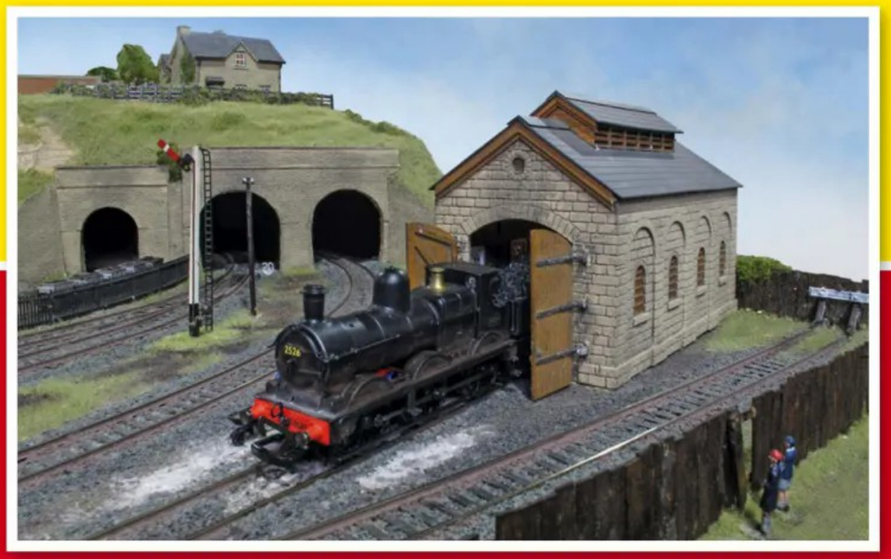
# NOW 180 PAGES

## PLUS TRACTION MAGAZINE INSIDE!



# BRITISH RAILWAY MODELLING

# BRM

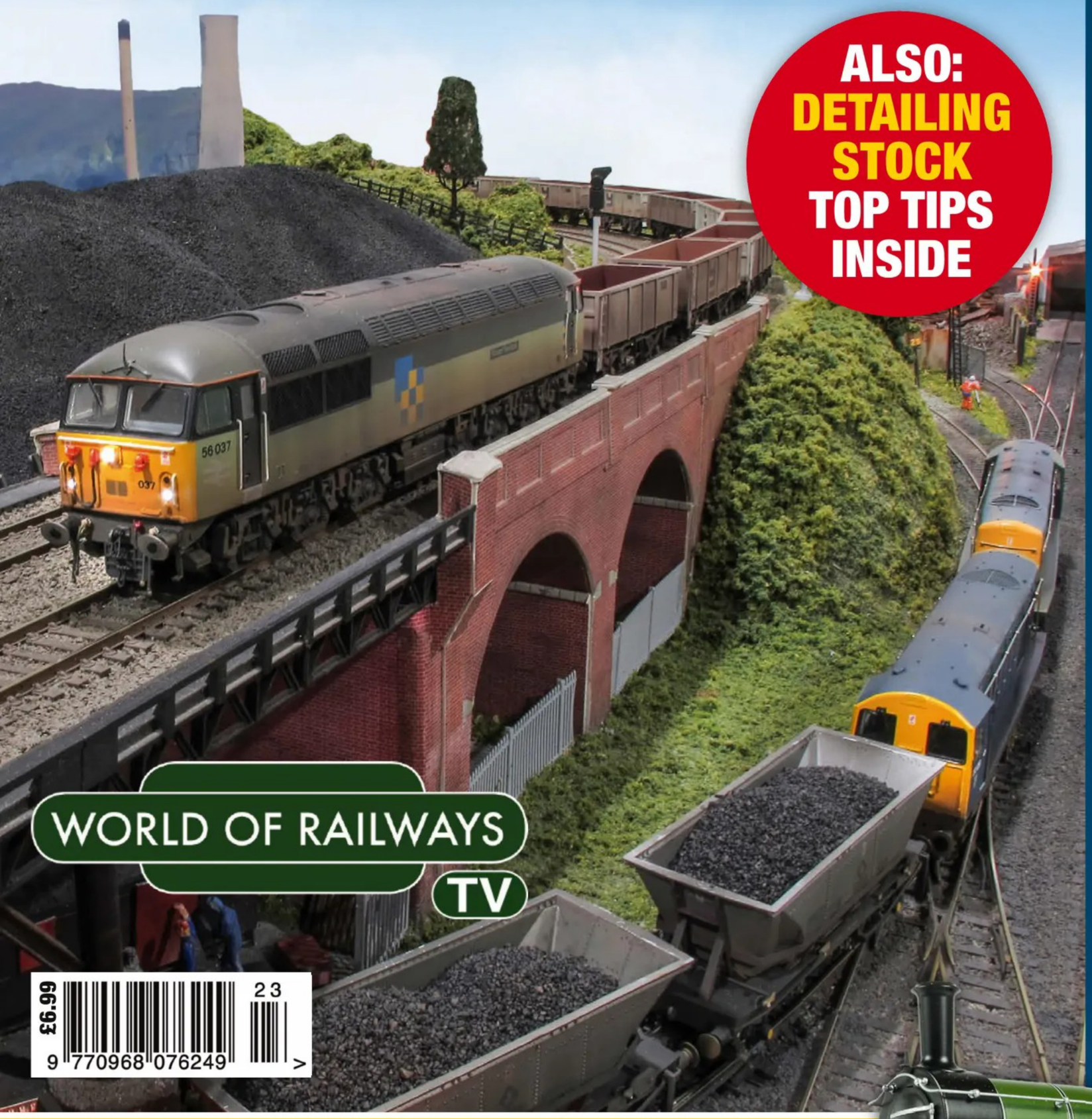
SPRING 2024

## EVOLUTION!

## FROM TEST TRACK TO EXHIBITION FAVOURITE

# ACTION PACKED

## LAYOUTS THAT PUT ENTERTAINMENT FIRST




**ALSO:**
**DETAILING STOCK**
**TOP TIPS INSIDE**

WORLD OF RAILWAYS TV

£6.99
9 770968 076249 23

## WATER TOWERS



## HISTORY + HOW TO MAKE YOUR OWN

## HEADING WEST




## A COLOURFUL LAYOUT ON THE WCML

## TRACTION: D1746




## ITS LIFE EXPLORED IN PICTURES

# FIRST LOOK

## NEW RAPIDO STIRLING!



WORLD OF RAILWAYS TV

# WATCH THE VIDEOS HERE

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

## LAYOUT

**Tytton Hall Yard explored**

**We take a closer look at the Boston Model Railway Club's layout, which features in this issue, and watch the trains go by.**



# PRACTICAL

**Painting stone with Phil Parker**

**In the Spring issue of BRM, Phil has built a water tower with a stone base. Here, he shows how this is painted.**




# FEATURE

**Tony Wright's Latest Locomotives 2024**

**In this latest instalment, Tony Wright talks us through the various locomotives he has built over the past 18 months, with footage of them in action on 'Little Bytham'.**



HORNBY®

00 GAUGE MODEL RAILWAYS

# All aboard for an exhilarating start to the New Year!

The wait is over – our 2024 Hornby catalogue is here! Explore a world of excitement with our latest range of '00' gauge train packs, sets, locomotives, accessories and more. Whether you're starting a new journey or enhancing your Hornby collection, our catalogue is your go-to guide.

**Don't miss the chance to make this year's model railway adventures truly extraordinary – grab your copy now!**




SCAN ME

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

facebook.com /officialhornby
twitter.com /hornby
instagram.com /officialhornby
tiktok.com /@officialhornby
youtube.com /hornbymodelrailways
Beyond the Buffers HORNBY podcast
spotify.com Beyond the Buffers

# 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

### GLADIATOR LOCO KITS

GL1 BR D10/11 4-4-0 .....£420.00
GL14 LNER / BR Q4 TINY 0-8-0 .....£430.00
GL16 LNER / BR Q1/1 0-8-0 TANK .....£400.00
GL20 LMS/BR PRINCESS .....£575.00
GL21 LMS/BR ROYAL SCOT .....£500.00
GL23 LMS/BR BRITISH LEGION .....£500.00
GL24 LMS/BR ORIGINAL PATRIOT .....£500.00
GL28 LMS/BR 2P 4-4-0 .....£400.00
GL36 LBSC/SR/BR H2 ATLANTIC .....£525.00
GL44 LNWR/LMS /BR COAL TANK 0-6-2 ..£325.00
GL50 LNER/BR 2-8-8-2 GARRATT .....£750.00
GL57 LNER / BR L1 2-6-4 .....£400.00
GL58 LNER / BR B1 4-6-0 .....£480.00
GL59 LNER / BR K1 2-6-0 .....£450.00
GTR62 SR/BR Urie King Arthur.....£575.00
GL70 SR / BR SCHOOLS 4-4-0 .....£525.00
FT9 NER/LNER/BR G6/BTP 0-4-4T.....£300.00

### 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£280.00

### TOWER COLLECTION LOCO KITS
**Require wheels, gears and motor**

TC2 LMS streamlined Coronation.....£725.00
TC4 LMS/BR non streamlined Duchess...£695.00
TC5 LMS/BR de-streamlined Duchess ....£695.00
TC6 LMS/BR Sir William Stanier ..... £695.00
TC7 LMS/BR Black Five 4-6-0.....£695.00
TC14 LMS/BR Stainer 8F 2-8-0.....£695.00

### D.J.H LOCO KITS

K300 B.R Standard 84xx 2-6-2T.....£465.23
K301 B.R Standard 2MT 2-6-0 ..... £532.87
K302 LMS/B.R Ivatt 2-6-2T..... £465.23
K303 LMS/BR Fairburn 2-6-4 T ..... £483.89
K310A LNER/BR A3 with Corridor tender..£764.89
K317B BR Britannia with BR1/1A tender..£764.89
K320 LMS / BR 2P/ 2F/ 2MT 2-6-0 .... £532.87
K325 BR Standard Class 5 4-6-0 .....£764.89
K336 LNER/B.R Peppercorn A2 ..... £728.75
K338 LNER/B.R G5 0-4-0T..... £532.87
K340 B.R Class 14 complete kit..... £532.87
K344 NEW LNER/BR Hunt Class 4-4-0 £612.15
K345 NEW LNER/BR Thompson A2/1 ..£764.89
K346 NER / LNER D1 Class H1 4-4-4T...£524.70
K348 LNER/BR Class 'A8' 4-6-2T..... £524.70
K349 NER/ NE/LNER/BR D20 4-4-0.....£630.70

### PECO LINESIDE KITS

LK704 Wooden lineside hut kit.....£27.25
LK705 Brick lineside hut.....£27.25
LK709 Ground Level Signal Box.....£37.95
LK710 Signal Box Interior Kit.....£28.95
LK715 Brick Base Signal Box.....£52.95
LK735 GWR Yard Crane.....£29.95
LK741 GWR spear fencing.....£14.95
LK742 GWR spear fencing ramps.....£14.95
LK743 Field fencing and gates.....£13.95
LK747 Telegraph Poles (6).....£12.95
LK748 Ladders (4).....£10.50
LK749 Loading Gauges (2).....£17.25
LK750 Single track level crossing gates . £27.95
LK758 Platelayers tools.....£8.95
LK759 Platform lamps (4.....£11.95
LK760 Telephone boxes(2.....£11.95
LK761 GWR Station seats (4) .....£11.75
LK762 MR/NER station seats 4.....£11.75
LK763 SR/BR Station seats.....£11.75
LK764 Bicycles (8.....£11.75
LK765 Police Call Box.....£13.95
LK790 GWR home or distant signal.....£25.75

### SLATERS BR WAGONS AND VANS KITS

7062 B.R 12ton Vanwide.....£45.50
7063 B.R Standard Van.....£45.50
7064 B.R 12ton Standard/Flat Van.....£45.50
7065 B.R Meat Van.....£45.50
7066 B.R. Insulated Van.....£45.50
7067 B.R 13 ton conflat 'A'.....£41.25
7069 B.R Lowfit Wagon.....£41.25
7070 B.R 12 ton Palvan.....£45.50
7071 B.R 13 ton High Goods Wagon.....£41.25
7033 LNER/BR 20T Brake Van.....£58.25
7053 LNER/BR 20T Brake Van.....£58.25
7C020 SECR/SR/BR 4 wheel PLV/GUV...£94.75
7C021P SR/BR Bogie Van.....£149.50
7C022 SR/BR 4 wheel BY.....£94.75

### PECO WAGON KITS

W601 GWR Toad brake can.....£49.25
W602 GWR Permanent Way brake .....£49.25
W603 GWR 6 wheel brake .....£51.75
W604 GWR 4 plank open .....£41.50
W605 GWR Steel Open .....£41.50
W606 GWR 10 ton Van.....£51.75
W607 BR 16 ton Mineral wagon.....£51.75
W608 BR 27 ton Iron Ore wagon.....£50.95
W609 BR 20 ton Pig Iron wagon .....£50.95

### PECO '0' GAUGE TRACKWORK

SLE786BH Curved R/H Point .....£74.00
SLE787BH Curved L/H Point.....£74.00
SL700BH 12 yards flexitrack.....£112.75
SLE791BH Right Hand Point.....£60.25
SLE792BH Left Hand Point.....£60.25
SLE797BH Y Point.....£54.75
SLE790BH Double Slip.....£124.00
SLE794BH Long Crossing .....£66.75
SL10 24 metal railjoiners.....£3.95
SL11 12 insulated railjoiners.....£3.95
SL740BH Buffer stop.....£3.75
TP1 Long Track pins (15mm.....£3.25
ST700 Box (6) 393mm straight.....£62.50
ST725 Half circle 1028mm radius curves £67.25
STU750BH R/H Setrack Point.....£58.00
STU751BH L/H Setrack Point .....£58.00
PL33 Microswitch.....£7.75
PL19 Microswitch Housing (2.....£5.75
PL80 Power Feed.....£9.25

### PARKSIDE WAGON KITS

PS14 BR Grampus Ballast wagon..... £41.75
PS15 BR 21 Ton Mineral wagon ..... £41.75
PS16 LNER Loco Coal wagon..... £41.75
PS17 BR 12 ton Pipe wagon ..... £41.75
PS23 GWR/BR 13 ton open wagon..... £41.75
PS24 GWR/BR 12 ton unfitted van..... £41.75
PS25 BR 24.5 ton mineral wagon ..... £41.75
PS26 GWR/BR 12 ton fitted van ..... £41.75
PS27 GWR/BR 12 ton open with tarp bar £41.75
PS28 GWR/BR 12 ton plywood van ..... £41.75
PS29 GWR/BR Fruit van ..... £41.75
PS30 BR 16 ton mineral wagon ..... £41.75
PS31 BR 16 ton slope sided mineral ... £41.75
PS32 BR 16 ton mineral (ex SNCF..... £41.75
PS33 BR 8 Plank wooden mineral..... £41.75
PS42 LMS/BR 12 ton open wagon ..... £41.75
PS45 LNER/BR 12 ton goods van..... £41.75
PS46 LNER/BR 12 ton fruit van ..... £41.75
PS49 GWR/BR Mica van..... £41.75
PS100 SR/BR Banana van..... £41.75
PS101 SR/BR Meat van..... £41.75
PS104 BR 21 ton coal hopper ..... £41.75
PS107 SR/BR Cattle truck..... £41.75
PS112 GWR/BR Gunpowder van ..... £41.75
PS114 LMS/BR Banana van ..... £41.75
PS115 LNER/BR Brake Van ..... £48.50

### BACHMANN SCENECRAFT BUILDINGS

47040 Diesel Refuelling Point .....£42.45
47128 Fuelling Point Pump House .....£33.95
47129 Fuel Storage Tank.....£84.95
47203 Low Relief Corner Shop .....£19.95
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
47-055 Site Office ..... £55.25
47039 Office Block.....£77.20

**TOWER MODELS O GAUGE PLATFORMS**
Bachman Scenecraft platforms and ramps exclusive to Tower Models
**2 Ramps & 2 straights (98cms) £89.95**
**3 straight (88cms) £69.95**

**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 £222.44 OUR PRICE £189.07**
**DCC fitted RRP £261.57 OUR PRICE £222.33**
**BOTH EARLY AND WINDOW BEADED 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 £553.31 OUR PRICE £470.00**
**Sound fitted RRP £726.57 OUR PRICE £617.50**
**LAST FEW**

**DAPOL BOGIE BOLSTER E**
**6 LIVERIES AVAILABLE**
**RRP £81.00 OUR PRICE £68.50**
**NOW AVAILABLE**

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

**NEW DAPOL SENTINEL Y1/Y3**
LNER, LMS, GWR, B.R or N.C.B
**Basic RRP £195.62 OUR PRICE £165.00**
**Sound fitted RRP 391.23 OUR PRICE £330.00**
**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 £262.68 OUR PRICE £223.00**
DCC Fitted **RRP£296.22 OUR PRICE £250.00**
**NOW AVAILABLE**

**NEW DAPOL 10 FOOT W.B WAGONS**
B.R Open Wagons (various)
**RRP £50.71 OUR PRICE £43.00**
**B.R MEAT, INSULATED AND STANDARD VANS (12 TYPES)**
**RRP £55.62 OUR PRICE £47.00**

**DAPOL HBA & HEA COALWAGONS**
**8 LIVERIES AVAILABLE**
**RRP £59.40 OUR PRICE £50.00**
**TOWER MODELS SET OF SIX RAIL FREIGHT RED GRAY**
**RRP £356.40 OUR PRICE £275.00**
**NOW AVAILABLE**

**NEW DAPOL 20 TON BRAKE VANS**
7 liveries available
**RRP £90.72 OUR PRICE £77.00**
**NOW AVAILABLE**

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

**DAPOL HAA COALWAGONS**
**VARIOUS LIVERIES AVAILABLE**
**RRP £64.75 OUR PRICE £55.00**
**TOWER MODELS EXCLUSIVE COAL SECTOR YELLOW FRAME**
**RRP £64.75 OUR PRICE £55.00**
**NOW AVAILABLE**

**NEW DAPOL VANWIDE/VEA'S**
**RRP £63.28 OUR PRICE £53.75**
**TOWER MODELS LIMITED EDITION SET OF SIX BAUXITE £295.00**

**DAPOL TTA TANKERS**
2 body types, 11 liveries
**RRP £91.80 OUR PRICE £78.00**
4 Tower Limited Edition Sets (3)
**RRP £275.40 OUR PRICE £230.00**
**NOW AVAILABLE**

**NEW HELJAN PCA TANKS**
10 number options of Cement
3 Options in Chemical Livery
**£99.99 Each**

**DAPOL ANCHOR MOUNTED TANKERS**
DAPOL 14 TON ANCHOR MOUNTED TANKERS
5 LIVERIES OF CLASS A
5 LIVERIES OF CLASS B
**RRP £59.40 OUR PRICE £50.00**
**NOW AVAILABLE**

**NEW DAPOL MOTORISED SIGNALS**
GWR Home Signals £53.00
LMS Home Signals £53.00
GWR Single Bracket Signals £87.00
GWR 2 arm Bracket Signals £96.00
SR Semaphone Signals £53.00

**NEW DAPOL CONFLATS**
6 VERSIONS WITH LOAD **£61.00**
4 VERSIONS WITHOUT LOAD **£42.50**
4 DIFFERENT TOWER MODELS
LTD EDITION SETS OF 3 B**R £170.00**
**NOW AVAILABLE**

**TOWER MODELS LIMITED EDITION ICI WAGONS**
1950's:
Red Salt Van (9 types) £42.50 each
1960's:
Blue Salt Vans (4 types) £42.50
5 plank Lime (5 types) £40.00
5 plank Alkalid (5 types) £40.00
16 ton minerals
SODA ASH Livery(3 numbers) £41.50
**NOW AVAILABLE**

**NEW DAPOL 2-6-2 3MT**
**ELEVEN OPTIONS BEING PRODUCED**
**BASIC RRP £621.00 OUR PRICE £527.85**
**DCC FITTED RRP £653.40**
**OUR PRICE £555.39**
**SOUND FITTED RRP £739.80**
**OUR PRICE £628.83**
**AVAILABLE SPRING 2024**
**ADVANCE ORDERS WELCOME**

**NEW DAPOL AUSTERITY J94**
TEN LIVERIES BEING PRODUCED
**BASIC RRP £270.00 OUR PRICE £229.50**
**DCC FITTED RRP £307.80**
**OUR PRICE £261.50**
**SOUND FITTED RRP £410.00 OUR PRICE £348.50**
**AVAILABLE SPRING 2024**
**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 £55.51 OUR PRICE £47.00**
**NOW AVAILABLE**

**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 Spring 2024**
**Reserve yours now**

**NEW HELJAN CLASS 26 & 27**
VARIOUS LIVERIES
**RRP £649.00 OUR PRICE £551.65**
**NOW AVAILABLE**

**HELJAN CATFISH & DOGFISH**
Catfish 9 Liveries
Dogfish 10 Liveries
**RRP £124.00 OUR PRICE £104.50**
**NOW AVAILABLE**

**NEW HELJAN Mk2 / 2a COACHES**
T.S.O. / F.K. / B.S.O. / B.F.K.
**RRP £299.00 OUR PRICE £254.25**
**DUE FOR RELEASE SPRING 2024**
ADVANCE ORDERS WELCOME

**HELJAN CLASS 52 WESTERN**
6 LIVERIES AVAILABLE
**RRP £659.00 OUR PRICE £560.15**
**NOW AVAILABLE**

**NEW HELJAN CLASS 33**
Early and Late Versions
**RRP £579.00 OUR PRICE £466.65**
**9 Liveries IN STOCK**

**HELJAN CLASS 58**
Total of 9 liveries
**RRP £729.00 OUR PRICE £619.65**
**NOW AVAILABLE**

**HELJAN CLASS 31/1 & 31/4**
Various liveries
**RRP £579.00 OUR PRICE £466.65**
**NOW AVAILABLE**

**NEW HELJAN CLASS 73**
12 Liveries Available
**RRP £779.00 OUR PRICE £662.15**
**NOW AVAILABLE**

**HELJAN CLASS 55**
10 Liveries Available
**RRP £729.00 OUR PRICE £619.65**
**NOW AVAILABLE**

**NEW HELJAN CLASS 47**
2 Versions, 1960/70s & 1980/90s
Eleven liveries planned
**RRP £729.00 OUR PRICE £594.15**
**LAST FEW AVAILABLE**

**HELJAN CLASS 56**
Total of 8 liveries
**RRP £699.00 OUR PRICE £594.15**
**NOW AVAILABLE**

**HELJAN CLASS 40**
CENTRE HEADCODE 5 liveries
**RRP £579.00 OUR PRICE £466.65**
**NOW AVAILABLE**

**NEW HELJAN CLASS 17**
Four liveries Available
**RRP £569.00 OUR PRICE £466.65**
**NOW AVAILABLE**

**HELJAN DIESEL DEPOT**
Two Road Shed **RRP £99.00 OUR PRICE £84.15**
Extension Pack **RRP £49.00 OUR PRICE £41.65**
Spare Ends (3) **RRP £29.00 OUR PRICE £24.65**
**See website for details and sizes**

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

**NEW HELJAN CLASS 50**
Selling fast, 3 liveries available
**RRP £729.00 OUR PRICE £594.15**
**NOW AVAILABLEÍ**

**HELJAN CCT'S & PMV'S**
CCT IN VARIOUS LIVERIES
**RRP £199.00 OUR PRICE £169.15**
**NOW AVAILABLE**
**PLV / PMV VARIOUS LIVERIES**
**RRP £249.00 OUR PRICE £211.65**
**AVAILABLE SUMMER 2024**

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

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

**TOWER MODELS, 62-64 Devonshire Road, Blackpool FY3 8AA**
**Email: sales@tower-models.com**
TEL: 01253 623797 or 623799
**TELEPHONE CREDIT CARD ORDERS WELCOME. WORLDWIDE MAIL ORDER**
Visit our new well stocked shop, a mile from Blackpool North Railway Station
Open Mon to Sat 9.30 to 4.45
**Visit our website: www.tower-models.com**

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

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

# INSIDE SPRING BRM

p110

## INSPIRING LAYOUTS

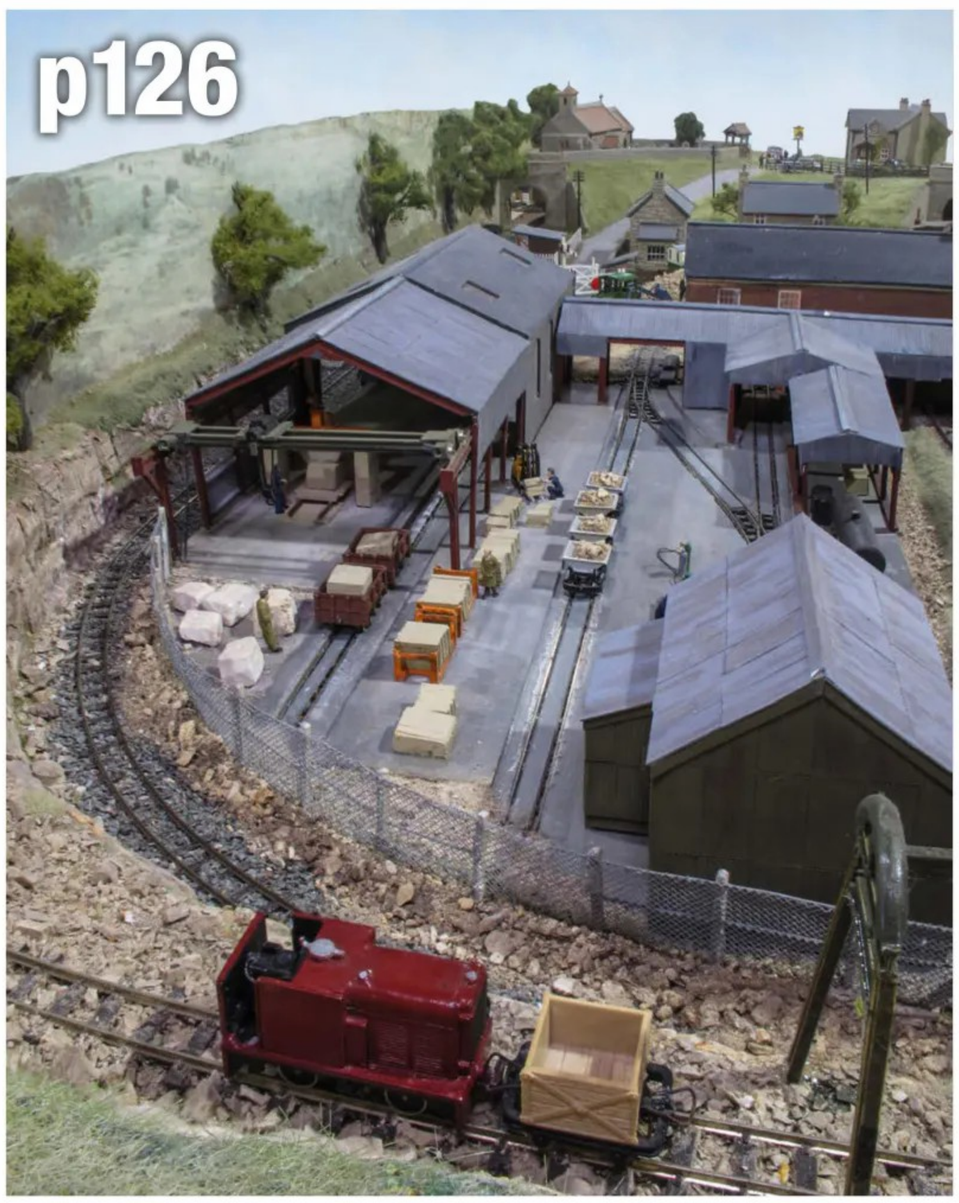
**p20 Tytton Hall Yard (OO)** This all-action layout includes a split-level design and a fully functioning coal loader

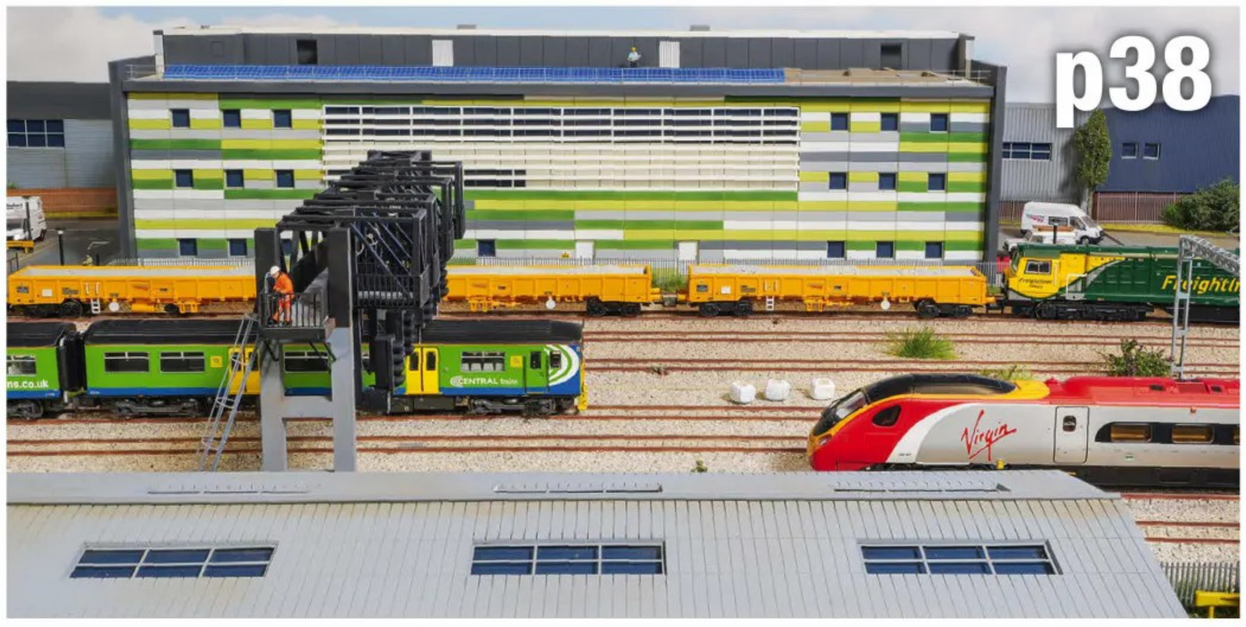
**p38 Hunters Lane (N)** A small slice of the busy West Coast Main Line

**p110 Hay Town (O)** Inspired by a Golden Valley terminus that never was

**p126 Lower Hanworth (OO9)** A dual-track layout that started as a test track



## TRACTION




Doncaster in the 1980s, Class 60 explored, West Highland Celebrations & more!

## LATEST REVIEWS



**p152**


**p146** Kernow MRC GWR Steam Railmotor

**p148** Rapido Trains Stirling Single

**p150** Hornby Railroad Plus Class 110 DMU

**p152** EFE Rail Booster

**p154** Peco 7-plank wagons




**p150**

## GETTING PRACTICAL


**p50** Modelling 2mm deck chairs

**p52** Create a rail bridge in 12 steps

**p56** Weather a shunter: top tips

**p59** Model an eye-catching water tower



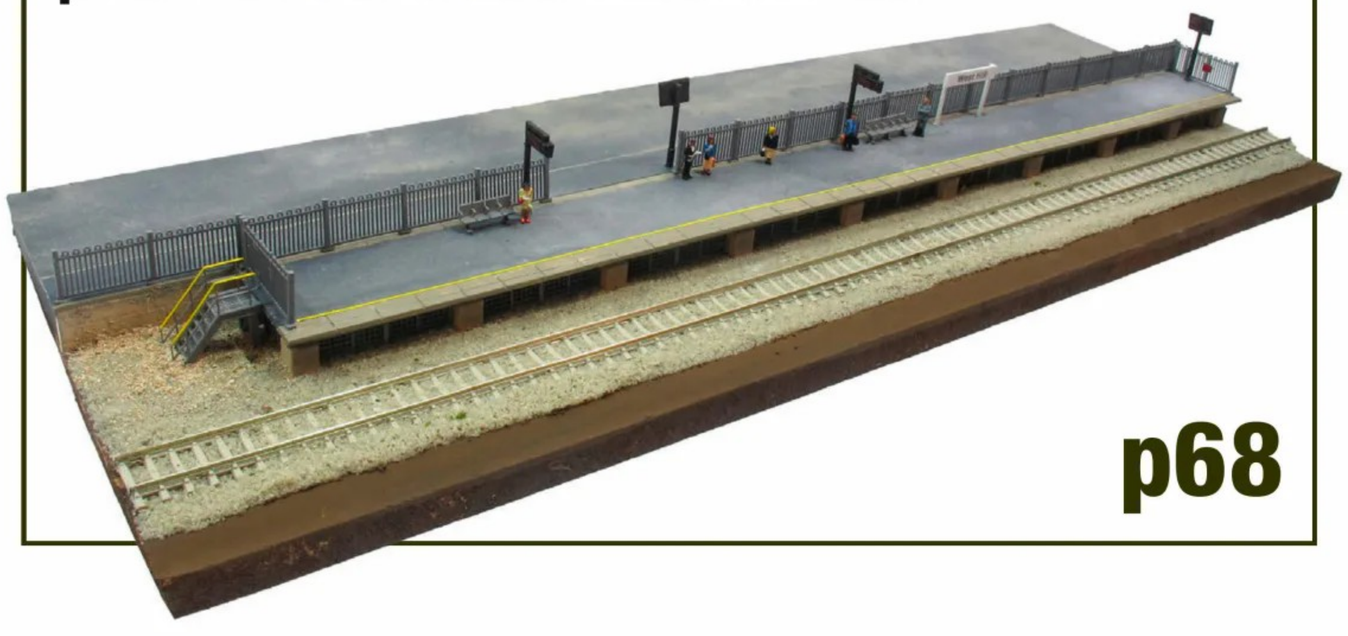

**p59**


**p62** Detail a Dynamometer Car

**p66** How to build a sludge gulper

**p68** Construct a modern station platform

**p72** Build a Goods Shed: Part 1

**p68**

## MORE FROM BRM...


**p30** Community pages

**p36** TT:120 project update

**p65** BRMA voting opens

**p118** History of water towers explored

**p140** Latest news headlines

# 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

| | | |
|---|---|---|
| R3235 | D16/3 British Railways | **£100.95** |
| R3194 | Schools 'Epsom' BR/E | **£111.95** |
| R3329 | BR Late S15 | **£123.99** |
| R3333 | BR Early Adams Radial | **£107.95** |
| R3334 | BR Late Adams Radial | **£107.95** |
| R3423 | Adams BR | **£109.45** |
| R3615 | Peckett W4 | **£89.99** |
| R3639 | LMS King George VI | **£171.00** |
| R3804 | Hogwarts Castle (Hall class) | **£99.00** |
| R3728 | BR Pug | **£63.00** |
| R3864 | GWR Lode Star | **£161.99** |
| R3833 | LNER A2/3 Chamossaire | **£171.00** |
| R3989 | LNER A1 Knight of Thistle | **£227.69** |
| R30221 | The Railway Children Return 4F | **£125.99** |
| R3978 | LNER W1 Grey | **£229.00** |
| R3986 | BR 9F Black | **£227.70** |
| R30200 | Railroad 0-4-0ST BR | **£43.19** |
| R30122 | BR Departmental Terrier | **£108.90** |
| R30317 | Railroad M&GNJR 0-4-0T | **£49.50** |
| R30126 | LNER W1 (Smoke Lifting Cowl) | **£229.05** |
| R3984 | LNER P2 Earl Marischal | **£229.05** |
| R3839 | BR Standard 2MT BR green | **£196.20** |
| R3993 | LNER A4 Empire of India | **£196.20** |

## HORNBY
### DIESEL/ELECTRIC LOCOMOTIVES

| | | |
|---|---|---|
| R3705 | R&H 48DS Dewars | **£71.99** |
| R3706 | R&H 48DS Army | **£71.99** |
| R3707 | R&H 48DS Longmorn | **£71.99** |
| R3884 | Cl 60 DB Cargo 60100 | **£161.99** |
| R3901 | Cl 60 Colas | **£161.99** |
| R3899 | BR Class 08 yellow | **£166.95** |
| R3900 | GWR Cornwall Class 08 | **£159.30** |
| R30184 | Cl. 67 Colas (RR plus) | **£87.30** |
| R30178 | Cl. 67 DB Royal Diamond (RR plus) | **£87.30** |
| R30042 | TTS Cl. 47 R.O.G sound | **£108.90** |
| R30073 | Cl. 56 BR Blue | **£196.19** |
| R30099 | East Coast Trains HST | **£326.69** |
| R30098 | GWR Castle Class 43 | **£326.69** |
| R30215 | Platinum Jubilee HST | **£326.70** |
| R30166 | Cl 91 VTEC 91110 | **£201.60** |
| R30031 | Cl87 City of Birmingham | **£196.20** |
| R30030 | Cl87 City of Glasgow | **£196.20** |
| R30120 | BR Green Class 31 | **£196.20** |
| R30203 | Class 121 Coca-Cola | **£87.30** |
| R30152 | GBRf Class 66 Sector | **£87.30** |
| R30180 | BR Class 37 Intercity | **£87.30** |
| R30013 | R&H 48DS Gower Princess | **£98.10** |
| R30191 | BR Cl. 40 Departmental | **£87.30** |
| R3897 | BR Ruston & Hornsby 88DS | **£102.60** |

## 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

| | | |
|---|---|---|
| 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** |
| 31-931 | LMS Compound | **£112.90** |
| 31-932DC | BR Compound | **£127.75** |
| 31-461A | C Class SR Black | **£106.20** |
| 31-462A | C Class BR Early | **£106.20** |
| 31-004A | Robinson BR Early | **£118.95** |
| 31-481 | G2A BR Early | **£114.70** |
| 32-575A | LMS 4MT | **£114.70** |
| 35-051 | LMS Coal Tank | **£101.95** |
| 31-443 | BR Ivatt 2mt tank | **£140.20** |
| 31-442 | LMS Ivatt 2mt tank | **£140.20** |
| 31-635B | GWR 64xx | **£118.95** |
| 31-976B | BR 3mt green | **£140.20** |
| 32-132 | BR 45xx green | **£140.20** |
| 32-131A | GWR 4575 | **£140.20** |
| 35-026A | BR 94xx BR Early 9481 | **£140.20** |
| 35-025B | GWR 94xx Green 9466 | **£140.20** |

## BACHMANN
### DIESEL/ELECTRIC LOCOMOTIVES

| | | |
|---|---|---|
| 32-992 | Wickhams Trolley Yellow | **£67.95** |
| 32-993 | Wickham Trolley Yellow | **£67.95** |
| 35-526 | Cl 121 Blue/Grey | **£131.70** |
| 35-527 | Cl 121 Network Southeast | **£131.70** |
| 32-908 | Cl. 108 Blue/Grey | **£203.95** |
| 35-126 | Harry Needle Cl20 | **£152.95** |
| 35-418 | BR Class 47 Construction | **£203.95** |
| 35-419 | BR Class 47 Rft Distribution | **£203.95** |
| 32-620 | Cl. 90 Freightliner grey | **£195.45** |
| 32-617 | Cl. 90 Freightliner orange | **£195.45** |
| 32-619 | Cl. 90 EWS | **£195.45** |
| 32-615 | Cl. 90 Virgin Trains | **£195.45** |
| 32-614 | Cl. 90 BR RES red/grey | **£195.45** |
| 32-613 | Cl. 90 Intercity Mainline | **£195.45** |
| 32-612A | Cl. 90 Freightliner green | **£195.45** |
| 31-267A | Class 419 MLV Blue/Grey | **£135.95** |
| 31-265A | Class 419 MLV BR green | **£135.95** |
| 31-498 | Class 158 ScotRail | **£280.45** |
| 35-337 | Class 37/4 Railfreight Metals | **£208.20** |
| 31-511A | Cl. 158 Arriva Wales | **£280.45** |
| 31-502A | Cl158 WPTE Metro | **£280.45** |
| 31-578 | Windhoff MPV | **£271.95** |
| E83031 | Cl. 144 BR WYPTE Metro | **£212.45** |
| E83022 | Cl. 143 BR Provincial | **£212.45** |
| 35-312 | Class 37 BR Blue Thornaby TMD | **£212.45** |
| 32-491 | Class 40 BR Green SYP | **£195.45** |

## EXCLUSIVE PECO
### N GAUGE TTA WAGONS

| | |
|---|---|
| NR-P987B | Shell/BP black no. 5175 **£13.45** |
| NR-P987C | Shell/BP black no. 5177 **£13.45** |
| NR-P987DW | Shell/BP black no. 5169 wthd **£14.25** |
| NR-P987EW | Shell/BP black no. 5172 wthd **£14.25** |
| NR-P987FW | Shell/BP black no. 5178 wthd **£14.25** |
| NR-P987G | Shell/BP black no. 5171 **£13.45** |
| NR-P987H | Shell/BP black no. 5176 **£13.45** |
| NR-P987I | Shell/BP black no. 5174 **£13.45** |
| NR-P987JW | Shell/BP black no. 5173 wthd **£14.25** |
| NR-P987KW | Shell/BP black no. 5179 wthd **£14.25** |
| NR-P987LW | Shell/BP black no. 5168 wthd **£14.25** |
| NR-P993A | BP Grey no. BPO67266 **£13.45** |
| NR-P993B | BP Grey no. BPO67082 **£13.45** |
| NR-P993C | BP Grey no. BPO67095 **£13.45** |
| NR-P993DW | BPGrey BPO67168 wth **£14.25** |
| NR-P993EW | BPGrey BPO67177 wth **£14.25** |
| NR-P993FW | BPGrey BPO67184 wth **£14.25** |
| NR-P994A | BP Green no. BPO67161 **£13.45** |
| NR-P994B | BP Green no. BPO67162 **£13.45** |
| NR-P994C | BP Green no. BPO67368 **£13.45** |
| NR-P994DW | BP Green no. BPO67765 **£14.25** |
| NR-P994EW | BP Green no. BPO67783 **£14.25** |
| NR-P994FW | BP Green no. BPO67574 **£14.25** |
| NR-P995A | BP Black no. BPO65762 **£13.45** |
| NR-P995B | BP Black no. BPO65764 **£13.45** |
| NR-P995C | BP Black no. BPO65771 **£13.45** |
| NR-P995DW | BP Black no. BPO65770 **£14.25** |
| NR-P995EW | BP Black no. BPO65765 **£14.25** |
| NR-P995FW | BP Black no. BPO65766 **£14.25** |

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

## ACCURASCALE

| | |
|---|---|
| ACC2201-92043 | Cl. 92 Europorte **£189.99** |
| ACC2506-7814 | Fringford Manor **£169.99** |

**- Accurascale Siphons in Stock -**

## RAPIDO

| | |
|---|---|
| 913001 | L & M Lion (1930s) **£152.95** |
| 913002 | L & M Lion (1980s) **£152.95** |
| 903002 | Hunslet 16" Arthur **£109.50** |
| 903006 | Hunslet 16" Primrose **£109.50** |
| 903007 | Hunslet 16" Thorne **£109.50** |
| 903005 | Hunslet 16" Jacks **£109.50** |
| 904001 | BR 15xx black no crest **£127.50** |
| 904003 | BR 15xx Lined black E/E **£127.50** |
| 922002 | Titfield Thunderbolt Pack **£254.95** |
| 953001 | GER W&U pre 1919 pack **£229.45** |
| 953002 | GER W&U post 1919 pack **£229.45** |

## DAPOL N GAUGE

| | |
|---|---|
| ND207D | SR Q1 Southern Black **£89.95** |
| ND008 | BR Class 73 Large Logo **£74.95** |
| ND008 | BR Class 73 Inter City **£74.95** |
| ND021A | BR Class 73 Mainline blue **£74.95** |
| 2S-007-006 | BR Pannier L/crest **£59.00** |
| 2S-007-026 | BR Pannier E/Emblem **£79.85** |
| 2S-007-027 | BR Pannier L/crest **£79.85** |
| 2S-007-025 | LT Pannier L95 **£79.85** |
| 2S-012-010 | BR Terrier L/crest **£67.95** |
| 2S-012-009 | LBSC Terrier Brighton **£67.95** |

## GRAHAM FARISH N GAUGE

| | |
|---|---|
| 371-005A | BR Class 08 InterCity **£123.20** |
| 371-007ASF | BR Class 08 Grey SOUND **£208.20** |
| 371-011SF | BR Class 08 Network Rail SOUND **£208.20** |
| 371-012 | BR Class 08 RES **£123.20** |
| 371-336 | Class 150/1 GMPTE **£203.95** |
| 371-042 | BR Class 20 Blue Redmire **£135.95** |
| 371-659 | Class 57 ARRIVA Wales **£165.70** |

## EXHIBITIONS

**Doncaster ..February 10th & 11th**
**Monmouth .....February 11th**
**Redditch .....March 2nd & 3rd**
**London .....March 16th & 17th**

**NEW WEBSITE NOW LIVE**

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

**All offers valid until 31st March 24**

**POSTAGE & PACKING RATES PER ORDER:**
**UK Standard ..... £4.00**
**UK Insured..... £7.10**
**UK Courier Transport & Packing. £10.00**

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**

# Set your PowerCab free with ESP ψ aegis!




# ESP ψ aegis

The Ultimate PowerCab Upgrade

DCCconcepts thinking outside the square

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

OVER **50 YEARS** OF RAILS

# RAILS OF SHEFFIELD

ESTD 1970

EST D 1970 **FOUNDED** IN SHEFFIELD

**PROUD WINNERS OF**

HORNBY magazine MODEL RAILWAY Awards 2023

**RETAILER OF THE YEAR 2023!**

## WE STOCK ALL THE MAJOR BRANDS

*plus many, many more...*

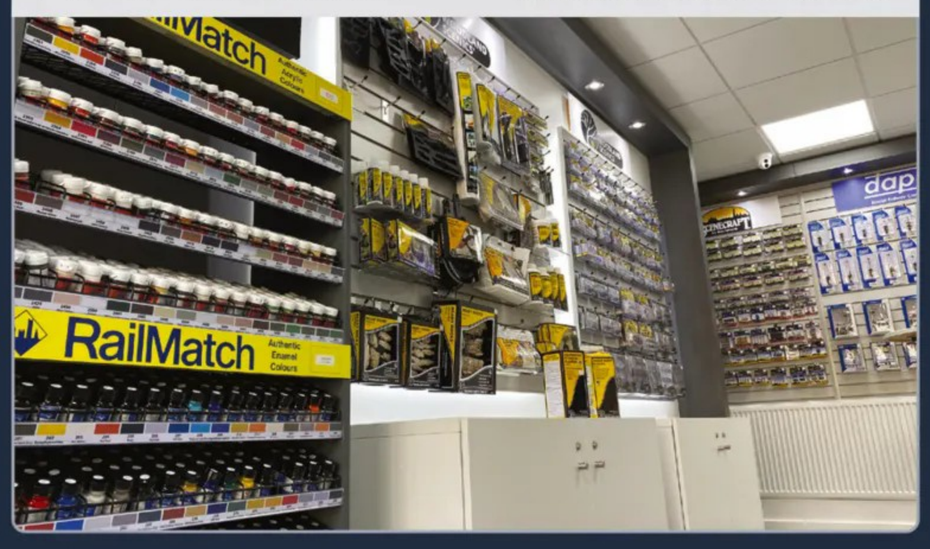


**SCAN CODE TO SEE INSIDE OUR SHOP**

◀ UPPER STORE

**ON GOOGLE STREET VIEW! CHECK IT OUT**

LOWER STORE ▶







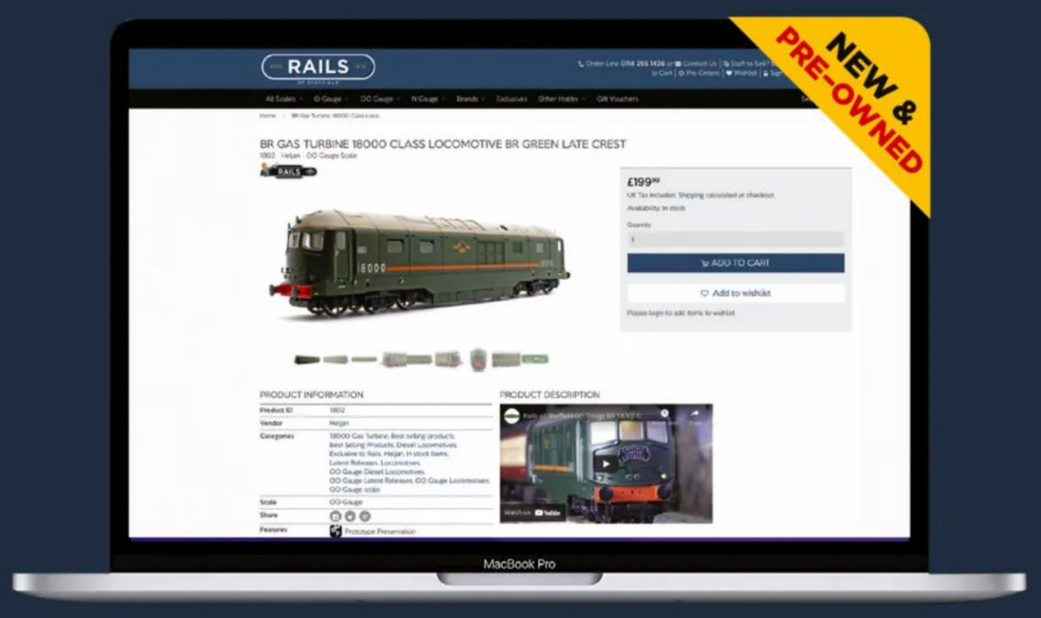
Credit: Harry Rawding



## PRE-ORDER WITH CONFIDENCE AT RAILS

## VISIT US IN-STORE OR SHOP ONLINE

**railsofsheffield.com**




**Visit our stunning store**
**click 'n' collect / huge stock**
**pre-owned stock in-store and online**

See our website for full listings of stock
***INCLUDING** SPECIAL OFFERS + GREAT DEALS*

See our **PRE-OWNED** range
***added daily*** to the website

**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

ebay store — *Search:* RAILS-OF-SHEFFIELD RAILS-SHEFFIELD

**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

info@railsofsheffield.com | railsofsheffield | railsofsheffield | railssheffield | railsofsheffield

Corporate Partners of RAILWAY MUSEUM

ESTD **RAILS** 1970

OF SHEFFIELD




## Founded over 50 years ago, our family-run business is built on a traditional blend of delivering quality products, at good prices and honest customer service.

Our team of knowledgeable individuals have a genuine passion for all things railway-related. We have embraced technology along our journey, recently incorporating state-of-the-art offices, warehouse and packing facilities into our operation. But don't just take our word for it, see some of our ★★★★★ Google reviews below!

**WOW!! SOME OF OUR Google Reviews ★★★★★ FANTASTIC REVIEWS**

*R. Hindle* ★★★★★

***Amazing shopping experience!***

***My father had a large train collection that we had to sell on and we tried many other shops on google but nothing ever come of it.***

***We then contacted Rails of Sheffield who were very efficient from the first email, made an offer for all, arranged shipping and paid very quickly.***

***Just perfect.***

*S. Robertson* ★★★★★

***Excellent service and very competitive prices on my recent online purchases. Deliveries were very swiftly expedited and arrived well packaged.***

***I also have a couple pre-orders in with RoS which I'm looking forward to receiving in due course!***

*T. Rogers* ★★★★★

***Team, many thanks for the fantastic service that you have provided.***

***The models are brilliant, keenly priced and have arrived in a timely manner with a well protected parcel, thus no damage. One word... fantastic!***

*P. Woodcock* ★★★★★

***Travelled for 2 hours each way with my son to visit this shop.***

***It was certainly worth the effort. Lots of stock and great advice. Nothing was too much trouble, when repeatedly asking to see and hear locos running it was always yes, no problem.***

***Advice was also really good. Brian, Cameron and the other staff were really on-point.***

***Thank you.***

*T. Shakespeare* ★★★★★

***Sold my late father's railway collection, trains, rollingstock and other various items. Had excellent service. They arranged the collection after valuation and paid a good rate for something that would have gathered dust. The whole process was painless and wouldn't hesitate using them again. Well done, and thanks to Jake and the team.***

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436

info@railsofsheffield.com railsofsheffield railsofsheffield railsshеffield railsofsheffield

Corporate Partners of RAILWAY MUSEUM

SCAN FOR MORE INFO!

ESTD RAILS 1970
OF SHEFFIELD

FAMILY BUSINESS
FRIENDLY SERVICE

# PRE-OWNED & SECOND HAND

## WE VALUE YOUR COLLECTION VERY HIGHLY!

**1 CONTACT US**
get in touch by email, phone or post with your list of items

**2 OUR OFFER**
our friendly staff will review your list and make an honest valuation offer

**3 PACKAGE**
either visit the shop, send us your items, or we can collect larger collections

**4 PAYMENT!**
fast, secure payment via your choice on confirming of the value offer – easy!

## IMMEDIATE PAYMENT IN 4 EASY STEPS

WE ALSO BUY RAILWAYANA

SIGNAGE AND TOTEMS

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436

info@railsofsheffield.com railsofsheffield railsofsheffield railssheffield railsofsheffield

Corporate Partners of RAILWAY MUSEUM

HORNBY magazine MODEL RAILWAY Awards 2023
RETAILER OF THE YEAR!

# 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.

## BUY • SELL • EXCHANGE • ANY GAUGE • ANY AGE

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

*D. Lloyd* ★★★★★

***Had some model railway items that were surplus to requirements and contacted Rails of Sheffield. Had an immediate response with a good price.***

***They arranged collection at a date to suit me and, once they reviewed the items made the payment into my bank straight away. An excellent service and I would happily use them again.***

Google Reviews ★★★★★

*Make our day by leaving us a 5 star review!*




TOP GUARANTEED PRICES PAID

Quote Ref: BRM24

## DON'T DELAY - GET IN TOUCH TODAY!

+44 (0)114 255 1436 secondhand@railsofsheffield.com

OR VISIT OUR WEBSITE AND CLICK ON THE Stuff to Sell? LINK:

**www.railsofsheffield.com**

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436

info@railsofsheffield.com railsofsheffield railsofsheffield railsshеffield railsofsheffield

Corporate Partners of RAILWAY MUSEUM

EXCLUSIVES

RAILS LIMITED

FOUNDED IN SHEFFIELD

# EXCLUSIVES

OO & N GAUGE MODELS

See the website for full details:

## IN STOCK / AVAILABLE NOW! / PROMPT DELIVERY




**20T VIX FERRY VAN**
EXCLUSIVELY FROM RAILS
**BUY NOW!** £39.95 ~~£45.95~~




**SECR MAUNSELL D1 CLASS**
**BUY NOW!** From £199.95




**ES1 NO.1 BR/LNER ELECTRIC LOCO**
**BUY NOW!** £220.00




**CLASS 47/4 47812 RAIL OPS. GROUP**
**BUY NOW!** *From* £239.95




**'TIGER-NACCO' HOPPER WAGON**
**BUY NOW!** £79.95




**McINTOSH 812 CLASS 0-6-0 LOCO**
**BUY NOW!** *From* £179.95




**ROBINSON A5 4-6-2 TANK**
**BUY NOW!** £149.95




**KERR 0-6-0 STUART 'VICTORY'**
**BUY NOW!** *From* £150.00




**CLASS V2s 2-6-2 STEAM LOCOMOTIVE**
**BUY NOW!** *From* £229.95




**CAIB PCA BULK CEMENT WAGON**
**BUY NOW!** *From* £29.95

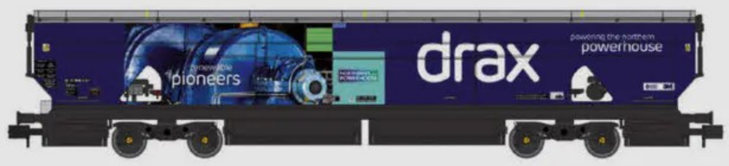



**CLASS 45/0 AND CLASS 45/1**
**BUY NOW!** *From* £169.00




**PRECEDENT CLASS 2-4-0 LOCOMOTIVE**
**BUY NOW!** *From* £220.00

**TWIN** PACK




**DRAX POWER IIA-D BIOMASS HOPPER**
**BUY NOW!** £79.95




**CLASS 47 47628 'SIR DANIEL GOOCH'**
**BUY NOW!** *From* £179.95




**CLASS J50 0-6-0 TANK - VARIOUS**
**BUY NOW!** £109.95

***N*** *GAUGE*




SET OF **3**

**PGA 51T HOPPER WAGONS**
**BUY NOW!** *From* £89.95



**NETWORK RAIL JJA MK2 AUTO-BALLASTER**
**BUY NOW!** £59.95




**RAILS CONNECT**

**DECODERS, MOTORS & MORE!**

**BUY NOW!** *From* £5.95

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436

info@railsofsheffield.com railsofsheffield railsofsheffield railssheffield railsofsheffield

Corporate Partners of RAILWAY MUSEUM

# COLLECTION

railsofsheffield.com/exclusive

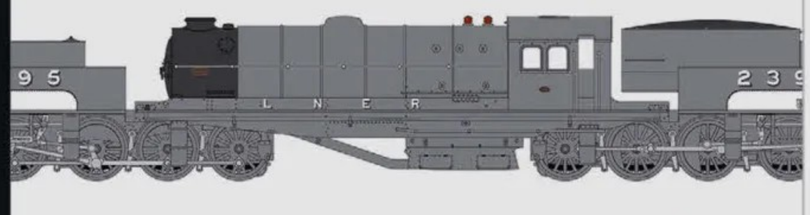
OO & N GAUGE MODELS

**SEE WEBSITE**
**MORE EXCLUSIVES**
availability, arrival dates
prices and full details!

HORNBY magazine MODEL RAILWAY Awards 2023
RETAILER OF THE YEAR!

## FORTHCOMING RELEASES / PRE-ORDER NOW!

NEW




**CLASS U1** — **PRE-ORDER!**
2-8-0 0-8-2T NO.2395 — *From* £399.00



**JONES GOODS** — **PRE-ORDER!**
NO.109 4-6-0 — *From* £219.95



**CLASS 88** — **PRE-ORDER!**
DRS ELECTRO-DIESEL — *From* £199.95

NEW




**CLASS 31** — **PRE-ORDER!**
'SEVERN VALLEY RAILWAY' — *From* £169.99



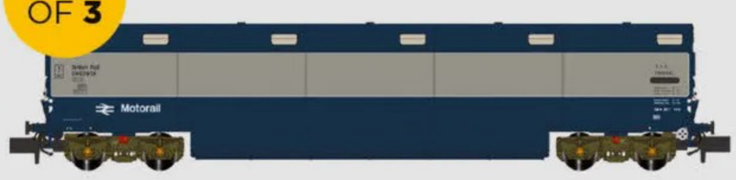

**CLASS 60** — **PRE-ORDER!**
DIESEL-ELECTRIC — *From* £194.95




**CLASS 89** — **PRE-ORDER!**
89001 ELECTRIC — *From* £229.99

SET OF **3**

NEW




**NEWTON CHAMBERS** — **PRE-ORDER!**
CAR TRANSPORTER — £124.95




**PRE-ORDER!**
*From* £269.95

**CLASS 313121 & 313201**
3 CAR SET

NEW




**CLASS 66 779** — **PRE-ORDER!**
'EVENING STAR' — *From* £325.00

**N GAUGE**



**CLASS 5101** — **PRE-ORDER!**
2-6-2 LARGE PRAIRIE — £129.95



**CLASS 59 206** — **PRE-ORDER!**
'JOHN F YEOMAN' — £159.95

**O GAUGE**



**J94 AUSTERITY** — **PRE-ORDER!**
'WARRINGTON' — *From* £269.95

SET OF **3**




**PXA WAGONS** — **PRE-ORDER!**
VARIOUS VERSIONS — *From* £149.95



**BLACK LABEL** — **PRE-ORDER!**
GWR Q13 SALOON — £149.95

RAILWAY ICONS
LOCOMOTION MODELS




**NER H CLASS** — **PRE-ORDER!**
NO.898 BLUE 0-4-0T — *From* £144.95




**CLASS 80 18100** — **PRE-ORDER!**
BR GAS TURBINE — £225.00




**CLAYTON CLASS 18** — **PRE-ORDER!**
BAT/DIESEL HYBRID — *From* £179.95



**CLASS 41** — **PRE-ORDER!**
PROTOTYPE HSDT — £199.99

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436
info@railsofsheffield.com railsofsheffield railsofsheffield railsofsheffield railsofsheffield

Corporate Partners of RAILWAY MUSEUM

# ‘O’ WHAT A USEFUL LOCO

*G5 Class No. 67322 spent the entirety of its BR life allocated to ex-Great Eastern sheds, either Stratford or Cambridge. In an early 1950s view at the former shed, the 0-4-4T shows off its handsome lines.* COLOUR-RAIL.COM




**IN STOCK NOW**

BACHMANN BRANCHLINE

TMC The MODEL CENTRE

*TO ORDER YOUR G5 VISIT* **www.themodelcentre.com** *OR CALL* **01947 899125**



**35-250Z £189.99 / 35-250ZSF £289.99**
NER Lined Green No. 2093 with Westinghouse Pump, Coal Rail Bunker and Ramsbottom Safety Valve [Smokebox door handles].



**35-251Z £189.99 / 35-251ZSF £289.99**
NER Lined Green No. 1759 with Westinghouse Pump, Coal Rail Bunker and Ramsbottom Safety Valve [Smokebox door wheel].

**IN STOCK NOW**




**35-252Z £179.99 / 35-252ZSF £279.99**
LNER Lined Black No. 1752 with Westinghouse Pump, Cage Bunker and Ramsbottom Safety Valve [Smokebox door wheel].




**35-253Z £179.99 / 35-253ZSF £279.99**
LNER Lined Black No. 2082 with Push/Pull apparatus, Cage Bunker and Ross Pop Safety Valve [Smokebox door handles].




**35-254Z £179.99 / 35-254ZSF £279.99**
BR Lined Black Early Crest No. 67263 with Cage Bunker and Ross Pop Safety Valve.




**35-255Z £179.99 / 35-255ZSF £279.99**
BR Lined Black Early Crest No. 67342 with Westinghouse Pump, Hopper Bunker and Ross Pop Safety Valve.

**IN STOCK NOW**




**35-256Z £179.99 / 35-256ZSF £279.99**
BR Lined Black Early Crest No. 67282 with Push/Pull apparatus, Hopper Bunker and Ross Pop Safety Valve.




**35-259Z £179.99 / 35-259ZSF £279.99**
BR Lined Black Late Crest No. 67261 with Push/Pull apparatus, Cage Bunker and Ross Pop Safety Valve.

## Don’t Forget We Buy Pre-Owned!

- *No Collection is too Large*
- *Free No Obligation Valuations*
- *Home Collection Available*
- *Personal Visit from one of our Experts where Necessary*
- *Layout Dismantling*
- *Collection from Anywhere in the UK!*

## Don’t Forget About Our Professional Weathering Service!



TMC
The MODEL CENTRE







# DON'T SLIP UP, ORDER YOURS NOW!
# EXCLUSIVE BANANA VANS




*Here at TMC we're going BANANAS! A Bunch of our exclusives have arrived and we couldn't wait to split the packaging and peel open the box!*

*We have four products avilable. Two triple packs and two singles, covering 1950's to post 1961. Triple packs are £84.95 and our single packs are £29.95.*

# EXCLUSIVE HELJAN CLASS 47




*4715 Heljan OO Gauge Class 47 D1960 BR Blue Early Style with Double Arrows on Cab Sides TMC Exclusive | Order now for* **£224.95** *RRP £249.95*

*The Class 47 is one of the most mass produced locomotives of the BR Fleet. These locomotives were designed and built between 1962 and 1968 by Brush Traction and British Rail Crewe Works. They were used all over the western region hauling passenger services and can still be seen running up and down the country with special services.*

**www.themodelcentre.com t. 01947 899125**

Hill Farm, Beck Hole, Whitby, YO22 5LF

# METCALFE

## Card Construction Kits

Call or E-mail us for a **FREE** catalogue

01729 830072 / E-mail - info@metcalfemodels.com

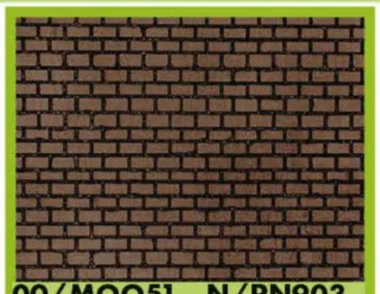
**SCAN ME**

*To view all your favourite Metcalfe Kits!*

**BUILDER MATERIAL PACKS**

Supplied in packs of 8 sheets printed onto white card, approx. size 204mm x x280mm

**£6.00 per pack**
**(M0060 £7.00)**



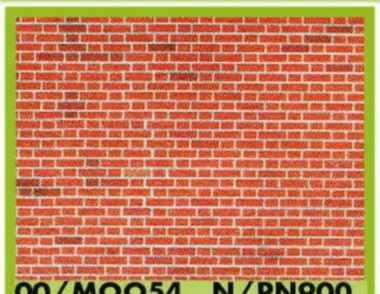
**00/MO051 N/PN903**
**COBBLESTONES**



**00/MO052**
**DRESSED GRIT-STONE**



**00 / MO053**
**BLUE BRICK**



**00/MO054 N/PN900**
**RED BRICK**



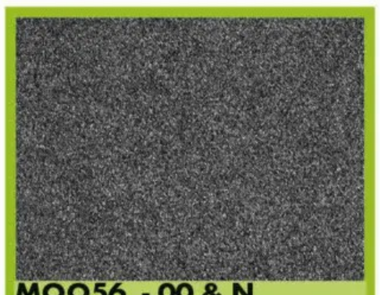
Individually die cut full & half size slabs plus corner and edging strips to make pavements and flagged areas look realistic.

**£7.00**

**MO060 (00 SCALE)**
**INDIVIDUAL PAVING**



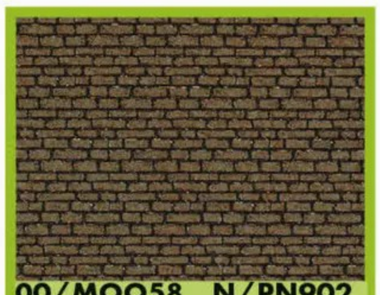
**00/MO055 N/PN903**
**PAVING SHEETS**



**MO056 - 00 & N**
**TARMAC**



**00/MO057 N/PN901**
**CUR STONEWORK M1**



**00/MO058 N/PN902**
**CUT STONEWORK B1**



**00/MO059 N/PN904**
**OLD MILL STONE**

## MINI KITS

*Designs may vary between scales*



**GREENHOUSE**
00 SCALE - PO514 - £6.00
N SCALE - PN814 - £5.00

**PICNIC TABLES**
00 SCALE - PO510 - £5.50
N SCALE - PN810 - £5.50






**PLATFORM KIOSK**
00 SCALE - PO517 - £6.50
N SCALE - PN817 - £5.50

**WATER WHEEL**
00 SCALE - PO541 - £7.00
N SCALE - PN841 - £5.50





**MARKET STALLS**
00 SCALE - PO530 - £6.50
N SCALE - PN830 - £5.50

**PLATFORM UNDERPASS**
00 SCALE - PO400 - £6.50
N SCALE - PN816 - £5.50



## WHAT'S IN THE BOX?

Full colour printed sheets (including weathering) contining all the components.




Once extracted, they are ready to assemble!




Pre-cut components expertly diecut for easy extraction from the base sheets.




Every kit comes with its own step by step guide on how to build.




## WHAT TOOLS DO I NEED?

**You don't need expensive or complicated tools to do the job, and you don't need to be an expert modeller!**






**MT907**
**Ultra Fine Tip Glue Applicators**
**(3 Bottles) £4.50**
Perfect for placing the tiniest amounts of glue in just the right spot. Essential when constructing our finer kits with laser parts. Speed Bond and UHU glues are perfect for these bottles.

**GLUE**

We recommend the 3 glues below, all can be found on our website or in our free catalogue.





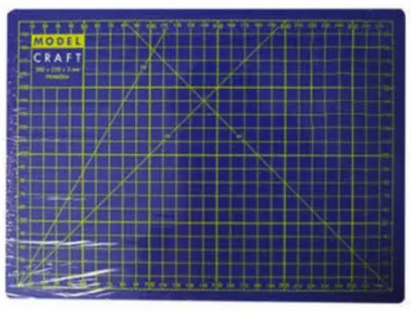





**TOOLS**

All the tools can be found on our website or in our free catalogue.

Basic tools are all you need, cutting mat, sharp knife, ruler and tweezers!












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

**NEWSLETTER**

*Why not subscribe up to our newsletter via the website for all the news and releases.*

**METCALFEMODELS.COM**

**@metcalfemodels** **@metcalfekits** **metcalfemodelsandtoys**




**BUILDING A MODEL RAILWAY DVD's - 1, 2 & 3**

Everything you need to know is on these 1 hour DVD's **£12.50** each.

# METCALFE

## Card Construction Kits

Call or E-mail us for a **FREE** catalogue

01729 830072 / E-mail - info@metcalfemodels.com



**PARISH CHURCH**
00/HO - PO226 £19.00
N - PN926 £14.00



**TOWN END COTTAGE**
00/HO - PO267 £15.00
N - PN167 £12.50

**GARDENER'S COTTAGE**
00/HO - PO258 £11.00
N - PN158 £8.50





**CROFTER'S COTTAGE**
00/HO - PO259 £10.00
N - PN159 £8.50

## COUNTRY BUILDINGS - AVAIALBLE IN 00/H0 & N SCALE

*See the full range on our website*




**VILLAGE SHOP & CAFE**
00/HO - PO254 £14.00
N - PN154 £10.00

**GRANGE HOUSE**
00/HO - PO257 £13.00
N - PN157 £8.50





**COACHING INN**
00/HO - PO228 £13.00
N - PN128 £11.00

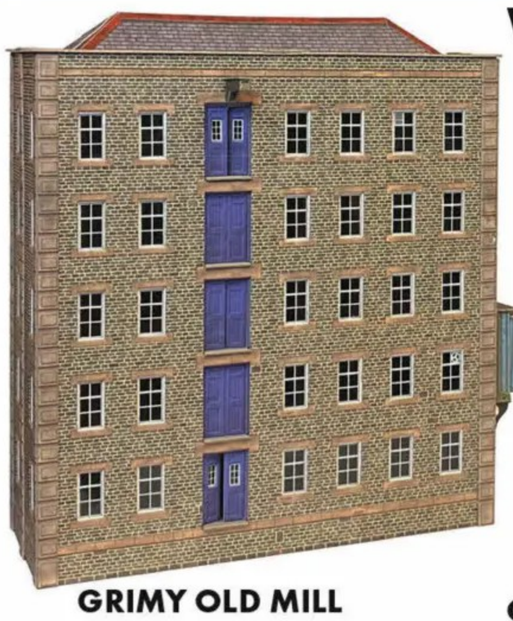


**VILLAGE SCHOOL**
00/HO - PO253 £12.00
N - PN153 £11.50 * N scale comes with playground.

## OUR INDUSTRIAL RANGE HAS GROWN - ALL AVAILABLE NOW!

### Why not Mix & Match...

Create realistic and interesting Industrial scenes using a mix of stone & red brick buildings. Just like in real life!



**GRIMY OLD MILL**
00 Scale PO290 - £25.00
N Scale PN990 - £18.00
Can be built as low relief or stand alone.



**OVERBRIDGE**
00 Scale PO402 - £8.50
N Scale PN992 - £7.50

**SMALL FACTORY**
00 SCALE - PO283 - £15.50
N SCALE - PN183 - £12.00



**OLD FACTORY**
00 Scale PO287 - £18.00
N Scale PN187 - £14.00
Can be built as low relief or stand alone.



**BREWERY**
00 Scale PO288 - £19.00
N Scale PN188 - £13.00



**OLD MILL CHIMNEY STACK**
00 Scale PO401 - £9.00
N Scale PN991 - £7.00




**RAMSHACKLE WORKSHOP**
00 SCALE - PO286 - £15.00
N SCALE - PN186 - £12.00

**TRADE ACCOUNTS WELCOME**
*Call or E-mail us for more details.*
*(T&C's apply)*

**WEBSITE DOWNLOADS**
*Did you know you can download full scale footprints of our kits. You can also print extra chimneys and curtains, all from our website!*

## METCALFEMODELS.COM

@metcalfemodels  @metcalfekits  metcalfemodelsandtoys




# PERFECT COUPLE

**The Port of Par 'twins' *Alfred* and *Judy* are available in OO Gauge ready-to-run. The double pack sets are presented in a lovely box with illustrated booklet and an exclusive print by artist Jonathan Clay!**

**DC/Silent £279.95 DCC Sound-Fitted £499.95**




Available to order NOW from RapidoTrains.co.uk or your local Rapido Trains UK stockist

RAPIDO TRAINS UK

# GAUGEMASTER

## Analogue Control

Choose a controller for life with our Gaugemaster Lifetime Guarantee. We have been producing Model Railway Controllers for over forty years. Our analogue controllers have stood the test of time and so has our lifetime guarantee:

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

It's the only controller you'll ever need to buy and they are all made here in the United Kingdom.

## Mains Powered Controllers

Our Mains Powered Cased Controllers come complete with transformer and can just be plugged in, connected to the track and away you go. The controllers also feature additional outputs for powering a variety of accessories.




BEST FOR Beginners

### GMC-COMBI

Single Track Controller/Transformer

*Most Suitable For: OO, HO, and N Scale*

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




BEST FOR Twin Tracks

### GMC-D

Twin Track Controller

*Most Suitable For: OO, HO, and N Scale*

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




BEST FOR Four Tracks

### GMC-Q

Four Track Controller

*Most Suitable For: OO, HO, and N Scale*

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

## Panel Mounted Controllers

Our Panel Mounted Controllers are designed to be able to be set into a control panel of your choice. They require a separate transformer and can be flush mounted too.




BEST FOR Control Panels

### GMC-100

Single Track Panel Mount Controller

*Most Suitable For: OO, HO, and N Scale*

Requires 1x **GMC-M1/GMC-WM1** transformer

The panel mount controllers are designed to fit snugly into a control panel of your choice. A flush fit fascia results in a clean finish.




BEST FOR Realistic Running

### GMC-U

Single Panel Mount with Simulation

*Most Suitable For: OO, HO, and N Scale*

Requires 1x **GMC-M1/GMC-WM1** transformer

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

## The Walkabout

This controller is the perfect controller for moving around the layout.




BEST FOR Flexibility

### GMC-W

Single Track Walkabout Controller

*Most Suitable For: OO, HO, and N Scale*

Requires 1x **GMC-M1/GMC-WM1** transformer or **GMC-100M**

Fitted with 1.5m of cable, this controller allows you the freedom to move around while still controlling your layout.

## Also in the Gaugemaster Analogue Range

Cased Controllers

| | |
|---|---|
| **GMC-100M** | Single Track Controller |
| **GMC-P** | Single Track Controller with Simulation |
| **GMC-100MO** | Single Track Controller for O Scale |
| **GMC-10LGB** | Single Track Controller for G Scale |
| **GMC-10LGB5F** | Single Track Controller for G Scale with Fan |
| **GMC-DS** | Twin Track Controller with Simulation |
| **GMC-TS** | Three Track Controller with Simulation |

Panel Mounted Controllers

Orange text shows transformer required

| | |
|---|---|
| **GMC-100.O** | Single Track Controller for O Scale 1x **GMC-M2** |
| **GMC-UF** | Single Track Controller with Feedback 1x **GMC-M1** or **GMC-WM1** |
| **GMC-UO** | Single Track Controller with Simulation for O 1x **GMC-M2** |
| **GMC-UD** | Twin Track Controller 1x **GMC-M1** or 2x **GMC-WM1** |
| **GMC-UDS** | Twin Track Controller with Simulation 1x **GMC-M1** or 2x **GMC-WM1** |
| **GMC-UQ** | Four Track Controller 2x **GMC-M1** or 4x **GMC-WM1** |

Cased Transformers

| | |
|---|---|
| **GMC-M1** | 2x 16v AC Ouptuts at 1A |
| **GMC-M3** | 1x 24v AC Outputs at 1.25A |

Wall Mounted Transformers

| | |
|---|---|
| **GMC-WM1** | 1x 16v or 12v DC Output at 1.1A |
| **GMC-WM2** | 1x 9v DC Output at 1.6A |
| **GMC-WM5** | 1x 12v DC Smoothed Output at 2A |

This is only a selection of our analogue controllers. For the full range please see our website or visit your local Gaugemaster stockist.


MAIN LINES GM
YOUR WEEKLY MODEL & HOBBY NEWSLETTER

Sign up now to Main Lines, our weekly newsletter. Each week we bring you all the news and information from the world's biggest model railway, slot cars and model kit manufacturers, interspersed with breaking news updates throughout the week. Sign up today to avoid missing out.

Scan the QR Code or visit gaugemaster.info/sign-up and start getting news straight to your inbox.



These products are available from your local model shop, or, in case of difficulty, direct from ourselves.
Gaugemaster Controls Ltd., Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom - +44 (0) 1903 884321 - hello@gaugemaster.com. E&OE.

@gaugemaster @gaugemaster @gaugemaster_controls @gaugemaster_controls

www.gaugemaster.com

# LAYOUT | 00 | TYTTON HALL YARD

## FACTFILE

**NAME:** Tytton Hall Yard
**SCALE/GAUGE:** 4mm:1ft/16.5mm/OO
**SIZE:** 15ft 5in by 8ft
**ERA/REGION:** Mainly 1980s/1990s BR with flexibility
**LAYOUT TYPE:** Continuous Run

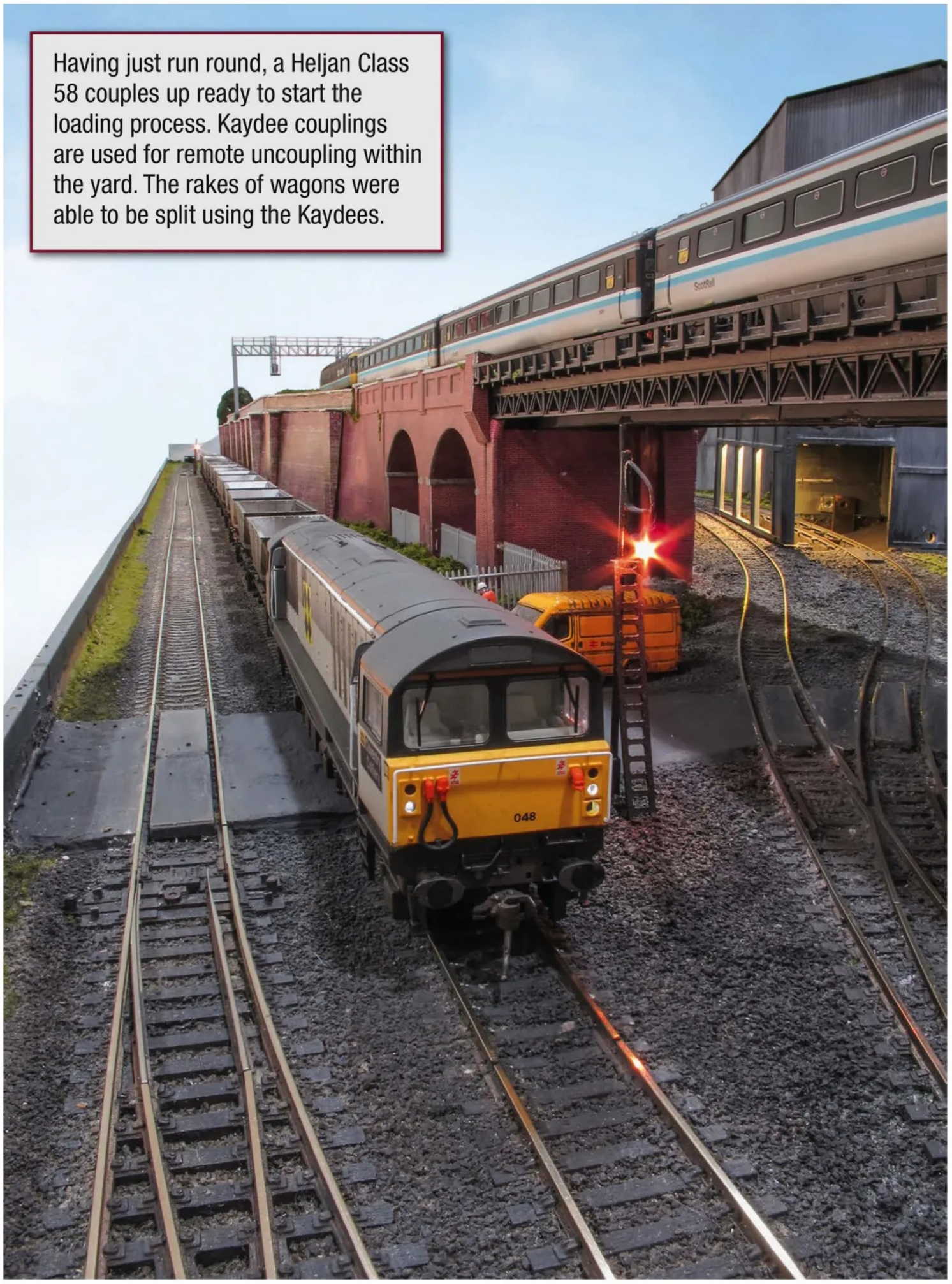
# LOADING COAL

A new clubroom sparked the beginnings of this all-action layout, which includes a split-level design and a fully functioning coal loader.

