

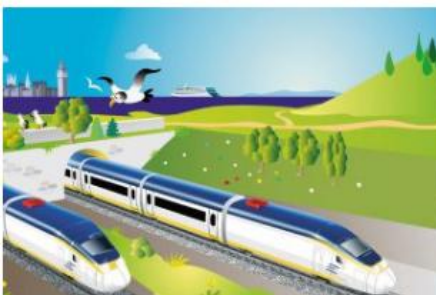
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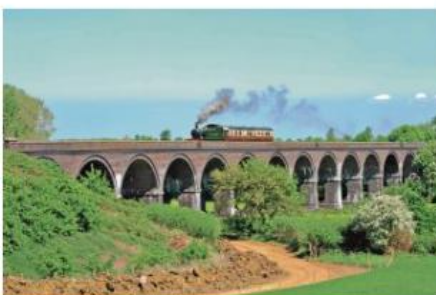
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# Modelling

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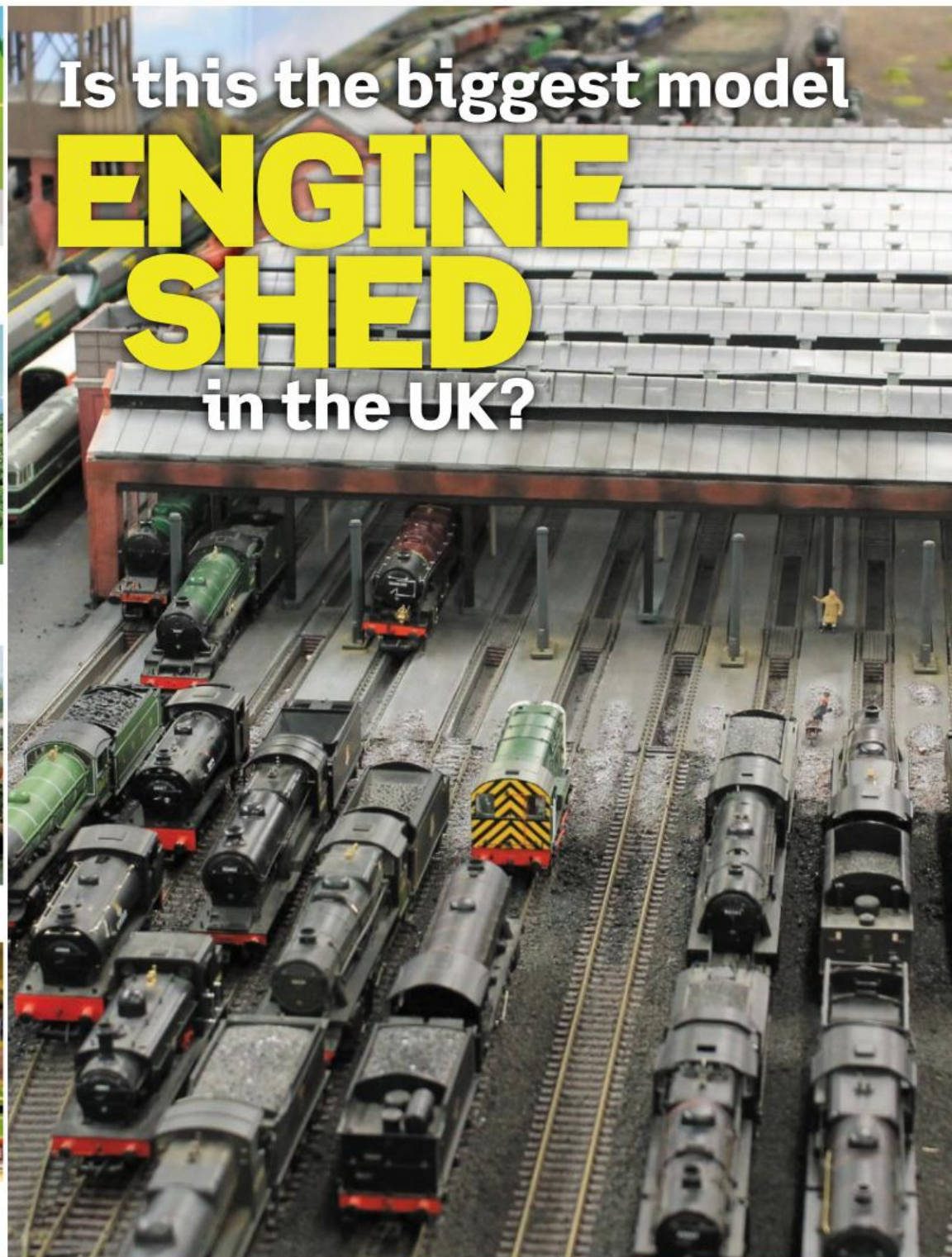
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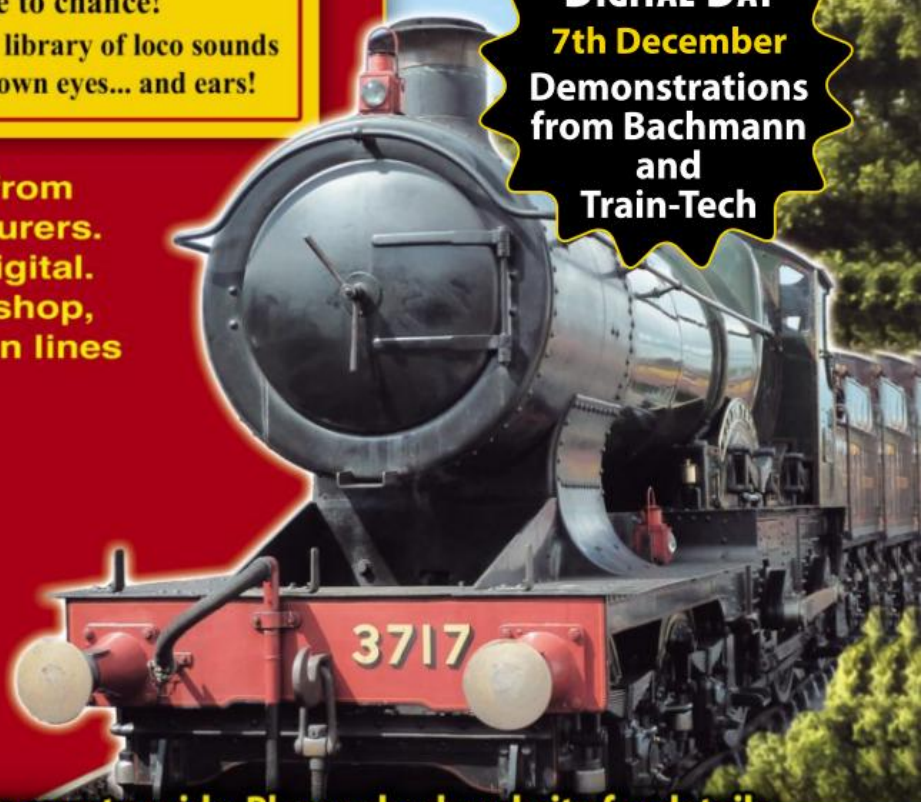
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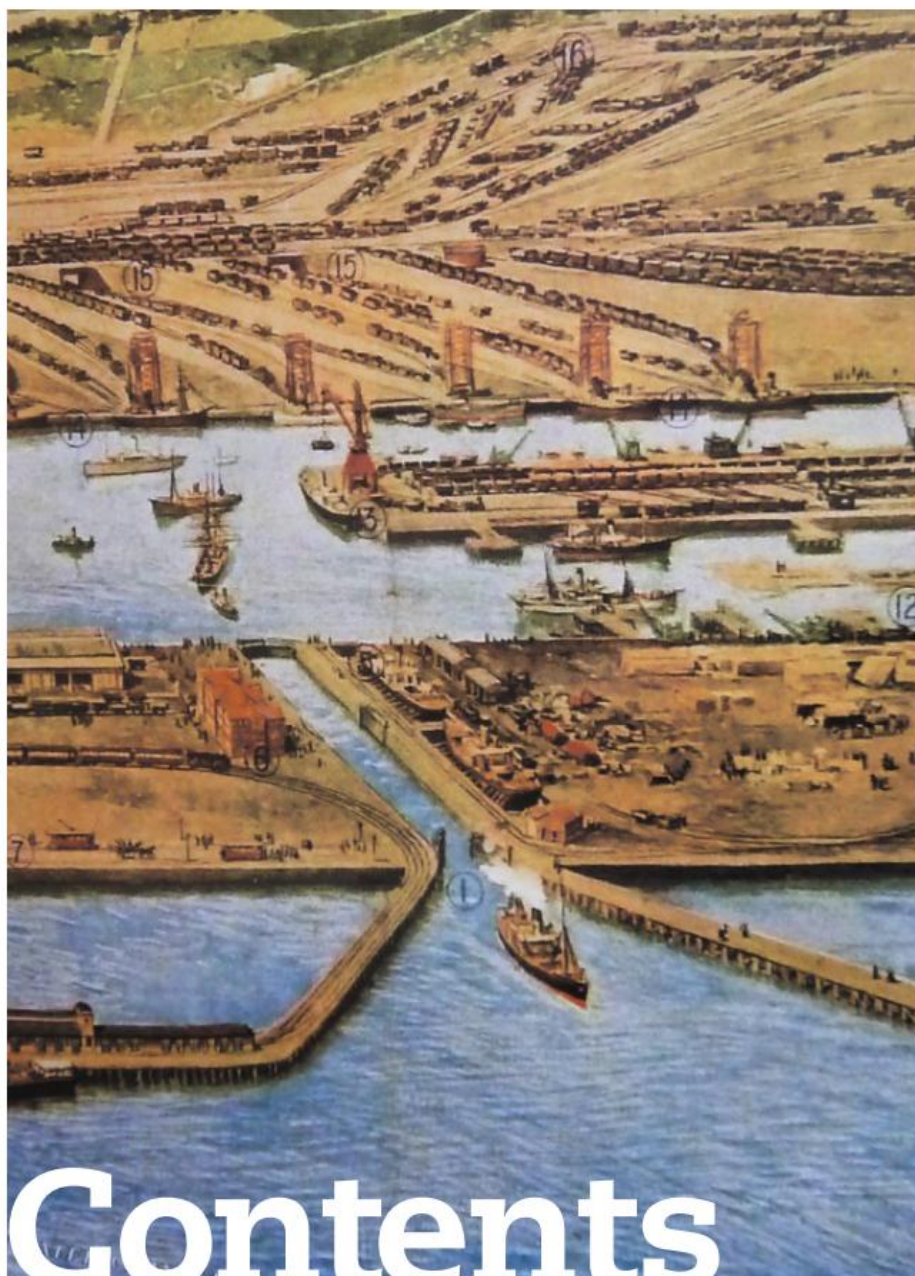


