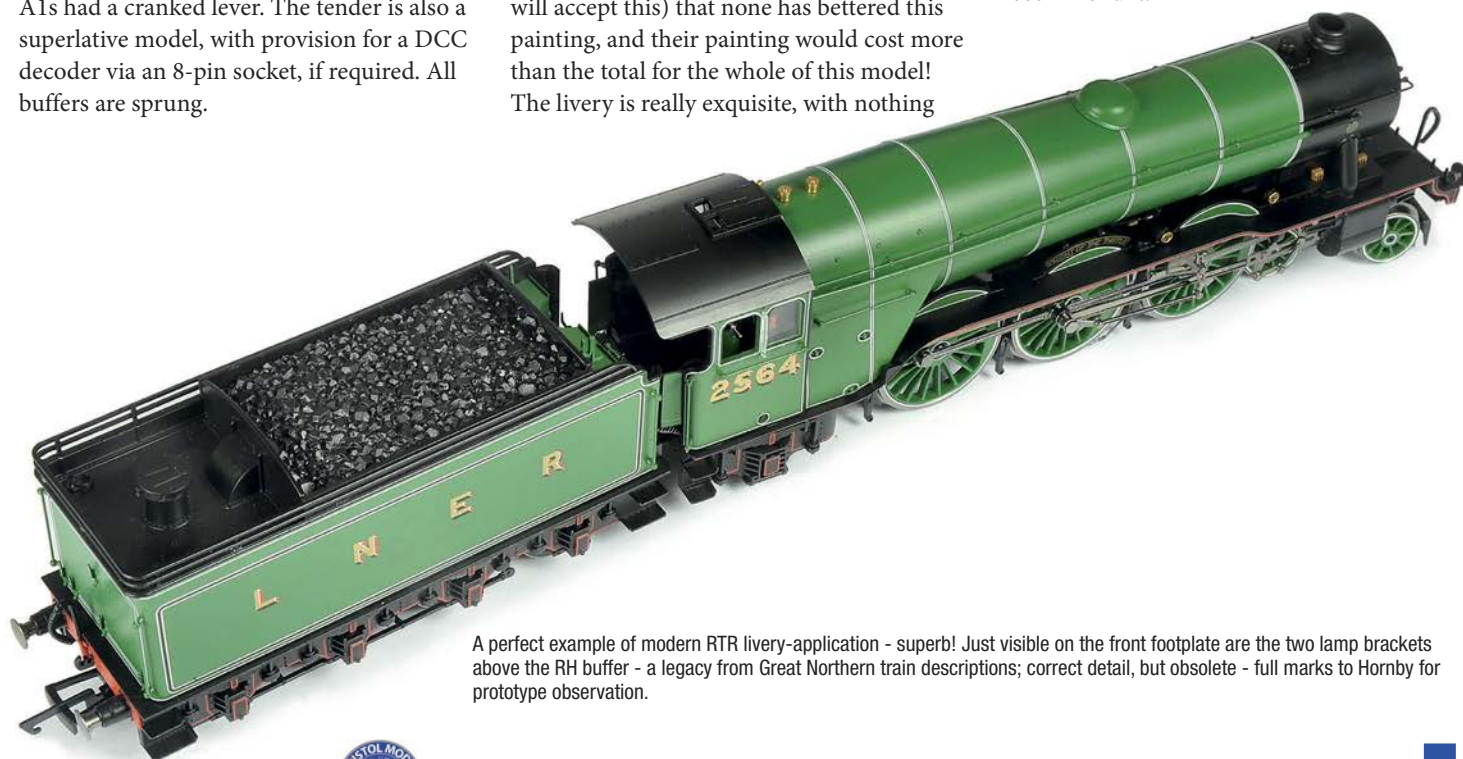
Wheel Profile: RP25

Couplings: NEM-mounted tension-lock

Accessories: brake rigging

clumsy or over-stated. Even the boiler bands – the most difficult lining to get right – are as near as possible to scale. The lining on the locomotive's wheels is perfect and the tender wheels are, correctly, plain black, as is the red 'piping' on the frames. The whole thing is a joy to behold! The only 'improvements' I'd suggest is an application of light weathering and real coal in the tender. There is the usual 'bag of bits' for the owner to fit with brake rigging.

In conclusion, we have yet another example of an RTR OO gauge locomotive superior to the vast majority of kit-built, pro-painted equivalents – all at a price far below what a commissioned example would be. Despite inevitable price rises, it represents outstanding value for money, especially given its high quality. I thoroughly recommend it.



A perfect example of modern RTR livery-application - superb! Just visible on the front footplate are the two lamp brackets above the RH buffer - a legacy from Great Northern train descriptions; correct detail, but obsolete - full marks to Hornby for prototype observation.

WORLD OF RAILWAYS

TV

DIGITAL EDITION EXCLUSIVE

Hornby A1 on test

Watch as Hornby's new capable 00 gauge A1 with die-cast footplate heads a rake of Pullman coaches and a local passenger train on 'Little Bytham'.

WATCH THE VIDEOS HERE

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



PLAY

KR MODELS 56T IRON ORE WAGONS

Words: Howard Smith Photography: Tony Wright



This is my first opportunity to review a model from the growing stable of RTR products from KR Models. What at first seemed a solitary RTR announcement with its GT3 locomotive for OO gauge, has now flourished into many RTR products, niche subjects being its primary focus.

A perfect example of the niche category are these wagons, kindly sent for review by the manufacturer. Arriving in different wagon packs, I was given pack C containing three wagons in bauxite, with yellow British Railways emblem on the right-hand door of one example. The prototypes worked solely between Tyne Dock and Consett, moving imported iron ore to feed Britain's steel industry.

The first of the Consett iron-ore wagons was inspected by the Railway Executive on December 10, 1951. Arriving in 1953, the 30 purpose-built wagons would initially work alongside older wagons until 1954, after which they became the sole purveyors of the dense iron ore material. The wagons' future was secured when British Railways and the Consett Iron Co. Ltd signed a 20-year

contract for movement of iron ore from Tyne Dock to Consett in February, 1954. On March 26, 1974, the 20-year contract to move imported iron ore from Tyne Dock to Consett ended, placing the wagons in store.

The bogie hopper design appears vaguely Germanic, and its pedigree can be traced to the earlier LMS 40T coal hopper design of 1929, used to carry coal from the Midlands to Stonebridge Park power station in

Wembley, and unsurprisingly, of German design.

These were innovative wagons for the time, featuring pneumatically-operated discharge doors. As such, motive power had to be equipped with air-pumps, and five Q7 0-8-0s (63460/63/65/69/73) were joined by five O1 2-8-0s (63712/55/60, 63856/74) to power the 10 trains a day, or 14 from June, 1954. In 1955/56, ten 9Fs



There's a little gap around loads when installed, so the perfectionist might wish to address this by applying a scatter material of a suitable – or painted a suitable – shade to represent the ore. Air and vacuum pipes feature at both ends of the wagons.



Underframe details, bogies and buffers are moulded in black plastic and remain unpainted. The wheel faces too are unpainted and a simple enhancement to models for little effort would be to paint these matt black. Of course, I'd recommend an application of heavy weathering, but taste is subjective.

(92060-66/92097-99) fitted with pumps took over the workings and could take one extra wagon. In 1966, the workings were dieselised with Sulzer Type 2s until the iron ore traffic ceased.

Under the loupe

I'd asked for loads to be supplied with these wagons and KR Models duly obliged, allowing me to inspect these, too. Removing the first wagon from the packaging, the resin-fitted loads were a snug fit in one wagon, though handle with care as this wasn't the case for the other two.

Wagon loads are a one-piece casting, and unlike injection-moulded coal loads with their unrealistically smooth tops, so common on RTR locomotives, these have discernible detail. Photographs I've seen of iron ore loads tend to represent the material as a finer, more powder-like substance and lighter than that represented, however. Tyne Dock had large bunkers to grade the material upon arrival, so it's possible that some loads were heavier and coarser. The loads are removable, simply resting inside the wagons. Beneath these we find internal hopper detail, and six through holes per wagon side that serve to locate the glued, separately-fitted hopper doors.

It becomes obvious when studying the wagon design how the dense load is transported without overloading the axles – two sizeable dividers run through the wagon, one centrally the length of the wagon, the other centrally between the doors, both significantly reducing the volume of the wagon, while easing loading and discharge.

Externally, the wagons have more complex angles – and curves – than a conventional straight-sided 16T, 21T, or 24.5T mineral wagon. Added to this, their manufacture is of mostly riveted construction, while many

mineral wagons in the early 1950s had progressed to welded construction.

Turning attention to the model's bodywork, bar the smallest amount of flash to some of the door hinges on wagons – and this barely perceptible – they're fine iterations. The different sizes of rivet head, door hinge, and webbing details combine to provide a realistic model, with ample opportunity for weathering powders and dirt washes to accumulate.

Not finding colour photographs of these wagons in service makes it difficult to verify the shade of brown used. And, variations in prototype paint batches occurred, paint faded over time and iron ore was a very dirty material to carry. The result? The shade of brown applied to these models is largely irrelevant if you want to portray models in active service, such was their accumulation of grime.

A nice touch to its model of B446021, is the British Railways emblem to the right-hand doors. The 'Iron Ore to work between Tyne Dock and Consett only' lettering is a reminder of the region and hence narrow scope for the modeller. Wagon repairs were carried out at Tyne Dock shed, too, meaning that the seven sets of four wagons – two held as spares – never strayed from the line.

Down under

The bogies were a little loose on one wagon, and turning it over, one of the screws had

I prefer the look of the wagons without loads – the manufacturer having paid such attention to detail to the wagon internals, it seems a shame to keep it hidden.



datafile

BASICS

Manufacturer: KR Models

Catalogue Ref:

(KRM-CON-00-3C-Load) Consett Ore Wagon Pack C with Load

RRP: £72

Gauge/scale: 16.5mm gauge, 1:76.5 scale, 00

Era: 4 to 7

Company/Operator: BR

Weight: 71g unloaded, 106g loaded

Chassis and Body: plastic

Minimum curve radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM-mounted tension-lock

Accessories: instant couplings

backed out. These can't be screwed all the way in either, or bogies won't rotate or accommodate track undulations. Self-tapping screws might have been an option, but applying a little Loctite Threadlocker Blue 242 to screws before adjusting should keep them secure, while allowing further adjustment in the future, if necessary.

Bogie detail is by default – and in-keeping with the prototype – simplistic. The plate-backed design with single primary-sprung bolster was common of the era, and KR Models' versions are a good effort. I'd have liked to see a little more relief and more angle to the bogie tops, the same for the lower outer angles on the bogie plates, but this is a personal preference. Rotating the model over, we find a wealth of detail – air tanks, vacuum cylinders and underframe trussing. There's a little flash to some of this detail, but this isn't visible under normal viewing conditions.

In summary, for a batch of 30 wagons with a 20-year lifespan, on a single route, these wagons tick the box perfectly! Their detail is in plentiful supply and KR Models should be pleased with the outcome. Of course, you'll want the correct motive power to haul them – a Q7, O1, 9F, or Sulzer Type 2. Will many layouts of Tyne Docks emerge? Here's hoping!

REVOLUTION TRAINS

IWA WAGONS

Words: Howard Smith Photography: Tony Wright



Arriving in quick succession with customers for N and OO gauges from Revolution Trains are its IWA wagons. Announced in 2019, the manufacturer has relied again on gauging interest from modellers to make the project viable, producing models of the vans in as-built hold-all guise (UIC: Sfins2) and the 30 timber-carrying conversions from 2012 (UIC: Rfnoos).

The prototypes were built by Waggon Union in Germany from 1987 with two-piece integral sides and roofs that can be raised and slid over each other for loading. For these, five model liveries are offered in twin packs: one unbranded, two in Norsk Hydro and two in Cargowaggon. These represent a cross-section of the 160 vehicles throughout their lives, which have been used on traffic ranging from fertilisers to bagged clay, steel, aluminium, newsprint, bottled water and other palletised goods. The vehicles were used on Channel ferry traffic initially, until rail ferries ceased, in favour of the Channel tunnel. Around two dozen remain in regular service, and are used to move aluminium ingots from Ditton Foundry near Warrington to Nievenhelm in Germany in more recent years. Removable

hoods, which usefully protect goods from the elements – and opportune thieves when parked in yards – are operated by the distinctive twin yellow handwheels at each end.

Revolution Trains has researched prototypes with help from owners Touax for its timber-carrying variants and Arlington Fleet Services at Eastleigh, which provided drawings and access to prototypes.

In miniature

I've opted to review the N gauge and OO gauge models together, details across both being largely identical. The only changes I could find were the lack of through-holes above steps to its N gauge model that are present on the OO gauge model, and a simplified livery to N gauge models where smaller details are concerned – the label clip mesh grille, lettering for loading point distribution, and the omission of axle numbers – such is their minute size.

I can't help but feel impressed. Nothing

quite beats rolling stock from the 1980s to the present day where number of labels and data panels are concerned. These wagons being RIV (internationally) registered only adds more information to their sides. Everything the railway could possibly want to know about the wagon is present, from its length, to its length over buffers, its weight, maximum laden weight, minimum curve radius, its anchor points, details of its operator, telephone numbers and much more. The beauty of modern tampo-printing is that it's all scaled-down and legible on the wagons, though you'll need excellent eyesight to read the N gauge inscriptions!

Adaptations

In 2012, 30 wagons were converted into log carriers with the removal of the hoods and door-opening equipment and the fitting of heavy-duty stanchions. These are now in use



The N gauge models present very well and aside from the small differences highlighted, are effectively scaled-down versions of the OO gauge models with what appears to be few changes to the CAD design. The scale makes moulding of smaller details more difficult, but these wagons are far from lacking well-observed intricacies.

on timber traffic between Cornwall, South Wales and the Scottish borders serving the Kronospan works at Chirk, occasionally interspersed with Nacco KSAs and KFAs.

The Revolution model features NEM couplers in kinematic sockets, underframe detailing including brake equipment and air tanks and detailed moulded bodies with numerous separate parts. The timber carriers are supplied with push-fit stakes, each secured with a small spot of glue. Models are supplied with smaller red stakes in an accessory bag for customers to fit on the model, if desired. These red stanchions were later fitted to the prototypes, and they run on the network as such, today.

Both model variants in both scales feature die-cast underframes. These are clad to the sides and above with the injection-moulded detail. The benefit is a low centre of gravity, an increased weight for smooth running, and, most importantly, a reduction in the chances of wagons distorting along their length, particularly if fitted with a scale timber load. The lower centre of gravity and greater weight help reduce the likelihood of wagons being pulled inwards on tight track curvature in longer rakes.

The DB bogies are faithfully captured, individual leaves being discernible in the reverse parabolic suspension setup. A closer look reveals that axle box covers differ, too. Wheels fitted have consistent back-to-backs, but are unpainted. As usual, I'm going to suggest painting them to reduce their sheen.

The rectangular buffers fitted to models are a good fit. I'll add that drooping or raised buffers, which require adjustment on RTR wagon models, isn't uncommon. A little rotation of some of the buffers fitted to the N gauge wagons was needed, however, to square them up.

These are complex wagons to manufacture and looking around the chassis of the

models, we find a large handbrake wheel, securing points, air reservoir release handle and isolation handles – all individually applied and painted separately.

Atop the chassis of the van variant, the distinctive yellow handles that opened doors are neatly-moulded, without flash, and a nickel-silver handrail to their left is straight and true. The deck of the timber-carrying wagons is also well-captured, but weathering this to suit is really what will bring it to life. All told, four excellent wagon additions from the manufacturer filling a much-needed market void, and it's tempting to add a few in different liveries to form a rake.



OO gauge models arrive in a carefully considered presentation box, lined with foam. An outer transparent protective plastic sleeve fits over this. Wagons are sold in pairs, though for review purposes, we were given an Rfnoos and Sins-2 in the box. To the lid underside is a brief history of the wagons with photographs that incite wagon weathering.

datafile

BASICS

Manufacturer: Revolution Trains

Catalogue Refs:

(N-IWA-Cargo) IWA (Sins-2) holdall van twin-pack Cargowaggon livery
(OO-IWA-NH) IWA (Sins-2) holdall van twin-pack Norsk Hydro livery
(N-IWA-Rfnoos) IWA (Rfnoos) timber carrier twin-pack Touax livery
(OO-Rfnoos-A) IWA (Rfnoos) timber carrier twin-pack Touax livery

RRP: £89.99 (N variants), £95.99 (OO variants)

Gauge/scale: 16.5mm gauge, 1:76.5 scale, OO and 9mm gauge 1:148 scale, N

Era: 8 to 11 (UIC: Sfins2) and 9 to 11 (UIC: Rfnoos)

Company/Operator: Norsk Hydro, Cargowaggon, BR, EWS/DB, Colas
Weight: 23g (Rfnoos N), 33g (Sins-2 N), 123g (Rfnoos OO), 160g (Sins-2 OO)

Chassis and Body: die-cast chassis with plastic body (OO), plastic (N)

Minimum curve radius: R2 438mm (OO), 265mm (N)

Wheel Profile: RP25

Couplings: NEM-mounted tension-lock (OO), NEM-mounted Rapido style (N)

Accessories: air pipes, injection-moulded later thinner red stanchions for timber carriers

WORLD OF RAILWAYS

TV

DIGITAL EDITION EXCLUSIVE

Revolution Trains at the London Festival of Railway Modelling 2022

Howard Smith speaks with Ben Ando of Revolution Trains at the London Festival of Railway Modelling at Alexandra Palace to discover the latest model samples from the manufacturer.

WATCH THE VIDEOS HERE

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



PLAY

RAPIDO TRAINS GUNPOWDER VANS

Words: Howard Smith Photography: Tony Wright



Personal preference, of course, but I'm usually slightly less enthusiastic about a new wagon release over that of a locomotive. Not in this case. Rapido Trains UK's latest model release is a glimpse of further models to come from its growing stable of model announcements, some such as its VIX ferry van announcement even taking us by surprise.

Go boom!

Gunpowder vans, by the nature of their transported goods, required special care when being shunted and their positioning in wagon rakes was guided by rules, too – no more than five were permitted in one rake at any one time – a rule that was changed during WWII owing to the great quantities of explosives requiring transport at the time.

Gunpowder was once a highly sought-after commodity, being used in everything from munitions, to demolition, mining and quarrying – even fireworks. The Railway Clearing House (RCH) produced a standardised design around 1930 to transport this dangerous commodity safely in more standardised wagons, and this

design was adopted by the GWR, LNER, LMS and Royal Ordnance Factories with minor detail differences.

Gunpowder vans featured all metal low-height bodies, wood-lined with a cast metal plate on the external doors instructing staff that no unauthorised persons may open the doors. Ensuring that no sparks were created

around vehicles, nail-less over-boots had to be worn.

British Railways continued to build a slightly modified version of the RCH vans under Diagram 1/260.

Rapido Trains elected to produce models of the RCH design, GWR Diagram Z4 and BR Dia. 1/260 wagons. Variations between



Rapido Trains has said that it is aware of an error in the positioning of some text and numerals on its model of the van in GWR black and red, owing to it copying the location of these on a preserved example. Either way, this surely makes the wagon correct if depicting a heritage railway...

datafile

BASICS

Manufacturer: Rapido Trains**Catalogue Ref:**

(902006) Gunpowder van LMS No. 701016 (RCH pattern)

(902005) Gunpowder van GWR No. 105780 (Diagram Z4)

RRP: £32.95**Gauge/scale:** 16.5mm gauge, 1:76.5 scale, OO**Era:** 3 to 6**Company/Operator:** GWR, LMS, LNER, BR**Weight:** 42g**Chassis and Body:** die-cast chassis with plastic body**Minimum curve radius:** 438mm (R2)**Wheel Profile:** RP25**Couplings:** NEM-mounted tension-lock**Accessories:** N/A

Underframe detail is plentiful, from the fine brake levers, rod to the shoes, while couplings extend to the centrally-located moulded plastic spring, not that you'll see it when it's running, but a 'nicety' nonetheless. Note the dished appearance to the face of the three-hole wheels fitted.

these are subtle, but noteworthy including different 'W' irons, GWR- and RCH-style doors, GWR, BR and Oleo buffers, and vacuum brake cylinders and pipework.

The Models

Kindly sent for review by Rapido Trains are samples of its van in LMS grey No. 701016 to RCH specification (902006) and GWR No. 105780 to Diagram Z4 (902005). Of the two, my favourite has to be the example in GWR livery – it's satin black with red cross on the door warning staff of the dangers within, while the G. P. V. lettering, also in red would help distinguish it in a rake of other vans in a yard at night, for instance.

The sample in LMS grey had a smudge of what appeared to be ink to one side and this can be viewed in my 'quickview' video on World of Railways. A little application of turpentine with a cotton bud working it in a circular motion soon lifted it though, and I suspect it's an isolated incident.

Spot the difference

Differences between these two vans are apparent when looking at the doors. Look closely and you'll see changes between the locking latches, retaining chains and angle iron used. Even the diagonal positions of rivets on the hinges differ. Around the wagons, we find that the GWR version

employs more riveted iron than its LMS cousin. Most obvious is its roof, which has a greater overhang on the wagon ends, each panel section being riveted together.

The LMS variant sees an overhang of the roof above doors, while angle iron uprights on the wagon corners and two on the sides terminate short of the chassis. Even the angle iron above the brake lever is different – running midway on the solebar on the GWR variant, and full-length, but chamfered inwards towards the bottom of the solebar on the LMS wagon, presumably to prevent fouling the brake lever in both scenarios. Such attention to detail is great to see in a wagon range.

Both samples feature three-hole disc wheels, but I admire that these are 'dished' – something rarely seen on an RTR product. Split-spoked wheels are available too, fitted to models in Royal Ordnance Factory livery as ROF No. 11, and LNER (NE) as No. 147511.

Underframes are largely similar throughout the range, until reaching the BR-built variants. Gunpowder traffic being greatly diminished upon Nationalisation of the railways, BR only constructed 120 of the wagons with the 9ft wheelbase, and a further 40 featured an extended wheelbase reaching 10ft fitted with clasp brakes. The first 65 wagons constructed by BR were built

unfitted, but survivors were retro-fitted with vacuum brakes.

Rapido Trains has modelled two of the vacuum-braked converts in its models of B887021 and M701058. Both models feature the lower placement of the vacuum cylinder in the chassis, common with conversions, and vacuum pipes. Speaking of which, LMS model variants feature through-pipes, too. Diligence and research on these models has been phenomenal!

Increasingly, we're seeing an appearance of metal on models with regard to more intricate parts where injection-moulded plastic is either too cumbersome, or not strong enough, or simply where additional weight is required. Running behind each of the solebars is a one-piece metal casting covering W-irons, axleboxes and brake hangers. It offers great strength when handling the model while preventing W-irons from distorting. Axles are firmly held in place, with no lateral side-play, yet are free-running. A quick test proved that careful deflection of these allows axles to be replaced, without the bond between metal and plastic breaking.

In summary, these are excellent models from the manufacturer and I can't praise them highly enough. Looking at the die-cast components and the location of underframe trusses, I think it might be possible for the manufacturer to tool up for the longer 10ft wheelbase in future. Though specific to a small number of wagons, it's variety on layouts that sparks interest. Highly-recommended models, ideal for layouts of the 'Big-Four' and well into the BR era.

WORLD OF RAILWAYS

TV

DIGITAL EDITION EXCLUSIVE

Quickview: Rapido Trains gunpowder vans

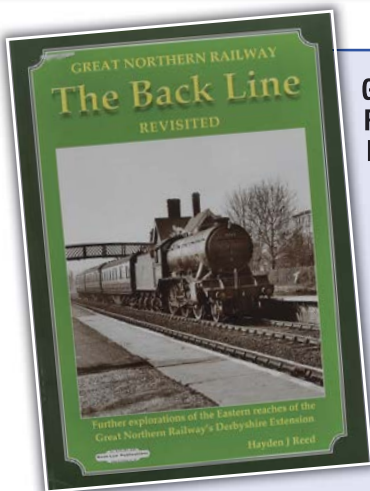
Howard Smith takes a first look at these highly-anticipated new wagons from the manufacturer.

WATCH THE VIDEOS HERE

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



PLAY



GREAT NORTHERN RAILWAY THE BACK LINE REVISITED FURTHER EXPLORATIONS OF THE EASTERN REACHES OF THE GREAT NORTHERN RAILWAY'S DERBYSHIRE EXTENSION, by Hayden J Reed, Booklaw. PRICE: £23.99

This informative work really needs to be read along with the same author's first volume on the subject, *The Back Line* (price: £27.95, also published by Booklaw). Such was the amount of extra information available after the first publication that this second, entirely complementary book, was inevitable. As noted in the first offering, the subject examined was not a glamorous line, being a secondary route. That said, it was a bit more than that, and a route of great interest, now long-lifted, and well-described in both books. Having written several books myself, whenever anything is published, extra information always emerges, even if it's no more than corrections or additions; such is the case here. Many are just clarifications, though the misidentification of some locomotive classes should have been better intercepted (how a 9F's tender can be seen as that of an 'Austerity' puzzles me). There are a few bloopers regarding locomotives in the smaller book as well – an O4/7 is quite different from an O4/8. I would have also thought that any railway author would have known how to spell 'Bulleid' (as in the SR's CME, as opposed to that of a victim). The pedantic quibblings apart, both books are worth acquiring

for the wealth of diligent research contained therein. Almost everything described has now been lost forever, and it's maudlin to perceive what's gone. Even the vast expanses of Colwick Yard and depot have been destroyed, though the photographs and descriptions are sad reminders of what was once a great railway installation. It's axiomatic that anyone contemplating building models of the areas described should acquire both books. It's amazing, isn't it, that a great competitor drove a line right into the heart of the Midland's empire at Derby? And, beyond – even by way of a 'severed arm' taking the GNR as far as Stafford (on the WCML) from Uttoxeter. A late friend of mine would have loved these works because he once had to travel from Stafford to Edinburgh. Enquiring at the LNER's booking office at Stafford Station in the 1930s as to the price, he was told it would be the same as from Stafford on the LMS. He thus went due east, travelling along the 'Back Line', eventually picking up his train to Edinburgh at Grantham. An absorbing read, and well worth acquiring.

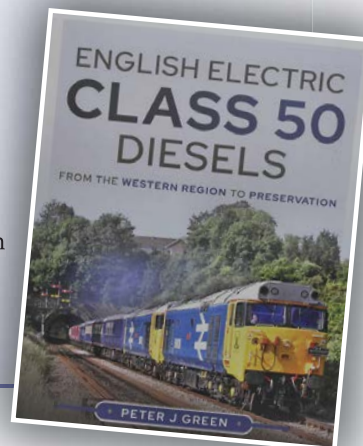
BRITISH RAILWAYS MARK 1 AND MARK 2 COACHING STOCK, by Hugh Longworth, Crecy. PRICE: £35.00

I've made/modified over 100 Mk. 1 carriages (a few Mk. 2s as well) for the various layouts I've been involved with and all would probably have been more accurate had I been able to consult this 'definitive' work. It complements completely the two previously established works on Mk. 1s, by Keith Parkin (published by the HMRS), and should enjoy equal status on any BR modeller's bookshelves. It's a revised edition of the one first published in 2013, which includes 'a complete review of all data with most of the missing data now located and errors corrected, updated information to July 2021, all diagrams redrawn and colour added to improve presentation'. Top stuff! Of course, the story is ongoing, because many of the types described are still in service for main line specials and on preserved lines. Every type is comprehensively described, including diagrams, lot numbers, running numbers, where built, dates built, weights, seats/berths, toilets, regional allocations and which types of bogies were fitted. Also listed are non-passenger carrying vehicles, including Kitchen Cars, PO Vans, BGs, Newspaper Vans, GUVs, SPVs (ex-Fish Vans), CCTs, High Security Vans, Car Carriers, Horse Boxes, Bullion Vans, as well as Pullman Cars and Departmental vehicles. Can it be more comprehensive? The text and data are supplemented by small drawings and numerous photographs. It's impossible for me to check if the information is correct, but I accept it as near to complete accuracy as we're ever going to get. A great book; essential for any model-maker, great value for money, beautifully-presented and thoroughly recommended.



ENGLISH ELECTRIC CLASS 50 DIESELS FROM WESTERN REGION TO PRESERVATION, by Peter J Green, Pen and Sword. PRICE: £25.00

I've known no publisher so prolific as Pen and Sword. I could fill my review pages completely with what's new from the house. From another wide selection including works on the Railways in North and Mid Wales in the Late 20th Century, BR Swindon DH Type 1s, Alfred Raworth's Electric Southern Railway and Thames Shipping from 1940 to 1980, I've selected the work on BR's last all-diesel express passenger locomotives, the final EE Type 4s. My choice is entirely subjective, because I wouldn't be surprised if I were standing in the vicinity of the author as he took his pictures, as I took mine! The Class 50s created a large and loyal following, especially after they left the WCML and were transferred to the WR as complete replacements for the luckless diesel hydraulics. One thing I would pay compliments to the author on is his diligent note-making; every locomotive in the class is featured several times, often where its identity is not visible in the shot. What I find particularly interesting in many of the images (all of which are beautifully-printed, mainly in B&W) is the railway infrastructure surrounding the locomotives and trains. It was into the second half of the 1980s before the WR main line west of Cogload and as far as Dainton lost its magnificent GWR lower-quadrant signals, and many of these are featured. The captions are informative and accurate and should assist anyone modifying models of Class 50s in all scales and gauges. Nobody scratch-builds or kit-builds such things now, do they? Railtours are also illustrated, taking the class away from its usual haunts. There are also shots in preservation, as well as scrapping scenes. There's a colour section at the end, which is wonderfully-printed, but it's a pity none of the images show the locomotives in BR service. The Portuguese equivalents also get a mention and there's a useful index of locations. All in all, a marvellous addition to the library; excellent value and highly-recommended!



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 16 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, a huge range of sound files 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**



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



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

WEST HILL WAGON WORKS

Model Railway Detailed Accessories • Hunt Magnetic Couplings

Checkout A Variety Of Products For Your Model Railway Online At
www.westhillwagonworks.co.uk

NEW
For APT

Separate Development
Coach Couplings

Sc 48204

NEW!

HUNT ELITE
COUPLING

Make Uncoupling Easier With Hunt Magnetic Couplings, Guaranteed Reliability On Inclines & Helix's



Depot & Workshop Accessories



Pallets With Coach/Wagon/Axeboxes



Key Clamp Safety Railing



Class 47 Traction Motors



Mk1 Coach Wheelsets With Axelboxes



Air Brake Test Trolleys



Class 91, DVT & Mark4
Hunt Magnetic Couplings



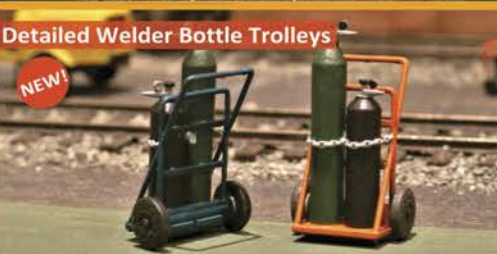
Mark 4 Coach Coupling Packs



Gas Forklifts & Accessories



Hunt Magnetic Coupling Pack
For Dapol JHA O & K Wagons



Detailed Welder Bottle Trolleys



Cable Drum Trailers

You Can Also Order Via Telephone: 01623 759939 or Email: office@westhillwagonworks.co.uk

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.

ONLINE BIDDING - Available on www.easyliveauction.com



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

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!

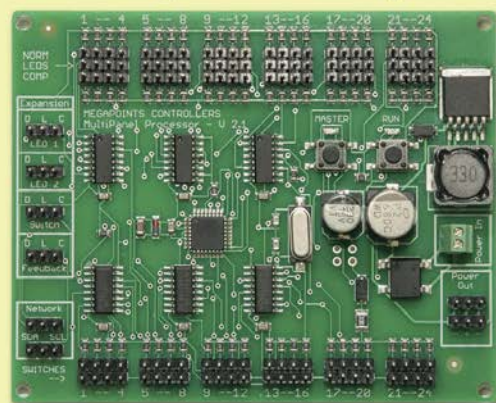
A single cable connects each control board together and operates in BOTH directions for feedback display.

Plug-and-play, NO Soldering for control panel hookup. Cables and buttons available pre-wired with plugs attached. See our new website for details.

Web & details: megapointscontrollers.com



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!