**Words:** Boston Model Railway Society **Photography:** Phil Parker

A pair of Hornby Class 31s cross the viaduct with an oil train while a pair of Bachmann Class 20s draw their MGRs though the rapid loader. Trains are split to be loaded, so the 20's will first need to remake their train before departing.

# LAYOUT | 00 | TYTTON HALL YARD



Having just run round, a Heljan Class 58 couples up ready to start the loading process. Kaydee couplings are used for remote uncoupling within the yard. The rakes of wagons were able to be split using the Kaydees.



After the club moved to our current premises in Kirton, it was found that our then layout was too large and bulky to move up and down the stairs there safely. Therefore, the decision was made to replace it with one better designed for transport into and out of our new home.

'Tytton Hall Yard' is the result, the basic design of which was doodled by Stephen Mullen and then refined by Brian Hall. The aim of the layout is to keep something always moving, with a busy secondary main line and separate yard, which includes a fully working rapid coal loader.

Construction of the layout started in 2006, with the eight baseboards being built by Matthew Upsall and Geoff Ellerby. It has been designed to fit within the confines of our clubroom, a footprint reduced by the addition of a test track running around the perimeter. 'Tytton Hall Yard' therefore has two fiddle yards, the one you will see at an exhibition, and one that is fixed to the clubroom wall. The latter completes the continuous run and allows the layout to be operated




Two NCB shunters, a Bachmann 03 and a Hornby 4w Sentinel, sit outside the old shed. Shunting can be done by either the train engines or an NCB shunter. Both pictured are fitted with stay-alive capacitors for more reliable operation.

Two class 47s cross on passenger services, both are Bachmann models. The imposing signal gantry is built from a TrainTronics brass kit with TrainTronics signal heads.

in a purely tail-chasing mode and critically, it saves us around 3ft of space needed for other club activities. Additionally, there are compromises in various locations, which allow it to fit neatly into its home in the clubroom.

## Plenty of action

The layout is continuous run and has been designed to allow for as much action as possible. It's split level, with a secondary main line running at a higher level with a yard below. The main line is a four-track formation at the left-hand side but reduces to double-track to cross a bridge over the yard.

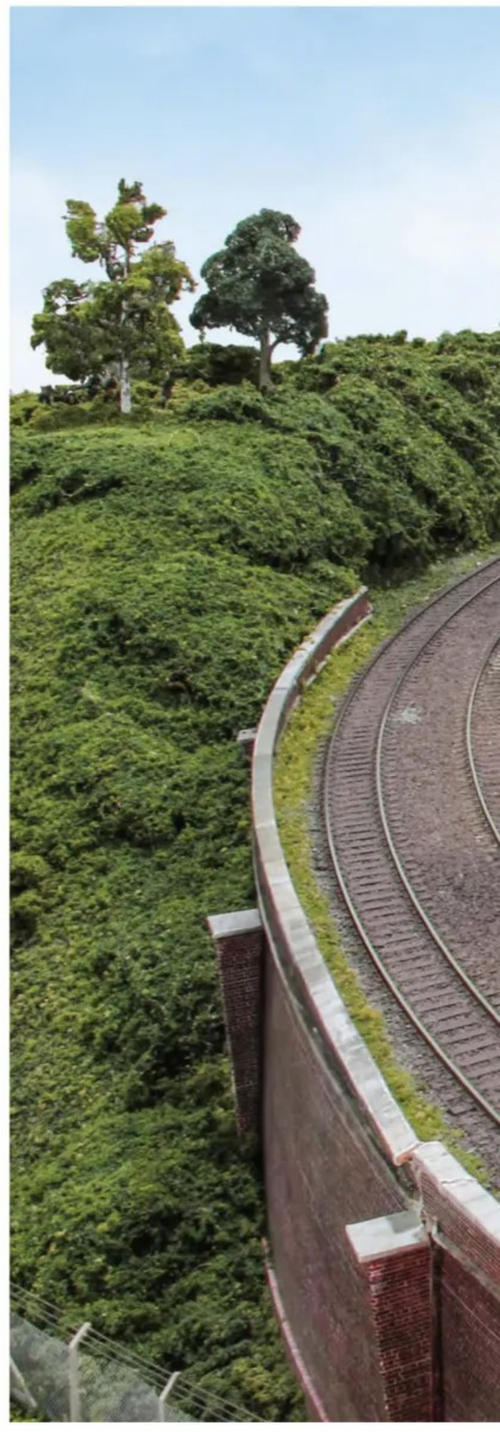
The main feature of the yard is a functioning rapid coal loader. Empty MGR trains are brought to the yard for loading and dispatch. There is also a rail-served scrapyard, which is alongside a small NCB-owned locomotive shed that looks to be on its last days.

The fiddle yard features six through roads in each direction and two roads for the yard. The yard track climbs to meet the fiddle yard so that it is all on one level.

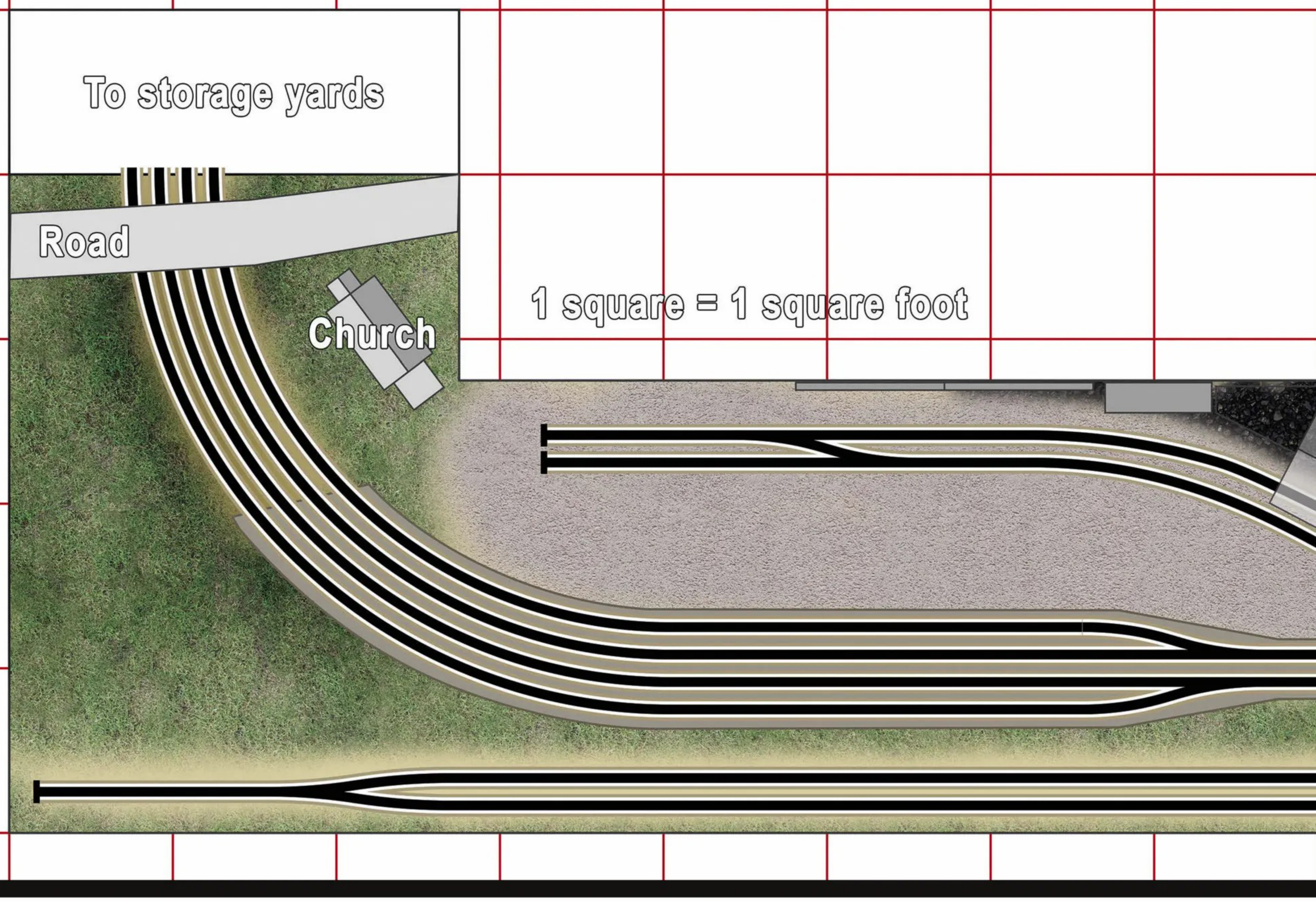


The scrap yard was built by Wendy Shooter. Having been an owner of one, she knew exactly what details to add in terms of signage and infrastructure.


56 037
037



## TRACKPLAN


To storage yards
Road
Church
1 square = 1 square foot



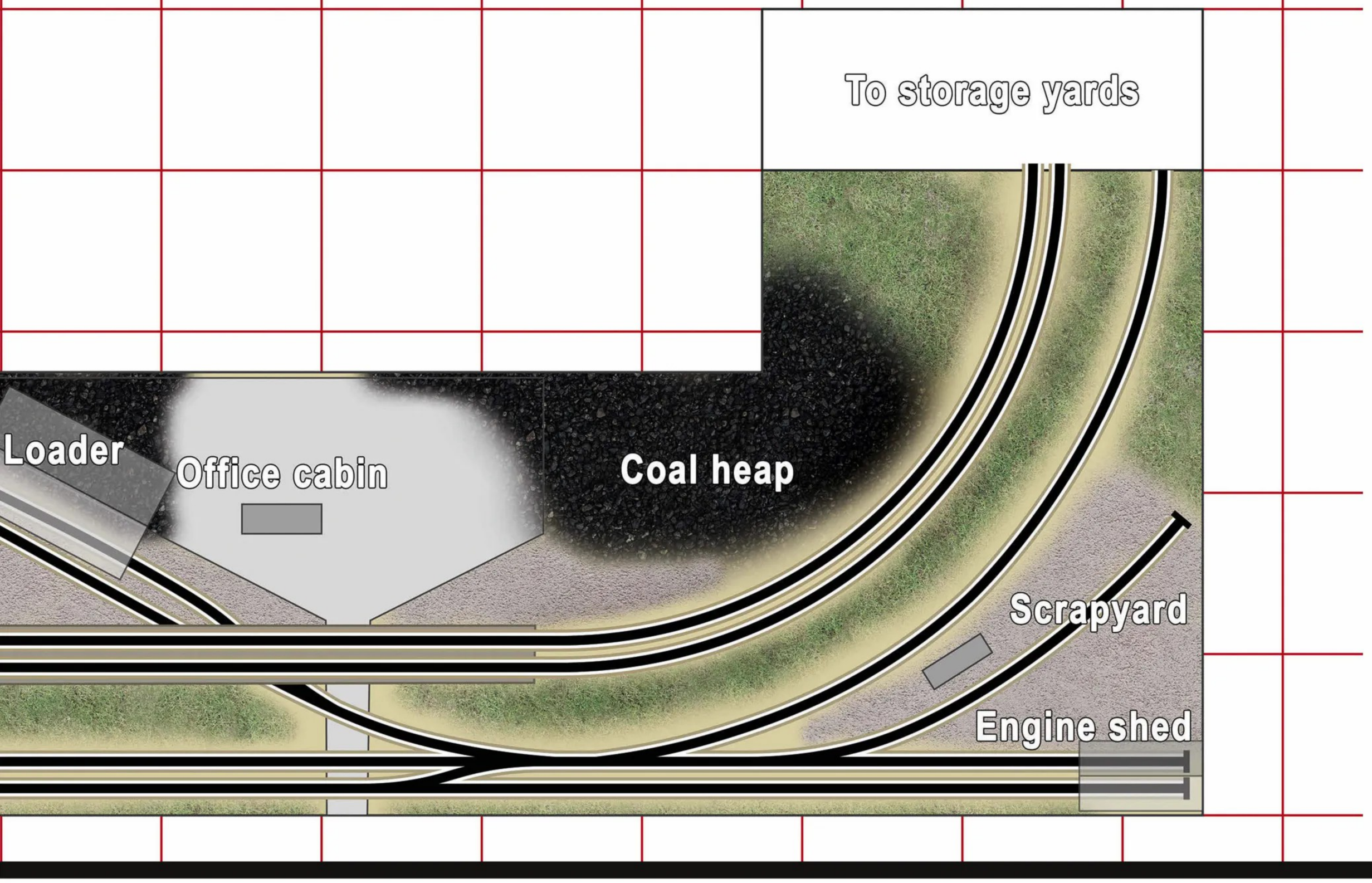

## Rolling stock

All rolling stock is owned by our club members. As we are a small club with lots of differing interests, we do tend to be very loose in terms of era and region. We prefer to be inclusive and allow everyone to enjoy the layout when we are operating. As such, our rule is that each locomotive must match the train it is pulling. However, you may find trains from 30 or more years apart passing each other on the main line when viewing the layout at a show.

One thing that is being continually improved is the weathering on the rolling stock. We are fortunate to have one member who is skilled in this department and is also more than happy to carry this out on other members' stock.

**FAR LEFT:** A Hornby Class 56 in Construction livery draws its rake of Yeoman Hoppers across the viaduct, one of the longest trains to be seen on the layout. Below, the Class 20s have loaded half their train, the second half awaiting loading.

**NEAR LEFT:** An Intercity-liveried Bachmann Class 47/8 rounds the corner with a rake of Bachmann Mk2f Coaches in the same livery. The church in the background is a Petite Properties kit.



## Layout control

One challenge we encountered was that of short circuits on the Lenz DCC System. These were caused by operator fatigue causing points to be thrown incorrectly. This resulted in the whole layout being shut down and was something that we were quick to address.

As a result, the layout is now split into four separate power districts, the outer main line, inner main line, coal yard and coal yard fiddle yard; the last-mentioned being the latest addition after we started to find the operator unloading the coal in the fiddle yard could accidentally cause short circuits - most annoying when you were halfway through loading a train of coal!

As mentioned, the layout is controlled by the Lenz LH100 DCC system. Our club purchased this very early on when it was a choice between either the Lenz system or the Digitrax system. It has served us very well indeed, although, for the coal yard operator, we now use the Roco Multimas handsets, which are compatible.

The point operation for the yard has been achieved using an accessory decoder. The Roco handset allows for a single button press to swap between locomotive and point operation, which is far more intuitive than the Lenz handset. We have one of the newer Lenz handsets to try but have not committed to swapping over yet.

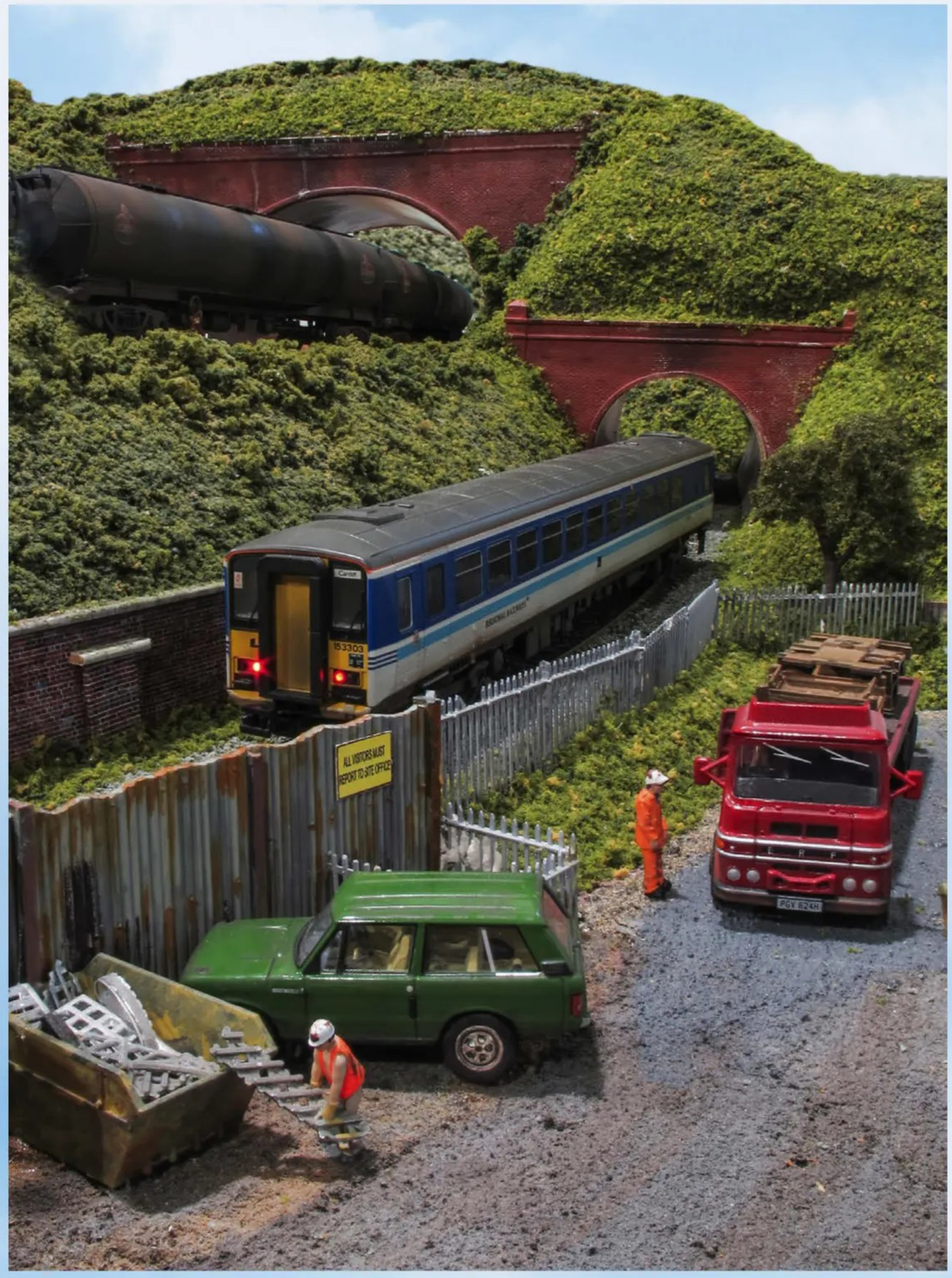
Meanwhile, point operation on the main line is via a traditional switched mimic control panel. This allows operators to get used to the world of digital control before moving on to the more complex yard operations.





**ABOVE:** Two Bachmann Class 47s race towards each other on the fast lines. Both models are fitted with Legomanbiffo sound decoders. The signals on the inner mainline are controlled by the point, a microswitch ensuring that the correct signal displays a green aspect.

**LEFT:** The landscaping has been achieved using home insulation board. This was stuck down with 'no-more-nails'-style adhesive. It was then covered with household Polyfilla, which had been mixed with half water and half PVA. After painting, Woodland Scenics ground covering was used.





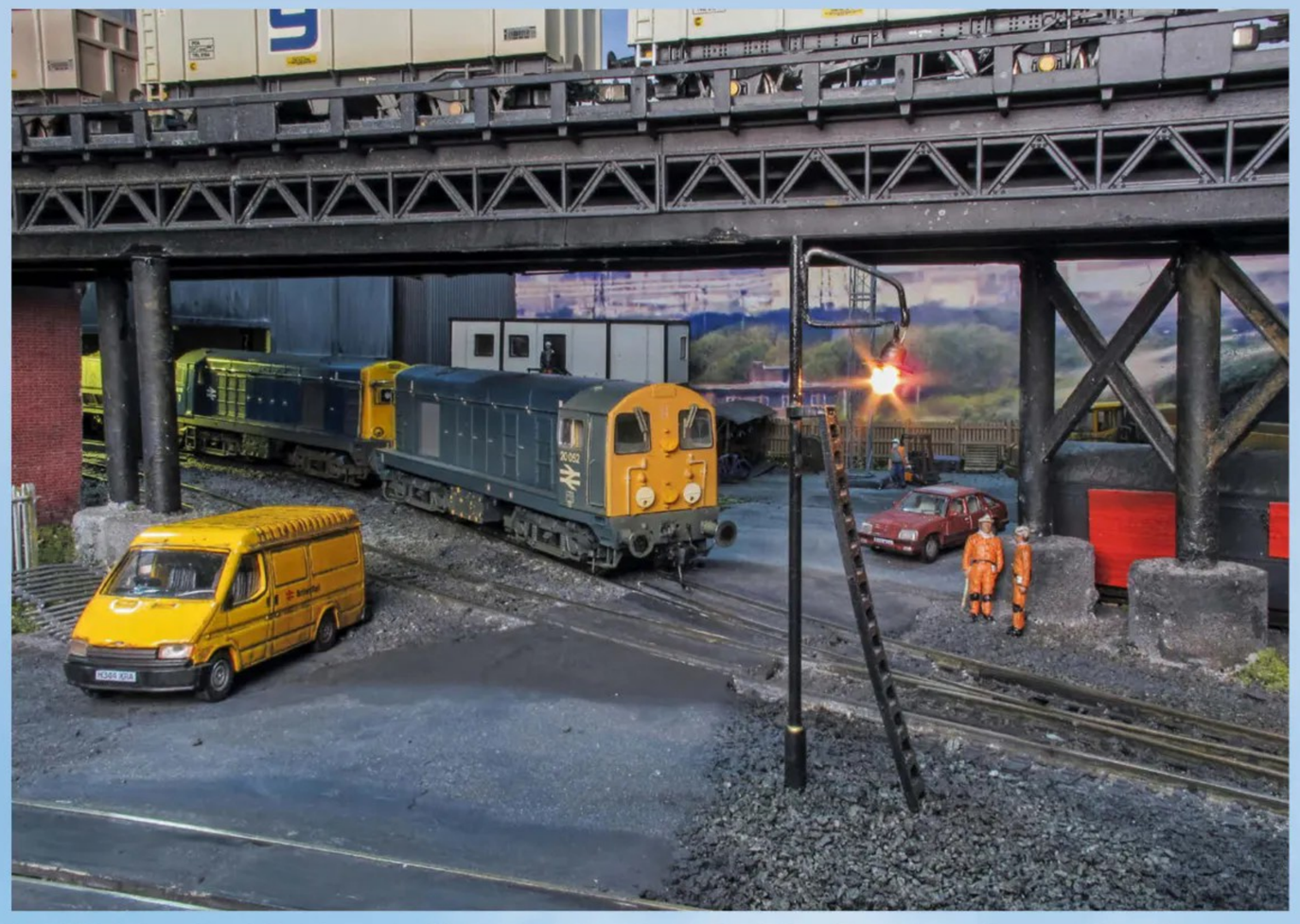


**ABOVE:** An EFE Class 58 stands in front of the retaining wall. The wall is a Scale Scenes downloadable kit, printed off on a photocopier. The graffiti is part of the kit itself, and the fact you can print off as much as you need was extremely useful.

**LEFT:** A Hornby Class 153 makes its way back up the branch, must be a crew training turn. The yardman loading the skip better beware of the boss's Range Rover. The road vehicles are Oxford Diecast and have been weathered with a wash of paint.

**BELOW:** A pair of elderly Bachmann Class 37s stand at a red signal with a rake of Dapol Silver Bullets. Meanwhile, a pair of Hornby Class 31s rejoice at being given the fast line with their oil train. Stock weathering is a mixture of pen washes and airbrushing.





**ABOVE:** A pair of Bachmann Class 20s continue their loading operations under the bridge. The method used varies operator to operator. Some like to load on the way into the building, others on the way out. We try to avoid having locomotives from entering the building.

## Reflections

The aspect of the layout we are pleased with is the split levels. It's possible to have quite long trains in the outer fiddle yard and these look very impressive snaking their way across the bridge in the centre. You can get some very nice low-level views of this taking place as a result.

The loader building is also something we are very happy with. It has had a few reiterations and improvements, but it is now extremely reliable. It is by far the part we get asked the most about at exhibitions, many questions being about how the coal is unloaded!

If we were to repeat the project, we would decrease the weight of the scenic boards. These were built with a traditional ply top and then risers were added for the main line. After some further thought, we increased the height of the yard also using Kingspan insulation, meaning there is another skin of ply on top of that. Therefore, we would look to use the open frame method of baseboard construction instead, even though the resulting baseboards are very strong and have withstood the rigorous of travelling to shows, even being dropped on occasion!

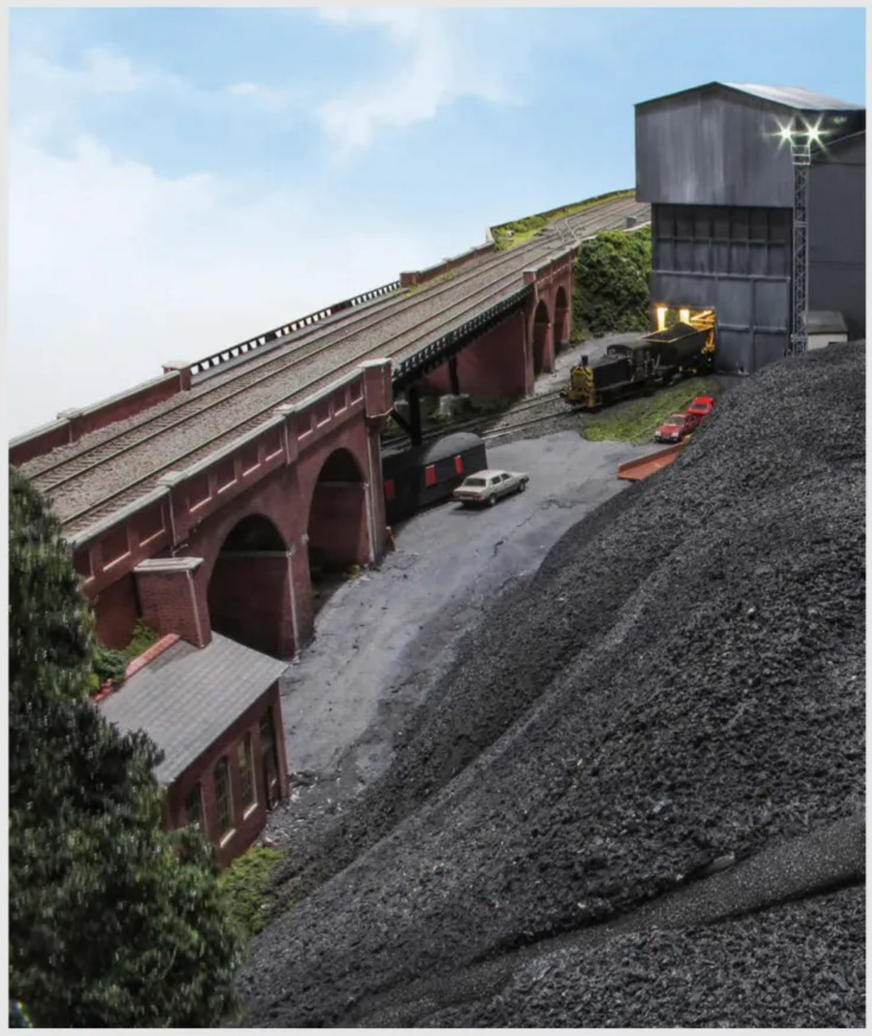
**BELOW:** With trains passing above and below, the aim at shows is to keep something moving. The viaduct is a Metcalf kit that has been extended. The extension being a single-track kit that has been widened to double-track.



**ABOVE:** The three-lane road that forms the scenic break at the right-hand side of the layout is removable for transportation. The taxi is Oxford Diecast and has been weathered with a wash of paint to give a more realistic appearance. All the road vehicles have been given the same treatment.



**ABOVE:** A Metals-liveried Bachmann Class 37/7 passes the loader with a steel train. This 37 is fitted with a Locksound decoder from Legomanbiffo and twin speakers, an EM1 in the fuel tanks and a standard 20x40 speaker under the fan.



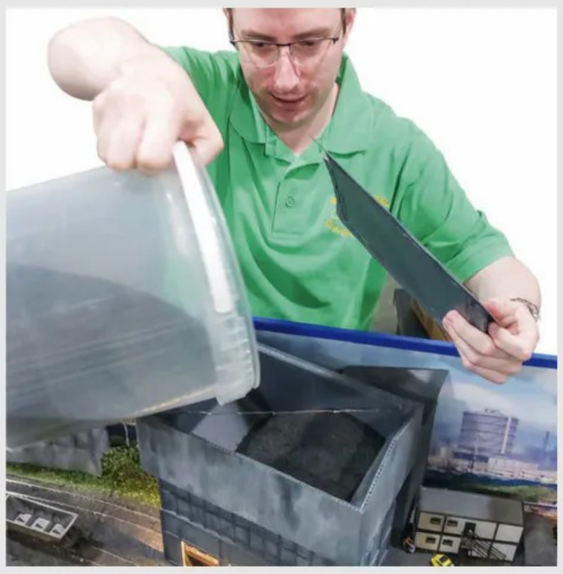
**ABOVE:** An NCB Class 03 loads coal in front of the coal stockpile.

## Loading coal

The most imposing building on the layout is the functioning rapid coal loader, designed and constructed by Andrew Mullen. Using prototype photos, Andrew drew it up on a computer-aided design programme before printing it out in sections on his own 3D printer. The parts were then glued together before being painted with acrylic paints.

The valve that releases the coal is actuated by a servo which is controlled by a microprocessor. Andrew programmed this to provide two release settings. On the control panel is a momentary switch, the same as used for solenoid point motors, which gives access to either of these settings. Effectively, we have a 'full' flow and a 'half' flow. The process for loading is controlled fully by the operator, the valve being opened as he/she sees fit using the switch. With practice, it is possible to load the entire train on the move.

The coal material used has changed since the first version of the loader. Initially, shot-blasting grit was chosen as it flowed well, looked correct and was cleaner than actual coal. However, over time it was found that even this was too dirty and caused additional wheel and track cleaning. Therefore, we now use Woodland Scenics cinder ballast.



**LEFT:** The loader is fully 3D-printed, including the operating mechanism. Controlled by the operator, with practise, it's possible to load trains on the move.

## On show

The layout is available for members to use during any club evening. However, it's generally operated at full capacity at exhibitions.

There are two operators for the main lines, one in each direction, both having access to six tracks, split evenly between the slow and fast lines. They may have more trains to choose from depending on what stock is available, as shorter trains such as DMUs can be accommodated on the same track. Operation is purely at the operators' discretion; they choose what to run next at any given time. The operator on the inside main line has the option to bring a freight train to a stand at the signal gantry to allow fast trains to pass.

In the yard, the main operation is bringing empty trains down from the fiddle yard to load with coal. The trains are normally split and loaded in two halves, which can be done using one of the NCB's shunters or the train engine. Once the train is loaded, it returns to the fiddle yard where the wagons are emptied manually. It requires two people to comfortably keep the flow of loading and unloading going.

We prefer to have a fifth operator on hand to speak to the public and help deal with any mishaps.

Our preferred method of operating the layout is to keep something moving as much as possible. It is something we all agree, that layouts at exhibitions should be capable of keeping active. This is partly why the layout has been designed as it has been so that there can be multiple trains moving at the same time. There is no operating sequence and operators are free to find their preferred method of operation.



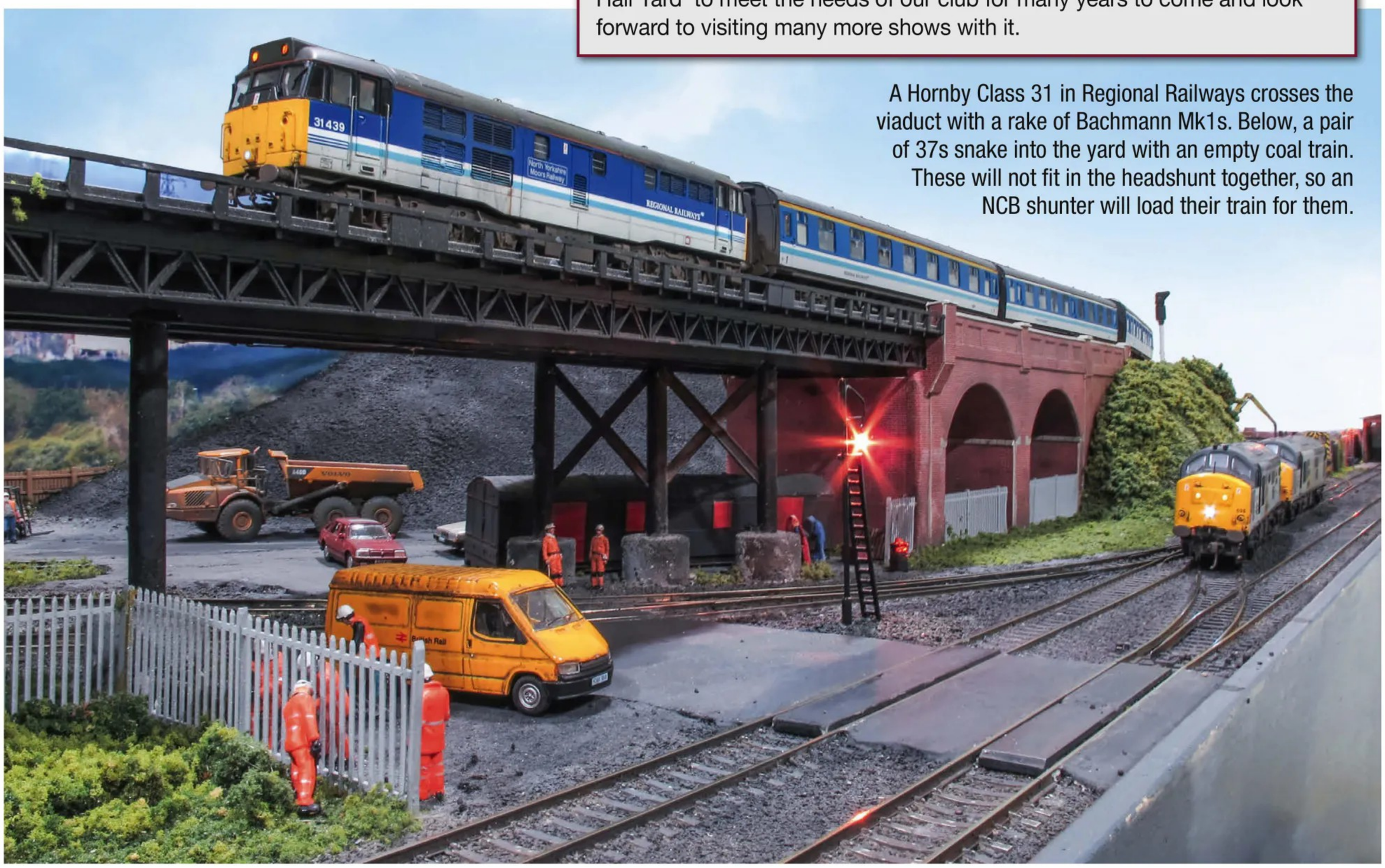
## About the club

**Name:** Boston Model Railway Society
**Number of years modelling:** 44 Years

The Boston Model Railway Society is a small group of around 20 members who live in the area around Boston in Lincolnshire. We have members from all walks of life with differing and diverse interests within the hobby.

Being as inclusive as possible is something we would pass on to other smaller clubs. We don't have a large amount of space in our clubroom but have still been able to build a larger layout than many of our members can do at home. Allowing as many people as possible to run their stock is therefore important to us. Even if that means we are bending the timeframe of the layout somewhat to do so.

We are excited to be attending the Festival of British Railway Modelling at Doncaster Racecourse in February this year. A return visit to the Caistorail exhibition on the 19th and 20th of October 2024 in the Town Hall in Caistor, North Lincolnshire is also on the cards. We expect 'Tytton Hall Yard' to meet the needs of our club for many years to come and look forward to visiting many more shows with it.




A Hornby Class 31 in Regional Railways crosses the viaduct with a rake of Bachmann Mk1s. Below, a pair of 37s snake into the yard with an empty coal train. These will not fit in the headshunt together, so an NCB shunter will load their train for them.

**NEAR RIGHT:** The double Portacabin is a Bachmann Scenecraft item, different from the Scrapyard Portacabin, which is a Knightwing kit. The disused track is a remnant of a trackplan change, so we decided to make it a feature.

**TOP RIGHT:** The burned-out building was made from an elderly 'linka' kit. The garden is the only piece of static grass on the layout. The youngster's bonfire is a ready-made working item from Layouts4u.

**RIGHT:** Piles of turnings from a lathe were amongst the items used within the scrap yard. We expected to need to paint them, however we found that they naturally rusted.







## Future projects

Our club has inherited a small N Gauge layout called 'Periam Cove', which is able to be placed on a tabletop. We are slowly increasing the detail on this as a useful layout for smaller local shows.

Another N Gauge layout is also in the works, using the trackplan from Andover as inspiration but with modifications. Further down the line, we also have the baseboards to start construction on a smaller OO Gauge end-to-end layout. The aim is to have a smaller club layout available for shows that can be moved in up to two cars. ■

"You may find trains from 30 or more years apart passing each other on the main line when viewing the layout at a show."




Action is what we aim to provide at shows. As seen, with the ability to hold one train while another passes, it's possible to have three trains visible on the mainlines at one time. With the addition of the yard shunting and coal loading, we strive to achieve that aim.

# COMMUNITY

## EDITOR'S COMMENT

What a month it has been for headlines. In the March issue, I spoke about change and how the 2024 Hornby announcements bring a new era for the team in Margate, but since that issue was sent to the printers, we've had the sad news that Hattons will be closing its doors, and the Warley show will not be taking place this year, and not at the NEC moving forwards. Two huge announcements that rattled the modelling community.

Unsurprisingly, a lot of readers have been in touch, understandably worried about the future of this great hobby. But, as sad as the two headlines are, railway modelling is still going strong. There's a whole host of great events still seeing growth, including our very own London Festival of Railway Modelling, which is being held next month, and many retailers in the hobby are also enjoying great success, with some fantastic models being announced over the past four weeks.

And then there is the modelling itself, and we can wholeheartedly say that we haven't seen a drop in numbers in the fantastic layouts and models being produced – indeed, we've been inundated with new projects from our readers that could fill BRM for the next year at least!

Times can be tough, but that is when we need our hobbies the most, and the inspirational work we showcase in these pages each issue is a testament that this hobby still has a great deal of life left in it.

And long may it continue. Make sure you send us your latest projects at **brm@warnersgroup.co.uk**. We would love to see them, plus maybe feature them in a future issue, although, as I say, there may be a bit of a waiting list!

***Happy Modelling***
***Debbie Wood***

## WEEKEND PLANS...

**Chesham Model Railway Club Exhibition**
This one-day event will be hosted at White Hill Centre, White Hill, Chesham, Bucks HP5 1AG, and showcase several layouts, trade stands and demonstrations, plus activities for the kids. Entry costs from £3 and doors open at 10am.
**DATE:** Sunday, March 3, 2024

**The London Festival of Railway Modelling**
BRM's London exhibition is back for 2024 and will take place across the weekend of March 16/17th. Hosted at the iconic Alexandra Palace, visitors can expect around 40 fantastic layouts, more than 80 traders, and numerous clubs and societies in attendance.
**DATE:** March 16-17, 2024

**Railway Gala Day with model railways**
This one-day event will be hosted at the Abbey Pumping Station and is free to attend. There will be exhibits from many of the volunteers and Leicester Model Railway group will be attending with a selection of layouts to view. Train rides will also be available.
**DATE:** Saturday, April 6, 2024

**Ashford Festival of Railway Modelling 2024**
A weekend event in Ashford Town Centre featuring a model railway exhibition with over 40 layouts, traders and society stands, plus Tracks Across the Spectrum – a special display of models created by and for people with autism and an Exhibition on 140 years of the Maidstone to Ashford line.
**DATE:** April 6-7, 2024

**Royston & District Model Railway Exhibition**
Held at Bassingbourn Village College, 20 layouts are due to attend alongside various trade stands, societies and demonstrations. The entry fee is only £5 for adults, with accompanying children free, and the doors open at 10:30am, closing at 4pm.
**DATE:** Saturday, April 13, 2024

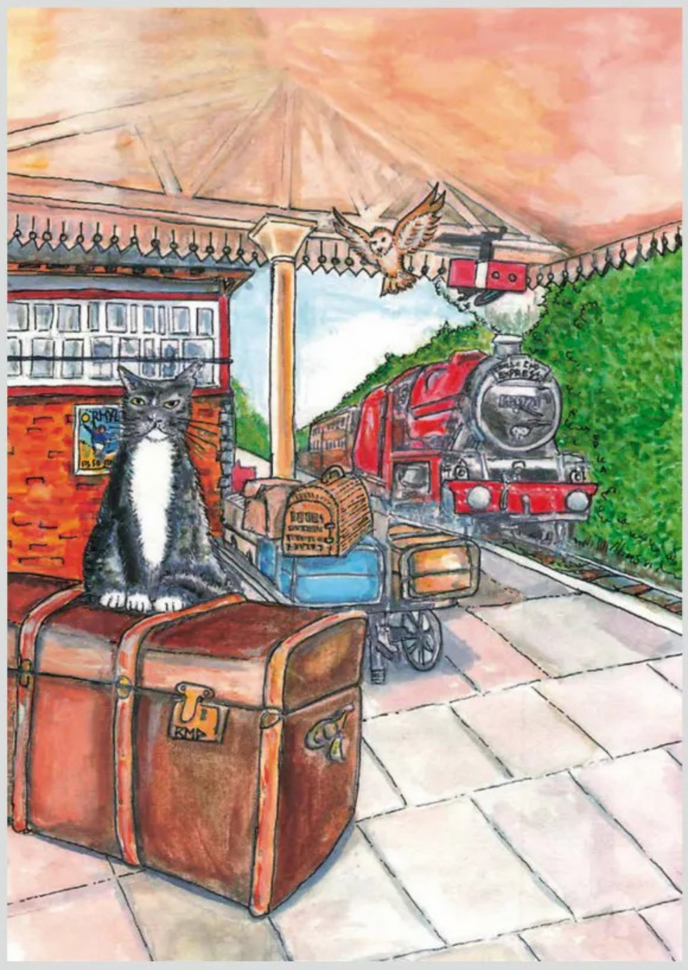


## LEGACY COMPLETE

Alan Cliff, who wrote the children's books – *Jack The Station Cat* - sadly died in 2020. His son Nigel has managed to buy the rights and completed his father's final book to complete the series.

Synopsis: *The residents of Tails End Station are in a flap. Ozimandius the Owl has heard that an unknown visitor is coming – who or what is "The Gronk"? Even Aunty Buzz seems unsure. Jack has other matters on his mind, but you can rest assured, that with the help of his friends, he will sort it out...*

The book can be purchased directly from Gwasg.com, along with all other titles in the series.



# LETTER OF THE MONTH

I would like to congratulate you on an excellent February edition of BRM. Alex Warren's depiction of Yelverton is superb (which is why I bought the magazine) and of special interest to me as I live a few miles away at Tavistock. However, could I also make a few comments? Yelverton is in West Devon and not South Devon, although we do have quite a few leafy scenes and we like to think they're just as good as those further south. Another minor, yet irritating, correction is that Alex believes some of the station buildings were battered by winds coming off the English Channel 'a few miles' down the road. Quite apart from the fact the Channel is something like 12 miles away, any wind sweeping across Yelverton is more likely to arrive from Dartmoor. As a regular hiker up the remains of the Princetown branch, I can tell you, that you do so without wearing gale-proof clothing at your peril!

***Phil Stoneham***




# SEEING IS BELIEVING



8th January 2024 Class 158 2-Car DMU No. 158704 arrives at 07:53 by platform 1 at the new Leven station as dawn rises over the Forth estuary.

What a rehearsal!

I spent 40 years dreaming in my ancestral railway home of Galashiels in the Borders that one day the 'Waverley' route would be reinstated … and we got it as far as Melrose, just waiting for the extension to Hawick? But, it was not until – standing on Stow station in 2016 and seeing the first public train crawl into the platform from Tweedbank for Edinburgh– that my dream finally came true, and what a success it has been.

Now it is East Fife's turn, and the goose-pimples of 'the Borders' are starting to rise again when the first train ran into the new Leven station on Monday 8th January, albeit for drivers' route training. A number of these specific trains shall be running every day to ensure that train travel will be as good as the general public has a right to expect.

All may be frosty at the moment, but as excitement in Levenmouth increases to a crescendo, once the line is formally opened, don't wait to experience the line for yourself and receive a true and warm East Fife welcome!

***Ian Lamb***

# HAPPY READER

I confess, as a steam fan, I have found the occasional free copies of Traction of much interest and I have read them from cover to cover. I found them really good and normally I would not bother with such material. As I am retired, and with limited income, I was not able to purchase other copies. That said, I have felt that BRM was treading water fairly recently and feared it might close, as I am aware that print medium is broadly in decline. My older eyes find screen time reading very tiring despite being on a desktop monitor.

I like your "freshen up" and I think the inclusion of Traction is a great idea. Highly informative, interesting, and a very good read. I read the Traction part over lunch and I could not put it down!

Congratulations. As you may gather, I am not afraid of change and I hope the feedback that you receive is positive and I look forward to future issues and other changes.

I am looking forward to reading the rest of the magazine later today and tomorrow.

***Norman Keyes***

# COMMUNITY

## Inspirational modelling with RMweb

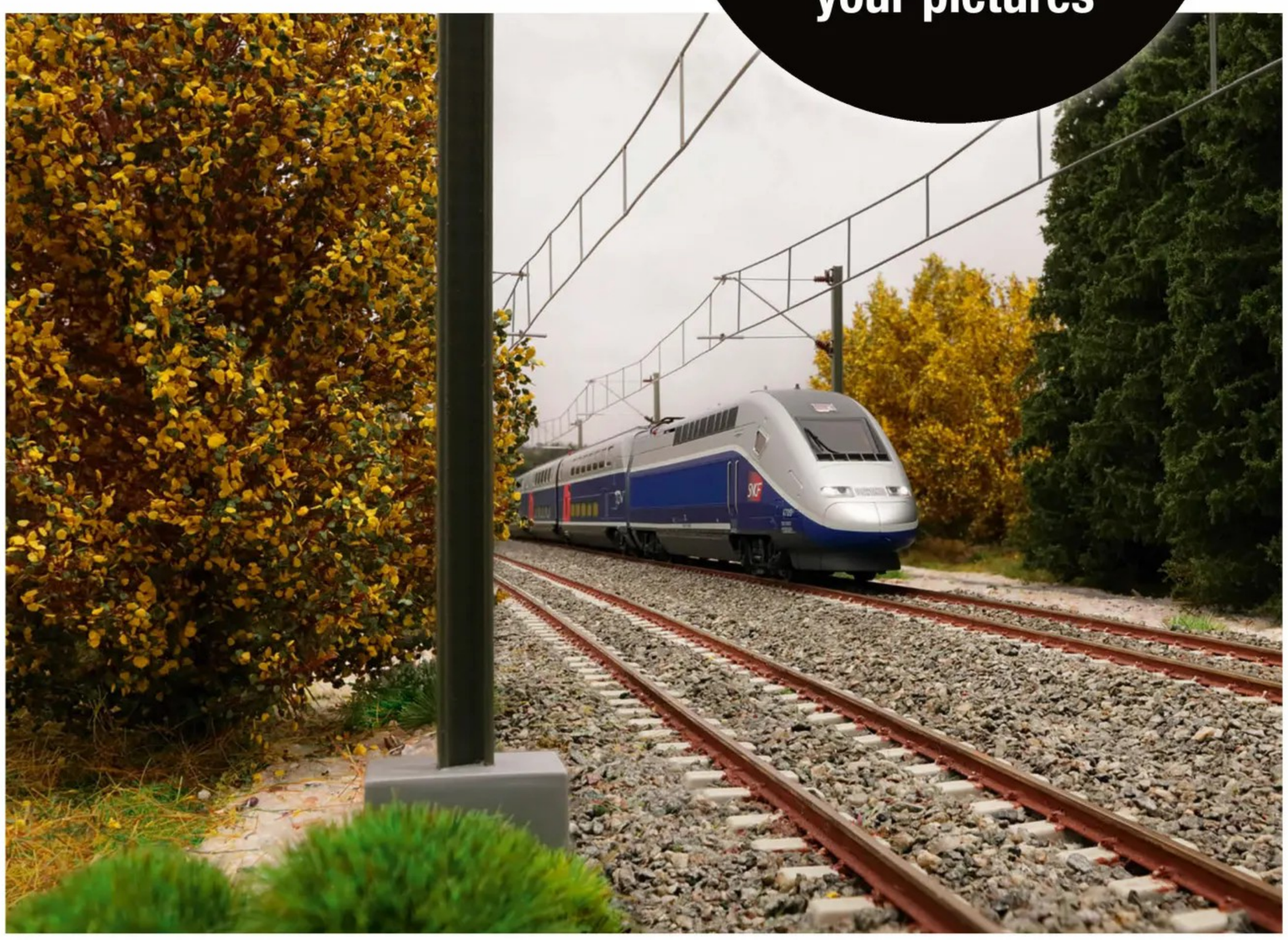



Another example of 'Riccarton North' pretending to be another region, Jubilee No. 45627 *Sierra Leone* digs into the climb on the Long Drag, with a mixed parcels service for Carlisle. **RMweb user: JonathonAG**




No 34 potters about in the yard at Exhill having been in the shops for some seasonal maintenance. **RMweb user: John Besley**

**Get involved and visit rmweb.co.uk/topic/156891-show-us-yours-realistic-modelling/ and post your pictures**



Had to be careful while hiding behind the bushes for this shot. 199 mph passing TGVs literally blow me away. **RMweb user: Cuthbert 80**



Evening in Paris (or thereabouts) as a 141R drifts in at the end of its journey. **RMweb user: Barry Ten**




Blacker Lane Disposal Point, 1972. Fat Alan poses with his steed in between trips to and from Bullcliffe opencast site. **RMweb user: Ruston**




BR Standard 2 starts the 1 in 50 descent of Parkfield Bank with a local. **RMweb user: Karl**

# PICTURE PERFECT

The published article 'Second Wind' by Geoff Stenner's Oakhurst Town, is 'Second to None'. His enduring railway modelling skills are testimony to his subject knowledge base and highly accomplished creativity. There are few so gifted at this level.

While this is indeed exceptionally well-deserved high praise of Geoff Stenner. 'Second Nature' are the grist to the mill of Tony Wright's storytelling photography. He has the 'Second Sight' and observes the smallest details that define the uniqueness of the scene even before he has the camera to hand. His photographic work speaks volumes of his mastery of railway observation applied to all aspects of railway modelling. His passion and artistic vision breathe life, giving qualities to a static model railway scene in an instant captured in time.

***David F. Williams***

**Facebook**
Search for 'British Railway Modelling'

**Instagram**
@brmmagazine

**RMweb Forum**
RMweb.co.uk

**X (Twitter)**
@BRMmagazine

**YouTube**
Search for 'British Railway Modelling'

**world-of-railways.co.uk**

**brm@warnersgroup.co.uk**



# TT:120 LAYOUT PROJECT

BRM partners with Market Deeping Model Railway Club to build an innovative exhibition layout. In this latest update, Richard Elms talks about how he upgraded existing signals for TT:120, plus Brian Norris tells us how he constructed the sea wall.

Quite a noticeable feature of the area we are modelling is a pair of working two-aspect colour light signals; currently, none is available from manufacturers in TT:120.

The initial challenge was to make the signals removable as they would be vulnerable to damage whenever the layout is taken to an exhibition. This was, to my thinking, easy to achieve by using a simple 3-wire plug and socket system. The first thing to come to mind was a 3.5mm earphone-type plug and socket, but both are too large to be disguised easily. So that was quickly changed to use a 2.5mm version.

The plug is small enough to hide but also small enough to be difficult to fit in the electrical connections, as LEDs require a resistor to be able to work directly from a 12-volt supply. Another problem is posed by the baseboard construction. Fitting the socket is easy with a ply baseboard, albeit it needs to be recessed by about 2cm, easily done using a U-shaped metal bracket. But the baseboard in use is insulation foam, which is 10cm thick. This needed a way of fixing the socket at a set depth.

Two different methods have been used to achieve this, both recycling used biro cases into which the stereo sockets are a secure fit; a glue such as Araldite can also be used if felt necessary. One biro case has 'grip' rings around one end, and a simple circlip-type arrangement has been used with a wooden plate to hold the circlip against the bottom of the foam. The other is different due to a second biro with the grooves not being available. This uses a 90-degree bracket fixed to the bottom of the foam, a P-clip as used in kit cars and a couple of grommets that are a tight fit on the biro body and in the P-clip. In both cases, the biro body was chosen to be a tight clip fit over the headphone socket.

The signals are identical - a length of brass tube, 2.38mm or 3/32" being used for the signal post, some brass ladder, a short piece of stiff wire, a 12mm square of brass sheet and a 15mm long, 7mm wide piece of brass sheet.

The square of brass has a 3mm hole drilled in the centre, while the oblong section has a hole at one end. These two are soldered together to form a cover for the hole in the baseboard and model the signal base itself. The ladder is then soldered to the end of the oblong piece of sheet at a suitable angle to reach the top of the post.

After some research, I settled on an above-ground length for the post of 37mm as modern standards specify a minimum height above rail level of 3350mm for the red signal aspect. By the time ballast and track base thickness are considered, this dimension is near perfect. The post is cut to 40mm length, though, as it is soldered to the earth connection of the earphone plug.

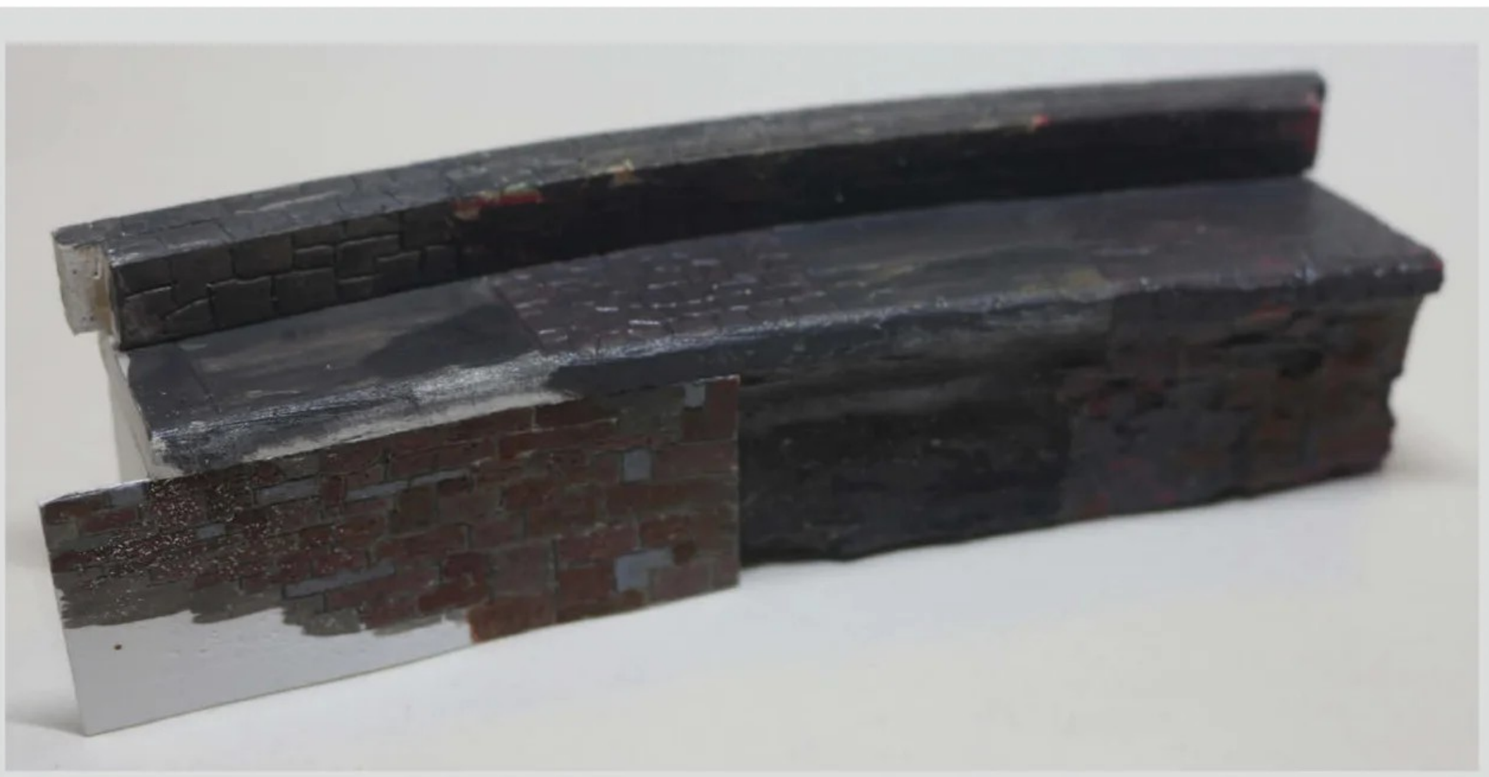
At this stage, the signal base can be slid over the mast along with the cover from the headphone plug but not fixed in place. The cover is cut down by removing the 'flexible' section from the top. The signal head was the next challenge. We had considered 3D-printing our own, but it was going to be fiddly fitting the LEDs. With some trepidation, I suggested using Berko N Gauge gantry heads. After an online search, I found these at Online Models Ltd, who have kindly donated them for the project. The heads look in proportion, which is unsurprising as TT-120 is 2.54 mm to 1ft while N is 2.0625mm.

The heads use a very fine enamelled wire, which fits easily inside the tube used and can be trimmed down, cleaned and soldered to the connection pads in the plug before finally fitting the plug cover in place. The supplied resistor for 12-volt DC use is added to the socket wiring in the baseboard and protected using a length of heat shrink.

The head is then glued to the top of the post using Araldite, which is also used to secure the top of the ladder and the safety hoop and the base to the plug cover. The post, ladder, base and safety hoop can now be painted as required and ground cover applied to the square section of brass sheet. I've painted the signal post and ladder in silver and black with the base in concrete.

The signals need to be removable as they would be vulnerable to damage whenever the layout is taken to an exhibition.









# PLANNING AND MAKING THE SEA WALL

When first asked to make the sea wall, my initial intent was to model it out of Foamex. Foamex is light and can be easily bent and scribed, both attributes necessary for what was wanted.

As it turned out, this approach proved unworkable as the sea wall front is not flat vertically and trying to bend it both horizontally to follow the coastline and vertically to get the correct shape of the wall was impossible without the wall gaping in places. An alternative was decided upon, which was to cut the sea walls from XPS foam. This is a lightweight, closed-cell foam that is easily cut and sanded and, while quite rigid, it is also moderately flexible. The line of the track had been decided upon. That line was transferred to the foam and cut out.

The body of the sea wall was then glued with PVA to a thin strip at the back to form the small wall separating the footpath on the top of it from the railway track and ballast behind. Pins were used to hold the back wall in place while the glue dried, to keep the back wall tight against the footpath.

Once the glue was dried, a mix of Artex, black acrylic paint and a few drops of PVA were applied to small lengths of the wall. The reason for only doing small lengths at a time with the Artex mix was that, while the mix was still soft, it had to be scribed with the stonework. Given the size of the stones and the time taken, this proved quite a strain on the eyesight and was best done a bit at a time. The bricks were scribed into the soft mix with a scalpel blade, which proved difficult to get a consistently thin layer of Artex on the foam and particularly so on the front of the wall where it curved. In addition, where the Artex was thick, the scribe lines were too deep and called for careful sanding. For the front curve, a strip of sandpaper was wrapped around a piece of old broomstick, which proved to be about the right curvature.

Once scribed and sanded, the section was carefully brushed off to remove any dust and then sealed with a coat of acrylic primer.

Painting the stonework in acrylic paint proved to be a laborious process as reference to pictures of the sea wall showed that not only was each stone a slightly different tone to its neighbour but also that the colour of the stone varied according to the time of day and the weather.

One feature of one of the walls was a set of steps leading down to the beach with some railings at the side. Initially, it was intended to model these as one piece with the sea wall, but as the steps are occasionally partially covered at high tide, it was decided to produce two separate sets of steps, which would be fastened to the beach, allowing for one of them to be partially hidden by our 'sea' when depicting high tide. The railings were 3D-printed on a filament printer and the steps were resin-printed.

# LAYOUT | N | HUNTERS LANE

Overgrowing buddleia is starting to block the view as a Virgin-liveried Class 390 Pendolino races south past the Network Rail signalling centre as Freightliner Classes 66 and 70 idle in the yard.

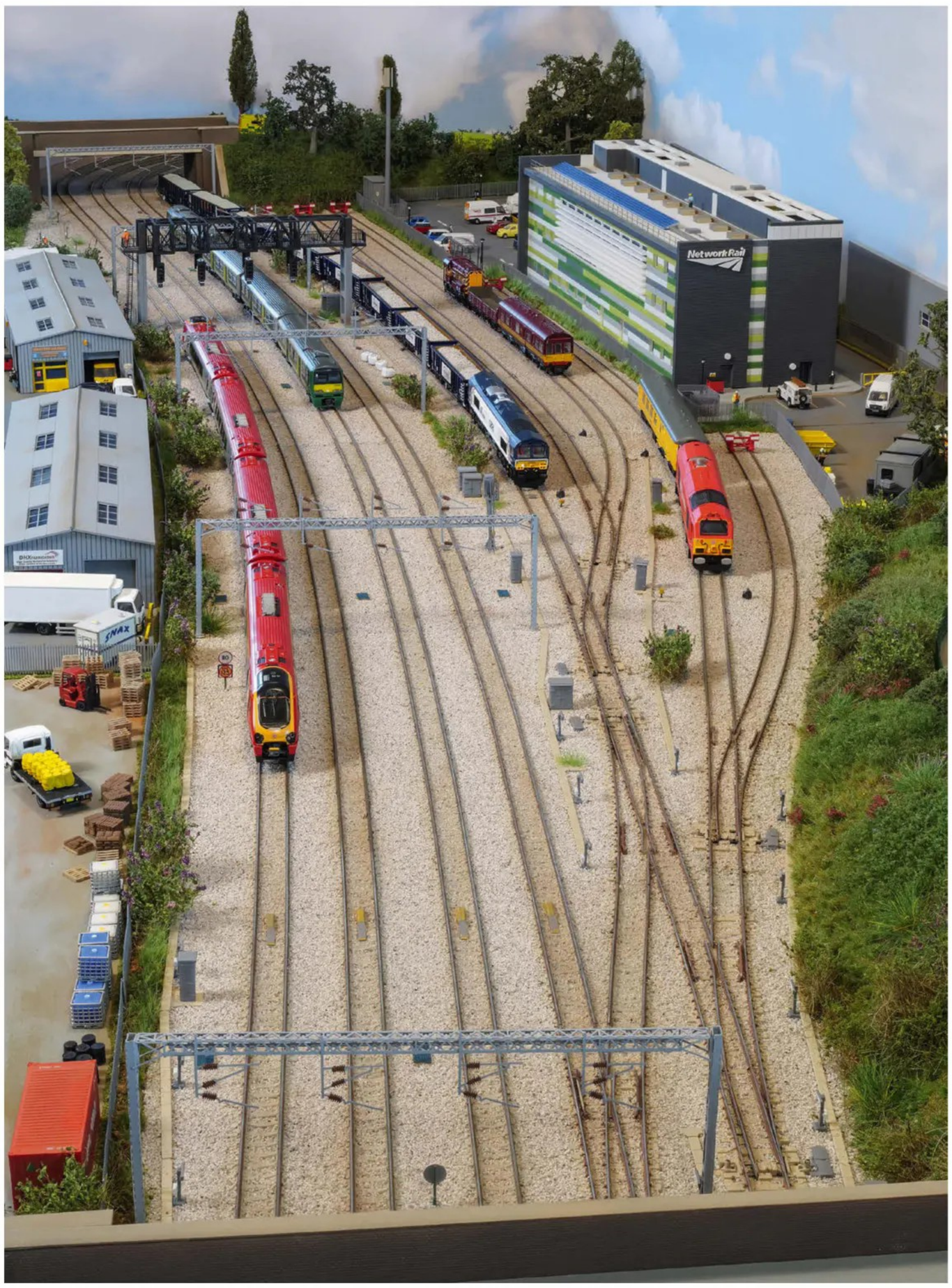
# TRAVELLING WEST

Finally getting his hands on the Class 390 Pendolino was the trigger for David Lund to create this fantastic N gauge layout, which depicts a small slice of the busy West Coast Main Line.

**Words:** David Lund **Photography:** Jamie Warne

## FACTFILE

**NAME:** Hunters Lane
**SCALE/GAUGE:** 2mm:1ft scale/9mm gauge/N
**SIZE:** 8ft x 2ft 6in
**ERA/REGION:** 2010s/ Fictitious location on the WCML loosely based on Rugby and Nuneaton
**LAYOUT TYPE:** Continuous Loop




An overall view of the layout with the yard to the right and the industrial estate on the left. A Virgin Class 220 Voyager is about to overtake a London Midland Class 321 heading north, while a GBRF aggregate train has just entered the reception road.

## The concept

'Hunters Lane' was always intended to be a small slice of the West Coast Main Line around the period 2005-2015, as this was when most of my stock dated from, but it was also my intention to capture the feeling of the massive upgrades that took place during this time, when pretty much the whole route was rebuilt from the ground up. The layout needed to be portable and compact, comprising two boards measuring eight feet by two and a half feet in total. A four-track main line was a must, and whereas my previous layouts had tended to feature simple trackplans passing through deep urban scenery, this time, I wanted the railway itself to be the scenery with long trains passing sidings and a strong emphasis on capturing the upgraded railway's modern infrastructure.

Using Google Maps to find interesting locations on the real WCML as inspiration, my thoughts bounced back and forth between basing the layout on the approach to Stafford and the approach to

## About the Modeller

**Name:** David Lund
**Years modelling:** 30 years
**Favourite Era/Region:** WCML, 2000-present day

The West Coast Main Line has fascinated me ever since a trip to Crewe aged 13 in the early 1990s. The sheer diversity of stock, including a Class 101 in BR green, amazed me, and the line has captured my interest ever since. My last two layouts were both set around the West Midlands and 'Hunters Lane' continues this tradition. Having always modelled in N gauge, I am someone who wants to sit back and watch long trains pass through urban scenes, and to me, the WCML offers the perfect inspiration for this kind of layout.

I can date the origins of this layout quite precisely to January 2015, when the production of Revolution Trains' N gauge Class 390 Pendolino was confirmed. Having always described myself as a 'contemporary' modeller interested in the WCML, the lack of an N gauge Pendolino had effectively frozen my modelling era to the early-2000s, as the most up-to-date express train I had was my Poole-built Graham Farish Virgin Trains Class 87/Mk3 set with a Dapol Driving Van Trailer.

The announcement of the Pendolino meant modelling the present-day WCML was suddenly possible (I had attempted to make my own 3D-printed 390 set but it wasn't entirely convincing). As with the Farish Class 350 and plenty of suitable freight locomotives in my collection, the Pendolino was an important missing element. The trouble was that in 2015, and even in 2018, when the Pendolino models finally arrived, I was in the middle of a 10-year gap between layouts due to both space and financial constraints. Nevertheless, the plans for 'Hunters Lane' began to fill a sketchbook, and by the time of a house move in 2021, I was itching to get going.




The layout was designed so that the railway passes both in front of and behind urban scenery. In the foreground are the laser-cut industrial buildings, while dominating the scene is the Network Rail ROC, which required extensive masking during the painting of the complex-coloured panels.

Rugby, with the latter winning once I realised that the striking Rugby Rail Operating Centre (ROC) had opened in 2015, just at the end of my imagined timespan for the layout. The building was so colourful and modern and central to the upgraded infrastructure I was hoping to capture, that it became the core of my plans for the layout with everything else designed around it.

The track layout itself followed on fairly quickly after this, with the four main lines in the front with a reception loop and four sidings intended for permanent way trains at the rear. The reception line also continues as a fifth line heading off to the right-hand end of the scenic section to imply that there are further sidings and possibly a large station off-scene. Although very loosely based on Rugby, and with the ROC dominating the layout, 'Hunters Lane' is very much a fictitious location; however, an amalgam of various places that allowed me to capture the feeling of this busy stretch of railway somewhere in the Midlands.




All the buildings on the layout were designed and made from scratch. Based on real buildings in different locations, the intention was to create as realistic a scene as possible.



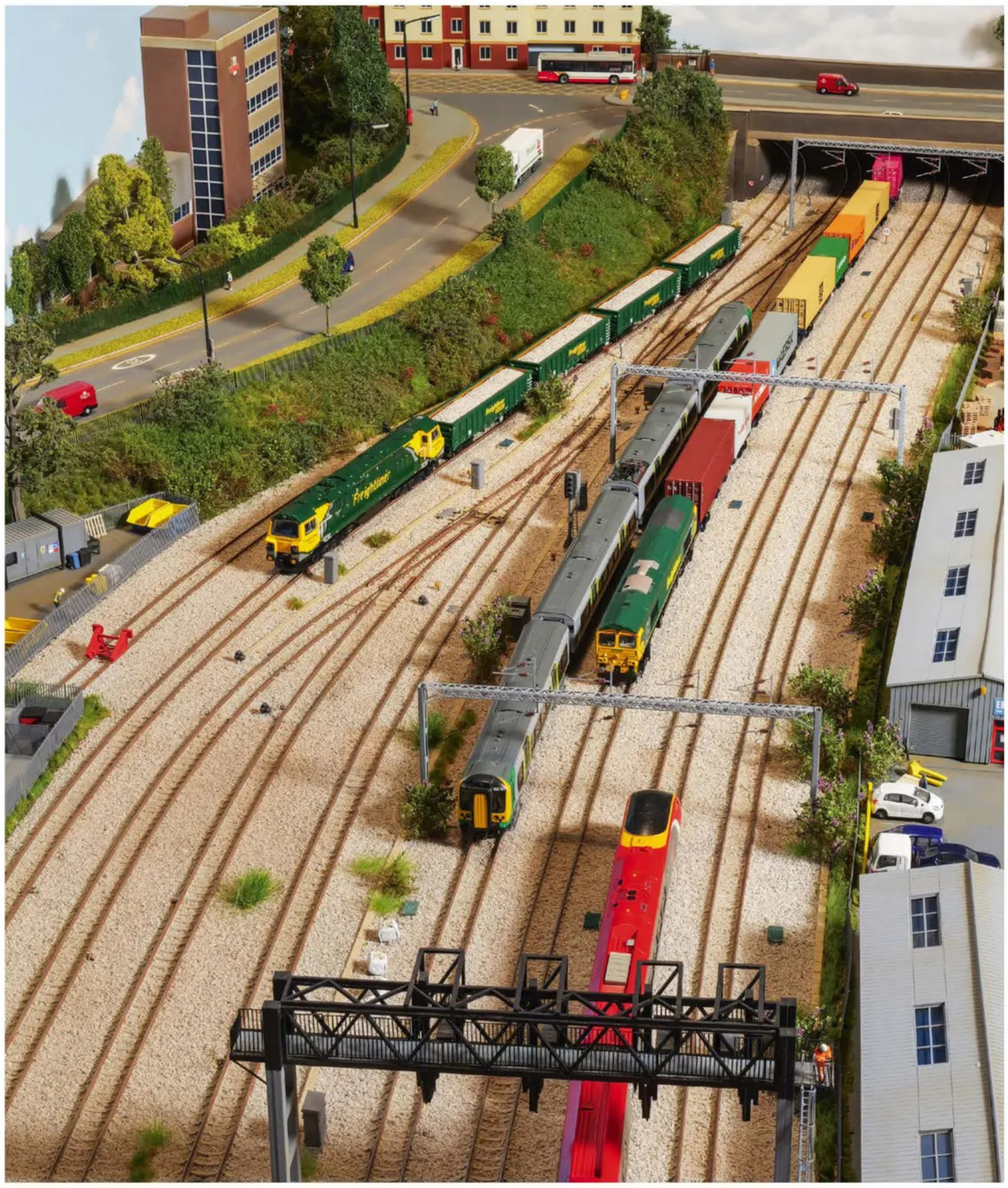

> "The pleasure of building a model railway for me is in making the scenery that surrounds the railway as realistic as possible."

Looking north along the tracks, a Virgin Class 390 Pendolino powers south as a Freightliner Class 66 on a car train moves into the yard. While the layout represents the ballast as freshly laid during the WCML route upgrade, it looks as though more renewals are due with a Network Rail train waiting in the siding.

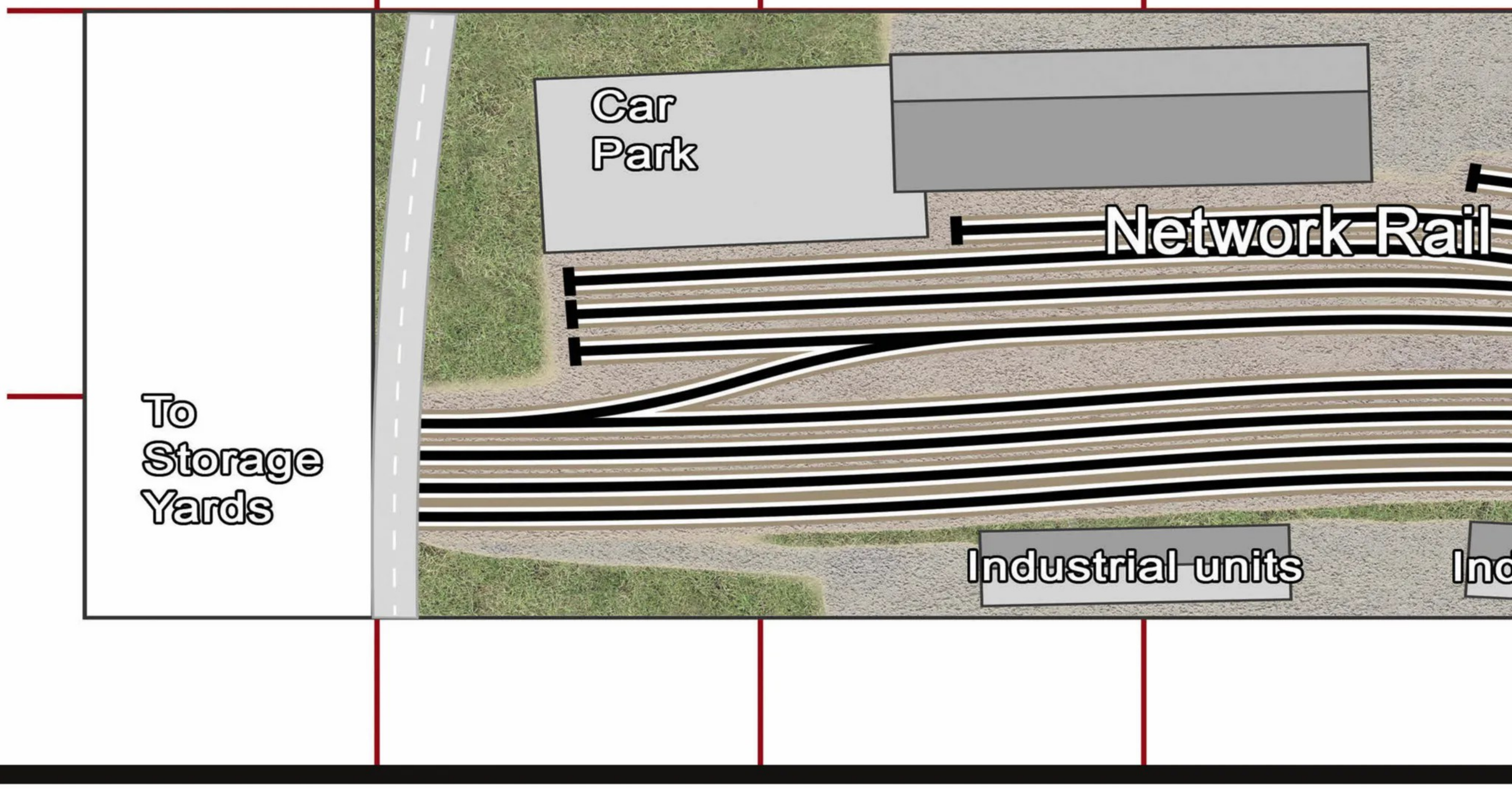
## Creating the scene

The pleasure of building a model railway for me is in making the scenery that surrounds the railway as realistic as possible. My long-standing approach for this is to effectively treat the layout as a collage of existing places all blended together. For 'Hunters Lane', the ROC and the car park beside it were both taken directly from Rugby, while the bridge and road layout at the right-hand (southern) end of the scene was closely based on Nuneaton. Individual buildings such as the apartment complex, the Royal Mail centre, and the foreground light industrial units are all interpretations of real buildings, brought together to create an imaginary location that somehow still feels 'right.' Merging these into a coherent scene takes a lot of careful thought – where would this road go? How steep should this slope be? How do you access this car park? And I wanted to avoid the ultra-squashed compression that often blights otherwise excellently modelled layouts, making sure I allowed for enough space around each scenic feature without cramming too much in. The ROC car park, for example, is a good 15 inches long, while the road leading down from the right-hand overbridge descends on a correctly scaled incline.

I have written about my approach to both the scenery and trackwork in previous articles for BRM, but for both of these elements, I again wanted to try new methods I hadn't attempted before.