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Turner's Folly is a OO gauge layout with a large station, street scene and scenic sections and demonstrates the simplicity of DCC. This was pictured at Spalding Model Railway Exhibition, also see the display at Warley.

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**Sarah Palmer**  
Editor

## From the editor

**W**elcome to this first edition of *The Railway Magazine Guide to Modelling*, a new free publication aimed at getting people into, or back into, railway modelling.

We want to demystify the modelling process so that more people can get involved in this fascinating and absorbing hobby; young or old, male or female, newcomer or returner.

We'd also like this publication to be a space for readers to share their layouts, tips, creations and memories of boy or girlhood layouts.

*The Railway Magazine Guide to Modelling* also wants to celebrate all things small-scale in the world of places to visit including model railways, miniature villages and miniature lines. We'll also be featuring steam heritage lines and museums and places to visit to get inspiration for your hobby as well as archive photographs to show you where you can still see steam in action on the magnificent heritage railways this country has to offer.

*Modelling* will be answering the modelling questions you want answered every month.

In October I visited the Lakeside and Haverthwaite line at the southern end of Lake Windermere. We were supposed to be steam hauled both ways to Haverthwaite and back but the steam engine was retired for the day and we were diesel hauled for the return leg, cue groans of disappointment when this was announced. As we boarded the Class 110 diesel DMU, I found myself stroking the upholstery as there was something about its texture and pattern that took me back to my childhood and train journeys to Norfolk. This got me thinking, are we most likely to want to model what we remember from our youth, and so will more of us want to get misty-eyed about diesel traction, or does the tremendous success of our heritage lines mean that today's children will love steam as much as their parents and grandparents?





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The rugged character of this popular class has been well captured with the model and the new chassis provides smooth, slow speed control needed for branchline work and shunting duties.



## Bachmann Ivatt Class 2MT Tank

The popular Bachmann OO gauge Ivatt Class 2MT 2-6-2T tank locomotive is treated to a new chassis and drive mechanism. **Nigel Burkin** looks at the revamped model of this popular locomotive.



**B**achmann has made further progress with its programme of upgrading split-frame chassis models by reissuing the popular Ivatt 2MT 2-6-2T tank locomotive with a completely new chassis and mechanism with advanced electronics. At 155mm in length, the Ivatt 2MT tank locomotive model is the perfect size mixed traffic steam locomotive model for modellers seeking power for small and compact layouts, so this new development will be welcomed.

