BRINGING THE RAILWAYS WE LOVE TO LIFE

BRITISH RAILWAY MODELLING

BRM

DECEMBER 2024

PREVIEW INSIDE

NOVEMBER 23 & 24, 2024

THE NATIONAL FESTIVAL OF RAILWAY MODELLING

NEC • BIRMINGHAM

BRITAIN'S BIGGEST MODEL RAILWAY SHOW

SEE 60+ LAYOUTS AT THE NEC THIS NOVEMBER!

CLICK HERE TO FIND OUT MORE AND BOOK YOUR TICKETS!

MIDLAND STEAM!

SHARNBROOK SUMMIT TAKES CENTRE STAGE

NEW CLASS 31 REVIEW INSIDE!





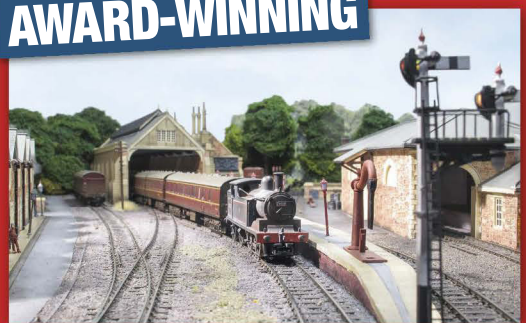
WEATHERING, LAYING TRACK, KIT BUILDING AND MORE

COAL TERMINALS



STATION COAL YARDS TO POWER STATIONS EXPLORED

AWARD-WINNING



TAKE A TRIP 'UP NORTH' TO THE FANTASTIC RICHMOND



£6.99

9 770968 076249 12

EXCLUSIVE! A FIRST-LOOK AT THE NEW HELJAN

BEYER GARRATT

HORNBY®

00 GAUGE MODEL RAILWAYS

GREAT NORTH EASTERN RAILWAY HST
HAS ARRIVED AT THE PLATFORM



Scan Me
For More Info



5-pole Skew Wound Motor

Directional Lights

Refined Detailing

Enhanced Livery

DCC HM7000 Ready

AVAILABLE NOW

R30343	GNER Class 43 HST Bo-Bo Train Pack - Era 9	DCC READY · 21 PIN CONNECTION
R40431	GNER, Mk3 Trailer First (TF), 41044 - Era 9	
R40432	GNER, Mk3 Trailer First Disabled (TFD), 41043 - Era 9	
R40433	GNER, Mk3 Trailer Guard Standard (TGS), 44045 - Era 9	
R40434	GNER, Mk3 Trailer Restaurant First Buffet (TRFB), 40737 - Era 9	
R40435	GNER, Mk3 Trailer Standard (TS), 42065 – Era 9	
R40435A	GNER, Mk3 Trailer Standard (TS), 42064 – Era 9	
R40435B	GNER, Mk3 Trailer Standard (TS), 42063 – Era 9	
R40435C	GNER, Mk3 Trailer Standard (TS), 42340 – Era 9	

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

Hornby Model Railways · hornby · officialhornby · officialhornby · hornbymodelrailways · Beyond the Buffers podcast · 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 .....£450.00
GL04 LNER C4 Jersey Lily 4-4-2.....£450.00
GL14 LNER / BR O4 TINY 0-8-0 .....£450.00
GL16 LNER / BR O1/1 0-8-0 TANK £400.00
GL20 LMS/BR PRINCESS £595.00
GL21 LMS/BR ROYAL SCOT £525.00
GL23 LMS/BR BRITISH LEGION £525.00
GL24 LMS/BR ORIGINAL PATRIOT £525.00
GL28 LMS/BR 2P 4-4-0 .....£400.00
GL31 LMS / BR Stanier Lemon 0-4-4T £375.00
GL36 LBSC/SR/BR H2 ATLANTIC £525.00
GL44 LNWR/LMS /BR COAL TANK 0-6-2 ..£325.00
GL48 LNWR/LMS Ramsbottom Crane 0-4-2T .£315.00
GL50 LNER/BR 2-8-8-2 GARRATT.....£775.00
GL57 LNER / BR L1 2-6-4.....£400.00
GL58 LNER / BR B1 4-6-0.....£500.00
GL59 LNER / BR K1 2-6-0 .....£475.00
GTR62 SR/BR Urie King Arthur.....£575.00
GL70 SR / BR SCHOOLS 4-4-0 .....£525.00
GL76 SLMS/ BR Hughes Crab 2-6-0.....£595.00
FT5 LNER D17/1 & D17/2 4-4-0 .....£400.00
FT9 NER/LNER/BR G6/BTP 0-4-4T.....£300.00

TOWER COLLECTION (D.J.H) BEGINNERS KITS
Includes wheels, gears and motor

TC1 Class 02 0-4-0 Diesel Shunter..... £250.00
TC3 Andrew Barclay 0-4-0 Steam Shunter£280.00

TOWER COLLECTION LOCO KITS
Require wheels, gears and motor

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

PECO LINESIDE KITS

LK704 Wooden lineside hut kit.....£28.50
LK705 Brick lineside hut.....£28.50
LK709 Ground Level Signal Box.....£39.50
LK710 Signal Box Interior Kit.....£30.50
LK715 Brick Base Signal Box.....£55.50
LK735 GWR Yard Crane.....£30.95
LK741 GWR spear fencing.....£15.70
LK742 GWR spear fencing ramps.....£15.70
LK743 Field fencing and gates.....£14.65
LK747 Telegraph Poles (6).....£13.60
LK748 Ladders (4).....£11.00
LK749 Loading Gauges (2).....£17.25
LK750 Single track level crossing gates . £29.34
LK758 Platelayers tools.....£9.40
LK759 Platform lamps (4.....£12.55
LK760 Telephone boxes(2.....£12.55
LK761 GWR Station seats (4) £12.35
LK762 MR/NER station seats 4.....£12.35
LK763 SR/BR Station seats.....£12.35
LK764 Bicycles (8.....£12.35
LK765 Police Call Box.....£14.65
LK790 GWR home or distant signal.....£26.95

SLATERS BR WAGONS AND VANS KITS

7062 B.R 12ton Vanwide.....£47.75
7063 B.R Standard Van.....£47.75
7064 B.R 12ton Standard/Flat Van.....£47.75
7065 B.R Meat Van.....£47.75
7066 B.R. Insulated Van.....£47.75
7067 B.R 13 ton conflat 'A'.....£43.25
7069 B.R Lowfit Wagon.....£43.25
7070 B.R 12 ton Palvan.....£47.75
7071 B.R 13 ton High Goods Wagon.....£43.25
7033 LNER/BR 20T Brake Van.....£61.25
7053 LNER/BR 20T Brake Van £61.25
7C003 GWR/BR 6 wheel Siphon Dia 04 ..£99.75
7C030 GWR/BR 6 wheel Siphon Dia 05/06 £99.75
7C020 SECR/SR/BR 4 wheel PLV/GUV...£99.50
7C021P SR/BR Bogie Van.....£157.00
7C022 SR/BR 4 wheel BY.....£99.50

PECO WAGON KITS

W601 GWR Toad brake can.....£51.25
W602 GWR Permanent Way brake £51.25
W603 GWR 6 wheel brake £54.25
W604 GWR 4 plank open £43.25
W605 GWR Steel Open £43.25
W606 GWR 10 ton Van.....£54.25
W607 BR 16 ton Mineral wagon.....£54.25
W608 BR 27 ton Iron Ore wagon.....£53.50
W609 BR 20 ton Pig Iron wagon £53.50

PECO 'O' GAUGE TRACKWORK

SLE786BH Curved R/H Point £77.50
SLE787BH Curved L/H Point.....£77.50
SL700BH 12 yards flexitrack.....£118.25
SLE791BH Right Hand Point.....£63.00
SLE792BH Left Hand Point.....£63.00
SLE797BH Y Point.....£56.50
SLE790BH Double Slip.....£129.75
SLE794BH Long Crossing £70.00
SL10 24 metal railjoiners.....£4.15
SL11 12 insulated railjoiners.....£4.15
SL740BH Buffer stop £3.95
TP1 Long Track pins (15mm £3.25
ST700 Box (8) 393mm straight £65.50
ST725 Half circle 1028mm radius curves£70.50
STU750BH R/H Setrack Point.....£60.75
STU751BH L/H Setrack Point.....£60.75
PL33 Microswitch.....£8.15
PL19 Microswitch Housing (2.....£6.00
PL80 Power Feed.....£9.50

PARKSIDE WAGON KITS

PS14 BR Grampus Ballast wagon..... £43.75
PS15 BR 21 Ton Mineral wagon..... £43.75
PS16 LNER Loco Coal wagon..... £43.75
PS17 BR 12 ton Pipe wagon £43.75
PS23 GWR/BR 13 ton open wagon..... £43.75
PS24 GWR/BR 12 ton unfitted van..... £43.75
PS25 BR 24.5 ton mineral wagon £43.75
PS26 GWR/BR 12 ton fitted van £43.75
PS27 GWR/BR 12 ton open with tarp bar. £43.75
PS28 GWR/BR 12 ton plywood van £43.75
PS29 GWR/BR Fruit van £43.75
PS30 BR 16 ton mineral wagon £43.75
PS31 BR 16 ton slope sided mineral ... £43.75
PS32 BR 16 ton mineral (ex SNCF..... £43.75
PS33 BR 8 Plank wooden mineral..... £43.75
PS42 LMS/BR 12 ton open wagon £43.75
PS45 LNER/BR 12 ton goods van..... £43.75
PS46 LNER/BR 12 ton fruit van £43.75
PS49 GWR/BR Mica van..... £43.75
PS100 SR/BR Banana van..... £43.75
PS101 SR/BR Meat van..... £43.75
PS104 BR 21 ton coal hopper £43.75
PS107 SR/BR Cattle truck..... £43.75
PS112 GWR/BR Gunpowder van £43.75
PS114 LMS/BR Banana van £43.75
PS115 LNER/BR Brake Van £50.50

BACHMANN SCENECRAFT BUILDINGS

47040 Diesel Refuelling Point £42.45
47128 Fuelling Point Pump House £33.95
47129 Fuel Storage Tank.....£84.95
47203 Low Relief Corner Shop £19.95
47-541 Walls & Gates.....£25.45
47-558 Corrugated Shed.....£16.95
47-572 Midland Water Crane.....£25.45
47-002 Washing Plant £84.95
47-0054 Mess Room £59.50
47-055 Site Office £55.25
47039 Office Block.....£77.20

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

NEW DAPOL B.R MARK 1 COACHES
Available as CK, SO, SK and BSK in crimson & cream, S.R green, blue & grey, chocolate & cream and maroon, numbered or un-numbered
Basic RRP £222.44 OUR PRICE £189.07
DCC fitted RRP £261.57 OUR PRICE £222.33
BOTH EARLY AND WINDOW BEADED NOW AVAILABLE

DAPOL (EX LIONHEART) 45XX PRAIRIE
Superb quality fully finished with diecast body and excellent detail. Choice of six liveries, numbered and un-numbered.
RRP £553.31 OUR PRICE £470.00
Sound fitted RRP £726.57 OUR PRICE £617.50
LAST FEW

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

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

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

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

NEW DAPOL 57XX/8750 PANNIERS
57xx in BR Livery
8750 in GWR & BR Liveries
with riveted tank option
Basic Version **RRP £262.68 OUR PRICE £223.00**
DCC Fitted **RRP£296.22 OUR PRICE £250.00**
NOW AVAILABLE

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

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

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

NEW HELJAN CLASS 37 SPLIT HEADCODE BOXES
Ten liveries available
RRP £669 OUR PRICE £568.65
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 £234.00
NOW AVAILABLE

NEW HELJAN PCA TANKS
10 number options of Cement
3 Options in Chemical Livery
£84.99 Each

DAPOL HIA LIMESTONE HOPPERS
4 AVAILABLE IN GREEN
2 AVAILABLE IN WHITE
RRP £80.00 OUR PRICE £68.00
IN STOCK

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

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

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

NEW DAPOL 2-6-2 3MT
ELEVEN OPTIONS BEING PRODUCED
BASIC RRP £621.00 OUR PRICE £527.85
DCC FITTED RRP £653.40
OUR PRICE £555.39
SOUND FITTED RRP £739.80
OUR PRICE £628.83
AVAILABLE DECEMBER 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 DECEMBER 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 Winter 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 AUTUMN 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
Nine liveries available
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 CLASS 20 RE-RUN
5 LIVERIES WITH DISC HEADCODE
3 LIVERIES WITH CENTRE HEADCODE
RRP £639.00 OUR PRICE £543.15
NOW AVAILABLEÍ

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

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

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

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

TOWER MODELS, 62-64 Devonshire Road, Blackpool FY3 8AA
Email: sales@tower-models.com
TEL: 01253 623797 or 623799

TELEPHONE CREDIT CARD ORDERS WELCOME. WORLDWIDE MAIL ORDER
Visit our new well stocked shop, a mile from Blackpool North Railway Station
Open Mon to Sat 9.30 to 4.45

Visit our website: www.tower-models.com

POSTAGE CHARGES

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

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

INSIDE DECEMBER BRM

GETTING PRACTICAL



p46 Building hedges on a budget

p48 Dirty diesels: learn how to weather your models

p51 Construct a canal boat

p54 The BRM Guide to Backscenes

p56 Station essentials: how to build a toilet block

p60 Layout basics: master your trackwork



REGULARS

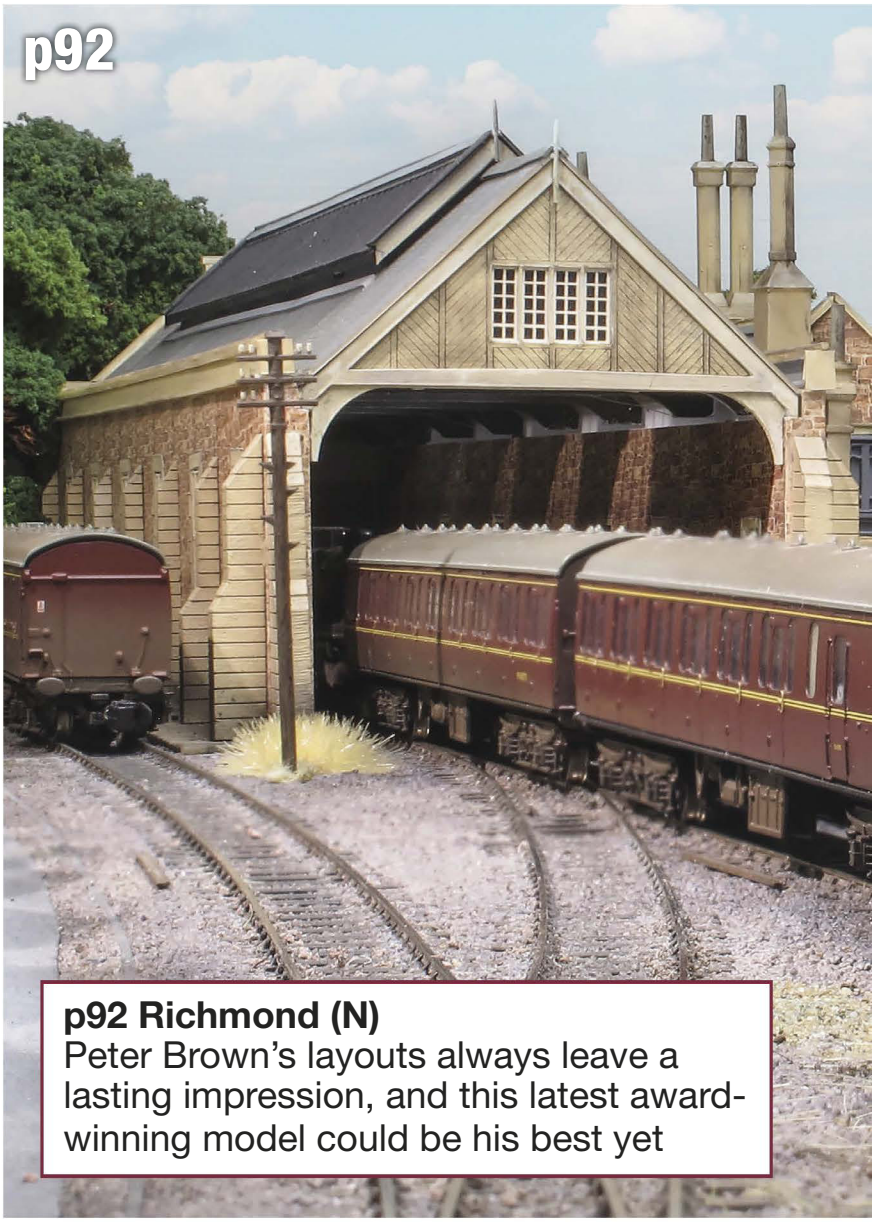
p28 Modelling community

p102 Prototype information on the Barclay 0-4-0 Fireless

p114 Latest news headlines

p126 HOA Aggregate Hoppers history explored

INSPIRING LAYOUTS



p92 Richmond (N)
Peter Brown's layouts always leave a lasting impression, and this latest award-winning model could be his best yet



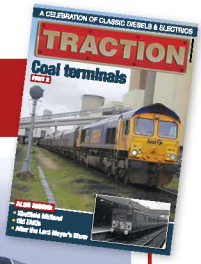
p20 Sharnbrook Summit (OO)
A busy stretch of the Midland Main Line that combines the perfect mix of scenic backdrop and interesting train formations





p30 The Skarleoy Railway (OO9)
Paying tribute to his favourite childhood story, Tom Foster's small cameo scene soon developed into this huge 50ft layout

TRACTION





p66 Exploring coal terminals: Part 2
p75 A sunny Saturday at Sheffield Midland
p78 EMUs: Ancient and not so modern
p82 After the Lord Mayor's show

LATEST REVIEWS



p118 Accurascale Class 31
p120 Rapido LNER/LMS 25T 'Lowmac'
p121 Hornby TT:120 IFA container flats
p122 Rapido LNWR 10T Van
p123 EFE Rail NAA Propelling Control Vehicle
p124 Revolution HOA hopper wagons



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 - 5.00pm
Monday to Saturday

HORNBY

R3235	D16/3 British Railways	£100.95
R3194	Schools 'Epsom' BR/E	£111.95
R3329	BR Late S15	£123.99
R3333	BR Early Adams Radial	£107.95
R3334	BR Late Adams Radial	£107.95
R3423	Adams BR	£109.45
R3615	Peckett W4	£89.99
R3639	LMS King George VI	£171.00
R3864	GWR Lode Star	£161.99
R3833	LNER A2/3 Chamossaire	£171.00
R30221	The Railway Children Return 4F	£125.99
R3978	LNER W1 Grey	£229.00
R30200	Railroad 0-4-0ST BR	£43.19
R30122	BR Departmental Terrier	£108.90
R30317	Railroad M&GNJR 0-4-0T	£49.50
R3984	LNER P2 Earl Marischal	£229.05
R3993	LNER A4 Empire of India	£196.20
R30325	S&DJR 3F Jinty Black	£71.99
R30316	S&DJR 3F Jinty Blue	£71.99

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
R3901	Cl 60 Colas	£161.99
R3899	BR Class 08 yellow	£166.95
R30042	TTS Cl. 47 R.O.G sound	£108.90
R30073	Cl. 56 BR Blue	£196.19
R30099	East Coast Trains HST	£326.69
R30098	GWR Castle Class 43	£326.69
R30215	Platinum Jubilee HST	£326.70
R30030	Cl87 City of Glasgow	£196.20
R30120	BR Green Class 31	£196.20
R30203	Class 121 Coca-Cola	£87.30
R30152	GBRf Class 66 Sector	£87.30
R30180	BR Class 37 Intercity	£87.30
R30013	R&H 48DS Gower Princess	£98.10
R30191	BR Cl. 40 Departmental	£87.30
R3897	BR Ruston & Hornsby 88DS	£102.60
R3895	R&H 88DS Rowntree	£102.59
R3896	R&H 88DS BR Green	£102.59
R30172	BR Cl. 101 Strathclyde	£121.50
R3965	LNER, Class 801/2 Train Pack	£452.25
R40350	LNER, Class 801/2 Coach Pack	£238.50
R40351	GWR, Class 802/1 Coach Pack	£238.50

HORNBY TRACK

R083	Buffer Stop	£2.95
R207	Track Fixing Pins	£3.25
R600	Straight	£2.70
R601	Double Straight	£3.15
R604	Curve 1st Radius	£2.85
R605	Double Curve 1st Rad	£3.90
R606	Curve 2nd Rad.	£3.05
R607	Double Curve 2nd Rad.	£3.90
R608	Curve 3rd Rad.	£3.15
R609	Double Curve 3rd Rad.	£3.90
R610	Short Straight	£2.00
R614	LH Diamond Crossing	£16.85
R615	RH Diamond Crossing	£16.85
R617	Uncoupling Ramp	£3.95
R618	Double Isolating Rail	£12.15
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
R8262	4th rad. Double curve	£3.95

BACHMANN STEAM LOCOMOTIVES

35-077	E4 BR Early	£93.45
35-078	E4 BR Late	£93.45
31-001	Robinson BR Late Crest	£94.99
31-002	Robinson BR Early Crest	£94.99
31-127	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
31-481	G2A BR Early	£114.70
32-575A	LMS 4MT	£114.70
31-443	BR Ivatt 2mt tank	£140.20
31-442	LMS Ivatt 2mt tank	£140.20
31-635B	GWR 64xx	£118.95
31-976B	BR 3mt green	£140.20
32-132	BR 45xx green	£140.20
32-131A	GWR 4575	£140.20

BACHMANN DIESEL/ELECTRIC LOCOMOTIVES

32-992	Wickhams Trolley Yellow	£67.95
32-993	Wickham Trolley Yellow	£67.95
35-527	Cl 121 Network Southeast	£131.70
32-908	Cl. 108 Blue/Grey	£203.95
35-126	Harry Needle Cl20	£152.95
35-418	BR Class 47 Construction	£203.95
35-419	BR Class 47 Rft Distribution	£203.95
32-620	Cl. 90 Freightliner grey	£195.45
32-617	Cl. 90 Freightliner orange	£195.45
32-619	Cl. 90 EWS	£195.45
32-615	Cl. 90 Virgin Trains	£195.45
32-614	Cl. 90 BR RES red/grey	£195.45
32-613	Cl. 90 Intercity Mainline	£195.45
32-612A	Cl. 90 Freightliner green	£195.45
31-267A	Class 419 MLV Blue/Grey	£135.95
31-265A	Class 419 MLV BR green	£135.95
35-337	Class 37/4 Railfreight Metals	£208.20
31-511A	Cl. 158 Arriva Wales	£280.45
31-502A	Cl158 WPTE Metro	£280.45
31-578	Windhoff MPV	£271.95
E83031	Cl. 144 BR WYPTE Metro	£212.45
E83022	Cl. 143 BR Provincial	£212.45
35-312	Class 37 BR Blue Thornaby TMD	£212.45
35-352	BR Cl. 20 BR Green	£191.20
35-352A	BR Cl.20 BR Green	£191.20
32-678A	BR Cl45 Green	£161.45
32-653	BR Cl44 Green Helvellyn	£161.45
32-652A	BR Cl44 Blue Ingleborough	£161.45
32-704	BR Cl46 Blue weathered	£169.95
32-702A	BR Cl46 Green	£171.45
32-679A	BR Cl45 Green	£161.45

EXCLUSIVE PECO N GAUGE TTA WAGONS

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

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

ACCURASCALE

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

- Accurascale Siphons in Stock -

RAPIDO

913001 L & M Lion (1930s)	£152.95
913002 L & M Lion (1980s)	£152.95
903002 Hunslet 16" Arthur	£109.50
903006 Hunslet 16" Primrose	£109.50
903007 Hunslet 16" Thorne	£109.50
903005 Hunslet 16" Jacks	£109.50
922002 Titfield Thunderbolt Pack	£254.95
953001 GER W&U pre 1919 pack	£229.45
953002 GER W&U post 1919 pack	£229.45
909001 L44 London Transport	£152.95

DAPOL N GAUGE

2D-005-000 Cl.59 59005 Foster Yeoman	£146.90
2D-005-001 Cl.59 59103 A.R.C.	£146.90
2D-005-002 Cl.59 59206 DB Schenker	£146.90
2D-005-003 Cl.59 59204 National Power	£146.90
2D-005-004 Cl.59 59104 Hanson	£146.90
2D-005-005 Cl.59 59005 Aggregate Industries	£146.90

GRAHAM FARISH N GAUGE

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

EXHIBITIONS

National Festival of Railway Modelling, NEC Birmingham, November 23rd and 24th 2024

NEW WEBSITE NOW LIVE

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

All offers valid until 31st December 24

POSTAGE & PACKING RATES PER ORDER:

UK Standard (48hr)	£ 5.00
UK Standard (24hr)	£ 6.00
UK Special Delivery Next Day	£13.00
UK Special Delivery By 1pm	£15.00
UK Courier Next Day	£17.00

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

HORNBY®

STEAM GENERATOR

SHHH...
‘HUSH HUSH’
HAS ARRIVED

Scan Me
For More Info



AVAILABLE NOW

R30352SS LNER, W1 Class, 4-6-4, 10000 ‘Hush Hush’ With Steam Generator - Era 3

HM 7000 TXS TRIPLEX SOUND 21 PIN CONNECTION

00 GAUGE MODEL RAILWAYS

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

Hornby Model Railways | hornby | officialhornby | officialhornby | hornbymodelrailways | Beyond the Buffers HORNBY podcast | Beyond the Buffers

OVER **50 YEARS** OF RAILS

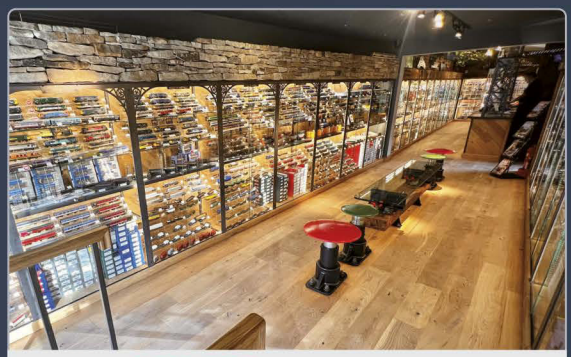
ESTD **RAILS** 1970 OF SHEFFIELD

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...



SCAN CODE TO SEE INSIDE OUR SHOP ◀ UPPER STORE

ON GOOGLE STREET VIEW! CHECK IT OUT LOWER STORE ▶





Credit: Harry Rawding



PRE-ORDER WITH CONFIDENCE AT RAILS

VISIT US IN-STORE OR SHOP ONLINE

railsofsheffield.com



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

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

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

PRICING POLICY FOR IN STOCK AND AVAILABLE ITEMS: The price advertised on Rails of Sheffield website will be the price charged at the time of the order being processed. This excludes errors in pricing (E & OE) in the event of an error with a price you will be contacted prior to the order being processed and given the option to accept the correct price or cancel the order.

PLEASE NOTE: All items currently in stock are despatched immediately. Forthcoming releases will be despatched immediately upon release. If your order contains both current items and forthcoming releases then these will be despatched separately and subject to separate delivery charges.

OUR SHEFFIELD SHOP IS OPEN:
9am–5pm Mon, Tues, Thurs, Fri & Sat
CLOSED: Wed & Sun

RAILS TV & SOCIAL MEDIA...
Like us on:
railsofsheffield railsofsheffield railssheffield railsofsheffield

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

SHIPPING COSTS: ROYAL MAIL 48 HOUR TRACKED £4.00: Royal Mail aim to deliver within 2 days of dispatch including Saturdays (this is not a guaranteed service and parcels can take longer to arrive).

ROYAL MAIL 24 HOUR TRACKED £5.00: Royal Mail aim to deliver within 1 day of dispatch including Saturdays (this is not a guaranteed service and parcels can take longer to arrive).

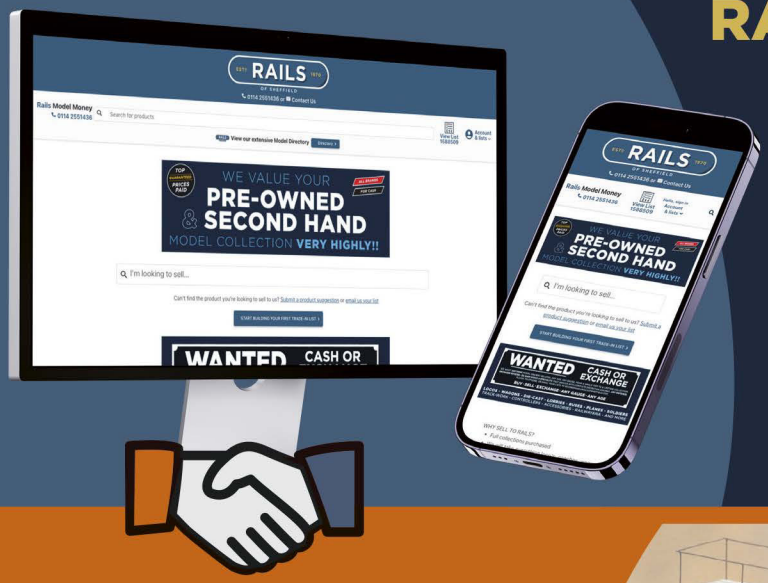
SPECIAL DELIVERY £8.50: Guaranteed delivery by 1pm the next day Monday to Saturday. With full track and trace system, your parcel is delivered speedily and securely (orders must be placed by 2pm to guarantee same day dispatch).

PARCEL FORCE COURIER SERVICE £7.50: Next day delivery for much of the UK, including Saturdays. Full track and trace system. Used for parcels over 1.8kg without packing or if you would like a speedy secure delivery of your parcel. This excludes the following post codes BT, JE, GY, IM, KW, IV, PA and PO30- 44, KA27-28, PH17-26, PH49-50 and ZE. The cost for these postcodes is £12.00 and will be delivered within two to three working days (orders must be placed by 3pm to guarantee same day dispatch).

WORLDWIDE POSTAGE: For all orders outside the UK, postage will be charged at cost, based on the weight and size of the parcel.

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

Corporate Partners of RAILWAY MUSEUM



RAILS MODEL MONEY

A NEW WAY TO TRADE AT RAILS

- COMPREHENSIVE DATABASE
- SUPER FAST VALUATIONS
- EASY TO USE SEARCH FEATURES
- DEDICATED TEAM, 6 DAYS-A-WEEK

MODELRAILWAYS.CO.UK

THE HATTONS DIRECTORY

THE EVER-GROWING RESOURCE TO HELP YOU GET MORE FROM THE HOBBY CONTINUES!

HATTONS.CO.UK



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

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

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

P. Wynne ★★★★★

Absolutely first class service from start to finish.

The team at RoS couldn't have been any more helpful. The knowledge and expertise they have is unbelievable and nothing is too much trouble.

This was my first purchase from them and it definitely is going to be the first of many more. I can't recommend this place enough and 5 star's isn't enough. Thank you.

S. Robertson ★★★★★

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

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

T. Rogers ★★★★★

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

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

P. Woodcock ★★★★★

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

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

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

Thank you.

T. Shakespeare ★★★★★

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

SCAN FOR MORE INFO!

ESTD RAILS 1970
OF SHEFFIELD

FAMILY BUSINESS
FRIENDLY SERVICE

PRE-OWNED & SECOND HAND

WE VALUE YOUR COLLECTION VERY HIGHLY!

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

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

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

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

IMMEDIATE PAYMENT IN 4 EASY STEPS

HORNBY · BACHMANN · MAINLINE RAILWAYS · GRAHAM FARISH · dapol · BASSETT-LOWKE · LGB · Athearn · Revolution trains · Sonic Models · ViTrains · märklin · FLEISCHMANN · Rivarossi · GAUGEMASTER · RAPIDO TRAINS INC. · GAMES WORKSHOP · Lima · Jouef · Triang RAILWAYS · wrenn RAILWAYS · BRAWA · PECO · CAVALEX Models · accurascale · LILIPUT · HELJAN · ATLAS · KATO · Roco · AIRFIX · FALLER · PIKO · ARNOLD · KRModels · MINITRIX · TRIX · REPLICA RAILWAYS · HORNBY DUBLO · DINKY TOYS · CORGI TOYS · MECCANO · DCC concepts · SCALEXTRIC · Triang MINIC Motorways · JB · DJH MODEL LOCO

WE ALSO BUY RAILWAYANA

SIGNAGE AND TOTEMS

EFE Rail Great British Model Railways

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

Corporate Partners of RAILWAY MUSEUM

HORNBY magazine MODEL RAILWAY Awards 2023
RETAILER OF THE YEAR!

WANTED

CASH OR EXCHANGE

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

BUY • SELL • EXCHANGE • ANY GAUGE • ANY AGE

LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE

DECEASED ESTATES - EX SHOP STOCK A SPECIALITY
FAST SERVICE WITH COMPLETE DISCRETION ASSURED

R. Hindle ★★★★★

Amazing shopping experience!

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

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

Google Reviews ★★★★★

Make our day by leaving us a 5 star review!



TOP GUARANTEED PRICES PAID

Quote Ref: BRM24

DON'T DELAY - GET IN TOUCH TODAY!

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

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

www.railsofsheffield.com

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

info@railsofsheffield.com railsofsheffield railsofsheffield railsshеffield railsofsheffield

Corporate Partners of RAILWAY MUSEUM

EXCLUSIVES

RAILS LIMITED

FOUNDED IN SHEFFIELD

EXCLUSIVES

OO & N GAUGE MODELS

See the website for full details:

IN STOCK / AVAILABLE NOW! / PROMPT DELIVERY



20T VIX FERRY VAN
EXCLUSIVELY FROM RAILS
BUY NOW! £29.95 ~~£45.95~~



SECR MAUNSELL D1 CLASS
BUY NOW! From £199.95



ES1 NO.1 BR/LNER ELECTRIC LOCO
BUY NOW! £174.95



CLASS 47/4 47812 RAIL OPS. GROUP
BUY NOW! *From* £169.95



'TIGER-NACCO' HOPPER WAGON
BUY NOW! £59.95



PRECEDENT CLASS 2-4-0 LOCOMOTIVE
BUY NOW! *From* £174.95



CLASS 80 18100
BR GAS TURBINE
BUY NOW! £225.00

RAILS CONNECT

DECODERS, MOTORS & MORE!

BUY NOW! *From* £5.95





SET OF 3

SECR 12 TON 7 PLANK MINERAL WAGONS (SR DIAGRAM 1358)

AVAILABLE IN 3 LIVERIES

BUY NOW! £99.95





IN STOCK NOW!



CLASS 45/0 45060
'SHERWOOD FORESTER'
BUY NOW! *From* £149.95



BUY NOW! £19.95

HERITAGE T SHIRTS
GWR & BR LOGOS

TWIN PACK



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



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



CLASS 59 003 REVISED GBRF
BUY NOW! £159.95

N GAUGE



SET OF 3

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



CLASS 59 206
'JOHN F YEOMAN'
BUY NOW! £129.50 ~~£159.95~~



CLASS 5101
2-6-2 LARGE PRAIRIE
BUY NOW! £129.95

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

info@railsofsheffield.com railsofsheffield railsofsheffield railssheffield railsofsheffield

Corporate Partners of RAILWAY MUSEUM

COLLECTION

railsofsheffield.com/exclusive

OO & N GAUGE MODELS

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

HORNBY MODEL RAILWAY Awards 2023
RETAILER OF THE YEAR!

FORTHCOMING RELEASES / PRE-ORDER NOW!

NEW



CLASS A4
VARIOUS VERSIONS
DAPOL
BLACK LABEL
PRE-ORDER!
£399.00

NEW



CLASS 60 60033
'TEES STEEL EXPRESS'
ACCURASCALE
PRE-ORDER!
From £169.99

NEW



CLASS 56
VARIOUS VERSIONS
CAVALEX
PRE-ORDER!
From £189.95



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



CLASS 60
DIESEL-ELECTRIC
CAVALEX
PRE-ORDER!
From £194.95



CLASS 89
89001 ELECTRIC
ACCURASCALE
PRE-ORDER!
From £229.99



LNER DYNAMOMETER CAR NO.902502
NRM CONDITION
RAPIDO
PRE-ORDER!
£99.95

SET OF 3





SONIC
PRE-ORDER!
£69.95

VENTILATED VANS BR 12T
8 VERSIONS

N GAUGE

SET OF 3



NEWTON CHAMBERS
CAR TRANSPORTER
SONIC
PRE-ORDER!
£124.95



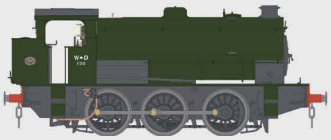
REVOLUTION
PRE-ORDER!
From £269.95

CLASS 313121 & 313201
3 CAR SET



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

O GAUGE



J94 AUSTERITY
'WARRINGTON'
DAPOL
PRE-ORDER!
From £269.95

SET OF 3



PXA WAGONS
VARIOUS VERSIONS
CAVALEX
PRE-ORDER!
From £149.95



BLACK LABEL
GWR Q13 SALOON
DAPOL
PRE-ORDER!
£149.95

RAILWAY ICONS
LOCOMOTION MODELS

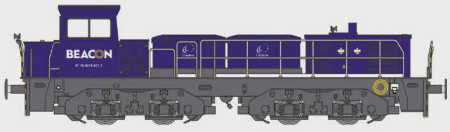


NER H CLASS
NO.898 BLUE 0-4-0T
RAPIDO
PRE-ORDER!
From £144.95

WD AUSTERITY 2-10-0
ELLIS CLARKE



From £295.00
PRE-ORDER!



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



CLASS 41
PROTOTYPE HSDT
BACHMANN
PRE-ORDER!
£199.99

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

info@railsofsheffield.com railsofsheffield railsofsheffield railssheffield railsofsheffield

Corporate Partners of RAILWAY MUSEUM

TMC

The MODEL CENTRE

EXTRA 5% OFF SITE-WIDE*

USE CODE: BRM5

SAVE ACROSS THOUSANDS OF ITEMS IN N, 00, 009, TT:120 AND 0...



New, pre-owned and 'Custom by TMC' locomotives in all scales...



New, TMC-exclusive and quality pre-owned rolling stock...



Unique graffiti requests, and 'Custom by TMC' rolling stock...



Track in any scale, and any gauge...



Model buildings and accessories...

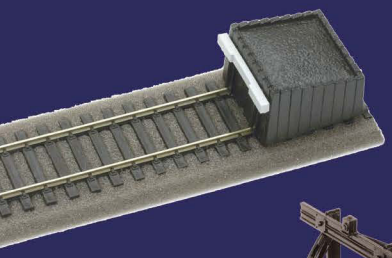


Scenery and model consumables

An offer too good to miss! Why pay more than you should for the models and accessories you love? Benefit from an EXTRA 5% OFF* our already heavily-discounted, vast stock of new and pre-owned models live on our website, simply by entering the above code upon checkout on our website. *T&Cs apply.

**Not valid for items less than six weeks old, items out of stock or for use against pre-orders.*

TMC reserves the right to withdraw the offer at any time. Offer ends 23.59 December 31, 2024.





PECO



YOUR PECO SPECIALIST!

We have vast stock of PECO items at TMC. Get everything you need in one place, with fast next day delivery available to keep your project on track!



NCE POWERCABS

SCAN ME



An entire DCC system in the palm of your hand! Complete digital system, ideal for beginners or new starters in Digital Command Control.

This 2A system can operate up to four OO/HO sized locomotives or eight N scale locomotives. Upgrade easily later to a 5A system and run many more trains - if you can handle them!

This cab provides all of the capability and ease of use that you've heard about in its Power Pro system at an entry-level price. Installation is a snap. Hook two wires to your track and plug in the cab. You're off and running trains!

Power Cab kit contains: Power Cab 7, Power Cab Cable, PCP Power Panel, EU / UK Approved Power Supply, Pro Cab Coiled Cord and Manual.

OUR PRICE:
JUST £209.99!

W: www.themodelcentre.com T: 01947 899125

Hill Farm, Beck Hole, Whitby, YO22 5LF

SCAN ME!

METCALFE

Card Construction Kits

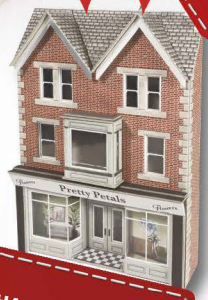
metcalfemodels.com ☎ 01729 830072 info@metcalfemodels.com

PERFECT CHRISTMAS GIFTS

OVERBRIDGE
PO402 £8.50
PN992 £7.50



No. 7 HIGH STREET
00 SCALE - PO374 £10.50
N SCALE - PN974 £9.00



TERRACED HOUSES
00 SCALE BRICK - PO300 £17.50
00 SCALE STONE - PO301 £17.50
N SCALE BRICK - PN103 £11.00
N SCALE STONE - PN104 £11.00



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



SIGNAL BOX
PO233 £11.50
PN133 £10.00

No.1 MARKET STREET
00 SCALE - PO350
N SCALE - DUE 2025





PUB & SHOP FRONTS
00 SCALE - PO205 £15.00
N SCALE - PN972 £10.50



GARDENER'S COTTAGE
PO258 £11.00
PN158 £8.50



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

METCALFE

Card Construction Kits

metcalfemodels.com ☎ 01729 830072 info@metcalfemodels.com

PERFECT CARDBOARD KITS



CATALOGUE

Call or e-mail us for a **FREE** *catalogue.*

☎ 01729 830072 info@metcalfemodels.com

WEBSITE DOWNLOADS

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

METCALFEMODELS.COM

GAUGEMASTER

Analogue Control

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

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

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

Mains Powered Controllers

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



BEST FOR Beginners

GMC-COMBI

Single Track Controller/Transformer

Most Suitable For: OO, HO, and N Scale

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



BEST FOR Twin Tracks

GMC-D

Twin Track Controller

Most Suitable For: OO, HO, and N Scale

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



BEST FOR Four Tracks

GMC-Q

Four Track Controller

Most Suitable For: OO, HO, and N Scale

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

Panel Mounted Controllers

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



BEST FOR Control Panels

GMC-100

Single Track Panel Mount Controller

Most Suitable For: OO, HO, and N Scale

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

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



BEST FOR Realistic Running

GMC-U

Single Panel Mount with Simulation

Most Suitable For: OO, HO, and N Scale

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

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

The Walkabout

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



BEST FOR Flexibility

GMC-W

Single Track Walkabout Controller

Most Suitable For: OO, HO, and N Scale

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

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

Also in the Gaugemaster Analogue Range

Cased Controllers

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

Panel Mounted Controllers

Orange text shows transformer required

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

Cased Transformers

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

Wall Mounted Transformers

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

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

MAIN LINES GM
YOUR WEEKLY MODEL & HOBBY NEWSLETTER

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

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

These products are available from your local model shop, or, in case of difficulty, direct from ourselves.

Gaugemaster Controls Ltd., Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom - +44 (0) 1903 884321 - hello@gaugemaster.com. E&OE.

@gaugemaster @gaugemaster @gaugemaster_controls @gaugemaster_controls

www.gaugemaster.com

Ellis Clark
TRAINS

Interested In Selling Your Collection?

Contact Dave



Or Contact Ellis... Or Albert!



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

We usually operate by viewing & offering on collections in person, most often without the need for a list, however we are happy to make offers from lists. At Ellis Clark Trains, we work on the basis of a friendly, professional & down-to-earth approach, purchasing all scales & eras, alongside Continental & American, with a specialised knowledge of 7mm finescale O gauge.

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



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

Get In Touch!

01756 701 451

dave@ellisclarktrains.com

ellis@ellisclarktrains.com

ellisclarktrains.com

Unit 2, Toller Court Short Bank Road Skipton BD23 2HG



Standard 5MT 73014 with down passenger being brought to a halt at the signal at the bottom of the bank.

MIDLAND STEAM

This busy stretch of the Midland Main Line provided the perfect mix of scenic backdrop and interesting train formations for The Kettering and District Model Railway Club's next exhibition layout.

Words: Anthony John Pope **Photography:** Phil Parker



FACTFILE

NAME: Sharnbrook Summit and Deviation
SCALE/GAUGE: 4mm:1ft/16.5mm/OO
SIZE: 16ft x 10ft
ERA/REGION: Midland/B/R 1948-1967
LAYOUT TYPE: Continuous run

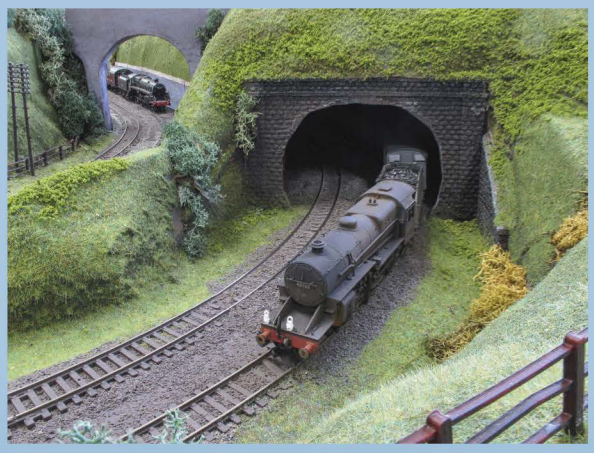
The choice of layout came about after the club had exhibited layouts at two previous club exhibitions, which were not very user-friendly and created lots of operating problems.

So, a decision was made to scrap the layouts and start on a new layout.

A meeting was called, and a member called Micke turned up with an article in *Railway Deviation and Memories* by a Rushden Research Group, written by P E B Butler. The article was about a stretch of the Midland Main Line between Irchester and Souldrop, and on looking at the plan, we realised it had everything we could want in a layout. There were lots of interesting bridges, a tunnel on the slow lines, a gradient on the main line and also on the slow lines, not so steep; then to top it off, Irchester Station on top of a wonderful road bridge above all four lines, not to mention three lovely Midland signal boxes, cuttings and raised embankments.

It was decided that we could supply enough Midland/BR stock among current members to operate the layout with interesting train formations for future exhibitions.

A couple of restrictions on size and height of the layout made things tricky as it had to fit inside my sheep trailer, which saves the club hiring rental vans, and we had to be able to get it in and out of the village hall door, where the club meets and stores the layouts.





LEFT: Standard 5MT 73014 in the background on a down passenger coming down the bank just about to go under the distinctive 40ft-tall bridge. In the foreground, Crab 42765 is on a down van train on the slow exiting Sharnbrook Tunnel.

MIDDLE LEFT: In the foreground, D10000 on the Up Royal Scot is about to tackle the climb up the bank just passing Souldrop Box. In the background, WD Austerity 90566 is on the up slow with flat wagons carrying lengths of rails.

BELOW: Royal Scot 46144 *Honourable Artillery Company* being held by Souldrop Box before tackling Sharnbrook Summit on the up main. Note the signalman's bicycle at the bottom of the steps.



Work commences

We started building 'Sharnbrook' in 2019 and 11 baseboards were needed, which club member Stewart was tasked with the job of building them. They are standard type 4ft x 2ft from plywood, with appropriate timber cross and side strengtheners underneath.

All board top surfaces were covered with cork and initially were going to be fixed together with either bolts or metal dowels and side clips for alignment. However, with having 11 boards to store at the club, we realised that they would take up too much of our shelving space. Also, once work commenced on the boards, we would not be able to stack them on top of each other, so a solution had to be found.

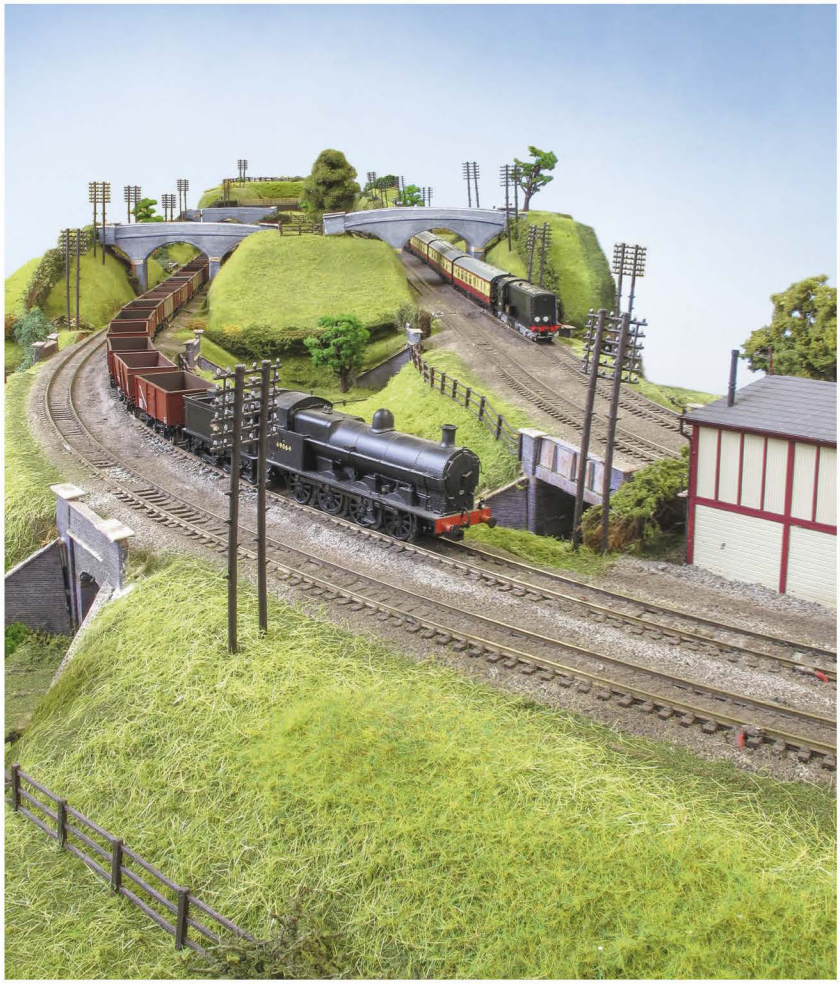
I came across an article where a modeller had the same problem, and he had built storage trolleys on wheels with two inside shelves and another board on top to cover them where he stored his baseboards, tucked away nice and safe away.

So, a start was made to build said trolleys. To store the boards, we would need three with two shelves a piece and one trolley for the five fiddle yard boards, which have no scenery on them. So, the fiddle yard trolley would need five smaller shelves, plus one for the top of the trolley. Negotiating the hall door, we managed a gap of one inch either side of the trolleys; very close but manageable.



ABOVE: Standard 5MT 73014 on a down passenger coming to a halt at the bottom of the bank exiting the cutting crossed by the distinctive 40ft bridge in the background.

LEFT: In the background, Peak D163 *Leicestershire and Derbyshire Yeomanry* is about to tackle the climb with a down passenger train just passing Irchester South Box. In the foreground, Class 40 D369 is on a down goods of oil tankers about to tackle the easier climb on the slow lines. This picture clearly shows the wonderful double telegraph poles sweeping round the curve towards Irchester station.



The sheep trailer was much more accommodating in height and width. They would go sideways across the trailer and along the length of the trailer, leaving a space at the back to stack baseboard legs and side braces for the boards. The sheep trailer is a single low-level roof type with double axle wheels, just the job for our purposes as well as transporting sheep.