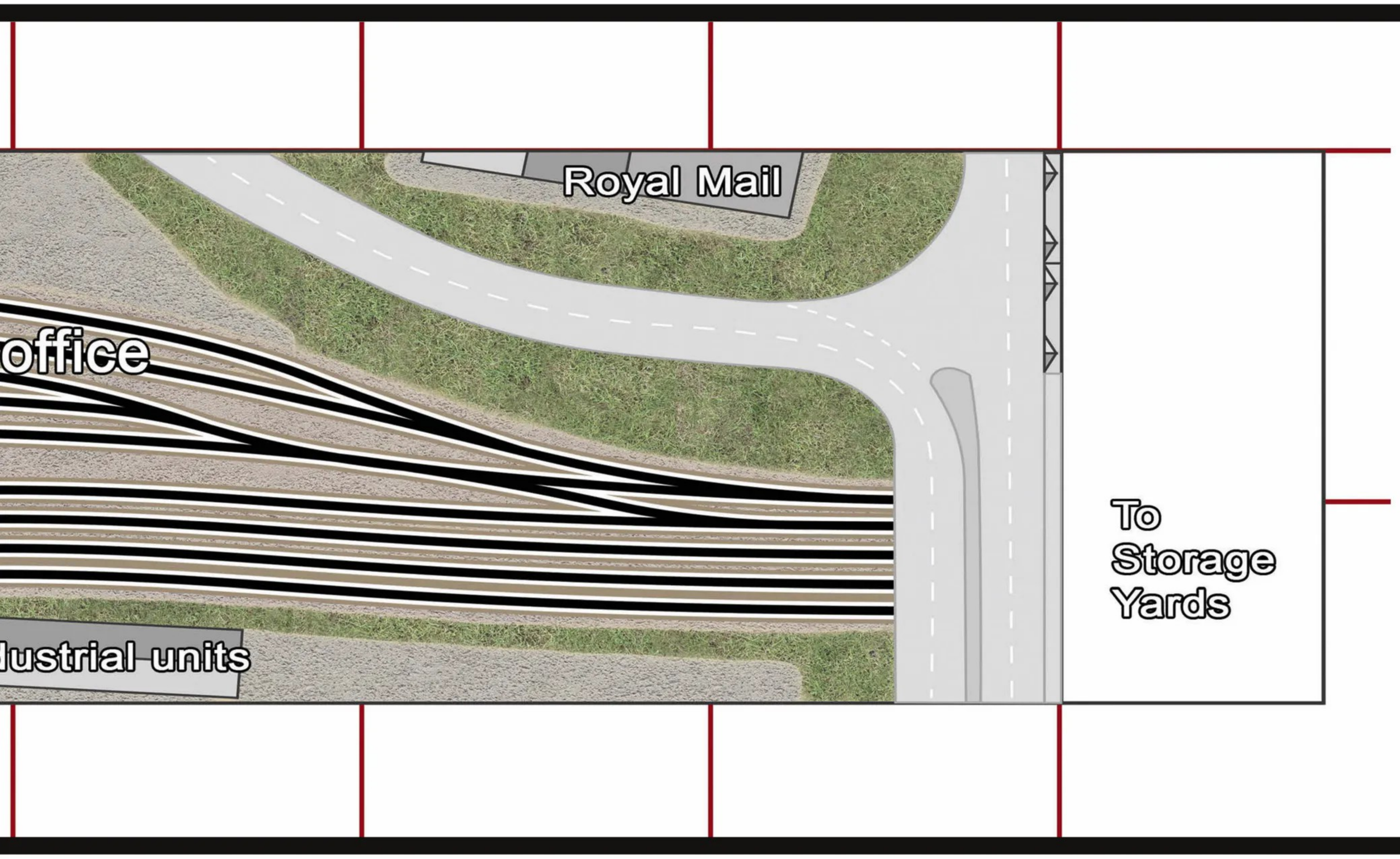
## TRACKPLAN



**LEFT:** A busy scene as a London Midland Class 350, a Virgin Class 220 Voyager and a Freightliner Class 66 on an intermodal train pass on the main line. A Class 70 has entered the yard from what is imagined to be an even larger set of sidings off-scene.

**RIGHT:** The signal gantry was made in the same way as the layout's buildings, drawn up in CAD before being laser-cut from Perspex sheet and assembled with additional detailing parts. The real gantries of this type are enormous, and even this miniature version dominates the scene.



For the landscaping, I made extensive use of the Martin Welberg range of scenic mats and I spent a long time experimenting with different ways of making realistic buddleia as they are such a familiar feature of the modern railway. Making plants look like actual plants rather than just abstract lumps was a challenge, but I feel these really add to the sense of realism in the scene.

For the track, I decided to add as much detail as I could, including the distinctive junction lamps that were installed during the WCML upgrade. These I designed and 3D-printed myself, but for many of the other lineside items, I was able to make use of what has been the biggest change in the hobby since I built my last layout 10 years ago, the proliferation of cottage-industry suppliers making 3D-printed and laser-cut parts and selling them on eBay. Drainage pits, point motors, Rawie buffer stops, and many other items helped to add the fineness of detail I was looking for.

People and vehicles were added to bring the layout to life, and with a lack of modern trucks and vans available from the Oxford Diecast range, I imported a selection of Tomytec 1:150 scale models from Japan and repainted them to represent British delivery vehicles. Similarly, figures from the Kato and Tomytec ranges were used as they have a much wider choice of people, including some up-to-date figures using mobile phones. The finest details were included in the front scenes around the light industrial units, with tiny slices of paper layered on the shelves of Severn Models etched brass delivery cages to represent fresh linen in bags ready to be sent out from the dry cleaners, and there are even a few N gauge cats loose on the layout if you can spot them.







**ABOVE:** An EWS Class 08 shunts a Network Rail snowplough next to the main car park while a Freightliner Class 66 on a container train thunders by. Trackside workers in the foreground are tidying up after a busy weekend of renewals.

**LEFT:** The foreground industrial scene was designed to frame particular views of the layout. A builder's yard was detailed using a variety of 3D-printed items available, being sold by inventive modellers on eBay and proved to be really important in capturing a realistic modern-day scene.

**TOP:** A Freightliner Class 90 heads north under the signal gantry as a broken-down car arrives at the garage for repairs. Many of the vehicles on the layout are Japanese models made by Tomytec.

**MIDDLE:** Trackside weeds are a common sight on the real railway, and the model buddleia took many different attempts before a realistic version was achieved. Their making was covered in a previous issue of BRM.

**BELOW:** An EWS Class 66 enters the yard on the reception road from under the overbridge while a container train and express both head north. The bridge and the road layout alongside are closely based on a real location next to Nuneaton station.







## Key features

The buildings on the layout were going to be the main features and so with these I was certain that I needed to push my modelling skills forward. Where I had previously made good use of Scalescenes scratch-building papers and worked mostly in card, I felt I needed a much crisper finish, so for 'Hunters Lane', all the buildings were made entirely from laser-cut Perspex. Drawing all the component parts in CAD, the ROC alone needed over 50 individual pieces, with the angled window louvres the most challenging element to make, although the masking required for painting the colourful cladding took the longest to complete.

All the buildings were painted using an airbrush and Vallejo acrylic paints and then lightly weathered. For the window frames, I decided to design bespoke metal etches as I wanted an ultra-crisp feel to them, particularly on the Royal Mail building, and these have really paid off, especially on the industrial units at the front of the layout where the windows and doors are so visible to the judging eye.

Modelling the WCML means getting the OHLE equipment right, thankfully, N Brass Locos ha long been supplying an excellent range of gantries. Their range does not include the most modern version of the catenary support arms that were installed during the WCML upgrade, however. So, I decided to design my own etches to be produced in stainless steel. Two types were drawn up and, when added to the N Brass gantries, they help to locate the layout in both time and space.







**ABOVE:** Twin Freightliner 86s head south with an intermodal train. Behind, a silver-liveried DB Class 67 waits in front of the Network Rail car park.

**MIDDLE LEFT:** A Cemex-liveried Class 66 passes the Royal Mail depot behind. Extensive use of the Martin Welberg range of scenic mats helped to create a realistic feel to the embankment, while trees from The Model Tree Shop and 4D Modelshop were used to complete the scene.




**BOTTOM LEFT:** As a Class 390 Pendolino zooms south, an EWS Class 92 hauling a rake of 45' container wagons emerges from underneath the bridge while an engineer's train slowly heads off-scene behind.

## Rolling Stock

Most of my rolling stock was collected before my 10-year absence from the hobby, and this was predominantly Farish and Dapol with a prized CJM Class 92 alongside. Revolution's more recent releases, including the Pendolino, the 321, and its own version of the 92 have been added to the fleet, while the recent Farish retooling of the Class 90 allowed me to add another WCML stalwart to my roster of locomotives.

Complementing the Pendolino and 321 are two 350s, two 220/221 Voyagers, a couple of 170s, and a Central Trains 150, while the freight stock is mostly EWS/DB and Freightliner at present across classes 60, 66, 67, 70, 90, and 92. Network Rail is represented by a Class 97 and two 86s, but future purchases will be required to introduce more Colas and DRS locomotives, and GBRF, in particular, is under represented as GBRF Class 66s are like hen's teeth to find at present; until the forthcoming Dapol and Revolution versions arrive later this year.

I am also lacking enough decent length container trains, as while I have had a rake of Farish FIA 45' container wagons for some time, until C-Rail's long-promised FSA/FTAs arrive, my Freightliner and GBRF sets are looking woefully incomplete. As container trains are the most frequent freight consists on the WCML, this does mean at present my layout has a little too much of a lean toward aggregate and coal traffic, with a few more unusual rakes such as Revolution's car transporters and various Network Rail wagons added for variety.

The operation of the layout is quite simple, with the two fast tracks looping around with no storage sidings (the only fast trains are the Pendolino and Class 220/221 Voyagers), and each of the inner slow lines running into two storage loops at the rear. With the four on-scene sidings, this allows me to stack a reasonable choice of trains to sit back and watch run round. Control is DC and the points are manually operated. In an ideal world, I would have preferred a much larger storage yard, but in 8ft by 2ft 6in, there is only so much room available.

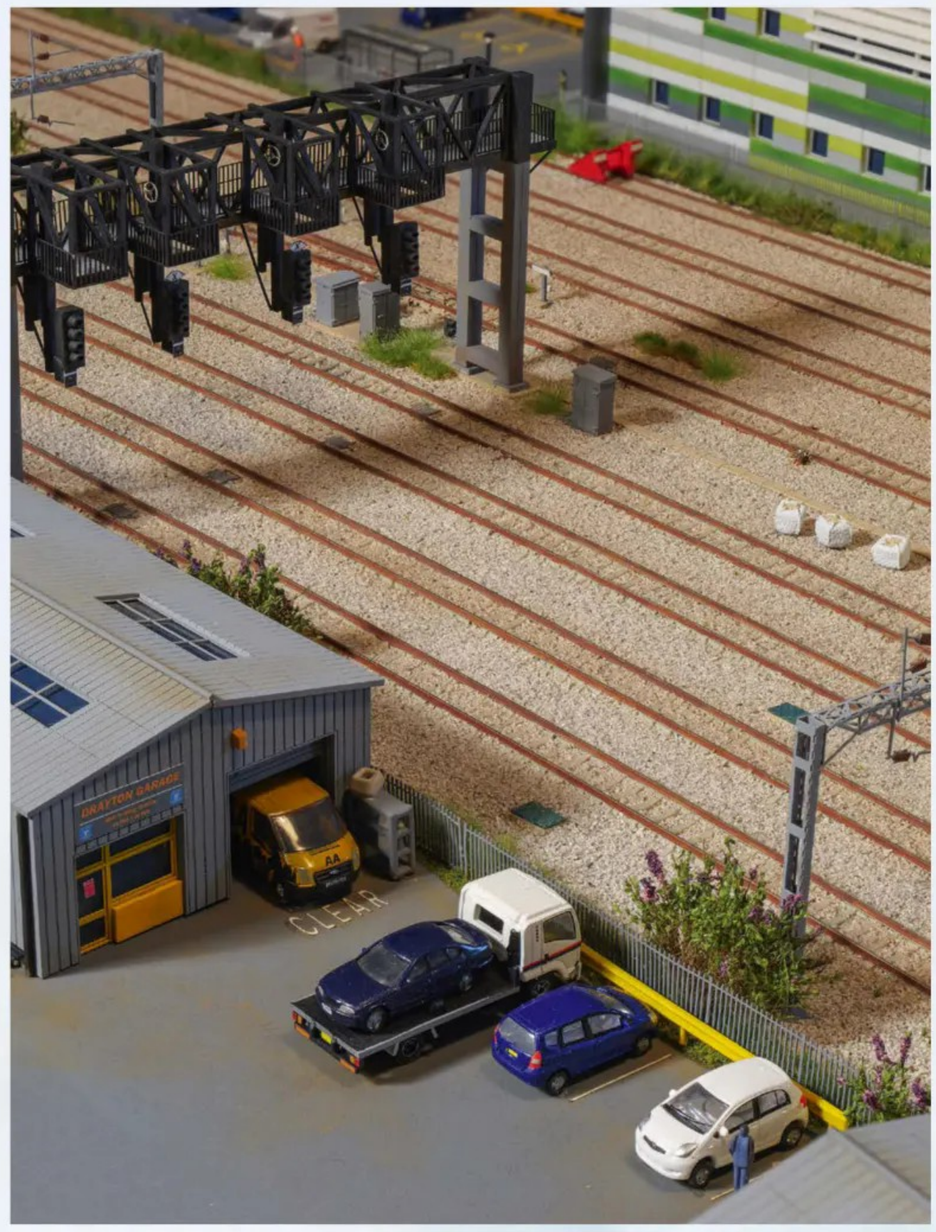
## Reflection

With the layout now 99% complete (there's always more room for a few extra details), I'm fairly satisfied with the result, and I think until I have the space for a much larger permanent layout, this is about as good a layout that I can produce given the size constraints of the two boards.

The WCML is, of course, the busiest main line in the country, so squeezing a slice of it into such a small space has been a challenge. The most difficult part of designing the layout was balancing the desire to fit lots in while at the same time leaving enough space for the scene to feel as realistic as possible. I feel the overall composition has been successful, though, and with the focus on getting the trackside infrastructure right, to me, the layout captures the freshly ballasted, neat and orderly upgraded WCML on a late summer's day just as I had intended.

**RIGHT:** Modelling the WCML in the 2010s after the hugely expensive route upgrade meant including a lot of trackside details such as drainage ducts, AWS ramps, junction lights, and, of course, the OHLE. The lightly weathered track is intended to capture the freshness of the permanent way during this period.

**BELOW:** A civil engineer with a head for heights inspects the newly operational signal gantry as Classes 321 and 390 pass underneath. Through careful composition, the layout appears much deeper than it really is, with the scenic section only 18 inches deep.




With an abundance of suitable N gauge stock being released over the next 12 months, my fleet will continue to grow, and it is highly probable that some as yet unannounced release will set my brain thinking about my *next* layout, just as the Pendolino did for 'Hunters Lane' 10 years before. ■



# 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

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

***Get the experts on your side!***

Ellis Clark
TRAINS

# Interested In Selling Your Collection?

Contact Dave



Or Contact Ellis... Or Albert!



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. At Ellis Clark Trains, we 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.***




## Get In Touch!

01756 701 451
dave@ellisclarktrains.com
ellis@ellisclarktrains.com

ellisclarktrains.com
Unit 2, Toller Court Short Bank Road Skipton BD23 2HG

# Getting Practical with...

## TOOL of the MONTH

### Hair Dryer




I'm not a patient modeller, and waiting for paint to dry is especially annoying. A little heat can speed the drying process up, at least to the stage where a model can be handled without lifting colour, or leaving fingerprints. I find this especially helpful when spraying, as several coats can be applied in quick succession, with less chance of the paint running.

As you can see in the water tower build elsewhere in this issue, a source of gentle heat can be useful when working with resin parts, too.

But buy a cheap one of your own. Other members of the family won't thank you for getting their hair dryers covered in paint!

# Ask Phil



### What's wrong with coffee stirrers?

A couple of people have asked why, for last month's wood wagon load, I used basswood that had to be paid for rather than the readily-available free coffee stirrers.

Well, my original plan had been to use them. I carefully cut a pile to length and sanded them. Then, I stuck the sticks together into a load, which wasn't very good. The stirrers aren't flat and become less flat over time. Made down to a price, the wood is cheap, and not very stable. It doesn't need to be for mixing drinks! Real wood loads are flat, hence the basswood.

Maybe I could dry them out under a heavy weight to solve the problem, but proper wood was just quicker for this job.

# New on the workbench

### TT:120 Tracksettas

Laying your layout with flexi track will normally look better than set track. Smooth and flowing curves are possible, along with formations that suit your model, not just what's available off the shelf.

Arranging smooth curves is easier with these metal guides that slip between the rails, holding the track while you pin it down. Better still, when used on track joints, you can easily ensure a nice smooth transition from one section to another.

Available for years in OO gauge, Peco has now released a range of seven radii and a straight section for 12mm gauge to suit TT:120, and anyone modelling 3-foot narrow gauge in 4mm scale. Nicely made, these are a one-off purchase, as you won't wear them out.




Phil Parker


Michael Russell

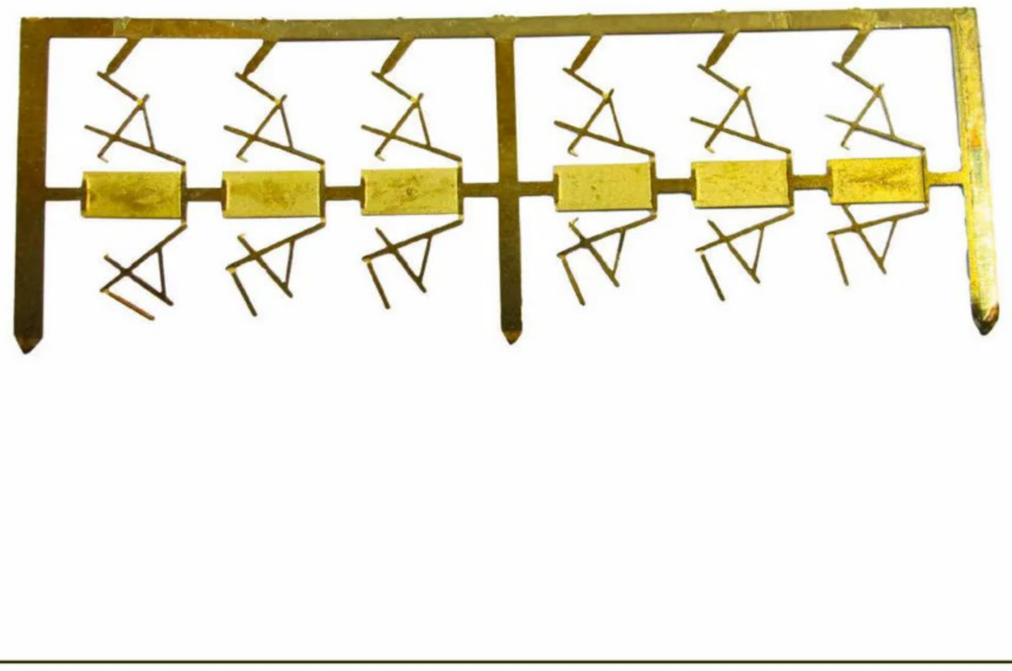

Tony Wright


Jamie Warne

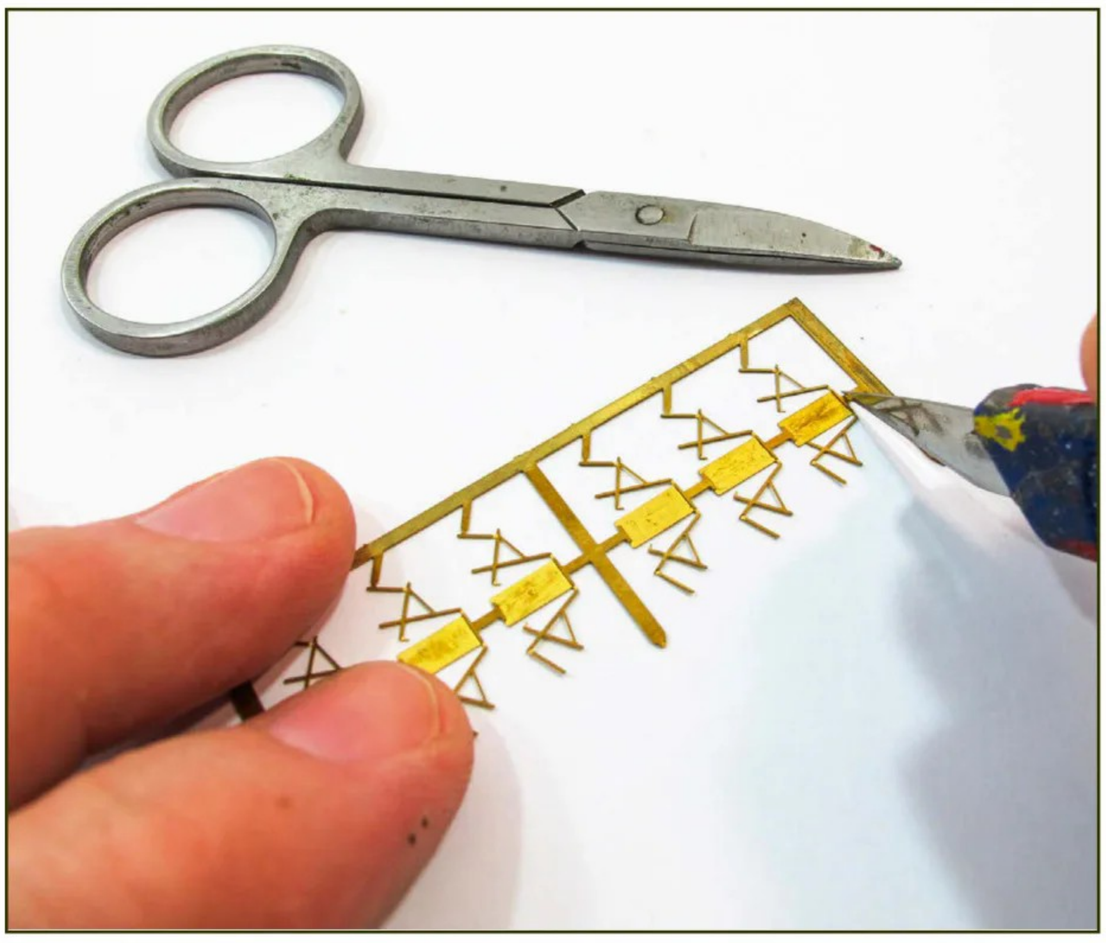

Darius Aibara

# Modelling 2mm scale deck chairs

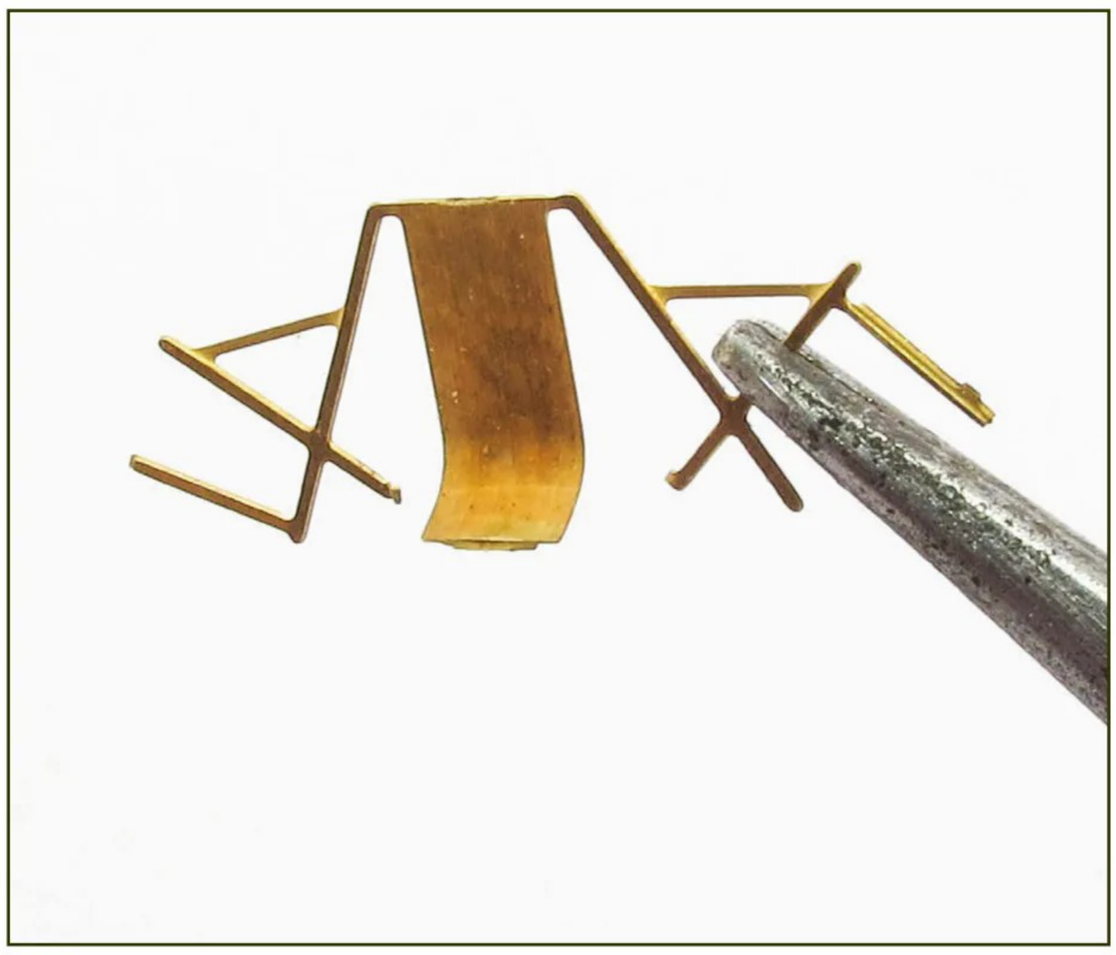
Spotting a new etched brass kit in Severn Models range, **Phil Parker** fancied a challenge.



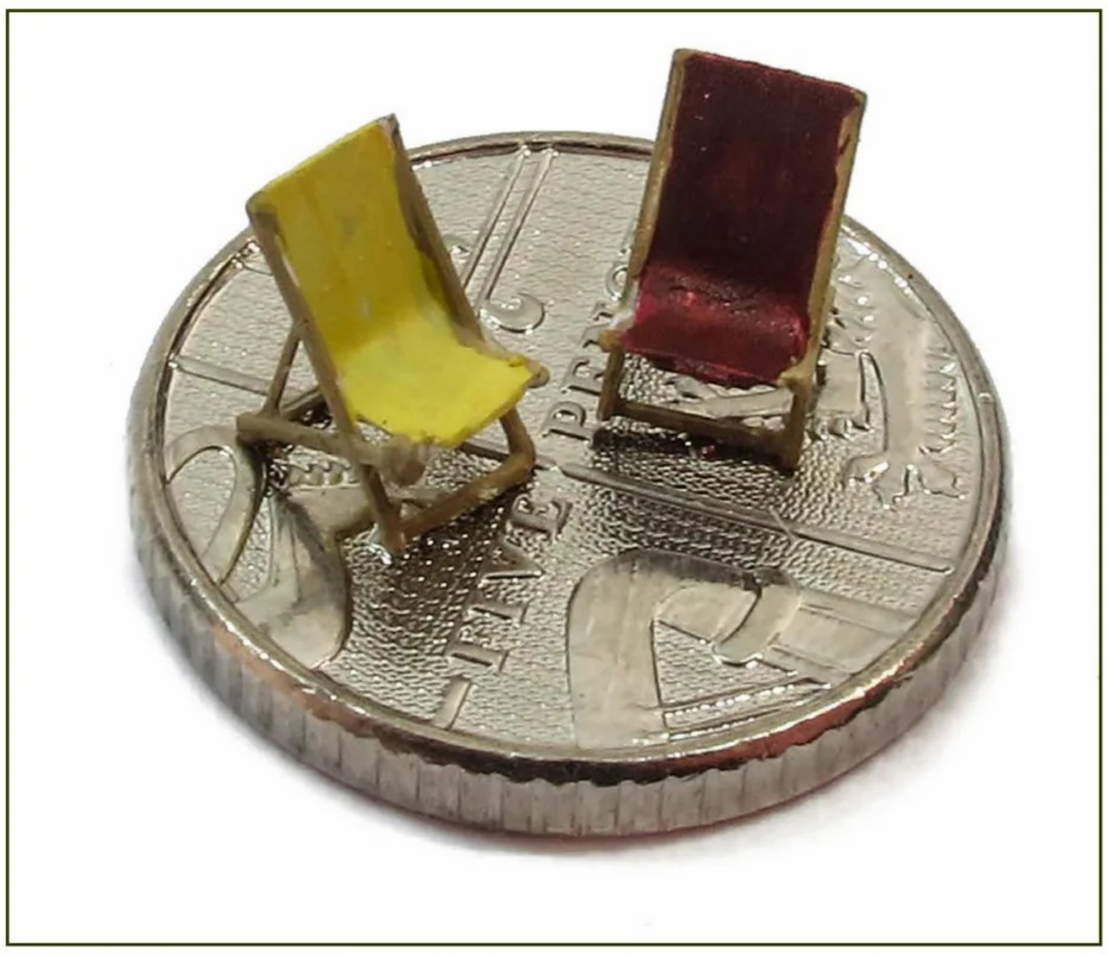
**1** The deck chairs are supplied on a flat brass fret, taped to a piece of wood so they don't bend in transit. The canvas on each one is 7mm long.



**2** Each chair is removed from the fret using a sharp knife to cut through the joining brass pieces. Small scissors will deal with any leftover tabs.



**3** The canvas is curved around a 2.5mm diameter drill bit, and then everything is folded (half-etch lines on the inside of the fold) following the excellent instructions. Small dots of superglue hold the cross-supports in place. And yes, it is fiddly. Very fiddly.



**4** Sitting on a 5p coin for scale, a couple of finished deck chairs. Each has been given a light spray of primer before being finished with acrylic paints. I did consider trying striped canvas, but this was a step too far!



# Model a single track rail bridge



Michael Russell

BRIDGES NEED to look realistic, but they also need to be strong, as many modern locomotive models are heavy. This model is laser-cut from birch wood and the rendition is typical of those found on Britain's railways from steam days into the modern era. I like the fact that the deck can be angled by up to 10 degrees, giving you some flexibility in positioning.

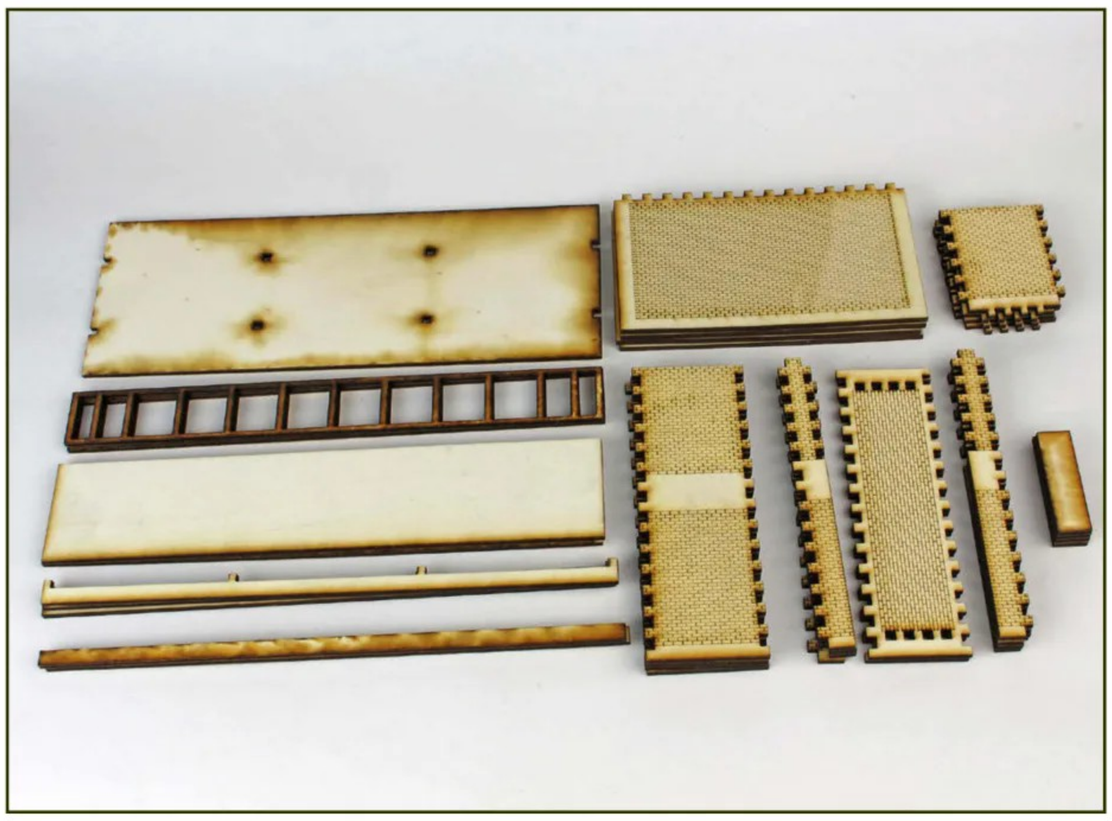
You need lots of clamps for this build, although you may be able to get away with some rubber bands and a few books. PVA glue and acrylic paint are used throughout. There are no runners provided with the kit and this saves you the job of having to free the parts, but it isn't so obvious if any parts are missing. You need to read all the steps beforehand as some of them overlap.

This kit is simple to construct and builds into a strong structure that will take the weight of any train you care to run over it.

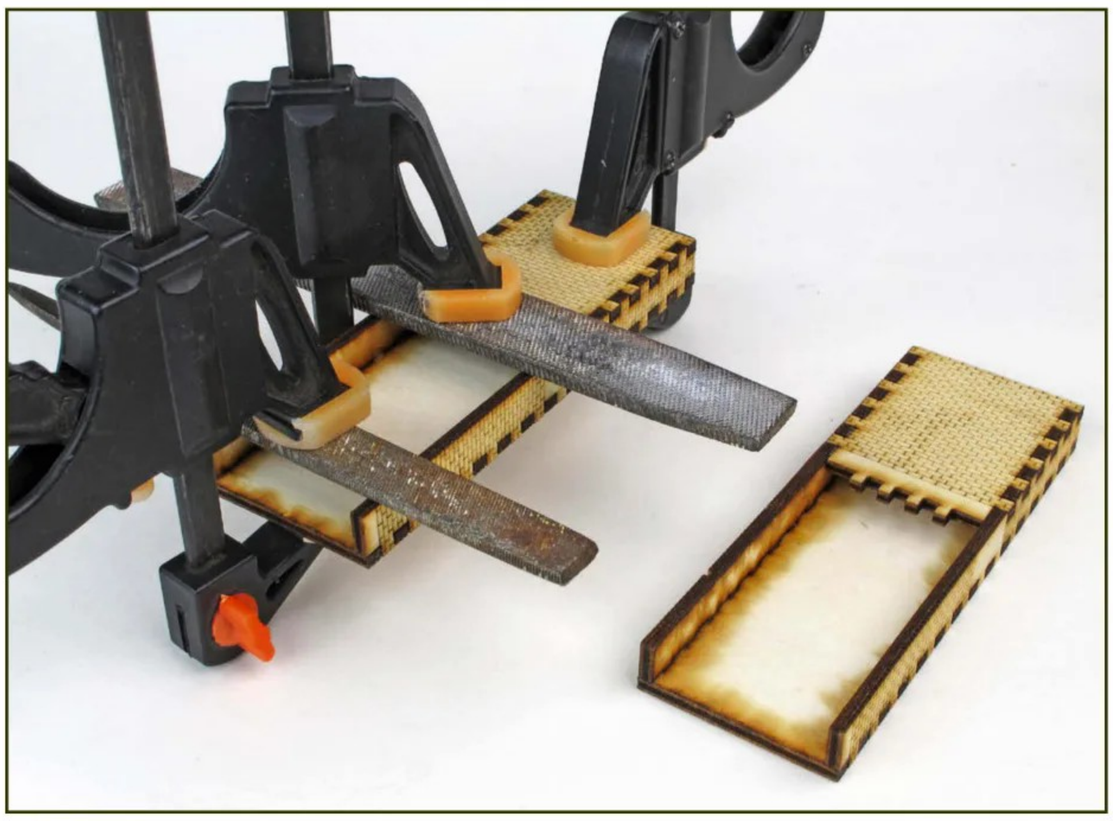
## WHAT YOU NEED

**In the Greenwood Laser**
BR002 Single Track Rail Bridge

**Other**
PVA glue, acrylic aerosol primer, black and white coloured pencils, craft acrylic paint, Indian ink, clamps, rag, steel rule, craft knife, heavy books, flat-bladed screwdriver, small mixing bowl, DIY files



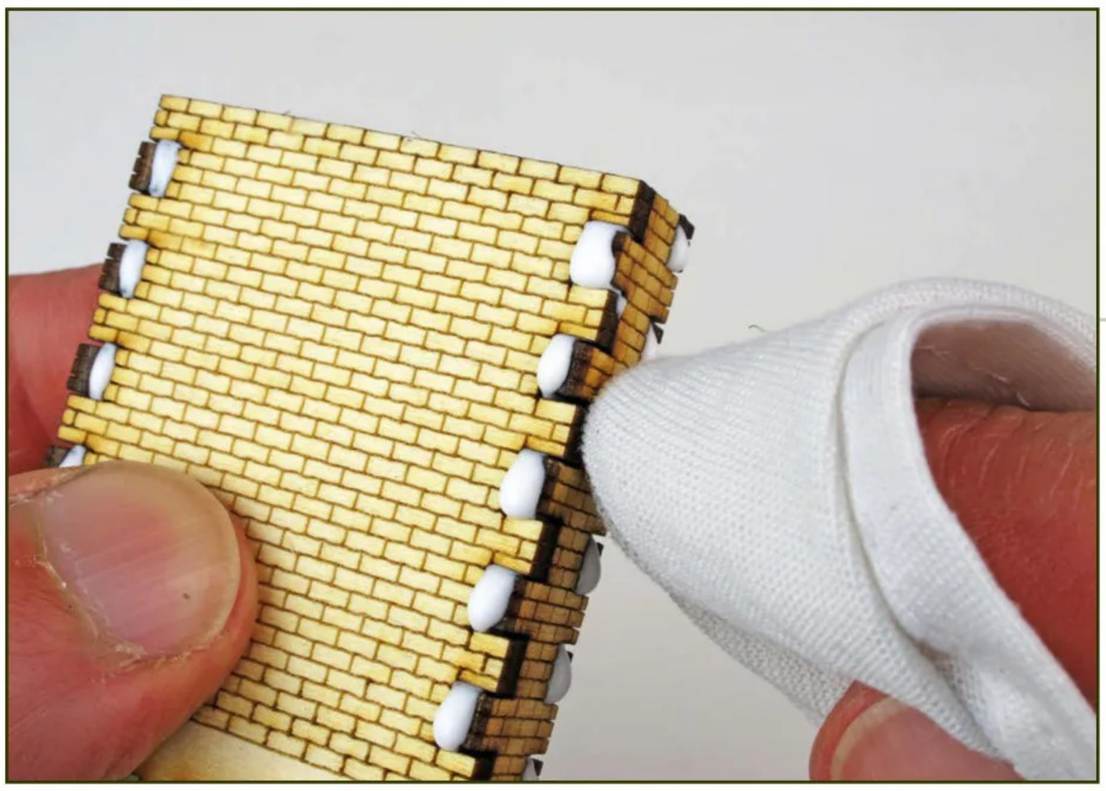
1 Check that you have all the parts by placing them in piles as they are laid out in the instruction illustration. This will also allow you to become more familiar with the parts and take away some of the mystique of the build.



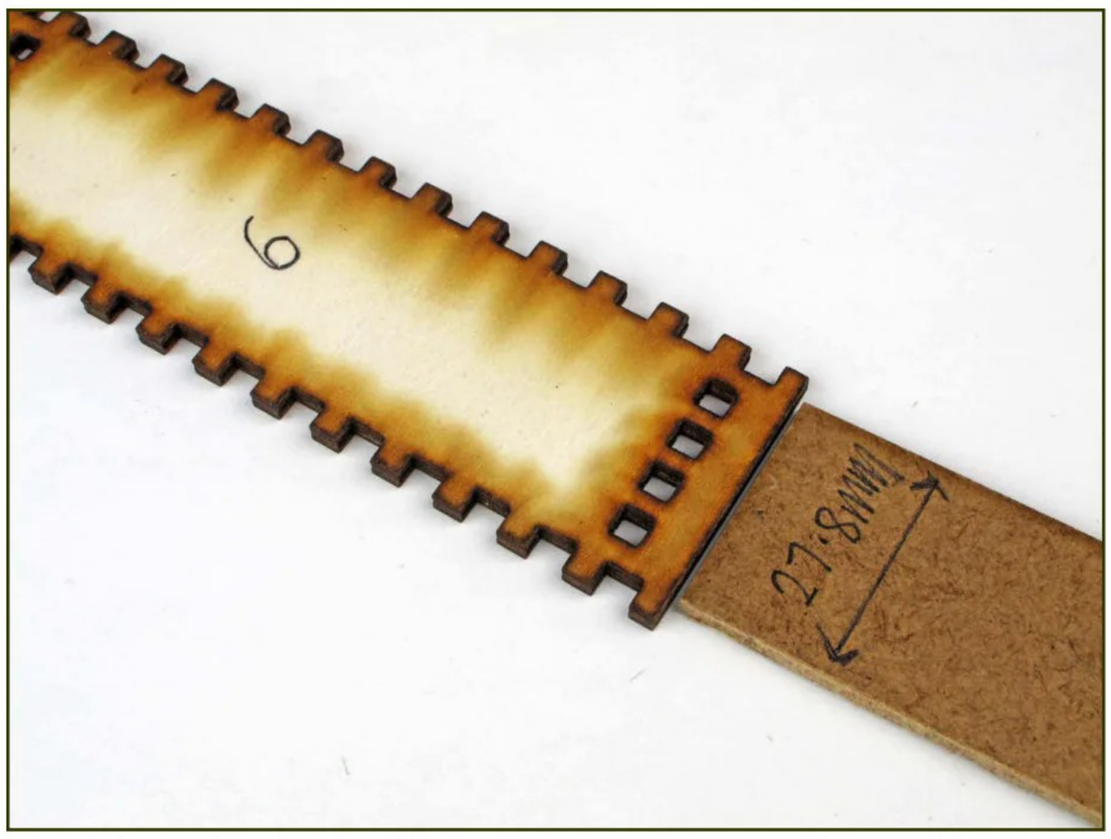
2 Assemble the abutments and clamp until set. Note the improvised use of files to clamp across the void. There are four abutment parts to assemble and they are all identical. Don't put glue on the inner castellations at this point.



3 In order to maximise strength, it is important to add glue at every contact point. Using a dispenser with a nozzle will allow you to quickly add small blobs in the right places.



4 When squeezed up, the joints may weep some glue. Wipe this off with a rag before clamping and try not to get in on the brickwork.

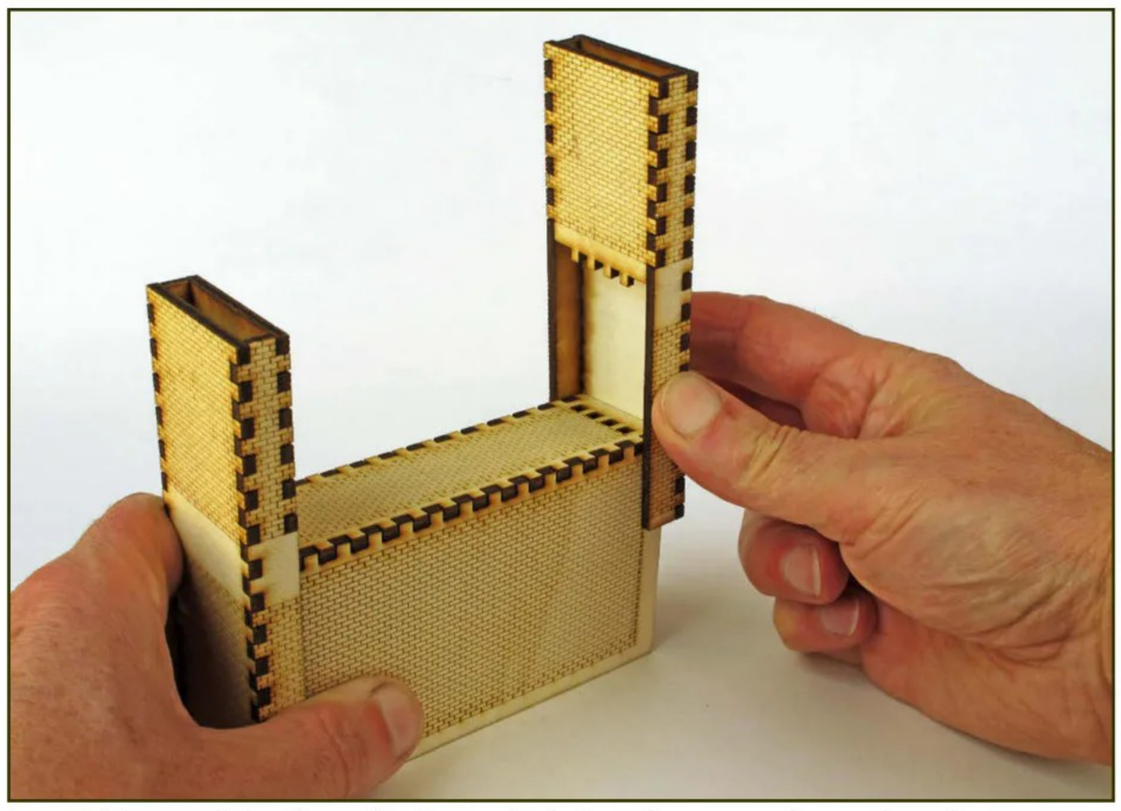



5 To make the build easier, use a spare piece of similar material to build a matching spacer for part 6. This wants to be 27.8 mm wide and about the same length as part 6.

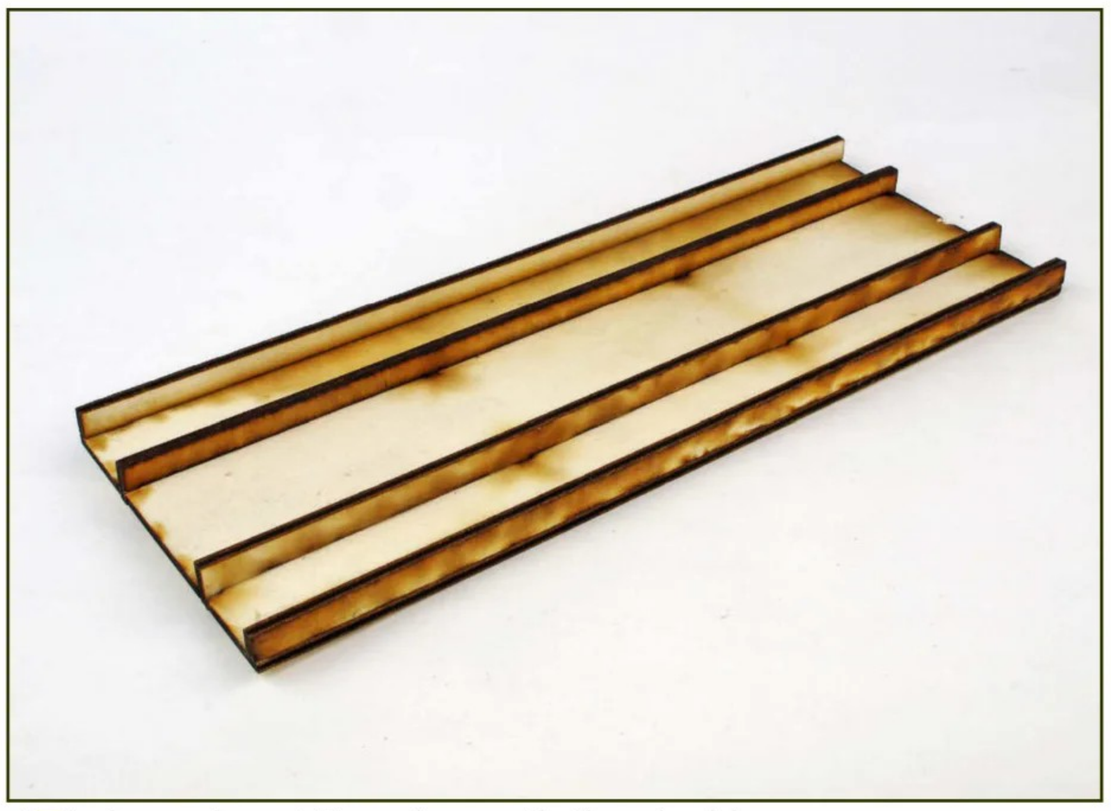



6 Glue parts 6 and 7 together and use the spacer to allow you to hold them in position using finger pressure. Move to the next step immediately without giving the glue a chance to dry.

# Getting Practical



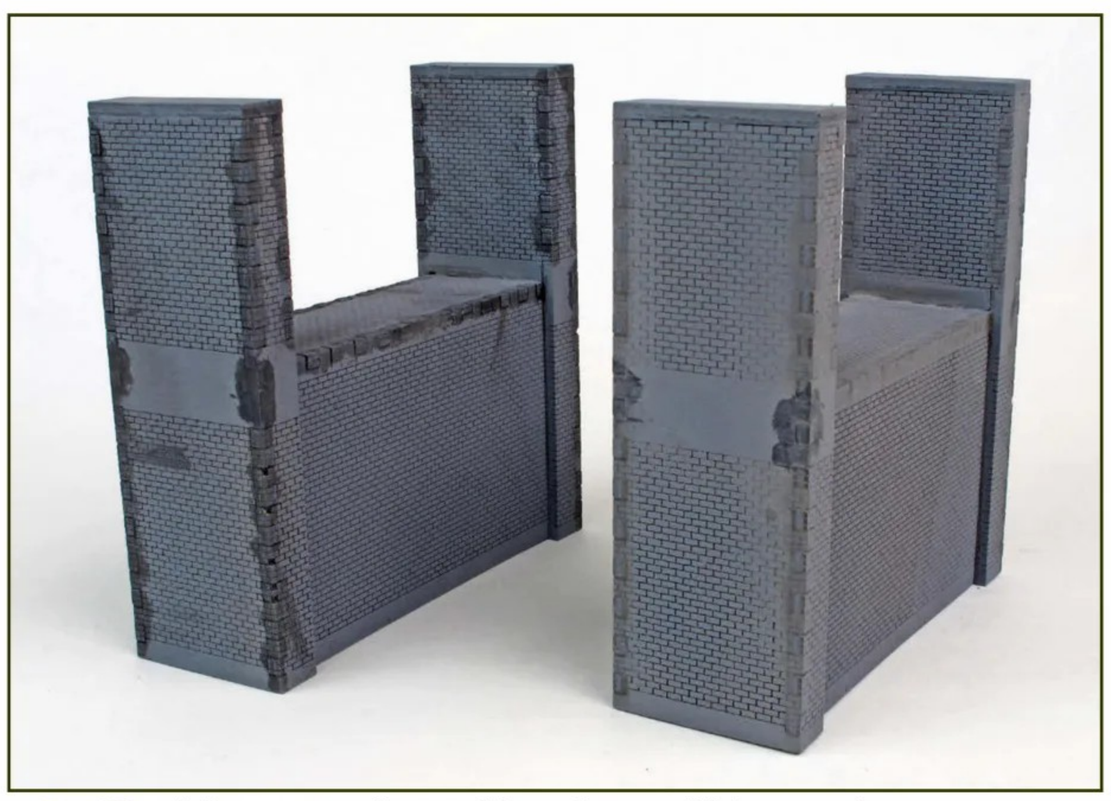
**7** Now slide the abutments into place and use books or clamps to hold the assembly together. You need to practise this and the preceding step without glue ('dry run') and then ensure that all the glue is in place first as you will have no hands free part way through.



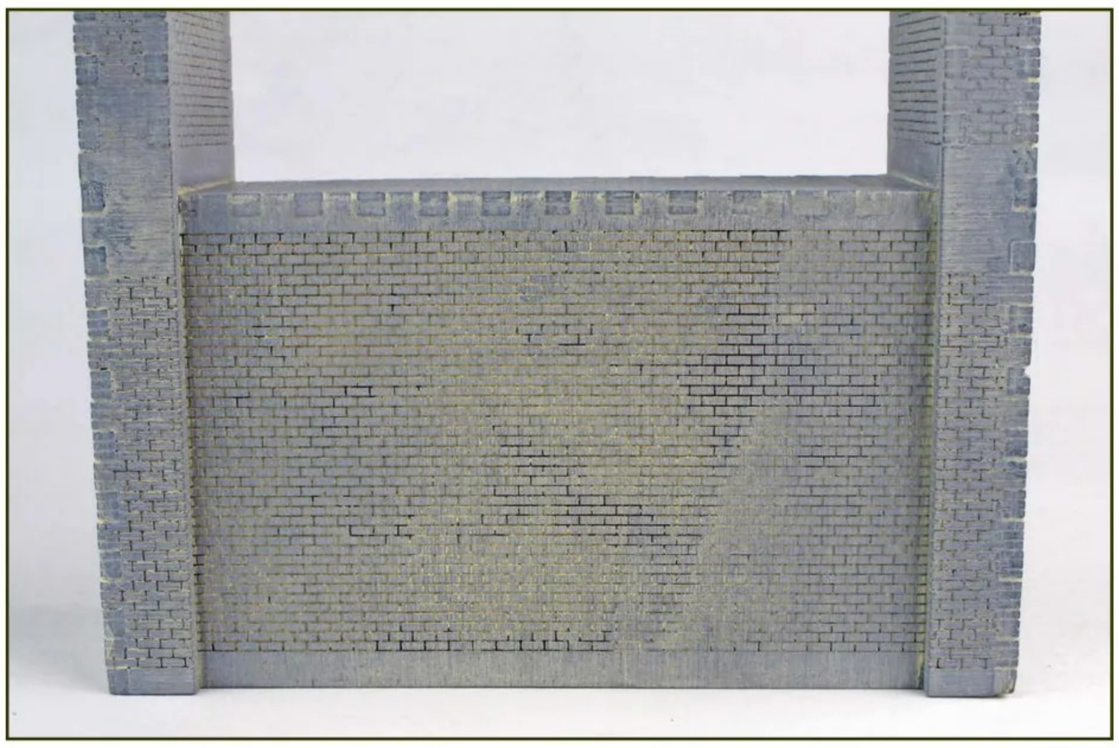
**8** I used part 9 underneath the decking (8) as per the instructions, but also glued parts 12 at the outer edges to aid spacing, form a stronger bond and to give a foothold for clamps.



**9** Stick the girder sides in place. As the capping parts (12) have already been used, I made new ones of the same size from thick cardboard and stuck these in place on the girder tops, as per the kit instructions.



**10** After spraying with primer, fill in any large gaps in the brickwork with household filler with a little grey acrylic paint added. Apply using a flat-bladed screwdriver or similar.



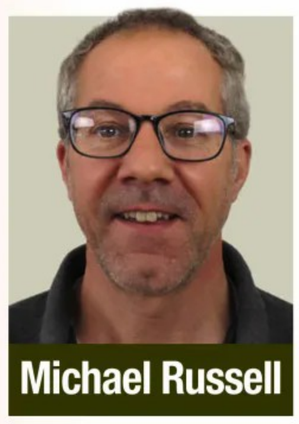
**11** Taking each brick surface in turn, paint with a mortar colour. Before it dries, rub with a rag to remove most of the paint, leaving some behind in the gaps between the bricks.



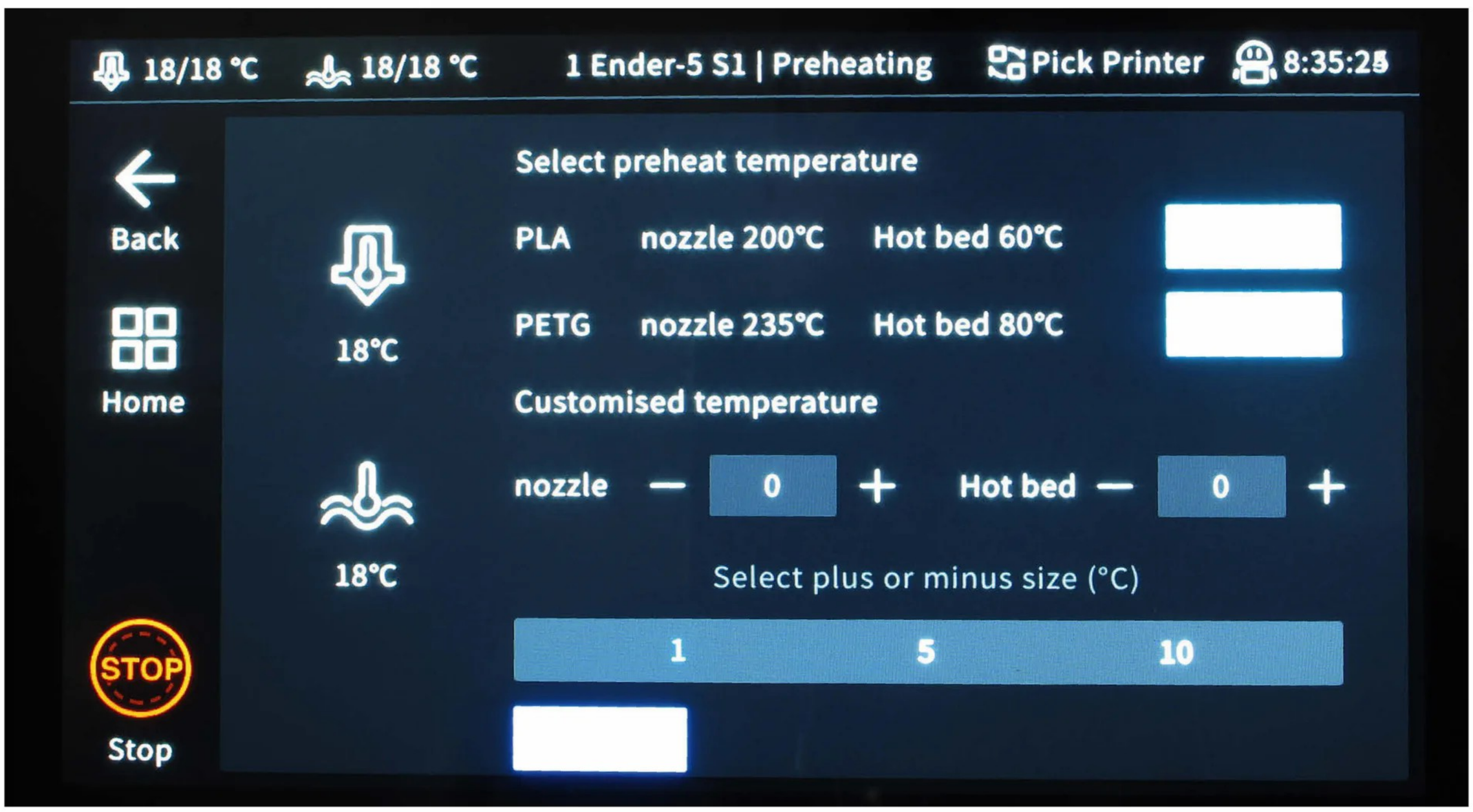
**12** Use black and white coloured pencils to randomly pick out bricks, using sweeping strokes to speed things up. Apply a wash of water and Indian ink. I painted the girder brown as an undercoat before weathering.

**Next Month: Michael will be sharing some top tips on how to weather this bridge.**

# Diary with a 3D printer: Klipper with Sonic Pad



Michael Russell




**One worthwhile upgrade involves providing better computing power to your 3D printer. This involves adding a tablet, or Raspberry Pi, along with software such as Klipper or Marlin. Creality provides an all-in-one easy option called a Sonic Pad, which is what I used.**

The Sonic Pad is a separate unit with a screen that you plug into the printer that disables the old firmware and screen display. Upon powering up, the unit tells you what to do as you go along and a manual is also provided and there are videos on YouTube. You will need to reset the z axis height and you should warm up the print head to get accurate settings. I would advise leaving the manual print head height settings as they are, though.

Once installed, the printer is accessible via Wi-Fi, meaning that you can enter the IP address in a browser in order to control it remotely. You can also send prints and start these from your desktop PC, although I couldn't get this to work using the Creality Slicer software; however, you can add a network printer in PrusaSlicer. Alternatively, you can control the printer using the larger touchscreen of the Sonic Pad. You can access the configuration files and change the way the printer operates. For example, I adjusted the coordinates of the ABL probe to get the auto bed levelling working correctly on my Ender 5 S1. The main improvement that you will notice is quicker printing time, as the unit can perform many more calculations in order to work out the most efficient way to print out objects.

Another advantage is that you can set-up input shaping. A sensor is provided to temporarily fit on the hot end for which a mount is required. Creality provides a downloadable model for you to print out or you may already have a modification that caters for this. My new hot end cover and probe mount that I fitted in last month's instalment both had the holes in place already. You can then perform a resonance test where the hot end is vibrated and the data collected to adjust future printing for improved print quality.




Adding a Sonic Pad is a worthwhile upgrade.

You can set up a camera, and monitor the printer remotely using the Sonic Pad. Large prints can take many hours or even days to print out, and it is important that you observe and take corrective action should things go wrong. You can then intervene to prevent filament waste and possible damage to the printer.

The Sonic Pad is very powerful and just about every piece of data and setting is available for you to adjust so that you can set the printer up just how you want it. If you want ultimate control over your 3D printer then this is a great option. If you don't want the added complexity, then you can just ignore the advanced menu options and still get a worthwhile upgrade.

The Sonic Pad comes with a desktop stand, but you may want to 3D print a stand that attaches to the printer enclosure for neatness and to improve ergonomics. Search for these on a site such as Printables.







# Weather a Class 08 shunter



Michael Russell

THE CLASS 08 was a common shunter that has been around a long time and are still seen on the national network. One has just been converted to battery power. Although shunter numbers have diminished, many have found new homes on preserved railways. Unless they were used as station pilots, they often spent most of their lives working in sidings and not receiving any attention from the cleaners, particularly during the BR corporate blue era. The weathering on these locomotives is distinctive, attractive and fun to replicate.

I have used acrylic paint throughout, but enamels will work just as well. If you don't have an airbrush, then dry-brushing will work, although patience is required to build up the effect gradually. You may want to fit the detailing pack before weathering.

It is always more of a challenge to weather locomotives at smaller scales, I find that a more delicate touch is required to avoid adding too much paint.

## WHAT YOU NEED

**Hornby**
TT3001M BR Class 08 0-6-0 08489

**Vallejo**
Acrylics: pale sand, black, light rust, dark rust, white,

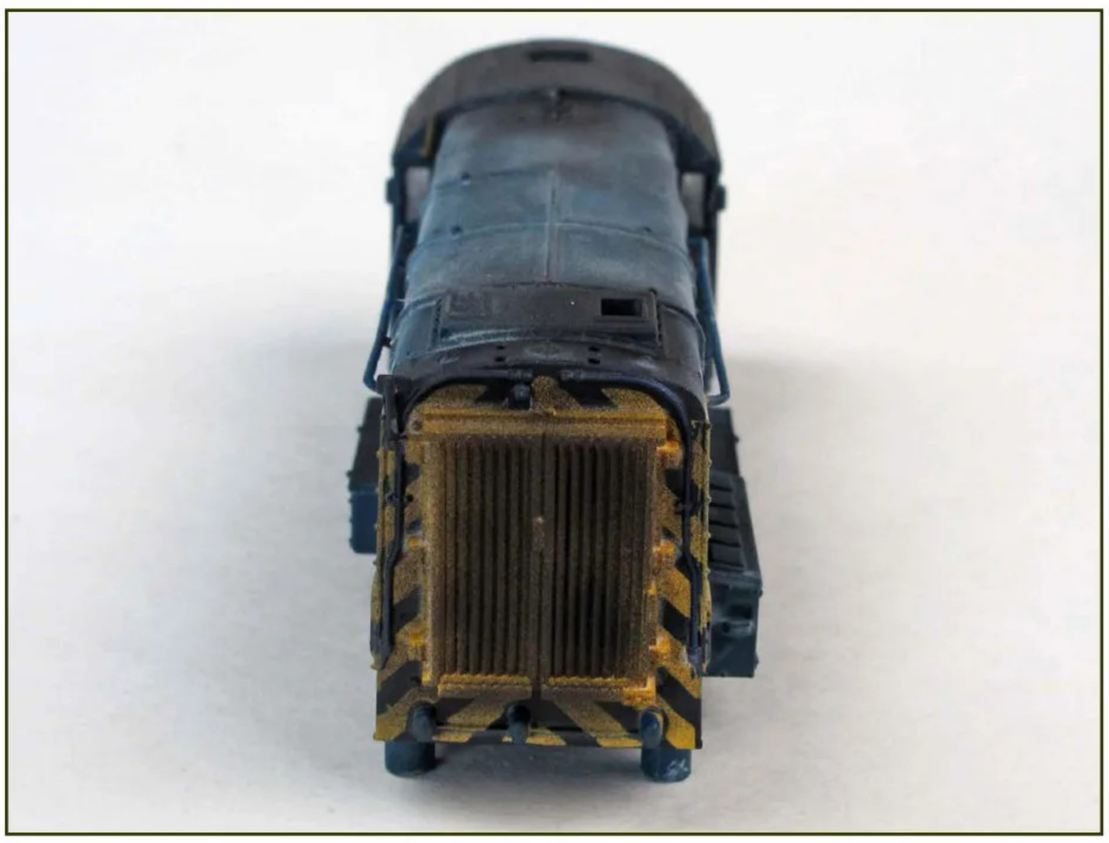
**Other**
Matt varnish, thinners, airflow improver, dual-action airbrush, small paintbrush, small screwdriver, paint stirrers, cocktail stick



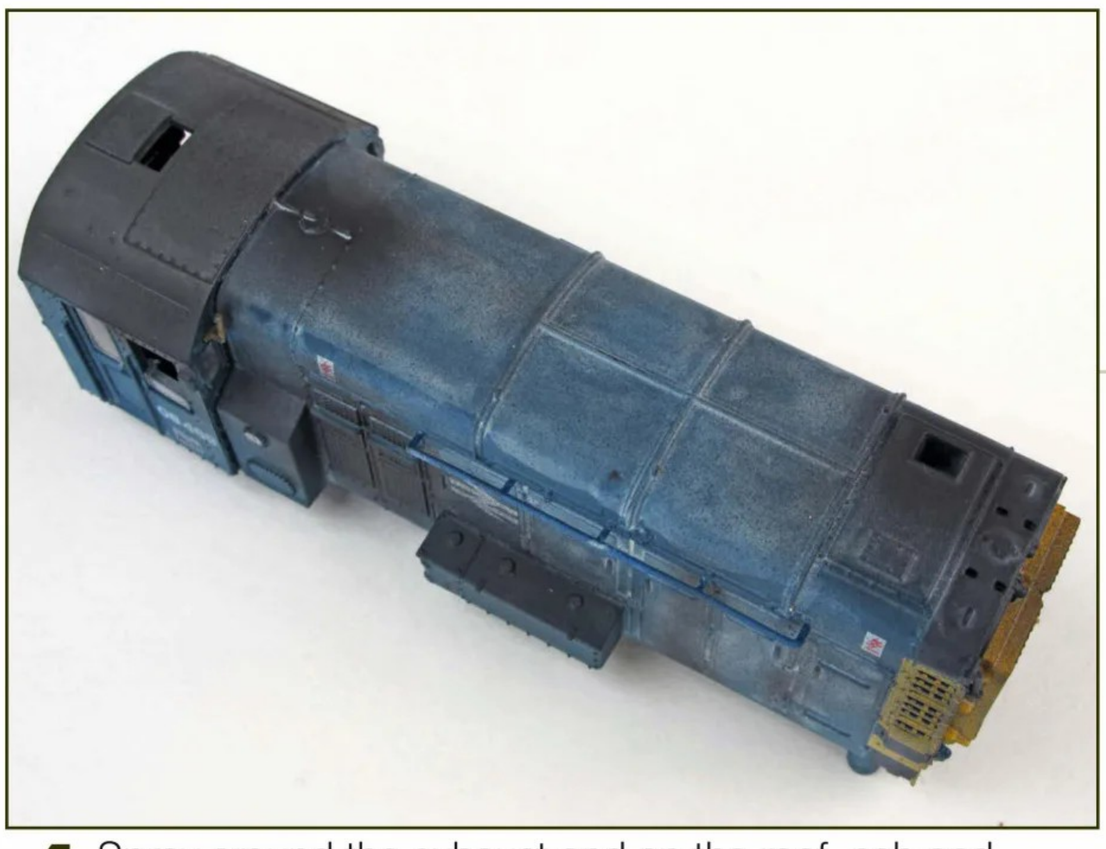
1 Separate the chassis from the body by undoing the four screws at each corner using a small screwdriver. Use a small cardboard tube or similar as a handle for the body whilst you paint it.



2 Take some matt varnish and add a small amount of pale sand to it, mixing it well. Brush this over the models, avoiding windows and the wheel treads and oiling points on the motion. Spraying will give you a more even coating.



3 Take some black and add a drop of pale sand to form a very dark grey. Spray this on the radiator shutters from different angles to ensure that all the fins are covered. Retain this mix for the following steps.



4 Spray around the exhaust and on the roof, cab and especially the area just ahead of the cab. Spray on horizontal surfaces, such as the top of the fuel tanks and the equipment/battery boxes.



5 Spray the dark grey mix on the body sides. There are often heavy accumulations around the louvres hiding the main generator.



6 Switch to the chassis and give the buffer shanks a spray from above and the buffer beams a general mist over. Spray the running plate sides to match the body side louvre positions and the top of the running plate.

# Getting Practical



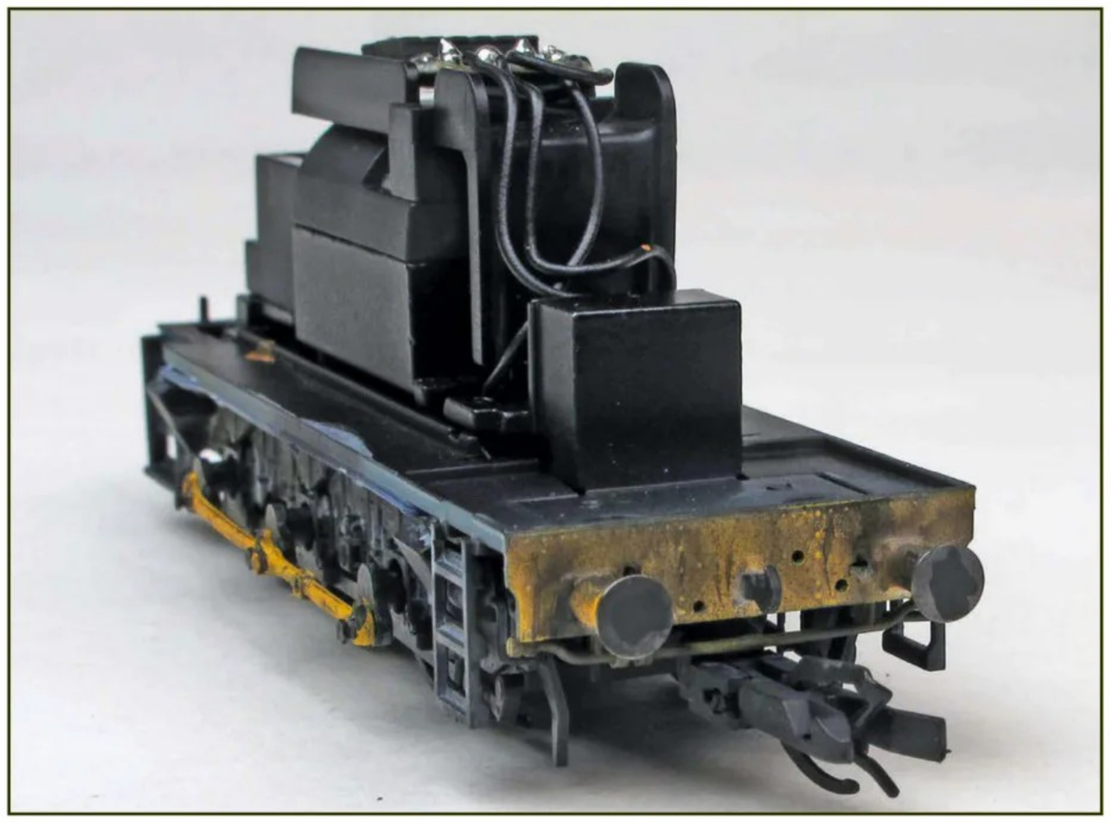

7 Using the same mix from the airbrush cup, take a brush, and paint lines between the engine room side inspection doors. Repeat this using light rust and on the equipment/battery box louvres, too.



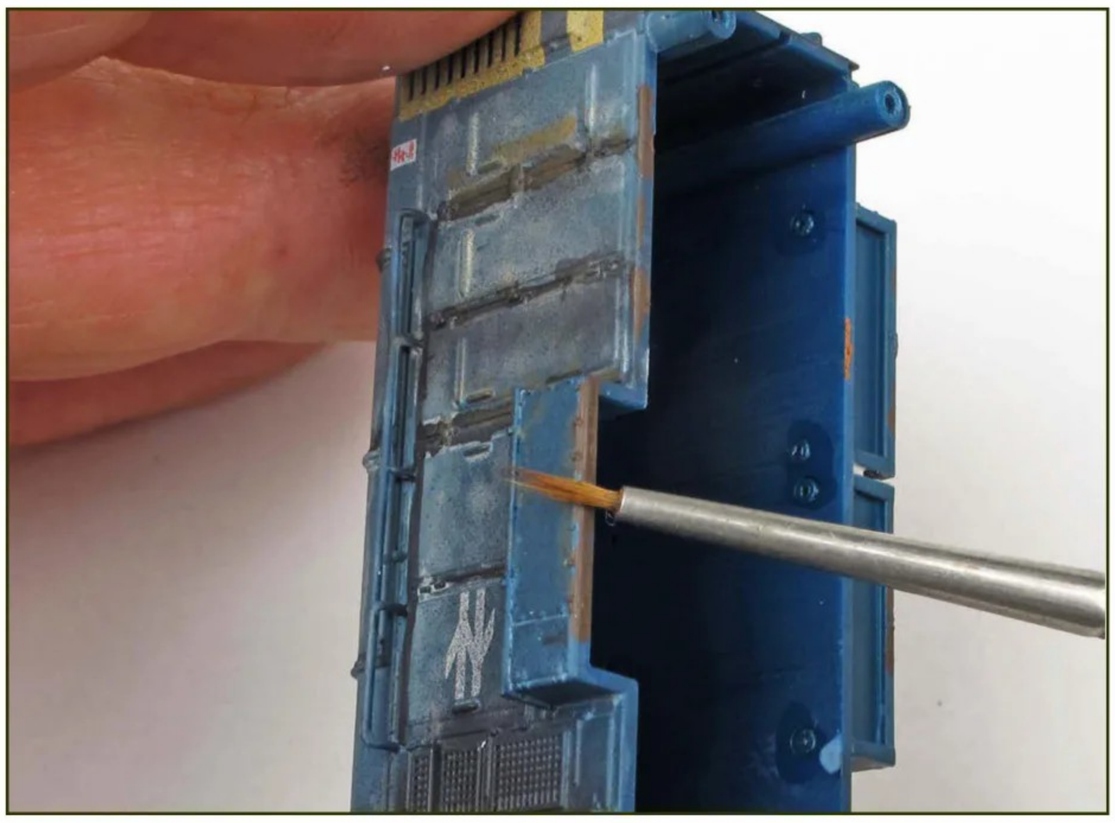
8 Mix black and pale sand again, but this time undiluted. Paint this on the wheel rims and on the coupling rod joints and a few vertical streaks on the rods themselves. Power the locomotive to revolve the wheels.



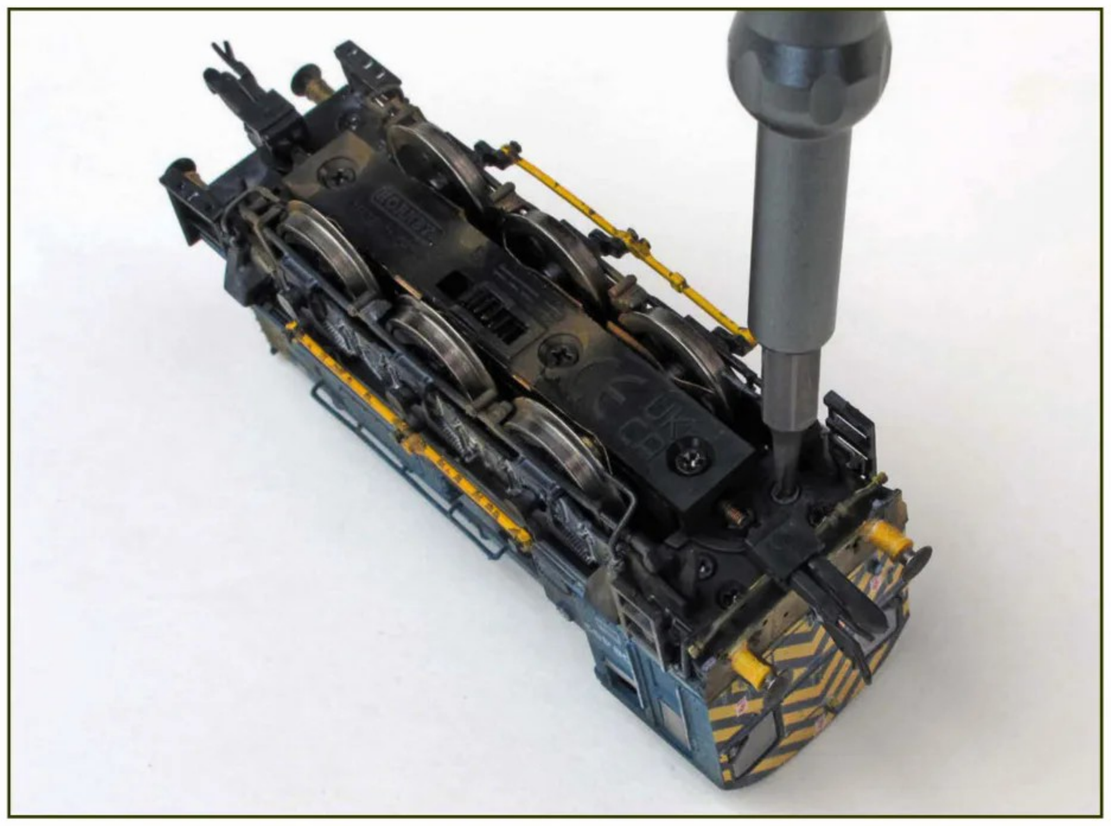
9 Refill the airbrush with a light rust mix and spray a small amount around the brake blocks on the chassis, one for each wheel on each side (this needs to be subtle).



10 Use a paintbrush to add the neat black and pale sand dark grey mix onto the buffer faces to represent oil.



11 Paint dark rust on the bottom of equipment/battery boxes - some will show on the lower body sides. Use a cocktail stick to add white to the cab handrails, but miss a few places so that it appears that the paintwork is chipped.



12 To avoid damaging your handiwork, reassemble the model only once the paint has completely hardened. This should take about 24 hours at normal room temperatures.

BEGINNER





# Building an O gauge water tower

**WHAT YOU NEED**

**Skytrex**
Rectangular stone water tower

**Other**
Gel superglue, 2-part epoxy, sharp knife, abrasive sticks, small surform, filler, paint, talcum powder.



Phil Parker

THE BLOODSTREAM of a steam locomotive is water, so, as Clive Barker explains on Page 116, railway companies went to great lengths to ensure a reliable supply along the line.

Of course, this means that modellers are going to need to find a way to add some water towers to our layouts. Even current-day modellers can't really escape, as Clive points out, there are still plenty out there!

In theory, these are often pretty utilitarian structures, potentially a simple scratch-build using suitable Plastikard, or even cardboard. Some towers were even supported on tubular legs – the old Airfix kit being a perfect example.

The exception is the Midland. Now, they took pride in the look of their water towers, with decorative brick or stone bases, and a tank made up of attractive castings. Lots of them. It's a clever idea, on site, simply bolt enough castings together, and any size tank is achievable.

Those castings are a problem in miniature, though. The best way to represent them is to make a single really good master and cast this, just like the prototype. Trying to scratch-build dozens of identical panels is a non-starter using traditional methods. 3D printing on the other hand – perfect for the job.

I'm using a 7mm scale kit from Skytrex. Someone has done the hard work. The model is made up of a small number of large components, delivering us a water tower 240mm high, 145 deep and 950 wide, quite a size, but not really a particularly large example.