Rev: 18-03

MRB
Model Rail baseboards

**DREAM IT AND
WE BUILD IT**

Manufacturers of bespoke modular baseboard systems

Our baseboards are supplied fully assembled, the legs just simply bolt on.

Made from professional furniture grade MDF or Birch Ply the construction is open frame with a 9mm top making them light and incredibly strong and robust.

They are very stable and will not twist, warp or sag.

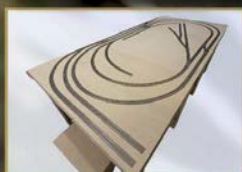
We custom make baseboards to order to meet your exact requirements.

We offer a complete layout service.

We can design and build your layout from start to finish.

Track laying, electrical work, point control panels.

Scenery.



T: 003 534 6973 8858 • E: sales@modelrailbaseboards.com

www.modelrailbaseboards.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



Wren - Accucraft 7/8th's scale live steam



Farish N gauge



Walthers HO sound SD70ACE



Broadway HO sound PRR K4



LGB 23530 Rbh G4/5 Steam Loco

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

The



IS COMING!



Calling all **'N' gauge** modellers: You can now model BR's premier door-to-door container service with Rapido Trains UK!



SEVEN
liveries to
choose from!



RRP: £119.95

Sound-fitted RRP: £219.95

The MetroVick Type 2 (Class 28) Co-Bo



RRP: £28.95

Triple-pack RRP: £85.95

'Conflat P' container flats



All products shown are Engineering Prototypes and subject to change

**Place your order
before May 1st
2022**

from www.rapidotrains.co.uk or your
local Rapido Trains UK stockist

RAPIDO TRAINS UK



expoEM Spring

A showcase of the best in 4mm modelling

BRACKNELL LEISURE CENTRE

Bagshot Road, Bracknell, Berkshire RG12 9SE

Saturday 14th May 2022 10.30am to 5.30pm

Sunday 15th May 2022 10.00am to 4.30pm

Layouts include:

Brixham – GWR early 1930s (EM)

Dewerstone – GWR 1930s (EM)

Kirkmellington – Scottish Colliery Branch 1970s (EM)

Plumpton Green – LBSCR c 1910 (P4)

**Shwt – BR (W) early 1960s end of life ex-LNWR
Branchline (EM)**

Sidmouth – BR (S) 1950s East Devon (P4)

South Pelaw – BR North Eastern 1950s (EM)

Westcliff – 'GWR what might have been' 1920s (EM)

In addition at least 6 extra layouts (finalists for the Chairman
Challenge built with EMGS own trackwork)

Guest Layout: **Foston Mills - 7mm NER early 1900s**

Whether you model in 00, EM or P4 there will be
inspirational layouts, 'show you how' demonstrations by some
of our leading modellers and over 20 specialist traders.

Plus our very own trade stand and members' sales.

On-site Parking & Catering

(your ticket is valid for both days)

The event in 2022 not to miss!

2 day visitor ticket £10.00

Members £8.00



Steve photo Andy Year BRM



Within easy reach of both the M3 (junc.3) and M4 (junc.10)

Bracknell Station 3/4 mile. Follow the brown signs for
Bracknell Leisure Centre **Free Parking at venue.**

For details see **www.emgs.org**

or contact **expoem@emgs.org**



LEVEL
ACCESS

The Lancashire & Yorkshire Railway Society
Partners in excellence with the National Railway Museum

Model the Lyr

Each year our 900 plus members receive

3 Lyr Focus

48 pages full of photo's
& historical information

4 Magazines

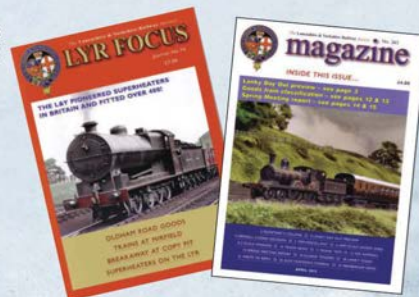
24 pages in full colour
with topical
information and
modelling articles

Plus Access to

12000 Photo's

1100 Drawings

Information service



Membership £36 annually

International members £47

Join online **lyrs.org.uk**



Ken Carter Membership Officer
11 Waveney Close
Arnold, Nottingham NG5 6QH
membership@lyrs.org.uk



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



Peter's Spares

MODEL RAILWAYS LTD

EST 2009



- ❖ 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. BRAND NEW WEBSITE with back in stock alerts and wishlist.

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
2J Brighthouse Business Village, Riverside Park, Middlesbrough, Cleveland TS2 1RT



Tel: 01642 909794

Open Mon-Sat 10am-5pm

Web: www.petersspares.com

Email: sales@petersspares.com



GAUGEMASTER

THE HOBBY SHOP
Est. 1988
www.hobb-e-mail.com 01795 531666 info@hobb-e-mail.com
85 Preston Street, Faversham, Kent, ME13 8NU



01237 238872

shadylane@live.co.uk

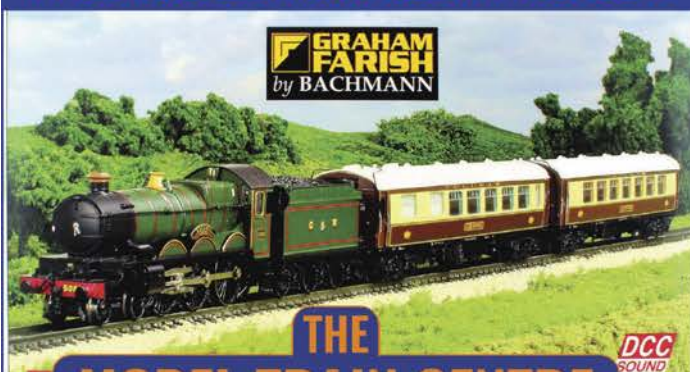
www.shadylanemodels.co.uk

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

THEMODELTRAINCENTRE.COM



We Stock Locos From The Following Leading Brands:
Hornby, Bachmann, Heljan, Graham Farish, Dapol and Rapido UK

DCC Control

-NCE Powercabs

-Decoders



-Point Motors

-Accessory Control



-Rolling Roads

-Layout Wiring



STOCKISTS OF...



Secondhand Bought and Sold



The Model Train Centre



@ModelTrainCntr



themodeltraincentre

Opening Hours

Mon - Fri 9:00 - 16:30

Sat 9:00 - 15:00

The Model Train Centre CLARKS HARDWARE

96-104 Every Street, Nelson,
Lancashire BB9 7LS

CALL: 01282 601488



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.



SHOW SITES
ACROSS THE
COUNTRY



HANDMADE
BY SKILLED
CRAFTSMEN

FREE
DELIVERY
& installation
nationwide



Sheds | Workshops | Summerhouses | Garages | Studios | Telephone 01760 444229

The Digital Membership that brings you all of this...



ARCHIVE

PLUS



TRACKPLANS

PLUS



VIDEO

PLUS

SIGN UP
NOW!

WORLD OF RAILWAYS
PLUS



COMPETITIONS

PLUS

- Digital Magazine Library
- Trackplan Archive
- Great videos
- Exclusive competitions
- Free Show Ticket
- RMweb Gold access

RMweb



RMWEB

PLUS

FREE SHOW TICKET

PLUS

www.world-of-railways.co.uk/membership

TEN COMMANDMENTS

Accessories for the discerning OO, O and N gauge modeller.



TRACK CLEANING WAGONS OO & N GAUGES

The quickest easiest way to clean your track. Simply hook up behind your locomotive and haul over trackwork to clean. No fluids / cleaners required. Manufactured in Germany for us by KPF-Zeller. OO GAUGE WAGON £40 - N GAUGE WAGON £40 - O SELF-FIT £20 Watch our demo video NOW on our YOUTUBE channel !!!

ROLLING ROADS OO & N GAUGES

Highest quality German engineering. Suitable for use with DC or DCC Control systems. See website for further information. N - MINI - 200MM - 6 ROLLERS £55 LONG - 400MM - 8 ROLLERS £70 OO SMALL - 300MM - 6 ROLLERS - £60 STD - 400mm - 7 ROLLER & PONY - £75 O SMALL - 400MM - 6 ROLLERS - £70 STD - 600MM - 10 ROLLERS - £99 WHEEL CLEANER UNITS NOW AVAILABLE FOR OO, O AND N GAUGES

HAND PAINTED ANIMALS - OO & N GAUGES

New Range of beautiful hand painted animals from VAN PETEGEM SCENERY. See website for full range.

GVP13 Scottish Highland Cow OO	£14.95
GVP11 Sheepdog with 2 sheep OO	£14.95
GVP6 Jersey cattle x 3 OO	£23.95
GVP8 Shire Horse 'Samson' OO	£16.95
GVP20 Squirrels x 3 OO	£9.95
GVP15 Swans x 2 OO	£13.95
GVP13 Foxes x 3 OO	£14.95
GVPNG Shire Horse Samson N	£12.95
GVPN7 Scot Highland Cow x 2 N	£14.95

BRICK INDUSTRIAL RANGE - OO & N GAUGES

Stonecast plaster simple modular construction allows easy construction of low relief factory / mill / warehouse style buildings. Large choice of components

	OO	N
BRICK OFFICE SET 2 STOREY	£15.00	£10.00
BRICK OFFICE SET 4 STOREY	£30.00	£20.00
RAILWAY WORKSHOPS SET	£30.00	£20.00
BRICK STARTER SET w/SIGNAGE	£25.00	£16.00

ROLLING STOCK STORAGE BOXES - OO & N GAUGES

A range of plastic stock storage boxes with pre-cut foam inserts designed to accommodate locomotives, coaches and wagons. Available in various sizes. Complete with cover sheet and lid. See our website for individual specifications and sizes.

ROLLING STOCK DISPLAY CASES - OO & N & O GAUGES

Display cases for your favourite locomotives and rolling stock. Clear Acrylic cover and base. Keep your stock dust free while on display. OO GAUGE from £16 N GAUGE From £15 O GAUGE from £22



TEN COMMANDMENTS 20 STRUAN DRIVE, INVERKEITHING, FIFE, KY11 1AR

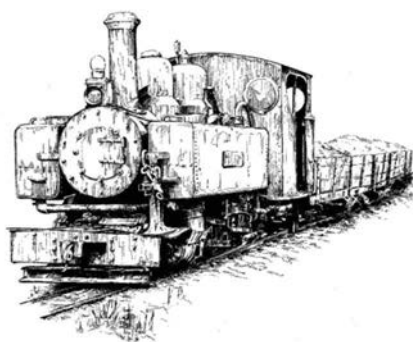
Telephone orders 01383-410032 Monday - Thursday 10am-7pm

Email: tencommandments@btinternet.com

Please add £3.50 Post and Packing per order.

Online at: www.tencommandmentsmodels.co.uk

Model Railway Exhibition



Top quality 7mm Narrow Gauge layouts plus specialist trade support, and Association sales stands

Burton Town Hall, King Edward Place,
Burton-upon-Trent, Staffordshire
DE14 2EB

Admission Adults £5, Members £3
Partners and children : Free



The 7mm Narrow Gauge Association

Visit our Exhibition

..... for the best in 7mm Narrow Gauge

Saturday
11th June
2022

DMG electtech
DMG Technical limited



DCC Decoder Tester
Only £28.99
see website for details

DMG electtech
DMG Technical limited



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

Multistrand 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	£38.00

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 • CDS 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	£1.17
CMP102 4 pin	£1.45

Double rows are available.

1+ 60p pr 10+ 55p pr 25+ 50p pr



DIN PLUGS & SOCKETS

PLUG

CDP9 3 pin	65p
CDP3 4 pin	65p
CDP6 5 pin 180°	70p
CDP3 5 pin 240°	70p
CDP3 6 pin	75p
CDP3 7 pin	80p
CDP3 8 pin	85p

SOCKET

CDS9 3 pin	65p
CDS5 4 pin	65p
CDS5 5 pin 180°	65p
CDS5 5 pin 240°	65p
CDS5 6 pin	65p
CDS5 7 pin	65p
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

DMG Technical Ltd - Tel: **029 20813136**

Unit 10, Glan-Y-Llyn Ind Est, Cardiff Road, Taffs Well, CF15 7JD

Email: sales@dmgelectech.co.uk





Diamond Jubilee Exhibition

18th & 19th June 2022

Derby Conference Centre, DE24 8UX

- Sat 10-5, Sun 10-3.30 (last entry 1h before closing)
- Ample free parking, refreshments
- £5 (members), £8 (non-members)
- Layouts planned include St Ruth, Wadebridge/Padstow, Fence Houses, Copenhagen Fields, Evercreech Junction, Llangerisech, Moretonhampstead
- Display of challenge entries
- Contact events@2mm.org.uk



Non-members welcome!
Come along and find out how to get started in 2mm

www.2mm.org.uk

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-5pm & Sun 11am-4pm
Please call 07961 757094
to arrange or order online at
www.therailwayconductor.co.uk



WE STOCK 00, 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.



LOCOMOTION MODELS



CLASS 90 NO. 90028 'SIR WILLIAM McALPINE'

EXCLUSIVE MODELS

AVAILABLE
FOR IMMEDIATE DELIVERY

£229.95*
(plus postage)

*DCC Ready.

Some accessory parts may require
fitting by customer.

IN PARTNERSHIP WITH



DB Cargo Class 90 No. 90028 was named 'Sir William McAlpine' on 11th January 2019 at the National Railway Museum in York. Sir William who passed away on 4th March 2018 was involved in railway preservation for many years and was the first Chairman of the Railway Heritage Trust.

VISIT LOCOMOTIONMODELS.COM FOR FURTHER DETAILS

MODELS FEATURED ARE 00 GAUGE / 1:76 SCALE

FIND US ON:   

The National Collection in Miniature

Visit the Locomotion Museum Shop for:



All prices and offers
are subject to change
without notice





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

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

55H Unit 3 Fulford Business Centre,
35 Hospital Fields Road, York YO10 4DZ
Tel: 01132 761759 / John@55h.co.uk

55H is a TRADING NAME OF FINESCALEBRASS

NEW MODELS IN PRODUCTION



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

AVAILABLE LATE 2021 NUMBERS ARE LIMITED - Call now to reserve the number/version required

Build: Roger Scardon
Painted: Paul Moore
For illustration purposes only

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



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



MegaPoints Controllers

Awesome layout control system

Have your dream mimic panel designed by us.

Self assembly with simple plug in connectors. ✓

Absolutely no soldering!

Works with analogue, digital and live steam. ✓

Professional appearance

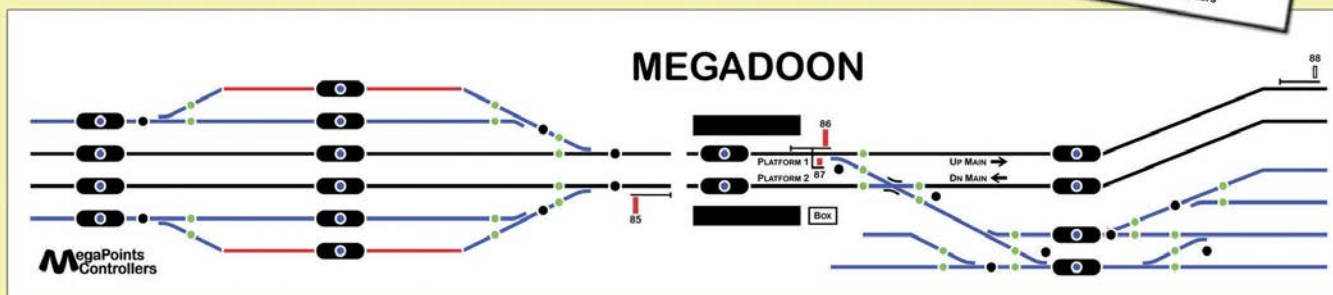
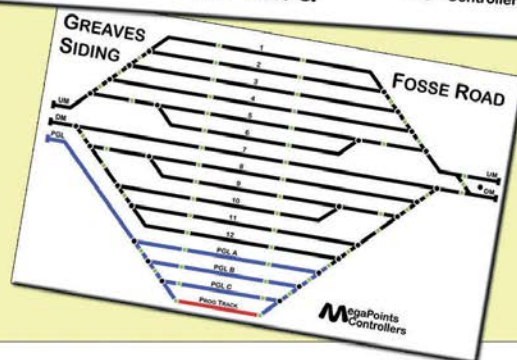
Simple single cable controls everything

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



WE HAVE MOVED!

New opening hours : Tuesday to Friday 10.30 - 4.30



PENNINE MODELS

NEW BARN, BARK LAITHE FARM, FLASBY, SKIPTON BD23 3QD

Tel: **01756 748667** • Email: **penninemodels@gmail.com**



Class 03 £299



Class 08 £185



Class 17 £435



Class 20 £425



Class 31 £465



Class 33 £465



Class 35 £416



Class 40 £499.99



Class 47 £589



Class 50 £595



Class 60 £549



Class 121 £265



Class railcar £462



Class Y1 £145

Contact us via Email, phone or visit our Facebook page

A LARGE VARIETY OF NEW PLASTIC KITS, MANY NOW SOUGHT AFTER

Also paints, glue, K&S metals, Deluxe Materials glues, Evergreen, Balsawood etc.

Full range of Evergreen Profile @ £3.95 a pack

COMPLETE RANGE OF PECO TRACK. G, O, OO inc Bullhead and N GAUGES



DAPOL O GAUGE O GAUGE TURBOT

7F 043 001/2/3 EWS £59.50

7F 043 004/5/6 Dutch Livery £59.50

14 TON PETROL / OIL TANKS £44.50

Ronuk Blue, Berry Wiggins Silver, Nat Benzole Silver, Air Ministry Black, Shell BP Grey, Lobitos 118 Black, Shell Electric Brown, Berry Wiggins Black, Shell Lubrication Yellow, Esso Black

O GAUGE OPEN WAGONS £38.50

5 PLANK WAGONS

Bramley - LMS Grey - John Arnold - WT George - Mineralime - BR Grey - GWR 25172 - GWR 251560 - Brymbo Steel - Cumberland 22 - Cumberland 15 - S Brookman - Richard Webster - W.W.A. Thompson

7 PLANK WAGONS

W Napier - Gloucester Coop - Dersley Coal - Webb Ruabon 825 - B.R grey P73150 - Black Park Chirk - Black Park Ruabon

LIGHT RAILWAY STORES

The online marketplace for narrow gauge, light railway and industrial modelling...



Kerr, Stuart "Victory" 0-6-0t in OO gauge

In production now! Order yours from £130.



PI-001-A • Plain Black



PI-001-B • Lined grey, IW&D 12



PI-001-C • Lined green



PI-001-D • Lined maroon



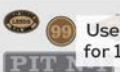
Narrow Planet • 009



Rapido Trains UK • 00



Meridian Models • 009



Use code **BRM10** at checkout for 10% off all custom etching!

Custom etched nameplates, number plates and works plates for all scales, configured for your models.

www.lightrailwaystores.co.uk

PO Box 297, Bexhill-on-Sea, TN40 9HF

BIG savings with REPTA membership



Railway Employees & Public Transport Association

Join Today!

MEMBERSHIP JUST £5*

repta.co.uk
01623 646789

Fantastic offers for active and retired members of the transport industry and their families.

If you work for Rail, Bus, TFL, BTP, Shipping or Port areas, check us out.

Join online or send a cheque payable to **REPTA**:
4 Brackmills Close, Forest Town, Mansfield NG19 0PB
Quote Ref: BM

*To include booklet & P&P £7.00

4D model making materials & services



scenics • scratch building materials • photo etching
laser cutting • custom dry transfers • resin & metal casting

www.modelshop.co.uk

4D modelshop The Arches 120 Leman St London E1 8EU



MARCWAY POINTWORK **PROFESSIONAL** **Est. 58 Years**
RENOUN FOR QUALITY
 UNRIVALLED EXPERTISE IN TRACK AND POINTWORK
 Ranges available in gauges 1, O, SM32, OO, EM, HO 0-16.5.
 All are ready to run and spray finished. SAE or phone for leaflet
marcway.net or marcway.co.uk

MARCWAY OO or EM GAUGE POINTS

36" Radius Points Left or Right Hand	£32.00
48" Radius Points Left or Right Hand	£32.00
54" Radius Points Left or Right Hand	£32.50
72" Radius Points Left or Right Hand	£33.00
Catch Points Left or Right Hand	£19.99
48" Radius Double Junction curved through diamond L or R	£275.00
48" Radius Double Junction straight through diamond L or R	£275.00
Diamond Crossing 48" radius angle	£125.00
Double Slip Point 48" radius angle	£105.00
36" or 72" Radius Wye Points	£112.00
36" or 54" Radius Three Way Points (Offset)	£112.00
Tandem Three Way Points Left or Right Hand	£93.00
54" 72" Radius Curved Points Left or Right Hand	£93.00
72" 48" Radius Curved Points Left or Right Hand	£93.00
Double Track Crossovers Facing RH or Trailing LH	£110.00
Scissors Crossover	£345.00
INTRODUCTORY OFFER 4 x 36" or 48" Radius Points LH & RH	£115.00
Layout Planner full size photo of OO or EM ranges	£5.50
Injection Moulded Flexible Track To match OO (Offset) Box of 10 Yards	£42.00
Injection Moulded Flexible Track to match EM. Box of 10 Yards	£42.00
Special Metal Fishplates (pack 24)	£3.99

MARCWAY GAUGE POINTS

10" Radius Points Left or Right Hand	£105.00
15" Radius Points Left or Right Hand	£110.00
Diamond Crossing Angle to suit either of Above (specify)	£160.00
Double Slip Point Angle 10" or 15" (Specify)	£255.00
Single Slip Point Angle 10" or 15" (Specify)	£195.00
3 Way Points Angle 10" or 15" (Specify)	£255.00
Tandem 3 Way Points Left or Right Hand	£265.00
Y Point 10" or 15" (Specify)	£145.00
15/10" Radius Curved Points Left or Right Hand	£160.00
Double Track Crossover Facing (RH) or Trailing (LH)	£425.00
Scissors Crossover	£750.00

Custom Pointwork
 We construct custom pointwork & junctions in any gauge to your required specifications. All gauges 0, OO, EM, 1, G including Dual Gauge & American O & Narrow Gauges.
 PHONE MARC 01709 542951
 (not always manned)
TECHNICAL & CUSTOM POINTWORK

SCALE FLEXIBLE TRACKS by MARCWAY
 Injection moulded plastic based. Finely detailed and proportioned to capture bullhead trackwork of the British Steam Era

MARCWAY SCALE MODELS
 POSTAGE EXTRA
 0114 2449170
 Orders by phone with credit or debit card. No cheques or postal orders / phone Marc - Technical

NEW OBSOLETE HORNBLY
 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 5 days a week - closed Wed & Sun
 SITUATED 2 MILES FROM M1 JUNC 34 (Meadowhall Exit) 200 yds from Attercliffe Tram Stop

598-600 ATTERCLIFFE RD, SHEFFIELD S9 3QS

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!

Underwritten by
ansvar **magnet**™
 insurance

SPECIALIST MODEL RAILWAY COLLECTION INSURANCE
 from £69.44* per annum

Full policy terms and conditions available at:
www.modelrailwayinsurance.co.uk

*Based on sums insured of £12,500

Home Insurance policies generally offer little or no cover for Model Railways if located in a garage or outbuilding and many policies restrict cover for sets of items or collections.

Insurance designed specifically for model and garden railway enthusiasts and includes Accidental Damage and Loss anywhere in the UK, including whilst in transit and at exhibitions.

We also offer Exhibition and Club Insurance for Model Railway Clubs & Societies

Call us on 01636 858249
www.modelrailwayinsurance.co.uk
 Newark Beacon, Cafferata Way, Newark, NG24 2TN
 Authorised and regulated by the Financial Conduct Authority

"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 00 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.corp@blueyonder.co.uk or write to:
8 Springwood Drive, Henbury, Bristol BS10 7PU



THE 3mm SOCIETY

www.3mmsociety.org.uk

RADLEY MODELS
www.radleymodels.com

**DREADNOUGHTS
TO GO WITH THE
METROPOLITAN
BO-BO Sarah
Siddons BY
HELJAN
BUY IN KIT OR
RTR
RING 01425479377**



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

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

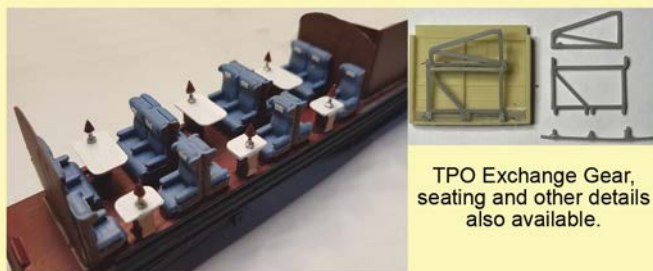
BRITISH, AMERICAN AND CONTINENTAL

OUTLINE STOCKED

COMPREHENSIVE WOODLANDS SCENIC
SELECTION



Diagram 236 Restaurant 1st, used in general service (also Rest 3rd), East Anglian and Royal trains.
Model and Photos(c) by Paul Morter.



NEW Release : Coronation/West riding Open First twin and Kings X Leeds Quint Diner.

Available April: Diagram 131 Gresley TPO.



"The simplest kit ever!"
RMWEB



23 Oak Tree Road, Thatcham, Berks. RG19 4QP

Email: Andy@Isinglass-models.co.uk

01635 925627



Harburn Hobbies Special Editions



'North British' #49
£9.95



'N' Gauge
£9.95



'North British' #85
£9.95



Bachmann 'McEwan's' £24.95



'L.G.W.' (Leith)
£9.95



Oxford 'Briggs' £22.95



'OO' Gauge
Tankers
P&P
£3.20



Harburn Hamlet Accessories - ready made - realistically painted - ready to place - see www.harburns.uk for details

Waiting Room or Store

timber walls, slate roof cast in resin/stoneware and decorated as shown.

Choose from 4 variations:

- SS305 Brown & Cream
- SS306 Green & Cream
- SS307 Red & Cream
- SS308 Natural Wood



Size: L 115mm x W 43mm x H 50mm

All £46.56 each
(P&P £3.20)

1/76th Scale - OO gauge
SS306 Green & Cream shown



www.harburns.uk

Harburn Hobbies, 67 Elm Row, Edinburgh EH7 4AQ
T: 0131-556 3233 & 0131-478 3233 Email: sales@harburns.uk



100 London Road, Bognor Regis, West Sussex, PO21 1DD

Tel: 01243 84 25 25 Email: sales@sefinecast.co.uk

Web: www.sefinecast.co.uk

SEF Builders Sheets re-launched!

A wide range of Vacuum Formed Sheets. Now available in NEW Coloured HIPS. Sheets available for 2mm, 4mm, 7mm, 5mm, 10mm and 1/12 and 1/24 scales.



FBS401B 4mm Brick



FBS404C 4mm Stone Blocks



FBS405C 4mm Paving



FBS424B Warehouse Fascia



FBS411B 4mm Corners, Arches Etc.



FBS416C 4mm Random Stone



Look out for these in your local model shop.

If you are a stockist, and are not listed here, please contact us for a free listing.

Available from the following stockists:

2k Technologies	www.2ktechnologies.com	01422 209789
Hobby Holidays	www.hobbyholidays.co.uk	01427 848979
Peters Spares M/Railways	www.petersspares.com	01642 909794
John Dutfield M/Railways	www.johndutfieldmodelrailways.co.uk	01245 494455
Deraills	www.deraills.co.uk	01594 835935
New Modellers Shop	www.newmodellersshop.co.uk	01733 704502
Buffers Model Railways	www.buffersmodelrailways.com	01297 35557
Expo Drills and Tools	www.expotools.com	01834 845150
Model Hobbies	www.modelhobbies.co.uk	01782 642377
Hereford Model Centre	www.herefordmodels.com	01432 352809

Retail Trade Enquires can be made to Wholesalers:

If you would like to become a stockist please purchase from the following wholesalers:

Expo Drills & Tools	www.expotools.com	01834 845150
Javis Wholesale	www.javis.co.uk	0161 480 2002
South Eastern Finecast	www.sefinecast.co.uk	01243 842525

2mm Scale Range

FBS201 - Plain Bond Brick (American)	FBS204 - Stone Blocks	FBS216 - Random Stone
FBS202 - English Bond Brickwork (Metric)	FBS214 - American Bond	FBS217 - Dressed Stone
FBS203 - Flemish Bond	FBS215 - Slate	FBS218 - Text. Con Block

4mm Scale Range

FBS401 - Plain Bond Brickwork	FBS410 - Corr. Clear Sheet	FBS419 - Granite Setts
FBS402 - English Bond Brickwork (Metric)	FBS411 - Corners & Arches	FBS420 - Paved R/way
FBS403 - Flemish Bond	FBS412 - Prof Clear Cladding	FBS421 - Fan Setts
FBS404 - Stone Blocks	FBS413 - Prof Steel Cladding	FBS422 - Square Setts
FBS405 - Paving Stones	FBS414 - HO/OO Amr Bond	FBS423 - Eng G/den Bond
FBS406 - Stone Setts	FBS415 - Slate	FBS424 - W/house Fascia
FBS407 - English Bond Arches	FBS416 - Random Stone	FBS425 - Cer. Utility Tiles
FBS408 - English Bond Arches Brickwork	FBS417 - Dress. Stone Block	
FBS409 - Corrugated Iron Sheet	FBS418 - Text. Con Block	

7mm Scale Range

FBS701 - Plain Bond Brickwork	FBS708 - Arches & Brickwork	FBS717 - Dress. St Block
FBS702 - English Bond Brickwork (Metric)	FBS711 - Corners & Arches	FBS718 - Text. Con Block
FBS703 - Flemish Bond	FBS712 - Prof Clear Cladding	FBS719 - Granite Setts
FBS704 - Stone Blocks	FBS713 - Prof Steel Cladding	FBS723 - Eng G/den Bond
FBS705 - Paving Stones	FBS714 - American Bond	FBS724 - W/house Fascia
FBS706 - Stone Setts	FBS715 - Slate	FBS725 - Cer. Utility Tiles
FBS707 - English Bond Arches	FBS716 - Random Stone	

Other Scales & Sheets

5mm	10mm	Dolls House
FBS501 - Plain Bond Brick	FBS1001 - Plain Bond Brick	FBS2001 - 1/12" Plain Bond Brick
FBS502 - English Bond Brickwork	FBS1002 - English Bond Brick	FBS2002 - 1/24" Plain Bond Brick
FBS503 - Flemish Bond	FBS1003 - Flemish Bond Brick	FBS2003 - Water Effect Sheet

Both White AND New Coloured Sheets - All scales £4.89

For Full South Eastern Finecast Lists please telephone, email or have a look at www.sefinecast.co.uk

Post Free Mail Order (£15 Minimum Order Value)

In The Greenwood LASER

Wherever you like to spend your free time



CP001
Cricket Pavilion

£8.00



MK001
Market Hall
£20.00



PB001
Pub

£13.50



BS003
Bandstand

£9.00

We've got something for you!

Top Selling Items



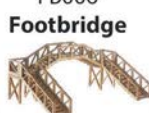
PC001 Canopies

£8.00



ST005 Hesketh Station

£25.00



FB006
Footbridge

£9.00

For the full range visit

www.inthegreenwoodlaser.co.uk



AC Models

Tel: 02380 610100

www.acmodelseastleigh.co.uk



Your one stop shop for the model enthusiast selling new and secondhand Model Trains, Slotcars, Plastic Kits, Diecast etc. Visit our shop for all your modelling needs.

New floor now open with R/C, Games Workshop and Scalextric.