Designed by George Ivatt, the full-size locomotive replaced a mixed bag of life-expired tank engines owned by the LMS. A total of 130 locomotives classified as 2P

by the LMS and latterly 2MT by BR were built between 1946 and 1952 at Crewe and Derby works – the first 10 assembled by the LMS and the remainder by BR after Nationalisation. Numbered 41200-41329, the locomotives remained in traffic until the start of withdrawals in 1962, a process that spanned five years until 1967 when the last eight locomotives were taken out of service.

The locomotive is characterised by having large water tanks mounted on each side of the boiler and a large coal bunker to the rear of the cab instead of a tender. The 2-6-2 wheel arrangement, 5ft driving wheels and modest overall weight made them a suitable





Detailing of the body has been completed with separately applied details including metal buffer heads, whistles and handrails together with plastic fittings such as the rear bunker ladder.

Provision is now made for the latest DCC decoders and digital sound through a Next18 decoder socket and advanced electronics. Provision for a 'sugar cube' speaker has been made in the body.



The Bachmann Ivatt 2MT tank locomotive is the perfect power for compact layouts and branch line themes featuring short freight and passenger trains.

locomotive for secondary routes, branchlines and mixed traffic duties. This fact was not missed by BR management, which allocated the last 30 locomotives to the Southern Region, which had a need for light but powerful mixed traffic steam traction.

Fortunately, four Ivatt 2MT tank locomotives survived to see preservation including Nos. 41241, 41298, 41312 and 41313. Interestingly enough, three of the surviving locomotives were among those allocated to the Southern Region and two of those are owned by the Isle of Wight Steam Railway: Nos. 41298 and 41313. No. 41241, allocated to the London Midland from new, is appropriately preserved on the Keighley and Worth Valley Railway while former BR (SR) No. 41312 is to be found on the Mid Hants Railway.

#### The model:

Bachmann has offered the Ivatt 2MT 2-6-2T locomotive as part of its OO gauge range for many years equipped with a split chassis version, which was far from DCC compatible; certainly without having to go to a great deal of effort to install a decoder.

The 2016 release of the model features a completely new chassis for the original body moulding, which has generally been well ▶



#### Model details

Ivatt 2MT 2-6-2 tank locomotive.

#### Manufacturer

Bachmann Europe Plc.

#### Catalogue number

31-440 BR lined green with early crest as No. 41243.  
31-441DC BR lined black with late crest as No. 41291.

#### Scale

British OO gauge, 1:76 scale to run on 16.5mm gauge track.

#### Era

1948 to 1967.

#### Web

[www.bachmann.co.uk](http://www.bachmann.co.uk)

#### Suggested retail price

31-440 - £129.95.  
31-441DC - £154.95.



## News in brief

### Dapol to release 64xx and 74xx models

Ex-Lionheart 64xx and 74xx O gauge models are intended for release by Dapol, featuring die-cast chassis, footplate, boiler and firebox, five-pole motor and sprung buffers.

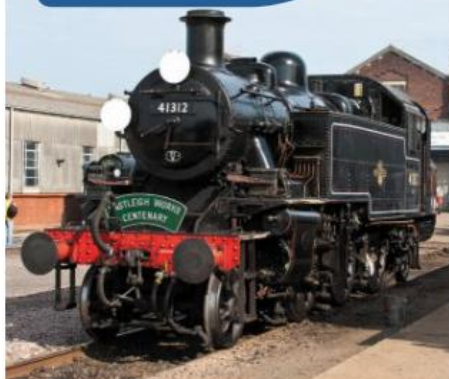
"The 40 members of the Class 6400 0-6-0PTs were fitted with autotrain equipment for push-pull working. The 7400 class was similar but without the autotrain apparatus. Both classes had smaller wheels suitable for operation in hillier locations and allocations were initially to the South Wales valleys," says *Heritage Railway's* Brian Sharpe.

"None made it to Barry scrapyard but they were ideal for preservationists and three were bought direct from BR."

Planned model releases include: Class 64xx Pannier 6412 Great Western GWR Green, Class 64xx Pannier 6417 Great Western Shirt button GWR Green, Class 64xx Pannier 6435 BR Black Early Emblem, Class 64xx Pannier 6439 BR Green Late Crest Lined, Class 74xx Pannier 7411 GWR Green and Class 74xx Pannier 7444 BR Black Late Crest.

MRP £400, currently in development to complement the range will be a Class 57xx pannier tank in a range of liveries including L94 London Transport and a GWR autococh in chocolate and cream and BR crimson.





The review sample was finished in pristine lined BR black with markings for a Southern Region allocated locomotive.



received by modellers over the years. The new chassis replaces the now obsolete split frame chassis design and incorporates a circuit board with a Next18 decoder socket and connections for digital sound. While some of the moulded features of the body are heavy compared with modern toolings, the new chassis adds a great deal of refinement to the model including quality wheels and improved valve gear.

## Engine body:

The body is made up of several sub assemblies and is detailed with a variety of separately moulded details including tank fillers, rear ladder and various pipes. Metal details include wire hand rails, hand-rail knobs, buffer heads (unsprung) whistles and safety valves. Assembly is good, with no sign of excessive glue application and all components securely applied.

There are some small detail differences between the various batches of the Ivatt 2MT tank locomotive, including the style of chimney. Such features were often changed during the life of individual locomotives too and manufacturers will seek to fit locomotive-specific detail with new body toolings accordingly when tooling design allows. This particular model, being an older product in the Bachmann catalogue, cannot be equipped in the same manner and some details such as

the chimney may not be an exact match for the locomotive number for a given date.

The older body stands up to scrutiny reasonably well compared with more recent models, even though some features are heavier than is found on modern toolings. The hand-rail knobs are slightly oversize and the smokebox dart is partly a separate moulding and part moulding on the smokebox door. There are some traces of mould line on the smokebox and other details. Some small refinements have been made, including the provision of separate screw coupling details, and vacuum brake pipes. There is a detailed back head fitted to the cab together with flush fitting glazing to the cab windows.

## Chassis detail, wheels and valve gear:

Undoubtedly, the new chassis lifts the model to a new level with beautifully modelled valve gear and fine-looking wheels, which meet RP25-100 standards. This makes the model compatible with all off-the-shelf 00 gauge track systems. During running tests it was found that it will run through fine-scale 00 gauge track too and the wheels were fully concentric with no visible sign of wobble. The valve gear has a smooth motion with no sign of binding or catching making the model a pleasure to drive, particularly at low speed.