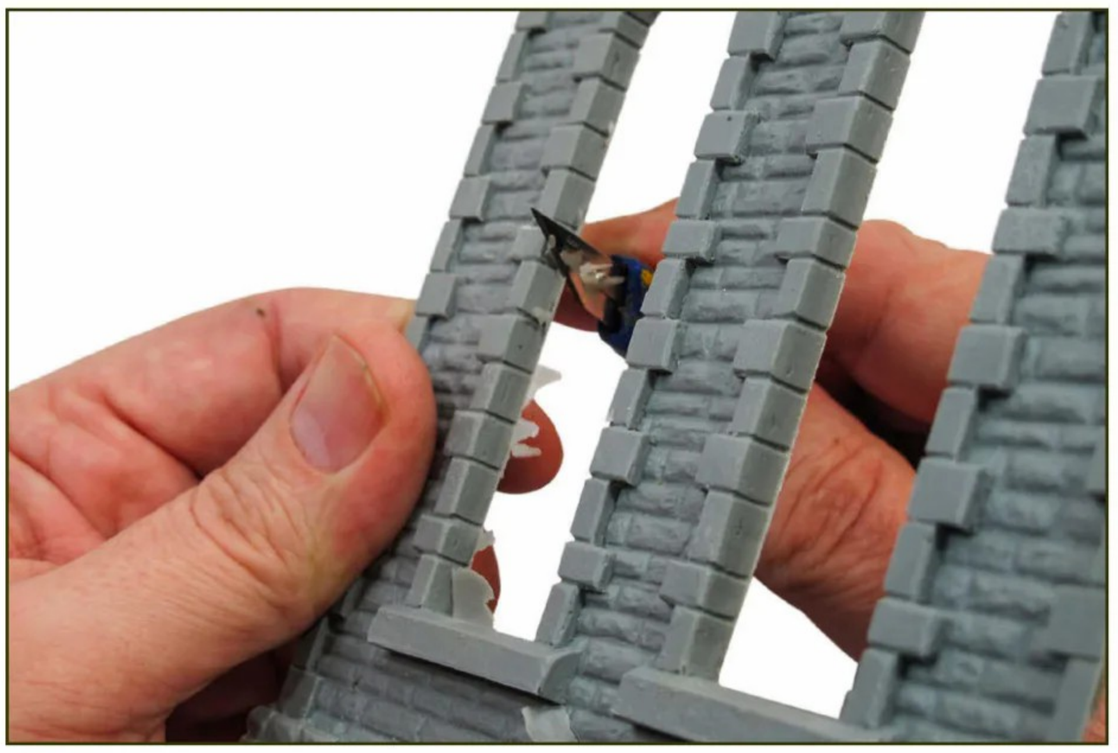
Like most resin kits, it's worth spending time fettling each part before assembly. Check that bevelled edges intended to make sharp corners are sharp, for example. It's hard to mould a perfect bevel, but sharpening it up so there isn't a gap on the outside isn't hard with some coarse abrasive. Wear a mask while sanding, though; the dust isn't good for you.

A week's worth of evenings should see this model built and painted. The painting stage benefits from measured progress, the paint needs to dry overnight before moving on to the next stage. At the end, we have an attractive building, suitable for a modest branch line, the sort of model so many of us build.

# Getting Practical



1 625g of polyester resin, plus a whitemetal ladder, this kit is no lightweight. I'm not sure why the resin is in a range of colours, but it makes no difference to us when building the model, fortunately. There are only 16 parts, plus the ladder, making it quite a simple kit.



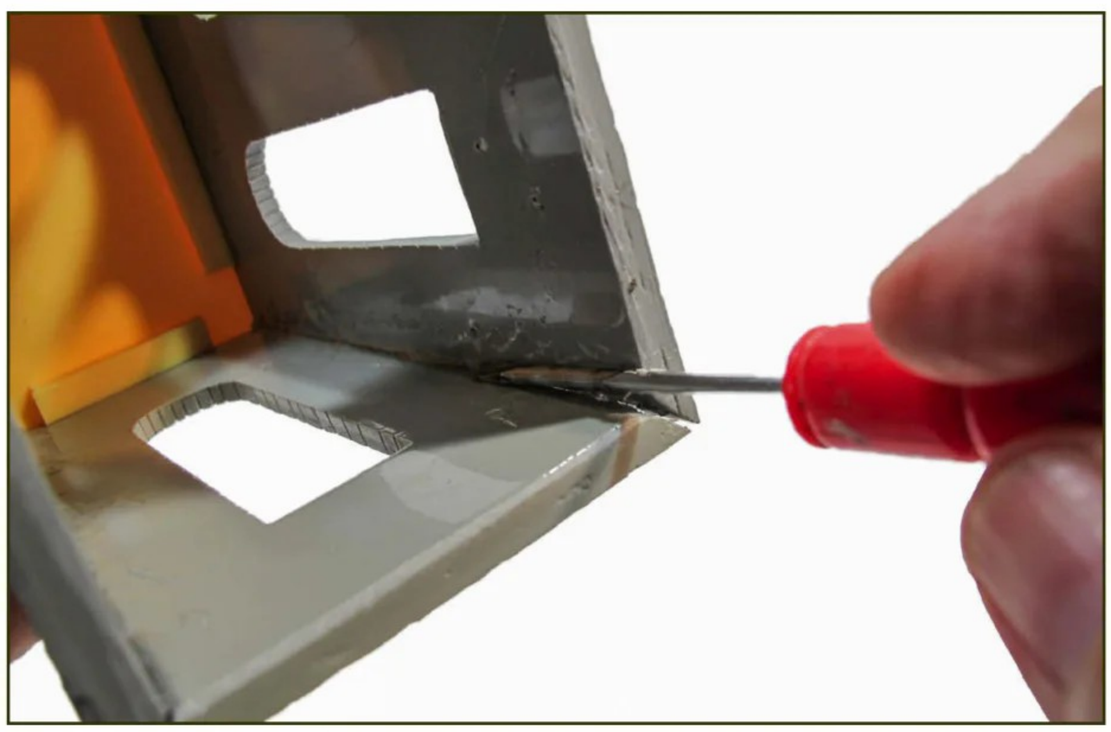
2 A little flash can be found on the castings, mainly in the openings in the sides. I prefer to trim this with a knife rather than sanding, or filing it away, as the dust created isn't healthy. If you must use abrasives, wear a dust mask for protection.



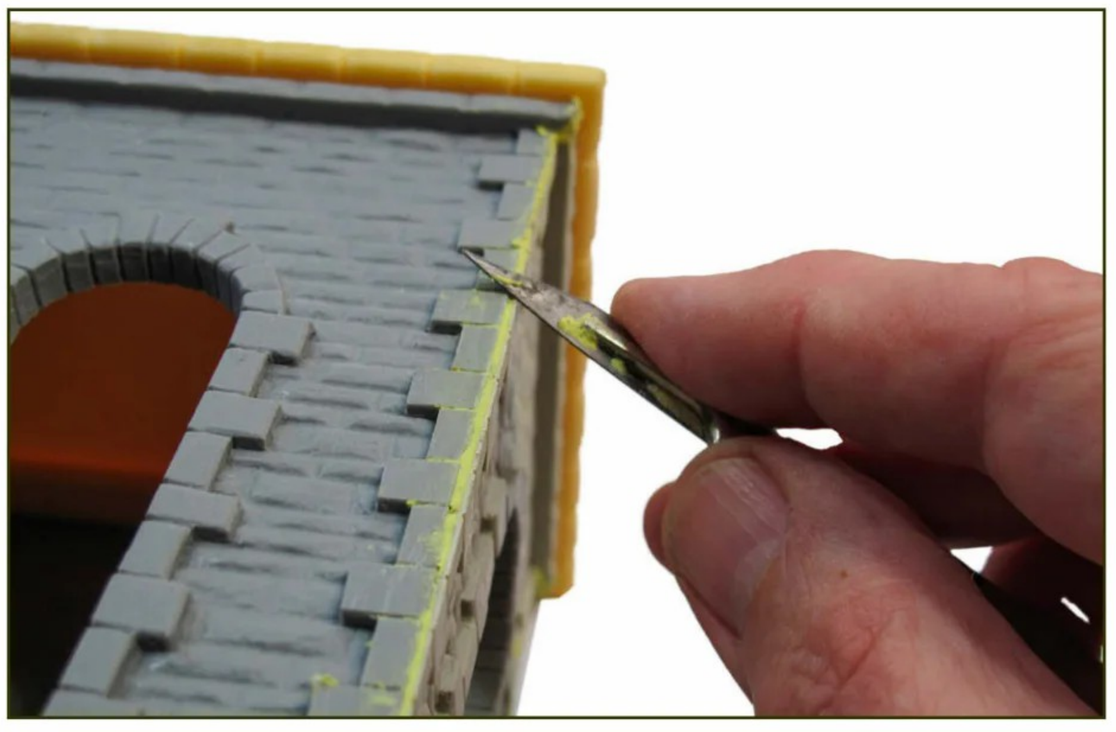
3 Each corner should be bevelled, and there is some excess material on the back. Since this won't be seen, a small surform makes quick work of removing it, with again, the warning about breathing anything in.




4 Turning the model upside down, and using the roof as a base, makes the job of bringing the sides together easier thanks to the guides moulded under the roof. For this job, a gel superglue is ideal; it's unlikely the corners will be perfect, so the gap-bridging properties are useful.



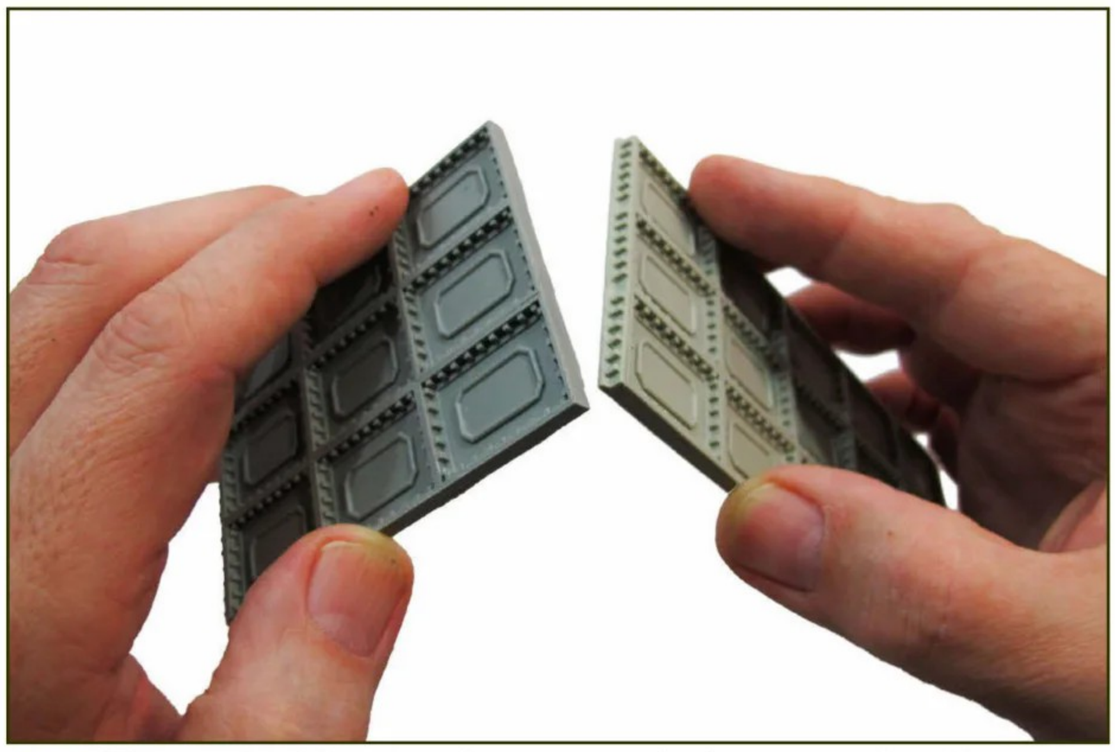
5 Once the building is tacked together with superglue, I like to brace each once with lashings of cheap 2-part epoxy resin, spooned into the joints using a long screwdriver. This fills the gaps and ensures the model won't fall apart when moved around.



6 I didn't spend as long as I should have fettling the corner joints before reaching for the glue, so there is a bit of gap-filling required. Using Milliput, it's easy enough to push small rolls into the gaps and then smooth them with a wet finger. Once dry, the lines between the stones are re-cut.



7 We are provided with three windows and three plain panels to fit behind the holes in the sides. These are superglued in place, and then fixed with more epoxy. Take a bit of time to line the mortar courses up when fitting these - there isn't any positive location, so eyeballing is required.



8 The tank sides aren't symmetrical; one end, with rivets, overlaps the plan end on the next casting. The joints are smooth, and superglue is enough to fix them. Work on a flat surface to ensure you build a square tank.



9 The long sides were slightly bowed, but some gentle heat from a hairdryer softened the resin enough that it could be tweaked flat with some gentle finger pressure. Take care when doing this.



10 Painting starts with a coat of Humbrol Pale Stone (121), followed by picking out stones using a mix of this and pale grey (64) or dark stone (187). I pat a lot of talcum powder into the surface as I work, to give a more stone-like texture.




11 The paint is left to dry overnight, and then given a wash of very thin acrylic brown paint. As this dried, more talc is patted in using a sponge. A hairdryer is very useful, and the effect changes as the wash dries.



12 The ladder is made up of three whitemetal castings, which I solder together. The top is bent over a pen and then cut to length. If your model is in a vulnerable position on the layout, replacement with an etched ladder might be wise as this one is a little fragile.




The Dynamometer Car running on my 'Little Bytham' (ostensibly between Liverpool Street and Norwich on the old GE main line, but I don't have a layout replicating that). Under more subtle lighting, the slightly differing colour on the end grills is hardly noticeable. The whole thing rode superbly. I might weather the roof in future...

# Detailing Rapido's LNER Dynamometer Car



Tony Wright

THIS MAGNIFICENT 4mm model, designed and made originally by Rapido Trains Inc. of Canada, was introduced originally to be sold exclusively by Rails of Sheffield and Locomotion. Rails of Sheffield has now given gracious permission for Rapido Trains UK (an offshoot of Rapido Trains Inc.) to produce a new batch of Dynamometer Cars as part of a rapidly expanding range. A few tweaks have been made to 'improve' an already great model, representing the Car in post-War condition, as renumbered from 23591 (in which guise it became the fastest clerestory-roofed carriage in creation, when it was towed by *Mallard* to everlasting fame on July 3rd, 1938, on her way to breaking the world speed record for steam traction). It was renumbered to 902502 in 1947 (after wartime storage) and ran for some time between Liverpool Street and Norwich, before participating in the British Railways Exchange Trials in the spring of 1948. It was finally withdrawn in December 1954 (after a service life of nearly 50 years with the NER, LNER and BR) and is now preserved in York Museum as part of the National Collection.

I've been asked to add the detailing parts supplied and to do a few tweaks of my own. Here's how I got on...

## WHAT YOU NEED

**Deluxe Materials**
'Glue 'n' Glaze'

**Rapido**
Dynamometer Car

**Wizard Models**
Sprat & Winkle-height couplings

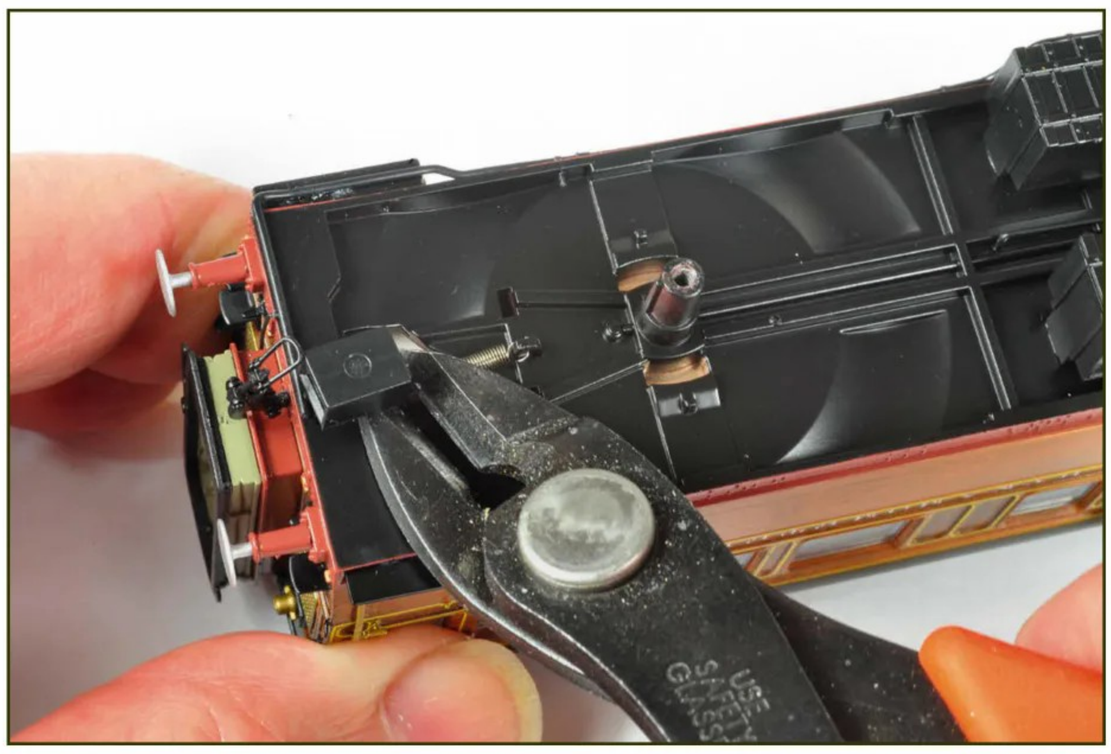
**Other**
Xurons, piece of wire, superglue, enamel paints; matt black, matt grey, matt red and matt brown



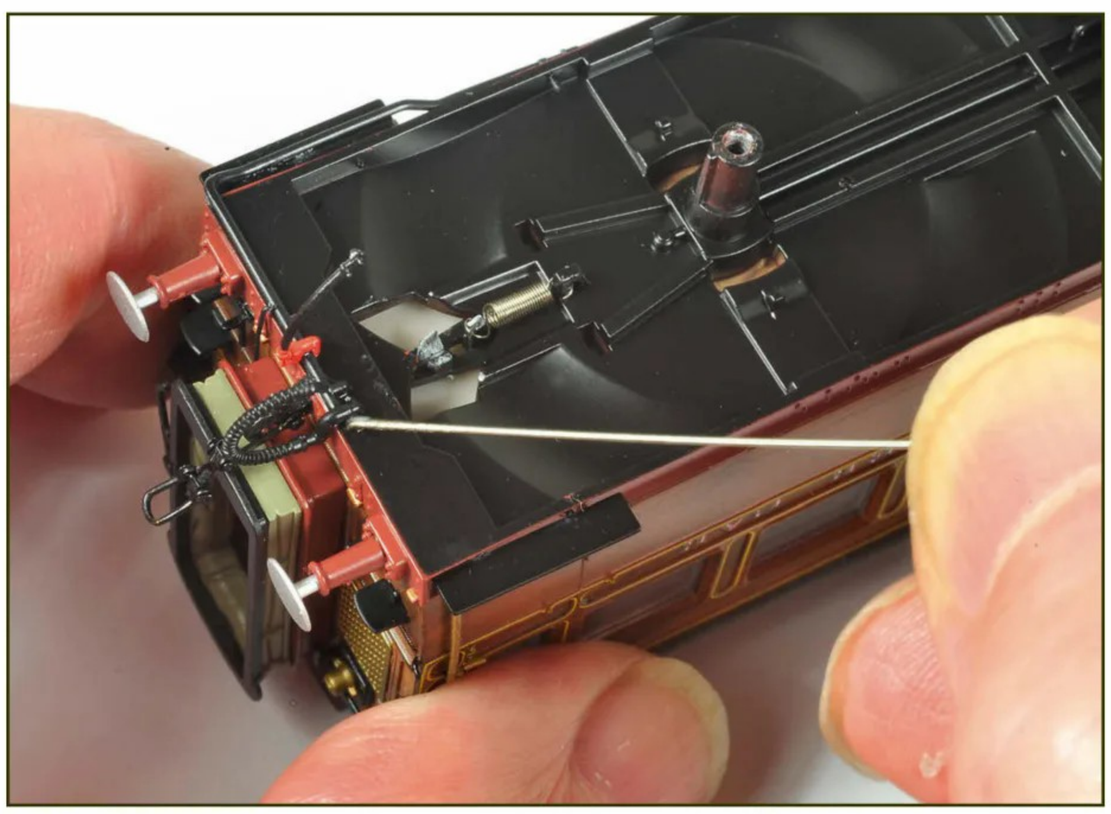
1 As supplied straight from the box; a stunning model at source. The recording wheel is in the 'raised' position. Extra bits to fit include vacuum brake standpipes, steam heating conduits, screw-couplings and glass protectors. To fit the headstock detail, the tension-locks must be removed. It's suggested that fitting the headstock detail is suited for models for 'display' purposes. The Owner's Manual is comprehensive.




2 Fitting extra detail to wonderful RTR models at source is fraught with difficulty for some; the 'fear' being that the model will be 'messed up' if glue gets in the wrong place. With this in mind, I used Deluxe's 'Glue 'n' Glaze' to fit the window protectors; it's a very fine PVA and won't spoil surfaces if a little oozes out. I applied it with a cocktail stick.



3 Since I care little for collecting, and I'm only interested in any models that 'work' (and at the same time look right), because the NEM pocket fouls any proper couplings and conduits, I lopped it off with Xurons (I cannot abide tension-locks, anyway, despite their being the industry standard).



4 With the pocket gone, the headstock pipework was secured with tiny dabs of superglue, applied on the end of a piece of wire. Naturally, the holes for locating these needed enlarging slightly (see why some folk are put off such tasks?).




5 The opposite end (usually the towed end), with the NEM pocket left in place (for the time being). That way, it could be attached to a loco with the owner's choice of coupling – tension-lock, Kadee, etc. However, I subsequently fitted a 'Sprat & Winkle'-height hook at the towed end.

# Getting Practical




6 Having fitted the end window protectors, I found out (via RMweb members) that they were not brass on the prototype, but a steel mesh and frame, painted the same colour as the solebars. I mixed up a suitable colour using matt black and matt red enamels.



7 The paint mix was applied carefully to the grills with a fine brush; a sable for preference, but, perhaps, not as scruffy as mine! Though I thought I'd mixed a similar colour, over 2,000 Watts of my studio lighting has revealed a difference, though it's more accurate than the previous glossy brass finish.




8 Though the sides of this Car would have been kept meticulously clean, that would not be the case with the bogies and the underframe. These were weathered using matt black, matt grey and matt brown enamels, sable-applied. I also weathered the buffers – one 'kiss' from another, greased buffer and they wouldn't stay silver for long. I also fitted a 'goalpost' to the headstock to match my 'Sprat & Winkle'-height couplings.




## CONCLUSION

Having accepted the fact that I've thoroughly devalued this model in the eyes of collectors, I think I've 'improved' it with my additions and slight weathering. It's a brilliant model at source, and I think I've made it just a bit more 'personal'. Personal enough to run on a model railway, not spend its existence in a glass case? It'll be on my stand at the Preston Show in March and at the York Show over Easter, should anyone be interested in examining it.




# It's time to have your say!

2023 saw a bumper set of products as the industry fully gets back up to speed after the pandemic – have your say and pick your favourites today!

Jointly run for RMweb, BRM magazine and World of Railways, a BRMA title is something that many of the manufacturers and retailers hope to pick up each year as recognition from the wider modelling community for their efforts. They don't necessarily design or produce to win an award, but it's funny how many people are interested to see how they've performed when the results are due out!

All manufacturers who have released any ready-to-run products between the January 1st and December 31st automatically have the products, and themselves, added to the voting list in the relevant categories for N, OO and O gauge locomotives and rolling stock.

The poll is open until Sunday, February 25th, 2024. When the voting is complete, we check all the results and will announce the winners at the London Festival of Railway Modelling at Alexandra Palace on March 16-17th, where we hope to present the awards to the winners in person.

You will also be able to view the full results on World of Railways, RMweb and in BRM, plus see just how many people voted for every entry, making the BRMA the most transparent and valued of awards.

**Cast your vote today at www.brmm.ag/2023BRMA**












# Build a Sludge Gulper





Darius Aibara

ONE OF the less glamorous, and thus rarely modelled, activities on the railway is that of cleaning out the cess and similarly unattractive places that can become blocked with sludge and other detritus. Fortunately, West Hill Wagon Works is here to enable this vital aspect of railway maintenance to be modelled, with its 3D-printed sludge gulper. In this article, I will show how the "gulper" can be mounted on a permanent way wagon with various accessories. The wagon used is the EFE Rail SPA open wagon in Network Rail livery.

I 'toned down' the tie-down ropes and wire hoops using thinned brown enamel paint (track colour). The oil drums and flexi-pipes were fixed in place using small dabs of PVA adhesive. I also added electrification warning flash decals to the side of the sludge gulper.

The sludge gulper is a relatively small model but, when used in conjunction with other 3D-printed parts, enables the creation of a unique and hopefully interesting wagon load.

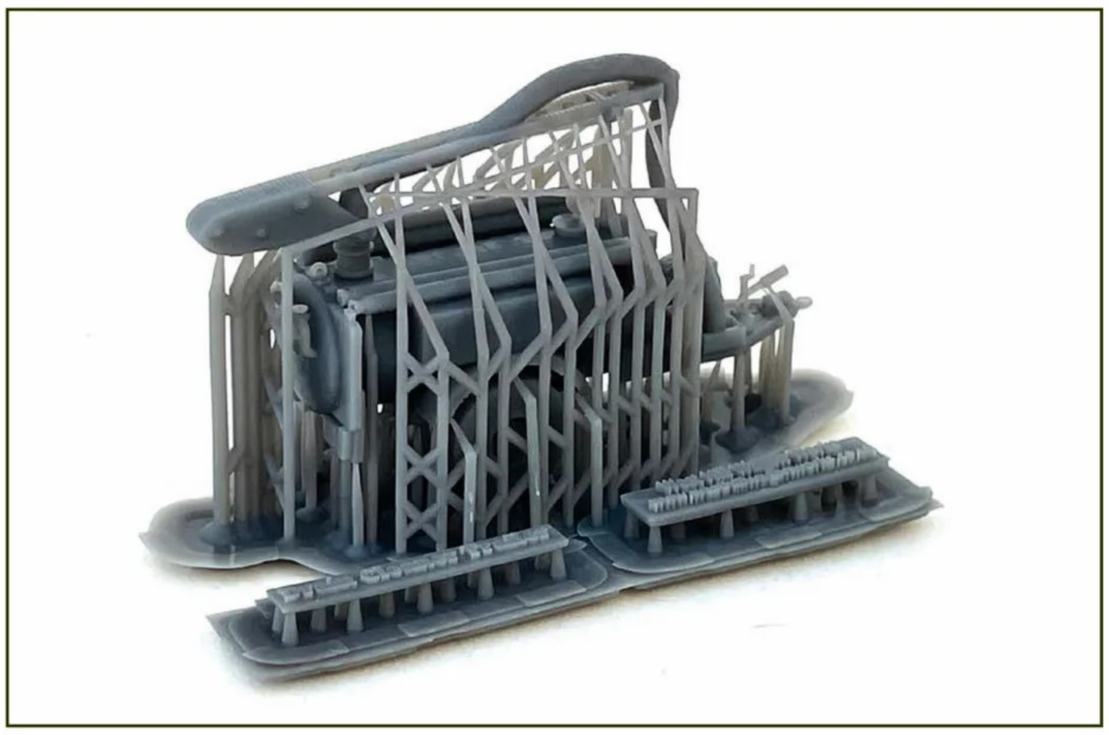
## WHAT YOU NEED

**Humbrol**
Matt Black enamel paint

**Phoenix Precision Paints**
Enamel track colour

**West Hill Wagon Works**
EFE Rail SPA wagon (E87039)

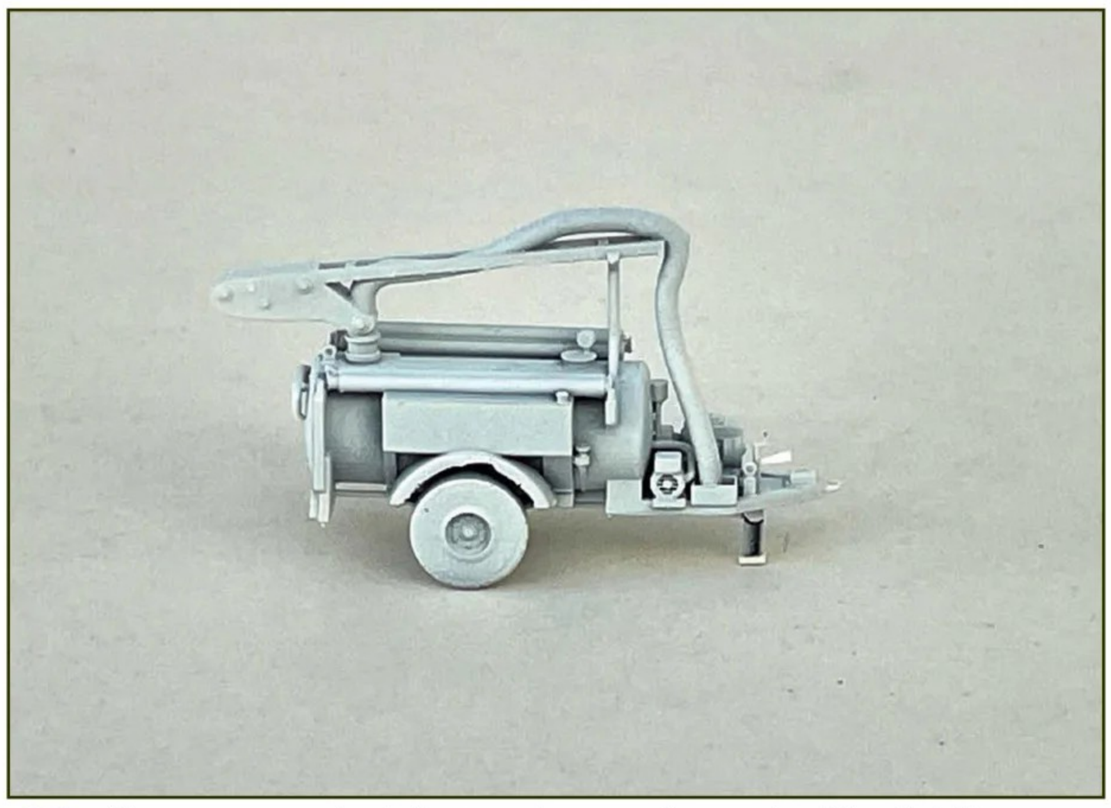
**Other**
Craft knife, fine paint brushes, needle files, fine tweezers, small diameter drill bits and a pin vice, airbrush and compressor, Halfords white primer and mustard yellow spray paint, superglue, PVA adhesive, 0.4mm diameter brass rod, Caldercraft rigging thread, 3D-printed oil drums (eBay), 3D-printed flexi-pipes (eBay).



**1** As with many 3D-printed items, the sludge gulper is provided as a single-piece print festooned with printed support structures or ‘trees’, which stop the actual printed parts from deforming or sagging during the printing process.



**2** The support trees need to be carefully cut away to reveal the actual printed part. Take things slowly to avoid cutting away actual detail. Once the trees have been removed, the part can be separated from the base.



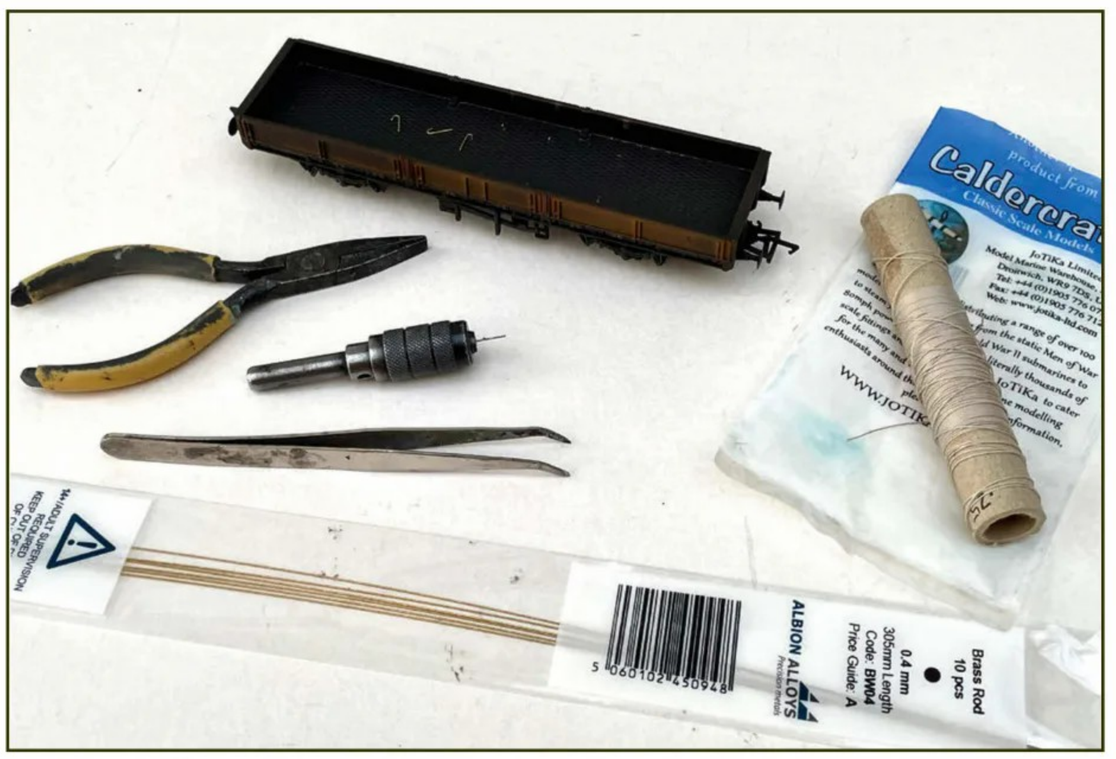
**3** Once separated, the part was cleaned with slightly soapy water and rinsed. Once dry, it was sprayed with Halfords white primer as a base for a spray coating of Halfords mustard yellow paint. Use short light bursts of the yellow to avoid clogging the fine detail with paint.




**4** The tyres, main hose and extension hoses (fixed to the body) were painted with Humbrol matt black enamel, as were the tyres. Resin oil drums were used to fill up the empty spaces, as well as some 3D-printed coiled flexible pipes, both were sprayed black, and Tamiya tape straps added.



**5** The EFE SPA wagon is provided with an internal lattice’ support, which is not needed for its new role. EFE provides the wagon weathered, but not to the wagon interior. Additional weathering was airbrushed on – a thinned mixture of track colour and black.




**6** Tie-down ‘hoops’ for the sludge gulper were bent from 0.4mm diameter brass wire and glued into pre-drilled holes in the wagon deck. For the tie down rope, I used Caldercraft model boat rigging thread, secured in place with a small drop of superglue.




# Building a modern station platform



Phil Parker

WHILE MUCH of our railway runs through infrastructure dating back to the Victorians, new stations are still being built. If you find yourself at a parkway station that has been built from scratch, everything will owe its look to keeping the costs down, and building things fast. Prefabrication is the order of the day. Send a load of factory-made concrete parts to the site with a crane, and progress will be quick, even if the end result isn't inspiring.

West Hill Wagon Works new platform kit is based on the prototype just down the road from them, Ilkeston, which opened in 2017. Take a look at some photos, and you realise they haven't modelled the whole thing; it's a complicated web of accessible bridges. Great for getting to the trains, but a bit lacking in facilities!

Cleverly, the kit design follows the same modular approach of the prototype, which I'm sure can be found at other locations. There is only one slight snag – the model, as built, has no way for passengers to get on and off. There are emergency access steps, but those aren't used day to day.

Studying prototype photos, it seems that behind the platform is a raised bank, and access to the platform is via a small bridge from this. This means I needed a bank, but didn't have enough fencing for the bridge, so simply built it to run along the back of the platform. Basically, before you start, plan the model, and work out how it will operate in real life.

Apart from this, the kit slots together nicely. I spent far longer painting than I did on the assembly. The result is certainly eye-catching, and very, very modern.

## WHAT YOU NEED

**West Hill Wagon Works**
Modern Station Platform Kit

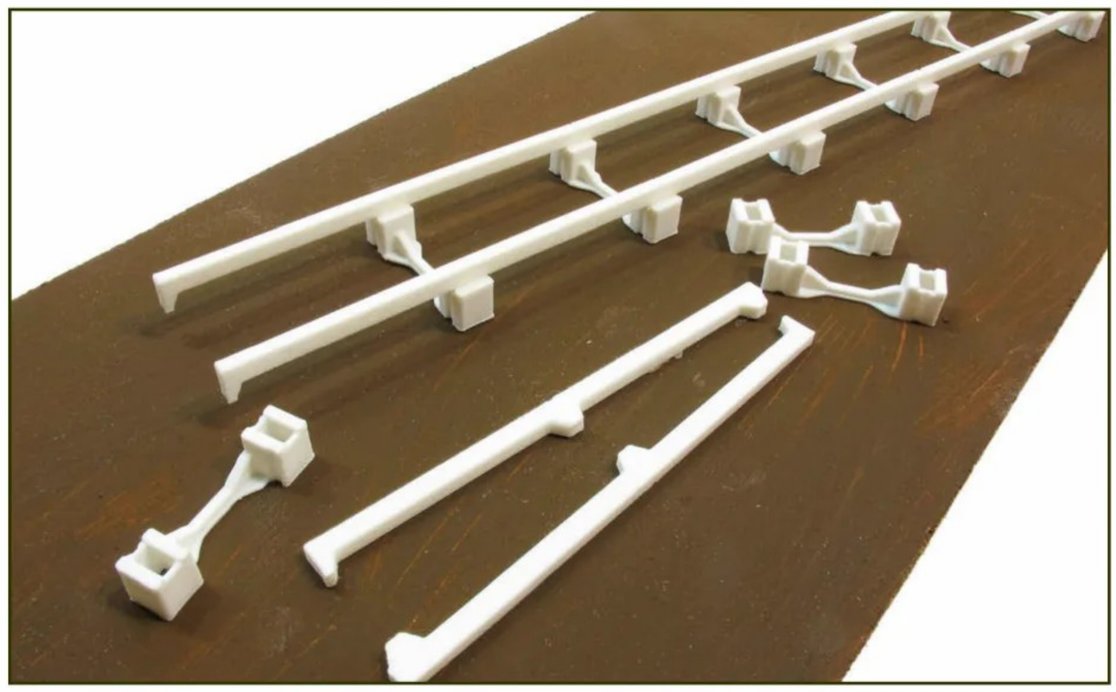
**ScaleModelScenery**
Self-adhesive UK road Markings Double Yellow Line

**Precision Paints**
P970 Tarmac
P972 Beached Tarmac

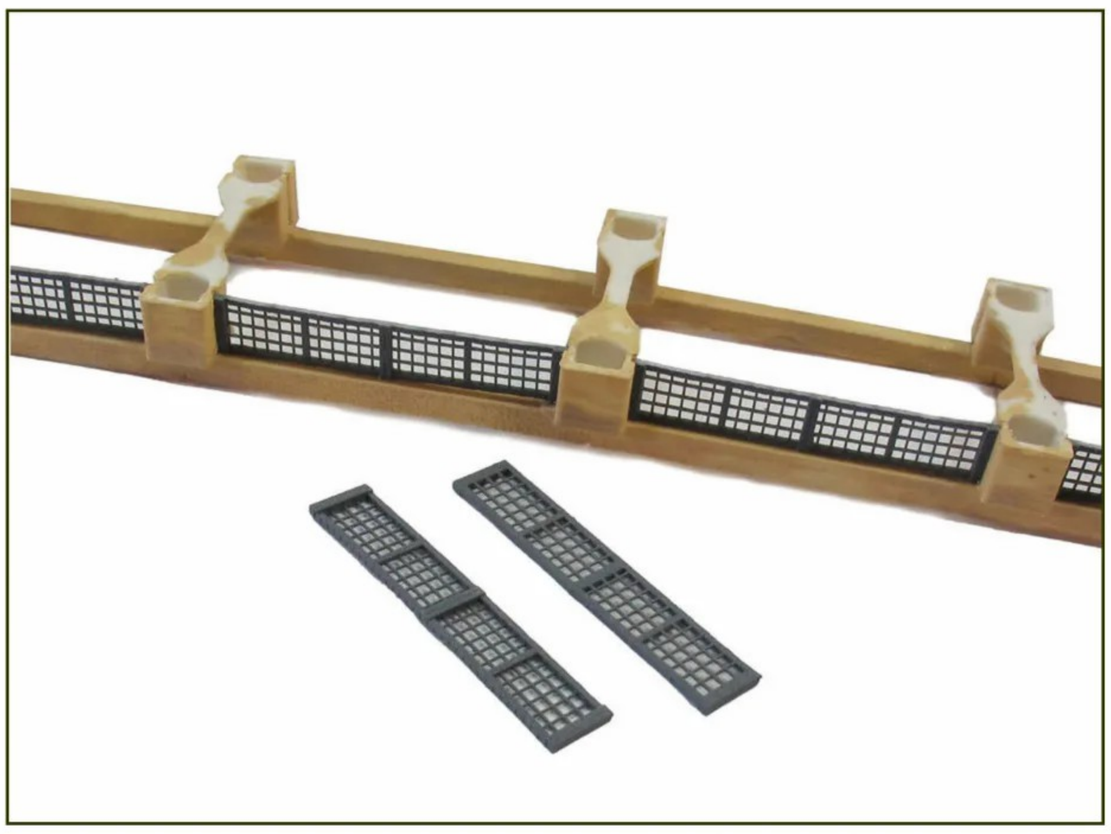
**Other**
Superglue, PVA glue, Humbrol 121, grey spray primer, sharp knife, Olfa cutter, ballast, concrete sleeper track



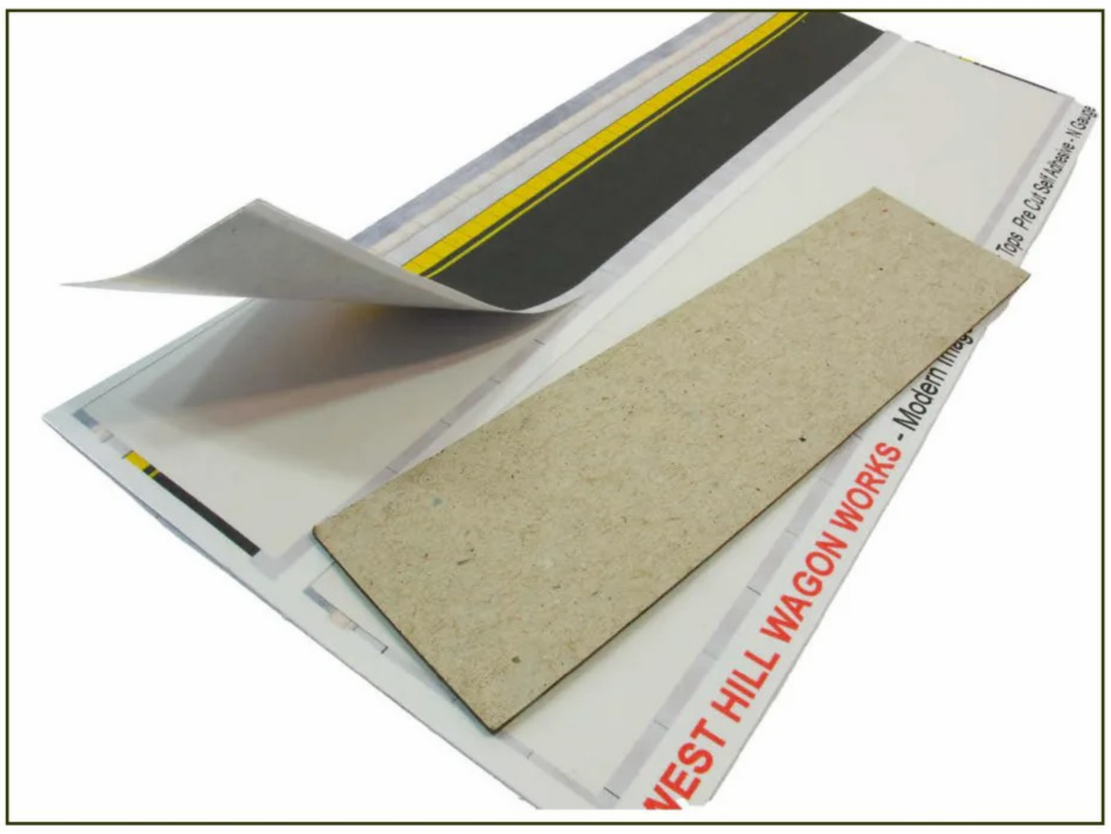
1 The kit is mostly made up of 3D-printed parts, but we also found some laser-cut card and a couple of sheets of printed stickers. In theory, you can build the platform without any painting, as the 3D prints have a nice matt finish and are convincing colours.



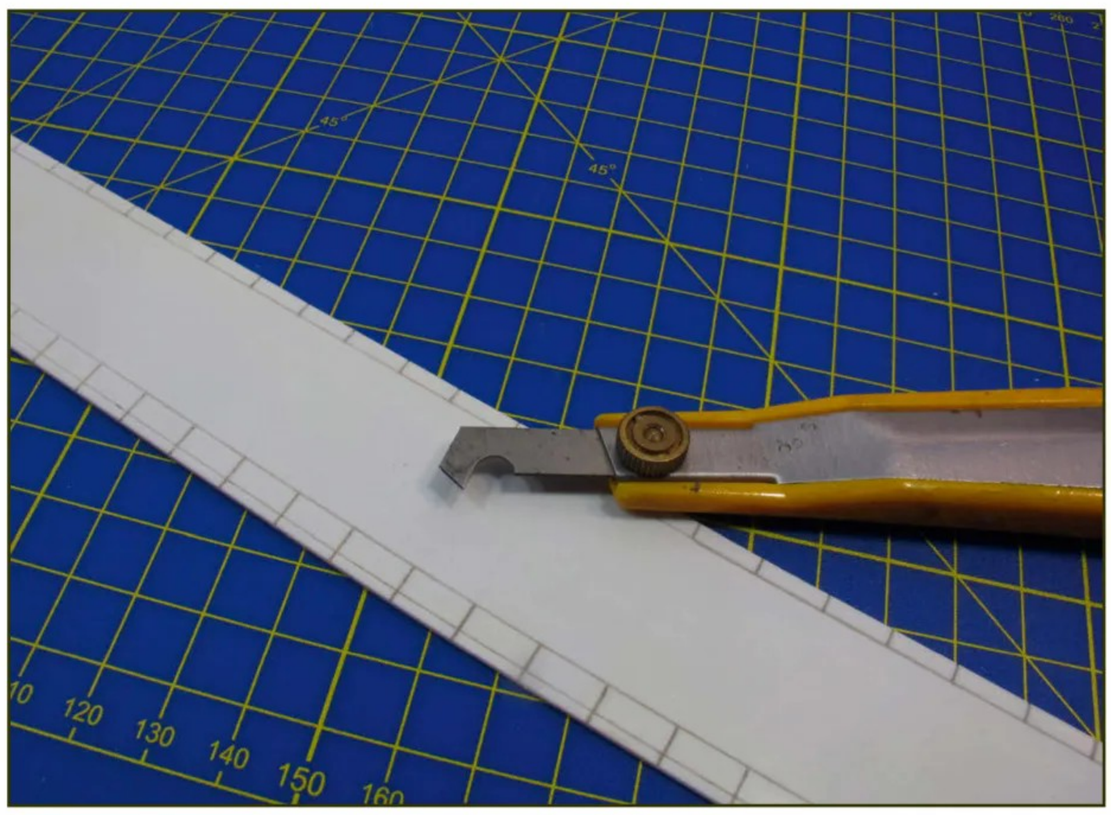
2 The model platform is assembled in exactly the same way as the real thing. Before starting, compare the parts, as there are two types of both beam and support legs; you will notice that the ends are different from the middle versions.



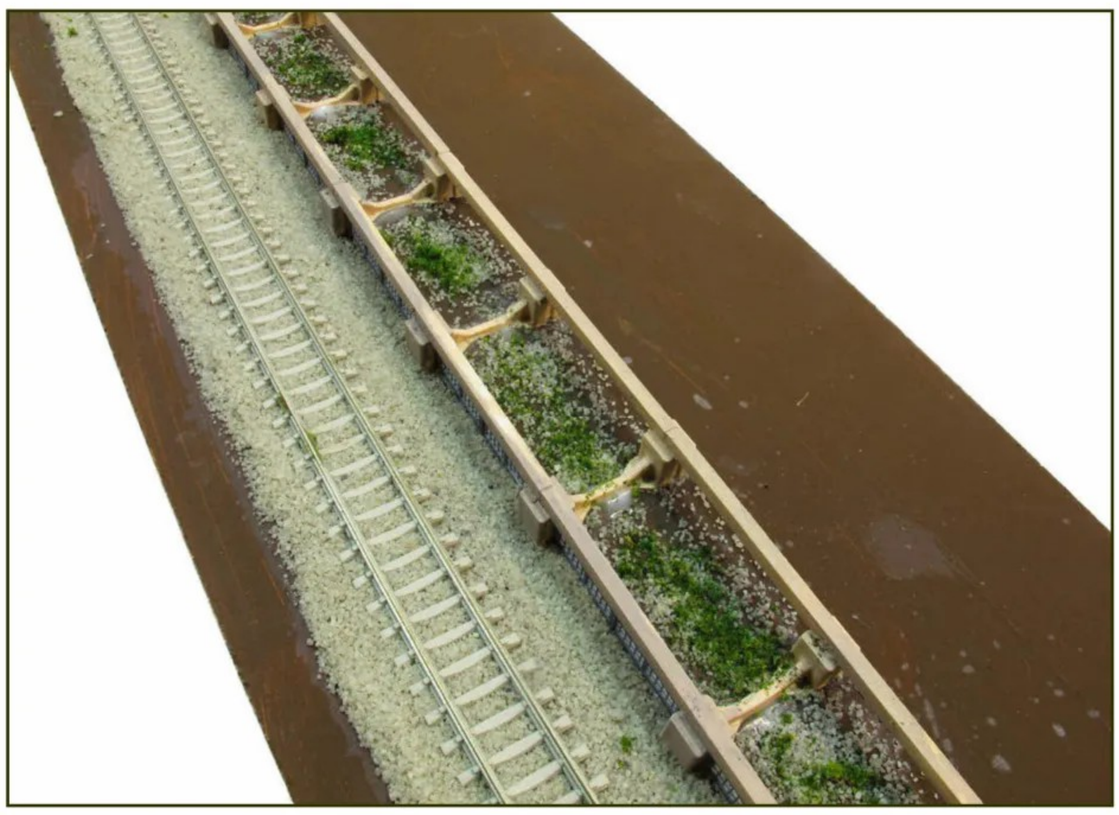
3 In a slight departure from the prototype, the grids are slid into place with the beams upside down. I give the concrete a wash of Humbrol Light Stone (121) to dirty things up, and the grids a light spray of grey primer.




4 The top is made from laser-cut card, wrapped in a printed sticker. Sadly, I couldn't make this adhere properly; maybe some glue to provide a stronger grip than just the self-adhesive would be a good idea.

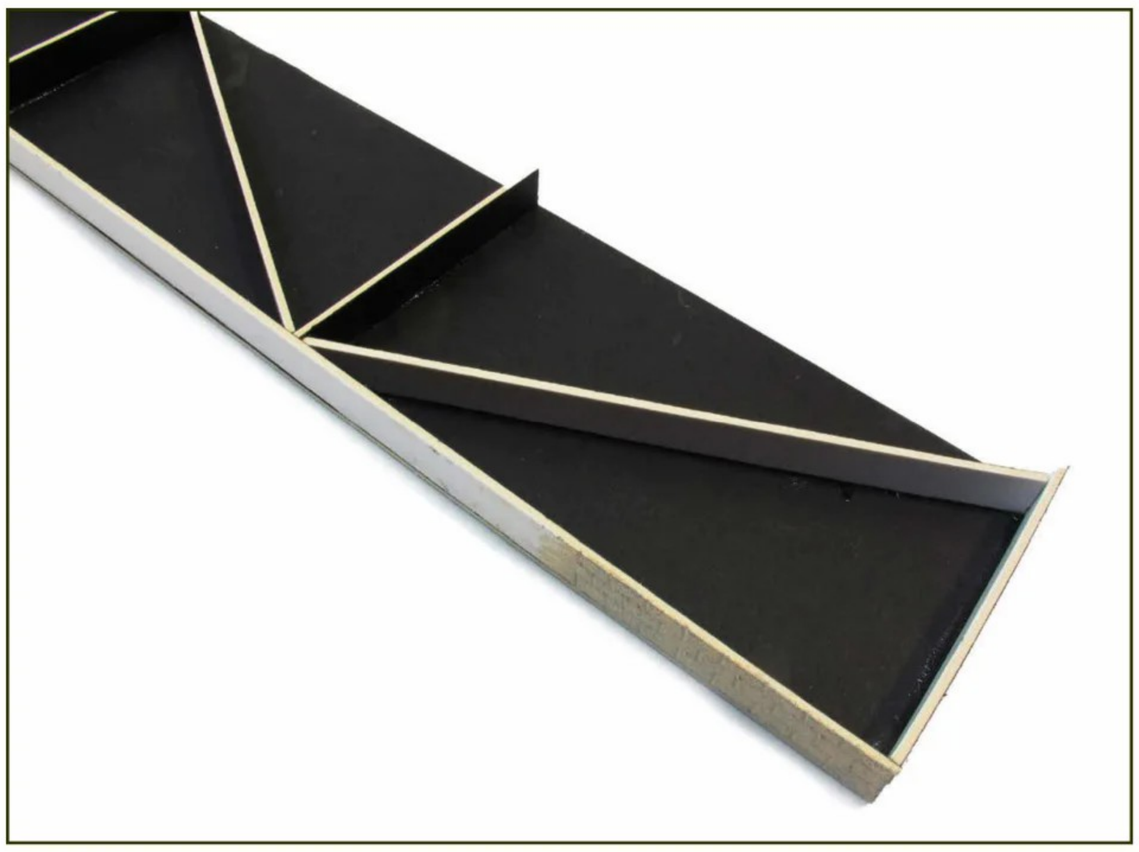



5 My replacement is a strip of 1mm thick Plastikard, scribed with an Olfa Cutter, to show the stones. The supplied version provided the perfect guide for this job.



6 To replicate stones and weeds under the platform, while ballasting the track, I let some pieces find there way underneath, and then sprinkled scatter material, before fixing the top down.

# Getting Practical



7 We need a bank at the back to connect to the rest of the world. Normally, I'd use expanded polystyrene, but this has to be really accurate so the top surfaces match. Using 2mm mounting card makes this easy, and I can scribe the visible faces with concrete blocks, too.



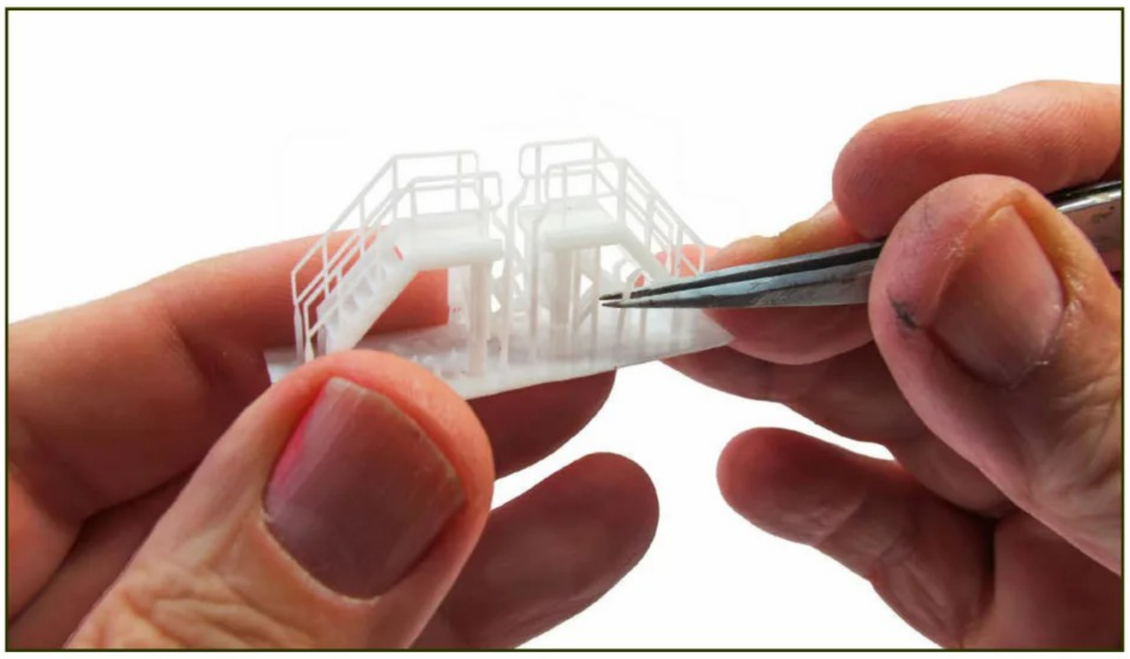

8 Tarmac isn't one colour, so I splodge a mix of fresh and weathered tarmac paint on all the surfaces, the replacement platform top makes colour matching a lot easier! A third sponge is used to blend the colours, and I add talcum powder for texture and a greater variety of shades.



9 Fencing, which is surprisingly tall, but correct for the prototype, fits along the edge with superglue. The ends of each section need to be trimmed to remove the main post for a neater join. The printed material is quite flexible and needs care to align properly.



10 We must keep our little passengers from getting too close to the platform edge. Self-adhesive yellow lines from the ScaleModelSenery road markings pack will do the job. They are a lot easier to apply thin and straight than paint, too!



11 The emergency access steps for the ends of the platform as an absolute masterpiece of the 3D designer's art. They, and the information boards, are supplied complete with printing supports, which have to be pulled away gently with tweezers.



12 Stickers are provided for the displays on the information panels. These benefited from running a black permanent marker around the edges before fitting in place – much like colouring the edges of a card kit.




**13** The finishing touch is a scratch-built station sign. Starting with a 4mm wide panel with the name on it, made on my computer, this is stuck to some 1mm plastic and supported on microstrip legs. Thin wire might have been better for this, as they are a bit chunky.

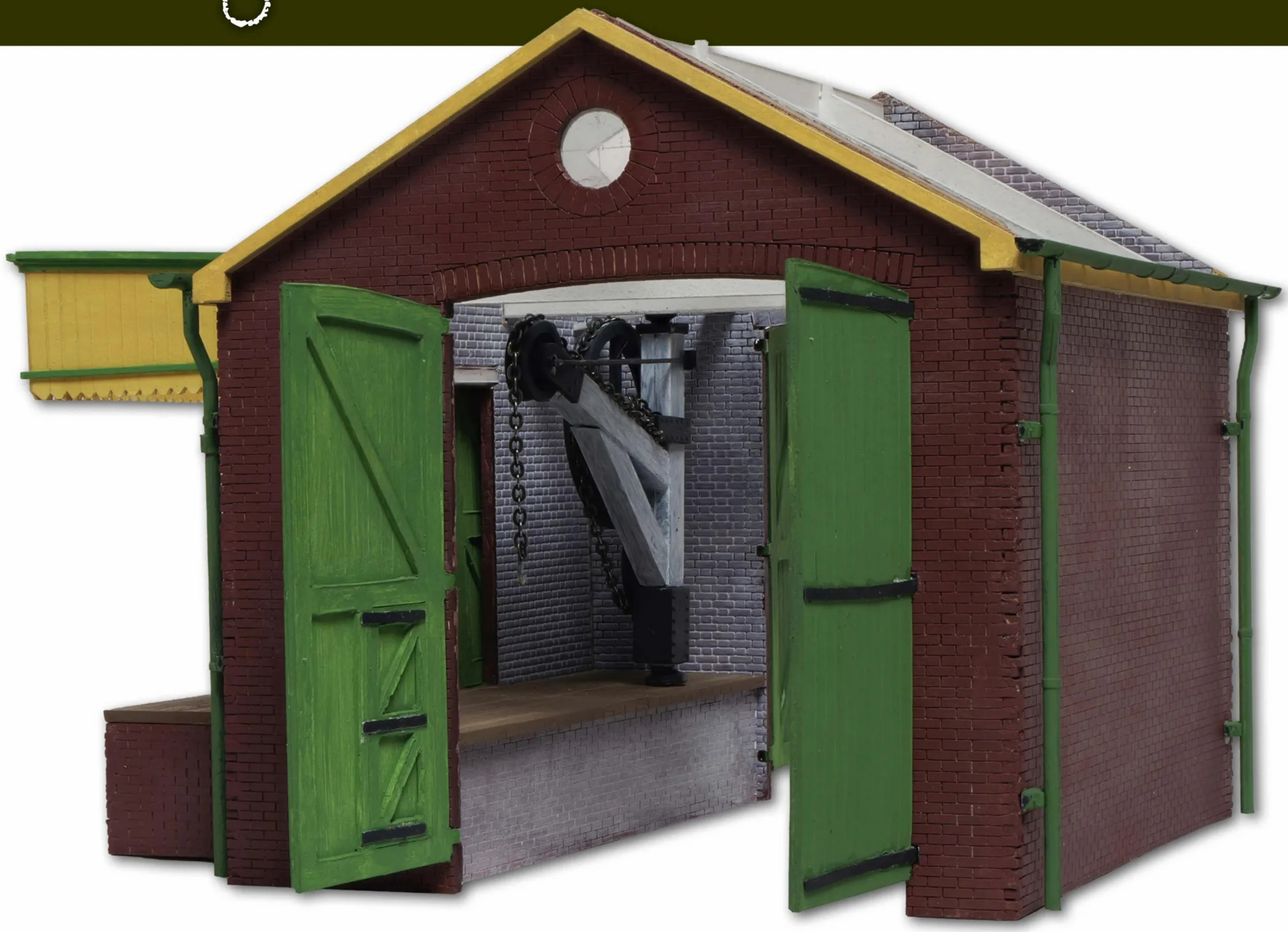


**14** Modern station benches are usually grey, sometimes with a blue accessible seat on the end. A few years ago, those in the Network Southeast area could paint them a vibrant red.

**15** A platform without people looks odd. I'm using the Graham Farish standing passenger pack (379-304) as I really don't fancy painting tiny N gauge people!

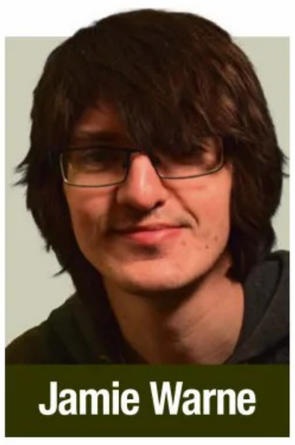



**NEXT MONTH:**
Phil Parker builds a signal box interior and shares top tips for creating realistic grass tufts



# How to Build a Goods Shed

**Part 1**



Jamie Warne

GOODS SHEDS are an indispensable feature of many stations - certainly during the steam era, but many were left standing - and can still be seen today. There are, of course, plenty of ready-made products or kits to choose from if you don't want to scratch-build your own. One such kit is by LCUT Creative - a cottage industry manufacturer that specialises in laser-cut kits; some containing 3D-printed details. In this series of articles, I'll be building the 'Small Through Goods Shed' kit, and sharing techniques that will help to make assembly easier for this, and other similar structures.

As well as building the base kit, I'll also show a few improvements that you can make to turn the relatively empty shell of the kit into a more complete build, including scratch-building a new canopy, roof trusses, and doors. In this first part, we'll tackle the elevations of the base kit.

## WHAT YOU NEED

**Deluxe Materials**
AD87 - Laser-cut Kit Glue

**Humbrol**
AE3016 - Model Filler (31mm)

**LCUT Creative**
B 00-36 - Small Drive Through Goods Shed

**Slaters**
0409 - 4mm Flemish Bond Brick Grey
0120 - 0.020" Plastikard

**Vallejo**
70.862 - Black Grey
70.951 - White
70.837 - Pale Sand
70.976 - Buff
- Brown Sand

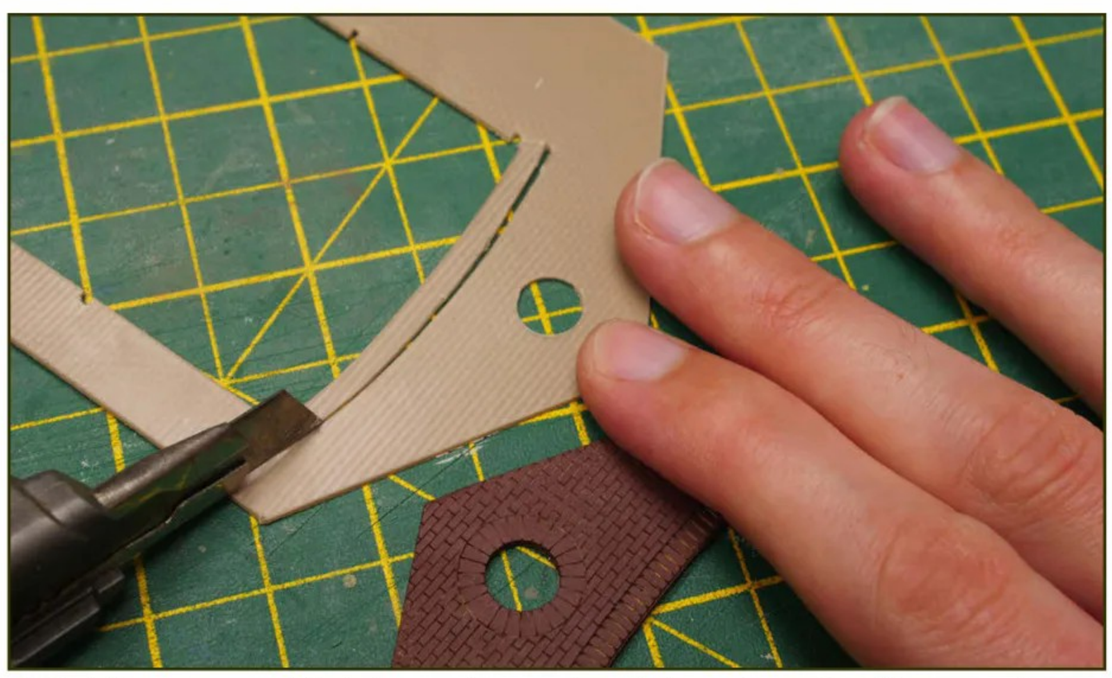
**Tools:** No.0, 2 & 8 brushes, metal rule, mechanical pencil, craft knife, compass (with 2 points), dentists' pick, needle files (various), squares (I use York Modelmaking 'Magnetic Mates')



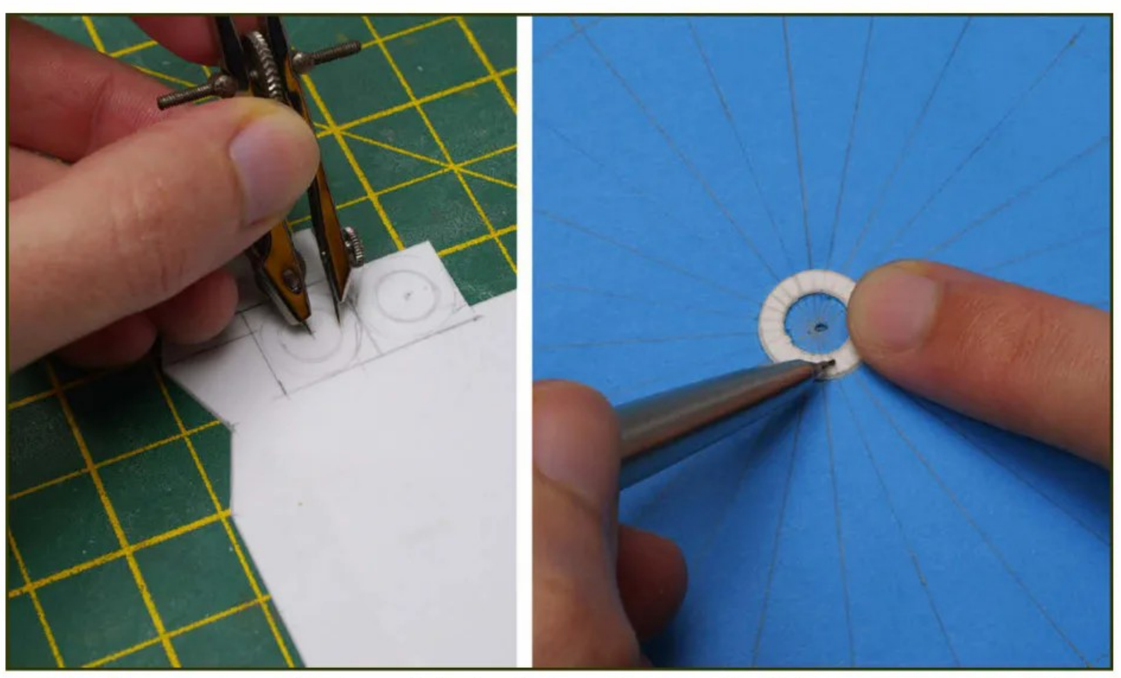
1 The internal walls of this LCUT kit are plain, which is unfortunate for a building like this where the interior is visible. The first step will be to draw around the existing interior walls of the kit and onto a sheet of Slater's Flemish bond brick. Note that you'll need to exclude the interlocking bricks on each end of the walls when tracing around the elevations - so that you end up with the internal dimensions.



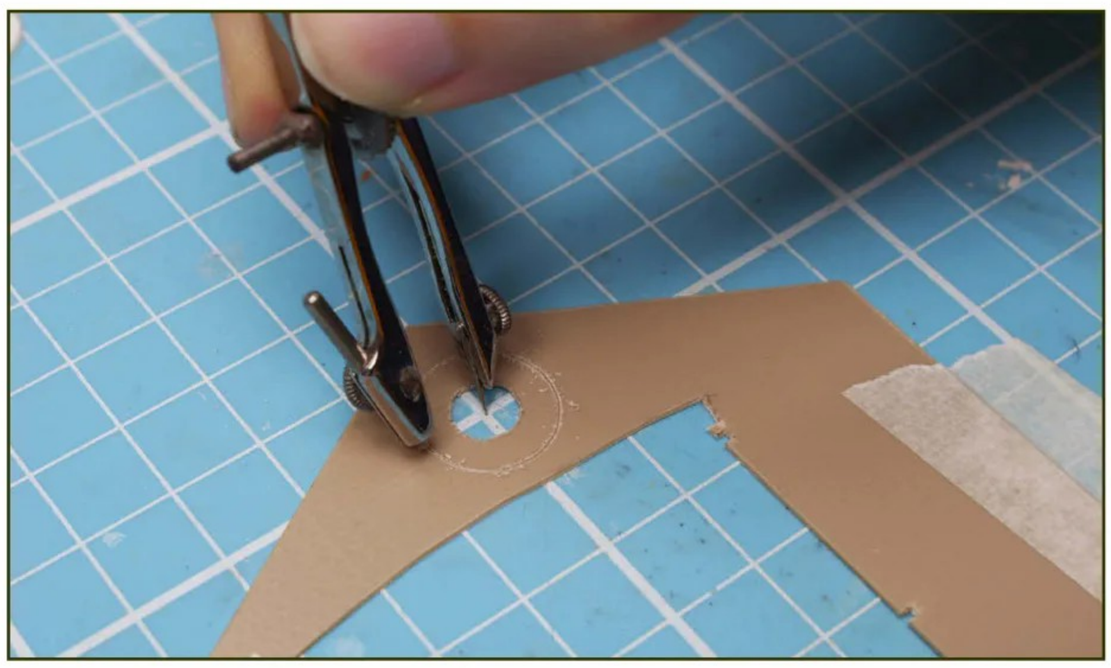
2 Cut the two gables out first, and then come back and do the longer walls. The latter will need to have material, equivalent to the thickness of the Slater's sheet, removed from both ends. By temporarily aligning the elevations of the original kit (though not pushing the interlocking fingers in all the way) with the new interior gable walls, the thickness of the latter could be drawn on as a cutting guide for the side walls.



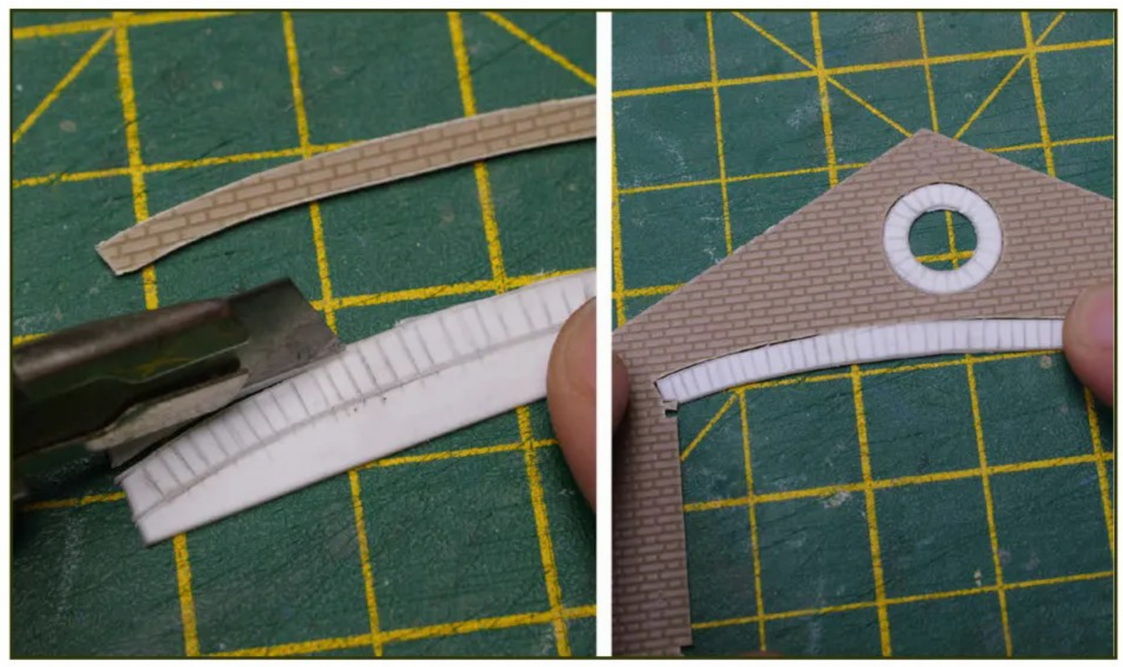
3 The curved lintel can be cut out free-hand with a craft knife, though take it slowly to get a decent result. Try to hold the knife so that your hand is resting on the cutting mat for maximum control. The best way I can describe it is to move it like a worm! By which I mean, alternating between dragging the knife and your hand - so that neither moves at the same time.



4 If you want to be able to take photos inside, you may wish to add detailed lintels for the round windows on the interior gables. The best method I found was to use a compass (with two points). By rotating the Plastikard while keeping the compass stationary, you can cut the donut-shaped lintel out. To mark out the individual bricks, use a paper template underneath featuring 15-degree radial lines and then scribe the Plastikard.



5 The round window apertures of the gables could be cut out with a craft knife - first in a rough circle, then perfected using a curved needle file. However, my new technique of using a compass was instead employed - with much less effort and more accuracy! Unfortunately, I had already cut out a smaller hole for the window (minus the lintel), so tape was used to secure the gable end temporarily.

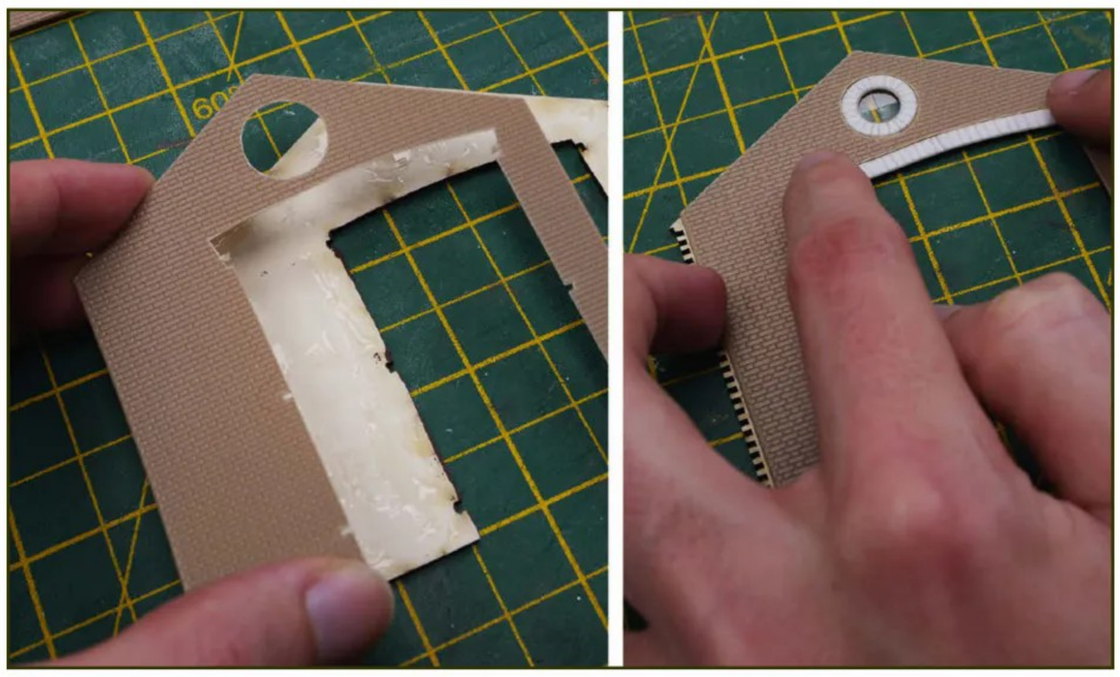


6 The curved lintel can now be made. If you wanted accurate mortar lines between the bricks, you could use a similar method as in Step #4 and draw a template using radial lines. However, given that the radius of the circle here would be huge, I opted for a free-hand approach! The angles and brick widths aren't consistent, but unless you stick a camera in the goods shed, it won't really be seen!

# Getting Practical



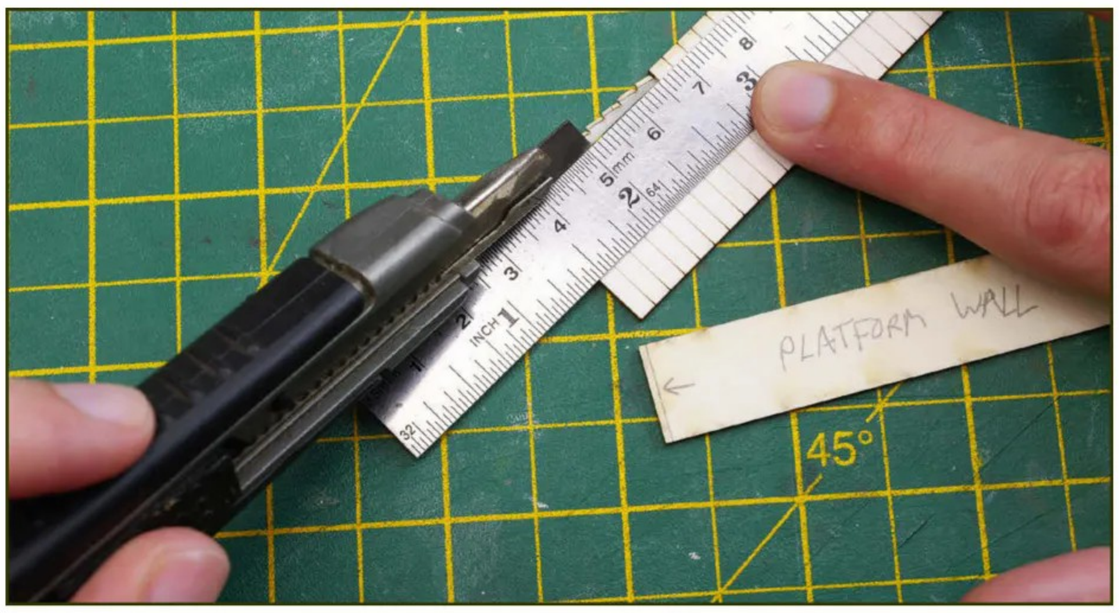
7 For the windows, clear, thin acetate was used from the packaging of plastic kits. The compass technique was used again, although, as I'm using a compass with two points, a hole will be made in the centre. I later realised that the 'glass' didn't need to be circular as it will be sandwiched between the walls! The glazing 'bars' can be represented by lightly scribing two perpendicular lines with a craft knife.