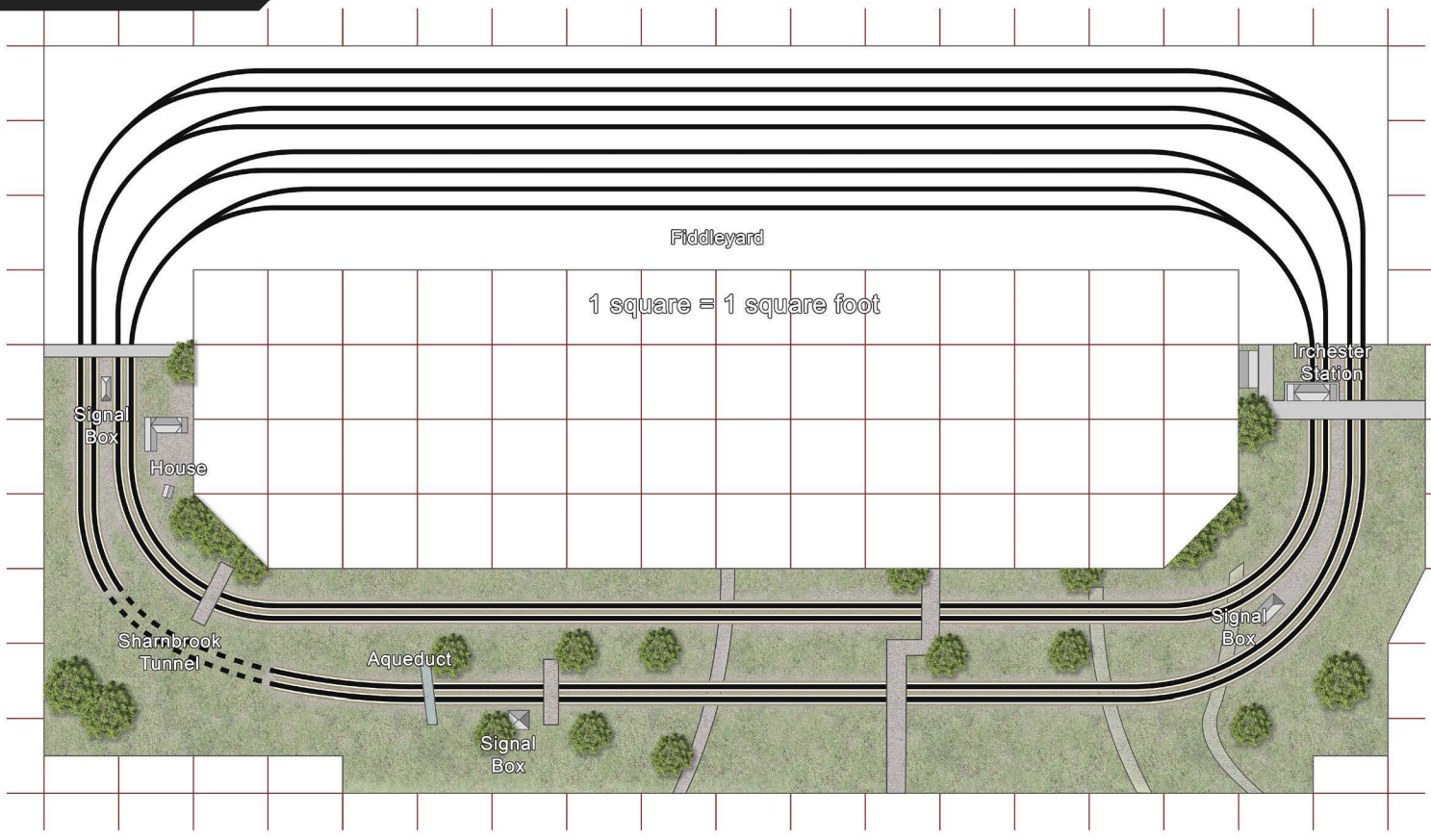
Tricky gradients

It was decided to use Peco Code 100 track with large radius Streamline live-frog points and to use Peco new 'TWISTLOCK' Turnout Motor PL-1000 to control the points; four at each end of the fiddle yard boards. Analogue control was used in the beginning, with future plans to allow for DCC working at a later date. It was also decided to have Dapol working signals, home and distance, on the layout. Control of the layout was provided by two Morley controllers, with four hand-held remotes, and power for all other accessory requirements.

Work commenced on setting out the trackplan on the boards, using various track templates and covering the boards with paper so a plan could be drawn out in full size.

Next came the small problem of working out how to achieve the gradients on the main and goods lines. The answer suddenly appeared to me in the shape of my next-door neighbour, who is a builder, and he asked me if I could use some spare sheets of Styrofoam insulation boards. I said 'yes please', and with that, my problem was solved.

TRACKPLAN



LEFT: Super D 49064 on coal empties on the down slow heading past Irchester South Box. In the background, experimental diesel 10800 is on a local passenger coming down the bank on the up main, also about to pass Irchester South Box.

TOP RIGHT: Standard 5MT 73069 passing Warmington Box on loaded coal wagons going south on the slow.

MIDDLE RIGHT: As the farmer goes about his daily chores, two Metrovicks pass by on the down slow with a train of insulated vans; D5705 leading D5714 heading north.

BELOW: D5013 is on a down passenger just leaving Irchester Station and about to tackle the bank. In the foreground is 76058 on a down freight of oil tankers on the slow.





The paper plan for each board was cut out and then used as a template for the trackbeds. It was then put onto the Styrofoam boards, cut out and stuck down onto each board. Then, after it was well stuck down, I went to work marking out the gradient on the sides of the Styrofoam using a sharp knife to trim off unwanted material and then a surform plane; a bit of a mess, but well worth it in the end.

To help fix the track down at the ends of gradients, I built up cork to the track level, so had a firm fixing for track joints between baseboards. Track was glued down as we progressed. The gradients were around 1 in 50 to 1 in 70, and all the boards were put together and a test run was done with track loosely fixed on the gradients. It was with great relief that test trains ran up and down gradients with no problems. Members Brian and Peter were tasked with the track-laying as we progressed around the boards.

Scenic work

Members started work on building the bridges, signal boxes and the wonderful Irchester Station building. The signal boxes were Ratio kits, slightly modified, and the Warmington box is completely scratch-built from a single photograph. All of these wonderful buildings were made by John, a fellow club member, who told me they had taken the best part of a year, with Irchester Station, which was scratch-built, taking at least six months; a wonderful piece of work!



Scenery started to take shape with the embankments and cuttings. More or less from the start, it was decided that we would achieve a better effect if we added extra narrow boards alongside the existing boards, giving us the space to add scenery front and back. These would be bolted underneath to existing boards so that scenery could be built up across the joints, and then a separating line cut between the two. Again, we used Styrofoam to build up the embankments, cuttings and also the tunnel area. Once happy, it was covered in newspaper, stuck down with Unibond and left to harden, then painted brown and finished off with a relevant mix of static grasses, fencing and trees.

The wonderful double telegraph poles are a 'must have' on the layout as they could be found up and down the length of the Midland Railway and were 3D-printed by Tristram of OO Neal, who is a member and good friend.

Next came the wiring of the layout; this fell mainly to Micke, Roger and myself. The wiring plan was mainly in my head and not down on paper, but I was able to relay what was needed to Micke, and he always came up with what I had in mind. One day I will write it up, but if you look under our boards, you





TOP LEFT:
Peak 163 is just leaving Irchester Station, heading south on the down lane.

MIDDLE LEFT:
This is the wonderful model of Irchester Station created by John from the Club with a busy scene on the overbridge, including a local United Counties bus heading to Wootton.

BELOW:
Jubilee 45611 *Hong Kong* on an up fast passenger coming down the bank towards Irchester South Box.

> "The wonderful double telegraph poles are a 'must have' on the layout as they could be found up and down the length of the Midland Railway..."





As the postman goes about his daily route heading towards Wymington on the Poddington Road, behind him, a Crab 42765 passes by on a train of vans on the up slow crossing Poddington Road bridge. To the rear, a local DMU passenger passes by with a local service on the down main heading south.

About the modeller

Name: Anthony John Pope
Age: 71
How many years modelling: 30 years
Name of your first layout: 'Northfield'
Favourite locomotive: A Jubilee
Favourite era/region: LMS/BR 1948-1967

I have always liked railways, and when I was a child, we had a large model railway that gave us much fun playing with it. Later in life, my older brother sold said train set for a motorbike.

I have always lived near to the Midland Main Line at Kettering and it has always fascinated me how it keeps evolving, now still four lines and electrified.

I got back into playing trains by accident when we moved house to the farm where I live now and discovered some Hornby 00 trains in a box in the loft.

From that point on, I got back into the hobby and discovered all the wonderful products out there to help modellers. I was hooked and I wanted everything straight away. I started to build 'Northfield', an analogue layout, which at first folded up against a wall in a spare bedroom, eventually evolving into a large permanent 16ft by 9ft layout in our garage where I have a large fiddle yard to accommodate a large array of trains I have collected over the years. I mainly run what I want, when I want, in no particle running order, and I have recently discovered DCC Sound and now have a few, plus a controller that can operate both types.

When I retired, I joined my local model railway club, The Kettering and District Model Railway Club, which meets in a village local to me. I have enjoyed working and playing trains over the many years with them.

will see everything is marked and labelled - a sign of Micke's attention to detail and doing it right.

The points and lights are all operated by Peco switches. The signals have a push button to operate each one, in all 10 switch levers for the points and 12 push buttons for the signals. Two of the switch levers are for the lights in various buildings on the layout, a very simple form of control compared to the high-tech used today.

Final thoughts

Looking back on the build, which has taken us four years, although it is never complete, we are still trying to improve things with small details here and there. I think the overall effect of the trains travelling through the landscape has really pleased me and fellow members. At our last exhibition, a member of the public stood looking at one of the bridges on the layout. After a while, he turned round and pointed out to me that he had watched the trains go up the gradient from that same bridge when he was a young boy. That gave me great satisfaction in that we had made his day.

We now, as a club, have a large layout to take out on the road to exhibitions and await any enquires. We can operate it with LMS Stock or BR stock during periods between 1948-1967, steam or diesel, with analogue or DCC Sound. ■

COMMUNITY

EDITOR'S COMMENT

And just like that, we are at the December issue of 2024. What a busy 13 issues it has been with plenty of highlights, including the permanent inclusion of Traction magazine, DVDs being back on the cover, some fantastic layouts and great practical features, plus extras like last month's free calendar. We also launched our brand-new show at the NEC in 2024, and it'll very soon be upon us – you can read more about the show on pages 40-43.

We've heard a lot from readers too, with favourites including the cheap restoration articles from Tony Wright, the bowling green cameo scene by Phil Parker and layouts 'Scarlington', 'Metcalfe Road', 'Ropley', 'Portchullin' and 'Barrihandie' to name but a few, all incredible layouts that were a joy to feature and photograph.

I want to take this opportunity to thank everyone who has gotten in touch to tell us how much they are enjoying the magazine and provided some great feedback and practical ideas, which you could see within these pages very soon.

Although it's our December issue, we are fully aware it is still not time to get the Christmas Tree out just yet. That being said, we have really gone to town with our layouts this month, with three fantastically diverse railways; the atmospheric 'Skarloey', the bustling 'Sharnbrook Summit' and the award-winning 'Richmond' – all demonstrating the wonderful scenes that can be created in this exciting hobby of ours.

On the practical side, a wide variety of topics have been covered to give you plenty of inspiration, with track laying, building hedges, weathering and backscenes all getting the BRM treatment. We've also built possibly the least glamorous of essential station facilities; a toilet block.

And that's not all, within the pages of Traction, Paul Shannon concludes his excellent article on coal terminals, plus we revisit a sunny Saturday at Sheffield Midland. Alongside the usual BRM news and reviews, we take a closer look at the Barclay 0-4-0 Fireless and HOA Hopper wagons – a jam-packed issue to leave the year on a high!

Happy Modelling
Debbie Wood

WEEKEND PLANS...

Tyneside Model Railway Exhibition
Held at Jesmond Park Academy in Newcastle, the Newcastle Model Railway Club's annual show is back once again and offers a wide variety of layouts and traders, including exhibition favourites 'Arun Quay', 'Grantham' and 'Weaver Hill'. Adult tickets cost £10, with free parking available.
DATE: November 9-10th, 2024

Alsager Railway Association Crewe Exhibition
Formally opened by Pete Waterman, the Alsager Association's 2024 exhibition will be held at Bentley Motors Limited in Crewe and will include a variety of layouts, including new ones and trade stands. Entry costs £9 for an adult, and for those under 16, it is free with an accompanying adult.
DATE: November 9-10th, 2024

Ashford Model Railway Club Open Weekend
Ashford Model Railway Club will be opening its doors to the public in November, where you can see what the club gets up to, chat with members, watch demonstrations and see the club's new layout being built. Entry is free, and there will be at least four layouts operating over the weekend.
DATE: November 9-10th, 2024

N Gauge Society - Newport, South Wales Group
This one-day event, hosted by the N Gauge Society Newport South Wales is to be held in the Christchurch Centre in Newport. Entry costs £5 for adult non-members and there will be 10 layouts on display and trade support.
DATE: November 16th, 2024

eNGiNE 24, Narrow Gauge in the North East
Hosted by the Tyne-Tees 009 Area Group, the event will be held at Primrose Community Centre, Lambton Terrace, Jarrow. Layouts in attendance include 'The Wharf', 'Castle Caereinion', 'Tan-Y-Alt', and 'Woodbrook', alongside trade stands, demonstrations and society stands.
DATE: November 16th, 2024

3D PRINTING MODEL BUILDINGS

A few months ago (May), you published an article by Michael Russel on 3D-printing.

We were ourselves at the point of trying to work out whether we should venture into this area! Quite simple really, if you can make one model for your own layout and if you want another, then the work is pretty well done.

People seemed to like what we did- so Atkitz was born. Our first public outing was to the Bury St Edmunds O Gauge meet a few weeks ago. Pleased to say it was well received and we are now making plans to expand our little venture and, depending on demand, we may go into other scales.

Our primary objective was to make "an affordable blank canvas" for modellers with self-coloured plastic kits that are well-designed and are intuitive. Depending on demand we may go into other scales.

For a bit of mischief in the meantime, we researched and created Bridge 254 (sounds like a Michael Caine movie doesn't it?). We built if for fun and it is entirely built using a 3D-printer (apart from the stainless-steel bracing). It will happily take the weight of a Heljan diesel and has a 50cm span.

Knowing that not many people have the space to accommodate this - we have also created a collection of modular parts from it, which eventually can be adapted into smaller projects.

Michael was spot-on in his analysis. At this point in time, it is a difficult subject to get your head around and achieve a reasonable level of success from scratch. It is also a very time-consuming (but enjoyable) exercise to additionally research, build and create a new unique model. I suppose we tend to rely on manufacturers to do this for us (as it really detracts from the time we have to run our trains!).

Alex and Jon

Facebook
Search for
'British Railway Modelling'

Instagram
@brmmagazine

RMweb **Forum**
RMweb.co.uk

BUILDING WORK

I spotted David Wright demonstrating his techniques at a local railway model club show some years ago. When I showed interest and asked him how he went about the process, he had absolutely no hesitation in taking me through the whole operation. No trade secrets! At home, I tried it for myself with success, being at the time keen to produce buildings for wargames. This was much quicker and less stressful than the method I had been using, which was based on the Linka range of plaster castings. You cast slabs in the Linka moulds and then stuck them together. Very effective, but not easy - the cast slabs broke all too easily, especially when you had to cut them. I don't know if the Linka range is still out there, but despite its problems, it was a very satisfying method. David's models take some beating, though!

Tony Wilmore





FATHER/DAUGHTER TEAM PAINT VICTORIAN CARRIAGE



In 1873, when the Ffestiniog and Welsh Highland Railways' (FfWHR) curly roof van was originally built, a daughter would never have been allowed to follow in her father's footsteps and work at a carriage works, let alone been allowed to paint it.

This year, father and daughter signwriting team, Glenn Williams and Sarah have lined the curly roof van together.

Glenn joined the carriage works in 2000 on a lottery-funded apprenticeship to learn from craftsmen at the Boston Lodge Works. Sarah joined the Railway during 'Young Volunteers Week' in 2016 and joined the staff at the Boston Lodge Carriage Works in 2021.

Sarah is currently lining and putting gold leaf on '19', alone for the first time. It is the same carriage Glenn worked on solo during its last refurb in 2007.

Laura Raymond

70-YEAR ANNIVERSARY RUNNING WEEKEND

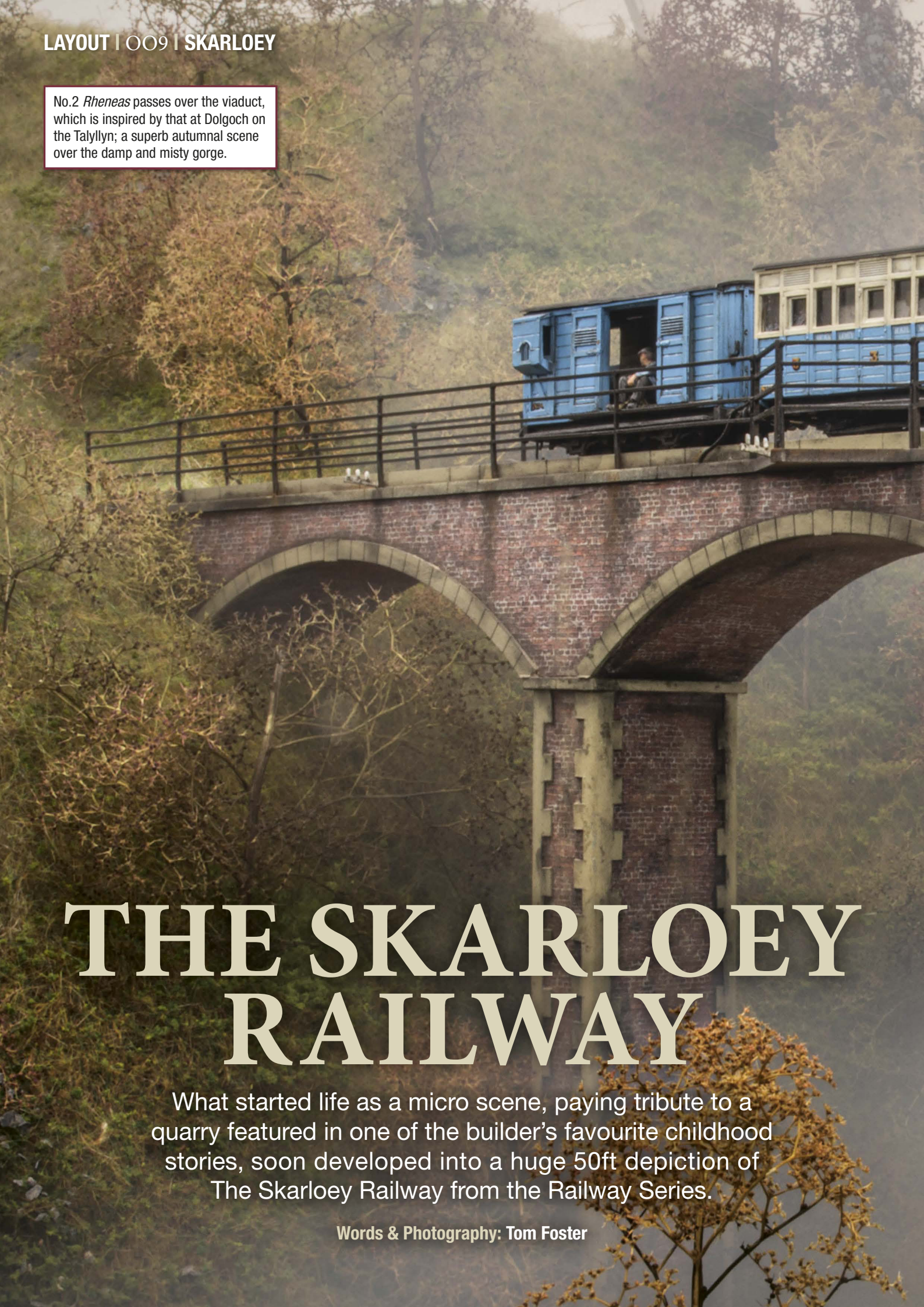
Pendon Museum in Long Wittenham, Oxfordshire, is home to some of the finest model layouts in the country, and this July marked our 70-year anniversary. We celebrated this with a special running weekend and exhibition charting the evolution of railway services from 1930 to the present day. Several trains not usually seen at Pendon ran on the Sea Wall scene, including an HST in original livery as introduced in 1976 and a 1960s Western Class Diesel.

The event was such a success that there will be a re-run on Saturday 7th and Sunday 8th December, which will be the last weekend the museum is open before closing for the winter period. If you missed the first event in July, or would like to see the special trains running again, make sure to mark this date in your diary. No pre-booking necessary and the museum will be open from 11am, with last entry at 3.15pm. For further details, visit **www.pendonmuseum.com.**

LAYING GRASS

I was most interested to read your piece 'A quick guide to model grass' as I sat with my colleagues and I asked "Do we?" To explain, at eight months, I am one of the newer recruits at Pendon Museum, and the task I have been getting on with is laying grass on The Vale scene. Yes, I have heard of the lint bandage method, but that is not the technique that I am using. Having prepared the surface of plaster and bandage on an 'eggbox' frame over a panel, I then attach the 'grass'. This is carpet underlay that has been bleached, shredded into small clumps that separate the fibres, before being glued into place with PVA. When dry, I comb out and trim. I have just brought my first panel to this state and am looking forward to learning the technique for colouring.

Alan Delaney



No.2 *Rheneas* passes over the viaduct, which is inspired by that at Dolgoch on the Talyllyn; a superb autumnal scene over the damp and misty gorge.

THE SKARLOEY RAILWAY

What started life as a micro scene, paying tribute to a quarry featured in one of the builder's favourite childhood stories, soon developed into a huge 50ft depiction of The Skarloey Railway from the Railway Series.

Words & Photography: **Tom Foster**



FACTFILE

NAME: Skarloey
SCALE/GAUGE: 4mm:1ft scale/9mm gauge/009
SIZE: 18ft x 12ft
ERA/REGION: Fictitious
LAYOUT TYPE: End-to-End

The conception of this layout began long ago, when I was around the age of 6 or 7. I remember having my first Skarloey book read to me by my late father. The book was No. 14 of Reverend W. Awdry's *Railway Series: The Little Old Engine*. This was the second of the Skarloey books, the first being Book 10 *Four Little Engines*, telling the story of the narrow gauge engines working the 2ft 3in railway up the valley to Ward Fell, the copper and slate quarry. The first story, *Trucks*, became a firm favourite. One area that created much discussion between my father and me was the quarry incline and water aqueduct that featured at the quarry. This memory stayed with me through to 2021, when I decided to make a small diorama of this area. I never thought that this would turn into a 50ft long layout!

In the early 1950s, the Reverend Awdry was a volunteer on the newly-formed Talyllyn Railway Preservation Society. It was during this period that Tom Rolt, General Manager of the TR, asked if Wilbert could incorporate the Talyllyn Railway into the *Thomas* books. The answer was the Skarloey Railway, where some locations looked similar to those on the Talyllyn, and engines were twinned with their Talyllyn counterparts.

Wilbert, along with his brother George, mapped and created a real railway on their Island of Sodor. Areas had Manx/Celtic names and developed a believable place. "Skarloey" itself being a scribe's error of "lake in





LEFT: No.2 *Rheneas* on a summer's Evening at the station by the waterfall. The Rev Awdry himself takes notes.

MIDDLE LEFT: No.3 *Sir Handel* passing over Blengill Beck on the mineral extension.

BELOW: No.3 *Sir Handel* arrives at Skarloey, which is the operational heart of the railway, being the terminus for passenger services with goods services continuing to Scaca Fell.

> "Awdry states that there was a great deal of logging traffic on the railway, and this seemed the logical area to depict a forestry track and heavily forested area."





the woods" and "Rheneas", "divided waterfall". The faces on the engines worked well for the children's books, but the world that Wilbert and George were creating had more in common with J.R.R Tolkien.

In writing this article, I wasn't sure where to start. The Railway has been built in sections, and neither end was the first section I made. I decided to write this article like a journey along the railway, starting at one end to the other, so we will start our journey high up in the Sudrian hills of Ward Fell slate quarry.

Ward Fell

Ward Fell slate quarry was the area that first inspired me back in the book *Little Old Engine*. I knew the incline had to be the central feature of this area and I also drew inspiration from the same quarries that inspired Awdry, Bryneglwys, served by the Talyllyn Railway and Aberllefenni, served by the Corris. Authors and slate quarry historians, Dan Quine and MRFS, were incredibly helpful here, helping me have a greater understanding of the workings of these Mid-Wales slate quarries, and how they transported slate. The area features an old mine adit, which has been taken over by the War Department for use as an ammo store, something Awdry wrote in his book *Island of Sodor: Its People, History and Railways*. A trackplan that works well for shunting was devised by my friend





ABOVE:
No.1 *Skarloey* passing through Creg Cutting.

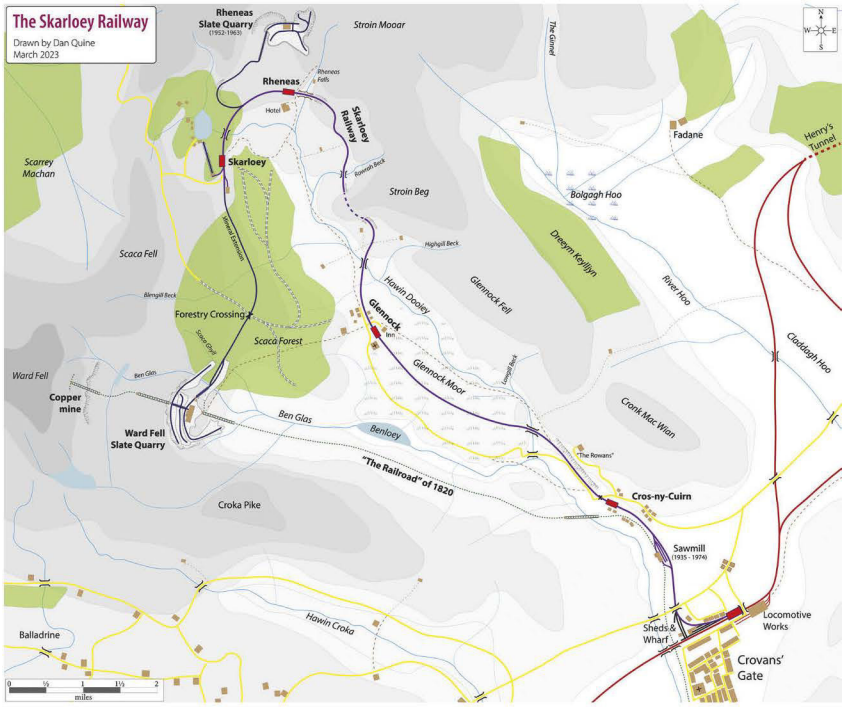
MIDDLE LEFT:
No.3 *Sir Handel* takes on coal and water at Skarloey shed, ready for the down trip.

BOTTOM LEFT:
Skarloey propels empties while my late dad watches (scanned by Modelu six months before he died) alongside my border collie Lass (who was also scanned).

Ben Valentine, which works well for manoeuvring stock around the quarry. The working incline was motorised by professional modeler, Dan Evason of Tunnel Lane Model Railways. Dan scratch-built the winding house at the top of the incline (that I painted and weathered), which incorporates a small motor, mounted to a 3D-printed winding drum (designed and printed by Ben). The boards for the layout are 10mm foam board mounted onto a plywood board acting as a table to carry the layout. From here, we move to the aqueduct, a key feature in that original story. The aqueduct feeds the water tank, where waiting engines can replenish their tanks while slate wagons descend from Ward Fell. I made these from small Lego blocks, covered in DAS modelling clay. Unhappy with the finish, I decided to glue cut pieces of microstrip, which resembled cut slate quite nicely. The water tower was a cast resin purchase.

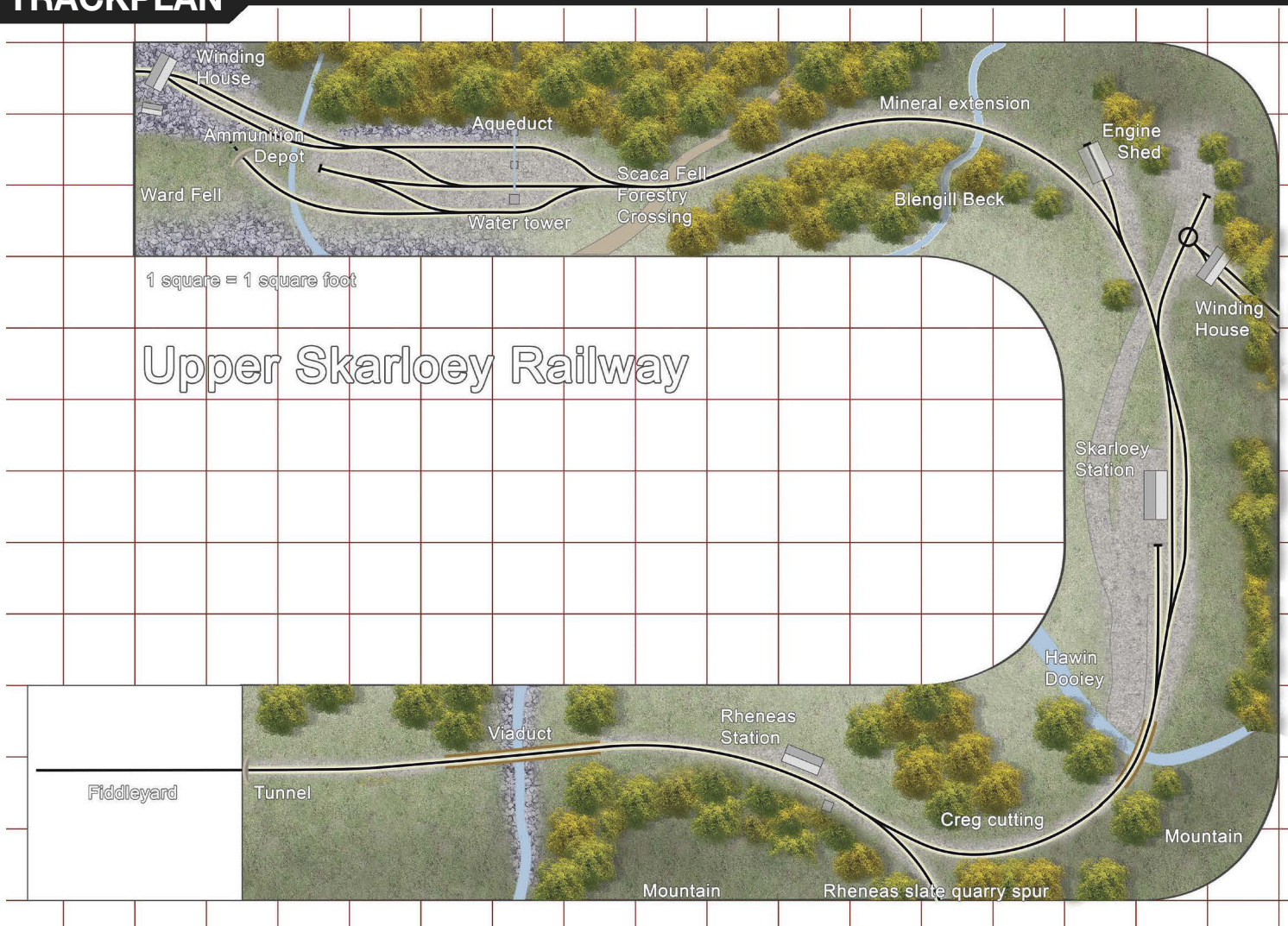
Scaca Fell Forestry Crossing and the Mineral Extension

This was the first part of the layout I built back in the summer of 2021. It was originally planned as a small micro exhibition layout; it is now neither micro nor ever became exhibitable.



ABOVE: The Reverend W. Awdry's imagination for the Skarloey Railway is mapped onto the fictional island of Sodor, which sits in the Irish Sea just to the west of Barrow-in-Furness, which helps in giving a purpose for specific services on the line.

TRACKPLAN





ABOVE: *Rheneas* pauses alongside Skarloey shed.

MIDDLE RIGHT: *Rusty* begins his journey up the mineral extension with a PW train.

BOTTOM RIGHT: No.6 *Duncan* heads down the valley with a goods train passing over Rowrah Beck near the tunnel.

The inspiration here was very much Forestry Crossing on the Talyllyn Railway. In unpublished material, Awdry states that there was a great deal of logging traffic on the railway, and this seemed the logical area to depict a forestry track and heavily forested area. I'd always wanted to depict autumn and a densely packed deciduous wooded area. This is where sea foam with some tweaking worked really well.

From the crossing, the railway now meanders around the hillside crossing over Bengill Beck on a slate culvert. This was made from foamboard and covered with microstrip pieces as per the aqueduct. The feeling here was to be on a ledge, with the valley below. A 'must' to feature was the gate marking the end of the statutory railway, and the start of the mineral extension. This feature Awdry drew from the Talyllyn. A feature of this entire section is the slate walling I added along the line. This was a key feature of the narrow gauge railways of Mid-Wales and seemed a nice simple feature to add. I used 15 thou Plastikard, cut to shape, painted, weathered and placed within the foamboard. I then used fine kevlar to represent the wire interwoven around each slap, to make an interconnected wall.





Skarloey

If there is an operational hub to the layout, it would be Skarloey. The passenger terminus of the Skarloey Railway only features in a couple of illustrations in the *Railway Series*. It was here that I drew heavily from Awdry's maps of the Skarloey, and what he wrote in the

Island of Sodor book. The station and railway occupy the lip of a volcanic hollow, so is somewhat exposed. It was with this in mind that I wanted to make the area feel exposed, with woodland descending behind the layout. I knew I would need a large backscene here, and my friend John Shaw kindly offered to help paint the 12ft scene, showing the surrounding fells and mountains, along with the lake itself of Skarloey. Due to the railway's length being considerably longer than the Talyllyn, coaling and servicing are required, and it is the first stop for locomotives. This also features my only RTP building on the layout, the Bachmann corrugated engine shed. I'd fancied a corrugated shed for some time, and was rather pleased to see Bachmann had done one based on the Tramway up above Dolgarrog. It fits nicely within the scene.

The station itself, although with a single platform and Talyllyn-style shelter, very much draws influence from Tan y Bwlch on the Ffestiniog. Its open space and overgrown track reminded me greatly of the station as it was in the mid-1950s.

Moving away from Skarloey station, the railway passes over a cleft in the landscape of granite rock, where the infant river, the Hawin Dooiey, meanders from the lake and through the rock to head down the valley. This was fun to form and is carved out of plaster.

This area features some large landscaping, including the mountain above the lake Druin Dynennym. These large hillsides were all constructed with polystyrene shaped with a hot cutter before covering with Mod Roc. Scenic groundwork is made up of earth powder and hanging basket liner, before the application of various static grasses and flocks. We move now through a feature I'd wanted to incorporate, a rock cutting. This influence goes back to my childhood, and the various rock cuttings featured on the Ravenglass and Eskdale Railway (La'al Ratty), a place that was a firm favourite in my younger years and still is today. I coined this area 'Creg Cutting', a Manx/Sudrian tweak on the Ratty's 'Rock Point'.







TOP LEFT: No.4 passes No.6 at Skarloey with the workmen's train.

MIDDLE LEFT: *Peter Sam* meanders along the ledge on approach to Rheneas viaduct, passing the PW cabin.

BELOW LEFT: *Peter Sam* pauses at Skarloey.

BELOW: *Skarloey* shunts at the station of his namesake, Skarloey. Although the component parts of the scene are few, they are perfectly placed to produce a wonderful scene to frame the railway.

RIGHT: No 4 'Peter Sam' blasts out of a tunnel with a train bound for Skarloey.





The Trains of 'Skarloey'

The layout is operated on a simple analogue DC system using a Gaugemaster Combi Controller, but I do intend to wire in a second, to allow operating on the main line and simultaneously on the mineral extension and quarry. Points are all hand-operated.

The layout is operated to a working timetable devised by myself, MRFS and Ben Valentine. I've also done a second timetable to depict the Skarloey Railway in 1949 when there was only one engine in steam, *Rheneas*. This works well when operating on my own. Stock is mostly kits.

No. 1 *Skarloey* is a Meridian kit of *Talyllyn.* This runs poorly, and I'm looking to upgrade the chassis.

No.2 *Rheneas* is a Bachmann *Rheneas* upgraded to resemble *Dolgoch* with a Narrow Planet detailing kit.

No. 3 *Sir Handel* is a Stenning kit on an Ibertren Cuckoo chassis. Growls along but runs fairly well…very much like the character in the books.

No. 4 *Peter Sam* is a Bachmann *Peter Sam* chassis with a Fourdees 3D-printed body of No. 4, in mid-/late-1950s condition.

No. 5 *Rusty* is a 3D-printed body from West Cliff Models on an unreliable chassis from Japan, which has required a lot of fettling.

No. 6 *Duncan* is a 3D-printed body from West Cliff models, running on an N Gauge Bachmann *Percy* chassis. One of my best runners…no 'Rock 'N' Roll'.

Coaches are all Meridian, based on Talyllyn prototypes, while wagons are a mix of Stenning kits and Bachmann RTR.

Rheneas Station, the Viaduct and beyond….

I had always built each section of the layout at a time, scenics and all. It gave me a manageable target that was just enough to keep me focused. However, now we were onto the other side of the railway room, I ended up doing most of the layout in one big go, which made the project a much bigger task, but more on that later...

From here the railway passes a junction; this is to the newly commissioned Rheneas Slate Quarry, which Awdry describes as being a newly discovered vein that is free of metallic impurities, ideal for large electrical switchboards. Here, there are quarry sidings, which were the original spur for the railway's shale ballast. On the layout, this is nothing but a long siding that I may put into use at some point.

We now arrive at Rheneas Station, also known as the station by the waterfall in the books. This was clearly inspired by Dolgoch Station on the Talyllyn Railway. However, I didn't wish to make it feel like a carbon copy, and used Awdry's writings as inspiration for the surrounding area. The buildings were provided by MS Models, who I provided with scale drawings to work from.

BELOW: No.4 shunts at Skarloey - a scene which beautifully illustrates the scenery, blending perfectly with a softened-haze backscene creating perceived depth.

About the modeller

Name: Tom Foster
Age: 38
Number of years modelling: Probably around the age of 8 or 9. I started weathering in my early 20s, then started doing it professionally five years ago.
Name of your first layout: No surprise it was Thomas-based, built by my late dad. It went through my bedroom wardrobes, terminating at a quarry.
Favourite era/region: I'm very much a narrow gauge enthusiast now (and enjoy firing them too). I'd say 1930-1960s slate quarry-based.
Favourite locomotive: Torn on this, so I'll go with three. *Sir Tom* the Bagnall I fire at Threlkeld Quarry and Mining Museum, *Corris* No. 7, the Kerr Stuart (very much like *Peter Sam*) that I fire at the Corris Railway, and iconic Quarry Hunslet.

Originally, I was very much an ECML enthusiast, but that's evolved as I've got older. Narrow gauge is my love and, as well as modelling them, I also love firing them.

Model railway photography is also something that I really enjoy, and explored over the last few years. The mist is a practical effect that I experimented with while taking the photos with the use of a smoke machine.

It is here we reach arguably the biggest civil engineering structure on the line, the viaduct. This is very much the same as Dolgoch Viaduct. Scratch-building structures isn't quite my thing, so the structure was scratch-built by Dan Evason.

I mentioned earlier how this part of the layout was the largest I'd taken on in one go, and I was beginning to struggle with fatigue. It was here when I received the help of Dan Evason. Over a weekend, we blitzed the scenic work on the layout through to the tunnel. I'd already done all the rock face work, wooden timber bridge and retaining walls. Awdry stated very early in the creation of the Skarloey Railway that numerous other railways inspired the SR. As well as the Talyllyn Railway, Awdry credits the Welsh Highland, the Ffestiniog, the Croesor and Corris Railways as providing inspiration. This section of the railway beyond the viaduct to the tunnel, for me at least, felt very Ffestiniog-like. I drew heavily on the area from Tan y Bwlch to Garnedd Tunnel, with a more open feel, fewer trees and more moorland. This is probably my favourite part of the railway.

The tunnel itself provides the scenic break and end of the layout. The illustrations of the tunnel portal show a look that is a combination of the Welsh Highland tunnels on the Aberglaslyn Pass and Garnedd Tunnel on the Ffestinog. Using similar methods that I have before, I scribed the plaster work with a curved scalpel blade. Before painting a base colour, following this, I applied various washes and dry-brushing techniques. It's amazing the variations in rock colours, and it is this sort of variation I tried to achieve.



Once engines have passed through the tunnel, they are into a cassette fiddle yard (cassettes made from 10mm foamboard, quite strong enough for 009). In terms of the railway, we continue down the line through villages such as Glennock and Cros-ny-Cuirn before reaching the main station of Crovan's Gate, where passengers alight at the joint Skarloey/North Western Railway station.

The Future

I had originally planned to extend further down the line, but at 50ft, I think the layout is as complete as it needs to be. I'm currently turning my attention to a new project in a different gauge and giving the Skarloey Railway a rest. However, I do plan to have operating sessions with close friends. There is something lovely about having mates round, operating the layout before going off for a pub lunch.

I couldn't have built this layout without the knowledge and input of so many people. Special thanks go to MRFS, Dan Quine, Ben Valentine, Anthony Coulls, Dan Evason, Alan Jones, James Gilchrist and Eddie Castellan.





ABOVE: *Peter Sam* on the ledge between tunnel and viaduct.

MIDDLE LEFT: The road that leads out of the valley on to Peel Godred and Sodor's Lakeland.

BOTTOM LEFT: The winding house at the top of Ward Fell, which leads on to the cutting sheds (not modelled). Built and motorised by Dan Evason.

NOVEMBER 23 & 24, 2024

THE NATIONAL FESTIVAL OF RAILWAY MODELLING

NEC • BIRMINGHAM

READY. SET. SHOW!

The National Festival of Railway Modelling is nearly upon us, and what a weekend we have in store at Britain's BIGGEST model railway show.

The Salisbury & South Wilts Railway Society recently acquired the stunning Bournemouth West layout, and this will be one of its first outings under new ownership. We're thrilled to see it back on the road again.

Trade Stands

- Accurascale
- AGR Model Railway Store
- Airframed Glass Display Cases
- Alan Gibson Workshop
- Anoraks Anonymous
- Aspire Gifts and Models
- Bill Hudson Transport Books
- Booklaw Publications
- BRITISH RAILWAY MODELLING MAGAZINE
- Brushes 4 Models
- Buggleskelly Station
- C-Rail Intermodal
- Cheltenham Model Centre
- Connoisseur Wrenn
- Crecy Publishing
- Culcheth Model Railways
- DC Drives
- D&E Videos and Books
- DCC Concepts
- DCC Train Automation
- Deluxe Materials
- Digitrains
- DMG Technical
- Dovetail Games
- Dundas Models
- Elaine's Trains
- Ellis Clark
- EKM Exhibitions
- ESU
- Fairbourne Steam Railway
- First Class Prints
- Footplate Models
- Garden Railway Specialist
- Gaugemaster
- Gloforce
- GLR Bespoke
- Going Loco
- H&A Models
- Harvey's Hobbies
- Heljan
- Hereford Model Centre
- Hornby
- Isinglass Models
- James Green
- JS Models
- Keen Systems
- Keep It Rusty
- Kitmaster Collectors Club
- Kato
- KMS Railtec
- KR Models
- LCUT Creative
- Legomanbiffo Sounds
- Locomotion Models
- Magnet Insurance
- Malc's Models
- Manchester Model Railways/ MMR Models
- MERG
- Mike Hobday
- MR Innovations
- ModelU
- Norski Noos
- Northumbrian Painting Services
- On The Rails Prints
- Online Models
- Oxford Diecast
- P&D Marsh
- PECO
- Pen and Sword
- Petite Properties
- Primo Models
- Railstuff
- Railtec Transfers
- Rapido UK
- Realtrack Models
- Revolution Trains
- Road Transport Images
- Saddletank Books
- Sawyer Models
- Scograil
- Severn Models
- Sherwood Models
- Squires Model & Craft Tools
- Ten Commandments
- The Junction Box
- The Professional Fundraiser
- The Wagon Yard
- TMC Direct
- Torti Laser
- The Railway Children
- Tony's Trains at Barby Model Rail
- Totem Signs
- Trains 4 U
- Train-Tech
- Transport Collectables
- Transport Treasury
- TTC Diecast
- Videoscene
- W M Collectables
- War World Scenics
- Welsh Highland Railway Ltd.
- West Hill Wagon Works
- You Choos

Societies and Clubs

- 73082 Camelot Locomotive Society
- B17 Steam Locomotive Trust
- Battlefield Line Railway
- Benelux Railway Society
- Camelot Loco Society
- Corris Railway
- Darjeeling & Himalayan Railway Society
- Deltic Preservation Society
- DEMU
- Double O Gauge Association
- Fairbourne Railway Preservation Society
- G Scale Society
- Gauge 1 Model Railway Association
- Gauge O Guild
- German Railway Society
- Great Northern Railway Society
- Historical Model Railway Society
- Hornby Railway Collectors Association
- Leamington & Warwick MRS
- London and North Western Railway Society
- MERG
- N Gauge Society
- NMRA
- Swiss Model Railway Society
- Talyllyn Railway Preservation Society
- The 2MM Roadshow
- The Railway Children
- Tri-ang Society
- Welsh Railways Research Circle

On the weekend of November 23-24th, we're taking over the National Exhibition Centre in Birmingham and will play host to a large selection of the UK's finest model railways covering all gauges and scales, plus a mix of trade, including major manufacturers, the UK's best retailers and specialist traders selling everything a railway modeller could possibly need, plus there will be some exciting family exhibits and showcases to enjoy.

It's the must-attend event of the year for railway modelling fans. Have you booked your ticket yet?

Opening times are as follows:
Saturday 10.00am-5.00pm
(9.30am pre-booked)
Sunday 10.00am-4.30pm
(9.30am pre-booked)

For more information and to book your ticket, visit **www.nfrm.co.uk**

Book your ticket today

Special Pre-Book Package: just £20!
Includes a £5 saving on an adult ticket, early entry and a car parking discount worth up to £8.95!

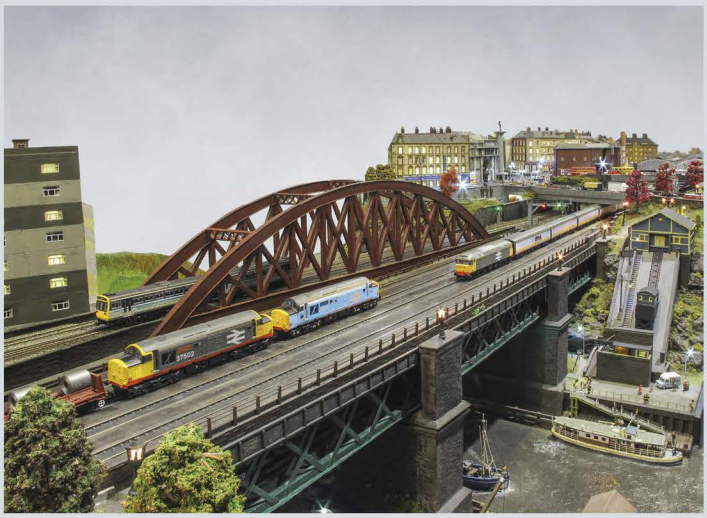
- Over 100 traders including Hornby, Accurascale, Rapido, TMC and more!
- View and enjoy over 60 model railways in action
- Drive your favourite locomotive with the Rail Simulator!
- Watch a selection of fantastic videos at our World of Railways Cinema
- Every visitor receives a 148-page show guide worth £6.99
- Take the family on a trip on the ride-on train
- Let the kids take the controls on Lego layouts
- See real-life locos on display
- Demonstrations, competitions and more...

For more information and to book your ticket, visit www.nfrm.co.uk today!

SCAN ME!

60+ LAYOUTS!

From the fantastic Whiteacres, industrial Pwllheli, or the beautiful backcountry Village of Burdock, we have something for every taste and every scale at the show this year. Over the two days, there will be over 60 layouts to watch and enjoy – how will you fit them all in?



SCARLINGTON: This fantastic layout comes packed with scenic details and entertaining cameos that will keep the crowds entertained for hours!



TRINITY DOCK STREET BRIDGE: Set among the stone-covered streets of the old town docks in the early part of February 1939, this is a layout somewhat different from the 'norm'.

For more information and to book your ticket, visit www.nfrm.co.uk



Filled with amusing cameos, Gary Atkinson's 'A Nice Layout' is home to his esoteric collection of adapted and kit-built stock.



WOLFE LOWE: This wonderful pre-grouping scene boasts many interesting kit-built locomotives and stock, but its quarry with scale loading of wagons is perhaps its biggest gem.



PWLLHELI: One of our favourite layouts to feature in BRM last year, this amazing layout showcases some top-notch modelling and a huge variety of action on the rails.



YORKSHIRE PENNINES: Demonstrating excellent use of computer control, this exhibition crowd-pleaser provides a surround-viewing experience not to be missed, inspired by an area of outstanding natural beauty.



SOUTHGATE PARK: Set in the period when Mk. 1 EMUs and locomotive-hauled trains dominated, 'Southgate Park' showcases bold new liveries mixed with down-at-heel blue and grey stock that perfectly captures this period.



OAKHURST TOWN: 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.



BLUEBALL SUMMIT: Who doesn't love a viaduct? When Andrew Bartlett changed scale, he discovered a horizon of new opportunities and challenges, with the end result being this fantastic layout in N gauge.



CAMPBELL'S QUARRY: Scratch-built working machinery and skilful operation combine to provide this great exhibition spectacle.



BARRIHANDIE: Green and Blue diesels reign supreme on this fictitious scene, which captures the distinctive ruggedness of the Scottish coast.



OVERLORD: Chris Mead's magnificent quayside scene records the run-up to D-Day 80 years ago.



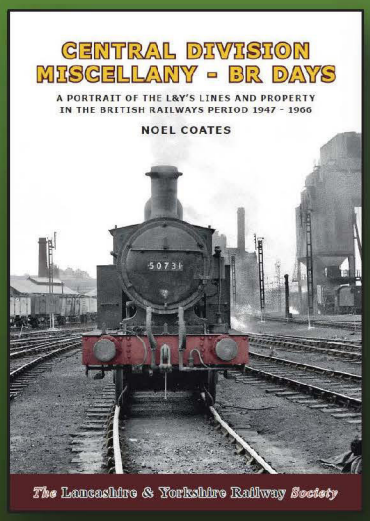
WHITEACRES: The Stafford Railway Circle's pride and joy returns to the fore and it's definitely been worth the wait!

All the layouts coming to the NEC*

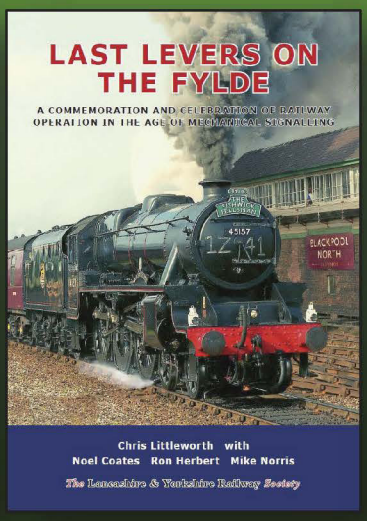
- A Nice layout
- Aberdeen Kirkhill T&RSD
- All Change at Chirk
- All the Fun of the Fair
- Allerby
- Barrihandie
- Bear Creek Junction
- Bicsdale
- Blueball Summit
- Bond Lane
- Bournemouth West
- Branston & Heighington
- Brinklow
- Burdock
- Campbell's Quarry
- Clayton End Signalman
- Dixon Green
- Falcon Road
- Fareford Depot
- Fareport Wharf
- Fredstone Lane
- Folly Lane
- Fordon Hill
- Four Seasons & Mynydd Tatws
- Foxbury
- Holcombe Beach
- Kepier Colliery
- Kirkwood West Rising
- Kirtley Bridge
- Leysdown
- Lisworth Bay
- Llawryglyn
- LNUR Northern Layout
- LNUR Playout
- Megsdorf
- Minories
- NCMA & LMM Modular
- Oakhurst Town
- Overlord
- Per Ardua Adastra
- Portchullin
- Putnam
- Pwllheli
- Santa Maria
- Scarlington
- Shelfie
- Shwt
- Smallbridge Junction
- Southgate Park
- Stedham Mill
- Templecombe Lower
- The Royal Albert Bridge
- The White Oak Railway
- The Yard
- Tramlink
- Trinity Street Dock Bridge
- Up the Line
- Weaver Hill
- Whiteacres
- Wolfe Lowe
- Wolfstatt
- Worton Court Estate Railway
- Yorkshire Pennines

*This list may be subject to change

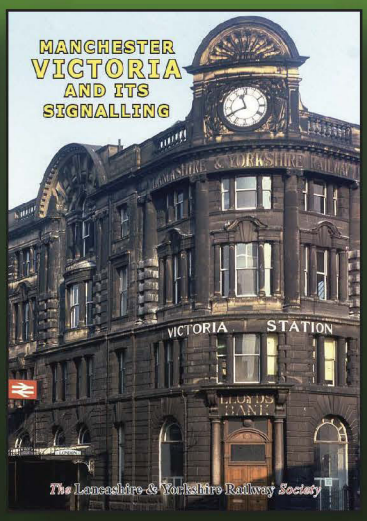
Which book would you like for Christmas?