See website www.acmodelseastleigh.co.uk

for opening times

Gift vouchers available

Find us on eBay [acmodels2](https://www.ebay.co.uk/shop/acmodels2) and Amazon [acmodelseastleigh](https://www.amazon.co.uk/acmodelseastleigh)

9 High Street, Eastleigh, Hants, SO50 5LB
email: info@acmodelseastleigh.co.uk

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

LANGLEY MODELS



Mail Order By Return P&P £4, over £40 POST FREE.
Unpainted metal kits - glue with epoxy glue (£7.00)

166 Three Bridges Road, Crawley, Sussex, RH10 1LE
Tel: 01293 516329 Fax: 01293 403955 www.langleymodels.co.uk

OO SCALE

Cricket Game Figs £11.25

Sight Screen £8.55

Portable Score Board 5 Railway Crane Rapier £37.35

Loads of kits in our illustrated colour catalogue or on website



8 x Modern Beer Kegs.....	5.25	Low Loader - 35 ton Beaver tail 1980's.....	29.45
Bee Hives & Beekeepers.....	6.75	Curtain Sider trailer 1980's.....	38.05
Coalman Scales and coal sacks.....	6.30	Morris 2 ton Truck 1931.....	33.45
2 x Air Conditioning Units.....	5.45	Leyland Hippo/Octopus 1930's.....	41.25
Ornate 'Cast Iron' Fencing for Statley Home.....	3.15	Foden S21 Cement Mixer Lorry.....	40.65
Ornate Gates for Statley Home (fencing F237).....	13.15	Wynn's Pacific Heavy Haulage Tractor.....	55.60
Illuminated Camp Fire (incl resistor&led).....	5.50	Fordson Major E27N Farm Tractor 1945.....	17.90
4 x Wheelie Bins.....	5.50	Rotaped track conversion (G16&G152).....	5.10
2 x Large Cable Drums.....	6.00	Foster SS Portable Steam Engine 1907.....	31.25
4 x Bulk Building bags.....	5.50	Heavy Duty Circular Saw Bench.....	15.70
4 x Lightweight pallets and sack loads.....	5.50	Leyland Freightor Skip Lorry.....	40.70
Building Skip with Rubbish load.....	7.65	70ton H/Haulage Low Loader (triple axle).....	30.70
10 Children playing (modern 80's).....	7.90	Fowler Gyrotiler/170hp ploughing engine.....	65.10
Royal Mail Tricycle and Box incl transfers.....	7.90	Foden FG Tar Sprayer circ 1947.....	46.30
Windmill-Smook Mill (detailed brass-etch).....	141.65	Sentinel steam lorry 401/Macellan1912.....	33.15
6 Tennis Players in action poses.....	6.30	Seddon Atkinson 411 6x4 Tractor unit.....	29.85
Tennis umpire linesmen & ballboys 7 figs.....	6.55	Seddon Atkinson 401 4x2 4 wheel tractor unit.....	29.00
4 Postman and 1 Bicycle.....	6.40	Sentinel DV4.4 Dropside & Stake extensions.....	32.90
2xPub table/bench unit (laser cut in real wood).....	5.85	Sentinel DV4.4 Liquid Gas Tanker.....	34.15
6 WW2 Army Figures Relaxed poses.....	6.85	AEC 3.5ton Railway Lorry.....	29.45
6x WW2 Army Figures in action poses.....	6.85	Austin/Morris LD Ambulance.....	31.40
Seated Coach Passengers set 1.....	6.10	Austin/Morris LD Van.....	29.80
Seated Coach Passengers set 2.....	6.10	Sentinel DV4.6 wheel flatbed.....	29.55
Seated Coach Passengers set 3.....	6.10	Robey Steam Wagon.....	35.20



N Scale Kits Fairground
Waltzer Ride £79.40.
Guards Marching £5.90
Lots of Side stalls & snack vans, fairground lorries

Parcel van - 1 horse.....	7.10	Painted Flower tubs and water butt.....	9.10
Delivery trolley - 2 horse.....	7.45	Painted Welding Figures & Equipment.....	10.50
Hansom Cab.....	5.25	Painted Relaxed Loco Crew x 2.....	4.80
Gypsy caravan, horse & figures.....	11.95	Painted 5 Gardeners and equipment.....	13.85
Morris Commercial Van 1 ton 1950's.....	6.85	Painted 4 Pallets and pallet truck.....	10.30
Shand Mason horse drawn fire engine.....	11.95	Painted 4 Beehives and 2 beekeepers.....	13.85
Leyland Beaver flatbed lorry 1949-70's.....	9.85	Painted 6 Bulk Building Bags sand.....	8.45
Leyland Beaver 3 way Tipper 1949-70's.....	10.10	Painted 6 ass Rock Climbers.....	14.40
Coal cart - horse drawn.....	7.10	Painted 4off Highland Cattle.....	9.70
Brewery Dray - horse drawn.....	7.35	Painted Fire Fighters 50's.....	14.40
Railway Delivery lorry 5 ton 2 horse.....	7.35	Painted 6 Ass Traveller & Fishermen.....	14.40
Ruston Bucyrus19RB face shovel '37-55.....	18.65	Painted 8 Guards Marching.....	21.85
19-RB dragline/clam bucket/demo'37-55.....	27.70	Painted 10off Guards Marching Band.....	25.50
AEC Mercury Tractor & low loader 50's.....	11.25	Painted Cats Goff.....	7.35
AEC Mercury tractor&flatbed trailer 50's.....	9.85	Painted Cub Scouts in Camp.....	29.95
AEC Mercury 3 way Tipper 1950's.....	10.10	Painted 6 Seated Passengers/Figs.Set 1.....	14.40
AEC Marshall/Mammoth Major flatbed.....	10.10	Painted 6 Seated Passengers/ Figs.Set 2.....	14.40
Leyland Beaver & low loader 1947.....	11.25	Painted 6 Platform Station Staff.....	14.40
22-RB Face Shovel Crane 55onwards.....	18.80	Painted 3 Canoes and Figures.....	13.85
22-RB Dragline/Demolition Crane '55 on.....	27.70	Painted 6 Fishermen & Equipment.....	14.40
22-RB Lattice Crane & Fly Jib '55on.....	29.25	Painted Single Crossing Gates (2).....	8.15
225hp Bulldozer Circ 1960's.....	14.85	Painted Telephone box x 1.....	5.25



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!**

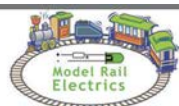
Call us on 0800 022 4473

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



01622 535931

mail@modelrailelectrics.co.uk

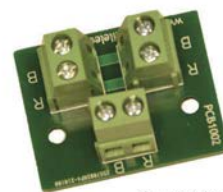
Welcome to modelrailelectrics.co.uk

Lighting Wiring Centre

Model Railways lighting wiring centre, designed to make installing lights on your model railway easy, 10 way outputs, each having its own space for a resistor to be fitted in which all can be the same or different value resistor. All 10 outputs are switched at the same time. Suitable for any lighting up to 12VDC.

£7.18 each + postage

<https://modelrailelectrics.co.uk/product/lighting-wiring-centre>



DCC version expected later this year, please contact to register your interest.

Track Power Dropper Connection Board

A handy little connection block for connecting the main track power circuit bus line to a track connection dropper. Just simply join your connections together, fix to the underside of the base board, then connect to the next board. Can also be used as the main feed connector, just put the track feed to where the Dropper is connected to instead. Rated at 4Amps, this will provide plenty of power to your layout.

£2.18 each + postage

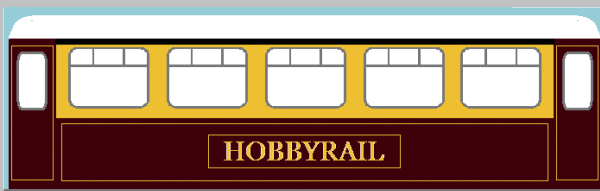
<https://modelrailelectrics.co.uk/product/dc-dcc-track-dropper-connection-board/>

or £19.98 10 Pack + postage

<https://modelrailelectrics.co.uk/product/dc-dcc-track-dropper-connection-board-10-pack/>

Call us today 01622 535931





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.

UK TOY & MODEL AUCTIONS

LIMITED

Our next Auction is Monday 23rd May 2022

This Sale will be online only with no public attendance and no viewing.
Auction Starts at 12.00pm



350+ Lots from a single owner collection, Hornby, Bachmann, Lima and more...



Catalogue & More Information on our Website : uktoyauctions.com

Phone & Commission Bids Accepted

BUYERS PREMIUM 16%

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

- Loco Servicing
- Repairs
- Baseboard Building
- Layout Design Services
- DCC Fitting
- Scenic Work
- Upgrades
- Modifications
- Customising and Weathering
- Various Workshops



Home of the first OO
Magnetic OMNI couplings
for model railways!



Email: sales@glrailways.com

Web: www.glrailways.co.uk

Tel: 01446 739084

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 Sheetting, Scale Ladders, Stairs and Railings, Open Web Trusses.

Essential for all scratch model makers.

www.plastruct.co.uk

YouChoos DCC Sound ZIMO

BE THERE WITH

immersive
Drive

ALL SOUNDS
NOW AVAILABLE
FOR ZIMO MS IN

16Bit



next
generation
digital sound
Zimo MS

01380 530530

www.YouChoos.co.uk

info@youchoos.co.uk

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.



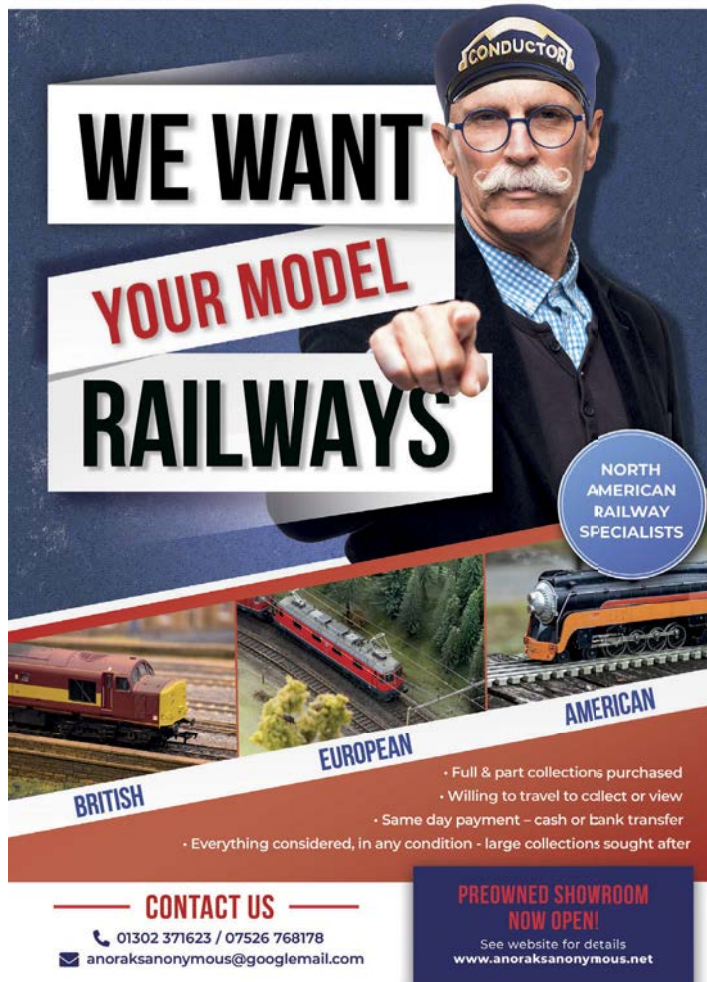
Unit 1, 10-12 Alder Hills, Poole, Dorset. BH12 4AL. Tel: 01202 798068

www.modelrailwaysolutions.co.uk

Email: info@modelrailwaysolutions.co.uk



SELL WITH ANORAKS ANONYMOUS - THE BIGGEST COMPANIES DON'T ALWAYS OFFER THE BEST PRICES!



**WE WANT
YOUR MODEL
RAILWAYS**

CONDUCTOR

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

CULCHETH MODEL RAILWAYS - WARRINGTON

We buy and sell

Call 01925 899959 or

Email info@culchethmodelrailways.co.uk

www.holdercollectables.co.uk

www.culchethmodelrailways.co.uk

CPS Shopping Centre, Common Lane,
Culcheth, Warrington, WA3 4EH

Mon Tue Thu Fri 9.30am - 5pm (Closed Wed & Sun)



C&M Models

'N' Gauge Class 156
ScotRail 'Saltire'
Livery
Delivery expected
Spring 2022

PRICE: £150.00, plus postage

ADVANCE ORDERS NOW BEING TAKEN

via Website: <https://candmmodels.co.uk>

via E-mail: sales@candmmodels.co.uk

Phone: 01228 514 689 (Tues.to Sat. 10.00 > 16.30)

1 Crosby Street, Carlisle CA1 1DQ

JUST A FEW SAMPLES HOT OFF THE PRESS...

Complete livery elements for EWS Cargo Rail in 4mm/00



English Welsh &
Scottish Railway



66022

ARC Aney Roadstone

ADD-ON for PGA WAGONS 4mm/00 & 7mm/0

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: sales@fox-transfers.co.uk web: www.fox-transfers.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





Stockists of

Circuitron, Tam Valley, DCC Specialities, DCC Concepts, Digitrax, ESU, Gaugemaster, LDT, Lenz, Roco, RR-Circuits, Sprog DCC, NCE, Zimo, Digikeijs, Train-o-Matic, NixTrains, Soundtraxx, Train Tech. Plus Many More!

**Friendly advice,
support and
installation services**

Ipswich Model Railway Centre,
Unit 2, 48-52 Tomline Road
Ipswich IP3 8DB.



Coastal DCC

+44 (0) 1473 710946

www.coastaldcc.co.uk
enquiries@coastaldcc.co.uk

The Train Doctor

**"Age should be no barrier to
having DCC fitted!"**

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.

0345 065 4472 www.hobbytrax.co.uk



SIMON'S TRAINS

The Holsworthy model shop offering a first class service

Simonstrains.co.uk

HORNBY **PECO**

BRAND NEW WEBSITE
OO, OO-9, HOe and N
New and Secondhand

HELJAN

dapol

BACHMANN
GRANDPRIX

Plastic kits Balsa Wood
Paints, glue and more!

GRAHAM FARISH

AIRFIX

01409 255510 Open 10am - 4pm Tuesday to Saturday 07711 387621



6 Bank House, Chapel Street
Holsworthy, Devon EX22 6AR



SQUIRES

MODEL & CRAFT TOOLS

100 London Rd, Bognor Regis, West Sussex PO21 1DD

Tel 01243 842424

Email sales@squirestools.com www.squirestools.com

April 29/30 / May 1 - BRISTOL The Bristol Model Railway Exhibition, The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, **BS35 3JB**. Fri 12.30 - 7pm, Sat 1 - 5pm, Sun 10 - 4.30pm.

May 7/8 - PORTSMOUTH Victory Model Railway Exhibition, The Mountbatten Leisure Centre, Alex Way, Hilsea, Portsmouth, **PO2 9QA**. Sat 10.30-5.30, Sun 10.30-4.30.

May 14 - LLANGOLLEN Llangollen Railway Festival, Llangollen Pavilion, Abbey Rd, Llangollen, Denbighshire, **LL20 8SW**. Sat 10-4.30.

May 14/15 - STAMFORD (Market Deeping) Model Railway Exhibition, Stamford Welland Academy, Green Lane, Stamford. **PE9 1HE**. Sat 10 - 5 Sun 10 - 4. **FREE Parking on Site**

May 21/22 - JARROW MRC Annual Exhibition, Primrose C.A., Lambton Terrace, Jarrow, **NE32 5QY**. Sat 10-5 Sun 10-4.

May 28/29 - GLASGOW 'O' Gauge M/Railway Exhibition, Pollokshaws Burgh Hall, Pollokshaws Rd, Glasgow, **G43 1NE**. Sat 10-4, Sun 11-4. *Free Parking, Close to Railway Stations*

June 11 - DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, **DN4 7PD**. Sat 10 - 4.00.

June 25/26 - PERTH MRE, Dewars Centre, Glover Street, Perth, **PH2 0TH**. Sat 10 - 5.30, Sun 10 - 5. www.perthmrc.com

July 2/3 - BARRY & PENARTH Model Railway Exhibition, St Cyrus School, Sully Rd, Penarth, **CF64 5XP**. Sat 10-5/Sun 10-4 *FREE PARKING ON SITE*

July 2/3 - GUILDFORD Railway Gala Weekend, Guildford Model Engineering Soc, Stoke Park, London Road, Guildford, Surrey, **GU1 1TU**. Sat 10-5/Sun 10-4 **FREE PARKING ON SITE**

July 23 - BAKEWELL - Gauge 1 North, The Agricultural Business Centre, Haddon Road, Bakewell, Derbyshire, **DE45 1AH**. Sat 10 - 4.30.

July 30/31 - NEW MILTON - South Coast MRC Annual Exhibition, The Arnewood School, Gore Road, New Milton, Hampshire, **BH25 6RS**. Sat/Sun 10 - 5.30.

Aug 13 - BEXHILL Model Railway Exhibition, St Richards Catholic College, Ashdown Rd, Bexhill on Sea, **TN40 1SE**. Sat 10-5. *FREE PARKING ON SITE*

Aug 20 - MILTON KEYNES Silverfox DCC Model Railway Exhibition, Oakgrove Secondary School, Brickhill Street, Oakgrove, Milton Keynes, **MK10 9JQ**. Sat 10 - 4. **NEW VENUE**

Aug 20/21 - CARDIFF Model Railway Exhibition, The Ice Arena Wales, Olympian Drive, Cardiff, **CF11 0JS**. Sat 10 - 5 Sun 10 - 4.

Sep 3/4 - STAFFORD GUILDEX 2022, Gauge 0 Guild Exh, Bingley Hall, Stafford Showground, Weston Road, Stafford. **ST18 0BD**. Sat 10 - 5, Sun 10 - 4. www.gauge0guild.com

Sep 25 - BURY ST EDMUNDS South Lee Community Sports Centre, Nowton Road, Bury St Edmunds, Suffolk, **IP33 2NN**. Sun 10 - 5.

Oct 1/2 - FOLKESTONE Model Railway Exhibition, Leas Cliff Hall, Folkestone, **CT20 2DZ** Sat/Sun 10-5.

Oct 8/9 - SHILDON MRE, Locomotion Museum, Shildon, **DL4 1PQ**. Sat/Sun 10 - 5pm. *Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!* :-)

Covid-19 Measures will be in place on Squires Stand. Please use Hand Sanitiser, observe Social Distancing and please use our Shopping Boxes.

Exhibition Invitations always welcomed.



KS MODELS

At the heart of model making

Hertfordshire's Leading Model Railway Specialist

 www.ks-models.co.uk 



- ✓ All Major Manufacturers & More!
- ✓ N Gauge to O Gauge
- ✓ Tools, Paints & Materials
- ✓ Plastic Kits & Diecast
- ✓ Pre-owned
- ✓ Mail Order

Email: russell@ks-models.co.uk

Shop:

Helpdesk:

01438 746616

07858 546855

Thurs - Sat, 10am - 5pm
19 Middle Row, Stevenage SG1 3AW

Mon - Sat, 10am - 5pm
Phone - Text - WhatsApp

Visit → Scalescenesc.com

Download → Print → Build

The home of quality downloadable card model railway kits since 2005

NEW Steel Barges

Create the perfect wharf loading scene for your layout.
ONLY £2.99

Card kits that pass closer inspection



Choice of two different deck and hold colours

Buy once unlimited prints

View our large range of N and OO kits and texture sheets

scale-scenes.com

MAD ABOUT TRAINS OF GAINSBOROUGH (K&M MODELS)

For all your Model Railway needs from design to finished layout, scratch built buildings, trees dioramas etc. We carry a vast selection of scenic materials. We carry a comprehensive range of all aspects of Railway Modeling from track pins to finished layouts. DCC Specialist, repairs, weathering etc undertaken in our own workshop. Hornby, Bachmann, Peco Gaugemaster, Dapol and Knightwing stockists. Large range of scenic materials. We are always looking for second hand collections. Just give us a call or come and visit our shop.



Tel: 01427 811040
Mobile 07858612716

106 Trinity Street, Gainsborough DN21 1HS

e-mail: sales@madabouttrains.co.uk
www.madabouttrains.co.uk

Est. 2011.

COLLECTABLES R US LTD

In Store & Online

THE UK'S MODEL EXPERTS

WE ARE A INDEPENDENT FAMILY RUN BUSINESS, PLEASE SUPPORT YOUR LOCAL INDEPENDENT BUSINESSES



Collectables R Us offers a mixture of new and vintage stock in store and online. We have a huge array of train sets, locomotives, rolling stock and scenery. We also sell R/C, Humbrol paints and Plastic kits.



OUR STORE IS NOW IN THE

eden
High Wycombe

FIND US NEXT TO POUNDLAND & CLARKS

Tel: 01494 440598 Mob: 07476 379 158
www.collectablesrus.co.uk
Email: enquiries@collectablesrus.com

Unit 6, The Chiterns,
High Wycombe,
HP13 5ES

Vintage Miniature Models

Model scenic and Diorama Specialists



Laser cut and 3D
Printed scenic Accessories
Buildings, Vehicles,
Ship parts and Models
for Railway Modellers



17 Wycombe Street
Darlington DL3 7DA
email graham.a.eason@gmail.com
www.vintageminiaturemodelsценics.co.uk

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

Easy free parking!!

Please check website for opening hours or call us

CONTINENTAL RAILWAYS



MPB Model Supplies



We supply loco's in OO9, OO, and O Gauge from Hornby, Bachmann, Dapol, Rapido and Roundhouse engineering

We supply dcc controllers and equipment from NCE, decoders from gaugemaster and fit ESU sound decoders. We also stock sound effects modules for layouts



We stock ratio, wills, and Metcalfe kits as well as woodlands scenics and PECO

Call us on 01905 900158 today
10 St Andrews Street - Droitwich
www.mpb-model-supplies.co.uk



N Gauge Society
Fill Your Tank Up

TTA Chemical Tanker Kit

Includes chassis, transfers, plastic sprues and etch to make one of several tanker types.

Join now!



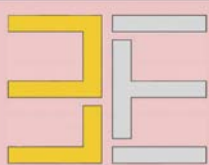
Only Available To Members



Other member benefits include a colour bi-monthly Journal, Area Groups and exclusive RTR and kit products

For introductory pack giving details of membership benefits, plus a free sample Journal, send £2 (UK Only) to:
Dept BRM, 52 Gainsborough Road, Wallasey, Merseyside CH45 8PT

www.ngaugesociety.com



EILEEN'S EMPORIUM

Mail order: Unit 19.12 Highnam Business Centre
Newent Road, Gloucester, GL2 8DN, ENGLAND
VISITORS STRICTLY BY APPOINTMENT ONLY

Tel: 01531 828009
sales@eileensemporium.com
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

GRIMY TIMES MODEL RAILWAYS

www.grimytimes.co.uk

187 Orford Lane, Warrington, Cheshire WA2 7BA

Open Tuesday - Friday 10 - 4, Saturday 10 - 4.30, Closed Sun & Mon

The Home of Grimy Times Weathering 01925 632209



- 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.



Over 1000 different packs of Quality Signage & Titled Trains

NEW WEBSITES

COACH DESTINATION BOARDS

GENERAL ARKWRIGHT'S STORE

TOPLEY DALE

THE RAILWAY

THE PINE EXPRESS

MODEL RAILWAY SIGNS

The Miniature Signage Specialist for British Railway Modellers

www.sankeyscenics.com

www.world-of-railways.co.uk | May 2022 | BRM 139



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 Facebook

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





Sig-naTrak®

Model railway electronics by GFB Designs

Our popular DCC controller - getting even better!



★ The ACE is being re-designed, with a larger 7inch screen and enhanced features.

★ Continued support for the ACE-2.

The ACE is currently out of production, but we will keep you informed regarding progress on the development of the ACE-3. We would like to thank all our customers for their patience - the global shortage of electronic parts is still affecting all manufacturers. However, we are moving forward and 2022 is becoming an exciting year!!

★ **ETBA**

The ACE-3 (DCS2044-3)
NMRA-compliant DCC controller with full decoder programming and reading. Computer control, XpressNet and LocoNet planned - user upgradable!
Compact: only 220x150x45mm!

NEW!!

DAC22 8-channel DCC Accessory Decoder



- ★ Drives all types of point motor.
- ★ Independent output addresses.
- ★ Built-in CDU
- ★ Voltage booster for solenoids.
- ★ LocoNet interface.

★ **£32.00**

The DRIVER (BHS1204) ACE Handset.



See website or send large-letter SAE for more details. (prices inc. VAT, p+p extra)
GFB Designs - WE put YOU in control!!

Layout control modules - DCC or LocoNet™

DAC22 Eight-channel Accessory Decoder. ★ £79.00

SIGM20 Colour-light Signal Controller - 6 or 8 outputs. ★ £54.00

DTM30 Digital Tower Master - 30 inputs & outputs. ★ £63.00

DSS1 Loco Shuttle - automatic train running sequences. ★ £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

2 Goodramgate
York - YO1 7LQ
01904 659423
info@monkbarmodelshop.co.uk
Open Monday - Saturday 9am - 5.00pm



MonkBar Model Shop

Established 1963

OO, N & O Gauge Model Railways

Peco N Gauge
7 Plank 10ft
Ripponden Wagons
Available Online
and in Store

Exclusive to Monk Bar Model Shop

New Batch
4 running numbers
NR-P1017E/F/G/H
£11.50 Each
Set of 4 £42.00



Stockists of Hornby, Bachmann, Graham Farish, Peco, Dapol, Gaugemaster Ratio, Wills, Woodland Scenics, Metcalfe, Oxford Diecast and many more
monkbarmodelshop.co.uk

CAMBRIAN 4mm Wagon Kits

Online shop including prompt worldwide delivery (no UK VAT outside UK)

NEW TRANSFERS AVAILABLE FOR SR, LMS, and LNER KITS

SR	12 TONS	29013	29330
SR	12 TONS	29647	30935
SR	12 TONS	31252	31569
SR	12 TONS	31687	32204
SR	12 TONS	32521	32638
SR	12 TONS	33155	33472
SR	12 TONS	33790	34107
SR	12 TONS	34424	34741
SR	12 TONS	35058	35376
SR	12 TONS	35693	36010
SR	12 TONS	36327	36644

All Transfers £6.80 for 2 sheets.
The number of vehicles varies.
A wide choice of running numbers.
Some Pre-Grouping sets.

We sell Gibson wheels in OO, EM & P4 and Bachmann 36-026 couplings

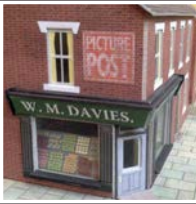
Over 100 more kits available from Pre-Grouping to 1990's
See the website for details or send C5 SAE

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



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



TOWNSTREET

OO



Send £3.80 post free for our 60 page OO catalogue detailing all our other kits.

TOWNSTREET, 6 KIRKILL, BLENKARN, PENRITH, CUMBRIA, CA10 1TZ
 See our new extended website!
www.townstreetuk.co.uk
 MON TO FRI 2-8PM 01768 88456
MAIL ORDER ONLY

From the Stonecast range that brings realism to your layout

NEW - 6 Road Engine Shed £99.50
Stand Alone Engine Shed Office £39.00
As Above But Without 1 Wall For Side Office £25.00



SR Hobbies

From our hobby, to Yours

1:76 Injection Moulded mirrors



Volvo FH4
3pk
£5.50



Scania T-Cab
4pk
£4.00



Curb mirrors
5pk
£3.00

facebook.com/S.R.lights.code3s/ @SRhobbies
 @Shedringhobbies SR Hobbies

www.shedringhobbies.co.uk
07754 898640

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
 OO Gauge BBA/BLA Steel Wagons IN STOCK NOW! **Coming soon...** Produced by CAVALEX Models



OO Gauge Class 56



OO Gauge HAA/CDA Hoppers

Available to pre-order now from our website. (No payment or deposit required)

TRAINS4U EXCLUSIVE - OO Gauge MOD KFA / PFB WARFLAT
IN STOCK NOW!



£35.00 each Produced by CAVALEX Models

Features:

- Close coupling mechanism
- NEM coupling pockets
- Sprung buffers
- Detailed underframe
- Zinc alloy frame
- Convertible to P4/EM

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

Facebook Twitter Instagram

MP Middleton Press
 Published 19 February

CARLISLE TO BEATOCK
 including THE DUMFRIES BRANCH

BOLTON TO PRESTON
HULL TO SCARBOROUGH
ALNMOOTH ALNWICK COLDSTREAM BERWICK

Albums £18.95 **FREE P&P (UK)** **MAIL ORDER** E:sales@middletonpress.co.uk

www.middletonpress.co.uk
 126A Camersdale Rd, Haslemere GU27 3RJ T:01730813169

CARLISLE TO BEATOCK
 Including the DUMFRIES BRANCH
 Roger Darsley and Dennis Lovett
 Scottish Main Lines



MP Middleton Press

BENDY WALL THAT FITS ANY RADIUS IN OO!

KX072-OO Flexible Wall
 Choice of 7 Finishes



Fantastic value!
 Builds 1.6m wall!

scalemodelscenery.co.uk

Order online or call 01530 456952

C & L FINESCALE
 TRACK BUILDING SYSTEMS

125 Reaver House,
 12 East Street,
 Epsom, Surrey KT17 1HX

C & L are an established provider of track materials in both 4 & 7mm Scales that enable the modeller build track layouts home design or as per prototype.




OFFICE HOURS 10.00 - 13.00 Mon to Fri. Closed Sat & Sun
 Tel: 01372 748490 • **www.clfinescale.co.uk**

Train Times Model Shop

Find us at 37 Seaside, Eastbourne, BN22 7NB
 (01323) 722026 traintimestoo@gmail.com

New opening times Tuesday, Friday & Saturday
 10am - 1pm Or phone to make an appointment

All Metcalfe NOW in stock

www.traintimesmodelshop.com

BRITAIN METCALFE OXFORD Humbrol WOODLAND METCALFE FARM HORNBY PECO

www.YorkModelRail.com
 Precision Laser Cutting

Online shop, selling our unique range of laser-cut scenery detailing and architectural components; helping you build your railway layouts



Plus affordable bespoke laser-cutting service catering for ALL SCALES and all model-makers, worldwide.
 Price lists available in 0, OO or N scale if you don't have internet access.

York Modelmaking 01904 400358 laser@yorkmodelrail.com
 Unit 13, Bull Centre, Stockton-on-the-Forest, York, YO32 9LE

3D printed
1950s Concrete Lampposts
 Available in OO, TT & N Scales
 From Only £2.99 per set



3 Different Designs available

WWW.SMARTMODELS.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

CLASSIFIED SECTION

High Lane Model Railways

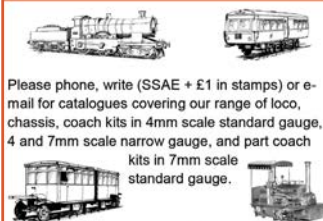
Stockport Indoor Market,
Market Place, Stockport SK1 1ES
Email: info@highlanemodelrailways.co.uk
Tel: 07955 362105

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

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

Aspire Gifts & Models

OPENING TIMES: Mon 2pm-5pm Tues, Wed, Thurs 10am-5pm

Suppliers of all Major Railway Brands, We Chip, Service and Repair Engines.

Layouts built from Track to finished item.

THOUSANDS OF ITEMS
AVAILABLE ON OUR WEBSITE
CREDIT CARDS WELCOME

Unit 4, Court Farm Business Park,
Buckland Newton, Dorset DT2 7BT

Telephone: 01300 345355

email: edward.aspire@btinternet.com
website: www.aspiregiftsandmodels.co.uk

P & D MARSH MODELS

PAINTED OO GAUGE

PDZ31 Lawnmower/barrow/man£7.85
PDZ33 Man fishing from rowboat£9.50
PDZ37 Belshas/bus stop/post box.....£8.70
PDZ39 Coalmen and scales.....£8.70
PDZ50 Loaded platform trolley/porter £8.70

PAINTED N GAUGE

PDX44 Trackside signs.....£8.00
PDX64 Boat with outboard motor£6.30
PDX66 Coalmen and scales.....£8.85
PDX351 GWR Home signal.....£8.75
PDX354L GWR LH junction signal.£16.75

AVAILABLE FROM ALL GOOD
MODEL SHOPS. DISTRIBUTED BY
EXPO TOOLS & DRILLS

WWW.PDMARSHMODELS.COM

07730 202270

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 Wigton CA7 9AL
Trucks • Cars • Kits • Planes • Toy Soldiers • Railways • Hobby/Craft
016973 42587 info@jacksonsmodels.co.uk find us [f](#) [t](#) [in](#)

Limited Edition Dapol OO Wagon
TF Butler, Barrow in Furness
Only available from:
www.craftyhobbies.co.uk
54 Cavendish Street,
Barrow-in-Furness,
T: 01229 820759

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

Open: Tuesday to Saturday
10AM - 5PM (4PM on Saturdays)
Tel: 01788 543442
Email: tonystains@outlook.com
Web: www.tonystainsofrugby.com
Studio, The Locks, Hillmorton,
Rugby, CV21 4PP
WE BUY YOUR MODEL TRAINS
GOOD PRICES PAID, PLEASE CALL
TO ARRANGE A VALUATION

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

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

STOKE-ON-TRENT
54 Hamil Road, Burslem,
Stoke-on-Trent ST6 1AU
Please check our website for our 'Special
Commission' 7-plank wagons, based around
'Stoke-on-Trent' in O, OO & N gauges

- Hornby • Bachmann
- Peco • Dapol • Gaugemaster
- Woodland Scenics
- Plus much more!