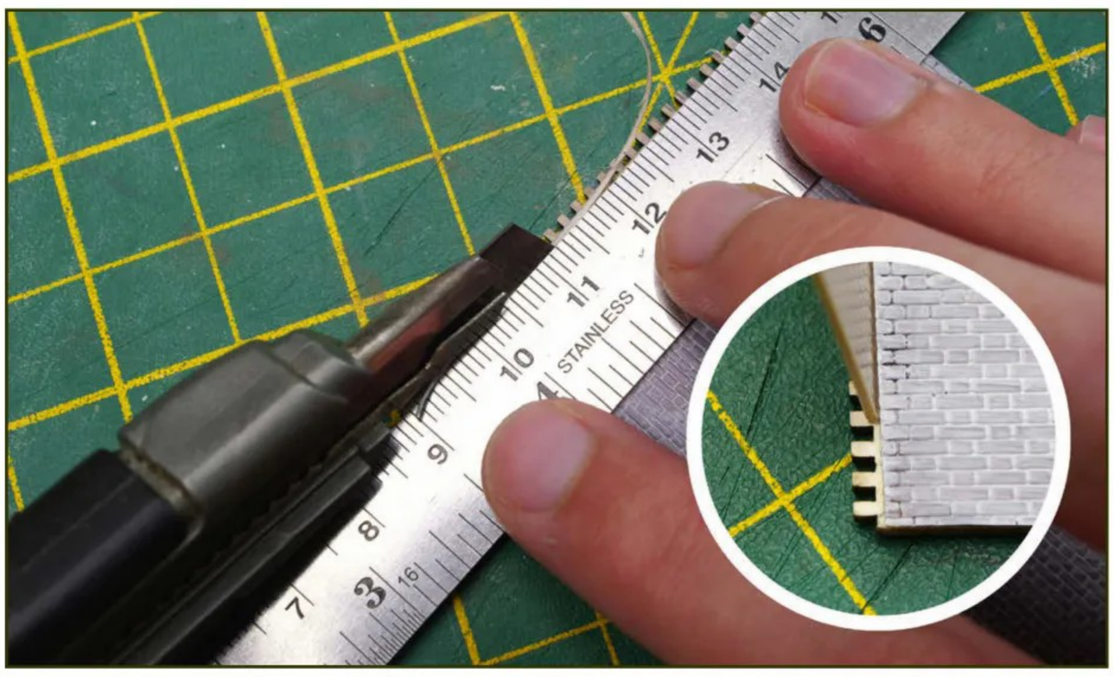
8 Now that all of the interior wall components have been cut out, they can be glued to the external walls. For this, epoxy is your best bet. Don't forget to fix the 'glass' of the window in place before adding the rest - unlike the first photo shows (and I initially did)! You'll want to spread the epoxy as thin as possible given the working time constraints, and weigh it down while it hardens with a heavy book or similar.



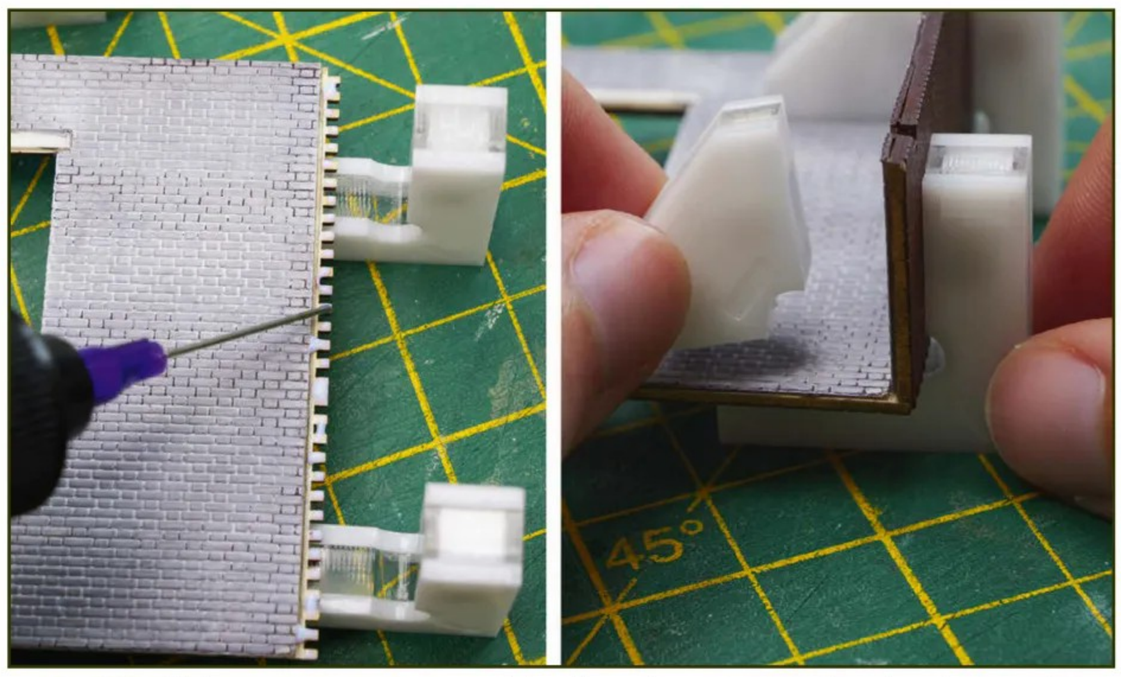
9 This is a good time to paint the wall components. Not having a ready-mixed 'brick colour', I used Vallejo 'Hull Red' and added a little 'Brown Sand' and 'White' for the exterior faces. For the interior, I used just 'Hull Red'. As most brick goods sheds were whitewashed inside, I used a very slightly watered-down brush load of 'White'. As the inside has Plastikard walls, adding a bit of water to dilute the paint won't cause warping, should the whitewash effect need to be subtler.




10 Before we start to assemble the elevations, as we've added material to the inside, the goods platform will need to be trimmed down. The equivalent thickness of the Slater's sheets should be taken off from the platform ends (both the top surface, and the wall that faces the trackbed), and also the rear cut-outs. The latter is shown being trimmed in this photo. Note that you should not remove any from the 'tongue' - as that needs to meet up with the outside platform surface.



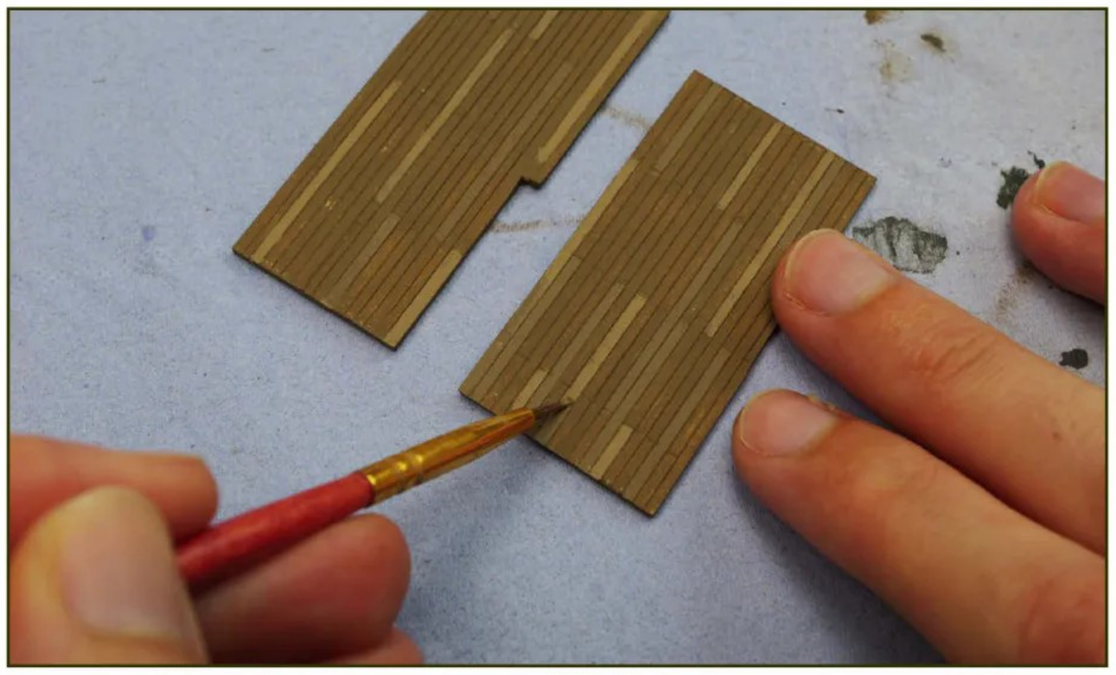
11 Speaking of trimming, we may need to trim the edges of the interior walls. Using a spare piece of the same Slater's Plastikard, offer it up against the end of the two new internal side walls (not gabled walls), as shown in the inset photo. If the Plastikard does not fit in before it reaches the gaps between the teeth, some of the Plastikard wall will need careful trimming with a steel rule and craft knife - making sure you don't accidentally cut into the wood below.



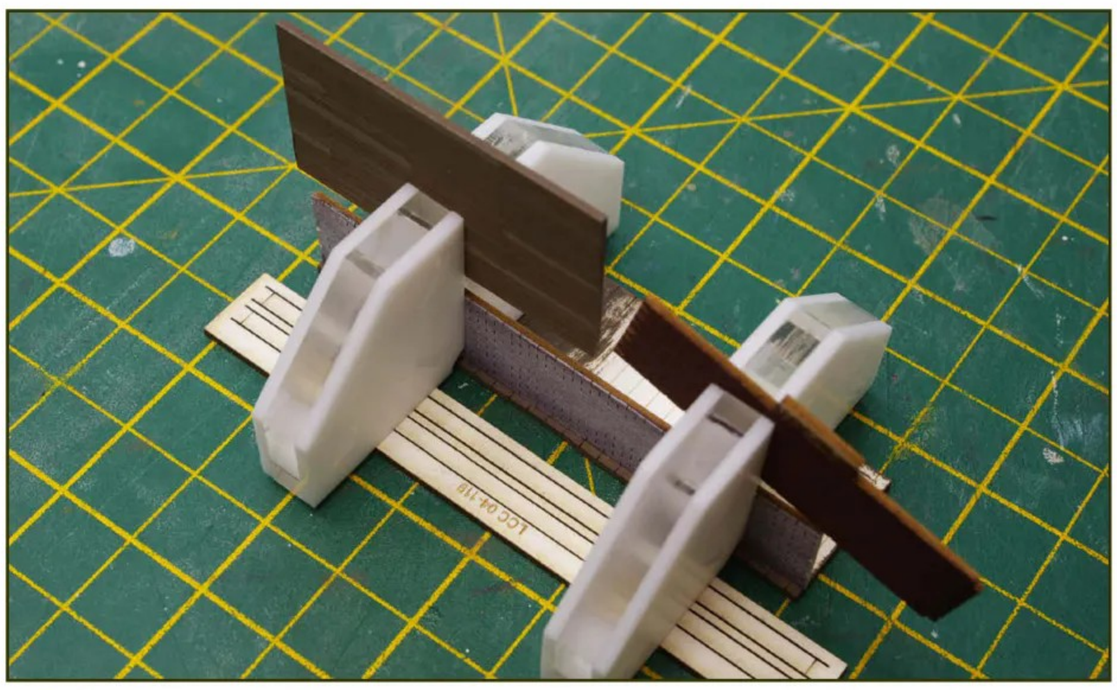

12 We can now assemble the elevations. Apply glue only to the inner side of one of the elevations, as shown. Then, on a flat surface, carefully line up the next elevation, and push down vertically - making sure all the bricks interlock properly and aren't getting snagged. I used York Modelmaking 'Magnetic Mates' to ensure the angle was 90 degrees - these are incredibly useful as they snap together with magnets, though check that the outside joints are flush before leaving the glue to cure.



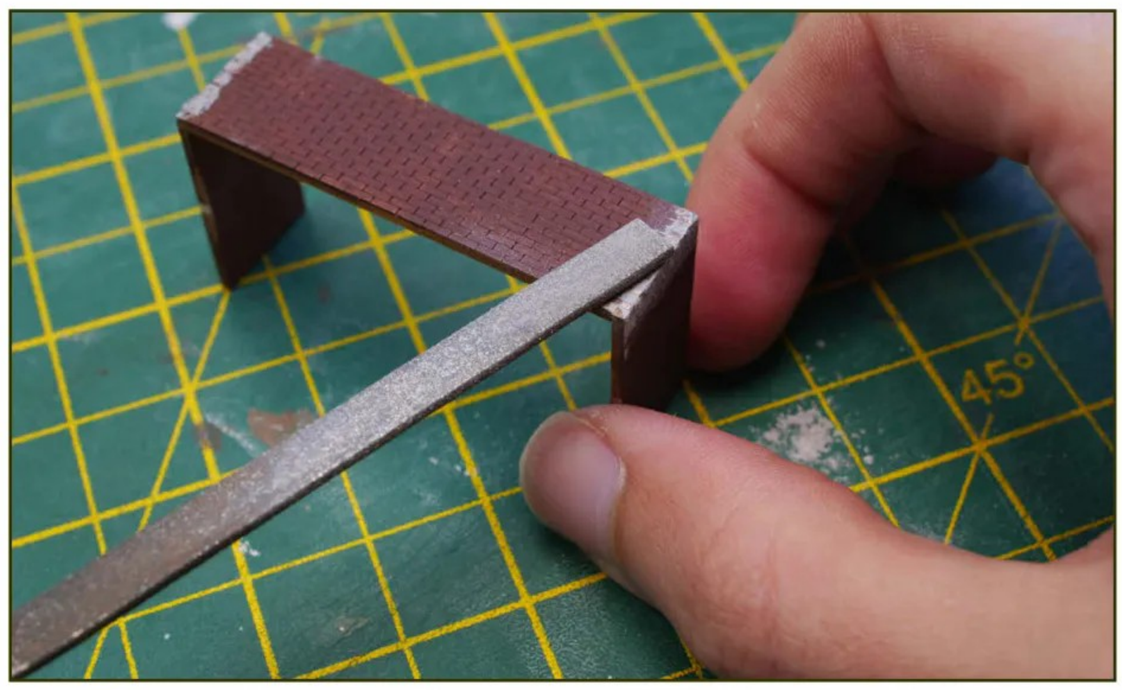
**13** The platform is split into the inner portion and outer portion. Two changes here were the direction and width of the lasered 'planks'; the originals were quite wide, and most prototype photos seemed to show such planks to be oriented lengthways. A simple fix was to flip these panels over and scribe new planks with a steel rule and craft knife. Fixings can be represented by pressing a compass point in.



**14** To paint our newly modified platform top, any old brown colour will do! A small addition that will make a huge difference is to repaint individual planks in a variety of subtle shades - simply add a drop of white or cream coloured paint, and use a fine brush to apply it to random planks. I find that adding a drop of water helps create a more subtle effect. I aimed to paint about 4 or 5 planks per piece, in three different shades.



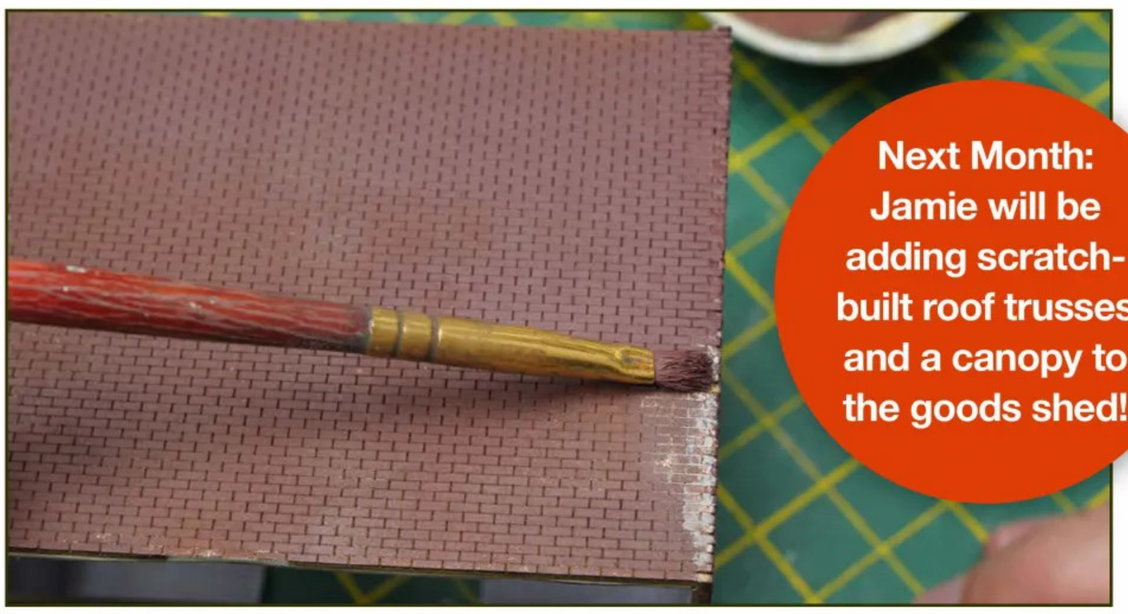
**15** Our platforms can now be assembled. This photo shows the internal platform. Note how I've had to use various parts of the kit to get the 'Magnetic Mates' in the correct positions. The two pieces precariously clamped ensure that the 'Magnetic Mates' are exactly parallel; otherwise, they would tilt due to being unsupported at the top. Another thing to note is that the upright wall of the platform has been set back by a millimetre or two to ensure adequate clearance.




**16** Looking at the interlocking brick joints, I realised that, due to my hastiness, they weren't particularly flush. The instructions suggest using paint to fill in any gaps, but I decided to try using Humbrol Model Filler. Unfortunately, I struggled to apply it neatly as it went off too quickly - though I later learnt that you can mix it with Humbrol Liquid Poly to give you more working time. Either way, after curing, a file or piece of fine sandpaper will provide a smooth finish.



**17** However, we don't really want a smooth finish, but instead need the brick joints to show through. The answer is to scribe the missing mortar courses using a dentists' pick. Something to be wary of is that if you press too hard, it is likely to rip the filler straight out - so be cautious. That said, it quite often just looks like bricks that have been damaged by frost, so I chose not to fix such areas on mine!



**Next Month: Jamie will be adding scratch-built roof trusses and a canopy to the goods shed!**

**18** We'll finish off this part by painting over the filler that we've just applied. Clearly, it would've been better to paint the exterior walls after, not before adding the filler! In this photo, you can just about make out the damaged areas of filler that look like frost-damaged bricks. An alternative finish would instead be to add quoin stones to cover up the corners - these wouldn't be hard to make with slivers of Plastikard.

WORLD OF RAILWAYS TV

# WATCH THE VIDEOS HERE

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

## On test:

## Hornby’s long-awaited BR Standard 2MT

**Tony Wright puts Hornby’s latest model straight to the test on ‘Little Bytham’.**



# Modelling Dawlish in TT:120: Part 5

**In the lead-up to The Festival of British Railway Modelling in Doncaster, we catch up with the Market Deeping Model Railway Club to see how the layout is progressing.**




# Rapido Stirling Single No1 in action

**Rapido’s latest locomotive gets put to test - does it live up to the hype?**



BRM
BRITISH RAILWAY MODELLING

&

WORLD OF RAILWAYS PLUS

# Presents...







THE LONDON FESTIVAL OF RAILWAY MODELLING

16th - 17th March 2024

ALEXANDRA PALACE

INCLUDES BRM MAGAZINE WORTH £3.99 FOR EVERY VISITOR!

# LONDON'S LEADING MODEL RAILWAY SHOW

## DISCOVER

√ 40 LAYOUTS CHOSEN BY THE MRC IN MAJOR SCALES, GAUGES AND ERAS
√ EXPERT DEMONSTRATIONS

## SHOP

√ TRADERS / SOCIETIES
√ STOCK UP ON ESSENTIALS FOR YOUR HOBBY
√ LOOK OUT FOR COLLECTABLES, PRE-OWNED ITEMS, TOOLS, BOOKS & MORE!

BOOK & SAVE!

**Adult: £15.00 I Children (5-16): £8.00 in advance**

Kindly sponsored by: BACHMANN COLLECTORS CLUB | GRAHAM FARISH | MRC

**SATURDAY 10AM - 5PM & SUNDAY 10AM - 4:30PM | ADVANCED TICKET HOLDERS 9:30AM EARLY ENTRY**

**ALEXANDRA PALACE, N22 7AY**

To Book - **WWW.BRMM.AG/MAGLONDON24**

Terms & Conditions: The above prices are advance ticket prices.

THE 1994 WEST HIGHLAND CENTENARY CELEBRATIONS

# TRACTION

A CELEBRATION OF CLASSIC DIESELS & ELECTRICS

ISSUE 281
SPRING 2024

# HSTs ON ONE ENGINE







## ALSO INSIDE:

- East of Doncaster
- Class 60 Liveries
- Life of D1746




# Change for the better




Welcome to this first issue of TRACTION in British Railway Modelling. As regular readers of TRACTION will notice we have the usual wide variety of articles about the diesel and electric era on Britain's railways.

From this issue TRACTION in BRM will appear 13 times a year rather than as a bi-monthly publication which means we will be able to allow more space for each feature as we now have over twice the number of pages during the year. From many comments we've had over the years this is exactly what many of our regular readers have been asking for!

As always, we welcome contributions to TRACTION and if you have an idea for a future article, please get in touch with me by email.

Stephen

**Stephen Rabone**
steverabone@hotmail.com

# Contents

79 **East of Doncaster in the 1980s by Andrew K Overton**

86 **The Train That Just Keeps Going – Even On One Engine by Roy Kethro**

95 **Class 60 livery variety by Gavin Morrison**

98 **West Highland Centenary Celebrations-1994 by Ian Harrison**

104 **The Life and Times of D1746 by J Crosse**






TRACTION

**Publisher:** Steve Cole
E: stevec@warnersgroup.co.uk
**Editor**: Stephen Rabone
E: steverabone@hotmail.com

**ADVERTISING AND PRODUCTION**
**Advertising Account Manager:**
Sarah Jarman T: 01778 392055

**Ad Production:**
Allison Mould T 01778 395002
E. allison.mould@warnersgroup.co.uk

**Design:** Dan Jarman
**Ad Design**: Amie Carter
Printed by: Warners Midlands plc

**DISTRIBUTION**
**News Trade, Warners Distribution:**
T: 01778 392417
Model Trade, Warners Trade Sales:
T: 01778 392404

**SUBSCRIPTIONS**
**For all subscription enquries:**
T: 01778 392012
F: 01778 421706
E: subscriptions@warnersgroup.co.uk
West Street, Bourne, Lincolnshire PE10 9PH

**BACK ISSUES**
Tel: 01778 391180
E: subsaccexecteam@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.

WARNERS GROUP PUBLICATIONS PLC
www.warnersgroup.co.uk

Find us on
www.facebook.com/tractionbywarners
www.traction-magazine.co.uk

ISSN: 1354-2680

Scan this QR code with your smartphone to link through to TRACTION's website

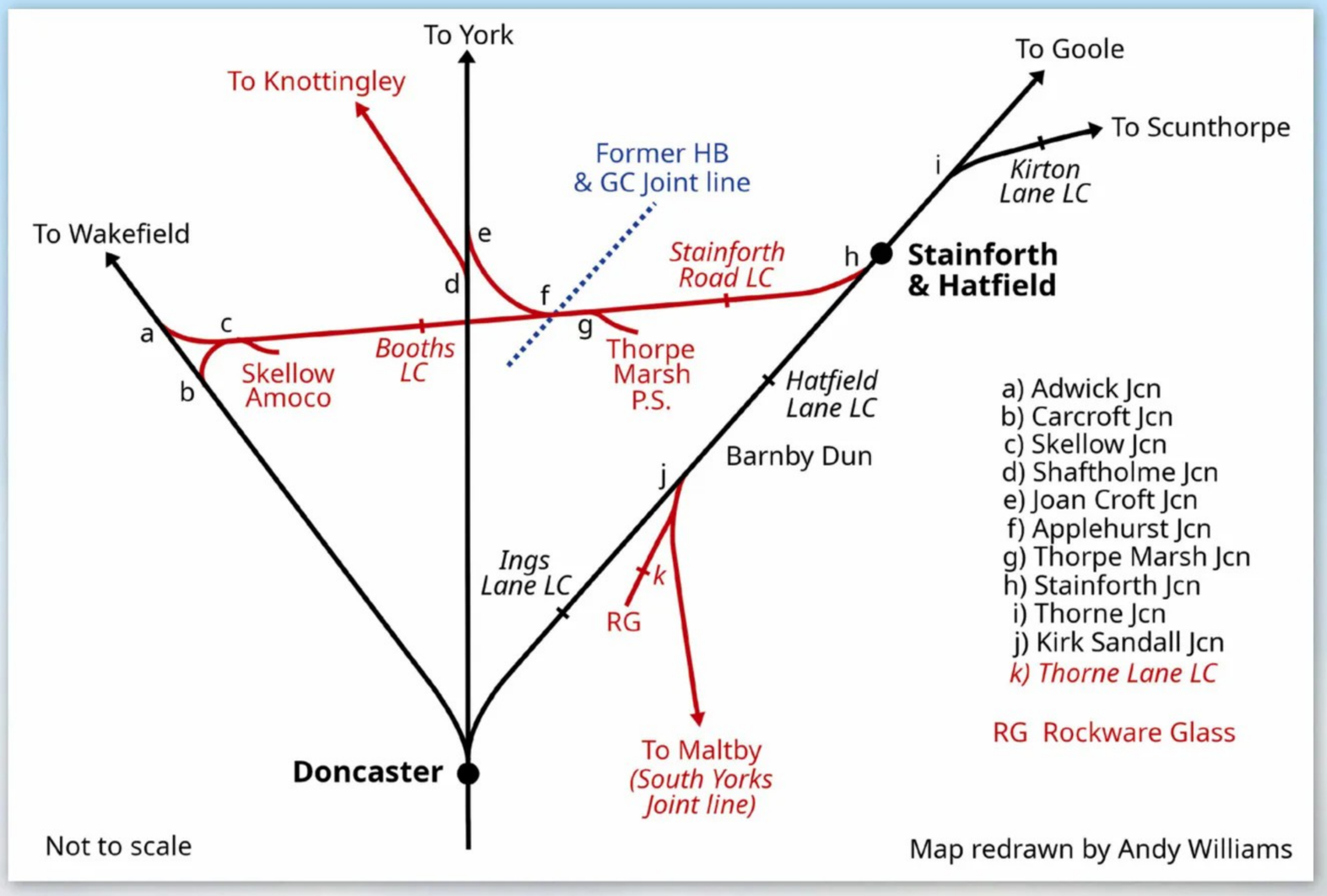
**Cover photo: HST 253012 is at Bristol Temple Meads on January 28th, 1978. DAVE HIGSON**

# East of Doncaster in the 1980s

## Words & photography: Andrew K Overton

In previous articles in Traction, I have recalled my time chasing trains with my camera around Doncaster on the East Coast Main Line (ECML). In marked contrast to the relative scarcity of loco-hauled traffic on that line, the east-west axis around the town provided abundant opportunities, especially for freight traffic. In this article, I am going to concentrate on the scene to the east.

As well as the main ex-Great Central Railway passenger route towards Scunthorpe, with the North Eastern Railway branch to Hull diverging at Thorne Junction, there were freight-only lines linking various routes. As with photographing on the ECML north of the town, vantage points weren't plentiful, and exploring on pushbike and foot around the countryside was more fruitful. The main route between Scunthorpe and Doncaster saw much freight traffic from the Immingham area and Scunthorpe steelworks, a lot of it taking the Doncaster Avoiding Line to bypass the station. Anything from amongst Classes 20, 31, 37, 47 and 56 could be seen on these trains, and at this date, any other traction would have been a noteworthy event. During the 1984/5 miners' strike, when a lot of my photography took place, the absence of coal traffic resulted in very few trains on the other freight lines. As I had little to no idea when and if anything would turn up, I spent many a day searching out locations on these lines, only to spend hours at the lineside before heading home without a single exposure having been obtained.




**37216 with a train of empty bogie bolsters, probably from Scunthorpe, heading east at Kirk Sandall on July 26th, 1984. Kirk Sandall Junction is behind the photographer, and today the foreground is occupied by the island platform of Kirk Sandall station.**



Photo 1: 31440 heads west at Ings Lane Crossing, Bentley with 1M33 12:43 Cleethorpes-Manchester Piccadilly on October 27th, 1984. In the foreground, redundant trackbed can be seen, as the line had been four tracks here only five years earlier before the Doncaster Power Box resignalling. The train is travelling on the former Up Main line in the Down direction, the two outer tracks having been goods lines.




The Trans-Pennine passenger services had gone over to Class 31 haulage with the May 1984 timetable so, at least when on the main route you had some guarantee of a shot and any freight that turned up was a bonus. The landscape is predominantly flat and rather uninspiring, so you had to work to try and get a bit of interest into the scene. It was possible to walk alongside the line heading eastwards from Marshgate Junction north of Doncaster station by following the north bank of the River Don, although even in those days the lineside vegetation blocked most of the view. Before the river passes underneath the line west of Kirk Sandall, you reached a user-worked crossing at Ings Lane, which provided a decent location in the peace of the countryside yet not at all far from town (photo 1).

Kirk Sandall Junction is where the South Yorkshire Joint line branches off to head towards Worksop, skirting the edge of the main Doncaster urban area. I shall hopefully deal with this line in a dedicated future article, but concentrating on the junction itself, this could be an interesting place to watch trains. The double line of rails from Marshgate Junction became four here, with a Slow line in the Up direction and the South Yorkshire Joint line on the Down side. The latter gave the appearance of a Down Slow line, but trains on it could only diverge onto the Joint or into the Rockware Glass private siding from here, the Slow line having

Photo 3: Romanian-built 56002 in BR blue livery and BREL-built 56101 in large-logo livery passing Kirk Sandall Junction light engine eastwards at 18:40 on July 19th, 1984. The South Yorkshire Joint line diverges to the left just before the overbridge in the distance.



Photo 2: 20021 and 20210 heading east at Kirk Sandall at 15:32 on July 26th, 1984. Although giving the appearance of a four-track route, in fact the furthest line from the camera is the goods status South Yorkshire Joint line at this point with its jointed bullhead rail, in contrast to the welded track of the other lines.





ended at a turnout onto the Fast line at Barnby Dun. Being almost exclusively a coal railway, the Joint line was pretty much devoid of traffic during the miners' strike period. The current station at Kirk Sandall did not open until 1991, so, when I was photographing here, the platforms were not available as a vantage point. To the north of the line, close to the current station site, it was possible to reach the boundary fence where a connection off the main line had once diverged to serve the industrial estate here (photos 2, 3). At one time, extensive internal sidings served the estate, once the site of Pilkington's glass factory, and abandoned tracks could still be seen set into roadways. Although you were in the midst of an industrial estate, the little lineside enclave was secluded and something of a suntrap, a very pleasant place to spend time photographing the railway scene.

One freight train you could rely on at Kirk Sandall was the British Industrial Sand Company's train from Middleton Towers to the Rockware Glass factory here. The factory was accessed by a private siding, which diverged from the South Yorkshire Joint line track at the junction and, after a run-round loop, crossed Thorne Lane via a Train Man Operated (TMO) level crossing outside the factory boundary fence. The level crossing gates themselves were a set of ex-North Eastern Region boom gates – low gates running on a pneumatic tyre – but in this case, pushed manually

Photo 4: 31181 propels its train of inward loaded sand wagons from Middleton Towers into the Rockware Glass factory at Kirk Sandall on the evening of July 19th, 1984. The train has just passed over Thorne Lane level crossing.

rather than motor-worked. The wagons were tripped out from Doncaster in an evening, having been detached from the through train, which went forward with portions for other glass works, so could only be captured in the summer months, propelling into the factory. On the outward journey, it would run round in the loop before propelling out onto the Up Slow and departing to Doncaster (photo 4).

The original station in this area was at Barnby Dun, the housing at Kirk Sandall having grown up after the station closed, but by the 1980s, nothing remained of it. Lineside development restricted photography and only a few views could be obtained (photo 5). To the east of Barnby Dun, the line headed out into the flat agricultural countryside towards Stainforth & Hatfield station (as it was called then, before name-reversal), continuing as four tracks all the way to Kirton Lane level crossing to cater for freight traffic (photo 6). I never photographed at Stainforth itself as that seemed to be covered occasionally by other photographers and being close to the pit it wasn't a great idea to be brandishing a camera in those sensitive times when press photographers weren't exactly welcome.

Stainforth Junction, just to the west of Stainforth & Hatfield station, was where the Skellow Branch diverged to head directly westwards to join the Doncaster to Leeds line at Adwick and Carcroft junctions, as well as connecting to the ECML via a curve from Applehurst Junction. Along with through traffic, the line also had its own in the form of MGR coal to Thorpe Marsh power station and petroleum to an Amoco terminal at Skellow. Obviously, during the miners' strike, the former traffic ceased and, as this constituted by far the majority flow,



**Photo 5: 47519 between Barnby Dun and Kirk Sandall with 1J01 13:24 Hull-Sheffield at 14:11 on May 29th, 1985. This working attached to 1O86 14:06 Leeds-Brighton at Sheffield. The jointed foreground track is still the South Yorkshire Joint line at this point.**



**Photo 6: 31441 growls over Hatfield Lane Crossing between Barnby Dun and Stainforth & Hatfield with 1M34 15:13 Hull-Manchester Piccadilly on October 27th, 1984. Note that the nearest track is now the Down Slow and is continuously welded.**



**Photo 7: 56097 heading east at Booths Crossing at 10:46 on July 9th, 1984. The loco has just passed over the ECML at Shaftholme Jcn and Thorpe Marsh power station can be seen in the background. Nowadays, the Trans-Pennine Trail long-distance path crosses the line at this point, but in the 1980s not a soul would be seen all day.**

trains could be hard to find, especially west of the connection to the ECML (photo 7).

New Year's Eve 1984 was a clear and sunny but bitterly cold winter's day and in my wisdom, I decided to head out by pushbike to the Skellow Branch to see what turned up. Climbing up onto the former Hull & Barnsley and Great Central Joint line embankment near Thorpe in Balne village, I could get to a vantage point at Thorpe Marsh Junction at the old overbridge abutments. This was before the days when palisade fencing had to be erected at such locations to stop people stepping off into space and blaming someone else for their accident. Things didn't look too promising, with a heavy coat of rust on all the rails suggesting little recent traffic but I hung around nonetheless until around lunchtime and was just about to give it up as a bad job when 37263 turned up heading west light



Photo 8: 37263 passing Thorpe Marsh Junction heading west on New Year's Eve 1984. The power station is not steaming and, due to the miners' strike, the lines into the unloading terminal are heavily rusted.

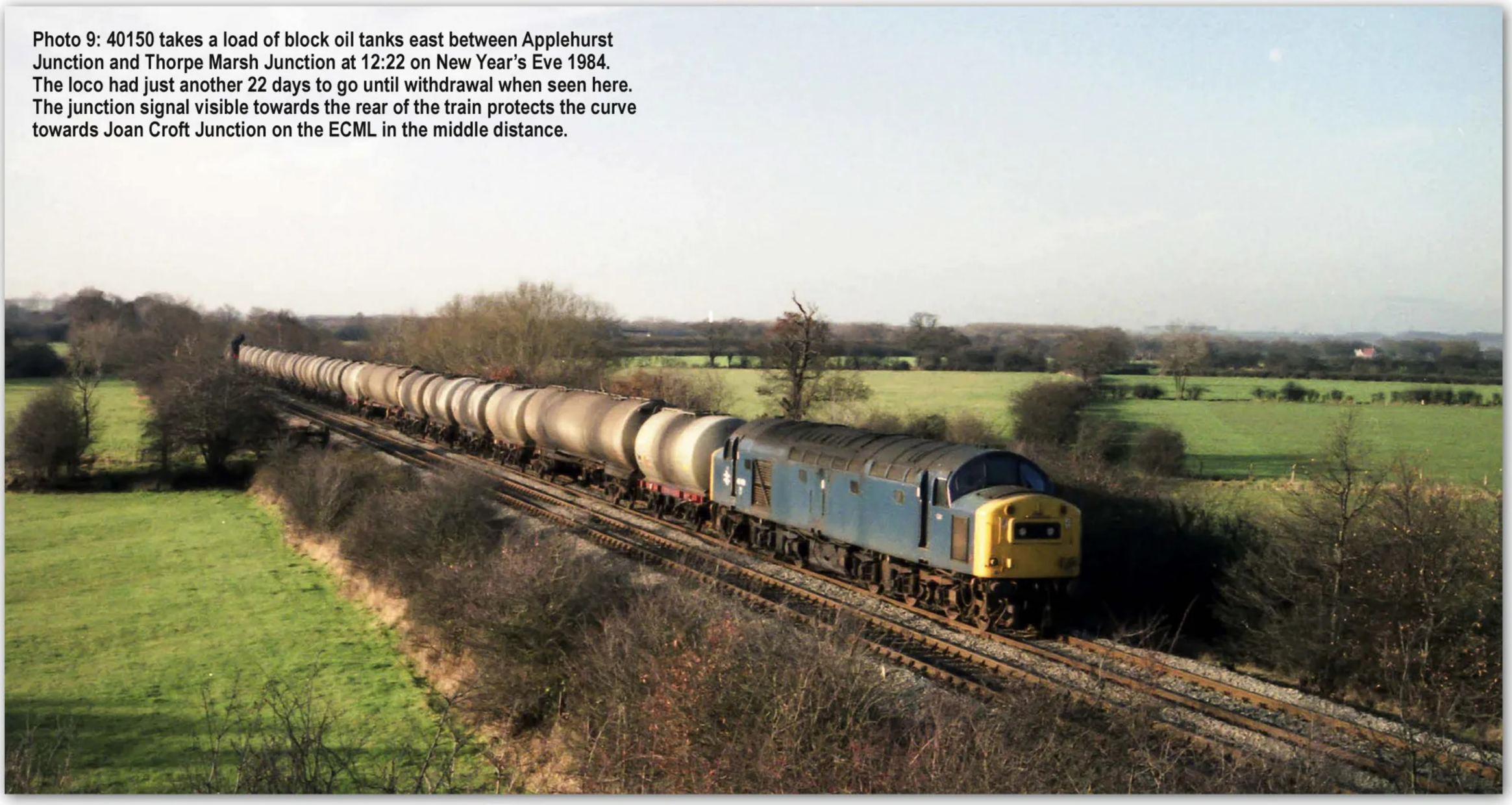


**Photo 9: 40150 takes a load of block oil tanks east between Applehurst Junction and Thorpe Marsh Junction at 12:22 on New Year's Eve 1984. The loco had just another 22 days to go until withdrawal when seen here. The junction signal visible towards the rear of the train protects the curve towards Joan Croft Junction on the ECML in the middle distance.**

engine (photo 8). Oh, how I would have laughed if it had come five minutes later and I had seen it whilst walking away.... On the basis of 'what goes up must come down' I thought I would stay to see if it returned with a train later but after not too much longer was delighted by 40150 heading east on a block oil train (photo 9).

My current location now having been exhausted, I cycled east along the country lanes looking for somewhere new. At Stainforth Road half-barrier level crossing, I walked lineside along the field edge and once again got slowly colder while wondering whether I was wasting my time. The light was fading and I was about to give up, already facing the prospect of a cold cycle home along unlit roads, struggling with the useless cycle lights of the day, when a faint but increasing whistling reached my ears. Presently, I heard the yodels trigger at the level crossing in the distance, and in its final full month of service, 40150 passed returning west light engine, presumably having deposited its tanks at one of the Immingham refineries - RIP old friend (photo 10). Luckily the day had continued sunny with only some high cloud far to the west, or else the light would surely have gone by now. Pleased with how things had turned out, I began to pack my camera away but was stopped by the sound of yodels again. Surely not, but yes! Clearly visible approaching from the west, my earlier friend 37263, which had indeed worked back as suspected, just considerably later and after I had given up on it (photo 11). Two photos of classic traction in the bag within five minutes and half-an-hour of darkness – now that's what you call a New Year's Eve party.




**Photo 10: 40150 returns west and is seen near Stainforth Road level crossing at 15:25 on New Year's Eve 1984.**



**Photo 11: 37263 passes Stainforth Road level crossing heading east with a train of oil tanks at 15:30hrs on New Year's Eve 1984. Note that Thorpe Marsh power station to the left has been fired up ready for the evening peak demand.**




# The Train That Just Keeps Going – Even on One Engine

**As the iconic Inter-City 125 High Speed Train winds down from front line service after half a century, former Fleet Engineer Roy Kethro reflects on the reliability issues that plagued the power cars at various times during their lifespan and how they were mitigated.**



Recently delivered HST set 253020 waiting to depart from Bristol Temple Meads for Paddington on May 21st, 1978.
RAIL PHOTOPRINTS

As the era of the former Western Region Inter-City 125 High Speed Train comes to an end, it is time to look back at the history of these trains. In their last few years of service, they no longer ran in the 2 plus 7 and 2 plus 8 formations, which had endured for more than four decades on principal services to and from the capital and between the West of England, the North East and beyond. For the final two years, a small number of sets ran with just four trailer cars on secondary services between South Wales and the West of England. In late 2023, the HSTs used by Cross Country also operated their last services from the South West to the North and Scotland. However, with the 2 plus 4 and 2 plus 5 sets still in use in Scotland, this is an icon that refuses to disappear into obscurity without a fight.

A journey from Bristol Temple Meads to Paddington towards the end of 1976 was like a breath of fresh air. Although I had been involved with the new High Speed Train (HST) servicing and maintenance depot at St Philips Marsh from before the first production set had arrived that summer, this was the first opportunity I had to actually travel on one as a passenger. Straight away, the improvement in ride quality of the Mark 3 coach over the Mark 2 was quite pronounced as it seemed to glide through the points and crossings on air suspension bags heading towards St Annes en-route to Bath and beyond. Acceleration was impressive as we quickly came up to full line speed. This was the shape of things to come with our new Inter-City 125 sets.

What may not be generally appreciated is that there was no 125 mph running until 'Brunel's Billiard Table' proper was reached to the east of Box Tunnel or Chipping Sodbury Tunnel on the Badminton route. But from there onwards, towards the capital, this could definitely be described as a journey-shrinking experience. It was with the usual trepidation that I disembarked onto the platform at Paddington that day, but at least I was well on time for my hated periodical career review with the Western Region's CM&EE. That was partly down to my lack of confidence in punctuality in working out which service I needed to travel on but catch the one in front.

Like most new equipment, it soon came to light that the new trains brought with them a series of teething problems, predominantly with the power cars. Depot maintenance staff, having learnt all the theory in the classroom and still on a sharp learning curve with the new technology installed into the real thing, needed to get to grips with the emerging challenges. Before too long, we suffered incidences of sets ending up with just one power car doing the work, but in general, they were able to complete the journeys, enabling maintenance staff to attend and either work their magic at the station or fail the set onto the depots at St. Phillip's Marsh or Old Oak Common. And thus, a new expression, 'One Engine Only' or 'OEO', was introduced into our vocabulary.

Being able to complete the journey, albeit with a bit of delay, was a welcome change to the situation I had experienced a few years before. Travelling down from Paddington on an eight-coach loco-hauled working headed by one of Bristol Bath Road's Class 50s, we were pulled up in the Box area due to the one in front having failed between Middle Hill Tunnel and Bathampton Junction. We nestled up behind, coupled up and connected the air hoses. Following a continuity brake test and the drivers coming to a clear understanding, the whole formation of around 800 tons limped towards Bristol with the driver of the failed loco at the front controlling the brakes to comply with signals and speed restrictions as well as the protracted station stop at Bath Spa, the platform at which was too short for the full formation.

## Engine coolant loss

There were a number of reasons for HST power cars not wanting to continue taking part in proceedings during those early years. Loss of engine coolant, or 'green blood' as it became known, reared its head fairly quickly. Not just leaking joints associated with the Paxman Valenta engines, including from under cylinder heads, but also the porosity of the alloy exhaust boxes on top of which the turbo charger and intercooler sat. As soon as the level in the cooler group header tank dropped, a float switch shut the engine down via the Water Level Relay (WLR), and it was game over until the fluid could be topped up. Sometimes, it happened as the coolant surged in the header tank of the rear power car under braking as the float switch located at the cab end of the cooler group bobbed up and down. The engine could sometimes be restarted, but it would probably happen again further down the line as the fluid level gradually dropped. Bowsers were provided on the platforms at key locations, including Paddington and Temple Meads, where station fitters were on hand to check the sight glass and top up as required. Modifications largely mitigated those problems in time, with new materials for cylinder head joints and replacement of the exhaust boxes with a more robust cast iron version. Not so easy to cure was the occasional internal leak within the engine block, which caused the lubricating oil to be contaminated. Additives in the coolant, predominantly sodium, gradually attacked the various bearings. I once spent a good hour lying on my back with my head inside an engine crankcase before spotting a tell-tale drip from above due to what transpired to be a small crack in the engine block. Blink and I would have missed it!

There was a period when our pedantic Chief Mechanical and Electrical Engineer, with his pure engineer's hat on, decreed that we were banned from putting cold coolant into hot engines as this was exacerbating the problems. He wanted solutions, not stop gaps - find the cause not the symptoms. It was a directive that had to be abandoned once the policy began to impact performance when we started running over the South Devon banks and discovered the limitations of what a single power car could achieve on severe gradients. Topping up of power cars at Exeter St Davids and Plymouth North Road on power cars, which were known by Maintenance Control to leak, was critical in keeping the service running once it was extended into the West of England and onwards to Penzance. With hindsight, maybe we should have modified the coolant bowsers with a plug-in heater, but I am not sure that anyone would have been brave enough to propose that to the boss, for fear of one of his serious hard stares, which gave no clues as to what pedantic rhetorical response he was about to inflict to put you on the back foot. I understand that power cars on the East Coast Main Line had a drum of coolant

installed in the van area with a means to top up the header tank in the cooler group. They obviously shared our experience with leaky engines, but it was not a sticking plaster solution we adopted on the Western Region.

## High pressure pipe issues

A design flaw that resulted in engines having to be manually shut down and isolated were the high pressure pipes that delivered fuel from the individual cam-driven pumps for each cylinder to their respective injectors in the cylinder heads. The way they were manufactured meant they were prone to splitting along their length like an over-ripe banana, the resulting spray of escaping fuel finding its way down into the engine bedplate drain tank. Once that became full, fuel ended up being sprayed down the side of the formation in the slipstream when the power car was leading. First indication of a problem was when it was reported that trailer car sidelights and door handles were contaminated with fuel. Again, a modified pipe put paid to that problem once the mode of failure had been identified. There were times when station staff had to be deployed with rolls of blue paper to clean off the worst of the contamination to allow the set to remain in service until it could be withdrawn for a proper clean. Hopefully, that minimised claims for soiled clothing from irate passengers as they inadvertently wiped their smelly hands on their outer garments.

## Idling problems

One lesson which was learnt over time was that the Valenta engine did not like to be left idling for extensive periods. Oil worked its way up past the piston rings, through the turbo charger and accumulated in the exhaust silencer. After a short period of running under power, it was not unknown for it to reach flash point, resulting in a stack fire. The best policy was to let it burn itself out, but it wouldn't have filled the travelling public with much confidence to see a power car sitting at the end of a platform with staff standing back as flames and smoke came out of the roof. A priority was to try and reach it before the fire brigade. If we looked like we knew what we were talking about, calmly pointing out that it was just a bit of oil being burnt off, they might be persuaded to put a ladder up to the roof and squirt some foam into the stack rather than filling the engine up with water, which resulted in a bit more work to get the power car back into service.

## Leg out of bed

The most severe mechanical problem, which was thankfully rare, occurred if the small end bearing which attached a connecting rod to a piston failed. With the engine still running, the rod would flail around inside, eventually punching its way through a crankcase door. That was referred to as a 'leg out of bed'. Fortunately, the damage was usually repairable on depot without having to change the power unit.

## Turbo charger failures

Heavy black smoke belching out from the top of the power car was an indication that the turbo charger had failed big time. A generally smoky grey exhaust was usually down to a cylinder not firing correctly or the governor to fuel rack settings not having been adjusted properly. Once done by the depot Rolling Stock Inspectors, who knew what they were doing, it resulted in a very clear exhaust. As the Valenta engines aged, there were instances where the turbo charger casing started to part, creating a visible gap of around three millimetres. Pulling it back together by tightening the ring of nuts around the periphery on their studs was sometimes successful. Discernible crankshaft end float of a few millimetres was a telltale sign of trouble ahead. Serious white smoke was an indication of coolant finding its way into the exhaust.

## Oil sampling

There was a system for mitigating the risk of engine problems like this. Every two or three days, as part of the overnight A exam, a sample of lubricating oil was drained from each power unit into a small plastic bottle, around a quarter of a pint. The bottles were labelled up with the power car numbers and dispatched towards Paddington on nominated services from each location. On arrival, someone would collect the bags of bottles and take them across to the Scientific Services lab at Muswell Hill for spectrographic analysis.

The results would indicate traces of elements such as iron, lead and copper, the source of which could be pinpointed as coming from particular types of bearing. Aluminium came from the centrifugal engine speed switch, which was detected when the engine was running to disengage the starter motor during the start sequence and prevent it being re-engaged. There were occasions when the flyweights inside machined away at the aluminium housing, the resultant fine shavings finding their way down into the oil. Sometimes, it was possible to tap the housing and it would pop off just like taking the top off a boiled egg. High sodium was an indication of that internal coolant leak, and low viscosity pointed to fuel dilution with one or several cylinders not firing efficiently, the unburnt fuel running down past the piston rings into the sump.



**Set 253011 is passing Westbourne Park on the final approach into Paddington. This was not a sight to fill the travelling public with confidence in our new trains. COLOUR RAIL**

By mid-afternoon, the lab would ring Maintenance Control with a list of any power cars that had come up with adverse results exceeding acceptable limits or were noted to be rising at an abnormal rate. Their recommendations would vary from carrying out an oil change, increasing oil sampling to daily, or stop and examine at the earliest convenience. If a phone call came in mid-morning, that was an indication of immediate action required, typically shut down and isolate the engine. It happened a few times before serious damage occurred.

When I got a call like this one morning, my response was, "We might have a small problem there because the power car at the other end of the set is already shut down". For reasons that were never explained to us in Maintenance Control, this work was later transferred to a facility in Doncaster, but their response time was nowhere near as good as the team from Muswell Hill. Maybe the journey and collection arrangements took longer, resulting in the testing spilling over into the next working day. A call one day to report a seriously adverse oil sample prompted the reply, "We know, it went bang and put a leg out of bed yesterday".

## Water Temperature Relay

A protective relay that illuminated the General Fault Light on the driver's desk most frequently was the Water Temperature Relay, indicating that the coolant was too hot. That caused the engine to revert to idling which was counterproductive in some ways as the radiator fan was engine-driven through a hydrostatic coupling. Slowing the fan down reduced the airflow across the radiator panels decreasing the rate of cooling. Normal power and engine speed could be regained once the system had cooled sufficiently. The impression was that the cooling system was reaching its design limit once ambient temperature rose to the upper twenties in centigrade.

In extreme heatwave situations, on the rare occasions when the mercury rose into the thirties, it was not unknown for one power car to trip out putting all the onus on the other one to work harder. Then that one would trip out so the set would be coasting until the first one had cooled down a bit enabling it to do a bit more work. It was a yo-yo effect in making steady progress. The resultant delay might be disguised if Railtrack or Network Rail had imposed a blanket speed restriction due to rail heat. Removing the set from traffic to a depot in the hope that steam cleaning the radiator panels might help, sometimes failed to have any effect as they were already spotlessly clean. A certain amount of cleaning was carried out during overnight servicing to keep on top of the problem. Isolating the fifth notch in the engine speed control might reduce the heat being generated but it resulted in a corresponding reduction in maximum fan speed. A better stop gap was an override screw in the cooler group, which effectively bypassed the thermostatic control valves to keep the fan running at as high a speed as the engine could drive it. It was difficult not to notice a power car sitting at the end of a platform with the fan roaring.




**Set 253010 is working hard up Dainton bank on September 9th, 1980. The state of the exhaust suggests that fuel was not being burnt as efficiently as it should have been, the governor to fuel rack settings needed a bit of fine tuning. COLOUR RAIL**

## Electrical problems

Loss of an engine or the power car's ability to provide traction was not just down to mechanical issues. The electrical systems on board were quite complex. As well as the Water Temperature Relay, there was another relay which fed into a general fault light on the driver's desk in the shape of the Power Earth Fault Relay, which monitored stray traction current flowing through the framework of the vehicle due to insulation breakdown. Not only could it result in metal parts becoming live, but it could also affect track circuits.

On a conventional loco, power to drive the compressors, exhausters and pumps as well as battery charging was generally provided from a dc auxiliary generator, the output of which was controlled by a carbon pile regulator at a nominal 110 volts. Something a bit more sophisticated appeared on the Class 47s when they were converted for Electric Train Heating. Just like those ETH Class 47s, on HST power cars the dc generator was replaced with a three-phase alternator.

Although the pumps for fuel and lubricating oil priming and the starter motor were driven off the batteries, the alternator supplied power to the air compressor, battery charger and heating elements for the cab air conditioning system. It also fed into the electrical train supply (ETS), which powered all the auxiliary systems on the trailer cars via three-phase jumper cables throughout the formation. Due to the complexities of trying to link the phasing of two alternating current supplies, ETS could only be fed from one power car at a time, usually the rear one to reduce noise for the driver as when it was switched on, the engine idling speed was automatically taken up one notch.

Again, due to the vagaries of alternating current theory, which students of electrical engineering will understand, the frequency of the supply was dependent on engine speed and that meant that the voltage had to be regulated pro-rata. The electronic voltage regulator (TDAVR) on a power car was a pair of plug-in electronic modules taking the supply from 276 volts at idling up to 415 volts at full engine speed of 1500 rpm. Sitting in the saloon of the trailer cars, as the driver opened the power handle a noticeable rise in pitch from the air conditioning fans could be heard. The TDAVR incorporated an over voltage and low voltage protection that would shut the engine down. If a power car was not powering, it was useful if the engine could at least be kept running to provide ETS. On a very cold day, when full heating of the trailer cars was called for, that could drain 10% of an engine's output ,which was not then available for traction. The same reason is why you get a few more miles per gallon out of your car if you turn the air con off.

## Wheelslide Protection

Modern rail vehicles have a form of inbuilt wheelslide protection (WSP). Wheelslide normally occurs during braking whereby a wheelset locks up and skids along the railhead resulting in tread damage and flats. The WSP on HSTs was an electronic module fed by probes on the end of each axle. If all the axles continued rotating at the same speed all was fine. But if one or more became out of sync with the others, the system blew down the brake on that bogie to allow the wheelset to recover before reapplying it. I expect many readers will have stood on a platform as a set



A down HST is passing Dawlish in the sort of adverse weather conditions that precluded attempting to climb the South Devon banks on one engine. COLOUR RAIL

arrives hearing a chuffing noise from under one of the trailer cars which decreases in frequency as it comes to rest. That is the WSP system momentarily releasing the brakes, usually under fault conditions. And if all four wheelsets locked up together fooling the system into thinking that all was well because they were all going round at the same speed, it also cunningly monitored if the rate of deceleration was excessive.

As well as wheelslide protection, power cars also had a wheelslip protection system similar to that fitted to diesel electric locos. Wheelslip, or wheelspin as it is sometimes referred to, occurs when the applied power overcomes the adhesion which allows the wheels to grip the rails. The protection backs the power off until the affected wheelset or wheelsets come back to normal rotation. It is something that affects steam locos as well but with all driving wheels slipping together as they are connected with coupling rods.

That relies on the skill of the driver with his hand on the regulator to get it under control. On diesel electric locos and power cars, the slip is detected by relays connected between pairs of traction motors. If the relays detect an imbalance of voltages as motors start rotating at different speeds, they activate the system to wind the power back and illuminate the WSP fault light in the cab until the system regulates itself. It could sometimes be felt from within the passenger accommodation on a HST as a bit of fore and aft surging when accelerating. Although the sight and sound were not so dramatic as with steam, in extreme cases, the driver still needed to use a bit of skill to get it under control by gradually building up speed.

The wheelslip system has another function as it is a means of detecting traction motor faults referred to as 'wheelslip in power', which would cause the WSP light to stay lit with the power handle open. By taking the driver through a bit of logical fault-finding to determine what happened to the light when in and out of power, it would sometimes require a rotational test to be carried out using sight, smell and hearing to make sure that all wheelsets and traction motors were rotating unhindered.

If the fault was unable to be cleared, the set would be authorised to proceed at reduced speed, typically 40mph maximum, before being withdrawn from service. The rotational test required the driver to slowly move the set with a competent person on the ground watching the wheels. With single manning in the cab, that would have to be the guard. Although this was a rare occurrence, it is a good reason to retain a guard on board in a safety role but as that role gradually transitioned towards a more commercial focus as Train Manager, maybe there was a bit of a case for retaining that second man in the cab.

I recall a situation with a HST in South Wales where the Train Manager was required to go down onto the track to attend to something. She limped back onto the platform, her stiletto heel having caught in the ballast and snapped off. Safety shoes were not compulsory in those days. A rare failure of the WSP system resulted in a power car travelling a considerable distance with a locked wheelset. The severe flat that was worn onto the tread gradually resulted in a double flange, which came to light when it attempted to pass through a set of points.

## Rectifier Fault Relay

Apart from the fire suppression system, which was activated manually on the front power car and automatically on the remote end one causing the engine to shut down, the ultimate protection system was the Rectifier Fault Relay (RFR), which could only be reset by maintenance staff. Traction power came from the three-phase main alternator but was converted to dc for the conventional traction motors through a large rectifier bank. Under fault conditions, there was a lot of power coming from the alternator, which needed to be dissipated quickly, and that was accomplished by a short circuiter on top of the control cubicle, which slammed shut to kill the power dead. The RFR effectively locked the system down until the fault could be investigated properly rather than just resetting and carrying on.

## Not starting when hot

A fault that developed quite late in the life of the Valenta engines was a reluctance to start when hot. It occurred a few times at Penzance, where local instructions decreed that the leading power car had to be shut down on arrival to prevent exhaust fumes building up under the overall roof at the buffer stops end of the platforms. A short while later, a driver would put his key in and press the start button. Either no response at all or the engine would motor over but refuse to fire up. Manually assisting the fuel racks or 'trick starting' by manually operating a relay and contactor in the control cubicle usually overcame the immediate problem, as long as there was another body on hand who knew what to do or was deemed competent enough to be talked through the process. I don't recall that the reason behind this was definitively established, but one theory was that it was caused by 'heat soak' affecting the viscosity of the oil in the engine governor when coolant circulation ceased immediately after the engine was stopped.

When some power cars were upgraded with the Paxman VP185 engine, we were warned not to attempt manual rack assistance as there was a risk of ending up with a broken wrist. Those engines were connected to a remote monitoring system called DEMON, which their technicians could interrogate from their base in Colchester. We might occasionally get a phone call to report that a particular cylinder on a particular engine was not firing. It had to be remembered that on those engines, the configuration was reversed with no.1 cylinders being at the opposite end to the Valentas. It also helped if our records of which numbered power unit was fitted to which power car were up to date.

## Air compressor problems

The air compressors mounted under the power cars were a source of trouble in the early days. Occasional hot axlebox detector (HABD) activations equating to axles 3 on the left-hand side in direction of running or axle 35 on the right-hand side with the 2 plus 7 formations were eventually pinned down to the compressor delivery pipe. Air becomes hot when compressed. A bit of lagging overcame that one. A later problem emerged, seemingly due to ageing. The single compressor on each power car only ran when the engine was running and generating its own auxiliary power.

Two compressors running on a set were more than adequate to maintain the air supply throughout to operate brakes, trailer car air suspension and automatic vestibule sliding doors. Later on, this also included the retrofitted central door locking actuators, which became mandatory on slam door stock. With just one engine running, a single compressor was capable of maintaining main reservoir pressure on the whole set, although it naturally took longer to reach working pressure on initial mobilisation. A spate of reports started to emerge of sets unable to maintain air when running on one engine.

There was a compressor efficiency test, which measured how long it took to build up to a specified pressure from nothing, but it did appear that some machines were struggling. It was something that failed to come to light as long as they worked in pairs. A bit of lateral thinking disguised the problem, in effect, by treating the symptom rather than the cause. The modification involved reconfiguring the compressor wiring so that it could be fed from the electrical train supply from the working power car rather than depending on having its associated engine running.

## Running on One Engine

As long as the good power car kept going, a HST set on one engine could stay in service all day. Well not quite! In your car, there is a little gauge in front of you that tells you how much fuel is left in the tank and probably gives you the tip in the shape of a warning light when it is getting a bit low. There was no such thing in the cab of the HST, so no onus on the driver to decide when it was time to nip in for a pit stop. There was a clock gauge on the side of the underslung fuel tank, the glass of which might have to be wiped clear of 'railway dirt' to see where the needle was pointing. It was the responsibility of the HST Controller to keep an eye on how many miles the set would be able to stay out there.

With a capacity of 1,000 gallons, or 4,500 litres in each power car, sets were diagrammed to run up to 1,050 miles between visits to the pumps. Running on one engine, that figure was reduced to 650 miles. In Control we had a straight line graph allowing us to estimate how many more miles were left in the tank of the good power car if the other end expired part way through the diagram. There was a margin of error built in and these were ballpark figures that did not take into account the route or pattern of station stops, nor if there was one more or one fewer trailer car in the formation. The same figures were used even after the power cars were re-engineered with the more fuel-efficient MTU power units.

Digging in to grind up the South Devon banks might have temporarily reduced the miles per gallon, but there would be a corresponding section of coasting downhill the other side to compensate. Travelling down to Plymouth in the cab a few times, the impression I gained was that the drivers had to use their skill and experience in knowing when to notch off on emerging from Dainton tunnel to avoid the risk of a runaway. With the sudden change in gradient, it felt a bit like riding a big dipper.

## Running out of fuel

In one extreme case, due to a failure at Temple Meads, a set that was due to come out of service to St Philips Marsh late one evening was required to work an extra trip up to Paddington. The HST Controller worked out that it had only run around 900 miles that day, so with a total of 1020 by the time it reached Old Oak Common, it was adequately within the target figure. Soon after it departed from Bristol, he put his hand up having realised that it had not been fuelled the previous night.

It was one of a few sets that were fuelled at Old Oak Common between the morning and evening peaks before coming out to work an evening service to Hereford, where it was outstabled for the next morning. He calculated that, by the time it reached London, it would have run over 1200 miles since being tanked. When it arrived at Swindon, I popped down to the platform from Control to wipe the gauges clean expecting bad news. Surprisingly, there was still a quarter of a tank in each end, more than enough for the 77 miles ahead to Paddington and probably all the way back to Bristol if it had needed to.

There was an instance where a set did actually run out of fuel. It should have been tanked on a Sunday afternoon before outstabling overnight at Exeter, but it transpired that the depot concerned had overlooked it. Working the 22:15 Paddington to Bristol next day, it grounded to a halt on the down main at Tilehust, west of Reading. With that part of the route down to two tracks due to overnight engineering work,




**The prototype HST set 252001 is seen passing the Westinghouse Brake and Signal Company headquarters at Chippenham during trials on the Western Region on June 4th, 1975.**
**COLOUR RAIL**

it would have been a major headache a few hours earlier with eye-watering cumulative delay minutes. It was rescued by a Class 37, having run 1300 miles before the second power car coughed, spluttered and expired.

A quarter of a century down the road, a few incidents occurred with power cars running out of fuel despite still being within their diagrammed mileage. It was found that the vents at the top of the fuel tanks were becoming clogged, causing the automatic bulk fuelling valves to shut off too soon. In some cases, by allowing the system to settle down for a while, it was possible to squeeze in as much as an extra 100 gallons with a warning flagged up on the RAVERS (Rail Vehicle Records) defect database until the problem could be rectified.

## Cab noise

A somewhat extreme reason for occasionally isolating an engine was when drivers started to report excessive cab noise on a handful of power cars. With age, the seals around the frame of the bulkhead door between the cab and clean air compartment, which led into the engine room beyond, started to become lazy. Pulling on the door against the seal could produce a discernible reduction in noise. Most drivers just reported it, but there would inevitably be the odd individual who rightly insisted that prolonged exposure could affect their hearing and their ability to focus on the various audible warnings from in cab safety systems such as AWS, DSD vigilance and ATP. New seals were required for a tighter fit, but that usually had to wait until the power car was out of service for repairs or a maintenance exam.

## Detaching a power car

A situation which was thankfully very rare was when a set ended up on one engine quite literally with a power car having to be detached from the formation because the wheels stopped going round. A seized wheelset, gearbox, or traction motor required the casualty to be rescued at very low speed by fitting a wheel skate, a frame running on small diameter wheels assembled around the offending wheelset lifting it just clear of the running rails. With gangway doors secured and a tail lamp affixed to the open end of the set, it could proceed to destination or a suitable point to terminate, at a maximum speed of 100mph.

The speed restriction was due to only one brake pipe pressure control unit now being available for brake application, effectively just a loco-hauled service. With signals generally spaced apart for 100mph running, it was by applying the brakes simultaneously from both ends of a HST set running at 125mph that it was able to pull up within the same stopping distance as a conventional loco-hauled formation.

During the First Great Western era, as part of the trailer car refurbishment programme, end gangway doors were done away with. It was not something that had been adequately risk assessed, making it difficult to lock an individual trailer car out of use, which sometimes happened with failure of the saloon lights or both skins of a side window smashed. With the adjacent power car detached, leaving



the end of the trailer car open to the world, it would have been impossible to leave the set in passenger service.

Once at its destination, a means had to be found to draw the set back in the opposite direction, usually onto a depot. That would involve either a barrier vehicle with a buckeye at one end and a drawhook at the other, of which we had an allocation of old Mark 1 and 2 coaches to facilitate depot-to-depot moves of odd vehicles; or one of the Class 08 shunters allocated to the HST depots, which had a buckeye attachment that could be swung up into place.

Typically, a service from Paddington to Weston-super-Mare would need to be terminated at Bristol Temple Meads or swapped out with another set. In practice, with turnround time at Weston being so tight, it was more practical for passengers to continue from Bristol on the frequent local services. A down South Wales service would terminate at Bristol Parkway, from where it could divert to St Philip's Marsh depot without reversal.

## Teething problems

From an engineering perspective, the HST was a rather sophisticated beast with a lot of new technology we had not come across before. Getting it up and running and keeping it running could sometimes be a challenge. This could give the impression that we were dealing with a very unreliable vehicle, but putting into context that there could be in excess of 70 power cars out in service each day on the Western Region alone. Once the bulk of the fleet was in service, the ones that let us down, even if just temporarily, could generally be counted on the fingers of one hand. There were a few interesting teething problems with new power cars soon after delivery, which would either shut down in service or not stay running, which taxed the grey matter. One I dealt with was down to a loose connection on a terminal bar, which resulted in no output from the auxiliary alternator and another that intermittently shut down was due to fuel starvation. That was eventually traced to a bag of sandwiches floating around inside the fuel tank, which earnt that particular power car the nickname 'Mother's Pride'.

In the early 1970s, Bristol Bath Road was home to the unique twin Maybach-engined Brush loco *Falcon.* Anecdotal evidence suggests that this loco could keep time on one engine on a down Paddington to Bristol working, aided by a couple of useful downhill stretches at Dauntsey and through Box Tunnel. We soon learnt that the HST set was nearly as good, perfectly capable of running on one engine when needed. It might lose time by taking a bit longer to accelerate from station stops and fail to reach 125mph in spite of the driver keeping the power handle wide open, but it generally completed the journey. Taking a set out for a trial run from St Philips Marsh to Swindon via the Badminton route, I was forced to isolate the west end power car for the return journey. Never having worked on electric traction, it was a strange sensation bowling along with just the rear end pushing and only being able to hear track noise. The driver coaxed the set up to a commendable 115mph with just seven trailer cars in the formation.



An Arriva Cross Country set headed by power car No.43303 is skirting the banks of the River Teign opposite Shaldon whilst working 1V44 the 06:11 Leeds to Plymouth on October 10th, 2022.
KEITH BROWN



One of the short-lived 'Castle' Class 2 plus 4 HST sets operated by GWR is seen passing Bristol Barton Hill depot en route to Cardiff. The maintenance shed on the right, now used for servicing Cross Country 'Voyagers', was built on the site of the carriage sidings where the 'Blue Pullman' sets were serviced and stabled in the 1960s and early 1970s. KEITH BROWN

The prototype Class 252 HST set had done the rounds in our part of the world for trials a few years before the first production sets started arriving. Designed to operate with both power cars running, I wonder how much evaluation was carried out to see what it could achieve running 'One Engine Only'.

## Loco hauled set

A few years in with HST operations, it soon became clear that power car availability was going to take time to reach the required target. With a rake of trailer cars sitting around with nothing to pull them, innovation kicked in. A Mark 1 full brake (BG) was fitted with a diesel generator and renumbered ADB975325 to provide the ETS through jumper cables to the trailer cars. A driver rode with it to look after the generator set. With a further BG coupled at the other end of the formation with its buckeye raised due to the lack of a conventional drawhook on the HST stock, it allowed a set to go into service hauled by a loco. A basic Class 47 without the need for electric train heating was the usual traction which limited maximum speed to 95 mph. Irrespective of being unable to maintain HST timings, it was a way of mitigating the potential loss of 400-plus seats.

In the early days, sets were presented for maintenance in their full formations, including their allocated power cars. Experience showed that the relative down times for power cars and trailer cars were different and with the reliability issues, it made sense to treat the power cars as individual vehicles.

Accepting that there would always be ongoing technical issues with this train and in particular the power cars, what was needed was a means of early intervention to prevent services from being cancelled. There was rarely the luxury of having a spare set lying around to pick up the pieces except maybe with reduced services on Sundays. As the years progressed, there was even a commitment from the depots to have to cough up a set from the maintenance allocation for Friday only relief work; one trip empty from Plymouth for an evening peak working back from Paddington. That later went on to become three days' work to cover West Coast Main Line services between Euston and Holyhead, so the maintenance exam on one set had to be squeezed into the four days, Monday to Thursday. At best, we aimed to end up with the odd spare power car plus the allocation of individual spare trailer cars but not sufficient to make up a full set.

## Technical riding inspectors

As well as station fitters based at Paddington, Bristol Temple Meads and later at Plymouth North Road during limited hours of the day, there were ad-hoc call-out arrangements with the HST depots, including at Landore in Swansea and Long Rock at Penzance. But what was really needed was a rapid response capability that could attend to ailing sets or complete failures out in the sticks. Step forward the new role of Technical Riding Inspector (TRI); initially two individuals who had worked with the HST from day one, they roamed the network carrying a bit more than just a carriage key, screwdriver and pair of pliers. They were issued with a new bit of technology in the shape of a 'brick'. The emerging cell phone was a means by which Control, having been made aware of a set in trouble, could direct them towards it to assess the problem and possibly effect a solution. At least to get it on the move to clear the line and, if necessary, allowing passengers to disembark onto a platform to continue their journey on another service.

The TRIs travelled around on service trains, sometimes having to arrange for them to be dropped off alongside a failed set that was being overtaken with single line working and later with bi-directional signalling. In rare circumstances, a taxi to site had to be arranged. One evening, one of the TRIs was taxied into the countryside to attend to a failed set on the single line section from Swindon to Kemble. Having spotted a row of lights in the distance, he trudged through a muddy field to get to it, only to discover it was the one behind stuck in the queue. On one very extreme occasion, following a fatal collision, one of the TRIs was taken to site in Network Rail's helicopter.

There were also two individuals who worked out of Plymouth who looked after the Class 50s on the Exeter to Waterloo route. Once loco-hauled services were handed over to Class 159 DMUs, it made sense to redeploy these two as TRIs to support HSTs over the South Devon banks, which presented a whole new set of limitations with 'One Engine Only' working. The new role of TRI soon proved its worth. The team was later expanded to cover more of the network and for longer hours. They set up mini stores of essential spares at strategic locations such as Reading and Exeter.

But to justify the cost, they had to be more than just insurance for when the fleet started acting up. They were assigned various tasks in following up reports of issues that could not be reasonably investigated on depot during overnight servicing, carrying out pre and post-maintenance quality checks and building up a continuous picture of the state of the fleet. That included a campaign check of power car cooler group efficiency during the build up to summer. Using a digital thermometer, strobe and anemometer and with the power car running at full power, they could measure maximum fan speed, air flow and temperature drop across the radiator panels. Poor temperature drop was normally an indication of reduced efficiency due to contamination of the cooling fins; excessive temperature drop due to internal blockage, which could not be established by visual inspection.

Regardless of all the technical equipment the TRIs carried around with them, I always maintained that the most important piece of kit in their bag was a length of cable with insulated crocodile clips on each end. In certain circumstances, that could be used to bypass protection circuits to at least allow a failed set to clear the main line under its own power.

**Roy continues his article in the next issue, looking in detail at the problems of operating the HSTs over the steep gradients of the Devon banks.**

60044 looks very smart in DB red livery as it crosses the High Street level crossing and enters Lincoln station with the 10:40 Kingsbury to Immingham empty bogie tankers on November 10th, 2018.

# Class 60 livery variety

## Words & photography: Gavin Morrison

60030 in grey livery with Steel Sector branding is leaving Hunstanton with an ore train bound for Ravenscraig steel works on June 13th, 1991. A year later, steel production ended at Ravenscraig. In the background is the Firth of Clyde and across the water is the Isle of Cumbrae.




60047 in Colas livery is heading the Preston Docks to Immingham bitumen tanks through Horbury cutting at Dudfleet Lane on August 17th, 2015.




6M05, the 09:20 Roxby to Northenden empty GMC 'Binliner' is climbing uphill behind 60100 at Paddock Cutting west of Huddersfield on August 22nd, 2003. The loco is in the later EWS livery without the ampersand.




60044, in Mainline blue livery with EWS stickers, is shunting wagons in the yard at Peak Forest on June 9th, 2006.



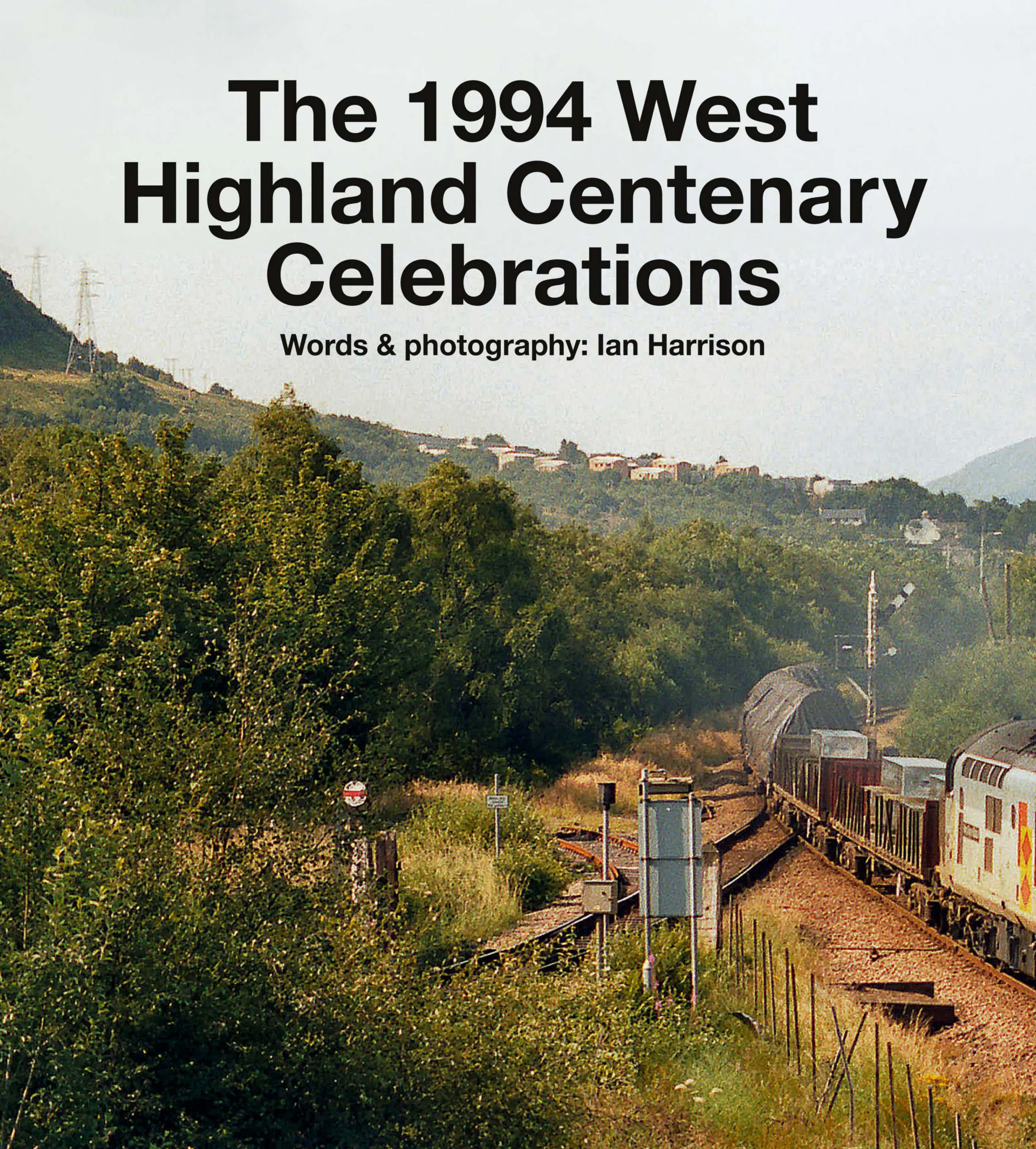
60020 in EW&S livery is heading south at Burn on the East Coast Main Line with the empty Jarrow to Lindsey bogie tankers on October 8th, 2001.



The photographer was in just the right position to capture two Class 60s passing each other near Kilnhurst bitumen sidings. 60055, in Railfreight grey with EWS branding, is working 6E08, the 07:18 Wolverhampton to Doncaster steel train while coming in the opposite direction is 60026 with 6M17 and empty stone train from Stourton to Peak Forest. The date is March 14th, 2007.

# The 1994 West Highland Centenary Celebrations

Words & photography: Ian Harrison



In August 1994, Scotrail organised events in recognition of the centenary of the West Highland Railway that was opened in 1894 from Glasgow to Fort William. The line is perhaps the most scenic in Britain and was very difficult to construct in view of the mountainous terrain it traverses. In steam days, most trains were double headed and later, when the diesels took over, trains were loco hauled by initially Type 2s of the Classes 27 and 29. These were replaced by more powerful Class 37s in the 1980s. 'Sprinter' multiple units replaced these in turn during the 1990s, providing reduced operating costs although with fewer facilities. Freight trains and the London to Fort William sleeper service continued to be loco-hauled.