Refined detail has been added to the chassis

including better-looking cylinders, brake shoes that line up correctly with the wheels; improved front and rear bogies and enhanced sand box and pipe detail. A pack of details is supplied with the model, which can be used to further detail the chassis including guard irons to be fitted to the bogies; foot steps and cylinder drain pipe assemblies. Some of the parts are only suitable for a display model, while others can be fitted with tiny quantities of superglue to be sure they will stand up to layout use!

## Electronics:

The new chassis includes advanced electronics including a Next18 decoder socket making the fitting of a plug and play decoder to the model very simple to do. The circuit board is located in the rear of the cab protected by a clip-on plastic cover. The circuit board holds the DCC socket and includes solder pad connections for speaker wires. Adequate space has been set aside in the model for a small 'sugar cube' sound speaker and its wiring leads for those wishing to install DCC sound. One of the two releases (31-441DC) comes factory-fitted with a Zimo MX618 DCC decoder making the locomotive DCC-ready. Zimo decoders are compatible with NMRA DCC standards meaning that the locomotive will run with most DCC systems.

## Drive mechanism and performance:

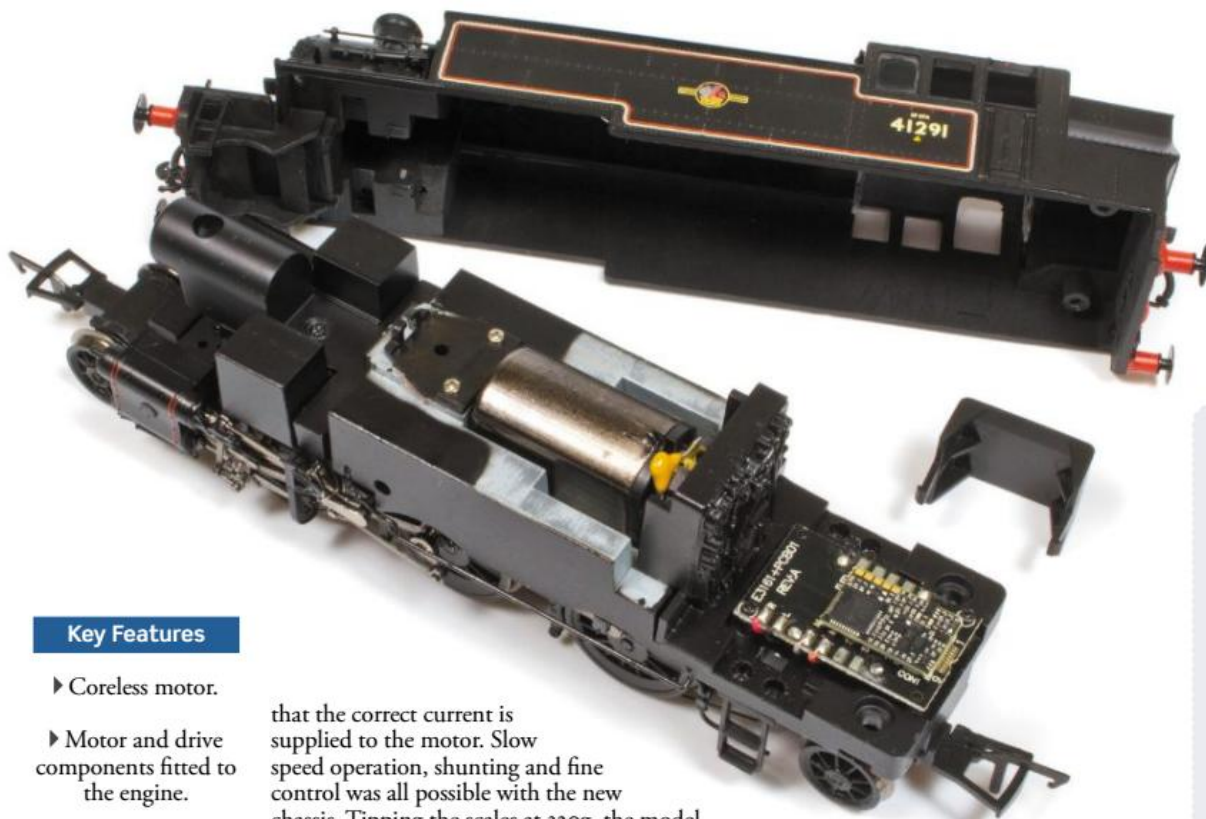
Under the body is a new drive mechanism consisting of a high-specification motor and gear tower connected to one driving wheel axle. The valve gear completes the transmission of power to all three axles. Attention must be drawn to the highly detailed instruction leaflet, which warns owners not to use the model equipped with electronic track cleaners and feedback controllers common to analogue (DC) layouts. This indicates that the motor is a coreless design, which will deliver better performance and require considerably less current over the more conventional five-pole motor which can cause issues with feedback controls. DCC-users can check the setting of decoders to ensure



Above left: No. 41312 running in 2009 as an Eastleigh Works Centenary train.  
NIGEL BURKIN.

Left: No. 41241 at Oakworth on the Keighley and Worth Valley Railway.  
BRIAN SHARPE





A view of the new chassis with Next18 decoder (A) and space for a digital sound 'sugar cube' speaker (B).

### Key Features

- ▶ Coreless motor.
- ▶ Motor and drive components fitted to the engine.
- ▶ Next18-pin DCC socket with decoder installed in 31-44IDC.
- ▶ Provision for digital sound.
- ▶ All driving wheels are powered.
- ▶ Sprung front and rear bogies.
- ▶ NEM-362 coupling pockets.
- ▶ Accurate valve gear.
- ▶ Finer driving and bogie wheels.
- ▶ Weighs 320g making traction tyres unnecessary.
- ▶ Model is compatible with NMRA DCC systems and will run on all OO gauge track systems.

that the correct current is supplied to the motor. Slow speed operation, shunting and fine control was all possible with the new chassis. Tipping the scales at 320g, the model is no lightweight either and was capable of handling five coaches with ease.

### Paint colours and finish:

A consistently applied coat of black with a light eggshell finish has been applied to the review model. The livery is enhanced with fine lining on the boiler bands, tank sides and correctly applied loco numbers on the cab sides. No. 41291 was allocated to the Southern Region, classified as 2P/2FA which is stencilled on the cab sides. The overall finish is neatly applied with no apparent blemishes or variation between individual components. The same colours are applied to the chassis including the driving wheels, sand pipes and cylinders.

### Overall:

Some modellers may comment on the use of an older tooling on a new chassis. However, the popularity of this model and generally favourable opinion of the body probably influenced the commercial decision to design a new chassis rather than a completely new model. The chassis dramatically enhances the model and, together with the massively improved performance, makes it an attractive proposition for LM and Southern Region modellers. ■



Ivatt 2MT No. 41291 runs faultlessly with a short freight of Bachmann 13 steel open wagons during running tests on a small diorama layout equipped with fine scale OO gauge track.