OPEN: Tue-Fri 10.30-4; Sat 10.30-1
T: 01782 818433/07973 478294
E: thehobbygoblin-uk@hotmail.com
www.thehobbygoblin.co.uk

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

Double sided solid metal totem stand for middle of platform£11.99
Solid metal single sided totem stand£9.99
Double painted totem with name£14.99
Single painted totem with name£12.99
OO Unpainted figures£2.50
OO Painted figures£5.50
O Gauge painted£10.50

P&P £3.99 Cheques payable to: Mike Pett,
12 Chatham Street, Ramsgate, Kent, CT11 7PP
Tel: 01843 593417 / Mob: 07976 724225
mikepettsupercast@gmail.com

Model Railways
Games Workshop
Die Cast Models
Corgi - Dinky - Matchbox
Plastic Kits
Airfix - Revel - Etc

NEW AND USED ITEMS
BOUGHT AND SOLD

HIGH ST, RUDDLAN.
01745 590048
www.rhuddlanmodels.co.uk

NEW
Shop for model
railway enthusiasts
OPEN 10am - 4pm
CLOSED Wednesday
Free Parking
Wide range of stock from all
your favourite suppliers,
PLUS repairs, weathering
and advice.

Call us or see our website for details
28 Marston Road, Stafford, ST16 3BS
Tel: 01785 247883

Fine Kits
of Buildings
& Miniature
Detailing

Kits for N, OO & O layouts
See the website for a painting guide
Severn Models, PO Box 785,
Broseley, TF7 9FT, UK.
www.SevernModels.com



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

Tele: 0191 4910202/4106386

Mobile: 07976 519178 www.pooleyspuffers.com e-mail: pooleyspuffers@btopenworld.com

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

PayPal **NEW** **AXLEBOX BEARING CUTTING TOOL** **Slaters 4mm PO Wagons**

H&A MODELS 19 Keats Way, Higham Ferrers, Northants. NN10 8DQ
Email: sales@hamodels.net Tel: 01933 355531 Mobile: 07969 535 699 • 07481581001

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 • Seuthe • 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 & Cans now available to purchase on Line and Mail Order
Complimentary EM & P4 wheel swaps for 4mm Parkside Kits purchased from us

VISA **MasterCard**

Downloadable Model Railway Card Kits
Instant Downloads Straight to your Computer
from **www.3dk-shop.co.uk**

OO Gauge Factory 3dk

From one download you can have unlimited prints allowing you to assemble buildings of any size.

ONLY £5.99

Try our free building kit

See us on YouTube and Instagram

www.3dk-shop.co.uk

DATES FOR YOUR DIARY

TOY & TRAIN FAIR - Tonbridge

Thursday 26th May

The Angel Centre, Angel Lane,
Tonbridge TN9 1SF.

6.00pm - 8.00pm

Contact Colin Penn 01279 301407
or Joe Lock 07866 641215.

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**

STAMFORD MODEL RAILWAY SHOW
IS BACK!

Sat & Sun 14 & 15 May 2022
10.00am - 4.30pm

STAMFORD WELLAND ACADEMY
GREEN LANE STAMFORD PE9 1HE

FREE PARKING **REFRESHMENTS**
DISABLED ACCESS **BAR**

Sponsored by **T.C. Harrison Ford** and **Trains4U.com**

Entrances: £5 **USB £3** OR use the QR code to book tickets online
Family (max 5) £15

The Phoenix Club! With over 10 years of experience and a reputation for well as being one of the best in the country, we are now looking for new members to join our club. We'll have you in the party of 5 and for us to help you get started, we'll have a special offer for new members to join our club. We'll have you in the party of 5 and for us to help you get started, we'll have a special offer for new members to join our club.

Market Deeping Model Railway Club

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)

PLASTICS • METALS • SCENICS
OO & N Scale • Peco • Hornby • Bachmann • Metcalfe • Wills • Ratio • Dapol

SPORTS & MODEL

www.sportsandmodelshop.co.uk
90 High Street, Orpington, SE5 8PT • Based in the Highlands • Phone: 01349 862345

Visiting the Isle of Wight?

UPSTAIRS DOWNSTAIRS
Pier Street - Sandown PO36 8JR

Two floors of locomotives, wagons, coaches, buildings, scenery, electrics, figures, cars and more!

ALL BRANDS
N-009-HO
00-0n30-G

01 983 406 61 6 - www.trainshop.co.uk

JOHN DUTFIELD LLP

Stockists of many brands inc Bachmann, Hornby, Farish, Gaugemaster, Accurascale, Cavalex 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: heatherwillkinson@btconnect.com
www.johndutfieldmodelrailways.co.uk

Gift Vouchers available

OPENING HOURS:
9.00am-5.30pm
Mon, Tues, Thurs, Fri and Saturday
Closed Wed, Sun & Bank Holidays
All major credit/debit cards accepted.

ADVERTISERS' INDEX

3CP-TOOLS.....144	GAUGEMASTER.....21	MIDDLETON PRESS.....141	SKYTREX.....144
3DK.....141	GFB DESIGNS.....140	MIKE PETT.....142	SMART MODELS.....141
ACCURASCALE.....7	GHOST-SIGNS.....140	MIKE'S MODELS.....141	SPC SIMPLIFIED POINT CONTROLS.....144
A C MODELS.....134	GLR BESPOKE SERVICES.....135	MODEL RAIL ELECTRICS.....134	SPORTS & MODEL SHOP.....143
AGR MODEL RAILWAY STORE.....139	GRAVESEND MODEL CENTRE.....136	MODEL RAILWAY SOLUTIONS.....135	SOUTH EASTERN FINECAST.....133
AIRFRAMED.....144	GRIMY TIMES.....139	MODEL RAIL BASBOARDS.....122	SQUIRES MODEL & CRAFT TOOLS.....137
ANORAKS ANONYMOUS.....136	H. & A. MODELS.....143	MODEL SCENERY SUPPLIES.....144	STREET LEVEL MODELS.....144
ANYTHING NARROW GAUGE.....137	HARBURN HOBBIES.....133	MONK BAR MODEL SHOP.....140	SUNNINGWELL COMMAND.....144
ASTSD3.....144	HARDER & STEENBECK.....60	MORRIS MODELS.....138	SUPERQUICK.....131
ASPIRE GIFTS & MODELS.....142	HATTON'S.....16,17,72,73,148	MPB MODEL SUPPLIES.....139	THE 2MM SCALE ASSOCIATION.....128
BACHMANN.....2	HIGH LANE MODEL RAILWAYS.....142	N GAUGE SOCIETY.....139	THE 4D MODELSHOP.....130
BILL HUDSON BOOKS.....144	HOBBYTRAX.....135	NARROW PLANET.....130	THE 7MM NARROW GAUGE ASSOC.....127
BRANCHLINES.....142	HOBBYRAIL.....137	NICK TOZER.....142	THE E.M. GAUGE SOCIETY.....124
C & L FINESCALE.....141	HORNBY HOBBIES.....8,45	NORTH WESTERN MODELS.....144	THE HEREFORD MODEL CENTRE.....6
C & M MODELS.....136	HOWARD SCENIC SUPPLIES.....144	P & D MARSH.....142	THE HOBBY GOBLIN.....142
CAMBRIAN MODELS.....140	IN THE GREENWOOD LASER.....133	PAIGNTON MODEL SHOP.....142	THE HOBBY SHOP.....125
CHESTER MODEL CENTRE.....95	ISINGLASS MODELS.....132	PENNINGTON MODELS.....130	LANC & YORKS RAILWAY SOCIETY.....124
COASTAL DCC.....137	ITEMS MAIL ORDER.....142	PETERS SPARES.....125	THE MODEL TRAIN CENTRE.....125
COLLECTABLES R US.....138	JACKSONS MODELS.....142	PLATFORM 3 MODELS.....142	TMC CUSTOM FINISH LOCOMOTIVES.....12-15
CONNOISSEUR MODELS.....144	JOE LOCK.....143	POOLEYS PUFFERS.....143	TONY'S TRAIN & TRANSPORT.....142
CRAFTY HOBBIES.....142	JOHN DUTFIELD.....143	RADLEY MODELS.....132	TOPP TRAINS.....142
CRANE GARDEN BUILDINGS.....126	YORK MODELMAKING.....141	RAILS OF SHEFFIELD.....97-101	TOWER MODELS.....3
CULCHETH MODEL RAILWAYS.....136	K.S.'S WORLD OF MODELS.....138	RAILWAY CONDUCTOR.....128	TOWNSTREET.....140
DAPOL LIMITED.....147	KENT GARDEN RAILWAYS.....122	RAPIDO.....123	TRAIN TIMES MODELS SHOP.....141
DCC CONCEPTS PTY.....35,61	KERNOW MODEL RAIL CENTRE.....18,19	REDCAR MODELS & HOBBIES.....144	TRAINS 4U.....141
DEREK'S TRANSPORT BOOKS.....143	KR MODELS.....43	REPTA.....130	TRI-ANGMAN.....144
DIGITRAINS.....119	LANGLEY MINIATURE MODELS.....134	RHUDDLAN MODELS.....142	TRIDENT TRAINS MODEL SHOP.....144
DMG.....127	LITTLEWORTH MODELS.....61	RK EDUCATION.....96	TUTBURY MODELS.....143
DREAM STEAM LIMITED.....134	MACS MODEL RAILROADING.....132	RON LINES.....132	UK TOY AND MODEL AUCTIONS.....135
DURHAM TRAINS OF STANLEY.....143	MAD ABOUT TRAINS.....138	ROXEY MOULDINGS.....144	UPSTAIRS DOWNSTAIRS.....143
PLASTRUCT.....135	MAGNET INSURANCE.....131	SCALE MODEL SCENERY.....141	VINTAGE TRANSPORT IN MINIATURE.....138
ELLEN'S EMPORIUM.....139	MARCWAY MODELS & HOBBIES.....131	SCALESCEANS.....138	W M COLLECTABLES.....124
ELLIS CLARK TRAINS.....20	MARKET DEEPING MRC.....143	LOCOMOTION.....128	WARWICK & WARWICK.....121
FINESCALEBRASS.....129	MARKS TRAINS.....144	SEVERN MODELS.....142	WEST HILL WAGON WORKS.....120
FOX TRANSFERS.....136	MEGAPOINT CONTROLLERS.....122,129	SHADY LANE MODELS.....125	YOU CHOO'S.....135
FRIZINGHALL.....35	METCALFE MODELS.....10,11	SHEDDING HOBBIES.....140	



WEB DIRECTORY

CONNOISSEUR MODELS

- 0 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

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

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

TRIDENT TRAINS

No 10, The Craft Arcade
Dagfields Craft Centre,
Crewe Road, Walgherton,
Nantwich, Cheshire. CW5 7LG

www.tridenttrains.co.uk
HORNBY - BACHMANN - DCC CONCEPTS - TRAIN-TECH - FARISH - DAPOL
PECO - LENZ - GAUGEMASTER - METCALFE - RATIO + MUCH MORE
01270 842400

Mark's Trains

A RENOWNED SPECIALIST DCC CONVERSION SERVICE
• Servicing & repairs • Weathering • Resprays • Kit building

www.marks-trains.co.uk
01733 609 414 • info@marks-trains.co.uk

[marks.trains.uk](https://www.facebook.com/marks.trains.uk) [marks_trains_uk](https://www.instagram.com/marks_trains_uk)

roxeymouldings.co.uk

Your website for finescale locomotive, carriage and wagon kits in 00 and 0 gauges. A wide range of accessories in stock from Slater's, Markits, Romford, Alan Gibson and our own etched detail frets. Southwark Bridge coach kits and platform accessories. Motors for 4mm/00 and 7mm/0, with gears and gearboxes from Markits and Roxey. Markits 00 rolling stock wheels and our own turned steel wheels for 0 gauge. For Exhibition sales only, we stock solder, flux and Precision Paints.

Roxey 58 Dudley Road, Walton-on-Thames, Surrey KT12 2JU
Tel: 01932 245439

Howard Scenic Supplies

See our range of hand made model scenery

www.howardscenicsupplies.co.uk

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.

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

Model Scenery Supplies

**Uk leading online
scenery shop.
Supplying hundreds
of scenic items.**

modelscenerysupplies.co.uk

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 & 00 Gauge
making your point motor easy to fit

We specialise in products that make
creating your DC/DCC layout easier.

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

CD Design Proudly made in the County of Kent

SE&CR 'G' Class
GNoSR V/F Class
LNER/BR D40
£185.00

To see the full range visit
www.cdc-design.net

SKYTREX
MODEL RAILWAYS

Building Kits and Scenic Accessories
www.skytrex.com
Tel: 01509 213789
Email: sales@skytrex.com

ASIS3D

www.asis3d.co.uk

Design & 3D printing service. Reverse engineered obsolete gears
& parts, scenic items & bespoke buildings in 2mm, 4mm and
7mm scales.
Use BRM10 for a 10% order discount
Postage charged at cost.
Email: info@asis3d.co.uk
Tel: 07895756620

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

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

NEXT ISSUE

LNER SPECIAL

Layouts and practical advice inspired by one of Britain's best-loved companies of the 'Big Four'

ON-SALE
FROM
MAY 20



Inside:

- Our favourite LNER-inspired layouts
 - 'Grantham' explored
- Train formations of the ECML
 - Guide to 3D printing
- Adding pick-ups to RTR locomotives
- Create realistic buildings for your layout
- The latest new products on test, and much more!

Buffer Stop

Want to be a good modeller? Just keep your eyes open...

Peter asks: *Looking at Phil's various micro layouts and considering their transient nature, compared with larger layouts, what factors influence your acquisition and disposal decisions on suitable rolling stock?*

Good question! Serial layout builders will be faced with the problem of what to buy, and what to keep, if they insist on changing their prototypes, or even scales, with each project.

As with our hobby generally, if you want to keep the costs down, just buy what you really need. DHAPR wagon works can get by with a single locomotive and half-a-dozen wagons. More would be nice, but a luxury.

Buying even this amount of stock for lots of layouts will add up, but if each locomotive and wagon is personalised, then the process takes longer, slowing the spending a bit.

If the next project can't use the same items, then yes, there might be a problem, but we suspect that for many, the materials on hand will influence your ideas. Not just rolling stock, but kits and all those bits and pieces that make a model. At least this gives us an excuse for the stash of models!

But, if a complete change is your plan, why not see if you can sell the layout and the stock as a package? There are plenty of time-poor people out there who would enjoy a 'turn key' model railway.

The flipside is that your project layout might be based on the stock you already have. Inspiration for your next project could be waiting for you – just take a look in your cupboard and we bet there isn't a need to buy anything new. Not that this has ever stopped anyone...

What's the best biscuit to dunk in your tea?

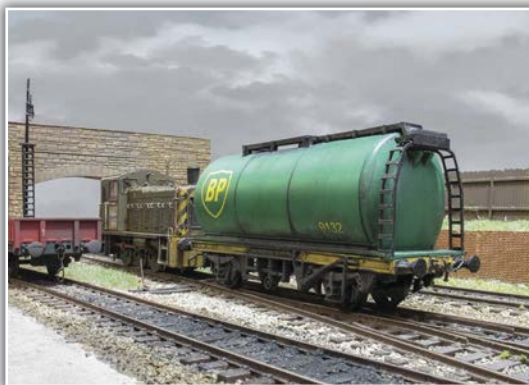
Andy: I don't want brown bits in the bottom of my cup when I finish another tea, but I will dip crackers into a mug of Bovril.

Debbie: Chocolate Digestive all the way

Howard: Thou shalt not dunk thy biscuit in tea, for great sogginess cometh.

Phil: I'm not a dunker I'm afraid, but if you insist, a bourbon.

Ruth: Stroopwafle biscuits. Tea dunking game changer!



This month in pictures...



Andy now has a garden railway. Sort of...



What else would Debbie do on a day off than take her son to Thomas Land?



Phil might have been sitting in the seat, but the Bachmann bus driver kept the key so he couldn't drive off!



Will a Tri-ang giraffe car fit in the DHAPR shed? Of course it will.

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

Tel: 01691 774455
e-mail: sales@dapol.co.uk
www.dapol.co.uk

Coming soon...

00 Gauge 78xx Manor - In Store Soon



General Stockist Release



DCC versions also available



Full cylinder profile
Negotiates second radius
curves with ease



High detailed Cab Interior
The model features a highly
detailed and beautifully
decorated cab with a realistic
glow in the fire box



Easy fit DCC & DCC Sound
Slide out PCB - Access
through the smoke box door



Dapol's tried and tested
Award Winning wire free
loco to tender connection

Sound Fitted Models now available to pre-order at your preferred Dapol Stockist

Visit www.dapol.co.uk for full specification and livery details

N Gauge Hymek



Previous models used for illustration purposes only.



2D-018-011 - Hymek D7000 Two Tone Green No Warning Panel
2D-018-012 - Hymek D7071 Two Tone Green SYP
2D-018-013 - Hymek D7020 Two Tone Green FYP
2D-018-014 - Hymek D7044 BR Blue FYP

DCC Ready & DCC Fitted Models available to Pre-Order

2D-007-013 - Class 66 66413 Freightliner Orange & Black Lest We Forget
2D-007-014 - Class 66 66780 GBR Cerise
2D-007-015 - Class 66 66405 DRS Malcolm
2D-020-003 - Class 153 15302 Wessex Trains Black/Gold
2D-020-004 - Class 153 15323 Arriva Trains
2P-003-012 - B Set Coach Pack GWR Cities Crest Choc & Crm 6445 & 6446
2P-003-013 - B Set Coach Pack GWR Cities Crest Choc & Crm 6449 & 6450
2P-003-014 - B Set Coach Pack Great Western GSC 6413 & 6414
2P-003-015 - B Set Coach Pack BR Crimson 6461 & 6464
2P-003-016 - B Set Coach Pack BR Lined Maroon 6969 & 6940

Class 153 and Class 66 DCC versions also available

4F-027-021 - Silver Bullet NACCO 37807898041-4 Whtd
4F-027-022 - Silver Bullet NACCO 37807898055-4 Whtd
4F-027-023 - Silver Bullet NACCO 37807898072-9
4F-027-024 - Silver Bullet NACCO 37807898044-8
4F-013-035 - Gunpowder Van BR Bauxite 701059
4F-013-036 - Gunpowder Van BR Bauxite 701059 Whtd
4F-013-126 - Gunpowder Van Blue Circle 170
4F-013-127 - Gunpowder Van Blue Circle 170 Whtd
4F-016-116 - Banana Van Fyffes Yellow B240750
4F-016-117 - Banana Van Fyffes Yellow B240750 Whtd

Class 68 DCC and DCC & Sound versions also available

O Gauge BR 20T Brake Van



Arriving in shops soon

Visit www.dapol.co.uk for full
specification and livery details

7L-001-006 Signal GWR Home Square Post

Product Scale Key

O Gauge

00 Gauge

N Gauge

All product release dates correct at time of going to press

SPECIAL COMMISSION WAGONS

YOUR CHOICE OF DAPOL BODY
YOUR CHOICE OF LIVERY

FROM JUST 100 IDENTICAL MODELS IN 'OO' OR 'N' 25 IN 'O'
TURN AROUND IN JUST 3 MONTHS

FOR MORE DETAILS CONTACT CLAIRE ON
01691 774455 OPTION 1 OR EMAIL studio@dapol.co.uk



Hattons Trunk Service

The Hattons 'Trunk' service enables you to pay for and secure items and have them held with us for later despatch!

Adding the Little Things

Enables you to 'secure' items and hold despatch until you're sure you've ordered everything you need.

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.

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

Add to cart

Add to trunk

(weighs 304g)

Qty:

Add to wishlist

Your Trunk Options

You can update your options using the form provided below. Fields marked with a * are required.

Default Payment Card: *

Please select.....

Default Delivery Address: *

Please select.....

Trunk all Preorders: ☐

Send Summary Email: ☐

Email Reminder Day: *

Monday

Update Options

“The Trunk lets me take greater control over my orders. When I was building my new layout, it was great for combining all my bits and pieces into one delivery.”

- Mark, UK

“As an Australian buyer, I like this idea as many times I have bought pre-owned items - then placed a separate order for new items the following day. Terrific service!”

- Greg, Aus

Find out more at: www.hattons.co.uk/trunk

Items cannot be held indefinitely. All Trunks are subject to a bi-yearly automatic despatch.

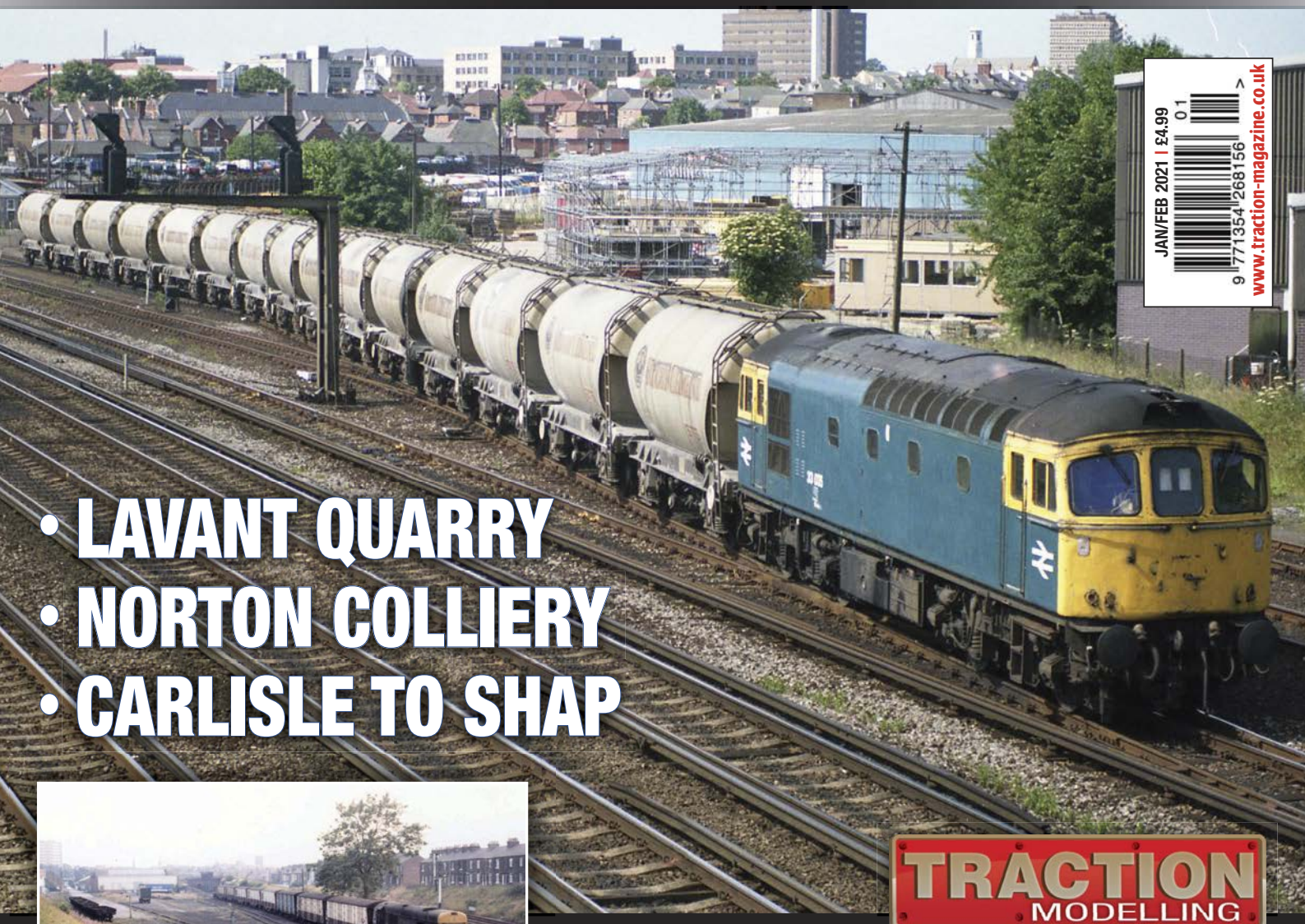
1970s NORTHERN IRELAND • FROST PRECAUTIONS • TO HORWICH

TRACTION

A CELEBRATION OF CLASSIC DIESELS & ELECTRICS

ISSUE 267
JAN/FEB 2022

SOUTHAMPTON CEMENT



- LAVANT QUARRY
- NORTON COLLIERY
- CARLISLE TO SHAP



TRACTION
MODELLING

- Model Railway: UKF wagons
- Review: Bachmann Class 47

Mainline & Maritime
3 Broadleaze, Upper Seagry,
Chippenham. SN15 5EY
07770 748615
www.mainlineandmaritime.co.uk

MAINLINE &
MARITIME

ALL PRICES
INCLUDE UK P&P

ASK FOR A BOOK FOR CHRISTMAS!!!

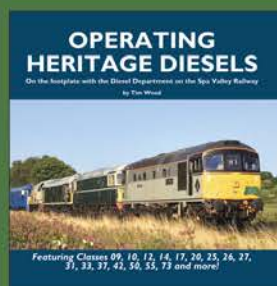
DIESELS AROUND CARDIFF

£19.95

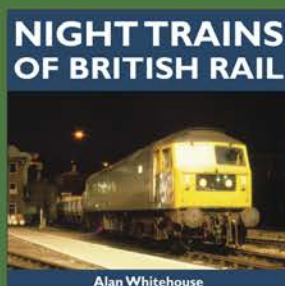


Andrew Wiltshire

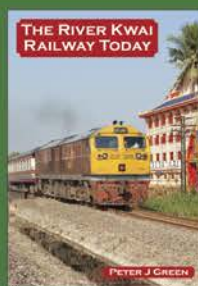
YOU MAY ALSO LIKE...



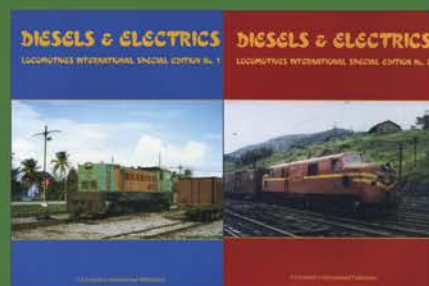
OPERATING
HERITAGE DIESELS
£16.95



NIGHT TRAINS OF
BRITISH RAIL
£18.95 NOW £10



THE RIVER KWAI
RAILWAY TODAY
£42.95 NOW £10



DIESELS & ELECTRICS
VOLUMES 1 & 2
£14.95 NOW £3 EACH, BOTH £5

Signed Limited Edition Prints From Paintings By **James Green GRA**



◀ Deltics at King's Cross - 1979 (55009, 55010, 55014)

Limited Edition of 850

Standard size

Mounted £59.95 FREE P&P (overall size 20"x16")
Or mounted & framed for £95.00 FREE P&P

Large size

Mounted £89.95 FREE P&P (overall size 27"x21")
Or mounted & framed for £155.00 FREE P&P



Mounted only



Mounted & framed
in pine



Mounted & framed
in wood

Class 37 - Grangemouth 1976 ▶

Limited Edition of 850

Standard size

Mounted £59.95 FREE P&P (overall size 20"x16")
Or mounted & framed for £95.00 FREE P&P

Large size

Mounted £89.95 FREE P&P (overall size 27"x21")
Or mounted & framed for £155.00 FREE P&P



Mounted only



Mounted & framed
in pine



Mounted & framed
in wood



NEW DELTIC 1000 piece jigsaw puzzles - £29.99 each

Limited
Stock



FREE
POSTAGE
on all items

From original paintings by award winning Guild of Railway Artist James Green. All prints are signed & numbered by the artist, supplied with a Certificate of Authenticity & embossed with a limited edition stamp. Each print is presented with a double mount & hard backing. Or use our framing service & receive your picture ready to hang.



To order call: **01733 203230**
or see full range online
www.jamesgreenart.co.uk



Free Postage UK only - overseas orders add £9.95 (framing UK orders only)



◀ Prototype Deltic Drawing

Limited Edition of 500

(overall size mounted 14"x12")

Mounted £40.00 FREE P&P
Or mounted & framed for
£65.00 FREE P&P

Contents

6

To Horwich and back
by David Ratcliffe



10

**Northern Ireland
Railways 1970 to 1976**
by Jonathan Allen



17

Norton Colliery Branch
by Nick Gerrard



20

**Cement trains around
Southampton**
by John Dedman



25

**Modelling the
UKF PWA wagons**
by James Smith



30

**Traction Modelling
Bachmann review**



34

**The Lavant Quarry
gravel flow**
by Steve Stubbs



38

A day trip to Crewe
by J. Crosse



40

The Big Four
by Alan Greest



42

**Carlisle to Shap before
electrification**
photos by Gavin Morrison



46

Frost Precautions
by S. G. Allsopp



TRACTION
issue 268 will
be on sale
Friday 28th
January



Welcome

Although the cover date of this issue of TRACTION is January and February 2022, publishing schedules dictate that actual publication date is well before the end of 2021. I'd like therefore to wish all our readers and advertisers an enjoyable Christmas and a successful 2022.

In this issue we look in some detail at four very varied freight operations in different parts of Britain. The first is an example of the now virtually extinct 'trip' freight train. David Ratcliffe takes us on a journey from the former Speedlink hub at Warrington to Horwich to visit a variety of locations in Lancashire. Moving south, Nick Gerrard looks at coal train operations on the branch to Norton Colliery near Stoke-on-Trent. On the south coast John Dedman guides us through the surprising number of cement train operations that could be found around Southampton. Finally, Steve Stubbs describes the specialised wagons used on trains to Lavant quarry near Chichester.

In the last issue of TRACTION we looked in detail at rail operations in the Republic of Ireland in the 1990s. We now move to Northern Ireland back in the 1970s, a time of great difficulty for both the population and, inevitably, its railways. Jonathan Allen guides us through those years and reveals what an interesting system it was even in those dark days.

J. Crosse takes us on an enthusiast's coach tour to Crewe and the surrounding depots in 1967; what a fascinating variety of locomotives were seen! Alan Greest concludes his trilogy of articles about his railway trips, this time to Scotland.

In our photo feature Gavin Morrison takes us back to the days before electrification of the West Coast Main Line on the section between Carlisle and Shap when English Electric and Brush Type 4s graced the head of expresses and Freightliner trains.

Former railwayman S. G. Allsopp describes the difficulties that staff faced in the winter at Derby diesel depot and the precautions that were taken to avoid frost damage to locomotives.

In TRACTION MODELLING we have a 'follow on' modelling article to our series of prototype articles in TRACTION 265 and 266 about the UKF fertiliser trains. James Smith shows us how he modified the rather basic ready to run models to produce better UKF PWA wagons for his layout.



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

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 - £25.00

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: subsacexecteam@warnersgroup.co.uk

West Street, Bourne, Lincolnshire PE10 9PH

CONTRIBUTIONS TO TRACTION

TRACTION welcomes contributions from railway staff and enthusiasts about diesel and electric traction and railway operation. If possible articles should be sent in digital format either by email or on CD or memory stick. Photographs and slides should be scanned and also submitted in the same way. Please contact the Editor for further details and advice about scanning methods when submitting photographs.

©Warners Group Publications plc 2016

All rights reserved. Material is only accepted on the understanding that there are no copyright restrictions. Although every care will be taken, all materials submitted are at the owner's risk and Warners Group Publications plc cannot be held responsible for loss or damage however caused. Copyright on all materials in the magazine remains vested in the Authors and Warners Group Publications plc. Reproduction of the whole or any part is forbidden without the relevant permissions. Warners Group Publications plc and the Editor cannot be held responsible for any error that might occur in the text or advertisements. Reliance placed upon the contents of the magazine is entirely at reader's own risk.



ISSN: 1354-2680

Scan this QR code with your smartphone to link through to TRACTION's website



33035 at Southampton Up
Yard with a cement train to
Halling in Kent.



E-mail: steverabone@hotmail.com

Editorial postal address:

120 Churchill Road,
Middlesbrough TS6 9NS

Class 20s, Nos. 20013 and 20155 leave Warrington on 8th August 1986 with 6P82, the 07:55 Speedlink for Horwich. Behind the locomotives were five vans and an ODA, all destined for the ROF at Chorley, followed by an OAA and three ZAA for Horwich, with another OAA loaded with small fabricated steel struts for Wigan Prescott Street bringing up the rear.