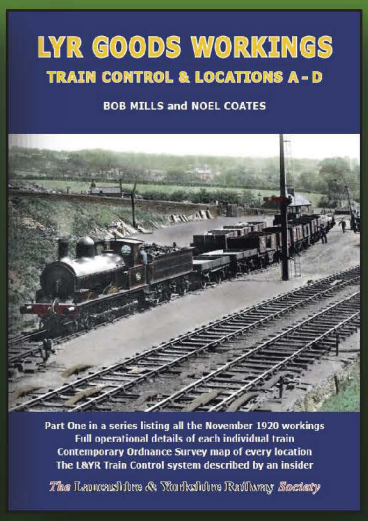
LMS Central Division Miscellany
A portrait of the L&Y lines and property in the LMS period



Last Levers on the Flyde
A commemoration of railway signalling operation on the Flyde



Manchester Victoria and its Signalling
An historical record of the workings of the station from 1838 to the present day



LYR Goods Workings
Operational detail, OS maps and photos of locations on the LYR

The Lancashire & Yorkshire Railway *Society*

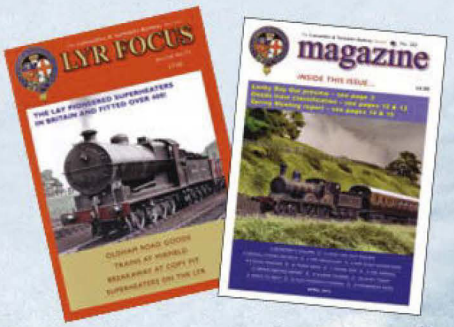
Partners in excellence with the National Railway Museum

Model the LYR

Each year almost 1000 members receive

2 LYR Focus
48 pages full of photo's & historical information

4 Magazines
24 pages in full colour with topical information and modelling articles

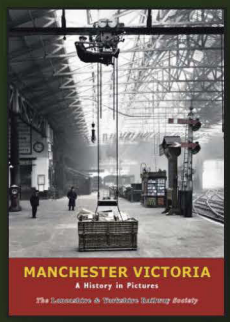


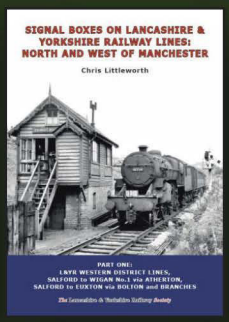
Plus Access to
Over 12000 photos
1200 Drawings
Information service

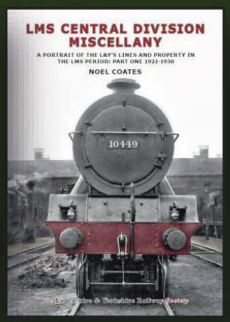
UK Membership £39 annually
International members £55

Join online lyrs.org.uk

Andrew Wright, Membership Officer
10 Fairbairn Street, Horwich,
Bolton BL6 5NF
email: membership@lyrs.org.uk







The* Lancashire & Yorkshire Railway *Society has been collecting documents and photographs about the railway since 1950 providing a resource for some of the best publications available. Our website is your gateway into a wealth of further publications, information, drawings and photographs for your historical research.

Visit our website today to discover our fantastic publications!

www.lyrs.org.uk/shop

Revolution trains

Going Underground!

1938 stock N gauge



London Transport Bus Red

RT-N-LU1938-RED302C - 3-car, Northern Line
RT-N-LU1938-RED402A - 4-car, Northern Line
RT-N-LU1938-RED402A - 4-car, Bakerloo Line

London Transport Rail Red/Cream

RT-N-LU1938-RED301C - 3-car, Northern Line
RT-N-LU1938-RED401A - 4-car, Northern Line
RT-N-LU1938-RED401A - 4-car, Bakerloo Line

London Transport Rail Red - preserved set

RT-N-LU1938-RED403A - 4-car, All lines
(Not available to pre-order)



Isle of Wight class 483 Network Southeast

RT-N-LU1938-NSE201A
RT-N-LU1938-NSE201B

Isle of Wight class 483 SWT

RT-N-LU1938-NSE202A (Island Line)
RT-N-LU1938-NSE202B (unbranded)

Pre-order prices*

2-car sets £139.95
3-car sets £174.95
4-car sets £214.95

**Pre-order price for a limited time only. MSRP will be higher.*

Decorated samples shown. Photos courtesy Tom Everitt.

The 1938 tube stock was in service for five decades on London Underground before enjoying a further three decades reborn as the Class 483 on the Isle of Wight, first with Network Southeast then South West Trains.

Revolution is offering complete four-car, three-car and two-car sets with working lights and DCC compatibility.

Pre-orders closing soon.
Models expected Q1/2 2025.

www.revolutiontrains.com

Revolution Trains @baby_pendo

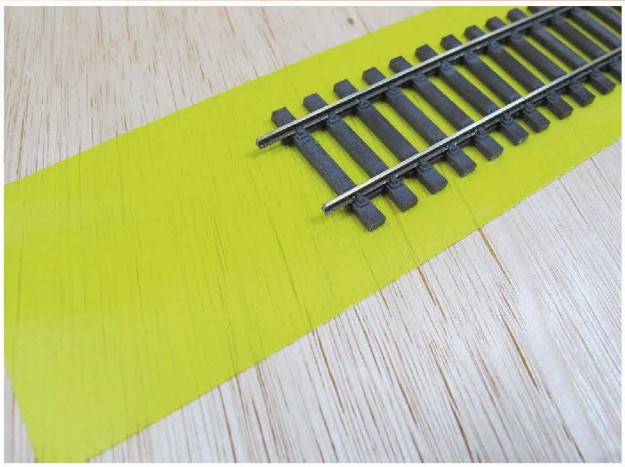
Getting Practical with...

TOOL of the MONTH

Rolling Road

Rolling roads come in all sorts of sizes and designs and they are invaluable for testing locomotives. Being able to watch the wheels rotate without chasing the model along some track makes diagnosing problems with the valve gear, or even the motor and gears on a kit-built model, a lot easier. Beyond that, simply watching your latest purchase gently running-in on the workbench is a pleasure. Because of their complexity, rolling roads aren't cheap – a perfect candidate for a Christmas present perhaps?





Ask Phil

Is there an alternative to track pins?

Pinning track down has been part of railway modelling since Frank Hornby was a lad, but there are other options. It's possible to buy tiny track screws, but these are incredibly fiddly. Some modellers are happy using superglue, but you need to be confident as the short drying time allows for little adjustment. Why not try double-sided carpet tape? It holds the track, but you can remove it with a knife. It will even grab the first layer of ballast.

New on the workbench

Metal fibre wheel cleaning brush

A new product from TMC, this brush originated in the metal detecting world, where it is used to clean up rare finds. As such, despite appearances, it should be perfect for polishing up rolling stock wheels without damaging the surface. It certainly removes muck effectively in testing. I can also see it being useful for weathering private owner wagons – just gently rub over the text to erode the painted words.







Phil Parker Michael Russell Michael Campbell

Build hedges on a budget

Modellers quickly learn to find alternative uses for all sorts of household objects on their layout, a little effort can easily save a few quid.



1 My raw material is a Hand Sponge Scourer pad from a supermarket. Work starts by cutting the body up into strips 1cm wide and 2cm tall. These are then hacked about a bit to make them a little rougher.



2 Hedges aren't generally sky blue colour, but after poking a length of thin wire into the sponge to provide a handle, I cure this with a quick spray of "Sleeper grime" paint. You could brush "Track colour" on instead, it's just a bit slower.



3 Coat the whole hedge, apart from the base, with PVA glue, and cover generously with the sprinkle scatter. Use the same colours as the rest of your scenery for a harmonious result.



4 Scrape away any ground cover on the layout, then give the hedge bottom a good coat of PVA. A couple of pins, or some weights, are needed to make sure it sits perfectly – we don't want it hovering in mid-air!



Weathering the Class 47



Michael Russell

THE CLASS 47 was built in large numbers and lots of photographs are available online to use as reference material. You will find that there are lots of options when it comes to weathering these locomotives depending upon their usage, time out of workshop, cleaning regime and era, etc. Take into account that film emulsion produces different colour results, and lighting when the shot was taken also has an effect.

I used acrylic paints throughout and a double-action airbrush. Have the courage to mix your own colours rather than be constrained by pre-mixes. When weathering, you can often retain material in the cup between steps which will save you time.

WHAT YOU NEED

Hornby
R30179 RailRoad Plus BR Class 47 Co-Co 47656 - Era 7

Other
Masking tape, acrylics: matt black, matt white, matt light brown, gloss or satin black, gunmetal, acrylic thinners, double action airbrush, modeller's knife, rag, 12v power source, cocktail stick, tweezers, digital callipers.



1 Measure the length of the wipers with digital callipers, draw the shape on masking tape and cut out using a knife. Leave a ragged edge at the far end of the masking tape to represent an inefficient wiper stroke.



2 Mix up a dark grey and spray this on the bogies, coupling and battery boxes to recolour them. Spray the same mix on the cab fronts, but just a misting. Take overspray off with water or thinners and a rag. Unless the layer below is enamel, beware of using thinners.



3 Add white to the cup to form a light grey and spray this on the battery boxes and bogies to add contrast and variety. Spray on the wheel's faces too, rotating them using a power source to get an even coverage.



4 Using a light brown colour, spray on the bodysides using a bold stroke to represent brake dust. Spray behind the buffer beams below the cab sides and the bogie sides in the areas between the axleboxes to represent rust.



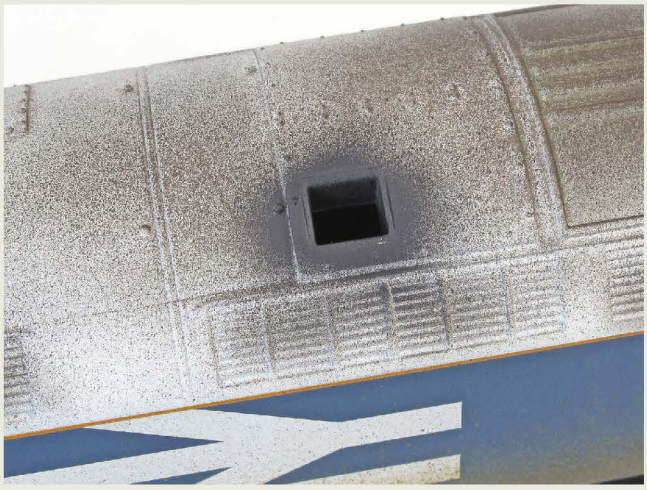
5 Mix a dark grey from black and white. Spray lower down the bodysides and battery boxes to take away some of the starkness of the brown colour, but still leaving the latter visible on the higher parts of the bodyside.



6 Then, using the same dark grey acrylic mix, spray the roof, concentrating on the vents, engine compartment doors and the curved area above the cab fronts.



7 Using the same dark grey mix, spray the centre of the buffer faces. When dry, use a blunt cocktail stick to add a smaller dot of gloss or satin black to the centre of each buffer.



8 Swap to matt black and spray the interior of the exhaust and some along the roof fore and aft of the port to mimic drift to match the directions of travel.



9 Mix a dark grey and use this to depict chips on the cabside handrails. Apply using a blunt cocktail stick. Use a piece of paper as a mask and to also try out the pattern and amount of paint on the stick.



10 Peel off the window masking, using a knife to carefully prise up a corner before using tweezers. When the paint has fully hardened, clean the wheel treads with a rag and solvent, using a power source to rotate the powered wheels.

CONCLUSION

The finished class 47 looks great considering the age of the moulding utilised in its construction at Hornby. The roof detail looks really good on this model with a grey roof, and weathering really highlights it. Although I used 0.45mm wire for the handrails, which is the correct scale size for 4mm models, I think 0.33mm wire would look better. The other change that would really help the model's appearance would be the addition of flush glazing.

There is some spattering on this model caused by the acrylic paint 'puddling' on the model surface. To combat this, either spray with a matt varnish first, or use enamel paint.





Building a Canal Boat



Michael Russell

THE CANALS were superseded by the railways, but they didn't disappear overnight and many are still around today. They are often located close to railways as the navigators chose the easiest routes. For example, in Bingley, West Yorkshire due to the terrain, the canal, river, main street, railway and bypass all pass close to each other along the valley floor. So there are compelling reasons to include a canal on your layout, and then you need boats, which is where this new kit comes in.

The kit is made from laser-cut MDF and is accurate and quick to build with basic materials and PVA or wood glue. Since it is necessary to wait for the glue to dry before proceeding between steps, this is an ideal project to complete over several evenings when you have half an hour spare.

WHAT YOU NEED

JS Models
SKU JSM4LK20 Canal Narrow Boat - 72' Coal

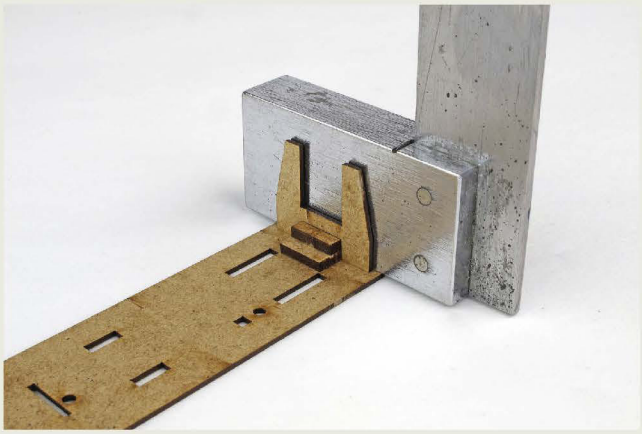
Langley Models
FT1 Waterslide Transfers/motor/butty boat

Other
PVA/wood glue, acrylic paint, car primer, 1mm and 0.6mm brass rod, plastic sheet, plastic filler, tissue paper, books/magazines for weighting purposes, small modelling clamps, bathroom mirror tile or other flat surface, old credit card or similar, soldering iron, solder, hollow punches, small drills, bulldog clips, square and small paint brushes.

Getting Practical



1 The floor pieces are the backbone of the whole kit, so build them on a flat surface and use some old issues of BRM between reading them to act as weights. Wait until the glue has fully set before proceeding. The floor is delicate until the sides are fitted.



2 Glue the rear cabin piece in place first and use the cabin steps to support it. Since this will be the reference point for the other cabin pieces, use a square to ensure that it is perfectly aligned, and don't proceed until the glue has had a chance to set completely.



3 Now glue the right-hand cabin inner support in place with the writing on the outside. Clamp to the rear cabin piece and ensure the corner aligns. Now it is easy to add the other cabin pieces one by one as they support each other.



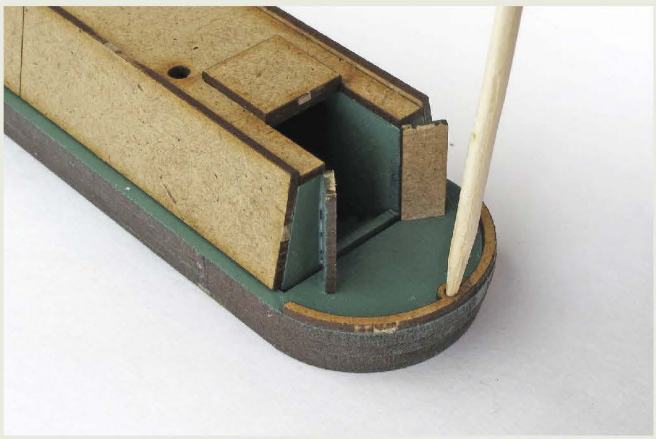
4 Once you have started to add the hull sides, then the whole structure gains strength. However, I would complete the whole build on a flat surface. I use a bathroom mirror tile for this purpose, and it also always allows jobs to be swapped easily on the workbench.



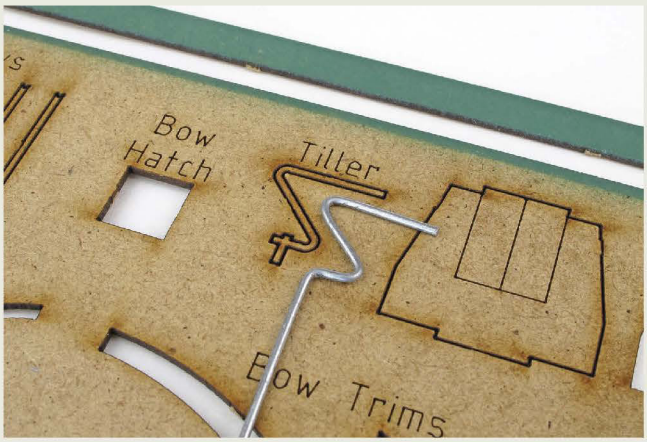
5 The bow stem will only fit easily in place if you have aligned the hull 'rings' and bow trims carefully. Use something like an old credit card to act as a temporary spacer during the build in order to achieve this.



6 Since my cabin doors are being modelled open, I decided to spray the inside of the cabin and other parts, such as the lower side of the walkway, beforehand. I recommend using a primer first.



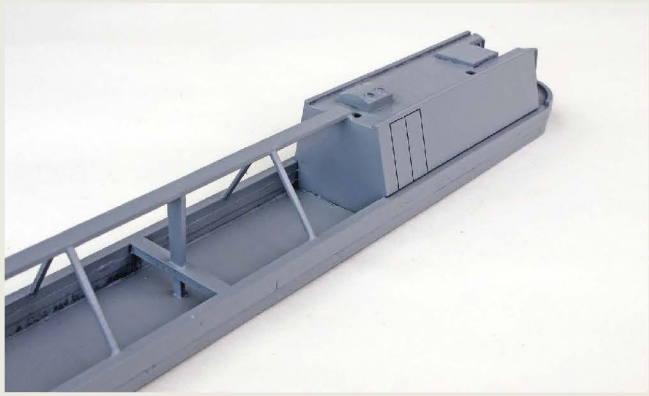
7 After you have added glue to the stern trim, use the cocktail stick supplied to align the tiller holes before pressing and weighting the former into place. Again, give the glue plenty of time to set before attempting to move anything.



8 The swan neck tiller can be improved by constructing a new one out of 1mm brass rod. Use the supplied one as a bending guide. Make a T stud by soldering 1mm and 0.6mm brass rod and plain 1mm rod to make dollies. Spray with etching primer before painting black.



9 A pigeon box was made from pieces of plastic sheet. The portholes were made using a hollow punch and then a hole drilled in the centre. You could easily make this item if you have access to a 3D printer.



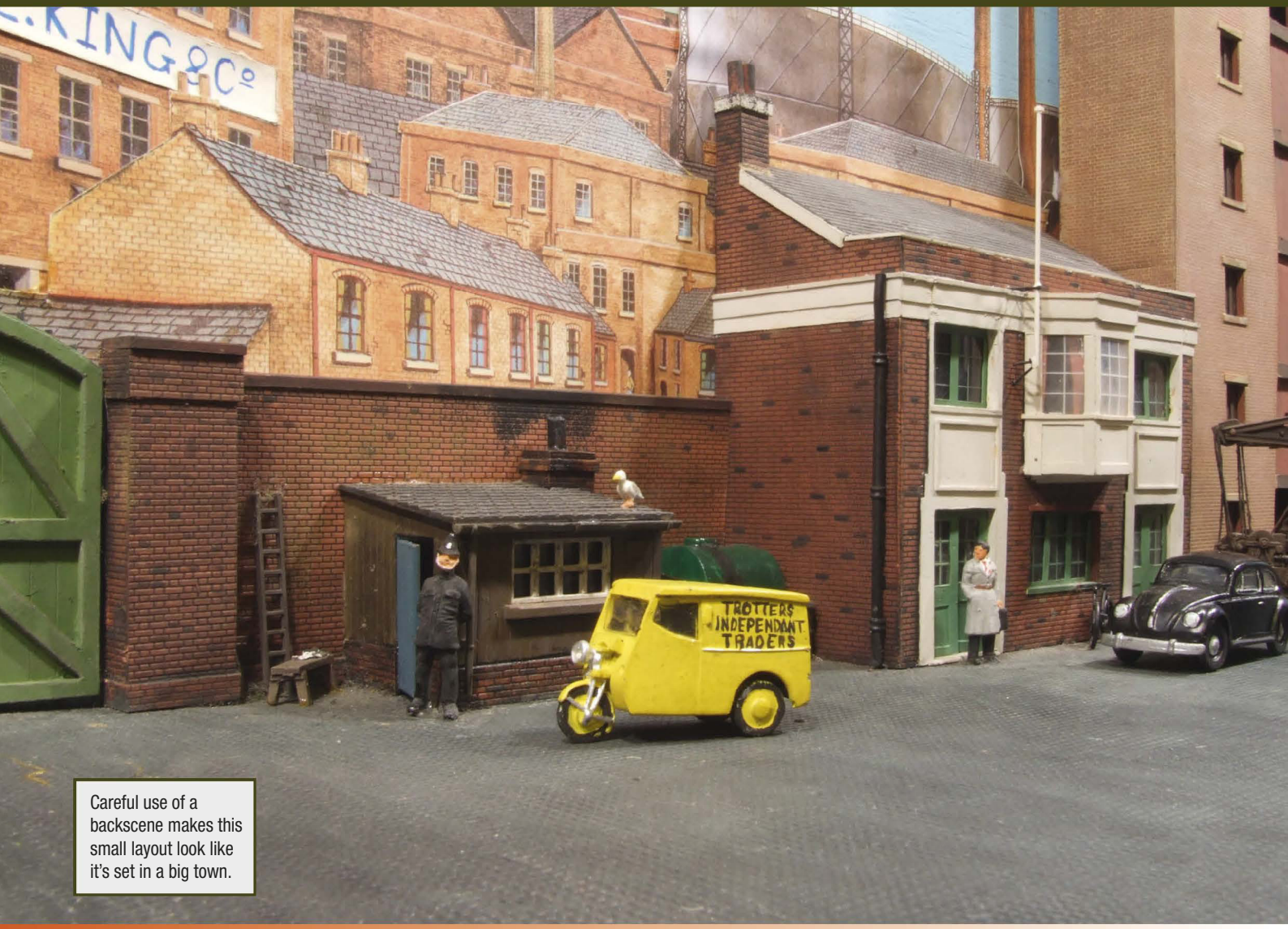
10 Use filler to hide the joints between cabin sections and elsewhere on the model. Mask the cabin entrance and then spray with a primer and build up the paint in multiple layers, adding more filler in between as the primer is very good at revealing imperfections.



11 To make tarpaulins, grip tissue paper in a bulldog clip and hang on a washing line. Mix water and Indian ink in the ratio of 5 to 1 and spray the paper using a garden spray bottle. Wait until the material is completely dry before handling it.



12 Cut a piece of the tarpaulin to size, add PVA around the edge of the section to be covered, then add the paper and gently add a 50:50 mix of PVA and water using a small paintbrush. Adjust very carefully as the material is delicate when wet. It will shrink and dry taught unless you leave a lot of sag.



Careful use of a backscene makes this small layout look like it's set in a big town.

A quick guide to backscenes



Phil Parker

WHAT'S ONE of the first jobs to do when adding scenery to your layout? Fitting a backscene.

Not only will a nice background frame the scene, but it will hide any clutter behind the layout, including wallpaper, or the bellies of operators.

Those with artistic skills can skip this article. Dig out your brushes and paints, then create a lovely scene. However, the rest of us will need to consider other options.

Whatever you choose, remember, the most important feature of any backscene is that it doesn't detract from the model. Keep colours muted, and limit detail. After all, it's the 3D stuff in the front that we are really interested in!



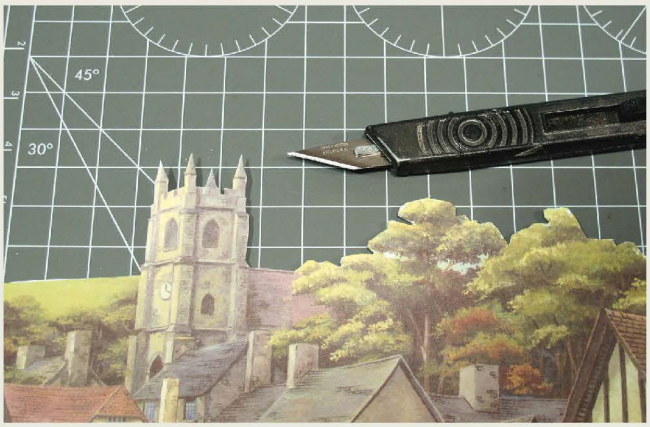
1 There's no rule that says you must have a backscene, but all the background clutter does detract from the modelling quite a lot.



2 Building up the back of the layout with an embankment, or row of buildings, can help hide the background a bit and still allow easy access for operation; especially important if you use 3-link couplings.



3 The simplest backscene is simply a board painted with a suitable blue colour. I'm using Wilko "Sky", which seems appropriate. The advantage of doing this is that fingermarks are easy to touch up, keeping the layout looking good.



4 They might date from the 1960s, but I like Peco backgrounds, with their painted charm. Cutting the sky away and sticking them to a blue-painted board allows for a higher backscene than the standard 23cm.



5 Peco also makes additional sheets that can be layered onto the background to vary the look. But, because the main sheets are so cheap, I'm happy to cut buildings out and stick them on top, too. It's basically a collage.



6 Photographic backgrounds are popular, but try to find one with muted colours, or they can dominate the scene. They can be fragile, too; this chimney covers the battered backscene on a baseboard joint.

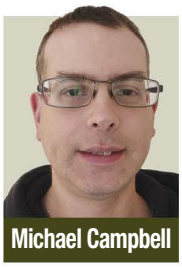


7 Whatever you decide to use, the backscene will need to be stuck to the layout. Wallpaper paster, PVA, specialist glues from the trade, try a test piece on a bit of wood as they all work differently. Me, I prefer a quality spray glue, but then I'm no good at hanging wallpaper!





Nature Calls



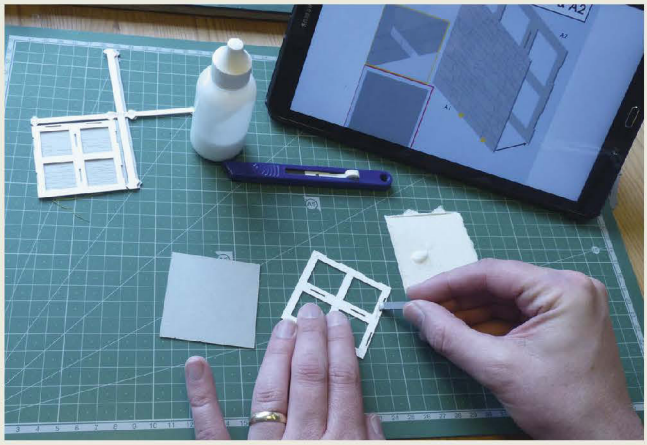
Michael Campbell

THE HUMBLE toilet block is perhaps the least glamorous of station facilities but nonetheless provides an essential service. The stone-built prototype for this Dapol 7mm scale kit is Chelfham on the 2-foot gauge Lynton and Barnstaple Railway, although it would suit any minor railway station. The kit uses a mixed-media approach with laser-cut card accompanied by plastic detail parts, and although the parts appear complex, the clever design and excellent downloadable instructions mean it requires no special skills. The grey card could be left unpainted but looks much better painted. I've little experience of painting card, so I used waste fret card to practise on before committing paint to the model. I also chose to add a few more details to suit a modern preservation era.

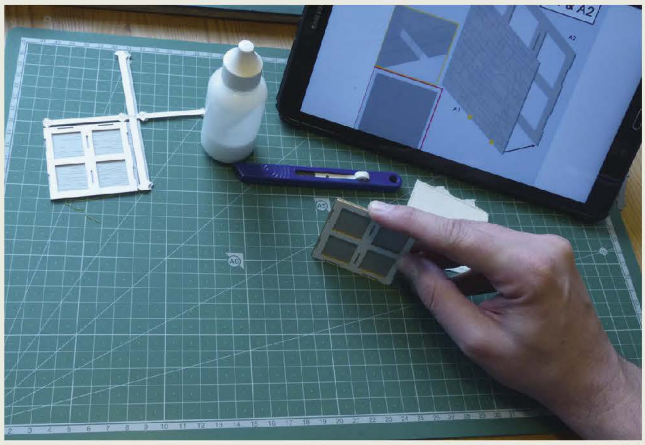
The unusual mix of materials works very well in this kit, although time invested in fettling the plastic parts and in painting is well rewarded. My painting technique was a little experimental and I'm pleased with the results, but don't be afraid to try different techniques depending on your preference and the finish you are aiming for. Adding a few interior details was fun, and because of the lack of a roof, they make for a more interesting model.

WHAT YOU NEED

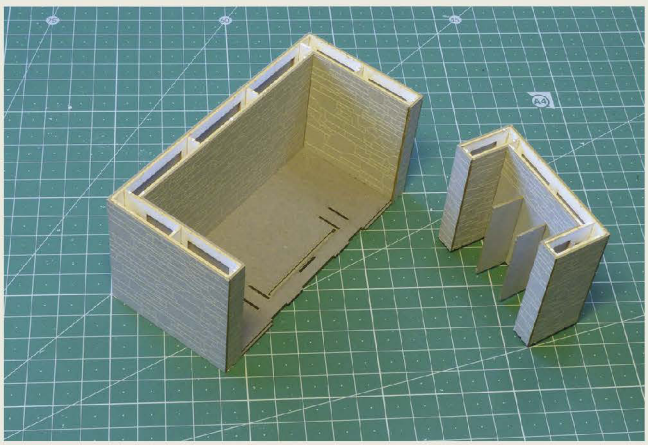
Craft knife or scalpel with sharp new blades, needle files, emery paper or sanding stick, PVA glue for card parts, superglue for adding plastic parts, steel rule, square, round-nose pliers, liquid plastic solvent, scraps of plastic sheet of various thicknesses, assorted plastic rod and strip, paperclip wire, acrylic aerosol primer, paints of choice, brushes, small piece of sponge, a pinch of sand.



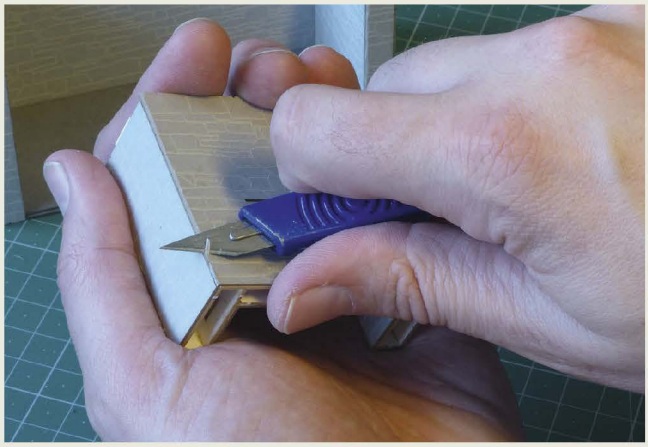
1 Parts are cut from the frets only as required using a new sharp blade. I used tacky PVA glue for assembly, although normal PVA would work, too. I squeezed a little onto scrap card and used an offcut of the fret as an applicator.



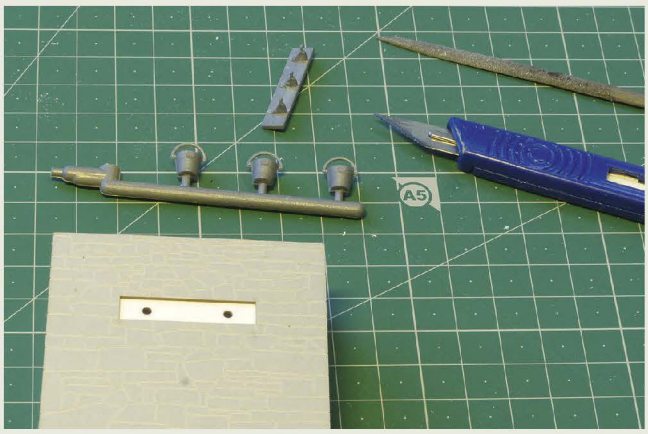
2 The walls are made double thickness; check the instructions carefully and try a dry run before gluing as there are small notches to be aligned. Where the edges had to line up, I pressed the parts against the workbench.



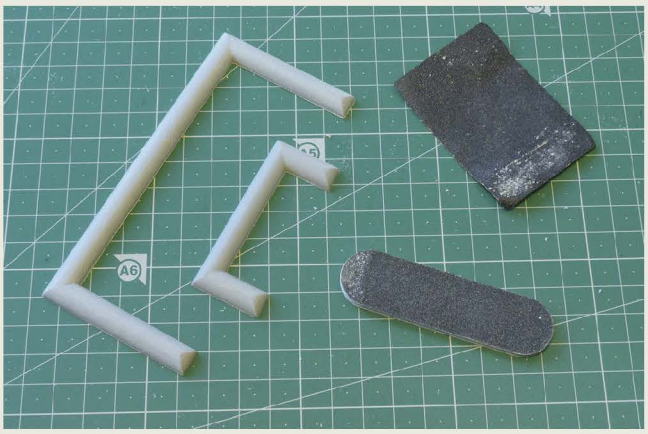
3 I deviated from the instructions by not gluing the front wall parts to the base, as I figured leaving it separate would help painting. It can later be carefully fitted onto the front of the base and down into the slots.



4 The corners looked too sharp for stonework. Using a new, sharp blade, I carefully sliced slivers off the corners to make a slightly irregular rounded edge, moving the blade across the cut. I kept my thumb well out of the way!



5 The fire buckets were cleaned up and partly, but not yet fully, separated from the sprue. Some filing and trimming was needed to both the rear of the buckets and the underside of the hooks, and gentle bending of the handles so the buckets would hang vertically.



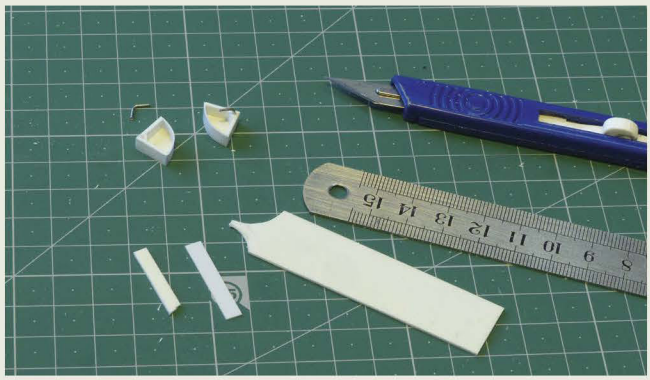
6 The wall capping pieces are 3D-printed and have obvious stepping lines. I used coarse emery paper and a sanding stick to remove the stepping, deliberately leaving a rough finish appropriate for concrete.



7 The Victorians may have provided a basic urinal, but I figured that in preservation, a flush would probably have been fitted. I cut parts for a cistern as a tapered box shape from 1mm plastic, using callipers for repeatable marking out, though a rule would suffice.



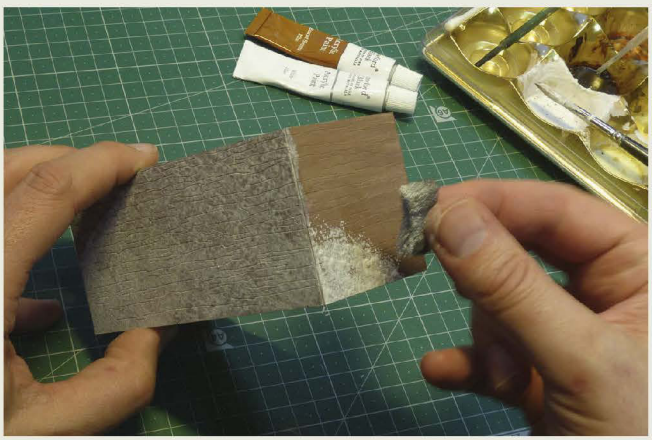
8 I filed the cistern sides and double-thickness top to rounded edges. The flush plumbing is plastic rod, the ends dipped in boiling water and bent with round-nose pliers, and short plastic strip pieces added for brackets. The round joint is made from 0.25mm plastic using a leather punch.



9 Tourists might expect hand-washing facilities, too. I made up corner sinks with a base and rear edges using 1mm and a front using 0.5mm plastic, the curved base cut around the end of the steel rule. Taps are short lengths of paperclip, bent with round-nose pliers.



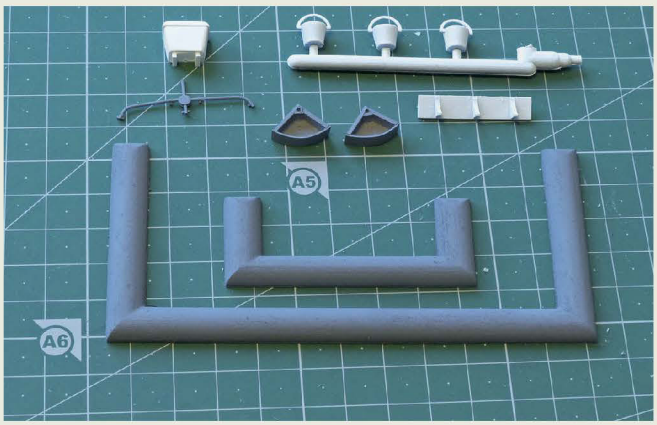
10 I decided on a weathered whitewashed finish, but, realising the base colour would affect the tone of the white, I started with a thin coat of mid-brown. I used cheap artists' acrylics mixed to suit and diluted with water in a recycled confectionary box palette.



11 To avoid brush marks and for a random, slightly patchy finish, the off-white (white with a touch of brown) diluted to a milky consistency was applied using a sponge. It took about four coats to get the finish I wanted.



12 I then applied a wash of pale brown with mostly vertical strokes, allowing it to settle in the courses and dabbing off any excess. Then, I dry-brushed the off-white horizontally over some of the stones. Damp mossy stains were added with pale green acrylic, dry-brushed up from the base of the walls.



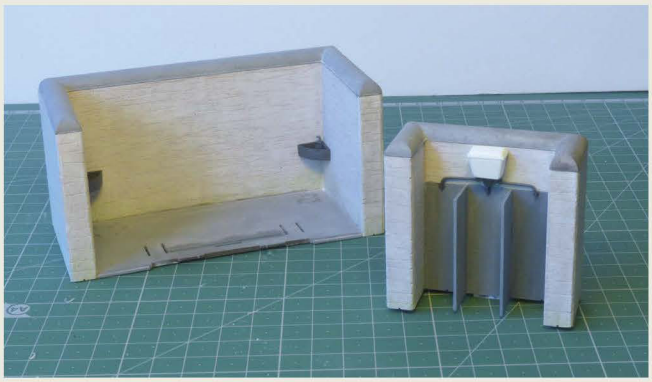
13 I find plastic easier to paint when primed. Automotive acrylic primer aerosols work well and are convenient. I used grey for the capping and sinks and white for the fire buckets and cistern to suit the top coats.



14 The capping pieces and the floor were given a wash of pale brown, and then a light grey was dabbed over it with a sponge, allowing some brown to show through. Finally, I applied a dusting of talcum powder for a pale, dusty look that hopefully passes for concrete.



15 I used Humbrol enamel paints for the details. A mix of gunmetal metalcote and aluminium was a good representation of stainless steel for the sinks and pipework; the cistern stayed in white primer, but I touched the brackets in black.



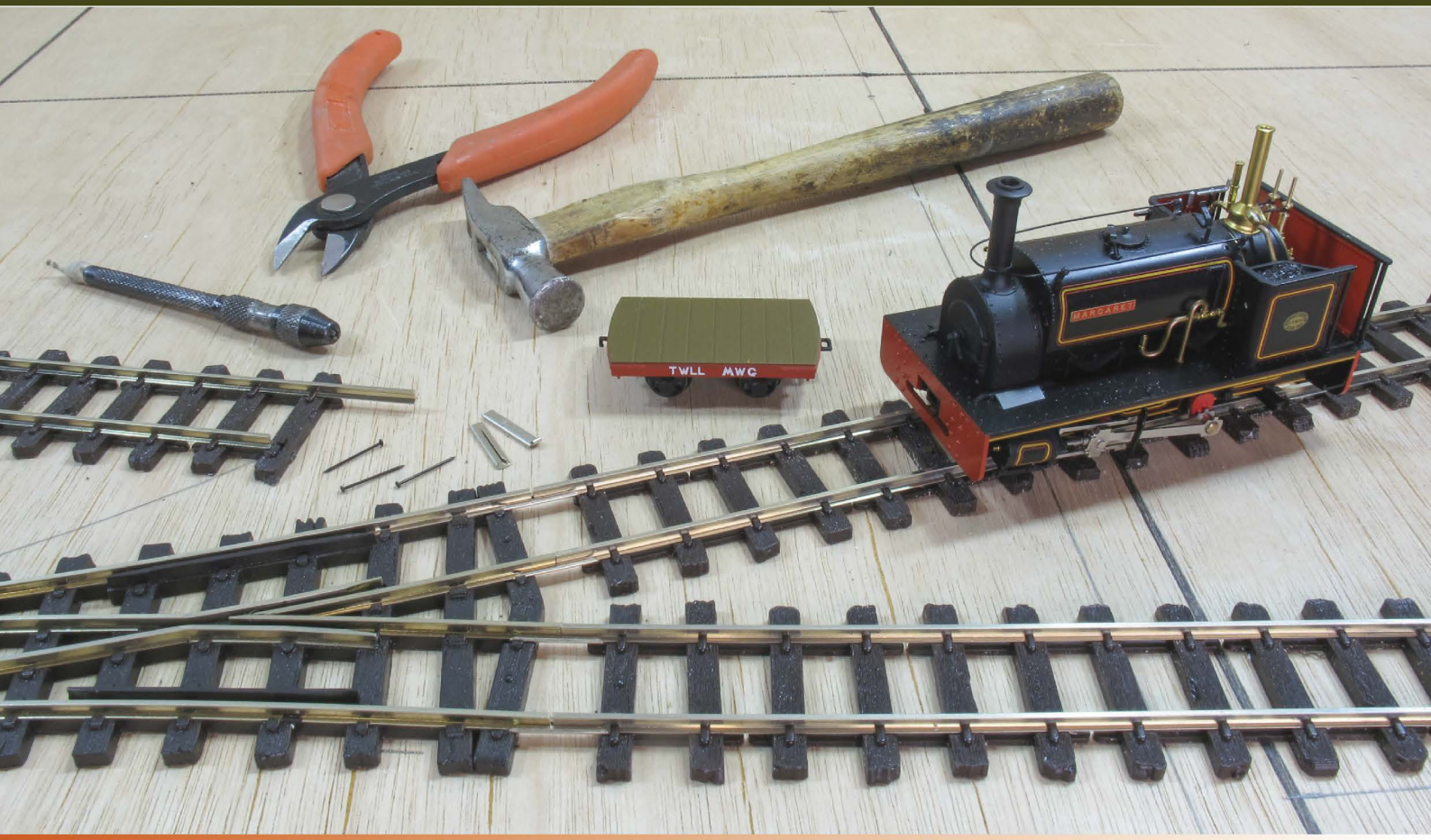
16 I painted the urinals a slate grey using the acrylics. The capping was fitted, and the cistern, flush pipework, and sinks were installed, with a drop of superglue. I couldn't resist adding some gloss varnish to the urinals, sink bottoms and a few splashes on the floor.



17 The fire buckets were painted red, with metal handles and beige tops. I then applied PVA glue to the tops and sprinkled fine sand on because paint was never going to be as convincing as sand.



18 The fire buckets were attached with superglue in the hooks and behind the buckets, ensuring they hang vertically. Finally, I printed some modern gent's signs onto paper, gave them a coat of varnish before cutting them out, and attached them with a wipe of PVA. Job complete!



Basic tracklaying



Phil Parker

WE'RE BUILDING a model railway, so laying track is as fundamental a job as you can get. Don't worry though, it's not hard to do, as long as you take your time.

Although I'm laying narrow-gauge track for our NG7 layout, the principles are the same for all scales. This is basically OO track with different sleepers after all.

Lay one piece of track at a time, then keep checking and testing your work. I like to have a wagon to whizz up and down over every joint. If it runs smoothly at speed, the joint is probably good, but put your finger in the wagon, and feel how it rides as well. Sometimes, it helps to shut your eyes when doing this. Only move on when that bit of track is as good as you can possibly make it.

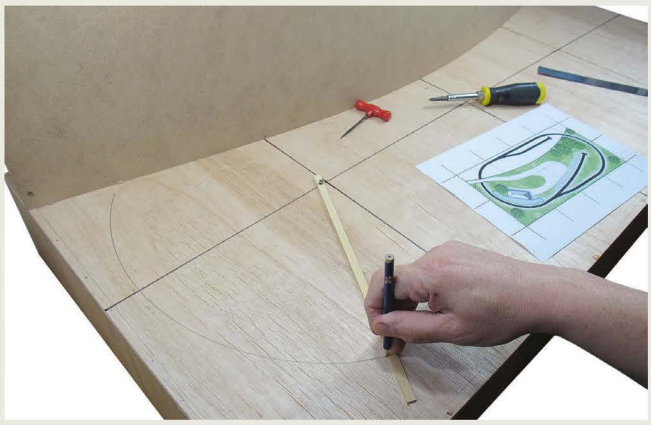
A little loco testing isn't a bad idea either. Put a 9v battery on the rails, this will be enough to run N and OO gauge locomotives before wiring up. And it's a lot of fun watching the first train operate on your new layout!

WHAT YOU NEED

Track, track pins, fishplates, small pliers, hammer, 0.5mm drill bit and pin vice, track cutters, small mirror, pencil and a large drill bit for making slots if fitting point motors



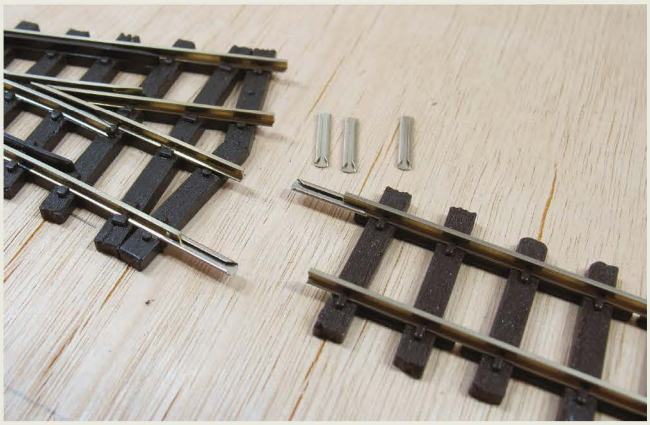
1 Since I have a plan, I start by drawing one-foot squares on the baseboard. These will be a guide, as I'll undoubtedly make adjustments as I go along. I could have printed the plan full size, not a bad idea for complicated junctions, but with only one point, it would be a waste of ink.



2 I don't own a massive pair of compasses to mark the curves, so make my own by cutting a length of wood and loosely screwing one end to the board. Holding a pencil against the wood for marking is accurate enough, again, this is just a guide.



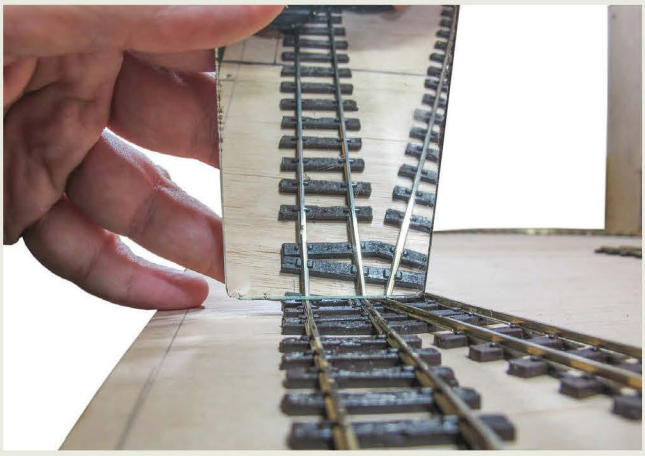
3 On this layout, the position of the point is critical, so I start here. To allow fitting of a motor underneath, I make a slot under the tiebar by chain-drilling a series of holes and tidying up the edges with an abrasive stick.



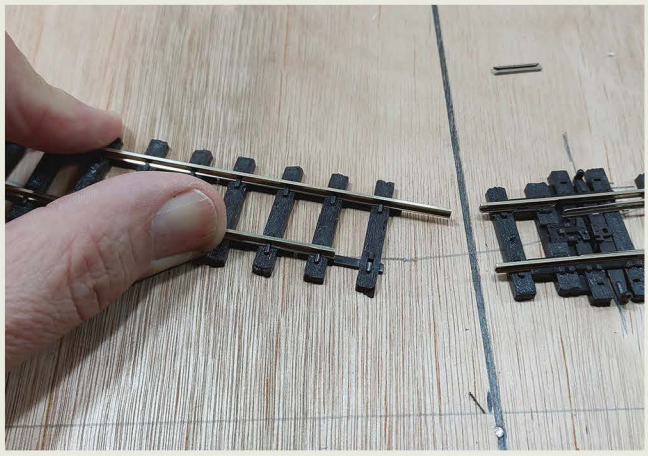
4 NG7, or O16.5, track uses Code 100 rail, so I'm using fishplates designed for OO use. Around the back of the model, we will even use a standard OO point as it's cheaper than the "proper" narrow gauge one.



5 Peco track pins have the least conspicuous heads, but being very thin, they can bend when being hammered into the baseboard. The trick to stop this is to drill the sleeper, and a few millimetres into the wood with a 0.5mm diameter bit.



6 At every joint, look along the track to check that the transition is nice and smooth. Even better, look at the joint in a mirror as this shows up anomalies really effectively. This is where you need to spend time, as the better the joints, the smoother the running later on.



7 Finally, when bending flexi-track, the inner rail will extend beyond the outer. This needs to be trimmed, I recommend a pair of Xuron track cutters for the job. You can use them one-handed while holding the track in position.

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

Don't miss DCCconcepts at the biggest Railway Show of the Year!

ESP aegis

Experience **aegis** first hand the NCE Revolution

STAND 13

STAND 37





NOVEMBER 23 & 24, 2024

THE NATIONAL FESTIVAL OF RAILWAY MODELLING

NEC • BIRMINGHAM

DCC concepts

thinking outside the square

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

The "Black Five"

Finescale "O" Gauge

Head to **ellisclarktrains.com** for more information



Presented by
Ellis Clark Trains

A CELEBRATION OF CLASSIC DIESELS & ELECTRICS

TRACTION

ISSUE 290 | DECEMBER 2024

Coal terminals

PART 2



ALSO INSIDE:

- Sheffield Midland
- Old EMUs
- After the Lord Mayor's Show



Coal terminals: Part 2

In this second feature on coal terminals, **Paul Shannon** looks at the wide variety of locations that received coal by rail, from small station coal yards to mechanised coal concentration depots, ports, power stations and other industrial destinations. Part 1 featured in the October issue.



Network Coal served several coal concentration depots in the London area and one of the busier sites was at Neasden, located alongside the spur between the passenger line out of Marylebone and the freight-only Cricklewood to Acton line. In later years, the depot received its deliveries via an out and back trip working from Southall, connecting in turn with trips to and from Didcot. 37167 shunts 19 air-braked hoppers at Neasden on July 3rd, 1989 after forming the 06:35 departure from Southall. PAUL SHANNON

Until the 1960s, coal was the commodity that accounted for the largest number of rail freight terminals in the UK. Ports and power stations ranked among the busiest coal receiving locations, often justifying direct trains from individual collieries or key yards in coal-mining areas. Gasworks once received huge tonnages of coal by rail, albeit scattered across many locations. Other major destinations included coking plants, steelworks and cement plants. Numerous station goods yards had facilities for one or more coal merchants, and many private siding connections handled coal alongside other freight.