The 11th of August was the day of the celebrations and several special trains were to be seen on the line. Although the scheduled passenger services, except for the sleeper, were in the hands of Class 156 units, the week in question turned out to be excellent for observing the Class 37s. The table (overleaf) shows the variety of liveries that were noted in the space of three days.

**On August 10th, 1994, 37401 and 37423 storm away from Fort Williams starter signal with the daily freight to Glasgow. The line to the British Alcan works can be seen branching off to the right. Fort William's resident shunter, No. 08630, had been photographed shunting on this line. As well as the traffic from the paper mill at Corpach, two Freightliner wagons loaded with aluminium ingots have been added to the train.**

On August 11th, 1994, 08630 drags the daily freight bound for Glasgow from the yard at Fort William. The train engines are 37170 in 'Dutch' livery and 37275 in blue.

## LIVERIES ON SHOW

**'Dutch' grey and yellow livery**
37088 *Clydesdale*
37170

**Blue livery**
37275 *Oor Wullie*

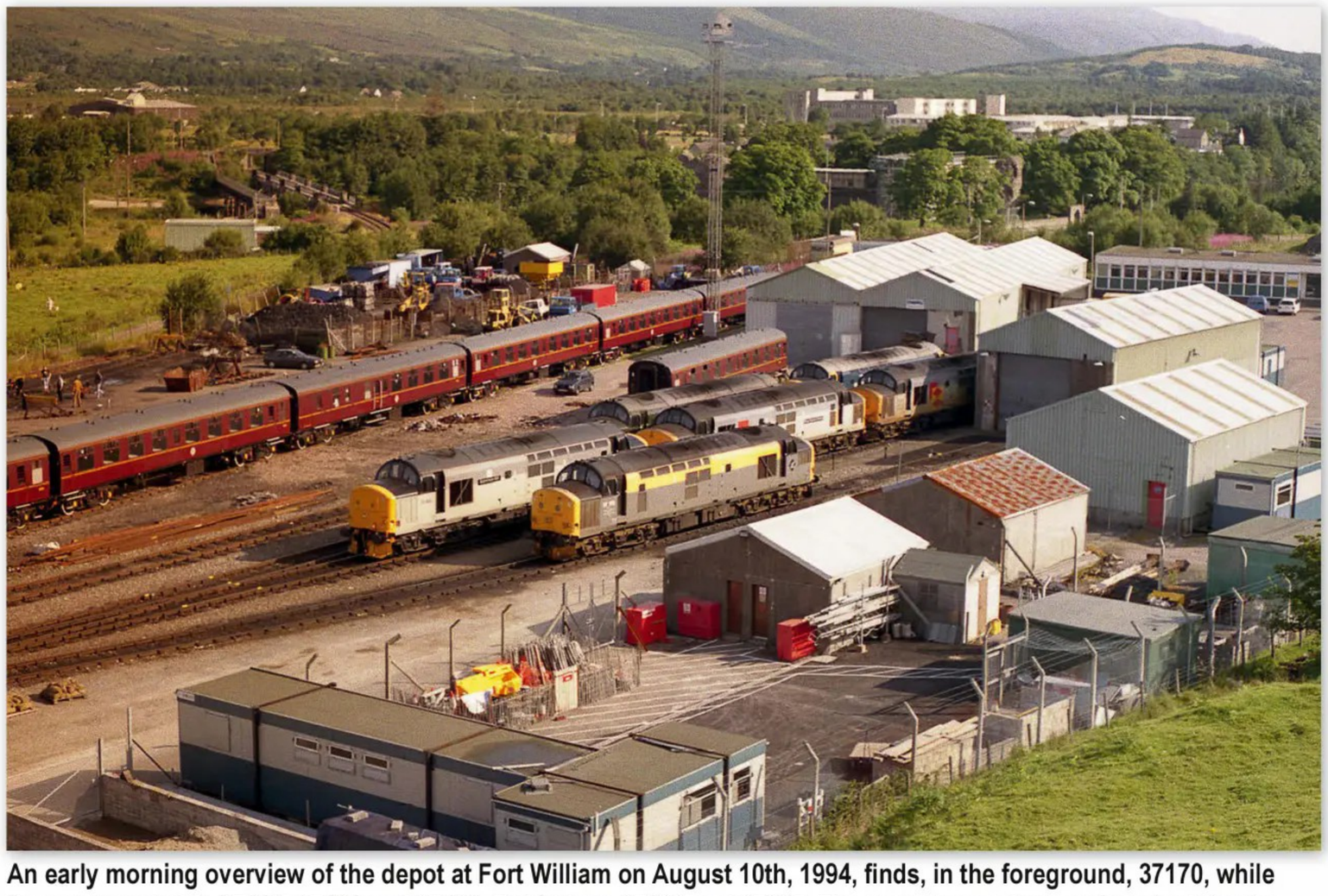
**Large Logo livery**
37025 *Inverness TMD*

**Green livery**
37403/D6607 *Ben Cruachan*

**Railfreight Grey livery**
37401 *Mary Queen of Scots*
37404
37409 *Loch Awe*
37410 *Aluminium 100*
37423 *Sir Murray Morrison*

**Intercity livery**
37152
37221
37251 *Northern Lights*

**Regional Railways livery**
37425 *Sir Robert McAlpine*



An early morning overview of the depot at Fort William on August 10th, 1994, finds, in the foreground, 37170, while the next row holds 37410, 37401 and 37423. Behind are 37403 and 37025. The maroon coaches are the stock for the 'Jacobite' steam service.



In addition to the Class 37s, the 'Jacobite' steam special operated to Mallaig behind Class 5 No. 44767 *George Stephenson*. The resident shunter at Fort William was 08630 and appeared busy. Another steam special from Glasgow was hauled by K4 No. 3442 T*he Great Marquess* and K1 No. 2005, both in LNER livery. This special was a means of getting the locos to Fort William. No. 3442 was to participate in a ceremony on August 11th. The return working to Glasgow was headed by a pair of Railfreight Class 37s.

## August 10th, 1994

On this day, we decided to photograph trains at Tulloch as we knew the steam special was due during the afternoon. However, we called at Spean Bridge only to be rewarded with seeing the late running sleeper from London arrive two and a half hours late behind grey-liveried 37404!



**This is Tulloch station on the afternoon of August 10th, 1994; the steam special has passed and the two Class 37s have followed it as standby and to convey the support coaches. 37251 *The Northern Lights* was one of three seen in Inter City colours that week. The other loco, 37409 *Loch Awe,* would be involved in the minor mishap at Fort William the following day as described in this article.**




**On the depot at Fort William are 37025 *Inverness T.M.D.* and 37423 *Sir Murray Morrison*. The former is a large logo repaint and this work had been carried out at Inverness.**




**On the evening of August 10th, 1994, the green-liveried 37403 *Ben Cruachan* is seen running into Tulloch with the evening sleeper service for London. Note that the train is conveying Inter City-liveried motorail vans ahead of the sleeping and seating coaches.**



In mid-morning on August 11th, 1994, 37410 *Aluminium 100* brings the sleeper stock out of the station, past Mallaig Junction (since renamed Fort William Junction) and heads towards the yard. This was necessary to clear the station area for the ceremony later that morning. To the right are the sidings of the former Fort William fuel unloading depot.



37409 hurries from the station following its incident with the coaching stock on August 11th, 1994.



Running two and a half hours late, 37404, in Railfreight grey livery, enters Spean Bridge with the overnight sleeper from London Euston at about midday on August 10th, 1994.

At Tulloch, a couple of scheduled passenger trains passed after lunch with the usual Class 156s. After a couple of hours wait, the steam special with No. 3442 and No. 2005 arrived. Following behind was a pair of 37s Nos. 37251 *The Northern Lights* and 37409 *Loch Awe* on two support coaches for the special. After a long wait, these were passed by the up sleeper hauled by the green No. 37403 *Ben Cruachan*. Following this on the up was the return steam special behind No. 37401 *Mary Queen of Scots* and 37410 *Aluminium 100*. After this passed, No. 37251 and No. 37409 were released to Fort William.

As soon as the section to Corrour was cleared, the empty stock of the 'Royal Scotsman' tour train headed by 37088 *Clydesdale*, in grey with red-backed plate growled through towards Spean Bridge.

I had expected to see the up freight, but it didn't turn up on time (probably due to congestion around Fort William) although 37221 and 37409 had gone missing from Fort William when I arrived back there! Perhaps I missed the freight while I was travelling back. Having been to Tulloch in the past, this was the most interesting afternoon and evening I ever spent there!



## August 11th, 1994

There was a minor mishap at Fort William station today of all days! The sleeper from London had arrived, late as usual, behind 37409; so it must have gone back south the previous night on the freight. While the stock of the sleeper was in the main platform, the loco was attempting to run around from the buffer stops when the coaches rolled back into 37409, which became stuck on the edge of the first vehicle. A frantic request was made to the depot and 37410 was sent to the rescue to pull the stock to the Mallaig Junction yards and 37409 followed, bearing just a few scratches.

The sleeper stock was not placed in the station siding as usual, as it would have been in the way of the ceremony. An archway had been constructed over the tracks from the main platform to the siding. It was a mock castle with a banner across the track, which was duly broken by a whistling 3442, with fireworks and pipers playing.

A special train conveyed dignitaries and other special guests from Glasgow. This duly arrived behind ex-works Nos. 37221 and 37152, both wearing Inter-City livery with a matching seven-coach rake of Inter-City Mark 1 white-roofed coaches. The train arrived in the bay platform with the stocked then removed by 37409. The two ex-works Class 37s were left at the buffer stops for the duration of the speeches, with the engines turned off! All went well and the various specials returned home, including No. 44767 on the 'Jacobite'. The freight to Mossend ran behind Nos. 37275 and 37170 after being dragged from the yard by No. 08630.




**The two resplendent Inter-City liveried Class 37s, Nos. 37221 and 37152 are about to arrive in Fort William on August 11th, 1994, with the seven-coach rake of Inter-City Mark 1s. This train conveyed dignitaries and specially invited guests for the occasion.**

## August 12th, 1994

On this day, we went home but noted the overnight sleeper arrival had yet another livery variation with No. 37425 *Sir Robert McAlpine* in Regional Railways livery!

This was an unforgettable few days with so many Class 37s around. The Class 37s continued on freight and the sleeper for a few more years before being replaced by EWS Class 66s on freight and Class 67s on the sleeper. Later, GBRf took over with its 66s on freight and a combination of Class 66 and 73 on the sleeper. West Coast Rail's Class 37s still appear at Fort William.




***Ben Cruachan* 37403, also numbered D6607, stands alongside 37410 *Aluminium 100* on August 10th, 1994. The green machine was late to take out the sleeper service for London that night.**

A brand new D1746 stands at Derby Works on June 28th, 1964. The class was not delivered in numerical order and D1746 was a relatively early arrival in July 1964 when it was allocated to Old Oak Common. It stayed at Old Oak Common, primarily employed on express duties on the routes to Bristol, South Wales and the Midlands, but trips to the South West were much more of a rarity. It lasted three years at Old Oak Common before a move to Cardiff Canton, the class members allocated there being much more likely to appear on freight duties. Its time there was short-lived and, before the end of the year, it moved to the London Midland Region, which at that time allocated the larger engines to motive power districts rather than actual sheds. The initial allocation was London Midland Western Lines but rapid moves followed, passing through D05, D16 and D05 again before arriving at D02 in December 1969 before the 1973 depot re-coding exercise converted that into Bescot. During this time, the engine will have lost its D prefix and might have been repainted in blue.
T OWEN/COLOUR-RAIL.COM

# The Life and Times of D1746

## By J Crosse

**The Brush Type 4s of Classes 47 and 48 eventually totalled 512 units, although due to accident damage, the whole class was never on BR's books at any one time. The locomotives originally carried the numbers D1500- D1999 and D1100-D1111. Except for the last few class members, all were new in two-tone green with yellow panels. Western Region locomotives also carried the red route disc under the number.**



Around 1988 it acquired ‘large logo’ blue livery and is seen so adorned at Sheffield in that year while remaining on the books of Bristol Bath Road and often employed on cross country passenger duties. COLOUR-RAIL.COM

BELOW: With the advent of the TOPS renumbering, D1746 briefly became 47153 but it successfully evaded most cameras between May 1974 and February 1975, with probably the last months being spent in works for conversion to air brakes and being ETH-fitted before taking its next new identity as 47551. When initially converted, the loco ran with an operable headcode panel but by 1979, this had been panelled over and two marker lights were fitted. In this guise, it was a much-travelled engine, having homes at York, Landore, Old Oak Common, Stratford, Gateshead, Eastfield and Bristol Bath Road, arriving at the last-mentioned in May 1988. The notes with the original image state that the photo was taken ‘near Perth’ on Sunday, May 18th, 1975. However, in 1975, 47551 was allocated to York depot and the loco’s head code was 1E05, but at that time 1E05 was the 09:40 Edinburgh to King’s Cross. The formation of the train is clearly mainly Mark 2 air-conditioned stock with a restaurant car and buffet. The location is Granthouse in the Scottish Borders, the signal clearly indicates the train is approaching a goods loop. COLOUR-RAIL.COM

ABOVE: The next move was for it to be fitted with additional fuel capacity to become a Class 47/8 numbered 47801, on September 15th, 1989. For a time, it was put in a pool along with 47802, designated as 'limited use', but still based at Bristol. Unlike most examples of the type, it had a relatively short career in that guise and it was condemned in June 1991, but was re-instated in December of that year and was caught on film at Paddington on the February 8th, 1992. On May 18th, it was reported as having been renumbered back to 47551. D PYE/COLOUR-RAIL.COM



RIGHT: This possibly rare picture was taken on June 3rd, 1992, and shows 47551 at Eastleigh. Note that the new number has been applied in the old-sized font rather than the size normally associated with the large logo. The loco did not last long, as on June 22nd it was reported to have hit a cow and was once again withdrawn. COLOUR-RAIL.COM



ABOVE: Having been transferred to Crewe around the same date, it took another new number, that being 47774. RES work normally involved employment on parcels, postal, or special passenger duties, so perhaps unusually 47774 was turned out to work a train carrying logs on September 18th, 1997, and was seen thus at Gaer Junction.
B PERRYMAN/COLOUR-RAIL.COM

BELOW: 47774 made it to the 21st century as an operational loco and it had another unusual task on May 25th, 2001, with a train of empty stock being moved from the West Somerset Railway, where it is seen leaving Crowcombe, through to Yeovil. Just over a year later, in June 2002, it was in pool WQ as withdrawn, awaiting disposal. It took a further two years for it to be reported as sold to Harry Needle Railroad Company but it remained at Crewe, where it had been stored since moving to the WQ pool, and indeed it was to be March 2006 before it died, being cut up on site by HNRC contractors.
COLOUR-RAIL.COM






ABOVE: An amazing turn of events saw it re-instated after just two days on June 24th. Presumably, a works visit must have followed as it was next noted at Oxford in RES livery and was correctly employed on a parcels duty on August 16th, 1993, being still on the books of Bath Road. In the same month, it was named Poste Restante at Crewe and was transferred there three months later.
D PYE/COLOUR-RAIL.COM

TMC

The MODEL CENTRE

# SELL YOUR MODELS

Scan me with your phone camera

# THE PROCESS

1 Send us a list of your pre-owned items

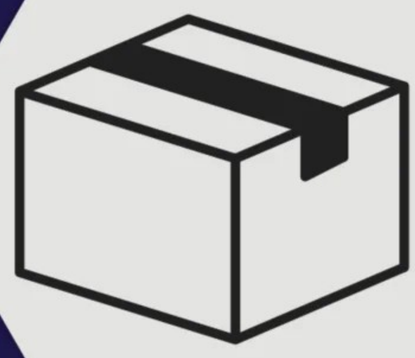
**LIST**



2 We'll work with you to accurately value your collection

**QUOTE**





3 Either post your models to us or we can collect them from you

**RECEIVE**



4 Prompt payment made via your preferred meth-od after items checked

**PAYMENT**

**Why not exchange for a credit to spend in store or online for an even bigger payout!**

# PRE-OWNED & SECOND HAND WANTED

FREE VALUATION

- *No Collection is too Large*
- *Free No Obligation Valuations*
- *Home Collection Available*
- *Personal Visit from one of our Experts where Necessary*
- *Layout Dismantling*
- *Collection from Anywhere in the UK!*

*01947 899125*

**www.tmc-direct.co.uk/pre-owned**

*preowned@tmc-direct.com*

*www.themodelcentre.com t. 01947 899125*

*Hill Farm, Beck Hole, Whitby, YO22 5LF*

# LAYOUT | O | HAY TOWN

A busy scene at 'Hay Town' with pannier tank 2790 shunting the goods yard and 0-4-2T 5818 waiting in the bay platform with a branch passenger train.

## FACTFILE

**NAME:** Hay Town
**SCALE/GAUGE:** 7mm:1ft/32.5mm/O
**SIZE:** 14ft x 10ft
**ERA/REGION:** GWR mid-1930s
**LAYOUT TYPE:** End to end

# GOLDEN HAY

We wind the clocks back to the mid-1930s and visit this ‘might have been’ station, inspired by a Golden Valley Railway terminus that never was.

**Words:** Andy Nichols **Photography:** Phil Parker




**LEFT:** Looking across the station forecourt down to the clock tower. My wife used her decoupage skills to create the three-dimensional view using multiple images layered onto each other.

**BELOW:** The local farmer moving some of his sheep to a new field. The trees are made from wire armatures from model scenery supplies, and the sheep and wagon come from the Andy Duncan range.

**BOTTOM:** The engine shed is a mirror image of the one at Pontrilas, the other end of the Golden Valley line. The building is made from plywood overlayed with Slater's corrugated iron Plastikard sheets. The water tower comes from the Skytrex range.

Looking around for small terminal stations to base the layout on, I had looked at both Presteigne and New Radnor. Both were long straight trackplans, so not very suitable for the space available. The Golden Valley Railway in Herefordshire ran from a junction on the GWR/LNWR Newport, Abergavenny and Hereford line at Pontrilas to Hay. The original plan was to have its own terminus in the town of Hay (the "on Wye" wasn't added until 1955). This plan was in the end rejected and the line joined the Midland Railway to share one station. This formed the idea for a 'what might have been' terminal, and maybe what Hay Town would have looked like. I never liked layouts with all the tracks parallel to the baseboard edge, so the trackplan used the 3ft width of the baseboards to give a more interesting view. To make the painting of the coaching stock easier, I chose the era for the layout to be mid-1930s, just before the four-wheeled coaches were replaced on the branch with bogie stock.

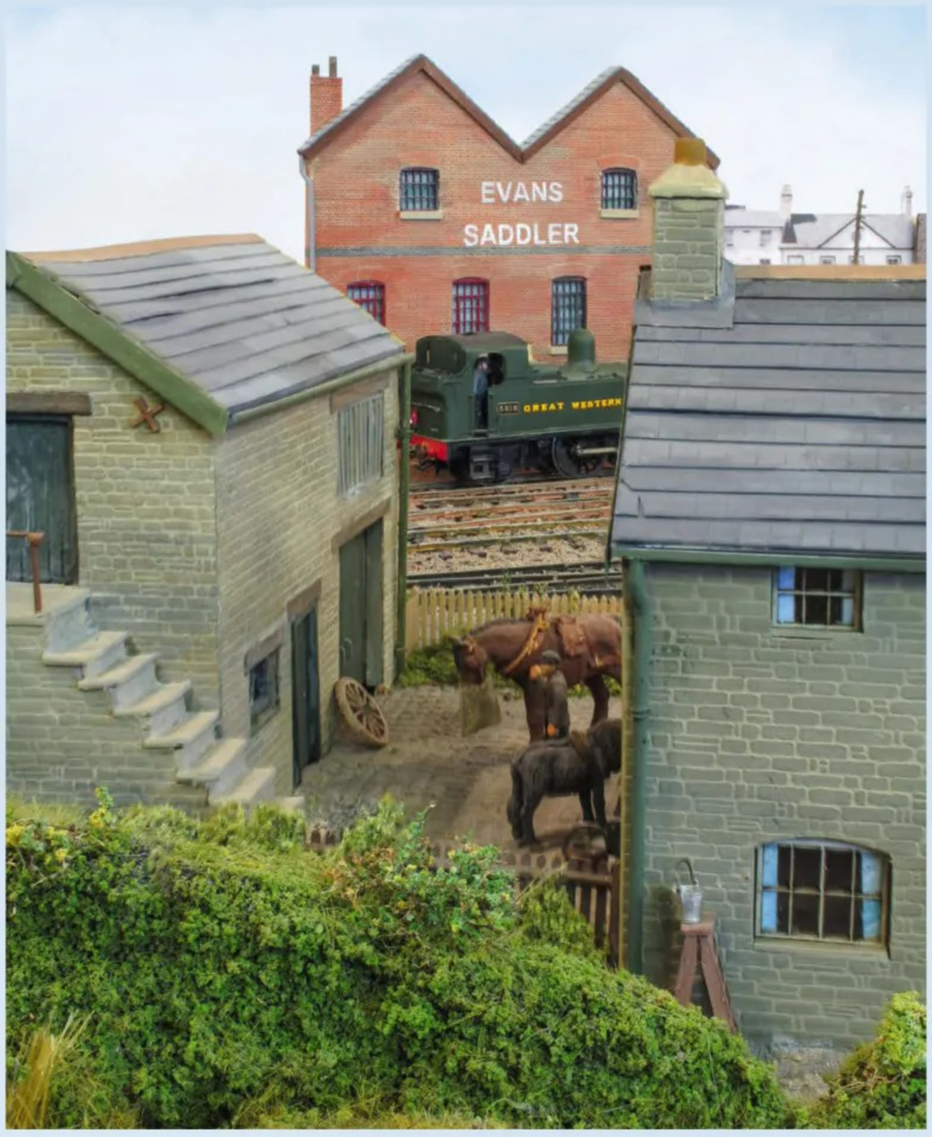
As this was going to be a permanent home-based layout, the baseboards are very traditional, being 2x1 framing with chipboard top, all supported on 2x2 legs. Track work is constructed from C&L components with some Markway points and Peco track in the goods yard. Control is with a 12-volt DC via Gaugemaster Model W hand-held controller. The points are controlled by surface-mounted servos (trying to avoid crawling under baseboards). These are located under buildings or scenery and use wire in tube, running to the points. The frog polarity and control of the points uses DPST switches, all run from a Megapoints servo controller board. Signals are controlled from the same board, but the servos are mounted under the signals and give a very nice bounce action.





**RIGHT:** One of the local carters brings his shire horse back after a day's work, not worried by 5818 working in the station.

**MIDDLE:** Looking down on the bridge that carried the abandoned "Hay and Kington railway". This was a horse-drawn tramway, opened in 1816 but had closed by the 1860s when the railway was being built.






**BOTTOM:** The station building is similar to stations at Presteign, Newent and Dymock and on other branch lines designed by architect William Clarke.

The line exits the station and curves through 180 degrees, crossing a viaduct; the radius is down to 4ft 6ins, so limiting the size of locomotives and stock. It then enters a tunnel to emerge in my second layout that acts as a fiddle yard.

## The details

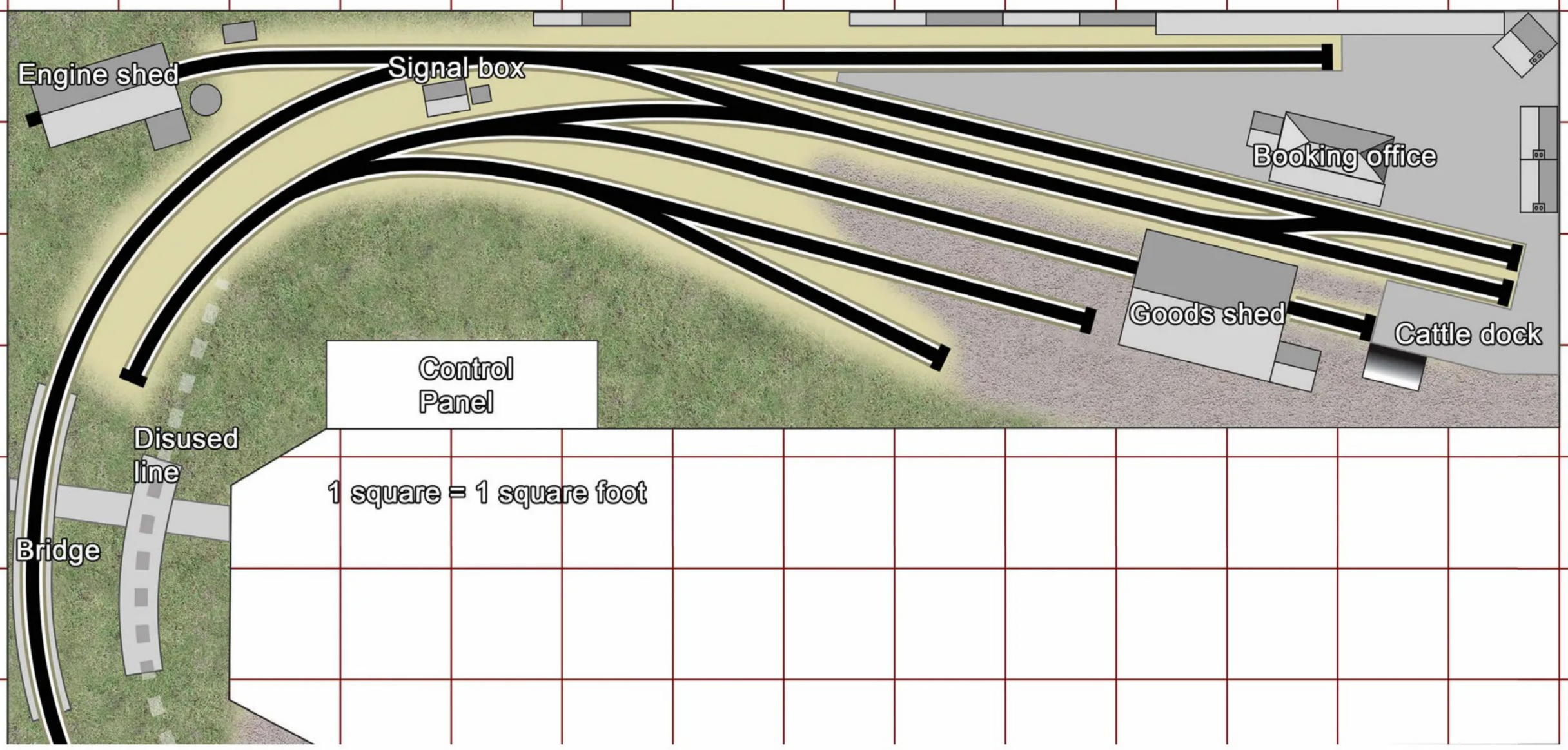
I had always liked the station architecture of William Clarke, who had designed some of the stations in the Welsh Borders, for example Presteigne, and on the Bromyard branch, Fencote and Rowden Mill. The station building was built from a resin kit available many years ago. The other buildings are mostly scratch-built. The shops in the town square come from the excellent Petite Properties range. Using different Plastikard coverings, they are not accurate models of the shops in Hay, but the proprietors all did exist. The view down the street from the town square to the Hay clock tower was created using layers of photographs by my wife, to create an illusion of depth.

The groundwork is formed with chicken wire covered with plaster bandage, painted with brown paint and covered with a mixture of dyed carpet felt, static grass and scatter material. Hedges are made from floor scouring pads cut into lengths and covered in scatter material of various colours. Bushes are made from the same material or horse hair. Trees are made from wire armatures from the Scale Scenery Supplies range. I usually solder more wire to the trunk to increase the height and width of the trunk, and create a foot to anchor the tree while building and when positioned on the layout. I then used Green-Scenes flexi bark to build up the bark of the trunk, followed by painting with a mixture of browns and greys. Teased-out foliage mat of various colours from the Scale Scenery Supplies and Woodland Scenics ranges is attached to the wire with PVA.



The private owner wagon belongs to Robert Williams & Sons. The company were coal and timber merchants who also owned a large emporium in town that sold everything. I find one of the most interesting aspects of the hobby is researching some of the local history and what goods traffic the railway handled.

## TRACKPLAN





## About the modeller

**Name:** Andy Nichols
**Number of years modelling:** 60+
**Name of first layout:** A 6x4 OO roundy layout, cant remember its name.
**Favourite era:** 1920s/30s but I also like the 1970s blue diesels.
**Favourite locomotive:** GWR 517 Class 0-4-2

My interest in model railways was sparked by my father when I was about six. He had started working with the GWR as a lad porter at Wednesbury. Following his National Service, he had trained as a signalman and worked many of the signal boxes on the Wolverhampton Low Level to Birmingham Snow Hill line, so any model would have to be Western Region flavour. My first model railway was in OO and then I tried TT gauge and then, in the mid-1960s, changed it all to N gauge. Over the years, I built a number of N gauge layouts, but some 30 years ago, I became more interested in O gauge and sold off all the N gauge.

The first O gauge layout was built in a 12ft x 8ft shed, but unfortunately, the roof leaked and the baseboards were ruined. I took the opportunity to build a proper extension to the garage, making it a more permanent structure. This gave me an internal space of 14ft x 10ft, still not big for an O gauge layout.



The back of the station, looking across to the shops in the town square. These are not copies of any shop in Hay, but the proprietors all existed in the town.



A group of schoolboys watch the pannier tank shunts the daily goods train.

A goods train crosses the bridge past the engine shed. The short GW toad brake van has somehow been transferred from London to Herefordshire (a bit of modeller's licence).

The buildings are a mixture of Petite Properties kits and scratch-built from plywood with styrene sheet stone effects. The road surface is covered with chinchilla dust sold in pet shops mixed with a little black powder paint.






**ABOVE:** Point control is by surface-mounted servos, as seen here hidden under buildings or scenery. The servos are attached to a section of aluminium angle with wire in the tube connecting to the point.

**LEFT:** The engine shed road. Some of the stock is fitted with Dingham couplings to avoid stretching over the width of the layout.

**TOP RIGHT:** The horse and cart eases onto the weighbridge with coal for the local gas works.

**MIDDLE RIGHT:** The ground cover is a mixture of dyed carpet underfelt, static grass and scatter material.

**BELOW:** It must be market day at Hay, with the sheep waiting to be loaded. They are painted with brown heads to look like Radnorshire sheep, a breed typical for the Welsh Marches.

## Rolling stock

The two locomotives on the line are both kit-built, the 58xx was from a Scorpio Models kit, numbered 5818, which was the Golden Valley engine for many years. The 27xx pannier tank is from Mega kits but is probably not correct for the line. Coaches are from Slater's kits painted in the latter simplified GWR livery, and fitted with Dingham couplings at the ends of the three coach set. Other passenger-rated stock, horse boxes, cattle wagons and a box van are also fitted with the same couplings, to allow variation in train formations. Goods stock is a mixture of kits and scratch-built, fitted with three-link couplings, I usually make the final link slightly larger to help with coupling and uncoupling. Robert Williams & Sons was a coal and timber merchants in Hay. The Old Radnor company had a large number of wagons supplying coal and roadstone to many stations in the Welsh Borders.

Despite the layout being built over many years, there are still things to add or improve. There are a couple of signals to add and it would be nice to get the ground signals working and to add some point rodding. Being a little more practised at coach painting, it might be nice to set the period of the layout back to the pre-grouping era, with the coaches in the more elaborate GWR livery and replace the 58xx with a 517 Class locomotive. ■







PROTOTYPE

# The Railway Water Tower

Examining varieties of a structure that once graced the railway landscape.

**Words & photography: Clive Baker**

While attending a recent meeting of my local railway society, I noted that in the majority of the speaker's images, portraying the railway scene during the 1950s, a water tower of some shape or size appeared in the landscape.

I recall an excursion along the Settle and Carlisle line on the 'Cumbrian Mountain Express' in the winter of 1981. The 5,000-gallon capacity tender of the heritage locomotive in charge, A4 class Pacific no. 60007, would need replenishing along the route. Not a problem in the days of steam power, as a large water tower existed at Garsdale. By the time of my trip, such a facility had become scarce and great concern existed as to whether the road tanker, bearing a supply of water for our locomotive, would be able to combat a recent heavy snowfall that had rendered many roads in the area impassable.

To illustrate this article, I have turned to the heritage railways as many of these railway structures, made redundant by the introduction of diesel and electric power, have disappeared. Some remain serving other purposes and have 'listed' status.

## Water management

The Romans gained a reputation for their water management skills; an excellent example being Pont du Gard in France, the original purpose of this much-visited aqueduct was to convey water to an important settlement at Avignon.

During early preservation days on the Severn Valley Railway (SVR), Eardington, the first station south of Bridgnorth was selected as a suitable place for a watering facility due to its naturally soft water. This GWR-style water tower, photographed in 1971, had stood at the platform end since 1967, following a move from its original location at Withymoor – 'Netherton Goods' near Dudley. Water is drawn directly from the tank, note the valve and wheel at the far end of the structure and a float gauge on the tank side to indicate the amount of water within. The filler pipe is situated at the near end. Records indicate that this water tower, its tank being in very poor condition, was removed in 2021 and water is now taken at Bridgnorth. The branch line to Withymoor, a rail/canal transfer station, opened in 1879, so it is likely that the water tower dated from that time.



This water crane, adjacent to a turntable, facilitated locomotives handling limestone workings at Great Rocks Junction on the ex-Midland Railway's Derby-Manchester route, to the east of Buxton. In March 1968, the two operatives standing atop the Stanier class 8F's tender attempting to align the bag with the tank filler port, rely on their two colleagues on the ground to turn off the supply when the tank is full to avoid being soaked by a splash-back. A water tower consisting of a rectangular tank mounted on a low concrete base maintains water pressure from its position on a neighbouring hillside.



From the viewpoint for this image, captured in 1967, a present-day viewer would not observe railway sidings, breweries and two water towers, but a car park, building site and one surviving structure – a 37m (120ft) high water tower. Defining the skyline of Burton upon Trent, this building built in 1866 is now Grade II listed and is to be re-purposed.

A water tower is best described as a vessel elevated at a suitable height above the area it serves, to store water for immediate domestic or industrial usage. The higher the vessel or tank, the greater the pressure of water at the receiving end. In some situations, equipment for pumping the water from a reservoir or main is accommodated within the structure supporting the tank.

To give some idea of the proportions of such a structure; containing a tank of 50,000-gallon capacity, within its masonry, the illustrated Bass Brewery tower at Burton upon Trent, built in 1866, reaches to a height of 37m (120ft). Built of red brick to a rectangular footprint, 14m (45ft) x 10m (32ft) approximately, rising in five stages, this Grade II listed building survived when the brewery it served succumbed to demolition in 1970 and is recognised as a local landmark.

Although this water tower did not store water for railway needs, it stood amongst a dense complex of private railway sidings. Those built for rail purposes did not stand so high, many on branch lines and industrial sites had smaller proportions.

Sir Richard Arkwright's mill at Cromford, Derbyshire, is considered the world's first successful water-powered mill; opened in 1771, this and other mills relied on a constant flow of water to drive the wheels. Having made improvements to Thomas Newcomen's steam engine, introduced in 1712, James Watt's 1778 version is credited for the wider use of steam engines in factories by the 1800s. This development necessitated the installation of water towers, so many factories would not be complete without one.



This water column on the ex-Great Central line at Loughborough, photographed in 1974 during the early months of the heritage railway, survives. The supporting column conveys the water to the cylindrical tank above. This image shows the rotating boom, bracketed from the column, from which the bag hangs. The fixed ladder enables inspection of the valve that maintains the correct water level. Note the fire devil, by the column, with tall flue, probably intended to carry heat to a higher level.



This horizontally mounted water tank at Williamthorpe colliery, accessed via Avenue Sidings on the Erewash Valley line, near Chesterfield, probably in an earlier life served as a boiler. A not uncommon use for such an item on industrial railway sites. Pumps were possibly housed below the tank, the supply pipe is identified as connecting a number of ports on top of the tank. This 1967 image features two ex-LMS Jinties contracted by the National Coal Board from British Rail, based at Westhouses MPD.

## Railway applications

Steam power remaining the railway's prime mover from the mid C19 until the 1960s necessitated a ready supply of water at frequent intervals along rail routes. Water cranes and tanks fed by a nearby water tower became a necessity at the ends of station platforms. Motive power depots included a tower often adjoining the shed or coaling facility. An example remains at Barrow Hill Roundhouse Museum.

With a schedule to maintain, water had to be transferred rapidly into the locomotive's tender or tanks, so from a good head of water a large diameter flexible 'bag' was required to link the supply with the locomotive.

Many main lines featured longitudinal troughs between the rails for a level distance of about ½ mile to enable express locomotives to take on water, via a 'scoop', at high speed. This installation necessitated an adjacent water tower to maintain the required water level in troughs on up and down lines.

Although water towers have almost disappeared from the railway scene, those belonging to the water companies retain their purpose, and in many cases are buildings of architectural merit. When examining the graphic (figure 3) on page 120, it is evident that the Midland Railway took a similar approach whereas the London North Western Railway's was more practical, combining the distribution of coal with that of water.

A particular railway company can be identified by the style of a water crane or tank; for example, the water tank with conical roof is associated with the GWR, the water crane with ball balance at the opposite end of its boom has, in many cases, its origin with the NER.

An example of a tower erected in later years remains at Carnforth MPD, now a museum known as 'Steamtown'; part of a scheme to increase efficiency, the LMS modernised the depot between 1938-45. A rectangular tank approximately 8m (26ft) x 16m (52ft) with a capacity of 175,000 gallons, assembled from steel panels with arc-shaped roof survives, supported by steel uprights and cross-members. Grade II listed, the structure became operational in 1940.

Freezing temperatures have always presented problems, particularly where water meets the atmosphere, via water cranes and open-top tanks. The railway solution was the 'fire devil', a brazier or basket-like receptacle suitably positioned, its contents – blazing coal from a locomotive's firebox.



The Grade II listed, Keighley water tower is an example of a Midland Railway installation; erected in 1883, the tower was built of dressed stone and the tank comprises two levels of cast iron sections. Its architecture is typical of many MR structures, particularly to be found on the Settle-Carlisle route. Sited on the platform used by the Keighley and Worth Valley Railway, plans are afoot to use the redundant building as an information centre.

A ‘brand new’ water tower at Beddgelert, although the cast concrete supporting tower probably dates to original Welsh Highland Railway times. Note that a narrower diameter feed pipe is adequate to ‘water’ a narrow-gauge saddle tank locomotive.



When steam returned to Birmingham Moor Street station, the long-gone locomotive water supply needed to be resurrected. Restoration sympathetic with the GWR styling of the station originally opened in 1909, occurred between 2010-14. To accommodate the steam-hauled charter trains, a water tower would be required. The structure illustrated was removed from Tyseley depot and re-erected on platform 3 at what has become Birmingham’s second busiest station. With brick-built tower and GWR-style tank, the structure rests comfortably with the Moor Street station architecture. A predecessor stood on columns nearer to the station throat on the opposite side of the rails, almost opposite the one-time large, hip-roofed signal cabin.

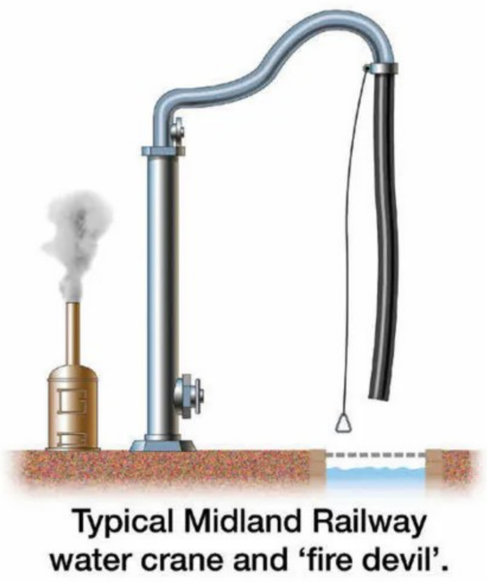


The cylindrical tank mounted on timber blocks, supported by what appear to be cast iron columns, supplied water to locomotives working the Cromford and High Peak Railway at Middleton Top. Along the line at Sheep Pasture Top, a similar water tower with a larger capacity tank served the same purpose, drawing its water from an adjacent reservoir. Sheep Pasture Bottom also had a water tower – a rectangular tank mounted on a timber frame and fed from a hillside spring. Water was a scarce commodity in the High Peak region; contracted to supply water to various industrial sites, farms and households, this business enabled the railway to survive until 1967, delivering the liquid in ancient ex-locomotive tenders.

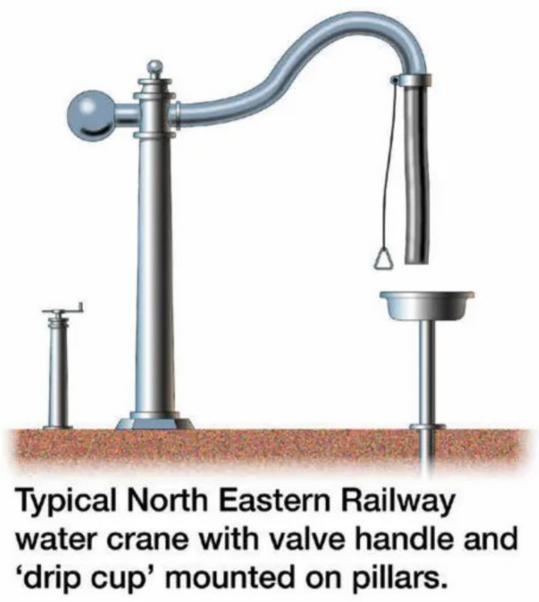
# Styles of Water Tower



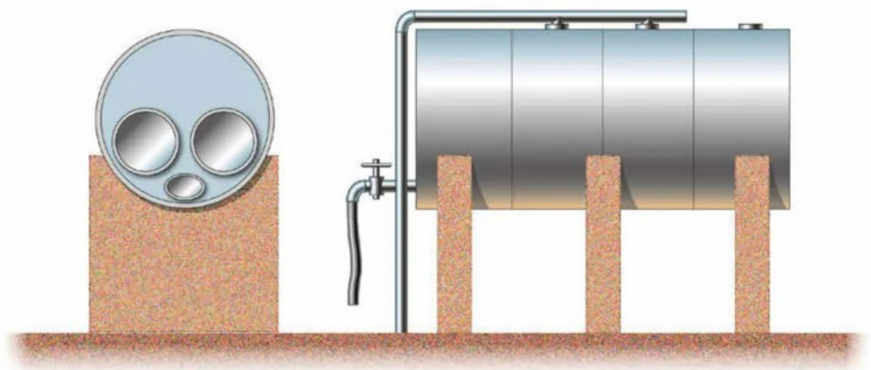
Typical Great Central Railway column mounted round tank with 'fire devil'.



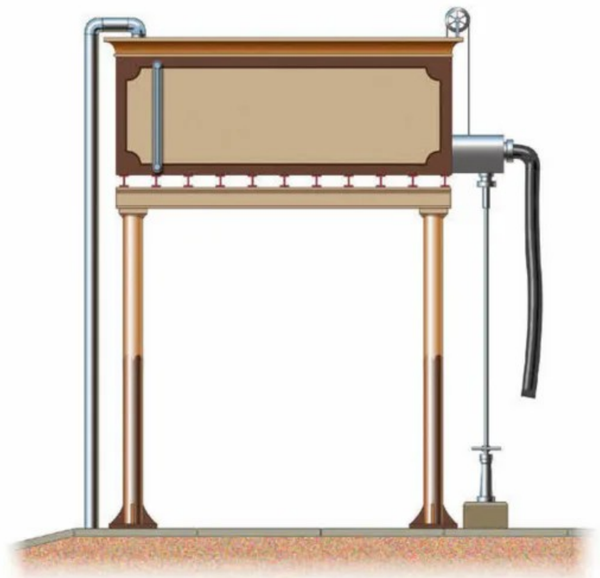
Typical Midland Railway water crane and 'fire devil'.



Typical North Eastern Railway water crane with valve handle and 'drip cup' mounted on pillars.

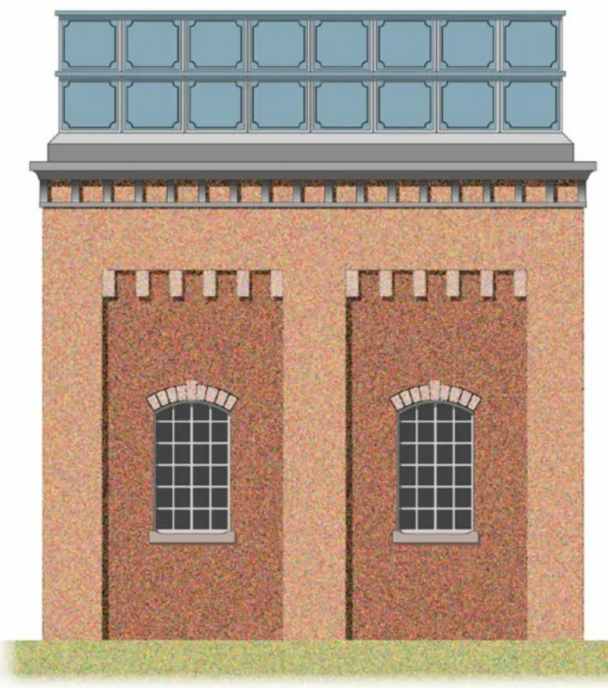


Brick-mounted cylindrical tank, originally a stationary boiler for industrial use.

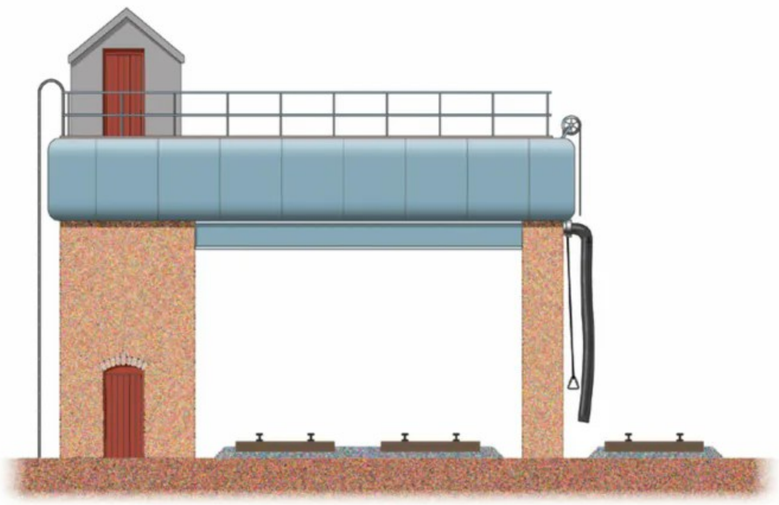


Great Western Railway style rectangular tank – platform mounted on four columns .

**Figure 2**
The six graphic images at the top demonstrate different types of water tank or crane that would transfer water from a nearby tower directly to the locomotive. Styles varied according to the owning railway company, but make-shift installations were common on industrial sites.

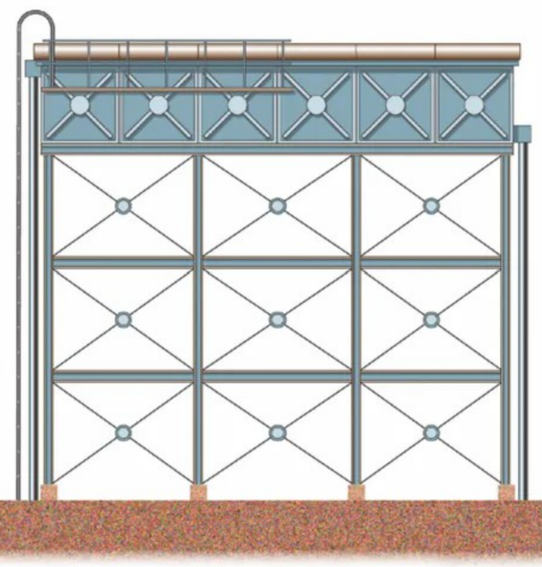


Typical Midland Railway style water tower – brick or stone structure with exposed tank atop.

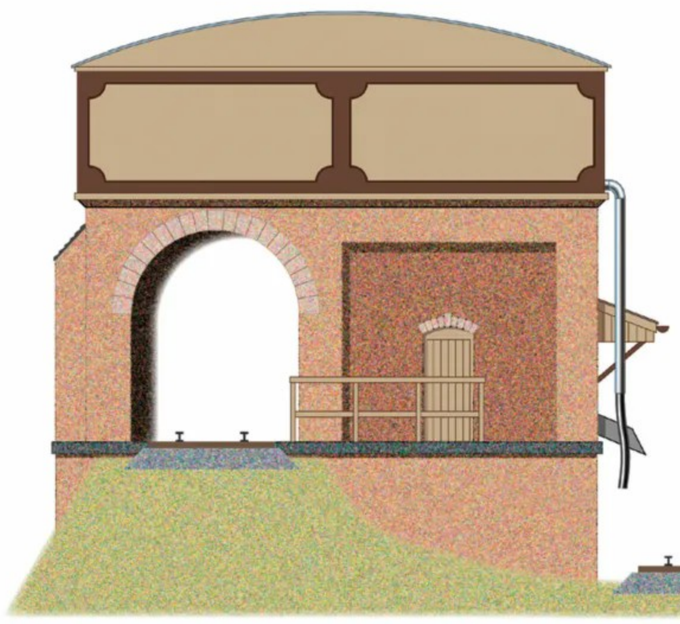


Typical London North Western Railway style coal cum water tower – tank supported by brick or stone built bases .

**Figure 3**
The bottom five graphic images feature different styles of water towers that, during steam days, were ever present as part of the railway landscape.



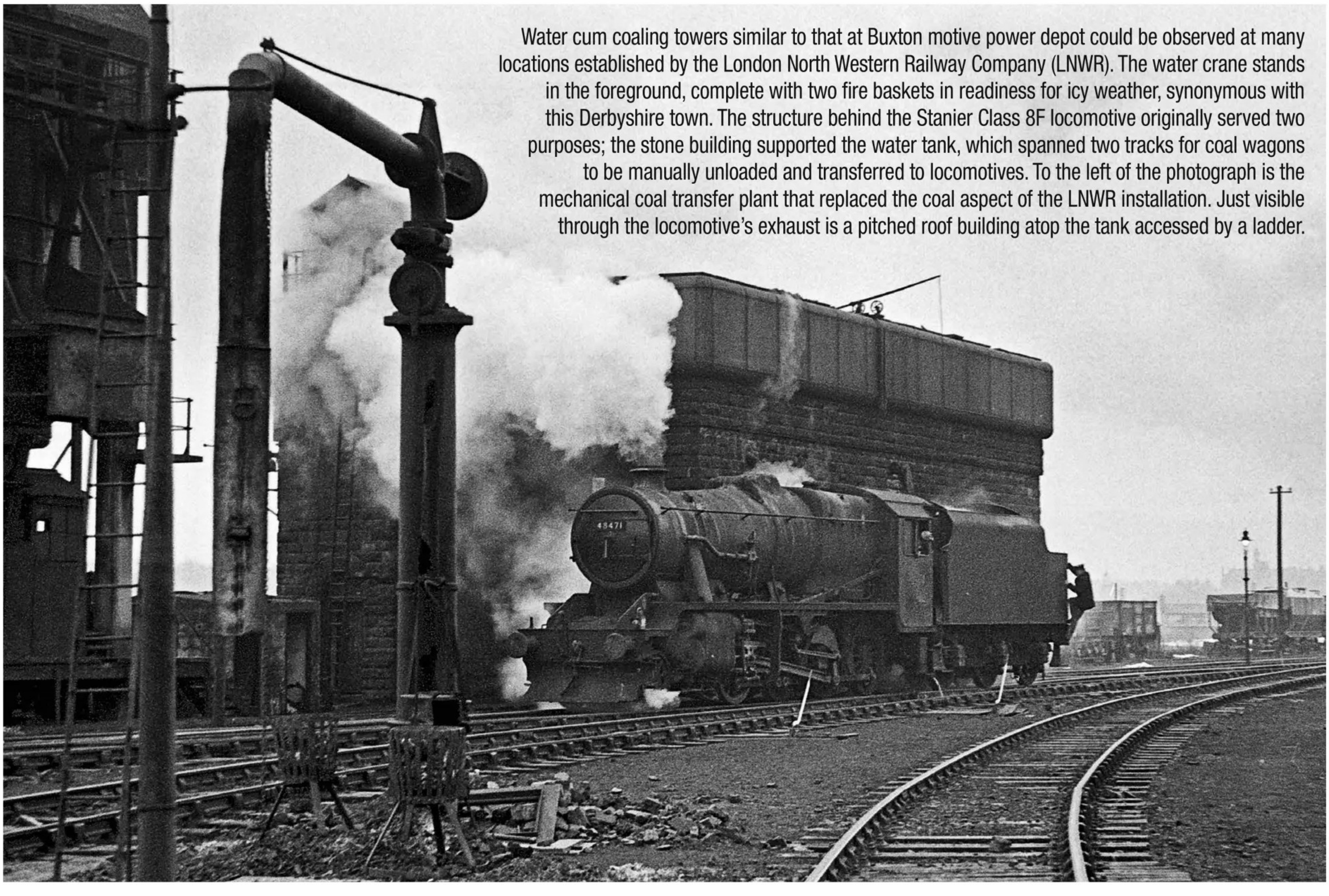
Typical LMS covered water tank, mounted on steel, girder construction .



Typical Great Western Railway water tower cum coaling stage – exposed water tank elevated above coaling transfer.



Furnace Railway unique water tower – enclosed water tank situated on the top floor.



Water cum coaling towers similar to that at Buxton motive power depot could be observed at many locations established by the London North Western Railway Company (LNWR). The water crane stands in the foreground, complete with two fire baskets in readiness for icy weather, synonymous with this Derbyshire town. The structure behind the Stanier Class 8F locomotive originally served two purposes; the stone building supported the water tank, which spanned two tracks for coal wagons to be manually unloaded and transferred to locomotives. To the left of the photograph is the mechanical coal transfer plant that replaced the coal aspect of the LNWR installation. Just visible through the locomotive's exhaust is a pitched roof building atop the tank accessed by a ladder.

I can recall one winter evening awaiting my return train home from Derby Midland station in 1966; positioned at the end of most of the six platforms were water cranes with accompanying fire devils well alight – quite a spectacle! Naked fire in a public area is no longer permitted, but at that time the public knew about the dangers as most still had a coal fire at home.

The accompanying graphic (left) demonstrates the various styles of water tower, many erected by the founding railway companies. These structures ranged from a simple tank mounted on a brick, concrete, or timber base to a majestic brick or stone edifice, worthy of listed status.

The modern image modeller may not consider this article relevant, but surviving water towers, such as Seascale, Foxfield and Knaresborough, remain alongside active main line railways, adding not just interest to the scene, but also their height, helping to put other items of a layout into perspective. ■




An example of a dual-purpose water cum coaling plant is preserved, Grade II listed, at Didcot Railway Centre. Erected in 1932, it is a typical GWR plant, where coal wagons are propelled up a gradient so that the load can be tippled down directly into locomotive tenders or bunkers parked alongside the plant at ground level. The covered water tank with a capacity of 74,250 gallons has recently undergone extensive restoration. Corrosion remains a never-ending threat, although coatings of non-corrosive materials are applied to protect the tank sides. A similar structure could be observed at Aberystwyth, circa 1990.




Situated in Cumbria on the ex-Furness Railway (FR) coastal line between Dalton in Furness and Millom, Foxfield became a junction with the opening of the Coniston Railway Company's branch in 1859, following the takeover by the FR in 1865. Paley and Austin, architects of Lancaster designed a new enlarged station; built by William Ormandy in 1879, with a signal cabin and waiting room combined on an island platform, it is likely that the water tower would have been part of the new build for serving locomotives working the branch line. A comparatively small structure, the base consists of slate blocks with a square footprint of approximately 3m (10ft), alas the window frames are missing. The rusting tank is made up of 12 cast iron sections.

# MegaPoints Controllers

# System2

**megapointscontrollers.com**

***Building a model railway is fun, engaging and rewarding, but don't overlook your control system.***

As used on Pete Watermans Making Tracks 2 & 3 exhibition layouts, our System2 product range offers exciting possibilities for controlling your model railway. It *will* reduce cabling around the layout and expand your control options depending on your needs. Designed with expansion in mind it's easy to begin with a small control panel and expand as your railway grows.

By placing a System2 Panel Controller inside a mimic panel and System2 motor drivers under the baseboards where they are needed, you dramatically reduce cabling to a single twisted pair and power. It's even possible to do away with the cable and operate via Wi-Fi if you have a suitable local router or hub. Each System2 board also has JMRI support built right in, so you can use this free open source software for further control and automation of your layout.



Configuring each System2 board is accomplished over Wi-Fi, so there's no need to crawl under a baseboard to make an adjustment or plug in a cable. Use your phone, tablet or PC. You can even turn off the Wi-Fi after configuring your system for the ultimate in security.

Don't worry about your System2 products lacking new features. We've made software updating via the Internet a breeze and it's totally free. As we release software updates or new features you'll be able to download and give them a try.

Our currently available System2 range includes mimic panel controllers and motor drivers as well as a DCC accessory decoder with more being added over the coming months. *See website for up to date news and details*.

We've had System2 on Pete Watermans layout since Making Tracks 2 (2022). On Making Tracks 3 it is extensively used alongside popular Arduinos that are providing custom logic and talking to System2 motor and relay drivers. Yes it's easy to build in custom logic as no two model railways are the same. Our website contains extensive documentation and instructional videos, so pay us a visit and see what we can do for you. Visit: **megapointscontrollers.com/system2**.

Proudly designed and manufactured within the United Kingdom.



***Images of Pete Watermans Milton Keynes Station for Making Tracks 3, extensively controlled by MegaPoints System2.***

Rev:0823A

KRModels

# The most anticipated OO gauge model ever to be announced.

# WD Austerity 2-10-0 (1943)

The War Department (WD) "Austerity" 2-10-0 is a type of heavy freight steam locomotive that was introduced during the Second World War in 1943, and is a powerhouse of an engine. The Austerity 2-10-0 commands respect wherever it roams, its presence on the rails could not be ignored. The Austerity 2-10-0 was based on the Austerity 2-8-0, and was designed to have interchangeable parts by R.A. Riddles. It was built cheap, but it was built powerful. It had the same power output as the 2-8-0 but a lighter axle load, making it suitable for secondary lines.  100 were built for the war effort, with 150 being built in total. Even now after 90 years, the Austerity still makes appearances on the rails, proving that the old guard won't be put down easily.




Available in Longmoor Railway Blue, Olive Drab Green, Khaki Sand, and BR Black early crest.

## Prices from:

DCC Ready £240.00

DCC Sound £340.00

DCC Sound & Smoke £370.00

Options include; **DCC Ready, DCC Sound and Smoke unit installed.**

## Order book is Open Now

**Take advantage of our payment plan**

www.krmodels.net

**LAYOUT** | 00/009 | **LOWER HANWORTH**

# TESTING EVOLUTION

Father and son teamed up to create this fun dual-track layout, which started life as a test track for locomotives.

**Words:** Michael Sharpe **Photography:** Phil Parker

## FACTFILE

**NAME:** Lower Hanworth
**SCALE/GAUGE:** 4mm:1ft/16.5mm/OO & 4mm:1ft scale/9mm gauge/009
**SIZE:** 6ft x 6ft
**ERA/REGION:** Early-1960s/Western Region
**LAYOUT TYPE:** Continuous Run

It all started because my son and I enjoy kit building and scratch-building of locomotives and stock, but as we only had an existing end-to-end layout ('Spilsby GNR'), we were limited in trying them out, so we concluded that we needed a circular test track. Because space was limited, we decided that the baseboard would comprise of a couple of 4ft x 3ft boards with just a single circular 00 track, but this was soon followed by a dual track.

As we had also been collecting some 009 narrow gauge locomotives and stock with a future layout in mind, we then thought it would be a good idea to add some 009 track. This required scenery building as we had to take the 009 track over the 00 track, necessitating tunnels and bridges. We tried three different types of fiddle yards until we settled on a removable traverser unit on the back.

The layout developed from that, being used as a test to try out better methods of scenery building, and as we thought it was just something to test and practise on, we added buildings and other components that had been salvaged from past layouts and as time went on, we started adding scratch-built and kit buildings, scenery and small dioramas, until the point came when we realised it could be good enough to try as an exhibition layout.

It's been a bit of a one-off project, not one I would have ever thought of building for a show, but it has turned out to be quite fun to use in a compact space and built on quite a small budget.



**LEFT:** A rope-hauled wagon incline, worked by an electric motor in the winding house, transports stone blocks from the quarry to the stone cutting works.



**LEFT:** A narrow gauge train arrives at the local halt with passengers for the village.

**BELOW:** Pannier tank 6422 waiting to depart from platform 3 with a local passenger train.

**ABOVE:** A Dean Goods waits its turn in the shed. A good little spot for the local trainspotters.



**RIGHT:** 'Branstone Paving' stone cutting works with its own narrow gauge railway, viewed from above the quarry railway.

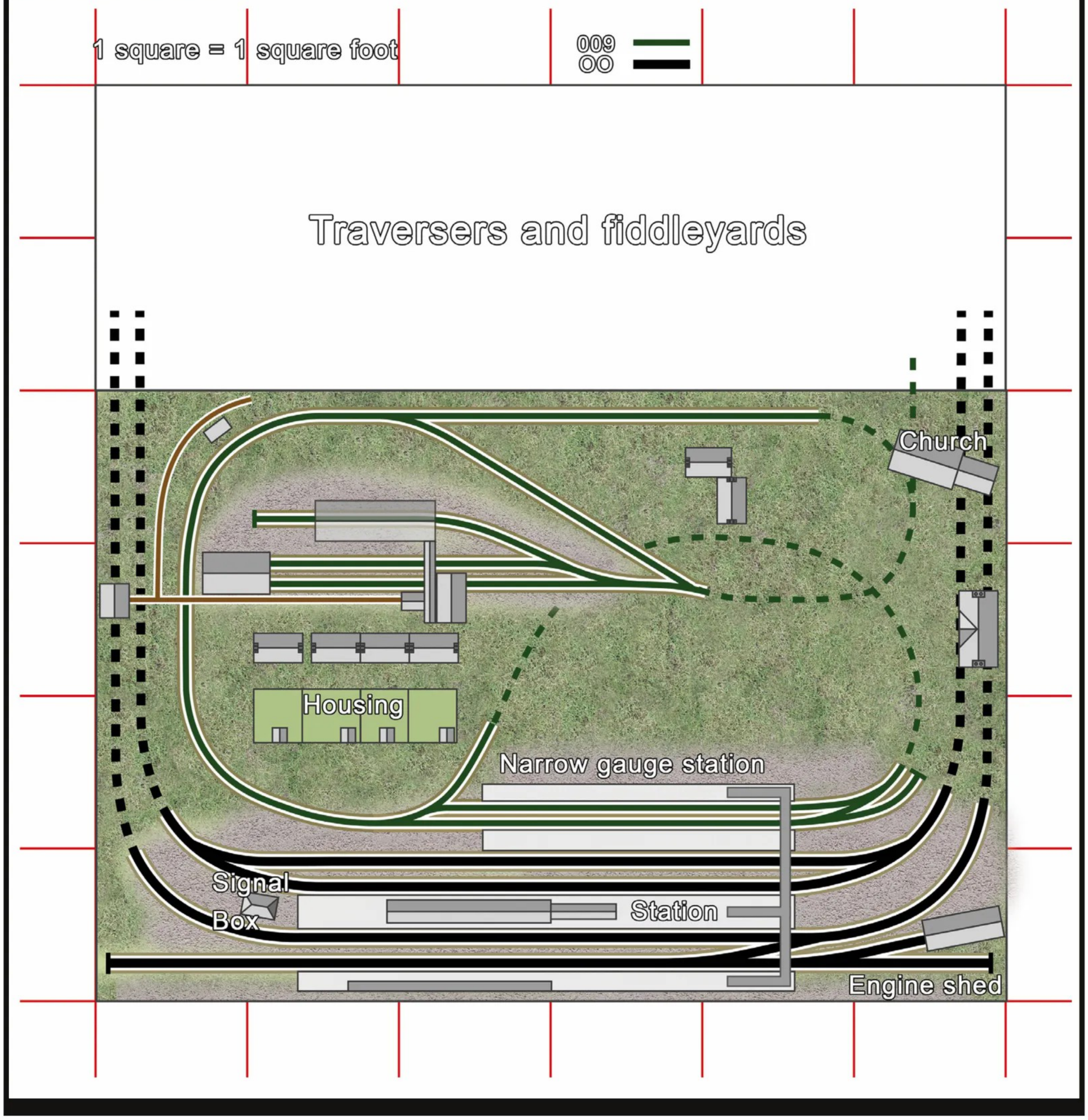
## Layout basics

The layout is built on two 4ft x 3ft boards with a circular 00 gauge dual track through station platforms with adjoining 009 narrow gauge platforms for goods and passenger transfer. The 009 rises to a second level over the hidden 00 track through part of an old quarry, which now houses a stone works for producing limestone blocks and paving, and on to a small passenger station halt for the village. A third level has a short length of 009 track from the working limestone quarry, unloading onto a motor-driven rope two-wagon incline down to the works.

The 00 track goes behind the scenery to a six-lane traverser just long enough to hold a locomotive and a couple of coaches. The 009 is fed from the rear by cassettes and serves both quarry traffic and a passenger service to local villages.

Operation is from either side of the layout, so we can chat with the public and encourage adults and children to have a go, letting them take the trains in and out of the station using the digital controllers, which seem to be appreciated and is not something normally available at a show.

## TRACKPLAN






## Creating the scene

I enjoy the research surrounding the building of a layout and its location, particularly if a prototype, to try and get the buildings and scenery as accurate as possible, even down to counting the rows of bricks on a particular building to get the right scale. Adding small dioramas adds to the public interest, plus the addition of animals for children and adults to find but try not to get it too crowded. Someone will always point out if you get something wrong, in our area particularly relating to agriculture (my cows are the wrong colour, or that vehicle or farm equipment wasn't around in that year).

We find that the first thing most people look at is the scenery, to me this makes or breaks a layout. Ideas and building methods change all the time, so it is well worth keeping the layout up to date. We are currently working on new tree and hedge construction methods to get better realism. A lot of my inspiration has come from the Gordon Gravett books on landscape and scenery and from ideas taken from magazines and at shows. It's always worth having a look at the workshops at the bigger shows; I've picked up some good tips and saved a lot of trial and error.




Coal tippler wagons being unloaded at the boiler house.



Wedding guests park at the Nag's Head pub while the wedding takes place in the church over the road.

Initially, some individual scratch-built buildings were reused from a previous layout for some of the factory and boiler houses. Further scratch-built corrugated sheet factory buildings were made with equipment for moving and cutting stone blocks. Within the works are a small narrow gauge engine shed and maintenance area.

The road leads from the main station and workers' houses uphill to the village shop and post office, served by a small narrow gauge station halt, and continues uphill past the local pub and church with its wedding. Beyond this would be the main part of the uphill village. The station is a mixture of scratch-built and kit-bashed buildings, with the row of workers' houses being scratch-built.

All the buildings are either plastic kit-built, or constructed from plastic card as we find it stands up better for storage and transport than card.

## Locomotives of 'Lower Hanworth'

We normally concentrate on the Eastern Region, GNR, LNER and BR(E), but we had a few Western Region locomotives and some stock that were not getting used

## About the modellers

**Names:** Michael and Andrew Sharpe

We have always had an interest in railways and railway modelling, but became more involved when we joined Cupar Model Railway Club in Fife while we were living in Scotland. We learnt a lot from them about building for exhibitions and built our first layout - 'Glenfearn' in 2010.

Apart from 'Lower Hanworth', we have always concentrated on the East Coast region, GNR from 1900 - 1920 and LNER 1935 - 1945, our current layout being 'Spilsby', which is a recreation of Spilsby station in Lincolnshire in the GNR period.

Our favourite full-sized locomotive has to be our own standard gauge 1941 Ruston and Hornsby 44/48 (48DS) No 207103 Imp, of which three of us are joint owners. We are just coming to the end of a major restoration and it is stored at 'Rocks by Rail' at Cottesmore alongside our other Ruston LPSE. As well as these locomotives, we have built a 71/4" gauge replica of Imp and a 00 gauge version.

It obviously, therefore, comes about that we are building a 00 scale layout of the Lincoln Ruston and Hornsby Ironworks with Ruston 48DS and 88DS locos working the factory.



An ice cream van waiting for customers outside the row of workers' cottages with their small allotments being well used.



A busy time at Lower Hanworth station.



on our layouts, so we thought they could be incorporated into this layout. As it is a limestone quarry, we opted for an area near the Cotswolds.

As the station is small, we use the smaller branch line type OO gauge locomotives, coaches and DMUs, together with small drop off goods.

The OO9 locos are a mixture of kit-built, 3D-printed and newer proprietary models. The coaches have been picked up at various shows, with most of the wagons being bought in quantity online.

**ABOVE:** Stone paving slabs being hauled out of the cutting shed.

**BELOW:** A narrow gauge passenger train waits at platform 6 of Lower Hanworth station, with goods narrow gauge to standard gauge transfer platform in the foreground.

The locomotives operate the stone trains from the quarry and works, coal deliveries to the factory and a small local passenger service.

The OO gauge locomotives on the layout are operated by NCE Procab digital controllers as on our other layouts. However, owing to their size and the way they are operated, the narrow gauge OO9 locomotives are analogue. The points are operated by Seep motors with two push button control panels, one for OO and one for OO9 on either side of the layout. Most of the buildings are internally lit, as well as the Victorian street lamps, all with 12v grain of wheat bulbs but on a 9v supply to give a more realistic effect. Switches on the OO panel also operate the signals.

## Final thoughts

It is not a layout we have promoted much in the past as other layouts have taken precedence. However, as it seems to attract a bit of attention, I foresee it going out a bit more in the future.

An ongoing long-term project is our complete rebuild of our first layout 'Glenfearn', now being based in the 1930/'40s along the East Coast Main Line between Kinnaber Junction, north of Montrose where the LMS meets the LNER into Aberdeen. This has involved collecting quite a few unusual Scottish kit locomotives based on those found in Aberdeen Ferryhill shed in 1937/'38 (Shed Bash UK site).

Just before lockdown, we helped in the setting up of a new model railway group near Lincoln, the Branston and District U3A Model Railway Group, where we are just completing the recreation of Branston and Heighington station in the early 1940s, again with a number of LNER kit locomotives found in Lincoln area sheds in the '40s. ■



Everything You Need For Your Digital Model Railway

# DIGITRAINS

## DIGITAL MODEL RAILWAY SPECIALISTS

## www.digitrains.co.uk




**Listen to our latest DCC Sound installations here.**

- Try before you buy
- Expert Advice
- Great Service
- Experience
- Major Brands
- Worldwide Mailing

We stock 1,000s of products from more than 30 leading manufacturers. Don't worry if you're not digital.

We're also a traditional model shop, holding all the major ready-to-run lines.

@digitrainsltd  digitrainsltd

digitrainsltd


**15 Clifton Street Lincoln LN5 8LQ**

**(01522) 527731**

**enquiries@digitrains.co.uk**

# The “Black Five”

## Finescale “O” Gauge

Head to **ellisclarktrains.com** for more information




Presented by
Ellis Clark Trains




*Decorated samples shown. Fit and finish to be refined for production*

# It's a Railfreight Revolution in N gauge...

## Introducing the Revolution Trains Class 66 in N

- Developed from our Class 59 with similar smooth, powerful drive and authentic light and sound features plus DCC Sound options.
- Range will include Tier 0 and Tier 1 locos with GBRf Euro imports, original 66001 and last-built US versions.
- 11 versions in first run plus new *Revolution Bespoke* option lets you choose your own running number for popular liveries.





Revolution trains BESPOKE













*Not all versions shown.*

**Deadline for preorders: 31st March 2024**

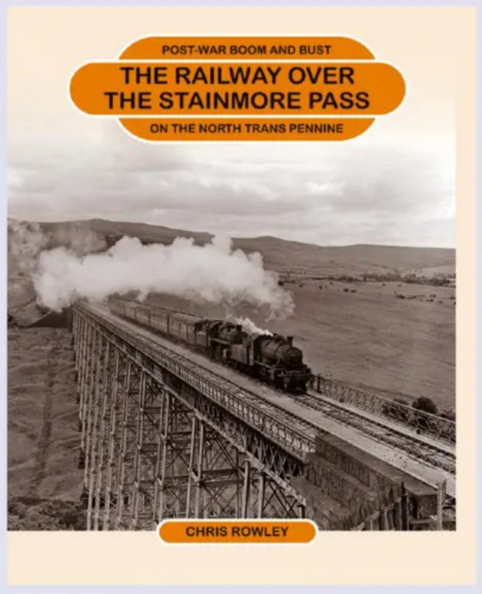
**DC SILENT £159.95** **DCC SOUND £254.95**

**Revolution trains**

*Pre-order your models direct from our website or from selected Revolution Trains retailers.*

www.revolutiontrains.com Revolution Trains @baby_pendo

# NEW AND FORTHCOMING FROM LIGHTMOOR PRESS

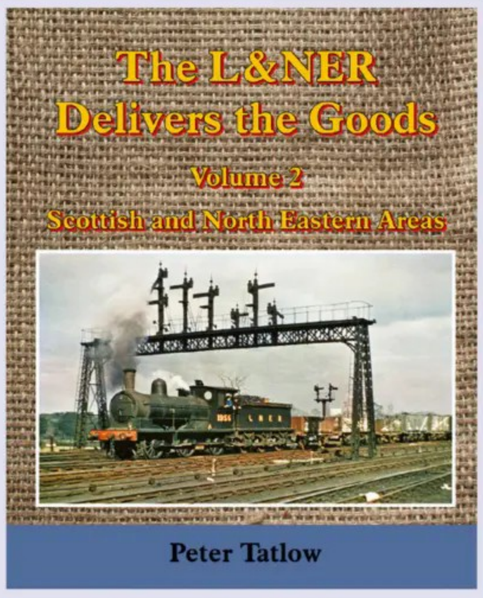



## THE RAILWAY OVER THE STAINMORE PASS

### POST-WAR BOOM AND BUST ON THE NORTH TRANS PENNINE CHRIS ROWLEY

The North Pennine range that separates the industrial North East and County Durham from Lakeland and the North West is a remote and beautiful wilderness of moorland and high Pennine fells. It was here that the Stockton & Darlington, the birthplace of public railways, struck out west in the most dramatic of all the Pennine crossings. A main line that rose to 1370 feet – England's highest. Built to link the blast furnaces of Teesside and County Durham with Cumberland Ore, and the furnaces of Cumberland with Durham coke, the railway was at its heart from first day almost to the last, a working railway built to serve the mining and steel industry of the North. For just over a century the moors around Bowes, the now quiet gills and becks of Smardale and Belah and the lonely source of the Greta River in Westmorland echoed night and day to the sound of steam battling the gradients of this remarkable railway. As the memory of the railway and the vast industries it served begins to pass from living memory, this book examines both origins and history of the railway and the 1950s revival of the Stainmore Line. Equipped with the most modern steam fleet in the country, with post-war industrial outputsurging and inter-regional leisure passenger traffic strong, the route seemed set for a bright future. The speed with which this bustling railway and strategic East–West link passed from peak operation to complete closure was unprecedented at the time, a casualty of a unique combination of circumstances which this book explores.

184 pages, incl 16 in colour. 275x215mm. Gloss art, colour laminated board covers. ISBN13 : 9781915069 34 4. **Price £30.00 + £4.00 p&p**




## The L&NER Delivers the Goods

### Volume 2: Scottish and North Eastern Areas Peter Tatlow

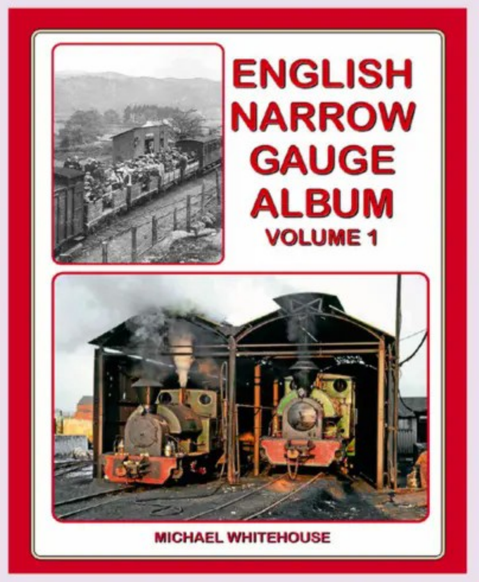
It may not be generally recognised, but the L&NER derived almost two-thirds of its total income from the conveyance of mundane goods traffic, compared with only one third from the more glamorous carrying of passengers and their luggage. This work, by well-known author Peter Tatlow, sets the record straight by describing how the L&NER served the nation delivering the goods and minerals entrusted to it. In this volume, the second of three, attention is directed towards the description of goods activities in the L&NER during its existence (1923-1949) in the Scottish and North Eastern areas. This was an era before motorways, HGVs loaded with ISO containers and centrally generated electricity, or oil and gas from the North Sea, resulted in the demise of numerous humble steam-hauled goods trains.

184 pages, 275x215mm. Gloss art paper with colour laminated board covers and colour endpapers.

ISBN13 : 9781915069 33 7. **Price £30.00 + £4.00 p&p**

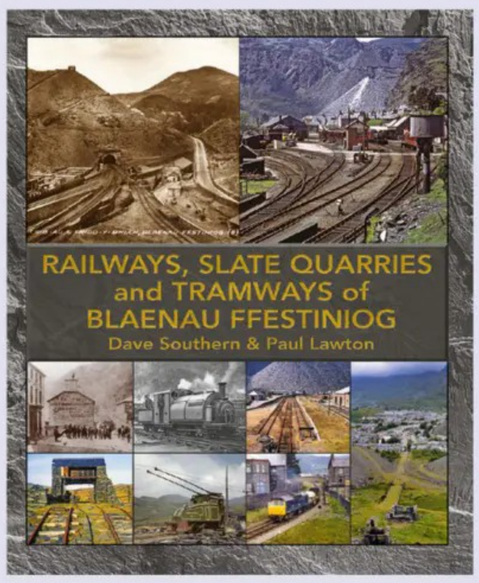
## ENGLISH NARROW GAUGE ALBUM

### VOLUME 1 MICHAEL WHITEHOUSE




SLIGHTLY DELAYED DUE TO ADDITIONAL NEW MATERIAL BEING INCORPORATED

NOW DUE MARCH 2024

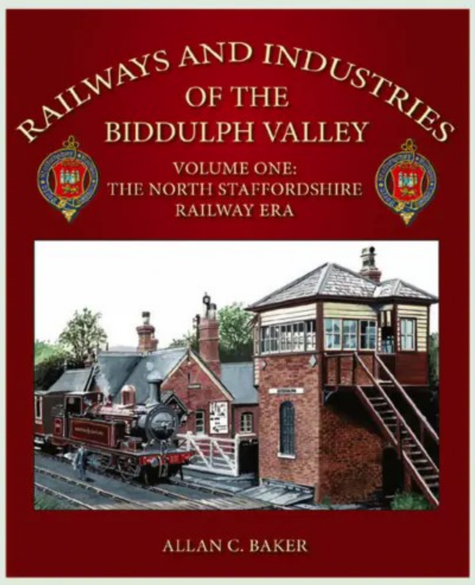



## RAILWAYS, SLATE QUARRIES and TRAMWAYS of BLAENAU FFESTINIOG

### Dave Southern and Paul Lawton

Written by two authors with extensive knowledge of slate quarries and the Blaenau Ffestiniog area, this book surveys the network of railways and tramways that were built to extract the slate and then to transport it onwards to its markets, where it 'roofed the world'. Slate created Blaenau Ffestiniog, turning it into one of the most important towns in North Wales and though the industry has largely gone, its legacy lives on, not only in the slate tips that dominate the skyline but also in the surviving railways that add to the town's prosperity today. The book goes beyond the geographical confines of Blaenau Ffestiniog, allowing the authors to devote separate sections to each of the major quarries that had a significant tramway system. The tramways, and what remained of them in later years, together with the three major railways that slate attracted to the town are fully illustrated, with pictures that for the most part are previously unpublished.