To Horwich and back

David Ratcliffe looks back to the days of local freight trains before the demise of Speedlink.

In contrast to the railfreight scene of today, which is dominated by block train workings, prior to the demise of Speedlink services in July 1991 the network still hosted a considerable number of mixed wagonload freights. Some of these ran between the main yards, while others comprised simple feeder trips from a yard to a single customer, but a handful of workings had rather more involved itineraries.

Amongst these was the daily Speedlink that ran from Warrington to Horwich and back via Wigan and Westhoughton. Booked to leave Warrington's Walton Old Junction yard at 07:55 each weekday, the freight, whose reporting number was changed from 6P83 to 6P82 in 1987, would head north, leaving the West Coast Main Line (WCML) just south of Wigan North Western at Wigan Station Junction where it stopped briefly for a crew change. Joining the former Lancashire & Yorkshire Railway (L&YR) line from Manchester, the new crew would then take 6P82 on through Wigan Wallgate station and under the WCML before diverging at Wallgate Junction onto the Southport line and coming to a halt a short distance further on at Douglas Bank Sidings.

Here the locomotive would run round and any traffic for the nearby Prescott Street Electrification Depot and the GKN Reinforcement's Douglas Bank works would be detached, with one of the four

Class 08s based at Wigan Springs Branch arriving light engine later in the morning to shunt both locations. During the early 1970s, the depot at Prescott Street, on the site of the former L&YR's Wigan locomotive shed, had been very busy, but once the electrification of the WCML from Crewe to Glasgow had been completed, traffic there declined and by the 1980s it would only receive the occasional wagon, carrying such loads as fabricated steel

gantry components, cases of insulators, OHL tensioning weights, and cable drums of wire.

In contrast, the GKN works continued to receive a steady delivery of steel rod and rod coil by rail, both from Cardiff and occasionally from the Continent, until the traffic ceased in about 1987. GKN used their own Fowler industrial locomotive for shunting and so the Class 08 was only required to propel any inbound wagons



On 22nd August 1984, Class 25 No. 25032 heads down the slight incline towards Wigan Wallgate station with the 07:55 from Warrington which included a couple of bogie bolster BDAs loaded with steel rod for the GKN works at Douglas Bank.

Train timings for 6P82/6F82

Warrington WOJ dep.	07:55
Douglas Bank	08:32 - 09:08
Westhoughton	09:21 - 09:51
Horwich	11:10 - 12:16
Chorley	12:47 - 14:09
Warrington Arpley arr.	15:42

down the short incline into their works, as well as collect any outgoing empty wagons and haul them to Springs Branch from where they would be returned to Warrington by a separate trip later in the day.

Meanwhile, 6P82 next headed back through Wigan Wallgate station before continuing east along the L&YR line via Hindley and Crow Nest Junction to Westhoughton. Here a short branch, which diverged from the main line just to the north east of Westhoughton station, gave access to a Metal Box factory which had been opened in 1956. This produced biscuit tins and tin cans and received regular deliveries of tinplate coil and sheeted tinplate from the works at Ebbw Vale and Trostre in South Wales. After delivering the loads and collecting any empties from Westhoughton 6P82 would continue east to Bolton where the locomotive ran round again at Burnden Junction.

Returning west through Bolton Trinity Street station the freight would then run via Lostock Junction to Blackrod where it stopped before propelling down the half mile long branch to reach British Rail Engineering Limited's (BREL) Horwich Works. Opened by the L&YR in 1887 the works, which covered some 81 acres, built its last locomotive in 1966 after which it had concentrated on wagon building and rolling stock repairs but, by the 1980s, it was listed for closure. However, while railway activity on most of the site ended in 1984 the foundry, which had only recently been modernised, remained in production with brake blocks and springs continuing to be distributed to locomotive depots, carriage sidings, and wagon works by rail until 1989 when the works rail connection was finally removed.

With its reporting number now changed to 6F82, the freight then returned from Horwich to the main line at Blackrod, heading north west a further seven miles to reach Chorley, home to a large Royal Ordnance Factory (ROF) which produced a wide range of munitions. The ROF also operated its own industrial locomotives and so, once 6F82 had detached and picked up wagons in the exchange sidings and paused for the crew to take a break, it was ready to rejoin the WCML at Euxton Junction. Reaching Preston, the freight would run round for the final time before heading directly back to Warrington up the WCML via Wigan North Western.

Sample train consists for 6P83/6P82 and 6F82

6P83 Warrington Walton Old Junction to Horwich Locomotives 20013 and 20155 4th September 1986

B 787318	RBX	Empty	Warrington Yard to ROF, Chorley
113005	ODA	Empty	MoD Navy, Bedenham to ROF, Chorley
B 787226	RBX	Empty	Warrington Yard to ROF, Chorley
ADB 900416	YXQ	Empty	Northampton Up Sdgs to M&EE, Wigan Prescott Street
460799	SHA	Tinplate BSC	Trostre Works to Metal Box, Westhoughton
460914	SHA	Tinplate BSC	Trostre Works to Metal Box, Westhoughton
460951	SHA	Tinplate BSC	Trostre Works to Metal Box, Westhoughton
460985	SHA	Tinplate BSC	Trostre Works to Metal Box, Westhoughton

6P82 Warrington Walton Old Junction to Horwich Locomotive 31155 20th September 1988

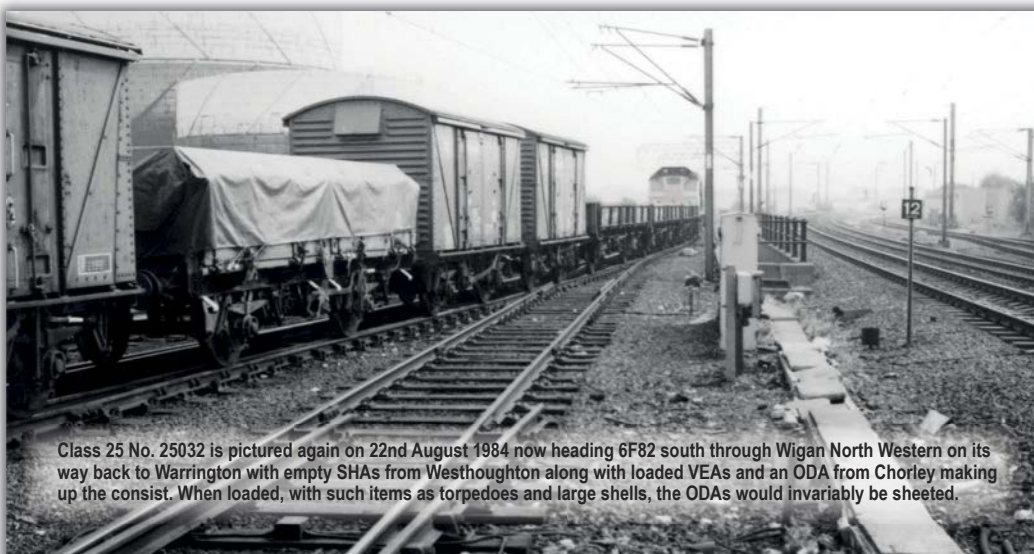
200767	VDA	Barrier	Warrington Yard to ROF, Chorley
230115	VEA	Military Explosives	ROF, Highbridge to ROF, Chorley
230477	VEA	Military Explosives	ROF, Highbridge to ROF, Chorley
230081	VEA	Military Explosives	ROF, Highbridge to ROF, Chorley
200690	VDA	Barrier	Warrington Yard to ROF, Chorley
ADC 460445	ZAA	Empty M&EE	Crewe Diesel TMD to BREL, Horwich Foundry
DC 112093	ZDA	Steel Scrap CE	Radyr Reclamation Depot to BREL, Horwich Foundry
87 4746 027-1	IPB	Tinplate BSC	Trostre Works to Metal Box, Westhoughton
87 4746 040-4	IPB	Tinplate BSC	Trostre Works to Metal Box, Westhoughton

6F82 Warrington Walton Old Junction to Horwich Locomotive 31309 17th April 1989

210181	VDA	Barrier	Warrington Yard to ROF, Chorley
230333	VEA	Military Explosives	Nobel Explosives, Annan to ROF, Chorley
230219	VEA	Military Explosives	Nobel Explosives, Annan to ROF, Chorley
200767	VDA	Barrier	Warrington Yard to ROF, Chorley
DC 110304	ZDA	Empty C&W	York Repairs Shops to BREL, Horwich Foundry
DC 110108	ZDA	Empty C&W	York Repairs Shops to BREL, Horwich Foundry
ADC 460363	ZAA	Empty C&W	Inverness to BREL, Horwich Foundry
460898	SHA	Tinplate BSC	Trostre Works to Metal Box, Westhoughton

6P82 Horwich to Warrington Arpley Locomotives 20173 and 20100 8th March 1989

ADC 460861	ZAA	Brake Blocks BREL	Horwich Foundry to M&EE, Edge Hill Carriage Sdgs
ADC 461082	ZAA	Brake Blocks BREL	Horwich Foundry to M&EE, Leeds Neville Hill T&RSMD
DC 110075	ZDA	Steel Castings BREL	Horwich Foundry to CE, Ditton Creosoting Depot
DC 110351	ZDA	Steel Castings BREL	Horwich Foundry to CE, Ditton Creosoting Depot
460792	SHA	Empty Metal Box	Westhoughton to BSC, Ebbw Vale
460994	SHA	Empty Metal Box	Westhoughton to BSC, Ebbw Vale
461066	SHA	Empty Metal Box	Westhoughton to BSC, Trostre Works



Class 25 No. 25032 is pictured again on 22nd August 1984 now heading 6F82 south through Wigan North Western on its way back to Warrington with empty SHAs from Westhoughton along with loaded VEAs and an ODA from Chorley making up the consist. When loaded, with such items as torpedoes and large shells, the ODAs would invariably be sheeted.



Class 40 No. 40012 negotiates Bolton West Junction on 20th August 1984 with the 07:55 freight from Warrington. An empty SHA recently collected from Metal Box at Westhoughton is behind the locomotive, followed by five empty vans all en route to Chorley.



Most of the tinplate railed to Westhoughton was carried in modified BR Plate wagons recoded from SPA to SHA, such as No. 460842 seen at Crewe Gresty Lane when en route from Trostre in April 1986.



BR long-wheelbase air-braked were also occasionally used for the tinplate traffic from South Wales as were a small number of bogie Transferry curtain-hooded wagons. These included IPB No. 33 87 4746 039-6 which was recorded waiting to leave Warrington Walton Old Junction yard for Westhoughton on 12th December 1988. Beyond the IPB can be seen two VTG Telescopic hooded wagons which were also briefly used for the tinplate working.



The explosives traffic to and from the Royal Ordnance Factory at Chorley was conveyed in short-wheelbase wagons such as the VEAs and VFAs. VEA No. 230460 was recorded at Warrington during the 1980s.



The open ODAs were also used for traffic to and from the Royal Ordnance Factory at Chorley. Here ODA No. 113037 is seen at Warrington during the 1980s.



Traffic to the electrification depot at Wigan Prescott Street would also sometimes appear in the consist of 6P82 and, in addition to OAA and OCA opens, it also received the occasional special wagon such as air-piped YXQ cable drum carrier No. LDB 900416 pictured after its withdrawal at Wigan Springs Branch in October 1993.

Built by the UTA between 1966 and 1968, the eight 70 class power cars represented the high point of UTA railcar design. Incorporating an English Electric 550hp 4SRKT engine and loosely based on the BR class 205, the '70s' brought reliability and comfort to Northern Ireland's hard pressed travellers. Having just hauled excursion coaches from Belfast (York Road), No. 72 'River Foyle' rests at Portrush on Easter Monday 1974.



Northern Ireland Railways from 1970 to 1976

Jonathan Allen reviews the story of Northern Ireland Railways, with an emphasis on the early 1970s when railway staff struggled heroically to maintain a service in the face of unimaginable difficulties. Photographs by the author unless otherwise shown.

There were some disadvantages to living in Northern Ireland during the 1970s. Public transport suffered badly from the politically inspired 'troubles' which began in 1968. Hardly a week passed without a railcar firebombed, a railway station destroyed or a section of the line attacked. Police and army were everywhere and, in an attempt to protect city and town centres from car bombs, watchtowers and security barriers appeared with searching of both vehicles and pedestrians. There was virtually no night life – cinemas, pubs and transport closed down at 8 p.m. as everybody was by then safely at home watching the television news for details of the latest 'incident'.

Established on 21 April 1967, Northern Ireland Railways (NIR) assumed control of Northern Ireland's railway system from the Ulster Transport Authority (UTA) on 1st April 1968. A nationalised body under Government control, the UTA was created in 1948 from an amalgamation of the Belfast & County Down Railway (BCDR), London Midland & Scottish Railway (Northern Counties Committee) (NCC) and the Government owned Northern Ireland Road Transport Board. The Great Northern Railway (Ireland) (GNR) was excluded from the process as many of its lines crossed

the border between Northern Ireland (a self-governing part of the UK) and the independent Republic of Ireland. Following bankruptcy of the GNR in 1950, the UTA eventually controlled all road and rail public transport within Northern Ireland.

Held in contempt by Government, the UTA received no public funding from 1948 until 1962. Accordingly, it was forced to operate on a shoestring budget which saw steam replaced through a 'make do and mend' policy of turning former locomotive hauled coaching stock into diesel multiple units.

The UTA railcars

Of the twenty eight MED (Multi-Engine Railcars) and twenty nine MPD (Multi Purpose Railcars) introduced between 1952 and 1962 which survived to the NIR era, only MEDs Nos. 24-35 were built new. The remaining power cars, together with most intermediate stock, were converted from former UTA, GNR or NCC passenger coaches dating from the 1930s to the 1950s. At the cutting edge of railcar technology for the time, the MEDs were initially fitted with two Leyland 165hp engines, while the MPDs received a single Leyland 275hp engine. Although built to high standards,

it was a motley collection which looked very strange with virtually no two vehicles seemingly constructed to the same design. Between March and November 1956, the MEDs received two Leyland 165hp engines, while from 1964 to 1970, the MPDs received either a single Rolls-Royce or AEC 260hp engine.

An assortment of AEC and BUT railcars landed in the UTA's lap in 1958 when it received half the GNR's assets including all the surviving track in Northern Ireland. The AECs, built by the GNR in 1950-51 from kits supplied by Park Royal Vehicles, had two 125hp engines. Also built by the GNR from Park Royal kits 1957-58, the BUTs had two 150hp engines. Now the UTA had a fleet of incompatible railcar types, inherited (and life expired) steam locomotives and a rail network on the point of collapse.

With failing services and mounting debts, the UTA was in a parlous state by 1962. Government responded with a report recommending further line closures and concentration on a largely commuter network with new railcars. Although only part of the closure programme was implemented in 1965, the incomparable 70 class railcars appeared from the UTA's Belfast workshops between 1966 and 1968. Based on BR's Class 205 'Hampshire'

It is late summer 1975 and a three-car set headed by MED No. 14 enters Helen's Bay with a Belfast (Queen's Quay) to Bangor service. No.14 was a conversion from a former passenger coach, entering service with the UTA in November 1953. It was withdrawn in February 1977 and scrapped in 1978. Two passengers display the fashions of the period, while a BCDR Sykes banner signal sits at the end of the up platform.



Passing the remains of Lurgan station, which was badly damaged in a bomb attack on 22nd July 1972 and demolished, No. 103 'Merlin' heads a Belfast (Great Victoria Street) to Dublin (Connolly) 'Enterprise' in August 1972.



units, the '70s' had a 550hp English Electric 4SRKT engine and EE538 traction motors. With this final fling, the UTA passed into history.

The NIR beginnings

While Government retained ownership of public transport, NIR was separated from road operations, with provision of bus

services transferred to Ulsterbus. NIR's rail system used three separate Belfast termini. Although much of the façade was demolished in the late 1960s to make space for the Europa Hotel, the former GNR Great Victoria Street station still provided services to Lisburn, Portadown and Dublin. Almost two miles away on the city's northern fringe, trains to Londonderry

(Waterside) and Larne Harbour (for steamers to Stranraer) worked out of the former NCC York Road station. Finally, on the east side of the River Lagan, Bangor commuters arrived and departed from the old BCDR Queen's Quay station.

Generally, the former GNR railcars were based at Great Victoria Street while the NCC lines from York Road were the preserve of the 70 class, MPDs and some MEDs. The '70s' also hauled freight, two power cars acting as 'mixed traffic' units to take an overnight return working from Waterside for interchange with CIÉ at Lisburn. Queen's Quay to Bangor services were solely in the hands of MEDs, mostly of the early batch built new in 1952-53. From January 1969 to July 1970, a six-car 70 class set worked NIR's Belfast to Dublin 'Enterprise' passenger service.

NIR inherited one working diesel locomotive from the UTA, the unique Harland & Wolff built 1A-A1 No. 28. Originally constructed by H&W in 1937 for the BCDR, this priceless 550hp Burmeister & Wain engined unit pottered around Great Victoria Street performing shunting operations. It was withdrawn in 1973 and scrapped the following year.

Investment was urgently needed in locomotives, railcars and infrastructure. To finally eliminate steam (which disappeared towards the end of 1970), NIR obtained three 0-6-0 diesel hydraulic locomotives in 1969. Built by English Electric with a Dorman 12QTV 620hp engine and vacuum fitted, they were intended for permanent way and yard shunting duties. However, they were notoriously unreliable and spent endless periods under repair in NIR's York Road works. Numbered 1, 2 and 3, they were officially withdrawn in 1989.

Hunslet Bo-Bos

On the main line, NIR purchased three Bo-Bo locomotives in 1970. Built by BREL Doncaster under sub contract from the Hunslet Engine Co., 101 'Eagle', 102 'Falcon' and 103 'Merlin' were powered by a 1350hp English Electric 8CSVT engine and used with BREL Mark 2b coaches on the cross border 'Enterprise' express. Working singly or as a pair in a push-pull formation, this much revamped service proved an instant success with the travelling public. Despite the many security disruptions on the Belfast to Dublin line, passenger traffic increased steadily to the point where the '101s' could no longer cope. Increasingly temperamental, they were displaced by three General Motors built Co-Cos between 1981 and 1984, ending their days on secondary passenger duties.

With a more enlightened attitude towards rail transport, in February 1972 the Northern Ireland Government announced a £2.7 million investment package to include a new station for Belfast, new railcars and upgrading of the Lisburn to Antrim line for Londonderry services. In September 1972,

NIR RAILCAR FLEET 1970-76			
Numbers	Builder	Engine	Notes
8-23	UTA 1952-54	2 x Leyland EO600/177 125hp. Leyland 680 165hp engines from March – November 1956	MED railcars. Converted from former steam hauled coaching stock. Withdrawn 1973-78. None preserved.
24-35	UTA 1952-53	2 x Leyland EO600/177 125hp. Leyland 680 165hp engines from March – November 1956	MED railcars. Built new by UTA. Withdrawn 1976-78. None preserved.
36-62	UTA 1957-59	Leyland 0900 275hp engine. Later re-engined with either AEC AH1100/6 260hp engine or Rolls-Royce C6. TFLH MkIV 260hp engine.	MPD railcars. Converted from former steam hauled coaching stock. 58 destroyed in accident 1959. Withdrawn 1973-80. None preserved.
63-65	UTA 1961-62	Leyland 0900 275hp engine. Later re-engined with Rolls-Royce C6. TFLH MkIV 260hp engine.	MPD railcars. New twin cab bodyshell on former coach underframes. Withdrawn 1981-83. None preserved.
71-78	UTA/NIR 1966-68	English Electric 4SRKT 550hp.	70 class DEMUs. Named from October 1970. Withdrawn 1983-86. Only one trailing vehicle survives in preservation. See Note 1.
81 - 89	BREL 1974-75	English Electric 4SRKT 560hp engine	80 class DEMUs.
111-120	GNR 1950-51	2 x AEC A215 125hp engines	Built at Dundalk to a Park Royal Vehicles design. Withdrawn 1973. None preserved. See Note 2.
121-127	GNR 1957-58	2 x BUT A230 150hp engines	Built at Dundalk to a Park Royal Vehicles design. Withdrawn 1972-75. None preserved. See Note 3.
Note 1: Named 'River Bush' (71), 'River Lagan' (72), 'River Roe' (73), 'River Foyle' (74), 'River Maine' (75), 'River Inver' (76), 'River Braid' (77) and 'River Bann' (78). Nos. 72 & 74 swapped names in 1971. No. 78 was damaged in an arson attack 25th May 1979 and withdrawn.			
Note 2: GNR AEC No. 118 was built 1953 as a replacement for a fire damaged vehicle of the same number.			
Note 3: Twin-cab BUTs Nos. 121-129 ran as de-engined hauled stock 1975-78. No. 129 was rebuilt 1962 to an MPD style following fire damage on 12th May 1960.			
For brevity, various railcar intermediate coaches (mostly rebuilt steam stock) are omitted from these tables.			

Excepting No. 78 *River Bann*, which was destroyed by a firebomb in May 1979, the UTA built 70 class were synonymous with the former NCC Londonderry and Larne lines from their introduction in 1966 until final withdrawal on 1st April 1986. On a chilly March morning in 1976, 73 River Roe takes the 08:10 Londonderry to Belfast (York Road) past Muckamore south of Antrim. The NCC used concrete to construct everything from station warning notices to Bleach Green Viaduct.



In 1971 one of the three-car sets of GNR(I) origin, is seen at Lambeg whilst working the 11:45 Belfast Gt Victoria Street to Lisburn, calling at Lambeg station. ALBERT BRIDGE. CREATIVE COMMONS LICENCE

NIR placed an order with BREL for the supply of four three car and five two car diesel electric sets for delivery from mid 1973. Fitted with a 560hp 4SRKT engine, GEC generators and two nose suspended traction motors, these 80 class units were an updated version of the 70 class with a revised body shell. In the meantime, the former GNR AECs disappeared by the end of 1972 after a re-allocation of MED and MPD units. The BUTs soon followed and, together with some older MPD and MED units, were gone by the end of 1974 shortly after arrival of the first 80 class sets.

Belfast Central

Belfast's new Central station opened for Bangor line traffic on 12th April 1976, with Dublin and Portadown trains following on 26th April. This permitted closure of both Great Victoria Street and Queen's Quay stations. Due to delays in providing a direct link from Lisburn to the Antrim line at Knockmore, Londonderry services did not transfer to Central until 23rd January 1978. Much more comfortable and reliable than the older units, the 80 class DEMUs proved instantly popular with travellers. On 9th August 1975, NIR placed a further order with BREL for the supply of an additional nine three car and three two car sets, with delivery to start in late 1977.

Northern Ireland's devolved parliament was suspended in March 1972, with direct rule implemented from London. Despite the political and security difficulties of this period, NIR ended 1976 in optimistic mood. Belfast had a new station and new railcars were replacing older units, while there was every expectation that York Road station would soon be linked to Central by a new cross harbour bridge. Certainly, all looked much brighter than the UTA era, when Government hostility towards the railways made complete closure a real possibility. However, there were many pitfalls ahead over the next thirty years.

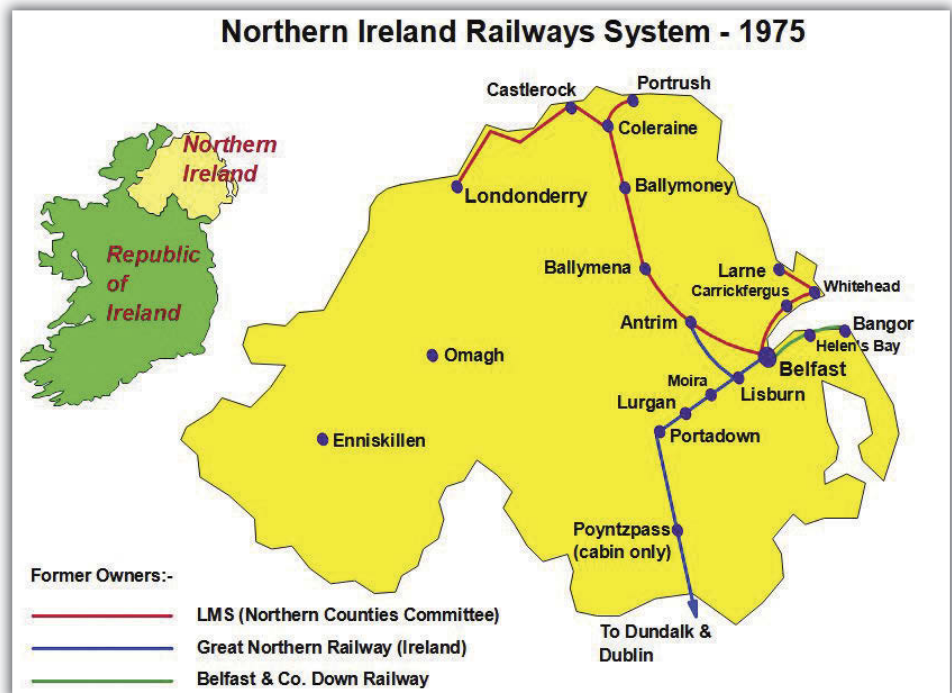
NIR's recent history is quickly summarised. While of modern design, Central proved unpopular with the travelling public as a connecting bus service was required to and from the City Centre. Fortunately, the former trackbed to Great Victoria Street was retained and, after a lengthy fight against political indifference and Ulsterbus, which had developed much of the site as the Europa bus station, rail services resumed to a new Great Victoria Street station on 30th September 1995. The old BCDR station at Queen's Quay was less fortunate, being demolished with much of the site cleared in November 1994 for a motorway extension. York Road to Larne services were eventually routed to Central in November 1994 via a bridge over the River Lagan, while Londonderry line trains returned to the old NCC Antrim to Bleach Green route on 10th June 2001. Central was later renamed Lanyon Place in 2018. However, the line from Lisburn to Antrim has been

NIR LOCOMOTIVE FLEET 1970

Nos.	Builder	Engine	Wheels	Notes
1-3	English Electric	620hp Dorman 12QTV	0-6-0 DH	Built 1969, withdrawn 1989. See note 1.
28	Harland & Wolff	550hp H&W	1A-A1	Built 1937, withdrawn 1973 and scrapped 1974.
101-103	BREL Doncaster as sub-contractor to Hunslet Engine Co.	1350hp EE 8CSVT	Bo-Bo	Built 1970, withdrawn 1989-2002. See note 2.

Note 1: Initially preserved (minus engines) by the Irish Traction Group, but Nos. 2 & 3 sold 2005 for rebuilding and future industrial use in Sri Lanka.

Note 2: Named 'Eagle' (101), 'Falcon' (102) and 'Merlin' (103) after GNR steam locomotives. No. 103 withdrawn 1989 and scrapped June 1997. No. 101 withdrawn 1993 and currently an empty shell. No. 102 out of use December 1998-April 2002, when returned to working order but failed on first use (24 April 2002). Both locomotives purchased by RPSI 2005.



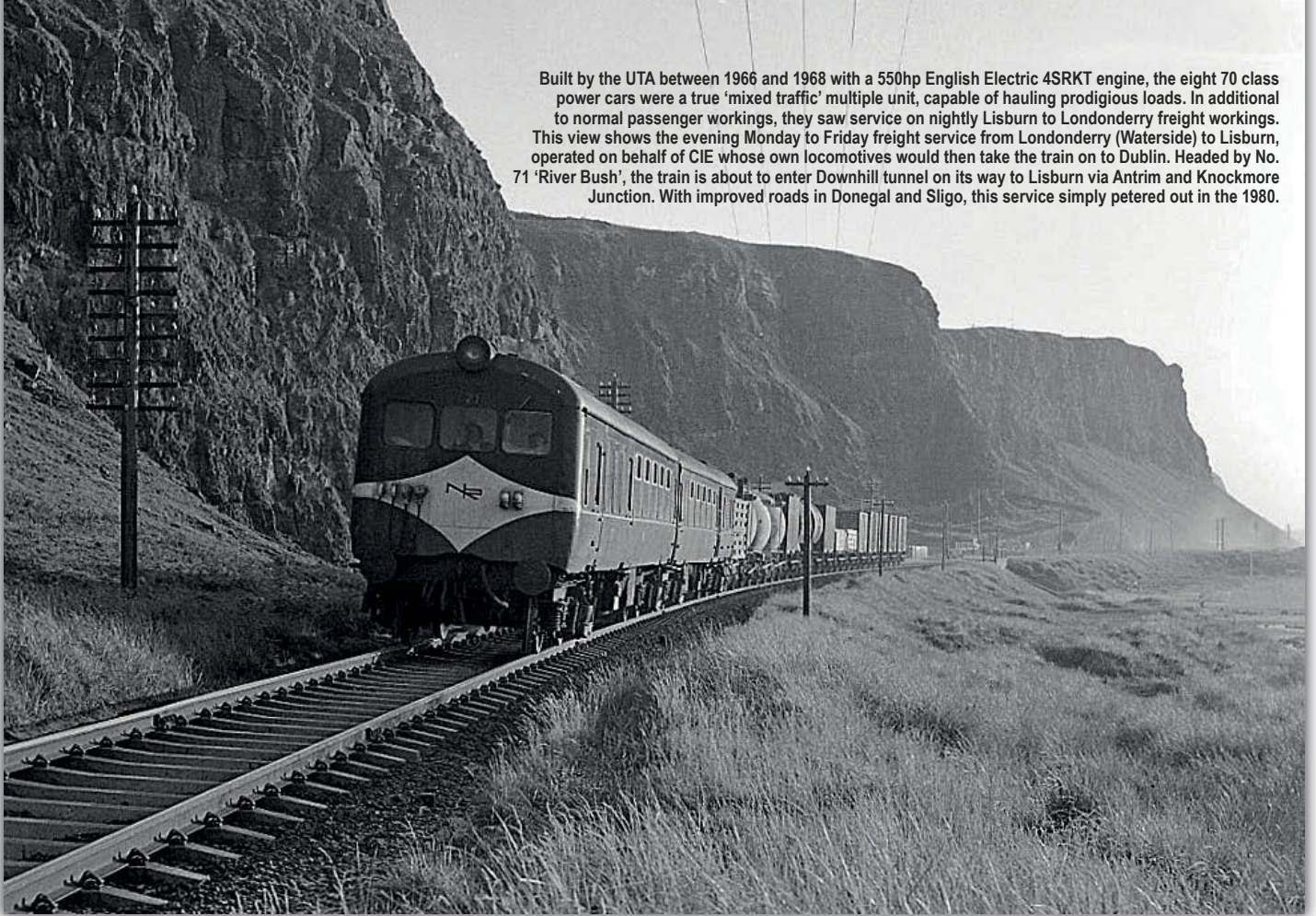
'mothballed'. Virtually all NIR's traditional manual signalling was replaced between 1974 and 1996, leaving only Castlerock and Portrush as outposts of the old systems.

