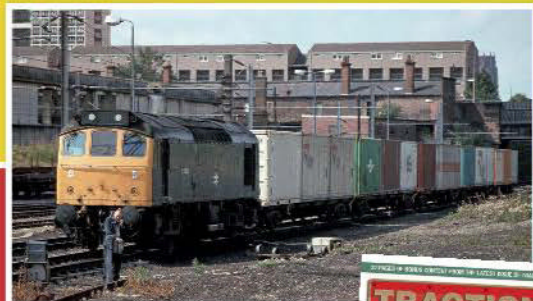


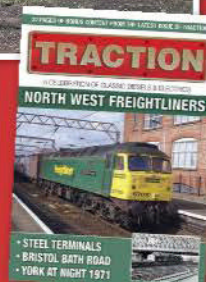
**THE ONLY RAILWAY MODELLING
MAGAZINE YOU'LL EVER NEED!**

BRITISH RAILWAY MODELLING

BRM
MARCH 2024



**180-PAGE
BUMPER ISSUE
TRACTION
MAGAZINE INSIDE!**



NOSTALGIA



**TAKE A TRIP BACK
TO LOCHDUBH**

BUILD THIS!



**CREATE YOUR
OWN SIGNAL BOX**

BRING TO LIFE



**HOW TO ANIMATE
YOUR LAYOUT**

FUTURE GENERATIONS

**POPULAR LAYOUTS RECREATED
FOR A NEW AUDIENCE**



HORNBY 2MT!

**WE PUT THE LATEST
LOCOMOTIVE TO THE TEST**



PLUS: HORNBY 2024 ANNOUNCEMENTS INSIDE!



Just laying it out there...

...or on the tabletop, in the lounge, in the
bedroom, in the study, in the playroom...

The Hornby TT:120 possibiliTTies are endless!

A photograph of a Hornby TT120 model train set. A woman and a young boy are playing with it. The woman is on the left, smiling, and the boy is on the right, focused on the train. They are on a table. The train set includes a black locomotive, a blue passenger train, and a small house and trees. The background is a plain wall.

HORNBY® TT120

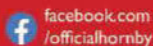
Perfectly formed to fit into your life.



SCAN ME

Available at selected stockists.

For further information or to buy online go to **Hornby.com/HornbyTT120**



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.....£400.00
GL14 LNER/BR Q4 TINY 0-8-0.....£410.00
GL16 LNER/BR Q1/1 0-8-0 TANK.....£380.00
GL20 LMS/BR PRINCESS.....£550.00
GL21 LMS/BR ROYAL SCOT.....£480.00
GL23 LMS/BR BRITISH LEGION.....£480.00
GL24 LMS/BR ORIGINAL PATRIOT.....£480.00
GL28 LMS/BR 2P 4-4-0.....£380.00
GL36 LBS/SC/BR H2 ATLANTIC.....£490.00
GL44 LNER/LMS/BR COAL TANK 0-6-2.....£320.00
GL50 LNER/BR 2-8-2 GARRATT.....£750.00
GL57 LNER/BR L1 2-6-4.....£380.00
GL58 LNER/BR B1 4-6-0.....£460.00
GL59 LNER/BR K1 2-6-0.....£440.00
GTR62 SR/BR Une King Arthur.....£550.00
GL70 SR/BR SCHOOLS 4-4-0.....£500.00
F19 NER/LNER/BR G6/BTP 0-4-4T.....£275.00

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 Stanier 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/BR 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/BR R Peppercom A2.....£728.75
K338 LNER/BR 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/ 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 ladders (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 Cab Box.....£13.95
LK790 GWR home or distant signal.....£25.75

SLATERS BR WAGONS AND VANS KITS

7062 B.R 12ton Vanwide.....£41.50
7063 B.R Standard Van.....£41.50
7064 B.R 12ton Standard/Flat Van.....£41.50
7065 B.R Meat Van.....£41.50
7066 B.R Insulated Van.....£41.50
7067 B.R 13 ton conflant 'A'.....£37.50
7069 B.R Lowrfit Wagon.....£37.50
7070 B.R 12 ton Palvan.....£41.50
7071 B.R 13 ton High Goods Wagon.....£37.50
7033 LNER/BR 20T Brake Van.....£53.00
7053 LNER/BR 20T Brake Van.....£53.00
7C020 SECR/SR/BR 4 wheel PLV/GUV.....£86.10
7C021P SR/BR Bogie Van.....£135.90
7C022 SR/BR 4 wheel BY.....£86.10

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 'O' 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 1029mm 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
NOW AVAILABLE - RERUN PLANNED 2023

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 Semaphore 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 BR £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 AVAILABLE!

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 SPRING 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.



INSPIRING LAYOUTS

p20 Rolvenden (P4) A perfect mix of station, yard, and carriage sheds

p36 Brunswick Yard (OO) A fantastic diesel depot scene packed with detail

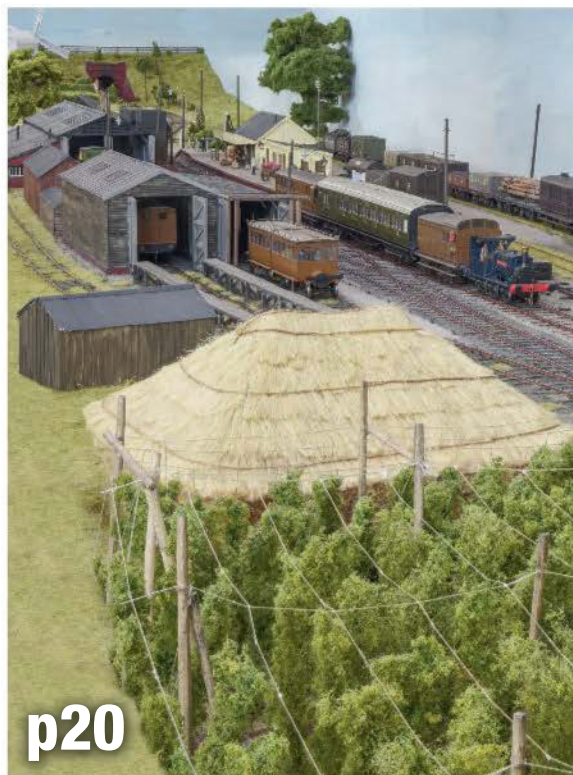
p106 Oakhurst Town (S7) An iconic layout regenerated for 2023

p122 Lochdubh (N) A wonderful homage to memories spent on the railways

p36



p106



p20



GETTING PRACTICAL

p48 Wagon loads:
top tips

p50 Modelling
spring trees

p54 How to
animate your
layout

p58 Build a whitemetal fire engine

p63 Weather an abandoned wagon

p66 Second-hand restorations: make
BIG savings and restore old stock

p69 3D printer modifications explored

p70 Build a GWR signal box



p63

p58

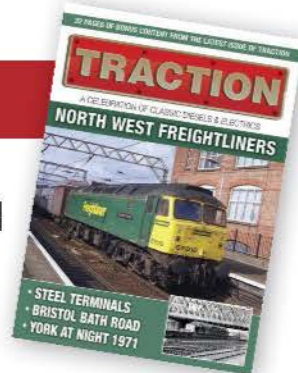


p66



TRACTION

North West
Freightliners, steel
terminals, York
at night in 1971,
plus much more!



LATEST REVIEWS

p150



p144 Hornby 2MT 2-6-0

p146 Hornby 88DS

p148 Bachmann Dinorwic
quarry wagon

p149 Accurascale MDW 21T
scrap wagons

p150 Bachmann & Graham
Farish HRA hoppers

p152 Bachmann Gloucester
bogie coach

p152



MORE FROM BRM...

p30 Community pages

p116 Ally Pally show preview

p120 Model Rail Scotland
preview

p136 Latest news/Hornby
2024 announcements

THE HEREFORD MODEL CENTRE

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

4 COMMERCIAL ROAD, HEREFORD,
HEREFORDSHIRE, HR1 2BB



SALES LINE
01432 352809

SHOP OPEN 9.00am - 5.30pm
Monday to Saturday

HORNBY

R3004	BR Serlby Hall weathered	£116.45
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	LNOR A2/3 Chamossaire	£171.00
R3989	LNOR A1 Knight of Thistle	£227.69
R30221	The Railway Children	£125.99
R3978	LNOR W1 Grey	£229.00
R3986	BR 9F Black	£227.70
R30200	Railroad 0-4-OST BR	£43.19
R30122	BR Departmental Terrier	£108.90
R30317	Railroad M&GNJR 0-4-OT	£49.50
R30126	LNOR W1 (Smoke Lifting Cowl)	£229.05
R3984	LNOR P2 Earl Marischal	£229.05
R3839	BR Standard 2MT BR green	£196.20
R3993	LNOR 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	CI 60 DB Cargo 60100	£161.99
R3901	CI 60 Colas	£161.99
R3909	BR Class 08 yellow	£166.95
R3900	GWR Cornwall Class 08	£159.30
R30184	CI. 67 Colas (RR plus)	£87.30
R30178	CI. 67 DB Royal Diamond (RR plus)	£87.30
R30042TS	CI. 47 R.O.G. sound	£108.90
R30073	CI. 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	CI 91 VTEC 91110	£201.60
R30031	CI87 City of Birmingham	£196.20
R30030	CI87 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

35-075	E4 LBSC	£93.45
35-077	E4 BR Early	£93.45
35-078	E4 BR Late	£93.45
31-001	Robinson BR Late Crest	£94.99
31-002	Robinson BR Early Crest	£94.99
31-003	Robinson LNOR	£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
31-639	BR 64xx lined green	£118.95
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	CI 121 Blue/Grey	£131.70
35-527	CI 121 Network Southeast	£131.70
32-908	CI. 108 Blue/Grey	£203.95
35-126	Harry Needle CI20	£152.95
35-418	BR Class 47 Construction	£203.95
35-419	BR Class 47 Rft Distribution	£203.95
32-620	CI. 90 Freightliner grey	£195.45
32-617	CI. 90 Freightliner orange	£195.45
32-619	CI. 90 EWS	£195.45
32-615	CI. 90 Virgin Trains	£195.45
32-614	CI. 90 BR RES red/grey	£195.45
32-613	CI. 90 Intercity Mainline	£195.45
32-612A	CI. 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	CI. 158 Arriva Wales	£280.45
31-502A	CI158 WYTE Metro	£280.45
31-578	Windhoff MPV	£271.95

E83031	CI. 144 BR WYTE Metro	£212.45
E83022	CI. 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 withd	£14.25
NR-P987EW	Shell/BP black no. 5172 withd	£14.25
NR-P987FW	Shell/BP black no. 5178 withd	£14.25
NR-P987G	Shell/BP black no. 5171	£13.45
NR-P987H	Shell/BP black no. 5176	£13.45
NR-P987I	Shell/BP black no. 5174	£13.45
NR-P987JW	Shell/BP black no. 5173 withd	£14.25
NR-P987KW	Shell/BP black no. 5179 withd	£14.25
NR-P987LW	Shell/BP black no. 5168 withd	£14.25
NR-P993A	BP Grey no. BP067266	£13.45
NR-P993B	BP Grey no. BP067082	£13.45
NR-P993C	BP Grey no. BP067095	£13.45
NR-P993DW	BP Grey no. BP067168 withd	£14.25
NR-P993EW	BP Grey no. BP067177 withd	£14.25
NR-P993FW	BP Grey no. BP067184 withd	£14.25
NR-P994A	BP Green no. BP067161	£13.45
NR-P994B	BP Green no. BP067162	£13.45
NR-P994C	BP Green no. BP067368	£13.45
NR-P994DW	BP Green no. BP067765	£14.25
NR-P994EW	BP Green no. BP067783	£14.25
NR-P994FW	BP Green no. BP067574	£14.25
NR-P995A	BP Black no. BP065762	£13.45
NR-P995B	BP Black no. BP065764	£13.45
NR-P995C	BP Black no. BP065771	£13.45
NR-P995DW	BP Black no. BP065770	£14.25
NR-P995EW	BP Black no. BP065765	£14.25
NR-P995FW	BP Black no. BP065766	£14.25

Offers on above wagons

Any 3 pristine	£39.60
Any 3 weathered	£42.00
3 weathered + 3 pristine	£79.50

ACCURASCALE

ACC2201-92043	CI. 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 Redmile	£135.95
371-659	Class 57 ARRIVA Wales	£165.70

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

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**



METCALFE

Card Construction Kits

Call or E-mail us for a **FREE** catalogue
01729 830072 / E-mail - info@metcalfemodels.com

ULTRA FINE TIP GLUE APPLICATORS. MT907 £4.50

Perfect for placing the
finest amounts of glue in
just the right spot.



INDUSTRIAL REVELATIONS

Mix & Match with all the buildings in the range including our new Grimy Old Mill & Overbridge. Why not mix with our red brick Industrial Buildings to create realistic scenes.



BREWERY

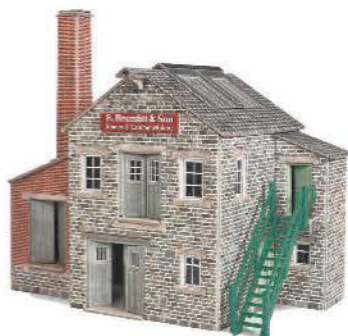
00 Scale PO288 - £19.00
N Scale PN188 - £13.00

A tower style brewing establishment.
Looks big but takes up little space.



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

A Ramshackle building that can be adapted
into so many uses, often found down side
streets as an upmarket wine bar,
or a joiners workshop.



OLD FACTORY

00 Scale PO287 - £18.00
N Scale PN187 - £14.00

Can be built as low relief (shown below)
or a stand alone building.

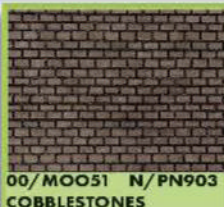


BUILDING MATERIALS

BUILDER MATERIAL PACKS

Supplied in packs of 8
sheets printed onto
white card, approx. size
204mm x 290mm

£6.00 per pack
(MO060 £7.00)



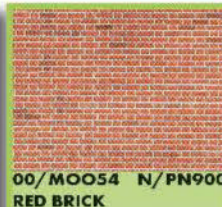
00/MO051 N/PN903
COBBLESTONES



00/MO052
DRESSED GRIT-STONE



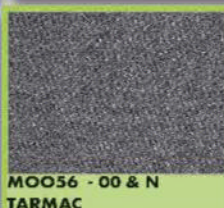
00/MO053
BLUE BRICK



00/MO054 N/PN900
RED BRICK



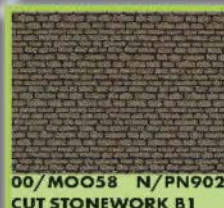
00/MO055 N/PN903
PAVING SHEETS



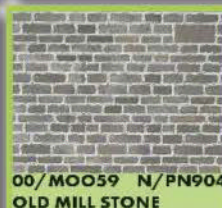
MO056 - 00 & N
TARMAC



00/MO057 N/PN901
CUR STONEWORK M1



00/MO058 N/PN902
CUT STONEWORK B1



00/MO059 N/PN904
OLD MILL STONE

Individual Paving Slabs (00 scale only)



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

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



**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

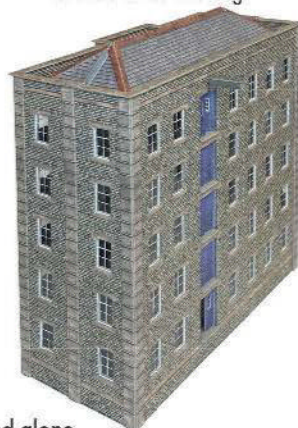
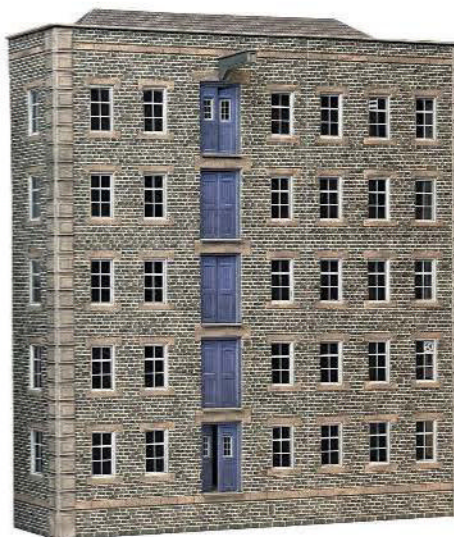
It's a BIG 'UN !

GRIMY OLD MILL

00 Scale PO290 - £25.00

N Scale PN990 - £18.00

Grimy Old Mill shown here as
a stand alone building.



Our New Grimy Old Mill shown below can be built as a low relief building or stand alone.
Mix and match with other buildings in the **Industrial Revelations** range, or with our red brick Industrial buildings, shown below.

Not everything has to be set in Stone (or Brick!)

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

Why not Mix & Match...



**BOILER HOUSE &
FACTORY ENTRANCE**
00 SCALE - PO284 - £15.50
N SCALE - PN184 - £14.00



WAREHOUSE
00 SCALE - PO282 - £15.50
N SCALE - PN182 - £12.00



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



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



Our new Grimy Old Mill is shown above with the new Overbridge
and our existing kit the Small Factory 00- PO283 / N- PN183

TRADE ACCOUNTS WELCOME

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

SCAN ME

To view all your favourite Metcalfe
Kits including dimensions.



METCALFEMODELS.COM





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

3



PACKAGE

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

2



OUR OFFER

our friendly staff will
review your list and
make an honest
valuation offer

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

EFE Rail

21-29 Chesterfield Road

Sheffield

South Yorkshire

S8 0RL

UK

Tel: (0114) 255 1436

✉ info@railsofsheffield.com

▶ [railsofsheffield](https://www.railsofsheffield.com)

f [railsofsheffield](https://www.railsofsheffield.com)

X [railssheffield](https://www.railsofsheffield.com)

📷 [railsofsheffield](https://www.railsofsheffield.com)

Corporate Partners of

**RAILWAY
MUSEUM**

WANTED

CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED,
ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO
A LIFETIME COLLECTION. DISTANCE NO OBJECT.

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 ★★★★★

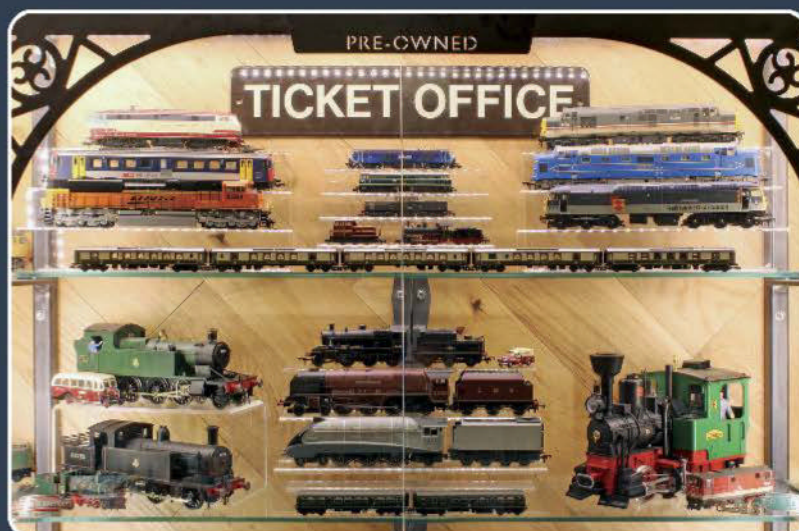
Had some model railway items that were surplus to requirements and contacted Rails of Sheffield. Had an immediate response with a good price.

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

'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



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, Coal 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, Coal 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 Coal 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, Coal 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!





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 available. 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



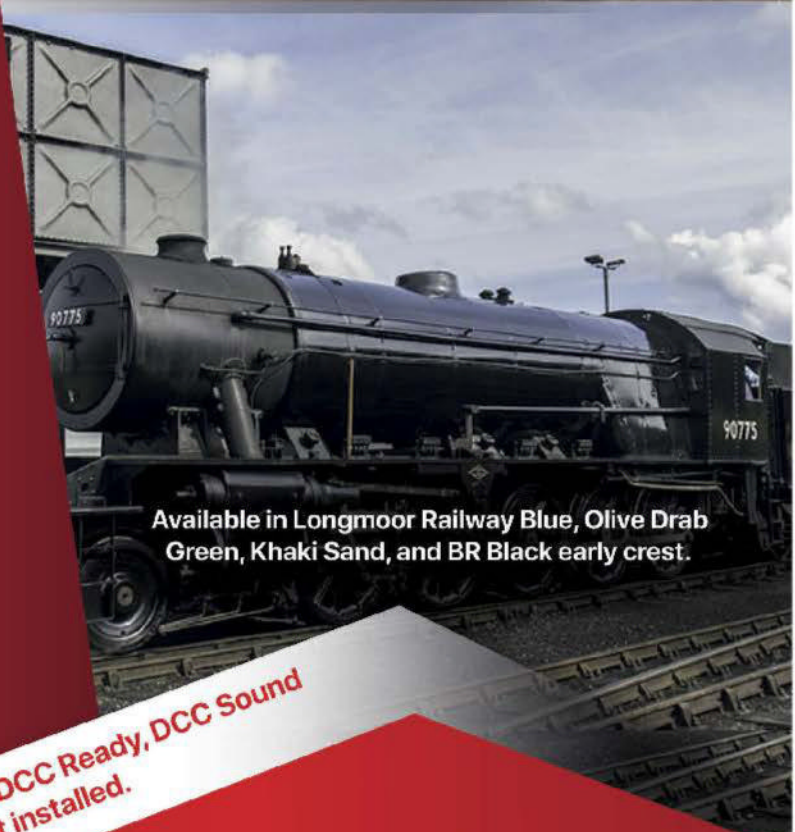
*4715 Heljan OO Gauge Class 47 D1960 BR Blue Early Style with Double Arrows on Cab Sides TMC Exclusive | Order now for **£224.95** RRP £249.95*

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

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

Selling your model railways?

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



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

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

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

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

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

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

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

ONLINE BIDDING - Available on www.easyliveauction.com



Warwick & Warwick

AUCTIONEERS AND VALUERS
www.warwickandwarwick.com

Get the experts on your side!

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

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

Email: richard.beale@warwickandwarwick.com



/warwickauctions



@warwickauctions

Set your PowerCab free with ESP Ψ aegis!



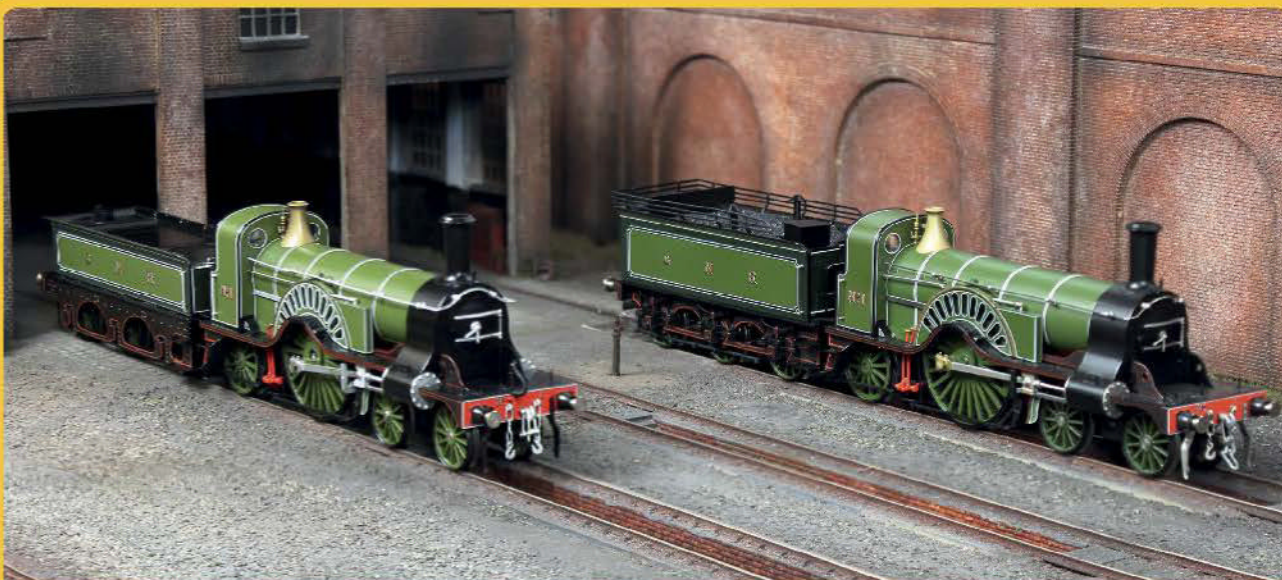
ESP Ψ aegis

The Ultimate PowerCab Upgrade

DCC thinking outside the square
concepts

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





NUMBER ONE

The return of the Stirling Single in OO Gauge
With **NEW** small tender version (as seen running
in the 1930s and 1980s)

Order book deadline 4th March 2024

DC/Silent £249.95

DCC Sound-Fitted £349.95



Available to order NOW from [RapidoTrains.co.uk](https://www.RapidoTrains.co.uk) or your local Rapido Trains UK stockist

RAPIDO TRAINS UK



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 these discounted direct pre-order prices: 31st January 2024

**DC
SILENT £144.95**
MSRP £159.95

**DCC
SOUND £239.95**
MSRP £254.95

Revolution
trains

*Pre-order your models direct from our website
or from selected Revolution Trains retailers.*

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.



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-10LGBSF** 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 Outputs 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.



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

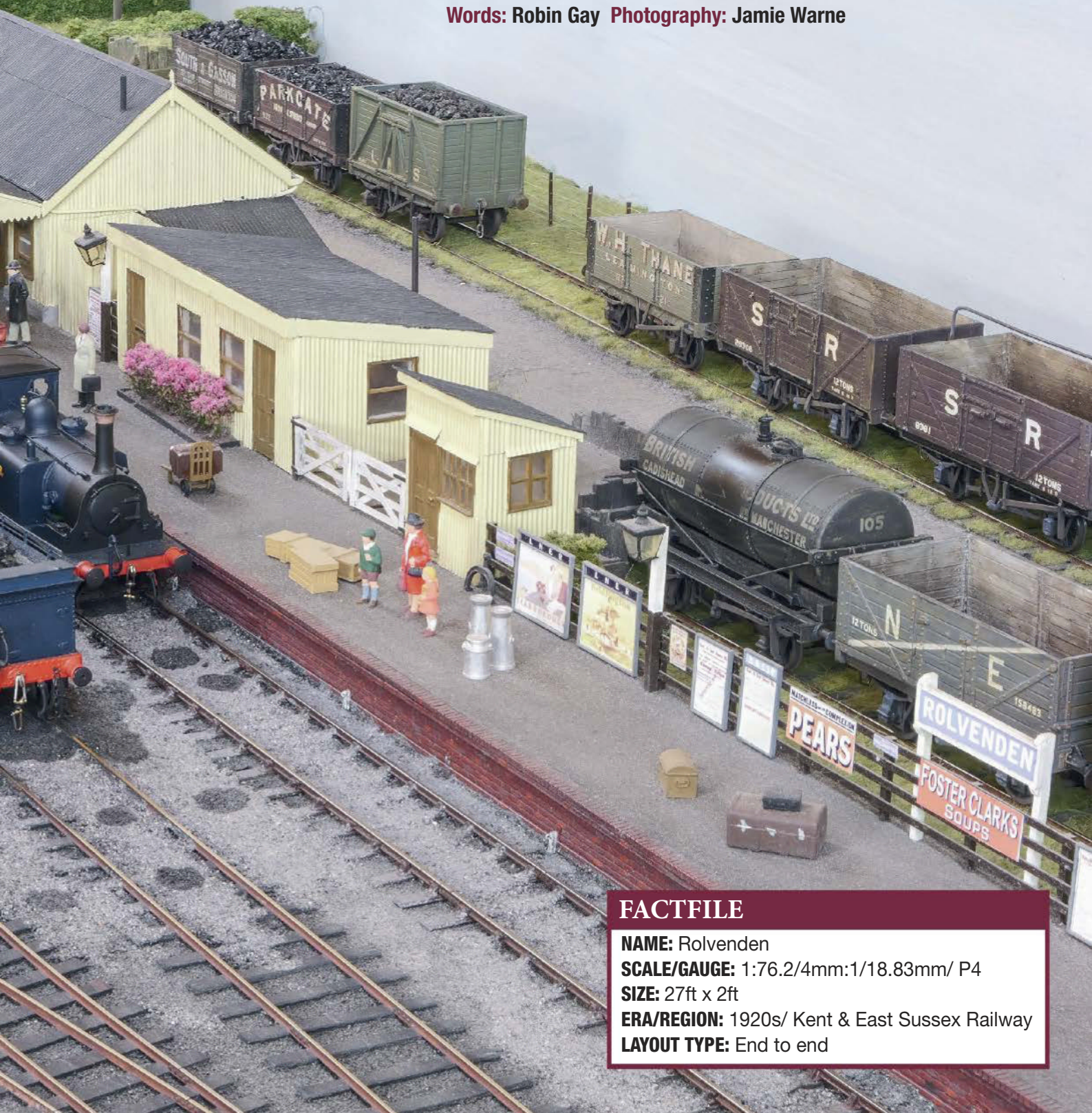


A busy scene at Rolvenden shed shows the self-sufficiency of a typical light railway with shed and station facilities.

TRACKSIDE ON THE K&ESR

Robin Gay found the perfect world of station, yard, engine and carriage sheds in compact form with characterful stock thanks to Colonel Stephens' approach to light railways.

Words: Robin Gay **Photography:** Jamie Warne



FACTFILE

NAME: Rolvenden

SCALE/GAUGE: 1:76.2/4mm:1/18.83mm/ P4

SIZE: 27ft x 2ft

ERA/REGION: 1920s/ Kent & East Sussex Railway

LAYOUT TYPE: End to end

MAIN IMAGE: *Rother* passes the typically Kentish oast house and approaches the hop field, which contributes to much of the railway's seasonal traffic, both produce and workers.

BOTTOM LEFT: Unseen by most exhibition visitors, the water and coal facilities sit behind the shed, a convenient spot for topping up adjacent to the platform road.



Like many of us, in my younger years, I was always trying to plan the ultimate layout. I would doodle trackplans on bits of paper, and they all looked good until I started to factor scale into the drawings. Every time, it turned out far too big for me to squeeze into the space I had available. I had to be more realistic with my ambitions and started to focus my attention more closely on branch lines. Few, however, had the sort of infrastructure and variety I was looking for, and those that did still worked out to be too large. Discovering light railways really got my imagination going. I could finally squeeze a complete station, yard and engine shed together with a motley collection of old and small locomotives into a small space, and still achieve the variety I was looking for.

I made the decision in the early '70s to convert from OO to P4 standards. I had observed P4 models in the model press and at exhibitions, appreciated





Fiddle yards

The fiddle yards at both ends of the layout use the Chris Pendleton cassette stock box system. This method first came to my attention in an article by the author in the model press back in the 1980s, from which I followed the design to make my own stock boxes and cassettes. By storing the different trains and locomotives on these cassettes, you can turn full trains, rearrange them, plug in different cassettes, and change stock as you will, while minimising physical handling of the stock itself. The racking system itself doubles up as a robust storage box. At the end of operation, all the stock is secured in the cassettes using foam blocks and the lid is closed, enabling safe storage and transportation to and from exhibitions. My larger stock boxes are designed to hold as many as 50 wagons, and I use a smaller version for storing up to six locomotives.



The cassette system allows for trains to be removed and stacked in the vertical bookcase-style storage.

how they looked and operated, and I just knew this was the way I wanted to model railways. Moving to P4 involved building my own track to 18.83mm using ply and rivet sleepers. I also had to build stock using three-point suspension. Though all extra work, using gauges to aid construction, I consider this well worth the effort.

My woodworking skills were acceptable to start with but have continued to improve further, and as modellers we really develop a whole host of skills in our hobby. For me, it has mainly been the hands-on practical things, making models in brass, white metal and plastic, soldering, gluing, painting, spraying, wiring and carpentry, etc. Though it has been a challenge, it has been very enjoyable and satisfying to develop these new skills. There are, however, two skills that I consider I'm still yet to master - hand lining and painting a backscene.



Between the scenic section and cassette storage sits a train turntable allowing complete trains to be turned.



TRACKPLAN

1 square = 1 square foot



Construction beginnings

Rolvenden is a prototypical station on the Kent & East Sussex Railway (K&ESR) and still exists in a much-modified preserved form to this day. The basic layout design of 'Rolvenden' is taken from Leslie Derbyshire's drawings that were first published, to my knowledge, in the book *Railways of Arcadia*. As a young man in the early 1950s, Les took measurements and photos of many of the buildings and locations along the railway, later used to produce a series of light railway plans and drawings in the *Model Railway News*. I have based my layout on Les Derbyshire's drawings and trackplan, building the track to P4 standards. I've intentionally left out two sidings that were only used to store scrap locomotives and stock in later years. I don't believe these sidings existed in my period, but ultimately decided there wasn't sufficient room to include them anyway. Baseboards have been limited to 60cm wide to be easily carried through the house and domestic doors. They are made from 6mm plywood, sandwiched using blocks of wood. I find this construction method to be light, strong, and flexible. All the boards have been built to the same dimensions, 100cm x 60cm x 7.5cm.

'Rolvenden' was planned from the start to be portable so I could take it to exhibitions. It presently consists of eight baseboards with folding legs; these all screw together using 6mm Allen head screws. The total length of the layout when erected is 820cm x 60cm. I originally built 'Rolvenden' in my basement and, for many years, I would keep it assembled there, available to operate and just play with as I carried on adding details and making stock. It has developed to the point that I no longer have the room at home to put the whole layout up.



Even in its prime, as with many other of Colonel Stephens' railways, there was a definite backwater feel to facilities evidenced by the growth in the yard.



See 'Rolvenden' in action at The Festival of British Modelling in Doncaster this February.

Book your ticket by scanning the QR code

Or visit: world-of-railways.co.uk/shows

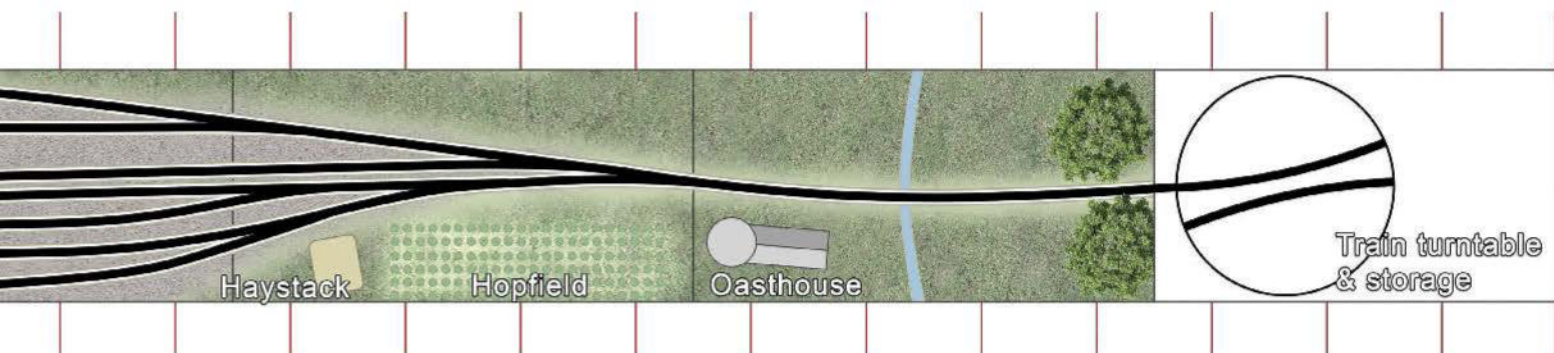


SCAN ME!

The layout was designed so that it could be operated by a single person and originally had an automatic turntable at one end to facilitate this. However, I soon found while exhibiting that I really needed two people to operate the layout with the turntable a limiting factor, particularly when it came to running longer trains. I now bypass the turntable and have built a second fiddle yard and stock box area.

Rolling stock

Most of the locomotives and rolling stock are either kit or scratch-built. I have used a wide variety of media, including white metal, etched brass/nickel silver and plastic. I have modelled the prototype locomotives



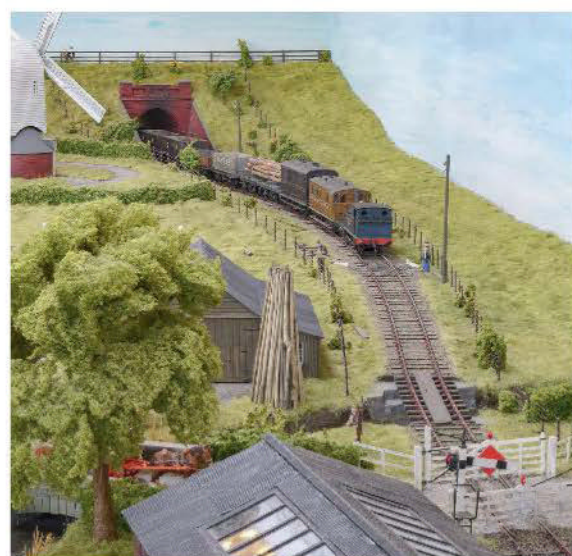


Closing the gates

A feature of the K&ESR was the relaxed way the railway worked, and to represent this, it was important to me to have the level crossing gates operational. Often the case when a train approached Rolvenden, there was only the station agent manning the station. He/she would control the ground frame, as well as handling passengers and goods. As a train approached Rolvenden, the gates would be closed to the line and the signal on stop, the fireman would get out and open the gates, allowing the agent to pull the signal off and the train to proceed into the station, often blocking the road while exchanging passengers and goods, and servicing the locomotive. I designed and built my own gate operating mechanism, using a Walkman cassette motor driving through two lots of belt drive reductions, then a 30 to 1 Romford gear, then on to other gears and clutches. It is a little complicated, but it works well and is very satisfying to operate. I have built the windmill with working sails, also driven by an old Walkman cassette player, driving through two belt/wheel reductions, then a shaft up through the middle, five degrees off vertical. The final drive goes through a Romford 30 to 1 worm wheel, giving the sails a speed of around 15rpm. Running off a 1.5 volt AA battery, I find one cell will last for 2-3 days at an exhibition.

and stock that ran on the railway in my period of the early 1920s. All the locomotives and rolling stock have been built with compensated suspension, which I find not only keeps all the P4 wheels on the track, but greatly aides power pick-up. Control is DC and utilises 0.3mm phosphor bronze wire wiper pick-ups on all wheels. I find the reliability and slow running of this combination to be so good that people often ask me if I'm using DCC and stay-alive components. All my locomotives use Mashima can motors, with either Exactoscale gearboxes, or High Level ones in my more recent builds, which I find to be excellent.

The great thing with light railways was that I could use my main line wagon stock. The majority of wagons that ran on the K&ESR were exchanged daily from the main line companies, with photos showing that they often travelled from far and wide.



The open countryside between the station, windmill and tunnel is formed from layers of corrugated cardboard that have been cut to profile and then glued down with PVA to form the hill. This is then covered with two or three layers of J-cloth glued on top of this again with PVA to form a strong base to add the scenic textures.



Scenic touches

Most of the buildings on the layout are scratch-built copies of the originals, with all the railway buildings constructed using Les Derbyshire's drawings, as well as other plans, maps and many photographs for reference.

My building methods have changed over the years as my own skills have developed. For instance, my early buildings, including the station, were built mainly using a balsa wood shell covered with Eastwell Ironwork corrugated iron sheet. The later buildings, however, were constructed using a Plastikard shell and the same corrugated iron sheeting or weather-boarded using 3mm x 0.25mm styrene strip. In addition to the railway buildings, I have scratch-built an oast house, again using Plastikard, and have a windmill that has been assembled using the old Airfix post mill, typical of many that were still in Kent at the time.

The scenery on 'Rolvenden' is typical of Kent and relatively simple from a modelling perspective. There is a rising incline from the station towards the tunnel

Hawthorn Leslie 2-4-0T
No.1 *Tenterden* shunts
a train whose wagons
are mainly from the
main line network.

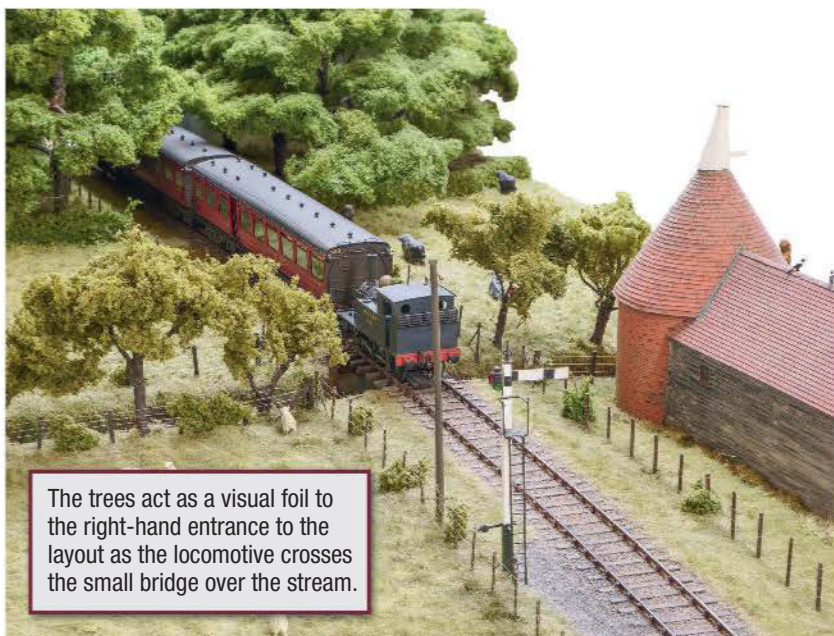


of around 1 in 50, with a similar rising incline in the opposite direction. Both can catch me out at times during operation, especially during a big shunt with a long train, when smaller locomotives can slip to a halt. The profile of the land is built up by gluing successive layers or corrugated cardboard on top of each other, each slightly smaller than the last to build up the profile of a small hill or cutting. I glue it all down with PVA and rest weights on it, usually overnight, until dry. Following this, I make up a mixture of a cheap Polyfilla using water and PVA and apply this to smooth over all the joints. When dry, I cover the whole lot using cheap kitchen cloths (J Cloth type) and PVA. I find about three layers dry out to give a good firm base to add grass, bushes, and small trees. I plant larger trees into a deep hole right through the corrugated cardboard or into the plywood to provide suitable support, applying plenty of hot glue and quickly planting the tree before the glue has cooled.

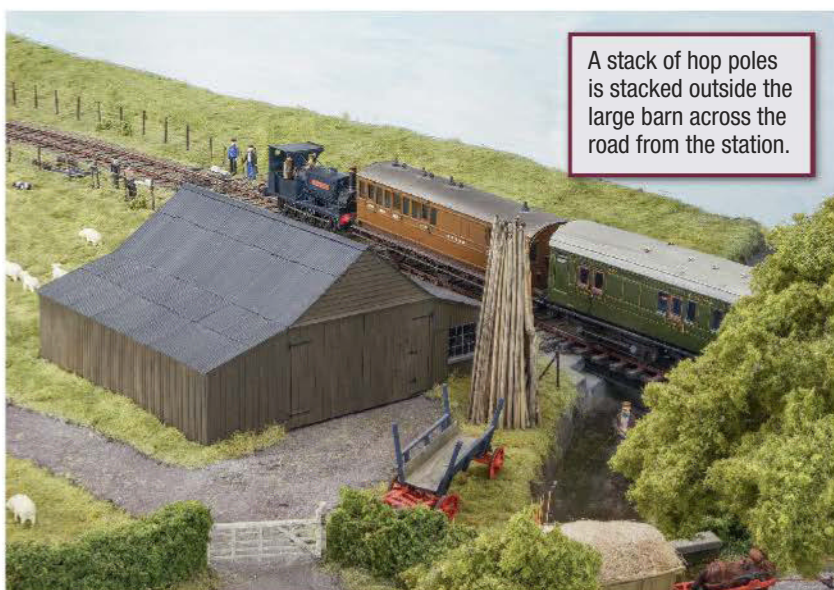
To create scenic breaks between the layout and fiddle yard, I have placed a tunnel at one end and a small wood at the other, overhanging the track to help disguise the trains as they disappear. The tunnel was scratch-built using Plastikard and Wills brick sheet. It is based on the tunnel at St. Michael's (between Rolvenden and Headcorn), but in reality, was about 2.5 miles away from Rolvenden station.

Operating 'Rolvenden'

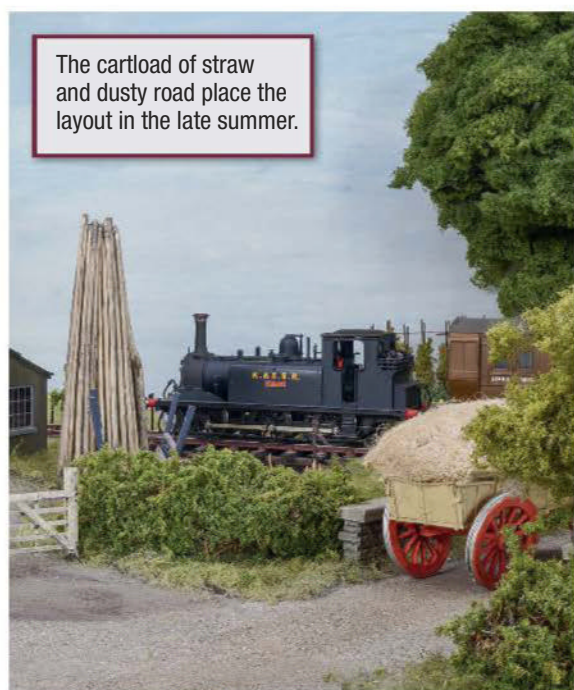
The layout was designed from the start to be DC, with DCC remaining a dark art to me art present. Since the '80s, I used a hand-held Pentroller, but as these have started to fail in recent years, I am now using an All Components HH5/00 hand-held feedback controller. I find this unit gives me excellent smooth slow speed control and enough oomph to double head or bank trains up the inclines when I need to. All the points and signals are operational and worked by Hoffman point motors.



The trees act as a visual foil to the right-hand entrance to the layout as the locomotive crosses the small bridge over the stream.



A stack of hop poles is stacked outside the large barn across the road from the station.



The cartload of straw and dusty road place the layout in the late summer.



Former L&SWR Ilfracombe Goods No.7 *Rother*, purchased in 1910 by the Rother Valley Railway, stands by the shed with *Sidlesham* behind.



About the modeller

Name: Robin Gay

How many years modelling: 60

Favourite era/region: Light Railways of Britain

Favourite locomotive: Small Manning Wardle Tanks

I have lived in Bristol my whole life and have been involved in railway modelling since a young boy. The modelling bug well and truly bit having requested a Tri-ang Blue Pullman set one Christmas, I also inherited my older brother's Hornby trains around the same time. My favourite pastime would be to go to the trackside and watch the trains go by, later leading to a 20-year career on the railways as a track charginer. I am proud to have been a founder member of the Bristol BS4 P4 group, who I continue to meet with to this day, and they are often found supporting me with my layouts on the exhibition circuit.

There have been many modellers who have inspired me over the years, Peter Denney's Buckingham Central, for instance, and like most modellers of my age group, I followed the many exploits of Iain Rice and his light railways, his articles, and books. At the time I was planning 'Rolvenden', a book was published called *Landscape Modelling* by Barry Norman. Though I did not have the space to fully model the landscape as Barry did, this book has always remained a great inspiration and my go-to book throughout the building; published in 1986 and still available today.

At exhibitions, I use a flip card sequence to guide the operators through the various train movements while also informing the viewer as to what's going on. While many trains and movements are representative of the original K&ESR timetable, to keep things interesting, I run many more trains in a sequence than would have really run on even the busiest day on the railway. Several of the trains run as mixed passenger and goods, shunting, and picking up wagons along the route. One of the peculiarities of the railway was to save time, the train would often shunt the sidings complete with the carriages, and passengers still on board. Naturally I also replicate this as part of the operation of my model.

Final thoughts

My personal tip for any modeller would be not to spend too much time planning and thinking about your project, but to get on and try out your ideas. Some will work well and as you imagined; others may fail. But I have found that it is only when you give something a go that you really develop your ideas and skill set. Don't set your standards too high, but do your best and be proud of what you achieved. Share it with others through interested friends, other modellers, the model press and exhibitions. This is where the true satisfaction comes, from in my experience.

I have several locomotives and rolling stock still to build for 'Rolvenden', including *Hecate* and some 4-wheeled coaches to represent the hop pickers' trains. I have also recently finished building a layout of the Wantage terminus of the Wantage Tramway, which is now being exhibited. I continue to be interested in light railways, with several prototypes catching my eye. So, between exhibiting the two layouts and working my way through the unbuilt kit pile, there's plenty to keep me busy for many years to come. ■



The staging between the carriage shed lines helps the cleaners in and out of the doors on the non-corridor stock.

COMMUNITY

EDITOR'S COMMENT

Change is inevitable. Things evolve and we need to adapt, and this doesn't just apply to our jobs or how we interact with the younger generation, it extends to our hobbies, too.

Two of the layouts featured in this issue are great examples, both being second versions of the originals. Our first, 'Oakhurst Town', was completely rebuilt to become more lightweight and exhibition-friendly, while 'Brunswick Yard' switched gauges to improve operation.

Starting again can be a scary prospect, especially if you have invested a lot of hours and money into the creation of your layout, but as these layouts prove, change can be a really positive thing.

Technology is moving forward, too, and it's an exciting time in the model railway world as manufacturers push the boundaries on quality for ready-to-run models, plus sound and live steam features become more accessible. We caught up with Hornby and Rapido Trains recently, and both have some exciting new developments on the horizon.

Speaking of Hornby, quite a lot has changed over the past 12 months for the modelmaker, and we spoke to the new team behind the scenes, plus feature Hornby's 2024 announcements – see page 136 – in this issue. Needless to say, there's plenty to look forward to in the months to come. However, the announcements this year are a somewhat subdued affair, with the team very much getting its ducks in a row to build for the future.

Finally, on the subject of change, you will notice that BRM March features Traction magazine inside its pages, which will become a regular feature moving forward. Great news for not only diesel fans but those who also crave more information about the real railways that we base so many of our models on. But don't worry, although change is great, you can still expect the same fantastic layouts, the latest new product reviews, and a helpful dose of modelling advice inside every issue.

Happy Modelling
Debbie Wood

WEEKEND PLANS...

Model Rail Scotland

Scotland's big show of the year returns in 2024 to the Scottish Event Campus in Glasgow. The three-day event showcases a range of layouts, trade and societies to satisfy all different types of railway modellers.

DATE: February 23-25, 2024

Chesham Model Railway Club Exhibition

This one-day event will be hosted at White Hill Centre, White Hill, Chesham, Bucks HP5 1AG, and will 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.

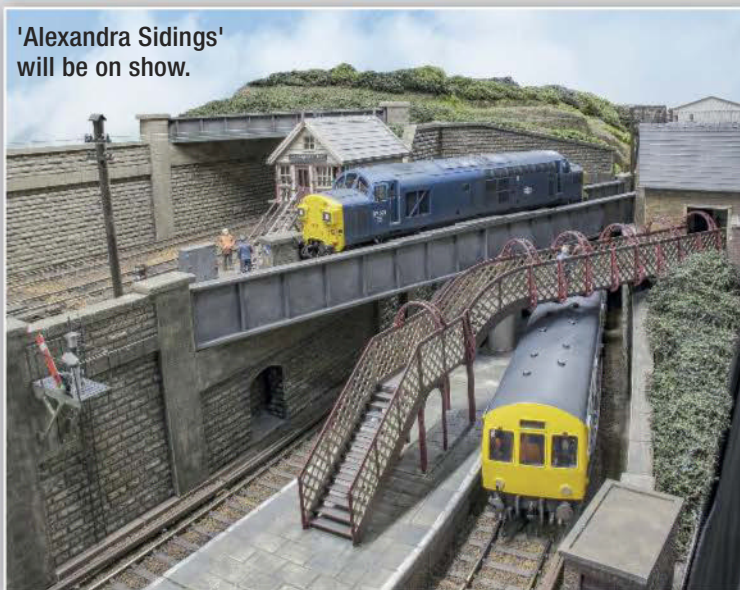
DATE: March 16-17, 2024

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

'Alexandra Sidings' will be on show.



The Festival of British Railway Modelling

Once again to be held at the Doncaster Racecourse, visitors can expect 30 fantastic layouts in N, OO, EM, O, S7, P4, OO9, and more, catering to all tastes. And that's not all, there will be an abundance of leading retailers, plus specialist manufacturers and traders showcasing harder-to-find products.

DATE: February 10-11, 2024

LETTER OF THE MONTH

Hi BRM, I enjoyed the DVD *10 Fantastic Layouts*, free with the January issue. Splendid, as is the magazine, of course. Feel free to include more N-gauge.

Keith Bingham

BRM says: Great news that you enjoyed the DVD, I'm sure we will be doing more in the future. Or, if you subscribe, you'll have the latest episode of WoRTV delivered directly to your inbox every month!



A SAD ANNOUNCEMENT

It is my sad duty to inform you of the death of one of our members at The A1 Steam Locomotive Trust, David Elliott.

Although we all knew that David was not well, and that time was against him, this news nevertheless comes as a body blow to all those who knew him. We will, in due course, pay proper tribute to David and his wonderful engineering achievements.

I am sure you will join me and my fellow Trustees in wishing David's immediate family well at this difficult time.

Steve Davies MBE - Chairman

QUIRKY POLL

The festive poll asks which unusual locomotive modellers would like to see appear RTR in the future.

Run over Christmas on RMweb every year, it's a popularity contest for some of the more unusual potential model locomotive subjects. Voters are asked to select only those models they would actually buy, which is of interest to the manufacturers. In fact, one item on the poll list has already been announced!

The team of Robert Carroll, Chris Knowles-Thomas, John Lewis, Jeff Lynn, Brian MacDermott, Nick Stanbury and Ian Taylor listed 25 really interesting models that wouldn't normally feature in traditional wish lists, and here is how they ranked in popularity.