192 pages, colour throughout, 215 x 275mm, gloss art, laminated board covers. ISBN: 9781915069 31 3. **Price £35.00 + £4 p&p**

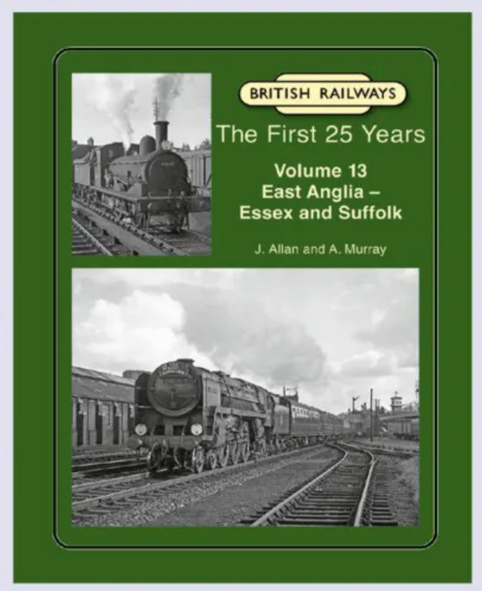



## RAILWAYS AND INDUSTRIES OF THE BIDDULPH VALLEY

### VOL. ONE: THE NORTH STAFFORDSHIRE ERA ALLAN C. BAKER

This book, the first of a trilogy, forms a detailed study of one of the N's first branch lines, along the Biddulph Valley from Stoke to the Cheshire town of Congleton, dating from 1860. It also covers the branch from Milton to the Staffordshire Moorland market town of Leek, which opened in 1867, along with the fascinating 4-mile Longton, Adderley Green & Bucknall line of 1875, originally independent but absorbed by the NSR in 1895. A wealth of illustrations, maps and plans document earlier railway and canal schemes planned to serve the area, many of which were aborted. This volume takes the reader on a journey from inception to the end of the NSR's existence with the 1923 Grouping of the railways. Subsequent volumes will cover the history of the lines in LMSR, and later BR days, detailing the numerous industries the railways served which were, by and large, their raison d'être. Profusely illustrated with photographs, old documents, timetables, maps and plans and gradient profiles.

276 pages, 215 x 275mm, gloss art paper, laminated board covers.
ISBN: 9781915069 28 3.
**Price £35 + £4 p&p**




## British Railways The First 25 Years

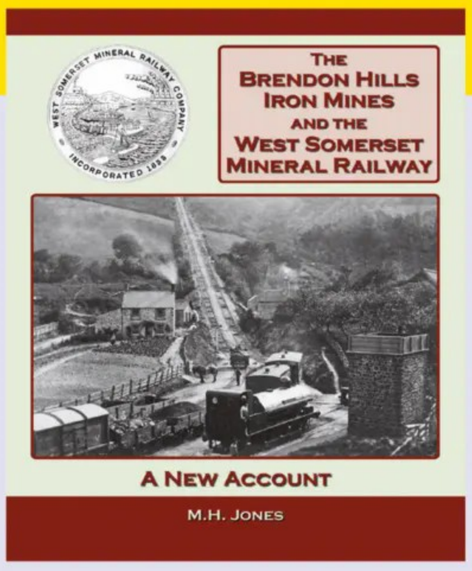
### J. Allan & A. Murray

## Volume 13: East Anglia – Essex and Suffolk

This volume covers the former GER lines in the southern half of East Anglia, concentrating on Essex and Suffolk, with short incursions over the border into Norfolk and Cambridgeshire to complete the routes. Starting out from Romford, places visited include Shenfield, Southend, Colchester, Witham, Maldon, Braintree, Kelvedon, Tollesbury, Clacton-on-Sea, Walton-on-the-Naze, Brightlingsea, Manningtree, Parkeston Quay, Harwich, Ipswich (including the shed and docks), Felixstowe, Beccles, Lowestoft, Yarmouth, Saxmundham, Leiston, Aldeburgh, Cambridge, Stowmarket, Bury St. Edmunds, Newmarket, Marks Tey, Haverhill, Bartlow, Saffron Walden, Audley End and Mildenhall branch back into Suffolk. Pre-nationalisation motive power continued into the early 1950s with ex-GER and L&NER designs predominating, although a few intruders appeared in the shape of the NER 'G5' 0-4-4Ts and GNR 'C12' 4-4-2Ts. However, the 'E4' 2-4-0s, the 'F4', 'F5' and 'F6' 2-4-2Ts and the 'J15' 0-6-0s were predominant on the secondary and branch lines until the mid-1950s and 'B12', 'D16' and 'B1' 4-6-0s were the main support for the 'Britannia's on the main lines. Railbuses and Lightweight DMUs were introduced in a pre-Beeching attempt to reduce costs and, by the mid-1960s, Brush Type '2', English Electric Type '3' diesel-electrics and later Class '47's would become common.

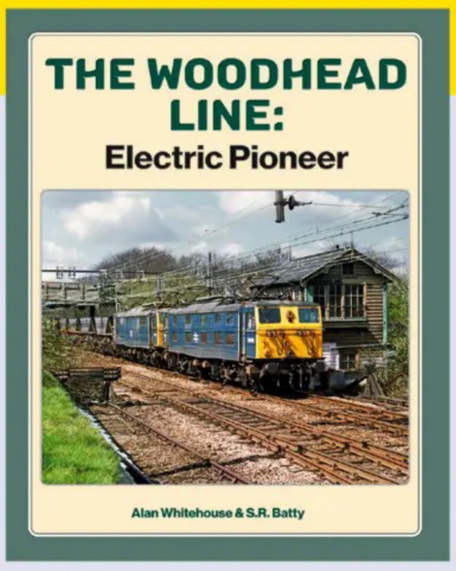
208 pages, 215 x 275mm, gloss art, laminated board covers. ISBN: 9781915069 32 0. **Price £27.50 + £4 p&p**

## BY POPULAR DEMAND, LIMITED EDITION REPRINTED TITLES ALL NOW IN STOCK




### THE BRENDON HILLS IRON MINES AND THE WEST SOMERSET MINERAL RAILWAY – M.H. JONES

Out of print since 2014, 416 pages, in colour, 215 x 275mm, gloss art paper, laminated board covers.
ISBN: 9781899889532.
**Price £50 + £6.50 p&p**

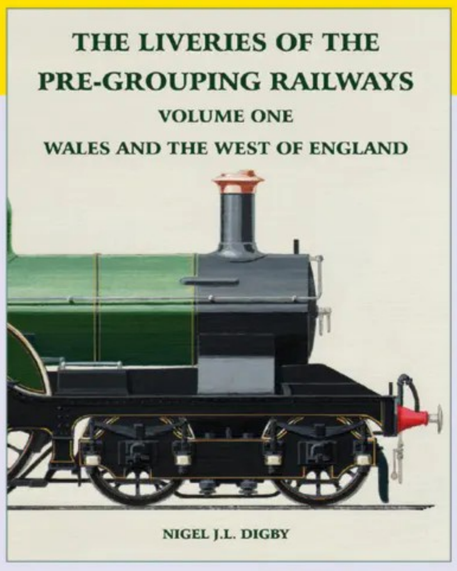



### THE WOODHEAD LINE:

Electric Pioneer

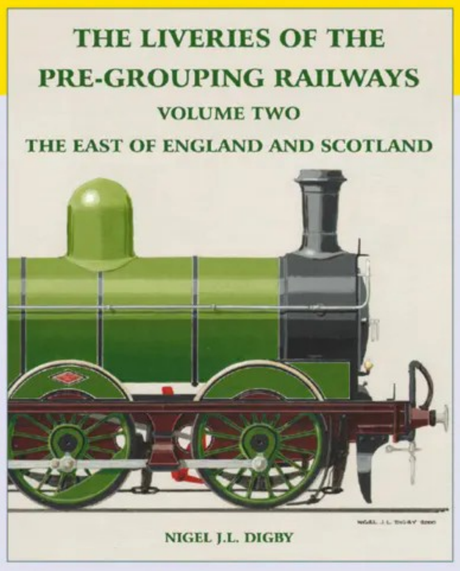
Alan Whitehouse & S.R. Batty

192 pages, in colour, 215 x 275mm, gloss art paper, laminated board covers.
ISBN: 9781911038986.
**Price £35 + £4.00 p&p**




### LIVERIES OF THE PRE-GROUPING RAILWAYS VOLUME ONE WALES AND THE WEST OF ENGLAND NIGEL J.L. DIGBY

96 pages, in colour, 215 x 275mm, gloss art paper, laminated card covers.
ISBN: 9781911038283.
**Price £15 + £4.00 p&p**




### LIVERIES OF THE PRE-GROUPING RAILWAYS VOLUME ONE THE EAST OF ENGLAND AND SCOTLAND NIGEL J.L. DIGBY

96 pages, in colour, 215 x 275mm, gloss art paper, laminated card covers.
ISBN: 9781911038450.
**Price £15 + £4.00 p&p**

**SUBSCRIBE to our E-NEWSLETTER and KEEP UP TO DATE with ALL NEW and FORTHCOMING TITLES:**
**jess@lightmoor.co.uk**

# LIGHTMOOR PRESS

**Unit 144B, Harbour Road, Lydney, Gloucestershire GL15 4EJ**
**Tel: 01594 840641 or 01993 773927; Email: info@lightmoor.co.uk**
**www.lightmoor.co.uk for full details and to order any of our extensive range of publications**

# WORLD OF RAILWAYS

# LIMITED EDITIONS

We've been working in partnership with Rapido and Accurascale to bring you three exciting Limited Edition launches with more to announce over the coming months.




RAPIDO® TRAINS INC.

LAST FEW REMAINING!

## NCB Wagons (OO)

- National Coal Board internal user markings based on typical representatives from around the country
- Highest standard of injection moulded parts
- Etched components and free-running wheels in brass bearings
- Tension lock couplings in NEM pockets
- Four models in the range. Available as singles or packs

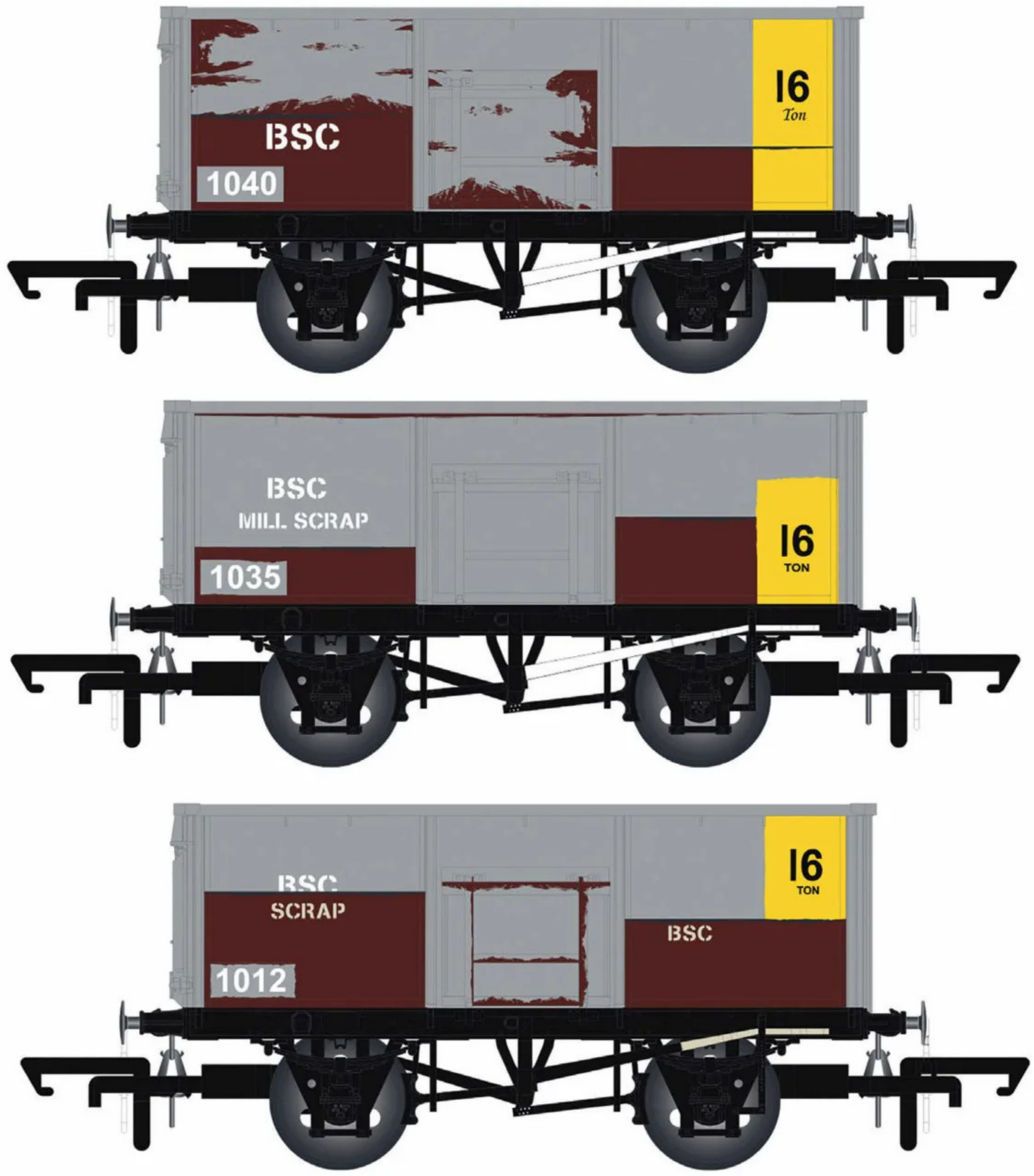
**Price:** from £29.99

accurascale

## 16T Mineral – British Steel Scrap Wagons (OO)

- Set of three British Steel Corporation-marked vehicles with patches
- Features local renumbering
- Weight panels based on internal use wagons from within South Wales steel sites in 70s and 80s
- Beaten, tatty and weathered livery
- Diecast metal chassis with plastic body
- Turned metal sprung buffers
- Separately fitted side doors, top doors and end doors
- Metal 3-hole wheels; chemically blackened 00 Gauge RP25-110 standard, set in blackened brass bearings and conforming to Accurascale standards

**Price:** £74.95
(pre-order for just £25 deposit)







RAPIDO® TRAINS INC.

## NCB Bagnall (OO) locomotives

- Available in DCC-Ready and DCC-Sound
- Striking Oxford Blue National Coal Board livery with white lining and lettering
- Red connecting rods using same welded tank style of 1953 Bagnall
- Highly detailed cab interior
- Diecast metal running plate
- Sprung buffers

**Price:** from £139.95
(pre-order for just £30 deposit)

FOR MORE INFORMATION AND TO ORDER, GO TO:
**www.brmm.ag/worshop**

# THE LATEST HEADLINES

## Dapol reviews new Class 59 production samples




Dapol's new N gauge Class 59 features a re-designed chassis and electronics and is expected in stores this spring.

The new model also incorporates the same iron-cored 5-pole motor that is used in the N Gauge Class 50 and Class 68 and includes DCC-Ready, DCC-Fitted and DCC Sound versions.

### Specification

- Smooth running 5-pole next-generation motor
- All-wheel pick-up, all-wheel drive via re-worked smooth drive low maintenance mechanism
- Die-cast chassis
- DCC Sound ready, Next-18 decoder socket (recommended 6 function decoder)
- Independent directional front/rear main lighting control
- Switchable day/night lights (DC & DCC)
- Main lamp and cab lighting override switches for DC users (independent front/rear control)
- Removable self-centring close coupling mechanism with NEM pockets
- Standard NEM fitting N Gauge couplers
- RP 25 wheels
- Printed nameplates (where applicable)
- Accessory bag with etched nameplates and detailed buffer beam fittings
- Clip-fit body for easy DCC fitting
- All factory-fitted DCC Locomotives will be fitted with Dapol's Imperium Next 18 decoder. All factory sound-fitted models will be fitted with a Zimo decoder and prototypical sound recording

The models are now in transit to the UK and are expected in shops around the start of March, however, this may be slightly delayed due to the current complications relating to international shipping.

**Prices are as follows;** £172.80 for DCC-Ready, £205.20 for DCC-Fitted and £291.60 for DCC Sound.

### About the prototype

The Class 59 is a Co-Co formation diesel locomotive and the first US-produced, privately-owned locomotive to operate regularly in the UK. The ordering of the first Class 59 was a result of quarry company Foster Yeoman's dissatisfaction with the performance of the BR Class 56. The first four locomotives built by GM's Electromotive Division were delivered to Foster Yeoman in 1986, and 59005 in 1989 proving very successful; one locomotive setting a new UK haulage record for a single locomotive of 4639 tonnes. Foster Yeoman's rivals, Amey Roadstone Corp. (ARC) also ordered four modified Class 59s (59/1) as did National Power, who ordered six (59/2). GM invested in this initial UK success by extensively modifying the Class 59 internally to produce the Class 66, also hugely successful, within both the UK and continental Europe. Other than 59003 (which after return from loan to HHPI in Germany, is operated by GBRf), the Class 59 fleet is operated today by DB Schenker and Mendip Rail (an ARC and FY joint venture).

### Proposed liveries

- *Kenneth J Painter* 59005 Foster Yeoman Silver
- *Village Of Mells* 59103 ARC
- *John F Yeoman* 59206 DB Schenker
- 59204 National Power Blue
- 59104 Hanson *Village of Great Elm*
- 59001 Aggregate Industries *Yeoman Endeavour*
- 59201 EWS *Vale of York*








# Accurascale introduces a new Lifetime Warranty

Accurascale has reviewed its warranty window of one year and extended it to an industry-first lifetime manufacturer's warranty on all new, in-stock and forthcoming Accurascale models.

Also, for those customers who have purchased a new model already, Accurascale is extending its lifetime manufacturer's warranty to all models ever sold directly, or via one of its retailers in the past, which covers locomotives, coaches, wagons and accessories.

This new offer demonstrates the belief Accurascale has in the durability and quality of its models, and buyers can be safe in the knowledge that their models are covered.

For more information, see the Accurascale website.

# Revolution and Trains4U announce new Class 66

Revolution Trains is teaming up with retailer Trains4U of Peterborough to produce a twin pack containing a pair of N gauge Class 66 locomotives carrying GBRf's military-themed liveries.

The models, 66723 *Chinook* and 66775 *HMS Argyll* will be sold in a packaged twin-set priced at £325.00 for DC silent models, and all sales will include a donation to The Royal Air Force Association (RAFA) and The Royal Navy and Royal Marines Charity (RNRMC.)

Expected to be delivered during the second half of next year, the models feature the ESU E24 Nano decoder interface, allowing for fully authentic sound features, and although sold as DC Silent models, all include a factory-fitted speaker, allowing for a plug-and-play sound upgrade.

## About the prototype

66723 *Chinook* was named in 2008 while in First colours, then received a stylish GBRf reworking in 2017. It now carries a nameplate featuring the crests of the three squadrons flying the heavy-lift helicopter, plus a large bodyside silhouette, along with other embellishments.

66775 *HMS Argyll* was named in a ceremony at Devonport in 2017 and carries the ship's crest adjacent to the driver's cab at the No1 end on each side, and has the ship's number F231 on the side.

66723 was one of GBRf's first batch of Tier 1 (low emission) locomotives, incorporating 'bug-eye' lights, while 66775 was among the very last Class 66s built at EMD's plant in Muncie, Indiana, and has revised front-end contouring and lights. The models will accurately depict these variations.




## WORLD OF RAILWAYS

Visit *www.world-of-railways.co.uk* to enjoy the following videos, interviews and features:



UPDATE: We're back with the Market Deeping Model Railway Club for the latest instalment of its TT:120 layout build, which will get its first exhibition showing at The Festival of British Railway Modelling.



WATCH: Ahead of its full review in this Spring issue of BRM, we put Kernow MRC's latest model to the test to see how the new model gets on, plus tested out its sound functions.



EXPLORE: Chris Gardner explains the history and his model of the 'chocolate box-esque' Isle of Wight location, Ventnor West. A fantastic OO model railway, which features in the July issue of BRM magazine.




# Samples arrive for Limited Edition National Coal Board wagons

World of Railways joined forces with Rapido to launch four Limited Edition National Coal Wagons back in July last year, and now the samples have arrived for inspection.

Rapido's models feature the highest standard of injection moulded parts married with etched components and superbly free-running wheels in brass bearings. Supplied with tension-lock couplings in NEM pockets, these may be easily removed if you wish to use more accurate couplings.

These World of Railways/Rapido Limited Edition wagons are branded with characteristic National Coal Board internal user markings, with their large white crosses clearly denoting they are for use on colliery networks and sidings away from the main line. This makes them a 'must-have' for anyone modelling collieries or their sidings in the post-WW2 period, ideally suited to the healthy number of industrial locomotives that have come to market in recent years in colliery liveries.

There are four to choose from with different running numbers, meaning you can start a rake of wagons off with variety and interest; ideal if you are buying all four models.

With only 60 available per model and pre-sales surpassing expectations, stocks of the wagons will soon sell out. To pre-order yours, head to **https://worldofrailways.hooluh.co.uk/wagons**

Rapido will now be inspecting the new wagons before giving the 'green light' to get production underway.

Prices start at £29.99 for individual wagons, with various packs available, too.




# Special 90th anniversary wagons to commemorate the Gresford Disaster

It will be the 90th anniversary of the Gresford mining disaster this year, and to commemorate those who died, Dapol is producing a wagon to raise funds to help support the Wrexham Miners Project, a local charity that helps maintain the local heritage and support the community.

A total of 266 OO gauge wagons and 266 O gauge wagons will be produced, one for each victim of the disaster, and a donation will be made for each wagon sold. Each wagon will come with a numbered certificate, (certificate Number 1-266).




**Proposed Liveries**

- 7F-052-0125 Plank 9ft Gresford Wrexham 266
- 7F-052-012W5 Plank 9ft Gresford Wrexham 266 Weathered
- 4F-052-0415 Plank 9ft Gresford Wrexham 266
- 4F-052-0425 Plank 9ft Gresford Wrexham 266 Weathered

These wagons are in production at the moment and will be released in February 2024. Available to pre-order now, the OO wagons cost £14.35 pristine, and £15.55 weathered, while the O gauge wagon costs £55.95 pristine and £57.95 weathered.

# Avanti welcomes Revolution Trains to Crewe in support of Railway Children

Model train maker Revolution Trains was invited to Crewe station by operators Avanti West Coast in January to present a cheque for £3,840 to well-known charity Railway Children.

Vulnerable children can find themselves frightened and alone on the rail network and the Railway Children charity works to help them by training rail staff, the police, and other workers in identifying youngsters and handling them effectively and safely. The charity also funds 'safe spaces' in major railway stations where they can be given food, water and shelter.

Revolution raised the money with a raffle held late last year in which numerous N gauge prizes were awarded – including an N gauge Class 92 locomotive, four-pack of car carriers and Network Southeast Class 321 unit – and every entrant received a container.




In addition to Railway Children, Revolution Trains has supported the Royal British Legion and Martin House Hospice and is looking forward to supporting charities of its own choice or those nominated by its friends in the rail industry in 2024 and beyond.

**DONATE NOW**

To donate or find out more information on the amazing work that Railway Children do, visit **www.railwaychildren.org.uk**

# New 9-car Class 800 announced

Kato has revealed it will be producing a 9-car variation of its popular Class 800 in LNER Livery in N gauge.

Class 800/1 is a 9-car train that has features that traditional 5-car trains do not have, such as an inner frame bogie, a simple roof top, and an intermediate car with all first-class passenger cars. This set will be available in DC, DCC-Fitted and DCC Sound-Fitted, priced at £399.95, £429.95 and £499.95, respectively.

Available from most stockists for pre-order, this announcement complements the already available Class 800/2, which are 5-car trains equipped with a front coupling mechanism. This coupling is used to reproduce the 5+5 10-car formation seen in the actual vehicles.

The Class 800, which was introduced as a replacement for the old HST (diesel high-speed train) under the Intercity Rapid Transit Plan (IEP) being promoted in the UK, is a train that has been electrified in sections based on the company's "A-train" series concept. It collects current from the pantograph as before, and in non-electrified sections, the engine and generator unit supply power to the motor, making it possible to operate directly between electrified and non-electrified sections. Manufactured at the Kasado Works in Yamaguchi Prefecture and Hitachi Rail's UK factory, it is currently being used on the LNER, the UK's main line, nicknamed "AZUMA".




# HRCA announce anniversary celebration

The Hornby Railway Collectors Association (HRCA) celebrates its 55th Anniversary this year and will be hosting a special exhibition, which will be open to non-members on Sunday, April 7th, 2024.

The 55th-anniversary exhibition is being held at the Lady Eastwood Hall at Newark Showground, Lincoln Road, Newark, Nottinghamshire, NG24 2NY, and will include 22 operating layouts, plus 12 displays and extensive trade support for those who wish to expand their collections or start their own model railway journey.

HRCA events are normally members-only, but an exception has been made for this event, which brings together the products from the former Meccano factory in Binns Road, Liverpool, which produced Hornby O Gauge, Hornby Dublo, Dinky Toys, and associated ranges, including Meccano itself. While the name Hornby is still very much part of the current model railway scene, today's models are far removed from those that were built in the Liverpool factory up until 1964, when production ceased.

Sunday admission charges will be £5 (accompanied children free), with opening times being from 10am until 4pm.

# The latest arrivals from Hornby




## New A4 No. 4491 Commonwealth of Australia

One of the latest models to arrive at Margate is this magnificent new A4, joining the other hugely popular models in the range.

This is the latest manifestation of this popular model, representing one of the five A4s built in 1937 for hauling the 'Coronation' streamlined train on the ECML from London to Edinburgh. They were all named after countries in the British Empire at the time.

It's not quite in as-built condition, for the tender top's fairings have been cut back, making it suitable for the 1938-'39 period (during the War, the A4s were painted plain black). Performance and finish are exemplary, as you would expect.

Available to order now, priced at £217.99, in DCC Ready guise (21-pin), the OO LNER A4 Class range continues to sell well for Hornby.







## The Beatles: The Liverpool Connection train pack

A great addition to the Hornby Beatles collection, this latest train pack enables those Beatles fans to take their modelling further.

Aimed at the collectors' market (described as a 'Detailed scale model. Not suitable for children under 14 years'), this is an attractive set celebrating the EP collection of 'Twist and Shout', 'Long Tall Sally' and 'The Beatles' Hits'. The livery/printing application is first-class, though a 'detailed scale model' it certainly isn't. It's a limited edition of 1,000 pieces, and is sure to be popular among those who collect Hornby items and Beatles' memorabilia.

The pack contains a Beatles-liveried 0-4-0T locomotive and matching long wheelbase vans in OO gauge and costs £119.99.

## Revolution reveals limited edition 59101

Revolution Trains is producing a limited number of N gauge models depicted 59101 in its eye-catching new green Heidelberg Materials livery. The locomotive was previously in Hanson colours, however, the parent company has now decided to apply its own branding to locomotives serving its giant Whatley Quarry in Somerset as they fall due for repaints. At the time of the repaint, the models were in full production, however, the factory agreed to produce a small number in this new livery, offering N gauge enthusiasts the opportunity to keep their fleets bang up-to-date.

The models can only be ordered directly from Revolution Trains and are expected to be in the UK by the end of February or early March.




## Osborns Models launches wartime ambulance in N



The firm has released an N Gauge Austin K2 Ambulance into its British Commercial Classics vehicle range.

The Austin K2/Y is a British heavy military ambulance that was used by all Commonwealth services during the Second World War. Built by Austin, it was based on the 1938 Austin K30 light truck. A total of 13,102 were built from 1940, until the end of the war. Osborns' model is supplied ready to use and is manufactured in the UK.




## New addition to Hornby BR Standard 2MT range

It represents one of a batch of Standard 2MT 2-6-0s built in 1955 for service on the Scottish Region of BR. For a time, it operated over the ex-Great North of Scotland routes in Aberdeenshire, allocated to Keith shed – hence the provision of a snowplough. Sadly, it only had a service life of a decade – a quarter of what might be expected from a steam locomotive.

All the extra parts have been fitted, including the snowplough. However, fitting the snowplough (which just clips into the NEM pocket on the pony truck) means that the locomotive will not negotiate any curve under a 4ft radius. The livery application is exquisite, and the performance is exemplary. You can see this model in action, and the A4 on World of Railways.

Priced at £228.99 and available to order now, the 2MT has already proved a successful model for Hornby and is likely to sell out quickly.



## New Hornby Railroad Plus Class 31 No.97203

This is the most recent release of this ex-Lima tooling (though with a much-improved mechanism). It represents a Class 31 in the employ of the British Rail Railway Technical Centre Derby, renumbered into the 97XXX series.

The livery is described as 'enhanced', and it's certainly beautifully applied. Performance is excellent, and there are spare traction tyres supplied. Priced at £96.99, the new locomotive is available to order now.

The Railroad brand plays an important part in encouraging new modellers to the hobby and the new Railroad Plus range is seen as a stepping stone to the Hornby main range.

# *Fire Queen* arrives at the Vale of Rheidol Railway



Believed to be the oldest narrow-gauge locomotive in existence, *Fire Queen* is a unique steam locomotive that previously resided at Penrhyn Castle.

The locomotive will arrive in Aberystwyth in late January, and will be on public display in the new museum, display and events building when the railway opens for the new season in late March 2024.

The Directors' Coach is also going on display, prior to a move to the Bala Lake Railway. *Fire Queen*, her tender and the Directors' Coach were on loan to National Trust Cymru, and were accepted in lieu of tax by HM Treasury in 2021. They temporarily resided at Penrhyn Castle pending permanent allocation.

This will be a temporary visit, as *Fire Queen* will eventually return to Parc Padarn to be displayed in its original shed. This building is set to be restored by Cyngor Gwynedd, using Levelling Up funding granted by the UK government. Whilst this restoration work is being carried out, *Fire Queen* will be temporarily allocated for display at the Vale of Rheidol Railway in Aberystwyth.

In addition, the Directors' Coach has been allocated to move from Penrhyn Castle to the Bala Lake Railway. It will be temporarily displayed at the Vale of Rheidol Railway alongside *Fire Queen* during the coming season, before moving on to Bala.

Both *Fire Queen* and the Directors' Coach will spend the season on display in the restored 1938 engine shed at Aberystwyth station. This building has recently been transformed into a museum, display and events space as part of a larger project called "Wales to the World", which is developing the terminus at Park Avenue into a Great Western-style station suitable for the modern tourist.

The public will be able to view *Fire Queen* and the Directors' Coach at the Vale of Rheidol Railway from late March onwards when the railway opens for the season. The railway then runs daily until the start of November.

# Warley NEC cancelled

After over 30 years, the Warley Model Railway Club has decided to cancel the 2024 show, and all its future events will no longer be held at the NEC.

Nigel Smith, the current Exhibition Manager, says: "This will be disappointing to many people, including visitors and exhibitors alike. However, we are an aging membership and we have to be realistic about what we can deliver in the future. Many of our existing team have been involved for over 30 years and would like to retire gracefully."

Alan Turner, the interim Club Chairman said: "When our club decided to create the Warley National exhibition, it was primarily to create a showcase for our wonderful hobby. I believe we succeeded in doing that. We are amazed that our exhibition has remained the premier exhibition in the country for 30 very successful years…"

# 'Ready to plant' lineside accessories from Peco

Perfect for O gauge modellers, these detail packs will quickly bring your layout alive.

Cast in an acrylic polymer plaster mix, each item is painted and weathered. All items are designed and produced in the UK.

LK-770 Oil drums on their side
LK-771 Oil drums
LK-772 Larger barrels
LK-773 Medium barrels
LK-774 Small barrels
LK-776 Half barrels
LK-777 Hay bales
LK-778 Pile of tyres



00 | 1903-1930's-preservation | £££ 189.99

# Kernow GWR Steam Railmotor



Andy York




A superb testament to the skills of contemporary modelling design and manufacture, Kernow Model Rail Centre's exclusive steam railmotor will set the hearts of many Great Western modellers fluttering.

Following testing of Drummond's L&SWR railmotor on loan, Churchward's Great Western's steam railmotor offered an independently-powered single-vehicle train to which trailing vehicles could also be attached to improve their agility to compete for urban and rural traffic. 99 were built between 1903 and 1908 but were mainly rebuilt as auto-trailers by the 1930s, and might not have been considered as a viable subject to model but for the rebuilding of No.93 by the Great Western Society at Didcot, which entered service in 2011. The preserved vehicle has travelled widely across its former territory with network specials notably on the Liskeard to Looe branch and Southall to Brentford, in addition to heritage line work.

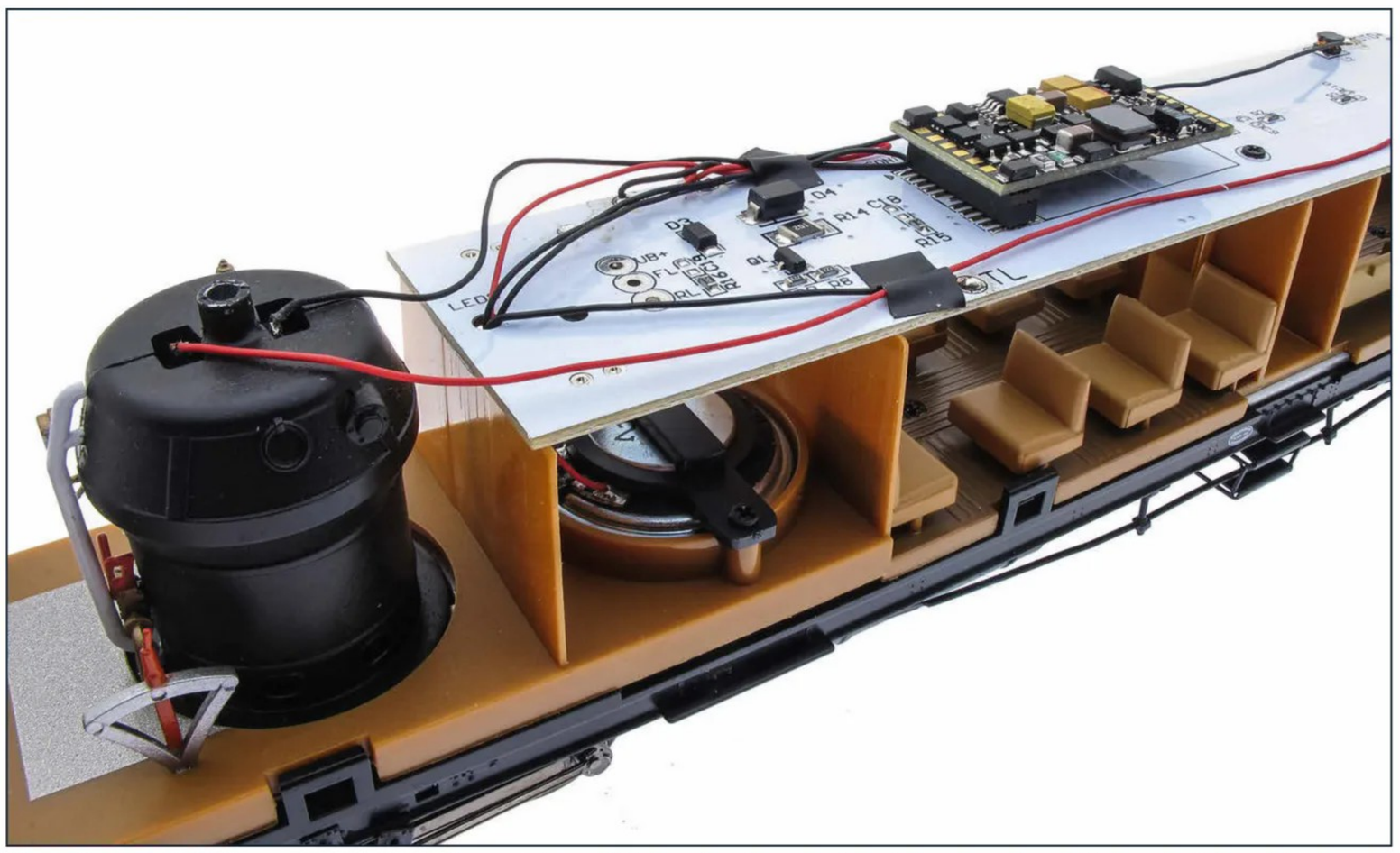
Kernow Model Rail Centre has launched five models spanning the life of the railmotor, from the fully-lined chocolate and cream livery as seen on our review sample, plain lined brown, crimson lake and the simplified chocolate and cream GW livery in which it would have finished its service life. The preserved example sports lined crimson lake. An immediate impression of the model is of its length, a scale 70 feet, and a respectable weight towards the 0-4-0 chassis end. The decoration execution is superb, with fine gold lining around the black raised framework and deep red to the window surrounds. The solebar has legible printing for the Kerr Stuart builders' plate and gauges.

Separately-fitted parts can be found all around; roof vents, handrails and grabrails, underframe trunking, vacuum pipes and sprung buffers complementing finely-moulded roof conduits and bodyside louvres. The detail pack includes further adornments, including five destination boards appropriate for where each of the vehicles was known to have worked in the liveries depicted; the boards are therefore different for each of the products. A cosmetic screw-link coupling and brake pipe is included for the bufferbeam. A tension-lock is fitted to the trailing end if you wish to attach a load, but I'm glad a pocket wasn't put onto the boiler end as it would have spoilt the look.

To access the interior to fit a decoder, it's a case of lifting the chimney out, unclipping the bottom of the centre door grab rails and unclipping the body. Once inside, the striking feature is the diecast moulding of the vertical boiler, which surrounds the coreless motor and gears to the chassis; very clever. A speaker is pre-fitted into the guard's compartment, and the circuit board is where the driving and passenger compartment LED lights can be found. All the lighting is controllable with DCC, but the directional bi-colour red or white LED in the oil lamp works as appropriate depending on direction. It's a good-looking lamp and feature but somewhat overscale for 4mm:foot, and that is my only negative on this otherwise superb model.

The running is superb, the complex motion is mesmerising, and a well-balanced little chassis, with perfectly true wheels and axles, silent and indecently powerful for its weight, is capable of lugging 10 or more Mk.1 coaches around the track. The DCC-ready model sells at £189.99 and the sound-fitted version is £299.99, which is probably the most advanced configurability I've seen on a decoder thanks to John Gymer at YouChoos, with the capability to change the announcement sound files to match those of the interchangeable destination boards previously mentioned. To further personalise your model, ModelU is producing crew and passenger sets, appropriate for the Edwardian period.

If you like what you see, you will love your model.



The die-cast boiler surrounding the motor adds weight over the driven parts of the model, a 25mm diameter speaker is pre-fitted and the PluX22 socket is mounted above the lighting board.




The 0-4-0 chassis and motion is superbly portrayed with a wealth of underframe detail.




Each driving end has a distinct style, with a choice of destination boards that simply push in and are easily switched.



The bottom of the side door handrails unclip from the steps; take care as there's a painted finish on the wire handrails.



The model comes with two sets of scroll bars that run around and below the motor bogie, depending upon the sharpness of your curves.

## FACTFILE

**Models:**
K2301 Dia. R Number 93 (As preserved)
K2302 Dia. R Number 97 (Simplified GWR Chocolate & Cream late 1920s onwards)
K2303 Dia. O Number 63 (GWR Lined Brown 1908 - 1912)
K2304 Dia. R Number 85 (GWR Lined Crimson Lake 1912 - 1922)
K2305 Dia. O Number 61 (GWR Fully Lined Chocolate & Cream 1903 - 1908)
**Era:** 1903 – 1930s & preservation
**Construction:** Plastic body and diecast motor bogie
**Weight:** 280g
**Minimum curves:** Radius 2 (438mm)
**DCC socket:** PluX22
**Accessory pack:** Bufferbeam detailing, gear scrolls, solebar pipe and destination boards

## WHAT WE LIKE

- ✓ Excellent decoration
- ✓ Superb motion
- ✓ Extremely smooth operation
- ✓ Performance

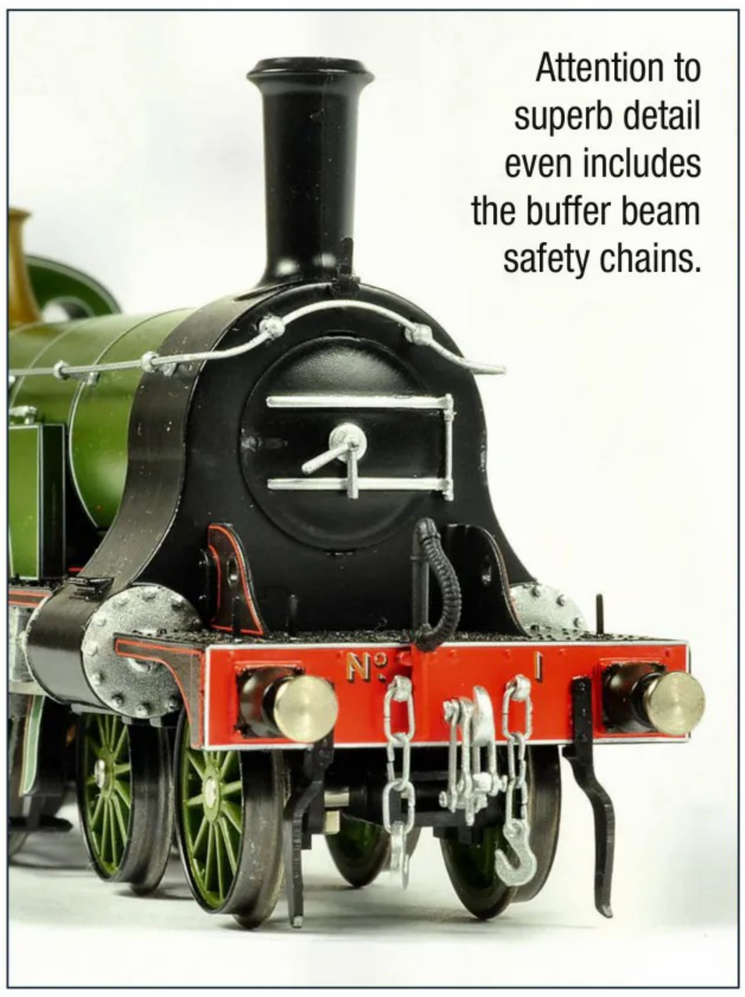
OO | 1930-2014 | £££ 249.95-349.95



# Rapido Stirling Single



Tony Wright



Attention to superb detail even includes the buffer beam safety chains.

This is the latest manifestation of this rightly popular and exquisite RTR OO Gauge locomotive – the Stirling Single with the smaller GNR tender. This is more akin to how the locomotive looked when it was restored in the 1930s, and how most observers remember it from its days in Clapham Museum and in the NRM at York, until 2014, when the larger Stirling tender was finally coupled to the veteran.

Prior to its withdrawal, No.1 had the standard Stirling tender, but, in 1909, in preparation for the White City Exhibition, it received a smaller tender of Sturrock-design. This low-profile tender is coupled to the model, and the one the prototype was coupled to for over 80 years.

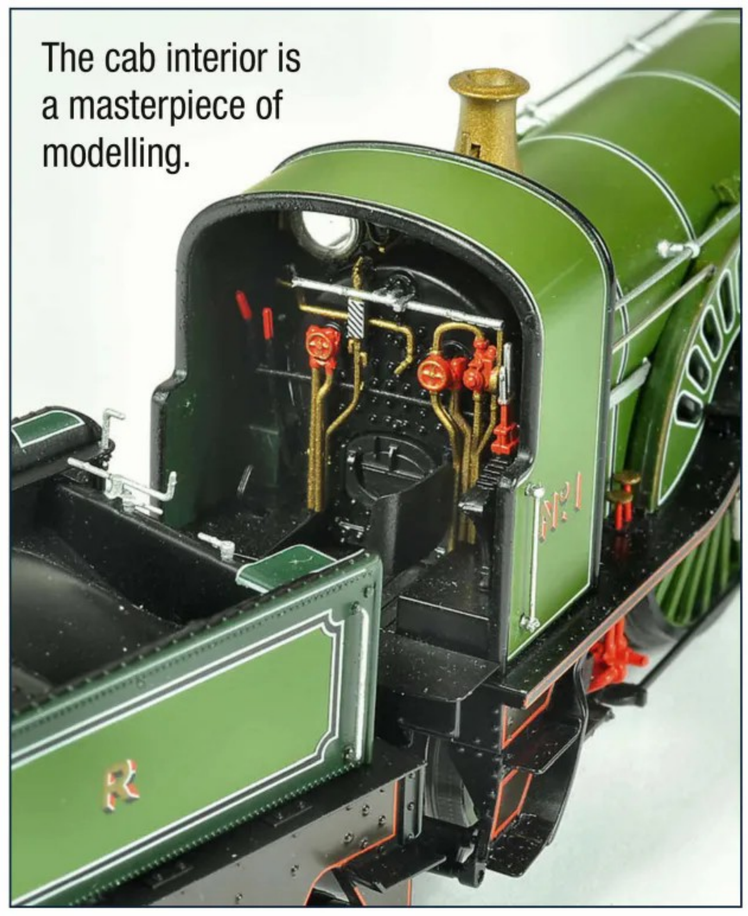
Previously, Rapido offered No.1 with the larger tender, but now the story is complete, so to speak. All the plaudits that were given when the Stirling Single model was first released a few years ago apply to this exceptional new one. It really is a beautiful rendition in every way. It's dimensionally-accurate, runs superbly and the livery application is among the finest I've seen; indeed, few pro' painters could get near to it. The smaller tender allows the firebox glow to be viewed more easily. With such an open cab, provision of a crew would be helpful, and certainly a coal load of some description, but they're things which the modeller can add.

I gave the veteran a spin on my Little Bytham, hauling an 'appropriate' train – a mixture of Hornby's and Hatton's pre-Grouping four- and six-wheeled teak carriages; not 'accurate', but passable. I was enchanted by the whole thing, and I think this latest manifestation of No.1 is one of the finest RTR locomotives I've ever had the privilege to handle, photograph and run. It's remarkably powerful for a single-wheeler.

It'll be available later this year in 1930 condition (offered in DCC Sound and DCC Ready), plus a Museum Condition version (offered again in DCC Sound and DCC Ready), which will be exclusively through Locomotion Models.



The low tender is just crying out to be coaled, and the cab for a crew.



The cab interior is a masterpiece of modelling.



Recreating the summer of 1938 when No.1 was brought out of retirement to haul the 1888 'Flying Scotsman'.

## FACTFILE

**Models:**
SKU 947001: Stirling Single No.1 – 1930 Condition
SKU 947002: Stirling Single No.1 - Museum Condition (Exclusive to Locomotion Models)
SKU 947501: Stirling Single No.1 – 1930 Condition – DCC Sound
SKU 947502: Stirling Single No.1 – 1930 Condition – DCC Sound (Exclusive to Locomotion Models)
**Era:** 1930-2014
**Construction:** Die-cast chassis and plastic body
**Weight:** 290g
**Minimum Curves:** 2nd Radius (438mm or greater)

## WHAT WE LIKE

- ✓ Exceptional livery application
- ✓ Powerful runner
- ✓ Firebox glow

What a beauty! Fortunately, no tension-lock coupling spoils the front end.



# Hornby Railroad Plus BR&CW Class 110 DMU



Andy York




An old favourite returns to shop shelves. How does it live up to your modern expectations?

I was interested to see Hornby's 40-year-old model, which hasn't featured in their range for over 20 years, make an appearance in its 2023 catalogue and, probably out of nostalgia, I wanted to see what had changed in this Railroad Plus branded release.

The Class 110 units manufactured by the Birmingham Railway Carriage and Wagon Company were one of the later first-generation diesel multiple units introduced from 1961 with, comparatively, more powerful 180HP Rolls Royce engines for tackling the tougher loaded climbs of the former Lancashire & Yorkshire Railway's Calder Valley route through Sowerby Bridge over the Pennines between the North-West and Yorkshire hence them being widely known as 'Calder Valley' units. The models, therefore, may have been of limited geographical appeal to modellers except for their similarities to the same builder's Class 104 units, which were more geographically widely used, leading to many units subjected to the modeller's knife, filler and plastic card.

Hornby now offers two models; the early green livery with speed whiskers as a 3-car unit and a 2-car blue and grey set with MetroTrain branding as used in the 1980s in the West Yorkshire area reflecting the time when the centre, unpowered, trailer vehicle was removed to improve the power to weight ratio of the sets following refurbishment.

What has actually changed from the original model? The power car has a new 5-pole motor encased over the power bogie with wiring to an 8-pin decoder socket, which sits within the chassis below floor level, maintaining the low floor level in the passenger areas. The livery and decoration are to an improved standard, particularly on the green-liveried unit, with the aluminium window frames picked out with a silver metallic finish, as are parts of the exhaust system.

What remains the same? The original body tooling, which is dimensionally and shape-wise a good likeness, is unaltered with an angular crease to the bodysides, which should be a softer curve into the tumblehome. The model still has commendable flush glazing for the side windows and it would have been nice to see this carried out on the all-important cab windscreens, which have the full depth of the body thickness visible although this is less obvious on the green model as the frame is picked out in silver, distracting the eye compared to the plain yellow frontage of the corporate blue and white model. The underframe detail is all moulded on but would not look bad with sympathetic weathering and highlighting. Tension lock couplings are still used between the vehicles, and spare couplings are included in the box to attach to the cab ends if you wish to run connected units. These are still the original large couplings, which attach to the large and obtrusive ledge on the bogie frame mouldings. Although the wheelsets are different from the originals, I wouldn't consider them to be an aesthetic improvement as they have extraordinarily deep tyre surfaces and, being unfinished metal, are not an advancement. One side of the wheelsets on the motor bogie are fitted with traction tyres, which is probably sensible as, although the motor is new, it doesn't seem particularly strong; a spare set of tyres is included in the box.

The unit runs smoothly and quietly, and if you wish to fit a decoder you now can. It is a bit of a battle to remove the body as the chassis clips into the flush glazing and there's a good chance you'll be re-inserting the push-fit glazing before you can re-assemble the vehicle, which did need some 'persuasion' to go back together, but being an older model there's less chance of any damage arising.

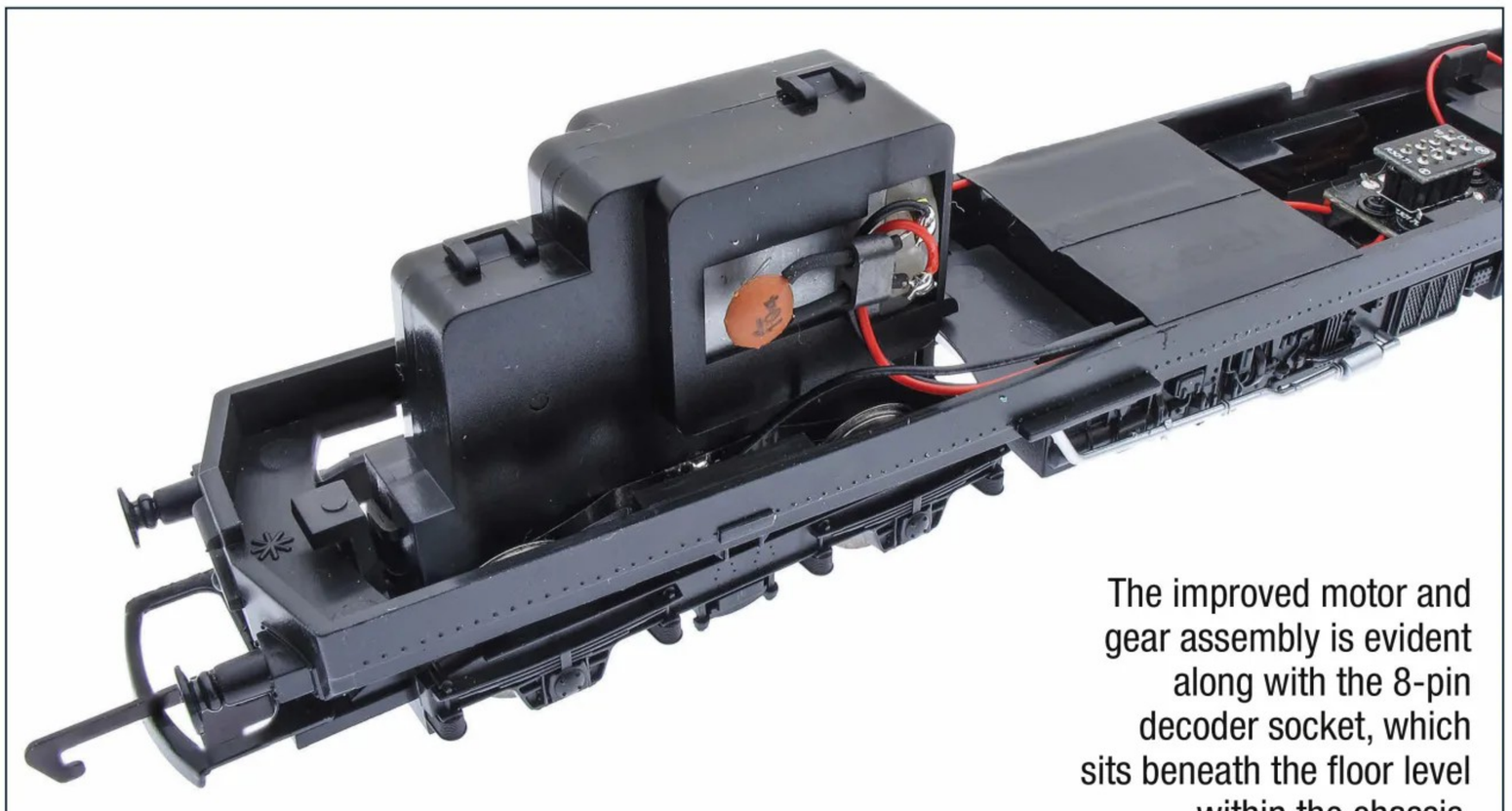
So, that's an honest assessment of the lowest-priced, new ready-to-run DMU that's on the marketplace at the moment. It still has great potential to spend some time and effort on improvements, plus detail giving you a modelling opportunity and the warm feeling of having done some old-school added value enhancements.




The wheel style referenced in the text could benefit from being darkened in tone.




The gangway connectors and separate exhausts have always been one of the positive features of the model.



The improved motor and gear assembly is evident along with the 8-pin decoder socket, which sits beneath the floor level within the chassis.




The guard's compartment position for the motor bogie adequately disguises the mechanics, leaving clear floor space through the vehicles.




The side profile of Hornby's model has always been one of the most pleasing aspects, with the flush glazing and moulded detail on the underframe boxes.

## FACTFILE

**Models:**
R30170 BR Green 3 Car Train Pack
R30171 BR Blue/Grey MetroTrain 2 Car Train Pack
**Era:** 1961 – 1991 & Preservation
**Construction:** Plastic body and diecast motor bogie
**Weight:** 320g
**Minimum curves:** Radius 2 (438mm)
**DCC socket:** 8-pin
**Accessory pack:** Bufferbeam detailing, pony truck plate,front steps, ejectors, cylinder drain cocks

## WHAT WE LIKE

✓ An old gap filled
✓ Good dimensions and shape
✓ Tidy decoration
✓ A platform to do some old-school modelling

# EFE Rail SR Bulleid/ Raworth 'Booster'



Andy York



Nicknamed 'Boosters' these locomotives were also referred to as 'Hornbys' due to their loud whirring and rattling, akin to an old tinplate train set.

The announcement of the Southern Railway's Bulleid/ Raworth electric locomotives in Bachmann's November bulletin was a wonderful surprise; marketed through the firm's EFE rail brand, with research and design expertise from Kernow MRC.

The models span the life of the two real locomotives with our review sample of CC1, in photographic grey livery as first tested and used in service from 1941, representing the initial form with small windscreen and wiper, headcode disc brackets and stencil-type route indicator. Also produced is the same locomotive in Southern-lettered malachite green with a different nose moulding with marker lights with open and closed indicator discs supplied to show the route (as was the Southern's way) to be fitted as appropriate and a blanked-off route indicator box. The same nose configuration with the indicator box removed and plated over with two whistles is used for the black and silver initial British Railways livery model of sister locomotive 20002, which is also the basis for the model in British Railways electric green with red and white bodyside stripe. The final iteration is the BR corporate blue livery with full yellow ends worn by 20001, with the lamps plated over and a route indicator box restored. Other minor differences below the solebar are catered for across the range.

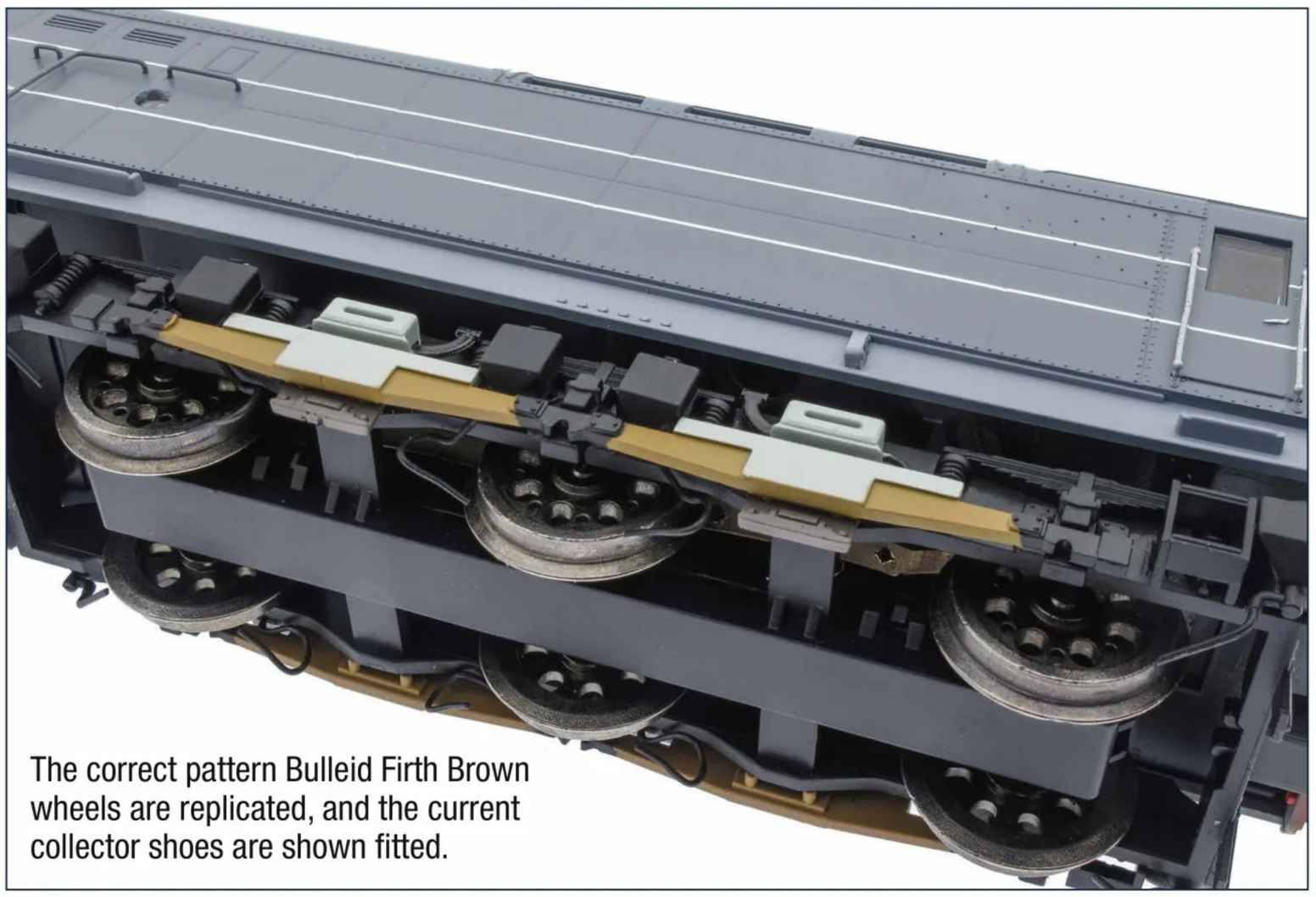
The dimensions and appearance of the 'Boosters', so named for their capacity to deliver power from their booster set in breaks in the third rail, are perfectly captured. The cosmetic pantograph is a simple delight; fine but sufficiently robust, which manually unclips easily for raising as used beneath tramway-style wiring in some yards and is so lightly sprung it would easily lift and lower with any changes in wire height.

Although this is a simple livery, the paint finish and density are good, with extremely neat white pinstripe lining with current collection equipment on the bogies picked out in lighter tones – this would have got filthy very quickly, though. Several handrails are separate wire fittings, but I particularly like the fine plastic handrails each side of the cab door that do not feel like they would be easily damaged.

Driven by a 5-pole, skew-wound motor with flywheel, each of the six axles are driven while all 12 wheels provide electrical pick-up. Although a little noisy until run-in, the motor and gears are smooth and the performance is impressive, handling 18 Mark 1 coaches on test, no doubt helped by the weighty diecast chassis block and the skew-wound 5-pole motor with two brass flywheels. Directional lighting will operate in the forwards direction (the real locomotives were not fitted with tail lights), while cab lighting can be operated using a magnetic wand when used on analogue control, or when a 21 Pin DCC decoder is fitted, via two DCC functions. A speaker is pre-fitted to every model, allowing a third-party sound decoder to be fitted to bring another dimension to your model in an instant.

The accessory pack includes pick-up shoes to be fitted so the shoe beam if your trackwork does not have anything that would catch; my advice would be to fit one on each side and test around your layout. Once you've got the knack, these are an easy fit but shouldn't come astray. Also included with this model are alternative stencil route indicators fitted by pushing out the box whilst the body is removed. Access to the body to fit a 21-pin decoder is achieved by unplugging the commendably lightly-sprung buffers and removing four screws that sit just forward of the centre axle on each bogie. Do make sure you use a magnetised screwdriver to put these back in. There's plenty of clearance between the wheelsets and bogie frame to allow fitting of EM or P4 wheels.

Overall, this is an excellent model with a competitive price point considering it's a niche prototype.



The correct pattern Bulleid Firth Brown wheels are replicated, and the current collector shoes are shown fitted.

## FACTFILE

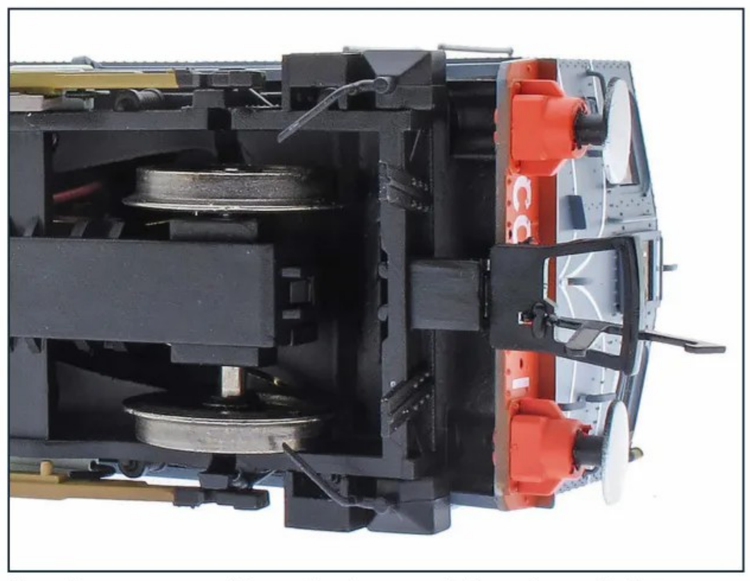
**Models:**
E82001 CC1 SR Grey
E82002 CC1 SR Green
E82003 20002 BR Black
E82004 20002 BR Green
E82005 20001 BR Blue
**Era:** 1941 - 1969
**Construction:** Plastic body and diecast motor bogie
**Weight:** 428g
**Minimum curves:** Radius 2 (438mm)
**DCC socket:** 21-pin
**Accessory pack:** Collector shoes, bufferbeam detailing, lighting magnetic wand, alternative route display panels



The sprung pantograph unclips easily, exerting very light pressure on overhead wires if they are below the extended height.







I've been counting rivets; and they're all there, as is the replaceable route display.

## WHAT WE LIKE

- ✓ An unusual prototype
- ✓ Accurate detail and tooling variations between models
- ✓ Excellent performance
- ✓ Value for money

TT:1120 | 1923-70 | £££ 18.95

# Peco 7-plank wagons






**Phil Parker**

When TT:120 was first announced, it wasn't Hornby who were first to promise rolling stock, that honour went to Peco. While Margate may have won the race to actually put stock on the shelves, we now have wagons from Beer, so how do they stack up?

The most widely used Railway Clearing House wagon standard dates from 1923, with the wooden-bodied four-wheel wagons from this era being found across the network. They were gradually replaced by metal-bodied stock with the arrival of BR, but examples could still be found into the 1970s. This ubiquity makes them an ideal choice for Peco, as most modellers can find a home for some.

The models are plastic mouldings, with added weight under the floor. Mouldings are crisp, especially on the outside. Interior detail is limited, and there are visible round injection release marks.

Underneath, the brake gear lines up nicely with the wheels, and brake levers are separate fittings.

Wheels are metal, 8mm in diameter, and with a very consistent back-to-back of 10.2mm. Pinpoint axles ensure they are very free running. So much so that it made it difficult to take the group photo without them rolling all over the place! While the metal is blackened, it's still quite shiny, a little matt black paint would be a good idea.

Decoration is excellent, with nice dense paintwork preventing body colour from showing through. My only complaint is that the body colour makes it on to the top of the brake levers. Not a big problem with the darker shades, but the two yellow wagons look a bit odd. Again, a few moments with paint will sort this out. Interiors are unpainted, but are a dark brown colour, so this isn't obvious.

Standard TT:120 couplings are fitted, which appear to be identical to those found on Hornby stock, so the two are quite happy to couple up. The couplings can also be extracted from their NEM pocket, which allows the unit to swivel slightly. The pocket itself also unclips from the wagon.

Overall, these are really lovely wagons. If the rolling stock is of this quality, then a TT:120 project looks very appealing. The danger with Private Owner wagons, is that the liveries aren't appropriate to that exact vehicle, but I don't think this will worry most modellers, they will just see an attractive, good-running model and be very pleased with it.

## FACTFILE

**Models:**
No. TTR-7000W - 7-Plank Open Wagon, GWR
No. TTR-7001E - 7-Plank Open Wagon, NE
No. TTR-7002S - 7-Plank Open Wagon, S
No. TTR-7003M - 7-Plank Open Wagon, LMS
No. TTR-7004B - 7-Plank Open Wagon, BR
No. TTR-7006P - 7-Plank Open Wagon, Colman's Mustard
No. TTR-7010P - 7-Plank Open Wagon, Huntley & Palmer
No. TTR-7014P - 7-Plank Open Wagon, Cadbury Bourneville
**Era:** 1923 to 1970s
**Construction:** Plastic Body and metal wheelsets
**Weight:** 9g
**Minimum Curves:** Radius 1

## WHAT WE LIKE

✓ Crisp moulding and decoration
✓ Free-running metal wheels

No. TTR-7010P - 7-Plank Open Wagon, Huntley & Palmer




No. TTR-7001E - 7-Plank Open Wagon, NE




No. TTR-7002S - 7-Plank Open Wagon, S




No. TTR-7003M - 7-Plank Open Wagon, LMS




No. TTR-7006P - 7-Plank Open Wagon, Colman's Mustard




No. TTR-7004B - 7-Plank Open Wagon, BR




No. TTR-7000W - 7-Plank Open Wagon, GWR




No. TTR-7014P - 7-Plank Open Wagon, Cadbury Bourneville



# READY TO JOIN THE BRM FAMILY?

**We hope you've enjoyed the magazine and have been left wanting more from BRM**

**Here are two ways to continue your journey…**

# SUBSCRIBE TO BRM

BRITISH RAILWAY MODELLING

**Expect this great content every four weeks!**

- **4 amazing layouts**
- **Practical advice and project inspiration**
- **The latest new products reviewed by experts**
- **All the top news headlines from the model railway world**
- **Historical articles covering the railways we love**

**www.brmm.ag/subscribe24**

*World of Railways TV supplied via a four-weekly email.




# ENJOY BRM AS PART OF A WORLD OF RAILWAYS PLUS DIGITAL MEMBERSHIP

BRITISH RAILWAY MODELLING

- BRM and World of Railways TV every four weeks
- You also receive Traction, Narrow Gauge World and Garden Rail magazines
- FREE show ticket EVERY year!
- Access hundreds of back issues in the members-only 'Magazine Archive'
- 100s of Trackplans in OO, N and O
- Exclusive videos, top tips, interviews and layouts!

**Become a member here: www.brmm.ag/worp24**

BRM
BRITISH RAILWAY MODELLING

&

WORLD OF RAILWAYS PLUS

Presents...

# BRISTOL MODEL RAILWAY EXHIBITION

3rd - 5th May 2024

THORNBURY

INCLUDES BRM MAGAZINE WORTH £3.99 FOR EVERY VISITOR!

## THE SOUTH WEST'S *PREMIER MODEL RAILWAY SHOW*

### DISCOVER

√ HAND PICKED LAYOUTS FROM THE UK, AMERICA & EUROPE
√ 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(5-16): £7.00 | Family: £35.00**

**FRIDAY 12.30 - 19.00, SATURDAY 10.00 - 17.00 AND SUNDAY 10.00 - 16.30**
**EARLY ENTRY TO ADVANCED TICKET HOLDERS SATURDAY & SUNDAY**
**THORNBURY LEISURE CENTRE, BS35 3JB**

*To Book* - www.brmm.ag/bristolmagazine24

Terms & Conditions: The above prices are advance ticket prices.

# 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



# GRIMY TIMES MODEL RAILWAYS

## www.grimytimes.co.uk

187 Orford Lane, Warrington, Cheshire WA2 7BA

Open Tues, Weds & Fri 10 - 4, Sat 10 - 4.30 Closed Mon, Thurs, Sun




*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.



BACHMANN BRANCH-LINE | GRAHAM FARISH by BACHMANN | HORNBY | PECO | METCALFE | GAUGEMASTER

Sankey Scenics

Over 1000 different packs of Quality Signage & Titled Trains

NEW WEBSITES

COACH DESTINATION BOARDS




## www.sankeyscenics.com


# SQUIRES MODEL & CRAFT TOOLS

100 London Rd, Bognor Regis, West Sussex PO21 1DD
Tel 01243 842424
Email sales@squirestools.com www.squirestools.com

**Mar 2 - KETTERING** Gauge 'O' Guild Spring Show, Kettering Leisure Village, Thurston Drive, Kettering, **NN15 6PB**. 10-4. ***Plenty of FREE parking***
**Mar 2/3 - PRESTON** Model Railway Exhibition, Sports Hall, Preston College, St Vincent's Rd, Fullwood, Preston, Lancs, **PR2 8UR**. Sat 10-5pm, Sun 10-4.30
**Mar 9/10 - BASINGSTOKE** Basingstoke & North Hants Model Railway Exhibition, Aldworth Science College, Basingstoke, **RG22 6HQ**. Sat 10-5 Sun 10-4.

**March 16/17 - ALEXANDRA PALACE**
**London Festival of Railway Modelling,**
**Alexandra Palace,**
**Alexandra Palace Way, London, N22 7AY.**
**Saturday 9.30-5, Sunday 9.30-4.30.**
**Squires will have 2 stands again this year.**

**Mar 23/24 - CREWE -** MIGO (Modern Image O Gauge) Crewe Heritage Centre, Vernon Way, Cheshire CW1 2DB. Sat 10-4.30. Sun 10-3.30. ***FREE Bus from Crewe Station***

**March 30-April 1 - YORK Model Railway Show,**
**The Knavesmire Stand,**
**Racecourse Road, York. YO23 1EX.**
**Sat & Sun 10 - 5, Mon 10 - 4.30**
**Coming to York? Why not try Sunday or Monday?**
**The show is less busy – see more of the layouts,**
**AND a lot easier to get to our stand.**

**April 6 - NORWICH** Model Railway Exhibition, Hellesdon High School, Middletons Lane, Norwich, NR6 5SB. Sat 10-4.30. ***FREE Parking on Site***
**April 13 - NEWPORT NEWGOG** O Gauge Model Railway Show, Lysaght Institute, Orb Road, Newport, **NP19 0RA.** Saturday 10-4.30.
**April 13 - ROYSTON** Model Railway Exhibition, Bassingbourn Village College, S End, Bassingbourn, Royston, Hertfordshire, **SG8 5NJ.** Sat 10 - 4.
**April 13/14 - CALNE** Model Railway Show, Calne Leisure Centre, White Horse Way, Calne, **SN11 0SP.** Sat 10 - 5, Sun 10 - 4.30.
**April 20/21 - MACCELSFIELD** Model Railway Group Exhibition, Tytherington School, Manchester Rd, Macclesfield, **SK10 2EE**. Sat 10-5, Sun 10-4.30.
**April 27/28 NEC BIRMINGHAM** Model World Live, Hall 12, NEC, **B40 1NT**. Scale Modelling & Model Railways in the same hall. Sat 10-5, Sun 10-4.

**May 3-5 - BRISTOL Model Railway Exhibition,**
**The Thornbury Leisure Centre, Alveston Hill,**
**Thornbury, Near Bristol, BS35 3JB.**
**Fri 1pm-7pm, Sat 10-6.30pm, Sun 10-5pm.**

**May 11/12 - BRACKNELL** expoEM Spring Show, Bracknell Leisure Centre, Bagshot Rd, Bracknell, Berkshire, **RG12 9SE**. Sat / Sun 10.30 - 5.30. ****TICKETS VALID ON BOTH DAYS****
**May 18/19 - JARROW** Model Railway Club Annual Exhibition, Primrose C.A, Lambton Terrace, Jarrow, **NE32 5QY.** Sat 10-5/Sun 10-4.
**May 25/26 - RAILEX2024 AYLESBURY** Risborough & District Model Railway Exhibition, Stoke Mandeville Stadium, Stadium Approach, Aylesbury, Bucks, **HP21 9PP.** Sat 10 - 5.30 Sun 10 - 4.30. ****FREE Parking on Site****
**June 1 - KEMPTON PARK** Gauge O Guild Southern, Kempton Park Racecourse, Staines Rd, Sunbury on Thames, **TW16 5AQ**. Sat 10-4. *FREE Parking + Railway Station on Site*
**June 15 - ST NEOTS** Model Railway Exhibition, The Priory Centre, St Neots, Cambridgeshire, **PE19 2BH**. Sat 10-4.30.
**June 15/16 - GLASGOW** 'O' Gauge M/Railway Exh, Pollokshaws Burgh Hall, Pollokshaws Rd, Glasgow, **G43 1NE**. Sat 10-4, Sun 11-4. *Free Parking, Close to Railway Stations*
**June 29/30 - PERTH** Model Railway Exhibition, Dewars Centre, Glover Street, Perth, **PH2 0TH**. Sat 10-5.30, Sun 10-5. **www.perthmrc.com**
**July 6/7 - BARRY & PENARTH** Model Railway Exhibition, St Cyrus School, Sully Rd, Penarth, **CF64 5XP.** Sat 10-5/Sun 10-4 *FREE PARKING ON SITE*
**July 14 - ROMSEY IPMS** The Romsey Scale Model Show, Crossfield Hall, Broadwater Rd, Romsey, **SO51 8GL.** Sun 10-4. **www.romseymoddellers.co.uk**
**July 20 - BAKEWELL** - Gauge 1 North 2024, The Agricultural Business Centre, Haddon Rd, Bakewell, Derbyshire, **DE45 1AH.** 10-4.30.
**Aug 10 - BEXHILL** Model Railway Exhibition, St Richards Catholic College, Ashdown Rd, Bexhill on Sea, **TN40 1SE**. Sat 10-5. ****FREE PARKING ON SITE****
**Aug 17 - MILTON KEYNES** Silverfox DCC M/Railway Exh, Oakgrove Secondary School, Brickhill Street, Oakgrove, Milton Keynes, **MK10 9JQ.** 10-4. ****FREE PARKING ON SITE****
**Aug 17/18 – WAKEFIELD** ExpoEM Summer Show, Kettlethorpe High School, Standbridge Lane, Sandal, Wakefield, **WF2 7EL.** Sat 10-5/Sun 10-4.
**Sept 7/8 – STAFFORD GUILDEX 2024** Gauge 0 Guild M/Rail Exhibition, Bingley Hall, Stafford Showground, Weston Rd, Stafford, **ST18 0BD.** Sat 10-5, Sun 10-4. www.gauge0guild.com
**Sept 21/22 HIGH WYCOMBE Scaleforum 2023**, Cressex Community Scholl, Holmers Lane, High Wycombe, **HP12 4QA.** Sat 10.30-5.30, Sun 10-4.30.**Adult Two Day Admission £12.00!!!** For all enquiries email scaleforum@scalefour.org website www.scalefour.org

**Exhibition Invitations always welcomed.**

# WANTED

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

**Will travel to collect**

LITTLEWORTH MODELS

email: littleworthmodels@gmail.com

01775630385
07578708785

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



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

FRIZINGHALL
MODELS & RAILWAYS

The Modellers Choice Since 1950

## HORNBY 2024 NEW RELEASES – PRE-ORERS NOW BEING TAKEN

| Steam Locomotives | Our Price |
|---|---|
| R30124 LNER W1 Class Hush Hush Streamlined 4-6-4 10000 Era 3 | £229.50 |
| R30336 The Beatles 0-6-0 | £58.50 |
| R30337 Hornby 70th: Westwood BR Jinty Rovex Scale Models Ltd | £58.50 |
| R30338 Hornby 70th Westwood 0-4-0 No 6 Connie Yellow | £44.99 |
| R30339 Hornby 70th: Westwood 0-4 0 No 7 Nellie Deep Blue | £44.99 |
| R30340 Hornby 70th: Westwood 0-4-0 No. 9 Polly Red Ltd | £44.99 |
| R30341 Hornby 70th: Westwood 0-4-0 25550 Limited Edition | £44.99 |
| R30346 S&DR, 0-4-0, Locomotion No. 1 - Era 1 | £152.99 |
| R30348 L&MR No. 58, 'Tiger' - Era 1 | £125.99 |
| R30349 Hornby Dublo BR A4 Class 4-6-2 60016 Silver King Era 4 | £287.99 |
| R30350SS LNER P2 Class No. 2002 Earl Marischal Steam Generator | £265.50 |
| R30351 BR, Class 9F, 2-10-0, 92203 'Black Prince' - Era 6 | £224.99 |
| R30358 BR (Early), Class B1, 4-6-0, 61379 'Mayflower' - Era 11 | £197.99 |
| R30359 BR Princess Coronation Class City of Lancaster 46243 Era 4 | £215.99 |
| R30360 BR, Thompson Class L1, 2-6-4T, E9011 - Era 4 | £161.99 |
| R30361 BR, Thompson Class L1, 2-6-4T, 67735 - Era 4 | £161.99 |
| R30362 BR (Early), Britannia Class 4-6-2 70001 Lord Hurcomb Era 4 | £215.99 |
| R30363 GWR, Class 6000, 4-6-0, 'King Stephen' - Era 3 | £206.99 |
| R30364 BR, Class 6000, 4-6-0, 6009 'King Charles II' | £206.99 |



R30337



R30340



R30369



R30368

| Train Packs and Train Sets | Our Price |
|---|---|
| R1287M Tri-ang Railways Remembered: R2X Set | £139.50 |
| R30335 The Beatles The Liverpool Connection: Side B Train Pack | £98.99 |
| R30343 GNER Class 43 HST Bo-Bo Train Pack | £323.99 |
| R30357 FGW, Class 153, No. 153361 - Era 9 | £137.70 |
| R30376 RailRoad GWR Class 1000 County of Merioneth Train Pack | £161.99 |
| R30377 RailRoad MR Class 4P Compound Train Pack - Era 3 | £161.99 |



**R1287M Tri-ang Railways Remembered R2 SET £139.50**

| Diesel Locomotives | Our Price |
|---|---|
| R30332 GBRf, Class 66, Co-Co, 66734 'Platinum Jubilee' - Era 10 | £89.99 |
| R30333 DB Cargo Class 67 Bo-Bo 67007 Queen's Jubilee Era 11 | £175.50 |
| R30334 GBRf, Class 66, Co-Co, 66705 'Golden Jubilee' - Era 9 | £89.99 |
| R30353TXS GBRf Class 66 Co-Co 754 Northampton Saints **Sound** | £125.99 |
| R30368 BR, Class 08, 0-6-0, 08570 - Era 7 | £170.99 |
| R30369 BR, Class 09, 0-6-0, D4100 'Dick Hardy' - Era 11 | £170.99 |
| R30370 DB, Class 66, Co-Co, 66012 - Era 10 | £85.50 |
| R30372 GBRf, Class 67, Bo-Bo, 67027 - Era 11 | £175.50 |



R30361



R30350SS



R30332

Official HORNBY TT:120 STOCKIST

Servicing & Repairs
- DCC Sound Fitting
- DCC Decoder Fitting
- Servicing

See More at:
www.modelrailshop.co.uk

OFFICAL STOCKIST
SOUND FILES SUPPLIED BY YOUCHOOS & DIGITRAINS

FREE POSTAGE OVER £225

Opening Hours Monday to Saturday 10am to 4.30pm

Model Railways

KMS RAILTECH

Aberdeenshire

# NEW SHOP

Unit 6 Donside Industrial Park
Alford
Aberdeenshire
AB33 8NX
///monorail.fills.glue

## Exclusives In Stock



**N Gauge Caledonian Sleepers**
**4 Packs available!**



**Cavalex BBA/BLA**
**HAA/CDA**






**O Gauge Class 50s in GBRf livery**

## Coming Soon!



**4 + 2 Pack**
Image © Stuart Black
N Gauge ScotRail Inter7City 6 car pack - ONLY £250

@KMSRAILTECH
www.kmsrailtech.co.uk
0131 618 8822

## KMS Competitions

Spend a little, you could win a lot!
kmsrailtech.co.uk/kms-comps

DMG electech
DMG Technical Limited

Providing the best components
at the best prices

DMG Technical Ltd
Unit 10, Glan-Y-Llyn Ind Est,
Cardiff Road ,
Taffs Well, CF15 7JD

Fast & Effective Service
P&P only £3.95
free delivery on orders over £150.00



Fine Artist Brushes £5.50

Power Supply Plug
0.5Amp, 1 Amp & 2Amp
£10.50 - £11.99





Really Useful Connectors
Female £1.50 each
(male connectors also available)



Automatic Wire Strippers £7.49



Glass Fibre Pencil From £9.39



Pin Vice £8.20








Soldering iron Stand £8.25



Lead Free Solder From £10.89

## Soldering Irons by Antex starting @ £19.00 - £39.00

Simply the best soldering irons on the market. Our range includes the 15w ,18w and 25w, we even stock the bigger 40w. We offer the silicone lead versions of these exceptional irons at exceptional prices.