The last MEDs were withdrawn by April 1978, while some MPDs struggled on until the early 1980s. Many units, together with de-engined BUTs which had been used as hauled stock between 1975 and 1978, were dumped into Crosshill Quarry in County Antrim due to asbestos contamination. 70 class stock was also sunk into Crosshill after withdrawal between 1983 and 1986, salvaged engines and traction motors being used in the 450 class DEMUs built for NIR by BREL 1985-1987. While many 80 class survived to see the thirtieth anniversary of introduction, with some still active at the end of 2006, a large number

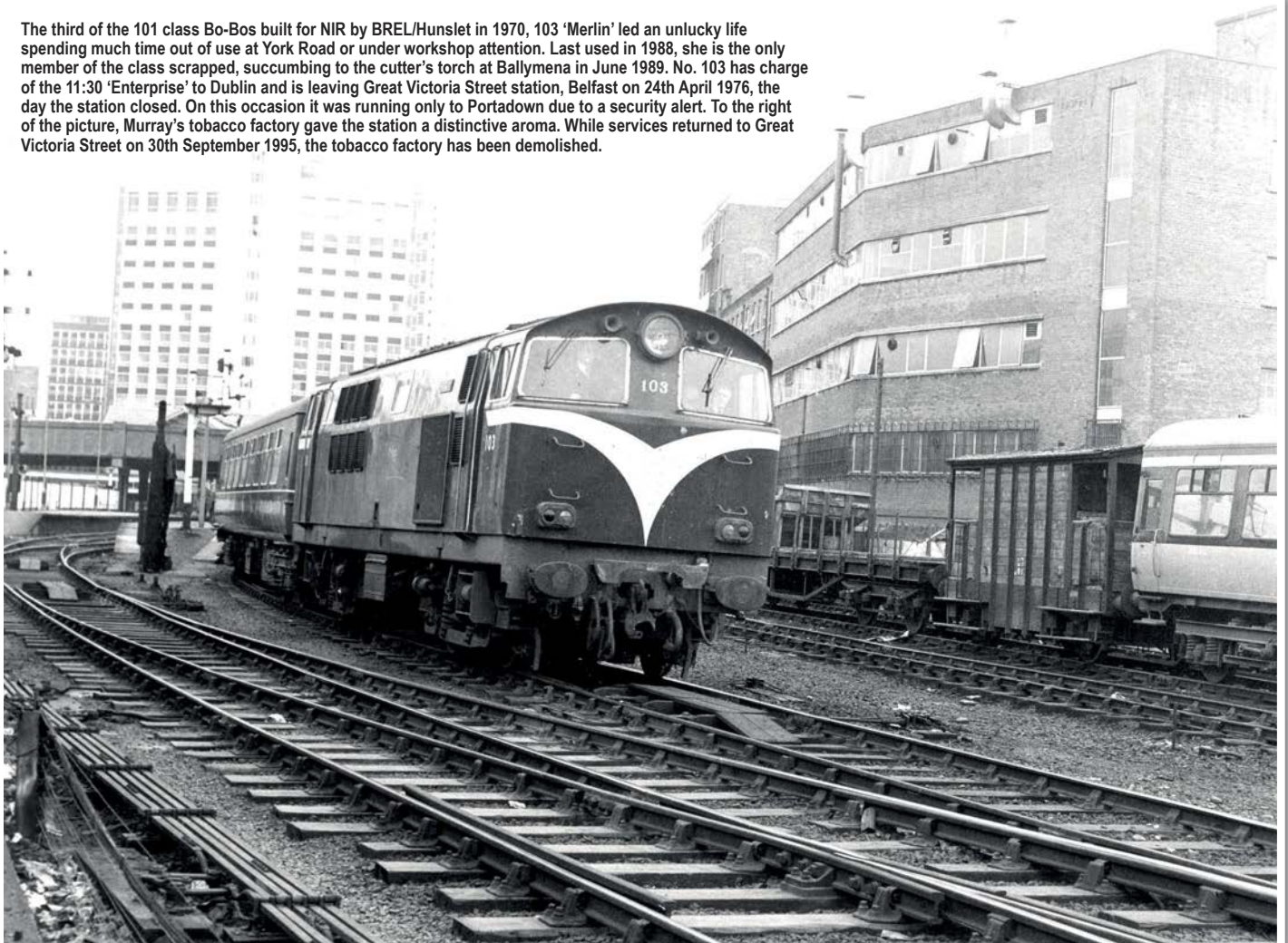
were withdrawn and scrapped. Six were extensively refurbished during 2007 for service until at least 2012, a longevity nobody in the NIR of 1976 would have believed possible!

On the locomotive front, the three diesel hydraulics saw almost no use beyond the mid 1980s. Minus engines, they were sold in 1989 to the Irish Traction Group for preservation, but have gained a new lease of life as Nos. 2 and 3 were refurbished during 2006 and transported to Sri Lanka for industrial use. The three Hunslet Bo-Bos were displaced from Belfast to Dublin work by three General Motors built 2475hp Co-Cos introduced between 1981 and 1984, identical to the CIÉ/IE 071 class. 103 'Merlin' was scrapped at Ballymena in June 1997, but both 101 'Eagle' and 102 'Falcon'

Built by the UTA between 1966 and 1968 with a 550hp English Electric 4SRKT engine, the eight 70 class power cars were a true 'mixed traffic' multiple unit, capable of hauling prodigious loads. In addition to normal passenger workings, they saw service on nightly Lisburn to Londonderry freight workings. This view shows the evening Monday to Friday freight service from Londonderry (Waterside) to Lisburn, operated on behalf of CIE whose own locomotives would then take the train on to Dublin. Headed by No. 71 'River Bush', the train is about to enter Downhill tunnel on its way to Lisburn via Antrim and Knockmore Junction. With improved roads in Donegal and Sligo, this service simply petered out in the 1980.



The third of the 101 class Bo-Bos built for NIR by BREL/Hunslet in 1970, 103 'Merlin' led an unlucky life spending much time out of use at York Road or under workshop attention. Last used in 1988, she is the only member of the class scrapped, succumbing to the cutter's torch at Ballymena in June 1989. No. 103 has charge of the 11:30 'Enterprise' to Dublin and is leaving Great Victoria Street station, Belfast on 24th April 1976, the day the station closed. On this occasion it was running only to Portadown due to a security alert. To the right of the picture, Murray's tobacco factory gave the station a distinctive aroma. While services returned to Great Victoria Street on 30th September 1995, the tobacco factory has been demolished.



are preserved by the Railway Preservation Society of Ireland at Whitehead, County Antrim. The GM locomotives were themselves displaced by 3200hp GM built Co-Co class 201s in 1995 as part of the Belfast to Dublin line upgrade programme, which also saw DeDietrich push-pull stock replacing the BR Mark 2 coaches. During 2004 and 2005, NIR received twenty three three-car diesel hydraulic railcars from CAF (3000 class), these then worked most Portadown to Belfast and Bangor and Belfast to Londonderry services, while the 450 and 80 class units were generally on the Belfast to Larne line.

Between 2010 and 2012 a further 20 four-car sets were delivered by CAF (4000 class) replacing the 450 and 80 class railcars. Seven of these are currently, during summer 2021, being extended to six cars. With the completion of the resignalling work on the Londonderry line and modernisation of stations NIR would appear to face a more prosperous future than could have been expected in the 1970s.

In the early 1970s, active Northern Ireland railway enthusiasts could probably be counted on the fingers of one hand. Accordingly, despite the security situation, railway staff saw us as 'eccentric but harmless' and we generally enjoyed a level of toleration impossible in today's 'health & safety' dominated era. Sadly, virtually all the railwaymen I knew from those days are long gone and, while NIR remains an interesting system well worth a visit, the overwhelming feeling is 'Thanks for the Memories'.

Sources:

Irish Railways Today
Transport Research Associates 1967
Irish Railways Traction & Travel
Irish Traction Group 2004
35 Years of NIR 1967-2002
Colourpoint Books 2003
Diesel Dawn
Colourpoint Books 2003

Excepting three units where the bodysells were built new, all the UTA's thirty MPD power cars were converted from former hauled coaching stock, initially with a single 275hp Leyland engine, although most later received a 260hp AEC or Rolls-Royce engine. No. 58 was lost in an accident in 1959, but the survivors passed to NIR. MPD No. 52 heads a lengthy special working from Belfast (York Road) into Portrush on Easter Monday 1974, a day of traditionally heavy traffic to the north Antrim coast resort.



MPDs Nos. 63, 64 & 65 were built in 1961 and 1962 by the UTA with new bodysells and a 275hp Leyland engine on former coach underframes. A 260hp Rolls-Royce unit replaced the Leyland engines in 1968 and 1969. Nos. 63 and 65 received NIR's 'Enterprise' colour scheme in 1973, which No. 63 displays at Lisburn in 1974 with a Portadown to Belfast working. No. 63 was withdrawn in April 1981 and dumped in Crosshill Quarry in October 1983.



Diesel hydraulic No. 3 has disgraced itself at Lisburn in 1976 by derailling at the Belfast end of Lisburn's loop platform. Much of the NIR system was still manually signalled in the early 1970s, but centralised control and colour light signalling has now been extended to cover virtually all the system.

In addition to some 2-6-4T steam locomotives, NIR inherited three diesels constructed by Belfast ship builders Harland & Wolff. Only one was still in working order by 1968, 1A-A1 No. 28 which emerged from H&W in 1937 and was initially used by the BCDR. It subsequently passed to the UTA via the GNR and spent its remaining years shunting around Adelaide locomotive shed, Grosvenor Road freight yard or Great Victoria Street station. A more than worthy preservation candidate, it was withdrawn in 1973 and scrapped the following year. It was usually out of public sight so photographs are rare and, while a little before the NIR era, it was photographed by Colin Boocock at Adelaide on one of his frequent Irish visits. COLIN BOOCOCC



The driver of 'Victoria DL' and Joe, the Milton Junction shunter, await the arrival of the second trip working on Wednesday 18th May 1977. In the foreground are the two B.R. running lines, whilst the points leading to the storage sidings are glimpsed to the right. To the rear of the loco is the colliery lower yard into which Class 24s and 25s would venture to collect loaded wagons.



Norton Colliery Branch: End of an era

Nick Gerrard remembers a freight only Staffordshire branch line.

The opening of the North Staffordshire Railway's new branch along the Biddulph Valley in August 1860 came with high hopes of substantial freight and passenger traffic. The latter never really materialised but the amount of freight carried grew rapidly as small, shallow mines were replaced by mines producing great volumes.

By the turn of the century coal extraction had become centred on three collieries: Victoria (Biddulph), Chatterley Whitfield (Chell) and Norton and by 1947 they collectively produced 1,863,598 tons and employed 5,546 men. However, the mid 1970s witnessed marked changes as coal traffic from Victoria and Chatterley Whitfield ceased, leaving a one-mile, double track stretch of line from Milton Junction to Norton Colliery (Ford Green Ground Frame).

All railborne coal from the colliery was destined for Meaford power station situated eight miles away on the Stoke-on-Trent to Stafford line and was carried in C.E.G.B. liveried wagons. The traffic on the line usually warranted two trips each weekday, both from Cockshute holding sidings. One was scheduled to run mid morning and the other in late afternoon and both generally comprised fourteen or

fifteen C.E.G.B. Midland Region wagons and a brake van, invariably hauled by Class 24s and Class 25s.

During the summer of 1976 it became evident that Norton Colliery and its one mile branch line would close within twelve months, so a concerted effort was made to record the operations on the branch. The first train of the day would pick up the Milton based shunter from Milton Junction signal box and convey him to Norton where work would start in earnest, assisted by the second man and N.C.B. staff.

The rail system in the colliery was particularly complex and required a significant human input to prepare each train. Adjacent to the two B.R. running lines were a row of exchange sidings where the trip empties were deposited by the B.R. locomotives. The sidings were on a gradient and flooded very frequently and so N.C.B. locos had to move wagons in groups of three and four. From here the C.E.G.B. wagons, and occasionally HAA hoppers, were taken to the conveyor-fed loading gantry at the upper end of the colliery.

Although superficially a simple procedure, this was often fraught with difficulty, the waterlogged and worn state of the track, steep gradients and a profusion of hand operated points meant

that high levels of skill and judgement were called for, even when manoeuvring the smallest train. The harsh working environment dealt out severe punishment to the locos and during 1976 its ex B.R. stalwart, D2862 (63/000/359 N.C.B. 0-4-0 DH Yorkshire Engine Co. 2845/61) was withdrawn from service with broken springs. The loss of the 'Old Yorkshire', as it had been dubbed by the drivers, was much lamented by both B.R. and N.C.B. staff, who felt that the ex B.R. loco was far superior to its replacement, 'Victoria DL' (Rushton and Hornsby 0-6-0 DH 512844/65).

The B.R. line, despite being just over a mile long, presented major difficulties to drivers. Before depositing empties in the exchange sidings a 1 in 137 incline, adjacent to the Ford Green Ground Frame, had to be surmounted. This was followed by a very slow reverse into the sidings and a spirited exit to retrieve the brake van and attach loaded wagons if they were already prepared. If they were not, the loco would usually return to Cockshute Yard, Stoke as light engine and brake.

However, this tended to be the exception, not the rule and most days about an hour would be spent marshalling the train before attacking the 1 in 177 towards Milton Junction. Here the train would halt

at No.5 Norton branch home signal where the train staff would be surrendered and the shunter would retire to the signal box for a break.

By autumn 1977 the last Class 25 had traversed the branch after the remaining coal stocks had been cleared and the line began to revert to nature. Track removal was followed by landscaping and the conversion of part of the route into a walkway. Today where Sulzers once echoed, children cycle and swans nest on the banks of a small man made lake. Only the presence of two overbridges bear witness to an era of traditional colliery traffic.

(RIGHT) The spoil heaps of Norton Colliery tower over their surroundings as the first return Norton to C.E.G.B. Meaford trip nears Milton Junction, hauled by branch regular 25306 on Friday 29th April 1977.



Mishaps did sometimes occur on the branch and usually took the form of wagon derailments. On Monday 9th May 1977, and in fading light and driving rain, the Milton Junction shunter alights from 25152, which had spent nearly two hours at the colliery with the Crewe based breakdown train. There had been double trouble in the Staffordshire Moorlands that day as 25152 had passed through Milton earlier in the day on its journey to Leek Brook Jet and Oakmoor Sand sidings.



25134 slows to walking pace on Tuesday 26th April 1977 as it approaches Milton Junction before coming to a halt alongside the 34 lever signal box, situated between the Norton and Leek Brook lines. The trip was to be held at the junction for twenty minutes whilst a Caldron Quarry to Witton train cleared the Milton Junction to Stoke section.



Class 24s tended to handle about a third of the traffic on the branch. On a bright spring morning 24063 propels a brake van towards Milton Junction. An hour earlier the '24' had taken a rake of empties to Norton Colliery. The date is Wednesday 15th May 1977.



A considerable effort was needed to ascend the 1 in 177 from the colliery to the junction. Sulzer sounds rend the air as 25134 nears Foxley Road overbridge with the first trip working to C.E.G.B. Meaford on Tuesday 26th April 1977.



With the road now clear to Stoke, 25134 accelerates away from No.5 signal at Milton Junction with the first return working on Tuesday 26th April 1977. The sidings to the left of the loco were periodically host to rakes of coal wagons, if the colliery sidings were either full or flooded.

33102 and 33107 are crossing Bishops Dyke on the approach to Beaulieu Road in the New Forest with the 6V94 18:32 Poole to Westbury Blue Circle Cement Presflos on 19th July 1979. This train ran twice a week on Tuesday and Thursday evenings and was often double headed with a pair of Class 33s. JOHN DEDMAN



Cement trains around Southampton in the 1980s

John Dedman recorded on film many of the cement workings that could be seen around this port city.

In the 1980s there were three cement terminals in Southampton. Blue Circle had a terminal in the Down Yard which is now the location of the South Western Railway Northam Traincare Depot. This was served by services from Northfleet and Westbury. Tunnel Cement and Rugby Cement both had their terminals in the Southampton Up Yard, Tunnel Cement was served from Tring and Rugby Cement was served from Halling.

Services varied slightly over the years but there were about three trains a week to each terminal. Blue Circle ran services to Poole and Hamworthy at various times. All these services had ceased by the end of the 1980s. In the 2003 there was a short lived Blue Circle service from Westbury to Millbrook with bi-modal wagons carrying lorry trailers.

On Friday 29th March 1985, 33022 is departing from Southampton Up Yard with a rake of Tunnel Cement vacuum braked Presflo wagons. It is the Monday, Wednesday and Friday only 7M40 17:44 to Tring Cutting. Behind the wagons can be seen two more freight trains, a mixed rake of air braked wagons forming a later Speedlink working to Eastleigh and a trainload of Ford vehicles from the Eastleigh factory. On the skyline on the left can be seen the Blue Circle cement silo with the orange silo of Rugby Cement in the centre.

JOHN DEDMAN

Booked workings for summer 1985		
Blue Circle		
6Y38	ThO SO	00:05 Northfleet B.C.I. - Southampton Down T.C.
6Y40	WO FO	16:05 Southampton Down T.C. - Northfleet B.C.I.
6O33	WO	01:15 Barry High Level - Hamworthy BCI (07:25)
6V94	WO	10:00 Hamworthy BCI - Barry High Level
Rugby Cement		
6Y47	TWThFO	23:10 Halling - Southampton Up T.C.
6Y80	TWThSO	09:55 Southampton Up T.C. - Halling R.P.C.
Tunnel Cement		
7O77	MWFO	11:39 Tring Cutting - Southampton Up T.C. (vacuum braked)
7M40	MWFO	16:44 Southampton Up T.C. - Tring Cutting (vacuum braked)





Passing through Eastleigh is the 6Y40 10:10 Southampton Down Yard to Northfleet B.C.I. Normally a Wednesday only service in 1986, on this occasion it was running on Friday 13th June 1986. 33031 is hauling eleven Blue Circle PDA bogie cement wagons. PETER MANTLE



73108 is at Southampton Up Yard shunting cement wagons to form 6Y80 09:46 to Halling on 30th June 1984. These wagons are French built STS PCA wagons on hire to Rugby Cement. Accurascale produce a good quality model of these wagons in OO gauge. JOHN DEDMAN



On 30th June 1984 73108 is at Worting Junction with 6Y80 09:46 Southampton Up Yard to Halling Rugby Cement. A Procor PCA wagon has been added to the front of the train before it left Southampton. JOHN DEDMAN



Southampton Up Yard was once a really busy yard with Transit vans from Ford's factory being loaded onto car flats and other freight being received. The adjacent Cement terminals sent out trains of cement Presflos regularly. Here 33035, on the 09:46 Southampton Up Yard to Halling Kent, winds out of the Yard with 15 Rugby Cement PCA wagons. PETE NURSE



After reversal at Redbridge 47053 is passing Nursling with the Wednesday only 6V94 10:00 Hamworthy B.C.I. to Rhose in South Wales. The date is 25th July 1984.
JOHN DEDMAN



On Thursday 19th June 1986, 47409 'David Lloyd George' is approaching Millbrook, Southampton with a light load of three very clean Blue Circle PCA cement wagons on an unknown working which may be from Hamworthy. It consists of a pair of Metalair wagons sandwiching a depressed centre presflo. 47409 was a Gateshead loco and was withdrawn later that year, the name plates only being carried for one year. KEITH MANTLE



The only time I ever captured on film the infrequent and short lived 6077 Westbury to Millbrook bi-modal cement working was in the summer of 2003. A tatty looking 47843 is seen at journey's end with this service, entering Millbrook FLT, where the cement tankers would be off loaded using the terminal cranes for onward distribution around the south coast, primarily for concrete batching plants. However, the rail traffic did not last long. The specialist flat wagons went into store initially but then were exported to the continent where bi-modal workings such as this are far more common.
JOHN DEDMAN

Right up to 1984 and the closure and demolition of the Harrogate goods yard, UKF vans were still to be seen. This may have been the last time the vans were seen in Harrogate, around June 1984 with 20143 at the head of the train. If anyone can identify the livery of the third van I would be very interested to know more!



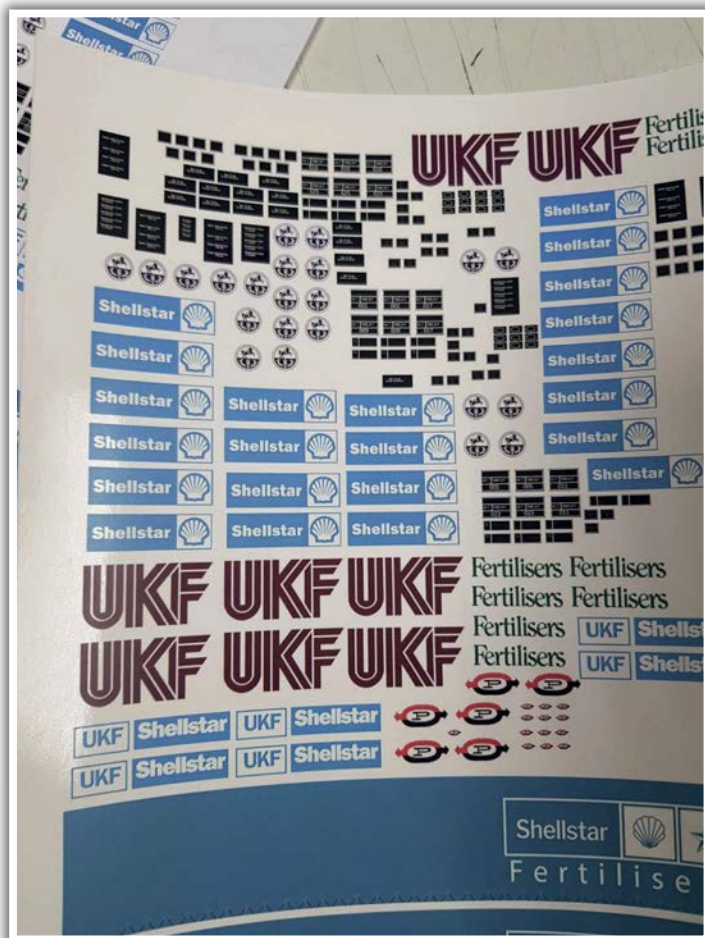
Modelling the UKF PWA wagons

Living in Harrogate, James Smith knows that UKF PWA vans were frequent visitors there and decided to model a few of these distinctive wagons to provide something a little different on his layout.

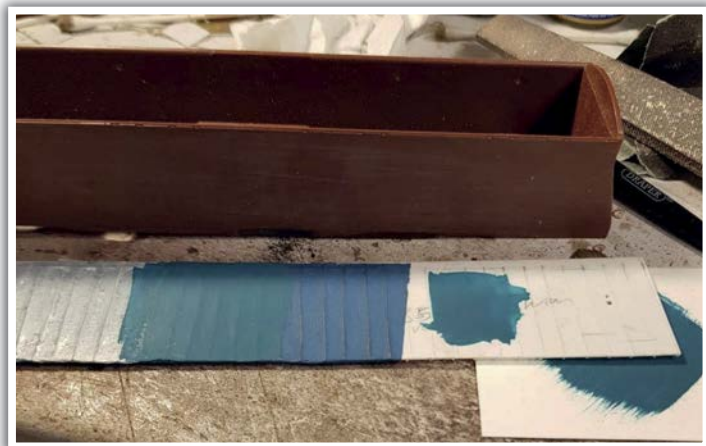


To model these wagons, the Lima/Hornby pallet wagon provides a great starting point. Of the four main batches of the PWA prototype, the Lima model appears to be based on the final Procor- built batch from 1975. There seem to be some differences between the various batches but, without proper drawings and plans being available, I decided to keep it simple and employ the

old 'if it looks right, it is right' mantra. The first three wagons were picked up from EBay relatively cheaply and I added a couple of etched trusses from Jon Hall through RM Web to backdate a couple of them to represent earlier batches. I didn't make a lot of alteration to the bodies other than reducing the height and angle of the end stanchions.



I made up my own sheet of waterslide transfers for the UKF and Shellstar brandings as well as TOPS panels with correct wording and solebar lettering which, after weathering, blended in very nicely.



After I had finished the first three wagons, my thoughts turned to representing the original, Gloucester RCW- built batch of wagons with blue vinyl curtain sides and Shellstar branding. In original form these wagons were introduced in 1968 and were all rebuilt with doors by 1971/72 so pictures seem to be a little scarce. There is, however, enough information available online to get an idea of how they looked and my father also trawled through his collection of vintage 'Modern Railways' magazines to find a few articles dating from their introduction.

A few ideas for producing the curtain side effect were floated around and tried out until I stumbled across a technique involving tissue paper and plastic rod that seemed to work quite well, and 'project curtain side' was commenced. The first step was to remove all the raised door detail from the sides of the vans leaving only

the top lip just below the roof line. The triangular stanchions on the ends were also re profiled at the same time. The picture here shows a trial of the 'tissue paper and plastic rod' method on some scrap plastic and some colour matching.



The next stage nearly drove me round the bend! Each side has 33 individual pieces of 10 thou' plastic rod glued to the sides at 5.2mm intervals. When the rods had dried, they were trimmed to length and a long piece of rod glued to the side to represent the bottom lip of the curtain. At each end, a thicker piece of rod was used to simulate the strengthened end of the vinyl side.



Once the liquid polystyrene cement had set overnight, I cut a rectangle of tissue paper to roughly the size of the wagon side. The tissue paper I used came from a shoe box and seemed to hold its strength when dampened. The paper was gently soaked on a plate of water for a few seconds and laid over the wagon side, to which I had just applied a coat of thinned PVA glue. I used a damp soft brush to gently push the paper down onto the contours of the bodyside ribs. It helped to not let the paper and PVA dry too quickly as the paper could become too taut and pull away from the bodyside. Where this happened the tissue was dampened with more water and PVA and reapplied. After the PVA- soaked tissue paper had dried fully, I gave it a few coats of gloss white to harden up the sides and also to provide a good surface for the full length bodyside transfer to be applied to.



Laura, my better half, is a bit of a whizz with 'Photoshop' so between us, after a bit of research and trial and error, we managed to knock up a graphic of the wagon sides. The hardest part was matching the print colour to a paint shade. The blue paint used on the ends of the wagons is Humbrol Mediterranean Blue. I had nearly matched this on the transfers but the colour printer I used was serviced after the trial prints and the finished

prints are slightly more turquoise! The transfers for the sides were applied in one piece, being positioned carefully until I was happy the Shellstar branding was where it should be from prototype pictures.



As well as making up transfers for the sides, I also made up transfers for the lettering on the trusses and other identification panels. Frustratingly I couldn't make out the wording on all the panels but I could make out enough to give a fair representation.



For the curtain-siders, I purchased a couple of pairs of Stenson Models' Gloucester RCW 'Fast Freight' bogies. The level of detail is astonishing - you can make out 'Gloucester England' quite clearly on the cast side frames. These really add another level of detail to these wagons and will be added to the rest of the fleet in due course.



The finished model after mounting on its bogies and the body given a coat of Humbrol Satin varnish to seal the transfers. The curtain-siders were certainly an interesting and worthwhile project, though cementing 66 bits of plastic rod to the sides became a tad tedious after a while!



I do have one more PWA variant on the workbench at the moment; it is a representation of one of the 1972 Lloyds and Scottish-financed batch in grey livery. This is just awaiting some transfers adding to the trusses and some new bogies. All in all, with a little bit of work, these old Lima wagons can scrub up well and there is plenty you can do to add a little bit extra to them. I'd just like to say thanks to all my fellow RMWeb members who have helped me along the way with the builds and research; to Laura for the endless tweaking to transfer artwork and putting up with models on the coffee table through lockdown, and finally my father for his input, memories and pictures, although I wish he had taken more pictures at the time!





SUBSCRIBE

If you're enjoying reading *Traction*, 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, six times a year.

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

PRINT

- 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.



SUBSCRIBE

Pay just £27.99 a year and enjoy *Traction* for just £4.17 an issue

VISIT: www.bit.ly/tracsubs
CALL US ON: 01778 392002
(Quote: TRA/WEBSITE)

DIGITAL

- Instant access to the magazine as soon as it's published.
- Read the magazine on your tablet, desktop or smartphone.
- App is free to download, in-app purchase of individual issues, or take out a subscription.
- Page view replicates the print version and a mobile-friendly digital version makes for easy reading.



SUBSCRIBE

from just £3.33 an issue!

DOWNLOAD:
www.bit.ly/tracdigital

• Trade in with Hattons for payment within 1 or 2 days of your items arriving with us! •



Use our self-service tools to list your collection quickly and easily online!

We purchase all manner of items:

LOCOS &
ROLLING
STOCK

GARDEN
RAILWAYS

DIECAST
VEHICLES

UNBUILT
PLASTIC
KITS

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

**WE PAY
STRAIGHT AWAY!***

*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

Get cash for your items in just four easy steps...

1



List

Prepare & submit a list of your items online or send spreadsheets, documents or photographs to us via our website.

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**.

Start your trade in today at:

PRE-OWNED MODEL ITEMS FOR CASH

GET A FREE
VALUATION
ON YOUR
COLLECTION

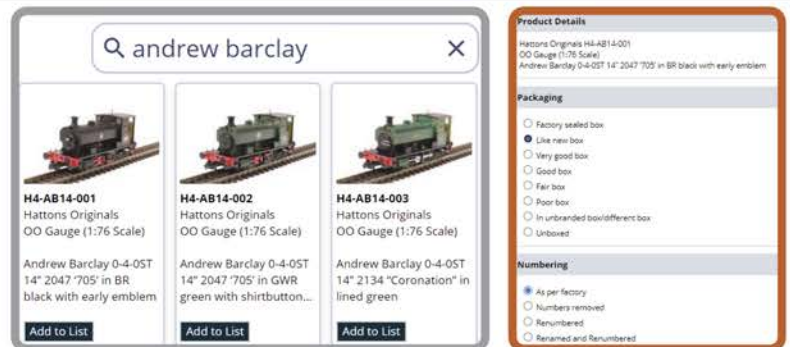


We purchase a wide variety of brands, including...



The easiest way to put your
list together...

Utilise our extensive product
database and preset item
conditions to quickly
and easily compile your list.



Take our 60 second quiz and immediately learn if
we can make an offer on your collection!

www.HattonsModelMoney.com/quiz



Get in touch with our friendly team...

Call us on: **0151 305 1755**
Phone opening times: Mon to Sun 9:30am - 5:30pm

Email us at: preowned@hattons.co.uk

17 Montague Road, Widnes, WA8 8FZ



www.hattonsmodelmoney.com

Bachmann Branchline New BR Class 47

This is probably Bachmann's largest locomotive project to date, as a million-pound project to cater for all of the tooling variations that are necessary to be able to represent virtually any individual Class 47 throughout their long working lives. Everything is new, from the research to the internals of the model as well as the body details and variations, which is where it excels. It sends a clear message from Bachmann that it is pushing advancements in products as much as any of the newer manufacturers competing with modern traction.

Starting from the inside, the chassis block is new with space created for circuitry for the lighting and sound provision. Our review model is of the DCC-ready version, which is sound-ready with two speakers pre-fitted and a PluX22 decoder socket. Within the chassis block is a five-pole, twin shaft motor with two flywheels providing drive to both bogies and all axles.

There are recesses in the chassis block, with representations of internal equipment that are visible through the bodyside windows, each of which is lit by a small LED on the underside of the circuit board. The central portion of the underframe accommodates the battery boxes, fuel and water tanks of which there are five different variations plus details, with our review sample featuring the 1,200-gallon water tanks of this 47/0 variant. The bogie frames are far more detailed than its predecessor with remarkable depth and conduit detail backed up with new characteristic four-holed disc wheels. The body is removed from the chassis by means of six screws, which are a little fiddly to access – ensure you use the correct-sized driver.

Moving onto the body, this model features the original cab style of a Brush-built locomotive with the single bracket cover at the top of the bufferbeam, and a four-character headcode panel with domino blinds suiting later 1970s styles when it was allocated to Bescot depot. The etched windscreen wipers are of the later single-arm style. Inside the cabs, excellent detail can be seen, including rear-panel details that are visible with the cab lights on.

The No. 1 end of the roof features Serck radiator grilles – some aficionados may want to see the louvres open under power, but this would spoil the scale finesse. Above those louvres are the etched brass twin radiator fans, which are remarkably fine. Under close scrutiny, these are a two-stage etch to give the interwoven mesh effect. Moving along the roof, this model has ribbed exhaust panels and an original Mk. 3 Spanner boiler port with fine mesh at the base of the conical recess – one of seven different types of port that can be reproduced for the model. It might appear



that I've commented upon specific details for this model, but the potential permutations of the features are near-infinite.

Although the chassis block has had some of its previous bulk removed, the model weighs 597g, some 66g heavier than its comparative predecessor. With all-wheel drive, this translates into excellent performance, capably handling a rake of twenty Mk. 1 coaches on test without difficulty. Out of the box, running was smooth and quiet.

The first models to be released range from the two-tone green with small yellow warning panels as first delivered, Rail Blue, InterCity 'Swallow' livery, and the Railfreight era catered for with a Construction livery and the celebrity 'Tinsley Traction Depot' in Distribution colours. Undoubtedly, there will be many more to come over the years but it's a solid starting range to cover the type's most popular years.

Beyond the DCC-ready model reviewed, each of the five liveries are available as

sound-fitted models with an ESU Loksound V5 DCC sound decoder which, as with many Bachmann models, gives basic running sounds, even on analogue control.

In a big step forward, there is also a Deluxe version of each model at a small premium over the sound-fitted model. The most visible difference when you've gone 'all-in' is the innovative windscreen tinting. A very distinctive feature of the Class 47 is the heated windscreen film, which gives an iridescent gold, blue and purple variable tone dependent upon how it catches the light. Bachmann has reproduced this very well. The manufacturer won't tell me how it's been done it, but it's a feature I've tried to reproduce, unsuccessfully, on a couple

in partnership with **BRM**

TRACTION
MODELLING



of occasions. Turn the model around in your hands and you can see the colours change – it's a remarkable feature.