For more information about the poll and the voting details, head to RMweb by visiting www.RMweb.co.uk

Quirky Poll 2023 Ranking

1. Aveling & Porter Loco
2. *Ivor The Engine*
3. LNER Y10 Double-ended Sentinel
4. Bulleid Shunter No.11001
5. Furness Railway A5 0-4-0
6. K&ESR Railcar Set No.3
7. GER Nielsen Y5
8. BR Nos.15097-15099 (Originally LNER Simplex Z6 Class, later Y11)
9. Trevithick's Loco
10. *Locomotion*
11. GWR Dean 4-4-0ST No.13
12. NER *Aerolite*
13. Wantage Tramway No.6
14. Snowdon Mountain Railway
15. Southwold Railway
16. MR USA Mogul
17. LMS Motor Car Van
18. Rye & Camber Tramway
19. Ryde Pier Tramway
20. Head Wrightson 0-4-0 VBT
21. Wessington Railway
22. Beckton Gas Works No.1
23. NER Class S2 with Stumpf Uniflow Cylinders
24. Beckton Gas Works No.25
25. South Metropolitan Gas Works St Orion

CHARITY LOCO

Accurascale revealed plans to raise £10,000 for the Samaritans with a very special exclusive model of the forthcoming Class 66 no 66415 in Freightliner orange livery with black striping.

Named *You Are Never Alone* at Ipswich Station in November 2019, the real 66 415 was named through a collaborative effort between Freightliner, Greater Anglia and Samaritans to pay tribute and to raise awareness of the invaluable work the Samaritans do to help prevent suicide across the UK and Republic of Ireland.

The nameplate was unveiled by train drivers Steve Read and Dave Bray and Branch Director of the Samaritans, Ipswich & East Suffolk, Judy Wright. The locomotive is plying its trade across the UK today, proudly carrying its nameplate in the distinctive Wyoming-inspired Orange Freightliner livery.

Following on from the great success of its first charity fundraising model for Prostate Cancer UK, Accurascale has decided to work with its customers once again, this time focusing on mental health.

The model 66415 is currently in production and will arrive with the rest of the first production run of the Class 66 locomotives in the first quarter of 2024. It will come complete with presentation packaging and be offered in both DC/DCC Ready and DCC Sound Fitted formats priced at £169.99 and £259.99, respectively.

The locomotive will be available to order exclusively via the Accurascale website, and with production already underway, stock is strictly limited.



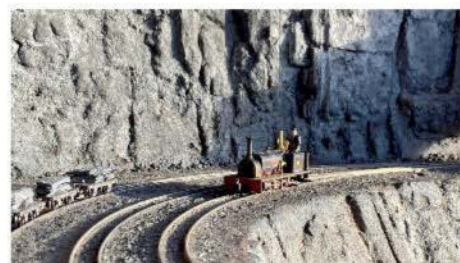
COMMUNITY

Inspirational modelling with **RMweb**

A bit of Scottish pre-Grouping action, as No. 62467 *Glenfinnan* departs Riccarton with a local for Hawick.
RMweb user: Jonathon



Wm. Pepper's Kerr Stuart Victory gets a heavy coal train moving toward the BR exchange sidings at Blacker Lane opencast Disposal Point.
RMweb user: Ruston

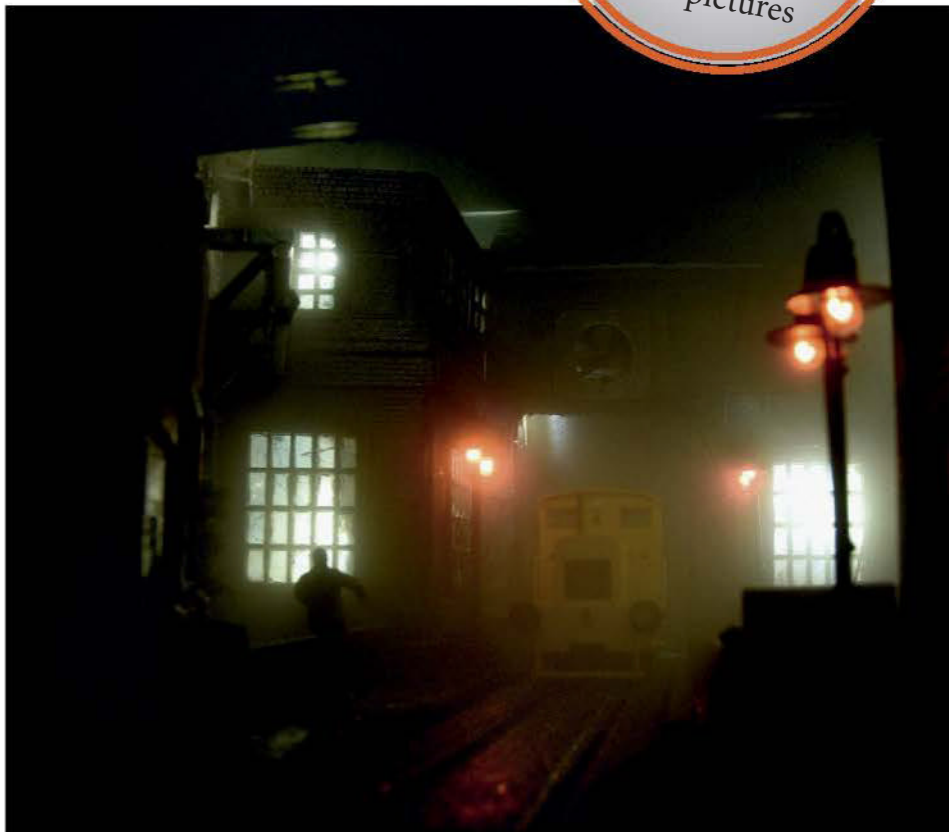


Another view of *Nesta*, this time having exited the short tunnel and now out in the open.
RMweb user: thialdines



Three 50s share space with Sulzer Type 2s at High Peak Junction.
RMweb user: TT100 Diesels

Get involved and
visit [rmweb.co.uk/
topic/156891-show-
us-yours-realistic-
modelling/](https://rmweb.co.uk/topic/156891-show-us-yours-realistic-modelling/) and post
your pictures



It's 1988, and with the engineering works at Spon Lane heading for inevitable closure, management has taken the bizarre decision to overhaul and repaint their stalwart Ruston 48 into high-vis yellow. **RMweb user: Ben B**



Not much happening in the yard as 7233 clanks through 'King's Hintock' with a slow goods. **RMweb user: Barry Ten**

TRENDING ON SOCIAL



Layouts revealed for the 2024 London Festival of Railway Modelling...



Two big announcements from Rapido today - great news for N fans!



Locomotion Models reveals new Class 41 HSDT!



Fantastic 'Hills of the North' will be exhibiting at Doncaster



VIDEO: Hornby's Big Four locos on test!

CONTACT US



Facebook
Search for 'British Railway Modelling'



Instagram
@brmmagazine

RMweb Forum
[RMweb.co.uk](https://rmweb.co.uk)



X (Twitter)
@BRMmagazine



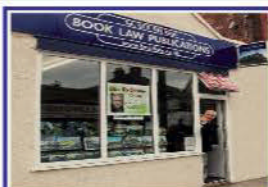
YouTube
Search for 'British Railway Modelling'



world-of-railways.co.uk



brm@warnersgroup.co.uk



BOOK LAW PUBLICATIONS Ltd

382 Carlton Hill, NOTTINGHAM. NG4 1JA.

THE UK'S LEADING RAILWAY TRANSPORT BOOK PUBLISHER. HOT LINE ORDERS

Tele: 0115 961 1066 www.booklaw.co.uk SHOP OPEN Mon-Fri 9.30-3.30pm



"NEW YEAR OFFERS"

BR EARLY DIESELS IN COLOUR
Part One — TOPS Classes 01 to 35

£29.99 Now £22.00

STEAM MEMORIES: 1950's - 1960's
BR LOCOMOTIVE WORKSHOPS
SCOTTISH REGION

£9.99 Now £5.00

BRITISH RAILWAYS
The First Two Decades: No.4

£9.99 Now £5.00

STEAM MEMORIES IN COLOUR
SOUTH AFRICA

£9.99 Now £5.00

BRITISH RAILWAY DIESEL MEMORIES
D FOR DIESELS: 10
A History of BR's Early Diesel Locomotives

£9.99 Now £5.00

BR EARLY DIESELS IN COLOUR
Part Two — TOPS Classes 37 to 55

£29.99 Now £22.00

THE CAMBRIAN MAIN LINE
A History of the Line from its Opening to the Present Day

£23.99 Now £14.99

The Great Western
CASTLE CLASS
A Lifelong Admirer's View

£19.99 Now £12.99

STEAM MEMORIES OVER 90 TITLES AVAILABLE NOW ONLY £5.00 EACH

CODE	BARGAIN TITLES	RRP	NOW
EX 01	Locomotives In Close Up	£19.99	£7.50
EX 02	Last Years Of Steam On The Midland Reg'	£19.99	£9.99
EX 03	Last Years Of Steam On The Eastern Reg'	£19.99	£9.99
EX 04	Last Years Of Steam On The Southern Reg'	£19.99	£9.99
EX 06	Londons East End Diesels	£19.99	£9.99
EX 07	Lincolnshire After Beeching	£19.99	£8.99
EX 08	Londons Engine Sheds Part 1 West & North	£19.99	£9.99
EX 09	Londons Engine Sheds Part 2 East & South	£19.99	£9.99
EX 10	Rly's In & Around Manchester & Stockport	£23.99	£12.00
EX 11	Eastern & North Eastern Region Diesels	£23.99	£15.99
EX 12	Diesels & Electrics On BR 1970's & 1980's	£23.99	£12.00
EX 14	The Mid Wales Line	£23.99	£12.00
EX 18	Londons East End Traction Steam/Diesel etc	£23.99	£9.99
EX 19	Heyday Of The British Rail Diesels Part 1	£19.99	£12.99
EX 20	An Illustrated History Of Longsite MPD	£9.99	£4.50
EX 21	Railways In & Around Nottingham	£17.95	£8.99
EX 22	Over The Peak 1 Chinley To Peak Forest	£19.99	£12.99
EX 23	Over The Peak 2 Peakdale To Millers Dale	£23.95	£12.99
EX 24	Forward To Nottingham Victoria	£19.99	£12.99
EX 25	Sheffield Victoria To Chesterfield (Foxline)	£19.99	£12.99
EX 26	South From Chesterfield (Foxline)	£19.99	£12.99
EX 27	Manchester—Crewe 1 To Wilmslow via Style	£18.95	£9.99
EX 28	Story of Nottingham Suburban Rly Part 3	£23.99	£12.00
EX 29	William Dean The Greatest Of Them All	£30.00	£12.00
EX 31	D for Diesels No. 7	£9.99	£5.00
EX 32	D for Diesels No. 8	£9.99	£5.00
EX 33	D for Diesels No. 9	£9.99	£5.00
EX 35	A Journey Around The East Midlands	£21.99	£12.00
EX 36	Lines Into Torrington	£29.95	£19.99
EX 37	Grantham (Keith Part A Colour Pictorial)	£23.99	£8.00
EX 42	The Last Years Scottish Steam In Colour	£23.99	£12.99
EX 43	The LMS In Ireland	£12.99	£6.00
EX 44	Modelling Aspects Of Lineside Buildings	£14.99	£5.00
EX 46	East Coast Main Line No.3	£9.99	£5.00
EX 47	East Coast Main Line No.5	£9.99	£5.00
EX 48	The Grand Junction Railway	£23.99	£8.99
EX 49	Bala Junction To Blaenau Ffestiniog	£23.99	£14.00
EX 50	Bolton Engineman - A Last Look Back	£17.99	£10.00
EX 51	5 Ways To Trent	£17.99	£7.99
EX 52	Leeds Transport Vol.5 1974-1986	£35.00	£15.00
EX 53	Gresley A4's The Br ERA In Colour	£19.99	£7.99
EX 54	Steam In The North West (Steam Memories)	£9.99	£5.00
EX 55	On Scottish Lines (Steam Memories)	£9.99	£5.00
EX 56	South West Scotland (Steam Memories)	£9.99	£5.00
EX 58	Micro Layouts	£12.99	£6.99
EX 59	Whaley Bridge To Friden	£15.99	£9.99
EX 60	Ticket To Dent	£25.00	£12.99
EX 61	Northampton Steam	£19.99	£9.99
EX 62	Modelling The East Coast Main Line	£19.99	£9.99
EX 63	Steam In The North West	£25.00	£10.00
EX 64	Southern Railway Gallery (Pen & Sword)	£25.00	£10.00
EX 65	A Year In The Life Of The Great Western	£25.00	£10.00

THE BACK LINE
A History of the Line from its Opening to the Present Day

£27.95 Now £17.99

LINCOLNSHIRE
AFTER BEECHING

£19.99 Now £8.99

First Generation
Eastern & North Eastern Region Diesels

£23.99 Now £11.99

THE SHELTER OF THE TUBES
A History of the Line from its Opening to the Present Day

£16.95 Now £8.99

LONDON'S EAST END DIESELS

£19.99 Now £9.99

MANCHESTER TO CREWE
LONDON ROAD
(PICCADILLY) VIA LONGLEIGH
TO WILMSLOW VIA THE STYAL LINE

£18.95 Now £9.99

BUILDING MICRO-LAYOUTS
A History of the Line from its Opening to the Present Day

£12.99 Now £6.99

THE GRAND JUNCTION RAILWAY
FROM STAFFORD TO BIRMINGHAM
A Detailed History of the Line
via Burslem, Rugeley and Ashby (including the uncompleted route)

£23.99 Now £8.99

"RETURN TO....."
PWLLHELI
.....PLEASE!
ALONG THE CAMBRIAN COAST

£17.95 Now £10.99

SOUTHERN COUNTIES
BRANCH LINE STEAM

£18.95 Now £8.99

Model Railway
PLANNING AND DESIGN
Handbook

£14.95 Now £8.99

AN ILLUSTRATED APPRECIATION: 2
Gresley V2's

£27.99 Now £17.99

AN ILLUSTRATED HISTORICAL REVIEW OF THE
CLAYTON
TYPE 1 30-00 DIESEL ELECTRIC LOCOMOTIVES - CLASS 17

£27.95 Now £17.99

THE LNER
LOCOMOTIVES
OVER 40 TITLES AVAILABLE

£19.99 Now £9.99

THE SHREWSBURY TO CREWE LINE
A Detailed History

£23.99 Now £9.99

WOODHEAD
COUNTDOWN TO CLOSURE
A COLOUR PICTORIAL TRIBUTE TO
GRAHAM R. JELLY

£19.99 Now £9.99

EASTERN ELECTRIC
John Glover

£19.99 Now £9.99

TICKET TO DENT
A History of the Line from its Opening to the Present Day

£25.00 Now £12.99

GRESLEY'S A4s
THE BR ERA IN COLOUR

£19.99 Now £7.99

The Heyday of the Early
BRITISH RAIL DIESELS

£19.99 Now £12.99

WEATHERED
STEAM LOCOMOTIVES
A Book for the Collector in Progress

£17.99 Now £11.99

We also carry a full range of titles from the following publishers: -Atlantic - Sutton - Bairstow - Bellcode - Colour Point - Countryside - Cheona - Capital - Challenger - Xpress - Foxline - Freightmaster - History Press - Heaton - Heathfield - IRS - Ian Allan - Irwell Press - Noodle Books - Kestrel - Lightmoor - Lamplight - LTHS - Midland - Middleton Press - Nostalgic Road - Oakwood Press - OPC - Platform 5 - Runpast - Pendragon - RCTS - Silver Link - Stenlake - Strathwood - Train Crazy - Tempus - Triangle - Venture - Wild Swan - & Many Miscellaneous Publishers. A Full range of DVD's & Videos from B & R - Cine Rail / Marsden Rail / Video Scene etc, etc. OVER 7000 TITLES ON VIEW **P&P up-to £30. Please Add £2.50 / £3.50 up-to £50. / ORDERS OVER £50. SENT POST FREE!**

Overseas: Customers will be notified of P&P cost

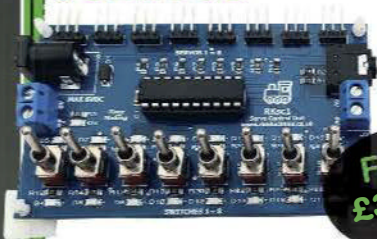
10.01.24

RK EDUCATION

SPECIALISTS IN A WIDE RANGE OF HIGH QUALITY PRODUCTS FOR MODEL RAILWAYS

FOR SERVO MOTOR POINTS

RKSC1- CONTROL 8 SERVOS



From
£34.99

RKBRACKET1 SERVO POINTS BRACKET



£1.75
Or £3.75
with Servo

RKSC FROG1 CONTROL SERVOS AND FROG POLARITY

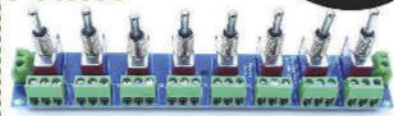


From
£12.99

FOR SOLENOID POINTS CONTROL

RKTOGGLE8 TOGGLE SWITCH MODULE

FOR SOLENOID
POINTS



£11.99

RKCDU2 4x 4700uF CDU



BARGAIN
£7.75

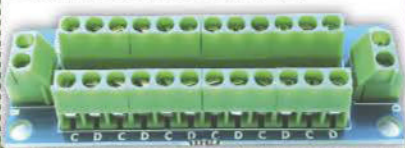
3 WAY WIRE 10 METER ROLL



WIDE RANGE
AVAILABLE

£4.99

RKBUS1 BUS WIRING MODULE CONSTRUCTED



£3.99

RKPSU V4 QUAD OUTPUT PSU CONSTRUCTED



£14.99

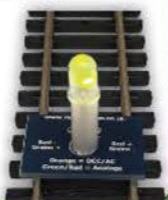
RKPDU1 POWER DISTRIBUTION UNIT



£3.99

RKTT1 TRACK TESTING MODULE CONSTRUCTED

OO GAUGE
£1.99
O GAUGE
£2.99



RKSWITCH1 TOGGLE SWITCH MODULE CONSTRUCTED



£6.99

TOGGLE SWITCHES WIDE SELECTION AVAILABLE

FROM
99p



www.rkeducation.co.uk

A NEW DIRECTION

Ripping up the P4 rulebook and starting again in OO proved the ideal solution for this fantastic diesel depot scene.

Words: Peter Degnan **Photography:** Andy York



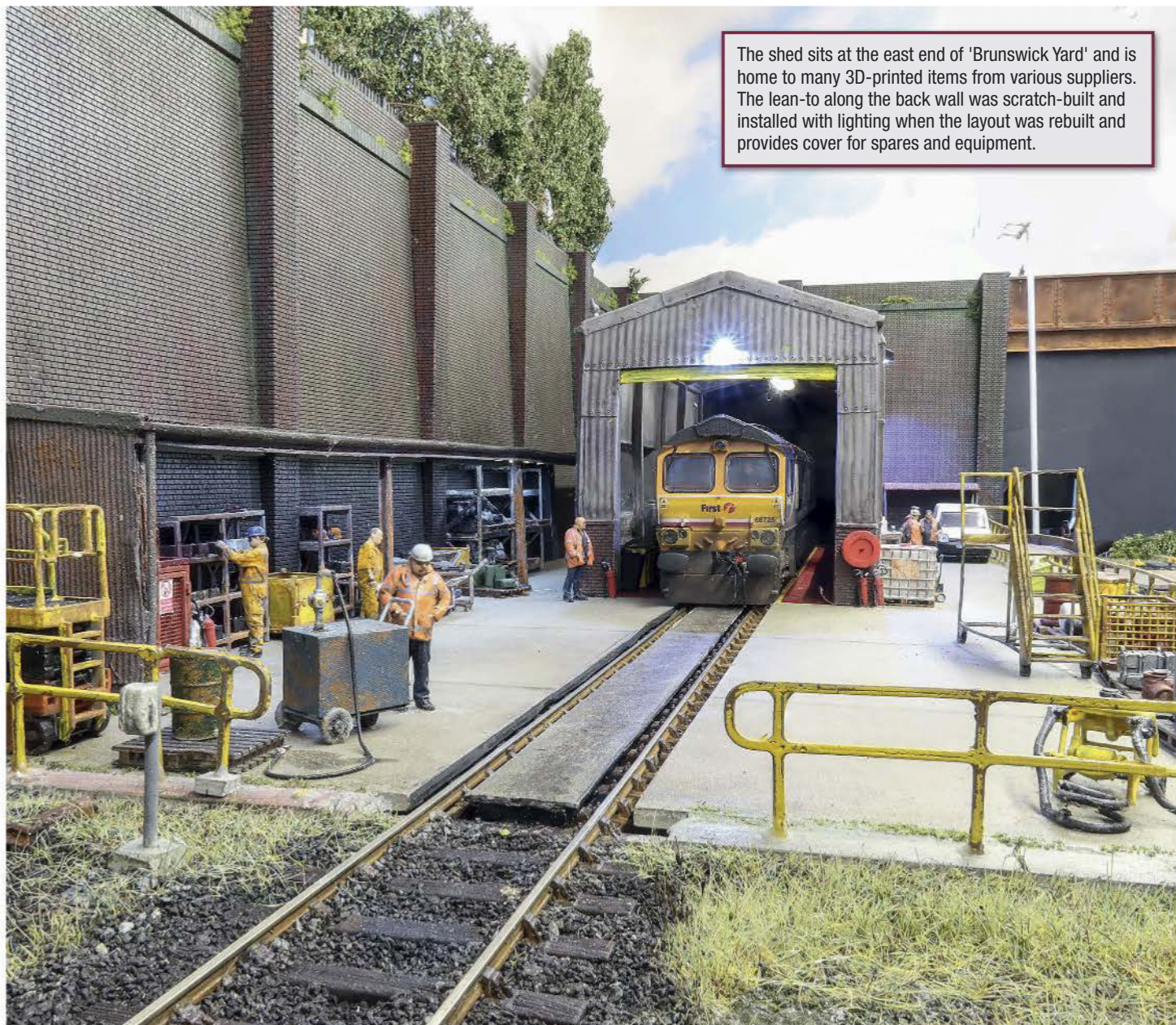
BRUNSWICK YARD | OO | LAYOUT

A DRS Class 57 (57011) has stabled overnight in Brunswick Yard shed, awaiting its first turn of the day. The lighting in the yard and buildings is dimmer controlled to control and balance the effects of the lighting.



FACTFILE

NAME: Brunswick Yard
SCALE/GAUGE: 4mm:1ft/16.5mm/OO
SIZE: 12ft x 1ft
ERA/REGION: 2010 to date,
somewhere in the UK Midlands
LAYOUT TYPE: End to end



The shed sits at the east end of 'Brunswick Yard' and is home to many 3D-printed items from various suppliers. The lean-to along the back wall was scratch-built and installed with lighting when the layout was rebuilt and provides cover for spares and equipment.

The idea for 'Brunswick Yard' was developed in our old group meeting rooms above The Brunswick pub in Derby, hence the name.

The layout design and location is fictitious and the concept is a main line (off scene) feeding a wagon repair works (off scene opposite end), with stabling sidings for wagons/coaches awaiting repair or post-repair. It also has a light maintenance shed for stabling and maintaining locomotives.

'Brunswick Yard' could be described as "the layout that was built twice" as it was originally constructed and displayed as a P4 layout. The layout became a major frustration, however, as it would run fine for a few days, then, a few days later, nothing would stay on the track. I could not get to the bottom of why this inconsistency was happening and spent many hours trying to get to the root cause of the problems. I think P4 looks great and would never talk it down, but it was becoming apparent to me that, if I was to start enjoying running trains reliably, something would need to change.



Looking west along the through road towards the Network Rail compound, inspection saloon *Caroline* sits in No.3 siding while Colas 37099 *Merl Evans* shunts a Network Rail test train coach into the stabling siding beside the back wall.



A GBRf Class 66 (66725 *Sunderland*) sits on shed awaiting its next turn. Detailing the shed area based on photos of modern shed areas has been made easier through the availability of 3D-printed details from numerous manufacturers. Details such as these can really lift the layout by adding realism.



Fresh from the washing plant, an MPV belonging to Network Rail sits in the stabling point at Brunswick Yard. I wanted a RTR version of this for many years and Bachmann duly obliged. Small details such as drainage pits and water standing taps make all the difference.



A Hornby Class 08 (08417) shunts test coach *Mentor* into siding No 4 at the front of the layout. The leaning shunter from ModelU, and the ground cover detailing help to add realism to the scene. Layering the ground cover with various grades and types of materials, including horsehair bushes, eliminates the uniformity that you see on some layouts.



The excellent *Caroline* inspection saloon, produced by Revolution Trains, gets ready to move off. I modified the lighting by using black tape to cover the LED above the driver so that he is not lit as per prototype and also toned down the coach lighting by placing frosted draughting tape layers over the other coach lights. It helps to tone down the interior lighting.

In August 2022, I decided to set myself the challenge of re-laying the track in OO gauge and converting all the stock back to OO.

Mark II

The target was to have this done by December 31st, 2022. Having ripped up all of the track, ballast and hand-built points, it was soon starting to take shape, but I must admit to some “what am I doing?” thoughts now and again. I also completely ripped up and re-laid the shed area and took the opportunity to change a few things. The track was re-laid on 2mm scale ballast, weathered and re-wired using Peco code 75 bullhead track and the excellent British Finescale B7 Finetrax kits were used to build the four points. I feel it is worth taking the time to get the track work to look right (especially if using OO gauge track), as it is probably the most important feature of the layout. Various layers of weathering to the track sides, sleepers and ballast were applied to alleviate the uniform appearance.

The layout is built on four 3ft x 1ft sections (two scenic and two fiddle yard boards), utilising the excellent Tim Horn Baseboards products. All buildings, apart from the main shed (which has been modified), have been scratch-built. The scenery has been added based on observed cameos seen around the network. The back wall was laser-cut to my design by Clockwork Ideas and I painted and weathered it. The detailing of the layout has been achieved mainly using items supplied by West Hill Wagon Works, 3D Printing Corner, Scale Model Scenery and others. The layout main lighting is achieved using LED strips under the front canopy facing onto the layout. Other lights on the layout are also LEDs and are controlled via dimmer switches.

By January 3rd, 2023, the work was completed and trains were running once again. I also added the lean-to shed at the back wall and added lights inside and outside the shed, in the yard and in the lean-to.

At home, the layout scenic area sits on two Ikea drawer units in my workshop. This provides a great operating height and loads of storage space. When exhibiting, the layout stands on four sets of trestle-type legs. These legs were salvaged from Phil Eames’ original “Calcutta Sidings” layout and do the job well.

TRACKPLAN



As 66725 prepares to leave the shed, the driver does some last-minute inspections around the outside of the loco. I found the class 66 locos (and Co-Co bogie configurations in general) were difficult to run reliably on my P4 version of 'Brunswick Yard', and I tried many combinations of wheel configurations and track tweaks in order to try and solve it.



Servicing shed

Fiddleyard 2
To/from wagon repair shop



Some DRS coaching stock sits in No 4 siding behind 57304 *Pride of Cheshire*, awaiting departure. The signal holds them as they give way to a pair of DRS Class 20s (20312 and 20309) that are passing along the through road out of Brunswick Yard.



Inspection balloon *Caroline* heads Class 97 (97301) out of siding No 3. The ground cover and detailing in the sidings include drainage pits and trunking. Static grass of various shades and lengths, coupled with the foliage clumps, help to convey the overgrown state we see in many sidings these days.



A look into the depot area from the end of the stabling point, shows the hard-standing area, which was replaced as I wasn't happy with its first incarnation. The buffer stops are white metal examples from Lanarkshire Model models and modified by adding a Train-Tech buffer stop light.

About the modeller

Name: Peter Degnan

Age: 66

Years Modelling: Always had layouts as a kid but returned to the hobby seriously in 1998

Name of first layout: 'Loch Fyne'

Favourite era: I enjoy today's railways, particularly Network Rail stock, but still have a soft spot for 1968-'72, my spotting days around my native Glasgow

Favourite Loco: Probably Class 37

I was a Chartered Engineer and worked in the aviation industry for 45 years before deciding to retire early in 2017. I currently live in Derby and regularly pass the Railway Technical Centre, glancing in to see what is in the sidings. This is probably why I have a liking for Network Rail stock. I have been interested in railways for as long as I can remember. Glasgow is my home city, and I spent lots of time during my teens visiting the likes of Eastfield, Pomadie and Corkerhill sheds just after the demise of steam. I particularly enjoy historical research of railways and spend hours poring over old maps.

Modelling highlights

Apart from the challenges I had with P4, I would say the hard-standing area around the shed was the most challenging part of the layout to get to look right. Getting it flat enough to put the long shed on necessitated using thick Plastikard, shaped and weathered to look effective. I particularly enjoyed detailing the shed area and the trackside items. Looking at the real railway, I observed the quantity of ground details that exist and, thankfully, 3D printing has brought a lot of these items to the marketplace.

I think one thing I learned was that if at first something doesn't work, change it. I love a challenge like anyone else but, when it becomes stressful, it is time to be decisive. I don't think I would do things differently as I learned a lot building the layout in P4, but converting it to OO also gave me the opportunity to change other things I was not happy with.



The back scene wall of 'Brunswick Yard' was an idea I had and produced as laser-cut panels by Clockwork Ideas. It required sealing, painting, weathering and foliage added before I was happy with it. The buildings are scratch-built using Plastikard and details such as security cameras, extractors and piping, etc. They were then painted and weathered following examples on prototype pictures of similar buildings.

Modern Diesel

The layout is DCC-controlled using an ESU Powercab system. A good proportion of the locomotives are also sound-fitted. The ground signals are from Absolute Aspects and the points are operated by an ESU accessory decoder linked to the Tortoise point motors, controlled from the handset using macros.

The stock running on 'Brunswick Yard' is all from the diesel era. There is a wide variety of locomotives and liveries to run on the layout, with a predominance of Network Rail and DRS. All the stock is RTR but has been detailed on the buffer beams with pipes and couplings, etc., plus some weathering to add realism.

I have tried just about every type of coupling over the years, but have settled on screw links for locomotives and instanters for wagons, with a magnetic loop on the bottom in order to ease the coupling process. Coaches have Hunt couplings where they couple-up to each other.

A number of Colas locomotives feature on the layout, including 37099, seen here with a test train coach destined for the wagon works for some light maintenance while in the 'Brunswick Yard' area. Bufferbeam detailing finishes off a locomotive, and I always endeavour to do this before running, either using the pack provided if it looks good or by adding my own versions.



There are numerous DRS locomotives that visit 'Brunswick Yard', including 57304. I try to weather locomotives at least to some extent, and it is something I am still learning. I find that subtlety is required when weathering and a good prototype picture helps point out wear points and areas where grime gets trapped.



The twin pairing of Bachmann Class 20s returns to Brunswick Yard at the end of the day, passing the Network Rail compound at the west end of the layout. The consisting feature on the ESU Powercab handset makes the running of coupled-up locomotives simple.



ModelU 3D-printed figures have been a revelation in bringing a layout to life in my opinion. These samples depict one of the engineering personnel checking up on spare batteries held on the storage shelves in the lean-to shed, while his mate lets him get on with it.

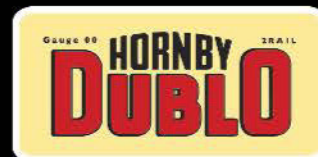
At exhibition

The layout is ideally operated by three personnel, one out front and one in each fiddle yard. I intend to create a running sequence, but at the moment the running plan is fluid. It is a fictitious location in a wide time period (2010 - present), so I can run it how I like.

As for the future, I am still enjoying detailing and operating 'Brunswick Yard' and working on the stock, detailing and weathering. I have started researching the possibilities of a layout based in the West of Scotland in the 1968-'72 timeframe, somewhere in the Glasgow/Renfrewshire region, so we will see where that goes...

As part of the "DEFine Modellers" group, I am fortunate to be friends with some excellent modellers and they have been very supportive of me and the development of 'Brunswick Yard'.

The next outing for 'Brunswick Yard' is at Model Rail Scotland on February 23-25th, 2024. ■



RAILWAY
MUSEUM

THE REUNION OF 'THE GREAT GATHERING'

In July 2013 at the National Railway Museum, York, the last surviving members of the Class A4 gathered in celebration of 'Mallard' achieving the World Speed Record for Steam locomotives which occurred on 3rd July 1938. Four of the A4s were UK based while two, 'Dwight D. Eisenhower' and 'Dominion of Canada' had been shipped over from the North American continent.

In celebration of 'The Great Gathering', a limited edition run of just 510 Hornby Dublo models of each of the six A4s are being produced as seen in July 2013. Presented in specially commissioned 'Great Gathering' packaging, each exclusive model will include a 'Hornby Great Gathering' headboard as fitted for the 2013 celebrations, plus a Limited Edition certificate commemorating the anniversary.

These models are a must-have for your model railway collection!



IN STOCK AND AVAILABLE NOW

R30261	Hornby Dublo: LNER, A4 Class, 4-6-2, 4468 'Mallard': Great Gathering 10th Anniversary - Era 10	DCC READY	21 PIN CONNECTION	R30264	Hornby Dublo: LNER, Class A4, 4-6-2, 4464 'Bittern': Great Gathering 10th Anniversary - Era 10	DCC READY	21 PIN CONNECTION
R30262	Hornby Dublo: LNER, A4 Class, 4-6-2, 4489 'Dominion of Canada': Great Gathering 10th Anniversary - Era 10	DCC READY	21 PIN CONNECTION	R30265	Hornby Dublo: BR, Class A4, 4-6-2, 60008 'Dwight D. Eisenhower': Great Gathering 10th Anniversary - Era 10	DCC READY	21 PIN CONNECTION
R30263	Hornby Dublo: BR, Class A4, 4-6-2, 60009 'Union of South Africa': Great Gathering 10th Anniversary - Era 10	DCC READY	21 PIN CONNECTION	R30266	Hornby Dublo: BR, Class A4, 4-6-2, 60007 'Sir Nigel Gresley': Great Gathering 10th Anniversary - Era 10	DCC READY	21 PIN CONNECTION

RAILWAY MUSEUM Produced under license for SCMG Enterprises Ltd National Railway Museum © SCMG. Images and packaging designs © SCMG. Every purchase supports the museum. www.railwaymuseum.org.uk

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

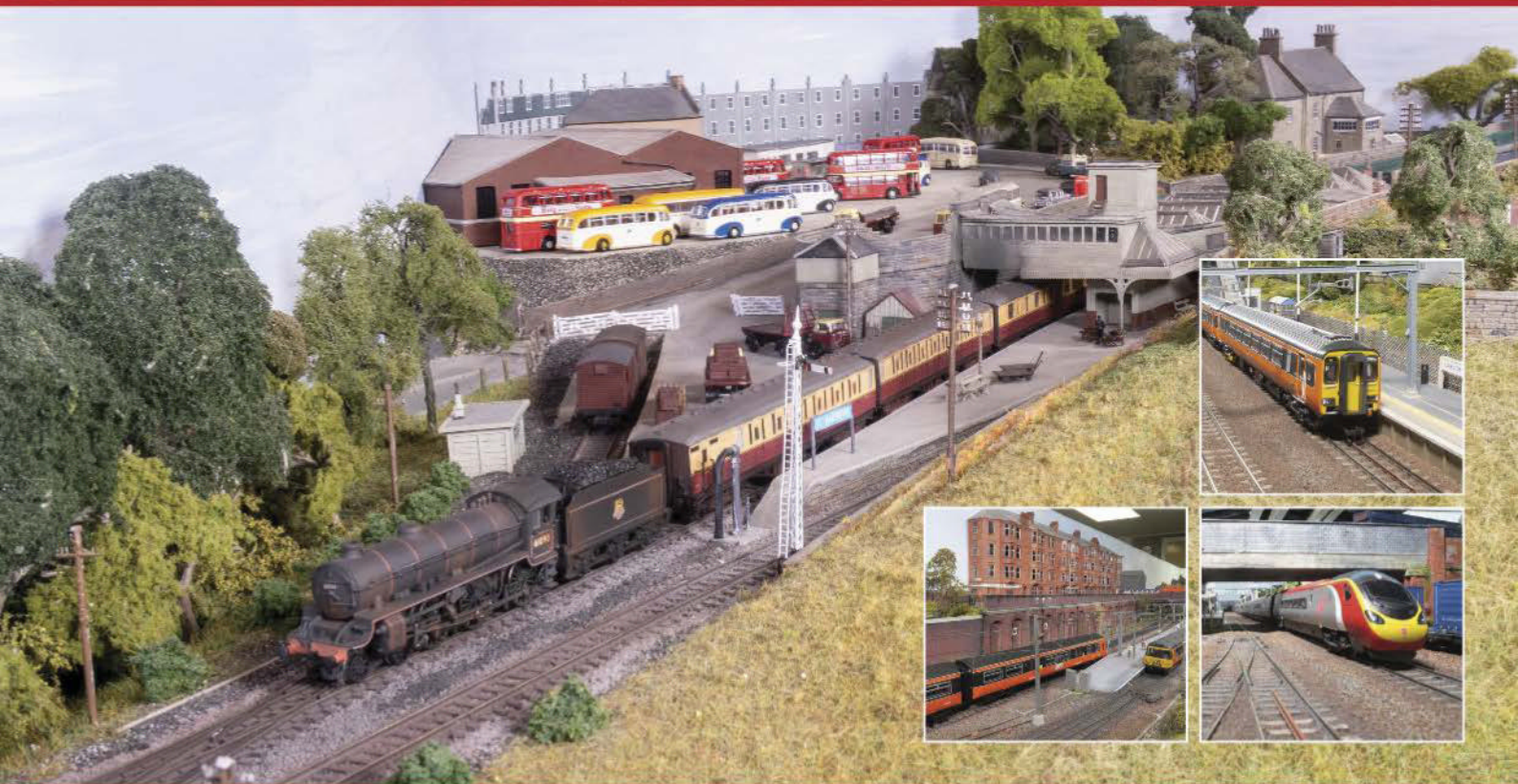
youtube.com
/hornbymodelrailways

Beyond the Buffers
HORNBY podcast

spotify.com
Beyond the Buffers

Model Rail Scotland

SEC GLASGOW FEBRUARY 2024



OVER 50 LAYOUTS AND 130 EXHIBITOR STANDS

ADMISSION PRICES: Adult: £15  Child: £5  Family: £35

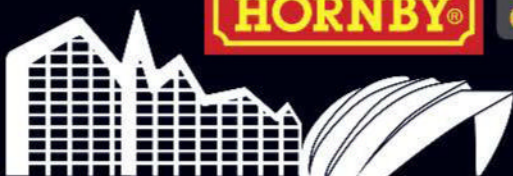
FRI 23RD - 10.30AM - 6.00PM | SAT 24TH - 10.30AM - 6.00PM | SUN 25TH - 10.30AM - 5.00PM

Advance ticket holders can enter 30 mins before advertised door opening times.

Advance tickets are either physical tickets posted or E-tickets (no admin fee)

Tickets may be bought at the show or in advance by visiting our website: www.modelrail-scotland.co.uk.

www.modelrail-scotland.co.uk



Getting Practical with...

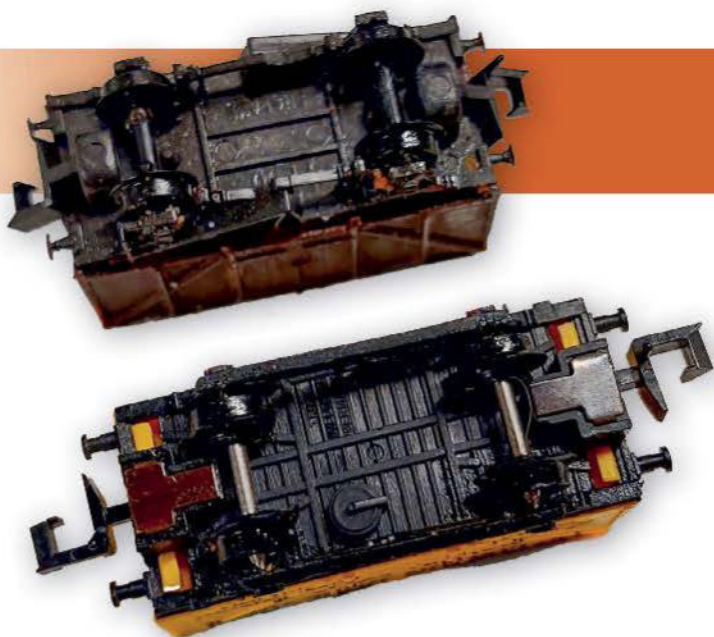
TOOL

MONTH

of the

Pin Vices

If you use micro drills, the fine ones measured in fractions of a millimetre, it's essential to be able to hold them properly. A pin vice is the correct tool; simply insert the drill bit in the front, with as little sticking out as you can get away with, and drill away. The less wobble, or chance to flex you allow the drill bit, the greater chance it will survive the work. You'll need a selection to cater for thinner and fatter drill shanks. Single-ended versions tend to grip very small sizes better than double-ended versions. To protect the palm of your hand when drilling, fit a large drawing pin in the end.



Ask Phil

Why do my N gauge wagons run poorly?

There could be a lot of reasons, but the first thing that struck me, when presented with these models, is that they are both very oily. One has even picked up some sand on the wheel treads, held on by the lubricant!

A good clean with white spirit should help. The plastic chassis should be self-lubricating, so there's no need to oil. If you really insist, stick to a very tiny drop of light oil safe for plastics. Peco Power Lube isn't a bad option, but to be honest, you shouldn't need it.

New on the workbench

Precision Plastic Glue

Putting just the right amount of glue in exactly the place you want is the key to neat plastic kit building. We all remember Airfix Spitfires assembled with tube glue splurging out from the joints!

Deluxe Materials Precision Plastic Glue includes, tucked in the back under the sticker, a very fine nozzle that screws into the front of the bottle and allows minute quantities to be applied. The container shape should encourage glue in the nozzle to run back into the bottle, but in my experience, a length of .45mm wire poked down it regularly really helps keep it clear.





Phil Parker



Michael Russell



David Lund



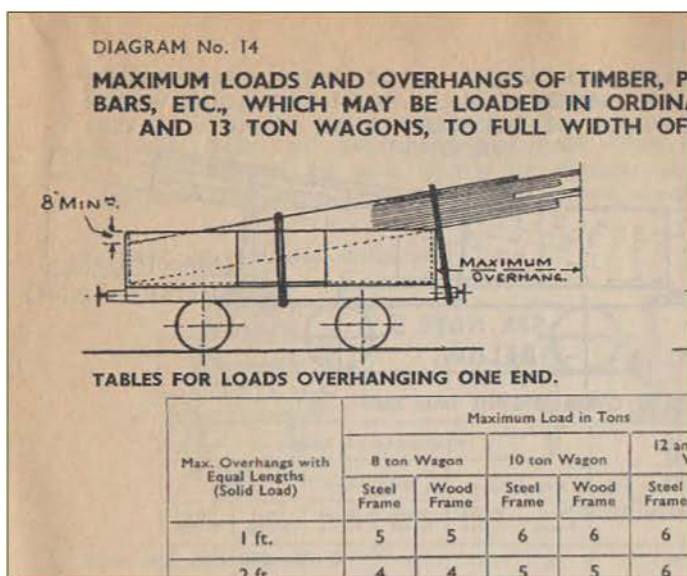
Tony Wright



Chris Mead

How to load a wagon

Railway wagons weren't for decoration, they only paid their way if travelling loaded. On a model, loaded wagons look more interesting than empties, and doing something about this is a nice quick project. **Phil Parker** explains.



1 Exactly how a wagon should be loaded is laid out in official instruction books. My guide is from 1964, the natty titled *Instructions & diagrams for loading and securing long, projecting and otherwise exceptional loads, also procedure regarding acceptance and conveyance of out-of-gauge and otherwise exceptional loads*.



2 The first step is to carefully cut the planks from 1mm thick obeche sheet. Each is 72mm long, so they overhang the wagon slightly, but not quite enough to require a runner wagon on the end to stop them from whacking the adjacent vehicle when in a train.



3 Each plank is carefully sanded to reduce the visible grain but otherwise left alone. I'm assuming these are new planks so won't have weathered. The pile is glued together with PVA and left to dry under a weight so the load is nice and flat.



4 Using linen thread, slightly thicker than normal thread and a colour more like rope, the planks are tied down at the end where they stick over the wagon side, fixed with a dot of superglue, which has the benefit of adding a bit of colour to the thread, too.

Getting Practical



Modelling Spring Trees



Chris Mead

TREES ALWAYS make a useful addition to a model railway. They can help soften the harsh divisions between foreground and background, camouflage entrances to storage yards, and generally add a bit of colour and variety to the scene. The real things come in all shapes and sizes, as do the means to model them. These

range from fully finished creations to making your own from scratch.

For those who would like something a little more personal than the out of the box offerings, but do not know how to begin, the 'Spring Realistic Tree Kit' from WWScenics provides a good way to start.

A basic guide can be found on the back of the pack, with more detailed instructions on its website (<https://www.wwscenics.com/>).

WHAT YOU NEED

Slaters

20 thou Plastikard

WWScenics

Fine white flock powder, Spring Realistic Tree kit, Tree and Foliage spray

Other

Medium viscosity superglue, grey primer, assorted acrylic paints, 0.6mm dia. brass wire, fine grade Milliput, modeller's knife, wire cutters, assorted fine drills, large cardboard box, large plastic mixing bowl, plastic food boxes with snap-tight lids, tweezers, forceps, expanded polystyrene block offcuts

SPRING REALISTIC TREE KIT



The box contains the basic items to make a selection of springtime trees:

- Plastic Tree Trunks (eight in total)
- Sea Foam
- Light & Dark Green scatter material for the leaves
- Red and pink scatter material for the blossom

What is Sea Foam?

Going by the official name of *Teloxys Aristata*, Sea Foam is an annual plant found mostly in the temperate zones of Central Asia. Growing to about 35cm in height, its everlasting properties and fine, delicate form make it a popular choice in all fields of model making and flower arranging. Seeds are available, although it seems that cultivation does take a bit of effort. But, if you are feeling adventurous and prepared to wait, you could grow your own!



1 The tree trunks in the pack are made from shiny injection moulded plastic, and since I wanted to paint them later, they were given a quick wash in soapy water to remove any remaining mould release.



2 As per the instructions on the pack, the rather artificial-looking side branches were removed as close to the trunk as possible with a pair of wire cutters and then cleaned up with a sharp craft knife.



3 The trunks in the kit are probably too tall (scale 30ft) for all but the largest trees, so each one was cut down to differing heights. This also gave a flat base to the trunk, which would be useful for fixing in place on the layout later. A small clearance hole was drilled in the base, and a piece of .6mm brass rod inserted with about 50mm left protruding. The rod makes it easier to secure the finished trees into the landscape, and also gives you something useful to hold onto.



4 Not all trees have trunks emerging cleanly straight from the ground. Often, they will have roots spreading from the base. To model this, I first added a 20mm diameter disc of Plastikard to the base.



5 Some fine grade Milliput was mixed and rolled into lengths approximately of 4mm in diameter. A couple were wrapped around the base of the tree and smoothed out to about 10mm up the trunk and halfway across the Plastikard base.

6 Extra pieces were randomly added vertically and blended into position over the edge of the base to represent the outgrowing roots. These were then moulded, shaped, and given texture using the small blunt blade of a metal paint stirrer. Once the Milliput had set, any remaining visible pieces of the plastic disc were cut away. The trunk was then primed and given a wash of dark paint to bring out the root system.



Getting Practical



7 Adding the Sea Foam branches. These come in the form of large clumps in the kit. The first thing to do was gently tease them apart, spread them out and cut off different sizes, either with a sharp knife or wire cutters, to get a variety of branch lengths and density.



8 To fix the Sea Foam to the trunk, I started from the top and worked down. I drilled a small hole just big enough to take the selected Sea Foam piece. You will need a selection of drill sizes for the different thicknesses of Sea Foam. I drilled all the way through the trunk so I could set the 'branch' to the desired length.

9 The Sea Foam was pushed in and glued into place using the medium-thickness superglue. Any pieces protruding through the trunk were cut off once set. Gradually, larger pieces were added as I worked down the tree until it had as many branches as I wanted.



10 It was pretty obvious that the Sea Foam was not the same colour as the gaudy shiny green trunk, so I spray-painted the tree with grey primer to get a bit of consistency of colour. I also gave the trunks a couple of washes of browns and dark greys to give in a bit of texture. This is where that extra bit of brass wire at the bottom of the tree starts to come in handy. You can use it to stick into a polystyrene block, or hold it at a distance with forceps so you don't get covered in paint as well.



11 The next phase was to add the foliage. The basic process is to coat the tree with some form of adhesive, and then scatter the leaf and blossom material over it until you get the effect and coverage you are happy with. I decided to use WWS Scenics own brand of solvent-based adhesive, which comes in an aerosol spray can.

12 This is the stage where things can get messy if you are not careful. To contain the overspray, I made a simple enclosure from a spare cardboard box. I also made sure all the windows were open as it can smell quite a bit! I stuck the tree rod into a piece of polystyrene and fixed this to the bottom of the box with Blu-Tak, and gave the tree a good coating of adhesive from the top and sides.





13 I first scattered the dark green foliage over the tree from the top and sides, holding the tree by the brass rod over a large plastic mixing bowl (the same one I washed the original plastic trees in). Most scatter will end up in the bowl rather than stuck to the tree, but this way it can be contained, recovered and re-used. You can also use a tea tray or baking sheet, but I found the bowl easier to handle.



14 I repeated the processes a couple of times until I was happy with the coverage, then did the same for the light green to represent new leaf shoots and the coloured flocks for the blossom, trying to be sparing and not overdo the coverage. The kit contains pink and red blossom, but I also bought some fine white scatter material as that seems to be the commonest colour for tree blossom where I live!



15 No two trees are alike, so I tried to vary each one as much as possible by cutting them to different heights, and using different quantities of Sea Foam and combinations of flock. Even after I had used the trunks supplied in the kit, there was still plenty of Sea Foam and scatter material left to start experimenting. A free-standing piece of Sea Foam made a fairly realistic slender-trunked tree. I used the trunk offcuts to form the basis of pollarded trees such as ornamental cherries, which are often in full blossom before any foliage appears. The artificial-looking plastic branches cut off the trunks early on were turned into small flowering shrubs and bushes.

CONCLUSION

If you have not made your own trees before, and are unsure about what you need, or what to do, these starter kits are a good way to begin. They provide enough variety of items to learn and practise on while producing some very effective-looking trees for your layout. Once you have mastered the basic principles and techniques, it is a relatively simple task to produce a wide range of tree shapes, sizes and foliage variations with just a few simple tools and materials.





Animating an N Gauge Street scene



David Lund

ONE OF the great joys of our hobby is how, in making our own little model worlds, we learn so much about the full-size one around us. To make

a convincing scene in miniature, the best thing to do is to study the real thing, and how many of us have found ourselves staring at a river or a pavement thinking 'How would I make a model of that?'. Bringing our observations of the real world into the scenes we make really adds a sense of life, and in this article, I will be sharing some of the super-detailing tips I used to animate an urban street scene on my N gauge layout.

The contemporary urban landscape is dominated by roads and traffic, but what actually makes a convincing

street scene? Once you have painted a road surface, added the surrounding buildings, and some pavements and road markings, it can sometimes still feel a little flat, so what else can be added to create a real sense of place? In N gauge, it is possible to model larger stretches of road, and this allows for discrete scenes to be created that bring it all to life. Street furniture, road signs, people crossing the road even, these are more than details, they are cameos of how real people would go about their daily lives if your model were full-size. Creating these scenes is often the last stage of making a model railway, and using off-the-shelf products, here are my top tips for super-detailing a street scene to bring an extra sense of realism that really captures the feel of the modern world.

WHAT YOU NEED

Faller

Bus Shelter (272543)

Gaugemaster

Kestrel litter bins (GMKD80)

Humbrol

Enamel (various colours)

N-Scenic

Railings

P&D Marsh

N Gauge Street lamps, N Gauge Traffic lights

Peco

N Gauge Post Box

PlazaJapan

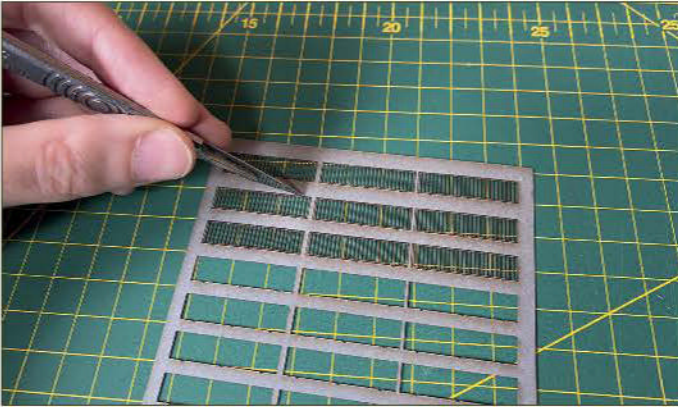
Tomytec Car Collection cars and bus figures – Tomytec

Scale Model Scenery

N Gauge Garden Fencing, N Gauge Road Markings, N Gauge Grit/Salt Bin

Other

Sharp knife, tweezers, V block, paint brushes, superglue, Tacky Glue



1 The basics of my street scene took quite a long while to come together, having made the road surfaces and pavements out of mounting board, with Scale Model Scenery vinyl road markings added and suitably weathered. The first purchase I made was of a sheet of laser-cut railings from N-Scenic. These are just the type found near crossing points on busy roads. Cutting them free, the natural colour of the paper meant they didn't need painting.



2 Using a dab of superglue applied with a cocktail stick, I placed the railings on either side of a crossing point I had already laid out using the Scale Model Scenery road markings. I then added a pair of P&D Marsh traffic lights with a small scrap of Plastikard painted yellow to represent the push buttons on either side of the crossing. Another P&D Marsh item, dual carriageway street lamps, were also painted and added.



3 Scale Model Scenery also produces an excellent laser-cut kit of garden fencing, and I wanted to use this at the rear of the scene next to an apartment building. The parts of the kit are quite fine, so care needed to be taken when cutting them out, but the colour and material again meant no painting was required.



4 The fencing slats come in long sections with a separate piece for the timber support frame. To stick these together, I used a small amount of tacky glue and a cocktail stick. Adding the fence next to the building and holding it in place with a pair of tweezers until it set, this created a warmer feel than either a brick wall or metal palisade fence.



5 The scene I had created was based on a real location, and in the photographs I had used as my inspiration, there was a large plastic grit bin on the central reservation. Lo and behold, Scale Model Scenery makes these, and a quick coat of paint to dull down the yellow 3D print was applied.