By the 1970s, most gasworks had been made redundant by supplies of natural gas from the North Sea. The number of station coal yards and small industrial terminals receiving coal was drastically reduced. BR did its best to keep domestic coal deliveries on rail by concentrating the traffic on a smaller number of depots, but progress was slow and patchy, which meant that a few small station goods yards were still handling wagonloads of coal in the early-1980s. The dominant user of rail-borne coal in the 1970s was the electricity generation industry, with its new generation of power stations relying on the merry-go-round (MGR) system to make the use of rail more efficient than ever before. Some ports were still busy exporting British-mined coal, and a good number of larger industrial sites, including steel and cement facilities, maintained their rail-borne coal deliveries.

The contribution of the MGR system to enhancing rail freight's efficiency can scarcely be overstated. In its purest form, whole trains could be loaded and unloaded on the move, with a continuous loop at the destination, meaning that the locomotive didn't even have to be uncoupled from its train. The first power station to boast an MGR loop was West Burton, commissioned in 1965, and further examples followed at Longannet, Ferrybridge, Eggborough, Drax, Cottam, Fiddlers Ferry, Ratcliffe, Drakelow, Aberthaw and Didcot. Other power stations gained MGR discharge equipment but without the continuous loop, such as Cockenzie, Thorpe Marsh, High Marnham, Staythorpe, Willington, Ironbridge and Rugeley.





Britain's most northerly station, Thurso, retained a traditional goods depot until the early 1980s. Coal was offloaded from 16-ton mineral wagons on a siding next to the passenger platform. Two wagons await attention on September 24th, 1980, as 26042 stands ready to form the next passenger departure to Inverness. The coal traffic to Thurso and other locations on the Far North line ceased in 1984 but resumed for a short period in the late 1990s using containers. PAUL SHANNON



Although better known for its numerous collieries and opencast sites, South Wales was also home to several coal distribution depots, some of which lasted into the 1980s. The depot at Aberdare is pictured on April 14th, 1982, as 08193 waits between duties. Aberdare coal depot closed shortly afterwards, but the line remained open for coal trains from Tower, and Aberdare later became the terminus of a revived passenger service from Cardiff. PAUL SHANNON

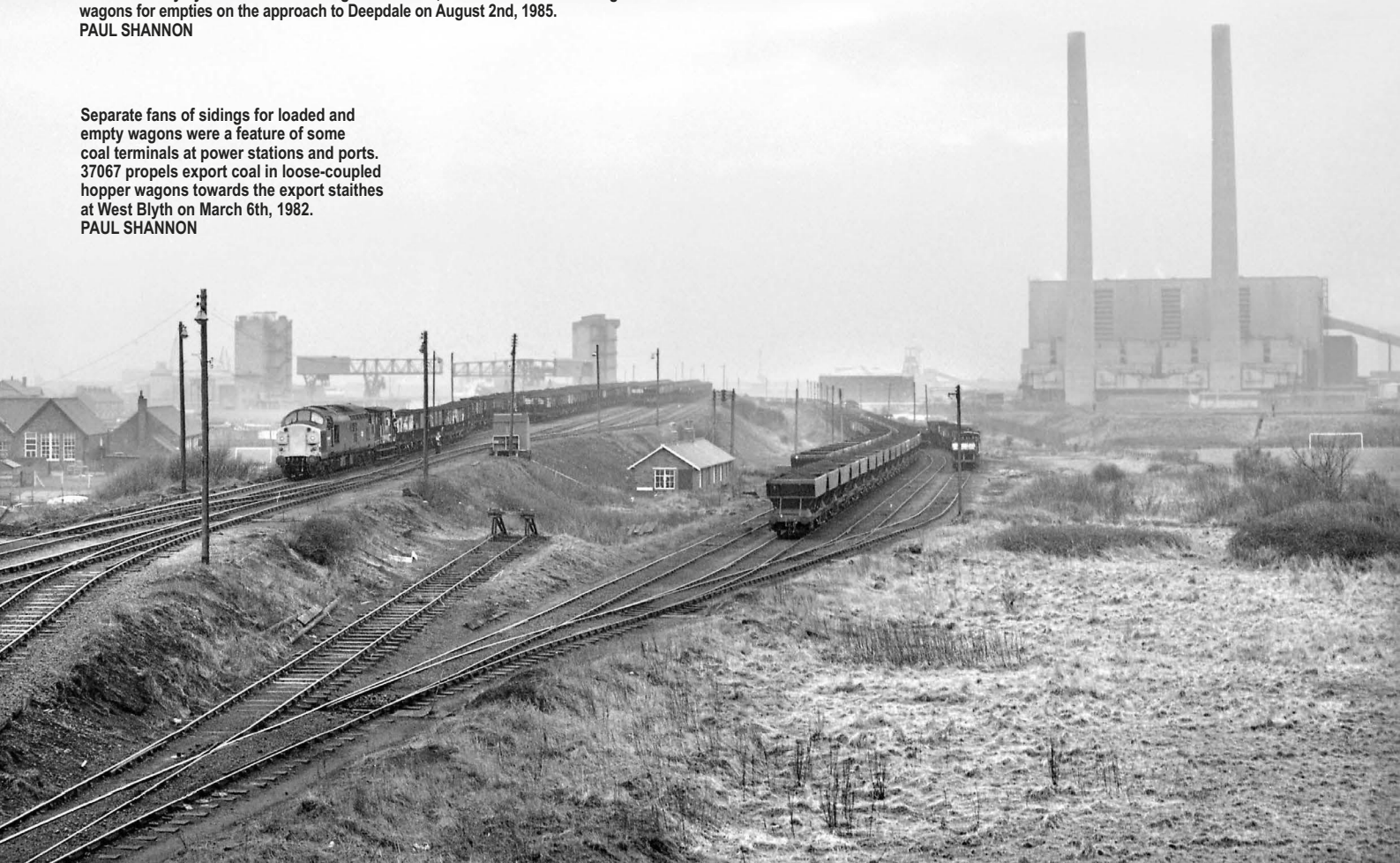


Originally, the terminus of the Preston & Longridge Railway, Preston Deepdale closed to passengers as long ago as 1856, but the tracks remained in use to carry general freight and latterly domestic coal. Despite requiring the maintenance of just under two miles of freight-only line, Deepdale coal depot outlived most others in the country and received its last delivery by rail in 1994. Recalling busier times, 20094 and 20080 exchange loaded wagons for empties on the approach to Deepdale on August 2nd, 1985.
PAUL SHANNON



Transition is in progress at Ayr Harbour on August 25th, 1981: Several rakes of 16-ton mineral wagons await tippler discharge on the quayside, as an unidentified Class 08 locomotive shunts four air-braked hoppers into position. PAUL SHANNON

Separate fans of sidings for loaded and empty wagons were a feature of some coal terminals at power stations and ports. 37067 propels export coal in loose-coupled hopper wagons towards the export staithes at West Blyth on March 6th, 1982.
PAUL SHANNON



The MGR revolution enabled BR to serve a major power station such as West Burton with a fleet of around 200 air-braked MGR wagons instead of some 2,000 traditional loose-coupled or vacuum-braked vehicles. Furthermore, the track layout at new power stations could be hugely simplified, with no need for fans of sidings for arriving and departing trains. And it was no longer necessary for the generating company - usually the Central Electricity Generating Board - to provide one or more shunting locomotives, nor the facilities to maintain them.

Some older power stations with a limited life expectancy were never converted for MGR operation and continued to receive coal in traditional mineral or hopper wagons in the 1970s and early-1980s. Among the power stations that continued to handle trainloads of loose-coupled or vacuum-braked stock in the MGR era were Elland, Keadby, Huncoat, Spondon, Lea Hall (for Rugeley 'A') and Carmarthen Bay. Spondon was remarkable in receiving its coal in loose-coupled 24½-tonne hopper wagons until 1984. In North East England, Blyth power station was adapted to handle air-braked hopper wagons but initially with manual instead of MGR discharge. In Scotland, Methil continued to receive its deliveries of coal slurry in flat-bottomed wagons because the material was unsuitable for hopper discharge.

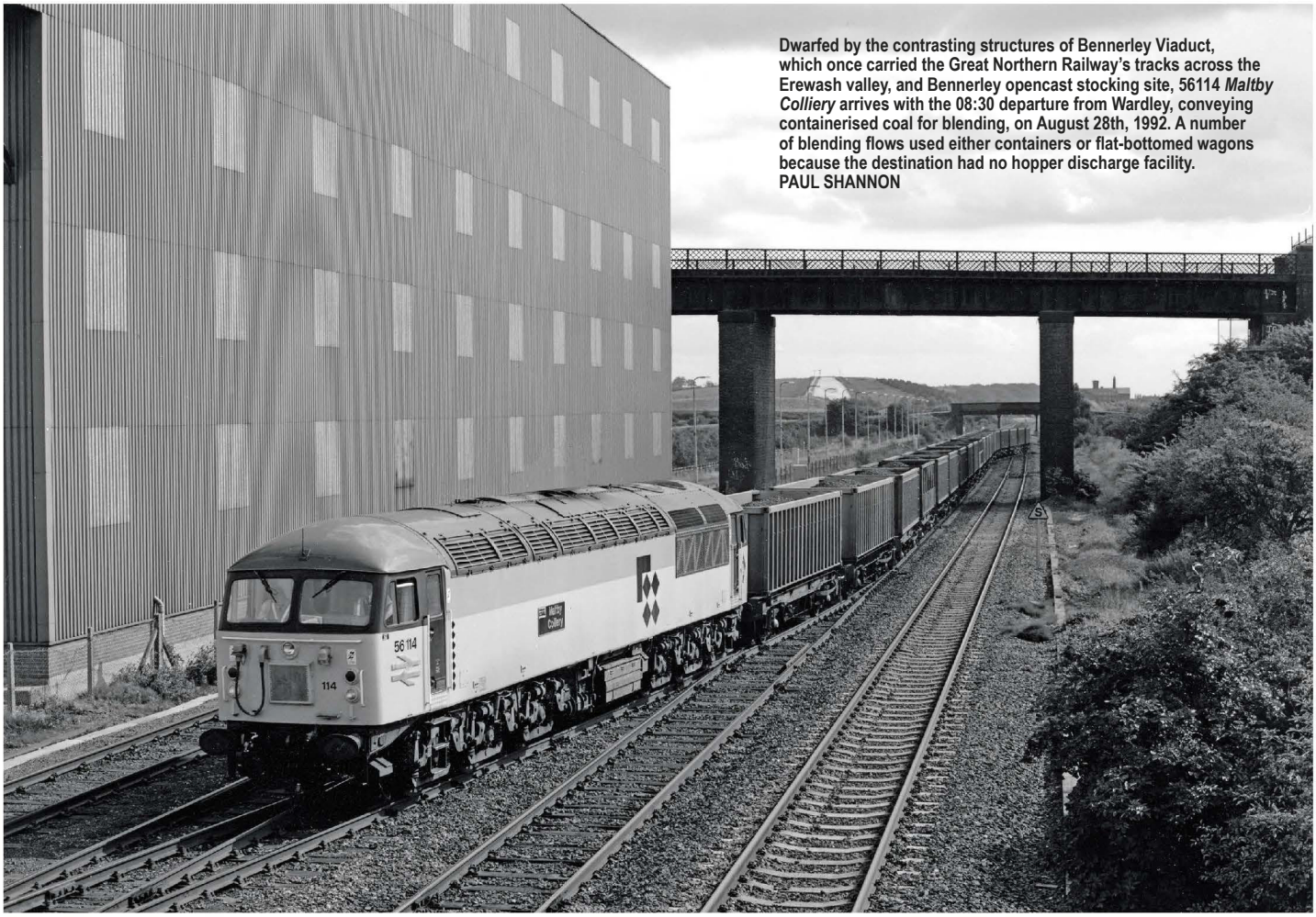
The building of MGR hoppers continued until 1982, when the fleet numbered some 11,000 vehicles. A hint of their eventual replacement came in 1995/96 when National Power introduced its own fleet of bogie hopper wagons for power station coal flows in Yorkshire. EWS and Freightliner Heavy Haul then introduced their own bogie hoppers from 2000 onwards, leading to the retirement of the original MGR fleet in the following years. However, the MGR design had enough life left in it for the power company AES to equip Fifoots Point (Uskmouth) power station with discharge equipment for MGR wagons rather than the new bogie stock when it reopened in 2000. The switch to bogie wagons did not mean any changes to power station track layouts, but the lineside 'Daleks' that automatically opened and closed the MGR wagon doors were no longer required.



While most 1960s power stations were located close to coal-producing areas, Didcot was an exception that relied on long-distance deliveries from the Midlands, Yorkshire and, in later years, imported coal from Avonmouth. With the start of the anti-clockwise discharge loop just visible on the right, Railfreight-liveried loco 58040 *Cottam Power Station* pulls away with its train of empty MGR wagons on July 31st, 1987. PAUL SHANNON



A typical small coal concentration depot was Lincoln, located on the former Newark-Grimsby line just east of Lincoln St Marks. 47380 hauls an unusually long train of discharged oil tanks past the depot on April 13th, 1983. The line via St Marks closed as a through route in 1985, but the coal depot remained in use for a short time after that, becoming the terminus of a short branch from Pelham Street Junction. PAUL SHANNON

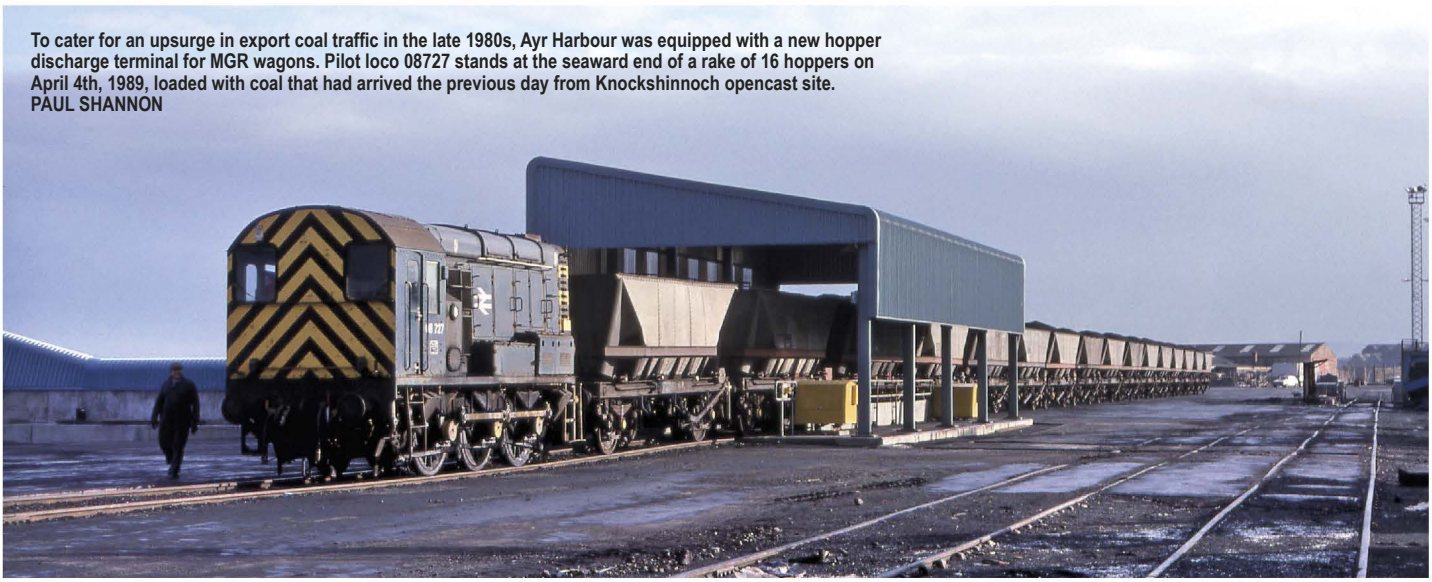


Dwarfed by the contrasting structures of Bennerley Viaduct, which once carried the Great Northern Railway's tracks across the Erewash valley, and Bennerley opencast stocking site, 56114 *Maltby Colliery* arrives with the 08:30 departure from Wardley, conveying containerised coal for blending, on August 28th, 1992. A number of blending flows used either containers or flat-bottomed wagons because the destination had no hopper discharge facility.
PAUL SHANNON

At ports, various different methods were used to discharge large numbers of coal wagons as quickly and efficiently as possible. At Immingham, for example, mineral wagons were tipped to one side to empty their cargo onto a rotary conveyor. At Garston, wagons were tipped and emptied through their rear doors. At Ayr, individual wagons were hoisted above rail level to empty their load into waiting ships. In North East England, the preferred method was to empty bottom-discharge hopper wagons from wooden staithes.

The modernisation of coal terminals at ports took place slowly. Among the first ports to gain new facilities was Immingham, where the National Coal Board installed an MGR discharge terminal in 1971. Another early scheme was Leith. Conversely, the last traditional wagon hoist at Swansea Docks was not taken out of use until 1987, and the last operational export coal staithes were those at West Blyth, which lingered until December 1989. As with the modernisation of power stations, the track layouts at ports could be substantially reduced once there was no longer a need to uncouple and shunt individual wagons.

An alternative to MGR operation was containerisation, which was successfully adopted for export traffic to Ireland. From late 1986, BR began to replace some of its Swansea-bound traffic with trainloads of bright yellow Cawoods containers, bound initially for Ellesmere Port and, later, Seaforth. The Cawoods trains came from various locations, including Coedbach, Lynemouth and Daw Mill. For a time, they were complemented by trainloads of red Kelly's containers to Swansea Docks.



To cater for an upsurge in export coal traffic in the late 1980s, Ayr Harbour was equipped with a new hopper discharge terminal for MGR wagons. Pilot loco 08727 stands at the seaward end of a rake of 16 hoppers on April 4th, 1989, loaded with coal that had arrived the previous day from Knockshinnoch opencast site.
PAUL SHANNON



Letchworth coal depot received a Section 8 Government grant in the late 1980s so that it could handle air-braked hopper wagons and join BR's new domestic coal network. Unfortunately, the volumes of coal handled at Letchworth were low and the depot only lasted until 1990. 31429 shunts a typical rake of hoppers at the depot on March 23rd, 1990, while forming the 03:25 Network Coal service from Temple Mills to Toton. PAUL SHANNON



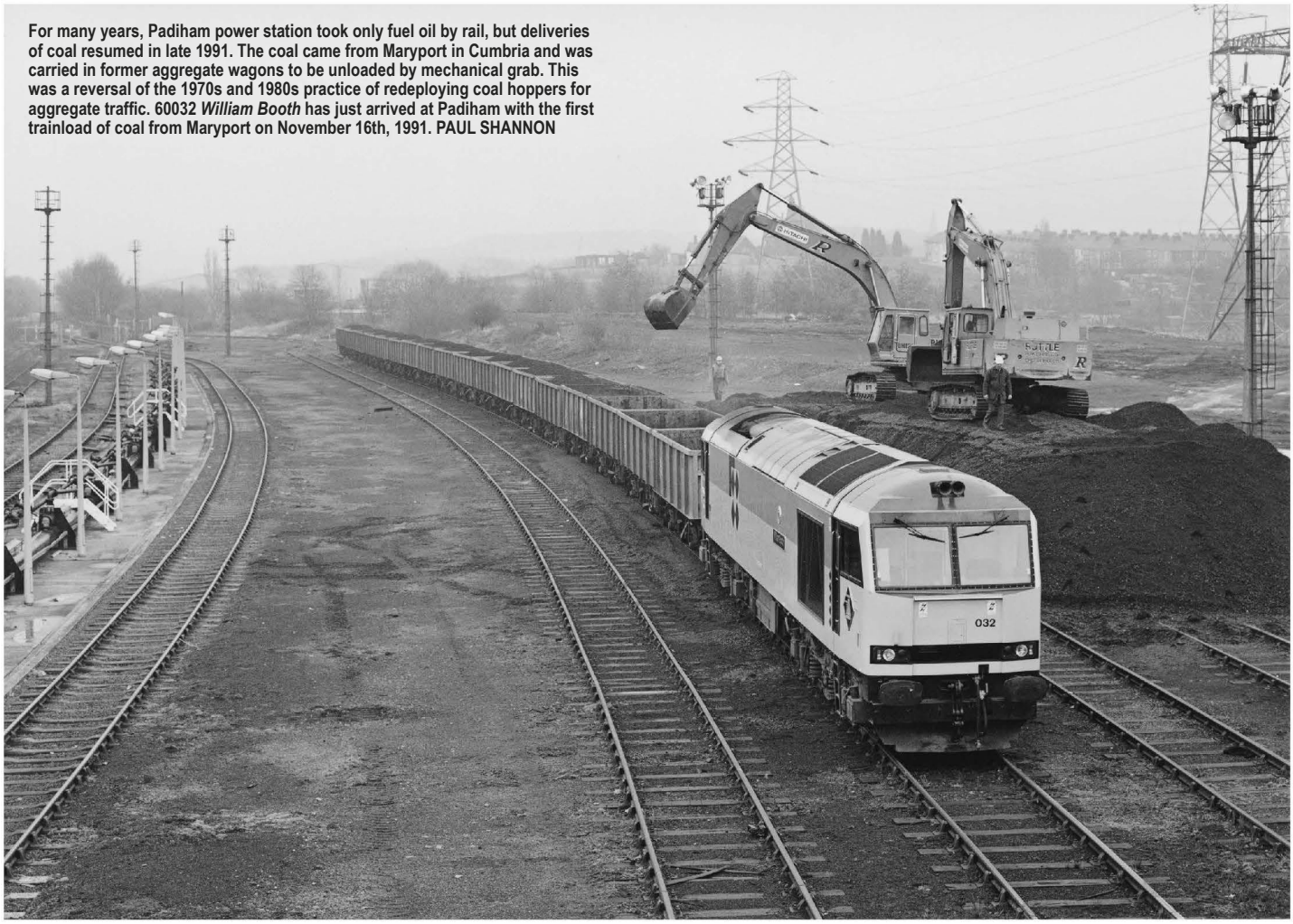
British Coal's Selby complex produced enough spoil to warrant removal in trainloads from Gascoigne Wood to a new terminal at Welbeck, near Normanton. The traffic used standard MGR hopper wagons, but the wagons were only partially loaded because spoil is denser than coal and a full load of spoil would exceed the maximum permitted axle weight. Trainload Coal-liveried loco 56088 draws its train through the hopper house at Welbeck on October 25th, 1991. PAUL SHANNON

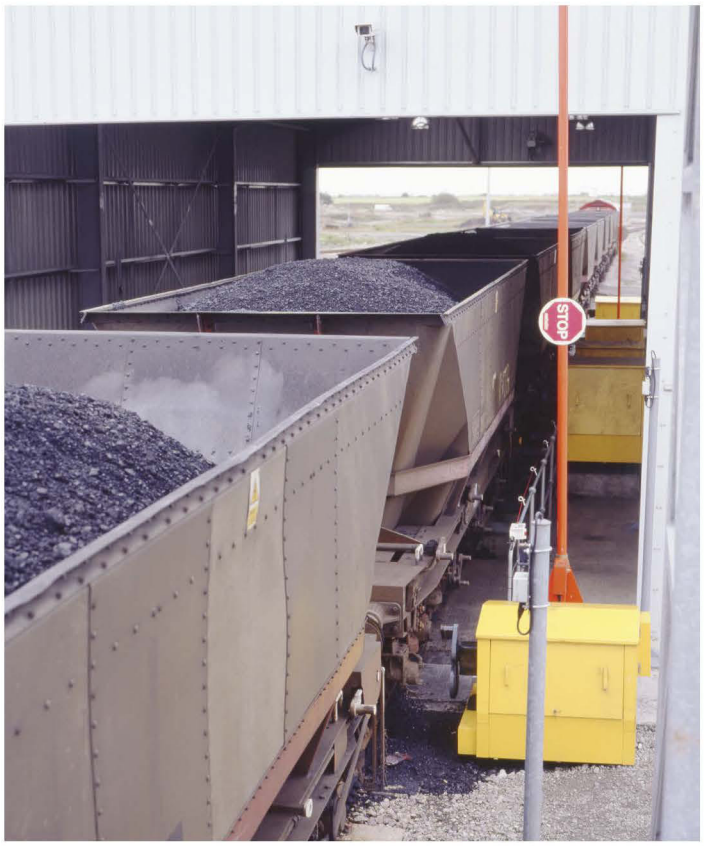
The evolution of coal terminals at industrial sites, such as those producing steel, cement and chemicals, was similar to that at ports. Some of the bigger users handled whole trainloads of coal in traditional mineral or hopper wagons, or sometimes a combination of the two. Block coal trains comprising traditional wagons were a common sight on the Marches Line until the early-1980s, destined for Llanwern steelworks. Coal deliveries to Chinnor cement works continued to use vacuum-braked hopper wagons until 1989, when the works switched to road transport. Many smaller terminals took wagonload deliveries of coal for unloading by shovel, such as Fulbourn cement works near Cambridge and the British Sugar factory at Bardney.

The first industrial customers to gain MGR coal terminals included the British Steel Corporation at Scunthorpe, Ravenscraig and Redcar, Bowaters at Ridham Dock (Sittingbourne), Associated Portland Cement at Northfleet, Tunnel Cement at Tring and Aberthaw Cement at Aberthaw. Other sites followed, including the Blue Circle works at Hope (Earles Sidings), ICI (later Brunner Mond) at Lostock and the Roche Products pharmaceutical plant at Dalry. An interesting twist took place in the 1990s, when several cement works resumed rail-borne coal deliveries but using air-braked flat-bottomed wagons. The sites involved included Penyffordd, Clitheroe, Ketton and Plymstock. Flat-bottomed wagons also appeared on flows to washeries and coal blending sites such as Onllwyn.

High Marnham power station received coal in MGR trains for much of its life but retained the reception and departure sidings that had been needed for traditional wagonload deliveries. 56069 passes under a long redundant loading gauge as it leaves High Marnham with empty hoppers for reloading at Ollerton colliery on October 29th, 1992. The power station received its last trainload of coal in March 2003. PAUL SHANNON

For many years, Padiham power station took only fuel oil by rail, but deliveries of coal resumed in late 1991. The coal came from Maryport in Cumbria and was carried in former aggregate wagons to be unloaded by mechanical grab. This was a reversal of the 1970s and 1980s practice of redeploying coal hoppers for aggregate traffic. 60032 *William Booth* has just arrived at Padiham with the first trainload of coal from Maryport on November 16th, 1991. PAUL SHANNON





When AES reopened the former Uskmouth power station as Fifoots Point in 2000, it opted for coal deliveries in MGR wagons rather than the new bogie hoppers that EWS was then introducing. This close-up of the discharge shed shows the lineside 'Daleks' ,which automatically opened and closed the MGR wagon doors, as a trainload of imported coal from Avonmouth is discharged on October 25th, 2000. PAUL SHANNON



Gobowen coal concentration depot opened in 1971 on the former station goods yard site. It supplied coal to customers in the Oswestry area and beyond and remained busy throughout the Speedlink Coal/Network Coal period. Remarkably, the depot survived into the 21st century and was the last of its kind in the country when it closed in 2004. The intact but disused conveyor and storage bunkers are pictured on April 3rd, 2005. PAUL SHANNON



The approach to the coal discharge terminal at Fiddlers Ferry power station is pictured from an arriving train on October 25th, 2006. Fiddlers Ferry supplied electricity to the National Grid from 1971 until March 2020. PAUL SHANNON



The transhipment point for coal containers bound for Northern Ireland switched from Ellesmere Port to Seaforth Dock, Liverpool, in 1992 in order to make better use of shared terminal facilities. Three empty 20ft containers are being reloaded at Seaforth on December 11th, 1998. PAUL SHANNON

Domestic coal was once one of the biggest components of BR's wagonload freight network, with receiving depots scattered widely across the country. Some depots were general freight terminals where the only remaining traffic happened to be coal, while others were purpose-built facilities owned either by BR or by a private operator such as Charringtons. The facilities ranged from simple sidings where mineral wagons could be unloaded by shovel to mechanised depots with hopper discharge pits and conveyors. North East England had a higher proportion of hopper-equipped depots - usually in the form of 'coal drops' - than other regions. The larger sites often had their own shunting locomotive, but wagons could also be moved along a siding by other means, such as a rope and capstan.

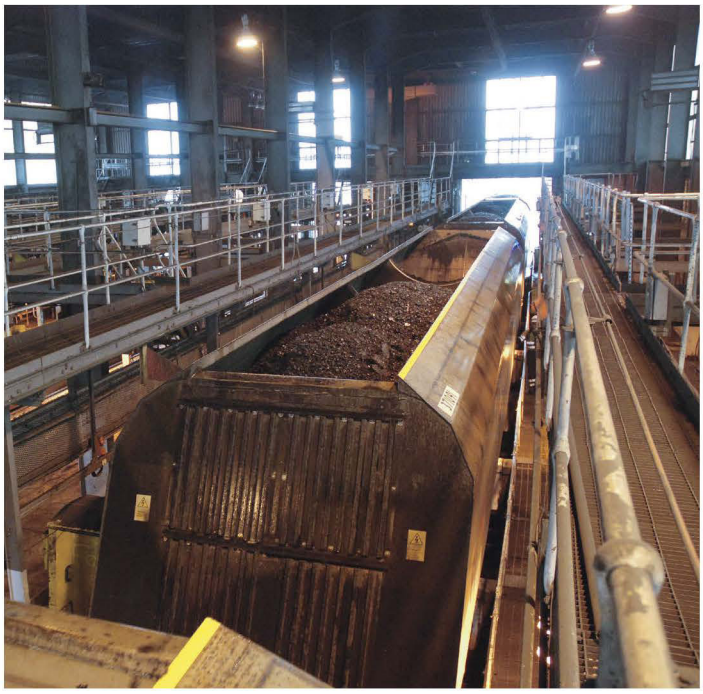
The 1960s plan to handle all domestic coal at a limited number of strategically-placed coal concentration depots (CCD) was only ever partly fulfilled. In some parts of the country, CCDs were successfully established, such as West Drayton, which for a time became the busiest terminal of its kind, but in some localities, traditional small coal yards survived into the early 1980s. It was coal that kept a rail freight presence alive at rural outposts such as Whitby, Blaenau Ffestiniog, Tywyn and Llandovery.

While BR closed its traditional wagonload network to most types of freight in May 1983, some coal and scrap metal flows were allowed to continue for another 12 months to allow their conversion to air-braked wagons. BR planned to reduce the number of domestic coal depots from 205 to between 50 and 62. In the event, the cull was more severe because the cost of equipping some sites with hopper discharge pits proved to be prohibitive. For a time, BR served the remaining coal depots using the general Speedlink network, but in 1986/87, the majority of the traffic was transferred to the separate

66608 draws its train through the hopper house at Fiddlers Ferry on October 25th, 2006, moving at a constant speed of 0.5mph while its wagons are discharged. The train is the 12:13 departure from Manisty Wharf, Ellesmere Port, where the coal had been delivered by coastal shipping from Hunterston deep water port. PAUL SHANNON



With its First logo recalling GB Railfreight's period of First Group ownership, 66712 *'Peterborough Power Signal Box'* crawls forward at Drax after working the 07:35 departure from Tyne Dock on March 30th, 2010. A Freightliner Class 66 can just be seen arriving on one of the parallel tracks. PAUL SHANNON



Ranking as the biggest and last of the coal-fired power stations to be built in the UK, Drax began supplying power to the National Grid in the early-1970s. At its height, it received around 30 trainloads of coal each weekday, much of it from the nearby Selby coalfield. The local flows later gave way to imports from Immingham, Tyne Dock and elsewhere. The three-track discharge terminal at Drax is pictured on March 30th, 2010, as the 07:35 departure from Tyne Dock is relieved of its load. At that time, the switch from coal to biomass was about to begin, and today Drax is the biggest destination for biomass in the UK. PAUL SHANNON

Speedlink Coal network, later known as Network Coal. This made the operation more easily accountable, but on some routes it resulted in the wasteful duplication of train services.

When Speedlink Coal was fully established, it served 28 collieries and patent fuel plants, 37 coal concentration depots and two industrial private sidings. Most of these locations had hopper discharge and under-track conveyors, but the depots at West Drayton, Gartcosh and Inverness handled domestic coal in containers, and those at Mossend, Oxford and Bow had mobile conveyors that could be inserted between the wagon floor and the track.

While there were some signs of growth, such as the opening of a new coal depot at Yeovil in 1988, the overall trend remained downward. The network was progressively thinned until by the early-1990s BR ran just one scheduled Network Coal service from East Usk (Newport) to West Drayton, plus specials as required to ten further depots. By 1993, only West Drayton and Preston Deepdale remained in use, both served from one of the South Wales loading points, and they did not last much longer.

Efforts to revive domestic coal traffic when BR was being prepared for privatisation saw both Transrail and Loadhaul resume deliveries to selected depots on a small scale. In 1995, for example, Transrail moved regular trainloads of coal from Gascoigne Wood to four receiving depots in Scotland, using Cawoods containers that had become redundant. Loadhaul even managed an occasional service to Llandudno Junction, well outside its normal territory. However, there was to be no return to the domestic coal network of the 1980s. West Drayton depot finally closed in 1998. The very last location to receive domestic coal by rail was Gobowen, which hung on by a thread until 2004.

A Summer Saturday at Sheffield

By John E. Henderson

After the closure of Sheffield Victoria station on January 5th, 1970, the former Sheffield Midland station became the only one in the city, with services that had used Victoria diverted into Midland station. Obviously, the station became significantly busier and was for many years a popular place to watch the wide variety of locomotive-hauled trains and the local DMU-operated services. John E. Henderson spent part of a summer Saturday watching and photographing operations, and here we present a few of his images. All were taken on Saturday, July 14th, 1979.



08729 is seen shunting Motorail vehicles. At the time, Motorail services ran from Sheffield to Newton Abbot and Stirling.



With power car No. E 51966 leading, a Class 124 Trans-Pennine DMU leaves with a train for Leeds. On the right are the bay platforms used by DMUs for the lines running north and east of Sheffield.



A recently repainted 31156 arrives from the north with a summer Saturday passenger train from one of the East Coast holiday resorts such as Scarborough, Bridlington, Filey and Cleethorpes.

45119 arrives from the north end of the station with a southbound service.



45013 arrives from the south with an express on the North East to South West route. The previous day, the loco is known to have worked the 11:57 Newquay to Leeds, so presumably has taken an overnight train back to the South West before returning north on Saturday afternoon.







40015 runs into Sheffield with what is probably the Cleethorpes to Manchester empty newspaper vans.



COLOUR-RAIL

150,000 images on line to buy as prints or downloads.

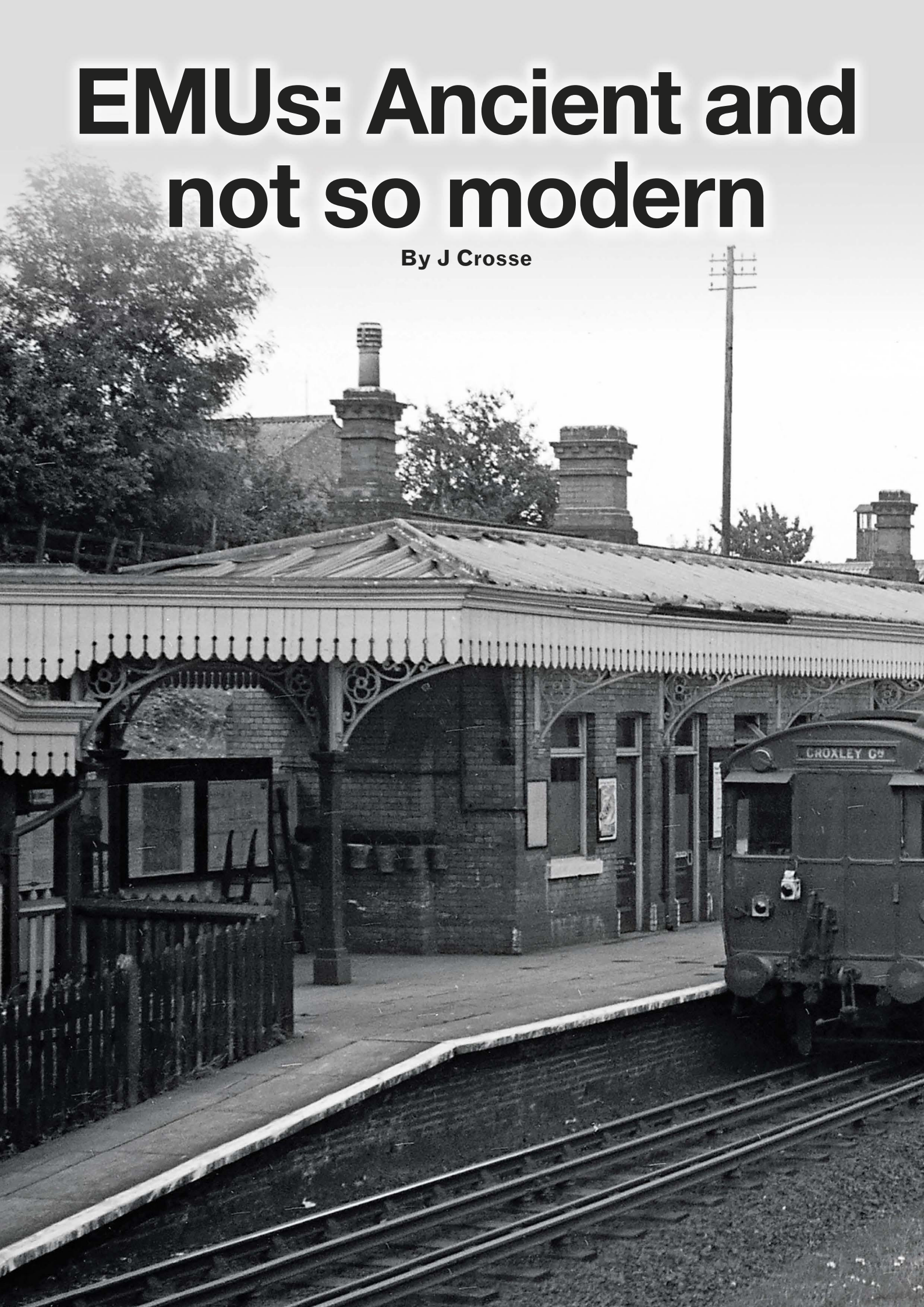
All at www.colour-rail.com

Looking for a good home for your treasured negatives and slides?

Then e-mail colourrail@aol.com or write to: 558 Birmingham Road, Bromsgrove, B61 0HT

EMUs: Ancient and not so modern

By J Crosse



'Modern Traction', when meaning anything not of the steam variety, has been part of the British railway scene since the late 1800s, mostly until the 1940s being powered by electricity. Multiple units made an early appearance and the Southern Railway developed a sizeable network and fleet, but at the formation of British Railways, a number of other isolated pockets of electric operation were to be found around the country. In the South of England, there were the long-standing suburban services from Euston introduced by the London and North Western Railway, but all the others were in the North of England on Tyneside, Merseyside and in the Manchester area, using a diverse array of stock as illustrated in the following images.



Electrification on Merseyside dates back to 1903, where the Mersey Railway lines operated underground in the city and the use of steam power was ultimately impractical. The steam services were replaced by electric traction comprising 24 driving cars and 33 trailers to an American design employing Westinghouse equipment, with additional small batches of cars being built in 1908, 1923 and 1925. Although nominally an underground railway, the electrics worked out to Rock Ferry. In later years under LMS management, the routes of the Wirral Railway were also electrified and their sphere of operation increased such that we see here a unit near New Brighton on July 2nd, 1949. All were withdrawn by 1958. G H HUNT/ COLOUR-RAIL

The London Midland Region of British Railways was responsible for most of the inherited electrified lines, with a major system being from Euston and Broad Street to Watford and Richmond. The origins of the scheme dates back to 1914 when the first units were delivered, with the fleet being expanded in the 1920s. The units were built by Metropolitan Cammell, with the first having electrical equipment by Siemens, but the majority was fitted with motors, etc., from Oerlikon, and the name stuck with enthusiasts of the day when mentioning the trains. The last units were withdrawn in 1960, having been replaced by stock designated as Cl. 501 under the TOPS scheme. Here we see such a unit at Watford West in 1950. G H HUNT/ COLOUR-RAIL.COM

The Manchester South Junction & Altrincham (MSJ&A) line ran from Manchester London Road to Altrincham and was jointly owned by the LNER and the LMS. Electric services were introduced on May 11th, 1931, using a then-new 1500V DC system, this being an overhead system unlike the third rail type used elsewhere at the time. Like most other electric stock built around this time, the contractor was Metropolitan Cammell. The service was cut back to Manchester Oxford Road, and modernisation caught up with the line in 1971 when it was converted to 25Kv and the units were withdrawn. M28574 is seen at Oxford Road station in the late-1960s, with the livery being green with a yellow panel at this time. P MOFFAT/ COLOUR-RAIL.COM



Another electrification scheme on Merseyside operated on former Lancashire and Yorkshire Railway routes from Liverpool Exchange to Southport and Ormskirk. The original stock was deemed life-expired at the end of the 1930s and the LMS ordered new stock, which, despite World War Two raging, was delivered between 1940 and 1943 and was built at Derby Works. These sets later became known as Class 502 and, at first sight, looked very much like the units built for the southern system (Class 503), but the 502s could be distinguished readily as they were buffer-fitted but also longer and wider than their Wirral counterparts. M29886M leads a set out of Southport bound for Liverpool in 1961. COLOUR-RAIL.COM



The line Between Bury and Manchester Victoria was another one originally under the control of the Lancashire and Yorkshire Railway and, like their Merseyside route, was deemed a good candidate for third rail electrification. No fewer than 66 cars were constructed by the Lancashire and Yorkshire at Newton Heath with electrical equipment by Dick Kerr, with the first entering service in 1916. They had a distinct American look and were not multiple units in the accepted sense in that every car had a driving cab at each end and operated in anything from 2- to 5-car formations. The end came in 1960 when the BR-designed class 504s took over. A unit is seen at Manchester Victoria. P MOFFAT/ COLOUR-RAIL.COM



The line from Lancaster to Morecambe and Heysham might have seemed an unlikely candidate for electrification, but from 1908 to 1950, the residents did enjoy electric traction, but with the stock life-expired, services went over to steam-propelled push-pull trains. However, with technology advances, British Railways sought a trial site and the Lancaster line, where the overhead gantries had remained in place, was seen as an excellent venue to test a 6,600-volt system. Rolling stock formerly used on the Euston to Watford scheme was employed after suitable modification, which included the fitting of pantographs. The service operated from 1953 to 1966. Very much an early photograph on the route, a unit is seen at Morecambe Promenade. COLOUR-RAIL.COM



An isolated electric system was in use on local services on the north side of the River Tyne. These had been started by the North Eastern Railway in 1904, with stock arriving between then and 1915. Compared with most electric units, they had a short life, with the London & North Eastern Railway replacing it with articulated twin units from 1937. No fewer than 66 units were constructed by Metropolitan Cammell, with various mixtures of accommodation, including first class, but that was abolished in 1959. The need to update the stock combined with declining passenger numbers led to the lines changing to DMU power, with the electric system closing in 1967. Just one unit was deemed sufficient for this service, seen at Backworth. L W ROWE/ COLOR-RAIL.COM



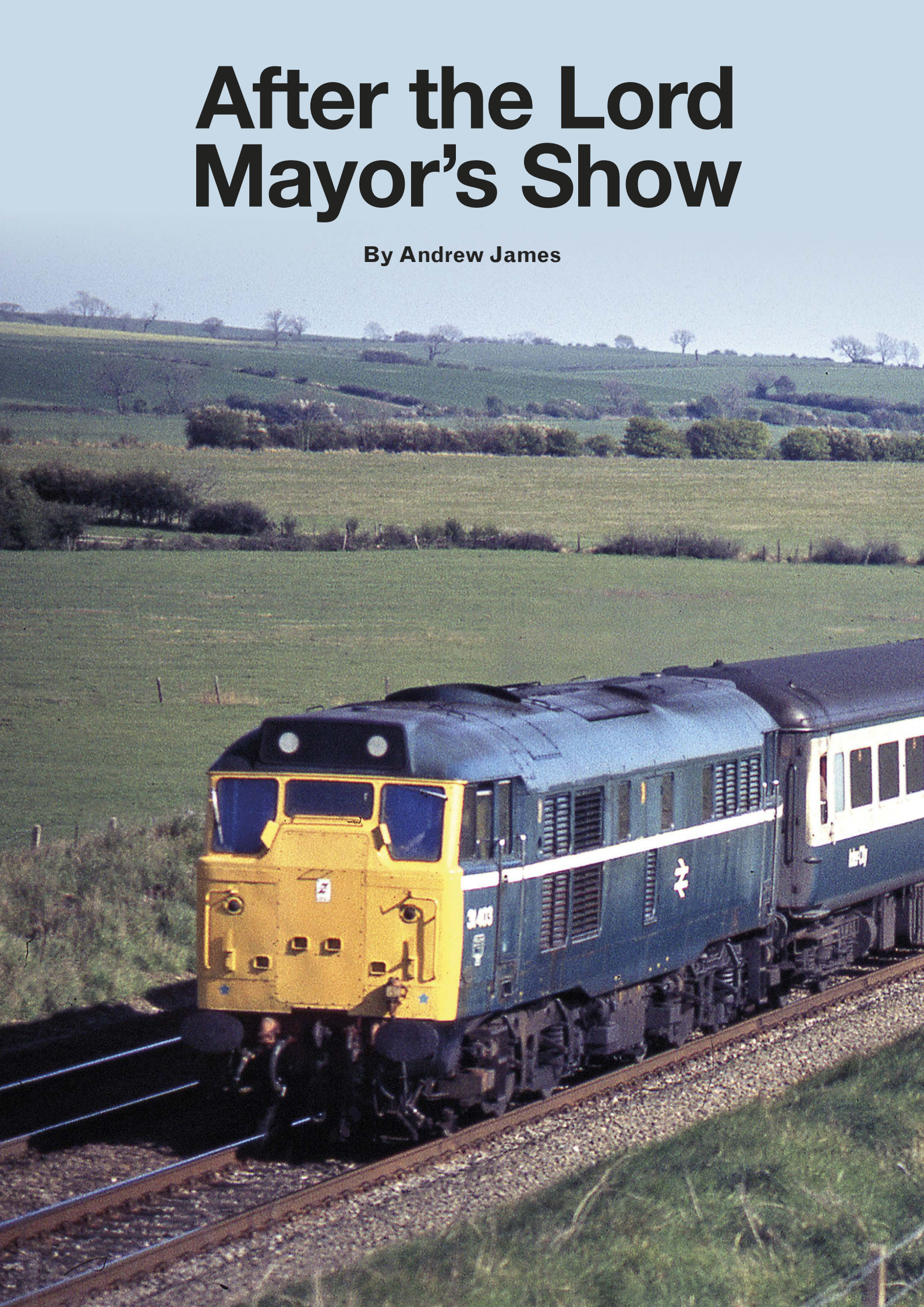
The Tyneside system was unique amongst the electrified lines in having specially-built parcels cars with two, E29467/8, being provided. Having some 600hp available, the performance should have been quite lively. E29647 rests 'somewhere on Tyneside' awaiting its next duty. COLOUR-RAIL.COM

With the expansion of the electrified lines in the Wirral area, more stock was required and the LMS placed an order with Metropolitan Cammell to produce what was at the time an extremely modern-looking 3-car unit. The order was for 19 sets. When the former Mersey Railway units were deemed to be life-expired, a further batch of the Metropolitan Cammell units was built in 1956. Surviving into the 1980s, most units were eventually treated to British Rail blue and grey livery. Still very much in early BR green livery is M29389M seen at Meols in 1961. R PATTERSON/ COLOUR-RAIL.COM



After the Lord Mayor's Show

By Andrew James



The era of loco-haulage on the East Coast main Line (ECML) has quite rightly been remembered for the 'Deltics' - those idiosyncratic, temperamental thoroughbreds that plied their trade on this route for two decades. These locos, as many readers of TRACTION will be aware of, brought stellar levels of both power and performance, well above what even the best Type 4s could manage elsewhere.

By the autumn of 1982, HSTs had a monopoly on express workings out of the 'Cross' and what remained were the peak hour commuter workings to Peterborough, the sleepers and the odd daytime long distance working, which was usually a Class 47 preserve. As late as Easter 1991, loco-hauled extras occurred on the ECML. Yours truly went up to Sunderland to stay with my grandmother and I caught the 10.36 King's Cross-Newcastle on March 29th, 1991, behind 47402 with 8/268/285 (eight coaches, 268 tons unloaded, 285 loaded) at the drawbar between York and Newcastle. Performance was unspectacular, with a maximum of 92mph attained between York-Darlington, which was reached in 33 minutes 23 seconds start-to-stop.

Additionally, and somewhat surprisingly, Class 31s continued to work on extras as well. Perhaps the 'feather in their cap' was the 31/4 variant. It will be recalled that this sub-type was equipped with electric train heating whereas any number of Type 4s were not. Lateness on your journey from a chronic lack of power was almost guaranteed, but at least you didn't 'freeze to death' en route!



31403 passes Hougham, north of Grantham on April 18th, 1981. The train is possibly a King's Cross to Cleethorpes service. JOHN IRELAND



A Class 47 (believed to be 47408) brings the 12:47 King's Cross to Hull through Sandy in August 1974. DAVID FORD

We start on the commuter workings to Peterborough. This was a Class 31 diagram for many years and persisted well into the HST era, up until 1982 at least. After this, just about anything that could turn a wheel was utilised. Logs from the RPS archive during the 1978-1987 era reveal anything on the power scale from a Class 25 to a 'Deltic'. Or the contrast between an ox and a thoroughbred racehorse to use an animal analogy!

Although outside the era that is covered in this article, a run timed by Roger White behind 25133 on the 17.18 King's Cross-Peterborough on the June 19th, 1979, is surely worth a mention. With the usual eight consist of around 270/290 tons, the Sulzer Type 2 passed the then Wood Green in seven minutes 51 seconds at 63mph from King's Cross. Speed not surprisingly ebbed away to a minimum of 49mph at Potters Bar after the long grind up the lengthy 1 in 200 to the latter. A power output estimate over this section reveals that the 'Rat' was below par on the latter stages of the climb from New Barnet to Potters Bar, but curiously from Wood Green to the former, around 940RHP/1200BHP was developed: almost up to specification. Perhaps a caution signal was sighted in the distance, or the 25's electrical machines were starting to overheat.

Unfortunately, a signal check occurred between Welwyn Garden City and Welwyn North, but after there was a gradual acceleration to Stevenage, which was passed in 31 minutes 37 seconds at 77mph. Better followed and a maximum of 90mph was attained at Three Counties, which was passed in 37 minutes 35 seconds. This was a rarity behind a Class 25, one would imagine. Arrival at Biggleswade was in 43 minutes 2 seconds. Allowing for the signal check, which cost at least two minutes - an even time run was on the cards.

It is with two runs behind Peaks we start with in Table 1. Both variants of this type were common enough at King's Cross for short periods and on a few selected turns prior to the HST era, but more infrequent thereafter.

Table 1	run	1		2		3	
	Date	15/09/1982		18/10/1982		31/08/1983	
	Train	17.17 Kings Cross-Peterborough		17.17 Kings Cross-Peterborough		17.41 Kings Cross-Peterborough	
	Motive Power	46050		46047		37075	
	Load	8/271/290		8/271/290		8/280/295	
	Recorder	J.P.Tyler		J.P.Tyler		W.B.Price	
M C		m s	mph	m s	mph	m s	mph
0 04	Kings Cross	0 00		0 00		0 00	
2 41	Finsbury Park	4 46	50	4 46	52.5	4 51	52
3 33	Harringay	5 41	57	5 38	62	5 55	57
4 00	Hornsey	6 20	66	6 11	69	6 38	60
4 77	Alexandra Palace	7 05	71.5	6 58	75	7 29	63
6 39	New Southgate	8 20	71.5	8 09	76	8 54	63
8 28	Oakleigh Park	9 56	72	9 40	76	10 44	61
9 14	New Barnet	10 35	72	10 17	76	11 31	61
10 49	Hadley Wood	11 45	74	11 23	77.5/76	12 54	62
12 59	Potters Bar	13 32	75	13 05	77	15 05	60
14 39	Brookmans Park	14 49	83	16 00	t.s.r	16 36	72
17 56	Hatfield	16 58	95	20 06	72/85	19 08	78
20 26	Welwyn Garden C	18 31	90.5/92	22 01	82	20 58	81
22 00	Welwyn North	19 44	90.5	23 12	85.5	22 13	81
23 40	Woolmer Green	20 44	89/86.5	24 15	86		
25 03	Knebworth	21 46	91	25 19	88	24 58	65
27 46	Stevenage	23 24	99.5	27 00	95	27 41	
30 00	Wymondley	24 57	90/sl	28 38	86/sl		
31 72	Hitchin	27 04		31 22			

EDHP/RHP/BHP/MPH Alexandra Palace-Potters Bar (1 in 200)
Run 1 1544/1866/2380/72.3
Run 2 1672/2030/2590/76.3
Run 3 1104/1330/1705/61.4 ** Power calculated from Alexandra Palace-Hadley Wood.