## News in brief

### 'Jinty' in development

The Fowler 3F 'Jinty' in O gauge is currently in development by Dapol and expected to go to market in the second half of 2017 in these proposed liveries: early and late LMS, S&D blue, late BR, British Railways, a Dapol Collectors' Club special No. 47383 with BR early crest and as-preserved No. 16410 exclusive to DCC Supplies Ltd.

"The 3F 'Jinty' 0-6-0T was the standard shunting tank engine on the LMS. The design of the class was based on rebuilds by Henry Fowler of an earlier design of 0-6-0T by Samuel Johnson of the Midland Railway, with a Belpaire firebox and improved cab. 422 'Jinties' were built between 1924 and 1931 for the LMS, either at Horwich or by private contractors. The last ones were withdrawn from service by BR in 1967, but several have been preserved," says *Heritage Railway's* Brian Sharpe.

A limited run of unnumbered locomotives will be produced in each livery. DC/DCC Ready expected to retail at £225 and DCC sound fitted £400.



# GAUGEMASTER.com

## The Online Home of The Engine Shed

### DCC CONTROL

#### DIGITAL CONTROL SYSTEMS



**DCC01 Prodigy Express System** £159.95



**DCC02 Prodigy Advance2 System** £289.95  
**DCC03 Prodigy Advance2 Wireless System** £479.95

#### DECODERS

**DCC18 OMNI Next18 Decoder** £19.95  
**DCC22 CLASSIC 2 Pin Plug-in Micro** £25.95  
**DCC23 CLASSIC 6 Pin Plug-in Decoder** £25.95  
**DCC26 Compact 8 Pin Decoder w/Harness** £14.95  
**DCC27 OMNI 21 & 8 Pin Decoder** £18.95  
**DCC28 OMNI 6 Pin Decoder with Harness** £20.95  
**DCC29 OMNI Direct Plug Decoder** £19.95  
**BPDC018 OMNI Next18 Decoder** £89.95  
**BPDC027 OMNI 21 & 8 Pin Decoder (5)** £89.95  
**BPDC028 OMNI 6 Pin with Harness (5)** £99.95  
**BPDC029 OMNI Direct Plug Decoder (5)** £94.95  
**DCC30 Accessory Decoder 4 Accessories** £62.95

#### DCC ACCESSORIES

**DCC11 Prodigy Extension Plate** £39.95  
**DCC13 Prodigy Adv2 Wireless Walkaround** £179.95  
**DCC14 Prodigy Adv2 Bakelit Walkaround** £134.95  
**DCC15 "Decoder Doctor" Decoder Tester** £84.95  
**DCC40 Auto Reverse Module** £42.95  
**DCC49 Prodigy DCC Booster Unit 8 Amp** £189.95  
**DCC51 Prodigy Wireless Conversion Set** £259.95  
**DCC55 Prodigy Wired Computer Interface** £54.95  
**DCC60 Spare plug for Prodigy** £3.45  
**DCC61 Medium NEM 652 Socket (5)** £7.95  
**DCC62 Prodigy Universal Lead (2m)** £5.50  
**DCC63 Prodigy Adv Power Supply Unit** £25.95  
**DCC64 Prodigy Power Pack Lead** £6.95  
**DCC65 Prodigy Express Power Supply Unit** £25.95  
**DCC71 Prodigy Decoder Tester** £9.95  
**DCC72 8 to 21 Pin Adaptor** £4.65  
**DCC77 Prodigy Walkaround Adapter** £9.95

#### DCC AUTOFROG



**DCC80 DCC Autofrog** £5.50  
**BPDC080 DCC Autofrog (3)** £14.50

The DCC80 Autofrog is a simple switch that automatically changes the frog polarity on your DCC layout. In most situations, the use of electrofrog points is recommended on digital layouts to ensure reliability but this can make extra switching more complicated than it needs to be. Visit our website for more information on this innovative solution. Thousands sold so far!

### POINT MOTORS



**GMC-D Twin Track** £99.95  
**GMC-DO Twin Track O Scale** £169.95  
**GMC-DS Twin Track Simulation** £169.95  
**GMC-TS Three Track Simulation** £174.95



**GMC-Q Four Track** £179.95

#### PANEL MOUNT CONTROLLERS



**GMC-100 Single Track** £34.95  
**GMC-100.0 Single Track O Scale** £44.95  
**GMC-100LGB Single Track G Scale** £54.95  
**GMC-U Single Track Simulation** £44.95  
**GMC-UF Single Track Feedback** £39.95  
**GMC-UO Single Track Simulation O Scale** £39.95  
**GMC-UD Twin Track** £54.95  
**GMC-UDF Twin Track Feedback** £59.95  
**GMC-UDS Twin Track Simulation** £69.95  
**GMC-UTS Three Track Controller Sim.** £79.95  
**GMC-UQ Four Track** £84.95

#### HANDHELD CONTROLLERS

**GMC-W Single Track** £39.95  
**GMC-HS Single Track Feedback** £39.95  
**GMC-W5 Single Track Simulation** £59.95

#### MAINS POWERED TRANSFORMERS

**GMC-M1 Output 2 x 16v AC** £49.95  
**GMC-M1DC Output 2 x 12v DC** £54.95  
**GMC-M2 Output 1 x 16v AC or 12v DC** £54.95  
**GMC-M3 Output 1 x 24v AC (1.25a)** £54.95  
**GMC-M4 Output 2 x 12v AC (1.25a)** £54.95

#### WALL MOUNTED TRANSFORMERS

**GMC-WM1 Output 1 x 16v AC or 12v DC** £19.95  
**GMC-WM2 Output 1 x 9v DC (0.6a)** £14.95  
**GMC-WM3 Kato Unitrack UK Power Supply** £14.95  
**GMC-WM4 Output 12v DC (Regulated)** £14.95

#### OPEN TRANSFORMERS

**GMC-T1 Output 2 x 16v AC (1a)** £24.95  
**GMC-T2 Output 1 x 18v AC (2.5a)** £24.95  
**GMC-T3 Output 1 x 24v AC (1.25a)** £24.95  
**GMC-T4 Output 2 x 12v AC (1a)** £24.95

#### MODULES

**GMC-SS1 Super Shuttle Unit** £34.95  
**GMC-SS1LGB Super Shuttle Unit G Scale** £44.95  
**GMC-SS2 Station Stop Unit** £39.95

### POINT MOTORS



**GMC-PM1 SEEP Motor with Built-In Switch** £5.50  
**GMC-PM2 SEEP Motor No Switch** £4.95  
**GMC-PM4 SEEP Motor Latching Mechanism** £6.25



**GMC-PM10 Solenoid Point Motor** £6.95  
**GMC-BPPM10 Solenoid Point Motor (5)** £29.95

Designed with easy installation in mind, this motor features a built-in reversible mounting plate (with adjustment slots and holes), robust, plated metalwork and fibreglass PCBs for longer life. The magnetic coils are high efficiency for reliable operation. Also has easy to use "solder-free" screw terminals. Includes mounting screws and a throw-bar extension.