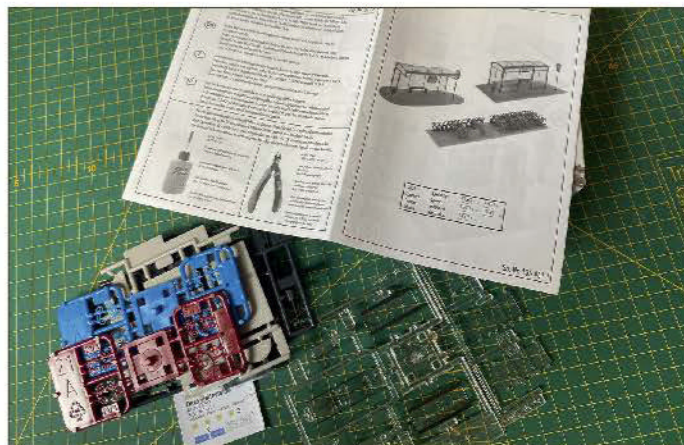


6 With the grit bin in place, I added a one-way sign printed on my home printer and glued to a thin styrene tube. Road signs can be tricky in N due to their size, but also sometimes the choice of what is commercially available isn't right for the scene. It is a fairly simple job to scale and print out road sign graphics at home, however.

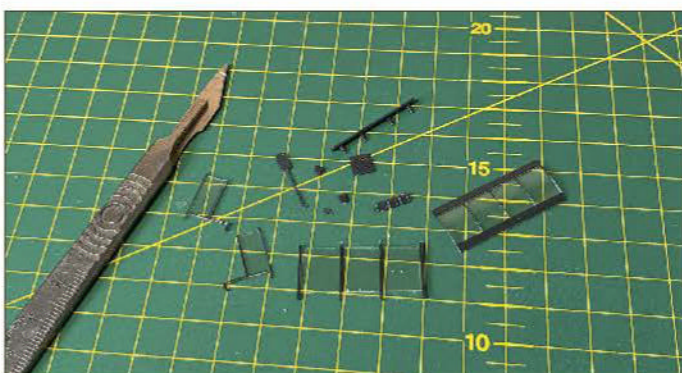
Getting Practical



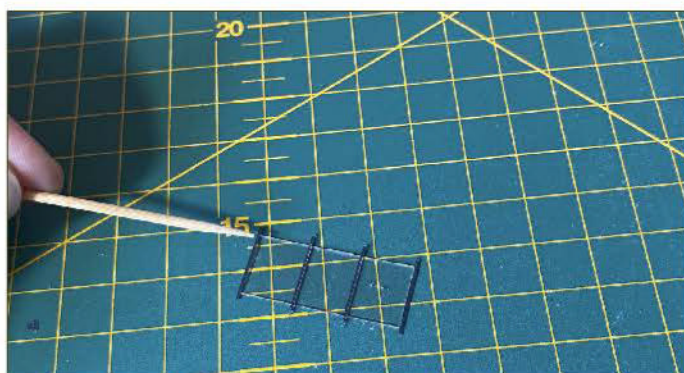
7 Gaugemaster produces a number of useful items of street furniture under its Kestrel range, including a covered square litter bin of the type seen all over Britain's towns and cities. Although produced in a black plastic, this was very shiny, so I painted the bin with a coat of matt black Humbrol enamel.



8 I wanted the focal point of my street scene to be a bus stop. This was an opportunity to really add a sense of life. Faller produces a lovely twin set of modern bus shelters that also come with cycle racks. For this scene, I only needed one of the bus shelters, but I found a use for the other one elsewhere on the layout as a covered cycle rack.



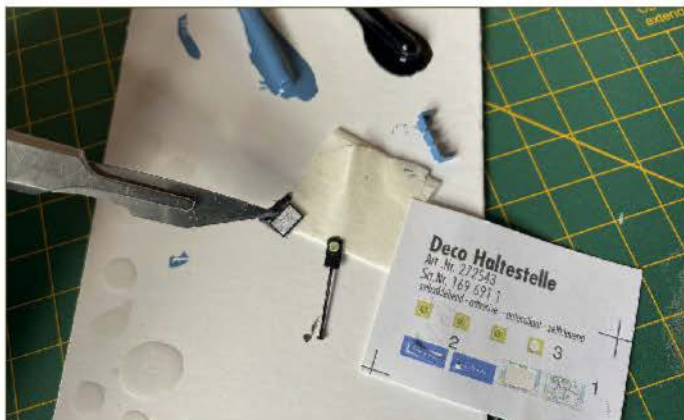
9 Removing the parts from the sprues was a little difficult as the plastic is quite brittle, but being pre-painted meant not needing to do a lot of complex masking around the edges of the clear parts. For the bus shelter I chose to use, Faller has modelled two types of seating, the shelter itself, and a freestanding bus stop.



10 Gluing the parts together was also a little tricky due to their size, but also in trying to keep any glue marks off the clear parts. Applying a tiny bead of UHU glue with a cocktail stick worked well for this. Using a V-block to ensure a right angle, I glued the first two walls of the bus shelter together, once dried, I moved onto the next side.



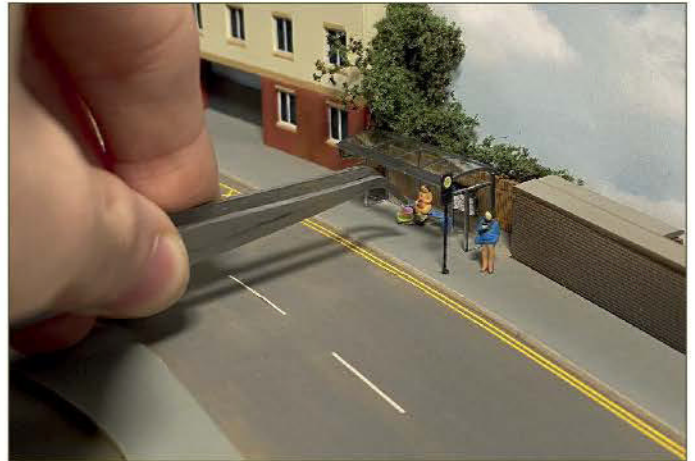
11 The two shelters in the kit are different, one which is fully enclosed, and another with an open front and stepped back sides. This one felt the more 'British' to me, and carefully gluing the curved roof piece on, I left this for the glue to set before turning it right-side up.



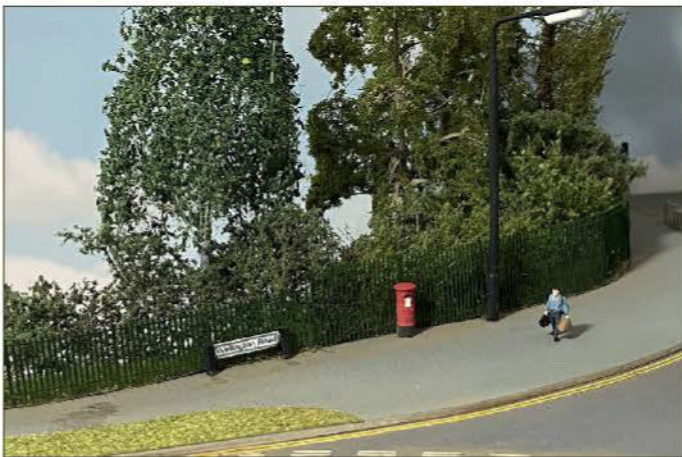
12 Both the bus stop sign and the bucket seating were given a coat of paint, and then the sticky-backed paper signs were added. There is a very small plastic frame that is made to hold a city map, which was carefully added using a scalpel, the same approach was used to add the green circular bus route sign. The signs are in German, but the printing is unreadable.



13 Placing the bus shelter, bucket seating, bus stop and litter bin in place in front of the timber fence, I realised this was possibly a job to have been completed earlier when the basic scene was under construction, as leaning over the layout with a pair of tweezers to place a tiny bus stop was a little challenging.



14 The people I added waiting for the bus come from the Tomytec range of Japanese figures. At 1:150th scale, they are almost exactly British N gauge but offer a much wider choice than is available from British manufacturers. Hard to come by over here, they can be ordered from PlazaJapan.



15 Another figure walking along the road away from the pedestrian crossing was added, as was a Peco post box, another street light, and a hand-made street sign made from square styrene strip and a printed label.



16 Finally, vehicles were added. For these, I used Japanese Tomytec models again, this time from the Car Collection range. The cars had a spot of yellow paint added to create the rear number plate, while the bus had a printed destination sign placed over the original Japanese text. While Oxford Diecast produces a good range of British lorries and vans, its range of modern cars is a little limited at present, and so the Tomytec range comes in very handy to supplement this.

CONCLUSION

What I found by super-detailing this scene was that it was the small things that had the biggest impact. Using commercially available items such as the grit box, railings, and bus shelter, I was able to transform a neat but rather lifeless street scene into a much more realistic and lively place. While it can be expensive to pay for postage from Japan at present, sourcing the Tomytec figures and vehicles was definitely worthwhile as they added a real sense of character to my layout. I can almost hear the sound of traffic and the beeping of the pedestrian crossing now, capturing the urban feel I had intended.



Getting Practical

WHAT YOU NEED

KW Trams: M250
Morris Fire Tender

If soldering: Variable temperature soldering iron, flux, low-melt solder.

Other: Superglue, abrasive sticks, small pliers, wire cutters, tweezers, craft knife, scraper.



Building a whitemetal fire engine



Phil Parker

FIRE ENGINES aren't always massive bright red monsters. Many large factories used to employ smaller, but still red, appliances to tackle fires, or at least keep them under control until the local brigade could arrive with serious equipment. Not just factories either; Hellingly Hospital, a large, remote site, was just one that maintained a local service, like many others, made up of employees with extra training.

Several manufacturers offered modest appliances to special order. Land Rover was probably the most popular in the UK, but Volkswagen also entered the market, contracting out the actual conversions to the British firm Branbridge.

Prototypes like this make for interesting and unusual models. Even if you aren't modelling a large site, a single example is certainly eye-catching as part of a display, or you could load one on the back of a Lowmac to transport it to site. If you are exhibiting a layout, be prepared for that wagon to be the one the crowd wants to photograph!

This 7mm scale model is unusual, in that it's made of whitemetal. Years ago, you couldn't open a model railway mag without finding a whitemetal kit-build, but I bet many newer modellers have never worked with the stuff before. Don't be scared, in many ways it's just like a plastic kit, but the material is heavy (useful for wagon loads) and soft.

Choosing your first metal kit can be tricky. I've opted for this example, partly because of the prototype, but mostly due to the incredible quality of the castings. This isn't always the case; I once opened up a kit for a diesel on a trade stand, and there were holes in the sides because not enough metal had been poured in the mould. There certainly wasn't a queue for that kit! Examine any potential purchase carefully and you'll be fine.

Anyway, there are a few simple tricks and techniques to dealing with whitemetal, which I hope I've covered here. Just remember, this is a lead alloy, so for health reasons, wash your hands after your modelling session, and don't lick any of the parts as you put them together.

PROTOTYPE HISTORY

Described by Morris Motors as a speedy little fire-fighting vehicle of particular value to large private institutions and small communities, UD 2682 was first registered in March 1929, to its manufacturers, where it spent its life at the Cowley factory.

A demonstrator, it's one of only six built. In 1931, two were sold to the City of Oxford Fire Service, two to Worthing Town Council, and the final one to HRH Maharajah Rana Bahadur, being exported to his palace in India.

The fire engine worked through the Second World War, before being replaced by a more modern Morris Minor fire engine, an example of which can be seen at the National Motor Museum in Gaydon.

Sold to a member of staff who stripped off all the fire accessories, turning the vehicle into a two-seater car, this ensured it survived long enough to be rescued from an Oxfordshire scrapyard and eventually restored to the state seen in the photo.

UD2682 was sold by Bonhams Auctioneers in September 2023 for £12,190, which suggests it will now have a life on the classic car show circuit, and also gives even modern image modellers an excuse to include it on a layout.



IMAGE CREDIT: Bonhams

SOLDER, OR GLUE?

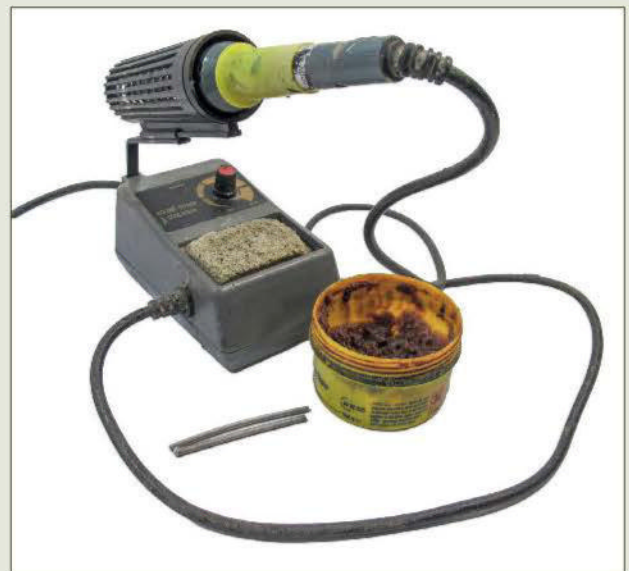
My preferred method of sticking a whitmetal kit together is to use a soldering iron. Low temperature soldering can look like a scary prospect, but with a little practise, it is a faster, and since the solder can be used as a filler, easier option than glue.

First, let's dispel a myth. While whitmetal melts at low temperatures, around 170°, the solder melts at around 80°, so if you set the temperature of your soldering iron to 80ish, the solder will flow, and the castings will be fine. OK, tiny ones can be tricky, but I glue those on.

Tools required are a variable temperature soldering iron, flux (I like Powerflow from the DIY plumbing aisle) and some low-melt solder, which I buy from Langley Models. Some 100° from C&L models is also handy for attaching brass pieces.

Don't learn on your best kit, there is plenty of horrible stuff out there. You can even buy spare castings from Langley at shows, which make excellent test pieces.

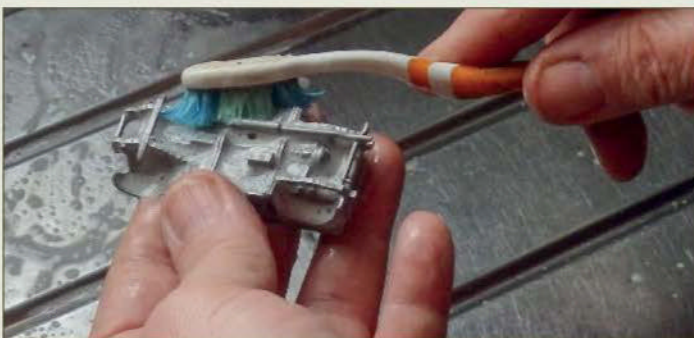
The technique is simple, slap plenty of flux on the joint, then pick up some solder and smear it on. After a few attempts, you'll get a feel for the materials.



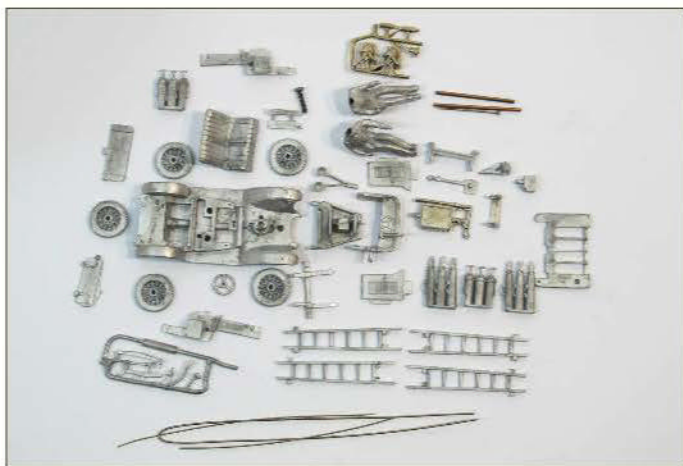
Then, at the end of the session, take a model and give it a good scrub in the sink with some cream cleaner, followed by a long rise with cold water.

But if all this doesn't appeal, what about glue?

Superglue works best. Get gel and liquid versions. I've models built three decades ago with superglue that are still perfectly solid, so don't worry about things falling apart. And even I get the glue out for fitting the small parts. Basically, use what you like – it's your model.



Getting Practical



1 The whitmetal castings in this kit are superb. Those wires around the wheel hubs are an absolute masterpiece of the caster's art. Some of the parts are pre-plated too, with what the instructions say is genuine gold. I'm not convinced, but it's certainly nice and shiny.



2 Despite my enthusiasm, there is a little work to do on the castings. Along the edges of the mudguards, there is a tiny line where the two halves of the mould met up. You can sand this away, but a three-sided scraper will remove it and leave a nice clean surface.



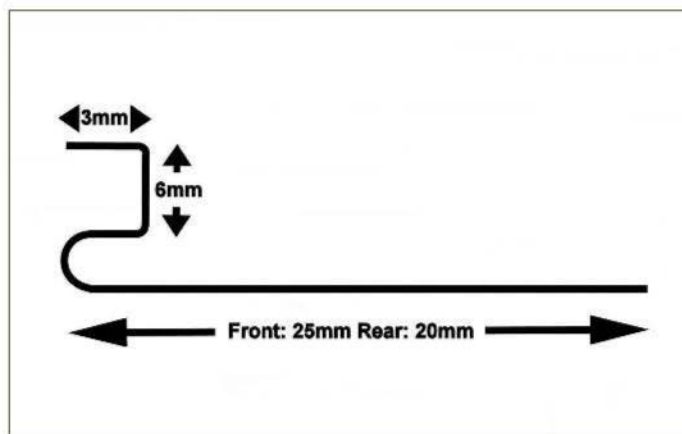
3 Inside the engine bay, and in a couple of other spots, there is a little flash, not uncommon for kits. Just like you would with a plastic kit, a sharp knife will easily trim this away.



4 Castings can distort, or be bent during transit, or through clumsy handling, but normally some gentle finger pressure will persuade the soft material back into shape. Do this slowly, or you might snap the part.



5 Assembly is simply a case of looking at the exploded diagram, and slotting each part in turn into place. I found a couple of photos taken of a finished model that helped with locating things, and this shot of the finished chassis should make matters even clearer.



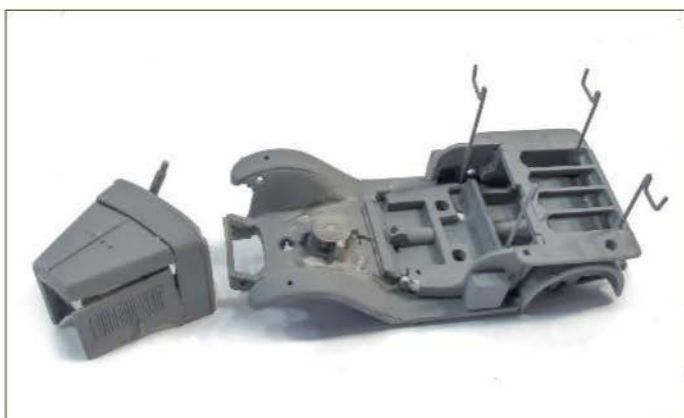
6 Ladder supports are bent up out of thin brass wire. The instructions provide a diagram, but it appears to be a little too large. The above images show the dimensions of the supports I made up, which will hopefully be of use.



7 The supports slot into the model using some holes at the front, and little indentations at the back. Care is needed to make sure they are all the same height compared to each other, and the ladders hang something like in the right place compared to the photos.



8 Ready for primer, most of the components are assembled, but not all as this makes painting easier. If you have soldered the model, this is the time for a really good scrub at the sink. Even if you've glued the model together, a wash isn't a bad idea to remove finger grease.



9 Disaster! In my enthusiasm to get the model painted, I dried it using a hair dryer. Things got a little too hot, and some of the soldered joints failed. Back to the soldering iron, then another clean up before another coat of primer. Mistakes do happen, but luckily this one hasn't affected the model.



10 Strictly speaking, if the model isn't to be handled much, you can skip the primer as the paint will stick. However, the grey colour shows up any niggly faults, and they are a lot easier to attend to before the paint goes on. Grey primer dulls the red down a little, while white will make it pop; the choice is yours.



11 It's quite snug in the cabin for a couple of firemen. Fortunately, being made of soft metal, they can be manipulated to fit on the seat. Mind you, filing the heels off their feet helps a lot, too.



12 The firemen's helmets, bell and small extinguishers are plated, which is lovely, but far too shiny for a model to my eyes. A light coat of satin varnish sorts this out, still leaving a little shine. Job complete.

EXCLUSIVE RAPIDO NCB BAGNALL

WORLD OF RAILWAYS



**LIMITED STOCK
PRE-ORDER NOW!**

<https://worldofrailways.hooluh.co.uk/locomotives>

DCC-READY: £139.95
DCC-SOUND: £249.95

**ONLY
£30
DEPOSIT**

LIMITED EDITION ACCURASCALE 16T SCRAP WAGONS



LIMITED STOCK - PRE-ORDER NOW!
<https://worldofrailways.hooluh.co.uk/wagons>

Pack of 3: £74.95

**ONLY
£25
DEPOSIT**

WORLD OF RAILWAYS

accurascale



Weather an abandoned wagon

Make a list:

Before I get my weathering materials out, I research the subject, acquiring suitable reference material. I then study the pictures and make a list of all the weathering steps based on colour, technique and resources. I then adjust the order to take account of precedence. I find that by doing this, I need to think less during the actual weathering process, am faster when the airbrush is out so I can maximise use of my time and less likely to miss any steps out.



Michael Russell

THESE PRESSURE flow (Presflo) wagons were popular for carrying cement by rail and, like most wagons, are great subjects to weather. I decided to be a little different and to depict a wagon that has been sidelined for some reason and, therefore, has a look of disuse and neglect. There are plenty of suitable pictures of these wagons online that make the process of weathering them easier. It is also a common model available in all of the most popular scales.

All the paints used for this project are acrylic, which is my preferred choice these days. It is also essential to use acrylic if you are going to use chipping fluid, as the technique will not work with any other paint type. I used an airbrush for the project and would recommend this for most modelling subjects. It gives a durable finish, which is much more resistant to handling.

The wagon I have used is O gauge and any dimensions I give relate to this scale, but you can adjust this to suit. The weathering technique shown here is applicable to all scales.

WHAT YOU NEED

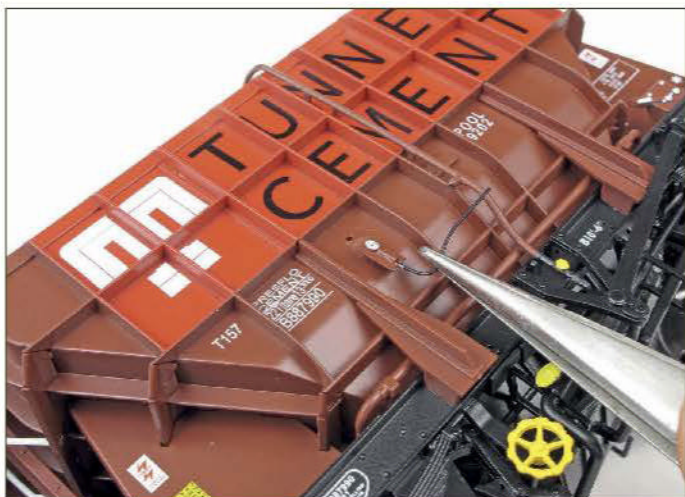
Ellis Clark Trains

E3002B Presflo cement wagon

Other

Acrylic paints; red, brown, green, white, black, yellow, gunmetal, matt varnish, chipping fluid, acrylic thinners, PVA glue, light grey chalk or black and white mixed together, modelling filler, craft knife, small paint brushes (soft and bristle), cocktail sticks, rag

Getting Practical



1 Use a knife to gently cut off the flexible part of the vacuum pipes on the buffer beams. Use a 1mm drill to hollow out the pipe end. Use a knife to remove the gauge on the side of the wagon and fill in the hole with filler.



2 The next step is to paint the handrails red/brown to match the rest of the body. Paint over signage you don't want, such as the overhead power flashes and then spray the wheels and the axles black.



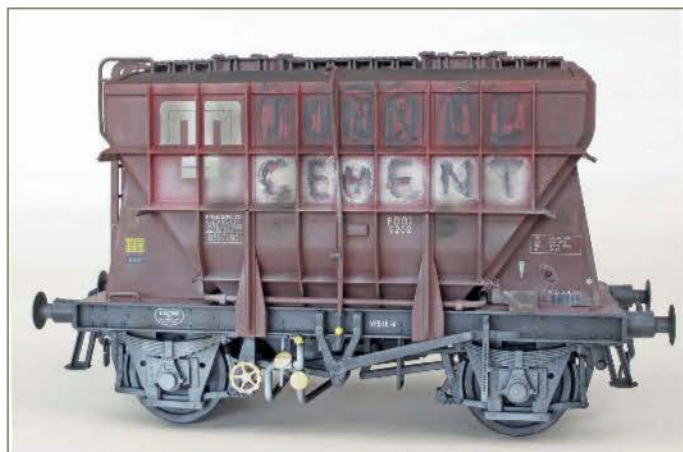
3 Take Some matt acrylic varnish and add a small amount of off-white acrylic. Now spray this over the entire model to tone down the paintwork and make it appear faded. Recoat if necessary.



4 When the first layer has dried, reload the airbrush with chipping fluid and spray this on the body. Don't worry about masking, as overspray onto other areas is not a problem.



5 Make a light grey colour to depict cement and spray this onto the body sides. Concentrate on the lower body sides and the chassis.



6 Repeat with a dark grey acrylic paint. When dry, take a damp cloth wrapped around a cocktail stick and rub some of the cement and grey away to leave a patchy look. Be sure to uncover the lettering.



7 Reload the airbrush with a rust colour and spray this on the chassis, adding more to the wheels than other areas. This needs to be subtle as the rust is a thin veneer formed by standing out of use for a short period, not deep-seated corrosion.



8 The British climate is damp and any wagon standing out of use is going to be affected by algae. Depict this by spraying a bright green. Concentrate more on the chassis, particularly in recesses.



9 Mix some PVA glue with water and paint this on areas where cement has accumulated. Grate some light grey chalk and add this to the damp areas. When dry, use a soft brush to remove excess.



10 Use yellow/green acrylic paint to add lichen and algae to spots on the wagon. Applying with a cocktail stick will allow you to add small amounts and stop you from overdoing it.



11 Paint the buffer shanks with Gunmetal using a brush. I prefer the faded look of gunmetal to silver on weathered stock as the latter is too shiny.



12 Using a stiff bristle brush, stipple a little rust on the wheel rims using the dry-brush technique. Repeat using an off-white, concentrating on the wheel rims, springs and axle boxes. Job complete.

Second-hand restorations



Tony Wright

FOLLOWING ON from my second-hand restorations article last month, here we conclude the current series with the final two projects.

All were bought cheaply from Elaine of Elaine's Trains in OO and all were in need of some TLC. Not only are my finished models cheap, they've also required some personal modelling; modelling not requiring much in the way of skill or experience.

I hope these 'guinea pigs' have provided an incentive for folks to seek out bargains and do a bit of modelling for themselves, creating something unique; something of their very own. I accept that not all will have access to a wide variety of spare parts, but these very rapidly build up as experience is gained.

So, when you are next at a show or model shop, have a browse in the second-hand 'bin' and see where inspiration takes you, and make sure you share your latest projects with us at

brm@warnersgroup.co.uk.

Hornby Private Owner Wagon

Paid: 50p



These models will be on display at Tony Wright's stand at the Festival of British Railway Modelling in February, and they'll eventually be offered as prizes.



1 I soon removed all the original couplings (snipping them off with Xurons) and installed a spare set of Hornby's own wagon wheels.



2 Replacement couplings were to be proper three-links (Smiths), so I cut slots in the headstocks using a razor saw (the wheels being removed for this process).



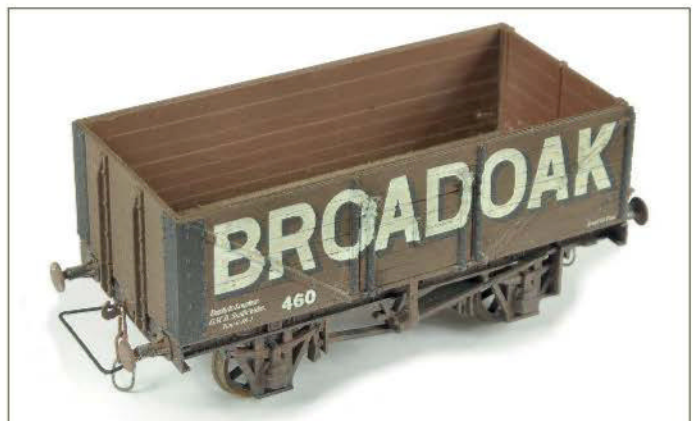
3 The three-links were held in place with superglue (there is no need for these to be sprung - neither is there any need for sprung buffers, especially as they'll be more expensive than the wagon itself!).



4 Assuming this wagon had previously carried coal, I painted the floor with matt black enamel. And then, with the paint still wet, sprinkled powdered real coal inside.



5 Private Owner wagons were only ever shiny when they were brand new, so this one was weathered using a mixture of matt brown/black/grey enamels, a sable, thinners and a cotton bud.

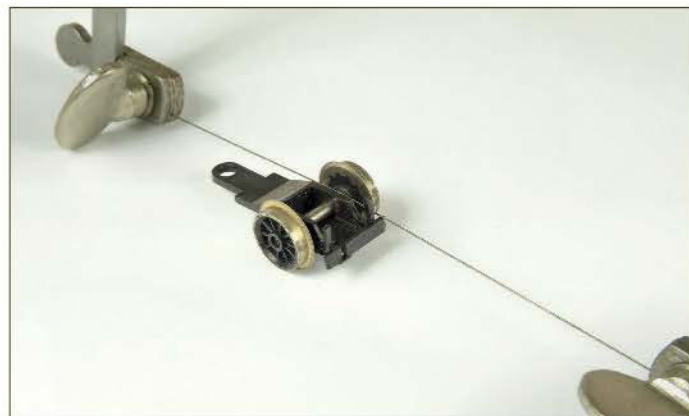


6 For those who wish to retain the ability to couple with tension-locks yet have 'proper' couplings at the same time, a simple wire 'goalpost' secured to the headstock will suffice.

Getting Practical

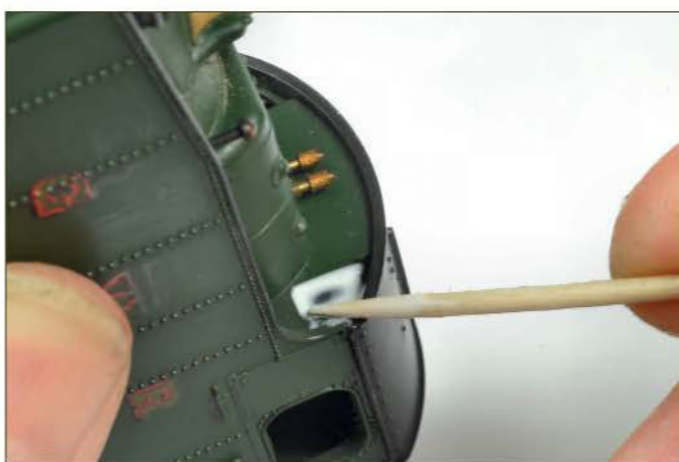
Lima 45XX

Paid: £20



1 There was some minor damage present, including a missing buffer (were the two rear lamps moulded on at source?). Replacement buffers and a cast metal vacuum pipe came from my spares box (I've yet to repair those little cracks). At least the previous owner had added real coal.

2 Though the driving wheels had see-through spoked wheels, the pony wheels on this Lima model were hideous. Despite much effort using finger and thumb pressure, these nasty wheels refused to shift off their axles. No matter, the piercing saw soon sorted this out.



3 The difference between the original pony wheels and the replacements (Romford/Markits 12mm) was remarkable. The spectacles were glazed using Deluxe's 'Glue 'n' Glaze', applied on the end of a cocktail stick.

4 Replacement etched brass numberplates make a huge difference to realism. I find the easiest way of securing such plates is by the aforementioned 'Glue 'n' Glaze', just a smear being all that's needed.

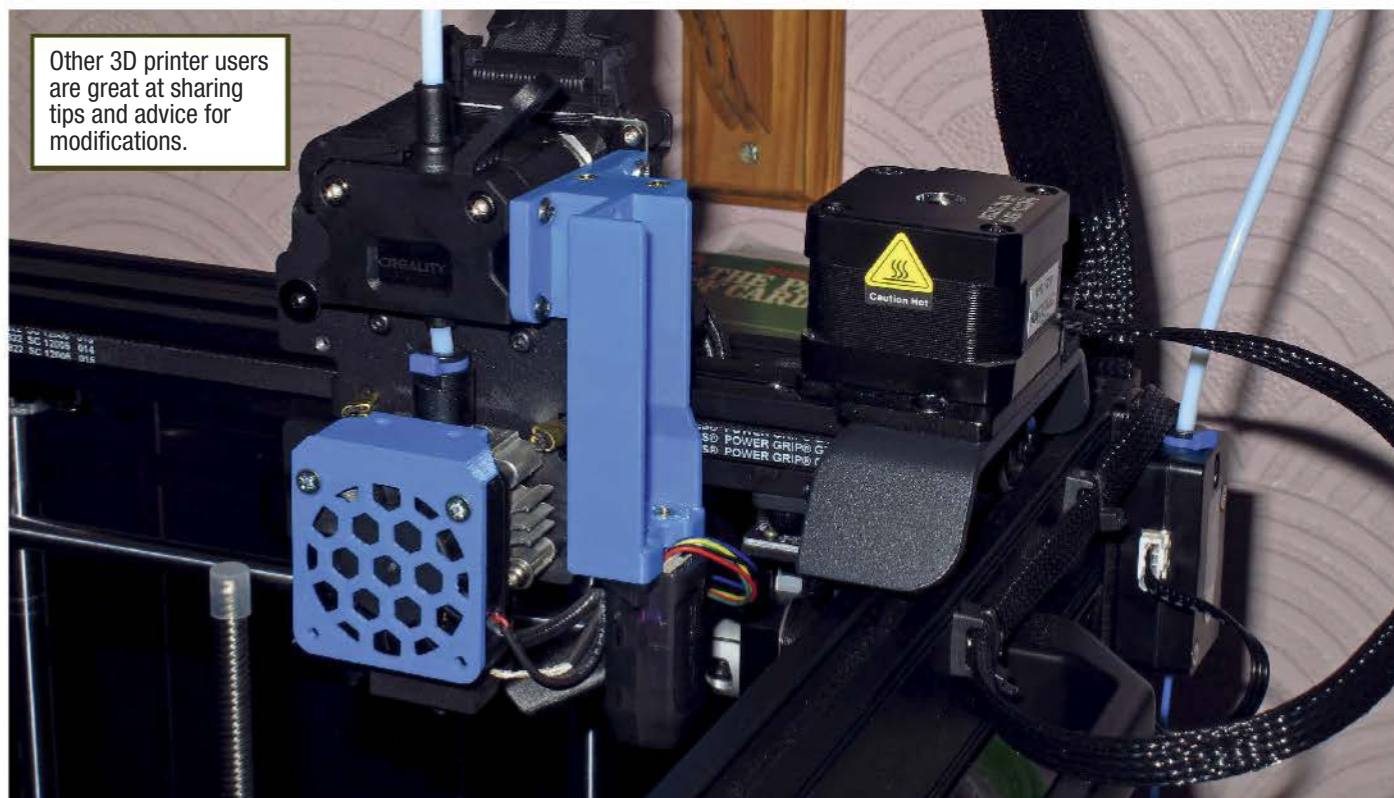


5 Complete and ready for service, with a lamp added to signify its use on a Class B stopping passenger train. I'm told by those in the know that GWR small prairies never had copper-clad chimneys, so a lick of black paint is required. One final job (once I acquire them) will be to add the buffer beam numbers.

Diary with a 3D printer: Modding



Michael Russell



Other 3D printer users are great at sharing tips and advice for modifications.

3D printers are like cars from earlier generations in that they are ripe for upgrading and modifying; 'souped up' is/was the common expression. Sometimes, only small changes are needed, but big changes can be made, too. Some changes are to improve print speed or quality, some are more to improve the ergonomics of the printer or just to make your 3D printer life easier. Of course, many new parts for the printer can be printed using the printer itself!

My first consideration was to reduce the weight of the print head ('hot end'). This needs to accelerate and decelerate quickly and, like all moving objects, it is governed by Newton's laws of motion and so keeping its mass to a minimum is vital. The Ender 5 S1 has a large metal grill that covers the print head and weighs about 50 grams. Removing two small screws was all it took to remove this and save weight. This leaves the print head exposed, so a new lightweight cover is desirable.

As usual, the Internet comes to our aid as many users are incredibly generous in sharing their solutions to issues and upgrades. I found the Printables site to be very useful. Simply search using your printer's name. You can then look through individual 3D models or collections of upgrades. I found a new hot end cover that I printed out in ABS and installed. So, this saves weight, keeps me from burning myself and prevents objects interfering with the cooling fan. This simple upgrade improves print quality for little effort.

One issue I had with this printer was to correct the automatic bed levelling by moving the probe to a zero Y offset position from the printhead. I found that this issue had already been tackled and I was able to download a new probe mount to print out. Watch out for revised designs ('remixes') that build on prior work. Search through all the collections looking for the best solutions. This takes time, but is worth the effort. I found a third-generation remix that improved on two previous designs to give me a mount that was stronger and

had more mounting holes for improved rigidity. I bought a longer 20cm probe lead and some more M3 bolts to be able to install the upgrade and solve the problem.

Other upgrades that you can readily find to print out are mounts for holding lights, cameras and units with Kilpper or Marlin installations, such as the Creality Sonic Pad. You can often find direct replacement 3D printer parts, too, which saves you having to go back to the manufacturer.

Other worthwhile modifications are upgrading the print head nozzle to improve extrusion rates, better cooling of the nozzle area to reduce part distortion, quieter and/or more efficient fans and moving to linear rails for greater accuracy, although these often involve buying and installing a significant number of parts and constitute quite major surgery. Only proceed with these upgrades if you are confident that you can complete the upgrade and have carried out comprehensive research. There is no shortage of resources online and a large community of helpful fellow 3D printer user.

Getting Practical



WHAT YOU NEED

Intentio Models

4mm scale GWR signal box kit.

Other

Deluxe Materials Laser-cut glue, fine sanding stick, tweezers, craft knife.

Good design takes time, this means that while this is excellent value for money, this isn't the cheapest kit in the world. Expect to pay around the cost of a cheap locomotive. However, the finished signal box will be sharp and accurate, not always the case with resin, where liberties have to be taken to get the thing out of a mould!

Building a GWR signal box



Phil Parker

AS OUR models become more and more realistic, the pressure is on manufacturers producing all the accessories to up their game to match. The worry is, will a kit as good as modern rolling stock be difficult to put together?

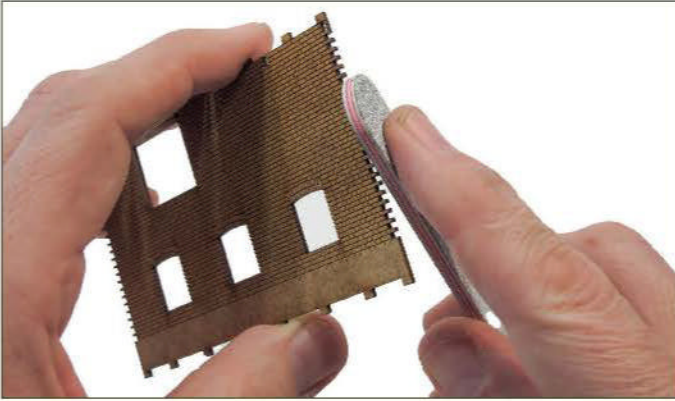
Looking at the GWR signal box, which is the subject of this article, one option would be to 3D print the thing as a single lump, leaving the modeller to break out the paints and finish it off. The print will occupy a printer for quite a long while, resulting in a significant bill if the manufacturer is producing the model commercially.

Our kit, produced by Intentio Models, uses the latest laser-cutting technology and could be said to 'fall together'. The cutting is amazing, and even though I know a little about the subject, how the top edges of the brickwork around the bottom of the box is curved is a mystery to me.

If this is your first kit, you need to be confident you'll end up with a finished model to be proud of, and if you look at the first step of this build, you can see just how much of the signal box can be assembled without glue. Doing this means confidence can be built, before the point of no return when glue becomes involved.



1 The first job is to put the model together without adhesive, what we call a 'dry run'. This allows me to understand how the designer's mind works and work out a plan of attack. As it is, everything slots together perfectly and I realise that there is an inner box under the floor, which the lower windows fit into, something easy to miss that would be impossible to rectify later.



2 Laser-cutting leaves mild burn marks on the edges of the pieces. While not a problem, at the castellated corners, the dark patches will show through the paint and so I gently sand the material to remove the worst traces.



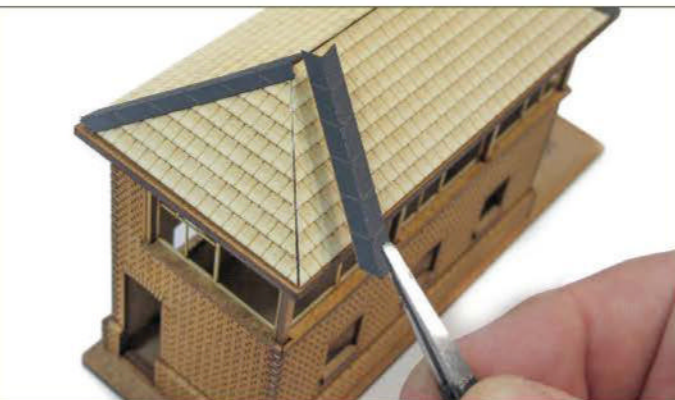
3 I'm trying out new Deluxe Materials Laser-cut kit glue for this project. It's very runny, but small amounts can be applied neatly with the long precision applicator. Run a bead of glue inside the joint, and let it find its way inside. It grabs quickly, and sticks well.



4 Model stairs can be fiddly and tricky. I fit a couple of treads and pop the sides into the holes in the box side and baseplate - the stairs are off-centre, so it's important it's the right way up. The rest of the steps are wiggled into place using tweezers, and dots of glue.



5 The kit design allows for windows to be prototypically slid open, which is a nice touch. However, to do this, they will need to be painted and glazed first, so the panes can overlap each other.



6 Roof material is provided as three sheets of cleverly etched slates, which have to be cut to fit the hipped roof. Neat corner joints are nice if you can achieve them, but the self-adhesive ridge tiles will cover up a multitude of sins.



7 Ready for paint. Keeping the model as a series of sub-assemblies should make producing a neat job easier, something for a future issue. We also need to look at an interior with levers, instruments and somewhere for the signalman to sit.

The “Black Five”

Finescale “O” Gauge

Head to ellisclarktrains.com for more information



Presented by
Ellis Clark Trains

32 PAGES OF BONUS CONTENT FROM THE LATEST ISSUE OF TRACTION

TRACTION

A CELEBRATION OF CLASSIC DIESELS & ELECTRICS

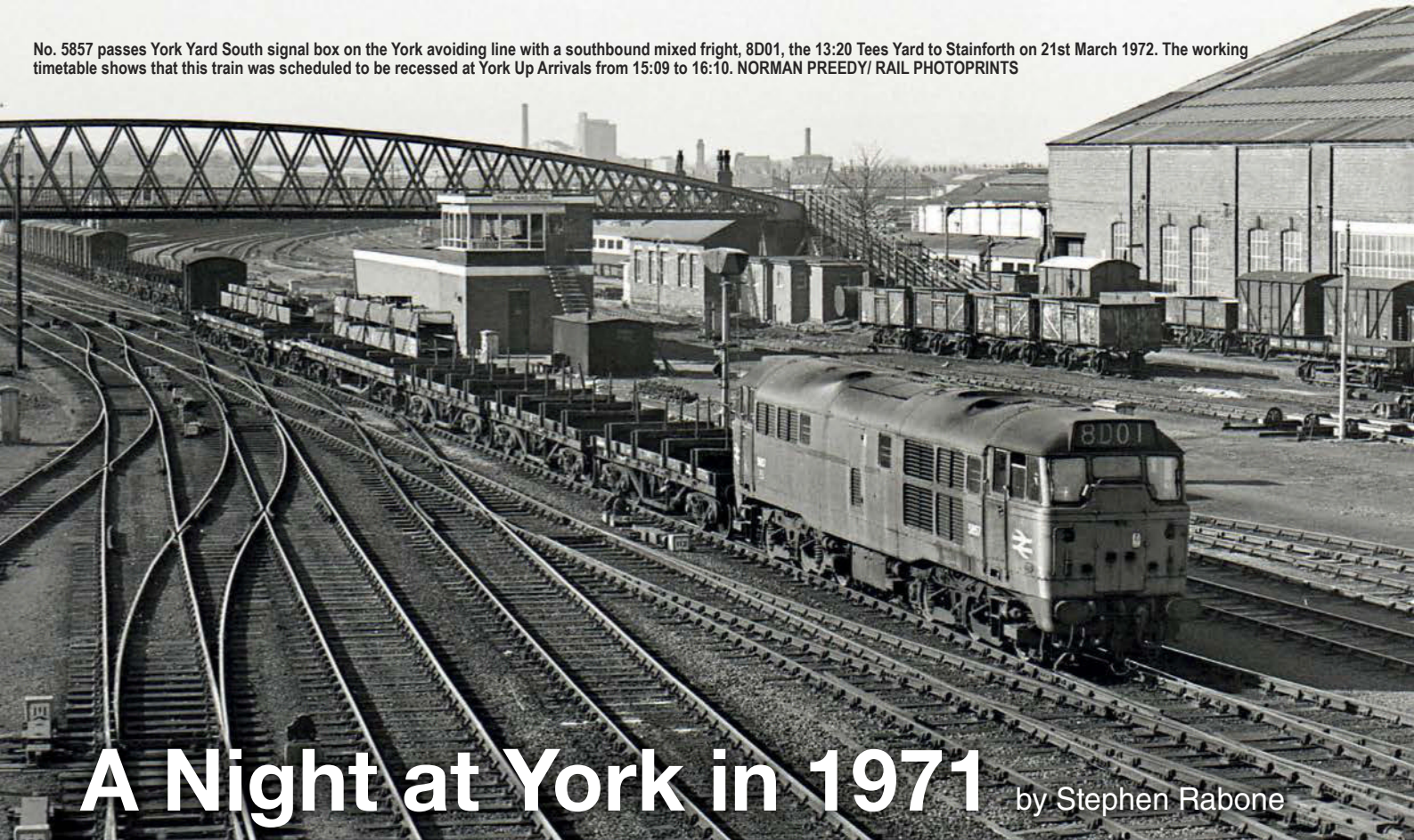
NORTH WEST FREIGHTLINERS



- STEEL TERMINALS
- BRISTOL BATH ROAD
- YORK AT NIGHT 1971



No. 5857 passes York Yard South signal box on the York avoiding line with a southbound mixed freight, 8D01, the 13:20 Tees Yard to Stainforth on 21st March 1972. The working timetable shows that this train was scheduled to be recessed at York Up Arrivals from 15:09 to 16:10. NORMAN PREEDY/ RAIL PHOTOPRINTS



A Night at York in 1971

by Stephen Rabone

Regular readers of TRACTION may remember reading my articles about watching railway operations during the night at Carlisle (TRA 201 and 202), Stafford (TRA 259) and Newcastle (TRA 270). My introduction to the joys of night time train watching came about by accident in early 1971 when I was returning home to Keighley for the weekend from a placement in a school in Greenock. Because of ticket restrictions, I couldn't use my intended route home via Edinburgh and York so I ended up on the platforms of Carlisle station on a cold February night. As I recounted in my first article I found the experience fascinating and wondered if there was anywhere closer to Leeds, where I was at

a teacher training college, that could be equally interesting.

The obvious location was York but the problem was that much freight traffic avoided the station and used the freight avoiding lines which, at night, could not be seen from the station platforms. However, I had noticed that just south of the station was Holgate Road bridge and the street lights illuminated the tracks under the bridge. There was also a bank under the bridge where I had noticed some enthusiasts watching trains during the daytime. On one of my daytime visits I went to check out how to access this path and stored the thought away for a future date.

Then in late June 1971 tragedy struck

at my college when three of the students in my year were killed in a road accident. Friday the 2nd July was the day of the funerals but, as I really didn't want to be around so many upset fellow students, I decided a night watching trains would give me something else to think about.

I arrived at York on a Liverpool to Newcastle train just before eight o'clock on Thursday 1st July. I stayed on the station until just after nine o'clock when it began to get dark and I could no longer see trains on the freight avoiding lines well enough to read the loco numbers with binoculars. I walked to Holgate Bridge and found the spot near it where I could observe the night's activities. I stayed there until just after four o'clock



Four years after the events described in the article, on the sunny evening of 23rd June 1975, No. 31163 is seen approaching Dringhouses from the south with 8N01, a Scunthorpe to Tyne yard train. The load appears to be sheet steel, possibly bound for the ship-building industry on Tyneside. JOHN TURNER 53A MODELS

	Loco	Headcode and train details	Depot	WTT Time	Notes
19:45-20:45	5683	8P25 17:40 Tees-Whitemoor	31B	19:34 YYS	
	5173	8M30 17:10 Tees-Bescot	55A	18:57 stn	Dringhouses attaches wagons
	6783	2J63 Scarborough-Sheffield	41A	----	
	1103	1L29 16:20 King's Cross-York	52A	19:55	Seen Light Engine at 06:30
	143	8M04 18:18 COY South Bank-Stanton Gate	82A	20:15 YUA	Loco seen later on 8E05
	1992	4E86 11:50 Aberdeen-King's Cross	52A	19:32 stn	Freightliner
	5812	0J03 Southbound Light Engine	41A	----	
	270	(1N49) 15:30 Norwich-Newcastle	52A	20:07/13	
	5859	6N31 17:46 Scunthorpe-Eastgate	41A	19:25 YYS	Cement in Presflos. Loco seen later on 3E11
	392	8G07 Southbound mineral	55B	----	To Hcaley Mills? Loco seen later on 8L76
	5657	8E57 17:42 Skipton-Greatham South Works	55A	20:16 YYS	Lime. Loco seen later as 0L40
	9003	1N27 18:00 King's Cross-Newcastle	34G	Pass 20:24	
	64	4S88 13:15 Cardifl-Edinburgh	D16	21:08 YYS	Freightliner 20 vehicles
	1792	6G33 Northbound tankers	51L	----	
	135	1E18 15:50 Bristol-Newcastle	D16	20:35/41	
	6715	6N64 18:20 Hull-Tyne	55C	20:46 stn	Calls Dringhouses
	20:45-21:00	1880 6Dxx Southbound tankers	41A	----	To Doncaster Division
	6835	8N89 Rotherham Road-Tees hoppers	41A	20:02 YYS	Loco change Skelton. Later as 0J05 and 8E78
	6718	1L89 19:45 Hull-York	41A	20:53	
	153	1E27 17:10 Edinburgh-Leeds	52A	20:42/46	
	Walked from station to Holgate Bridge.				
21:15-22:15	1516	1N29 18:20 King's Cross-Newcastle	55B	21:18/28	Loco seen later Light Engine at 04:30
	276	(6S64) 14:25 King's Cross-Millerhill	55B	21:25 YYS	Fish vans. Dringhouses attaches wagons
	1518	4M58 19:15 Follingsby-Willesden	55B	19:58 stn	Freightliner
	6948	3L24 19:47 Wakefield Kirkgate-York	55C	----	Parcels
	154	6Z37 Northbound bogie bolsters	82A	----	
	8302+8303	---- Light Engine	55B	----	
	193	4M82 19:27 Follingsby-Trafford Park	55A	21:32 stn	Freightliner. 20 vehicles
	141	1V50 19:30 Newcastle-Bristol	82A	21:20/35	Mail and passenger
	6835	0J05 Southbound Light Engine	41A	----	To Wath Exchange for 8E78
	6895	6J60 20:43 Tees-Tinsley	51L	22:06 stn	Calls Dringhouses. loco returned with 8N77
	8305+8307	8J13 18:35 Tees-Tinsley	55B	21:27 YUA	Loco change York Up Arrivals
	1510	1M41 21:50 York-Manchester Vic. & Aberystwyth mail/passenger	34G	21:50	Loco returned with 1E24 (from Crewe)
	287	(6L60) 20:04 Tyneside CFD-Healey Mills	D08	22:12 stn	Calls Dringhouses. Loco LE about 01:30
	6915	6N39 18:14 Hunslet East (Shellmex)-Teesport	55C	19:27 YYS	Bogie tankers. Loco later worked 6Z03
	170	8N01 18:50 Scunthorpe-Tyne	52A	21:29 YYS	Loco later seen 01:15 LE then worked 6E61
	259	(6V52) 19:15 COY Wilton-Severn Beach	55B	22:03 YYS	Loco later on 6E67
	1796	6F43 13:48 Haydock-Teesport bogie tankers	51L	18:40 YYS	
	8309+8300	7L81 20:00 Tyne-Hcaley Mills	55B	22:45 YYS	Loco change at York Yard South
	1504	1A40 20:20 Newcastle-King's Cross	34G	22:00/15	Mail and passenger
	6899	7L61 20:55 Tyne-Hcaley Mills	52A	22:19 stn	Returned with 7N70
	154	0M78 Northbound Light Engine for 6M78	82A	----	Later worked 6M78
	1838	6F55 16:55 Bromsgrove to Port Clarence	D05	21:49 YYS	Oil empties
	1104	3S16 20:35 Bradford Forster Sq.-Edinburgh	52A	22:39/23:30	
	283	(4E47) 13:50 Aberdeen-King's Cross fish	55B	22:03 stn	Max speed 60mph. Exam. at York Clifton.
	13	1E46 17:35 Cardiff-York	55A	22:50	Loco worked 5L02 later
	1705	1S58 19:50 King's Cross-Edinburgh	55A	22:56/ 23:05	
	12	3V20 18:30 Brian Mills Depot-Bristol	55A	22:32/50	Parcels
	1761	1S60 19:55 King's X-Aberdeen/Fort William	34G	23:08/18	
	189	4M61 21:04 Follingsby-Dudley Fl.	55A	22:54 stn	Freightliner. 20 vehicles
	240	(1L58) 23:08 York-Leeds	52A	23:08	
23:15-00:15	280	(3S38) 13:32 London Liverpool St-Edinburgh	52A	23:19/33	Parcels
	3076	---- Southbound trip freight	55B	----	
	13	5F02 Northbound FCS	55A	----	ECMT. special traffic headcode
	121	6Z-- Southbound freight	D16	----	
	166	3M05 19:40 Brian Mills Depot-Liverpool Lime St	52A	22:56/23:25	Parcels. Loco seen later on 1H04

in the morning when it began to get light and then walked back to the station where I remained until my return to Leeds on a York to Blackpool DMU at 07:30.