The Deluxe model includes rotating radiator fans driven by an independent motor and gearbox so that performance isn't affected by being linked to the main drive and giving controllability under DCC. The fans will operate at random intervals in addition to when the locomotive is under higher power on pulling away or accelerating hard, with the option of the user cutting the fans in and out at will. When the fans operate, the fan sound is evident above the engine noise from the twin speakers. You don't have to miss out on this feature if you are an analogue user either, as the fans will operate at random with the associated sounds due to the circuitry included in the model.

This is a huge statement from Bachmann, a massive investment and a labour of love that signposts how the future might look for many models, either new or updated and it really is quite exceptional.

Datafile

BASICS

Manufacturer: Bachmann
Branchline

Catalogue Refs:

35-410 Class 47/0 D1565 BR Two-Tone Green (Small Yellow Panels)

35-411 Class 47/0 47012 BR Blue

35-413 Class 47/4 47828 BR

InterCity (Swallow)

35-418 Class 47/0 47004 BR

Railfreight Construction Sector

35-419 Class 47/3 47375 'Tinsley

Traction Depot' BR RF

Distribution European

RRP: £239.95 DCC-Ready,

£339.95 sound-fitted, Deluxe

£369.95

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

Era: 5 to 8

Company/Operator: LNER and
BR(E)

Weight:

Chassis and Body: Plastic
chassis and body, diecast running
plate and weights

Minimum curve radius: 438mm
(R2)

Wheel Profile: RP25

Couplings: NEM-mounted
tension-locks

Accessories: Cosmetic screw-
link couplings, brake pipes, cab
steps and doors

**For all the latest modelling news head
to www.world-of-railways.co.uk**

'LOCO REVIEW' is back

Superb colour images from the UK's leading railway photographers, illustrate the best of freight and loco-hauled passenger during **2017 - 2021**.
So, please cast your eye over some of the highlights

**TWO
NEW
EDITIONS**



LOCO REVIEW

VOLUME 1 PASSENGER & FREIGHT

Martin Buck



Volume 1 : Passenger & Freight

Freight Flows : biomass / cement / china clay slurry / industrial sand.

STP Flows : Class 20s on Yorkshire RHTT / WCRC 37s on Gerogemas timber.

TPE 68s : Trans Pennine Class 68s / a driver's perspective.

Drones : Special feature about using 'Drones' in railway photography.

GWR HSTs : Class 43s migrate to Scotland.

LNER Class 91s : Class 91 special liveries.

Class 37 : Final passenger trains in Cumbria, East Anglia and South Wales.

Staycation Express : Heritage traction on the Settle & Carlisle.

A Covid Tale : DBC/ GBRf special loco liveries to support NHS and Key Workers

Softback / 245mm x 168mm / 192 pp / 250+ images / **£19.50**

Volume 2 : Loco Profiles

GBRf Loco Liveries : Class 66/7 loco liveries.

Class 37s : 37099, 37425, 37422, 37521 and 37667.

40013 : 'Andania' returns to the main line.

DCR Class 60s : Ex-DBC 'tugs' 60028, 60029, 60046 and 60055.

DB Cargo : Maritime International / PD Ports / Key Workers
Puma Energy / 60006 scrapped / 'Green' 66004

Heritage Class 50s : 50007, 50008 and 50049 in action on the main line.

Class 88 : A look at these new DRS electric locos - all 10 locos in the fleet.

Class 90 : Greater Anglia 90s move to Freightliner.
Grand Central / 'All Black' 90s.

Freightliner : Wyoming & Genesee livery

Scrappers : Heritage traction on EMUs & coaching stock scrap movements.

Pacers : Remembering the infamous Class 142 / 143 units.

Colas : Ballast workings on the Whitby branch and West Highland Line.
Diverted Highland Line china clay slurry / Sinfen aviation fuel.

Class 86s : End of the line - a profile of the last 9 in traffic

Snowploughs : Drift ploughs / Beilhack ploughs / snow clearance at Peak Forest

Midland Pullman : New Blue Pullman - reminiscent of the 1960s.

Class 69 : Rebuilt 'Grids' as new GBRf Class 69 Nos. 69001 & 69002.

Softback / 245mm x 168mm / 192 pp / 300+ images / **£19.95**

How to order

On Line www.freightmasterpublishing.uk

By Post Freightmaster Publishing,
158 Overbrook, SWINDON, SN3 6AY

Telephone 0114-255-8000 (via Platform 5)



Revolution

Thunderer

LOCO REVIEW

VOLUME 2 LOCO PROFILES

Martin Buck



EPHING ONGAR RAILWAY

SANTA SPECIALS

4, 5, 11, 12, 18, 19, 20,
21, 22, 23, 24 December



Bring the family to see Santa on his special train with the fantastically festive Epping Ongar Railway Santa Specials! Further details on our website.

Compartment for up to 6 people **£175**

Compartment for up to 8 people **£225**

ADVANCE BOOKING ESSENTIAL

www.eorailway.co.uk

01277 365200



CAMBRIAN

4mm Wagon Kits

Online shop including prompt worldwide delivery (no UK VAT outside UK)

www.cambrianmodelrail.co.uk



C88 FWS 5-tonne Bogie Rail Wagon - YSA/Salmon

Also C27/C46 Salmons with long/short plate bogies



C28 Borail Bogie Rail/Wagon

Also C82/C106 Sturgeons Rail Wagons with or without doors

Over 100 kits available spanning pre grouping to the 1990's

Items (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

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

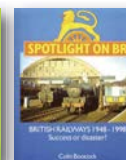
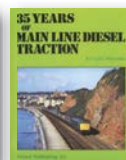
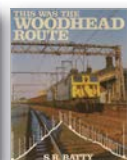
Open 9.00am - 4.30pm
Tuesday, Thursday, Friday & Saturday



TRANSPORT STORE

12B 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

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

BRANCHLINES

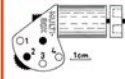
KITS AND ACCESSORIES



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

NICK TOZER

RAILWAY BOOKS

RAILWAY BOOKS
BOUGHT & SOLD

Free Railway
Booksearch Service

155 Church Street, Paddock,
Huddersfield, HD1 4UJ

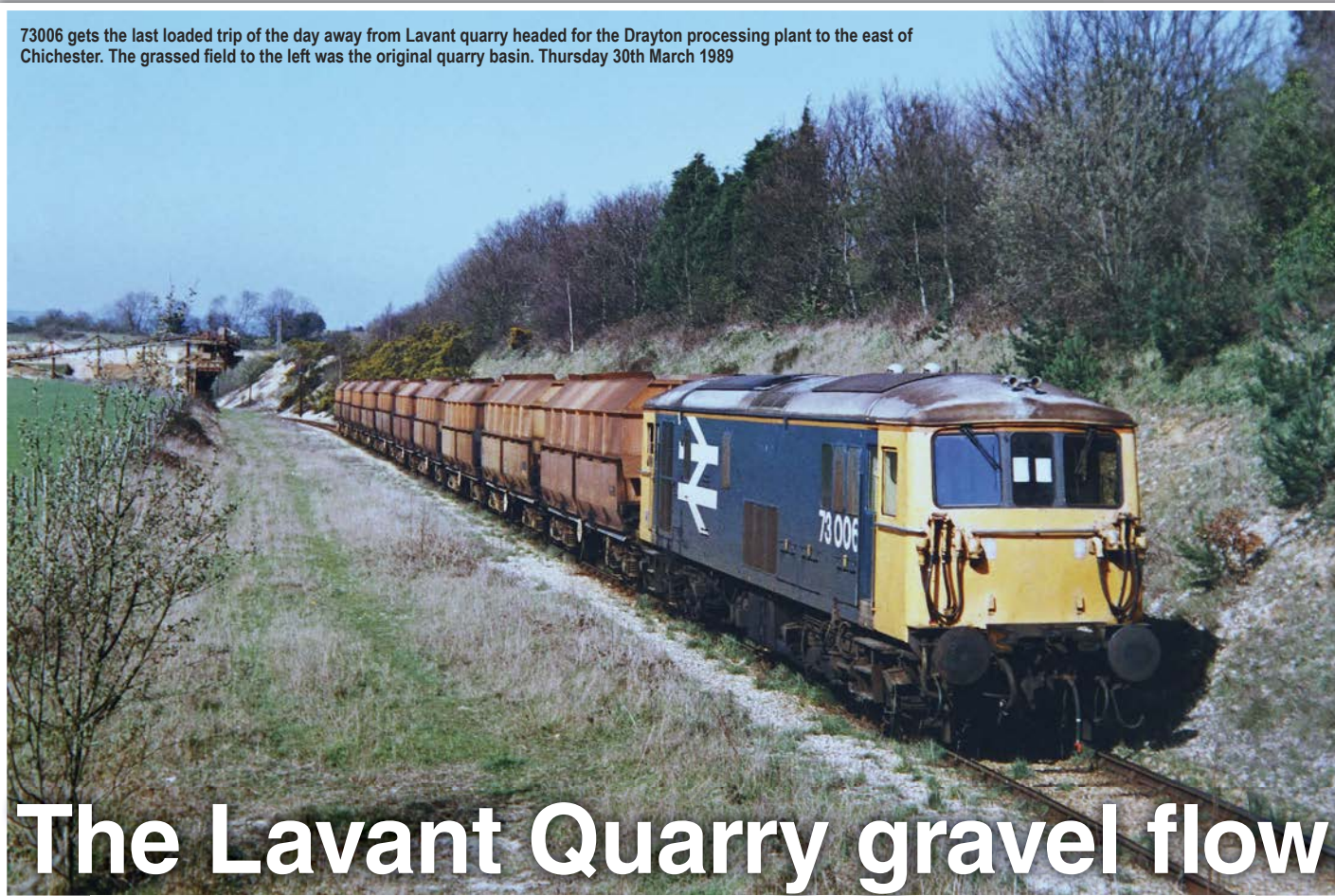
Shop now open:
Tue/Wed 11:00-17:00
+ Thu 14:00-20:00

Tel: 01484 518159 (answer machine)

www.railwaybook.com

email: nick@railwaybook.com

73006 gets the last loaded trip of the day away from Lavant quarry headed for the Drayton processing plant to the east of Chichester. The grassed field to the left was the original quarry basin. Thursday 30th March 1989



The Lavant Quarry gravel flow

Steve Stubbs describes an unusual freight working which he photographed in West Sussex

The location of Chichester in West Sussex, just outside the South Downs National Park, does not immediately jump to mind when considering freight 'hot spots' on the railway network, particularly those in South East England. However, this location on the former Southern Region was somewhat of an oasis for rail freight, as it played host to a unique and long-standing flow that ran for many years prior to its very sudden demise.

Lavant, a small village approximately 4 miles north of Chichester, sits on rich gravel beds composed of flint material laid down during the Cretaceous geological period. Flint is an extremely hard type of rock that is vitreous (glass like) in nature and ideal as a filler material for the manufacture of concrete. Given that most sources of flint for this purpose are obtained from marine environments by dredging or vacuum extraction, land based extraction is much cheaper than using specialist sea going vessels. To this end, gravel extraction was authorised by West Sussex council in the mid 1970s with the stipulation that the extracted material was transported entirely by rail to the processing plant at Portfield (referred to in railway nomenclature as Drayton), to the east of Chichester, thus avoiding the use of unsuitable country lanes by heavy lorries and avoiding the notoriously congested Chichester ring road.

The former Chichester to Midhurst branch line was used. It had lost its passenger workings many years previously when the line closed between Lavant and Midhurst in 1957. Lavant then became the truncated end of the branch. The track was retained between Fishbourne Crossing on the outskirts of Chichester and Lavant as a single line throughout with a run round loop installed approximately one mile south of the branch line end which now terminated at the quarry loading bunker. The branch line joined the main rail network at Fishbourne crossing. This was controlled by a local mechanical signal box which also operated the swing gates for the A27 road which crossed the line at this point, prior to the building of the current dual carriageway between the towns of Havant and Chichester. Signalling on and off the branch was achieved with the characteristic Southern style disc dummy signals. Fishbourne crossing also sported a fine three arm semaphore signal that controlled eastbound main line traffic and permitted access to Chichester yard, a minor yard used for the stabling of engineering stock for weekend works in the 1980s and 1990s.

Operation at the quarry

A loading bunker was built at Lavant for the quarried material. This stored the extracted raw gravel and permitted gravity discharge

directly into the wagons, latterly fed by a conveyor belt. This location provided a mess area for the quarry staff and a fuel bund for heavy equipment employed but was very spartan otherwise.

For many years the quarried material was extracted in an open cast method where it was simply dug from the ground by mechanical excavator and delivered by tipper truck to the loading bunker. This was a large concrete structure that held enough extracted material to fill 5 wagons simultaneously via hydraulically actuated doors that allowed gravity discharge directly into the bogie hoppers employed on the Lavant to Drayton circuit. This was specifically built for the wagons in use so the bunker doors precisely aligned with the wagons. Once the first five had been filled, the locomotive pushed back the remaining 5 empty wagons and a bulldozer was used from each side of the bunker to push excess quarried material into the remaining wagons. This extremely efficient loading process meant that a full train load could be loaded typically in 40 minutes from arrival to departure and allowed an intensive operation to be conducted.

Once the initial quarry bowl had been exhausted of quarried material, a new site to the north west of the original extraction point was commissioned, again using the same extraction technique. However, this new location necessitated the use of a

lengthy conveyor belt arrangement across the edge of the original exhausted quarry basin and also passed under a local road. The depth of the gravel extraction was very modest by modern quarrying operations, cutting down into the earth by only three to four metres or so, whilst very rich, it was also very thin and consumed a physically large extraction area.

Typically, four loaded runs and empty returns could be accomplished in a working day, given the loading to discharge points were only some six miles apart. Traction was generally a Class 73 or occasionally a Class 33 which was manned by a Brighton based crew. Whilst running on the mainline, the Class 73 traction would change from its 600HP diesel electric propulsion down the branch direct to 750Vdc third rail as this provided much more power at the rail head. This changeover occurred on the third rail electrified bi-directional Chichester reception line which the services always ran over, reverting to diesel for the push back into the Drayton (Portfield) receiving terminal, as this siding was not electrified.

The gradient down from Lavant quarry towards Chichester was also advantageous to the ED's running on diesel power as gravity was on their side for the heavier loaded runs southbound. The return empties were worked loco first up the branch until reaching the loop situated approximately one mile south of the quarry where a run round would be conducted, and the rake of wagons propelled back to the loading bunker where a simple red / green signal was provided and operated by the loading bunker staff to allow the train crew to precisely position the first five wagons nearest the locomotives before drawing forward to load the second set of five wagons.

The wagons

Perhaps the most idiosyncratic aspect of the whole operation was the very unusual wagons employed. These were French manufactured and carried the numbers FR17001 to FR17010, TOPS code PHA and were a set of ten hopper type wagons with side mounted discharge doors, rather than the traditional floor mounted type in use today on most bulk aggregate flows. The rated load was 68.5 tonne, 81.5 tonne total weight per wagon. Internally the wagons featured an inverted 'V' profile feature that reached nearly the whole height of the wagon internals and also ran the whole length, effectively giving two voids in the wagon for the raw quarried product to sit in once loaded. The reason for large side discharge doors was that the raw gravel extracted also included a significant amount of soil and clay. During wet periods, particularly during the winter, this would become very sticky and would not free flow through the relatively small bottom discharge doors of a traditional hopper wagon; hence the need for the full



73128 has just left the former Midhurst line at Fishbourne crossing, Chichester and is seen accessing the bi-directional goods line with another load of gravel from Lavant quarry to the Portfield (Drayton) processing plant to the east at Chichester, a total run of just under 6 miles. Wednesday 16th May 1990



73128 pushes back the second half of its train of PHA side tippers under the loading apparatus at Lavant quarry. A combination of a full bunker and stockpiled material meant that a full rake of 10 wagons could be loaded in the space of about 40 minutes from arrival, with a bulldozer employed to fill the final 5 wagons with residual gravel stocked alongside the bunker. Wednesday 16th May 1990



73004 in its unique livery with the afternoon trip to Drayton processing plant on a glorious 24th October 1989. The driver is slightly 'photo bombing' the image!

length opening sides of the wagons and the inverted 'V' feature to aid discharge of this glutinous mixture under gravity. Integral pneumatic rams were used to actuate the wagon doors during discharge of the product by the application of compressed air. The wagons were originally branded with Francis Parker lettering, the original owner and operator of Lavant Quarry. However, Francis Parker aggregates were later purchased by Tarmac Quarry products and the Francis lettering was removed from the wagons. They were all finished in a light tan livery which helped to disguise the heavy work staining from the clay material.

Drayton terminal

At the Drayton terminal situated at the Portfield area of Chichester, another unique process for separating the gravel and clay/soil mixture was employed. The single siding had a flooded lagoon each side of the track. The raw quarried product was simply discharged straight into the water on either side and dredged using a mechanical excavator with a finely perforated bucket, allowing the clay and soil mixture to be washed off and provide recovered clean gravel for concrete production. The clean product was transported by conveyor belt directly to the large processing plant situated at Portfield where it was combined with sharp sand and cement to form ready mixed concrete for a large batching plant located there.

At weekends, when the wagons were idle, they were stabled in a siding adjacent to Chichester station, which formally served the old goods depot which had closed many years previously. Light maintenance could be conducted, heavier maintenance necessitated wagons tripping to a carriage and wagon repair depot.

The end of the flow came very abruptly in 1991 and with no warning to railway enthusiasts, as this was way before the advent of the Internet and associated railway gen sites. Chichester Council refused planning permission for further gravel extraction in the Lavant area and effectively ended the flow once the existing worked gravel beds had been fully exhausted. The entire track work from the branch line from Lavant Quarry to Fishbourne crossing was fully recovered by 1993. The former track bed subsequently became a recreational cycle path which is still in use today. At the location of the former Lavant quarry a few upright sleepers and rail chairs have been made into simple sculptures, the only remaining hardware from this line. The cycle path is now known as the Centurion Way and is actively promoted as a traffic free gateway to the South Downs National Park from Chichester city centre.

As discussed at the introduction to this article, Chichester had several active freight flows around the 1980s and 1990s in addition to the intensive traffic from

Lavant Quarry. The civil engineer's yard to the west of the station was used for stabling of wagons and staging of trains for weekend engineering occupations. There was a rail linked business called Bartholomew's Agricultural Supplies that took in wagon load consignments via the Speedlink network, and occasional larger loads of fertiliser (unloaded in Chichester yard and tripped by road) based to the east of the city. Also at Portfield, though slightly west of the Drayton unloading facility, was a heating oil terminal (a former World War II fuel terminal) that took in very occasional block trains of gas oil and fuel oil from Thameshaven in Essex. Lastly, after the great storm of October 1987, which felled thousands of mature trees in

southeast England, the siding adjacent to Chichester station was used to load logs in air braked open wagons for dispatch to various railheads via the Speedlink network. This displaced the PHA hopper wagons employed on the Lavant Quarry to Drayton (Portfield) flow which previously stabled on this siding at the weekends. These were then simply retained at Portfield at the end of business on a Friday until needed again on the following Monday morning when the gravel trains recommenced.

In conclusion, this was a fascinating localised intensive aggregate flow, little known about outside the local area, using traditional Southern Region motive power and an unusual design of side discharge hopper wagon not seen elsewhere in the UK.



73141 plods along the bi-directional goods line to the west of Chichester station with a Drayton to Lavant quarry trip. This would proceed up the truncated remains of the former Midhurst branch where the quarry was located. In the distance another Class 73 can be seen stabled by the station and a rake of loaded OTA wagons in the station goods yard awaits collection with another load of timber as a result of the great storm on October 1987 which felled thousands of trees across the south of the country. The Chichester rail head dispatched the fallen trees via a Speedlink trip from Eastleigh which were conveyed in a variety of air braked stock including OTAs as seen here. OAA, OBA and even continental registered Cargowagon branded flats were also used. Tuesday 16th May 1989.



73128 passes a various assortment of engineering stock in Chichester yard which was served by Eastleigh to Three Bridges (and return) trips. A Speedlink VAA van can be seen in the yard which had probably originated from the Bartholomew's agricultural siding to the east of Chichester and took in food stuffs and fertilizer via the Speedlink network. Judging by the position of the sun, 73128 is working the lunchtime Lavant Quarry to Drayton (Portfield) loaded gravel on the bi-directional goods line on Wednesday 16th May 1990.

TRACTION

&

**WORLD OF RAILWAYS
PLUS**

Presents...



THE NORTH'S PREMIER MODEL RAILWAY SHOW

DISCOVER

- ✓ HANDPICKED BRITISH LAYOUTS
IN MAJOR SCALES, GAUGES AND ERAS
- ✓ TRADERS / SOCIETIES

SHOP

- ✓ STOCK UP ON ESSENTIALS FOR YOUR HOBBY
- ✓ LOOK OUT FOR COLLECTABLES, PRE-OWNED
ITEMS, TOOLS, BOOKS & MORE!

**BOOK
& SAVE!**

Adult: £12.00 | Children(5+): £7.00

Kindly
supported by:



SAT 10AM - 5PM & SUN 10AM - 4:30PM
ADVANCED TICKET HOLDERS 9:30AM EARLY ENTRY
FREE PARKING | DONCASTER RACECOURSE, DN2

To Book - **WWW.MODEL-RAILWAY-SHOWS.CO.UK** | 0844 581 9900

**TRACTION
MODELLING**

**SUBSCRIBERS
£10.00**

Terms & Conditions: The above prices are advance ticket prices. Calls are charged at 7p per minute, plus your phone company's access charge. Fee applies for postal tickets. E-Tickets are free of charge.

E6110 is fresh from the shops at the works having just been converted from Class 71 to 74.
E6101-7 had been noted on the April visit.



A day trip to Crewe - 23rd April 1967

J. Crosse recalls an enthusiasts' coach trip starting from Bristol in April 1967 with Crewe as the prime destination.

This trip was of interest both for diesel and steam fans as there was still a considerable quantity of steam motive power to be found in this corner of North West England. The journey to Shrewsbury probably occupied well in excess of three hours in those days so everyone was glad to pile off the coach and into the steam depot there which was host to 16 steam engines, a 2 car DMU and an interesting selection of diesel power:

D268/90, D316
D1801, D1944
D3028/35/49, D3194, D3970
D5006/77/88/9, D5140/5
D7060
12052

Northerly progress was continued via Wrexham to visit Croes Newydd where steam was definitely still in charge but on a reduced scale from the past. 26 steam were on shed along with 4 diesels:

D219
D5005/8/79

The next stopping point was Chester where a number of DMUs were noted but no locomotives were at the depot.

The final leg of the outward journey took us to Birkenhead where the staple motive power was the Class 9F 2-10-0 with over two thirds of the 55 steam engines being of this class. Diesel power was represented by:

D298, D311/28/70/7/8
D1806/8
D2198/9
D2219/35
D2372/4

It was time to head for Crewe, in fact past time, as all parties wishing to visit the works had to be there for a specific time. Disaster loomed as during a 'hasty' exit from Birkenhead the local constabulary decided to pull our coach in for speeding - not bad for a 1960 Bedford! However, Crewe was reached in time and all of the locations were visited as follows:-

Crewe North shed:
D212/22/4/7, D332/6/8/43/80
D1583/93, D1633/72, D1724
D1803/4/39/50/2, D1950/3
D5057/81/5
D8307/10

Crewe Works:
D206/25/9/36/7/52/70/7
D322/52/69/96
D1102
D1503/10/2/4-6/8/9/23/64/81/6/91
D1600/15/28/36/44/7/59/93
D1701/19/35/63/75/94
D1809/42/53/8/66/9/71/3/6/83/4
D1912/47/51/96
D2200-3/8/21
D2708/11/41-3

D2900
D3018
D5703/5/7
D8008/9, D8123/38
12039/47
26014/8/33/41/54
E3009/10/27/36/58/66/72/92/3
E3106/12/25/54/60
E6101-7
A4 60026 and 9F 92220

Crewe South shed:
D330
D2218
D2518/9
D2907/9-11/3
D3098, D3798, D3800, D3984,
D4112/43
12005/21/5/40/55/63/82/91/3/6
15003.

Amongst a large number of steam residents was A4 60007

Crewe Diesel depot:
D211/3, D313/30/1/41
D1622/97, D1726/7/70
D1840/7-9/51/60/8
D1939/49/56/7/65
D2207/33
D4111
D5073/4/6/83/91,
D5133/43, D7574
12066/9, 15002



Crewe had a fair allocation of 350hp shunters and these included members of Class 11 as illustrated by 12082 seen at the shed in 1967.



Crewe South was home to many diesel shunters including some of the types that had already been declared non-standard. A line up of D2911/09/13/07 on 31st March 1967 shows that indeed withdrawal looms as all have their connecting rods removed.



(LEFT) On 20th July 1986 37416 runs round its train from Inverness at Kyle of Lochalsh. MARTIN AXFORD

My first Scottish trip

My own experiences of Scotland started in 1988. My dad, who subscribed to ScotRail (the brochures arrived each year), usually via the ads in the Daily Mail, was eager to book a holiday. Since then I have tried to set foot in Scotland every year, and have done for the most part, and have taken over my father's and grandfather's love for the mountains, glens and lochs, but also the railways. This article describes three brief trips.

It was 1988, and Frank was needing some respite, therefore Dad organised the trip for him. Frank caught the London train from Hove and picked up the Sunday night sleeper from Euston. We, as a family of four, travelled together to Birmingham New Street. I remember Frank waving from the rear door, platform side of the last carriage as the train slowed, headed by 87011, as it arrived into New Street. Finding our berths I was in with dad; mum and sister were together and Frank had a 2 berth cabin to himself. Soon the feel good factor kicked in, as the swaying motion sent me off to sleep. I remember stirring awake at Preston, the busy parcels and newspaper trolleys being towed at speed around the platforms, frantically filling and unloading trains. At Glasgow Queen Street as the train jolted me awake, 37409 was attached to the front for the long trip up and over to Fort William.

Dawn and daylight approached quickly and we transferred to carriage seats after an orange juice and fruit from the steward. 'Loch Awe' roared up towards Ardlui, where it rested for ten minutes to await another train, headed by 37425, crossing from the Fort William direction. This gave us all a chance to stretch our legs. Onward and 37409 provided the engine noise, working hard all the way; the section along Loch Tieg and into Tulloch was memorable for the sound bouncing and reverberating off the surrounding hills. Arriving in Fort William, I copped 37408 with the Mallaig branch train.

After a walk along the canal near Banavie, we retired to our hotel and planned our trip to Oban the following day (or O-BAN, as Frank called it). 37408 was on the train back to Crianlarich and then 37425 took us along to Oban. There were breath taking views and landscapes all around us. 37406 brought us back later on, and we then planned our trip to Inverness the following day. This involved the morning Mallaig service, transfer to the CalMac ferry for the trip along the Sound of Sleat into Kyle of Lochalsh which at this time was before the Skye bridge. It was another beautiful day to behold, which enabled us to enjoy the scenery while standing against the handrails of the ferry.

37418 with the unpronounceable, lengthy nameplate ('An Comunn Gaidhealach' or

The Big Four

Elliot Hopewell returns with another of his railway reminiscences, this time in Scotland.

You may remember I partly introduced my grandfather in my previous article (Finding 'Rodney' TRACTION 256). Frank served in the Royal Navy both before, during and after the Second World War. He was a seaman on HMS Hood, and other ships. He was another character in my family, and after his time served in the Royal Navy, he then took up work at Lancing railway carriage works.

Armed with his free rail pass for being a railway worker, Frank took to exploring the UK, and particularly Scotland, during the late 1950s and early 1960s, mostly on the pretext of going as far as possible for as little as possible. Frank, being Frank,

considered that the whole family should travel for free, and tales from my dad's sisters and brother (Jean, Sandra and John) tell of hiding around the train when the ticket collector was coming around. Our usual destination in those days was one of the camping coaches at Morar. Indeed Frank's heart was mostly in Scotland; I suppose it was the camaraderie he found in the Navy, and the loss of close friends. In his later years, after his wife died, he was always travelling up from Brighton, mainly to Scapa Flow, to pay his respects. And with air travel not being an option in his opinion, it was the train or nothing (except for one exception I will come to later).

'The Gaelic Association'), provided the power for our trip from Kyle to Inverness. A second train crossed paths at one of the stations, with 37416 heading towards Kyle. As we came into Inverness I was surprised at the size of the station and motive power on view. After a couple of days exploring Inverness we came home direct from there to Doncaster via HST.

2003 visit

Fast forward to April 2003. I had just finished improving a cottage I had bought, and had spent six months working really hard to get the property to how I wanted it. I was due a break and a couple of Scottish friends of mine had organised a trip to Glasgow by car, to watch Partick Thistle win promotion. Encompassing two great hobbies together I decided to go with the boys, but then stay up in the area for a few days.

The football and meal out in Glasgow was great and Sunday found me being dropped off at Queen Street about 4.30 p.m. I hung around for a while and caught the train straight up to Tulloch, where I had arranged to stay the night in the hostel, which doubled as the station; it was a fantastic place to stay.

There weren't many locos to see, however a Class 37 did bring in the following morning's sleeper, which I ignored, instead taking a walk along the river, and catching the following train into Fort William. Unlike the last time, I headed straight to Mallaig before transferring to the Skye Ferry the following morning, and the post bus from Armadale to Broadford. I found myself at Kyle of Lochalsh again, caught the train to Dingwall, where I transferred to Rogart, before spending two nights at Sleeperzz with Frank Roach and his family.

It was another great spot to stop for two nights and explore the far north. I was very comfortable in one of his converted sleeper carriages. The family Roach were very hospitable, and they may remember that I helped catch and then trim the wings on their runaway chickens! There wasn't a lot of loco activity, although I did see the Safeway container train with a '37' on one of the evenings. Wick and Thurso were within my grasp, and happily I was able to see both. A couple of days later I managed to travel from Rogart to Aberdeen before heading back to Lincoln from there.

The final trip

My last trip is very sentimental, as it involved just the four of us. Myself, my dad, his brother John and Frank. With Frank now being 88 and not having the mobility he once had, and needing occasional use of a wheelchair, John decided to bring him up to Edinburgh from Brighton by air, his first trip in a plane.

We all met up in the bar at Edinburgh Waverley, headed to Glasgow Queen Street

and caught the late train to Tulloch, where we stayed the one night. Luckily after we arrived at Tulloch, the locos and coaches for the 'Jacobite' stopped in the station on the positioning move to start the season of steam specials the following day. Class 66s had by now become commonplace on the West Highland Line, and a small freight headed by one crossed the 'Jacobite' at Tulloch. Two nights in Fort William enabled us to explore Oban again, exploring the pubs and bookies with the wheelchair, and making full use of our Freedom tickets.

The following day John and I started early from Mallaig and headed back to Fort William, to catch the 'Jacobite' back. Both of us managed to get the door windows in the carriage at the rear of the train, and for 90 minutes, enjoyed the noise of the steam loco as it headed back into Mallaig. That

afternoon we headed to the Morar Hotel, discussing the location of the old camping coach, and had a long session in the bar, nearly causing us to miss the last train back into Mallaig. Again the roundabout way to Kyle ensued, via ferry and taxi, and we finally found our way into Inverness, our base for three nights. Another pub interlude as John's sister Sandra joined us, as she was travelling up to Sandwood Bay via car.

The next two days were spent exploring the Far North lines, with many smiles, many laughs and many drinks. A few locos were also seen at Kyle, Inverness, Tain and Georgemas Junction. Our week together was wonderful, and unforgettable. This was unfortunately the last time we were all able to be together. Frank sadly died the following year, and my dad 6 years later.



37408 is seen at a location not often photographed, Crianlarich Lower which was used for timber loading for trains bound for the paper mill at Corpach. The date is July 20th 1988. ROGER GEACH



On 13th August 1987 the signalman at Mallaig Junction is about to hand over the single line token to the driver of a Mallaig bound train hauled by 37425 as it leaves Fort William. IAN HARRISON

On 29th August 1959, D211 passes Shap station at the head of the midday Perth to Euston express. The train includes a mixture of LMS coaches as well as a few BR Mark 1 vehicles. D211 entered service in May 1959 and was later to be named 'Mauretania' after the Cunard liner. The locomotive's initial allocation was to Willesden (1A).