**GMC-PM100 Digital Solenoid Point Motor** £18.95

All the features of the PM10 but with an inbuilt DCC decoder to make wiring even easier.

### OO SCALE TRACK ACCESSORIES

**GM45 OO/HO Re-Railer** £5.50  
**GM54 OO Buffer Stop** £1.95  
**BPGM54 OO Buffer Stop (5 Pack)** £8.75



**GM55 OO Li Buffer Stop** £7.25  
**GM56 OO Buffer Stop Lights (Pack of 2)** £9.95  
**GM13 Pair of Leads (Joiners/Bare Wire)** £4.95  
**GM66 Hornby Type Track Pins 10mm** £2.75  
**GM67 Extra Long Track Pins 15mm** £2.75

### N SCALE FLEXIBLE TRACK

**GM96 900mm N/Silver Blk Flexi Track (24)** £29.95  
**GM18 Code 80 (N) Rail Joiners (24)** £2.95

### N SCALE TRACK ACCESSORIES

**GM46 N Re-Railer** £2.95  
**GM53 N Scale Buffer Stop** £4.95  
**BPGM53 N Scale Buffer Stop (Pack of 5)** £22.50  
**GM57 N Li Buffer Stop on Track** £9.25  
**GM58 N Buffer Stop Lights (Pack of 2)** £9.95  
**GM17 Pair of Leads (N Joiner/Bare Wire)** £4.95

### OO GREY BALLASTED UNDERLAY SYSTEM



**GM114 OO/HO Granite Ballast (500g)** £3.75  
**GM117 OO/HO Granite Ballast (200g)** £2.65  
**GM200 Flexible Ballasted Underlay (5m)** £23.95  
**GM204 Point & Crossing Ballasting Kit** £8.25

### OO BROWN BALLASTED UNDERLAY SYSTEM

**GM111 OO/HO Brown Ballast (500g)** £3.75  
**GM210 Flexible Ballasted Underlay (5m)** £23.95  
**GM214 Point & Crossing Ballasting Kit** £8.25

### N GREY BALLASTED UNDERLAY SYSTEM

**GM115 N Granite Ballast (500g)** £3.75  
**GM118 N Granite Ballast (200g)** £2.65  
**GM201 N Flexible Ballasted Underlay (5m)** £23.95  
**GM205 N Point & Crossing Ballasting Kit** £8.25

### N BROWN BALLASTED UNDERLAY SYSTEM

**GM113 N Brown Ballast (500g)** £3.75  
**GM211 N Flexible Ballasted Underlay (5m)** £23.95  
**GM215 Point & Crossing Ballasting Kit** £8.25

### OO SCALE CORK TRACKBED SYSTEM



**GM251 3mm Cork Trackbed 4.5 x 50cm (6)** £9.25  
**GM252 3mm Cork Plates 15 x 50cm (2)** £4.75  
**GM240 For RH Sectional Points (2)** £4.50  
**GM241 For LH Sectional Points (2)** £4.50  
**GM244 For RH Sectional Curved Points (2)** £4.50  
**GM245 For LH Sectional Curved Points (2)** £4.50  
**GM247 For Y Sectional Points (2)** £4.50

### N SCALE CORK TRACKBED SYSTEM

**GM231 2mm Cork Trackbed 2.8 x 50cm (6)** £9.25  
**GM232 2mm Cork Plates 15 x 50cm (2)** £4.75  
**GM225 For RH Sectional Points (2)** £4.25  
**GM226 For LH Sectional Points (2)** £4.25

### GRASS & GRAVEL MATS



**GM20 Spring Grass Mat 100cm x 75cm** £7.95  
**GM21 Summer Grass Mat 100cm x 75cm** £7.95  
**GM22 Autumn Grass Mat 100cm x 75cm** £7.95  
**GM23 Gravel Mat 100cm x 75cm** £5.95  
**GM38 Spring Grass Mat 240cm x 120cm** £34.95

### MEADOW MATS

**GM140 Meadow Mat - Spring 6mm Grass** £9.75  
**GM141 Meadow Mat - Meadow 6mm Grass** £9.75  
**GM142 Meadow Mat - Spring 12mm Grass** £12.75  
**GM143 Meadow Mat-Meadow 12mm Grass** £12.75  
**GM147 Meadow Mat - Beige 6mm Grass** £9.75  
**GM148 Meadow Mat - Beige 12mm Grass** £12.75

### STATIC GRASS SYSTEM



**GM196 Static Grass Starter Set** £9.95  
**GM193 Puffer Bottle** £4.95  
**GM169 Static Grass Glue (250ml)** £6.95  
**GM170 Spring Grass Flock (30g)** £3.45  
**GM171 Summer Grass Flock (30g)** £3.45  
**GM172 Moorland Grass Flock (30g)** £3.45  
**GM173 Meadow Grass Flock (30g)** £3.45  
**GM174 Woodland Floor Grass Flock (30g)** £3.65

### BUDGET SCATTERS

**GM101 Meadow Scatter (50g)** £1.95  
**GM102 Mid Green Scatter (50g)** £1.95  
**GM103 Dark Green Scatter (50g)** £1.95  
**GM105 Spring Green Scatter (50g)** £1.95  
**GM108 Earth Brown Scatter (50g)** £1.95  
**GM109 Black Scatter (50g)** £1.95  
**GM110 Red/Brown Scatter (50g)** £1.95  
**GM112 Imitation Coal (50g)** £2.45  
**GM116 Grey Tarmac Scatter (50g)** £1.95

### MAKE YOUR OWN TREES

**GM195 Seafarm for Tree Making** £19.95  
**GM175 Garden Flowers** £9.95  
**GM157 Mid Green Scenic Leaves (50g)** £4.15  
**GM158 Dark Green Scenic Leaves (50g)** £4.15

### FLOWERS



**GM139 Flowerbeds** £11.95  
**GM175 Garden Flowers** £9.95  
**GM176 Water Plants** £9.95  
**GM177 Garden Plants** £9.95  
**GM178 Wild Flowers** £9.95