I would obviously have missed a few trains during the short periods I was out of sight of the railway but during the twelve hour period I was in York I noted about 180 train movements, almost all being loco hauled with just a handful of diesel multiple unit workings.

Detailed notes

Fortunately, I kept quite detailed notes of what I saw, including the direction of travel, the type of freight, mail or parcels train and, for passenger trains, the departure and destination stations. Most importantly of all, for the purposes of this article, was that I noted down the four character head codes where these were displayed. This has enabled me to discover exactly what most of the trains were using the relevant working timetables (WTT) for summer 1971. In addition to this source, some members of the Freightmaster Forum have provided extra information about freight and mail train workings.

I've listed what passed through York in those twelve hours in the accompanying tables. Rather than describe them in chronological order, which would be rather tedious given the number involved, I will look at the different categories of train services: passenger, mail and parcels trains, Freightliner trains and, the most numerous, general freight traffic. I'll also consider the importance of the small marshalling yard just south of Holgate Junction at Dringhouses.

The tables show all my observations in the order seen and also include details of which locomotives were seen more than once. Headcode details are shown in the majority of cases, although the

head codes of trains headed by the earlier English Electric Type 4s (which didn't have head code boxes) are shown in brackets. It is likely that I missed some trains during the time I was walking from the station to Holgate. One of these was probably 6031 the 12:15 Uddingston-Northfleet cement which was due to pass at 20:25. Certain trains shown in the WTT also don't feature in my notes, possibly because my view was blocked by other passing trains or because they didn't actually run.

Passenger and Class 1 trains

In the evening there were a number of services of particular interest. The first was 2J63, a summer only Scarborough to Sheffield train, behind No. 6783 which

passed through York just before eight o'clock. The second was one of those curious relics from steam days, the 15:30 Norwich to Newcastle with No. 270 in charge. Another EE Type 3, Tinsley's No. 6718, brought in the 19:45 Hull to York, which was one of the handful of passenger trains run chiefly to convey mail and parcels traffic, which the normal DMUs could not cope with. Later on, the 23:08 Leeds to York with No. 240 was also a mixed parcels, mail and passenger service.

It's very easy to look at the past on the railway through rose tinted spectacles but comparing East Coast Main Line (ECML) expresses in 1971 with those in 2023 reveals a stark difference.

Between 20:00 and 22:00 there were just



On 21st March 1972 and, still carrying its D prefix, No. D292 passes under Holgate Bridge and takes the avoiding line with a northbound freight. NORMAN PREEDY/ RAIL PHOTOPRINTS

On 19th March 1971 green liveried Brush Type 4 No. 1883 approaches Holgate Junction from the avoiding line with train of 100T bogie tankers. The train is the TThSO 6L40 08:15 Port Clarence to Leeds O.R.T. JOHN TURNER 53A MODEL



23:15-00:15	180	4C64	21:30 Follingsby-Stratford	52A	23:39 stn	Freightliner
	6942	9L73	Southbound engineers	55C	----	Later worked northbound Light Engine
	350	4S84	20:50 Sheffield-Glasgow	52A	23:47 stn	Freightliner
	6895	8N77	23:55 Dringhouses-Tees	51L	00:01 YYS	Seen earlier on 6J60
	6948	3M17	20:00 Brian Mills Depot-Blackpool N.	41A	23:44/00:01	Parcels. Loco arrived with 3L24
	74	4F32	TThO 20:12 Kings Norton to Tyne CFD	D16	23:53 stn	Car train. Crew change signal Y164
	1971	4F60	20:11 Edinburgh-Stratford	64B	00:08 stn	Freightliner
	1976	1S66	20:20 King's Cross-Edinburgh	64B	00:05/19	Mail and passenger
	77	3M06	00:10 York- Nottingham	D16	00:10	Parcels
	9005	----	Light Engine (Gateshead-Doncaster Works)	52A		En route for unclassified repair
	1100	4S83	19:27 Stratford-Glasgow	55B	23:38 stn	Freightliner
	1881	6E65	18:08 Millerhill-King's Cross Goods	51L	00:14 stn	
00:15-01:15	30	3E05	22:00 Nottingham PCD-Brian Mills Depot	55A	00:40/01:20	Parcels. Loco worked 4L08 later. Loco change
	351	6F66	17:43 Menai Bridge Junction -York	55C	00:50 YYS	Cattle. Loco later seen on 8Z07
	257	(4S82)	18:55 King's Cross-Aberdeen	52A	22:39 stn	Freightliner
	1973	4S85	20:20 Stratford-Edinburgh	64B	00:23 stn	Freightliner
	3315	----	Northbound trip freight	55B	-----	Trip freight see main text for details
	154	6M78	20:50 Tyne-Washwood Heath	82A	23:04 stn	Calls Dringhouses
	5224	----	Northbound Light Engine for 8Z41	D16	-----	Worked 8Z41 with 5544
	1502	1A45	23:05 Newcastle-King's Cross	34G	Pass 00:48	
	1990	1S70	22:15 King's Cross-Aberdeen	52A	Pass 01:02	
	164	3S15	21:22 King's Cross Goods-Edinburgh	52A	00:53/01:09	Parcels
	1999	1A47	22:20 Newcastle-King's Cross	52A	00:45/01:00	via Leeds
	156	3E10	21:27 Curzon Street to York	82A	01:05	Parcels. Worked 1D64 later
01:15-02:15	5544	----	Northbound Light Engine for 8Z41	41A	-----	Worked 8Z41 with 5224
	1763	1E35	20:20 Edinburgh-King's Cross	34G	00:58/01:13	Mail and passenger. TPO Edinburgh to York
	6898	6L46	23:21 Teesport-Lecds Shell Mex Siding	51L	01:14 YYS	Bogie tankers. Loco returned with 6N33
	170	----	Southbound Light Engine	52A	-----	For 6E61 to Tyne
	5657	0L40	Southbound Light Engine	55A	-----	after working 8F57
	6915	6Z03	Southbound bogie tankers	55C	-----	earlier worked north with 6N39
	170	6E61	19:40 Leicester-Tyne	52A	01:20 stn	Dringhouses attach wagons
	30	3L08	01:43 York-Lecds PCD	55A	01:43	Parcels. Loco had worked 3E05 to York
	6942	----	Northbound Light Engine	55C	----	Loco had worked 9L73
	287	----	Northb' Light Engine from Healey Mills		----	Loco had worked 6L60 earlier
	1541	3E03	21:32 Edinburgh-King's Cross Goods	55B	01:32/01:50	Parcels
	6731	8L90	00:15 Tees-Dringhouses	51L	02:08 stn	Loco ran Light Engine to Doncaster for 6N66
02:15-03:15	47	1E38	19:25 Bristol-Newcastle	D16	02:03/28	Mail and passenger
	6899	7N70	00:47 Healey Mills-Tees	52A	01:18 YYS	Loco had worked 7L61
	190	1F02	00:12 Manchester Vic-Newcastle	52A	01:53/01:58	Newspapers
	1539	1E40	22:10 Edinburgh-King's Cross	40B	Pass 02:01	
	14	4V73	16:17 Edinburgh-Cardiff	55A	02:24 stn	Freightliner. 20 vehicles
	169	4M72	21:56 Edinburgh-Willesden	52A	02:14 stn	Freightliner
	1571	1S72	22:30 King's Cross-Edinburgh	55B	02:10/20	Mail and passenger.
	46	3E06	21:54 Mayfield-Brian Mills Depot	D16	02:17/02:48	parcels
	275	(0L76)	Light Engine York-Healey Mills	55B	02:02 stn	
	6705	6M65	21:27 Whittemoor-Carlisle	51L	02:21 stn	
	166	1F04	00:20 Manchester Vic-York	52A	02:30	Newspapers. Loco seen earlier on 3M05
	9018	1E39	22:30 Edinburgh/ Fort William-King's X	34G	Pass 02:28	
02:15-03:15	259	(6L67)	20:00 Gloucester Barnwood-Tyne	55B	03:10 YYS	Calls Dringhouses. Loco seen earlier on 6V52
	1997	4N61	22:24 Stratford-Follingsby	52A	01:34 stn	Freightliner
	351	8Z07	Southbound freight (York-Shrewsbury?)	55C	----	Empty cattle wagons? Loco earlier on 6E66
	8037 18169	(8F55)	11:15 Bargoed-South Bank	D16	02:29 YYS	Coke
	9009	1S77	23:10 King's Cross-Edinburgh	34G	Pass 02:45	
	6717	3E17	21:50 Preston-Brian Mills Depot	55C	02:46/03:30	Parcels. Loco returned with 8L85
	1778	1S79	23:35 King's Cross-Edinburgh	55A	Pass 02:55	
	9010	1E42	19:10 Aberdeen-King's Cross		02:45/52	
	6835	8F78	20:59 Dewsnap-Tees	41A	00:37 YYS	Bogie bolsters. Loco returned south with 8J14
	1510	1E24	18:28 Aberystwyth-York mail/passenger	34G	Arr. 03:14	Return working of 1M41. Loco from Crewe

two northbound expresses through York whilst today in the same time span there are six. In 1971 the last Edinburgh service left King's Cross at 16:00; in 2023 it is 20:27.

Several of the overnight passenger trains conveyed Travelling Post Office vehicles as well as seating coaches; examples of these included an Edinburgh to King's Cross, a Newcastle to King's Cross, a Newcastle to Bristol and a York to Aberystwyth, together with their return workings.

In addition there were also nine overnight ECML expresses in both directions, many of course conveying sleeping cars to and from stations further north: Newcastle, Edinburgh, Aberdeen and Fort William. One of the Newcastle trains was routed via Leeds and the Durham Coast line via Hartlepool and Sunderland. A significant number of these passed York through the centre roads without stopping.

As would be expected, these services were largely in the hands of Brush Type 4s and 'Deltics'. Interestingly, two of the Brush Type 4s seen, Nos. 1704 and 1705, were very recent conversions from the small batch of locomotives fitted with Sulzer 12LVA24 power units; they had received the normal 12LDA28C power units earlier in 1971.

One final passenger train worth mentioning was the arrival of the 21:50 Inverness to York Motorail just after seven o'clock behind No. 272. This train was interesting as it reversed direction in Newcastle Central in order to have the double deck Motorail vehicles at the correct end of the train for unloading at York.

There were a few overnight empty

carriage stock workings seen running with the head codes beginning with '5F'; this code was used for East Coast main line special traffic, with odd numbers towards London and even numbers away from London. These were presumably positioning runs for summer Saturday workings.

Light engines

As could be expected there were a considerable number of light engine moves, some presumably to and from York depot. Others were clearly heading off to collect their trains from one of the yards on the avoiding lines or to and from Dringhouses yard.

One unexpected light engine working was the appearance of 'Deltic' 9005 heading south just after midnight en route from Gateshead depot to Doncaster Works. This can be explained by a note on the 'Napier Chronicles' website: "July 2nd To Doncaster Works - Unclassified repair. Exhauster support frame right hand leg broken - this was repaired. Released from Doncaster Works."

Parcels and newspaper trains

In the early 1970s there were considerable numbers of overnight parcels trains, many being run for mail order catalogue firms from the Brian Mills Depot at Sunderland and Bradford Forster Square. An Edinburgh service ran from Bradford, whilst a series of trains worked from Sunderland to and from Bristol, Liverpool Lime Street, Blackpool North, Nottingham, Manchester Mayfield and Preston. There were also long distance parcels trains from London Liverpool Street to

Edinburgh and King's Cross Goods to Edinburgh, both of which ran in both directions overnight. In addition there were a small number of short distance parcels trains that fed in and out of other services at York.

Two newspaper trains from Manchester Victoria followed each other a few minutes apart across the Pennines with one operating to Newcastle and the other terminating at York. The vans from these two services were returned to Manchester Red Bank carriage sidings during the daytime as one enormously long train.

Freightliner trains

In the years following the recommendations in the Beeching Report, British Rail built up a substantial network of container train services between the main industrial centres, running largely overnight. Those passing through York included:

- Aberdeen to King's Cross
- Edinburgh to Cardiff and Stratford
- Newcastle Follingsby to Stratford, Willesden, Trafford Park and Dudley
- Glasgow to Sheffield and Stratford
- Stockton to Stratford.

My notes don't show any details of either the north or southbound Stockton trains but I suspect I missed them; possibly the trains were obscured by a passing train.

All but one of the Freightliner trains were routed through the station using the two middle lines (Up and Down Main) rather than the platform lines. York, of course, still had four through lines in the station. Crew changes are shown in the WTT taking place for

No. 9017 is departing York with train 1E15, the Fridays only 13:45 relief service from Edinburgh to King's Cross on 29th August 1970. In 1971 the overnight passenger services through York were made up exclusively of Mark 1 vehicles as in this photo. Signal Y107 is the signal on the gantry to the left of the locomotive and was the timing point shown in the WTT for crew changes of several southbound Freightliner trains. DAVID WHARTON



03:15-04:15	1101	4H00	03:14 York-Hull	52A	03:14	Parcels
	183	1E43	23:30 Edinburgh-King's Cross	52A	Pass 03:18	
	6942	5102	Northbound ECS	55C	----	ECSML special traffic headcode
	6894	7N68	03:20 Dringhouses-Tees	51L	03:27 YYS	
	90xx	1E48	20:30 Aberdeen-King's Cross		Pass 03:41	
	6898	6N33	02:37 Leeds Shell Mex-Teesport	51L	03:50 YYS	Bogie tankers. Loco had worked 6146
	6717	8L85	01:10 Tees-Healey Mills	55C	04:10 YYS	Loco had worked 3E17
	5544+5224	8/41	Southbound iron ore wagons	-----	----	See main text for details
	9001	1N42	23:55 King's Cross-Newcastle	34G	03:57/04:09	
	1704	4E63	22:35 Glasgow-Sheffield	41A	04:00 stn	Freightliner.
	6835	8J14	22:15 Tyne -Tinsley	41A	03:23 YYS	Loco seen earlier on 8178 and later as 0J05
	2xx	(3E50)	21:40 Edinburgh- Liverpool St.	----	03:48/04:03	Parcels
Walk from Holgate Bridge to station						
04:30-05:30	1534	1N00	King's Cross-Newcastle	40B	04:20/27	Stops to set out letter mail
	6754	----	Light Engine	31B	-----	
	127	----	Northbound Light Engine	D16	-----	Later worked 8M65
	8305+8307	8N83	04:15 Tinsley-Tees	55B	06:35 YYS	
	1879	6M37	02:37 Teesport-Haydock tankers	51L	04:32 YYS	
	144	3E07	22:50 Bristol- Brian Mills Depot	82A	04:10/04:40	Parcels
	5571	3107	03:34 Doncaster-York	40B	04:08	Parcels
	1516	----	Southbound Light Engine	55B	-----	Worked 1N29 previous day
	5817	6Z38	Northbound bogie bolsters	40B	-----	
	1529	6N63	20:25 King's Cross Goods-Tyne CFD	40B	04:00 stn	Dringhouses detaches wagons
	6874	6J30	02:47 Teesport-Ecclesfield tankers	51L	04:36 YUA	
	193	4E71	02:30 Trafford Park- Follingsby FL	55A	05:07 stn	20 vehicles. Loco earlier worked 4M82
	5601	8N40	18:45 Fletton-Stockton/Tyne CFD	34G	05:10 YYS	Bricks. Loco seen on up tankers at about 06:15
	281	(4F65)	01:55 Dudley-Follingsby	55B	05:25 stn	Freightliner. 20 vehicles
	6756	----	Light Engine	31B		Worked 7N66 Temple Mills to Dringhouses
	127	8M65	00:01 Tyne-Brierley Hill bogie bolsters	D16	04:10 YUA	
	1991	4F59	00:15 Willesden-Follingsby	52A	06:18 stn	Freightliner
05:30-06:30	392	8L76	04:10 Healey Mills-Dringhouses (did this actually work further north)	55B	05:26	Loco seen earlier on 8G07 and later on 8G09
	8306	8K10	05:35 Dringhouses to Scarborough	55B	05:35 stn	See main text for details
	254	-----	Light Engine	55B		
	264	3101	00:45 Edinburgh-Bradford Forster Sq.	64B	05:44/06:20	Parcels
	6731	7N66	21:00 Temple Mills-Tees	51L	05:35 stn	Dringhouses set down. Loco earlier on 8L90
	5859	3E11	Southbound parcels	40B	----	Train not identified
	8024	-----	Northbound freight	55B	----	Trip freight see main text for details
	1508	4S42	21:00 Dagenham- Bathgate Cartics	34G	03:45 YYS	
	8304+8301	-----	Northbound ballast	55B	-----	
	6938	8N81	00:20 Whitmoor-Tees	31B	06:10 YYS	
	6911	7S68	01:40 Whitmoor - Millerhill	51L	05:37 stn	
	5601	----	Southbound tankers	34G	----	
	1789	6G33	Southbound bogie tankers	51L	----	
	1513	1N01	01:15 King's Cross-Newcastle	55B	06:22/06:50	via Leeds and Hartlepool
	143	8E05	05:00 Toton-Tees	82A	06:46 YYS	Seen earlier on 8M04
	8300	8K03	05:45 Dringhouses to York Foss Island	55B	05:45 stn	Sand for Redfearne's glass works
06:30-07:30	5550	----	Northbound ECS	40B	----	
	1103	----	Light Engine	52A	-----	Had worked previous day's 1L29
	156	1D64	07:00 York-Doncaster	82A	07:00	
	272	(1E51)	21:50 Inverness-York Motorail	55B	07:08	
	392	8G09	Southbound mineral	55B	-----	Loco earlier on 8L76
	250	(1S51)	07:20 York-Aberdeen	55B	07:20	

DEPOT CODES: 31B March: 34G Finsbury Park; 40B Immingham; 41A Tinsley; 51L Thornaby; 52A Gateshead; 55A Holbeck; 55B York; 55C Healey Mills; 64B Haymarket; D08 LMR Liverpool area; D16 LMR Nottingham area; 82A Bristol Bath Road

FREIGHT TIMING POINT CODES: stn - station; YYS - York Yard South; YUA - York Up Arrivals

Parcels and passengers all timed at station. Passenger services are shown in bold.

some Freightliner trains in the station; southbound at signal Y107 at the southern end of the station and at signal Y164 at the northern end.

One train, the 13:15 Cardiff to Edinburgh, is shown as having a crew change at York Yard South. Notes in the WTT also give loadings for the trains, these being either 15 or 20 vehicles. Motive power was exclusively Type 4s.

Wagonload freight traffic

Despite the declining amount of freight traffic in the 1960s and early 1970s there were still significant numbers of wagon load trains to be seen through York. In the time I was by the lineside, I noted no fewer than 68 freight workings.

The WTTs show evidence of the complexity of how the railway handled this traffic with timing points for freight trains at the different yards in York. Sometimes these are just the passing times but in many cases crew or loco changes are noted. Confusingly the same symbol – an 'L' – is used for both crew and loco changes although the length of time stopped usually gives a clue as to which trains were scheduled to change locomotives.

To the south of York was Dringhouses Up yard which had been significantly modernised in the early 1960s with a hump for sorting wagons. On the opposite side of the mainline were the loops at Holgate which were used for recessing some trains, as they still are today.

Travelling along the freight avoiding lines various locations are shown in the WTT for freight trains heading north: Dringhouses Up, York Yard South, York Down Yard, York Yard North and Skelton New Sidings.

Coming south the WTT shows timing points at Skelton New Sidings, York Up Arrivals, York Yard South and Dringhouses Up. All of these locations were being used in 1971 for crew or locomotive changes or recessing trains before continuing their journey. For the tables I've used the timing point closest to the north of Holgate Junction as noted in the WTT. Close study of the tables will reveal evidence of some of the trains which changed locomotives at the various yards

For those readers wanting to know more details of these locations I can recommend The North Eastern Railway association's book "Signalling Centres in the North East: No 1 York".

Some of the freight trains I saw cannot be identified as they were running with a headcode allocated to the trains as a special working (a Z as the letter) or a control special (in the former North Eastern Region area this was a G)

It is probably most logical to look first at trains operating between the major marshalling yards and then look separately at those trains operated for specific flows, often being company (COY) trains for one customer. At York those included tanker trains for fuel or oil companies, new cars, steel, chemicals, cement, limestone or iron ore.

Yard to yard traffic

In 1971 there was still a significant network of long distance freight trains linking the major yards. Scottish general wagon traffic was handled by services from Millerhill yard in Edinburgh to Whitemoor and King's Cross Goods. For traffic for the west of Scotland there was also a Whitemoor to Carlisle train.

The Newcastle area produced traffic from both Tyne Yard and the Central Freight Depot (CFD). Trains ran from Tyne Yard to Healey Mills, Hull, Gloucester Barnwood, Leicester, Scunthorpe, Tinsley and Washwood Heath. From the Tyneside CFD there were services to Healey Mills and King's Cross Goods.

Teesside's trains, many of them no doubt carrying steel or chemical related traffic, ran from Tees Yard to Bescot, Dringhouses, Healey Mills, Temple Mills, Tinsley, Toton and Whitemoor.

As well as handling a number of through freight trains, Dringhouses was also the starting or terminating yard for trains from Healey Mills, Hull, Kings Cross Goods, Leeds Wellington Street, Tees Yard, Tyne Yard, Washwood Heath and Whitemoor. In addition, grain traffic to and from Scottish destinations called at the yard en route from Burghead or Muir of Ord to Doncaster

Fish traffic

There was still regular fish traffic from Aberdeen to London in 1971. These were formed of the white liveried 'Blue Spot' vans. The 13:50 Aberdeen to King's Cross Goods fish train was scheduled for a maximum of 60 mph running with frequent stops for examination. The WTT shows these at Newcastle station and York Clifton (just north of the station) where traffic was also detached. The train was scheduled to arrive at King's Cross Goods just under twelve hours after leaving Aberdeen. My notes state there were fish vans in the northbound King's Cross Goods to Millerhill train, presumably returning to Aberdeen. The WTT shows wagons being attached at Dringhouses, no doubt those which had been detached earlier at Clifton.

Steel industry traffic

Whilst much of the steel industry's traffic from the North East will have been

dealt with on the wagonload trains, there were clearly other specific flows. A few stand out such as the Dewsnap Sidings to Tees Yard train of bogie bolsters, which would have been electrically hauled over the Woodhead line to Wath Yard. Other traffic included coke from Bargoed in South Wales to South Bank on Teesside as well as iron ore to the steelworks on Teesside from Corby or Kettering as well as imported iron ore from South Bank to Corby, Spring Vale and Stanton Gate.

My notes refer to 'mineral' trains which was how I used to note trains made up of the 16 ton coal wagons. I suspect that some of the trains I noted in this way will have been conveying coal or iron ore or running empty.

Cement and aggregates

A small number of trains in these categories were seen including empty cement wagons returning to Eastgate on the Weardale branch, and a train conveying limestone from Skipton to the Greatham south works on the Durham Coast. Finally there was a service conveying bricks from Fletton to Stockton and the Tyne CFD. One train that I believe I missed when walking from the station to Holgate Junction was the 6O31 an Uddingston to Northfleet service which was formed of air braked bogie cement wagons.

Oil and chemical traffic

In the 1970s there were significant flows of fuel, oil and chemicals out of Teesside. As well as several control specials, which cannot be identified, there were tanker trains from Teesport to Hunslet, Haydock and from Bromsgrove to Port Clarence. Another train I was able to identify was chemical traffic from ICI Wilton to Severn Beach. Many of the trains carrying chemicals and fuel ran on only a few days a week so what I saw was just a sample of the regular timetabled workings.

Car traffic

There were two trains conveying new cars, one being from Kings Norton to the Tyne CFD whilst the second was from Dagenham to Bathgate using the articulated Cartics.

Cattle traffic

Probably the most surprising working was a cattle train bringing Irish cattle to York where they were sent to farms nearby for fattening before slaughtering. Train 6E66, the 17:43 Menai Bridge Junction to York, should have started from Holyhead but, following



No. 6737 is at the head of 1H89 the 17:08 York to Hull on 5th April 1969. The return working for this was 1L89, the 19:45 from Hull to York. This was one of a small number of trains run principally for mail and parcels traffic that could not be handled by DMUs. DAVID WHARTON

On 29th August 1970 No. 8307 brings trip freight 8K09 across the Scarborough line bridge at York. 8K09 was the Rowntree's and Foss Island trip freight which visited Foss Island in the morning then tripped all day between Dringhouses and Rowntree's. This is clearly a working from Rowntree's chocolate factory to Dringhouses Yard. Note that the train is running 'wrong road' and has crossed the bridge on the Down Scarborough line and is now about to head through the station on the middle roads towards Dringhouses Yard. DAVID WHARTON



the fire in the Britannia Bridge over the Menai Straits the previous year, Menai Bridge Junction was being used as the railhead for cattle traffic. The animals were transported from Holyhead to Menai Bridge Junction by road. Whilst 6E66 is in the WTT no corresponding return working appears. I understand that the empty wagons were returned to Menai Bridge Junction via Shrewsbury Cotton Hill. I suspect that No. 351, which had arrived with 6E66, then took the previous day's empty cattle wagons back to Shrewsbury as train 8Z07.

Trip workings and local freights

During the night I recorded several trip workings behind English Electric 350hp shunters. Details in 1971 York Division Trip Notices reveal what these were. One was York Dringhouses Yard T13 pilot: as well as shunting Dringhouses Yard it also tripped to and from York Yard North and York Yard South and the station and Holgate reception lines. The second was York Yard South T15 pilot: this marshalled and broke trains up as required in the yard but also transferred traffic from Leeman Road and the sugar

factory to and from Dringhouses.

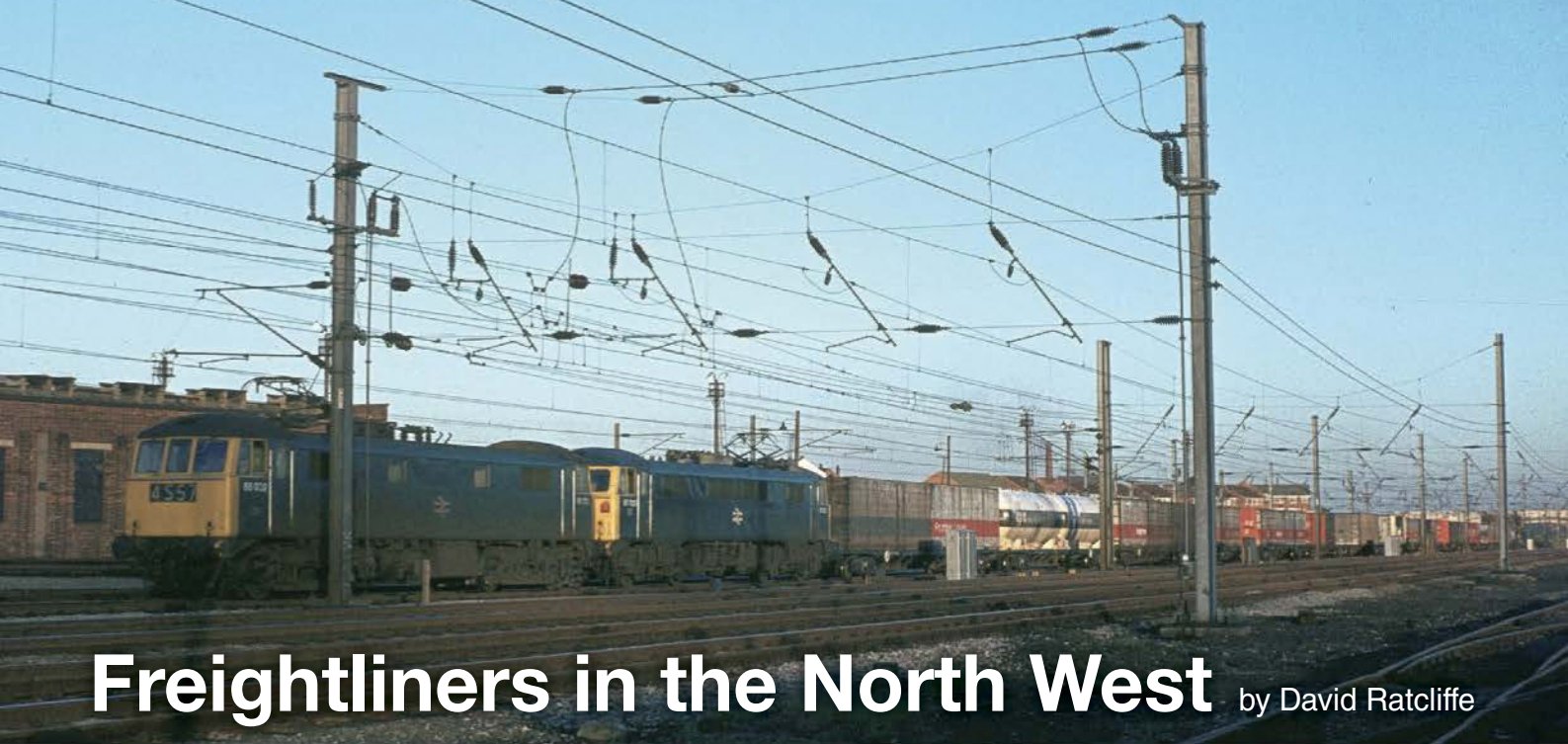
Train 8K10 was the 05:35 Dringhouses to Scarborough trip freight. The train was to be marshalled as follows: Loco + Malton Traffic + Waverthorpe Traffic + Knapton Traffic + Scarborough Traffic. In the early 1970s York had a small allocation of English Electric Type 1s, mainly in the 8300 series and these were a regular sight on local freight trains in the York area.

The 8K03 05:45 Dringhouses to York Foss Island trip train was the first of three morning trips to Foss Island. The one shown in the tables was conveying sand for Redfearn's glassworks (on a siding at the end of the Foss Island branch). Other trip workings handled oil tanks and coal for Layerthorpe and there was also a dedicated working of vans for Rowntree's chocolate traffic.

The tables

We don't usually publish such large tables as the ones accompanying this article but we hope that it will help the reader to appreciate just how much traffic could be seen overnight at one of the main railway centres of Britain in the 1970s. Sit back, turn the lights down and allow yourself to be transported back in time to when there was a continuous stream of passenger, mail, parcels and freight trains through York.

From 1974 the 18:46 Manchester Longsight FLT to Glasgow FLT, which ran via Eccles and the original Liverpool & Manchester Railway line across Chat Moss, would only be diesel hauled as far as Wigan where a pair of electrics could then take over for the remainder of the run to Scotland. Class 86 No. 86032 and Class 87 No. 87023 prepare to head north from Wigan Springs Branch with 4S57 in May 1977. DAVID RATCLIFFE



Freightliners in the North West

by David Ratcliffe

North West England has been an important area for Freightliner operations since their inception, with four of the first five routes linking London and Glasgow to Liverpool and Manchester. After several trial workings, and a resolution to the industrial dispute as to whether private road hauliers were to be allowed access to British Rail's new Freightliner terminals (FLT's), these container trains began operating in 1966.

The first FLT's in the north west were built by BR at Garston, on Merseyside, and at Longsight in south Manchester, and within a few months both were handling a healthy level of business with traffic comprising a wide range of commodities, including biscuits, carpets, clothing, chemicals, fire-bricks and powdered starch. As volumes continued to grow, a second Freightliner terminal was opened in Manchester during October 1969 on the site of Trafford Park steam shed, this being a somewhat larger facility than Longsight FLT and with container trains running to terminals at Holyhead, Hull, Newcastle/Stockton, Southampton and Swansea.

Earlier in 1969 two privately owned Containerbases had also been opened in the north west by Overseas Containers Ltd. One was built on the site of the former Aintree Sorting Sidings, close to the famous race course and next to the North Mersey Branch which ran from Marsh Lane Junction to Fazakerley Junction, and was reached via the Bootle Branch from Edge Lane Junction, while the other OCL Containerbase was situated alongside Barton Dock Road, to the south of the Trafford Park industrial

estate. Rail access to this terminal was provided by a mile long extension of the Manchester Ship Canal Co. Railway's existing Barton Dock branch and, in contrast to the Aintree CB trains which were worked by BR locomotives throughout, those from Barton Dock CB were hauled by an MSC locomotive as far as Trafford Park West Sidings where they would be exchanged with British Rail.

Containerbase services

Each Containerbase initially had a single daily service, Saturdays included, running to and from Southampton Millbrook until they were switched to serve the recently opened Southampton Maritime terminal in 1972. However, due to haulage constraints between Bootle Junction and Edge Lane Junction, the Aintree to Southampton train would often be worked as two portions as far as Edge Hill Down Wapping Sidings, where they were then combined and from where an electric locomotive would usually take the train forward as far as Crewe Basford Hall yard.

In 1970 an additional Freightliner was introduced between Aintree CB and Tilbury with this train, usually formed of two five-wagon sets, running via Widnes and Warrington Central to Trafford Park West Sidings where a single five-wagon portion from Barton Dock CB would be added. However, this method of operation had ceased by 1984, when the Tilbury portions were either worked direct or added to other Freightliner services originating from either Garston FLT or Trafford Park FLT.

Traffic at both of these BR terminals had also continued to increase, as shown by the list of services timetabled to run that year (Tables 1 and 2), and the appearance of workings to Felixstowe indicated the increasing importance of deep-sea container traffic which, during the following decade, would come to dominate the rail-bourne container business.

Haulage

By the early 1980s, Class 47s and AL electrics handled the majority of Freightliner trains to be seen in the north west, although Class 40s and 'Peaks' still occasionally appeared on the workings to Holyhead and Newcastle, while a Class 25 would sometimes turn up on one of the shorter Aintree trains. All services from Trafford Park FLT, irrespective of eventual destination, also had to be diesel powered as far as Longsight until the overhead wires were finally extended to Trafford Park in the summer of 1980.

The inbound working from Stewartby, near Bedford, originated at the London Brick Co.'s sidings and conveyed bricks loaded onto special 20' flat-platform brick containers developed by London Brick. Known as the 'Fletliner' each train normally comprised 15 bogie Freightliner flats and, with each wagon carrying three containers, a train could transport about 315,000 bricks (enough to build eight average-size houses). When introduced in 1974, the train ran via Trafford Park FLT, where some of its bricks were unloaded, before it



Class 25 No. 25300 had just run round 4F66, the 07.41 Garston to Aintree Containerbase Freightliner, when recorded at Edge Hill Down Wapping Sidings in July 1984. The train is formed of a five-wagon set which had arrived on Merseyside the previous evening as part of 4M74, the 13:58 from Tilbury RCT to Garston FLT. From Tilbury 4M74 also included portions for Garston FLT, as well as for Barton Dock Containerbase and Trafford Park FLT, both of which were detached at Crewe. DAVID RATCLIFFE

then continued along the former CLC line to Allerton West Junction before terminating at Garston FLT. The return working to Stewartby, which conveyed the empty flat-platform containers, was routed direct via Runcorn and Crewe with haulage provided throughout by a pair of Class 25s.

Another company Freightliner service which operated to and from the north west daily was 4E75, the daily Ford Motor Co. working, which ran between the car plant at Halewood, on Merseyside, and Parkeston Quay container terminal at Harwich. Electrically hauled between Halewood and Willesden, these trains, which comprised four or five five-wagon sets, carried automotive components such as gearboxes in Ford's own 30ft containers, which were destined for export to the Ford factories at Cologne and Saarlouis in Germany, and Genk in Belgium. The southbound train was timed to depart from Halewood at 08:22 SX, but changes within the car industry saw the traffic decline and, like the 'Fletliner', the Ford Freightliners ceased to run during the mid 1980s.

Rationalisation

In 1986 Aintree CB closed to rail traffic while services were withdrawn from Longsight FLT the following year. Then in March 1991, Sealink's Holyhead container terminal ceased to use rail,



Class 47 No. 47222 heads 4D59, the 15:54 Trafford Park FLT to Holyhead CT down the bank from Miles Platting towards Manchester Victoria in July 1985. After leaving Trafford Park, this train took the Throstle Nest Curve to Throstle Nest South Junction and then along the former CLC Fallowfield Loop line to Hyde Road Junction. From there it would head west via Gorton Junction, diverging at Ashburys West Junction onto the line to Phillips Park South Junction, Phillips Park West Junction and Miles Platting. DAVID RATCLIFFE

although some of its traffic was diverted to the Cawoods terminal at Ellesmere Port Docks. The Cawoods terminal had opened in 1986, principally to handle containerised coal trains from South Wales and Lynemouth, but from 1990 it also began to receive one or two Freightliner trains each day from Crewe Basford Hall. This number increased to three following the closure of the Holyhead container terminal but it would prove to be short-lived for, in the summer

of 1992, the Cawoods terminal closed, with all its traffic diverted to Liverpool Seaforth Docks.

Privatisation

The hiving off of Freightliner from the BR Railfreight Distribution sub-sector in 1995 was a precursor to its privatisation the following year, with the company then commissioning Brush Traction to rebuild a dozen of the ageing Class 47 locomotives that it had inherited with reconditioned General Motors 645

Weekend engineering work in the Longsight area would sometimes result in the Saturdays Only Trafford Park to Tilbury Freightliner being diverted via Guide Bridge, where the locomotive ran round, and then along the line through Denton and Reddish to regain its booked route at Heaton Norris Junction, Stockport. This relatively short train, which then ran as required, normally conveyed a large number of insulated and refrigerated containers, as in this view of Class 47 No. 47364 seen heading south through Reddish South on 23 October 1982. DAVID RATCLIFFE



Class 86 No. 86001 heads north through Stafford with 4M81, the 06:43 SO Ford Motor Co. Freightliner working from Harwich Parkeston Quay to Halewood in November 1983. At the time most of the Ford containers would have been returning to Halewood empty, to be reloaded with automotive components for the Ford factories at Cologne and Saarlouis in Germany, and Genk in Belgium. DAVID RATCLIFFE



In Summer 2000 Freightliner's Class 86 No. 86608 underwent a trial conversion being fitted with revised gearing to provide improved tractive performance. Renumbered as 86501 the modified locomotive is pictured running light through Deansgate station on September 23rd, 2000.



Former Class 47 No. 47231, rebuilt as Class 57 No. 57010 and named 'Freightliner Crusader', heads through Manchester Deansgate with 4029, the 12.47 SO Trafford Park to Southampton MCT on 30th September 2000. DAVID RATCLIFFE

power units, new alternators and cab interiors.

The first of these 'new' locomotives, designated Class 57, was unveiled in summer 1998 together with a striking new green and yellow livery, while the company signed new contracts with several of the major shipping companies which saw a significant increase in traffic between the ports of Felixstowe and Southampton and its inland container terminals. Freightliner traffic also benefited from the introduction of several new wagon types during the 1990s, such as the Tiphook 'pocket' wagon and the British Rail designed 'Lowliner', both of which were intended to carry the increasingly popular 9ft 6in hi-cube containers within the restrictive British loading gauge,

In 1999 the first of Freightliner's Class 66 locomotives entered service and with business now outstripping the capacity of its Trafford Park terminal a new mini-terminal was opened within the confines of Crewe Basford Hall Yard. That same year Freightliner also began operating from the recently opened O'Connor Group freight depot at Ditton, on the outskirts of Widnes, while in 2001 extra services were also introduced at Barton Dock Containerbase. Now operated by Roadways Container Logistics, this saw the Barton Dock terminal gain two additional trains running from Southampton, one of which would be rescheduled to operate from Felixstowe in 2006.

The introduction of these extra trains saw the Manchester Ship Canal Co. replace its 4wDH Sentinels, first with a pair of Andrew Barclay 0-6-0DH locomotives and then a succession of ex-BR Class 08s, which were leased from RT Rail and the Hunslet Engine Co. The severe economic downturn of 2009 led to deep cuts in Freightliner services with the company withdrawing from Barton Dock the following year. However, some container traffic did resume along the MSC branch in 2011 when GBRf introduced a daily train from Barking. Unfortunately this service was not a great success, ceasing after only a few months before a new GBRf working, now running to Felixstowe,

(RIGHT) In 1995 Freightliner received an allocation of ten Class 90s and No. 90150 is seen heading the 10:38 Crewe Basford Hall to Trafford Park at Manchester Oxford Road station on 30th April 1997. On this occasion the train included a portion from Tilbury for Barton Dock which was conveying several Russian Railway containers, all carrying uranium ore concentrate destined for the BNFL Springfield Works outside Preston. DAVID RATCLIFFE



Pairs of Class 86s were once a common sight on services from Trafford Park FLT with Nos. 86637 and 86612 pictured heading through Deansgate station on 16th September 2000 with 4F32, the 14:10 to Crewe Basford Hall. DAVID RATCLIFFE



MSC No. 1 'Emily', an Andrew Barclay 0-6-0DH (works number AB660 of 1982) shunts a set of Freightliner wagons at Barton Dock Containerbase on March 8th, 2007. A weak bridge at Waters Meeting, near the commencement of the MSC's Barton Dock branch, meant that main line locomotive were barred from this line. DAVID RATCLIFFE



was introduced in October 2011. However, when that service was diverted to the Trafford Park Euro Terminal, itself built on part of Trafford Park West Sidings, the Barton Dock branch finally closed at the end of December 2012.

Today, despite strong competition for container traffic from DB, DRS, and GBRf, Freightliner still operates five trains most weekdays from Garston as well as a couple from Ditton, while in Manchester the Trafford Park FLT continues to despatch seven or eight trains a day.

(RIGHT) Three of the MSC Co.'s locomotives, Hudswell Clarke 0-6-0DM No. D6 and 4wDH Sentinels Nos. DH23 and DH26, prepare to leave 'The Base' with the afternoon Barton Dock to Southampton Freightliner on May 2nd, 1992. The pair of Sentinels would often need the assistance of another locomotive on this heavy train for the steep climb from Park Road up to the bridge over the Bridgewater Canal at Waters Meeting just before they reached Trafford Park West Sidings; this location was more generally known to the MSC crews as Bridgewater Sidings. DAVID RATCLIFFE



Table 1 - Freightliner departures from Merseyside January 1984	Table 2 - Freightliner departures from Manchester January 1984
From Garston FLT 4K53 MX 00.19 to Crewe BH 4A54 MX 00.50 to Stewartby 4E91 MX 02.19 to Tilbury 4F05 MX 04.03 to Edge Hill Down Wapping 4F51 MX 06.00 to Seaforth 4F66 MX 07.41 to Aintree 4E75 MX 07.26 to Parkeston 4K58 SX 17.34 to Crewe BH 4E65 SX 18.16 to Stratford 4K54 SX 20.00 to Crewe BH 4K56 SX 20.40 to Crewe BH 4E71 SX 22.30 to Felixstowe Creek Notes. 1. 4F66 comprised a portion for Aintree off 4M74, the 13.58 from Tilbury RCT to Garston FLT. 2. 4K56 comprised wagons for Glasgow FLT.	From Trafford Park FLT 4K55 MX 01.00 to Crewe BH 4E71 MX 02.04 to Stockton 4D59 SX 15.54 to Holyhead 4O65 SX 19.53 to Southampton Millbrook 4E83 SX 20.30 to Felixstowe North 4E82 SX 22.06 to Ipswich Yard Note: 4E82 included portions for Parkeston and Tilbury.
From Aintree CB 4F55 SO 10.39/SX 12.26 to Edge Hill Down Wapping 4O95 SO 12.15/SX 14.54 to Southampton Maritime 4F56 SX 19.03 to Garston Notes. 1. On Saturdays 4F55 went forwarded from Edge Hill Down Wapping as 4E76, the 13.37 SO to Tilbury. 2. On Mondays to Fridays 4F55 comprised wagons to be added to the 4O95 service to Southampton. 3. 4F56 comprised a portion to be added to 4E91 for Tilbury.	From Barton Dock CB 4O94 SO 15.54 to Southampton Maritime 4O67 SX 21.29 to Southampton Maritime Notes: Timings of 4O94 and 4O67 from Trafford Park West Sidings. These trains might also include a portion from Barton Dock for Tilbury which would be detached at Trafford Park West Sidings and forwarded by 4E82.
From Seaforth 4F67 SX 17.40 to Garston	From Longsight FLT 4S57 SX 18.46 to Glasgow 4E67 SX 21.53 to Stratford



After the clean up and all repairs had been completed, Colwich Junction showed no signs of the disaster. 86208 City of Chester brings an up Liverpool to Euston InterCity train through Colwich. The locomotive is on the crossing that was the collision point where a similar train hit the northbound Manchester service almost head on at a combined speed of around 100mph. The lines to Stoke and Manchester curve off to the right in this photograph. MRS MARY BOOCOCK

Do you believe in miracles?

One of the duties of a senior engineer in the railway regions in the 1980s included attending and helping at major incidents and accidents on the running railway. On 19th September 1986, Colin Boocock's dinner at home was disturbed by an urgent telephone call from Control, a call that had interesting consequences. He explains:

By the time I reached Colwich and parked my car, all I knew was that two InterCity trains had collided at speed, there was widespread destruction on the junction site, and a heavy road crane had been called to assist due to the large area of debris. A Liverpool Lime Street to London Euston train headed by a Class 86/2 electric locomotive had met a northbound Euston to Manchester Class 86/4 hauled train on the flat crossing where the southbound West Coast Main Line and northbound Manchester lines crossed.

When I arrived on site, a fleet of buses and coaches was already leaving with grim-faced train passengers on board. Over 800 people in total had been on board the two trains.

I walked into the accident site alongside the railway chaplain who had arrived at about the same time. I did not envy his task which I guessed would include consoling injured and traumatised passengers being released as recovery got under way.

About two hours earlier, the first person to see that something was wrong was the signalman in the nearby signalbox. Colwich was a junction designed to allow trains to pass through in all directions without severe speed restrictions, except that Manchester bound trains were subject to a 50mph limit moving from the outside track of the four track section and negotiating the turnouts to reach the Manchester bound track. The signalling was arranged to facilitate this. On the northbound fast line, drivers of trains turning off towards Stoke-on-Trent and Manchester would first see a flashing green aspect warning of the junction ahead. This would be followed by a flashing double yellow, then double yellow and yellow aspects before the junction. The driver would then see a red signal (signal CH23) sited before the crossing ahead to ensure his speed was under control to match the 50mph limit through the junction. However, this signal would not turn to green if a southbound train was signalled

to cross the northbound train's path; if the line ahead was clear, the signal would change to a clear aspect early enough to enable the driver to maintain 50mph through the junction.

The signalman had signalled the Liverpool to Euston train through the junction, and then accepted the northbound Manchester train, expecting it to approach at the correct speed and be ready to stop at the red signal protecting the crossing. He saw the Manchester train approach, at about the usual speed, but he became alarmed when it appeared to make no effort to stop at the red signal, only braking very late with the effect that the locomotive passed the signal at danger and was still moving slowly as it reached and blocked the crossing. The train from Liverpool was approaching at about 100mph. Its driver began to brake on seeing the Manchester train blocking its path but the collision was by then unavoidable.

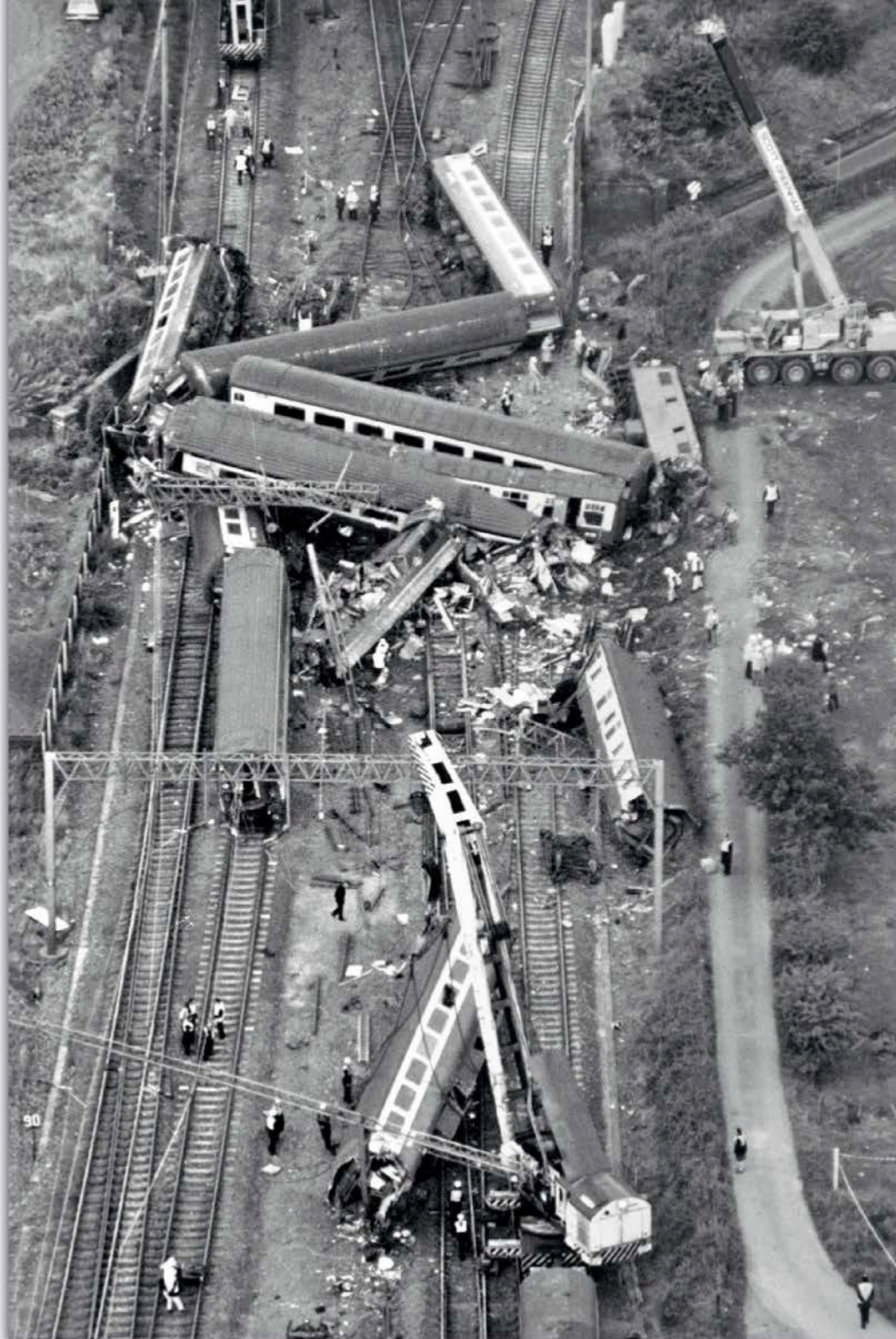
The destruction that followed was in proportion to the combined collision

speed of about 100mph. 86211 from the Liverpool train somersaulted over 86429 and landed a couple of lengths beyond the crossing facing the opposite direction. The 86/4, the leading mark 1 BG van and the first two Mark 3a coaches on the Manchester train were pushed back south, the first Mark 3a being bent and the second one embedding itself into an electrification upright. Many of the Mark 2f coaches on the Liverpool train jackknifed into a concertina formation across all tracks at Colwich.

With the exception of the leading Mark 3a, the excellent crashworthiness of modern coaching stock demonstrated its worth in this collision. Almost all the carriage bodies of both trains remained intact. Looking at the scene in front of me, I wondered how many people could have survived all this. I had expected there to have been people at risk of falling through broken windows as carriages tumbled around. As the Liverpool train had been overfull with many passengers standing in the gangway end vestibules, one could reasonably also expect some to have been thrown out from the gangway ends as the carriages jackknifed.

The driver of the southbound train was sadly killed. On the northbound locomotive, the driver and an unauthorised extra person in the cab both jumped out immediately before the crash and landed in a spot on which miraculously no debris fell. One passenger lost a foot. Apart from the inevitable sprains, cuts and bruises, nearly all passengers walked safely off the two trains! Not one was killed. Many were welcomed by the local Colwich villagers who immediately opened up their homes and the local school and church which acted as reception centres to care for people as they recovered from their terrifying experience. There were lots of individual stories but the one that truly amazes me is of a couple who had just walked away from their table in the Liverpool train's Mark 1 restaurant buffet car when a loose bogie from another derailed vehicle crashed through the buffet car's side wall and demolished their table and seats. Yet all passengers survived.

So, why did the Manchester bound train fail to stop at the red signal? Many facts were revealed at the public inquiry that was held by Her Majesty's Railway Inspector. It emerged early on that the driver of the northbound train had been approached for a cab ride by a railwayman from the Southern Region who then enjoyed the driver's hospitality. The inspector made little of this, preferring to look for technical reasons as to why the train 'slid' past



This aerial view of the scene of the Colwich crash dramatically shows how damaged coaches were spread over the full width of the four track site. The jackknifed carriages are mostly from the Liverpool to London train. The field on the right, which belonged to a convent, was ideal to receive everything lifted in order to clear the site to enable infrastructure repairs to be completed. ALAMY

the signal. The train was formed of mixed Mark 2f and 3a coaches, the former with cast iron clasp brakes set for a deceleration of 6%g and the latter with modern disc brakes set for 9%g. The signalman had said he did not hear the Mark 3a coaches' wheel slide prevention equipment operating as the train approached the red signal, but a signal technician nearby confirmed he had heard such WSP activity. My view was that normal operation of the WSP would not have reduced the train's ability to stop sufficiently to let the train slide

past the signal if the driver had acted to stop the train at the signal early enough. I still hold this view.