John Tyler was fortunate enough to experience two runs behind 46050 and 46047 barely a month apart. From the perspective of power output, 46050 seemed a rather run-down specimen at a quick glance. However, a slight signal check is more likely on the ascent from Alexandra Palace to New Barnet, as the power subsequently developed between the latter and Potters Bar was much nearer the 2500BHP rating as evidenced by the acceleration from 72mph to 75mph. The most notable part of the run thereafter was the fine burst of speed developed on the Knebworth-Stevenage section, and here 46050 nearly reached the 'magic ton', falling just short at 99mph.

Run 2 was not quite as energetic on this section but compensated with a decent climb to Potters Bar where it attained 77mph. This was a creditable figure for a loco in the twilight of its existence, and this is reflected in an estimated output of around 2600BHP. Both locomotives were very much a doomed species by the time these runs were recorded and the entire class had gone by the end of 1984.

Run 3 is behind a Class 37 and was certainly something of a rarity in 1983 on this service. Mr Bevan Price was fortunate to catch this loco on this duty. Again, 37s were common enough in the period immediately after dieselisation at King's Cross. They were, in effect, the replacements for the Britannia Pacifics on the Cleethorpes workings after June 1963, although this was no more than a twice daily working in either direction and, therefore, the class did not turn up in any great numbers of course.

Power-wise, 37075 was up to specification to Hadley Wood, where an unaccountable easing occurred on the final section to Potters Bar. No doubt the acoustics were the usual reassuring bellowing noise that emanated from their English Electric 12 CSVT engines when working hard. The difference between Type 3 and Type 4 traction is especially marked in terms of capability, as one would expect from their respective horsepower ratings, however.

The Class 31s had a long innings out of King's Cross as I am sure readers of TRACTION will recall. They were introduced out of this terminus in December 1959 and were still periodically appearing on extras and relief trains well into the HST era, as mentioned earlier. As late as April 22nd, 1987, John Tyler timed 31456 with an eight coach consist on the 17.13 King's Cross to Peterborough. This was only a month before the electrification to the latter. No doubt it was deputising for an unavailable Class 47.

Table 2	run	4		5		6	
	Date	05/08/1985		03/04/1985		01/08/1986	
	Train	17.36 Kings Cross-Peterborough		17.33 Kings Cross-Peterborough		20.12 Kings Cross-Aberdeen	
	Motive Power	31414		31462		47642	
	Load	6/192/205		5/163/175		14/511/530	
	Recorder	A.Middlemiss		H.G.Ellison		J.P.Tyler	
M C		m s	mph	m s	mph	m s	mph
0 04	Kings Cross	0 00		0 00		0 00	
2 41	Finsbury Park	5 38	50	6 34	53	5 09	45
4 77	Alexandra Palace	8 10	68	8 57	72	7 40	61
6 39	New Southgate	9 33	66	10 14	70	9 03	65
8 28	Oakleigh Park	11 16	64	11 53	68.5	10 49	65
9 14	New Barnet	12 02.5	63	12 37	68	11 34	64
10 49	Hadley Wood	13 20.5	62	13 50	67	12 53	64.5
12 59	Potters Bar	15 27	61.5	15 49	66.5	14 55	64
17 56	Hatfield	19 19	82	19 34	92	18 42	87.5/sigs
20 26	Welwyn Garden C	21 20	70	21 24	75	20 55	44/sigs
22 00	Welwyn North	22 43	75/72			23 57	30
25 03	Knebworth	25 10	78/81	25 00	79	27 55	60.5
27 46	Stevenage	27 07	76	26 44	90/82	30 02	81.5/sigs?
30 00	Wymondley					32 02	53.5/39
31 72	Hitchin	30 18	86	29 43	90	36 43	44
36 70	Arlesey						
37 00	Milepost	33 58	82/75	33 08	92/88	35 49	83.5
41 12	Biggleswade	37 05	82	35 51	92	43 46	tsr
44 10	Sandy	39 22	77	37 49	88/92	45 47	87
47 42	Tempsford	41 52	82				
51 56	St Neots	45 04	77/83	42 50	87	51 01	86
55 75	Offord	48 11	78	45 39	92/87	53 58	88
58 57	Huntingdon	50 22	80	47 38	92	55 55	86
61 00	Stukeley					57 31	80
62 00	Milepost	52 52	75/85	49 49	82	58 17	78
66 00	Woodwalton			52 34	92/sigs	61 06	90.5
69 24	Holme		77	54 52	90		
72 63	Yaxley	60 54	74			66 10	65
75 00	Fletton Junction	60 54		59 47	tsr/20*	68 35	45
76 29	Peterborough	66 15	[63]	63 10	[65]	71 45	

EDHP/RHP/BHP/MPH Alexandra Palace-Potters Bar (1 in 200)
Run 4 785/968/1216/64.1
Run 5 769/980/1231/67.9
Run 6 1921/2140/2662/64.3



40047 is at the head of a King's Cross to Grimsby train passing Abbots Ripton, just north of Huntingdon, in June 1975. JOHN FORD



46039 heads an Up express past Abbots Ripton in July 1977. JOHN FORD

The two runs refer to a slightly earlier period and were surely framed for Type 4 haulage. Possibly, the formations featured here were in due deference to a lower-powered locomotive. Another unusual feature of the timetabling of this period was a non-stop run to Peterborough. Traditionally such workings ran fast to Biggleswade and then called at all stations to Peterborough, although the stopping pattern did differ over the years south of Biggleswade, it would seem.

Alan Middlemiss timed 31414 on a 5-coach consist and, although the lower-powered loco dropped three minutes to Peterborough, the running could be considered reasonable. One would have expected speeds around the 90-mark north of Hitchin down the sweeping 1 in 200 downgrades with this load, as many other runs behind members of the same class with eight coaches normally either got very close to this speed or would have attained this on the stretch between Hitchin and Biggleswade.

Run 5, timed by Hugh Ellison, was a more determined affair and amply demonstrates what a Type 2 could do on a light load with a startling average of 72.5mph start-to-stop to Peterborough. If it had not been checked, a time of around a flat hour would have been achieved according to Mr Ellison. This further raises the average speed to 76.4mph.

A very different service was the sleeper to Aberdeen, which features in run 6. The ascent to Potters Bar revealed an excellent loco beyond the design specification where it developed around 2650BHP. It will be recalled that the nominal rating for a Class 47 is 2580. Quite clearly, 47642 was a potent specimen. The running thereafter was moderate and hindered by signal checks, but no doubt the arrival at Peterborough was before time.

A published example behind 47428 with 14/516/550 tons affords a useful comparison with 47642. This loco passed Alexandra Palace in eight minutes 35 seconds at 60mph and the summit at Potters Bar in 16 minutes 20 seconds at 58.5mph. The estimate on this section reveals a normal maximum effort of around 2050/2550RHP/BHP, which was very close to specification. A modest maximum of 86mph was attained at Hatfield, although thereafter the running was subdued, but Peterborough was reached in 71 minutes 18 seconds.

Table 3 underlines an era that is almost forgotten in ECML traction history. DMU operation between King's Cross and Hertford North, Cambridge and Peterborough existed for nearly three decades, although on differing services and differing periods.

The Class 105 Cravens units initially began on the inner-suburban services from this terminus in October 1958 and plied their trade for nearly two decades on the outer suburban workings to Cambridge. Even after replacement by electrification in 1978, a few units survived on selected workings to Peterborough. After March 1978, differing services included a Hertford North to Peterborough working and another that started at Hitchin with other permutations that terminated at Huntingdon.

Table 3	run	7		8	
	Date	05/04/1983		31/01/1987	
	Train	07.40 Hitchin-Peterborough		08.30 Hitchin-Peterborough	
	Motive Power	105		101	
	Load	2/53/57		2/59/64	
	Recorder	P.E.Commons		P.E.Commons	
M C		m s	mph	m s	mph
51 58	St Neots	0 00	/57	0 00	
54 07	Paxton	3 25	42*	3 44	57.5
55 72	Offord	6 26	52.5	5 33	64
57 00	Milepost			6 35	60/62
57 40	Milepost	8 02	60/64		
58 57	Huntingdon	9 49		8 45	[9]
58 57		0 00		0 00	
61 00	Milepost			4 00	41.5
62 00	Leys summit	5 17	48.5	5 26	42.5
63 40	Abbots Ripton	6 54	63	7 15	56.5
66 00	Woodwalton	9 06	71	9 34	69.5/71
69 32	Holme	11 56		12 29	65.5/66
72 63	Yaxley	15 46	30*	15 41	60.5
75 00	Fletton Junction		sig stop		
76 29	Peterborough	26 13		21 01	[22]

Table 4	run	9	
	Date	12/05/1983	
	Train	19.20 Aberdeen-King's Cross	
	Motive Power	40035	
	Load	12/405/430	
	Recorder	S.R.Griffin	
M C		m s	mph
105 37	Grantham	0 00	
105 00	Mp	1 30	32
100 00	Stoke Summit	8 02	52
95 40	Milepost	11 48	82
91 00	Milepost	14 51.5	92/90
87 00	Greatford	17 30	91
84 65	Tallington	18 57	88
79 40	Werrington Junction	22 39	83/82
76 29	Peterborough	26 47	
76 29		0 00	
75 00	Fletton Junction	2 49	47.5
71 40	Milepost	6 22.5	71/73
67 20	Connington South	9 59	62
63 00	Milepost	14 22.5	57.5/68
58 64	Huntingdon	19 20	
58 64		0 00	
54 00	Paxton	6 14.5	65/66
51 58	St Neots	9 12	tsr/22
50 00	Little Barford	12 17.5	47.5
46 00	Milepost	16 11.5	69/70/68
41 05	Biggleswade	20 24	72/68
37 00	Arlesey	23 50.5	74/65
31 74	Hitchin	28 10	67
29 00	Milepost	30 57	60
27 46	Stevenage	33 15	
27 46		0 00	
25 04	Knebworth	4 04	52
24 00	Milepost	5 13	57
22 00	Welwyn North	7 02.5	72
19 00	Milepost	9 24.5	83
12 60	Potters Bar	14 20	72
8 29	Oakleigh Park	17 35	89
6 40	New Southgate	18 49	92
0 05	King's Cross	25 37	
EDHP/RHP/MPH/ MP 105-100 1450/1560/46			
EDHP/RHP/MPH/ MP 66 1/2-MP 63 1455/1630/57.5			

We start at St Neots with two runs timed by Peter Commons. The line to Huntingdon runs on an undulating course. Looking back, it is all too easy to forget that units of this vintage struggled to get to speeds in the mid-sixties over a relatively short distance of seven miles, such as the length featured here. However, the restriction at Paxton hardly helped matters.

The restart from Huntingdon up to the summit at Leys is around 1 in 200 in terms of its severity. The mechanical transmission system employed on the vast majority of 1955 Modernisation Plan units, found acceleration up a gradient quite difficult. These DMUs, like cars, can only develop maximum power at maximum engine revolutions. The gear change from third to fourth gear occurred on these units at around the 40mph mark and, as a result, going into the higher gear resulted in a drop in power and hence acceleration was quite retarded. This was exacerbated if the gradient encountered was steep.

The Cravens unit, featured here, coped quite well with this and speed had risen to 48½mph by this point. By comparison, the Class 101 unit struggled to gain momentum and laboured up to 42½mph. However, the 1 in 200 down grade towards Milepost 67¼, meant that both units could reach 70mph without difficulty. No doubt the acoustics that emanated from these units was the usual cacophony of sound that accompanied classic DMU travel: a sort-of 'GRRRRRRRRHHHH' noise with attendant lateral swaying movements as speed increased.

Finally, we feature a gem of a run behind a Class 40 on an overnight service. No doubt 40035 was deputising for an unavailable Class 47. Steve Griffin was on hand to record this effort for posterity. The climb out of Grantham to the summit at Stoke revealed a very healthy specimen. Mr Griffin estimates an RHP of 1560, this compares with the quoted 1550 for the class. The Class 40 then effortlessly ran downhill and attained 92mph at Milepost 91.

The ascents to Abbots Ripton and Stevenage were both good and 40035 did well to maintain speeds in the low-sixties at these locations. Another flighty 92mph was attained at New Southgate before arrival at King's Cross.

I would like to thank the Railway Performance Society for allowing me to access their electronic archive for the purposes of this article. I would additionally like to thank David Lloyd-Roberts for his comments and suggestions.

Get in touch

Don't forget, if you have an idea for an article, why not get in touch by emailing the Editor at steverabone@hotmail.com and you could feature in TRACTION.



A three-car Metro-Cammell Class 101 forms a Huntingdon to Peterborough local at Abbots Ripton in May 1975. JOHN FORD

MegaPoints Controllers

Sophisticated Simplicity

MADE IN BRITAIN

megapointscontrollers.co.uk

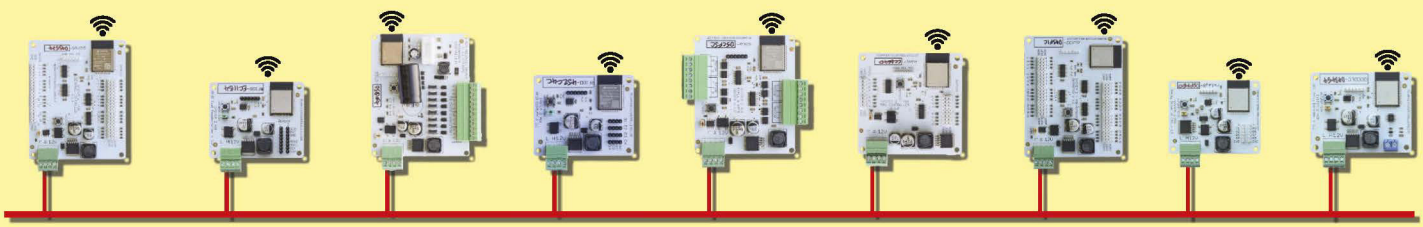
Control everything with System2
Visit our web site for more details.

- Complete layout control of points, signals, block detection, route selection and accessories.
- Reducing the cabling running around your layout to 2 wires.
- All our products are designed and manufactured in the UK.
- All settings are at your fingertips from your desktop, tablet or phone.
- Built in software update facility for new features.
- Controls can be flexibly assigned to any device on the network.
- Includes an EasyConfig simple setup for preconfigured options.

System2 works with:

- Servo motors.
- Solenoid motors.
- Tortoise and analogue stall.
- MTP MP10 motors.
- Kato points motors.
- RFID Tag readers and displays.
- DCC accessory commands.
- Block detection and feedback.
- JMRI via Wi-Fi.

We specialise in layout control. It's all we do!



Servos - Solenoids - Tortoise - Kato - RFID - DCC Accessories - JMRI - Route and Signal Control - Wi-Fi or Wired

"System2 has simplified our installation and enabled new possibilities for Making Tracks" - Pete Waterman - OBE

Rev: 18-09-24

GWR 'Mica B'

Refrigerated Meat Van

'MICA B', the telegraphic code 'MICA' designating a Refrigerated Meat Van of which 'B' is the ventilated variant. The ventilated vans were mainly used to transport chilled beef carcases from ports such as Birkenhead to Smithfield and other markets. It is fitted with internal tanks for solid CO2 and trap doors on top of the roof for loading the dry ice. Meat hooks were fitted. Built between 1923 – 1926, 149 were produced based on the X8 diagram.

The decorated samples are now here and delivery is expected very soon



Thanks to the Severn Valley Railway for their support with this project.

Available in single van or a 3 pack, priced at £30.00 each or £75.00 for the 3 pack. 6 running numbers will be produced in OO gauge.



Van 1	105873 (preserved at Severn Valley Railway)
Van 2	105852
Van 3	105901
Van 4	105860 (preserved at Didcot)
Van 5	105923
Van 6	105923
Pack A	105873, 105852 & 105901
Pack B	105860, 105923 & 105966

Available to pre-order now at www.krmodels.net

TMC
The MODEL CENTRE

CUSTOM GRAFFITI

Still original, still the best

‘Unique’ is a word often overused and misunderstood. Only, each of our painstakingly-graffitied rolling stock items in our ever-evolving ‘Custom by TMC’ range is just that.

Browse the incredible selection of designs in stock for ‘N’ and ‘OO’ live on our website. Can’t find a design you like? Just send us a photograph or sketch for inspiration and we’ll create a unique hand-painted design just for your model collection!

Inspired by prototype imagery (and our wild imagination) getting the ‘look’ of scale graffiti ‘just so’ has taken years of patience! From our humourous, or thought-provoking designs, to often-overlooked prototypical overspray and detailed backgrounds, each of our creations is truly special. Transform the look of a layout siding or display cabinet shelf with an instant ‘pop’ of eye-catching colour with ‘Custom by TMC’ graffiti!





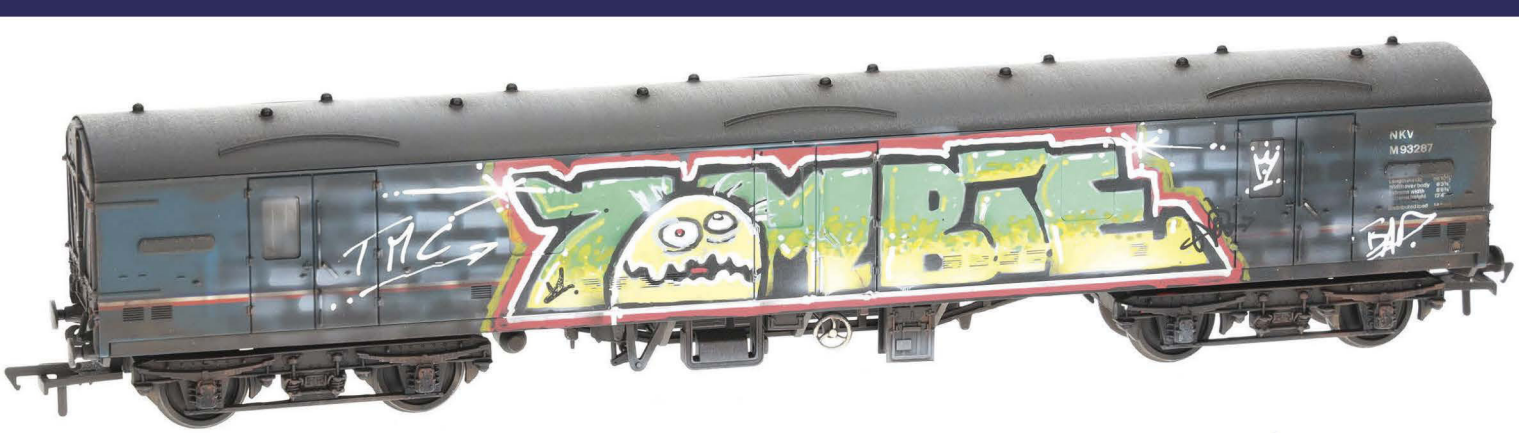




EXTRA 5% OFF ALL CUSTOM MODELS*

USE CODE: BRM5

*Offer ends Dec 31, 2024
T&Cs apply











GRAFFITI CONTAINERS

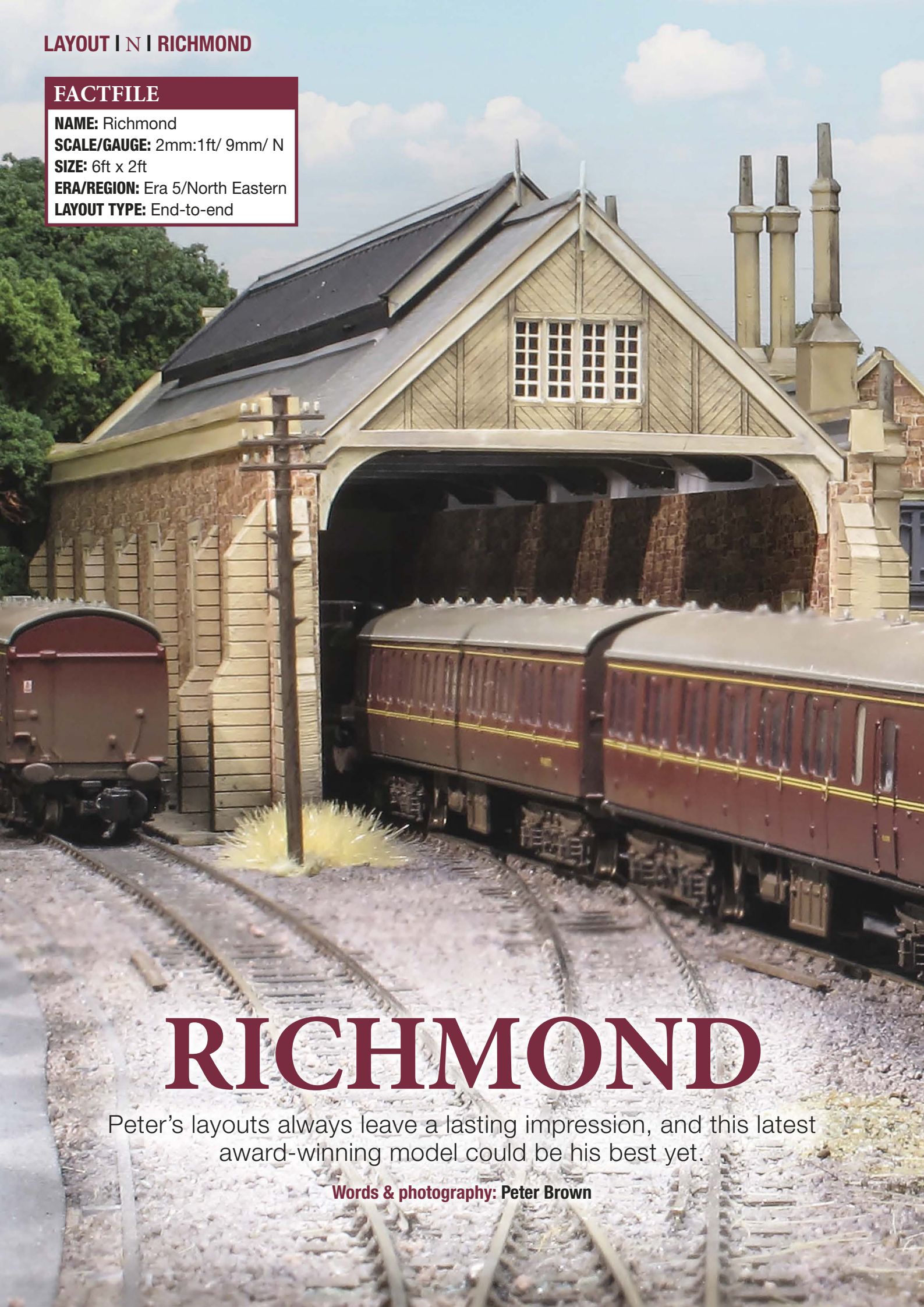
JUST: £49.99!

W: www.themodelcentre.com T: 01947 899125

Hill Farm, Beck Hole, Whitby, YO22 5LF

FACTFILE

NAME: Richmond
SCALE/GAUGE: 2mm:1ft/ 9mm/ N
SIZE: 6ft x 2ft
ERA/REGION: Era 5/North Eastern
LAYOUT TYPE: End-to-end



RICHMOND

Peter's layouts always leave a lasting impression, and this latest award-winning model could be his best yet.

Words & photography: Peter Brown



On Platform 1, a G5 0-4-4T engine waits for departure with a pair of suburban coaches. A spare suburban coach stands in the siding.

TOP RIGHT: A heavily-weathered Graham Farish Fairburn 4-6-2T pulls a rake of Mk. 1 crimson lake and cream coaches towards the station. This photograph shows the use of code 40 track to good effect as it allows an authentic gap between rail and ballast that is not possible with proprietary track.



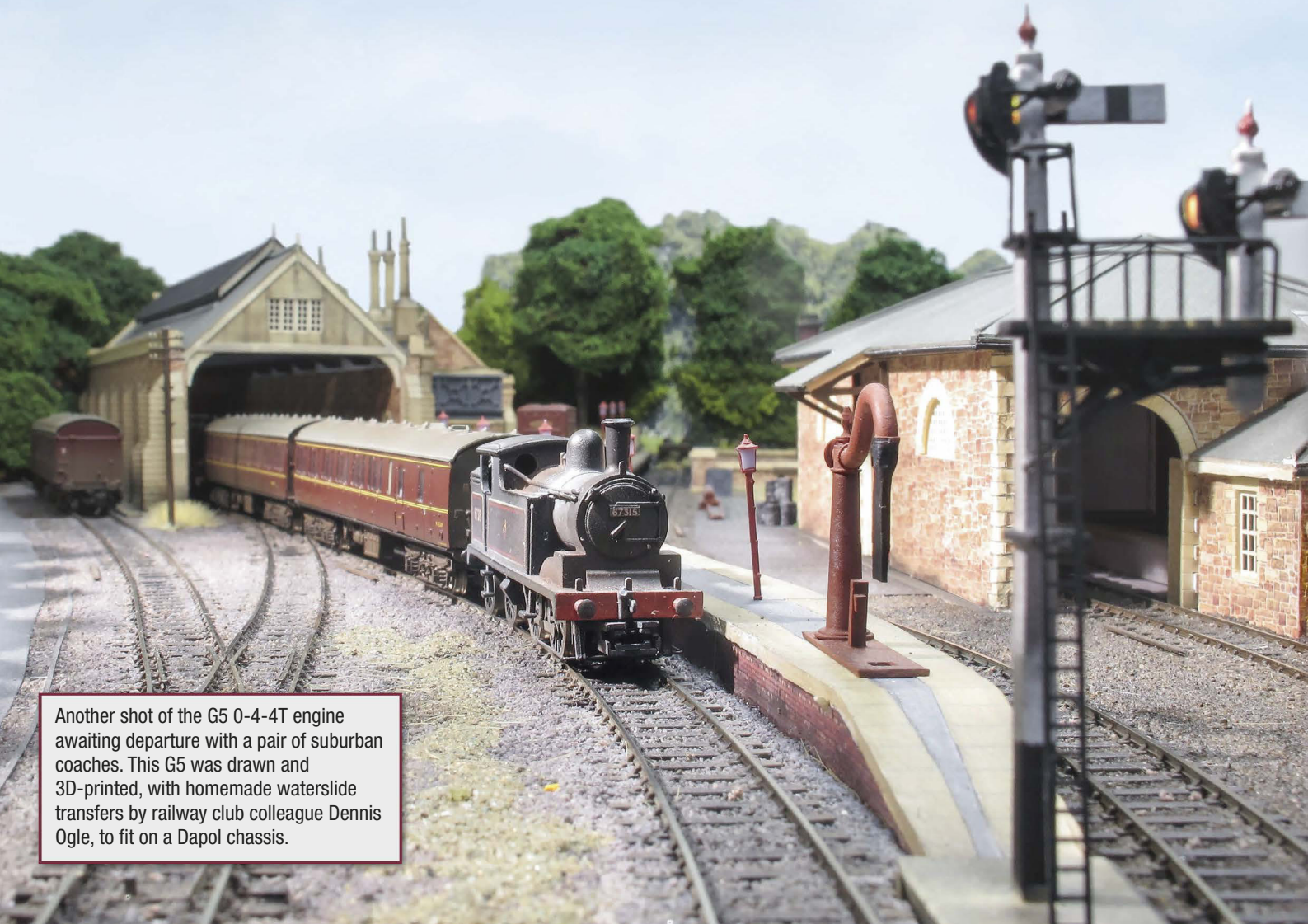
MIDDLE RIGHT: A helicopter view of the layout with a Graham Farish Class 108 DMU sitting in the station. On the platform, a horse transporter waits for racehorses to be unloaded from the Mk. 1 horse vans. With so many racehorse trainers based in this part of North Yorkshire, Richmond station was an important transport hub for racehorses.



Following the completion of my 'Alston' layout (featured in BRM October 2023) and its launch onto the exhibition circuit, my thoughts turned to my next project. Once more, I wanted to design a compact exhibition N gauge layout and, for inspiration I looked again at Ken Hoole's book, *North-Eastern Branch Line Termini*. (ISBN 0-86093-219-2). The station at Richmond in North Yorkshire looked interesting and challenging for a modelmaker. I was very familiar with Richmond but had no idea where the station was. The town is located on top of a hill in the shadow of its Norman castle keep, and, not surprisingly, the station is located on flatter ground, and this is some distance away from the town and across the river. What was a surprise was to find most of the station buildings still intact, though re-purposed. The station itself is preserved and now houses a restaurant, art gallery, cinema, shops, and micro-brewery. Well worth a visit if you are in the area.

The concept

The trackplan of the former station and all its buildings are detailed in Ken Hoole's book. Apart from the station, there was a goods shed, an engine shed, a dedicated gas works, signal box, railway cottages and houses for both the stationmaster and depot manager. With a planned scenic baseboard of 1200mm x 600mm, compromises would be needed, as I wanted to model all these buildings.



Another shot of the G5 0-4-4T engine awaiting departure with a pair of suburban coaches. This G5 was drawn and 3D-printed, with homemade waterslide transfers by railway club colleague Dennis Ogle, to fit on a Dapol chassis.



Award-winning buildings

The station, goods shed, engine shed, signal box and gas works are all detailed in Ken Hoole's book with scale survey drawings. I scanned each elevation drawing so that I could import the images into my 2D CAD drawing package. Here, I was able to adjust the scanned images to an exact scale and then trace them digitally using a scale of 1:100 for convenience. This was very time-consuming, but eventually, I had 2D digital drawings of the elevations of all the buildings, and then it was only a click of the mouse to bring them to 1:148 and N gauge. With these, I was able to create cutting schedules to send to Stoneybridge Structures to have the windows and walls laser-cut. For the 'brickpaper', I took close-up photographs of the stonework of the station building itself and imported these into my 2D CAD software, where I could reduce the stonework to just slightly overscale and then replicate the photos to build up an A4 sheet of stonework for photocopying. The stones needed to be slightly overscale as at true scale they lost definition.

I entered the model of the station in the buildings category for the 2mm Society's annual online competition in 2022, and it won first prize.

One of the most significant buildings in the centre of Richmond is the Green Howards' Museum, based in a former church. A Google search revealed that recent renovations had been carried out by Purcell Triton Architects from York. I cheekily approached them to see if they had any survey drawings they were prepared to share, and they readily emailed them to me, which formed the basis for the laser-cutting of walls and windows. Most of the stone buildings in Richmond share the same quarry, and the station 'brickpaper' was a suitable choice for all the structures.

The Green Howard model won the Chairman's Award in the 2023 2mm Society competition.

The starting point for the models of the other buildings was to take lots of photographs of buildings in Richmond. From this exercise, I was able to determine the common types of windows used and produce 2D CAD laser-cutting schedules, to send to Stoneybridge Structures, so I had a stock of laser-cut windows in thin card. By manipulating the chosen windows in my 2D CAD drawing package, it becomes quite easy to produce 'scale' drawings of the buildings without taking any actual dimensions. A printout of a building was then Sellotaped to Daler Mounting Board or Plastikard, and the windows and doors were cut out using a Stanley knife, always with a new blade.

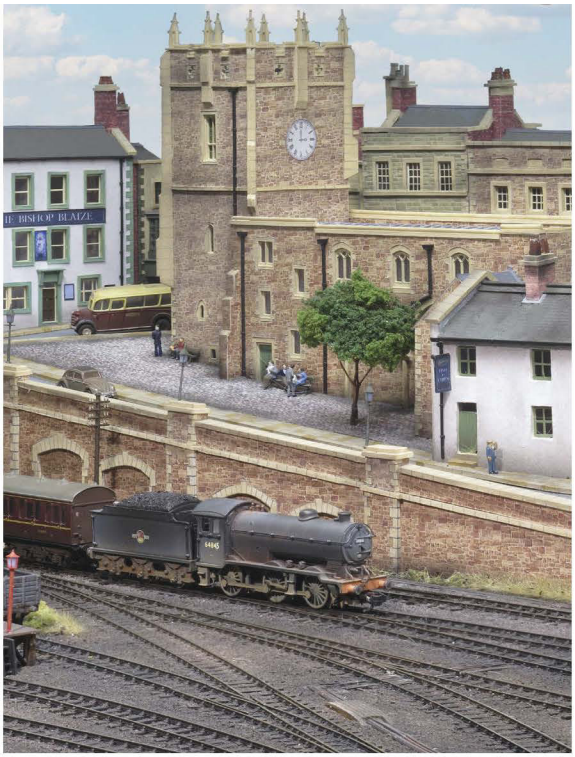


ABOVE View of the former church, now the Green Howards' Museum in the centre of Richmond Market Square. This photograph was taken from the battlements of the Norman Keep, part of Richmond Castle.

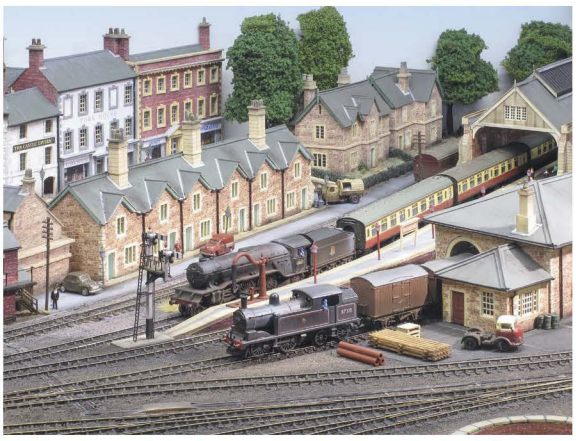


ABOVE Model of the Green Howards' Museum and the market square with Graham Farish J39 0-6-0 sitting in the head shunt.

TOP RIGHT:
Graham Farish J39 0-6-0 trundles towards the station with two suburban coaches. Behind is the Green Howards' Museum and, in the distance, the Bishop Blaize public house.



BOTTOM CLOSE RIGHT:
Graham Farish V2 2-6-2T awaits departure from Platform 1 with two crimson lake and cream Mk. 1 coaches while the G5 0-4-4 shunts box vans into the goods shed.



BOTTOM FAR RIGHT:
The side backscene panel had to be removed for this photograph to show a rear view of the station, normally unseen, and the back of a low-relief tree. The tower of the Green Howards' Museum can be seen in the distance.

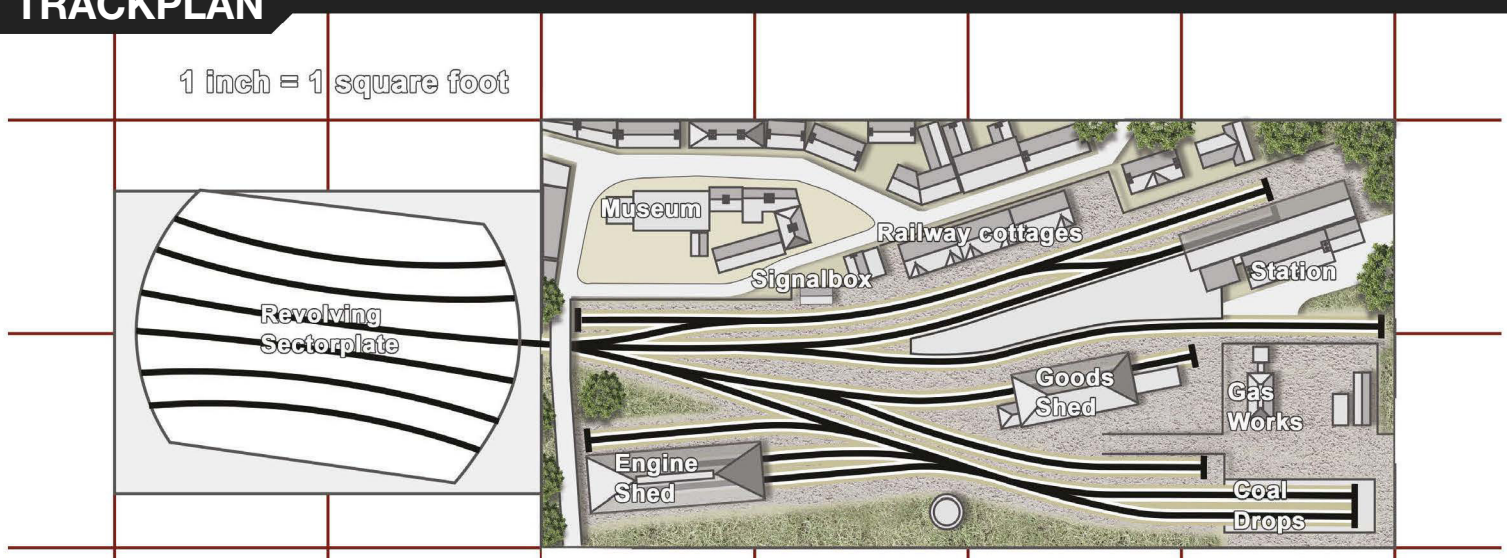


The station only ever had a single covered platform but had two bays with two covered sidings. My model has a single bay and was shortened in length. The signal box, railway cottages and goods shed are all in more or less the correct positions, but artistic licence has been applied to the others. In addition, lots of buildings from the centre of Richmond have also been modelled and relocated adjacent to the railway tracks.

I planned to use a separate turntable fiddle yard and Grainge and Hodder Ltd supply these, laser-cut in standard sizes. I asked them to make a non-standard one 600mm x 400mm for me and bought a standard 1200mm x 600mm laser-cut baseboard to go with it.

Disappointingly, the pivot of the turntable is intended to be an M6 bolt, but there was far too much 'play' for this to work satisfactorily for N gauge tolerances, so a colleague, Dennis Ogle, from my railway club used his lathe to turn a piece of brass to create a pivot arrangement with the necessary precision. The baseboards are all made from 6mm plywood and are both light and robust. Being only 6mm thick, it did mean that the screws fixing point motors from below protruded through the surface and needed to be ground down.

TRACKPLAN



Laying the track

Apart from Code 55 Peco track used on the fiddle yard, all the track is Code 40 FineTrax supplied by British Finescale. The beauty of this track is that it is true to scale, and you can create the prototypical gap between the rails and the ballast. Kits for the points are now supplied with engineered switch rails and frogs and 3D-printed sleeper bases. These are much better in operation than the earlier version, and I found them a pleasure to make. The points are operated with DCC Cobalt Classic motors, which give slow operation, hold the switch blades firmly in position and have built-in switching for the frog polarity. Operation of the points is with DCC Alpha switches, which have the advantage of illuminating the chosen route.

Chinchilla dust was used as ballast for the main line and sieved silica sand for the sidings, all glued with scenic cement and tinted in the first instance with dilute black fountain pen ink. This was followed by heavy weathering with an airbrush. A representation of point rodding was installed using styrene strip.

Using Code 40 track, I like to think that, in close-up photographs of the layout, it is not immediately obvious that it is N gauge.





LEFT: A lorry is loaded in the goods yard while the G5 0-4-4T returns from shunting coal wagons over one of the sets of coal drops.

MIDDLE LEFT: Whiskered Graham Farish Class 108 three-car DMU awaits departure from Platform 1. Behind the station are the station master's house and the house of the depot manager.

BELOW: Graham Farish Fairburn tank 2-6-4 shunts box wagons into the goods shed while a Graham Farish Class 108 DMU awaits departure from Platform 1. In the foreground is the well of the former 45' diameter turntable.

> "I now have two exhibition layouts as well as the club's 'Monkchester' layout, and there is certainly no room for another!"



TOP RIGHT: A G5 0-4-4T engine waits for departure with a single suburban coach from the main platform. Behind, it is bin day, and the dustmen are emptying bins into the bin wagon.

MIDDLE RIGHT: Graham Farish J39 0-6-0 sits just outside the engine shed, while Graham Farish Ivatt 2-6-0 takes on coal and water.

BELOW: Graham Farish Class 108 three-car DMU awaits departure. I had to learn how to draw in 3D Computer Aided Design to produce an authentic N Gauge NER water crane, and it was then 3D-printed by colleague Dennis Ogle.





Having learnt my lesson from 'Alston', I was much more disciplined with the wiring on this project and used only red and black cable with yellow for point frogs. Unlike so many examples of wiring you see illustrated, mine is not a thing of beauty and greatly benefits from being entirely hidden. I find there are three phases of wiring. The first is the connecting of all the dozens of droppers. Code 40 track is too fine for fishplates, so every piece of rail requires a dropper. Any optimism about your success with Phase 1 evaporates when you power up the layout and find nothing works and you move to Phase 2, which is trying to find the cause of the major short, or in my case, five separate shorts! Once everything appeared to be working satisfactorily, I started on the landscaping and buildings. I only discovered Phase 3 of the wiring when the layout was complete, and I started operating it. I found sidings that were supposed to be isolated were not, and in one instance, even the polarity was reversed. There were many frustrating hours and a consultation with Dennis Ogle before I found the problem on a three-way point where a single common return dropper needed to be connected, not to the common return but to the live frog of the previous point.

As with 'Alston', the layout is wired for both DC and DCC, and a double pole, double throw switch determines which controller is in use.

> "I share the stock for 'Alston' with 'Richmond', so there is a mix of DMUs, a G5, an Ivatt 2MT and J39's."

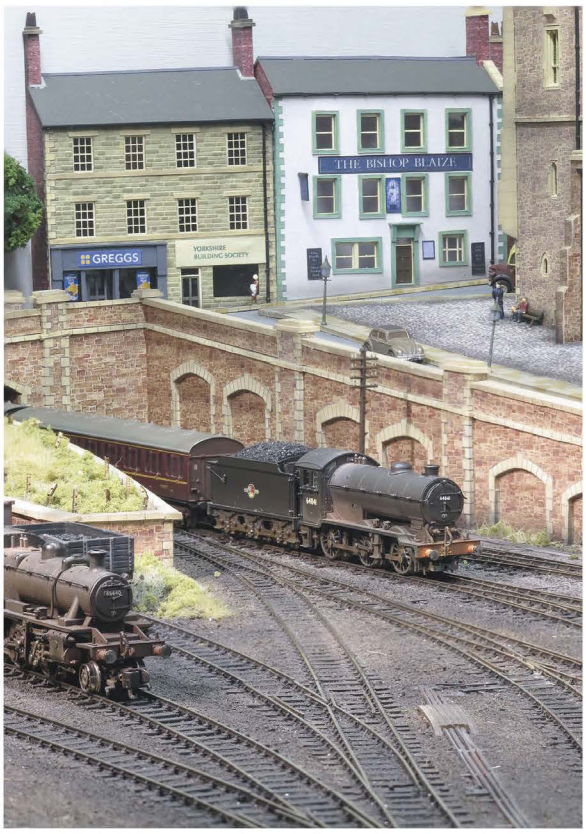




Extensive use has been made of Dapol magnetic couplings with permanent magnets set into the baseboard below the track and ballast. A train entering the station uncouples automatically as it comes to rest, and a switch on the control panel then isolates the engine. A pilot engine can then remove the coaches to the siding, and the released engine can collect the carriages and return to the platform for departure. A similar arrangement is provided in the goods siding for a pilot engine to distribute wagons to the coal drops or goods shed. I share the stock for 'Alston' with 'Richmond', so there is a mix of DMUs, a G5, an Ivatt 2MT and J39s. The G5 is a 3D-printed body with printed waterslide transfers for the lining and numbers, all made by Dennis Ogle to fit on a Dapol M7 chassis. All I had to do was add a driver and weather the locomotive.

Landscaping

As you would expect, the trackwork was fully planned in advance, but the landscaping was not. Positioning the station buildings was easy, but other than a vague wish to include actual Richmond buildings, I had to experiment to see what would work. Having a nice flat baseboard, it is easy to forget that railway engineers only achieved a nice flat track bed with huge amounts of earthmoving. The starting point for us modelmakers



ABOVE: An overall view of the layout with the gas works in the foreground, box vans being unloaded in the goods yard and the Class 108 DMU in the distance coming out of the fiddleyard.

LEFT: While a Graham Farish Ivatt 2-6-0 takes on coal at the coaling stage, a Graham Farish J39 0-6-0 pulls suburban coaches towards the station. The inclusion of a 'Greggs' on the High St was intended to raise a smile. Ubiquitous now, in the period modelled, the chain only had one outlet, just round the corner from where I live in Newcastle.



ABOVE:
The Green Howards' Museum, surrounded by buildings from Richmond Market Square. In the foreground is the coaling stage and a scratch-built NER snowplough.



TOP RIGHT:
Looking across the gas works and coal drops to the station and its distinctive open covered portico with Gothic arches, technically in architectural terms, a port-cochère. This part of the station with its water tank remains today, exactly as it was.



BOTTOM RIGHT:
The G5 0-4-4T engine hauling two suburban coaches waits on Platform 1 for the signal for departure.

is to create a plausible landscape into which our model track bed has been cut. Richmond is a town built on a hill, so I first created a hilly road layout. Once the road, made from mounting board on profiled mounting board slopes, was in place, the buildings were made to sit on level platforms below the road.

The grassed areas at the front of the layout were formed with Modroc and finished with static grass. Trees were made from dried sedum stalks bound together to form the trunks and covered with Heki Flor, secured with copious amounts of PVA glue and doused with hairspray. Making my own trees allowed me to tailor each one to its proposed location, with many of them low relief, with flat backs.

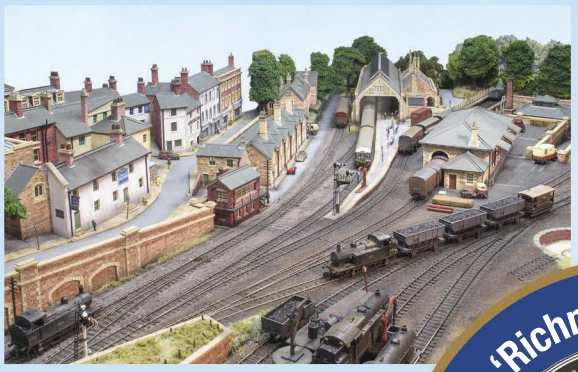
I always had to remain flexible and ready to change things. The roads were modified several times and are not necessarily as wide as perhaps they should be. I kept in mind that I was trying to evoke a sense of place rather than an exact representation of what was there. The road behind the engine shed was moved very late in the day when I realised there was insufficient room for the trees. Originally, I had planned not to have a backboard on the right-hand side of the layout. This did not look right in the event, and so one was fitted. This still did not look right, and the view needed to be contained. A retaining wall was added and more trees with some foliage stuck to the backboard to represent extremely low-relief trees.

Final thoughts

My first N gauge layout was started in 1972 and went through a number of changes before being given to the Newcastle and District Model Railway Society (NDRMS), where it was developed into what is now 'Monkchester'. Having joined the NDRMS in 2004, I became Chairman in 2021.

I really enjoy model making and, having finished 'Alston', it did not take long to start to fidget with a creative urge and I started to plan this layout. Being retired, I have time to devote to the hobby, but that is coupled with a desire to take it slowly, enjoy the process, and to do things thoroughly without shortcuts. What next? I now have two exhibition layouts as well as the club's 'Monkchester' layout, and there is certainly no room for another! There is a big OO layout being built at the club, and I have already committed myself to making coal drops for that, so maybe there will be further opportunities for creativity. Thanks are due, as always, for the help and support given by my fellow members of the Newcastle and District Model Railway Society (newcastlemodelrailway.org.uk). Invitations to exhibitions will be most welcome and contact can be made through the club website. ■





TOP LEFT:
Graham Farish Ivatt 2-6-0 shunts two NER 20ton wooden coal hopper wagons onto the coal drops while below, coalmen load sacks of coal onto their lorry for the domestic coal market.

MIDDLE LEFT:
An overall shot of the layout from the left with a Graham Farish Fowler 3F (Jinty) 0-6-0 shunting a rake of coal hoppers.

See 'Richmond' in action at
THE FESTIVAL OF BRITISH RAILWAY MODELLING
8th - 9th February 2025
DONCASTER
Visit world-of-railways.co.uk/shows

Graham Farish Ivatt 2-6-0 awaits departure from Platform 1 with two crimson lake and cream Mk. 1 coaches. The platform gas lamps were specially drawn and 3D-printed to better replicate the NER station gas lamps used at the station. In the background, the railway cottages with their distinctive chimneys are still there but are now privately owned.

In 1934, Lobitos Oilfield Ltd. opened an oil refinery at Stanlow to process crude oil imported from Peru, and at the same time acquired Barclay 0-4-0F w/n AB1548 from British Dyestuffs Ltd. of Huddersfield for whom it had been built in 1917. Like many of the early fireless locomotives, it had 14in cylinders with the charging connection fitted to the front of the reservoir, while there were also some differences in terms of the cab design. AB1548 is pictured at Stanlow in April 1969, two years prior to its withdrawal. DAVID RATCLIFFE



Barclay 0-4-0 Fireless locomotives

Reflections of a time when railway lines were not complete without them.

By David Ratcliffe





The Boots Pure Drug Co. operated two *Caledonia* design Barclay 0-4-0F at its Beeston factory: Boots No.1 w/n AB1984 built 1930, and Boots No.2 w/n AB2008 built 1935. After rail traffic at Beeston declined in the early 1980s, both were preserved; Boots No.2 at the Midland Rly. Centre, Butterley, and Boots No.1 at the Foxfield Rly., near Blyth Bridge, as pictured on October 16th, 1981. DAVID RATCLIFFE



Laporte Chemicals operated four Barclay 0-4-0F locomotives at its Luton works, including w/n AB2243, the youngest of its fleet, built 1948, which from 1958 until 1960 was loaned to Laporte's Baronet Works at Warrington. After being withdrawn at Luton in 1972, AB2243 was donated to the Buckinghamshire Railway Centre and is pictured at Quainton Rd. in July 1998. DAVID RATCLIFFE

Andrew Barclay Sons & Co. Ltd. of Kilmarnock was Britain's leading manufacturer of fireless locomotives, building 114, 19 for export and 95 for the home market, between 1912 and 1961.