### PLANTS

**GM149 Green Plants 12mm (42)** £4.95  
**GM159 Yellow Plants 12mm (42)** £4.95

### GRASS STRIPS/TUFTS

**GM136 Spring Grass Strips (36)** £11.95  
**GM137 Summer Grass Tufts (104)** £11.95  
**GM138 Flowering Grass Tufts (108)** £11.95  
**GM162 Green 6mm Mini Tufts (42)** £4.95  
**GM163 Green 12mm Mini Tufts (42)** £4.95

### BRICKWORK

**GM30 Plain Stone Wall Grey** £9.75  
**GM31 Grey Stone Wall & Buttresses** £9.75  
**GM32 Grey Stone Wall & Arches** £9.75  
**GM197 Stone Tunnel Wall** £8.75  
**GM198 Single Tunnel Mouth & Walls** £15.75  
**GM199 Double Tunnel Mouth & Walls** £20.75

### BACKSCENES

**GM701 Large Valley Backscene** £7.95  
**GM702 Large Countryside Backscene** £7.95  
**GM703 Large Open Field Backscene** £7.95

### ANALOGUE CONTROL

#### MAINS POWERED CONTROLLERS

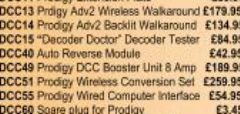


**GMC-COMBI Single Track Controller** £39.95  
**GMC-100M Single Track** £84.95  
**GMC-100MO Single Track O Scale** £84.95  
**GMC-10LGB Single Track G Scale** £39.95  
**GMC-10LGBSF Single Track G Scale Fan** £169.95  
**GMC-P Single Track Simulation** £99.95  
**GMC-PO Single Track Simulation O Scale** £104.95

#### MAINS POWERED POINT CONTROL SYSTEM

**GMC-PCU1 Point Control Unit** £114.95  
**GMC-PCU2 Slave Unit for PCU1** £52.95

#### CAPACITOR DISCHARGE UNITS



**GMC-CDU Capacitor Discharge Unit** £13.95  
**GMC-MCDU Mains Powered CDU** £24.95

#### UNCOUPLERS

**GMC-EM1 N Electro Magnetic Uncoupler** £8.95  
**GMC-EM2 Coupling Adapter Fret (20)** £4.95  
**GMC-TLU OO Tension Lock Uncoupler** £10.95

### POINT CONTROL

#### POINT CONTROL STARTER SET



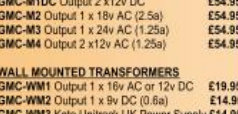
**GMC-PCSET Point Control Starter Set** £49.95

Contains Mains Powered CDU, 3 x Point Motors, 3 x Reels of 10m Wire & 3 x Toggle Switches. Ideal for the beginner.

#### MAINS POWERED POINT CONTROL SYSTEM

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#### CAPACITOR DISCHARGE UNITS

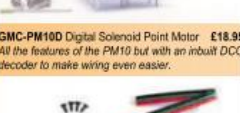


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**GMC-EM2 Coupling Adapter Fret (20)** £4.95  
**GMC-TLU OO Tension Lock Uncoupler** £10.95

### TRACK

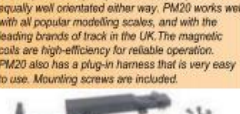


**GMC-HF1 Single Track Unit** £39.95  
**GMC-HF2 Double Track Unit** £49.95

#### AXLE-HUNG TRACK CLEANING PADS

**GM37 OO/HO Track Cleaning Pads (3)** £5.95  
**GM39 N Track Cleaning Pads (3)** £5.95

#### TRACK TESTER



**GM52 Multi Scale Track Tester** £4.95

### OO SCALE FLEXIBLE TRACK

**GM90 900mm N/Silver Flexible Track (100)** £315  
**GM93 900mm N/Silver Blk Flexi Track (24)** £79.95  
**GM94 900mm N/Silver Blk Flexi Track (24)** £79.95  
**GM97 900mm N/Silver Blk Flexi Track (100)** £315  
**GM19 Code 100 (OO) Rail Joiners (24)** £2.95

### SCENICS

#### STARTER PACK



**GM194 Scenic Starter Pack** £24.95

#### GENERAL SCENIC MODELLING PRODUCTS

**GM100 Mod Roc (2.75m)** £4.75  
**GM119 Fine Plaster of Paris (1kg)** £3.95  
**GM130 1/16 Cork Sheet 3' x 2' (60 x 90cm)** £6.95  
**GM131 1/8 Cork Sheet 3' x 2' (60 x 90cm)** £10.95  
**GM167 Balsa Bundle 50 x 76 x 229mm** £2.50  
**GM168 Balsa Bundle 75 x 150 x 450mm** £10.95

### STANDARD TREES

**GM180 Plum Trees (3)** £7.95  
**GM181 Plum Trees in Blossom (3)** £7.95  
**GM182 Fruit Trees (3)** £7.95  
**GM183 Apple Trees (3)** £7.95  
**GM184 Birch Trees (3)** £7.95  
**GM185 Weeping Willow Trees (3)** £7.95  
**GM186 Poplar Trees (3)** £7.95  
**GM187 Pine Trees (3)** £8.95  
**GM188 Birch Trees (2)** £7.95

### VALUE TREE ASSORTMENTS



**GM127 N Scale Tree Assortment (10)** £9.95  
**GM128 OO Scale Spring Trees (10)** £11.95  
**GM129 OO Scale Summer Trees (10)** £11.95

### LICHENS & HEDGES



**GM160 Light Green Hedgerow (1m)** £7.50  
**GM161 Dark Green Hedgerow (1m)** £7.50  
**GM164 Light Green Lichen (80g)** £4.95  
**GM165 Dark Green Lichen (80g)** £4.95  
**GM166 Assorted Lichen (80g)** £4.95

### FOLIAGE

**GM150 Fine Light Green Foliage (30g)** £3.55  
**GM151 Fine Dark Green Foliage (30g)** £3.55  
**GM152 Fine Mid Green Foliage (30g)** £3.55  
**GM153 Fine Light Brown Foliage (30g)** £3.55  
**GM154 Fine Brown Foliage (30g)** £3.55

### HIGHWAYS



**GM370 80mm Wide Tarmac Road (1m)** £7.25  
**GM371 80mm Wide Universal Curves (2)** £7.25  
**GM375 68mm Wide Tarmac Road (1m)** £7.25  
**GM376 68mm Wide Universal Curves (2)** £7.25

### OO SCALE WIDE ROAD SYSTEM

**GM370 80mm Wide Tarmac Road (1m)** £7.25  
**GM371 80mm Wide Universal Curves (2)** £7.25  
**GM375 68mm Wide Tarmac Road (1m)** £7.25  
**GM376 68mm Wide Universal Curves (2)** £7.25