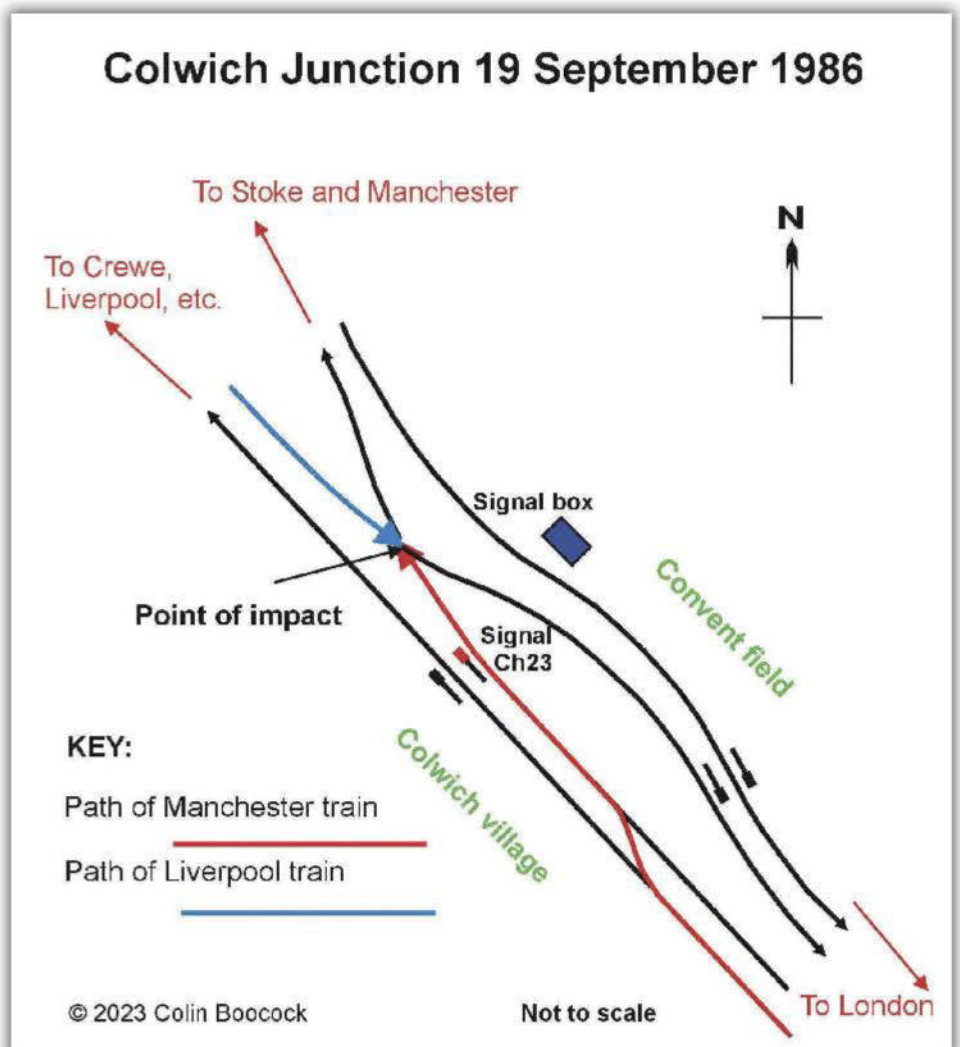
Before the inquiry meeting, the Inspector had asked for a series of trials to be made using a Class 86/4 and a formation of carriages that matched the Manchester train. One Sunday, the region had arranged a possession of the Down Stoke line at Colwich so that we could run this test train across the junction using the same driver and following the sequence of actions that he remembered having done on the accident



day. In all cases, the driver enacted the process of stopping the train at the speed and point where he said he had begun the train's stopping sequence on the day. In all cases the train stopped well short of the signal. He could not replicate the alleged behaviour of the train that he was claiming as the reason for the signal being passed at danger.

The driver admitted at the inquiry that he had expected the red signal protecting the crossing to turn to green as he approached it, "like the one at Norton Bridge." Indeed he admitted that he had been explaining to his unauthorised companion that this would happen, and he had to brake quickly to avoid passing the signal at danger when it stayed on red. In fact, there was a fundamental difference between these two recently resigalled junctions that the driver had not understood. The difference was the length of approach between the junction turnout and the crossing, which at Colwich was very long compared with the Norton Bridge arrangement, meaning that at Colwich there was plenty of room to hold a train between the ladder turnouts and the crossing using the signal in question; at Norton Bridge that was not possible, and the signal there acted as an approach control to ensure the speeds of approaching trains were not excessive. With this revelation, the inspector included in his recommendations a sensible requirement for the London Midland Region to improve its training of drivers when changes were made to the railway signalling and junction layouts.

Many people from these badly damaged carriages had miraculous escapes. This buffet car was smashed by a bogie that came through its side and destroyed seats and a table that had only just been vacated; those passengers were very fortunate indeed. ALAMY



I have my own theory as to what happened to cause the Colwich crash, a theory that was not supported by the inspector. Firstly, the allegation that the mixed formation of Mark 2f and Mark 3a coaches in the Manchester train might have caused the slide past the signal had been disproved at the braking trials, and I am happy to set this allegation aside. My view is that because the driver fully expected the signal to turn to green he allowed the train's speed to stay between 40 and 50mph as the train approached the red signal. He did not take steps to stop the train if the signal failed to turn green because he fully expected it to go green. As a result, he braked far too late and could not stop the train in time to avoid blocking the crossing. I think it was as simple as that.

The Christian community's involvement in the Colwich crash extended well beyond the hospitality of the local church, St Michael & All Angels. Alongside the crash site was a wide field that formed a perfect place for the cranes to park all the damaged vehicles and other debris to help clear the lines quickly so that trains could begin to run again. The field was owned by the nearby St Mary's Abbey, a small convent community who were willing to loan the field to facilitate the clearance exercise. The railway agreed to provide a new fence to replace the one we would demolish in the clearance operation. Recovery of the damaged carriages and equipment could then continue without affecting the running railway.

As the clearance operation began, Cyril Bleasdale, the London Midland Region general manager, insisted to everybody involved that we leave absolutely no sign that there had been an accident here – not even any odd nuts and bolts that might have fallen into the track ballast. We had to deliver a clean site to the operators. The heavy road crane did churn up the field but it proved essential (areas of the field were resurfaced afterwards). All the coaches that had been strewn across the junction were lifted over into the field as a first step and this was achieved relatively quickly. Their removal for repair or to scrap merchants would take a few days, but that began within the week. Repair or replacement of trackwork, cabling, signalling and overhead electrification masts and equipment went on in parallel. Colwich Junction was reopened for West Coast Main Line traffic in just four days.

A subsequent change to the signalling arrangements at Colwich



This neat memorial flower garden was established alongside the crash site, photographed about a year after the event. A railwayman tends to the plants there. A feature of the garden is a display of two replica nameplates of 'City of Milton Keynes', the locomotive in which Driver Goode was killed by the impact. Driver Goode was the only fatality among the 820 or so people who were travelling in the two trains involved in the high speed collision. COLIN BOOCOCK

ensured that the flashing aspects on the approach signals were only activated if the route was set clear through the junction from the Down Fast to the Down Manchester and across the crossing, that is that signal CH23 would be showing a clear aspect. Under those circumstances the Colwich accident would not have happened.

The following year, a well attended memorial and thanksgiving service took place in St. Michael and All Angels church at Colwich. This was entirely appropriate in view of the

miraculous escape from fatalities for which the Colwich crash will always be remembered by those in any way involved with it. A fitting memorial was set up by BR alongside the (new) fence by the field. This was made up of a small trackside garden backed by two replica nameplates of the locomotive whose driver died, namely 'City of Milton Keynes'. This is visible from passing trains and also from the village.

Believe it or not, there are still people around who do not believe in miracles. That is something I cannot understand!



A day in leafy Berkshire and Surrey

2BIL 2074 is seen north of Bagshot station by the side of the A322 where the line passes under the A30. The headcode 28 is for an Aldershot to Waterloo service via Ascot and Richmond. The unit, formed of Motor Brake Second No. 10640 and Driving Trailer Composite No. 12097, was placed in service in 1937 for the Portsmouth electrification scheme. It was slightly damaged by enemy action in 1944 but repaired and continued in service until withdrawal in 1971. The unit was scrapped at A. King Ltd.'s yard at Wymondham.



2BIL 2103 (Motor Brake Second No. 10669 and Driving Trailer Composite No. 12136) passes Mytchett Place Road, Mytchett (between Frimley Junction and Ash Vale). The unit was placed in service in November 1937 and is recorded as having been damaged twice, once in 1943 and again in November 1970 when the unit was in collision with 4SUB units 4717 and 4703 at Wimbledon Park. It was withdrawn as a result of this and sent to T. J. Thomson Ltd. at Stockton for scrapping in May 1971.

**Photos by Robert Pratt with
caption information by Andy
Flowers and Stephen Rabone**

It's relatively unusual to see photographs of Southern Region electric multiple units in the late 1960s, but fortunately some enthusiasts photographed what many others considered mundane, and not worth recording on film. On a sunny summer day in July 1969, Robert Pratt visited a number of well thought out lineside spots in the Berkshire and Surrey area, around Wokingham, photographing a mixture of third rail electric multiple units and diesel electric multiple units.



4SUB 4366 is north of Bagshot, by the side of the A322 where the line passes under the A30, and is working a Waterloo to Guildford service via Ascot and Aldershot. The unit was made up of Motor Brake Seconds Nos. 10917 and 10918, 10 compartment trailer No. 10172 and 9 compartment trailer No. 11469. The unit commenced service in March 1948 and appears to have led a trouble free life until withdrawal in February 1974. It was reinstated, but never used, and was sent for scrapping by A. King Ltd at Snailwell in October 1976.

'Tadpole' Class 206 DEMU (3R) 1205 is working an eastbound service on the Redhill to Tonbridge line. The headcode 55 shows that this is a Reading to Tonbridge via Redhill service. The train is approaching Wokingham and the photograph was taken from the Reading Road overbridge to the west of the town. The six 'Tadpole' units (1201-1206) were formed in 1964 and 1965 from Class 201 DEMUs and EPB EMU vehicles for use over this route and a few other lines. Unit 1205 was formed of Driving Motor Brake Second Open No. 60006, Trailer Second Open No. 60509 and Driving Trailer Second No. 77509. The 'Tadpole' nickname came about because of the use of narrow bodied Hastings Line Class 201 vehicles with a normal width EPB EMU which supposedly resembled a tadpole when viewed from above!

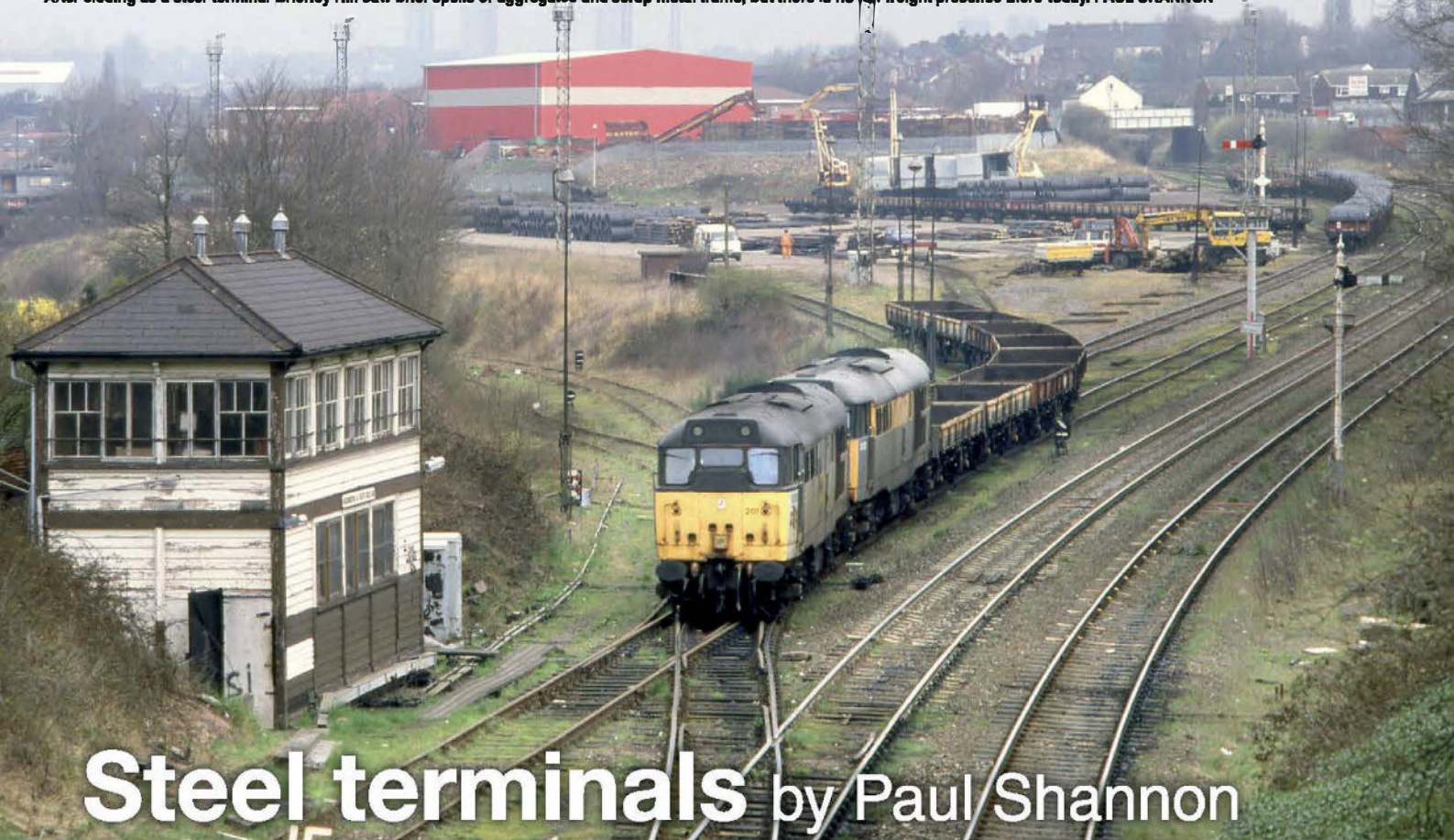


2BIL 2100 Motor Brake Second No. 10666 and 2HAL Driving Trailer Composite No. 12857 are seen near Gipsy Lane footbridge east of Wokingham on a Waterloo to Reading General via Richmond service (headcode 36) in July 1969. This service would have been a 4 car set as far as Ascot before being divided. Unit 2100 was delivered in 1937 but in August 1951 was involved in a serious accident at Ford. The Driving Trailer Composite No. 12133 was withdrawn later that year, whilst 10666 was repaired and, after being in store, was paired in 1955 with newly built Driving Trailer Composite No. 12857. The set was withdrawn in 1970 and scrapped at J. Cashmore Ltd in Newport.



*Information from this
website has been used in
compiling the captions:
[https://www.
bloodandcustard.com](https://www.bloodandcustard.com)*

Brierley Hill Steel Terminal, located in the fork of the Pensnett branch and the through line from Walsall and Beccot to Stourbridge Junction, received steel from various locations in trainload and wagonload quantities. On 20th March 1998, 31201 and 31554 pull out of the terminal with eight empty SPA/ZAA plate wagons forming the 6G74 trip working to Bescot. After closing as a steel terminal Brierley Hill saw brief spells of aggregates and scrap metal traffic, but there is no rail freight presence there today. PAUL SHANNON



Steel terminals by Paul Shannon

Steel is heavy, and therefore intrinsically suited to movement by rail. Steel also lends itself to specialised terminals, usually involving heavy lifting equipment. As with rail freight in general, the trend in recent decades has been towards fewer but heavier trains serving a smaller number of locations. The significant losses of recent decades have been brought about by two main factors: firstly the closure of many steel plants in the UK and secondly the withdrawal of the wagonload freight network.

The 1970s were a decade of growth for rail-borne steel traffic, largely as a consequence of the Iron & Steel Act that was passed in 1967. This act brought the UK's 14 largest steel companies into public ownership as the British Steel Corporation. Gradually the number of plants making raw steel diminished and the railway picked up some high-volume flows of inter-works traffic, mainly slab and hot rolled coil, to feed those plants that no longer made their own steel. The inter-works traffic justified investment in new terminal facilities and new wagon fleets.

By the early 1980s, the plants at Shotton, Ebbw Vale, Corby, Workington and Shelton had all lost their blast furnaces and were receiving regular trainloads of semi-finished slab or coil. BR built a large fleet of bogie

air-braked wagons for the main inter-works flows, which generally ran in full trainloads of up to 2,000 tonnes. The wagons came in two varieties – the 40ft BAA/BAB and the 50ft BBA – but all had corrugated floors which helped to dissipate the heat from steel slab that had not been allowed to cool before loading. Many of these wagons were later modified with cradles to carry coil in one of three configurations – 'eye to sky', 'eye to end' or 'eye to side'. The choice of configuration depended on the facilities at the receiving terminal: for example 'eye to end' coils suited unloading by gantry crane with a 'C' hook whereas 'eye to sky' coils were suited for tongs.

The railway carried a lot of other inter-works steel traffic in the late 20th century. An interesting example was the two-way flow of stainless steel between Tinsley and Sweden – slab on the export leg and coil on the return journey. Today, only the slab remains on rail. Further inter-works flows were billets from Scunthorpe to Cardiff Rod Mill, pipes from Hartlepool to Leith and slabs from Port Talbot to Alphasteel near Newport. Tinplate was moved, usually in vans, from Ebbw Vale, Trostre and Velindre to various Metal Box plants such as Wisbech, Westhoughton, Worcester and Carlisle. The list could be much longer, but this gives a flavour of the variety of traffic

handled at works terminals.

Ports have always been fertile ground for rail-borne steel. In the 1980s there were flows to and from numerous East Coast ports, including Teesport, Hull, Goole, Flixborough, Immingham, Grimsby, Boston, Kings Lynn, Felixstowe and Ipswich. Other ports that handled steel by rail at that time included Hamworthy, Newport and Swansea. By the mid-1990s, only those that could generate regular trainload volumes survived, i.e. Teesport, Immingham and Grimsby, plus limited services to Flixborough, Liverpool Seaforth and Mostyn.

However, from 1995 onwards several ports invested in better facilities for steel trains. One of the first revivals was Goole, where Loadhaul and its successor EWS picked up substantial tonnages of steel to and from mainland Europe. The port of Hull benefited from the country's first covered transshipment berth for transferring steel between a ship and railway wagons in autumn 1997, built at a cost to Associated British Ports of some £3.4 million. The new Nordic terminal at Immingham helped rail freight to achieve a threefold increase in steel tonnages through the port between 1994 and 1998. Another East Coast revival was Boston, where steel trains reappeared in 1997 after a four-year hiatus.

In South Wales, Associated British



Many BR goods depots had suitable facilities for handling wagonloads of finished steel. Where no permanent crane was available, mobile equipment could be hired in as necessary. With 25052 ticking over between duties, girders are lifted from a BDA bogie bolster wagon in Truro yard on 11th June 1980. PAUL SHANNON



Bolton yard saw a resurgence in steel traffic after the closure of Halliwell goods depot in 1981. 45051 shunts loaded and empty wagons after arriving at Bolton with the Speedlink trip from Ashburys on 29th May 1984. Spacer wagons were necessary because the steel sections were longer than the BDA bogie bolster wagons that carried them. PAUL SHANNON



The Stockton Haulage depot at Stranraer Town handled steel for export to Northern Ireland as well as other types of freight. At its height the terminal received three trains a day, although train weights were limited by the gradients on the line between Ayr and Stranraer. The Stockton Haulage gantry crane is poised for action as 47211 waits in the adjacent siding on 25th July 1985. PAUL SHANNON

The building of the A55 expressway along the North Wales Coast generated flows of steel reinforcing bars and cement to a temporary terminal at Conwy Morfa, just west of Conwy. 47366 shunts four BDA steel carriers at Conwy Morfa before returning to Llandudno Junction to form the afternoon Speedlink departure to Warrington on 8th April 1988. PAUL SHANNON



Ports opened a £2.5 million railhead at Newport Docks for steel exports and imports in early 1998, with covered accommodation for moisture-sensitive steel. Hand in hand with the new facilities at ports, EWS rapidly expanded its fleet of covered wagons for carrying steel coil, first by converting existing BBA vehicles and then by ordering 310 new wagons from Thrall Car. These wagons supplemented those already operated by third parties such as VTG and British Steel.

For customers without their own rail terminal, steel could be loaded or unloaded at BR goods yards, especially those which had a crane. In the late 1970s around 75 BR yards still offered some kind of crange facility and at many of those yards BR also provided collection and delivery by road. Table 1 gives an idea of the range of steel products that were handled at a typical goods yard in 1979.

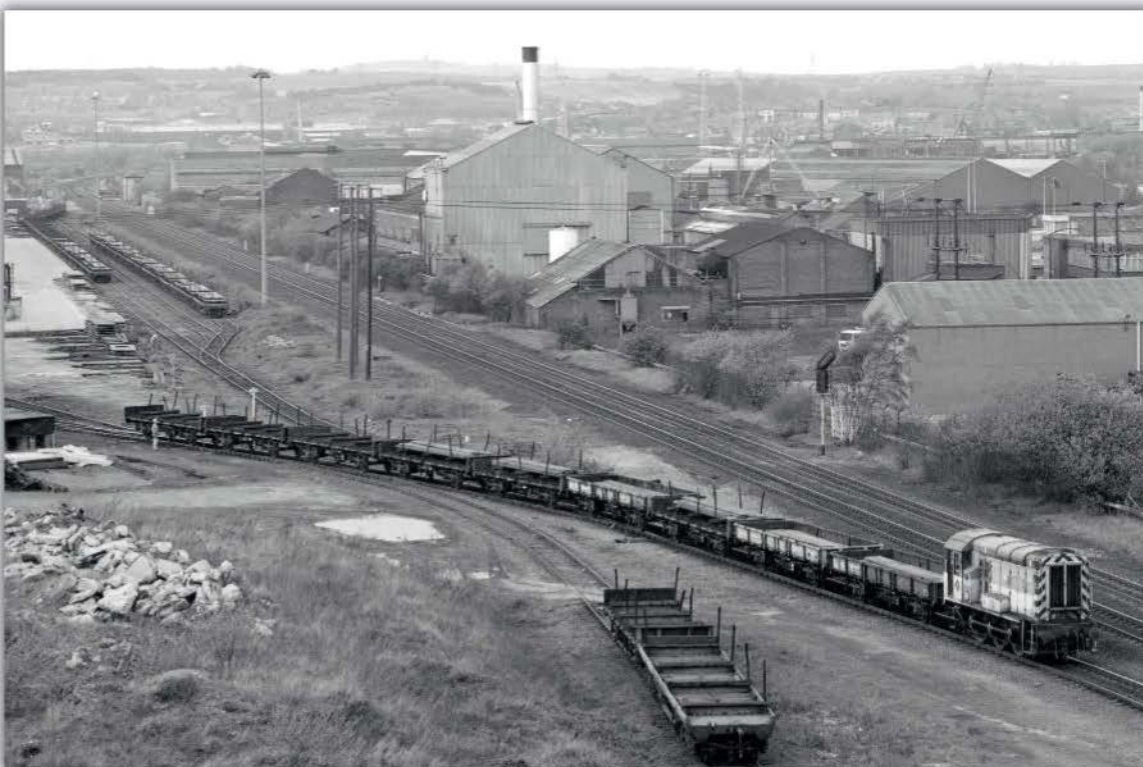
However some goods yards were more geared to steel traffic than others. The West Midlands was a big consumer of steel and in the early 1980s the area boasted no less than six BR-operated steel

The small goods yard at Warrington Dallam received wagonloads of steel girders and wire rod in coil from Cardiff until the end of Speedlink in 1991. The traffic resumed in 1995 using the Transrail Enterprise network, but finished again in 2000. Back in Speedlink days, 08809 shunts Dallam on 10th April 1990 before taking the empty wagons on the right back to Arpley yard. PAUL SHANNON

Hamworthy Harbour near Poole was busy with flows of billet, coil and scrap metal in the 1990s and at the start of the decade BR provided the traction for shunting wagons in the loading area. On 14th August 1990 the Hamworthy duty falls to 09025, unofficially named 'Victory'. PAUL SHANNON



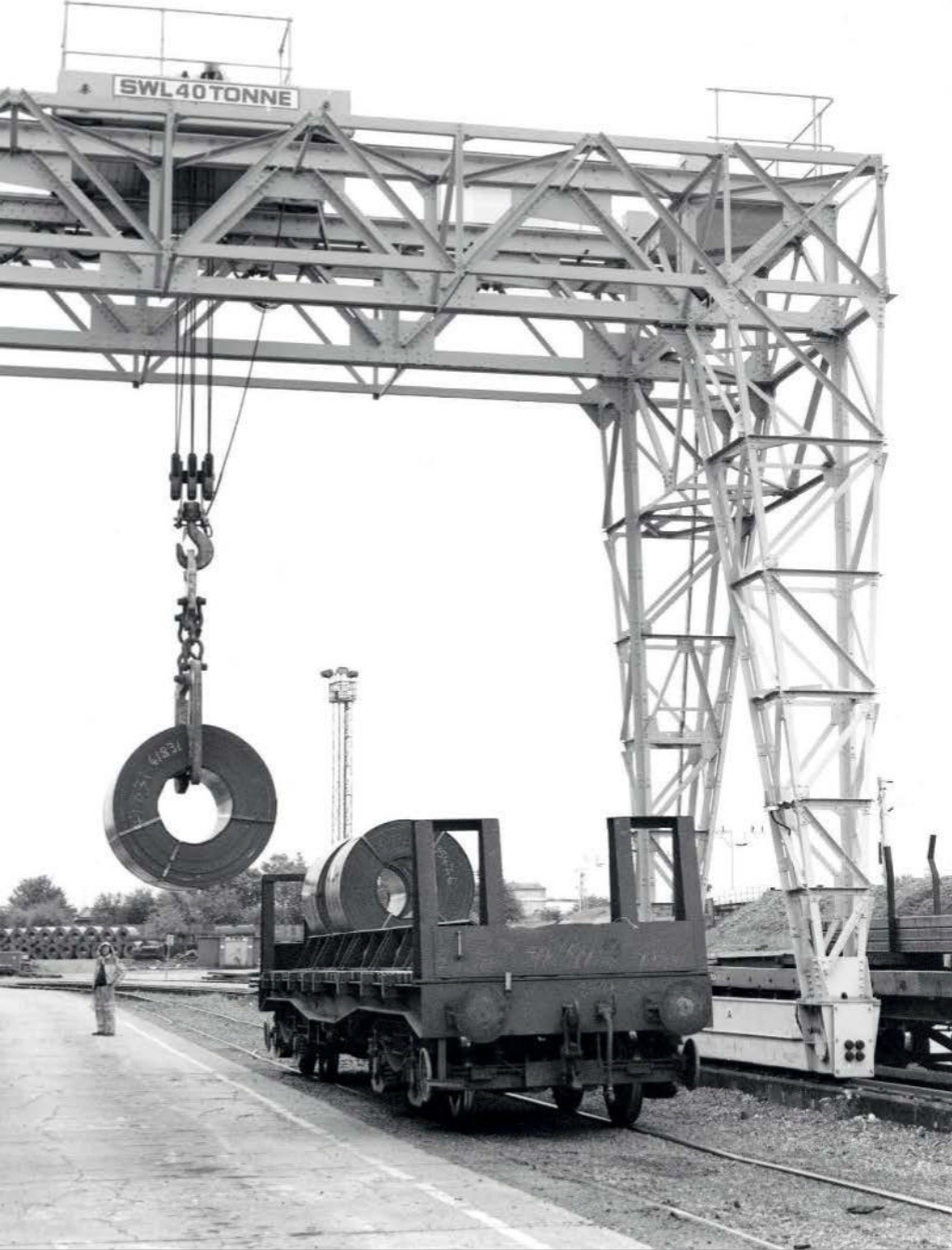
The goods yard on the south side of Wakefield Kirkgate station handled a number of different flows, including containerised coke from Derwenthaugh until 1985 and household refuse from Greater Manchester in 1987/88. It was then developed by Cobra as a steel distribution terminal, with deliveries from Cardiff and the North East. 37717 waits at the Cobra terminal after working the 01:00 departure from Cardiff on 17th July 1991. At that time Cobra was expanding its business and the warehouse in the background would soon provide covered accommodation for sensitive loads. Unfortunately, traffic later declined and the terminal closed in 2003. PAUL SHANNON



Located just south of Rotherham Masborough station on the 'old road' to Chesterfield, Masborough steel terminal became an important hub for traffic to the Sheffield area. One of the main flows handled at Masborough in the early 1990s was billet from Scunthorpe, carried on a variety of wagon types for off-loading by forklift truck. 08509 is carrying out the Masborough pilot duty on 20th April 1993. PAUL SHANNON



Alongside the modern handling facilities at Wolverhampton Steel Terminal were the remains of the Chillington Wharf basin, originally built in 1820 to tranship products from the Chillington Iron Company into canal boats and adapted for railway use in 1902. Steel billet awaits unloading beside the basin on 27th May 1998. PAUL SHANNON



(ABOVE) Wolverhampton was the biggest of the West Midlands steel terminals and survived the lean years of the early 1990s when many metals flows were lost. Hot rolled coil is unloaded from a BZA wagon converted from a BAA by the addition of a coil cradle at Wolverhampton on 27th May 1998. At that time Wolverhampton Steel Terminal was receiving up to eight trains a day delivering various types of semi-finished and finished steel. PAUL SHANNON

Table 1: Steel traffic handled at a BR goods yard: Cambridge Coalfields, 1979

Traffic	Origin	No. of wagons
Sheet	Shotton	35
Coil	Goole Docks	35
Plate	Hartlepool	3
Tubes	Bromford Bridge	3
Corrugated sheet	Port Talbot	2
Pipes	Barrow Hill	1
Plate	Port Talbot	1

Table 2: West Midlands steel terminals, February 1981

Terminal	Maximum lift (tonnes)
Brierley Hill	20
Great Bridge	25
Kidderminster	8
Walsall	15
Wednesbury	20
Wolverhampton	40

Rail traffic from Boston Docks was suspended in 1993 but resumed in October 1997 thanks to the awarding of a Freight Facilities Grant, with up to two trains a week carrying imported coil to the West Midlands. Ex-BR shunter D3871 draws a rake of IHA steel carriers out of the loading shed on 21st July 2009. At that time the coil was destined for Washwood Heath and the haulier was Colas Rail. PAUL SHANNON



terminals at Wolverhampton, Walsall, Tasker Street, Wednesbury, Great Bridge, Brierley Hill and Kidderminster. Table 2 shows the lifting capacity at each location. Some deliveries to those terminals were by block train, but much of the traffic was wagonload and arrived on trip workings from Bescot Yard.

One feature that the BR terminals lacked was covered accommodation for offloading cold reduced coil or 'bright steel'. That gap was filled in 1985, when the privately-operated Round Oak Steel



The railway moved trainloads of steel bloom from Teesside to Workington Rail Mill from 1982 until 2006, when rail-making was transferred to Scunthorpe and the Workington site was shut down. A rake of BBA wagons awaits unloading in the bloom shed at Workington on 30th August 2002. PAUL SHANNON



The opening of the Nordic rail terminal at Immingham in February 1997 brought a welcome increase in rail-borne steel tonnages to and from the port. Cold reduced coil is unloaded from BIA and BXa wagons at Immingham on 7th August 2002. PAUL SHANNON

(LEFT) A visit to Newport Docks on 26th October 2000 finds 09105 shunting two coil carriers with telescopic sliding hoods – a British Steel JSA converted in 1996 from an iron ore tippler and a railway-owned BWA converted from a BBA bogie bolster – before working a trip to Alexandra Dock Junction yard. PAUL SHANNON

Terminal opened on the site of Round Oak Steelworks, closed three years earlier. Located just north of Brierley Hill on what was then a through freight-only line between Stourbridge Junction and Pleck Junction, Round Oak was served mainly by block trains of cold reduced coil from South Wales, but it also handled wagonload deliveries and even some Freightliner traffic.

Outside the West Midlands, the bigger steel distribution terminals included the railway-owned yards

at Sheffield Freight Terminal and Rotherham Masborough as well as private terminals such as Fogarty's at Blackburn, D. & F. Steels at Leeds Stourton, A.V. Dawson at Middlesbrough, P.D. Stirling at Mossend and Stockton Haulage at Stranraer. The Stranraer terminal was the beneficiary of Scotland's first Section 8 Grant for rail freight facilities in 1979.

Over time, the number of steel distribution terminals in Britain has

gradually shrunk. Of the six railway-operated facilities in the West Midlands, only Wolverhampton remains active today, having benefited from several investment schemes since the 1990s. Round Oak is also still going strong, albeit less busy than it used to be. The A.V. Dawson railhead at Middlesbrough has been expanded in recent years and receives several trainloads of coil each week for Nissan. Many of the other facilities are just memories.



Bath Road: Part 5 by Roy Kethro

Roy Kethro continues his account of his railway career at Bristol Bath Road depot.

Like most major loco depots, Bristol Bath Road provided a comprehensive breakdown and recovery service round the clock. When I first arrived on the depot, in 1970, the breakdown crane was a red Cowans-Sheldon 75-ton steam model. The breakdown train itself consisted of a few motley old coaches, probably pre nationalisation types, for carrying lifting brackets, beams and jacks as well as travelling and messing facilities for the crew. An old long wheelbase 4-wheeled CCT carried wooden packing. The BDVs, or 'vans' as they were referred to, were always stabled on a siding in front of the Main Shed referred to as road two and a half with less than the usual 6 foot spacing to roads 2 and 3. The crane itself was always stabled on a siding in front of the admin block and adjacent to the depot departure road. There was sufficient open ground alongside to keep a supply of coal in the grounded body of an open wagon.

In the second half of the 1970s the 75-tonner went away to be converted to diesel-hydraulic operation and was replaced with a black 45-ton Ransomes & Rapier version. A small gang of staff

from the steam era were instrumental in operating and maintaining these types of cranes. Due to the cranes' asymmetrical layout, it was important when departing for a job to determine if it needed to arrive on site with jib leading or trailing.

By the end of that decade, one of a brand new batch of Cowans-Sheldon 76-tonne diesel hydraulic telescopic jib cranes was allocated to Bath Road. It was a very heavy machine with restrictive route availability; the civil engineers' department produced a large portfolio of beautifully hand drawn maps covering the West of England Division showing where this crane was allowed to go. It listed punitive speed restrictions over certain structures, followed by a visit from a bridge examiner following its passage. Being built on a symmetrical platform, there was no longer a need to consider jib leading or trailing when forming up.

The breakdown vans themselves were also replaced with an old Mark 1 BSK for travelling and messing, plus a converted Mark 1 van with reinforced chequer plate flooring and roller shutter doors for carrying packing, hydraulic jacks and lifting attachments.

The crane and vans were now all painted yellow.

Despite the new diesel-hydraulic crane being easier to operate at the push of the start button rather than having to keep an eye on boiler water level and steam pressure, setting up required a lot of manual handling if the relieving bogies had to be uncoupled and outriggers deployed on their 'elephants feet'. Plenty of muscle was required to assemble stacks of packing for them to sit on, limiting damage to track as far as practicable. Moderate lifts 'free-on-rail' with the crane wheels resting on the rails and no outriggers deployed was a much easier option for the gang, helped by counterweights which extended backwards. Warning klaxons alerted the driver and supervisor if centre of gravity limits were approached. I had one heart in mouth moment when the rear wheels started to rise off the rail during one of these lifts which proved a bit too heavy. In general, straightforward derailments were dealt with using the hydraulic lifting jacks or 'German gear', the crane being left behind on the depot. A new stabling point was created in the Coalfield sidings so it

could be left connected to a battery charger alongside an electrical supply. With no further need for coal, drums of hydraulic oil were stacked up outside the stores instead.

The Bath Road breakdown and recovery area stretched as far north as the top of the Lickey Incline, west to Swindon and south to Cogload Junction, Westbury and the Mendip quarry areas. It also included up to the Severn Tunnel, although the 'Hole' itself seemed to be a less clearly defined no-man's land. The only significant derailment in there during my time involved a ballast train. The Cardiff Canton gang dealt with that one. It was closer to their end.

On call

In 1980 the depot engineer incorporated me into the one week in four on call roster. Being called out by the divisional control at any time of day or night, the role of the on call man was to assess what resources would be needed to deal with an incident, arranging for the gang to be assembled, called in from home where necessary, the breakdown train formed up and train crew, including a guard, found. Ideally, a visit to site was undertaken while this was happening but rarely were two jobs the same or in the same location. That is except in the case of the loco fuelling point at Westbury which had three derailments overnight in one week on the same set of points. The majority of jobs I attended were straightforward derailments in yards, splitting of points, track spread or involving trap points at the end of loops and mostly dealt with by jacking and slewing.

The most unusual call out I encountered was an instruction from Control one weekday evening to assemble the complete breakdown formation including the crane and manned by a full gang ready to go at short notice. Then a few hours later we were stood down with no explanation. I later found out that a special service with claret coloured coaches running under a specific headcode and carrying some very important people had passed through our patch. It was on a 'need to know' basis and we didn't need to know.

Crane work was not just about breakdowns and derailments. The civil engineer would occasionally make use of the depot's heavy lifting capabilities during pre-planned engineering work. Our 45-ton steam crane was used to offload concrete beams in preparation for a bridge renewal east of Swindon station. That was the day it tipped over when the ground in the yard, made



Ransomes & Rapier 45-ton crane no.19 with the men from the steam era who understood the old technology.
ROY KETHRO COLLECTION



45065 stabled alongside the Daily Shed on 13th January 1982 during the very difficult winter of 1981/82.
RAIL PHOTOPRINTS

up from years of ash, suddenly gave way under one of the outriggers. The new hydraulic crane was involved in a double lift with the Old Oak Common crane during a weekend bridge renewal over the River Thames south of Oxford.

Winter problems

Being on call was not exclusively about dealing with breakdowns and derailments. The severe winter of 1981 caused a number of issues not just within Bath Road depot itself but also the HST depot at Saint Philip's

Marsh. There were problems with the depot heating freezing up, pipe joints bursting and even with fuel supplies which came in by rail tanker unable to be offloaded due to snow damage. When severe frost was forecast or a depot rang Control to report that their low temperature warning device had activated, advice went out across the Region to put frost precautions in place, ensuring that all locos and DMUs on depot were started up every few hours and run for 20 minutes. Engine coolant had a number of additives to

inhibit scale build up and corrosion but it was not an effective anti-freeze.

On a night when a particularly severe frost was forecast following heavy snow, an order went out to bring any out stabled locos back to the depot or arrange to leave their engines running all night wherever they stood. Failing that, they were to have a low lying coolant pipe cut through to drain the system in order to protect the engine, and that applied to any locos under repair on the depot which could not be started. I trudged through heavy snow to deal with two Class 37s stuck in yards which could not be brought in due to a lack of drivers. Many staff managed to get into work despite atrocious travelling conditions, but for some it was just impractical.

An important job as winter approached was to ensure that a selection of locos were fitted up with miniature snow ploughs. The pair of independent snow ploughs had to be checked over and taken for a trip around the block to make sure the wheels still turned and to work some oil around the axle boxes. A pair of Class 37s were ideal traction for ploughing duties. Class 47s were not fitted for multiple working and the wheel slip system appeared to be a bit more sensitive, so they were not considered suitable. It was not every year that the ploughs needed to be used in anger in our part of the world, but I did miss a bit of serious recovery work by 24 hours as my week of on call ended. That was when a 3-car DMU hit a snowdrift at Sparkford near Yeovil ending up a considerable distance away from the track. The breakdown train could not get near until the line had been cleared the following day.

With the need to transport heavier and bulkier materials such as wheelsets between depots and main works following the demise of the Enparts service, it made sense for one of the depot van and fork lift truck drivers to be sent on a HGV driving course. It provided a lot more flexibility not having to hire in haulage contractors on an ad hoc basis. The Swift's overnight road service was predominantly for smaller items or pallet loads.

The Labourers

I have often said that the most important people on the depot were those on the bottom rung of the ladder. When the boss took a few days off, life carried on more or less as usual. But if the labourers who kept the mess room and ablutions block clean were missing, that was a different matter.

In my early days on the depot, there

had been an older labourer who used to burn up the rubbish out the back of the Main Shed by the turntable. He had transferred to Bath Road when St Philip's Marsh steam depot closed. I recognised him from my trainspotting days as he always gave us a friendly warning to keep an eye out for the foreman. Looking at the sort of things he put on his fire, I am convinced that he thought his job was to keep it burning at all costs. Always the butt of horseplay by some of the apprentices, one day they found an old driver's hat, put some silver foil around it and presented it to this hapless individual telling him he had been promoted to inspector. Once the penny dropped that it was all a ruse, he was seen chasing the culprits around the locker room with a shunting pole, the sharp end of which could have inflicted some serious damage.

In the late 1970s the depot needed to recruit labourers to replace those who had either moved across to the HST depot or had been lost due to natural wastage. One chap who was taken on held a HGV licence but could find no work. The supply of drivers in the general economy was exceeding demand, in total contrast to more recent times. Another had been a lighterman working barges in the docks, a skill the need for which had all but disappeared. A third individual who had been recommended by his uncle, who was a fitter's mate, had to be let go. With complaints about his aggressive behaviour from colleagues who were showing him the ropes, his references came back from a previous employer simply stating, "Does this man have a twin brother?" That was as good a warning as any.

The late 1970s saw a short period of industrial action by workshop staff known locally as 'The Donkey Jacket Strike'. The engineering unions across the Western Region depots appear to have been spoiling for a fight with management over a number of issues and were just looking for an excuse to kick off. Locally, the trigger was down to a couple of donkey jackets kept in the stores to be issued to anyone attending a call out. The staff reps were insisting that everyone should have a personal issue. One afternoon the staff occupied the Daily Shed preventing locos from being serviced. The night shift was not allowed to clock on and all workshop staff were suspended. As part of the depot management, I was drafted into a team, including up to the divisional maintenance engineer himself, to try and keep the service running. For myself it was ten 12-hour

night shifts at the DMU fuelling and inspection pit. I was also volunteered to deliver a letter to the last known home address of everyone involved indicating that they would be dealt with under the disciplinary procedure before being allowed back to work. Once it was all over, there were occasions walking through the Main Shed when I would hear, "Look out, here comes the postman."

At the north end of the site was a cube shaped brick built building with a large sign on the side indicating that it was a 'Locomotive Test Centre'. Inside was an old 4000-gallon tender from a withdrawn steam loco. Large electrodes had been assembled inside and cables from them run out into the yard in an underground duct to a terminal point. To test a loco under load, the traction motors were isolated and the main generator connected by heavy duty cables running down to the terminal point. Power generated running up to full power was absorbed by the tender full of water acting like a giant immersion heater. Measuring the voltage and current produced then multiplying them together produced the power output in kilowatts which was then converted to horsepower using a simple formula. This tender full of water was later replaced with a large resistance bank in a shipping container down in the yard and was always operated by the rolling stock inspectors.

During 1982 I transferred across to the HST depot leaving our young graduate engineer to pick up the reins back at the loco depot. He rang me one day to ask for advice having been asked to look at a Class 47 where the electric train heating (ETH) had failed. There were some serious voltages inside that control cubicle and not somewhere where it was advisable to go prodding around with the engine running unless you knew what you were doing. I told him to wait and I would come across to give him a bit of guidance. With suitable isolations in place, I opened up the cubicle and operated a relay by hand, finding it to be partially seized. Cleaning and lubricating the pivot of the operating arm sorted that one in just a few minutes but it was purely luck on my part, literally the first thing I had checked. It did nothing to enhance this poor lad's self confidence.

Haulage

The following year I moved up to HQ in Paddington to cover a temporary vacancy in Maintenance Control. It was a role which managed the input of work into the Western Region depots,

balancing locos being released back into traffic to ensure the operator had sufficient traction to run services. For each main depot there was a percentage of each type of loco known as the maintenance allocation which allowed examinations and repairs to be carried out while achieving availability targets, typically between 80 and 90%. The theory was that if reliability could be maintained, availability would look after itself.

I was now involved with my old depot from a different angle involving daily telephone calls with the traction maintenance engineer (TME) on the early turn and then the senior maintenance foremen on late and night turns. We discussed progress on stopped locos, estimated release times and dates, then agreed timescales for locos to be presented for exams and planned repairs. The planning tool we utilised was TOPS, the rather user unfriendly computer system used to manage locos. A pre-assignment was input that indicated to traction controllers where and when a loco was required to come out of service as well as the reason. The programme and sequence of maintenance exams was based on cumulative TOPS hours run.

Locos such as Bath Road's allocation

of Class 31s, 37s, 50s and 56s were relatively easy to manage as they generally worked either within the West of England Division or on out and back workings such as to Portsmouth and Cardiff. The largely non-ETH Class 47s, which made up a significant proportion of Bath Road's allocation, were a different kettle of fish. They tended to work all over the BR system at the whim of the traction controllers in the various regional controls, requiring negotiation to agree the most expedient way to work a loco back to its home depot in a timely manner. The normal route with a Class 47 freight loco for Bath Road was to work it towards Severn Tunnel Junction. From there, a morning daily freight ran to Bridgwater, the loco then running light engine back to Bristol by early afternoon. Our Bath Road TME was not beyond a bit of sleight of hand if he had men standing around waiting for work. If a spare loco was available, it was not unheard of for him to arrange with the running foreman to swap it out on the Down Through Line outside the depot on its way down to Bridgwater, something which did not always come to light at Control.

Bath Road was potentially caught up as a loser due to an initiative by BR Headquarters at Derby around 1984.

With the Class 47 being a go anywhere multi-functional loco, there were concerns about failed locos being dragged all over the system back to their home depots for attention. A network of main depots with Class 47 capabilities was set up. The principle was that a failed loco would be taken to the nearest depot able to effect repairs irrespective of which depot or region it was allocated to. The London Midland Region did not allocate their Class 47s to specific depots but put them into a pool to maintain them at any of their depots. With no nominated depots on the Southern Region, Bath Road and, to a greater extent, Old Oak Common would end up losing out, with failed locos being dragged up from down south impinging on their production targets for their own locos. When the Western Region's green liveried 47484 'Isambard Kingdom Brunel' incurred twelve shifted tyres over on the Eastern Region, potentially requiring six replacement wheel sets or alternatively a quicker double bogie change, they found a way of sending it back to us. It was a policy which made sense for minor repairs but was quietly dropped with only lip service being paid to it.

To be concluded in TRACTION 280

The green liveried 47484 'Isambard Kingdom Brunel'. The northward extension to the Daily Shed to accommodate 3-car DMU maintenance with its different style of architecture is clearly visible. RAIL PHOTOPRINTS

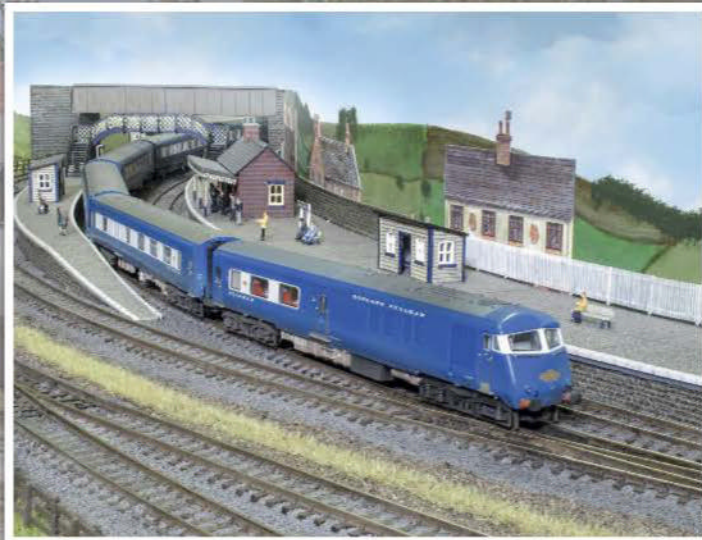


Join us at the North's Premier Model Railway Show



Kindly sponsored by 

February 10-11, 2024



30+ fantastic layouts, some never seen at a show before
60+ trade stands to seek-out a bargain or stock up on essentials
Visit clubs and societies to find out more about this great hobby!

BOOK ONLINE & SAVE! £14 ADULTS • £7 CHILD

DONCASTER RACECOURSE

(PREBOOKED) ENTRY FROM 09.30 BOTH DAYS & FREE PARKING

BOOK TODAY AT www.brmm.ag/magdoncaster

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.



SECOND WIND

Regenerated and condensed for 2023, Geoff Stenner's new 'Oakhurst Town' captures the spirit of its predecessor while faithfully recreating a nearly forgotten backwater in the 1880s.

Words: Geoff Stenner **Photography:** Tony Wright



FACTFILE

NAME: Oakhurst Town

SCALE/GAUGE: 7mm scale/33mm/ScaleSeven

SIZE: 14ft x 2ft

ERA/REGION: 1880s/South Eastern Railway

LAYOUT TYPE: Fiddleyard to terminus



LEFT: The end of the line at Oakhurst Town, with a rather too clean coal yard populated with typical dumb-buffered scratch-built wagons, and the far siding showing characteristic SER round end opens.

BELOW: Working SER-style scotch block protecting the single passenger line from goods or loco runaways. Operated via wire-in-tube from a servo in the backscene.

BOTTOM: Manning Wardle no.313 acting as station pilot. The model is based on the Slater's kit, and the prototype was bought by the SER in 1881. The SER twin-arm water crane is a commercial product.

Readers with long memories may remember my 'Oakhurst' S7 layout based on the South Eastern Railway in Kent in the 1880s, which featured in the BRM Annual for 2009. Having appeared at 20 shows between 1998 and 2008, the layout had eventually come to the end of the road; at 25ft x 3ft, it was heavy and cumbersome for basically one person, and so was retired to the garage.

Around 2014, I started to fancy the idea of a compact exhibition layout, which might be easily transportable without needing to hire a van, and could re-use the stock and buildings from 'Oakhurst' into which I had put many years of work. I was able to measure up the capacity of a Skoda Octavia estate car to which I had access at the time to assess what might fit, eventually purchasing the same model myself. Having decided all was viable, I stiffened the sinews and summoned the blood and set to dismantling 'Oakhurst', preserving as many items as I could for re-use, down to the fencing and dummy point rodding.

First steps

After suitable thought and sketching, a very simple layout seen in the accompanying photographs was devised; whereas 'Oakhurst' had been based on a real station (Bromley North), the 'Oakhurst Town' replacement had a trackplan that no sane railway engineer would have accepted, there being no run-round and limited siding space. However, the necessary use of a pilot locomotive has actually increased both operating and viewer interest. The mode of transportation in an estate car restricted the baseboard size to 9ft (3 x 3ft x 2ft boards) for the scenic section, with a 4ft fiddle yard, giving 14ft x 2ft over the legs, considerably smaller than the previous trainset.





ABOVE: Cudworth 118 class 2-4-0 no. 246, one of the last built in 1874, threads its way over the three-throw turnout on its way out of the station. The model is scratch-built with homemade wheels and Stubbs gearbox and driven by a large coreless motor in the tender.

BELOW: 73 class 0-4-2WT as re-boilered by Stirling. These were essentially mixed traffic locos with 4'10" drivers though originally intended for London area freight work. The model has home-made wheels, Stubbs gearbox and coreless motor, the latter squeezed in beneath the cab floor. Construction is principally 015" nickel silver.



In order to reduce weight, I experimented with 50mm dense foam for baseboards with 12mm thick ply end plates, 3mm MDF side pieces and a top of Daler picture framing board suitably sealed with brown paint; this worked, though, when I had to re-make the fiddle yard, I replaced the Daler board with a top of 3mm MDF, which has proved superior.

A basic easily-bolted-together lighting rig was concocted from aluminium angle, bought online already cut to size. 5mm foam board in long strips (cut to size by my obliging local art shop) form a fascia and are attached with Velcro, and lighting is by flexible LED strips from the local 'Range' store, stuck beneath and behind the fascia. All this is so much lighter and easier to deal with than the mains-powered (and very hot) spotlights on a wooden gantry used on the previous layout.

Challenging trackwork

For this smaller and more restricted layout, I wanted to increase historical accuracy and interest by including some of what I had now learnt about turnouts as used by the SER in my chosen period. Turnouts were not to be the much later REA 'A', 'B', or 'C' types beloved of modellers, but custom angles with various length loose-heel, straight-cut switches generated via the TRAX 2 program during the planning stage. I trusted this program as there appears to be no known official SER turnout drawings of the period; custom and practice of other railways of the period was therefore used, plus SER photographs.

Mansell 'Gunboat' brings a typical 1870s train into the station. The class of locomotives were so-named because they had a very sharp exhaust beat. They worked without problem until swamped by Stirling's 'Q' class and were withdrawn as non-standard. All vehicles pictured are scratch-built or from my own castings; a horsebox without grooms compartment is visible, as is a Stroudley cattle wagon.



TRACKPLAN

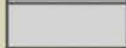
1 square = 1 square foot

Yard office

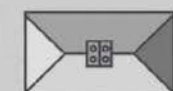


Goods Yard

Store



Coaling stage



Booking office



Office

Water
Tower

The final trackplan used one simple and two three-throw turnouts, the latter with overlapping switches, a type also used by the NER, GER and MR. I have been challenged over the use of these turnouts for passenger lines, but photographic evidence shows there were three such turnouts used at the SER Charing Cross terminus station when opened in 1864, and I have seen a photograph of one under a passenger train in an 1859 picture of Market Harborough LNWR.

I have no doubt they were less in favour on passenger lines as locomotives grew heavier, but my layout is a nearly forgotten backwater in the 1880s, which might have eventually been rebuilt (like Caterham, for example), so I would argue that the track wasn't altered until the revamp took place.

These turnouts proved tricky to construct. I ended up with a pile of reject switches as any slight adjustment to alignment of rails, gauge, etc, caused rejections because of now unsuitable over all or planing length. Close examination of photographs showed joggles as well as the normal 'set' in the stock rails of the real thing, and production was more successful once this was understood. The pivoting of the switches was achieved using an Exactoscale brass locking fishplate to hold each switch to its respective closure rail, with the joint supported as in the prototype; this latter was achieved using a 4mm scale track rivet. The whole setup is quite loose, but the operating wire, which comes up through the baseboard from the homemade operating unit is biased so that it pushes the tie bar and thus the switches towards their respective closure rail. All turnouts are servo-operated using the Peco control system, though I did use slightly better servos than those originally supplied. Blade throw and speed of throw is fully adjustable, and they are DCC-controlled via a Lenz master unit and a ROCO Multimaus handset.



A South Eastern cornucopia, basically an aerial view of the 118 Class and train, the latter again all scratch-built. The water tank has a Plastikard 'brick' base, and the tank was home-cast in resin from my own masters, then chopped up to make the appropriately sized tank. Two 1870s-era slotted post-SER signals are visible.



A ground-level view of 'Gunboat' and train, though the headcode board seems to have disappeared. The roofless SER cattle wagon just visible (my own castings again) dates from the 1850s, and I hope the contrast between the shingle ballast main line and the ash/dirt siding ballasting will be noticed.