## Baker's soldering Fluid No.3 £17.95 - £24.95

This is a water based flux used for soldering in many applications. It is simply the best soldering flux for most model railway soldering applications. Available in 125ml and 250ml

**We also stock:**

- Wire
- Diodes
- Relays
- Capacitators
- Fuses
- LEDs
- Tools
- Sensors

**See our website for components at the very best prices**

**www.dmgelectech.co.uk**

Tel: 02920 813136 Email: sales@dmgelectech.co.uk

Electronics and tools at great prices

Products for all Gauges

55H

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**

*See website for running numbers, versions and latest availability.*

**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***




***5MT & 4MT AVAILABLE 2024 – SEE WEBSITE FOR DETAILS***

Build: Roger Scanlon / Painted: Paul Moore
For illustration purposes only




**BR Standard 5MT**
**BR Standard 4MT 2-6-0 & 4-6-0**

Visit the 55H website for running numbers, versions and latest availability. Fully factory finished and tested ready to run on delivery.

**www.55H.co.uk**

PRE-ORDER PRICE FROM: **£2750.00** *DC*

***LIMITED RE-RUN - DON'T DELAY!!***

***FIVE REGIONS WITH JUST FIVE MODELS AVAILABLE FOR EACH REGION***

**7MT "Britannia" class.** See website for numbers, names and latest availability.

PRE-ORDER PRICE: **£2800.00** *DC*




# NEW WEBSITE

## FULL LIST OF 0 GAUGE LOCOS WAGONS AND COACHES

GO TO

**www.penninemodels.co.uk**

**Also listed is our full stock of skaledale buildings**

**Opening hours : Tuesday to Saturday 10.30 - 4.30**




**PENNINE MODELS**
NEW BARN, BARK LAITHE FARM, FLASBY, SKIPTON BD23 3QD
**01756 748667 • penninemodels@gmail.com**

### DAPOL O GAUGE

**14 Ton Petrol Tankers**
7F-058-006/7/9/10 ..... **£43.00**
7F-059-006/7/8/9/10 ..... **£43.00**
**BRAKE VANS**
S.R. & B.R. 7 liveries ..... **£60.00**
B.R. LNER types, 7 liveries ..... **£67.50**
**O GAUGE OPEN WAGONS**
5 Plank Wagon ..... **£37.50**
7 Plank Wagon ..... **£37.50**
8 Plank Wagon ..... **£37.50**
2 or more Bauxite hybar ..... **£37.50**
**O GAUGE TURBOT** ..... **£59.00**
**CONFLATS**
GWR and BR with container ..... **£54.00**
Empty ..... **£39.00**
**BR VANS**
Bauxite 12 ton ventilated planked .. **£42.50**
Red & Bauxite meat vans ..... **£42.50**
Bauxite Plywood ..... **£42.50**
Insulated white & blue ..... **£42.50**
Banana Vans ..... **£42.50**
**VEA/VANWIDE** 9 liveries ..... **£49.50**

### DAPOL O GAUGE

**DAPOL O GAUGE TERRIER LOCOS**
4 Liveries ..... **£215.00 inc postage**
Streamline Railcar No 12 in choc & cream . ..... **£295 – post paid**
14xx Panniers ..... **£185.00**
Lionheart Panniers ..... **£299.00**
Small Prairie BR Liveries ..... **£420.00**
Anchor mounted Railtanks
5*Class A Petrol & 5*Class B Fuel Oil **£44.00**
**COACHES**
LMS & BR Jinty ..... **£191.25**
5*Class A Petrol & 5*Class B Fuel Oil **£44.00**
Mk. 1 coaches green southern region
SO,SK,BSK,CK,FO ..... **£178.50**
Blue grey SO,SK,BSK,CK all in Western, Midlands, Eastern and Scottish regions
New Maroon coaches due in soon
Prices and types as blue & grey
B Set ..... **£375.00**
STROUDLEY 4Wheel coaches 5 suburban 5 mainline ..... **£104.50**

### HELJAN O GAUGE

SPECIAL OFFER:
Class 26 ..... **£450.00**
Class 27 ..... **£450.00**
All types currently in stock at these prices

Class 03 ..... **£295.00**
Class 05 ..... **£295.00**
Class 17 ..... **£395.00**
Class 31 ..... **£445.00**
Class 33 ..... **£440.00**
Class 35 ..... **£420.00**
Class 37 ..... **£475.00**
Class 40 ..... **£445.00**
Class 47 ..... **£569.00**
Class 50 ..... **£569.00**
Class 56 ..... **£569.00**
Class 60 ..... **£569.00**
Heljan CCT ..... **£169.00**

**ALL POST PAID**
Dogfish & Catfish £85
2 or more purchased – post paid

### NEW DAPOL VANS ALL £43.50

LMS BR brown LMS brown or grey
GW12T VAN
GREY123254/123522 /112788 PARTO/BR bauxite
FRUIT A GW 134412/ BR bauxite
GW MOGO GREY 126342 /126336
SR VAN BROWN 48977/ S49091 parto

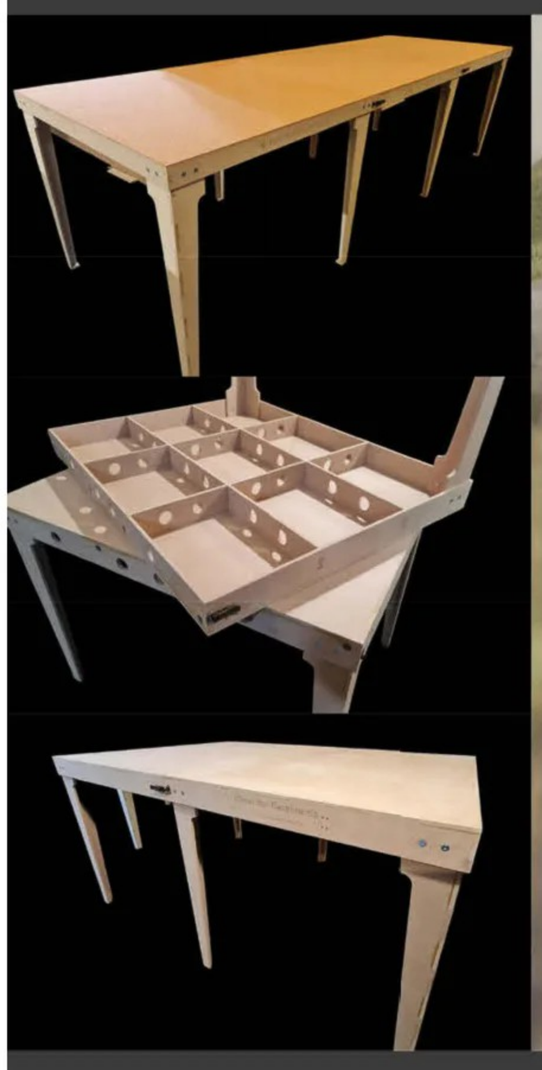


**LIMITED EDITION O GAUGE HIA UNBRANDED STONE HOPPER…£68**

OXFORD HORNBY DAPOL PECO

# 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.

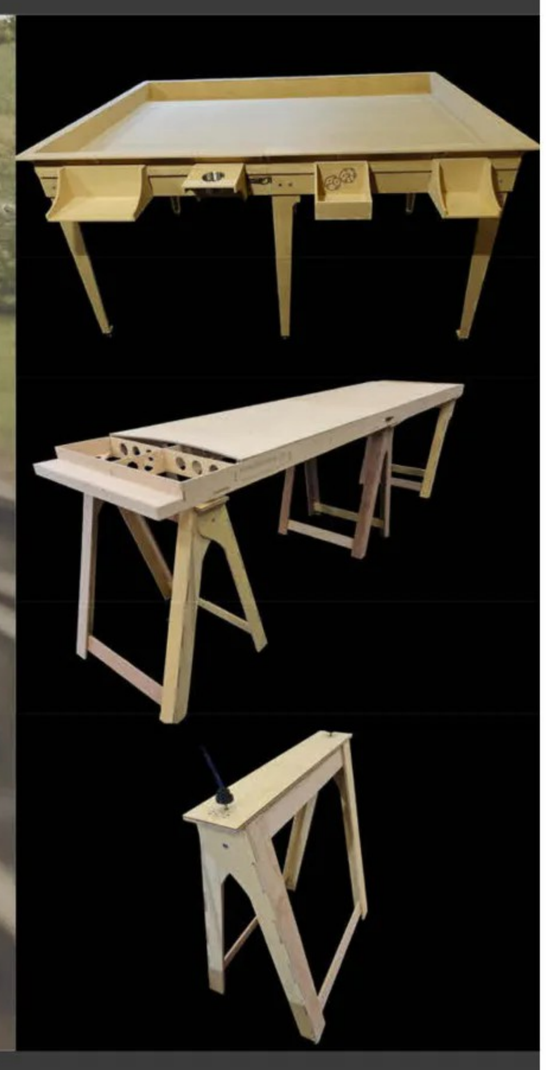
**We offer model railway clubs discount.**

**Gaming tables also available.**

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: Ireland: **046 973 8858** UK: **0121 790 0468**

E: **sales@modelrailbaseboards.com**

**www.modelrailbaseboards.com**





Sell your Antiques and Collectables through the Specialist Auctioneers with the best ***TRACK*** record

SAS Est. 1991

specialauctionservices.com

SAS are the largest model train auctioneers in the country.

Get in touch with us to order a Free Sample Catalogue or to chat about handling your Collection.



We are currently consigning for 2024 auctions.

Contact Dominic Foster on 01635 580595 or mail@specialauctionservices.com



Special Auction Services
Off Hambridge Road
Newbury, Berkshire
RG14 5RL
www.specialauctionservices.com



# LOCOMOTION MODELS

The National Collection in Miniature
LOCOMOTIONMODELS.COM

## FLYING SCOTSMAN: 1924 BRITISH EMPIRE EXHIBITION CONDITION

EXCLUSIVE MODELS

PRODUCED BY HORNBY




IN STOCK NOW!
VISIT OUR WEBSITE

£250.00
(plus postage)

Some accessory parts may require fitting by customer.

To mark the centenary celebrations of the Flying Scotsman, we have partnered with Hornby to release an exclusive model as part of the National Collection in Miniature Series. 'Flying Scotsman' 1924 British Empire Exhibition Condition is available to buy now.

MODELS FEATURED ARE **00 GAUGE / 1:76 SCALE**

ALL PRICES AND OFFERS ARE SUBJECT TO CHANGE WITHOUT NOTICE

# FOR THE DETAIL YOUR LAYOUT DESERVES!



PREMIUM SCENIC ACCESSORIES IN O-GAUGE AND OO-GAUGE
FOR RAILWAY MODELLERS WHO REQUIRE QUALITY AND REALISM
ALL MANUFACTURED HERE IN THE UK

FREE UK DELIVERY ON ORDERS OVER £60!

EXCLUSIVE OFFERS FOR BRM READERS:

SKYTREX.COM/BRM

CONTACT US AT CUSTOMER.SERVICE@SKYTREX.COM OR CALL US ON: 01509 213789




## Stockists of

Circuitron, Tam Valley, DCC Specialities, DCC Concepts, Digitrax, ESU, Gaugemaster, LDT, Lenz, Roco, RR-Cirkits, 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.

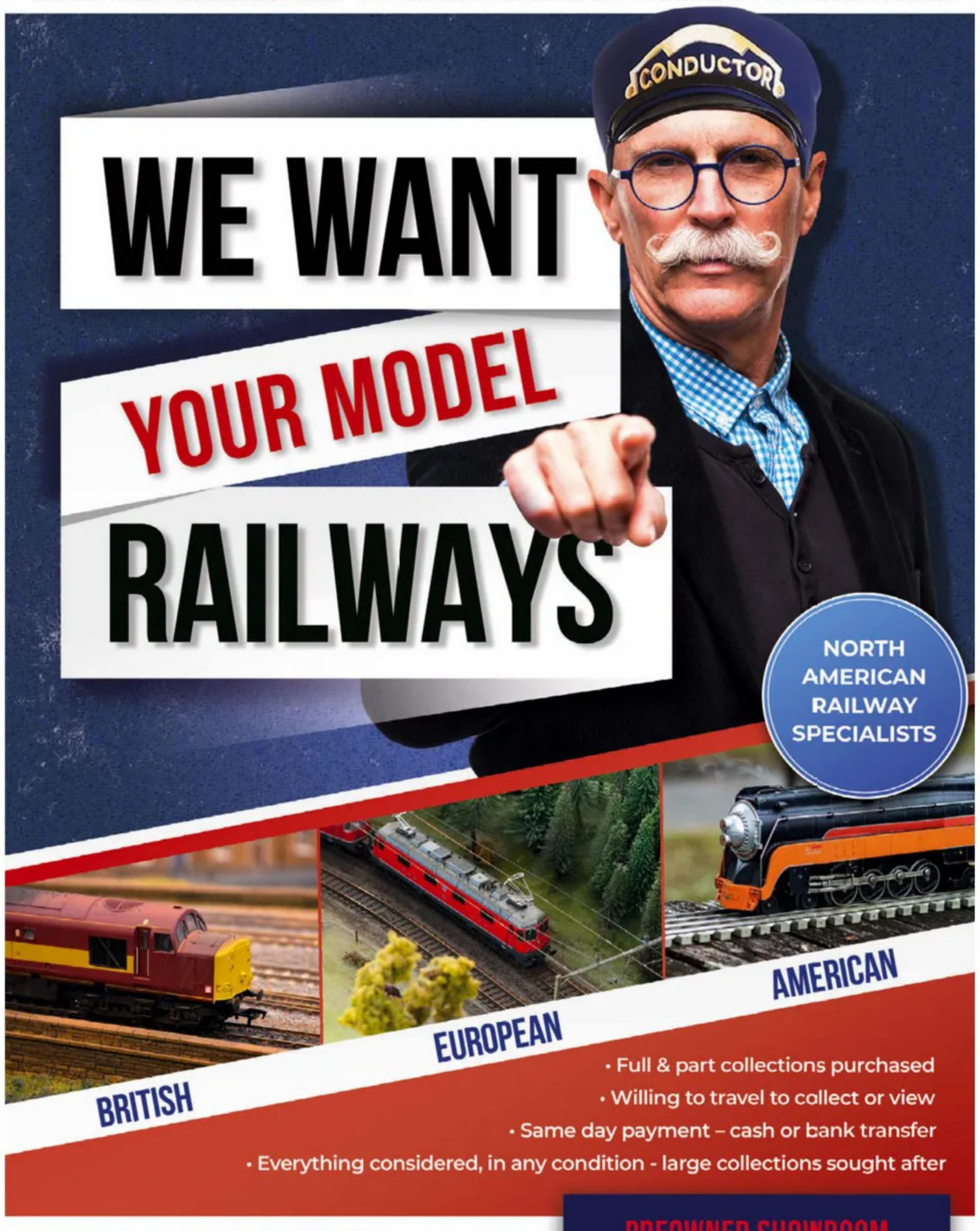
Coastal DCC

**Coastal DCC**

**+44 (0) 1473 710946**

**www.coastaldcc.co.uk**
**enquiries@coastaldcc.co.uk**

SELL WITH ANORAKS ANONYMOUS - THE BIGGEST COMPANIES DON'T ALWAYS OFFER THE BEST PRICES!




**CONTACT US**

01302 371623 / 07526 768178
anoraksanonymous@googlemail.com

**PREOWNED SHOWROOM NOW OPEN!**
See website for details
**www.anoraksanonymous.net**






*Vintage Miniature Model Scenics*

**www.vintageminiaturemodelscenics.co.uk**

***Diorama and Cameo Scenic Specialists***



***For the Cameo's and details that bring your models to life***

***email graham.a.eason@gmail.com***

***Tel 07946 499237***

***Developed by a Yorkshireman***

***18 Worsley Park
Cardinal Gardens
Darlington
DL3 8SF***

***Produced in the UK***

# In The Greenwood
## LASER

**Over 300 items available across N, TT:120 and OO**

BS003 **Medium Bandstand**



From £9.00

N-ES001 **Engine Shed**

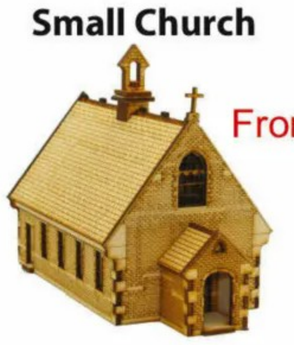


From £20.00



ST005 & PS013 **Station & Platform**
From £20.00 each

CH003
**Small Church**



From £12.00

TT-PC001
**Platform Canopy**



From £7.00 per pair

For the full range visit
**www.inthegreenwoodlaser.co.uk**



STONHAM
BARNS PARK

2ND YEAR!

STONHAM
MODEL RAILWAY
& REMOTE CONTROL
SHOW



> ENORMOUS FUN FOR ALL THE FAMILY

>>> BIGGER. BETTER. PLUS RC.

> EXHIBITOR FREE

EXHIBITORS & TRADERS WANTED

ARRIVING 24 MARCH '24 10:00>16:00

BOOK YOUR TICKETS NOW SCAN QR CODE!

UNDER 12S FREE
ADULTS £7.50

STONHAMBARNS.CO.UK/WHATS-ON 01449 711 111

MID SUFFOLK SHOWGROUND STONHAM ASPAL IP14 6AT



## 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**



MonkBar
Model Shop
Established 1963

**O, OO & N Gauge Model Railways**
Diecast Planes & Vehicles - Plastic Kits & Figures
Scenics & Accessories - Scalextric - Jigsaws




PECO N Gauge
RIPPONDEN 7 Plank
in stock

£12.50 each

NR-P1017E/F

**Visit us in York!**
Located just 2 minutes away from York Minster at Monk Bar!

**Visit us online**
**www.monkbarmodelshop.co.uk**

Open
Monday - Saturday
9am - 5pm
Only 2 minutes away from York Minster

2 Goodramgate
York - YO1 7LQ
01904 659423
info@monkbarmodelshop.co.uk

Stockists of Hornby, Bachmann, Graham Farish, Peco, Dapol, Gaugemaster, Ratio, Wills, Woodland Scenics, Metcalfe, Oxford Diecasts, Base Toys Accurascale, Rapido and many more

# LIGHT RAILWAY STORES

*The online marketplace for narrow gauge, light railway and industrial modelling...*

**Pi** PLANET industrials

**Kerr, Stuart "Victory" 0-6-0t in 00 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**



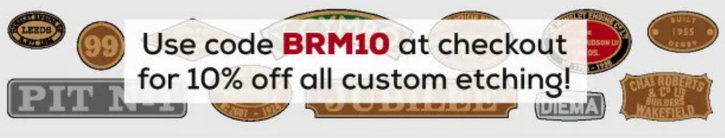
Narrow Planet • 009




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



- EST 2017 -

# SR Hobbies

**3D Printing & Designing**
**Model Railway & Diorama Accessories**

TINY 微影

**shedring.hobbies@gmail.com**









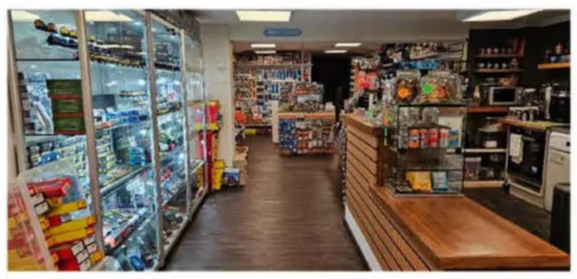
**Tel 07754898640**

JAVIS Revell ITALERI TAMIYA

www.shedringhobbies.co.uk



# SPEY MODELS & TEA ROOM




















A Branch of Carnforth, but with Tea, Coffee & Cake!

5 The Square,
Grantown-on-Spey
PH26 3HG
01479 870408

**Monday – Saturday**
**9:00am – 4:00pm**

Now Serving Soup!





# ESR Electronic Components Ltd

**Monday to Friday 08:00 - 17.00** **Tel: 0191 251 4363**

**50W Temperature Controlled Soldering Station**
Adjustable temperature range from 150 - 420°C.
The adjustment is made by means of a rotary potentiometer with graduated scale. Supplied with sponge and separate stand / bit holder.
Fitted with a 1.0mm bit. ***Code: BRM510***



**£69.99**
**Price Includes VAT & UK Shipping**

**135W 230V Rotary Drill & Accessory set.**
- Supplied in a handy carry case
- Includes flexible drive shaft & 162 accessories.
- 220-240Vac 135W Drill
- 10000-32000 rpm
- Collet chuck, 4 collets inc.

Great for:
- Cutting
- Polishing
- Grinding
- Drilling
- Engraving

***Code: BRM615***



**£49.99**
**Price Includes VAT & Express Shipping**

**Station Road, Cullercoats,**
**Tyne & Wear. NE30 4PQ**
**sales@esr.co.uk www.esr.co.uk**



HARBURN HOBBIES EDINBURGH SCOTLAND

www.harburns.uk



We're right at the McDonald Rd TRAM Stop!

Harburn Hobbies, 67 Elm Row, Edinburgh EH7 4AQ

T: 0131-556 3233 & 0131-478 3233 Email: sales@harburns.uk

HARBURN HAMLET OO / HO Acclaimed Accessories

Specific Scene Setters

www.harburns.uk for many more marvelous models!

00 GAUGE

Eye Catching Masterpieces



SS361 Classical Fountain £26.50

SS358 Churchill Statue £26.50

SS380 War Memorial £26.50

SS381 Roundabout £26.50

SS359 Brunel Statue £26.50

SS363 Queen Victoria Statue £28.75

SS364 1914-18 War Memorial £28.75

SS324 Formal Flower Bed £12.75

SS329 Pavement Planter £12.75

SS316 Planted Barrel £9.25

SS332 Seats back-to-back £12.75

SS312 Tree in Tub (2) £9.25

CG240 Flower Bed (2) £14.25

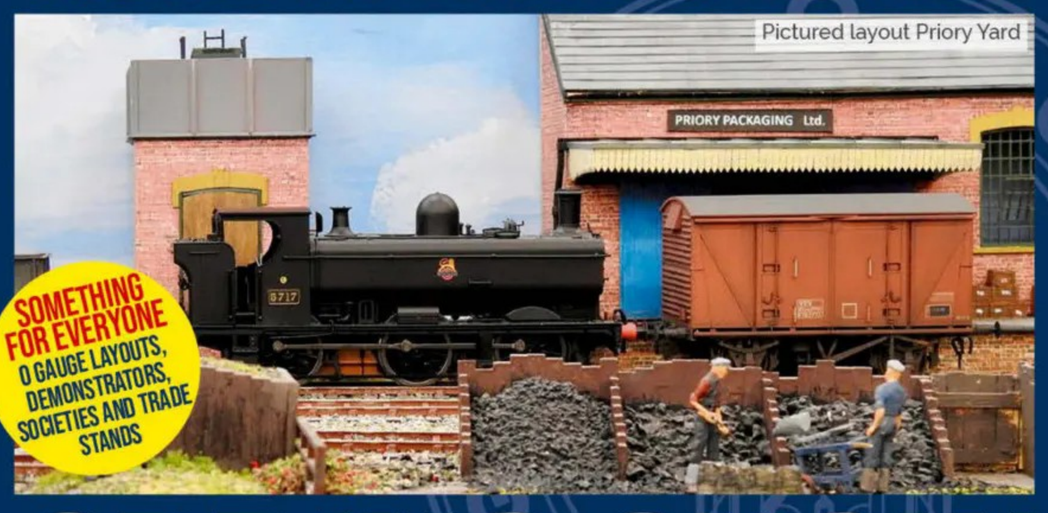
SS314 Flower Baskets (2) £9.25

CG242 Round Flower Bed £24.00

SS331 Stone-built Seat Unit £12.75

SS313 Nasturtium Flower Barrels (2) £9.25

THE BIGGEST AND BEST SHOWS IN 7MM O GAUGE




SPRING SHOW KETTERING

SATURDAY 2ND MARCH 2024

Kettering Leisure Village, Thurston Drive NN15 6PB

ADMISSION

ADVANCE TICKETS £10 MEMBERS £15 NON MEMBERS

ON THE DOOR ENTRY £12 MEMBERS £17 NON MEMBERS

For all shows - Ticket admits purchaser, partner and their children under 16

To buy an e-ticket or for more information

www.gaugeoguild.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



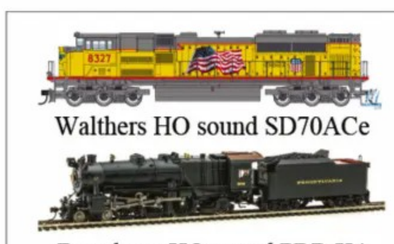
Wren - Accucraft 7/8th's scale live steam



Farish N gauge



Walthers HO sound SD70ACe



Broadway HO sound PRR K4



LGB 23530 Rhb G4/5 Steam Loco

www.kgrmodels.com

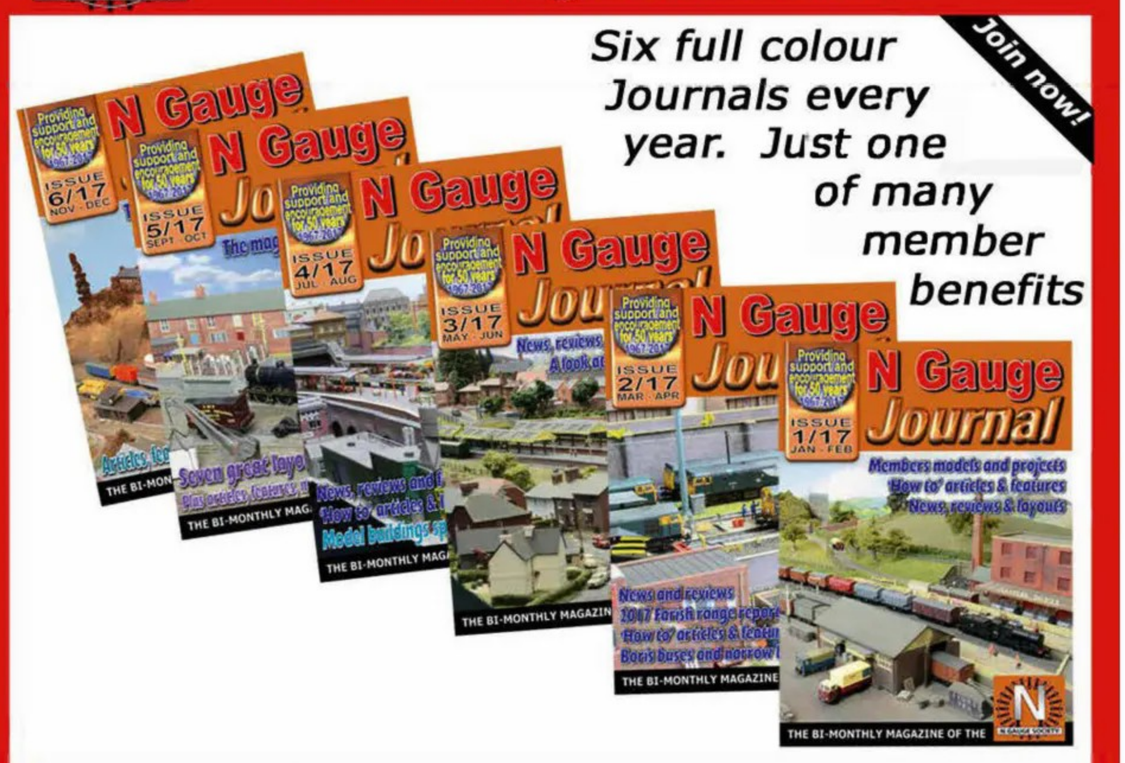
68 High Street, St Mary Cray, Orpington, Kent, BR5 3NH

Tel 01689 891668 email sales@kgrmodels .com

Web, Telephone and Exhibition Sales

N GAUGE SOCIETY

N Gauge Society Another great read




News and Reviews




Superb Layouts




Expert Advice




For introductory pack and free sample journal send £2 (UK ONLY) to:

Dept BRM, 52 Gainsborough Road, Wallasey, Merseyside CH45 8PT

www.ngaugesociety.com

# Peter's Spares

MODEL RAILWAYS LTD

EST 2009

**Mail order and repairs specialists**




- New & Used Hornby Spare Parts
- Our own spare parts made in China
- Locomotives and Rolling Stock
- Plastic Kits, Paints, Tools & Glues
- Digital Decoders & Controllers
- Locomotive Detailing parts
- Mega Steam Smoke Fluid
- Tracks & Train Sets
- We have it all at Peters Spares

## NEED HORNBY SPARES?

**Talk to Peter's Spares Over 4000 Different Hornby and Dapol Spares in Stock.**
**BRAND NEW WEBSITE with back in stock alerts and wishlist.**

Over 14,000 different items in stock

## DON'T FORGET WE SELL:

**Locomotives, Rolling Stock, Scenics and much more!**

HORNBY · BACHMANN BRANCH-LINE

## NEW & USED MODEL RAILWAYS

**Specialists in Model Trains since 1994 – Servicing, Repairs & DCC Decoder Fitting**
**2J Brighouse Business Village, Riverside Park, Middlesbrough, Cleveland TS2 1RT**

PECO · GRAHAM FARISH by BACHMANN · dapol · HELJAN · GAUGEMASTER

**Tel: 01642 909794**
Open Mon-Sat 10am-5pm
**Web: www.petersspares.com**
Email: sales@petersspares.com



**available now**

*our new* **DCC CAB** kit




*discover more at*

**merg.org.uk**

MERG®

Model Electronic Railway Group



**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**

HORNBY · PECO · GRAHAM FARISH by BACHMANN · DAPOL · GAUGEMASTER · AIRFIX · TAMIYA · BUSCH · GOLDEN VALLEY HOBBIES · kibri · METCALFE celebrating 30 years · WOODLAND SCENICS

**WE STOCK 00, N, 0, 00-9 & G GAUGE.**
**TOP PRICES PAID FOR USED ITEMS,**
**PLEASE CALL TO ARRANGE A VALUATION**

VISA · MasterCard · ebay · Maestro · PayPal

We do repairs, Servicing & DCC Fitting.
We also build layouts to your specifications.



Dream Steam

Model Railways

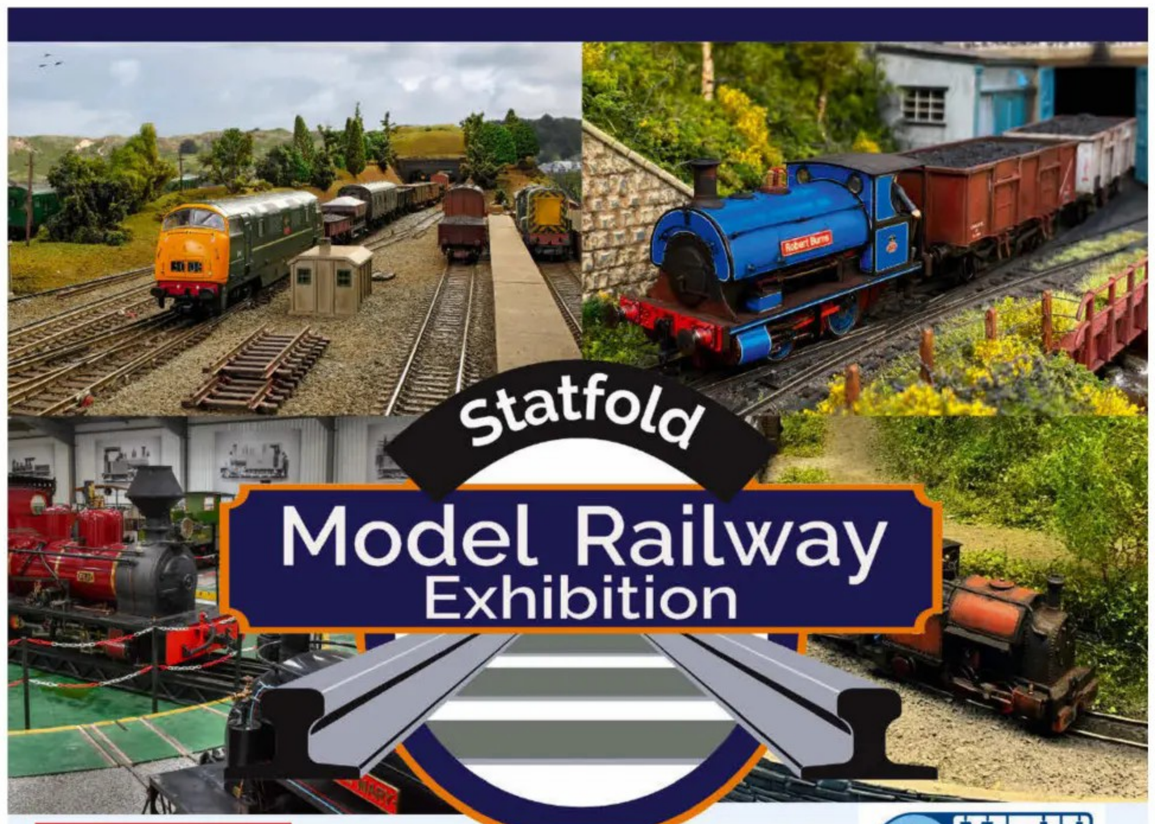
www.dreamsteam.co.uk

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

SCENECRAFT by Bachmann · GRAHAM FARISH by BACHMANN · Humbrol · ROUNDHOUSE · SUPERQUICK · WOODLAND SCENICS · dapol Model Railway Company · PECO · Revell · GAUGEMASTER · BACHMANN EUROPE Plc · DELUXE Materials · THE SUMMERLANDS CHUFFER · HORNBY · Mamod · SLATER'S PLASTIKARD · MODELMAKER · FALLER · SEUTHE · NOCH · MSS · PIKO · WILLS·KITS · Preiser · METCALFE · Train-Tech · OXFORD · model scene · PLASTIC RATIO MODELS · THOMAS & FRIENDS




13th & 14th April 2024

Statfold Narrow Gauge Museum

Adults: £16 | Child: £8 | Concession: £13.50 | Family Ticket: £39.50

An entertaining day out for enthusiasts & families alike!
Weekend Admission Also Available

We Advise You Pre-book To Avoid Disappointment

Layouts Of All Scales ★ Specialist Traders ★ Unlimited Train Rides
Museum Entry Included ★ Family Attractions

www.statfold.com

SCAN ME

VisitEngland QUALITY ASSURED VISITOR ATTRACTION

STATFOLD COUNTRY PARK
Ashby Road, Tamworth, Staffordshire, B79 0BU
01827 830389 - info@statfold.com



MARCWAY PROFESSIONAL

Est. 60 Years

RENOWN FOR QUALITY

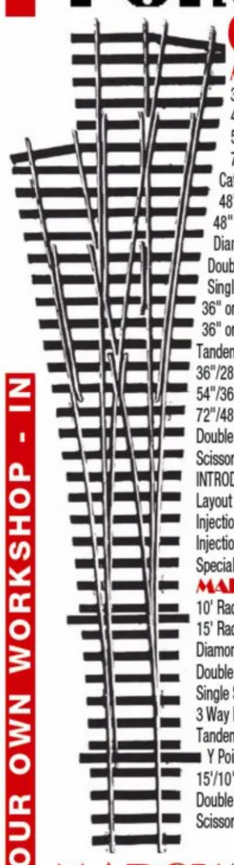
POINTWORK

UNRIVALLED EXPERTISE IN TRACK AND POINTWORK

Ranges available in gauges 1, 0, SM32, 00, EM, H0 0-16.5.
All are ready to run and spray finished. SAE or phone for leaflet

01709 542951

marcway.net or marcway.co.uk



MARCWAY 00 or EM GAUGE POINTS

| | |
|---|---|
| 36" Radius Points Left or Right Hand | £34.00 |
| 48" Radius points Left or Right Hand | £34.00 |
| 54" Radius points Left or Right Hand | £34.50 |
| 72" Radius points Left or Right Hand | £35.00 |
| Catch Points Left or Right Hand | £19.99 |
| 48" Radius Double Junction curved through diamond L or R | £295.00 |
| 48" Radius Double Junction straight through diamond L or R | £295.00 |
| Diamond Crossing 48" radius angle | £70.00 |
| Double Slip Point 48" radius angle | £130.00 |
| Single Slip Point 48" radius angle | £110.00 |
| 36" or 72" Radius Wye Points | £34.00 |
| 36" or 54" radius Three Way Points (Offsett) | £120.00 |
| Tandem Three Way Points Left or Right Hand | £122.00 |
| 36"/28" Radius Curved Points Left or Right Hand | £66.00 |
| 54"/36" Radius Curved Points Left or Right Hand | £66.00 |
| 72"/48" Radius Curved Points Left or Right Hand | £66.00 |
| Double Track Crossovers Facing RH or Trailing LH | £120.00 |
| Scissors Crossover | £355.00 |
| INTRODUCTORY OFFER 4 x 36" or 48" Radius Points LH & RH | £120.00 |
| Layout Planner full size photostats of 00 or EM ranges | £6.80 |
| Injection Moulded Flexible Track To match 00 (Offer) Box of 10 Yards | £49.50 |
| Injection Moulded Flexible Track to match EM..Box of 10 Yards | £49.50 |
| Special Metal Fishplates (pack 24) | £4.20 |

75 BH N/S

MARCWAY GAUGE 1POINTS

| | |
|---|---|
| 10' Radius Points Left or Right Hand | £112.00 |
| 15' Radius Points Left or Right Hand | £115.00 |
| 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) | £275.00 |
| Tandem 3 Way Points Left or Right Hand | £285.00 |
| Y Points 10' or 15' (specify) | £155.00 |
| 15'/10' Radius Curved Points Left of Right Hand | £170.00 |
| Double Track Crossover Facing (RH) or Trailing (LH) | £425.00 |
| Scissors Crossover | £750.00 |

200 BRASS BH N/S BH or PECO TYPE

MARCWAY 0 GAUGE POINTWORK

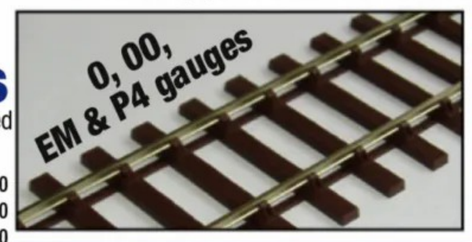
| | |
|---|---|
| 48" Radius Points Left or Right Hand | £65.00 |
| 60" Radius Points Left or Right Hand | £65.00 |
| 72" Radius Points Left or Right Hand | £65.00 |
| 90" Radius Points Left or Right Hand | £67.00 |
| 108" Radius Points Left or Right Hand | £69.00 |
| Diamond Crossing 72" Rad1us Angle | £87.00 |
| Diamond Crossing 108" Radius Angle | £88.00 |
| Diamond Crossing with one road curved for 72" angle | £88.00 |
| 72" Radius Dble Junc Formation with curve flowing through diamond | £320.00 |
| 72" Radius Double Junction with straight Diamond | £320.00 |
| 72" Radius Scissors Crossover | £395.00 |
| 72" Radius Double Track Crossovers Facing (RH) or Trailing (LH) | £150.00 |
| NEW 48" Radius Scissors Crossover | £395.00 |
| NEW 48" Radius Double Track Crossovers Facing or Trailing | £135.00 |
| Double Slip Point 72" Radius Angle | £160.00 |
| Single Slip Point 72" Radius Angle | £143.00 |
| Double Slip Point 108" Radius Angle | £160.00 |
| Single Slip Point 108" Radius Angle | £143.00 |
| 72"/48" Radius Curved Points Left or Right Hand | £86.00 |
| 90"/60" Radius Curved Points Left or Right Hand | £89.00 |
| 108"/72"Radius Curved Points Left or Right Hand | £92.00 |
| 72" Radius Y Point | £65.00 |
| Catch Points Left or Right Hand | £35.00 |
| 72" Radius 3 Way Point (Equal) | £142.00 |
| 108" Radius 3 Way Point (Equal) | £144.00 |
| 72" Radius Offsett 3 Way Point | £142.00 |
| 72"/48" Radius Tandem 3 Way Points Left or Right Hand | £148.00 |
| 108"/72" Radius Tandem 3 Way Points Left or Right Hand | £160.00 |
| 9'/6'/5' Curved Tandem 3 Way Point Left or Right Hand | £160.00 |
| 12'/9'6' Curved Tandem 3 Way Point Left or Right Hand | £163.00 |
| FLEXIBLE Track 10 yd box Injection moulded Plastic Base High Detailed | £79.50 |
| Introductory Offer: 4 x Points 48" or 72" Radius | £235.00 |
| Bullhead Rail Joiners Packet of 24 | £4.20 |
| Point Lever with Built in Spring device | £4.95 |

125 BH N/S

MARCWAY
SCALE FLEXIBLE TRACKS

Injection moulded plastic based. Finely detailed and proportioned to capture bullhead trackwork of the British Steam Era

| | |
|---|---|
| Type O Gauge O Code 125BH N.Silver 10 yards | £79.50 |
| Type J Gauge OO 75BH N.Silver 10 yards | £49.50 |
| Type K Gauge OO 75BH Phosphor Bronze 10 yards | £49.50 |
| Types EM Gauge 75BH Nickel or Phosphor Bronze 10 yards | £49.50 |
| Types P4 Gauge 75BH 18.88 or 19.33 Nickel or P.B. 10 yards | £52.50 |
| O Gauge Nickel Silver Rail Joiners Pack of 24 | £4.20 |
| O Gauge Nickel Silver Rail Joiners Twin Pack of 48 | £8.25 |
| OO Gauge Nickel Silver or P.B. Pack of 24 (Also for EM & P4) | £4.20 |




PCB, SLEEPERING, RAILS, TEMPLATES, GAUGES, KITS ETC

NEW OBSOLETE HORNBY
100's of new obsolete locos no longer available, also rolling stock etc
www.marcway.net

MARCWAY SCALE MODELS

CARRIAGE EXTRA
01709 542951
01142 449170
Orders by phone with credit or debit card. No cheques or P.O. / phone Marc – Technical

VISIT OUR SPACIOUS SHOP 1200sq ft Sales Area • SHOP OPEN 10.30am–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

LEAFLET - CRAFTSMAN BUILT IN OUR OWN WORKSHOP - IN GAUGES 1,0 (Fine & Coarse Scales SM32, 00, EM, FOR FIFTY FOUR YEARS -



MIDLAND RAILWAY SOCIETY

REGISTERED CHARITY NO.: 1149613

We aim to promote interest in all aspects of the Midland Railway (including its predecessors and joint lines). The Society is one of the partners in the Midland Railway Study Centre located at Derby – an incomparable collection of Midland Railway drawings, documents and artefacts.

The current UK rate for membership is just **£20** per year (overseas rates on application).

*Contact the membership secretary at:*
*membership@midlandrailwaysociety.org.uk*

**www.midlandrailwaysociety.org.uk**
**www.midlandrailwaystudycentre.org.uk**



ISINGLASS
Isinglass-Models.co.uk



Carriage kits. 3d Printing and scale drawings
scan the QR code or
visit: qrcc.me/s6mrzzw7z12m

23 Oak Tree Road, Thatcham. Berks. RG19 4QP
andy@isinglass-models.co.uk 01635 925627



Trains4U.com
27 St. David's Square, Fengate, Peterborough, PE1 5QA Tel: 01733 895989

EXCLUSIVE OO HOA HOPPERS Revolution trains



Unbranded Cemex Livery
2 twin-packs available at £91.95 per pair
Due Summer 2023 - call or email to reserve

*Open Tue - Sat 10:00-5:00, Sun 10:30–3:30, closed Mon*
e-mail: info@Trains4U.com Follow us on:

# KS MODELS

At the heart of model making

## Hertfordshire's Leading Model Railway Specialist

www.ks-models.co.uk

HORNBY · BACHMANN BRANCH-LINE · PECO · HELJAN · GRAHAM FARISH · dapol · GAUGEMASTER · OXFORD · TAMIYA · AIRFIX · Expo

- ✓ 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: **01438 746616**
Thurs - Sat, 10am - 5pm
19 Middle Row, Stevenage SG1 3AW

Helpdesk: **07858 546855**
Mon - Sat, 10am - 5pm
Phone - Text - WhatsApp



# UK Toy & Model Auctions LIMITED

*Our next Auction is Monday 4th March 2024*

*This Sale will be online only with no public attendance and no viewing.*
*Auction Starts at 11.00am*





*Sale to include Hornby, Dublo, Bachmann, Mainline, BEMO HOm, Fleischmann, plus much 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 additional fee's)***

***Contact us for more information***

***Tony Oakes 01270 652773 Martyn McFetridge 07892 870729***

***enquiries@uktoyauctions.com***



# GC WEATHERING

"Its the little things we do"



With over 35 years experience of Airbrush Artwork.
We are a model locomotive weathering service with a difference.

OO gauge bespoke custom weathering packages starting at £30, Re-numbering services starting at £15, Re-naming & Re-numbering package starting at £35, Faded paintwork for that tired loco effect starting at £10, Detail packs fitted FOC, Steam engine coal load FOC.

Also with our custom weathering packages you can choose any of our pick n mix options to individualise each of your models. We have over 20 different options to choose from inc greasy buffers, rusty exhaust, water overspill, smoke box ash and plenty more!!!!

Our new website is now live with testimonials, galleries, customer layouts and online shop

Tel: 01279 817433
Email: workshop@gclocoweathering.co.uk
www.gclocoweathering.co.uk



# John Sutton Models

Garden Railway, N Gauge
& OO9 Specialist
Plenty of new/second-hand locos and rolling stock always available at very competitive prices
For further details please contact John on
Tel 07798 924575 • johnsutton3@sky.com
www.johnsuttonmodels.co.uk








BRM BRITISH RAILWAY MODELLING

E-NEWSLETTERS

Exclusive articles, competitions & offers
Register now at www.brmm.ag/brmeshotsignup



ADVANCE ORDERS NOW BEING TAKEN ON THE CAVALEX CLASS 56 AND CLASS 60 DIESEL LOCOMOTIVES

DCC READY AND DCC SOUND VERSIONS AVAILABLE

C&M Models

We are a CAVALEX Models Retailer!

1 Crosby Street, Carlisle CA1 1DQ Phone: 01228 514689

https://candmmodels.co.uk sales@candmmodels.co.uk



TOWNSTREET

OO



Send £3.80 post free for our 60 page OO catalogue detailing all our other kits.

TOWNSTREET,
6 KIRKHILL, BLENCARN, 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**



TONYS TRAINS

Open: Monday to Saturday 10am - 5pm (4pm on Saturdays)
Tel: 01788 543442 Email: tonystrains@outlook.com
www.tonystrainsofrugby.com
Studio 4, The Locks, Hillmorton, Rugby, CV21 4PP
WE BUY YOUR MODEL TRAINS
GOOD PRICES PAID
PLEASE CALL TO ARRANGE A VALUATION





VISIT US AT STAND 119

THE LONDON FESTIVAL OF RAILWAY MODELLING 16th - 17th March 2024 ALEXANDRA PALACE

BUGGLESKELLY STATION
Scale Models by Tom Marshall

13TH - 14TH APRIL
Statfold Model Railway Exhibition




www.buggleskellystation.com
Unique comedy cameos, 3D printed models and railway themed merchandise.






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.



***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**



Shady Lane Models Model Railways

☎ 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

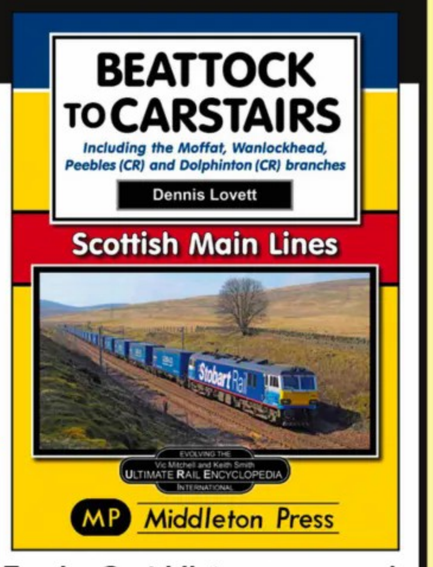


MP Middleton Press

Published 23 February

BEATTOCK TO CARSTAIRS
Including the Moffat, Wanlockhead, Peebles (CR) and Dolphinton (CR) branches
£19.95 + P&P MAIL ORDER

Recently Published
PRESTON TO THE FYLDE COAST
SHILDON TO STOCKTON




E:sales@middletonpress.co.uk
www.middletonpress.co.uk
126A Camersdale Rd, Haslemere GU27 3RJ T:01730813169

# RON LINES

Large stocks of pre-owned railways, a selection of which is on our website.

We stock new Hornby, Bachmann, Graham Farish, PECO, Expo tools, Electrical components & much more.

We also purchase your unwanted railways, whether it's a single item or collection anything considered.

Whether you're a novice or an expert we are always happy to help! So why not visit us today or give us a ring!

Tel: 02380 772 681 www.ronlines.com
342 Shirley Road, Southampton, SO15 3HJ
Open Mon - Sat 11AM - 4PM

# www.YorkModelrail.com Online Shop

**We manufacture a wide range of laser-cut scenery detailing and architectural components; helping you build your railway layouts.**




We also offer a bespoke laser-cutting service catering for **ALL SCALES** and all model-makers, worldwide.

Online shop categories for **N, 00, 0** and expanding range in **TT scale**

York Modelmaking 01904 400358 laser@yorkmodelmaking.com
Unit 13, Bull Centre, Stockton-on-the-Forest, York, YO32 9LE

# Plants & Flowers

ENHANCE YOUR LAYOUT WITH BUSCH REALISTIC SCENERY



**1200**: Grapevine - **1201**: Pumpkin Field
**1203**: Fern & Mushrooms - **1207**: Daisies
**1209**: Flowerpot Set With Flowers
**1211**: Garden Design Set - **1213**: Cabbage & Lettuce - **1214**: Cucumber & Tomato Plants
**1217**: Wild Lupins - **1219**: Dahlias
**1220**: Dandelions - **1222**: Vegetable & Salad
**1230**: Planted Flowerpots - **1232**: Sunflowers & Roses - **1250**: Hemp & Poppy - **1255**: Poppys
**1265**: Strawberry plants - **1266**: Potato Plants
**1271**: Summer Meadow with 150 flowers
**6003**: Sunflower Field - **8103**: N Sunflower Field 96 flowers

**Ask for them at your local model shop**

www.goldenvalleyhobbies.com - 01981 241237 TRADE ACCOUNTS WELCOME!

**Possibly Hampshire's Largest Stockist of Model Railways, Diecast, Books, Magazines, Scalextric and much more...**

Full range of model railway products from the leading manufacturers including:

Hornby, Bachmann, Dapol, EFE Rail, Graham Farish, Heljan, Oxford Rail, Peco, Dapol, Ratio, Wills, Superquick, Metcalfe, Gaugemaster, Parkside, Railmatch, Rapido, Woodland Scenics, and many, many more.

DCC equipment from Zimo, DCC Concepts, ESU, Gaugemaster, Hornby and Bachmann. Sound decoders from ESU (South West Digital) & Zimo (Youchoose sound files).

Also stockists of Die cast models including: EFE, Oxford Die-Cast, Base Toys & Classix.

Modelling materials & tools including: Vallejo, AK & MIG

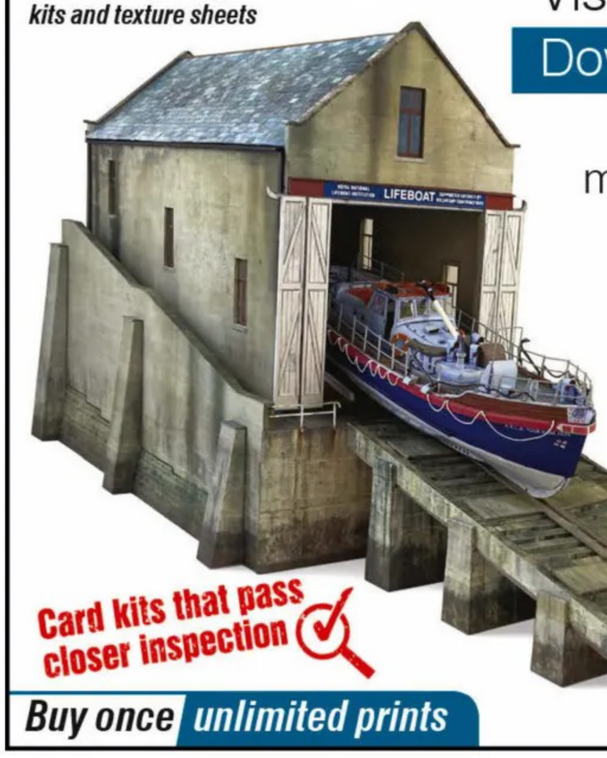
accurascale OFFICIAL STOCKIST

Wide selection of Books, DVD's & Magazines




Monday: Closed
Tuesday to Saturday: 9.30am to 5.00pm
Sunday : see website / call
Tel: 01420 542244
sales@altonmodelcentre.co.uk
altonmodelcentre.co.uk
7a Normandy Street, Alton

*View our large range of OO and N kits and texture sheets*




Visit → scalescenes.com
Download → Print → Build

Quality downloadable card model railway kits since 2005

NEW **T040b Lifeboat Station**
ONLY £5.99 Combine with the **T040a Lifeboat** kit (sold separately) to create a stunning focal point for any harbour scene.

Card kits that pass closer inspection

Buy once unlimited prints

scale scenes .com

AGR MODEL RAILWAY STORE

Family Run Business

Buying Pre-owned Collections & Un-wanted Models

NOW STOCKING A WIDE SELECTION OF PRE-OWNED MODEL & NEW RAILWAY COLLECTIONS ONLINE & INSTORE

Send us a list or bring items in store & we will give you a FREE valuation!

Visit our eBay shop & like us on Facebook

ebay Find us on

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





# MODEL RAILWAY SOLUTIONS

Established 2010

Dorset's Largest 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.

NOCH ... wie im Original | PECO | BACHMANN | KATO | GAUGEMASTER | HORNBY

Unit 1, 10-12 Alder Hills, Poole, Dorset. BH12 4AL. Tel: 01202 798068

www.modelrailwaysolutions.co.uk

Email: shop@modelrailwaysolutions.co.uk

# CAMBRIAN *4mm Wagon Kits*




**C57 LMS 5 Plank Open (steel UF)**
**£9.90** (delivery £2.70)




**C9 12 ton Steel Van**
**£11.40** (delivery £3.00)

12 other LMS wagon kits available. Most have matching LMS era transfer sets

Brass, Nickel Silver, Phosphor Bronze & Soft Iron Straight Wire
Micro Brass Section, Flat, L,T.U etc all now available. Thin strip coming soon

If you used to buy from Eileen's Emporium we have their stock and will replace it when required

**Over 100 more kits available from Pre-Grouping to 1990's. Also Gibson Wheels in OO, EM, P4/S4 and Bachmann Couplings**
**See the website for details or send C5 SAE for list. Worldwide delivery with no VAT added**

16mm Narrow Gauge Components are also available
cambrianmodelrail.co.uk cmr@cambrianmodelrail.co.uk
01322 515672 2pm-4pm PO Box 85, Greenhithe, Kent. DA10 9DN

# CLASSIFIED SECTION





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 42557 info@jacksonsmodels.co.uk find us

RAILWAYSCENICS
Secure online ordering of components and materials for model railway enthusiasts
Visit our website to see our ever expanding range of over 3800 products!
LEDs, Switches, Connectors, Craft Tools, Silverline Tools, Baseboard Accessories, Plastic Sheet, Scenics Scatters, Ballast, DCC Wiring Kits, Layout Wire
See our own brand of over 280 downloadable texture and sign sheets in all scales
T: 01747 826269
E: sales@railwayscenics.com
www.railwayscenics.com

THE HOBBY GOBLIN
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 0, 00 & 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

BROWSE OUR NEW WEBSITE
www.itemsmailorderascrews.com
SEE OUR STOCK AND GET A QUOTE
BA SCREWS IN BRASS, STEEL AND STAINLESS.
SOCKET SCREWS IN STEEL AND STAINLESS.
DRILLS, TAPS AND DIES,
SPLIT PINS, TAPER PINS,
REAMERS ETC.
FOR A FREE PRICE LIST
PHONE 01427 848880 OR EMAIL
lostignition8@gmail.com
ITEMS MAIL ORDER, MAYFIELD, MARSH LANE, SAUNDBY, RETFORD, NOTTS, DN22 9ES

Severn Models
Fine Kits of Buildings & Miniature Detailing

Kits for N, OO & O layouts
See the website for a painting guide
Severn Models, PO Box 785,
Broseley, TF7 9FT, UK.
www.SevernModels.com

Crafty Hobbies


Limited Edition Dapol OO Wagon
S Thompson & Co, Kendal
Only available from:
www.craftyhobbies.co.uk
54 Cavendish Street,
Barrow-in-Furness,
T: 01229 820759

PLASTICS • METALS • SCENICS
OO & N Scale • Peco - Hornby
Bachmann • Metcalfe
Wills • Ratio • Dapol

SPORTS MODEL SHOP
www.sportsandmodelshop.co.uk
66 High Street, Dingwall, IV15 9RY | Based in the Highlands | Phone: 01349 862346

CDC Design
Metropolitan Railway

'Ashbury' Carriages
£45.00 each (plus P&P)
*Ready to Run. Transfers required*
To see the full range
or order online visit
www.cdc-design.net

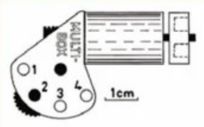
NICK TOZER
RAILWAY BOOKS
RAILWAY BOOKS BOUGHT & SOLD
*Free Railway Booksearch Service*
155 Church Street, Paddock,
Huddersfield, HD1 4UJ
Shop now open:
Tue/Wed 11:00-17:00
+ Thu 14:00-20:00
Tel: 01484 518159 (answer machine)
www.railwaybook.com
email: nick@railwaybook.com

P & D MARSH MODELS
PAINTED OO GAUGE
PDZ07 Postman, bike & boxes ..... £10.50
PDZ19 Steam loco crew (2) ..... £10.85
PDZ42 Newspaper seller ..... £8.95
PDZ56 Depot workers (4) ..... £10.85
PDZ103 1950 motorbike/rider ..... £9.25
PAINTED N GAUGE
PDX48 Steam loco crew (2) ..... £9.95
PDX52 Bikes (4) ..... £9.75
PDX67 Window cleaners/ladder (2) £9.95
PDX87 K6 Telephone box ..... £7.50
PDX361 Ground signals (5) ..... £9.50
AVAILABLE FROM ALL GOOD MODEL SHOPS. DISTRIBUTED BY EXPO TOOLS & DRILLS
WWW.PDMARSHMODELS.COM
07730 202270

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

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

www.Topp Trains.co.uk
Shop for model railway enthusiasts
OPEN 10am - 4pm
CLOSED Weds & Sunday
Free Parking
Wide range of stock from all your favourite suppliers, PLUS repairs, weathering and advice.
Family run business for 10 years!


Call us or see our website for details
28 Marston Road, Stafford, ST16 3BS
Tel: 01785 247883

LOCOS
COACHES
WAGONS
BUILDINGS
INSET TRACK
and more....
RECREATION21
3D PRINTED MODELS
ORDER ONLINE
Various Scales
Gauge 1,0,S
00,HO,TT,N
009,016.5
SM32,G
and more

www.rue-d-etropal.com

DEREKS
TRANSPORT BOOKS
All transport subjects covered.
Over 10,500 books in stock online
www.derekstransportbooks.com
Based in the New Forest | Est. 1995
Railways | Buses | Shipping | Commercial
Aviation | Canals | Motoring | Trams

Malc's Models
- All gauges of model railways
- New & Second Hand
- Stockists of Woodland Scenics & PECO Scenery
- Diecast models
- We also repair most makes of locos


Open Mon-Sat 10am-5pm
Closed Weds & Sun
48b Bath Street,
Ilkeston, DE7 8FF
Tel: 07786 896807
www.malcsmodels.co.uk
malcolmgrubey@btinternet.com

Model Scenery Supplies
Scatter, Flock, Grass Plants, Trees, Bushes Hedges, Undergrowth and much much more!


Search for;
modelscenerysupplies.co.uk

## ADVERTISEMENT INDEX


3CP TOOLS ..... 176
ACCURASCALE ..... 180
AGR MODEL RAILWAY STORE .... 173
AIRFRAMED ..... 176
ALTON MODEL CENTRE ..... 173
ANORAKS ANONYMOUS ..... 165
ASPIRE GIFTS ..... 175
BLACK DWARF PUBLICATIONS .. 137
BRANCHLINES ..... 174
BRISTOL RAILWAY EXHIBITION .. 158
BUGGLESKELLY STATION ..... 172
C&M MODELS ..... 172
CAMBRIAN ..... 173
CARNFORTH MODELS ..... 167
CHELTENHAM ..... 175
COASTAL DCC ..... 165
CONNOISSEUR MODELS ..... 176
CRAFTY HOBBIES ..... 174
DAPOL ..... 179
DCC CONCEPTS ..... 7
DEREKS BOOKS ..... 174
DIGITRAINS ..... 134
DMG ..... 161
DREAM STEAM ..... 169
DURHAM TRAINS OF STANLEY .. 176
EKM EXHIBITIONS ..... 175
ELAINES TRAINS ..... 175
ELLIS CLARK ..... 49, 135
ESR ELECTRIC COMPONENTS ... 167
FINESCALE BRASS ..... 162
FRIZINGHALL MODELS ..... 160
GAUGE O GUILD ..... 168
GAUGEMASTER ..... 19
GC WEATHERING ..... 171
GOLDEN VALLEY HOBBIES ..... 173
GRIMY TIMES ..... 159
H&A ..... 176
HARBURN HOBBIES ..... 168
HEREFORD MODEL CENTRE ..... 6
HOBBY GOBLIN ..... 174
HOBBYRAIL ..... 172
HORNBY ..... 2
IN THE GREENWOOD LASER ..... 166
ISINGLASS MODELS ..... 170
ITEMS MAIL ORDER ..... 174
JACKSONS MODELS ..... 174
JIM CORR ..... 175
JOHN DUTFIELD ..... 176
JOHN SUTTON ..... 171
KENT GARDEN RAILWAYS ..... 168
KMS RAILTECH ..... 161
KR MODELS ..... 125
KS WORLD OF MODELS ..... 171
LITTLEWORTH MODELS ..... 160
LOCOMOTION ..... 164
MACS MODEL RAILROAD ..... 159
MAD ABOUT TRAINS ..... 172
MALCS MODELS ..... 174
MARCWAY ..... 170
MEGAPOINT CONTROLLERS ..... 124
MERG ..... 169
METCALFE MODELS ..... 16
MIDDLETON PRESS ..... 172
MIDLAND RAILWAY SOCIETY ..... 170
MODEL RAILWAY BASEBOARDS 163
MODEL RAILWAY SOLUTIONS .... 173
MODEL SCENERY SUPPLIES ..... 174
MONK BAR MODEL SHOP ..... 166
N GAUGE SOCIETY ..... 168
NARROW PLANET ..... 167
NICK TOZER ..... 174
NORTHUMBRIAN PAINTING ..... 176
P&D MARSH ..... 174
PENNINE MODELS ..... 162
PETERS SPARES ..... 169
RAILS OF SHEFFIELD ..... 8-12
RAILWAY CONDUCTOR ..... 169
RAILWAY SCENICS ..... 174
RAPIDO TRAINS ..... 18
RAPIDO WAGONS HOUSE AD ..... 138
REDCAR ..... 176
REVOLUTION TRAINS ..... 136
RONLINES ..... 173
ROXEY MOULDINGS ..... 176
RUE D'ETROPAL ..... 174
SCALE MODEL SCENERY ..... 176
SCALESCENES ..... 173
SEVERN MODELS ..... 174
SHADY LANE ..... 172
SHEDRING HOBBIES ..... 167
SKYTREX ..... 164
SPECIAL AUCTION SERVICES ..... 163
SPORTS MODEL SHOP ..... 174
SQUIRES ..... 159
STATFOLD ..... 170
STONHAM BARNS ..... 166
STREET LEVEL MODELS ..... 174
SUNNINGWELL ..... 176
TMC ..... 14, 15, 108, 109
TONY OAKES ..... 175
TONYS TRAINS ..... 172
TOPP TRAINS ..... 174
TOWER MODELS ..... 3
TOWNSTREET ..... 172
TRAINS 4 U ..... 170
TRIDENT TRAINS ..... 174
TUTBURY MODELS ..... 176
UK TOY AND MODEL ..... 171
UPSTAIRS DOWNSTAIRS ..... 171
VINTAGE MODEL SCENICS ..... 165
WARWICK & WARWICK ..... 48
WM COLLECTABLES ..... 166
YORK MODELMAKING ..... 173
YOU CHOOS ..... 165


## DATES FOR YOUR DIARY


**EKM EXHIBITIONS**

**MODEL RAIL SCOTLAND 23-25 FEB**

**Bachmann & Hornby Spares, Special offers plus new and Secondhand items.**

**SELECTION OF BACHMANN USA AND CHINA SPARES**

**Telephone: 07922 403608**

**Email: ekmexhibitions@virginmedia.com**

**or www.ekmexhibitions.co.uk**

**ELAINE'S TRAINS**

Tri-ang Hornby Specialists

Pre-Owned OO, N, H0, 0 and more as available
Lots of new items listed regularly.
**See us in March at the BRM Exhibition at Ally Pally 16th/17th**
or Redditch 2nd/3rd
or Midlands Garden Rail 2nd/3rd

elaines-trains.co.uk
01673 857 423

**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.**

CHECK OUR WEBSITE TO SEE WHICH EVENTS WE WILL BE ATTENDING IN 2024

Unit 4, Court Farm Business Park,
Buckland Newton, Dorset DT2 7BT
Telephone: 01300 345355
email: edward.aspire@btinternet.com
website: www.aspiregiftsandmodels.co.uk

**NORTH EAST'S LARGEST TOY FAIR**

**Sunday February 25th 2024**

Gateshead International Stadium, Neilson Rd, Gateshead NE10 0EF

Open 10am - 3pm
Adult £4, Senior/U16 £3
Family £10.00

Contact 07504 035955
northerntoyfairs@hotmail.com
**www.northerntoyfairs.com**

**TOY & TRAIN COLLECTORS FAIRS**

**LUDLOW**

**Saturday 2nd March**
**10.30am - 2.00pm**

Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT

Admission Adults £2.00
(Accompanied U16 FREE)

*For further details please call Tony Oakes on 01270 652773*

**TO ADVERTISE HERE CALL SARAH JARMAN 01778 392055**

**Cheltenham Great Western Modellers Group Spring Model Railway Exhibition**

St Margaret's Hall, Coniston Road, Hatherley GL51 3NU

**April 6th & 7th**

Saturday 10am - 5pm
Sunday 10am - 4.30pm
Adults £6, Children £2.50,
Family (2+2) £12

Layouts plus trade support, model road vehicles, modelling display with refreshments also available.
Raising funds for charity since 1997

**www.cheltmodrail.org.uk**

# WEB DIRECTORY








**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 MOULDINGS 58 Dudley Road, Walton-on-Thames, Surrey KT12 2JU Tel:01932 245439 Roxey MOULDINGS



**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

**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
HORNBY SERVICE DEALER

PayPal **NEW** AXLEBOX BEARING CUTTING TOOL Cooper-Craft Lineside Kits

H & A MODELS

19 Keats Way, Higham Ferrers, Northants. NN10 8DQ
Email:sales@hamodels.net
Tel: 01933 355531
Mobile: 07969 535 699 - 07481681001

VISA MasterCard

**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
Evergreen Strip • Cooper-Craft • COMING SOON ex Kirk & Mailcoach 4mm Coach Kits
Order on line at: www.hamodels.net or ring us (same day or next day despatch)
Precision Paint & Carrs now available to purchase on Line and Mail Order
Complimentary EM & P4 wheel swops for 4mm Parkside Kits purchased from us

**TUTBURY MODELS**

COLLECTABLES 01283 814777 MODELS

UNIT 5, TUTBURY MILL MEWS, TUTBURY, Nr. BURTON-UPON-TRENT DE13 9LS

WE ARE RETIRING AND WOULD LIKE TO THANK ALL OF OUR CUSTOMERS, WORLDWIDE FOR YOUR CUSTOM THROUGHOUT THE YEARS!

**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

**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

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*

DCC

**JOHN DUTFIELD LLP**

Now Stocking HORNBY TT:120

Stockists of many brands inc Bachmann, Hornby, Graham Farish, Dapol, Gaugemaster and Peco.
Secondhand bought and sold. Gift vouchers available
Selection of kits, glues, tools, paints and accessories.
Wards Yard, 133 Springfield Park Road
(at the junction with Hill Road) Chelmsford CM2 6EE
TEL: 01245 494455. EMAIL: heatherwilkinson@btconnect.com
www.johndutfieldmodelrailways.co.uk

OPENING HOURS:
9.00am-5.30pm
Mon, Tues, Thurs,
Fri and Saturday
Closed Wed, Sun
& Bank Holidays
All major credit/debit
cards accepted.

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.

# NEXT ISSUE

# WESTERN ISLES

**Green and Blue diesels reign supreme in this fictitious scene, which captures the distinctive ruggedness of the Scottish coast.**

## Also:

- Amazing layouts in 00, 0, 009 and N
- How to model a signal box interior
- Creating realistic grass tufts
- Fitting DCC to a modern locomotive
- Weather a rail bridge: we show you how
- Prototype inspiration: The Royal Highlander
- The latest new products on test, plus much, much more!

ON-SALE FROM MARCH 21


BRITISH RAILWAY MODELLING
BRM

**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 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

**PUBLISHER**

Steve Cole
E stevec@warnersgroup.co.uk
I MARKETING MANAGER
Keeley Tansley
E keeley.tansley@warnersgroup.co.uk

**ADVERTISING**

I MULTIMEDIA SALES MANAGER
Sarah Jarman
T 01778 392055
E sarah.jarman@warnersgroup.co.uk

**DESIGN AND PRODUCTION**

I DESIGNER
Dan Jarman
E info@danieljohndesign.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

**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.

# Buffer Stop

## Being there




Alexandra Palace 2023. Can YouTube really compete?

There's a bit of a discussion on RMweb around YouTube videos of shows. Do they encourage, or discourage visitors? If you've sat at home watching the layouts, does that mean you don't bother coming out to see them for real?

Some commentators were firmly in the "I don't want to leave the house" camp, but most saw YouTube and visiting a show as entirely different.

We'd agree with that. Yes, you can see trains running in a video, but a show is more than just moving trains, nice though they are.

For a start, you can't enjoy a bit of "retail therapy". Yes, there are plenty of online shopping opportunities, but what about the thrill of finding an unexpected bargain hidden on a trade stand? Or discovering that detail your layout really needs, but you didn't know existed?

And then there is the chat. With layout owners, always happy to explain how they made something that catches your eye. Or the traders, usually full of banter. And finally, the other visitors - friends old and new.

Oh, and don't forget to visit the BRM team on our stand, too!

## This month in pictures...



In the run-up to Doncaster, we've been visiting Market Deeping MRC for updates on the TT:120 layout. You can see these on our YouTube channel.



We are used to miniature real steam locomotives, but Garden Rail has found a fully working diesel electric loco!




Taking on real steam, the Severn Valley Railway was busy between Christmas and New Year.



Some people said it would be too cold in January to fire up 16mm steam trains. But Phil knows no fear...

**Follow us on social media!**

**Subcribe to our YouTube channel**
Search for 'British Railway Modelling

**Follow us on Facebook**
Search for 'British Railway Modelling'

**Follow us on Instagram**
@brmmagazine

**Follow us on X (Twitter)**
@BRMmagazine

**RMweb**
**Join the discussion on**
RMweb.co.uk

dapol

model railway company

Tel: 01691 774455
e~mail: sales@dapol.co.uk
www.dapol.co.uk
Dapol Limited, Gledrid Industrial Park, Chirk, Wrexham, LL14 5DG

# Latest News

## O Gauge Stroudley 4 Wheel Coaches

Made in the UK

Decorated samples under review

Made in the UK



Standard coach, light bar fitted coach & DCC light bar fitted coaches available to pre-order at your preferred Dapol stockist

## O Gauge Class 121/122 - With improved drive train




DC, DCC & DCC Sound options available to pre-order at your preferred Dapol stockist - Production samples under review

## OO Gauge Class 68




DC, DCC & DCC Sound options available to pre-order at your preferred Dapol stockist - Decorated samples under review

## N Gauge Class 59




Arriving at stockists very soon!

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

# BR/ELECTRO-MOTIVE DIESEL CLASS 66 LOCOMOTIVE

## 1:76.2 SCALE/00 GAUGE

## DUE IN STOCK Q1 2024

accurascale

Both DC silent (DCC ready) and DCC sound versions are available for all our locomotives.

DC/DCC READY
**£169.99**

DCC SOUND
**£259.99**

ESU LOKSOUND EST. 1999

Scan the QR Code or visit: www.accurascale.com to view the full range of Class 66 locomotives available to order.




MANUFACTURER OF THE YEAR ★ WINNER 2022 ★ HORNBY MAGAZINE

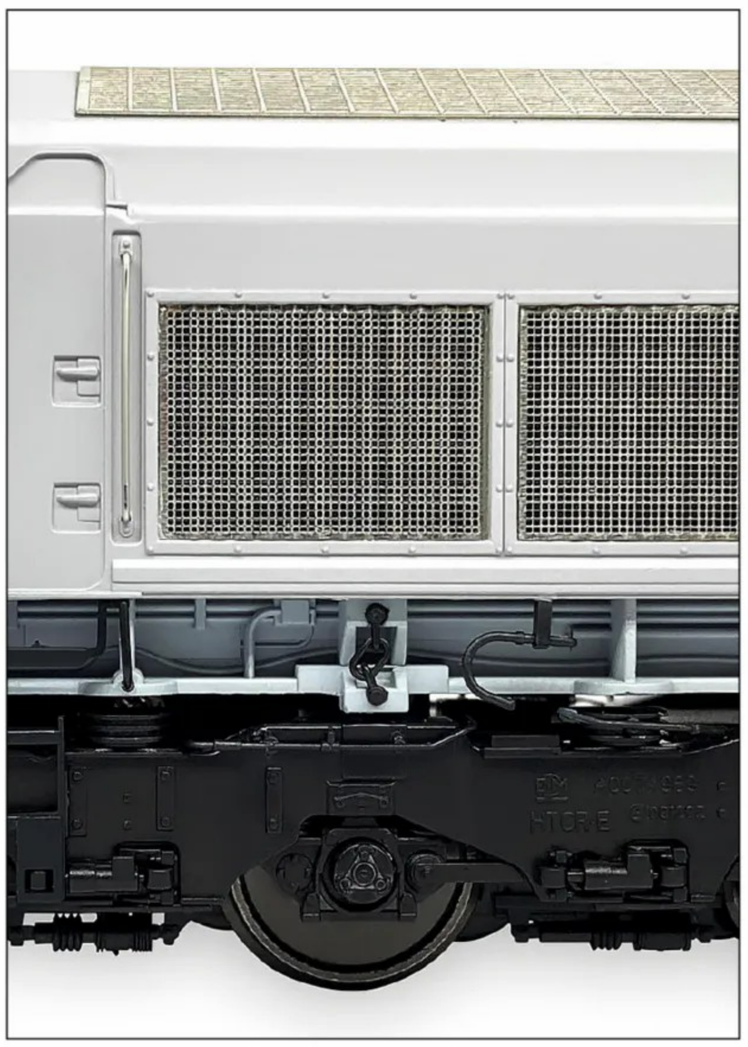
All models shown are pre-production samples and are subject to refinement and alteration

## SHED HEAVEN!

Taking on the Hattons Originals Award Winning Class 66 'Sheds' gave us an excellent platform to build the ultimate Class 66 in 4mm/00. Our first run consists of six different liveries and numbers whilst updating the tooling in line with the rest of our range. These models will cover all the major and some of the more subtle variations of the class depicting their successful 25 year career.







### All Class 66 models feature

- High level of detail
- Die-cast chassis
- Five-pole motor with twin flywheels
- DCC ready & DCC sound (ESU loksound v5) options
- Details specific to individual prototypes
- High fidelity metal and plastic parts
- Rotating axle boxes
- Helical gears for maximum performance
- Comprehensive lighting functions
- Enhancing the model with redesigned axle boxes for the smoothest running
- Easier decoder access with a lift off roof section upgrading the PCB to eliminate wiring
- Revised lighting to give access to day, night and yard mode under DCC
- Hall sensors added to DCC sound models
- Cab access step and handrails have been moved from body mount to chassis mount to allow for breakage free access to chassis
- Cab Front Handrails now have the option of 5 point or 7 point mounting with correct round profile handrail mounts
- And other typical Accurascale features.

**www.accurascale.com**