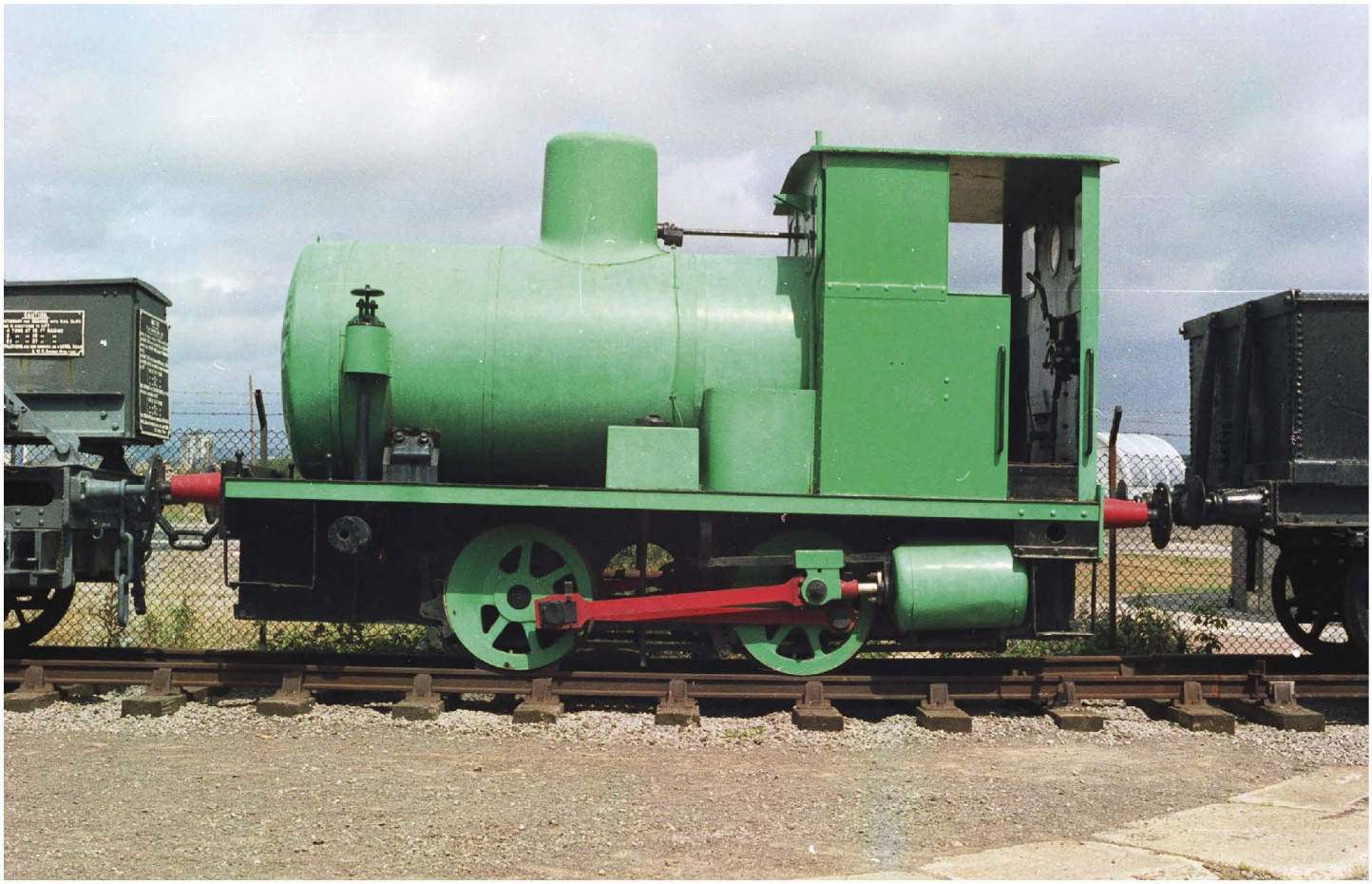
In place of a conventional boiler, fireless locomotives are fitted with a steel reservoir, which is filled to the greater part with water before then being charged with steam from a stationary boiler at a pressure of from 160 to 170lbs. per sq. in. This increases the pressure of the water in the reservoir to that of the steam and then, as steam is discharged in powering the locomotive, the pressure gradually falls and as it does so more steam is given off by the super-heated water in the reservoir, thus allowing the locomotive to work for between three or four hours.

When pressure in the reservoir fell to about 25lbs. per sq. in., the locomotive would be run light back to the charging point for a recharge, which, according to Barclay's sales brochure, would take about 20 minutes and so could be accomplished during the crew's meal break.

Like other fireless builders, Barclay positioned the cylinders at the cab end to balance the locomotives overall weight, while the exhaust was dispelled via a pipe fixed to the rear of the cab. Some locomotives were fitted with a warning bell rather than a whistle to avoid wasting steam. The Barclay 0-4-0F locomotives had either 14in x 18in or 15in x 18in outside cylinders, 3ft diameter wheels, with a 5ft 6in wheelbase. The company's standard *Caledonia* 15in cylinder design had a reservoir pressure of 160lbs. per sq.in. and weighed 21 tons, producing a tractive effort of 17,000lbs.

Anouther Andrew Barclay 0-4-0F wass w/n AB1966, which is pictured at Barry Island in April 1997. Delivered new to J&J Coleman of Norwich in 1929, w/n AB1966 was sold to the Monsanto Chemical Co. in 1949, who used it to shunt at their new plant at Newport where it retained its mustard yellow livery. In 1990, the fireless was preserved, first at the Cardiff Bay site of the Butetown Historical Railway Society, before moving to The Vale of Glamorgan Rly. Co. at Barry in 1996. HYWEL THOMAS





The British Resin Products chemical plant at Barry also operated a Barclay 0-4-0F, with w/n AB2238 being built new for the company in 1948. Ownership passed to BP Chemicals when they acquired the plant and the fireless continued to work at Barry until 1986. Subsequently, it was presented to the National Museum of Wales, being recorded at Cardiff in August 1995. Note the position of the charging connection below the running plate ahead of the front wheel. DAVID RATCLIFFE

The Barclay sales brochure also highlighted the other benefits of the type, as with no fire or hot ashes it was particularly suitable for use at locations where inflammable or explosive materials were handled, or where dust and smoke would be objectionable (the company offering the option of fitting electric lighting for enhanced safety). Furthermore, with no injectors to control or boiler tubes to be replaced, maintenance costs were reduced, although Barclay did concede that its fireless locomotives were only suitable for shunting moderate loads and where the gradients encountered were not excessive.

However, despite these limitations, in Britain, fireless locomotives were to be found working at munitions factories, chemical plants, oil refineries, paper mills, biscuit and margarine works and soap factories, while they were also used at power stations where a supply of high-pressure steam was also readily available.

After initially constructing a number of narrow gauge examples, Barclay's first standard gauge fireless locomotives were built during the First World War for the Ministry of Munitions and the Royal Navy, while in later years other operators included BP Chemicals, Boots, the CEGB and the SSEB, Glaxo, the Mersey Docks & Harbour Board, Midland Tar Distillers, Monsanto, Procter & Gamble, and Shell, with 17 Barclay 0-4-0F locomotives eventually surviving into preservation. ■

Order our exclusive Fireless!

World of Railways has teamed up with Rapido to produce an exclusive, limited edition BP-liveried version of its recently announced Andrew Barclay 0-4-0 *Caledonia* Fireless locomotive.

This exclusive model is in the BP livery carried by works number 2238, delivered in February 1948 to Distillers Co Ltd. for its British Resin Products plant in Barry, South Wales. BP acquired Distillers in 1967, with the livery of the locomotive changing to that which we see in Rapido's renders of our forthcoming model, with BP's well-known shield logo used from 1961-1989.

The product run is strictly limited. A DCC-Ready version can be ordered at a price of £139.95, with a DCC-Sound version at £249.95. Secure your locomotive for a small deposit of just £30.

For more information and to order visit:
https://worldofrailways.hooluh.co.uk/locomotives



SLATER'S PLASTIKARD

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

VISA MasterCard Maestro

Slaters are pleased to announce that we reintroduced the two smaller gearboxes in our range SG4 and SG38 but now fitted with 15mm diameter 12 volt Coreless motors.
The new motors are dimensionally the same as the old Mashima motors we used to fit.
The SG4C 30:1 gear ratio is designed for 4mm scale Locomotives with a 1/8" (3.125mm Dia) axle
The SG38C 38:1 gear ratio is designed for the smaller 7mm scale Locomotives fitted with a 3/16"(4.76mm) Diameter axle


SG4C

In addition we have recently introduced two wider versions of the SG38 but now fitted with the larger 12 volt Cannon EN22 motor designed for larger 7mm scale Locomotives in two configurations SG38CAN and SG38CANL.


SG38C

Fully dimensioned drawings and pictures of our gearboxes can be downloaded from our website **www.slatersplastikard.com** under the gearbox heading.

SG4C	**£109.16**	**£130.99 incl VAT**
SG38C	**£109.16**	**£130.99 incl VAT**
SG38CAN	**£93.00**	**£111.60 Incl VAT**
SG38CANL	**£93.00**	**£111.60 incl VAT**


SG38CAN


SG38CANL

UK Postage & Packing: **£3.75** (for orders £10-£25); **£4.95** (for orders £25-£100); or **Free** for orders over £125 (excluding larger sheets of Plastikard). Overseas at cost (minimum £4.00)

www.slatersplastikard.com

RAPIDO UK

WORLD OF RAILWAYS

From inspiration to creation: everything you need for your model railway!



NCB 20T Hopper Wagons

LIMITED EDITION

TOTAL PRICE £99.95 PLUS POSTAGE

ONLY £25 DEPOSIT

Continuing our range of internal user wagons we are pleased to announce NCB versions of Rapido's 20T iron ore hopper wagons. Constructed between the early-1920s and mid-1930s the LMS produced numerous Iron Ore Hoppers using a variety of diagram numbers, however, for the most part, they looked identical.
For the full product specification and delivery wait times, please visit our website using the link below.

LIMITED STOCK - PRE-ORDER NOW!
www.world-of-railways-shop.co.uk

The

WD 2-10-0

Finescale OO Gauge

Clark RAILWORKS

By
Ellis Clark
Trains

clarkrailworks.com

Pre-Order With No Upfront Charge



DSC Showcases

The finest Glass Showcases and Wall Display Cabinets for Collectors & Modellers

'Merrill Ville'
Enborne Row
Wash Water
Newbury
RG20 0LX

A TOUCH OF GLASS! BIG OR SMALL, WE MAKE THEM ALL! WALL CASES & SHOW CASES








01635 34656 • admin@dscshowcases.co.uk • www.dscshowcases.co.uk

8A, Sapper Jordan Rossi Park
Otley Road, Baildon
West Yorkshire
BD17 7AX

1950 - 2025
CELEBRATING 75 YEARS OF
FRIZINGHALL MODELS & RAILWAYS
THE MODELLER'S CHOICE

Tel: 01274 747447
WWW.MODELRAILSHOP.CO.UK
Email: shop@fmrdirect.co.uk

PECO

Coming in early 2025

Frizinghall Models & Railways Exclusive

TT:120 Private Owner Wagon – Lister & Co Ltd

A limited edition run of just 75 packs

Just one of a few exclusive models being produced in 2025 to mark the shops 75th Anniversary

Twin Pack Only £39.80



Also available weathered £46.80
Made on our behalf by Peco
Pre Order now to avoid disappointment

Coming later in 2025

RAPIDO TRAINS UK

Frizinghall Models & Railways Exclusive

OO Private Owner Wagon - B Cowburn & Son

A limited edition run of just 120 wagons

Just one of a few exclusive models being produced in 2025 to mark the shops 75th Anniversary

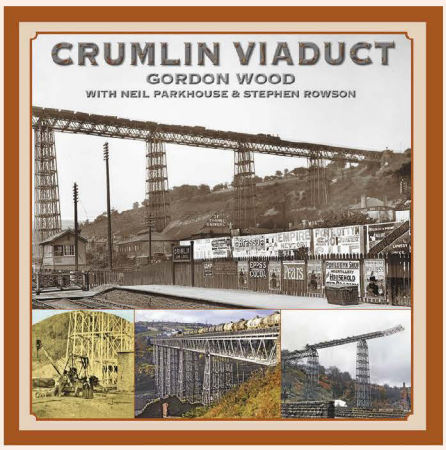
Single Wagon Pack Only £32.00



Also available weathered £36.00
Made on our behalf by Rapido Trains UK
Pre Order now to avoid disappointment

We Buy Model Railway Items/Collections - Part Exchange or Cash
Servicing & Repairs - DCC Sound Fitting - DCC Decoder Fitting - Weathering - Buying Advice
OFFICIAL STOCKIST SOUND FILES SUPPLIED BY YOUCHOOS & DIGITRAINS
FREE POSTAGE over £225 (UK mainland only)
See more at WWW.MODELRAILSHOP.CO.UK
OPENING HOURS: MONDAY to SATURDAY 10.00 - 4.30

NEW AND FORTHCOMING FROM LIGHTMOOR PRESS



CRUMLIN VIADUCT

GORDON WOOD WITH NEIL PARKHOUSE & STEPHEN ROWSON

This is the story of a brilliant but flawed engineer, who built a brilliant but flawed bridge. Thomas W. Kennard is both the hero and villain of this book, a man who, in 1852 – just over two decades after the Rainhill Trials – accepted a verbal contract from the Newport, Abergavenny & Hereford Railway Company to build an enormous viaduct 1,500 feet long and rising up to 200 feet above the Ebbw Valley. Constructed almost entirely of iron and completed in 1857, the finished viaduct was a thing of grace and beauty, and the pride of the Ebbw and Kendon valleys which it spanned. Kennard, however, had proved obstructive and uncommunicative during the construction, constantly running short of money and pressurising the company for extra payments. Deliveries were late, record and stock keeping was poor and the lack of a written contract – one was only drawn up after the viaduct had been built – all led to the inevitable 'day in court'. Within twenty years of its completion, repairs were becoming necessary and from the early years of the 20th century, the Great Western Railway began considering its total reconstruction or even a deviation of the line which it carried. British Railways realised in the late 1950s that the viaduct had a very limited life span without serious remedial work or rebuilding, whilst the structure had been listed in 1961 which served to further complicate matters. In the end, the 1963 Beeching Report did for the Vale of Neath line, which closed in June 1964 and sealed Crumlin Viaduct's fate. Demolition of the structure was completed in spring 1966 but not before a last brief burst of fame when it starred in the Hollywood movie Arabesque, alongside Gregory Peck and the beautiful Italian actress Sophia Loren. Within these pages, the authors tell the story of the viaduct from start to finish, with comprehensive details of its design and construction, and of the later repairs, of Kennard's case in the Court of Arbitration, of the traffic that passed over it and finally how this huge structure was demolished. They also look at other related aspects, such as the early tramroads which passed beneath it, the Llanhilleth Branch from Crumlin Junction, and at Crumlin Navigation Colliery. The viaduct was also to be one of the very first railway subjects to be photographed, from the start of building, by the London Stereoscopic Company, of which Kennard's brother Henry was a director. Lavishly illustrated, with a plethora of photographs from construction in the 1850s to demolition in the mid-1960s, along with maps and a huge range of drawings and plans, this book will therefore stand as a fitting memorial to one of the most iconic bridges ever built and one still much missed in the Welsh valleys it graced for 110 years.

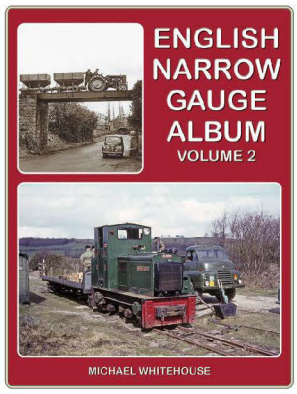
324 pages, 275 x 275mm. Silk art paper, colour throughout, laminated board covers. ISBN: 9781915069 39 9. **£60.00 + £6.50 p&p**

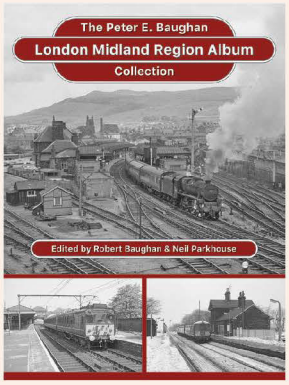
ENGLISH NARROW GAUGE ALBUM VOL. 2 MICHAEL WHITEHOUSE

Redruth & Chasewater • East Cornwall Railway • Lynton & Barnstaple Railway • Hampton & Kempton Waterworks • • Snailbeach District • Ashover Light Railway • Jersey Railway & Tramways Co. Ltd • Post Office Railway • • Beyer, Peacock & Co. Ltd • Wolverton & Stony Stratford Tramway • Chattenden & Upnor • Furzebrook Railway • • Fletcher Jennings at Betchworth • Northamptonshire Ironstone Quarry Lines • Early Narrow Gauge Preservation

This album is the second of two volumes covering featuring the extraordinary breadth and individuality of narrow gauge railways in England, ranging from the remarkable Redruth & Chasewater Railway and the much loved Lynton & Barnstaple Railway in Devon to the Ashover Light Railway and industrial lines such as Holman F. Stephens Snailbeach Line in the Shropshire Stiperstones. All profusely illustrated to show the variety of steam locomotives and their operating environment, with many historic pictures never published before. The theme of this book considers the development of narrow gauge railways in England, within the political, legal, economic and social frameworks in the 19th and 20th centuries and often by individuals with considerable prowess. Narrow gauge railways in England were largely built for three different purposes: industrial, military and as common carriers built to connect communities left out of the railway mania construction of the 19th century. By the outbreak of the First World War there were ominous warnings that road transport might provide a better bet than the narrow gauge railway. This war largely stopped any further significant advancement of the narrow gauge and the public lines in Britain began to struggle financially. The Second World War pushed many of these enterprises into bankruptcy as labour and materials were diverted to the war effort. During and immediately after the war, the majority of the remaining lines closed. For the railway enthusiast, however, English narrow gauge railways were to prove welcome news, as each developed its own idiosyncratic character as well as being operated by a wide range of different and largely attractive steam locomotives and rolling stock. This endured them to history if not commerce. This volume includes chapters on the industrial railways of Devon and Cornwall, the Lynton & Barnstaple Railway, the Hampton & Kempton Waterworks Railway, Jersey Railway, Chattenden & Upnor Railway, Post Office Railway, Wolverton & Stony Stratford Tramway, Snailbeach District Railways, Ashover Light Railway, Furzebrook Railway, Beyer, Peacock & Co. Ltd, Fletcher Jennings and Betchworth Quarry, Northamptonshire Ironstone Railways and early preservation initiatives.

224 pages, 275 x 215mm. Gloss art paper, colour laminated board covers. ISBN : 9781915069 43 6. **£35.00 + £4.00 p&p**





London Midland Region Album

The Peter E. Baughan Collection

Edited by Robert Baughan & Neil Parkhouse

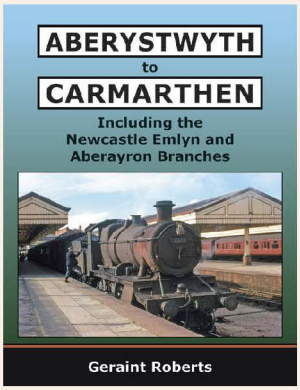
Peter Baughan started working at Euston in 1960, his job entitling him to a First Class pass and the opportunity to photograph the railway whilst doing inspections. He was working at Euston near the famous Doric Arch when it was controversially demolished in 1961. Starting at Euston, this photographic journey around the former BR/LMR takes us up to the Midlands and then on to the North East, the North West and finally across North Wales to finish at Holyhead, the pictures of Stephenson's Britannia Tubular Bridge over the Menai Strait being taken just days before it was destroyed by fire. The photographs document the huge transition in the rail industry through the 1960s and '70s, as the post-war modernisation programme began to take effect alongside the rationalisation of the network. Steam was disappearing as diesel and electric traction took over, whilst various of the lines covered within these pages, particularly the branches and secondary routes, were closing. Many of the stations depicted have gone, whilst those that have survived are mostly shadows of their former selves.

160 pages, 275 x 215mm. Gloss art paper, laminated board covers.
ISBN: 9781915069 42 9. **£25.00 + £4.00 p&p**

ABERYSTWYTH to CARMARTHEN

Including the Newcastle Emlyn and Aberayron Branches

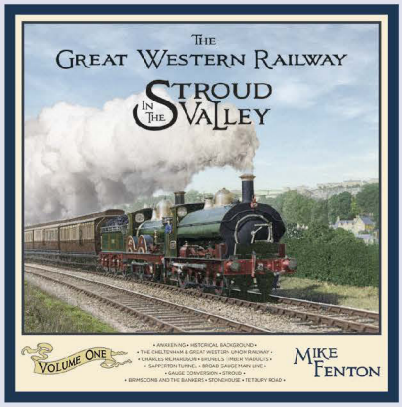
Like many of Britain's railways, the Aberystwyth to Carmarthen line evolved haphazardly, depending on funding, topography and land purchase. It was created by the endeavour of three companies that culminated in a network consisting of one line between the two towns, and two quiet branches to Newcastle Emlyn and Aberayron (Aberaeron). Even under the dreaded Beeching axe (aided and abetted by the elements), the line did not go quietly, and part of it was used for dairy and other goods traffic until 1973.



306 pages, colour and black & white. 275 x 215mm. Printed on gloss art paper, with colour laminated board covers. ISBN: 9781915069 40 5. **£40.00 + £6.50 p&p**

THE GREAT WESTERN RAILWAY IN THE STROUD VALLEY

VOLUME ONE MIKE FENTON



• AWAKENING • HISTORICAL BACKGROUND • • THE CHELTENHAM & GREAT WESTERN UNION RAILWAY • • CHARLES RICHARDSON • BRUNEL'S TIMBER VIADUCTS • • SAPPERTON TUNNEL • BROAD GAUGE MAIN LINE • • GAUGE CONVERSION • STROUD • BRIMSCOMB AND THE BANKERS • STONEHOUSE • TETBURY ROAD •

For more than 50 years the author has held a fascination for the Stroud Valley railway between Kemble and Standish Junction, which has now found full expression in this account of the line's story before the First World War, this being the first volume of a trilogy. It chronicles the involvement of Isambard Kingdom Brunel, the contribution of the young engineer Charles Richardson, the embattled Cheltenham & Great Western Union Railway, the unique Sapperton Tunnel, broad gauge days, and the original stations – Stonehouse, Stroud, Brimscomb with its banking engines, and mysterious, long-vanished Tetbury Road… Includes numerous of Brunel's original plans for the station buildings and wooden viaducts, courtesy of Network Rail

312 pages, colour throughout. 275 x 275mm. Printed on silk art paper, with colour laminated board covers. ISBN: 9781915069 37 5.
£60.00 + £6.50 p&p

COMING FOR CHRISTMAS

BRITISH RAILWAY HISTORY IN COLOUR
VOL. 9: WARWICKSHIRE WESTERN REGION LINES PART 2
THE NORTH WARWICKSHIRE LINE AND BRANCHES

RAILWAYS WITH A COLOURFUL PAST

A PORTFOLIO OF COLOURISED PHOTOGRAPHS 1855-1957 – Adrian Knowles

SUBSCRIBE to our E-NEWSLETTER & KEEP UP TO DATE with ALL NEW & FORTHCOMING TITLES: jess@lightmoor.co.uk

LIGHTMOOR PRESS

Unit 144B, Harbour Road, Lydney, Gloucestershire GL15 4EJ
Tel: 01594 840641 or 01993 773927; Email: info@lightmoor.co.uk
www.lightmoor.co.uk for full details and to order any of our extensive range of publications

Model Railways
KMS RAILTECH
Aberdeenshire

NEW SHOP

Unit 6 Donside Industrial Park
Alford
Aberdeenshire
AB33 8NX
///monorail.fills.glue

Exclusives In Stock



N Gauge Caledonian Sleepers
4 Packs available!



Cavalex BBA/BLA
HAA/CDA





O Gauge Class 50s in GBRf livery

Coming Soon!



N Gauge ScotRail Inter7City 6 car pack - ONLY £250

@KMSRAILTECH
www.kmsrailtech.co.uk
0131 618 8822

KMS Competitions
Spend a little, you could win a lot!
kmsrailtech.co.uk/kms-comps

ALBION ALLOYS
Precision metals for craft, hobby & industry

MAQUETT

Maquett Plastic Profiles

Excellent quality • Super Styrene • Easy to cut, glue and use
Manufactured on high end extrusion presses
Precision profiles and intersections make for a precision build
Best price starts at - 48 pence per piece retail
Amazing value for money



33 cm lengths or 1 metre • White, clear and colour sheet • pvc foam board • x large white styrene Lexan clear • metal sheet • grid • grating mesh

For details of your nearest dealer/stockist/distributor please contact:
email: **sales@albionalloys.co.uk** website: **www.albionhobbies.com**
tel: **01202 511232**
Dealer enquiries welcome

MODEL SCENE

ALBION HOBBIES
Precision products for craft, hobby & industry
www.albionhobbies.com

Model Scene produce some of the finest scenic display products available and in a wide range of both subjects and scale :

- Trees, Foliage, weeds, both land and water plants, living and fallen leaves.
- Ready made scenic mats – in different seasons and terrains
- Wooden out buildings, fences and accessories
- Scatter materials – different colours, styles and lengths
- Available in all common modelling scales – 1/76, 1/87, 1/48, 1/35, HO/00, N Gauge









Create incredible scenes and dioramas whether you're a scale plastic or rail modeller.

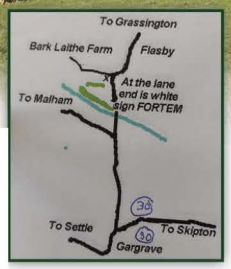
Contact Albion Alloys for details of your nearest dealer:
tel: **01202 511232** email: **sales@albionalloys.co.uk**

PECO POINT SALE
limited while stocks last

00" TRACK		
1189	£40.25	£32.50
1190	£40.25	£32.50
1194	£30.00	£23.25
1195	£29.00	£22.50
1196	£29.00	£22.50
1180	£70.00	£54.00
1190	£75.00	£58.50
STREAMLINE & ELECTROFROG		
SL80	£49.50	£38.00
SL86	£20.90	£16.20
SL87	£20.90	£16.20
SL88	£19.80	£15.35
SL89	£19.80	£15.35
SL90	£54.50	£42.00
SL91	£15.70	£12.15
SL92	£15,70	£12.15
SL93	£14.50	£11.25
SL94	£16.90	£13.00
SL95	£17.40	£13.50
SL96	£17.40	£13.50
SL97	£16.00	£12.40
SL98	£18.50	£14.30
SL99	£43.80	£33.95
SETRACK		
ST240	£14.85	£11.75
ST241	£14.85	£11.75
ST244	£23.00	£18.25
ST245	£23.00	£18.25
ST247	£17.00	£13.50
ST250	£14.60	£11.75
O GAUGE		
SL700BH	£8.40	£7.00
701	£215.00	£175.00
725	£7.50	
U750	£66.50	£53.00
U751	£66.50	£53.00
O GAUGE		
SL/E7008H	£10.50	£8.40
E786BH	£85.80	£68.50
E787BH	£85.80	£68,50
E797BH	£62.35	£49.50
E791BH	£68.50	£59.00
E792BH	£68.50	£59.00
E794BH	£77.50	£62.00
E790BH	£144.20	£112.00
SETRACK N		
ST5	£13.20	£10.25
ST6	£13.20	£10.25
ST44	£21.95	£17.00
ST45	£21.95	£17.00
ST50	£14.50	£11.25
ST51	£14.50	£11.25
N GAUGE		
SL/E384	£9.90	£7.70
SL/E385	£9.90	£7.70
SL/E395	£15.50	£12.00
SL/E396	£15.50	£12.00
SL/E388	£17.40	£13.50
SL/E389	£17.40	£13.50
SL/E386	£17.40	£13.50
SL/E387	£17.40	£13.50
SL/E397	£15.60	£12.00
SL/E393	£14.50	£11.25
SL/E394	£15.80	£12.25
FINESCALE		
SL/E391	£15.30	£11.75
SL/E392	£15.30	£11.75
SL/E388	£18.80	£14.50
SL/E389	£18.80	£14.50
SL/E386	£18.80	£14.50
SL/E387	£18.80	£14.50
SL/E397	£17.20	£13.30
SL/E383	£99.95	£77.50
SL/E380	£58.60	£45.50
SL/E390	£61.30	£47.50

Opening hours : Tuesday to Saturday 10.30 - 4.30





PENNINE MODELS
NEW BARN, BARK LAITHE FARM, FLASBY,
SKIPTON BD23 3QD
01756 748667 • penninemodels@gmail.com

DAPOL O GAUGE
14 Ton Petrol Tankers
7F-058-006/7/9/10 ..... **£43.00**
7F-059-006/7/8/9/10 ..... **£43.00**
BRAKE VANS
S.R. & B.R. 7 liveries **£60.00**
B.R. LNER types, 7 liveries **£67.50**
O GAUGE OPEN WAGONS
5 Plank Wagon **£37.50**
7 Plank Wagon **£37.50**
8 Plank Wagon **£37.50**
2 or more Bauxite hybar **£37.50**
O GAUGE TURBOT **£59.00**
CONFLATS
GWR and BR with container **£54.00**
Empty **£39.00**
BR VANS
Bauxite 12 ton ventilated planked.. **£42.50**
Red & Bauxite meat vans **£42.50**
Bauxite Plywood **£42.50**
Insulated white & blue **£42.50**
Banana Vans **£42.50**
VEA/VANWIDE 9 liveries **£49.50**

DAPOL O GAUGE
DAPOL O GAUGE TERRIER LOCOS
4 Liveries ..... **£215.00 inc postage**
Streamline Railcar No 12 in choc & cream . ..... **£295 – post paid**
14xx Panniers **£185.00**
Lionheart Panniers **£299.00**
Small Prairie BR Liveries **£420.00**
Anchor mounted Railtanks
5*Class A Petrol & 5*Class B Fuel Oil **£44.00**
COACHES
LMS & BR Jinty **£191.25**
5*Class A Petrol & 5*Class B Fuel Oil **£44.00**
Mk. 1 coaches green southern region SO,SK,BSK,CK,FO **£178.50**
Blue grey SO,SK,BSK,CK all in Western, Midlands, Eastern and Scottish regions
New Maroon coaches due in soon
Prices and types as blue & grey
B Set **£375.00**
STROUDLEY 4Wheel coaches 5 suburban 5 mainline **£104.50**

OXFORD HORNBY DAPOL PECO

HELJAN O 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 O GAUGE HIA UNBRANDED STONE HOPPER...£68

MODELS TRAINS & ACCESSORIES • WE SELL ALL MAKES, MODELS & ACCESSORIES

RAILWAY CONDUCTOR



Also Die Cast – Radio Controlled – Toys – etc.

SHOP OPENING HOURS
Mon-Sat 11.15am-5pm & Sun 11.15am-4pm
Order online at
www.therailwayconductor.co.uk

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

HORNBY PECO BACHMANN GRAHAM FARISH by BACHMANN DAPOL GAUGEMASTER AIRFIX TAMIYA BUSCH HH kibri METCALFE WOODLAND SCENICS

TRAINS, MODEL KITS, SCENERY, DIECAST - EVERYTHING YOU NEED TO MODEL YOUR WORLD. MODEL RAILWAYS TRAINS ACCESSORIES MODEL KITS DIECAST

BUY ONLINE OR VISIT THE RAILWAY CONDUCTOR MODEL SHOP NORTHAMPTON

WE STOCK 00, N, 0, 00-9 & G GAUGE. TOP PRICES PAID FOR USED ITEMS, PLEASE CALL TO ARRANGE A VALUATION

VISA MasterCard ebay

We do repairs, Servicing & DCC Fitting.
We also build layouts to your specifications.

Maestro PayPal

LOCOMOTION MODELS

The National Collection in Miniature
LOCOMOTIONMODELS.COM
01904 685785

CLASS 66 NO.66788 'LOCOMOTION 15'



IN PARTNERSHIP WITH
Revolution trains
RAILS OF SHEFFIELD
N GAUGE EXCLUSIVE

RAILWAY ICONS

ORDER NOW!

SEE WEBSITE FOR DETAILS AND AVAILABILITY

Some accessory parts may require fitting by customer.

DCC READY
£159.95
SOUND FITTED
£254.95
PLUS POSTAGE

This Class 66 locomotive features the very latest in detailing, light and sound features, and the tooling allows for 66788 to be correctly depicted as a former EWS locomotive 66238 acquired by GBRf in 2018. Details include swinghead buckeye coupler and control lever, loco location beacon on the horn grille and original BMAC design lights.

MODELS FEATURED ARE **N GAUGE / 1:148 SCALE**

ALL PRICES AND OFFERS ARE SUBJECT TO CHANGE WITHOUT NOTICE

MMRS

THE CHRISTMAS MODEL RAILWAY SHOW
MANCHESTER
14TH & 15TH DECEMBER 2024

TICKETS FROM £10 – CHILDREN FREE!

The Sugden Sports Centre
Sidney Street, M1 7HB

what3words: ///whites.jacket.ranks

Near Oxford Road & Piccadilly stations – Easy bus access
Two large exhibition halls – High quality layouts – Wide range of traders
Demonstrations – Catering – D-Day 80th anniversary display

Doors open at 09:45 for ADVANCE TICKETS ONLY
Adult tickets: Saturday £11.50, Sunday £10, Children: FREE
Advance tickets available through our website with no booking fee

Pay-at-door tickets on sale from 10:30 each day
Adult tickets: Saturday £14, Sunday £12, Children FREE
(Up to three children with any adult ticket)
Exhibition closes at 17:30 Saturday & 16:30 Sunday

Special D-DAY 1944 80 2024 Display

HORNBY® AIRFIX

New Modellers Shop

HORNBY® SPARES accurascale

KATO NOCH PECO

Providing friendly advice for beginners
Telephone: 01733 704502

dapol Model Railway Company OXFORD Collectables JAVIS Model Scenics

Clearance Sale
Up To 30% Off RRP

R1272M Freightmaster Train Set £152.99



R3980 BR Class W1 Hush Hush 60700 £179.95



R30156 BR, Class 60 'Steadfast' £167.99



R30082 BR, Class 56, Co-Co, 56086 £149.95



See The Full SALE List on Our Website

Now Stocking PECO, Ratio, & Wills

PLASTIC RATIO MODELS PECO WILLS·KITS



CAT-8 PECO Guide / Catalogue £4.95

ID BackScenes



ID242 Harvest Hills (15" High) £14.95



ID401 Terraced House (15" High) £14.95



ID235A Bavaria Pack A (15" High) £14.95

More Available from our Website

AMP Preiser

73004 Preiser British Police £18.45
73005 Preiser British Rail Staff £15.25
73011 Preiser Seated Passengers £13.45



Gaugemaster Controls

COMBI One Track Train Controller £46.80
GMC-D Twin Track Train Controller £130.50
GMC-Q Four Track Train Controller £233.95



DCC90 Standard DCC Decoder 8 Pin £22.05
WM1 Power Supply (16v ac-12v dc) £23.75
GM50 OO / HO Wheel Cleaner £43.65
GM26 Track Rubber £4.05
DCC02 Prodigy Advance2 Pack £432.25



GM401 Fordhampton Station Kit £26.99
GM403 Fordhampton Footbridge Kit £21.15
GM406 Fordhampton Loco Depot Kit £24.75

miniNatur

928-21 Apricot Blossoms Foliage £5.85
741-21 Forest Ground Mat - Spring £14.95
726-21 Blooming Tufts - Spring £5.85
747-22 Moss Pads - Summer £5.85



KATO N-Gauge UniTrack

20-872 V13 Double Elevated Pack £188.95



20-852 M1 Basic Oval / Controller £98.95
20-210 Scissors Crossing (310mm) £65.00
20-283 KATO Electric Turntable £364.50
106-0034 Virginia Starter Train Set £249.95



N05170 Curved Tunnel £37.35
N60800 Scenery Starter Set £35.10
N60805 Model Landscaping Set £112.50
N07142 Light Green Leaves (50g) £5.46
N07100 Wild Meadow 6mm (50g) £8.50
N07471 Reed Meadow Natur+ Mat £7.65

HORNBY® SPARES



X4026 Motor Assembly – 5 Pole £19.95
X6331 Motor Assembly - A1 / A3 £4.95
X8019SK 0-6-0 Chassis Bottom £4.80
X9712 Motor Assembly - Pendolino £7.95
X9592 Britannia Valve Gear Set £11.25

Website: www.newmodellersshop.co.uk **Telephone:** 01733 704502 **Email:** info@newmodellersshop.co.uk
Follow us on:

Prices are correct at time of printing and include UK VAT at 20%. Prices are valid at time of printing (whilst stock lasts). All products are suitable for OO Gauge.

Dream Steam Model Railways

WE STOCK EVERYTHING YOU NEED FOR YOUR MODEL RAILWAY

From G Scale down to N Gauge

VISIT OUR NEW SHOP

Open 6 Days a week



Find us at

Unit 9 Lake Road
Aylesford ME20 7TQ
KENT

Open Monday - Friday
10am - 4.30pm
Saturday 10am- 1pm

www.dreamsteam.co.uk



ORDER ONLINE

WITH US AND GET

- Next Day Delivery Services
- Loyalty Points
- Great Deals

SCAN ME

SUPERQUICK FALLER NOCH Humbrol DELUXE Materials PLASTIC RATIO MODELS

Over 70 Brands including Rapido | Hornby | PECO | Metcalfe | Bachmann | Gaugemaster | ATD Models | Dapol | Oxford Diecast | KATO

THE LATEST HEADLINES



Accurascale announces Classic 37/4s in OO

Five new locomotives make up the initial announcement, with an Accurascale Exclusive and a second announcement in the coming months featuring another Class 37 subclass as part of this production run. The five locomotives announced as the Class 37/4 main range are as follows;

- 37408 *Loch Rannoch* EWS Maroon/Gold
- 37414 Railfreight Construction
- 37420 *The Scottish Hosteller* Large Logo w/Highland 'stag'
- 37421 Colas Rail
- 37429 *Eisteddfod Genedlaethol* Large Logo w/Welsh dragon

Building on the specification of the existing Accurascale Class 37s, this new production run sees all new tooling to cater for the Class 37/4 variant (and other future variants), which now includes the operating roof fan, which is synced to the DCC sound file and also operates on DC. With subtle tweaks around the bonnet top doors, improved glazing fitment to stop them popping out in rough handing through the postal/courier systems, grille tweaks, and building on the established drive train and sound set up, this Class 37 in OO/4mm gauge has taken another step forward.

All five locomotives will be offered in DC/DCC-Ready and DCC Sound-Fitted formats. The DC/DCC-Ready locomotives are priced at £189.99 and the DCC Sound-Fitted locomotives are priced at £289.99.

These models are now available to pre-order via Accurascale's network of retailers and on its website.

Dapol announces N gauge J72

The model will be offered in original and preserved forms and should be available towards the end of 2025.

The CADs are complete and the design team is making its final deliberations before committing to tooling. The new models are priced at £140.00 DCC-Ready and £175 DCC-Fitted.

Available in a variety of liveries, including BR Black Early Crest, NER Lined Green, LNER Pre-War Unlined Black and BR Lined Apple Green, specification highlights include LNER "Group Standard" buffers, NER wheel and handle smokebox door locking, smokebox numberplate for BR period, blackened nickel-plated driving wheels, brass bearings, pick-up from all six driving wheels and direct springing to centre driving wheel bearings to ensure electrical contact.



New Dunster buildings arrive at Hornby



Fancy modelling Dunster station? Hornby has released a trio of new ready-to-plant buildings in OO; the Dunster Engine Shed, Dunster Station and Dunster Goods Shed, which are available to order now.

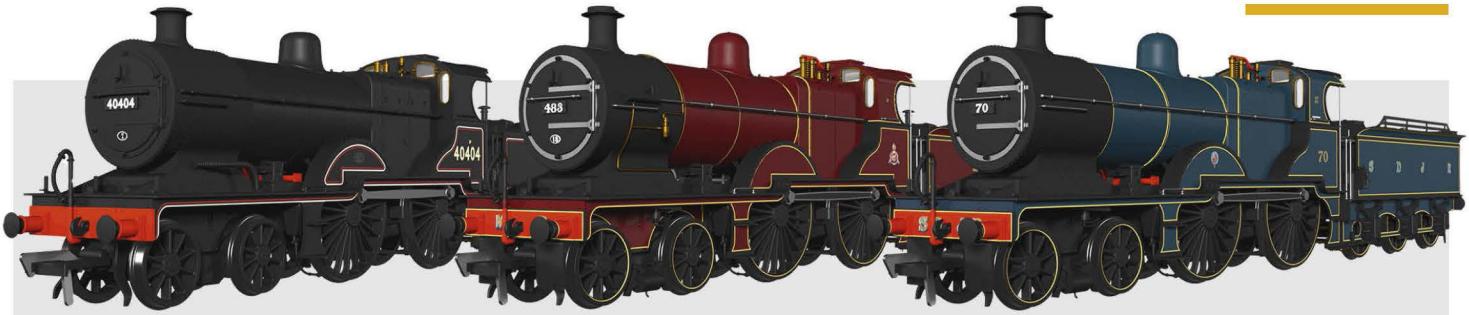
These lovely buildings come with a wealth of detail and are priced between £49.99-54.99.

We will be creating a trackplan for a layout featuring these buildings in the next issue of BRM, plus offering some tips to make subtle modifications to enhance these fantastic buildings further.

New shop fronts in OO from Metcalfe

Hot on the heels of the new terrace houses revealed in August, Metcalfe has released the new OO shop fronts. The newly-designed low-relief shop fronts come as two blocks, one with two shop fronts and the second with a large shop front and an office entrance. The kits come with a selection of signs and shop interiors and are available in brick and stone, priced at £19.00.





New Midland Railway 483 Class 4-4-0

Rapido Trains UK will be producing its first OO Midland Railway locomotive, the 483 Class 4-4-0 tender engine.

Already at tooling stage, the Rapido Trains rendition of the 483 Class will be available in liveries that cover the locomotive's lengthy history. These include several in the regal Crimson of the Midland Railway, a striking S&DJR blue example and a selection of LMS and BR liveries, too.

Detail variations include representations of locos from earlier and later rebuild batches, as well as the alterations, additions, and subtractions of parts throughout their lives, including superheater dampers, chimneys, tablet catchers, domes, safety valves, rivet patterns, tender toolboxes, bogie brakes, exhaust injector and more.

Available to pre-order now, there will be 12 available liveries from launch and the new model is priced at £209.95 DCC-Ready and £319.95 DCC Sound-Fitted.



Exclusive Accurascale FCA 'binliner' revealed

Following the cutdown HYA wagons, Accurascale wanted to add something new to the mix in the form of the FCA bulk container traffic family.

Never produced in OO before, the containers and flats are fully-tooled, with the first samples having arrived for inspection before moving onto the decoration phase. These Engineering Prototypes will have been seen first-hand at the Great Electric Train Show in October.

Anticipated to arrive in stock in Q4, 2025 and available to pre-order now, the FCA packs each feature two wagon flats and no fewer than six containers per pack. Priced at £129.99 per twin pack, Accurascale is operating its usual 10% off when you buy two packs or more, along with a new offer of 15% off when you buy five or more packs directly from its website.

EP samples of new WD 2-10-0 arrive

Clark Railworks has unveiled images of the first engineering samples of its upcoming OO gauge WD 2-10-0.

Due for release at the end of 2025/beginning of 2026, the new WD 2-10-0 will be Clark Railworks' first OO locomotive. DCC-Ready models are priced at £295, with DCC Sound prices yet to be confirmed.

The Westinghouse pump, top valves and pipework are all separately-fitted parts and the specification highlights include a die-cast boiler, separate fire irons, left and right-hand drive locomotives, firebox glow and fully removable front and rear tension-lock coupling.

Available liveries: WD Khaki Green, Longmoor Military Railway Blue, BR Black, BR Black Early Crest & BR Black Late Crest

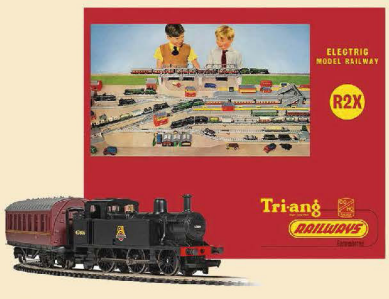


KMRC announces exclusive Western Region SPV Parcels Van

The exclusive model is being produced for KMRC by Rapido Trains and is based on its BR diagram 1/801 Fish Van and features a wealth of detail alongside many separately-fitted parts and metal wheel bearings. 957019 Western Region SPV parcels van number W87715 is priced at £31.99 and is available to pre-order now online or at both KMRC branches.

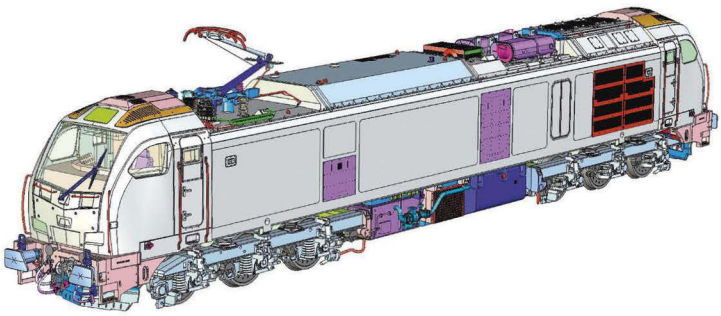


Tri-ang 1954 train set relaunched



Hornby has released the Tri-ang Railways Remembered Set, which brings the original R2X set back to life, and those halcyon days can be recreated on a layout.

Priced at £169.99, Hornby's new set consists of a Class 3F 'Jinty' No. 47606 locomotive, an LMS First Class coach with the running number 7573, an LMS Third Class coach with the running number 27424, 1st radius starter oval, power clip and uncoupling ramp.



Revolution reveals Class 99 in Berlin

Revolution Trains is at Innotrans in Berlin to announce that it is offering the new GBRf bi-mode Class 99 Co-Co locomotive in OO gauge.

The locomotives are being financed by Beacon Rail and built by Stadler, and are based on the successful EuroDual design, albeit made narrower and lower to fit the British loading gauge.

CAD is almost complete and Revolution is aiming for the locomotives to ship once the real things enter squadron service. The models will be available in DC form, with switchable light functions, and DCC Sound, with options including working roof fans and a pantograph that can be remotely raised or lowered.

Although the Class 99 shares a superficial similarity to the Rail Operations Group Class 93 tri-mode locomotives already being offered by Revolution Trains, the cab design does have numerous subtle differences.



New 'Tin Car' coaches announced in 009

The Ffestiniog Railway has provided the inspiration for many of the models found in the Bachmann Narrow Gauge and Scenecraft OO9 scale ranges, and now the Tin Cars join this line-up forming the perfect complement to locomotives like the Double Fairlies and Mainline Hunslets that are already made by Bachmann Narrow Gauge.

The livery application employs authentic Ffestiniog Railway colours, logos and typefaces – extending even to the no smoking signs printed onto each of the large, panoramic windows.

The initial models offered by Bachmann Narrow Gauge depict Tin Cars Nos. 119 and 120, with each coach available in original Maroon livery and the later Crimson and Cream colour scheme. Both vehicles were built as third-class saloons with a toilet compartment, however, No. 120 had its toilet removed as part of an overhaul in 2010.

The four models are all in stock now, and initially, these can be purchased exclusively from the Ffestiniog Railway, with every sale contributing to the continued operation of the world-famous narrow gauge line. Each model is priced at £64.95 and all are available to purchase now, either in person from the FR shops at Porthmadog Harbour Station and Caernarfon Station, or online at **www.festrail.co.uk/shop.**

Bachmann reveals Curly Roof Vans

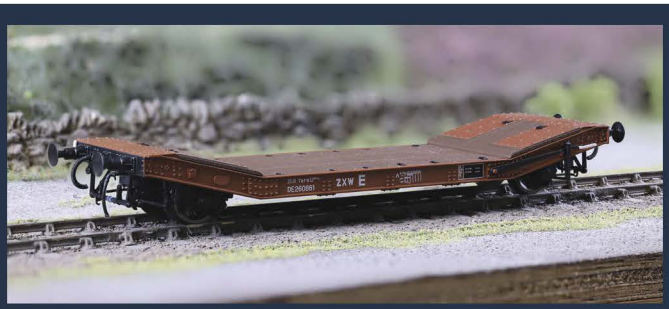
Engineering Prototypes have been revealed ahead of their inclusion in the Winter 2024 British Railway Announcements.

Three bogie luggage vans entered traffic with the Ffestiniog Railway between 1873 and 1876, the bodies for which were built by Brown, Marshall & Co. and these were fitted with bogies and brake gear at the railway's own Boston Lodge works. Known at the time as 'Turtle Roof Vans' owing to their uniquely shaped roofs, but now commonly termed 'Curly Roof Vans', each van comprised a guard's compartment with end platform, a large luggage compartment and a small compartment for dogs.



The new model is mounted onto a diecast metal underframe, with engraved planking on the guard's platform and rivet detail along the solebar and at either end. Further external features include the handrail provided for the guard – including both the wider and narrower design of handrail – along with the vacuum pipe support bracket and vacuum pipes at either end. Within the guard's compartment, a handbrake wheel is fitted, while the brake third model also features seat and partition details within the passenger compartments and separate step boards attached to the solebar.

Details of the first models will be revealed in the Winter 2024 British Railway Announcements on November 6th, 2024, ahead of their anticipated arrival before the end of the year.



New LNER/BR 25T Lowmac from Clark Railworks

Available now, direct from the Clark Railworks website, the Lowmacs build on the success of the award-winning O gauge Presflos and is the firm's first OO gauge wagon.

Priced at £40 each and available in a range of liveries, the new model features a fully detailed diecast frame, detailed end fittings and pipework, NEM pocket combined with vacuum cylinder, replaceable with a fully detailed cylinder, sprung metal buffers and optional EM brake shoes - supplied in the detail pack, which also includes separately-fitted etched brass tie-down rings.

Heljan's later LNER Beyer Garratt

By Tony Wright

It's been my privilege on numerous occasions to have the opportunity to assess new models during their 'proving' period. Just such another opportunity presented itself when Ben Jones brought over Heljan's LNER Garratt for testing/assessment on my 'Little Bytham' layout. This is a pre-production/proving model, but already it's very impressive.

2025 will see the centenary of the building of the largest, heaviest and most-powerful steam locomotive ever to operate on a British railway, in the form of the 2-8-0-0-8-2 Beyer Garratt (it wasn't quite the longest – the LMS Garratts were just a bit more in length, but nowhere near as powerful). Built by Beyer Peacock in Gorton (Manchester) for the LNER, its first 'showing' was at the Stockton & Darlington centenary celebrations of the same year. It was built for banking purposes, principally coal trains on the Worsborough Incline in South Yorkshire, replacing two ordinary 2-8-0s. With the Manchester/Sheffield/Wath electrification of that route in the early-'50s, the mighty engine was tried as a banker on the Lickey, but was met with partisan disapproval (it being an ex-LMS section rather than ex-LNER). To increase efficiency, it was converted to oil-firing, but the end result was the same; it was not wanted, and, after 30 years of service, it was scrapped at Doncaster.

Calling it 'singular' is axiomatic, but it had several manifestations, many of which will be covered by Heljan – in S&D celebration condition, throughout LNER days, through re-numberings and service under British Railways, including representing it with oil-firing and a headlamp. In fact, this last-mentioned manifestation is represented by the model. I have to say the model looks stunning, and performance is incredible – after putting it on 73 wagons, I ran out of empties, but another 70-odd would not have made the slightest difference – this loco will pull anything thanks to its having two motors (between the frames so as to be 'invisible') and a load of weight. To coincide with the prototype's 100th birthday, Heljan will have it on sale in 2025. I can't wait to see a production example!



At 73 wagons, plus Rapido's LNER Dynamometer Car, its train almost filled the scenic section on 'Little Bytham'. At least twice as many could have been hauled, but I don't have enough wagons!



The model represents the loco in oil-fired condition (the bunker plated-over) when it last operated on the Lickey; note the functioning headlamp.

WORLD OF RAILWAYS TV

Subscribers can watch the new Garratt in action on this month's edition of World of Railways TV!



00 | 1957 - preservation | £££ 169.99 & 269.99

Accurascale Class 31





Andy York

Looking superb from every angle, Accurascale's latest locomotive brings us variations not seen before in previous models.

Deliveries of Accurascale's Brush Type 2 are happening now, with the arrival of the BR blue versions to be followed by the BR green and sectorisation liveries in November, and then the firms own 'exclusives' of privatisation and Network Rail models in early 2025.

Each new model from Accurascale seems to get a little better than the previous, and this impresses with the robustness and sharpness of detail all round. Our review model is one of the four (two blue, two green) that feature yellow trip cock handles on the front fairing on the secondman's side of each end, the first time such a variant has been produced by any manufacturer, indicating that they were equipped to run services beyond Kings Cross over the Widened Lines to Moorgate.

Another variation that has not been seen on an RTR model before is the tablet catcher recess on the driver's door at each end on this model and also one in BR green for token exchange when working the High Dyke ironstone branch off the ECML south of Grantham. Renumbered to 31248 in February 1974, the model is correct for the period after the removal of the tablet apparatus in July 1975 and prior to the headcode box being modified to fixed domino spots in August 1976.

The livery application is superb, with all front-end detail remaining crisp and well defined beneath the yellow paint. I thought I'd spotted an error as there are no blue star coupling codes above the buffers, but I have found pictures of the locomotive in exactly the condition portrayed. The bogie detail is superb, with multiple layering and mesh-topped cab steps. The look of the model is much improved by fitting all the bufferbeam detail, but I will admit that I found this frustrating, particularly with the outer pipes, as access is restricted due to the lower fairings ending up causing damage to the brackets under the fairing so please do take care.