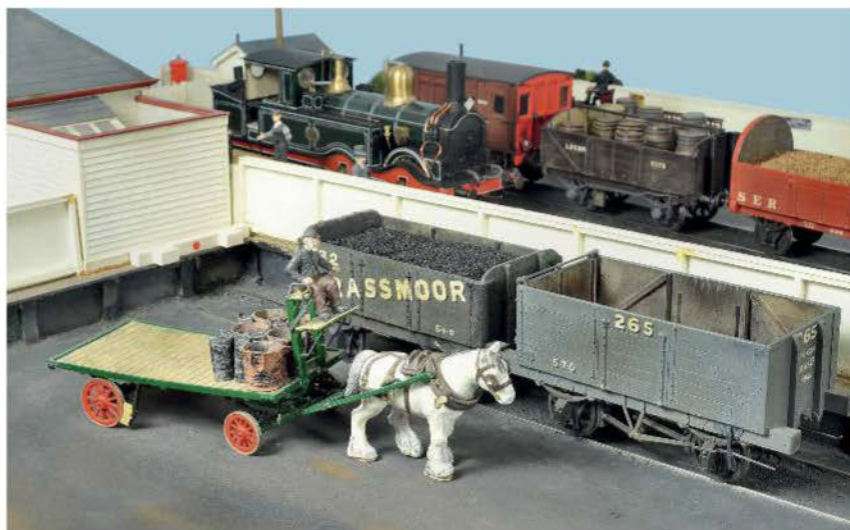
Turning to the rest of the track, deep ballasting was required to imitate the so-called 'boxing of the ballast', where the sleepers are entirely covered except in the area of the switch blades. The original reason for this practice was that it was thought to reduce noise, but it was eventually rejected as it also hid rotting sleepers. The only way to make this work on the layout was to emulate the prototype in that a first layer of coarse material was glued in place (dilute PVA as usual), and then, once dry, a second finer layer added on top. This work was done in the winter and took days to dry out.

The signals are those from the previous layout, but are now servo-controlled from small switches via a 'Bouncer' unit, now defunct but bought many years ago and stashed away until finally being used. This can set bounce, shudder and speed of movement of the signal arms. I included one scotch block to protect the running lines from the loco road and long goods siding. It does work, being powered from a servo hidden in the undergrowth via wire in tube, and again controlled from the handset.

RIGHT: Lurking behind the water crane are two 1860s coaches, one with a coupe compartment. Lighting at that time was very class conscious; first-class coaches usually had one lamp per compartment, the plebs in third class at worst having only one lamp for the whole coach.



The Stirling A Class 4-4-0 heads for the station. These locomotives were the first flush of modernisation when Stirling took over as CME, being based on one of his designs produced for his former employer, the G&SWR. The rounded cab appeared on four of his six designs.



The 'Gunboat' rests at the buffers, its coaches having been pulled clear of the platform by the station pilot, allowing the former to escape to regain the head of the train. The LSWR wagon visible is the Adams design with wooden corner posts, all home-cast.

Scenic renovation

The rest of the layout is conventional; all the buildings appeared on the previous layout, some now being 25 years old; the signal box is large and probably out of place, but is there because it is so recognisably SER. For the loco road, I did construct a coaling stage based on a photograph of one at Sevenoaks and used the wonderful Evergreen strip in various sizes as required.

The station platform and cattle/milk/horse landing used a mixture of foam board and Daler board and I hope reproduces the SER's widespread use of timber platforms, with supposedly 'gravel' spread on the top surface. Spare layers of layout foam were built up and hacked to shape to form the hill at the exit to the fiddle yard. My scenery is not up to the standard of some of the luminaries in our hobby, but I find Woodland Scenics products sensibly used give a pretty acceptable effect.

The 'ground' was formed with the usual build-up of Polyfilla and DAS clay, with various blacks, browns and greys from the Vallejo range sloshed over until something acceptable appeared. The shingle ballast (extracted from Dungeness on the prototype) was similarly toned down where required, and an effort was made to sink siding track work into the 'ground', the apparent main line ballasting of sidings on some layouts being a pet hate of mine.

New stars of 'Oakhurst Town'

Since the original layout was dismantled, three new locomotives have been completed, though not all are necessarily in use at shows. The first of these is a Stirling 'A' class 4-4-0 based on the SER KITS product. I basically used just the etches and a few castings, adding my own boiler from brass tube and a smokebox from nickel silver. Other fittings were from my own castings produced for my other Stirling locos. The locomotive uses Slater's driving and bogie wheels turned down by

TOP RIGHT:

A reminder of the agricultural nature of Nineteenth Century Kent, as a horse drawn flat truck waits to be loaded once the conversation ceases! The warehouse (also visible in other views) is really the only non-railway building on the layout, but Kentish in origin. Built from Plastikard, foam board and adapted Wills roof pantiles (I think).

MIDDLE RIGHT:

The 118 class awaits departure with wooden tender brake shoes visible; there were no brakes on the loco itself at this time. The signals were built using commercial wooden posts with a home-cast slotted extension on top.

eye to S7 standards, with AGH tender wheels picking up via split axles. There is a large Maxon motor in the tender driving a Stubbs gearbox via a shaft beneath the footplate. The locomotive is probably too large for the layout (a soto voice comment to this effect was heard on one occasion!), and to boot, I now know it should probably be painted 'Invisible Green' for my period, but for the moment, it stays as it is.

Next, having earlier mentioned the need for a pilot loco, I built a Slater's Manning Wardle 'F' class 0-4-0ST kit. The SER bought one of these in 1881 to shunt at the ever-expanding Folkestone Harbour, but it has been borrowed for 'Oakhurst Town' pilot duties. I bought the kit second-hand and part built. Someone had made a start on the body but had come to grief with the chassis.

After some thought, and bearing in mind it would be the first locomotive I had ever built with outside cylinders, I made PCB spacers to set the frames at around 29mm outside width, and arranged cylinders, etc., to allow clearance for the crosshead and front wheel crankpin. A trip to the Middleton Railway allowed me to examine the wheels on their captive MW 0-6-0ST, and based on those wheel measurements suitable metal wheels set on 1/8" diameter axles were fabricated at home. A Mashima 1224 sits vertically in the firebox driving a High Level gearbox. I felt I could never bend the thick brass tank parts as supplied in the kit, so replaced them and the cab/bunker side sheets in thinner nickel with rivet detail embossed by my trusty but now defunct 'Double L' riveter.



A superb aerial view by Tony Wright of the 'Gunboat' arriving with its train. Orange coloured ballast is supposed to be the shingle the SER used, much of it extracted from Dungeness. Its prolonged use may have helped cause the 1927 Sevenoaks smash as it was not firm enough for the track to sustain heavy locomotives.





The Manning Wardle pulls newly arrived wagons clear of the platform to free up the 0-4-2WT. The ring on the signal on the left may be incorrect; however, I believe the use of such a ring started in the 1880s in general, and the idea is to differentiate the siding exit signal from the platform signal exit.

The canopy is based on one clear side-view of the loco and has an outlet from the safety valve through the roof. Finally, for DCC control the smallest available Zimo chip is slipped precariously in at the side of the gearbox.

The third new locomotive is a Mansell 'Gunboat' 0-4-4T. This must hold some kind of record for construction time, as it was commenced in early 1990 and not finished until February 2022, which is far longer than the 1877 to 1893 life of the original! I can't really account for this except that its construction was awkward from the start, and over the years I found myself working on it for a few months, then putting it aside in favour of something easier. Construction and painting were finally achieved in one long session of several months during 2021 by simply ignoring anything else until it was finished, it features homemade wheels, Stubbs gearbox and coreless motor.

To get split axle pick-up from all eight wheels, the driving wheel axles are in several parts with the outside brasses insulated via a 'dead' section of axle. Construction is otherwise conventional, but I went against my usual practice of bolting parts together to ease painting by soldering the tanks to the footplate to increase the rigidity of the footplate. Victorian locomotives can be very flimsy in both body and chassis, so any extra rigidity is welcome. The original GA drawing showed brakes on the bogie (which were duly added), but was vague on means of operating; fortunately the cab steps are in the way of whatever levers, etc., should be there. Similarly, I was unable to include a couple of pipes, which were on the tank tops as they seemed to terminate without trace.

Under-hung springs were also a problem, and the only way I could deal with them was to glue my castings to the base of the outside brasses and have dummy



MIDDLE LEFT:

The 'A' Class enters the station with typical outside-framed goods 'break' (correct spelling for the era) just visible top left. The paler spot of ballast in the foreground siding marks the location of the magnet for the Alex Jackson couplings in use.

BOTTOM LEFT:

The 118 again. The design dates from 1859 and was slightly modified as things went along; one change was from a built-up chimney to the stovepipe design as shown. All locos were eventually re-boilered by Stirling and retained the green livery as shown until Wainwright took over in 1899.

hangers unattached and disappearing into the murk beneath the outside frames. The locomotive features an injector on the right-hand side of the smoke box for the operation of the Smith's Simple Vacuum Brake. This was not shown on the drawing, so measurements were 'guestimated' by careful measurement and comparisons using the three available photos enlarged on a tablet computer. Suitable masters were made and the parts then home-cast and attached. All the pipework was carefully bent up, trial fitted then safely stored until being fitted after painting was completed.

Final thoughts

So, this is the story of the second wind my stock and buildings received after years of previous use on another layout. I hope this small layout shows that 7mm scale can work in a small space if you model carefully chosen prototypes, and I hope it also provokes some interest in using Scaleseven track and wheel standards, though, of course, these are not for everyone.

If you are interested in the SECR and its SER and LCDR constituents, I strongly recommend membership of the South Eastern and Chatham Railway Society, wherein lies much knowledge and information not necessarily available elsewhere. Finally, my thanks to SECSOC members John Kingsland and James Maxted, who have helped with operation at various shows, and to Steve Bromhall, who usually mans the fiddle yard and deals with PR while I am scratching my head over some complicated shunting move which has just fouled up. ■

“...7mm scale can work in a small space if you model carefully chosen prototypes”



See 'Oakhurst Town' in action at The Festival of British Modelling in Doncaster this February.

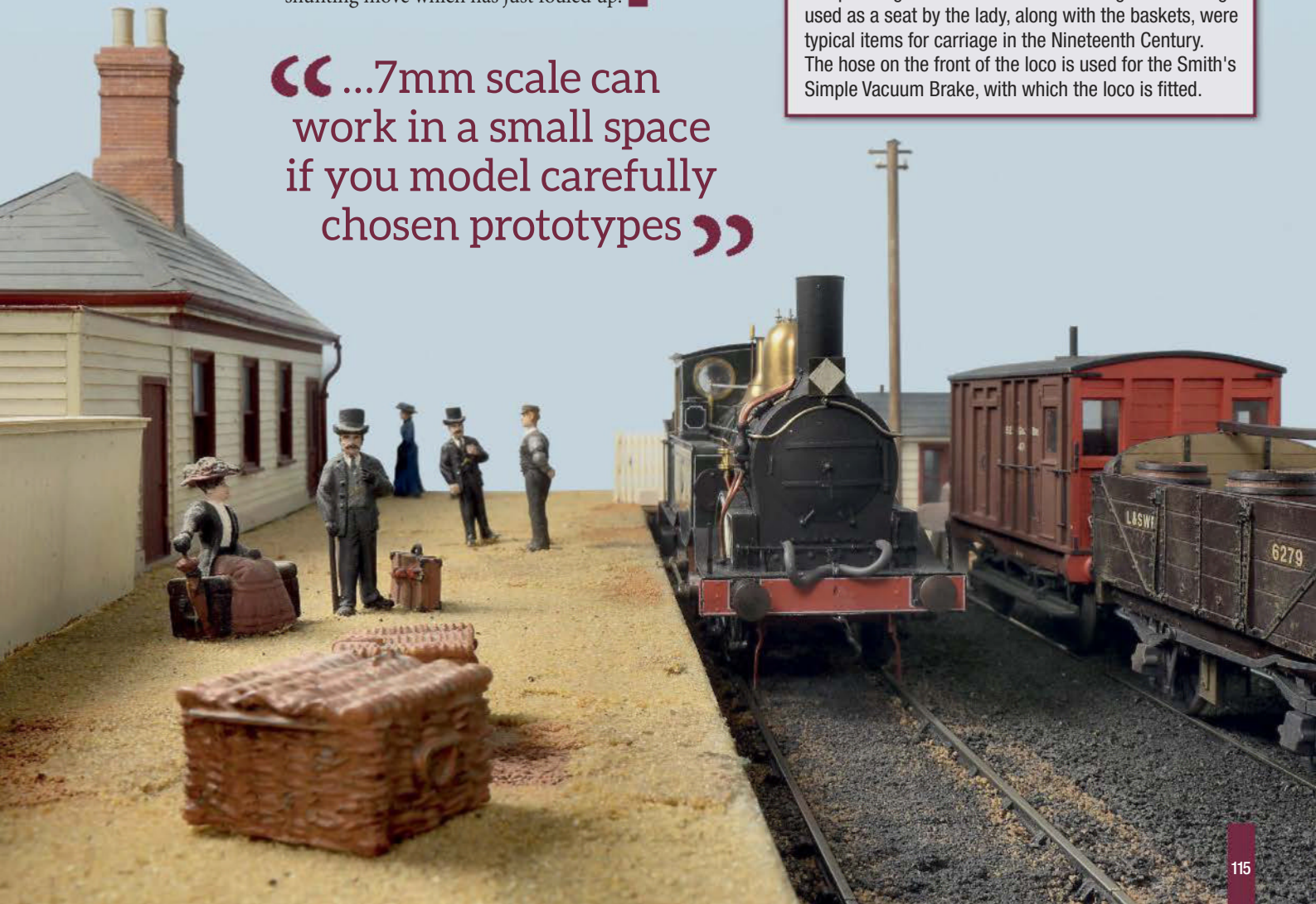
Book your ticket by scanning the QR code

Or visit: world-of-railways.co.uk/shows



SCAN ME!

A view along the supposedly gravel-covered platform, surface from Daler board with sand sprinkled on it; one passenger looks a bit drunk. The large trunk being used as a seat by the lady, along with the baskets, were typical items for carriage in the Nineteenth Century. The hose on the front of the loco is used for the Smith's Simple Vacuum Brake, with which the loco is fitted.



London is Calling

Making a welcome return to Alexandra Palace, the popular exhibition will take place across the weekend of March 16-17th, 2024, providing a perfect opportunity for railway modelling fans to view some of the country's best layouts.

Proudly sponsored by





All the information you need...

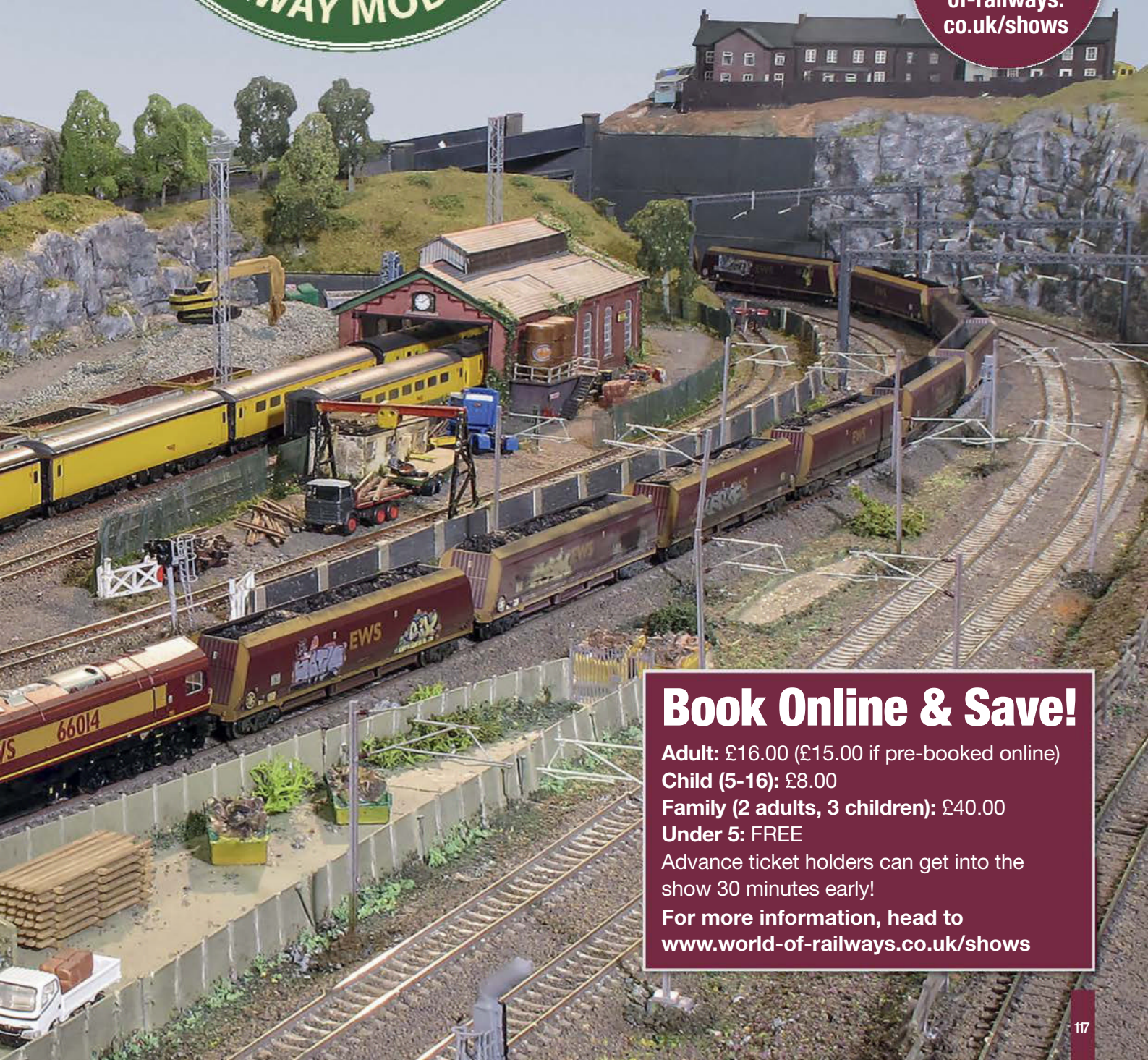
Dates: March 16-17th, 2024

Opening times: Saturday 10am-5pm,
Sunday 10am-4:30pm

Venue: Alexandra Palace,
Alexandra Palace Way, London, N22 7AY
We have a FREE shuttle bus running from
Alexandra Palace Station, Wood Green underground
station and the venue. Last bus from the
venue will be 5.15pm each day.

MAIN IMAGE: The Alsager Railway
Association's 'Fredstone Lane' layout
is ready to delight fans at the show.

**Book your
ticket today at
www.world-of-railways.co.uk/shows**



Book Online & Save!

Adult: £16.00 (£15.00 if pre-booked online)

Child (5-16): £8.00

Family (2 adults, 3 children): £40.00

Under 5: FREE

Advance ticket holders can get into the
show 30 minutes early!

**For more information, head to
www.world-of-railways.co.uk/shows**

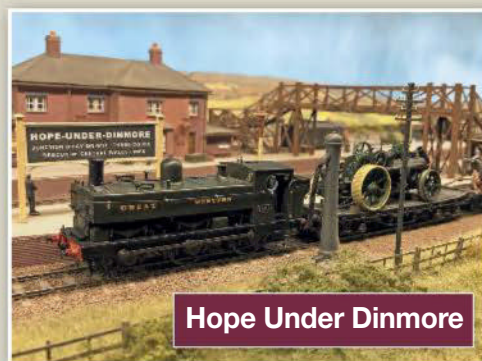
Book your
ticket today at
www.world-of-railways.co.uk/shows

Must-see Layouts!

Almost 40 planned layouts, including some never before seen at a show!



Llandecwyn



Hope Under Dinmore



Sheepcroft



Royal Albert Bridge



Solent Summit



Carterton



Purgatory Peak

Layouts confirmed so far...

Abingdon – OO
 Carterton – OO
 East Quay – OO
 Gordon's Lane – OO
 Nictun Borrud – OO
 Nictun 2K – OO
 Roshven – OO
 Welby Lane RTC – OO
 City Basin Goods – N
 Fredstone Lane – N
 Lisworth Bay – N
 Solent Summit – N
 The Royal Albert Bridge – N
 Todmorden Midland – N
 Tucking Mill – 2FS
 Hope-under-Dinmore – EM
 Llawryglyn – EM
 Orchard Wharf – EM
 Sheepcroft – EM
 Top Yard – EM
 West End Drift – EM
 Great Bardfield – P4
 Harton Gill – P4
 Wantage Tramway – P4
 Frecclesham – O
 Medway Quay – O
 Newchapel Junction – O
 Watlington – O
 Llandecwyn Rly – OO9
 Purgatory Peak – On30
 The Yard – 7mm N/G
 Bremen Tramway – HO
 Neuhausen – HO
 Port Washington – HO
 Putnam Division – HO
 LEGO LSUR Layout – L
 LEGO LNUR Playout – L
 HRCA – OO 3-rail
 Whiteleaf Rack Railway – G

This list is subject to change.



West End Drift

Ready to Experience Model Rail Scotland?

Model Rail Scotland

Scotland's big show of the year returns in 2024 to the Scottish Event Campus in Glasgow. The three-day event showcases a wide range of exciting layouts, plus trade and societies to satisfy all different types of railway modellers. Have you got your ticket yet?

Key Information

Dates: February 23-25th, 2024

Opening times: Friday and Saturday 10:30am-6pm, Sunday 10:30am-5pm

Venue: Scottish Event Campus, Exhibition Way, Glasgow G3 8YW

Prices: Adult: £15.00
(£14 if pre-booked online)

Child: £5.00

Family (2 adults, 2 children): £35.00



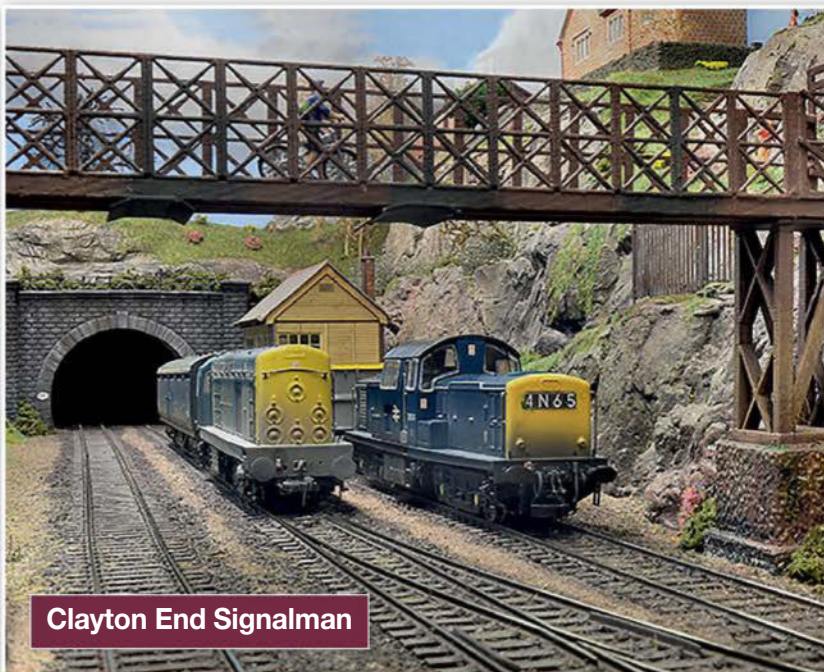
Reevy Road



Brunswick Yard



Rolvenden



Clayton End Signalman

Layouts confirmed so far...

Almond Bridge – OO
 Bridgewater – OO
 Brunswick Yard – OO
 Clayton End Signalman – OO
 Clucas Bay – OO
 Dalziel North- OO
 Depot 254 – OO
 Donaghadee Railway Station – OO
 Effingham Street – OO
 Fountainhall TMD – OO
 Glenkiln Road – OO
 Griffen Road – OO
 Gresty Bridge – OO
 North Road – OO
 Port Robert – OO
 Reevy Road West – OO
 The Quarry (Bill & Bens Layout) – OO
 Towns End – OO
 Tellindalloch – OO
 Tulloch Bridge – OO
 Yett's O Muckhart – OO
 Wardlaw – OO
 Weedram Distillery – OO
 Wellpark – OO
 Canal Way – N
 Castlebridge – N
 Eyemouth –N
 Glen Farist – N
 Inverkeithing – N
 Invernevis – N
 Law Junction – N
 Levenbank – N
 Borrington by the Sea – O
 Eastfield – O
 Harviestoun – O
 Ravensthorpe – O
 Nove Mesto na Nedostatku – TT
 Twelvemill Bridge (Hornby Magazine stand): TT:120
 Dalgie Hill – HO
 New Westminster – HO
 Williamson River – HO
 Balornock Goods – British HO
 Neuburg 1913 – 2013 – HOm
 Dduallt – OO9
 Trenches – OO9
 Trerice – EM
 High House Colliery – P4
 Kettlewell – P4
 Rolvenden – P4
 Reeth – S7
 A Journey in Switzerland – G
 Hornby Catalogue 1985 – Nostalgia
 A layout for kids of all ages - Lego

This list is subject to change.



The approach to 'Lochdubh' was curved by the Skye and Dingwall railway through solid rock, and in steam days, even the locomotive shed was in this cutting. Bursting out onto the pier, the station offered easy transfer between rail and ship and opened up trade and commerce to the Hebrides. 37418 is pictured running around her train before heading back to Inverness after lunch.

HIGHLAND OUTPOST

Paying homage to happy memories spent on the railways, this wonderful scene captures the beauty of the Scottish Highlands.

Words and Photography: James Hilton



FACTFILE

NAME: Lochdubh

SCALE/GAUGE: 2mm:1ft/ 9mm/ N

SIZE: 58cm x 22cm

ERA/REGION: Scottish Highlands, 1980s

LAYOUT TYPE: Shelf / Cameo

Lochdubh today is a shadow of its former self. A myriad of sidings once spread over the yard and pier in the foreground. Times have changed, and what little freight remains is served by a lone siding beyond the station.

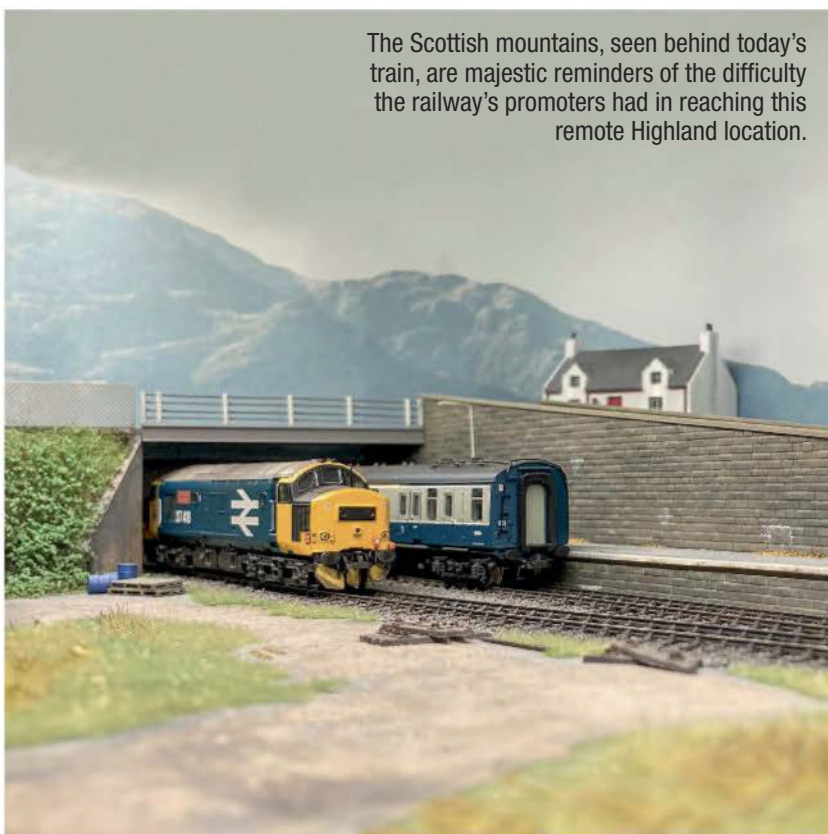


I arrived that morning, across the water. Glimpses first of that infamous pier-side location, then sounds as I disembarked the ferry and walked up the slipway, the distinctive idle of an English Electric discernible above the noise of lapping waves and the cries of seagulls. A short stroll across the road bridge and down the approach ramp and a scene I had lived through photographs in treasured books awoke before me...

As was custom and practice, the locomotive was sitting at the buffer stops, having uncoupled from its short train. The crew, not visible having retired for a well-earned cup of tea, would run around closer to time. I was pleased to find the small shop on the platform open, welcomed by a tired and somewhat incongruous Walls' ice cream sign!

With a can of Coke and Mars bar safely stowed in my rucksack, I strolled out towards the pier to the end of the platform and my steed for the journey east to the Highland capital. The 'tractor' resplendent in large logo blue (the best livery on a Class 37 in your author's humble opinion) was smart but tired, wearing the signs of its long journey earlier this morning. Noting the number and grabbing a quick photograph for posterity, I strolled down to find a seat near the front of the train where I could appreciate the thrash on the

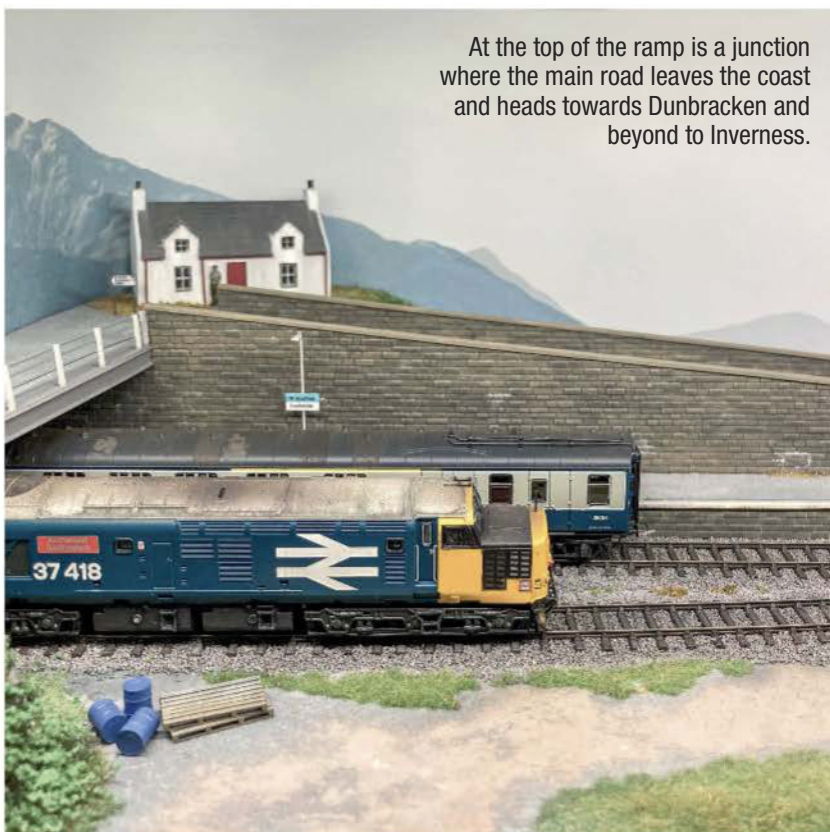
The Scottish mountains, seen behind today's train, are majestic reminders of the difficulty the railway's promoters had in reaching this remote Highland location.



'Lochdubh' is a work of fiction fuelled by my love of Scottish railways. Utilising N gauge ready-to-run stock, the track is built from British Finescale components. All structures are scratch-built to suit the character and limited space available. I hope it goes to show that we all have space for a model railway and that modern British N gauge has a lot to offer and should be seriously considered by many of us as a logical step beyond OO.



At the top of the ramp is a junction where the main road leaves the coast and heads towards Dunbracken and beyond to Inverness.



climb out of Lochdubh, the start of another wonderful railway adventure.

My route would follow Loch Carron and its Glen towards Achnasheen and the summit, then onwards through Strath Bran to Loch Luichart and Garve, before dropping into Dingwall and joining the Far North line at the head of the Cromarty Firth, continuing east, then south east a little further before reaching Inverness. The route dates from the building of the Dingwall and Skye Railway, authorised in 1865, and has survived Beeching and several more recent threats to see its own modernisation in 1984 with the installation of Radio Electronic Token Block signalling. Apart from (and sadly) the end of both the iconic Class 26, synonymous with the line for so many years, and many of the signal boxes along the line, today's railway is relatively unchanged from birth, providing glorious views to enchant the traveller, and for locals a lifeline through the winter months.

While traffic today is in the hands of the trusty Class 37s, it is expected that the new Super Sprinters allocated to Inverness, and currently proving successful on the Far North route, will be rostered from next summer.

Historically, the railway extended onto the pier for booming fish traffic, yet today there is little apart from an occasional timber working from the small yard at

Lochdubh. That said, fuel oil for the Skye ferry is still brought in by rail, unusually with a tank attached to the morning train on Fridays as required - this mixed train, an anachronism in the modern railway, and a draw for enthusiasts, must surely be on borrowed time!

However, this is not my first visit to Lochdubh, as I was lucky enough to experience the line a few years ago before modernisation. On that visit, arriving in the dark behind a 26, the Sulzer bark on the 1 in 50 climb out of Dingwall intensified by the dying light and the magic of arriving at my destination under cover of night was terrific, especially finding my way to the Lochdubh Hotel and its infamous Stag Bar!

Waking the next morning to the still waters of the Inner Sound, a light mist blanketing the Loch and crisp spring sunshine illuminating the peaks of Skye against a beautifully blue sky, was something to remember. After a full Scottish breakfast, a pleasant walk found me wandering to the station to watch the first train of the day arrive; the parcels (with passenger accommodation) service was always heavily-laden, but as the road into the village had been improved in the late 1970s, its days were numbered by my visit in March 1981. Later in the day, I returned to Inverness with wonderful views out of my carriage window with the tired but eager McRat making light work of our two coach train.

While many lament the passing of steam, for me, it is the end of these classic locomotive-hauled trains on the Scottish Highland Lines that will be sadly missed. Yes, the journey and views will continue in efficient comfort onboard Metro-Cammell's finest, but how can one compare that experience to the picture window of a Mk. 1 carriage with a Highland Stag-emblazoned locomotive up front, on this most picturesque of pilgrimages?

Welcome to 'Lochdubh'. ■

Beyond the station, itself a typical Highland wooden affair, the mountains of Skye can be seen. In these days before the road bridge, travellers made a short walk up the ramp and down the road to the ferry slipway to continue onwards across the water.

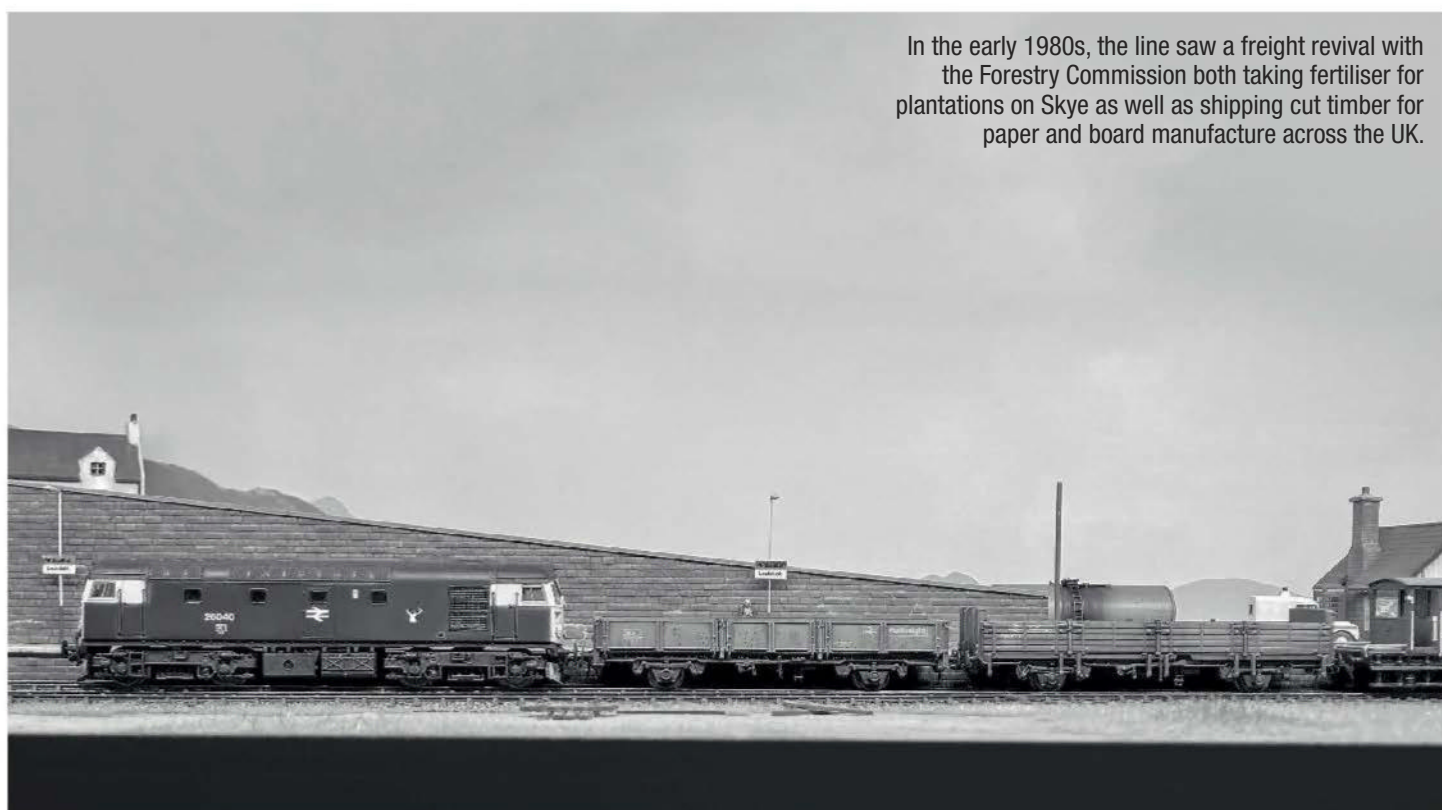


Back in '81, I travelled behind a Class 26. The class was synonymous with the line for many years before the advent of radio token block signalling, which changed its character but ensured the line's survival.





In the early 1980s, the line saw a freight revival with the Forestry Commission both taking fertiliser for plantations on Skye as well as shipping cut timber for paper and board manufacture across the UK.





SELL YOUR MODELS

Scan me with your phone camera



THE PROCESS

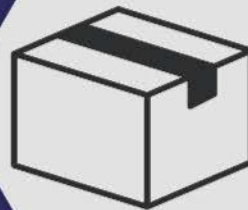
1 Send us a list of your
pre-owned items

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

PROTOTYPE



Modelling Inspiration: The Embsay & Bolton Abbey Steam Railway

Words & Photography: David Ratcliffe



'Austerity' 0-6-OST NCB *Monckton No. 1*, w/n HE3788, leaves Bolton Abbey with an afternoon passenger service on September 20, 2008. The interesting consist includes three six-wheel coaches with GER District Engineer's Saloon No. 14, dating from 1889, behind the locomotive. This was followed by No. 34, a five-compartment Lavatory Composite built in 1896 and painted in GNSR maroon and white livery, and then No. 37, an 1897-built GER Third Class Saloon. Bringing up the rear of the formation is bogie LYR Directors' Saloon No. 1. Built at Newton Heath in 1906, No. 1 had previously been at the M&GNJRS's North Norfolk site before moving to Embsay in 1999.

Often running through attractive countryside, and with an interesting range of locomotives and rolling stock, heritage railways offer considerable layout potential. Among them is the Embsay & Bolton Abbey Steam Railway (E&BASR), which operates along the four-mile line between Embsay, near Skipton, and Bolton Abbey in North Yorkshire.

First established as the Embsay & Grassington Railway Preservation Society, it was British Rail's decision in 1965 to retain the freight-only branch from Skipton to Grassington that would see the group concentrate its efforts on bringing back into operation a part of the recently-closed former Midland Railway route between Ilkley and Skipton.

Having changed its name, first to the Yorkshire Dales Railway Society and then to the Embsay & Bolton Abbey Steam Railway (E&BASR), the preservationists initially ran trains over the quarter mile of track that remained from Embsay to Bow Bridge Junction, but between 1979 and 1997 they gradually brought the line from Embsay station to Bolton Abbey back into use, with the rebuilt station at Bolton Abbey being opened on October 26, 1997.

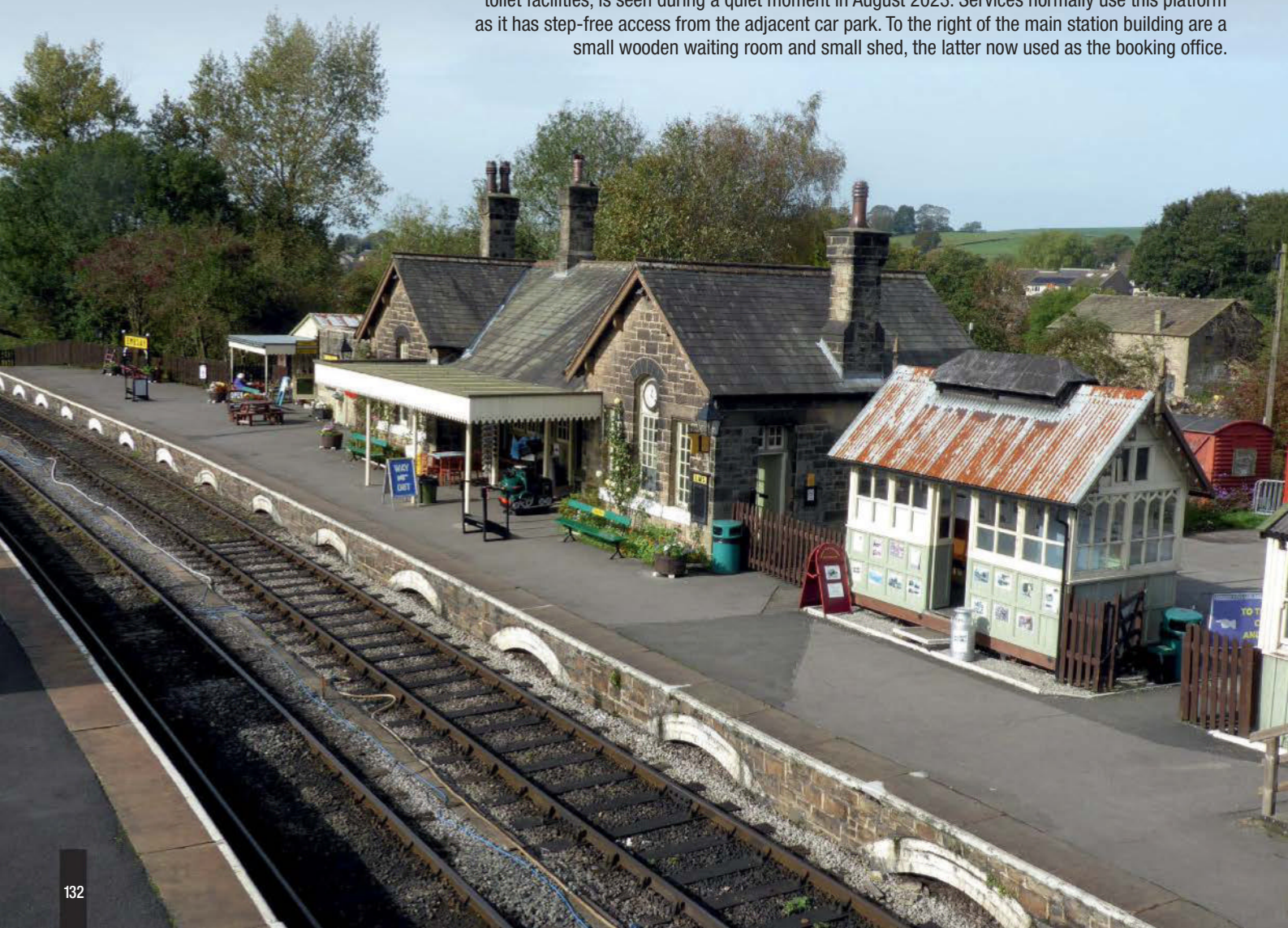
In its early years, the line quickly became home to an impressive collection of former industrial locomotives, both steam and diesel, while in recent years, regular loan arrangements with other heritage railways have added to the variety of motive power to be seen at Embsay. The line also occasionally played host to larger locomotives and is now home to a small number of former main line types, both steam and diesel.

Over the same period of time, the E&BASR's coaching stock has also evolved, from the arrival in 1972 of two ex-Manchester South Junction & Altrincham Railway trailer coaches to today's small fleet of ex-BR Mk.1 vehicles. The current coaching stock also includes a number of much earlier vehicles, including an L&SWR 1st Open Saloon, which was modified into a Royal Saloon for the use of Queen Victoria in 1887, and two Saloon coaches dating from 1906 and 1913, built respectively for the directors of the Lancashire & Yorkshire Railway and the London & North Western Railway. Another rare vehicle to be found at Embsay is No. 3170, a petrol-engine-driven Autocar built by the North Eastern Railway in 1903, which began operating at Embsay after a lengthy restoration during 2019.

As at many preserved sites, the E&BASR has also become home to an eclectic selection of freight wagons, including opens, flats, vans and tanks, together with ballast hoppers and brake vans. Some of the wagons have been used in helping to rebuild and then maintain the infrastructure of the line, while others feature in the demonstration goods trains, which occasionally run on special gala days.

Leaving the attractive two-platform station at Embsay, the single line heads east, passing the station signal box and then threading its way between the carriage shed and workshops before continuing for just over a mile through the beautiful rolling scenery of the Yorkshire Dales to reach the short platform and waiting shelter at Holywell Halt. Soon after leaving the halt, which was built by society volunteers and named after a nearby well, the line reaches Stoneacre passing loop and signal box and then Draughton Engineers' Sidings. Having road access, these sidings are sometimes used to transfer stock to and from the line.

The attractive and well maintained station building at Embsay, which houses a buffet, shop and toilet facilities, is seen during a quiet moment in August 2023. Services normally use this platform as it has step-free access from the adjacent car park. To the right of the main station building are a small wooden waiting room and small shed, the latter now used as the booking office.





Located on either side of the loop at Bolton Abbey station are the water tank and signal box, while various items of stored rolling stock, including a two-car Pacer, can also be seen in this view recorded in September 2023.



Class 20 No. D8110 and *Beatrice* leaving Embay with the midday train on 10 October 2023. The Class 20, which had previously been at the South Devon Railway, was double-heading as it was required to shunt engineers' wagons at Bolton Abbey later that afternoon.



The workshops and carriage shed at Embay can be seen in this view from the station footbridge, while former Taff Vale Railway 0-6-2T No. 85, built in 1899 and on loan from the Keighley & Worth Valley Railway, waits to leave for Bolton Abbey in May 2018.



No.7 *Beatrice*, a beautifully-restored Hunslet built 0-6-0ST, w/n HE2705 built 1945, arrives at Embsay with the late morning service from Bolton Abbey on October 10, 2023. Prior to preservation, this locomotive had worked for the NCB at Ackton Hall Colliery, Featherstone, and is named after the colliery manager's daughter.

Just over another mile brings the line to Bolton Abbey station where, in addition to a run-round loop, there are also three stabling sidings that can be used to store spare coaches and wagons. Following its closure in March 1965, the original station building at Bolton Abbey had become a derelict shell that had to be demolished, with the heritage line constructing a new building close to the original 1888 design. A redundant signal box from Guiseley station, on the Leeds to Ilkley line, was purchased from BR and re-erected at the west end of the platform at Bolton Abbey, while a parachute water tank came from Skipton station where it had stood out of use for many years.

Like many heritage lines, the E&BASR occasionally run demonstration freights. Hunslet-built 0-6-0ST w/n HE3783, named *Darfield No.1*, 'heads such a working near Holywell Halt in September 2008.



Dining trains are very popular, bringing additional revenue to many heritage lines. Here, ex-BR Mk.1 TSO No. M4575, fleet number YDR8, is pictured at Embsay on October 10, 2023, with its tables laden with piles of rather fine cakes! In recent years, the E&BASR has refurbished a number of their Mk.1s, repainting them from BR maroon into the attractive BR carmine and cream livery.

After the water tank had been restored in the workshops at Embsay, it was then moved by rail to Bolton Abbey on the E&BASR's own Lowmac wagon, before being craned into position on the opposite side of the loop to the signal box. Work on building a second platform at Bolton Abbey has also been underway for several years in order to facilitate the long-term aim of extending the line further east towards Ilkley.

Back at Embsay, the line to the west of the station remains in use for about a quarter of a mile to another run-round loop constructed close to the site of Bow Bridge Junction, although there is no longer a physical connection at the junction between





Overnight accommodation for volunteers at Embsay is provided in an ex-BR Mk.3a Sleeping Coach, No. 10694, one of the ten Mk.3 sleepers, which were leased to Danish State Railways (DBS) in 1987. They returned to Britain in November 1998 and, after a period in store at Moreton-in-Marsh, No. 10694 was moved to Embsay in 2002. Since then, it has been placed on Commonwealth bogies and been completely rewired, although it remains in somewhat faded DSB 'Crescent Moon and Stars' livery and retains its international 12-digit UIC number 50 86 7572 098-3.



No. 17, the L&SWR Royal Saloon converted for the use of Queen Victoria in 1887, the year of her Golden Jubilee, awaits its next dining passengers at Embsay station in August 2023.



NER Autocar No. 3170 is pictured leaving Embsay beneath the station's substantial footbridge. Stabled alongside in platform two are the coaches for the following day's dining service to Bolton Abbey.



Among the various restored freight wagons to be seen in the E&BASR's demonstration freight workings is Gunpowder Van No. W105742.

the heritage railway and the Skipton to Rylstone Quarry (Grassington) freight-only line now owned by Network Rail. Trains from Bolton Abbey will sometimes first run through Embsay to Bow Bridge Loop, before heading back to terminate in platform one at Embsay station.

From late spring until mid-autumn, there are usually four rounds trips between Embsay and Bolton Abbey on most days, with additional trains operating during the summer and the festive season as well as on gala days, and with its delightful setting and friendly and helpful staff, it is well worth a visit.

The stations at Embsay and Bolton Abbey, or alternatively the section around Stoneacre and Draughton set in the stunning landscape through which the line runs, could form the basis for a reasonably compact layout that was both interesting to build and operate. With its relatively short trains and eclectic collection of locomotives and rolling stock, the E&BASR is certainly a prototype with much potential. ■

Hornby 2024 Announcements

For the full list of new models announced, including delivery updates on the models announced in 2023 – head to World of Railways or RMweb.

Hornby is playing catch up in 2024, with noticeably fewer new OO models announced in its annual reveal. That said, there is still plenty to be excited about, plus further announcements later in the year planned, including a separate TT:120 update.

Here are some of the highlights...

70 years of Margate

This year marks the 70th anniversary of the opening of the Hornby factory in Margate. To celebrate the occasion, a number of new products are being released in limited numbers, including five locomotives (750 available), a wagon (2000 models), and the factory and office building (1000 available).

The resurgence of Railroad

The Railroad brand is to be repositioned as the 'entry point' to the Hornby range, with some locomotives being made available indefinitely. A large model range is key for Railroad, and it will play a vital role in introducing new people to the hobby. There are a number of new locomotives and rolling stock items joining the range in 2024, including in the 'Railroad Plus' range, which will be positioned as a stepping stone for new modellers to reach the main range.

Licensing success

Hornby also announced the end of its relationship with Coca-Cola. A partnership that has proved hugely successful for all the brands within the company. Hornby told BRM that it was time to walk away from the license because it had achieved all it had hoped and there wasn't much left to produce.

In other news, the Beatles range has proved hugely successful, and this range will be expanding in 2024 with a new train set and locomotive launched alongside the wagons. Other music-themed products are expected soon.

Diesel locomotives



What: GBRf, Class 66, Co-Co, 754 *Northampton Saints* - Era 11 (Sound Fitted)

When: July 2024

How much: £139.99



What: FGW, Class 153, No. 153361 - Era 9

When: May 2024

How much: £152.99

What: GNER Class 43 HST Bo-Bo Train Pack

When: August 2024

How much: £359.99



What: BR, Class 08, 0-6-0, 08570 - Era 7

When: November 2024

How much: £189.9



What: BR, Class 09, 0-6-0, 094100 *Dick Hardy* - Era 11

When: November 2024

How much: £189.99

More new diesel locomotives

DB, Class 66, Co-Co, 66012 - Era 10 - £94.99 - expected July 2024

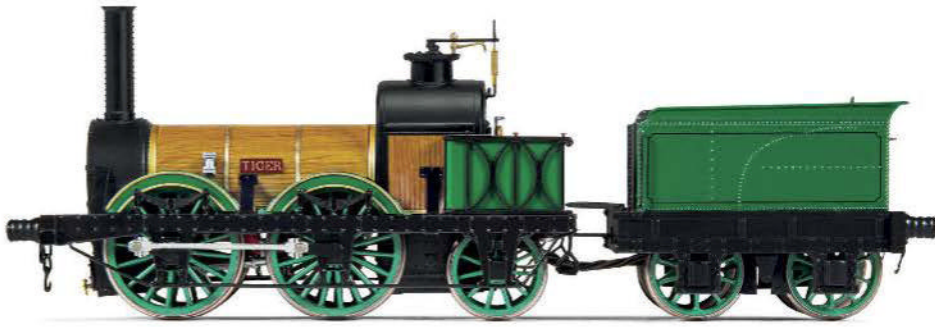
GBRf, Class 67, Bo-Bo, 67027 - Era 11 - £194.99 - expected July 2024

(Jubilee Collection) GBRf, Class 66, Co-Co, 66734 *Platinum Jubilee* - Era 10 - £99.99 - expected July 2024

(Jubilee Collection) DB Cargo, Class 67, Bo-Bo, 67007 *Queen's Jubilee* - Era 11 - £194.99 - expected July 2024

(Jubilee Collection) GBRf, Class 66, Co-Co, 66705 *Golden Jubilee* - Era 9 - £99.99 - expected July 2024

Steam locomotives



What: L&MR No. 58, *Tiger* - Era 1

When: April 2024

How much: £139.99



What: S&DR, 0-4-0,
Locomotion No. 1

When: October 2024

How much: £169.99.