Carlisle to Shap before electrification

Gavin Morrison has searched through his photo archives to present a selection of diesel locomotive images from the time before this section of the West Coast Main Line was electrified. The northern approach to Shap was less demanding operationally than that from the south, and also ran through less spectacular scenery, but there were still several worthwhile photographic locations.

The photographer noted that D331 was struggling with the 16 coach train as it passed Thrimby Grange, south of Penrith, on August 11th 1962. The train is the midday 1M37 12:20 Perth to Euston which, by the time of this photo, was made up of Mark 1 coaches, with the exception of the former LMS catering vehicle.

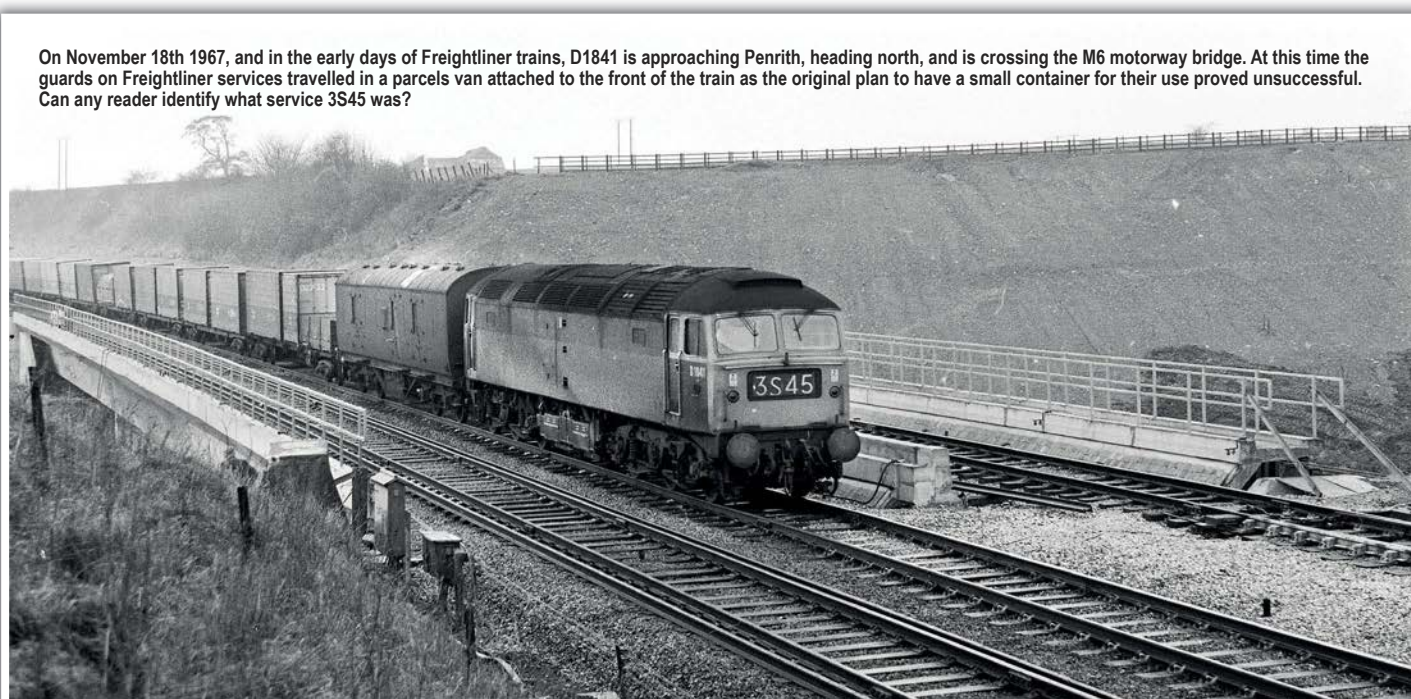




D236 is passing Harrisons Sidings just north of Shap summit on a Perth to Euston on August 6th 1960. D236 had been delivered to Crewe North (5A) in October 1959.



D299 has just passed Shap summit and is beginning the descent towards Tebay with a southbound express. By this date, July 4th 1964, the locomotive has received the yellow warning panels which, it could be argued, improved the appearance of the locomotive's front end. D299 had been delivered to Crewe North in October 1960.



On November 18th 1967, and in the early days of Freightliner trains, D1841 is approaching Penrith, heading north, and is crossing the M6 motorway bridge. At this time the guards on Freightliner services travelled in a parcels van attached to the front of the train as the original plan to have a small container for their use proved unsuccessful. Can any reader identify what service 3S45 was?

D1859 is heading south past Carlisle Upperby shed on what is believed to be a fourteen coach Glasgow to Birmingham express on February 4th 1967. This locomotive was one of a batch of Brush Type 4s (D1837-D1861) allocated to Crewe Diesel depot in 1965. They largely replaced the underpowered English Electric Type 4s on the principal West Coast Main Line services north of Crewe.



On the very frosty morning of November 11th 1967, D1854 heads what appears to be a Carlisle to Euston service near Shap summit. This six coach train will, no doubt, have extra carriages from either Barrow-in-Furness or Blackpool added at Preston.





Work for the resignalling and electrification of the West Coast Main Line is clearly underway in this photo taken on September 11th 1971. A double headed 1S63, the 12:05 Euston to Glasgow, approaches Penrith station behind Nos. 421 and 448.



Frost Precautions

S. G. Allsopp describes some of the problems experienced at diesel depots in the winter months.

British railways and the weather have fought constant battles ever since railways were invented. The weather usually wins. Sunshine buckles rails; snow clogs points and, if of the 'wrong' type, damages electrical equipment; obscures signals; and in cold weather everything freezes. Despite the experience with the LMS and SR designed prototype main line diesel locomotives and growing fleets of diesel multiple units and diesel shunting locomotives, little consideration was given to frost protection on the Pilot Scheme diesel locomotives or on those produced immediately afterwards.

The DMUs and diesel shunting locomotives used ethylene glycol anti-freeze in their engine cooling systems. This anti-freeze solution has searching properties, finding weak spots and marking them with a white encrustation. Once initial problems with leaking flange joints and flexible hoses had been brought under control (they have never been completely cured) and with corrosion of light alloy components due to weak anti-freeze/water mixtures, the anti-freeze was left in the cooling systems all year round. As it also contained a corrosion inhibitor this was not a bad idea and much better than the treatment meted out to the mainline locomotives.

At first they used raw water straight from the tap in many areas, although the Eastern and North Eastern Regions used soluble oil in many of their locomotives. There were problems not only with rubber seals and hoses perishing but also with the pollution of water courses with this

coolant. Eventually, because of severe corrosion problems, a mixture of water, borax and sodium metasilicate was used (successfully) as a corrosion inhibitor. Anti-freeze was not used in mainline locomotives until the introduction of Class 56 and the HSTs. As the engine cooling system of a Class 45 contains 360 gallons, the reluctance to use antifreeze is understandable!

Cooling systems

The design of engine cooling systems varies considerably. The English Electric locomotives suffered from several problems, Class 40 being under cooled and Classes 37 and 50 being over cooled! Early photographs of Class 40s taken in the summer often show the inward opening engine room access door open to let a little more air in. Unfortunately, as their radiator cooling fan was engine driven, when the engine overheated and engine revs had to be reduced, the radiator cooling fan also slowed down. On the other hand, the Class 37's cooling systems have been known to freeze up during lengthy signal stops or periods of slow running. The EE prototype No.DP2 was also susceptible to this problem. The cooling systems of the Sulzer engined locomotives were much better designed and gave little trouble with either overheating or freezing up. Unfortunately, they suffered from frequent loss of coolant either from leaking cylinder head to cylinder block transition rubbers or leaking flexible hoses. However, the railway designed parts of their engine cooling systems suffered from serious accessibility problems.

Frozen plumbing

After running into problems with frozen plumbing during the 1960/61 winter, the LMR initiated a crash programme of modifications on Classes 20, 24, 40, 44 and 45. These mainly consisted of applying lagging to external cooling systems and train heating boiler pipework but steam heating coils were fitted to the exposed boiler water tanks on Classes 24 and 40.

The 1962/63 winter was much more severe and many problems were encountered. Even steam locomotives were freezing up, particularly the post-war LMS designed and BR Standard types that had a considerable amount of exposed pipework. It has been suggested that more coal was burnt in braziers scattered about in and around the steam shed at Derby than was used to produce steam at this period in an attempt to keep things moving!

The battle against the weather was hampered by the lack of diesel locomotive maintenance facilities in many areas at this time. On the Midland Lines of the LMR, the only purpose built diesel locomotive depot was at Cricklewood. It suffered from poor labour relations in between strikes and, as its priority was the maintenance of the troublesome Class 127 DMUs, it contributed little to diesel locomotive maintenance. It wasn't until May 1965 that Toton Diesel Maintenance Depot was opened. Up until then most maintenance of Midland Lines Classes 25, 27, 28, 45 and 46 was carried out at steam locomotive depots, often alongside steam locomotives and at Etches Park.

Etches Park depot

Derby's Etches Park Diesel Maintenance Depot (as it was first known) was intended for the maintenance of DMUs and coaching stock. It consisted of two buildings that shared a common wall, The shorter of them was the DMU shed and had three roads, each capable of holding seven short (57' long) DMU vehicles (or six Class 45 locomotives). It had folding wooden doors at the north end and was heated but initially had no ventilation. The carriage shed had two roads, each holding nine short DMU vehicles. It was open at its north end, having no doors or heating. In 1962 DMU maintenance had been transferred to Derby from Toton, where it had been carried out in the steam locomotive shed, using the long pit that was originally installed for the LMS Beyer-Garretts. Because the DMU shed was full of Class 45s that were down to about 50% availability and had nowhere else to go, DMU maintenance was carried out in the carriage shed.

Diesel locomotives could be found parked in various locations at Derby. The steam shed was known as No. 4 Shed and was adjacent to the station. Its grounds were bounded on one side by the locomotive works (referred to as the 'Shops') and by the main line to London St. Pancras. Of the other three sheds, two were part of the Locomotive Works and one had been demolished. The shed building was oblong in plan and contained two turntables, the roads radiating off them holding about 50 locomotives.

Apart from mainline locomotives 'ex-works' of Classes 20 and 24 and LMS No.10000, various diesel shunting locomotives, 'ex-works', could often be found stabled inside the shed at this time. These included the Hudswell Clarke diesel mechanical locomotives in the D2500 - D2509 series, the North British diesel hydraulic locomotives in the D2900 - D2913 series as well as Class 08 and 11 shunters and the Fowler Engineers Department locomotives numbered between ED1 and

ED7. One of the Hudswell or North British locomotives was often used as shed pilot. The latter machines seemed to spend more time lurking at Derby than they did with their owners!

The turntables were too short to allow locomotives of Classes 40, 44, 45 and 46 to be stabled inside the shed. These could usually be found either on the three roads next to the London line side of the shed ('Shed Side') or on the 'old' fuel line. This fuelling installation was very basic, no shelter being provided. It had been installed for locomotive refuelling in the 1950s and was situated opposite Way & Works signal box. Before the introduction of this installation, refuelling was carried out in the locomotive works. DMUs were refuelled on No.18 Road of Etches Park carriage sidings - again there was no shelter from the elements (Etches Park was always referred to as 'The Park'). There were also refuelling facilities for both locomotives and DMUs at the north end of the DMU shed at Etches Park.

Next to the coaling plant (otherwise known as the 'hopper') was a road known as the 'Klondyke'. Locomotives awaiting admission to the locomotive works were dumped here. They were, however, the responsibility of the Motive Power Department (as it was still known) until taken into the works. Locomotives were received for works attention from many different parts of the country. Some of them could spend a considerable amount of time on the journey and would often arrive in worse condition than when they set out. This particularly applied to diesel shunting locomotives with plain white metal bearing axle boxes, these often being conveyed in freight trains at excessive speed. Another much more serious problem was when mainline diesel locomotives did not have their engine cooling systems or train heating boilers drained before being dispatched for repair. Much damage was caused by frost but what was probably the worst was when a Class 45 that had its cylinder block split and the two halves

forced apart.

Keeping things moving

Much heroic effort was expended in trying to keep things moving. The life of many steam locomotives was extended as they stood in for defective diesels. The Stone-Vapor steam generator was a mass of pipework, with nothing to differentiate between steam, compressed air, water or diesel oil. Use of a blow lamp to thaw out frozen pipes could have its exciting moments! The outside turntable at Derby was generally used to stable the larger passenger locomotives, many unusual visitors being seen there, particularly from the North Eastern Region, that had arrived as diesel substitutes. These included LNER Pacifics, V2s, B1s and B16s.

The 1963/64 winter was nowhere near as severe but 1964/65 made up for this and was rather cold. A little bit of organisation was creeping in by then, however, and reliability, particularly of Classes 45 and 46, was improving. There was also a greater variety of diesel (and electric) locomotives to be seen at Derby at this time. By then, but after several years delay, the new weigh bridge, situated near to the old fuel line, had been brought into use. As a result of this and for driver training, many diesel locomotives built by Brush, Clayton, Beyer Peacock and English Electric came to Derby for weighing before being released to traffic.

Following the closure of the Great Central main line other 'foreign' locomotives in transit would also pause at Derby, such as Class 37s returning to the Western Region after repair at Doncaster. The opening of the Railway Technical Centre (better known as 'Toy Town') also brought its crop of strangers. Members of Classes 14, 17, 20, 24, 25, 27, 30, 33, 35, 37, 40, 47, 48 and 73 that belonged to other areas were to be seen at this time, some more often than others, parked either inside the shed, on the old fuel line or on the 'Vans' (the three sharply curved roads next to the main London line used also for stabling the breakdown train).

Nos. 20164, 20001 and 10157 are seen in some of the loco holding sidings at Derby on 5th August 1978. Over to the right can be seen a wide variety of stock outside the Railway Technical Centre.. RAY BRISCALL



'Frost Precautions'

By early 1965 'Frost Precautions' became a regular duty whenever the ambient temperature dropped below freezing. Of course, the temperature would be lower at night than during the day so a change in the weather would often entail the night shift from Etches Park finding out just what surprises were on the shed. In theory they were supposed to ascertain which locomotives could have their engines run and to check that the rest had been drained off. Those that could be run were only supposed to be run for a comparatively short period, I believe for one hour in four.

This was not practicable, however, as there could sometimes be over sixty locomotives to deal with, many also needing their train heating boilers running as well. More often than not the engines were run up and left running! Mistakes could happen, though, as in the case of Class 03 No. D2383. Gardner diesel engines were reputed to be indestructible - British Rail proved them wrong!

It had been stabled out on the 'Vans' and the subsequent inquest determined that it had stood in the same spot for about fourteen days with its engine ticking over. Eventually somebody walked past who was more curious than most and noticed that the two red low oil pressure indication lights were lit (they could be seen from the ground). Climbing into the cab he found that the control switch was on but the engine was not running. Attempting to start the engine he found that it would not turn over. Deeper investigation showed that there was no oil in the engine sump and that a crankshaft main bearing was seized solid. It could only be assumed that the contents of the engine sump (I believe about sixteen gallons) had gone up the exhaust pipe over the three hundred odd hours that it had spent ticking over!

One night in early 1965 brought some excitement. It was bitterly cold and the first move was to drain 360 gallons of soluble

oil onto the ground from a Leeds (Holbeck) based Class 45 that stood in the Klondyke; it had flat batteries and couldn't be run. There was no space inside Etches Park to drain it off, and no facilities either, other than into empty oil drums. A check inside No. 4 Shed revealed LMS No.10000, an ex-works Class 37 and a new Class 17.

A lot of the time was taken in running up the engines on unfamiliar locomotives including finding the battery and lighting isolation switches - these three were no exception. My accomplice that night had come from the motor industry; his idea of a big diesel engine was the Ford 6D engine that was used in light trucks. The Class 37s are notorious for throwing smoke and flame out of their exhausts and a very erratic tick-over when cold and fresh from overhaul - this one was no exception.

No.10000 started up without too much trouble but the Class 17 'Clayton' added its share of smoke to that of the Class 37 and that of several steam locomotives with recently lit fires. A prowler round the 'Shed Side', 'Vans' and 'old' fuel line found numerous local members of Classes 25, 27, 45 and 46 as well as a couple of new Class 47s from Brush and a Class 30 from Sheffield. We were not familiar in those days with the latter type but soon had its engine and boiler running.

As the list of locomotive numbers that frost precautions had been carried out on was passed on from shift to shift to maintain continuity, when Class 45 No. D80 arrived propelling a brake tender I must admit to having been tempted to include the brake tender on the list. There were a lot of newcomers from other industries at Derby in those days and it was the thought of one of these gentlemen looking for the light switch on a brake tender!

Fortunately, DMUs were not our concern and, having dealt with over sixty locomotives, we returned to Etches Park for a brew, only to be asked to go back up to No. 4 Shed to couple up a pair of Class

25s and to check the condition of their miniature snow ploughs.

Even after No. 4 Shed building was demolished and replaced by the refuelling shed (known as the 'Wind Tunnel') the track plan was still very similar and these activities remained the same until main line locomotives were displaced by HSTs and DMUs.

Battery problems

The main difference, perhaps, was the worsening condition of locomotive batteries. The average life of a lead/acid battery is five years - British Rail were trying to run them for ten. By the mid 1970s the battery charger at the No. 4 Shed 'Wind Tunnel' was only working on one channel and much shunting round was needed to start up dead locomotives. The one hour boost charge on the highest setting that was dared to be used was followed by the shortest of oil primes with one person holding the engine's fuel rack wide open and another on the starter switch. Unless the problem was a defective battery cell, these antics were usually successful.

One interesting interlude was provided when the Research Department was using the two prototype HST power cars, Nos. 43000 and 43001, to haul the test train that incorporated the APT-E power cars. It became a frequent occurrence in the early hours of a Monday morning for these two to be dragged dead onto No. 4 Shed with batteries flat. A similar procedure was applied, one engine was started up and then the train supply switched on to the other vehicle to charge its batteries. After an hour the second engine was started. The smoke had to be seen to be believed and the language from the shed staff was not for delicate ears!

Yet despite all these problems we usually managed to turn out the motive power required in often unpleasant conditions.

On 16th April 1979 Nos. 20186, 20175 and 45023 are in the holding sidings whilst over at the Railway Technical Centre is a Metro-Cammell departmental DMU Nos. 975019 and 975018. What is that curious wooden structure over the Class 08? RAY BRISCALL





D1062 Western Courier's Return to Traffic

Following an absence of nearly two years, having been withdrawn from service in the late summer of 2019, D1062 'Western Courier' made a triumphant return to traffic, hauling the Severn Valley Railway's Pioneer Service on Sunday 11th July.

The day featured double 'Western' haulage, with duties shared between D1062 'Western Courier' and D1015 'Western Champion'. 'Champion' started the day with the 09:35 departure from Kidderminster to Bridgnorth. Returning to Bewdley, the crowds gathered as 'Courier' appeared for the first time in nearly two years and took over the service, departing with a roar from both Maybach engines with the midday service back to Bridgnorth and return to Kidderminster. Both 'Champion' and 'Courier' then topped and tailed for the final round trip to Bridgnorth, 'Champion' leading to Bridgnorth departing Kidderminster at 15:10 and 'Courier' leading from Bridgnorth and returning to Kidderminster at 18:00 (so that everyone could quickly return home in time to watch the Euros football final between England and Italy).

The coaches were full on all three return trips and 'Courier' performed faultlessly on both of her return trips and sounded superb as 'Maybach Power' was applied to both engines at all of the expected locations along the Severn Valley Railway.

'Courier's' return to traffic has not been without challenges and was certainly delayed as a result of the numerous COVID lock downs through 2020 and in the early parts of 2021. However the Western Locomotive Association was not going to give up on its commitment to the Severn

Valley Railway to have 'Courier' available again to haul revenue earning services by the end of June 2021.

During her time out of service, work was initially focussed on 'Courier's' bogies following reports that B end had tilted. It was quickly identified that the pivot on the driver's side equalising beam has worn to a point where the bush had almost disintegrated, thus taking the centre spring out of alignment and pulling over the axle box. The beam was successfully removed and replaced in March 2020. At the same time, one cardan shaft was removed and sent away for rectification, ahead of all work coming to a grinding halt.

A resumption of work through the summer of 2020, following the initial lock downs from March through to June, focused on the refitting of the modified cardan shaft and culminated in a loaded test run on Sunday 11th October 2020. The bogie rectification work had been a great success but it was a major disappointment when a straight air brake fault at 'Courier's' 'A' end was detected, which meant that 'Courier' had to be failed yet again. This fault had hampered 'Courier' in the past and so, as we entered the winter months and further lock downs, plans were put in place to replace the pipework at both ends and install new nose end air receivers, thus ensuring that the fault was addressed once and for all. As part of the pipework upgrades, the sensible decision was made to relocate the KR-1 straight air brake relay valve to a more accessible location in the cab, one of the features of the Class 52s being that the majority of parts that need to be accessible are located in the least accessible locations!

Whilst out of service, a decision was also made to replace the 'A' end dynostarter, due to a vibration, with a refurbished dynostarter – by no means a simple task, with a working team being put together for 3 days to focus on the work in mid May. In summary, electrics are disconnected from the dynostarter as well as from the Serck pump and the watchman's cradle/pre heater – both of which also needed to be disconnected and removed in order to gain access to the dynostarter. The cardan shafts were then disconnected from the dynostarter and Serck pump, the Serck pump was drained of oil and all coolant was drained from the cooler groups. Finally, the watchman roof hatch was lifted from the loco, the watchman cradle and pre-heater lifted out, the Serck pump moved to the side, the dynostarter repositioned and finally lifted out. Everything was then refitted but in reverse order.

With all scheduled work completed, and all post winter checks and pre-start procedures carried out, 'Courier' was pre-heated on Saturday 12th June and both engines fired for the first time this year, both starting without a hitch and performing faultlessly. A few small oil leaks were identified and addressed.

A 'B' examination was subsequently completed, and final work on the pipework to the nose end air receivers was completed in early July. Following final snagging, 'Courier' was signed off as fit for service and on Saturday July 10th firstly completed a light engine return trip to Bewdley, ahead of a fully loaded test run, with 8 carriages to Bridgnorth and back on Saturday 10th July, ahead of the long awaited return to service on Sunday 11th 2021!

EASTFIELD STYLE



Being from North East Scotland, the memoirs of an Eastfield secondman are particularly enjoyable. I would like to offer a slight correction to the article in TRACTION 265. With regard to the painting of 47712 into large logo livery and its subsequent naming, the loco did not receive a yellow plated headcode initially. It had the black domino headcode alongside large logo for a few days, prior to being recalled for fitting of nameplates prior to the naming ceremony. It was at this point it received a plated yellow headcode panel. My late brother Andrew Hoskins captured the loco on film on 23rd April 1981 at Invergowrie working 15:35 Glasgow Queen St to Aberdeen.

DEREK HOSKINS BY EMAIL

WOODHEAD MEMORIES

Bill Jamieson's Woodhead article in TRACTION 265 took me on a nostalgic trip for several reasons, one of which was that of traversing the line to Tinsley Yard on a railtour before its closure in summer 1981. I never visited the Woodhead route for photography, but I did visit depots such as Reddish and Wath where members of the Class 76 fleet could be found gathered at weekends. I also recall seeing representatives of the class grounded at Reddish minus their bogies. Like Bill, I had a family holiday at Butlins in Filey, with my parents back in the 1970s and recall seeing the Saturday holiday specials converging on the holiday camp station, which closed in July 1977. During the week we took what I assume was a special excursion from the holiday camp for a sightseeing visit to York, which involved Class 40 haulage for all or some of the journey (although I would have noted its number, I never kept any of my spotting notes once I'd marked them off in my ABC Combined Volume). A little time was spent spotting at York station before the return rail journey back to Butlins, but no 'Deltic'-hailed services were observed. In his article, Bill mentions 'photting' a southbound 6M88 fitted freight at Wath Road Junction, on Monday 17th August 1970, which was hauled by Class 25 No. 5177. This would appear to have been a Tees to Washwood Heath service, which would have no doubt called at Dringhouses Yard for traffic purposes and where the Type 2 would have probably replaced Eastern Region power for the journey to the West Midlands. My thanks go to Bill for kindly allowing me to include the said picture (note the missing plough on the second man's side).



DAVID J. HAYES. WEDNESBURY.

TRAVELS WITH BRUSH TYPE 2s

I was interested in the article by Keith Widdowson on the Brush Type 2s in TRACTION 264. In 1967 he travelled home on the 01:17 Manchester Piccadilly to Cleethorpes newspaper train 1E40 which was a Wath Depot diagram from Penistone. On July 26th 1968 I signed on at 23:50 at Wath with driver Bill Hays. We were allocated E.E. No. D6800 and ran light engine to Penistone to wait for the train which, as Keith says, arrived headed by an EM2 electric loco which, after uncoupling, headed off towards Sheffield Victoria station. After backing on we set off via Barnsley, Mexborough and Doncaster where we were relieved by Doncaster men who took the train forward to Cleethorpes. Wath depot was a hotbed for the Brush Type 2s during my time on the railway. I was secondman on 130 of the class.

J.A. WILLOUGHBY, FORMERLY OF WATH DEPOT (41C)

NE/SW SUMMER TIMES

In TRACTION 264. Anthony Mallon asked if any readers could help in relation to his survey of North East holidaymaker trains to the West of England on summer Saturdays in 1973-1975.

Between August 1973 and December 1975 I used to pop down to old Billingham station most evenings to enjoy the local railway scene with mates, and in particular to spot the Mon-Fri 3M06 parcels, 6M40 TFO ammonias from Haverton Hill to Warrington, and our beloved Newquay which ran outward on Friday evening and returned Saturday evening between the end of May and the end of September each year. The outward working was the IV97 Newcastle to Newquay (via Durham Coast Line), through Billingham 22:30, and the return 1E22 SO, through Billingham 17:10. Whilst I do not have a comprehensive record of workings, I do have a number which I have listed in the following table. (Editor: this is too large to include here but will be posted on RMWeb in the section for TRACTION 267)

What was quite amazing was that the only working which was late through Billingham was the return working 25th August 1973 behind Brush Type 4 loco No. 1723 which we recorded over two hours late. It is vividly remember because I copied it!

I do not know where the locos were changed, probably Bristol or Plymouth on the outward 1V97, and anyone's guess on the return 1E22. I have often known SW-NE workings to change loco at York.

Anthony also enquired about the route taken between York and Sheffield. I did travel on one working which was routed from York via Church Fenton, Normanton, Pontefract Baghill, Altofts Junction, Aldwarke, Rotherham Masborough then Sheffield. I believe there was another late evening holiday train from Newcastle to the SW via Durham and Darlington.

GRAHAM BELL. NAIRN



RAILS OF SHEFFIELD

railsofsheffield.com



Corporate Partners of

RAILWAY MUSEUM

WE VALUE YOUR
**PRE-OWNED &
SECOND HAND**
MODEL COLLECTION
VERY HIGHLY!!

ALL BRANDS

FOR CASH

CONTACT US

get in touch by email,
phone or post with
your list of items



STEP
01



STEP
02

WE MAKE AN OFFER

our friendly, experienced staff
review your list and make an
honest valuation and offer



STEP
03

BRING, SEND OR COLLECT

either visit the shop, send us your
items, or for larger collections we will
arrange collection for you



STEP
04

PAYMENT MADE!

we confirm the offer and make
a fast, secure payment via your
choice of payment method

**TOP
GUARANTEED
PRICES
PAID**

**FAMILY
BUSINESS
FRIENDLY
SERVICE**

FOR MORE DETAILS see our website: railsofsheffield.com/wanted

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@RAILSOFSCHEFFIELD.COM

21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 ORL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: info@railsofsheffield.com

Web: railsofsheffield.com

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railssheffield](https://twitter.com/railssheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)



PLATFORM 5 MAIL ORDER

www.platform5.com

24-hour Order Line: 0114 255 8000 Fax: 0114 255 2471

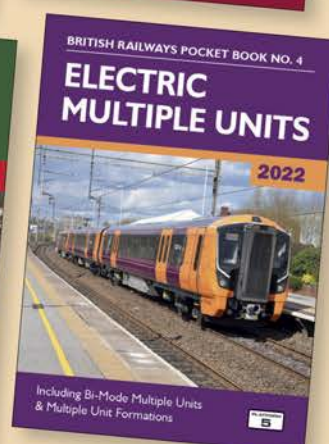
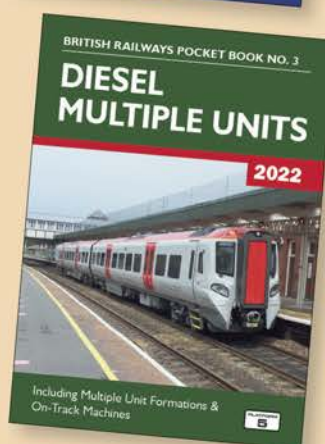
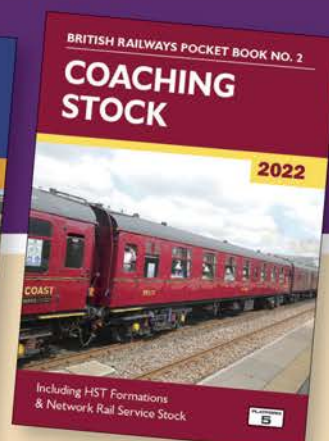
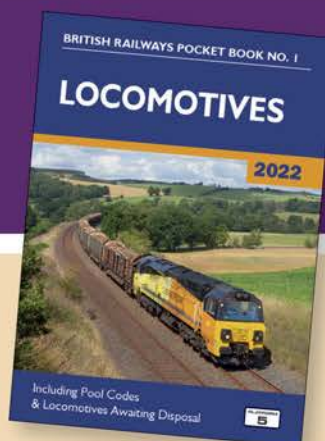
PLATFORM 5 POCKET BOOKS 2022

The 2022 Platform 5 Pocket Books contain a complete listing of all vehicles in service on Britain's main line railways. Including:

- Overview of Britain's Railway System
- Depot Allocations and Locations
- Owner and Operator Information
- Named Vehicles
- Livery Details
- Technical Specifications
- Multiple Unit Formations

The definitive guides to rolling stock on Britain's Railways. Widely used as a source of reference throughout the railway industry.

No. 1: Locomotives	£5.75 plus P&P
No. 2: Coaching Stock	£5.75 plus P&P
No. 3: DMUs & On-Track Machines	£5.75 plus P&P
No. 4: Electric Multiple Units	£5.95 plus P&P



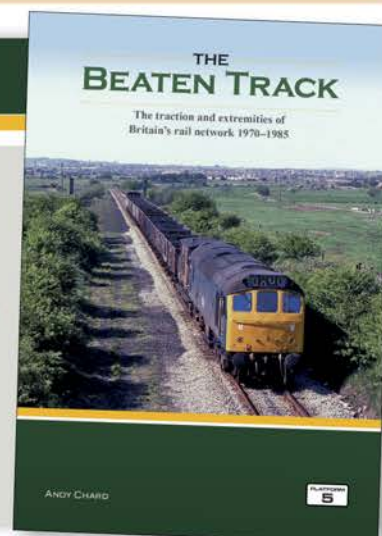
MAIL ORDER OFFER: The prices above are for orders placed with our Mail Order Department only. Cover prices are £6.75/£6.95.

THE BEATEN TRACK

This new book is an exceptional combination of 260 outstanding colour images showing rarely seen locations taken during 1970–1985 – an often-neglected era of British railway history.

The Beaten Track illustrates a very different railway to that of today, when a multitude of railway locations, locomotive types and some longstanding practices were fast disappearing. It takes the reader to a variety of locations, many of which have now become long-lost extremities of the British railway network. The colour photographs all are accompanied by extensive captions, containing considerable historical and anecdotal information relating to the lines, stations and trains depicted.

176 pages. A4 size. Hardback. Cover Price £32.95 plus P&P. Mail Order Price £29.95 plus P&P.



Mail order prices shown are only available from www.platform5.com or the Platform 5 Mail Order Department.

ORDER BY POST, TELEPHONE OR AT www.platform5.com



POSTAGE & PACKING: Please add 10% UK (minimum £1.00, maximum £8.50); 20% Europe; 30% Rest of World. Telephone your order and credit/debit card details to our 24-hour sales orderline:

24-hour Order Line: 0114 255 8000 or Fax: 0114 255 2471

Or send your credit/debit card details, sterling cheque or British Postal order payable to Platform 5 Publishing Ltd. to:

Mail Order Department (T), Platform 5 Publishing Ltd, 52 Broadfield Road, SHEFFIELD, S8 0XJ, ENGLAND