Replicating the A1A-A1A wheel arrangement of the Class 31, the model has drive to the outer two axles to each bogie while the smaller-sized centre unpowered axle is sprung and collects currents as do all the drive axles. Performance was more than ample, managing 15 Mk. 1 coaches with superb slow and smooth-running characteristics thanks to the 5-pole motor with twin flywheels linked to the helical gearbox. Directional lighting to the headcode box or tail lights works on DC (but is more configurable with DCC), as does the sound, which you can magnificently thrash the living daylights out of during a typical ponderous 31 getaway! The roof fan also rotates dependent upon speed on both analogue and digital, drawing attention to the fine mesh and the adjacent boiler ports.

Our review model came with factory-installed DCC Sound with an ESU LokSound V5 fitted with the AccuraThrash bass speaker and a smaller sugarcube, which is pre-fitted to all and also gives automatic flange squeal thanks to a hall sensor backed up by ESU PowerBank capacitors for smooth uninterrupted running. If you wish to fit your own 21-pin MTX decoder, access couldn't be easier thanks to the magnetically attached centre roof panel.

This specific model is the ideal one to head up a rake of Accurascale's soon-to-appear Mk. 1 Suburban coaches to form a Kings Cross commuter service from the mid-1970s; something I'm looking forward to seeing on layouts.



Trip cock fitted locomotives are evident by the yellow handle on the left-hand corner of the front below body level.



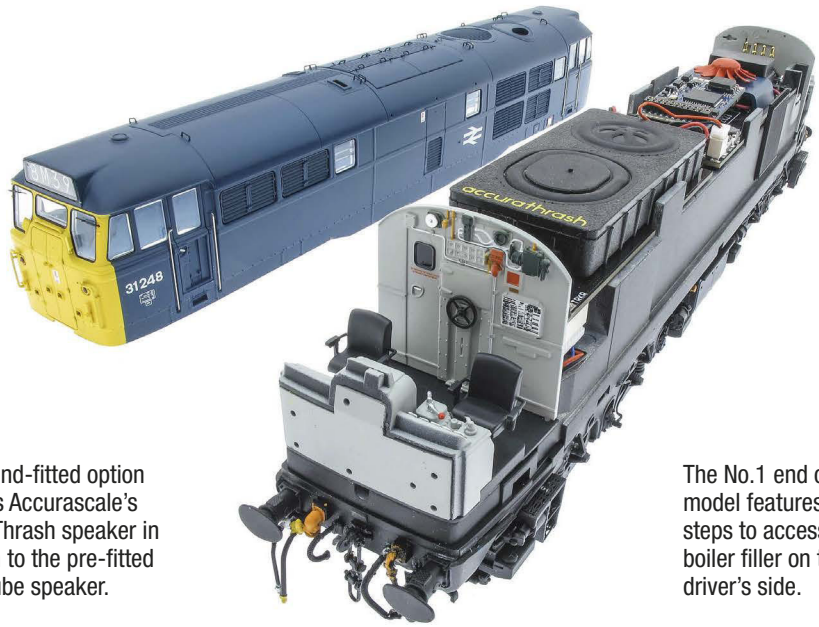
The door moulding on this model includes a tablet equipment recess for working the High Dyke branch.



The centre axle is not driven on the model, as it was on the prototype's A1A-A1A wheel configuration.



The centre roof panel is attached with magnets and lifts off to access the decoder socket.



The sound-fitted option includes Accurascale's AccuraThrash speaker in addition to the pre-fitted sugarcube speaker.

The No.1 end of the model features open steps to access the boiler filler on the driver's side.

FACTFILE

Models: (review item in bold)
ACC2729-D5549 D5549 BR green no yellow panels
ACC2735-D5615 D5615 BR green small yellow panels with trip cock
ACC2737-5803 5803 BR green full yellow ends
ACC2739-5674 5674 BR green full yellow ends with trip cock
ACC2741-5544 5544 BR blue
ACC2745-31248 31248 BR blue with trip cock
ACC2749-31409 31409 BR blue white stripe
ACC2753-31402 31402 BR blue trip cock
ACC2755-31110 31110 Railfreight grey
ACC2761-31432 31432 BR blue cantrail stripe
ACC2769-31420 31420 Intercity Mainline livery
ACC2771-31514 31514 Civil Engineers 'Dutch' grey with yellow
ACC2773-31421 31421 *Wigan Pier* Regional Railways livery
ACC2781-31128 31128 *Charybdis* BR blue - as preserved
ACC2834 31466 EWS red & gold*
ACC2835 31407 Mainline Freight blue*
ACC2845 31285 Network Rail yellow large spotlights*
ACC2846 31105 Network Rail yellow*
* Exclusive to Accurascale
Era: 1957 - preservation
Construction: Diecast chassis, plastic body and detailing parts
Weight: 452g
DCC provision: 21-pin MTX
Minimum curves: Radius 2 (438mm)
Accessories: Bufferbeam detailing, snowploughs

WHAT WE LIKE

- ✓ A detailed variation
- ✓ Moulding quality
- ✓ Livery application and interior detail
- ✓ Sound and lighting features
- ✓ Headcode choices
- ✓ Ease of access to interior
- ✓ Value for money



Rapido LNER/LMS 25T 'Lowmac'



Andy York



Lowmac wagons have always appealed to modellers given their usage for a wide range of loads, including vehicles too tall to fit within gauge limits on flat wagons.

'Lowmac' wagons have always been popular models, and thanks to Rapido, we now have a quality model showing the advances of the last half century since the Airfix GMR wagon appeared or the even older Hornby Dublo or Airfix kit versions. Tracing their ancestry back to the pre-grouping era with the Great Central, the Rapido model replicates the Diagram 173 'MAC PV' type with 14" wide longitudinal deck timbers. Built at Shildon in 1943/4, 30 wagons went to the LNER and 30 to the LMS, with the LNER taking 50 more after the end of the war. In the British Railways era, a further 38 vehicles were built by P&W Maclellan, bringing it to a total of 148 wagons, with some lasting in engineering use until the early years of this century.

A total of 13 different models have been produced by Rapido in LMS, LNER, BR bauxite, BR Gulf Red, Engineers' olive, Engineers' yellow and Satlink red and yellow to span the life of this useful wagon. The mainframe of the model is plastic with a diecast deck with moulded lashing rings to each side, giving respectable weight and a low centre of gravity for excellent running qualities, with brass bearings for the pinpoint axles. The sides of the frame sport excellent rivet and bolt detail with clear and accurate markings; yes, the slanted ZVV lettering on the builder's plate is correct too, as seen in a prototype image from 1990. As is now customary with Rapido wagons, the underside is fully detailed with the complexity of the mechanical components found at each end. However, this detail causes an issue for anyone wishing to remove the tension-lock coupling; due to space limitations, there is no conventional coupling pocket and surgical removal and reinstatement of parts will be necessary if you have other needs.

Each wagon is supplied with a loose load of four plastic wagon wheelsets with stub-ended axles in a mottled rust finish with cradles to support them. They are loose-fitting, so if you wished to keep the load, they would be best glued in place with cosmetic shackles and chain added for accuracy. Alternatively, you can start to build a stock of old wheelsets around a shed or workshop if you would prefer the wagon empty, or with any manner of suitable loads.

Another excellent quality wagon from Rapido!

FACTFILE

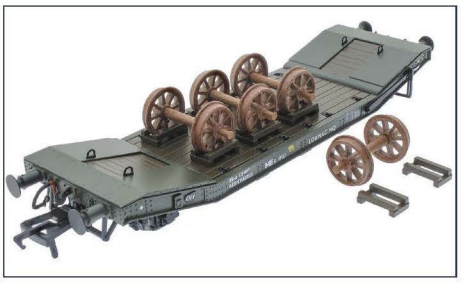
Models: (review items in bold)
929001 LNER bauxite - 260863
929002 LMS brown - 700729
929003 BR bauxite - E260855
929004 BR bauxite - E263298
929005 BR bauxite - M700721
929006 BR bauxite - B904500
929007 ZXQ BR gulf red - DB904525
929008 ZVV BR departmental olive green - DE263289
929009 ZVV BR departmental olive green - ADM700703
929010 ZXW EWS black, orange & yellow - KDE263282
929011 ZXV Network Rail yellow - B904502
Era: 1944 - preservation
Construction: Diecast body & plastic parts
Weight: 48g
Price: £39.95
Minimum curves: Radius 1 (371mm)
Accessories: n/a

WHAT WE LIKE

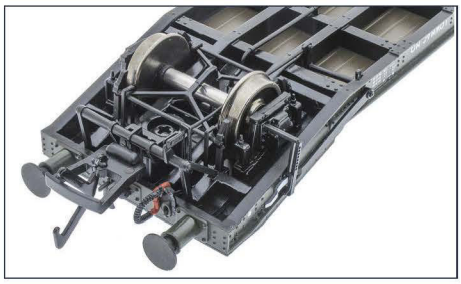
✓ Upper surface
✓ Underframe detail



The binding chain hoops stand proud of the top surface on the ramped sections, while the lashing rings are moulded into the recesses on the edges of the flat surfaces.



The loose-fit load of wagon axles and cradles will make interesting shed paraphernalia if not needed as a load. If you do use them as a load, they will need fixing, ideally with chains or shackles added.



The ends of the undersides feature complex detail, but this can make it a challenge to remove the tension lock couplings.

Hornby TT:120 IFA container flats



Andy York



A range of three container flat wagons join Hornby's TT:120 range, nicely detailed but robust with a selection of colourful containers.

Joining Hornby's expanding TT:120 2.5mm to the foot range is a trio of IFA container flat wagons with container loads to bring a splash of contemporary colour to layouts.

Of European origin, Sffgmss (IFA is the UK TOPS code) wagons were constructed by Arbel Fauvet Rail in France in the 1980s and 1990s for container work, including Channel ferries and subsequently the Channel Tunnel, now being mostly found in the UK and Germany. Its low frame enables 'high cube' containers to be transported on services through the UK's limited loading gauge. Each wagon can carry two 20' or single 30', 40' and 45' containers.

In common with the real wagons, Hornby's model has shared European interest with the same wagons available in its continental Arnold TT range. As yet, there isn't a suitable Hornby TT:120 loco aside from the Class 08 in yards to work with these wagons, but they are ideally suited to the forthcoming Class 66. They're a lovely model with excellent weight to the diecast chassis with superb detail printing.

The containers are well decorated, too, with fine lettering clearly discernible under magnification, and if modellers fancy a little more variety, it's worth looking at the Arnold range mentioned, which has previously seen DHL, ONE and MAERSK containers produced. Each container has four small but robust pegs underneath, which sit well in corresponding holes in the chassis, meaning they will sit in place unless they're removed by external forces or derailment. This also means they will stack well if the modeller is to create a container terminal scene.

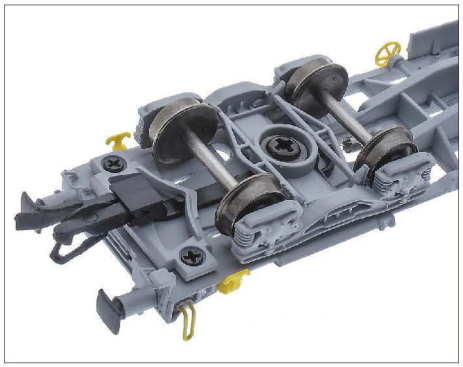
An excellent addition that will become more relevant soon when the Class 66 lands.

FACTFILE

Models:
TT6025 'DFDS' 45' Container
TT6026 'Hapag Lloyd' 45' Container
TT6027 'HANJIN' 45' Container
Era: 1990s - present
Construction: Plastic body and chassis
Weight: 52g with load
RRP: £52.99
Minimum curves: Radius 1
Accessory pack: bufferbeam pipes

WHAT WE LIKE

- ✓ Excellent print
- ✓ Weighty chassis
- ✓ Running characteristics



The skeletal framework is detailed and the model features close coupler mechanisms and highly detailed wheel sets with low flanges.



The quality of print of the information panels is excellent with remarkably small lettering clearly visible under magnification.



The diecast frame of the unladen wagon retains a respectable weight for smooth running and operation with the rigid standard couplings.

Rapido LNWR 10T Van



Andy York



Rapido has rapidly carved a niche with its pre-grouping and big four wagon range to modern standard, and now turns attention to the 'Premier Line' with the London & North Western Railway 10T van, made from 1908 into the LMS era to Diagram 88, numbering some 6,000 wagons that were utilised across the network and beyond on inter-regional traffic.

As we have come to expect, a range of models covering the life of the wagons has been produced, with 17 items covering two distinct LNWR liveries, three pre-1936 grey and three post-1936 brown liveries, three BR(M) unfitted grey examples and five more covering WW1 WD, two BR departmental, Royal Navy black and an Army green option. With examples lasting into the early 1960s in BR service and beyond in industrial and then preservation use, it's certainly a model that many can find an excuse for; especially considering how good it is.



Tooling variations show close attention to research and period detail with alternate designs representing wooden or iron roofs, square or incurved headstocks, 1-rib, 2-rib, or 3-bolt buffers, unfitted or through-piped, cupboard doors with both horizontal and vertical planking, flat and bulbous axle boxes, split-spoke or solid wheels, with our review examples being LMS builds with vertical-planked doors, bulbous axleboxes, 2-rib buffers, square headstocks, iron roofs and split-spoke wheels.

Detail standards are to the usual high, with excellent strapping and bolt detail to the bodysides and ends. The roof ribs look to have very fine rivets, but these are actually printed on; superb decoration. The underframe detail is wonderful; if you remove the NEM pockets, there's even cosmetic springing for the bufferbeam coupling hook. It may all be extremely fine, but it's also very robust with little risk of damage or loss of parts.

All models are sold out at Rapido but are available from the firm's stockists.



The strapping and bolt detail carries through to the ends of the wagons and the simple decoration is commendably clear.



It's not a normal viewing angle, but it serves to illustrate the finesse of the strapping and bolthead detail over the planked sides.

Continuing their excellent range of pre-grouping onwards goods stock, Rapido has produced a superb rendition of the numerous and long-lived Diagram 88 10T L&NWR goods van. The underside shot of the van illustrates Rapido's excellent approach to underframe detail.

FACTFILE

Models: (review items in bold)
945001 LNWR grey - unlettered diamonds & single white stripe - 13535
945002 LNWR grey lettering (1923 condition) - 12655
945003 LNWR grey lettering - 31132
945004 LMS grey large lettering - 255355
945005 LMS grey large lettering and white square - 249150
945006 LMS grey large lettering - 276164
945007 LMS bauxite small lettering - 235457
945008 LMS bauxite small lettering - 210101
945009 LMS bauxite small lettering - 252325
945010 BR grey - M227142
945011 BR grey - M244352
945012 BR grey - M252456
945013 BR Departmental grey (C&W Wolverton) - 020428
945014 BR Departmental grey - 264998
945015 Internal User Docks black (preserved) - 510
945016 British Army green - 47444
945017 War Department grey (as preserved at Beamish) - 47877
Era: 1896 - present
Construction: Plastic body & chassis
Weight: 37g
Price: £32.95
Minimum curves: Radius 1 (371mm)
Accessories: n/a

WHAT WE LIKE

✓ Bodyside detail
✓ Underframe detail

EFE Rail NAA Propelling Control Vehicle



Andy York



An interesting and useful development for Bachmann's parcel stock range.

FACTFILE

Models: (review item in bold)
E86016 NAA 94344 Pristine
E86017 NAA 94308 Pristine
E86018 NAA 94320 Pristine
E86020 NAA 94340 Weathered
Era: 1993 – 2004 & preservation
Construction: Plastic
Weight: 139g
Minimum curves: Radius 2 (438mm)
Accessories: Brake pipes and stowed buckeye coupling

A surprise came in Bachmann's Autumn 2024 British Railway Announcements with an EFE Rail Propelling Control Vehicle to complement Bachmann's range of Rail Express Systems-liveried locomotives and stock, which is already available from stockists.

NAA vehicles were converted from driving trailers of Class 307 multiple units as used between Liverpool Street and Southend for Rail Express Systems usage. 43 conversions were made in total, with a propelling Control Vehicle (PCV) at one or both ends of a rake to allow a locomotive-hauled train to enter or be released from a siding at yard speeds only by the driver changing ends rather than the locomotive. Principally used between London mail terminals and major regional cities, they lasted through the EWS era of ownership until the 'mail by rail' contract was lost in 2003.

It's evident that there have been efforts to match the red and dark grey (with hints of blue) to the rest of Bachmann's RES livery elements on other vehicles, such as Super BG and GUVs and locomotives in the range. What looks a little odd is that the Express Grey is also used on the roof (as defined in the corporate manual), whereas most photos of them in service seem to show a neutral-toned roof grey, as used on those other items of Bachmann parcel vehicles. Comment has been made online about the prominence of the roof ribs rather than a finer representation of weld lines, which I concur with, but I also feel that the curvature of the roof does not match prototype images of the PCVs, or the original Class 307 units, with too much of a shoulder rather than an even curve.

Four differently numbered vehicles have been produced, covering different livery variations and lettering. The review sample also has a degree of fuzziness around the edges of different colours under close scrutiny.

Directional lighting is included with DIP switches for day or night settings on DC control. With the addition of a Next18 decoder, the light settings and cab lights can be more easily controlled.

Parcels and mail stock is always popular, so I can see the appeal for modellers to extend their stock range with this.

WHAT WE LIKE

- ✓ Excellent print
- ✓ Weighty chassis
- ✓ Running characteristics



The underside features separate parts for cylinders and boxes, although the flanges on the wheels look a little deep.

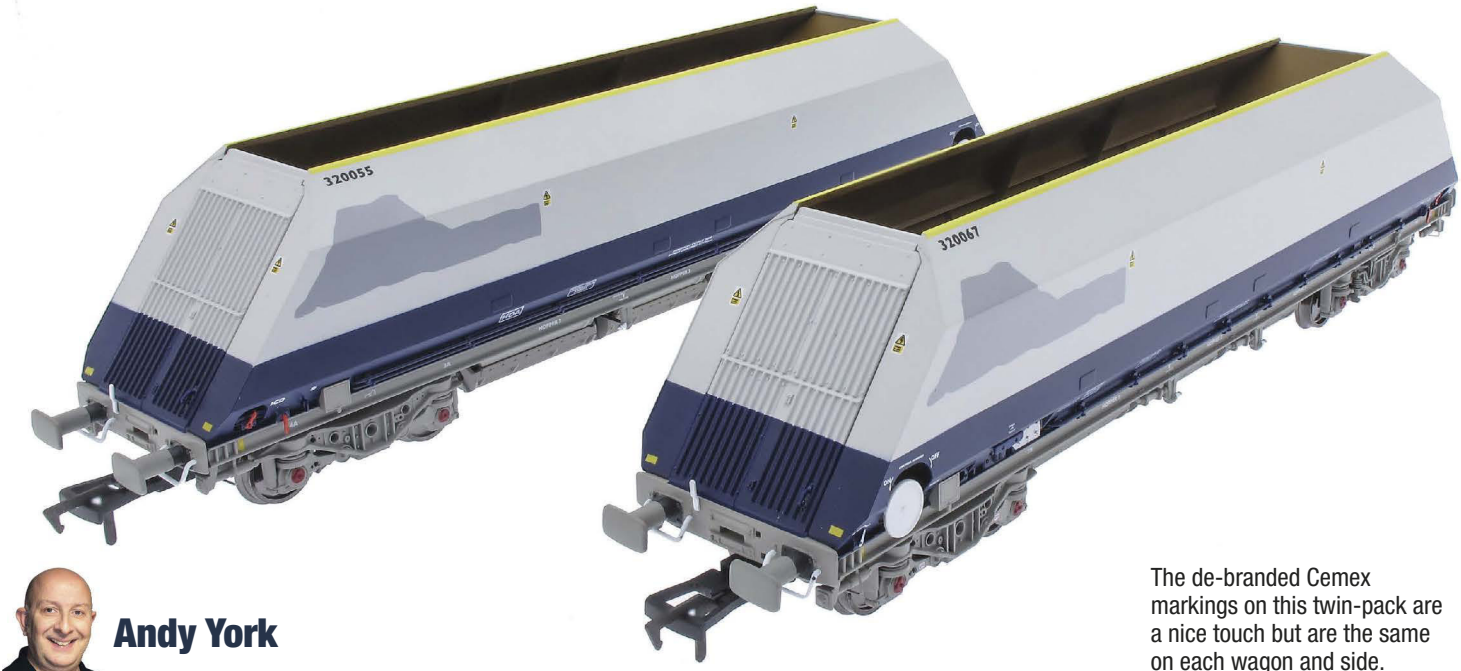


The upper body colours are a good match for previous Bachmann vehicles, but the roof colour differs from other stock.



Directional lights work on analogue with further control upon decoder fitting on digital control.

Revolution HOA hopper wagon



The de-branded Cemex markings on this twin-pack are a nice touch but are the same on each wagon and side.

Andy York

There are several types of modern bogie hoppers now available to OO, and indeed N, models that are now added to with Revolution Trains' impressive HOA aggregate hopper wagon. These wagons can turn up in stone and sand workings across most of the country from the Mendips to Scotland's central belt, through to the South-East and East Anglia with different operators of some 200 wagons.

Revolution's livery choices range from the first wagons supplied to EWS in Construction branding, which are available as four twin-packs of differently-numbered wagons, and their successors in DB Schenker red livery with two distinct packs. There are three packs available in Mendip Rail/ VTG grey livery and two in Ermewa/ Tarmac grey. Cemex blue and grey livery is catered for with two packs suitable from their introduction in 2007 until the Cemex branding was removed from the beginning of 2009, giving the de-branded condition shown in our review pictures of which two packs are available as an exclusive to Trains4U of Peterborough. Although it would be extremely unusual to see wagons from different operators within a train, it is fairly common to see the HOA type in formation with other bogie wagons from the same operator.



The presentation of these twin-pack wagons is excellent in the lift-top box with plenty of foam to protect the details.



Much of the body detail is just above solebar level, which differs at each end.



Best suited to a good quality, powerful and well-weighted locomotive.



All of the decoration detail is excellent, with clear definition.

The standard of the wagons is exceptionally high with excellent shape and detail, superb decoration and with good density and tones of colours along with excellent definition to all printed detail. Priced at £91.95 for a twin pack, the models fit into the value end of the spectrum for similar wagons, at the same time as being at the high end of the quality spectrum. Presented in a quality box with a hinged opening lid with a pictorial interior and well-protected with foam, they feel like an item to be valued, and if perceived standards and value are evidenced by the weight of an item, this again is high with each wagon weighing in just short of 230g. Although the wagons are very free and smooth running, a train load of these is best suited to a good quality, powerful and well-weighted locomotive; maybe they're a little too weighty, but it doesn't stop me loving them.

FACTFILE

Models:
OO-HOA-201 to 204 EWS construction grey - pack of 2
OO-HOA-211/212 Cemex blue & grey - pack of 2
OO-HOA-213/214 De-branded Cemex blue & grey - pack of 2 – Trains 4U exclusive
OO-HOA-221/222 DB Schenker red - pack of 2
OO-HOA-231/232 Ermewa/Tarmac grey - pack of 2
OO-HOA-241 to 243 Mendip Rail/VTG grey - pack of 2
Construction: Plastic with weighted chassis
Weight: 228g
Minimum curves: Radius 2 (438mm)
Accessories: Brake pipes

WHAT WE LIKE

- ✓ Decoration variations
- ✓ Quality feel
- ✓ Bogie and underside detail





Detailed TF25 low track force bogies are superb replications, the axleboxes are fixed rather than rotating.



The interior strengthening dividers within the hoppers are depicted, while the ribbed end sections capture the look.



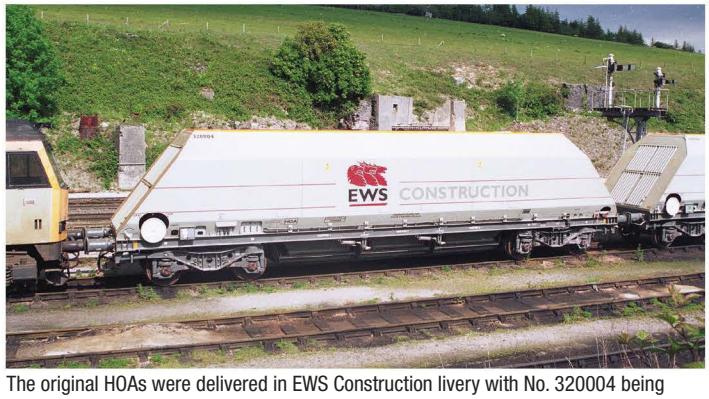
The first batch of UIC numbered HOA are leased by Tarmac and carry its attractive 'Blue Circle' livery. No. 81 70 6957 026-2 is pictured at Guide Bridge on August 12, 2021, while en route from Mountsorrel to Bredbury. They very occasionally also run from Arcow Quarry.

HOA Aggregate Hoppers

By David Ratcliffe

The 76-tonne capacity, 102-tonne glw, HOA bogie aggregate hoppers were introduced by English Welsh & Scottish Railways in 2006, with the first batch of 68, built at Trinity Rail's Astra Vagoane workshops in Romania, being allocated to design code HO002A and numbered 320000-67.

Fitted with Axiom Rail TF25 'Low Track Force' bogies, the wagons were slab-sided with three sets of discharge door, while their ends were fully enclosed with sloping panels to protect the brake cylinders and associated equipment during loading. Initially, the first batch of HOAs were painted cream with two thin maroon stripes, EWS Construction lettering, and the three-animal heads logo, while their solebars and bogies were grey.



The original HOAs were delivered in EWS Construction livery with No. 320004 being spotted at Peak Forest in June 2007.

When new, the wagons were used to carry sand from the Tarmac loading sidings at Marks Tey to Hayes & Harlington, as well as in stone traffic from the Tarmac quarries at Stud Farm and Tunstead. However, in 2007, it was decided that 48 of the HOAs would be reassigned to workings from the Cemex quarry at Dove Holes, near Peak Forest, which saw many repainted into Cemex blue and grey livery. The other 20 remained on workings for Tarmac while those in Cemex traffic were then to be seen supplying the company's stone terminals at Bletchley, Leeds, Salford, Selby and Washwood Heath, while occasionally during this period they were also loaded at Shap Summit Quarry.

The initial batch of HOAs had left the Peak District by 2018, when most were to be found in the recently introduced sand traffic between Middleton Towers and the Encirc Glass plant at Ince & Elton, near Helsby, but a handful would return to the High Peak in 2021 when, together with a number of IIA bogie aggregate hoppers, they were employed on a new occasional stone flow from Hindlow to Ely.

A second batch of 53 new HOAs arrived in Britain in early 2016, but unlike the original batch, they carried the UIC 12-digit numbers 81 70 6957 000 to 052. They were owned by the wagon lessors Ermewa and all went into traffic from the Tarmac sidings at Mountsorrel where, in addition to replacing the Tarmac, ex-Redland/LaFarge, two-axle PGA stone hoppers on the regular stone trains to terminals in East Anglia and Southern England, they also found employment on the recently introduced services from Mountsorrel to the stone terminals at Bredbury and Pendleton in Greater Manchester.

A third batch of HOA, numbered 81 70 6957 053 to 115, arrived in Britain at the end of 2016. This batch is owned by VTG and allocated design code HOOO4A, being fitted with Axiom LN25 'low noise' LTF bogies enabling them to run at 75 mph when empty. Delivered in grey, with VTG and Mendip Rail badges, they went into the workings from the quarries at Merehead and Whatley. ■



HOA No. 320034, one of the wagons assigned to Cemex, is seen at Dove Holes Quarry, Peak Forest, on August 9, 2007.



In 2014, the Axiom Rail works at Stoke made a start on repainting some of the HOAs in the bright red livery of DB Schenker. These included No. 320059, which was recorded at Peak Forest in May 2016.



HOA No. 81 70 6957 106-2, one owned by VTG and leased to Mendip Rail, is pictured at Westbury in July 2022. (Hywel Thomas)

Airbrushes.com

Your UK HUB for everything to do with AIRBRUSHING!



Vist: www.Airbrushes.com Call: 01903 767800 Email: sales@airbrushes.com

The Airbrush Company Ltd. 79 Marlborough Road, Lancing Business Park, Lancing, BN15 8UF

Vintage Miniature Model Scenics

www.vintageminiaturemodelscenics.co.uk

NOTICE: *Due to health reasons, as of now, I will be concentrating on finished dioramas in N rather than on individual item sales. Each diorama will be self contained, with the larger ones able to be operated as a micro layout in its own right.*









Developed by a Yorkshireman

Email: graham.a.eason@gmail.com Tel: 07946 499237
18 Worsley Park, Cardinal Gardens,
Darlington, DL3 8SF

Produced in the UK

WANTED

Model Railway & Collectables

Top Prices Paid

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

Instant cash paid

Will travel to collect

LITTLEWORTH MODELS

email: littleworthmodels@gmail.com

Mob: 07578 708785

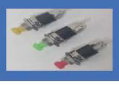
Tel: 01778 594604

26A Meadowgate,
Bourne, Lincolnshire,
PE10 9EZ

DMG electech
DMG Technical Limited

Follow us on Facebook
www.facebook.com/modelrailwayelectronics

Did you know.... we also supply
Switches, LED's, Connectors and so much more
visit us @ www.dmgtelectech.co.uk


2024 Christmas Special Offers - At 2023 Prices!!!!



Standard Grass Applicator & Static Grass Pack
Only £26.00






Old Time (1960s) Street and Wall light Bundle (5 pack) Available in OO/HO or N Gauge
Only £15.00



Digital Multimeter & LED Tester Bundle
Only £18.00

Magnetic Coach & Scenery Lighting
1 Starter Pack and 1 Pack of the 4 light module (includes 2 modules)
Only £24.00



Mini Wood Working Kit, 300mm Metal Ruler & Pack of Mini G Clamps Only £20.00

2024 - Upcoming Exhibitions

Come and visit our new stand

Remember quality components at afforable prices

www.dmgelectech.co.uk

Fast Efficient Service
P & P only £3.95
Free on orders over £150.00

Order before 2.00pm for same day dispatch
*see website for details

DMG Technical Ltd (Electech Division) - Telephone: 02920 813136 Option 2
Unit 10 Glan-Y-Llyn Industrial Estate, Cardiff Road, Taffs Well CF15 7JD
Email: sales@dmgelectech.co.uk
Prices correct @ time of print (October 2024)

Nov 23-24 - National Festival of Railway Modelling - NEC Birmingham



W.M. COLLECTABLES

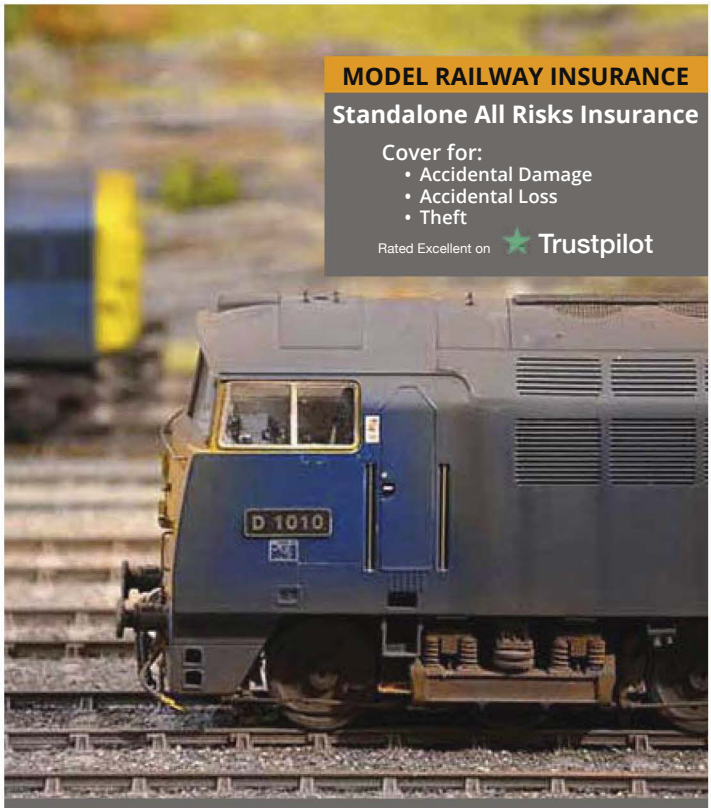
ATTENTION ALL KITBUILDERS AND MODELLERS

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



CALL NOW FOR A QUOTE **0208 0033 190**
or visit assetsure.com/collectables
& GET A QUOTE ONLINE

ASSETSURE

Assetsure is a trading name of Hildon Park Ltd which is Authorised and Regulated by the Financial Conduct Authority No.592997

modula layouts

LAYOUTS BUILT AND WIRED TO THE HIGHEST STANDARDS

Ready-to-run & delivered to your door!



Modula Layouts are pleased to be able to support the National Festival of Railway Modelling at the NEC, Birmingham.
Come and find us on DCC Concepts Stand No 13/37.
We can discuss your layout building, help with suggestions or even design and build a new layout for you. We look forward to seeing you there.

NEW WEBSITE NOW OPEN

07831 440533 / 01277 624741 *Mon to Fri 9am-5pm*

www.modulalayouts.co.uk

In The Greenwood LASER

A selection of our Station products available in OO,TT:120 and N scales

PC001 **Platform Canopies**

£8.75

TT-PS001 **Double sided Platform**

£8.75

N-PS003 **Platform Ramp**

£5.75

ST005 **"Hesketh" Station**

£27.50

TT-ST003 **Island Platform Station**

£15.00

N-ST002 **Small Station Building**

£13.00

TT-FB001 **Footbridge**

£10.25

SB001 **Signal Box**

£8.75

ES006 **Single Engine Shed**

£22.00

For the full range visit
www.inthegreenwoodlaser.co.uk



Sell your Model Railway Collection and Railwayana through the Specialist Auctioneers with the best ***TRACK*** record

SAS Est. 1991

specialauctionservices.com

SAS are the largest model train auctioneers in the UK

We sell all gauges from Z to Garden Railways

Please contact us if you wish to discuss selling your collection



We are currently consigning for 2024 and 2025 auctions

Contact Dominic Foster on 01635 580595 or mail@specialauctionservices.com



Special Auction Services
Off Hambridge Road
Newbury, Berkshire
RG14 5RL

www.specialauctionservices.com



FOR THE DETAIL YOUR LAYOUT DESERVES!



PREMIUM SCENIC ACCESSORIES IN O-GAUGE AND OO-GAUGE
FOR RAILWAY MODELLERS WHO REQUIRE QUALITY AND REALISM
ALL MANUFACTURED HERE IN THE UK

FREE UK DELIVERY ON ORDERS OVER £60!

EXCLUSIVE OFFERS FOR BRM READERS:

SKYTREX.COM/BRM

CONTACT US AT CUSTOMER.SERVICE@SKYTREX.COM OR CALL US ON: 01509 213789

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 · METCALFE · BACHMANN BRANCH-LINE · PECO STREAMLINE · GAUGEMASTER · HELJAN · MURPHY MODELS · GRAHAM FARISH by BACHMANN · FLEISCHMANN · dapol · NOCH ... wie im Original

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

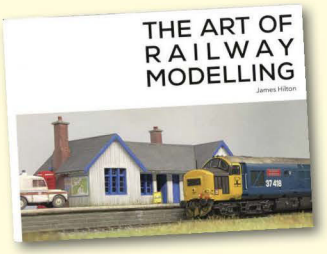


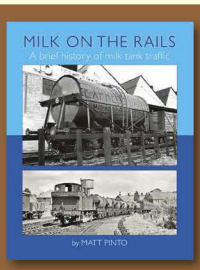
Just Published

Model Railway Companion
Stunning and indulgent images of today's model railways, together with words from their creators.
80 pages Softbound ISBN 9781912038527 £14.50

Still Available

The Art of Railway Modelling
Model railways explored in words and images, from an artistic and storytelling point of view. Profusely illustrated with photographs, sketches and plans, and featuring eighteen worked up layout ideas.
104 pages Softbound ISBN 9781912038558 £18.50





Available Shortly

Milk On The Rails
Rail borne milk traffic across the UK in the era of tanks and bulk transportation, rail tanks, dairies and the services that were operated. Profusely illustrated and showing all aspects of this fascinating lost traffic.

188 Pages Softbound ISBN 9781912038572 £28.95

All prices plus P&P, see wildswanbooks.co.uk for full details or purchase from your favourite bookseller.

Wild Swan Books Ltd Tel 01225 462332
4 Tollbridge Studios, Toll Bridge Road, Bath BA1 7DE
www.wildswanbooks.co.uk

THE GAUGE O GUILD
The biggest and best in 7mm railway modelling

WINTER SHOW • WIGAN
ROBIN PARK LEISURE CENTRE
Loire Drive, Newtown, Wigan WN5 0UL
SATURDAY 7 DEC 2024
10am-4pm (Advance tickets admitted from 9.30am)



ADMISSION • ADVANCE TICKETS PUBLIC £15, MEMBERS £10 • £2 EXTRA ON DOOR

To buy an e-ticket or for more information
www.gaugeoguild.com

KS MODELS
At the heart of model making

Hertfordshire's Leading Model Railway Specialist

www.ks-models.co.uk

HORNBY · BACHMANN BRANCH-LINE · PECO · HELJAN · GRAHAM FARISH · dapol · GAUGEMASTER · OXFORD · TAMIYA · AIRFIX · Expo

✓ All Major Manufacturers & More!
✓ N Gauge to O Gauge
✓ Tools, Paints & Materials
✓ Plastic Kits & Diecast
✓ Pre-owned
✓ Mail Order

Email: russell@ks-models.co.uk
Shop: 01438 746616
Thurs - Sat, 10am - 5pm
19 Middle Row, Stevenage SG1 3AW
Helpdesk: 07858 546855
Mon - Sat, 10am - 5pm
Phone - Text - WhatsApp

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

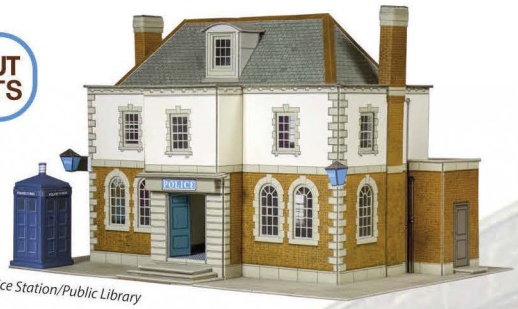
www.superquick.co.uk

IN SHOPS & ONLINE NOW!



SQA07.1 Goods Depot Building in Stone

ALL DIE-CUT CARD KITS



SQB25 Police Station/Public Library



SQA09 Covered Footbridge

SQA06 Signal Box & Coal Office

FEATURING NEW COAL STAITHES



NEW FROM SUPERQUICK MODEL KITS

EMBANKMENT ARCHES

C08 Embankment Arches in red brick



Fine OO/HO detail from...

SUPERQUICK MODEL KITS

Available from all good model shops & online NOW!

SQUIRES MODEL & CRAFT TOOLS

100 London Rd, Bognor Regis, West Sussex PO21 1DD
Tel 01243 842424
Email sales@squirestools.com www.squirestools.com

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

Nov 9/10 - TELFORD IPMS Scale Model World,
Telford International Centre,
St Quentin Gate, Telford, Shropshire, TF3 4JH.
Sat 10 - 6, Sun 10 - 4.
****FREE Entry and admittance from 9am on both days to IPMS Members****

Nov 16 – PORTSMOUTH South Hants Model Railway Club Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hants, **PO3 5XT.** 10-5pm

Nov 16/17 - FALKIRK Model Railway Exhibition,
Grangemouth Athletic Stadium, Kersibank Avenue, Grangemouth,
FK3 0EE. Sat 10-5, Sun 10-4.30.

Nov 16/17 - WORKINGTON Model Railway Exhibition, Energus Building, Blackwood Road, Lillyhall, Workington, Cumbria, **CA14 4JW.** Sat 10 - 5 Sun 10 - 4.30.
Nov 23 – GUILDFORD O Gauge Group Trade Show, The Spectrum Leisure Complex, Parkway, Guildford, GU1 1UP. 10 – 4. **https://www.gogg.co.uk/tradeshow.html**
Nov 23/24 NEC BIRMINGHAM – The National Festival of Railway Modelling, Hall 5, NEC Birmingham, **B40 1NT.** Sat/Sun 10-5
Dec 7 – WIGAN Gauge O Model Railway Exhibition, Robin Park Leisure Centre. Loire Drive Newtown, Wigan. **WN5 0UL.** Sat 10-4. www.gauge0guild.com
Dec 7/8 - PAISLEY Renfrewshire Club Model Railway Exhibition, The Paisley Centre, Causeyside Street, Paisley, **PA1 1UQ.** Sat 10-5, Sun 11-4.

2025

Jan 11/12 - BOGNOR REGIS Model Rail Exh, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex PO22 8EL Sat 10-5, Sun 10-4.30 **Free Parking**
Jan 25/26 - SOUTHAMPTON Model Railway Exhibition, Barton Peveril College, Chestnut Avenue, Eastleigh, SO50 5ZA. Sat 10-5. Sun 10-4.30
Feb 1/2 - ALTON - FebEx 2025 Alton Model Railway Group Exhibition, Eggars School, Anstey Road, Alton, Hants, GU34 4EQ. Sat 10.30-5. Sun 10.30-4.00.

Feb 1/2 - KENDAL Model Railway Exhibition,
Kendal Leisure Centre, Burton Road, Kendal, Cumbria, LA9 7HX.
Sat 10 - 5. Sun 10-4.30

Feb 15 - TONBRIDGE Model Railway Exhibition, Angel Centre, Tonbridge, Kent, **TN9 1SF** 10-5. www.tonbridgemrc.com Less than 5 mins walk from Tonbridge Railway Station.
Feb 15/16 - WESTON SUPER MARE Model Railway Exhibition, Priory Community School, Queens Way, Weston Super Mare, **BS22 6BP.** Sat 10am - 5pm. Sun 10am-4pm.
Mar 1 - KETTERING Gauge 'O' Guild Spring Show and Exhibition, Kettering Leisure Village, Thurston Drive, Kettering, **NN15 6PB.** Saturday 10 - 4. ***Plenty of FREE parking***
Mar 1/2 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincent's Rd, Fullwood, Preston, Lancashire, **PR2 8UR.** Sat 10-5pm, Sun 10-4.30

Mar 29/30 - NAILSEA Model Railway Exhibition,
Nailsea School, Mizzymead Road, Nailsea, BS48 2LE.
Sat 10-5pm, Sun 10-4.

April 5/6 - MACCELSFIELD Model Railway Group Exh, Tytherington School, Manchester Road, Macclesfield, **SK10 2EE.** Sat 10-5, Sun 10-4.30. **Plenty of FREE Car parking**

April 19-21 - YORK Model Railway Show,
The Knavesmire Stand, Racecourse Road, York. YO23 1EX.
Sat/Sun 10-5, Mon 10-4.30.

April 26 - LUTON Model Railway Exhibition, Stopsley High School, St Thomas' Road, Luton, **LU2 7UX.** Sat 10.30-5pm.
May 10/11 - CALNE Model Railway Show, Calne Leisure Centre, White Horse Way, Calne, **SN11 0SP.** Sat 10 - 5, Sun 10 - 4.30.
May 31 - KEMPTON PARK Gauge O Guild Southern Show, Kempton Park Racecourse, Staines Road, Sunbury on Thames, **TW16 5AQ.** Sat 10-4. **FREE Parking with Railway Station on Site**
June 14/15 - SUTTON COLDFIELD DEMU Showcase 2025 Model Railway Exhibition, Sutton Coldfield Town Hall, Upper Clifton Road, Sutton Coldfield, **B73 6DA.**
Tickets valid on BOTH days
Sep 7/8 - STAFFORD GUILDEX 2025, Gauge O Guild Exhibition, Bingley Hall, Stafford Showground, Weston Rd, Stafford, **ST18 0BD.** Sat 10 - 5, Sun 10 - 4. www.gauge0guild.com
Oct 11/12 – ALDERSHOT Model Rail Exh, Farnham MRC, Alderwood Leisure Centre, Tongham Rd, Aldershot, **GU12 4AS.** **Show guide inc in admission and FREE Car Parking**
Nov 1/2 – SPALDING Model Railway Exhibition, Springfield Events Centre, Camel Gate, Spalding, Lincolnshire, **PE12 6ET.** Sat 10 - 5 Sun 10 - 4.30. www.spaldingmrc.co.uk - Plenty of FREE Parking
Dec 7 - WIGAN Gauge O Guild Winter Show, Robin Park Leisure Centre, Loire Drive, Newton, Wigan, **WN5 0UL.** Sat 10 - 4.

2026

Oct 10/11 - ALDERSHOT Model Railway Exhibition, Farnham MRC, Alderwood Leisure Centre, Tongham Road, Aldershot, **GU12 4AS.** **Show guide included in admission and FREE Car Parking**

Exhibition Invitations always welcomed.

PROVIDED BY ansvar

magnet INSURANCE

DON'T GET SHUNTED

SPECIALIST MODEL RAILWAY COLLECTION INSURANCE

FROM £80.30* PER ANNUM

*Based on sums insured of £13,000

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 WWW.MODELRAILWAYINSURANCE.CO.UK OR CALL DIRECT ON 01636 858249

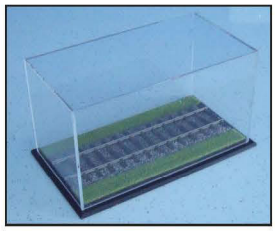
magnet

Magnet Insurance Services Ltd
Newark Beacon, Cafferata Way, Newark, NG24 2TN
Authorised and regulated by the Financial Conduct Authority

01636 858249
www.modelrailwayinsurance.co.uk

TEN COMMANDMENTS

Accessories for the discerning OO, O and N gauge modeller.



ROLLING STOCK DISPLAY CASES – OO, N, O and NEW TT GAUGES
Display cases for your favourite locomotives and rolling stock. Clear Acrylic cover and base. Keep your stock dust free while on display.
OO GAUGE from £15 N from £16 O from £25 TT from £20

ROLLING STOCK STORAGE SOLUTIONS - OO & N GAUGES
A range of plastic stock storage boxes with pre-cut foam inserts designed to accommodate locomotives, coaches and wagons. Available in various sizes for OO & N Gauge. Cases supplied complete with cover sheet and lid. Foam trays available separately See our website for individual specifications and sizes.
OO GAUGE BOXES from £24 OO FOAM TRAYS from £16
N GAUGE BOXES from £24 N FOAM TRAYS from £8



TRACK CLEANING WAGONS OO, N, O and NEW TT GAUGES
The quickest easiest way to clean your track. Simply hook up behind your locomotive and haul over trackwork to clean. No fluids / cleaners required. Manufactured in Germany for us by KPF-Zeller.
OO GAUGE WAGON £40 – N GAUGE WAGON £40 - O SELF-FIT £20
NEW TT/HOm TRACK CLEANER NOW IN STOCK £40



ROLLING ROADS OO, N, O and NEW TT GAUGES
Highest quality German engineering. Suitable for use with DC or DCC Control systems. See website for further information.
N GAUGE - CHOICE OF FOUR SIZES FROM £60
OO GAUGE - NEW XL VERSIONS ADDED FROM £65
O GAUGE - CHOICE OF THREE SIZES FROM £70
NEW TT ROLLING ROAD - IN STOCK - £65



WAGON LOADS - OO, O & N GAUGES
Huge range of stonecast wagon loads for steam and modern Eras. See a small selection below or visit our website for the full range for OO, O and N

	OO GAUGE	N GAUGE	O GAUGE
COAL LOADS	from £1.95	from £1.50	from £3.50
BARREL LOAD	£2.75	£1.75	£5.00
CRATE LOAD	£2.75	£1.75	£5.00
OTA LOGS LOAD	£4.00	£4.00	£10.00
PIPE LOAD	£2.75	£1.75	£5.00
PLANKS LOAD	£2.75	£1.75	£5.00
BALLAST LOADS	from £1.95	from £1.50	from £3.50

MODERN INDUSTRIAL RANGE – OO & N GAUGES
Stonecast plaster modern style Industrial low relief buildings available in a variety of sizes and styles. Ideal for Industrial scenes and modern distribution depots. Signage and detailing accessories also available to complete the scene. See our website for the full range.

TEN COMMANDMENTS 20 STRUAN DRIVE, INVERKEITHING, FIFE, KY11 1AR
Telephone orders 01383-410032 Monday - Friday 10am-7pm
Email: tencommandments@btinternet.com
Please add £3.95 Post & Packing for UK orders
Online at: www.tencommandmentsmodels.co.uk

Fully tested and guaranteed for 5 years

MORLEY CONTROLLERS

60 Years BTVR ESTABLISHED 1960

EXPERIENCE THE ULTIMATE IN CONTROLLER TECHNOLOGY

VANGUARD ZERO ONE £157.90 FREE POSTAGE
- 2 x 5mtr hand held controllers
- 1 x 16V DC accessory
- O gauge
- 2.5 amp per track
- Twin track



VORTRAK ZERO TEN £168.90 FREE POSTAGE
- 2 x 5mtr hand held controllers
- OO/HO/N/OO9 gauge (1 amp per track)
- 2 x 12V DC accessories
- Four track
- **'Crawler'** model available **£168.90 FREE POSTAGE**



VECTOR ZERO THREE £93.90 FREE POSTAGE
- 2 x 2.5mtr hand held controllers
- 1 x 12V DC accessory
- OO/HO/N/OO9 gauge (1 amp per track)
- Twin track



VECTOR ZERO THREE 'CRAWLER' £93.90 FREE POSTAGE
- Perfect companion for all the small shunter type locomotives being manufactured
- Slowest speeds ever plus all the benefits of the Vector Zero Three



Our controllers do not have any type of feedback, inertia or PWM therefore fully suitable for coreless motors.

CDU FOR POINT MOTORS ON-BOARD

Each controller has state-of-the-art design, offering very best performance capability. Slow and fast speeds are superb. Internal seperate transformers for each track from 220/240 AC mains.

www.morleycontrollers.com
jet@morleycontrollers.com 01704 533 116
PO Box 501, Southport, PR9 9ZL

Made in the UK

YouChoos DCC Sound

ZIMO



bring your imagination to life

with next generation digital sound

Zimo MS



immersive Drive only from YouChoos

01380 530530
www.YouChoos.co.uk info@youchoos.co.uk

Bachmann Retailer of the Year

HARBURN HOBBIES EDINBURGH SCOTLAND

www.harburns.uk

We're right at the McDonald Rd TRAM STOP

Harburn Hobbies, 67 Elm Row, Edinburgh EH7 4AQ

T: 0131-556 3233 & 0131-478 3233 Email: sales@harburns.uk

PECO N GAUGE

NRP-978 7-plank "Glasgow" £17.50

Historic Scottish Wagon Liveries

Harburn Exclusives

Made in the UK

GLASGOW IRON AND STEEL CO LTD

THE FIFE COAL CO LTD 1855 LEVEN

EDINBURGH COLLIERIES COMPANY LIMITED

THE ABERDEEN COAL COMPANY

NR-P980 7-plank "Fife Coal" £17.50

NR-P979 7-plank "Edinburgh" £17.50

NRC-004 5-plank "Aberdeen" £17.50

00 GAUGE

Harburn Exclusives

OXFORD RAIL

RAPIDO TRAINS UK

BRIGGS DUNDEE

CALLENDAR COAL COMPANY Colliery FALKIRK

Oxford Rail *Harburn Exclusive* "Briggs Dundee" no.23 (12t Tanker) £22.95

Rapido Trains *Harburn Exclusive* "Callendar Coal Company Falkirk" no.259 (5-plank) £32.95

1/76 SCALE

OXFORD

Harburn Exclusive

Oxford *Harburn Exclusive* "Edinburgh Corporation" Leyland PD2 1950s Bus (list £21.95) £15.95

AC Models

Tel: 02380 610100 www.acmodelseastleigh.co.uk



Your one stop shop for the model enthusiast selling new and secondhand Model Trains, Slotcars, Plastic Kits, Diecast etc.
Visit our shop for all your modelling needs.
New floor now open with R/C, Games Workshop and Scalextric.
See website www.acmodelseastleigh.co.uk for opening times
Gift vouchers available
Find us on eBay acmodels2 and Amazon acmodelseastleigh

9 High Street, Eastleigh, Hants, SO50 5LF
email: info@acmodelseastleigh.co.uk

MARCWAY POINTWORK

PROFESSIONAL RENOWN FOR QUALITY

Est. 60 years

01709 542951

UNRIVALLED EXPERTISE IN TRACK AND POINTWORK

Ranges available in gauges 1, 0, SM32, 00, EM, H0 0-16.5.