**NEW
TOOLING!**



What: Hornby Dublo BR, A4 Class,
4-6-2, 60016 *Silver King* - Era 4

When: May 2024

How much: £319.99



What: LNER, W1 Class 'Hush Hush' Streamlined, 4-6-4, 10000 - Era 3

When: May 2024 **How much:** £254.99



What: LNER, P2 Class, 2-8-2, No. 2002 *Earl Marischal* with steam generator and extra smoke deflectors - Era 3

When: November 2024

How much: £294.99

More new steam locomotives

BR, Class 9F, 2-10-0, 92203 *Black Prince* - Era 6 - £249.99 - expected November 2024

BR (Early), Class B1, 4-6-0, 61379 *Mayflower* - Era 11 - £219.99 - expected September 2024

BR Princess Coronation Class *City of Lancaster* 46243 - Era 4 - £239.99 - expected October 2024

BR, Thompson Class L1, 2-6-4T, E9011 - Era 4 - £179.99 - expected September 2024

BR, Thompson Class L1, 2-6-4T, 67735 - Era 4 - £179.99 - expected September 2024

BR (Early), Britannia Class, 4-6-2, 70001 *Lord Hurcomb* - Era 4 - £239.99 - expected November 2024

GWR, Class 6000, 4-6-0, *King Stephen* - Era 3 - £229.99 - expected August 2024

BR, Class 6000, 4-6-0, 6009 *King Charles II* - £229.99 - expected August 2024



Skaledale models

Front and Left-Hand Victorian Terrace House Garden Wall - £14.99 - expected April 2024

Front and Right-Hand Victorian Terrace House Garden Wall - £14.99 - expected April 2024

Left-Hand 2 Up/2 Down Terraced House - £27.99 - expected April 2024

Right Hand 2 Up/2 Down Terraced House - £27.99 - expected April 2024

Derelict Farm Building - £32.99 - expected April 2024

Small Water Tower - £27.99 - expected August 2024

St Andrews' Church - £39.99 - expected August 2024



The end of Playtrains

It feels like only yesterday we were announcing the launch of Playtrains, Hornby's range of remote-controlled battery-powered trainsets for 3-to-6-year-olds. Although not deemed a failure, according to Hornby, Playtrains didn't quite work as an entry-level toy, and research is well underway for a replacement. Playtrains is still on sale at the moment, with no official date yet confirmed on when it will come off the shelves, but we imagine it'll be once stocks run out.



New faces at Hornby get set for 2024



It's all change at the top at Hornby, with a new management team at the helm ready to take the hobby's biggest manufacturer into the next phase of its future. We caught up with **Martyn Weaver**, the new Head of Brand at Hornby, to discuss the modelmaker's 2024 announcements, plus its plans to recruit the next generation of modellers.

BRM: There are noticeably fewer new models announced this year, is this to allow Hornby to catch up with previous years' announcements that haven't arrived yet?

Martyn: With a change in personnel, it's a great time to put the brakes on this year. We cannot keep announcing things and then have significant delays and not deliver on what we promise. It's about transparency and trust. There are 86 new OO models announced for January, which is still a large amount, and a further 122 will come out in 2024 that we announced last year, so it is very much us playing catch up. We will also announce more products throughout the year, so watch this space.

BRM: You've announced plans for certain locomotives to be made permanently available, which is quite a change from the normal approach, why is this evergreen approach so important?

Martyn: If every product is scarce, there is nothing left for those entrants to the market. It's getting the balance right, you have to have some scarcity for the collectors, but at the same time, you have to have products like *Flying Scotsman*, *Mallard*, *Class 37*, etc, readily available for the new starters or returnees in the hobby.

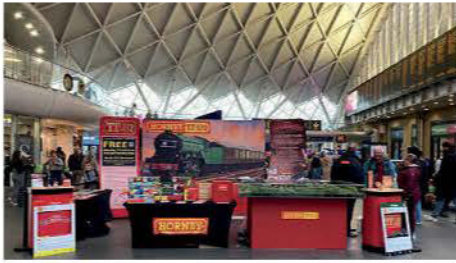


Hornby is really pushing to introduce new people of all ages to the hobby.

BRM: Does this approach extend to rolling stock?

Martyn: It does, but I would say that so many other people produce rolling stock that you don't need to have a vast wagon and coach range. Obviously, it would be nice if Hornby had it all, but it's not realistic. If we are bringing out a new locomotive in 2025, one of the things we will look at is what goes with it, and firstly, do we have anything or could we make it, and secondly, what's out there in the market? And if you find that one of your competitors has a range, then it's collaborative, we don't need to look at making something that is already available.

BRM: You believe Hornby has a key role to play in encouraging new modellers to the hobby – are you repositioning Railroad to become an entry point to the range?



The Hornby trade stand at King's Cross, London.



Hornby present at the Bluebell Railway Museum.

Martyn: I think the product and packaging won't really change, but the marketing message around it will certainly change. The majority of train sets are bought online, that is how the product is being consumed and the beginning of the experience is a digital experience. And so, the positioning of Railroad is actually about how we position it digitally, and potentially what we put in the box to help purchasers continue that journey.

You get a train set for Christmas, open it, and play with it, but what's the next thing and where does someone go? The product is there, but what is missing is the help to make that next step. It's all about evolution. Before, when someone brought a train set and started their modelling journey with us, we then promoted the Collectors Club, and the Hornby main range, this is a huge step up, which isn't really a stepping stone. For me, the success with this is a set of steps, which is essential for taking people on a journey, and it's not about rebranding Railroad, it's about the communication that this is for the beginners and the returnees to the hobby.

BRM: So, is the launch of the 'Railroad Plus' range a further stepping stone?

Martyn: Absolutely, it's an evolution and making steps smaller and more accessible for people. It helps people to identify the products and the prices that they want. When we start talking about the 2025 range, we will be talking with two different hats, the messaging to the hobby industry and enthusiasts will be very different from those outside of it and new to model railways.

BRM: Sound and steam effects are becoming more important, is Hornby looking at rolling out this new technology across the range?

Martyn: The hobby has certainly evolved with innovation and detail, but that doesn't mean that everyone has taken the journey at the same time. We have 14 new sound profiles due in the new year, but I think with live steam and sound, they will only be a percentage of the product range and not all. I wouldn't say that in five years every locomotive will have steam chuffing out of it or sound, because that's not what everyone wants, plus it drives the price point up.

One of the things we did last year was to put lamps on the front of steam locomotives, which had mixed reviews and we won't do it as a blanket across the range, but will do it for some and will measure the success.

BRM: We know digital is important, but how important is it also for people to actually see the product with their own eyes?

Martyn: Massively. Whether it's magazine reviews, videos, or events. The positivity from the shows I have attended so far has been great. I expected some pushback on the lateness of some products, or quality issues. There have been lots of lateness, and people have gotten used to that wrongly, but quality wise, we are in a better place than we have been for many years and there are new exciting things coming through. At future shows, we will have layouts on the stand with the latest locomotives running around, which is what excites people - because that's what they want to see.

BRM: The Coca-Cola partnership is coming to an end - can you tell us what happened there?

Martyn: It has been very successful, and is a big part of our business that goes beyond Hornby. As a business, it is better to come away from it now it has run a course, and if you exit it at the right time, then it leaves a real positive mark. How realistic can Coca-Cola be on a real railway - are you then just pushing a collector too far? We didn't really have anything else we wanted to do with the license.

BRM: The Beatles range has done really well and will be growing in 2024 - will there be more music-themed product ranges in the future?

Martyn: It'll hurt your ears more! That's all I can tell you. Beatles really hits a sweet spot, the audience sits in a similar demographic but has opened up a new audience. Doing others a little differently may open up to more audiences. If we can find something else that maybe has people involved in the social world and they like it, then it's not just about putting something on a shelf and getting the money in the till, it's about how others can market it.

BRM: 2024 marks the 70th anniversary of Margate - how will Hornby celebrate?

Martyn: There'll be a number of potential marketing opportunities, a lot of them will be local. I'm not sure how much the wider audience will care for the factory being 70 years old. It hasn't quite got the same appeal as our centenary year, but it will have a lot of appeal for those locally. If you talk to people in Margate, chances are they will know someone who worked at Hornby back in the day.



Meet the team, left to right: Catherine Dunning (Marketing Manager), Martyn Weaver (Head of Brand), Jade Fowler (Marketing & Product Development Assistant) and Wendy Mo (Marketing Assistant).

THE LATEST HEADLINES

World of Railways and Rapido Trains team up for new locomotive



World-of-Railways.co.uk has announced a partnership with Accurascale to launch an exclusive set of three British Steel-marked scrap wagons in a distinctive livery.

Almost a quarter of a million British Railways 'standard' 16-ton mineral wagons were produced from 1950 onwards, with withdrawals taking place continually through their period of use. British Steel acquired life-expired 16T minerals for moving scrap material to furnaces for recycling. This resulted in a hotch-potch of types, repairs and condition in an internal-use livery, which was frequently little more than locally-applied ownership marking, numbers and weights

marked for the benefit of those handling the materials.

The set of three British Steel Corporation-marked vehicles with patches, local renumbering and weight panels, are based on internal use wagons from within South Wales steel sites dating

through the 1970s to 1980s. Our thanks are made to Hywel Thomas for research assistance in drawing up these typical wagons.

Priced at just £74.95 (including VAT), plus postage, for a boxed set of three wagons, the production run is strictly limited to 250 sets. Delivery is expected late in 2024, and orders can be placed today with a £25.00 deposit.

Exclusive Dynamometer Car in N announced

As part of the new Railway Icons brand, a new partnership between Rails of Sheffield and Locomotion Models, Locomotion Models has revealed an exclusive N gauge Dynamometer Car.

Produced by Rapido, the new model is available to pre-order today for £99.95 direct from the Locomotion Models website and will be shipped next year.

Built at Darlington Works by the North Eastern Railway in 1906, the North Eastern Railway Dynamometer Car's role was to accurately and scientifically measure the performance of railway vehicles. It originally entered service under the number 3591, painted NER Crimson Lake. However, in the 1923 Grouping, which saw the NER integrated into the LNER,

it started to be used extensively by Chief Engineer, Nigel Gresley. In 1924, it was renumbered 3591Y and painted in a lined imitation teak finish, and in 1928, it was renumbered again to 23591, featuring updates with Gresley's design of bogies.

On 3 July 1938, it became part of railway history, when it was used to record the speed runs on the East Coast Main Line, capturing the record-breaking 126mph run completed by Gresley's A4 Pacific Class No.4468 *Mallard*.

Following many years of service, including being used in the 1948 Locomotive Exchange Trials by British Railways, it now lives in preservation as part of the National Collection at the National Railway Museum in York.



Rapido Trains reveal new Class 44 in N

The new model will be available in a variety of liveries covering the locomotive's history, from its origins in BR Green to the ever-popular BR Blue, including D4 *Great Gable*, in its BR Blue preserved livery.

A variety of details and variants seen across the working life of the locomotive will feature, including plated-over steps on the body side, removal of inner sandboxes and extra steps on the bogies. All versions will also be fitted with a radiator fan grill and separately-fitted fan, directional lighting, a smooth-running mechanism, a factory-installed speaker, NEM Coupler pockets, and a Next18 Decoder Socket.

Currently in tooling stage, you can pre-order your DCC Ready (RRP £144.95) or DCC Sound Fitted (RRP £249.95) version directly from the Rapido Trains website or from any of its official retailers.



Proposed liveries:

- D1 *Scafell Pike* in BR Green (as built in 1959)
- D7 *Ingleborough* in BR Green (as built in 1959)
- D2 *Helvellyn* in BR Green with small yellow panel
- D5 *Cross Fell* in BR Green with small yellow panel
- 6/D6 *Whernside* in BR Green with full yellow ends
- 3 *Skiddaw* in BR Blue
- 44007 *Ingleborough* in BR Blue
- 44008/D8 *Penyghent* in BR Blue with bodyside stripe
- D4 *Great Gable* in BR Blue



• MODEL RAILWAYS •

Hattons Model Railways to close

After 77 years of service to the model railway community, Hattons Model Railways has announced its decision to close down. The closure marks the end of an era for one of the industry's oldest and most well-known retailers.

The decision to close follows a thorough assessment of the current business landscape and retail trends. Despite the company's best efforts to adapt to changing market conditions, it has become clear that continuing operations is no longer sustainable. As such, the decision has been taken to wind down in an orderly fashion, leaving no outstanding debts.

Hattons Model Railways would like to express its deepest gratitude to its loyal customers, dedicated staff, and the entire model railway community for its unwavering support throughout the years.

In the coming days and weeks, Hattons will conduct a clearance event to sell off all remaining stock. This presents a final opportunity for customers to acquire exceptional products at discounted prices.



Iron Minks coming in N gauge

Following the success of its OO counterparts, Rapido Trains has announced the Iron Minks and Not-Quite-Minks will be available in N gauge.

The range covers a selection of tooling variants of some of the different guises the 'Iron Mink' had throughout its existence. These include plated or vented ends, wooden or gunpowder van metal doors, and numerous brake configurations. There will be a

selection of livery options too, including many of the same liveries that featured as part of the OO 'Not-Quite-Mink' range.

The models are currently in the design stage, and you can pre-order your triple packs (RRP £69.95) and individual G. Fawkes wagons, which is the most popular OO model (RRP £24.95), directly from the Rapido Trains website or from any of its official retailers.

Dapol Class 68 decorated samples arrive



Dapol has received four new Class 68 decorated samples, two of these samples are of brand-new liveries. The model is currently being reviewed by the design team and is planned to be in shops during spring 2024.

Specification

- Finely moulded body with many separately-added fine details
- Printed name plates and etched plates supplied separately
- Cast wheels with fine relief and appropriate colouring
- Heavy Diecast chassis and all-wheel pick-up
- NEM pockets as standard
- Independently controllable and switchable directional lighting

Available to pre-order today, the new Class 68 will be available in DCC-Ready, DCC-Fitted and DCC Sound versions, priced at £180.00, £215.00 and £300.00, respectively.

Proposed Liveries

- 4D-022-023 Class 68 *Pride Of The North* 68006 DRS/NTS Green
- 4D-022-024 Class 68 68026 TransPennine Express
- 4D-022-026 Class 68 68033 DRS Compass With Poppy
- 4D-022-028 Class 68 68014 Chiltern Green Bio Fuel Livery
- 4D-022-025 Class 68 *Black Douglas* 68030 TransPennine Express
- 4D-022-028 Class 68 68002 Compass DRS New DRS Logo



Exclusive Flying Scotsman arrives

Locomotion Models has announced the arrival of its exclusive *Flying Scotsman* - British Empire Exhibition Condition Model. In collaboration with Hornby, the new exclusive model costs £250.00 and is available directly from the Locomotion Models website.

The British Empire Exhibition was opened on April 23, 1924, and it was this event that made the *Flying Scotsman* famous. By the time it appeared at the British Empire Exhibition, the locomotive had been renumbered 4472 and named *Flying Scotsman* after the daily service between Edinburgh and Kings' Cross.





Sonic Models announce BR 12T Vanwide Ventilated Vans in N

Available to pre-order now exclusively from Rails of Sheffield, the eight triple packs available include seven Vanwide packs, plus one VEA.

A variety of liveries are to be released, such as BR Bauxite, BR Departmental Olive Green VQV, BR Freight Brown VEV, and BR Railfreight Red/Grey.

The models feature fine levels of detailing, separate etched handles and kinematic couplers in NEM pockets.

Currently expected to arrive in the autumn of 2024, the new models cost £69.95 each and can be secured for a £10 deposit.

Models available:

- Set of 3 BR 12T Vanwide Ventilated Vans, BR Bauxite (Late)
- Set of 3 BR 12T Vanwide Ventilated Vans, BR Bauxite (Early)
- Set of 3 BR 12T Vanwide Ventilated Vans, BR Bauxite (Early) Earle's Cement
- Set of 3 BR 12T Vanwide Ventilated Vans, BR Freight Brown XP
- Set of 3 BR 12T Vanwide Ventilated Vans, BR Freight Brown VEV
- Set of 3 BR 12T Vanwide Ventilated Vans, BR Departmental Olive Green VQV
- Set of 3 BR 12T VEA Ventilated Vans, BR Railfreight Red/Grey
- Set of 3 BR 12T Vanwide Ventilated Vans, BR Freight Brown VMV XP

New 2024 kits from Metcalfe Models revealed

Expected to be available during the early part of this year, the new kits have been designed as part of the new Industrial Revelations Range, which was released in November.

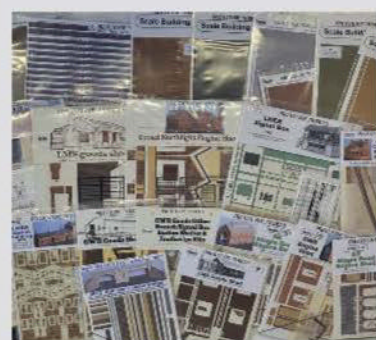
The two new kits will be available in OO and N gauge. The first is 'Grimy Old Mill'; a large mill that can be built as a stand-alone building or low relief and used alongside other industrial buildings in the range. The new kit costs £25 in OO and £18 in N.

The second release is an overbridge, a versatile bridge walkway as seen on many old and new factory and office buildings. Again, designed for use with any of Metcalfe's other industrial buildings, the bridge can be fitted at different levels and angles and costs £8.50 in OO and £7.50 in N gauge.



Squires Tools acquires the Freestone Model Accessories range of kits

The range includes Townscene back scenes, BILTEEZI, Prototype Models, Howard Scenics and Scene-Setters Glazing Bars. Modellers who enjoy assembling cardboard kits will be delighted that these ranges haven't been lost.



First on sale is the Townscene range of painted backscenes. As well as complete vistas, there are individual buildings to allow the modeller to personalise the background to their model. The buildings are suitable for all eras and available in both OO and N scales.

Updated tooling for Class 57

Heljan has updated its existing Class 57 tooling for OO gauge. Among the key changes is smart and sharp new paint finishes, an upgraded chassis with 21-pin decoder socket, LED lighting and switchable tail lamps. New liveries that have not been previously modelled include First Great Western, West Coast Railways 'Northern Belle' (as pictured) and Network Rail yellow. Old favourites return in Virgin Thunderbirds *Brains* and *Virgil Tracy* liveries. Available to buy now from Heljan stockists costing just over £150, delivery is expected between January and March this year.





Hornby BR Standard 2MT 2-6-0

Hornby has given us the first ready-to-run model of this appealing and useful locomotive, which will be of interest to Scottish, North-East, North-West and North Wales modellers.



Andy York



The 78xxx BR Standard 2MT class designed by R. A. Riddles owes much to Ivatt's LMS 2MT 2-6-0 design. The BR Standard 2 was the smallest of the BR standard designs and featured changes to the LMS design such as tapered-in locomotive and tender cabs at the roof line so that they could be used across the network where loading gauges were less generous. Built from 1953 at Darlington, the class of 65 could be found working light goods and passenger services around Scotland's central belt and the Borders as well as the North-East and North-West of England, while a small number of BR green-liveried examples worked the ex-Cambrian lines in North Wales.

Our review example, 78054, which is from the second batch of this model, was built as part of a batch of 10 destined for the Scottish Region in 1955 and allocated to the Motherwell depot. The locomotive started out life hauling freight. However, after a year, it was moved to Keith where it ran passenger services. The locomotive was also allocated to Aberdeen Ferryhill and Bathgate sheds before being withdrawn in December 1965.

Hornby's model looks an absolute delight on first inspection, capturing the look of this small-boilered locomotive perfectly with its BR3 type tender and complex Walschaert's motion. In black, the eye is drawn to the finely-moulded detail and the number of separately-fitted components. Much of the piping is picked out in metallic brass, which would only have looked like this when first released into service. These moulded plastic components are slightly overscale when compared to real-world images, particularly the piping from the mechanical lubricators around the front of the running plate. However, if these had been produced to scale they would have been too fragile and it's fair to say that the whole model feels quite robust given the finesse.

The distinctive cab taper is subtly replicated and the partially open cab doors are a nice touch and, with the fall plate, are compatible with the tender and locomotive moved to its closest setting. Hornby has done, as ever, a great job with the cab detailing with legible dial printing.

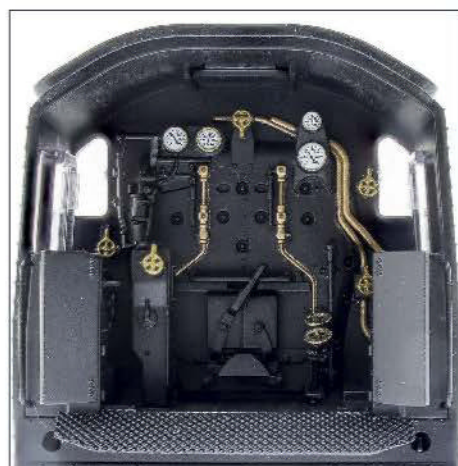
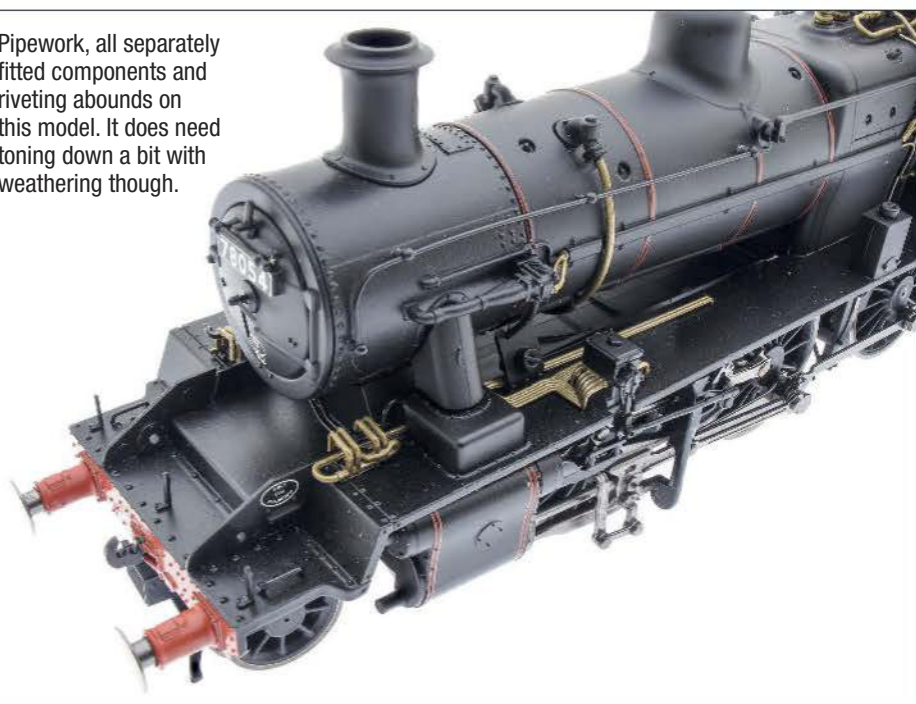
Separate parts are noted in the instructions including a dummy front to

the pony truck if the tension-lock coupling is not required, front steps if curvature permits, bufferbeam detailing and cylinder drain cocks – sadly, the pack was omitted from this production sample which means the images do not include these.

The running of the model is absolutely superb, smooth and silent, capably handling half a dozen Mark 1 coaches so it's up to the job of the sure-footed prototype. Decoder fitting is achieved by removing the four screws to access the tender where the 8-pin socket is housed; this can be achieved without disconnecting Hornby's standard 4-pin plug and socket arrangement from the locomotive.

As much as this model is superb in execution, it's also telling that due to its comparatively lengthy period from announcement to delivery, it does not have some of the features we have come to regard as common such as 21-pin decoder socket, pre-fitted speaker, practical locomotive to tender coupling and firebox LEDs – if the RRP had remained closer to that given at the time of announcement, a little more leeway of those factors could be given. I still love it, though!

Pipework, all separately fitted components and riveting abounds on this model. It does need toning down a bit with weathering though.



Hornby is a master of cab detailing with legible dials and pipework.

FACTFILE

Models:

R3836 78047 BR black, late crest
R3838 78010 BR black, late crest
R3839 78000 BR green, late crest
R3981 78054 BR black, late crest
R3982 78006 BR green, late crest

Era: 1953 - preservation

Construction: Plastic body and diecast motor bogie

Weight: 297g

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

- ✓ A welcome gap filled
- ✓ Accurate shape and styling
- ✓ Wealth of piping and detailing
- ✓ Performance



When the loco and tender are close-coupled, the fall-plate and half-closed doors disguise the gap well.



On test, our locomotive capably handled six Mark 1 coaches - impressive stuff.



Hornby Ruston & Hornsby 88DS



Andy York

It's no wonder industrial-setting layouts are so popular these days when you can include such cute prototypes as this.



Hornby's talented designers took on the challenge of the tiny 48DS a few years ago, which required the use of a match truck for practicality. However, its slightly larger brother can stand and run on its own four wheels and, arguably, the 88DS is a far more useful prototype, finding use right across the UK, and indeed the world through its exports, within a wide range of industries; gas works, paper mills, manufacturing works, refineries and chemical works, quarries, cement works, steelworks, power stations and collieries – plenty of inspiration there and then you can add in BR's usage of six of these within their civil engineering departments.

271 of these 80/88HP locomotives were made, and our review sample is in a standard Ruston factory livery of lined green and red buffers as delivered to the North Eastern Region's Civil Engineering department and used at York's Leeman Road permanent way and concrete depot – the site of which is now the NRM's car park.

Although Ruston & Hornsby's 88DS was produced from 1938 to 1969 in their Lincoln

factories, the basic design changed little, after the introduction of a closed-cab style in 1947, other than the different 17 and 20 weights of the 80 and 88HP versions achieved with running plate weight, and Hornby's model of these is an excellent portrayal of the body of these useful locomotives. Weighing in at 127g, it feels quite chunky and robust for its size thanks to diecast components within the body. Even the very fine nose-mounted non-working lamp feels very durable considering the finesse of its mounting bracket. The definition of detail around the bonnet and cab is particularly fine and subtle. The size and shape look spot on overall, including a raised section on one side of the bonnet for the small, secondary 1½HP 'donkey' engine required to charge the compressed air reservoir to be injected into the cylinders to be able to start when cold.

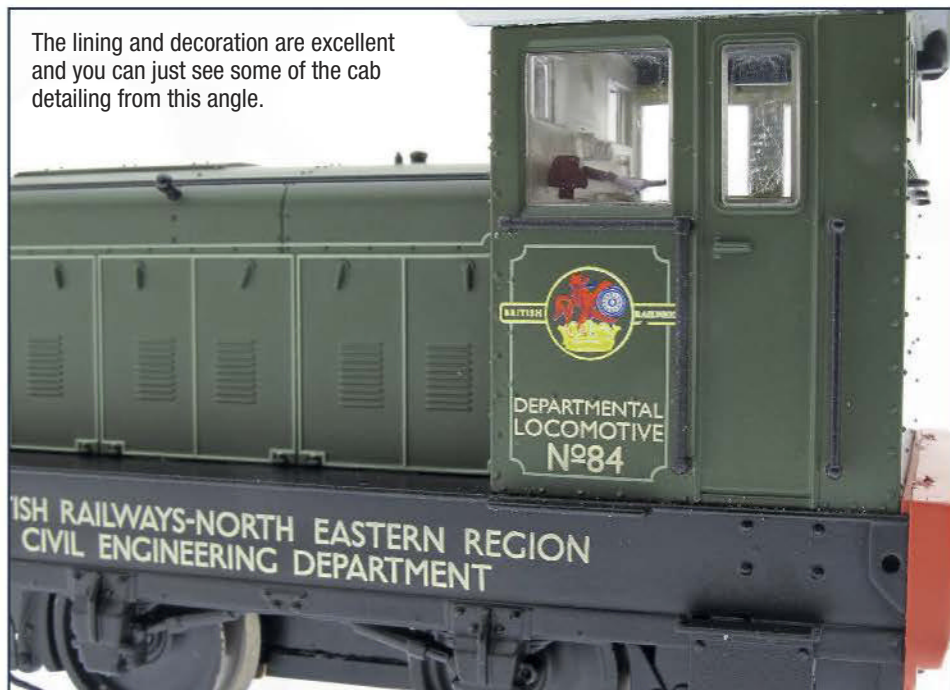
The decoration is very good with extremely fine lining and there is good density to the crest and lettering. The inside of the cab is detailed and painted, too, right down to the planked floor. The red paint to all faces of the unsprung buffers looks a little odd compared to what we are used to seeing,

but it's definitely a R&H thing with many supplied from the factory in such a fashion. They just need dirt! The accessory pack includes red fillets for the bufferbeams if you are not using tension-lock couplings, which further improves appearance.

Hornby has packed a good motor under the bonnet, which gives enough power to move four Mk.1 coaches around and space for a 6-pin decoder to fit the wired harness; something a little more robust with direct fitting would have been preferable as there is an art to tucking the wire back in after fitting a decoder. I understand the reasons for the chassis being the shape and size it is to accommodate the coupling mounting pockets, which the vast majority would require, but the continuous block from one bufferbeam to another gives a hefty appearance below the running plate which is at odds with the spartan appearance outboard and between the chain-driven wheelsets that is very apparent on the real thing.

One of our regular contributors, Dave Hall, has already taken a saw to his chassis to improve this aspect, so despite the points raised, I say that this is a model well worth treating yourself to at a good price point.

The lining and decoration are excellent and you can just see some of the cab detailing from this angle.



It's a tight fit but there's space for a respectable motor and a 6-pin NEM 651 socket inside the bonnet.



It's only 82mm in length over the buffers, which is a great advantage if you're a fan of micro layouts.



FACTFILE

Models:

R3894 No.4 North British Distillery Co. Ltd, yellow

R3895 No.3 Rowntree & Co. lined green

R3896 No.84 BR lined green, late crest

R3897 No.20 BR Blue

Era: 1938 - preservation

Construction: Plastic body and diecast motor bogie

Weight: 127g

Minimum curves: Radius 1 (371mm)

DCC socket: 6-pin

Accessory pack: Bufferbeam fillets

WHAT WE LIKE

- ✓ Undeniable cute factor
- ✓ Industrially widespread
- ✓ Weight
- ✓ Performance





Bachmann Narrow Gauge Dinorwic quarry wagons



Andy York



In formation, the wagons are good runners either hauled or propelled. Individually, they are very light, so care is needed when shunting.

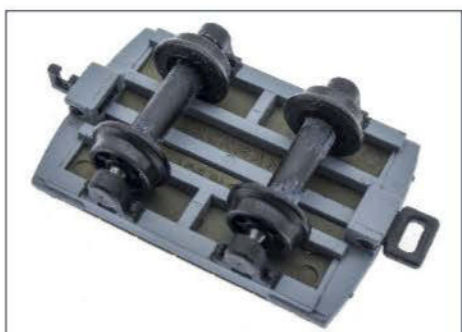
Bachmann continues to extend its popular narrow-gauge range with a different style of slate wagon in flat bed and sided form based on the locally-made wagons used in the Dinorwic quarries near Llanberis. These are distinct from the previously-produced Pfestiniog wagons, differing in appearance in that they have no buffers.

The flat bed wagons were used to transport slabs of slate from the rock face to dressing and finishing buildings and could also be employed to move other large, bulky items around the quarry. These new flat bed models are priced at £49.95 for a set of three models, available in plain grey or red with white

lettering and are fitted with metal wheels and NEM coupling pockets, and are supplied with both standard OO9 scale couplings, to couple to other rolling stock and locomotives, and simple hook and loop couplings, which provide a much more discreet coupling solution within a train formation.

While flat bed wagons were used to transport slabs of slate and other large, bulky items, dressed slates that were ready to leave the quarry would be moved around the site and to transshipment yards and docks in wagons like these with sides. The sides and ends were not fully enclosed but instead were much akin to a basket – this open form made the cargo of slates very noticeable and so Bachmann has included a rather nice load of dressed slates with every wagon to replicate this. Again, these wagons with sides are available in plain grey or in red with weights in white lettering and are priced at £56.95 for a set of three.

Each set includes sufficient standard OO9 couplings but are much improved in appearance by the fitted hook and loops couplings, bringing the wagons closer together in train formations. A nice addition to the expanding range.



The simple and small wheelsets do run freely.

FACTFILE

Models:

- 393-225 Dinorwic Slate Wagons without sides 3-Pack Grey
- 393-226 Dinorwic Slate Wagons without sides 3-Pack Red
- 393-227 Dinorwic Slate Wagons with sides 3-Pack Grey
- 393-228 Dinorwic Slate Wagons with sides 3-Pack Red [WL]

Era: 1870s - preservation

Construction: Plastic body and metal wheelsets

Weight: 3g per wagon

Minimum curves: Radius 1

Accessory pack: Standard OO9 couplings

WHAT WE LIKE

- ✓ Characterful and useful wagons for quarry scenes

These wagons really are small! Each measuring 25mm in length, it's a relief that they don't have to be overpowered by standard OO9 couplings when running as a train.





00



1985-1993



£££ 74.95

REVIEWS

Accurascale MDW 21T scrap wagons

**Andy York**

There's plenty of detail to admire for workaday wagons from Accurascale, with separately fitted etched parts for lamp brackets, grab handles and door bangs. As ever, the models are superbly finished, with fine mouldings and robust etched detail parts at a good value price point.

W

e previously reviewed Accurascale's MDO and MDV wagons in detail (BRM September 2021) and as part of a second run of their MDO/MDV wagons, Accurascale has turned its attention to the MDW variant which, as with the MDV, is vacuum-braked but also has through piping for air braking when used within Speedlink services. 192 of the wagons were converted from Diagram 1/119 and 1/120 wagons in Perth between 1965 and 1987, principally for use in carrying scrap around Scotland and the North East, although some were used in the South Wales area in later years.



The stencilled and handwritten painted details are particularly well captured on this wagon.



In addition to all the underframe braking detail of an MDV, there's also a through air pipe, which can be seen running the length of the wagon curved around the axes.



The variations in markings and numbers mean wagon packs give some variety in use rather than the uniformity we were used to with wagons over the years.

Accurascale has produced two packs of three of the bauxite liveried wagons, each differently numbered with TOPS references and with variations of the markings for numbers and data and even some graffiti on one wagon.

Four of the MDW wagons were taken into engineers' stock and TOPS-coded as ZDV and ZDY, and Accurascale has also produced a single wagon as an exclusive only available via its website of a wagon with a distinctive tatty and slapdash painted appearance, as utilised for scrap during the electrification of the Birmingham Cross-City line from 1991.

To further extend the COAL21/MDO and COAL21VB/MDV range, Accurascale has produced three more packs of each wagon in pre-TOPS and TOPS liveries, with each pack of three wagons priced at £74.95, the same price as at their launch two years ago.

FACTFILE

Models:

ACC1111 MDW TOPS Bauxite - Pack A
ACC1112 MDW TOPS Bauxite - Pack B
ACC1087 MDO BR Grey Pre-TOPS - Pack F
ACC1088 MDO BR Grey Pre-TOPS - Pack G
ACC1089 MDO BR Grey TOPS - Pack H
ACC1096 MDV Pre-TOPS Bauxite - Pack F
ACC1097 MDV TOPS Bauxite - Pack G
ACC1098 MDV TOPS Bauxite - Pack H
ACC1099EXL ZDV TOPS Bauxite - LDB311717 - Exclusive

Era: 1950 – 1990s

Construction: Plastic body and etched parts

Weight: 50g per wagon

Minimum curves: Radius 2 (438mm)

Accessory pack: Cosmetic instanter couplings, vacuum pipes and brake rigging on MDV

WHAT WE LIKE

- ✓ Underframe detail
- ✓ Accuracy of markings



Bachmann & Graham Farish HRA bogie hopper



Andy York



Little and large;
take away the coupling
and there's very little
to tell the difference
between the two scales.

It's rare to be able to review the same product in two different scales at the same time from the same manufacturer; it shows just how good N gauge can be.

With over 1,000 HTA wagons in service and a declining demand for their intended traffic, coal, DB Cargo took the decision to have WH Davis shorten 110 of the wagons in 2017 to make them more suitable for aggregate traffic. As built, there would have been wasted space inside the wagons filled to the same weight as a coal load. 3.5m was removed from the centre of the wagon with the central hopper discharge doors below the chassis, before welding the two halves together to reduce the capacity but maintain the 102T load weight.

The 'cut and shut' nature of the rebuilds is evidenced by the weld lines midway along the wagon sides and these marks are captured in model form, along with details such as the hopper doors, handwheels and separate pipe runs. Each wagon runs on bogies fitted with metal wheelsets and comes pre-fitted

with sprung buckeye couplings, which are Bachmann USA's E-Z Mate couplings, echoing those fitted to the prototypes, bringing a rake of these wagons closer together than the tension-lock couplings would. Standard tension-lock couplings, which fit into the NEM coupling pockets on the bogies are supplied for optional fitting. Buffers are also supplied as optional fittings, allowing wagons to be configured as 'inners' without any buffers or as 'outers', which usually carry buffers at one end only.

The 'inner' ends of the wagons in a rake with the buckeyes do not require buffers but the ends of the rake should be so fitted, and Bachmann provides two pairs of two-part buffers with each wagon for assembly and fixing to the holes provided dependent on how the modeller will utilise the wagons. Looking closely, I can see why the buffers have been moulded in two parts, but it would have been better if these had been part-assembled by the factory; it was a

frustration to keep them level and correctly orientated while fixing to the wagon as shown in our review pictures. That was on the 4mm scale version; I hadn't the patience to do it on the 2mm scale version that day!

The OO model, in particular, has a good, chunky feel to it with die-cast chassis elements, whilst the N gauge model seems to be all plastic. The finish is superb with DB Cargo's bright red providing the base colour, against which the logo, safety warnings, instructions and TOPS information are all in contrasting white with excellent density. Although the liveries are uniform, Bachmann has produced four different numbers in OO and three in N to add variety to a rake.

Close inspection and examination of much-enlarged images show just how similar the two models are; there is little compromise for the N gauge model compared to its larger cousin and I am sure both will be equally popular with modellers of the contemporary scene in both scales.



The print quality of the white lettering over the dense base colour is excellent.



Although the livery is quite uniform, there are four different numbers produced in OO and three in N.



The Bachmann USA E-Z Mate sprung knuckle coupling is a good solution for inter-rake coupling; note the absence of buffers at this end.

FACTFILE

Models:

- 37-865 HRA Bogie Hopper DB Cargo OO
- 37-865A HRA Bogie Hopper DB Cargo OO
- 37-865B HRA Bogie Hopper DB Cargo OO
- 37-865C HRA Bogie Hopper DB Cargo OO
- 373-865 HRA Bogie Hopper DB Cargo N
- 373-865B HRA Bogie Hopper DB Cargo N
- 373-865C HRA Bogie Hopper DB Cargo N

Era: 2017 - present

Construction: Plastic body and diecast chassis (OO)

Weight: 147g (OO), 22g (N)

Minimum curves: Radius 2

Accessory pack: Rake end buffers

WHAT WE LIKE

- ✓ Superb livery application
- ✓ Utilising an existing product design to keep pace with the real railway



The underside of the HRA shows where the central hopper discharge chutes were abstracted from the earlier HTA.





Bachmann Narrow Gauge Gloucester bogie coach



Andy York

The gold and black printing on the coach sides is superb; especially considering the uneven surface.



Time flies! It's six years since Bachmann announced its narrow-gauge Gloucester bogie coaches as an ideal accompaniment to the firm's Ashover Railway version of the Baldwin tank locomotive but the wait's worth it; these really are quite beautiful.

Four of these coaches were built by the Gloucester Railway Carriage & Wagon Co. Ltd for the Ashover Light Railway in 1925. While the line was built to transport minerals, in order to obtain its Light Railway Order it had to agree to offer a passenger service; hence the order for the coaches. They were purpose-built but ran on bogies from ex-War Department Wagons, as seen beneath Bachmann's WW1-origin open and van bogie wagons. When passenger services ceased in 1936, the coaches were put into store. Coaches No. 1 and 2



The handbrake wheel on the bogie points to the War Department origins of the re-purposed bogies.

were later sold to the Lincolnshire Coast Light Railway, with No. 2 recently being re-painted into an Ashover-style livery. No. 4 is now owned by the Golden Valley Light Railway, based on the Midland Railway at Butterley, and has been returned to Ashover Light Railway livery as depicted by this model. No. 3 was scrapped.

The models are available in four liveries, two Ashover pieces and three in the Lincolnshire Coast's liveries of blue and cream, crimson and cream and appealing maroon livery in a similar style to our review sample. The decoration of the model, especially the gold lining over the side matchboarding, is superb with plenty of detail; with separately-fitted ventilators and finely moulded rain strips on the roof, the sides of the coach have panelled walls with recessed windows, while the doors are also recessed and have metal handrails on either side.

The coach interior is fully modelled and decorated in cream and brown, with two compartments in each coach surrounded by vestibules at each end. The compartments have seats running underneath the windows along either side. The floorboards of the coach are amongst the many intricately detailed features, as are the supports and boards that make up the ceiling. Underneath the coach body, the diecast metal chassis is fitted with brake rigging along the centre and pipes along the full length of each coach. The coach body itself is supported on bogies that are equipped with metal wheels and NEM coupling pockets.

The appeal of the model will stretch far beyond Ashover and Skegness!

FACTFILE

Models:

394-025 Ashover L. R. Crimson
394-025A Ashover L.R. Crimson No. 4
394-026 Lincolnshire Coast L. R. Blue & Cream
394-027 Lincolnshire Coast L.R. Crimson & Cream
394-028 Lincolnshire Coast L.R. Maroon

Era: 1925 - preservation

Construction: Plastic body and diecast chassis

Weight: 55g

Minimum curves: Radius 1 (228mm)

WHAT WE LIKE

- ✓ Superb gold lining and lettering
- ✓ Running qualities
- ✓ A model spanning a century of interest



The underside is quite spartan; but accurate.

ABINGDON & DISTRICT MODEL RAILWAY CLUB

Presents

ABRAIL 2024

Abingdon Model Railway Show

2 & 3 March 2024

10.30am* - 5.00pm (Saturday) 10.30am* - 4.30pm (Sunday)

** Advance ticket holders get early entry from 10.00*

Abingdon & Witney College, Wootton Road, Abingdon, Oxfordshire OX14 1GG

Adults: £12.00 (£9.00 in advance + £0.70 booking fee), Children: Free

Advance tickets: <https://www.ticketsource.co.uk/abingdon-district-model-railway-club>

Regular buses operate from Oxford or Didcot Railway Stations

OVER 40 QUALITY LAYOUTS

including the rare and special appearance of the late David Yule's
'O Gauge' finescale layout of **GWR Abingdon**

Layouts invited:-

British Steam Layouts:-

Abingdon (O)
Abingdon (OO)
Bodmin (P4)
Burdock (N)
Carlisle Canal (OO)
Clarendon & Scrubbs Lane (P4)
Corwenna (OO)
Drws-y-Nant (2mm FS)
Hungerford (EM)
James Street (N)
Lintor Town (OO)
Moors View (N)
Old Parrock (OO)
Overlord (OO)

The Parlour Railway (O)

Pencader (EM)
Portsea (TT3)
Redbridge Wharf (OO)
York (2mm FS)

Museum of Transport (OO)

Pwllheli (P4)
Whiteacres (OO)

Continental Layouts:-

Beijao (HO)
Bergeller Bahn (HOM)
Broadford (HO & EM)
Cessy-en-Bois (HO)
Hauteluce (Z)
Königshafen (N)
Los Tanimals (N)
Norge - A Taste of Norway (HO)
Zeedijk (HO)

British Modern Layouts:-

Banbury (N)
Bottom Works Sidings (OO)
City Basin Goods (N)
Collingwood (OO)
Elbow Lane (OO)
Hinksey Yard (N)
Kings Park (N)
Leigh St George (N)

Children's Layouts: Lego City (L), Sakura Crossing (HO), Sodor Island (OO)

Traders invited: Aspire Gifts & Models, N C Butler, JB's Model World, Neil Cresswell, Model Rail Developments, Model Railway Bits, Ron's Totems, Sunningwell Command Control, The Wagon Yard, Transport Treasury, Thunderbolt Models

Societies invited: Pendon Museum, Great Western Society, Great Western Study Group, N Gauge Society, 2mm Finescale Association, British Transport Police

Free Car parking

Free Show Guide

Disabled Access to the entire show

LARGEST SHOW IN OXFORDSHIRE

<https://admrc.org.uk/exhibitions>

Registered charity number 1176029

Model Rail Baseboards

*DREAM IT AND WE
BUILD IT*

Manufacturers of bespoke modular
baseboard systems.

Our baseboards are supplied fully
assembled, the legs just simply bolt on.

Made from professional furniture grade MDF
or Birch Ply the construction is open frame
with a 9mm top making them light and
incredibly strong and robust.

They are very stable and will
not twist, warp or sag.

We custom make baseboards to order to
meet your exact requirements.

We offer a complete layout service.

We can design and build your
layout from start to finish.

Track laying, electrical work,
point control panels.

Scenery.

T: Ireland: **046 973 8858** UK: **0121 790 0468**

E: **sales@modelrailbaseboards.com**

www.modelrailbaseboards.com

FOR THE DETAIL YOUR LAYOUT DESERVES!



**PREMIUM SCENIC ACCESSORIES IN 0-GAUGE AND 00-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



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!



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

Kindly sponsored by:



SATURDAY 10AM - 5PM & SUNDAY 10AM - 4:30PM | ADVANCED TICKET HOLDERS 9:30AM EARLY ENTRY
ALEXANDRA PALACE, N22 7AY

To Book - **WWW.MODEL-RAILWAY-SHOWS.CO.UK**

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

GER S56 / J69 CLASS NO.87

EXCLUSIVE MODELS

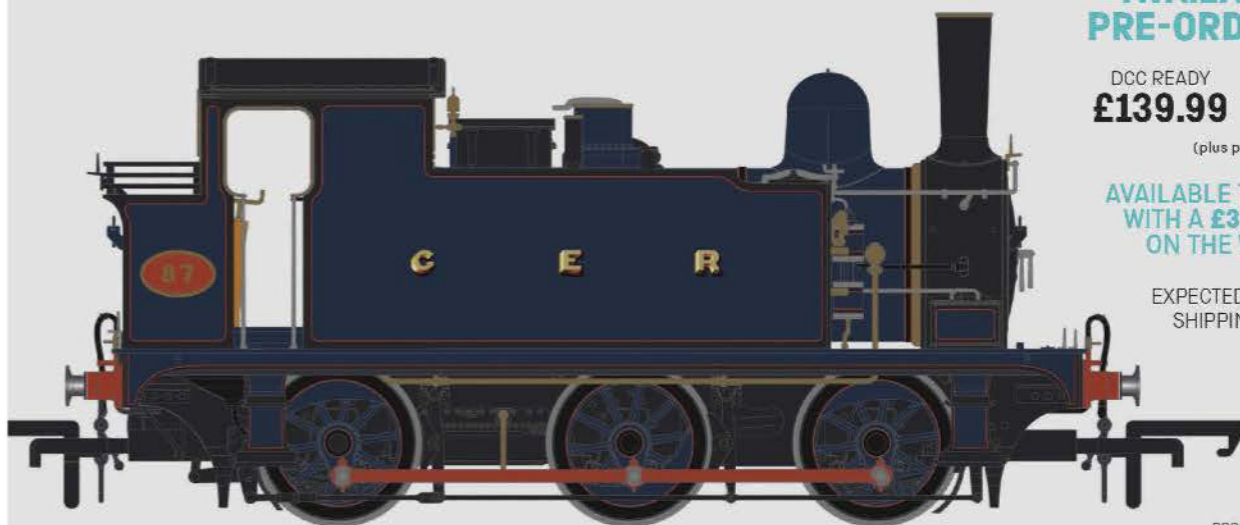
**AVAILABLE TO
PRE-ORDER NOW!**

DCC READY SOUND FITTED
£139.99 £239.99

(plus postage)

**AVAILABLE TO RESERVE
WITH A £30 DEPOSIT
ON THE WEBSITE**

EXPECTED TO START
SHIPPING 2024



Some accessory parts may require fitting by customer.

PRODUCED BY

accurascale

MODELS FEATURED ARE 00 GAUGE / 1:76 SCALE

ALL PRICES AND OFFERS ARE SUBJECT TO CHANGE WITHOUT NOTICE

Model Railways

KMS RAILTECH

Aberdeenshire

NEW SHOP

Unit 6 Donside Industrial Park
Alford
Aberdeenshire
AB33 8NX
///monorail.fill.s.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 InterCity 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

WEST HILL WAGON WORKS

Model Railway Detailed Accessories • Hunt Magnetic Couplings



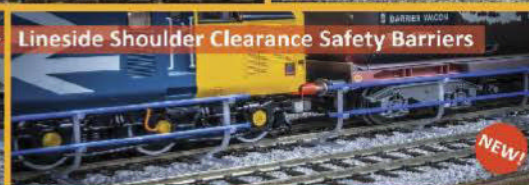
Make Uncoupling Easier With Hunt Magnetic Couplings, Guaranteed Reliability On Inclines & Helix's



Easily Uncouple And Connect Close Reliable Coupling



Key Clamp Yellow/Silver Fencing N/00/O Gauge



Lineside Shoulder Clearance Safety Barriers



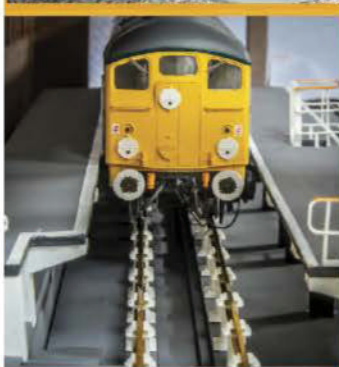
Oxford Rail Mk3 Magnetic Couplings



Brush Type 4/Class 47 Detailed Static Bogie



Riveted Coupling Replacements



Modern Image Depot Interior Kit With Raised Rail & Access Platforms.



Checkout A Variety Of Products For Your Model Railway Online At

www.westhillwagonworks.co.uk

You Can Also Order Via Telephone: 01623 759939 or Email: office@westhillwagonworks.co.uk

Fast & Efficient
Service
P & P only £3.95
Free on orders
over £100

**Lighting Power
Distributor**
£12.75



Cordless Foam Cutter
£55.00



**Multi Rotary
Tool Set**
£29.99



**Universal
Output Power
Supply Plug**
From £11.99



We also stock:

- Wire
- Diodes
- Relays
- Capacitors
- Fuses
- LEDs
- Tools
- Sensors

See our website for components at the very best prices

www.dmgelecttech.co.uk

Tel: 02920 813136 Email: sales@dmgelecttech.co.uk

**Static Grass
Applicator**



A static grass applicator from DMG electtech. This entry level static compact grass application system is now available in 4 versions. Basic, 2 sieve, template or full set with all the above. The template supplied in the full and template set is used for producing those flowers, plants and patches of thick or uneven grass.

From £24.99

Products
for all
Gauges

Electronics and tools
at great prices

**8 Amp Power
Booster**
£85.99



**LD101 Controller
Controls DC &
DCC**
from £129.99



**Narrow Gauge
Diesel
Locomotive**
£189.99



**Dual Action
Airbrush**
from £47.99



ISINGLASS
isinglass-models.co.uk
making kit building simple

New Releases:

Thompson diagram 353 Kitchen
GNR 6 wheel diagrams:
146, 4 cmpt luggage lav compo
245, 5 cmpt 3rd
281, 4 cmpt brake 3rd
Coronation Beavertail carriage.



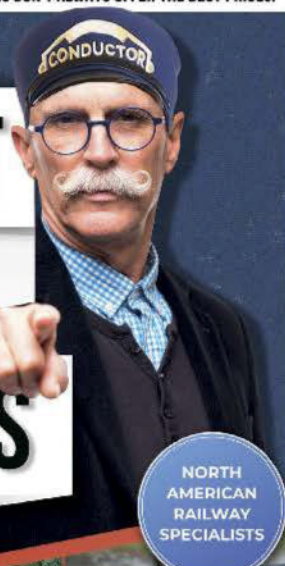
Underframe and interior
components also available



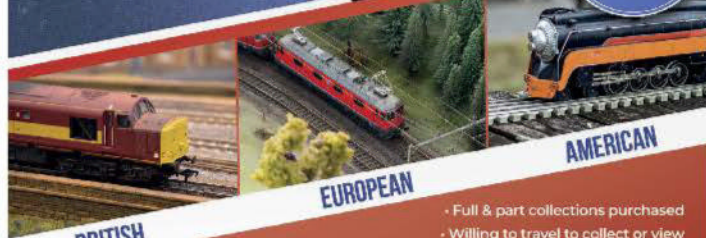
23 Oak Tree Road, Thatcham, Berks. RG19 4QP
Andy@isinglass-models.co.uk 01635 925627

SELL WITH ANORAKS ANONYMOUS - THE BIGGEST COMPANIES DON'T ALWAYS OFFER THE BEST PRICES!