All are ready to run and spray finished. SAE or phone for leaflet

www.marcway.co.uk

Marcway 0 Gauge Pointwork

48" Radius Point Left Or Right Hand	1	£65.00
60" Radius Point Left Or Right Hand	1	£65.00
72" Radius Point Left Or Right Hand	1	£65.00
90" Radius Point Left Or Right Hand	1	£67.00
108" Radius Points L or RH	1	£69.00
Diamond Crossing 72" Rad Angle	1	£87.00
Diamond Crossing 108" Rad Angle	1	£88.00
Diamond Crossing Curved L or R	1	£88.00
72" Radius D/Junction Curve	1	£320.00
72" Radius D/Junction " " Straight		£320.00
72" or 48" Radius Scissors Crossovers	1	£395.00
Double Track X overs L or R	1	£150.00
Double Slip Point 72" Radius Angle	1	£160.00
Single Slip Point 72" Radius Angle	1	£143.00
Double Slip Point 108" Radius Angle	1	£160.00
Single Slip Point 108" Radius Angle	1	£143.00
72"/48" Radius Curved Point L or RH	1	£86.00
90"/60" Radius Curved Point L or RH	1	£89.00
108"/72" Radius Curved Point L or RH	1	£92.00
72" Radius Wye Point	1	£65.00
Catch Point Left or Right Hand	1	£35.00
72" Radius Three Way Point (Equal)	1	£150.00
108" Radius Three Way Point (Equal)	1	£152.00
72" Radius Three Way Point (Offset)	1	£150.00
72" /48"Tandem 3 Way Point L or RH	1	£155.00
108"/72" Tandem 3 Way Point L or RH	1	£158.00
9'/6'/5' Curved Tandem 3 Way Point L or RH	1	£165.00
12'/9/6' Curved Tandem 3 Way Point L or RH	1	£168.00
Layout Planner Photoplans of 0 Gauge Range 1		£19.95
Bullhead Rail Joiners Nickel Silver	24	£4.20
Point Lever with built in spring device	1	£4.95

Track Building Materials

Lazer Cut Glass Fibre PCB Sleeper Strips
Available in 12mm, 9mm, 7mm, 6mm, 5mm, 4mm, 3mm, 2.5mm & 2mm
Lazer Cut Glass Fibre Sleepers
in O, OO, EM & P4 in press out sheets of 100
Rail in yard lengths in Code 200BH N/S Code 125BH, Codes 148FB, Code 100FB, Code 75FB and Code 75BH in N/S or in Phos/Bonze.
Turned Brass Track Gauges in Gauges 1, SM32, O, OO, TT, N
Back to Back Gauges in OO, EM, N.
O Gauge Lazer Cut stainless steel track templates in various radii
O Gauge Point Kits various types containing Sleepering, Rails, Plans & Instructions
SMP Range of Point Kits
OO or EM with rail, sleepering, plan and instructions
MARCWAY POINTS in OO or EM quality RTR range spray finished and ready to lay as are the O gauge and other ranges we produce

Marcway Flexible Tracks

Injection molded plastic based flexible tracks with correctly proportioned with timbers and fine chair detail to capture trackwork of the British steam era
Bullhead Track
TYPE 0 Gauge 0 code 125BH N.Silver 10 yards..£79.50
Type J Gauge 00 75BH N.Silver 10 yards.....£49.50
Type K Gauge 00 75BH P/B 10 yds.....£49.50
EM Gauge Nickel or Phophor Bronze 10yrd.....£49.50
P4 Gauge 18.88 or 19.33 N/S or P/B 10yrd.....£51.50

SMP 0, 00, EM & P4 gauges

NEW OBSOLETE HORNBY 100's of new obsolete locos no longer available. Also rolling stock etc. www.marcway.co.uk

SHOP ☎ 0114 2449170

MARCWAY SCALE MODELS

POSTAGE EXTRA

☎ 01709 542951

Orders by phone with credit or debit card. No cheques or postal orders / phone Marc – Technical

PECO - BACHMANN - FARISH - OXFORD - GAUGEMASTER - METCALFE - DAPOL

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

everything for the modeller

VISIT OUR SPACIOUS SHOP 1200sq ft Sales Area • SHOP OPEN 10.30 - 4pm 5 days a week - closed Wed & Sun
SITUATED 2 MILES FROM M1 JUNC 34 (Meadowhall exit) 200 yds from Attercliffe Tram Stop

598-600 ATTERCLIFFE RD, SHEFFIELD S9 3QS

LEAFLET - CRAFTSMAN BUILT IN OUR OWN WORKSHOP - IN

ERS FOR FIFTY FOUR YEARS - GAUGES 1,0 (Fine & Coarse Scales SM32, OO, EM

MODEL SHOP

GOING LOCO

HOBBY CENTRE

E: goinglocomodels@hotmail.com
Online Shop: www.goinglocomodels.com







- Bigger on the inside!!
- Shop open 6 days a week
- Huge range of New and Pre-owned products
- Large Customer carpark
- Online shop 24/7
- Repairs & servicing available



BUY - SELL - EXCHANGE

We purchase any and all collections big or small from anywhere in the country.
For top prices speak to Jonathan for the best deal!

SHOP OPENING TIMES

Mon - Fri 10am – 5pm
Sat - 10am – 4pm

SEE US AT EXHIBITIONS & EVENTS

PayPal MasterCard VISA Maestro

38 Potovens Lane, Lofthouse Gate, Wakefield WF3 3JF
Tel: 01924 824748

LIGHT RAILWAY STORES

The online marketplace for narrow gauge, light railway and industrial modelling...

Custom etched nameplates, number plates and works plates for all scales, configured for your models.



Use code **BRM10** at checkout for 10% off allcustom etching!


Narrow Planet • 009


Rapido Trains UK • 00


Meridian Models • 009

www.lightrailwaystores.co.uk

PO Box 297, Bexhill-on-Sea, TN40 9HF

SR Hobbies

EST 2017

www.shedringhobbies.co.uk
shedring.railway@gmail.com
Tel. 07754898640


Code 3 bespoke models


Javis Scenery


Model railway accessories


Code 3 Accessories


Superquick Card Kits


Oxford Diecast scale models


N Gauge ready To go accessories



SR Hobbies & Tiny HK New Tooling Coming Soon



SR Hobbies & Tiny HK New Tooling Coming Soon

SPEY MODELS & TEA ROOM

www.carnforthmodels.co.uk

5 The Square,
Grantown-on-Spey
PH26 3HG
01479 870408

Monday – Saturday
9:00am – 4:00pm



Dogs Welcome



Visit our Website

FREE on street Parking!







Kent Garden Railways

16mm and G Scale Specialists

Whether its live steam, battery or electric for your garden we have the stock to get you going



LGB Premier Dealer * Accucraft * Piko * Bachmann * Trainline * Roundhouse * Pola * USA Trains and much more

Great Stocks of OO, HO & N

We have large stocks from the leading manufacturers

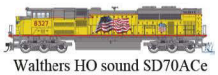


Hornby * Bachmann * Gaugemaster * Metcalfe Heljan * Graham Farish * Dapol * Woodland Scenics * Kato * Walthers * Kadee * Expo Noch * Oxford Diecast * Kestrel * Atlas Oxford Rail and much more


Wren - Accucraft 7/8th's scale live steam


Farish N gauge




Walthers HO sound SD70ACe


Broadway HO sound PRR K4


LGB 23530 Rhb G4/5 Steam Loco

www.kgrmodels.com

68 High Street, St Mary Cray, Orpington, Kent, BR5 3NH
Tel 01689 891668 email sales@kgrmodels .com
Web, Telephone and Exhibition Sales



Stockists of

Circuitron, Tam Valley, DCC Specialities, DCC Concepts, Digitrax, ESU, Gaugemaster, LDT, Lenz, Roco, RR-Cirkits, Sprog DCC, NCE, Zimo, Digikeijs, Train-o-Matic, NixTrains, Soundtraxx, Train Tech. Plus Many More!

Friendly advice, support and installation services

Ipswich Model Railway Centre,
Unit 2, 48-52 Tomline Road
Ipswich IP3 8DB.

Coastal DCC

Coastal DCC

+44 (0) 1473 710946

www.coastaldcc.co.uk
enquiries@coastaldcc.co.uk

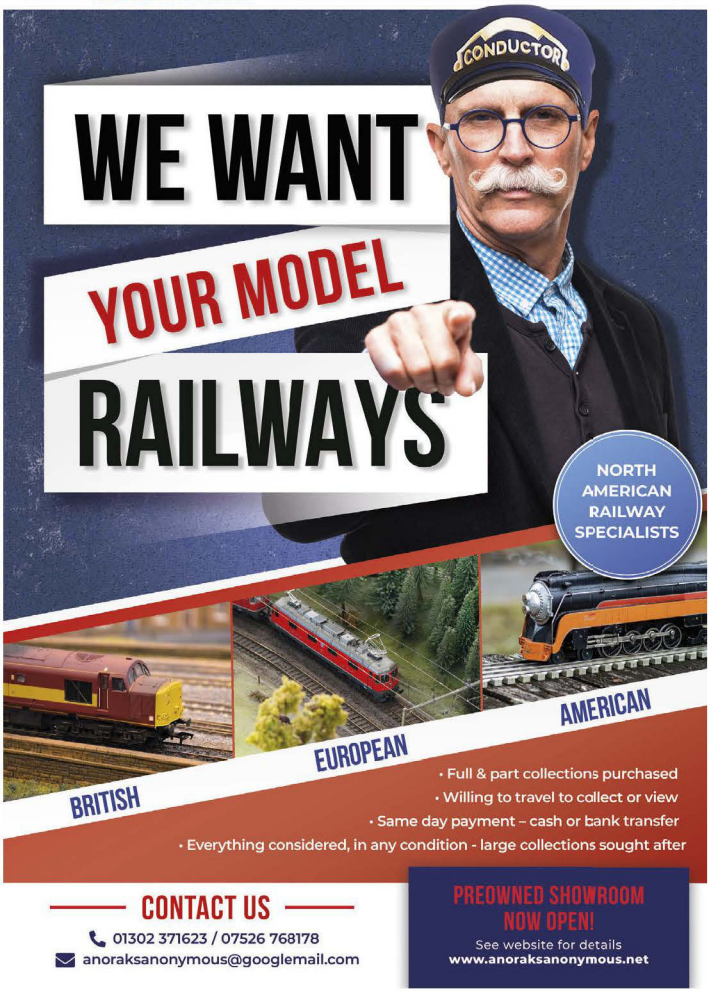
SEARCH 'FESTIVE'

SANTA SPECIAL
RUDOLPH
THE SCROOGE
THE RED RED ROBIN
THE SNOWMAN
THE THREE WISE MEN
THE STAR OF BETHLEHEM
THE SPIRIT OF CHRISTMAS
CHRISTMAS CRACKER
BAH HUMBUG EXPRESS

All our Stainless Steel Etched Headboards are beautifully & lovingly crafted and painted by hand

FOX TRANSFERS LTD • TEL +44 (0)116 319 4950 (DEPT BRM)
Dept BRM, Unit 5, Priory Business Park, Wistow Road,
Kibworth, Leicestershire LE8 0RX, ENGLAND callers by appointment
email: mail@fox-transfers.co.uk web: www.fox-transfers.co.uk

SELL WITH ANORAKS ANONYMOUS - THE BIGGEST COMPANIES DON'T ALWAYS OFFER THE BEST PRICES!



- 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

Illustrated Catalogues Inc. post
00, 009 (1/76th).....£7 in colour
N Catalogue (1/148th)£6 in colour
0 Catalogue (1/43rd) .£5 in colour

Mail Order By Return P&P £4.40
Unpainted metal kits - glue with epoxy glue (£7.00)

LANGLEY MODELS

166 Three Bridges Road, Crawley, Sussex, RH10 1LE
Tel: 01293 516329 www.langleymodels.co.uk



00 SCALE
Fair Toyset £69.30,
Morris Dancers £9.65
Loads of kits in our illustrated colour catalogue or website www.langleymodels.co.uk



Gantry Hoist	£ 17.65	Painted 3 different Victorian Pillar Boxes	£ 9.50
Private siding gate	£ 8.60	Painted Marching Guards	£ 30.70
2 off Small 5 bar farm gate/drive gate	£ 7.85	Painted Rustic Bus Shelter and Stop	£ 17.35
Band stand	£ 20.60	Painted Modern Bus Shelter & Stop	£ 13.00
Seated Band-Civil Uniform (8 figures)	£ 12.15	Painted 3 Modern Pillar Boxes	£ 9.00
etched brass Seats & Music stands	£ 10.10	Painted Horse Trough	£ 7.90
Marching Guards Band (10 figures)	£ 14.45	Painted 2 x Village Water Pumps	£ 7.35
Kilted Pipe & Drums Band (10 figures)	£ 15.80	Painted Single Head Traffic Light	£ 8.00
2 kilted Pipers & 2 Highland Dancers	£ 4.60	Painted Twin Head Traffic Light	£ 8.30
15 ass. Street Bollards (3 types)	£ 5.60	Painted Police Telephone box (resin)	£ 17.55
20 ass. Chimney Pots (10 types)	£ 5.60	Painted Hunt Scene 2 mounted riders	£ 12.35
6 large Chimney pots(Kings & Queens)	£ 5.60	Painted Hunt Scene 6 Assorted Hounds	£ 11.00
12 off Round Chimney Pots (8mm tall)	£ 5.60	Painted Cricket Game 15figs	£ 41.35
10 Road Traffic cones	£ 5.10	Painted cricket Sight Screen	£ 18.85
Milkman with 9 milk crates	£ 5.85	Painted Cricket Score Board	£ 10.70
assorted Beer and Cider crates	£ 6.40	Painted 6 x Seated Cricket Figs waiting to play	£ 17.35
4 x 1940/60's Petrol Pumps	£ 9.30	Painted Morris Dancers	£ 33.05
Garage Workshop-Forecourt fittings	£ 10.75	Painted Loco Spotters(3) & 8 Kids	£ 33.05
Garage Machine, tyre remover & balancer	£ 6.70	Painted Lych Gate	£ 16.20
Engine Hoist/Engine & Tool Chest	£ 6.95	Painted Church Notice Board & Crucifix	£ 13.05
Garage 4 pillar Hydraulic Car Ramp	£ 7.35	Painted War Memorial	£ 13.05
2 Loco Crew - Victorian/Edwardian	£ 3.40	Painted Gardeners (4 figs and equipment)	£ 15.90



N Scale
Ass Gravestones £5.25,
Traction Engine & Boom £17.40
Lots of ideas in our catalogue.



4 pallets & hydraulic pallet truck	£ 5.40	Painted 2 Plain Horses (unharnessed)	£ 7.70
Beehives and bee-keepers	£ 5.65	Painted Loco Crew	£ 5.15
6 Bulk Building Bags	£ 4.80	Painted Swans & Ducks x 4 each	£ 8.30
Band Stand	£ 12.10	Painted Washing Line & Figure	£ 9.10
6 Assorted Rock Climbers	£ 6.05	Painted Wild Animals	£ 9.00
4 Assorted Highland Cattle	£ 5.55	Painted Assorted Seagulls x 8	£ 8.45
6 Assorted Firemen in action poses	£ 5.85	Painted Dogs 6 off	£ 8.30
6 Trawlermen/Fisherman Figures	£ 5.55	Painted 6 x Pigs	£ 7.85
3 Assorted Donkeys (unharnessed)	£ 4.70	Painted Sheep 8off	£ 8.45
3 Beach Donkeys and Children	£ 5.55	Painted Chickens 10 off	£ 8.45
Beach Set (figures and equipment)	£ 7.05	Painted Funeral Scene	£ 12.00
8 Guards Marching	£ 6.30	Painted Wedding Scene	£ 23.40
Guards Colour Party (flags) (5 figs)	£ 4.80	Painted Cricket Game	£ 34.45
Guards Marching Band	£ 6.85	Painted Church Notice board & crucifix	£ 9.65
Cub/Scout Camp Set	£ 7.05	Painted Lrg Wooden (Oak) Barrels x 4	£ 7.85
6 Assorted Cats	£ 3.90	Painted Flower tubbs and water butt	£ 9.75
2 x Pub Table/bench & Parasols	£ 5.10	Painted Welding Figures & Equipment	£ 11.25
6 Station Platform Staff	£ 5.25	Painted Relaxed Loco Crew x 2	£ 5.15
Garage Accessories 4 Pillar Ramp	£ 7.70	Painted 5 Gardeners and equipment	£ 14.80
Engine Hoist, Trolley Jack & Tool Chest	£ 6.70	Painted 4 Pallets and pallet truck	£ 11.00

Peter's Spares

MODEL RAILWAYS LTD

EST 2009

Mail order and repairs specialists



- New & Used Hornby Spare Parts
- Our own spare parts made in China
- Locomotives and Rolling Stock
- Plastic Kits, Paints, Tools & Glues
- Digital Decoders & Controllers
- Locomotive Detailing parts
- Mega Steam Smoke Fluid
- Tracks & Train Sets
- We have it all at Peters Spares

NEED HORNBY SPARES?

Talk to Peter's Spares Over 4000 Different Hornby and Dapol Spares in Stock. Pre-Order Your Accurascale, Bachmann, Dapol, EFE Rail, Graham Farish, Hornby & Rapido Trains With Us

Over 14,000 different items in stock

DON'T FORGET WE SELL:

Locomotives, Rolling Stock, Scenics and much more!

HORNBY BACHMANN BRANCH-LINE

NEW & USED MODEL RAILWAYS

Specialists in Model Trains since 1994 – Servicing, Repairs & DCC Decoder Fitting

2J Brighouse Business Village, Riverside Park, Middlesbrough, Cleveland TS2 1RT

PECO GRAHAM FARISH by BACHMANN dapol

Tel: 01642 909794

Open Mon-Sat 10am-5pm

Web: www.petersspares.com

Email: sales@petersspares.com

HELJAN GAUGEMASTER

RON LINES

Large stocks of pre-owned railways, a selection of which is on our website.

We stock new Hornby, Bachmann, Graham Farish, PECO, Expo tools, Electrical components & much more.

We also purchase your unwanted railways, whether it's a single item or collection anything considered.

Whether you're a novice or an expert we are always happy to help! So why not visit us today or give us a ring!

Tel: 02380 772 681 www.ronlines.com

342 Shirley Road, Southampton, SO15 3HJ

Open Mon - Sat 11AM - 4PM

Model Rail Inventory

FREE TRIAL

- Track your model railway assets
- Upload photos and documents
- Maintain a valuation of your collection
- Keep maintenance records
- Access from anywhere

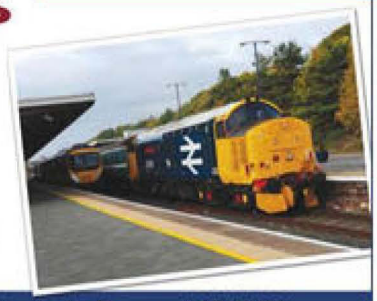
www.modelrail.app



Crafty Hobbies

Your local model shop!

The start of a journey...



Open Monday, Tuesday, Wednesday, Friday & Saturday 10am – 5pm

54 Cavendish Street, Barrow in Furness LA14 1PZ

Tel 01229 820759 www.craftyhobbies.co.uk

EKM EXHIBITIONS

BACHMANN SPARES Special Prices Code BRM

OOCL47 REGIONAL BODIES(Choiceof 4) £17.50

OOCL85 E3095 SINGLE PANTOGRAPH £17.50

OOCL251 M'LAND P'MAN P'CARS A&K Pair £12.50

N BR/LMS CL5 LOCO &TENDER BODY £15

N WARSHIP MOTORISED CHASSIS PARTS ASK!

All stock is listed on our Web Site.

www.ekmexhibitions.co.uk

ekmx23@gmail.com 07306 061141 (Tue-Thur 10-4)

MP Middleton Press

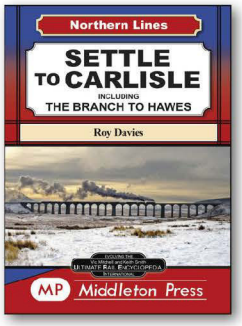
PLEASE see our website, ask for brochure or request email updates for information about all FUTURE NEW TITLES

Published 14 December

SETTLE TO CARLISLE

Recently Published

BLUEBELL RAILWAY MANCHESTER TO LIVERPOOL



E:sales@middletonpress.co.uk

01730 813169

www.middletonpress.co.uk

126A Camelsdale Rd, Haslemere GU27 3RJ

mike's models

- THE MODELLERS MODEL SHOP -

Whether you want a ready to go kit to start a new hobby, the materials to build your model from scratch or anything inbetween.

Then come see why we are the modellers model shop of choice!

Contact us on:

0121 360 4521

Email: info@mikes-models.co.uk

www.mikes-models.co.uk

Over 11,000 products in stock

Covering all aspects of modelling

Expert advice from passionate modellers

Great after sales support

N Gauge Society
Coat of many colours

Join now!

RTR Hunslet Shunter
Which livery will you choose?



15 liveries * Working lights * 50t and 55t variants



Only available to members - join today!



For introductory pack giving details of membership benefits, plus a free sample journal, send £3(UK only) to:
Dept BRM, 52 Gainsborough Road, Wallasey, Merseyside CH45 8PT

www.ngaugesociety.org



MonkBar Model Shop
Established 1963

O, OO, TT & N Gauge Model Railways
Diecast Planes & Vehicles - Plastic Kits & Figures
Scenics & Accessories - Scalextric



Peco N Gauge
7 Plank Open Wagon
Sowerby Bridge
Industrial
Society Limited

£18-99 each - Set of 4, £70 (4 running numbers)
NRC-008A/B/C/D - Exclusive - In stock now

Visit us in York
www.monkbarmodelshop.co.uk

Open
Monday - Saturday
9am - 5pm
Only 2 minutes away from York Minster

2 Goodramgate
York - YO1 7LQ
01904 659423
info@monkbarmodelshop.co.uk

Stockists of Hornby, Bachmann, Graham Farish, Peco, Dapol, Gaugemaster, Ratio, Wills, Woodland Scenics, Metcalfe, Oxford Diecasts, Base Toys Accurascale, Rapido and many more

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

MALCS MODELS OF ILKESTON

07786 896807
www.malcsmodels.co.uk

EXCLUSIVE TO MALCS MODELS



7 Plank Wagon Triple Pack - SHIPLEY
OO Scale - Rapido Trains - £94.95
TT Scale - Peco (limited run of 50) - £59.99
N Scale - Peco (limited run of 100) - £54.99
AVAILABLE NOW

TT 1:120 Buildings
Manufactured exclusively for Malcs Models & TTC Diecast By Scenecraft

Single Road Servicing Shed £69.95
Fuelling Point £26.95
Fuel Storage Tanks £49.95

Buy All 3 for £139.95
Expected Nov/Dec 2024

Wash Plant £46.95
Depot Mess & Toilets £47.95
Depot Crew Room £47.95
Servicing Point £54.95

Expected Early 2025



TT:120 Berko Colour Light Signal Range



BTT58 Caution Signal Standard Red/ Yellow 2 Aspect £26.00
BTT48 Distance Signal Standard Yellow/ Green 2 Aspect £26.00
BTT28 Standard Red / Green 2 Aspect Square Head Signal £26.00
BTT02 Platform Starter Red/ Green 2 Aspect Offset Square Head Signal £26.00
BTT77 Ground Signal Red/ Green 2 Aspect - £24.00

Available now
More to be Added to range.
Special orders can be Made.

48 Bath Street | Ilkeston | Derbyshire | DE7 8FD

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



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.

CAMBRIAN *4mm Wagon Kits*



C33 LBSC/SR 5 Plank Open
£11.10 (delivery £3.00)



C98 SECR/SR 10 ton Van (D1344)
£12.00 (delivery £3.00)

18 other SR/pre-grouping wagon kits available. Most have matching SR era transfer sets

Brass, Nickel Silver, Phosphor Bronze & Soft Iron Straight Wire
Micro Brass Section, Flat, L,T,U etc and Thin Strip (Br/NS/PB)

If you used to buy from Eileen's Emporium we have their stock and will replace it when required

Over 100 more kits available from Pre-Grouping to 1990's. Also Gibson Wheels in OO, EM, P4/S4 and Bachmann Couplings
See the website for details or send C5 SAE for list. Worldwide delivery with no VAT added

16mm Narrow Gauge Components are also available
cambrianmodelrail.co.uk cmr@cambrianmodelrail.co.uk
01322 515672 2pm-4pm PO Box 85, Greenhithe, Kent. DA10 9DN

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 Monday to Saturday 09:30 - 16.30
Gravesend Model Centre, 15 High Street, Gravesend, Kent DA110BQ

BUGGLESKELLY STATION
Scale Models by Tom Marshall



The lopsided home of **Mrs. Wilberforce**
based on the 1955 classic 'The Ladykillers'



Available in T, Z, US N, N, TT, TT3, HO & OO

www.buggleskellystation.com
Unique comedy cameos, 3D printed models and railway themed merchandise.

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.

NOCH ... wie im Original · PECO · BACHMANN · KATO · Dapol · HORNBY

Unit 1, 10-12 Alder Hills, Poole, Dorset. BH12 4AL. Tel: 01202 798068
www.modelrailwaysolutions.co.uk
Email: shop@modelrailwaysolutions.co.uk

TOWNSTREET OO



Send £3.80 post free for our 60 page OO catalogue detailing all our other kits.

TOWNSTREET,
6 KIRKHILL, BLENCARN, PENRITH, CUMBRIA, CA10 1TZ
See our new extended website!
www.townstreetuk.co.uk
MON TO FRI 2-8PM 01768 88456
MAIL ORDER ONLY

From the Stonecast range that brings realism to your layout

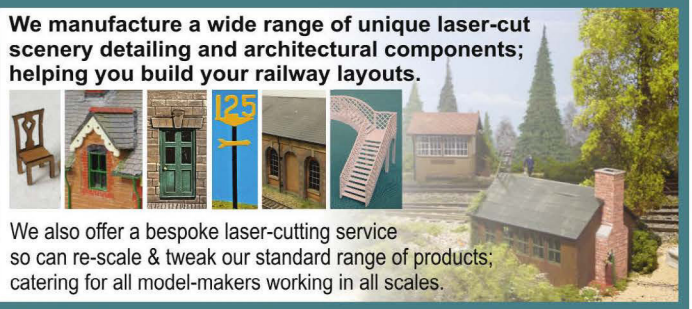
NEW - 6 Road Engine Shed £99.50
Stand Alone Engine Shed Office **£39.00**
As Above But Without 1 Wall For Side Office **£25.00**



1 CROSBY STREET, CARLISLE CA1 1DQ Tel: 01228 514689
Web: https://candmmodels.co.uk E-mail: sales@candmmodels.co.uk
Opening hours: Tuesday to Saturday, 10.00 to 16.30
Please note that the Santa hat and young lady are not currently available from us.

NEW OO9 Structure Set
The perfect starting point for your narrow gauge layout. Includes slate block, corrugated iron, stone and timber options.
All for ONLY £5.99
Visit ➔ scalescenes.com
Download ➔ Print ➔ Build
Card kits that pass closer inspection

Includes range of gutter, downpipes and door colours
Buy once unlimited prints
View our large range of N and OO kits and texture sheets
scale scenes .com

www.YorkModelrail.com Online Shop
We manufacture a wide range of unique laser-cut scenery detailing and architectural components; helping you build your railway layouts.

We also offer a bespoke laser-cutting service so can re-scale & tweak our standard range of products; catering for all model-makers working in all scales.
York Modelmaking 01904 400358 laser@yorkmodelmaking.com
Unit 13, Bull Centre, Stockton-on-the-Forest, York, YO32 9LE

MAD ABOUT TRAINS OF GAINSBOROUGH (K&M MODELS)

For all your Model Railway needs from design to finished layout, scratch built buildings, trees dioramas etc. We carry a vast selection of scenic materials. We carry a comprehensive range of all aspects of Railway 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

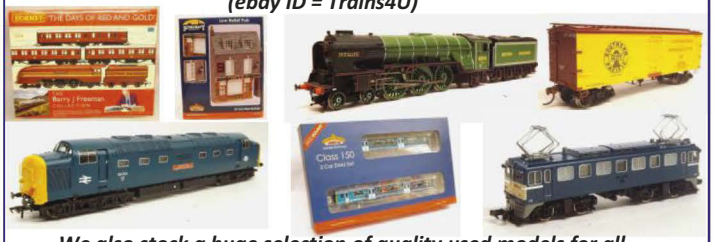
ISINGLASS
Isinglass-Models.co.uk

Carriage kits. 3d Printing and scale drawings
New 4mm: Gresley Buffet diagrams 167 and 168 tourist buffet.
N Gauge Gresley diagram 120, 32' "pigeon" brake van
23 Oak Tree Road, Thatcham. Berks. RG19 4QP
andy@isinglass-models.co.uk 01635 925627

FREE* MODELLING JIG
WHEN YOU SPEND OVER £20!

CLAIM YOURS NOW!
Use code: BRMJIG
Offer ends: 31st December 2024
*1 free jig per customer.
Shop on our website: scalemodelscenery.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 & Classix.
Modelling materials & tools including: Vallejo, AK & MIG
accurascale OFFICIAL STOCKIST
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

Trains4U.com
27 St. David's Square, Fengate, Peterborough, PE1 5QA
Open Tuesday - Saturday 10:00-5:00, Sunday 10:30–3:30, closed Monday
Revolution trains · HELJAN · dapol · GRAHAM FARISH by BACHMANN · CAVALEX Models
Check out our ebay site for a great range of new & pre-owned products (ebay ID = Trains4U)

We also stock a huge selection of quality used models for all budgets in our Peterborough store
METCALFE · DCC concepts · WOODLAND SCENICS · Everscreen · Tram-Tech
Tel: 01733 895989 e-mail: Info@trains4u.com

CHRISTMAS

Christmas trees, Lights, Building model kits, Figures, Snow Powder...
Everything you need to decorate your layout in Christmas colours!
Ask for them at your local model shop
www.goldenvalleyhobbies.com - 01981 241237 TRADE ACCOUNTS WELCOME!

CLASSIFIED SECTION

PLASTICS • METALS • SCENICS

OO & N Scale • Peco - Hornby
Bachmann • Metcalfe
Wills • Ratio • Dapol



SPORTS MODEL SHOP

www.sportsandmodelshop.co.uk

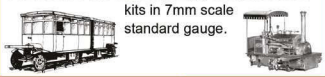
66 High Street, Dingwall, IV15 9RY | Based in the Highlands | Phone: 01349 862346

BRANCHLINES

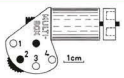
KITS AND ACCESSORIES



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

P & D MARSH MODELS

PAINTED OO GAUGE

PDZ07 Postman, bike & boxes	£10.50
PDZ19 Steam loco crew (2)	£10.85
PDZ42 Newspaper seller	£8.95
PDZ56 Depot workers (4)	£10.85
PDZ103 1950 motorbike/rider	£9.25

PAINTED N GAUGE

PDX48 Steam loco crew (2)	£9.95
PDX52 Bikes (4)	£9.75
PDX67 Window cleaners/ladder (2)	£9.95
PDX87 K6 Telephone box	£7.50
PDX361 Ground signals (5)	£9.50

AVAILABLE FROM ALL GOOD MODEL SHOPS. DISTRIBUTED BY EXPO TOOLS & DRILLS
WWW.PDMARSHMODELS.COM
07730 202270

Severn Models

Fine Kits of Buildings & Miniature Detailing

Functional Ground Point Levers for 4mm / OO & 7mm / O



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

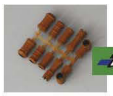
www.Topp Trains.co.uk

Shop for model railway enthusiasts

OPEN 10am - 4pm
CLOSED Weds & Sunday

Free Parking

Wide range of stock from all your favourite suppliers, PLUS repairs, weathering and advice.
Family run business for 10 years!



Topp Pots

Call us or see our website for details

28 Marston Road, Stafford, ST16 3BS
Tel: 01785 247883

BROWSE OUR WEBSITE
Put your requirements in the basket and get a return email quote
www.itemsmailorderascrews.com

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

SAVE MONEY
when you subscribe to BRM
www.brmm.ag/brmdigitalsub

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

TO ADVERTISE HERE CALL
SARAH JARMAN 01778 392055

DATES FOR YOUR DIARY



JACKSONS MODELS & RAILWAYS

Hornby, Bachmann, Graham Farish
Peco, Oxford, Woodland Scenics
and many more...

Visit our new website for the full range
www.jacksonsmodels.co.uk

33 New Street Wigton CA7 9AL
Trucks · Cars · Kits · Planes · Toy Soldiers · Railways · Hobby/Craft
016973 42557 info@jacksonsmodels.co.uk find us

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

TOY, TRAIN & SCI-FI FAIR

November 14th 2024

Rainton Arena,
Mercantile Road
Houghton le Spring,
Tyne And Wear DH4 5PH

Open 10am - 3pm
Over 200 tables • Free Parking
On site cafe/bar

Contact 07504 035955
northerntoyfairs@hotmail.com
www.northerntoyfairs.com

NORTH EAST'S LARGEST TOY FAIR

Sunday December 8th 2024

Gateshead International Stadium, Neilson Rd, Gateshead NE10 0EF

Open 10am - 3pm
Adult £4, Senior/U16 £3
Family £10.00

Contact 07504 035955
northerntoyfairs@hotmail.com
www.northerntoyfairs.com

CDC Design



Metropolitan Railway 'Dreadnought' Carriages
£58.00 each (plus P&P)
Ready to Run. Transfers required

To see the full range and order online visit
www.cdc-design.net

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

TOY & TRAIN COLLECTORS FAIRS

LUDLOW

Saturday 30th November
10.30am - 2.00pm
Ludlow Racecourse,
Bromfield, Ludlow,
Shropshire SY8 2BT
Admission Adults £2.00
(Accompanied U16 FREE)
FREE PARKING

For further details please call
Tony Oakes on 01270 652773

ELAINE'S TRAINS

Pre-Owned OO, N, H0, 0 and more as available
Lots of new items listed regularly. See us in Nov:
Solihull 9th or
Retford 16th or
BRM NEC Birmingham
23rd/24th - Stand 106
Collections purchased especially Continental

elaines-trains.co.uk
01673 857 423

TONYS TRAINS

Open: Monday to Saturday 10am - 5pm (4pm on Saturdays)
Tel: 01788 543442 Email: tonystrains@outlook.com
www.tonystrainsofrugby.com
Studio 4, The Locks, Hillmorton, Rugby, CV21 4PP
WE BUY YOUR MODEL TRAINS
GOOD PRICES PAID
PLEASE CALL TO ARRANGE A VALUATION



CL FINESCALE
TRACK BUILDING SYSTEMS



01373 458604 www.clfinescale.co.uk
125 Reaver House, 12 East Street, Epsom, Surrey KT23 4NH
Office hours Mon to Fri 10.30am to 16.00pm

AGR MODEL RAILWAY STORE

Family Run Business

Buying Pre-owned Collections & Un-wanted Models

NOW STOCKING A WIDE SELECTION OF PRE-OWNED MODEL & NEW RAILWAY COLLECTIONS ONLINE & INSTORE

Send us a list or bring items in store & we will give you a FREE valuation!

Visit our eBay shop & like us on Facebook

ebay Find us on

9 High Street Mews • 28 High Street
Leighton Buzzard, Beds LU7 1EA
Mon closed (seen by appointment)
Tues-Sat 10am-3pm • Sun closed
01525 854788
www.agrmodelrailwaystore.co.uk
sales@agrmodelrailwaystore.co.uk



Showing @ GET's Milton Keynes 12th – 13th Oct HW & DMC High Wycombe 9th Nov



EGR www.gscale.co.uk

East Coast Railway



PLASTIC & METAL
G SCALE 45MM OUTDOOR
TRACK AVAILABLE



Tel 07748008108



THE BEST VALUE G SCALE 45MM GAUGE
SPECIALIST & PIKO RETAILER



ADVERTISING INDEX

AC MODELS 135
ACCURASCALE 148
AGR MODEL 143
AIRFRAMED 144
ALBION ALLOYS 110
ALTON MODEL CENTRE 141
ANORAKS ANONYMOUS 137
BILL HUDSON TRANSPORT BOOKS 144
BRANCHLINES 142
BRICKWALL 133
BUGGLESKELLY STATION 140
C&L FINESCALE 143
C&M MODELS 140
CAMBRIAN MODELS 140
COASTAL DCC 137
CONNOISSEUR MODELS 144
CRAFTY HOBBIES 138
DCC CONCEPTS 63
DEREKS TRANSPORT BOOKS 142
DIARY DATES 142
DMG TECHNICAL 129
DREAM STEAM 113
DSC SHOWCASES 108
DURHAM TRAINS 144
EKM EXHIBITIONS 138
ELAINES TRAINS 142
ELLIS CLARK 19, 64, 107
FOX TRANSFERS 137
FRIZINGHALL MODELS 108
GAUGE O GUILD 132
GAUGEMASTER 18
GC WEATHERING 139
GOING LOCO 135
GOLDEN VALLEY HOBBIES 141
GRAVESEND MODELS 140
GSCALE.CO.UK 143
H&A 144
HARBURN HOBBIES 135
HILDON PARK 130
HOBBYRAIL 140
HORNBY HOBBIES 2, 7
IN THE GREENWOOD LASER 130
ISINGLASS MODELS 141
ITEMS MAIL ORDER 142
JACKSONS MODELS 142
JIM CORR 142
JOHN DUTFIELD 144
KEEN SYSTEMS 144
KENT GARDEN RAIL 136
KMS RAILTECH 110
KR MODELS 89
KS WORLD OF MODELS 132
LANCS YORKS RAILWAY SOCIETY 44
LANGLEY MINIATURE 137
LIGHTMOOR PRESS 109
LITTLEWORTH MODELS 129
LOCOMOTION 112
MAD ABOUT TRAINS 141
MAGNET INSURANCE 134
MALCS MODELS 139
MANCHESTER SHOW 112
MARCWAY MODELS 135
MEGAPOINT CONTROLLERS 88
METCALFE MODELS 16
MIDDLETON PRESS 138
MIKES MODELS 138
MODEL RAIL INVENTORY 138
MODEL RAIL SOLUTIONS 140
MODULA LAYOUTS 130
MONK BAR MODEL SHOP 139
MORLEY CONTROLLERS 134
N GAUGE SOCIETY 139
NARROW PLANET 136
NEW MODELLERS SHOP 113
NICK TOZER 142
P&D MARSH 142
PENNINE MODELS 111
PETERS SPARES 138
POOLEYS PUFFERS 144
RAILS OF SHEFFIELD 8-13
RAILWAY CONDUCTOR 111
RAPIDO 147
REDCAR 144
REVOLUTION TRAINS 45
RONLINES 138
ROXEY MOULDINGS 144
ROXLEY MODELS 132
SCALE MODEL SCENERY 141
SCALESCENES 141
SEVERN MODELS 142
SHADY LANE 140
SHEDRING HOBBIES 136
SKYTREX 131
SLATERS PLASTIKARD 106
SPECIAL AUCTION SERVICES 131
SPEY MODELS 136
SPORTS AND MODEL SHOP 142
SQUIRES 133
STREET LEVEL MODELS 142
SUNNINGWELL 144
TEN COMMANDMENTS 134
THE AIRBRUSH CO 128
THE HEREFORD MODEL CENTRE 6
THE HOBBY GOBLIN 142
TMC 14, 90
TONY OAKES 142
TONYS TRAINS 143
TOPP TRAINS 142
TOWER MODELS 3
TOWNSTREET 140
TRAINS 4 U 141
TRIDENT TRAINS 144
UPSTAIRS DOWNSTAIRS 144
VINTAGE MODEL SCENICS 128
WARWICK AND WARWICK 62
WILD SWAN BOOKS 132
WM COLLECTABLES 130
YORK MODELMAKING 141
YOUCHOOS 134

WEB DIRECTORY

Relocated to new premises in Matlock where we will be continuing our online business

BILL HUDSON
TRANSPORT BOOKS

FAMILY RUN BUSINESS SELLING NEW & SECONDHAND RAILWAY TITLES
To view our stock please call or email in advance
www.billhudsontransportbooks.co.uk • Call: 07921 833469

roxeymouldings.co.uk
Your website for finescale locomotive, carriage and wagon kits in 00 and 0 gauges. A wide range of accessories in stock from Slater's, Markits, Romford, Alan Gibson and our own etched detail frets. Southwark Bridge coach kits and platform accessories. Motors for 4mm/00 and 7mm/0, with gears and gearboxes from Markits and Roxey. Markits 00 rolling stock wheels and our own turned steel wheels for 0 gauge. For Exhibition sales only, we stock solder, flux and Precision Paints.
Roxey MOULDINGS 58 Dudley Road, Walton-on-Thames, Surrey KT12 2JU
Tel:01932 245439 Roxey MOULDINGS

DURHAM TRAINS OF STANLEY
MORE THAN JUST A MODEL SHOP
WE STOCK ALL MAJOR BRITISH OUTLINE ROLLING STOCK AND SCENICS AS WELL AS OXFORD DIECAST. WE ALSO OFFER A CHIP FITTING SERVICE RTO READY AND HOME DCC READY LOCOS AND SERVICE MOST MAKES OF LOCOS. JUST CLICK ON OUR WEBSITE FOR MORE INFORMATION. WE ALSO HAVE OVER 3000 ITEMS FOR SALE ONLINE.
6 STATION ROAD, STANLEY, CO.DURHAM, DH8 0JL
SHOP OPEN MON-TUES-FRI-SAT OPEN 0930-1700 • THURS 1100-1700 • CLOSED WEDNESDAY AND SUNDAY
TEL: 01207 232545 • www.durhamtrainsofstanley.co.uk • email: durhamtrainsofstanley@gmail.com

PayPal NEW AXLEBOX BEARING CUTTING TOOL Cooper-Craft Lineside Kits
H&A MODELS
19 Keats Way, Higham Ferrers, Northants. NN10 8DQ
Email:sales@hamodels.net
Tel: 01933 355531
Mobile: 07969 535 699 - 07481681001
VISA MasterCard
Coach & Wagon Kits • Wheels • Decals • Wagon Loads • Paint & Sundries
Parkside Models • Dundas Models • Cambrian • Slaters • Ian Kirk • Red Panda • Dapol • Kadee • Ratio • Peco
Bullfrog Snot • Modelmaster • Old Time Workshop • Labelle Oils • Alan Gibson • Romford • Seuthe • Smiths
Evergreen Strip • Cooper-Craft • COMING SOON ex Kirk & Mailcoach 4mm Coach Kits
Order on line at: www.hamodels.net or ring us (same day or next day despatch)
Precision Paint & Carrs now available to purchase on Line and Mail Order
Complimentary EM & P4 wheel swops for 4mm Parkside Kits purchased from us

JOHN DUTFIELD LLP
Now Stocking HORNBY TT120
Stockists of many brands inc Bachmann, Hornby, Farish, Dapol, Gaugemaster, Cavalex and Peco. Secondhand bought and sold.
Selection of kits, glues, tools, paints and accessories.Gift vouchers available.
Wards Yard, 133 Springfield Park Road
(at the junction with Hill Road) Chelmsford CM2 6EE
TEL: 01245 494455. EMAIL: heatherwilkinson@btconnect.com
www.johndutfieldmodelrailways.co.uk
OPENING HOURS: 9.00am-5.30pm Mon, Tues, Thurs, Fri and Saturday Closed Wed, Sun & Bank Holidays All major credit/debit cards accepted.

Pooleys Puffers
MODEL RAILWAY SUPPLIES NEW & USED MODEL RAILWAYS
Partnership: David & Anne Poole
Diecast Models Kits & Accessories
382a Jedburgh Court, Team Valley Trading Estate, Gateshead, Tyne & Wear. NE11 0BQ
Mon - Sat 10am-4pm, Sun CLOSED, Bank Holidays CLOSED
Tele: 0191 4910202/4106386
Mobile: 07976 519178 www.pooleyspuffers.com e-mail: pooleyspuffers@btopenworld.com

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

Visiting the Isle of Wight?
UPSTAIRS DOWNSTAIRS
Pier Street - Sandown
PO36 8JR
ALL BRANDS N-009-H0 00-0n30-G
Two floors of locomotives, wagons, coaches, buildings, scenery, electrics, figures, cars and more!
01 983 406 61 6 - www.trainshop.co.uk

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)
HORNBY SERVICE DEALER
Email: andrewnpaton@ntlworld.com

TRIDENT TRAINS
No10, The Craft Arcade
Dagfields Craft Centre,
Crewe Road, Walgherton,
Nantwich, Cheshire. CW5 7LG
BACHMANN RETAILER of the YEAR 2018
www.tridenttrains.co.uk
HORNBY - BACHMANN - DCC CONCEPTS - TRAIN-TECH - FARISH - DAPOL
PECO - LENZ - GAUGEMASTER - METCALFE - RATIO + MUCH MORE
01270 842400

Sunningwell Command Control Ltd. 4 DCC
Always looking to bring you the best in Digital Command Control systems and support
For further details please send a SAE to:
SCC Ltd. PO Box 381, Abingdon SO, OX13 6YB Tel: 01865 730455
Or visit our website at: www.scc4dcc.co.uk Email: info@scc4dcc.co.uk

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.

WWW.KEEN-SYSTEMS.COM
UK Postage £3.00 any quantity Visa and Mastercard accepted
16 Elm Drive, Market Drayton, Shropshire. TF9 3HE
01630 478125
shop@keen-systems.com
Buckeye Coupler 5 Pairs £2.50
Close Coupling System. 1 pair £4.50 4 pairs £16.50
DCC Uncoupler £22.50
For use in none motorised locomotive tenders.
Controlled by an accessory lead on a DCC decoder.

NEXT ISSUE

NEW YEAR, NEW PROJECT!

Looking ahead to 2025, BRM is ready to inspire your next modelling challenge…



Inside:

- Three fantastic layouts
- How to adapt your Hornby buildings
- Model a post-war petrol station
- Coach building step-by-step article
- Tony Wright's 2024 loco projects
- Build an idyllic well, a perfect scenic cameo
- Creating Dunster station: trackplan and layout ideas
- Celebrate the Highland Chieftan at 40
- Top diesel nostalgia with Traction Magazine inside
- The latest new products on test, plus much, much more!

ON-SALE FROM **NOVEMBER 28TH**

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
TRACTION EDITOR
Stephen Rabone
E: steverabone@hotmail.com
PROOF READER
Tony Wright

PUBLISHER

Steve Cole
E stevec@warnersgroup.co.uk
MARKETING MANAGER
Keeley Garmory
E keeley.garmory@warnersgroup.co.uk

ADVERTISING

MULTIMEDIA SALES MANAGER
Sarah Jarman
T 01778 392055
E sarah.jarman@warnersgroup.co.uk
ADVERTISING ACCOUNT ASSISTANT
Allison Mould
T 01778 395002
E allison.mould@warnersgroup.co.uk

DESIGN AND PRODUCTION

DESIGNER
Dan Jarman
E info@danieljohndesign.co.uk
ADVERTISING DESIGNER
Amie Carter
E amiec@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

Nomenclature



7mm scale on 16.5mm track. What should we call this?

How do we describe this locomotive?

Clever types will recognise that it's based on a Beckton gasworks loco, built by Andrew Barclay in 1922. Some might even spot that the basis is an etched brass that has been produced by Branchlines for many years.

But what scale is it?

7mm scale, running on 16.5mm gauge track is the quick answer, but what do we call this?

The box says O16.5 – that is O gauge scale running on OO track. For years, we (and the 7mm Narrow Gauge Association) have called the scale just that.

But, along comes Bachmann with the very logical NG7 – Narrow Gauge in 7mm scale. It's modern, easy to understand, and will appeal to a whole new group of people if its marketing team has got things right.

So, what is the layout we are building? More to the point, how do you, the readers of BRM, think we should refer to it?

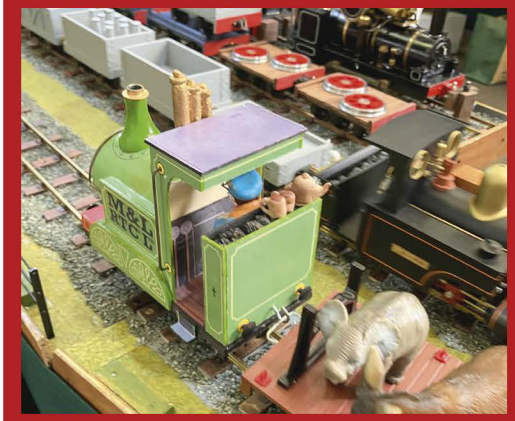
This month in pictures...



It's sad to see a Class 37 in this state, but some cracking modelling spotted at Stafford show.



Something a little different on the Kato stand at TINGS.



Ivor the Engine working at the Yorkshire Group 16mm scale show.



A couple of new 3D prints of the forthcoming Rapido Trains Manning Wardle on the layout 'Ewe'.

Follow us on social media!

Subcribe to our YouTube channel
Search for 'British Railway Modelling

Follow us on Facebook
Search for 'British Railway Modelling'

Follow us on Instagram
@brmmagazine

Follow us on X (Twitter)
@BRMmagazine

RMweb
Join the discussion on
RMweb.co.uk

RAPIDO TRAINS UK PRESENTS

IVOR

THE ENGINE

OO GAUGE



"Not very long ago, in the top left-hand corner of Wales, there was a railway. It wasn't a very long railway or a very important railway, but it was called The Merioneth and Llantisilly Rail Traction Company Limited, and it was all there was.

And in a shed in a siding at the end of the railway lives the locomotive of the Merioneth and Llantisilly Rail Traction Company Limited, which was a long name for a little engine, so his friends just called him Ivor."

TRAIN PACK RRP £199.95 DC / £309.95 DCC SOUND

ROLLING STOCK PACK RRP £114.95

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

RAPIDO TRAINS UK

MOVING MOUNTAINS

BR BRUSH TYPE 5/CLASS 60 DIESEL ELECTRIC LOCOMOTIVE

1:76.2 SCALE/00 GAUGE

accurascale

MANUFACTURER OF THE YEAR WINNER 2023 HORNBY MAGAZINE

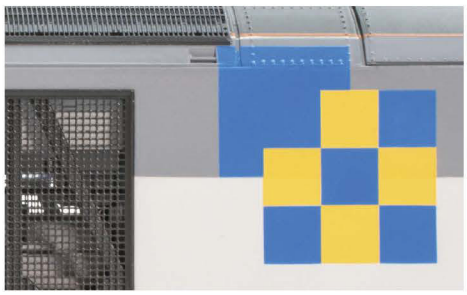
DC/DCC READY
£169.99
DCC SOUND
£269.99



The ultimate Class 60 joins Accurascale! Our heavy 'Tug' weighs in at over 800g, comes with assured all-wheel drive and a powerful 5 pole skew-wound motor, so it can live up to the reputation of the real thing. With sophisticated lighting modes, Accurathrash speakers, 'powerbank' and designed from scans of the real thing, as well as information from the people who built them, it's going to be a blockbuster model. **Pre-order** direct via **accurascale.com**, or via your local stockist from just £169.99. Realistic models at Realistic prices.













ACCURACARE LIFETIME WARRANTY

Pre-production samples subject to change

All Class 60 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
- Sprung metal buffers
- Helical gears for maximum performance
- PowerBank line of capacitors
- Comprehensive lighting functions
- A lifetime warranty
- And other typical Accurascale features

Scan the QR Code or visit: www.accurascale.co.uk to view the full range of Class 60 locomotives currently available to order.

ESU LOKSOUND EST. 1999