**WE WANT
YOUR MODEL
RAILWAYS**



NORTH
AMERICAN
RAILWAY
SPECIALISTS



BRITISH

EUROPEAN

AMERICAN

- Full & part collections purchased
- Willing to travel to collect or view
- Same day payment - cash or bank transfer
- Everything considered, in any condition - large collections sought after

CONTACT US

01302 371623 / 07526 768178
anoraksanonymous@googlemail.com

**PREOWNED SHOWROOM
NOW OPEN!**

See website for details
www.anoraksanonymous.net

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

The modellers choice since 1950

FRIZINGHALL

MODELS & RAILWAYS

01274 747447 • shop@fmrdirect.co.uk
8a Sapper Jordan Rossi Park, Otley Road,
Bailldon, West Yorkshire BD17 7AX

www.modelrailshop.co.uk

WE ARE A HORNBY TT:120 STOCKIST

A selection of Hornby TT:120 locomotives,
carriages, wagons, buildings & track now in stock
& available in store or on our website. Peco
TT:120 track, ready built wagons and lineside
building kits also in stock

We stock an extensive range of locomotives and
rolling stock in most gauges from all leading
manufactures and a wide range of track, scenics,
kits, tools, paints, pre-owned railway items,
diecast vehicles and much more



FREE Postage
over £225
(UK Mainland only)

Opening Hours Monday – Saturday 10am to 4.30pm

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



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](http://www.ebay.co.uk) Find us on [f](https://www.facebook.com/agrmodelrailwaystore)

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



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

www.middletonpress.co.uk

126A Camersdale Rd, Haslemere GU27 3RJ T:01730813169

BEATTOCK TO CARSTAIRS

Including the Moffat, Wanlockhead,
Peebles (CR) and Dolphinton (CR) branches
Dennis Lovett

Scottish Main Lines



MP Middleton Press

E:sales@middletonpress.co.uk

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

01775 630385

01578 708785

Woodgate Cottage
New Road,

Deeping St Nicholas,

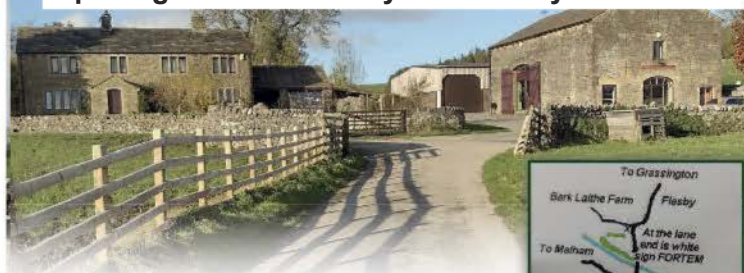
Spalding, Lincs, PE11 3DU

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

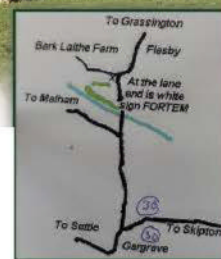


PENNINE MODELS

NEW BARN, BARK LAITHE FARM, FLASBY,

SKIPTON BD23 3QD

01756 748667 • penninemodels@gmail.com



DAPOL 0 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
0 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
0 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 0 GAUGE

DAPOL 0 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 0 GAUGE

SPECIAL OFFER:	
Class 26	£450.00
Class 27	£450.00
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 0 GAUGE HIA UNBRANDED
STONE HOPPER...£68**



ASHFORD FESTIVAL OF RAILWAY MODELLING

6 & 7 APRIL 2024

ASHFORD COLLEGE & TOWN CENTRE VENUES



50 MODEL RAILWAYS, SOCIETIES & TRADERS

SPECIAL EXHIBITIONS

TRACKS ACROSS THE SPECTRUM - RAILWAYS AND AUTISM

140 YEARS OF THE MAIDSTONE EAST TO ASHFORD LINE



WWW.AIMREC.CO.UK

SUPPORTED BY



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

SQUIRES MODEL & CRAFT TOOLS

100 London Rd, Bognor Regis, West Sussex PO21 1DD

Tel 01243 842424

Email sales@squirestools.com www.squirestools.com

Jan 27/28 - SOUTHAMPTON Model Railway Exhibition, Barton Peveril College, Chestnut Ave, Eastleigh, **SO50 5ZA**. Sat 10-5. Sun 10-4.30

Jan 27/28 - KENDAL Model Railway Exhibition, Kendal Leisure Centre, Burton Rd, Kendal, Cumbria, **LA9 7HX**. Sat 10-5. Sun 10-4.30

Feb 3/4 - ALTON - FebEx 2024 Alton Model Railway Group Exh, Eggars School, Anstey Road, Alton, Hants, **GU34 4EQ**. Sat 10.30-5. Sun 10.30-4.00.

February 10/11 - DONCASTER

**The Festival of British Railway Modelling,
Doncaster Racecourse, Bawtry Road,
Doncaster, DN2 6BB.**

Saturday 10 - 5. Sunday 10 - 4.

Feb 17 - TONBRIDGE M/Rail Exhibition, Angel Centre, Tonbridge, Kent, **TN9 1SF** 10-5. www.tonbridgemrc.com Less than 5 mins walk from Tonbridge Station.

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.

**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 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 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 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 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 20 - BAKEWELL - Gauge 1 North 2024, The Agricultural Business Centre, Haddon Rd, Bakewell, Derbyshire, **DE45 1AH**. 10-4.30.

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 O 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

Oct 12/13 - ALDERSHOT Model Railway Exhibition, Farnham MRC, Alderwood Leisure Centre, Tongham Rd, Aldershot, **GU12 4AS**. ****FREE Show guide & FREE Car Parking****

Oct 26/27 - GLASGOW CATHCART Model Railway Exhibition Pollokshaws Burgh Hall, Pollokshaws Rd, Glasgow, **G43 1NE**. Sat/Sun 10-4.

Nov 2/3 - SPALDING M/Rail Exh, Springfield Events Centre, Camel Gate, Spalding, Lincs, **PE12 6ET**. Sat 10-5 Sun 10-4.30. www.spaldingmrc.co.uk - Plenty of FREE Parking

Dec 7 - WIGAN Gauge O Model Railway Exhibition, Robin Park Leisure Centre, Loire Drive Newtown, Wigan, **WN5 0UL**. Sat 10-4. www.gauge0guild.com

Exhibition Invitations always welcomed.



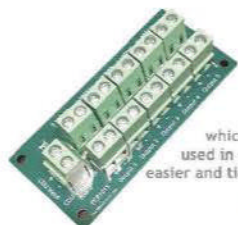
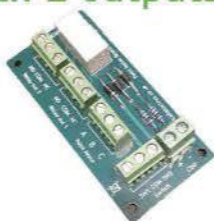
01622 535931
mail@modelrailelectrics.co.uk

Welcome to modelrailelectrics.co.uk

Point Motor Board with 2 outputs

Our new Point Motor Board with 2 outputs to make wiring up motor points easier. Has 2 latching outputs that can be used for switching signals or panel lights to show which direction the points are set. Also the outputs can be used for switching the polarity of the Frog on the points.

£8.93 each + postage



CDU Distribution Board

The CDU Distribution Board allows for 1 CDU input which provides 10 outputs to wire to point Motors. Can be used in conjunction with the point Motor Board. Makes wiring easier and tidier for connecting up the point motors and switches.

£5.16 each + postage



Track Power Dropper Connection Board

A handy little connection block for connecting the main track power circuit bus line to a track connection dropper. Just simply join your connections together, fix to the underside of the base board, then connect to the next board. Can also be used as the main feed connector, just put the track feed to where the Dropper is connected to instead. Rated at 4Amps, this will provide plenty of power to your layout.

£2.18 each or £19.98 for 10 + postage

Call today on 01622 535931 or online at www.modelrailelectrics.co.uk

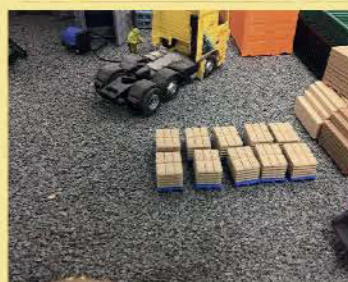
- EST 2017 -

SR Hobbies



3D Printing & Designing
Model Railway & Diorama
Accessories

shedring.hobbies@gmail.com



Tel 07754898640



www.shedringhobbies.co.uk

LIGHT RAILWAY STORES

The online marketplace for narrow gauge, light railway and industrial modelling...



Kerr, Stuart "Victory" 0-6-0t in OO gauge

In production now! Order yours from £130.



PI-001-A • Plain Black



PI-001-B • Lined grey, IW&D 12



PI-001-C • Lined green



PI-001-D • Lined maroon



Narrow Planet • 009



Rapido Trains UK • 00



Meridian Models • 009



Use code **BRM10** at checkout for 10% off all custom etching!

Custom etched nameplates, number plates and works plates for all scales, configured for your models.

www.lightrailwaystores.co.uk

PO Box 297, Bexhill-on-Sea, TN40 9HF

In The Greenwood LASER

Over 300 items available across N, TT:120 and OO

BS003 Medium Bandstand



From £9.00

N-E5001 Engine Shed



From £20.00



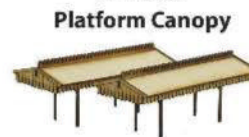
ST005 & PS013 Station & Platform
From £20.00 each

CH003 Small Church



From £12.00

TT-PC001 Platform Canopy



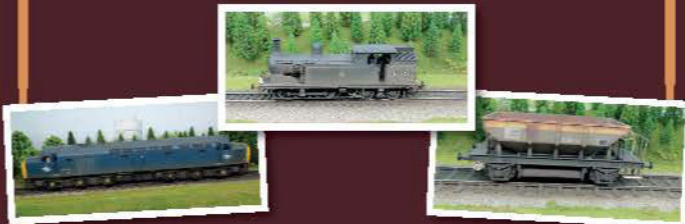
From £7.00 per pair

For the full range visit

www.inthegreenwoodlaser.co.uk

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



1963 - 2023

60
YEARS



MonkBar
Model Shop
Established 1963

O, OO & N Gauge Model Railways

Diecast Planes & Vehicles - Plastic Kits & Figures
Scenics & Accessories - Scalextric - Jigsaws

Monk Bar Model Shop
60th Anniversary
Special Edition
Iron Ore Tippler
N gauge (NRC-001)
Now in stock
£17.95 each



RIPPONDEN 7 Plank
back in stock
£12.50 each

NR-P1017E/F



Visit us in York!

Located just 2 minutes away from York Minster at Monk Bar!



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

www.monkbarmodelshop.co.uk



N Gauge Society
Open Wide

BR Vanwide kit The Society aims to encourage modelling and this simple kit is ideal for beginners. Transfers available to complete the kit. Comprehensive instructions and chassis included.

Join now!



For introductory pack giving details of membership benefits, plus a free sample Journal, send £2 UK ONLY to:
Dept BRM, 52 Gainsborough Road, Wallasey, Merseyside CH45 8PT

www.ngaugesociety.com

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 * Walther's * Kadee * Expo
Noch * Oxford Diecast * Kestrel * Atlas
Oxford Rail and much more



Wren - Accucraft 7/8th's scale live steam



Farish N gauge



Walther's 110 sound SD70ACe



Broadway HO sound PRR K4



LGB 23530 Ribb 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

HARBURN HOBBIES
www.harburns.uk

Harburn Hobbies, 67 Elm Row, Edinburgh EH7 4AQ
T: 0131-556 3233 & 0131-478 3233 Email: sales@harburns.uk

HARBURN HAMLET
Acclaimed Accessories
Designed, Crafted and Hand Painted in Scotland
Ready-for-Placing

...from the 00 Freight & Lineside Collection
(see website for sizes)

LOADS & LOADS

FL112 - £9.25
FL111 - £7.00
FL108 - £9.90
FL178 - £9.25
FL145 - £15.60
FL143 - £14.25
FL140 - £7.00
FL141 - £7.00
FL151 - £9.25
FL146 - £8.25
FL148 - £9.25
FL149 - £9.25
FL147 - £8.25
FL138 - £9.25
FL139 - £9.25
FL121 - £7.00
FL158 - £11.25
FL122 - £7.00
FL110 - £7.00
FL120 - £7.00
FL109 - £7.00
FL144 Beer Kegs - £9.25
FL121 - £7.00

LOADS & LOADS

FL122 - £7.00
FL110 - £7.00
FL120 - £7.00
FL109 - £7.00
FL121 - £7.00
FL158 - £11.25
FL144 Beer Kegs - £9.25
FL121 - £7.00

KS MODELS
At the heart of model making

Hertfordshire's Leading Model Railway Specialist

www.ks-models.co.uk

HORNBY **BACHMANN** **PECO** **HELJAN** **GRAHAM FARISH**
dapol **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** Helpdesk: **07858 546855**
Thurs - Sat, 10am - 5pm Mon - Sat, 10am - 5pm
19 Middle Row, Stevenage SG1 3AW Phone - Text - WhatsApp

THE BIGGEST AND BEST SHOWS IN 7MM O GAUGE

Pictured layout Priory Yard

SOMETHING FOR EVERYONE
O GAUGE LAYOUTS, DEMONSTRATORS, SOCIETIES AND TRADE STANDS

SPRING SHOW KETTERING
SATURDAY 2ND MARCH 2024
Kettering Leisure Village, Thurston Drive NN15 6PB

ADMISSION
ADVANCE TICKETS | ON THE DOOR ENTRY
£10 MEMBERS | £12 MEMBERS
£15 NON 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

ROXLEY MODELS
Est. 1986
SURREY'S SPECIALIST MODEL SHOP

DCC Doctor
Professional friendly advice.
Full DCC + DCC Sound Installations.
Expert repair services in the heart of Surrey.

DCC Sounds from Legoman Biffo South West Digital

WOODLAND SCENICS **accurascale** **HORNBY**
BACHMANN **METCALFE** **GAUGEMASTER**
PECO **STREAMLINE** **GRAHAM FARISH**
HELJAN **MURPHY** **MODELS** **by BACHMANN**
dapol **FLEISCHMANN** **NOCH**
Telephone: 01372 452976
Website: www.roxleymodels.co.uk
Email: enquiries@roxleymodels.co.uk
Address: 4 Beckley Parade, Leatherhead Road, Great Bookham, Surrey, KT23 4RQ
Opening Hours: Tuesday - Saturday 9.30 - 17.30
Monday to Saturday - Click & Collect - Weekday time slots available

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



MARCWAY SCALE MODELS
marcway.co.uk or marcway.net **Est. 60 Years**

HORNBY & SCALEXTRIC MAIN AGENTS
 Specialists in Model Railways, Sets, Locos, Rolling stock, Track, Controls, Scenics etc.
PECO - BACHMANN - FARISH - OXFORD - GAUGEMASTER - METCALFE - DAPOL - SUPERQUICK ETC
 Second hand equipment bought and sold
VAST SELECTION OF CONSTRUCTION KITS
 Cars, Planes, Ships, Galleons, Tanks, Bikes, Trucks, Military Figures etc.
DIE-CAST MODELS IN ALL SCALES
 Transport, Buses, Cars, Bikes, Modern, Classic, Vintage and American.
Marcway Flexible Tracks

0, 00, EM & P4 gauges

We carry a wide selection of Paints, Glues, Brushes, Modelling Tools, Airbrushes, Compressors, Balsa Wood, Modelling Materials, Plastics, Metal & Wood Section & Sheet, foam board, cork sheet - brick and stone papers - Marcway pointwork - Gauges 1, 0, 00, EM etc... - Track Materials
everything for the modeller

Vast selection combined with long term expertise and a friendly helpful service.
 Visit our spacious shop - 1200sq ft sales area • Open from 10am to 4pm, closed Wednesdays **WORLDWIDE MAIL ORDER**
 We are situated 2 miles from M1 Junction 34 (Meadowhall exit) near the Stanforth Road lights - 200 yards from Attercliffe Tram Stop

598-600 ATTERCLIFFE RD, SHEFFIELD S9 3QS
Telephone: 0114 244 9170

MODELS TRAINS & ACCESSORIES
WE SELL ALL MAKES, MODELS & ACCESSORIES

RAILWAY CONDUCTOR

T: 01327 439736 • M: 07961 757094
 E: jonathan@therailwayconductor.co.uk
www.therailwayconductor.co.uk
 Unit 2, The Old Dairy Craft Centre, Upper Stowe,
 Nr Weedon off A5, Northamptonshire NN7 4SH

Shop is open for click & collect between
Mon-Sat 11am-5pm & Sun 11am-4pm
Please call 07961 757094
to arrange or order online at
www.therailwayconductor.co.uk

WE STOCK 00, N, 0, 00-9 & G GAUGE.
TOP PRICES PAID FOR USED ITEMS,
PLEASE CALL TO ARRANGE A VALUATION

We do repairs, Servicing & DCC Fitting.
 We also build layouts to your specifications.

The Lancashire & Yorkshire Railway Society
 Partners in excellence with the National Railway Museum

Model the LYR

Each year our 900 plus members receive

3 LYR Focus
 48 pages full of photo's & historical information

4 Magazines
 24 pages in full colour with topical information and modelling articles

Plus Access to
 12000 Photo's
 1100 Drawings
 Information service

Membership £38 annually
 International members £50

Join online lyrs.org.uk

Ken Carter Membership Officer
 11 Waveney Close
 Arnold, Nottingham NG5 6QH
membership@lyrs.org.uk

THE MODEL RAIL SHOW FOR LARGER GAUGES
MIDLANDS GARDEN RAIL SHOW
 0 GAUGE, G SCALE, GAUGE 1, 16MM & MORE...



**SATURDAY 2nd &
 SUNDAY 3rd MARCH 2024**
 Open 10am – 4pm Daily

**WARWICKSHIRE
 EVENT CENTRE**



A Leading Garden Railway Exhibition



Over 35 leading suppliers to help you create your dream garden railway including locomotives, rolling stock, track and accessories.

Admire over 15 amazing layouts and club displays.

Full restaurant facilities.
 FREE car parking for over 2,000 cars.

www.midlandsgardenrailshow.co.uk

BOOK YOUR TICKETS NOW

Tickets can be purchased in advance via our website.

Tickets will be available to purchase on the day of your visit also from the ticket office.

TICKET PRICES

£11.50 Adult
£11.00 Senior Citizen (65+ yrs)
£5.00 Child (5-14 yrs)

Meridienne Exhibitions cannot process any telephone bookings. If you have event specific enquiries, please call 01926 614101.

Please make sure you visit our website for the latest information prior to your visit.

f Meridienne Exhibitions LTD

**Inspiration
 for planning
 your garden
 railway - see
 live steam,
 gas and
 coal fired
 locomotives.**



**with next generation
 digital sound
 Zimo MS**

**immersive
 Drive** only from
YouChoos

01380 530530
www.YouChoos.co.uk info@youchoos.co.uk

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

01925 632209



**SEE US AT
 WARLEY
 STAND E5**

The Home of Grimy Times Weathering

- Excellent range of products and very competitive prices.
- Weathering, Renumbering & Renaming Service.
- Displays of pre-weathered locomotives for sale.
- Advice from professional railway modellers.
- DCC fitting service / Repairs & Servicing.

HORNBY PECO METCALFE

**Sankey
 Scenics**

**Over 1000 different packs of
 Quality Signage & Titled Trains**

NEW WEBSITES

COACH DESTINATION BOARDS

GENERAL ARKWRIGHT'S STORE

TOPLEY DALE

THE RAILWAY

MODEL RAILWAY SIGNS

The Miniature Signage Specialist for British Railway Modellers

www.sankeyscenics.com

— OVER —
50 YEARS
OF RAILS

ESTD **RAILS** 1970
OF SHEFFIELD

— ESTD 1970 —
FOUNDED
IN SHEFFIELD

PROUD WINNERS OF

HORNBY
MODEL RAILWAY
Awards
2023

RETAILER
OF THE
YEAR
2023!

**WE STOCK ALL THE
MAJOR BRANDS**

plus many, many more...



Visit us IN-STORE **or shop** ONLINE



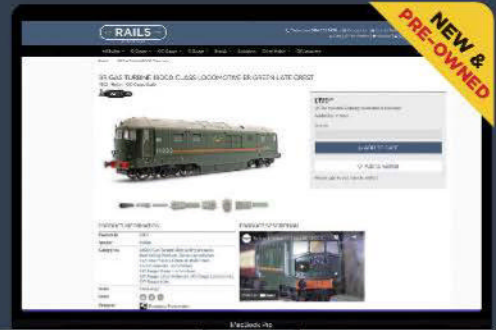
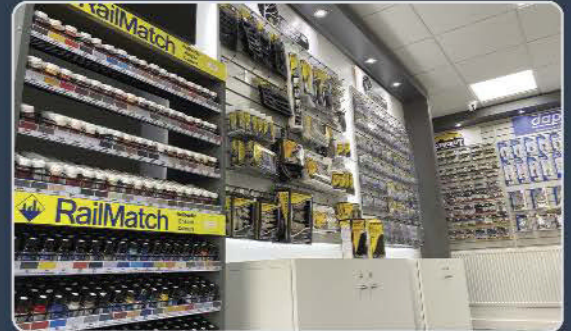
SCAN CODE
TO SEE INSIDE
OUR SHOP

◀ UPPER STORE



ON GOOGLE
STREET VIEW!
CHECK IT OUT

LOWER STORE ▶



NEW &
PRE-OWNED

- Visit our stunning store and huge stock
- Pre-owned stock online and in-store
- Click 'n' Collect service available
- See our website for full listings of stock
INCLUDING SPECIAL OFFERS + GREAT DEALS

See our **PRE-OWNED** range
added daily to the website:
railsofsheffield.com



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



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

f railsofsheffield

X railssheffield

📷 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 **BUY NOW!**
EXCLUSIVELY FROM RAILS £39.95 ~~£48.95~~



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



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

SET OF 3



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 ORL

UK

Tel: (0114) 255 1436

✉ info@railsofsheffield.com

📺 railsofsheffield

f railsofsheffield

X 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
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*



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*

NEW

SET
OF 3



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



PRE-ORDER! **CLASS 313/21
& 313/201**
3 CAR SET *From £269.95*

N GAUGE



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



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

NEW



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

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*



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](https://www.railsofsheffield.com)

f [railsofsheffield](https://www.railsofsheffield.com)

X [railsofsheffield](https://www.railsofsheffield.com)

📷 [railsofsheffield](https://www.railsofsheffield.com)

Corporate Partners of
**RAILWAY
MUSEUM**



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 FINE SCALE BRASS

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**



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 Peter's 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.

DON'T FORGET WE SELL:

Locomotives, Rolling Stock, Scenics

and much more!



NEW & USED MODEL RAILWAYS

Specialists in Model Trains since 1994 - Servicing, Repairs & DCC Decoder Fitting
21 Brighouse Business Village, Riverside Park, Middlesbrough, Cleveland TS2 1RT



Tel: 01642 909794

Open Mon-Sat 10am-5pm

Web: www.petersspares.com

Email: sales@petersspares.com



GAUGEMASTER

MODEL SHOP

GOING LOCO

HOBBY CENTRE

E: goinglocomodels@hotmail.com
On-Line Shop: www.goinglocomodels.com



- Bigger on the inside!!
- Shop open 6 days a week
- Huge range of New and Pre-owned products
- Large Customer car park
- Online shop 24/7

- WANTED -
MODEL RAILWAYS
& DIECAST

Top prices paid, all areas covered



SHOP OPENING TIMES

Monday - Friday 10am - 5pm

Saturday - 10am - 4pm

Sunday - Closed



38 Potovens Lane, Lofthouse Gate, Wakefield WF3 3JF
Tel: 01924 824748

Illustrated Catalogues Inc. post

00, 009 (1/76th).....£7 in colour
N Catalogue (1/148th).....£6 in colour
O Catalogue (1/143rd).....£5 in colour

Mail Order By Return P&P £4.40

Unpainted metal kits - glue with epoxy glue (£7.00)



166 Three Bridges Road, Crawley, Sussex, RH10 1LE
Tel: 01293 516329 www.langleymodels.co.uk



OO SCALE
Foden S21
Cement Mixer £43.50
50's Station Staff £7.20
Hundreds of other kits
are in our OO catalogue



Seated Coach Passengers set 1	£ 6.50	Painted 6 x assorted Coal Miners	£ 17.35
Seated Coach Passengers set 2	£ 6.50	Painted Washing Line and figures	£ 15.20
Seated Coach Passengers set 3	£ 6.50	Painted Pallet Truck and 4 pallets weathered	£ 11.70
8 assorted Walking Women	£ 8.20	Painted Relaxed Loco Driver + fireman (4 figs)	£ 12.90
8 assorted Walking Men	£ 8.20	Painted Beekeepers & Beehives (3 white boxes)	£ 13.85
Lineside men set 2 3 track straighteners + pickaxe	£ 5.50	Painted Coalman carrying sack, coalsacks and scales	£ 12.05
4 Seated lying down drunks	£ 5.50	Painted 'Wheelie' rubbish bins x 4	£ 10.20
4 drunks/wino's dancing, pukeing, peeing and sleeping	£ 5.50	Painted 4 x Postman & one Bicycle	£ 14.85
6 1950's Station figs guards fat controller porter etc	£ 7.20	Painted 6 off Seated Passengers set 1	£ 17.35
6 ass Gravediggers. Pick, shovel and lamp holders	£ 7.20	Painted 6 off Seated Passengers set 2	£ 17.35
Canadian Canoe and 2 paddling figs	£ 7.85	Painted 6 off Seated Passengers set 3	£ 17.35
Canadian Canoe paddling and resting figure	£ 7.85	Painted 8 Ass Walking Women	£ 23.10
3 Deep-sea Divers, 2 helpers, compressor	£ 7.70	Painted 8 x assorted Walking male figures	£ 23.10
3 x Kids/ R.C. Toys, 1 adult launching plane	£ 7.20	Painted Track Repair (dig grease & bolt tightener)	£ 23.10
6 kids, 4 with skateboards, 2 rollerskates	£ 7.20	Painted 4 x Track Repairs track straighteners	£ 12.90
1 x Windsurfer and figure	£ 5.90	Painted 4 Drunks-lying, kneeling	£ 12.90
3 Surfers, 2 surfing one waxing board	£ 7.20	Painted 4 Drunks peeing standing	£ 12.90
4 Hunting figs & 2 'gun dogs' with pheasant	£ 7.20	Painted 6 x Station Figures	£ 17.35
6 Assorted People with Umbrellas	£ 7.30	Painted 6 x Gravediggers workers	£ 17.35
8 Assorted Ambulance/Paramedics	£ 8.65	Painted Deep Sea Divers & Helpers	£ 18.65
2 Assorted Mobility Scooters and Figs	£ 7.55	Painted Hunters (4) and gun dogs (2)	£ 17.35
Council/Municipal Figure and rubbish cart	£ 5.80	Painted 6 x People with Umbrellas	£ 17.35
Cider/Fruit Press Figure and demijohns	£ 7.20	Painted Mobility Scooters	£ 16.70



N Scale
Wishing Well £5.30
Fairground
Dodgem Ride £49.20
See our colour
catalogue/website



6 Assorted Rock Climbers	£ 6.05	Painted War Memorial	£ 7.85
4 Assorted Highland Cattle	£ 5.55	Painted 2 Plain Horses (unharnessed)	£ 7.70
6 Assorted Firemen in action poses	£ 5.85	Painted Loco Crew	£ 5.15
6 Trawlermen/Fisherman Figures	£ 5.55	Painted Swans & Ducks x 4 each	£ 8.30
3 Assorted Donkeys (unharnessed)	£ 4.70	Painted Washing Line & Figure	£ 9.10
3 Beach Donkeys and Children	£ 5.55	Painted Wild Animals	£ 9.00
Beach Set (figures and equipment)	£ 7.05	Painted Assorted Seagulls x 8	£ 8.45
8 Guards Marching	£ 6.30	Painted Dogs 6 off	£ 7.85
Guards Colour Party (Flags) (5 figs) E	£ 4.80	Painted 6 x Pigs	£ 8.45
Cub/Scout Camp Set	£ 6.85	Painted Sheep 10 off	£ 8.45
6 Assorted Cats	£ 3.90	Painted Chicken 10 off	£ 8.45
2 x Pub Tables/bench & Parasols	£ 5.10	Painted Funeral Scene	£ 12.00
6 Seated Passengers / Figures. Set 1	£ 5.25	Painted Wedding Scene	£ 23.40
6 Seated Passengers / Figures Set 2	£ 5.25	Painted Cricket Game	£ 34.45
6 Station Platform Staff	£ 5.25	Painted Church Notice board & crucifix	£ 9.65
Garage Accessories 4 Pillar Ramp	£ 7.70	Painted Lng Wooden (Oak) Barrels x 4	£ 7.85
2 station porters and luggage/cases	£ 5.00	Painted Flower tubs and water butt	£ 9.75
2 x Builders Skips (with artwork)	£ 6.00	Painted Welding Figures & Equipment	£ 11.25
GWR/LNWR Parachute Water Tower	£ 7.00	Painted 5 Gardeners and equipment	£ 5.15
GWR Conical water tower	£ 7.00	Painted 4 Pallets and pallet truck	£ 11.00

Vintage Miniature Model Scenics

www.vintageminiaturemodelscenics.co.uk

Diorama and Cameo Scenic Specialists

SEE US AT DONCASTER STAND 4

Road Vehicles Small ships and other scenic accessories that add the detail to your models

email graham.a.eason@gmail.com
Tel 07946 499237

17 Wycombe Street
Darlington
DI3 7DA

Developed by a Yorkshireman

Produced in the UK

UNDERWRITTEN BY

ansvar

magnet
INSURANCE

SUPPORTING THE MODEL RAILWAY COMMUNITY SINCE 2008

DON'T GET SHUNTED

SPECIALIST MODEL RAILWAY COLLECTION INSURANCE

Full policy terms and conditions available at www.modelrailwayinsurance.co.uk

FROM **£77.80*** PER ANNUM

Home insurance policies generally offer little or no cover for Model Railways if located in a garage or outbuilding and many policies restrict cover for sets of items or collections.

WE OFFER INSURANCE DESIGNED SPECIFICALLY FOR MODEL AND GARDEN RAILWAY ENTHUSIASTS.

Covering accidental damage and loss at home — including during transit and at exhibitions — anywhere in the UK.

TO GET A QUOTE PLEASE VISIT OUR WEBSITE
WWW.MODELRAILWAYINSURANCE.CO.UK
OR CALL DIRECT ON 01636 858249

magnet
Magnet Insurance Services Ltd
Newcastle Business Centre, Newcastle, NE4 3TH
Authorized and regulated by the Financial Conduct Authority

01636 858249
www.modelrailwayinsurance.co.uk

WE ALSO OFFER
Exhibition and club insurance for model railway clubs and societies

DCC by Modellers for Modellers

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
+44 (0) 1473 710946
www.coastaldcc.co.uk
enquiries@coastaldcc.co.uk

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



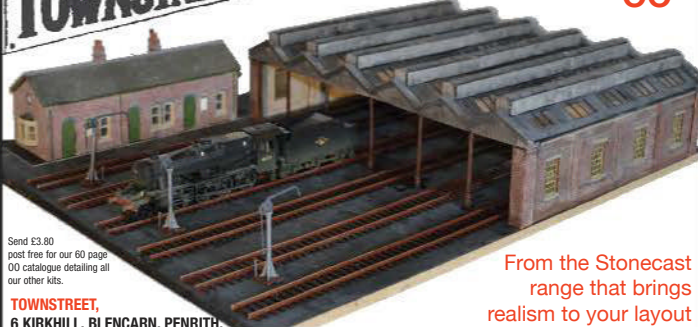
ADVANCE ORDERS NOW BEING TAKEN ON THE CAVALEX CLASS 56 AND CLASS 60 DIESEL LOCOMOTIVES

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 £3.60 post free for our 60 page OO catalogue detailing all our other kits.

TOWNSTREET, 6 KIRKILL, BLENCARN, PENRITH, CUMBRIA, CA10 1TZ
See our new extended website! www.townstreetuk.co.uk
MON TO FRI 2-8PM 01768 88456
MAIL ORDER ONLY

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: tonystains@outlook.com
www.tonystainsofrugby.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 65 THE FESTIVAL OF BRITISH RAILWAY MODELLING

VISIT US AT STAND 119 THE LONDON FESTIVAL OF RAILWAY MODELLING

BUGGLESKELLY STATION
Scale Models by Tom Marshall



www.buggleskellystation.com
Unique comedy cameos, 3D printed models and railway themed merchandise.

GMC Kents No.1 Model Shop

Gravesend Models, Railways & Diecast Centre

We buy and sell:
Diecast • Model Kits
Railway • Wargames



www.gravesendmodelcentre.co.uk
gravesendmodelcentre@gmail.com • 01474 536531
Opening Times Tuesday to Saturday 09:30 - 16:30
Gravesend Model Centre, 15 High Street, Gravesend, Kent DA110BQ

HOBBYRAIL

Unit 38 Market Village South Parade Sutton Coldfield B72 1QU Tel: 07981 757023

Opening times: Monday to Friday 10.30 to 4.30; Saturday 9.00 to 4.30

We stock major brands including Bachmann Dapol and Hornby. Track and accessories by Peco. Large range of scenic materials, Humbrol paints, modelling materials and glues, Expo tools, Wire Switches etc. Digital decoders and accessories including ESU Loksound.

We also have quality pre-owned locos and stock and offer locomotive repair and servicing and a DCC decoder fitting service.

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

↑ Trains4U.com
 27 St. David's Square, Fengate, Peterborough, PE1 5QA Tel: 01733 895989

EXCLUSIVE OO HOA HOPPERS Revolution



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:   

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, OO, 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



Train Times Model Shop
 37 Seaside
 Eastbourne
 BN22 7NB

01323 722026

www.traintimesmodelshop.co.uk traintimestoo@gmail.com
 Tues - Thurs 9:30 - 2:30 Fri 9:30 - 6:00
 Sat 10:30 - 12:30 & 3:00 - 5:00



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: Poppies
 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!**

MODEL RAILWAY SOLUTIONS

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.



Unit 1, 10-12 Alder Hills, Poole, Dorset. BH12 4AL. Tel: 01202 798068
www.modelrailwaysolutions.co.uk
 Email: shop@modelrailwaysolutions.co.uk

Possibly Hampshire's Largest Stockist of Model Railways, Diecast, Books, Magazines, Scalextric and much more...

Full range of model railway products from the leading manufacturers including:

Hornby, Bachmann, Dapol, 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 & Classic.

Modelling materials & tools including: Vallejo, AK & MIG

 
 Wide selection of Books, DVD's & Magazines

ALTON MODEL CENTRE

Monday: Closed
 Tuesday to Saturday: 9.30am to 5.00pm
 Sunday: see website / call
 Tel: 01420 542244
sales@altonmodelcentre.co.uk
altonmodelcentre.co.uk
 7a Normandy Street, Alton

THE HOBBY SHOP
 Est. 1988

www.hobb-e-mail.com 01795 531666 info@hobb-e-mail.com
 85 Preston Street, Faversham, Kent. ME13 8NU



TRY OUR SAME-DAY DESPATCH MAIL ORDER SERVICE.
 ALL MAJOR CREDIT/DEBIT CARDS ACCEPTED.

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

CLASSIFIED SECTION

PLASTICS • METALS • SCENICS

**OO & N Scale • Peco - Hornby
Bachmann • Metcalfe
Wills • Ratio • Dapol**



SPORTS MODEL

www.sportsandmodelshop.co.uk

86 High Street, Orpington, SE7 0DF Based in the Midlands Phone: 01343 852346

Crafty Hobbies

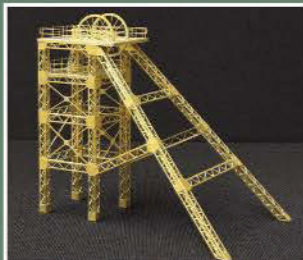


Limited Edition Dapol OO Wagon
S Thompson & Co, Kendal

Only available from:

www.craftyhobbies.co.uk
54 Cavendish Street,
Barrow-in-Furness,
T: 01229 820759

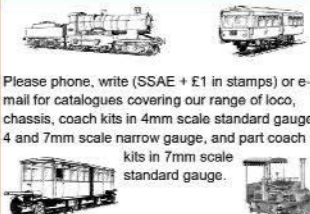
Severn Models Fine Kits of Buildings & Miniature Detailing



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

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

Model Scenery Supplies

**Scatter, Flock, Grass
Plants, Trees, Bushes
Hedges, Undergrowth
and much much more!**



Search for:
modelscenerysupplies.co.uk

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

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/riders£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

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

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 826268
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 O, OO & N gauges

- Hornby • Bachmann
- Peco • Dapol • Gaugemaster
- Woodland Scenics
- Plus much more!

OPEN: Tue-Fri 10.30-4; Sat 10.30-1
T: 01782 818433/07973 478294
E: thehobbygoblin-uk@hotmail.com
www.thehobbygoblin.co.uk

**BROWSE OUR
NEW WEBSITE**

www.itemsmailorderascraws.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

Topp Trains

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

JACKSONS
MODELS & ACCESSORIES



Hornby, Bachmann, Graham Farish
Peco, Oxford, Woodland Scenics
and many more...

Visit our new website for the full range
www.jacksonsmodels.co.uk

33 New Street Wigan CA7 9AL
Trucks - Cars - Kits - Planes - Toy Soldiers - Railways - Hobbies/Craft
089773 42557 info@jacksonsmodels.co.uk Find us on Facebook

U 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

roxeymouldings.co.uk

Your website for finescale locomotive, carriage and wagon kits in OO and O gauges. A wide range of accessories in stock from Slater's, Markits, Romford, Alan Gibson and our own etched detail frets. Southwark Bridge coach kits and platform accessories. Motors for 4mm/00 and 7mm/0, with gears and gearboxes from Markits and Roxey. Markits OO rolling stock wheels and our own turned steel wheels for O gauge. For Exhibition sales only, we stock solder, flux and Precision Paints.

Roxey 58 Dudley Road, Walton-on-Thames, Surrey KT12 2JU
Tel: 01932 245439

**LOCOS
COACHES
WAGONS
BUILDINGS
INSET TRACK
and more....**

RECREATION21
3D PRINTED MODELS
ORDER ONLINE



Various
Scales
Gauge 1, O, S
OO, HO, TT, N
OO8, O16, S
SM32, G
and more

www.rue-d-etopal.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

DATES FOR YOUR DIARY

TOY & TRAIN COLLECTORS FAIRS

HAYDOCK PARK

Sunday 11th February
10.30am - 2.00pm
Haydock Park Racecourse,
Newton-le-Willows,
Merseyside, WA12 0HQ
Admission Adults £3.00
Accompanied children under 16 free
FREE PARKING

For further details please call
Tony Oakes on 01270 652773

TOY & TRAIN COLLECTORS FAIRS

KIDDERMINSTER

Sunday 25th February
10.30am - 2.00pm
Kidderminster Harriers
Social Club, Stadium Close
off Hoo Road. DY10 1NB
Admission Adults £1.50
FREE PARKING

For further details please call
Tony Oakes on 01270 652773



TOY, TRAIN & SCI-FI FAIRS

MUSSELBURGH

SPORTS CENTRE, NEWBIGGING, EH21 7AS
~ 7 miles from EDINBURGH ~

FREE PARKING ON-SITE AS WELL AS
ADJOINING GRAMMAR SCHOOL

SATURDAYS 10am - 3pm
3rd FEB - 6th JUL - 2nd NOV 2024

All of our Toy Fairs have a great selection of
Vintage & Modern Collectable Toys & Models

• Model Trains • Trains • Model Cars • Model Boats • Model Planes • Model Helicopters • Model Ships • Model Aircraft • Model Rockets • Model Satellites • Model Space Stations • Model Planets • Model Moons • Model Stars • Model Galaxies • Model Universes • Model Time Machines • Model Teleporters • Model Portals • Model Dimensions • Model Realms • Model Worlds • Model Dimensions • Model Realms • Model Worlds • Model Dimensions • Model Realms • Model Worlds

Entrance Free
Adult £4 • Senior/Under 16 £3
Early Bird from 10am: Adults £3.50 • Under 16 £2.50

www.northerntoyfairs.com

northerntoyfairs@hotmail.com 01750 423595

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

[NorthernToyFairs](https://www.facebook.com/NorthernToyFairs)

NATURAL SCENICS

Ready cut cork
underlay pieces for
OO/HO track
systems

80+
options
available

01353 720111 • info@naturalscenics.co.uk
www.naturalscenics.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, LM, 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

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.

SEE US AT THE FOLLOWING EXHIBITIONS:
The Southampton Model Railway Exhibition
Sat 27th - Sun 28th January 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



Pre-Owned OO, N, HO
and more as available
Lots of new items listed
regularly.

See us at the BRM
Exhibition at Doncaster
10th/11th February
or Biggleswade 17th Feb
Collections purchased
especially Continental

elaines-trains.co.uk
01673 857 423

TO
ADVERTISE
HERE CALL
SARAH
JARMAN
01778
392055

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: 07306 061141

Email: ekmexhibitions@virginmedia.com

or www.ekmexhibitions.co.uk

3CP	176	MAGNET INSURANCE	171
ABINGDON	153	MALCS MODELS	174
ACCURASCALE	180	MARCWAY	165
AGR	159	MEGAPOINT CONTROLLERS	103
ASHFORD FESTIVAL	161	MERIDIENNE	166
AIRFRAMED	176	METCALFE	8
ALTON MODELS	173	MIDDLETON PRESS	159
ANORAKS ANONYMOUS	158	MIDLAND RAIL SOCIETY	159
ASPIRE GIFTS	175	MODEL RAIL BASEBOARDS	154
BOOK LAW	34	MODEL RAIL DEVELOPMENTS	176
BRANCHLINES	174	MODEL RAIL ELECTRICS	162
BUGGLESKELLY STATION	172	MODEL RAIL SCOTLAND	47
C&M	172	MODEL RAIL SOLUTIONS	173
CAMBRIAN	175	MODEL SCENERY SUPPLIES	174
COASTAL DCC	171	MONK BAR	163
CONNOISSEUR	176	N GAUGE SOCIETY	163
CRAFTY HOBBIES	174	NARROW PLANET	162
DAPOL	179	NATURAL SCENICS	175
DCC CONCEPTS	16	NICK TOZER	174
DEREKS	174	P&D MARSH	174
DMG	158	PENNINE	160
DREAM STEAM	165	PETERS SPARES	170
DURHAM	176	RAILS OF SHEFFIELD	10, 11, 167, 168
EKM EXHIBITIONS	175	RAILWAY CONDUCTOR	165
ELAINES TRAINS	175	RAILWAY SCENICS	174
ELLIS CLARK	7, 70	RAPIDO TRAIN	17
FINESCALE BRASS	157	REDCAR	176
FRIZINGHALL	159	REVOLUTION TRAINS	18
GAUGE O GUILD	164	RK EDUCATION	35
GAUGEMASTER	19	ROXEY MODELS	174
GC WEATHERING	163	ROXLEY	164
GOING LOCO	170	RUE DETROPAL	174
GOLDEN VALLEY	173	SCALE MODEL SCENERY	176
GRAVESEND	172	SCALESCEANS	172
GRIMY TIMES	166	SEVERN MODELS	174
H&A	176	SHADY LANE	172
HARBURN HOBBIES	164	SHEDDING	162
HEREFORD	6	SKYTREX	154
HOBBY GOBLIN	174	SPORTS MODEL SHOP	174
HOBBY SHOP	173	SQUIRES	161
HOBBYRAIL	172	STREET LEVEL	174
HORNBY	2, 46	SUNNINGWELL	176
IN THE GREENWOOD	162	TMC	12, 128
INDEX	175	TONY OAKES	175
ISINGLASS	158	TONYS TRAINS	172
ITEMS MAIL ORDER	174	TOPP TRAINS	174
JACKSONS MODELS	174	TOWER MODELS	3
JIM CORR	175	TOWNSTREET	172
JOHN DUTFIELD	176	TRAIN TIMES	173
KENT	163	TRAINS 4 U	173
KMS MODELS	156	TRIDENT	176
KR MODELS	14	TUTBURY	176
KS MODELS	164	UPSTAIRS DOWNSTAIRS	176
LANGLEY	171	VINTAGE	171
LITTLEWORTH	160	WARWICK	15
LOCOMOTION	156	WEST HILL WAGON	157
LYRS	165	WM COLLECTABLES	161
MACS	159	YORK MODELMAKING	173
MAD ABOUT TRAINS	173	YOU CHOO'S	166

WEB DIRECTORY

Laser Cut Building Kits In OO / 4mm Scale

LX517-00 Greenhouse



From just £6.99



scalemodelscenery
.co.uk

Order online or call 01530 456952

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

3CP

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



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.



No 10, The Craft Arcade
Dagfields Craft Centre,
Crewe Road, Walgherton,
Nantwich, Cheshire. CW5 7LG



www.tridenttrains.co.uk

HORNBY - BACHMANN - DCC CONCEPTS - TRAIN-TECH - FARISH - DAPOL
PECO - LENZ - GAUGEMASTER - METCALFE - RATIO + MUCH MORE
01270 842400

Model Railway Developments

Most items are in stock, plus a number of new ones.
www.emardee.org.uk/home



tel 07831 297331



JOHN DUFFIELD LLP

Now Stocking

HORNBY 11120

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.johnduffieldmodelrailways.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.



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



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



NEW

AXLEBOX BEARING
CUTTING TOOL
Cooper-Craft Lineside Kits



19 Keats Way, Higham Ferrers,
Northants. NN10 8DQ
Email: sales@hamodels.net
Tel: 01933 355531
Mobile: 07969 535 535 • 07451651001



Coach & Wagon Kits • Wheels • Decals • Wagon Loads • Paint & Sundries
Parkside Models • Dundas Models • Cambrian • Slatters • Ian Kirk • Red Panda • Dapol • Kadec • Ratio • Peco
Bullfrog Snot • Modelmaster • Old Time Workshop • Labells Oils • Alan Gibson • Romford • Seutha • 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 swaps for 4mm Parkside Kits purchased from us

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

TUTBURY MODELS

COLLECTABLES

01283 814777

MODELS

UNIT 5, TUTBURY MILL MEWS, TUTBURY, Nr. BURTON-UPON-TRENT DE13 9LS

BASS/WORTHINGTON VENT VAN..... £13.50 (plus £3.00 p&p for either one or two)
6-WHEEL MILK TANK NESTLÉ 'OO' GAUGE..... £17.50 (plus £3.00 p&p for either one or two)
BASS/WORTHINGTON GRAIN HOPPER.....£13.75 (plus £3.00 p&p for either one or two)

Visiting the Isle of Wight?

UPSTAIRS DOWNSTAIRS
Pier Street - Sandown
PO36 8JR

Two floors of
locomotives, wagons,
coaches, buildings, scenery,
electrics, figures, cars and more!

ALL BRANDS
N-009-HO
OO-0n30-G

01 983 406 61 6 - www.trainshop.co.uk



BRITISH RAILWAY MODELLING

E-NEWSLETTERS

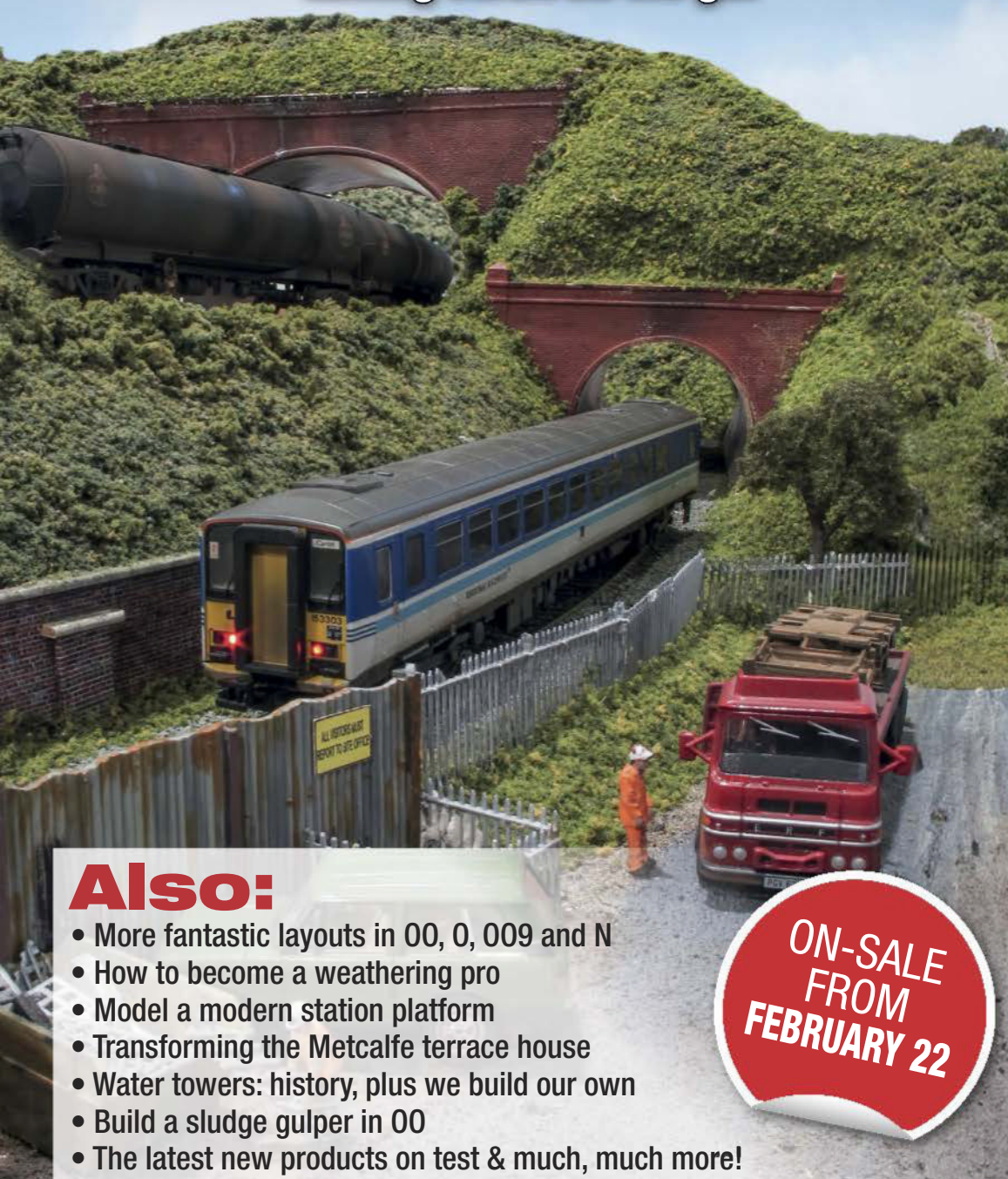
Exclusive articles, competitions & offers

Register now at www.brm.ag/brmeshotsignup

NEXT ISSUE

KEEPING THINGS MOVING

We visit this exciting continuous loop layout, which delights exhibition goers by always having stock on the go.



Also:

- More fantastic layouts in OO, O, 009 and N
- How to become a weathering pro
- Model a modern station platform
- Transforming the Metcalfe terrace house
- Water towers: history, plus we build our own
- Build a sludge gulper in OO
- The latest new products on test & much, much more!

ON-SALE
FROM
FEBRUARY 22

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

■ BRAND CONTENT MANAGER

Debbie Wood

E debbie.wood@warnersgroup.co.uk

■ FEATURES WRITER

Phil Parker

E phil.parker@warnersgroup.co.uk

■ RMWEB EDITOR & BRM PHOTOGRAPHER

Andy York

E info@rmweb.co.uk

■ PROOF READER

Tony Wright

PUBLISHER

Steve Cole

E stevec@warnersgroup.co.uk

■ MARKETING MANAGER

Keeley Tansley

E keeley.tansley@warnersgroup.co.uk

ADVERTISING

■ MULTIMEDIA SALES MANAGER

Sarah Jarman

T 01778 392055

E sarah.jarman@warnersgroup.co.uk

DESIGN AND PRODUCTION

■ DESIGNER

Dan Jarman

E info@danieljohnndesign.co.uk

■ ADVERTISING DESIGNER

Amie Carter

E amiec@warnersgroup.co.uk

■ PRODUCTION EXECUTIVE

Allison Mould

T 01778 395002

E allison.mould@warnersgroup.co.uk

DISTRIBUTION

TRADE ACCOUNT SALES

E tradeaccountorders@warnersgroup.co.uk

■ 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

A quick trip to WonderWorks



The TT:120 layout is compact, but shows the scale off well.

Arriving nice and early for the visit to Hornby, Debbie and Phil took the opportunity to have a look around the new Hornby WonderWorks gallery, which replaced the Hornby Visitors Centre earlier this year.

First impressions is that this is a proper tourist attraction, designed to entertain families as well as provide something for the hardcore enthusiast. The old display could be a bit of a maze to navigate, but now it's easy to find your way around, as well as being bright and airy.

Each part of the business: Railways, Scalextric, Airfix, Corgi and Pocher, gets its own section of display. The dark banks of display cabinets have been trimmed back to make it less of a dusty museum, and more an immersive experience.

There's plenty to get hands-on with. Airfix offers a table full of QuickBuild Bugatti Veyrons to assemble. Scalextric has a large track, with scenery based on the local area, and a couple of Micro Scalextric layouts. All were waiting for drivers, and although we didn't have time for much play, were great fun to drive.

Railways present three brand new layouts; two OO and a TT:120 model. One can be driven using tablet computers and the latest DCC software. Again, we tested these and can report even technophobe Phil managed to make trains move.

Some early comments by enthusiasts have bemoaned the reduction in historic models on show. There are still plenty to see, and how many cabinets of Hornby Dublo do we need? Many notable models from Hornby's 100-year history are still on show.

There's plenty of detail showing how they are made, too, with an emphasis on modern model development and manufacturing. Surely more inspiring to today's youngsters who may well be persuaded into engineering this way?

If you are in Kent, WonderWorks is definitely worth a visit, and should entertain the whole family; just what it's designed to do.

This month in pictures...



You, too, can become a pilot in a giant Airfix kit at WonderWorks.



Why do Christmas displays seem to feature steam engines?



2mm scale York Road underground station on show at the MRC open day.



A little steam action to blow away the cobwebs on New Year's Day.

Follow
us on
social
media!



Subscribe 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

Dapol Limited, Gledrid Industrial Park, Chirk, Wrexham, LL14 5DG

Tel: 01691 774455
e-mail: sales@dapol.co.uk
www.dapol.co.uk

Latest News

00 Gauge Class 68



DC, DCC & DCC Sound options available to pre-order at your preferred Dapol stockist - Decorated samples under review

00 Gauge GWR 43xx 2-6-0 Mogul



DC, DCC & DCC Sound options arriving soon pre-order at your preferred Dapol stockist
Production samples shown for illustration only

O Gauge UK Produced Wagons



Pristine & weathered versions available
Pre-order at your preferred Dapol stockist

N Gauge Blue Pullman HST



Decorated samples under review
Pre-order at your preferred Dapol stockist

Servo Signal - DCC Controller



4A-001-002

For use with one, two or twin head
Dapol servo actuated signals.
Suitable for N, OO & O Gauge models

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.



LOK SOUND
EST. 1999

DC/DCC READY

£169.99

DCC SOUND

£259.99

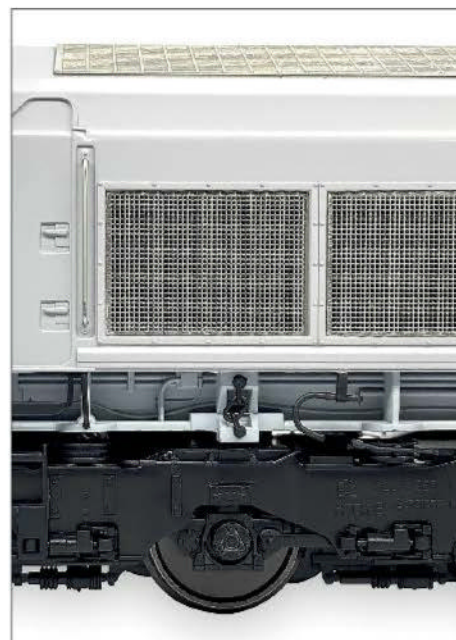
Scan the QR Code or visit:
www.accurascale.com
to view the full range
of Class 66 locomotives
available to order.



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