### OO/HO SCALE VEHICLE LIGHTING KITS

**GM385 Standard Vehicle Kit** £14.95  
**GM386 Emergency Vehicles Kit (Blues)** £16.95  
**GM387 Service Vehicles Kit (Orange)** £16.95

### N SCALE ROAD SYSTEM

**GM390 40mm Wide Tarmac Road (1m)** £6.95  
**GM391 40mm Wide Universal Curves (2)** £6.95

### ROADSIDE CRASH BARRIERS

**GM381 OO Scale** £6.95  
**GM396 N Scale** £6.95

### STRUCTURES

#### OO SCALE PLASTIC FENCING

**GM146 Garden Fencing 290mm Length** £6.95

#### OO SCALE LASER CUT KITS



**GM451 Wooden Fencing 300mm Length** £5.50  
**GM452 Lattice Fencing 300mm Length** £5.50  
**GM453 Garden Shed Kit** £6.50

### POINT CONTROL

#### POINT CONTROL STARTER SET



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Contains Mains Powered CDU, 3 x Point Motors, 3 x Reels of 10m Wire & 3 x Toggle Switches. Ideal for the beginner.

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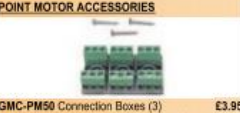


**GMC-CDU Capacitor Discharge Unit** £13.95  
**GMC-MCDU Mains Powered CDU** £24.95

#### UNCOUPLERS

**GMC-EM1 N Electro Magnetic Uncoupler** £8.95  
**GMC-EM2 Coupling Adapter Fret (20)** £4.95  
**GMC-TLU OO Tension Lock Uncoupler** £10.95

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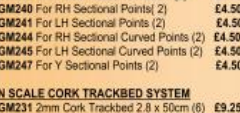
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**GM167 Balsa Bundle 50 x 76 x 229mm** £2.50  
**GM168 Balsa Bundle 75 x 150 x 450mm** £10.95

### STANDARD TREES

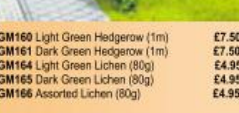
**GM180 Plum Trees (3)** £7.95  
**GM181 Plum Trees in Blossom (3)** £7.95  
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**GM183 Apple Trees (3)** £7.95  
**GM184 Birch Trees (3)** £7.95  
**GM185 Weeping Willow Trees (3)** £7.95  
**GM186 Poplar Trees (3)** £7.95  
**GM187 Pine Trees (3)** £8.95  
**GM188 Birch Trees (2)** £7.95

### VALUE TREE ASSORTMENTS



**GM127 N Scale Tree Assortment (10)** £9.95  
**GM128 OO Scale Spring Trees (10)** £11.95  
**GM129 OO Scale Summer Trees (10)** £11.95

### LICHENS & HEDGES

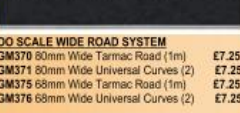


**GM160 Light Green Hedgerow (1m)** £7.50  
**GM161 Dark Green Hedgerow (1m)** £7.50  
**GM164 Light Green Lichen (80g)** £4.95  
**GM165 Dark Green Lichen (80g)** £4.95  
**GM166 Assorted Lichen (80g)** £4.95

### FOLIAGE

**GM150 Fine Light Green Foliage (30g)** £3.55  
**GM151 Fine Dark Green Foliage (30g)** £3.55  
**GM152 Fine Mid Green Foliage (30g)** £3.55  
**GM153 Fine Light Brown Foliage (30g)** £3.55  
**GM154 Fine Brown Foliage (30g)** £3.55

### HIGHWAYS



**GM370 80mm Wide Tarmac Road (1m)** £7.25  
**GM371 80mm Wide Universal Curves (2)** £7.25  
**GM375 68mm Wide Tarmac Road (1m)** £7.25  
**GM376 68mm Wide Universal Curves (2)** £7.25

### OO SCALE WIDE ROAD SYSTEM

**GM370 80mm Wide Tarmac Road (1m)** £7.25  
**GM371 80mm Wide Universal Curves (2)** £7.25  
**GM375 68mm Wide Tarmac Road (1m)** £7.25  
**GM376 68mm Wide Universal Curves (2)** £7.25

### OO/HO SCALE VEHICLE LIGHTING KITS

**GM385 Standard Vehicle Kit** £14.95  
**GM386 Emergency Vehicles Kit (Blues)** £16.95  
**GM387 Service Vehicles Kit (Orange)** £16.95

### N SCALE ROAD SYSTEM

**GM390 40mm Wide Tarmac Road (1m)** £6.95  
**GM391 40mm Wide Universal Curves (2)** £6.95

### ROADSIDE CRASH BARRIERS

**GM381 OO Scale** £6.95  
**GM396 N Scale** £6.95

TENS OF THOUSANDS OF ITEMS ARE IN STOCK NOW. E & OE.  
 WE CAN DELIVER POST FREE TO MOST UK ADDRESSES



# Gaugemaster Controls Ltd, Gaugemaster House, Ford Road Arundel, West Sussex, BN18 0BN, United Kingdom Tel - 01903 884488 Fax - 01903 884377 E Mail - [engineshed@gaugemaster.co.uk](mailto:engineshed@gaugemaster.co.uk)



## STRUCTURES

**OO SCALE "FORDHAMPTON" PLASTIC KITS**  
Fordhampton is a bustling market town on a busy mainline running through the rolling South Downs. With both local and express services steaming through, Fordhampton Station serves all kinds of trains from commuters travelling to and from London as well as excursions to the seaside at Brighton! Wherever you are going the station master will be happy to help you get to your destination.



|                                    |        |
|------------------------------------|--------|
| GM401 Fordhampton Station          | £25.95 |
| GM402 Fordhampton Signal Box       | £11.95 |
| GM403 Fordhampton Footbridge       | £17.95 |
| GM404 Fordhampton Level Crossing   | £12.95 |
| GM405 Fordhampton 60s Estate House | £15.95 |



|                                        |        |
|----------------------------------------|--------|
| GM406 Fordhampton Locomotive Shed      | £20.95 |
| GM407 Fordhampton Carriage Platforms   | £9.95  |
| GM408 Fordhampton Village Store or Pub | £17.95 |

**COMING SOON...**  
GM409 Fordhampton Pub/Bistro TBA  
GM410 Fordhampton Rest Home/Doctors TBA  
GM411 Fordhampton Farmhouse/Cottage TBA  
GM412 Fordhampton Gasometer TBA  
GM413 Fordhampton Nursery TBA  
GM414 Fordhampton Bridge TBA



## KESTREL DESIGNS

### N GAUGE PLASTIC KITS

|                                         |        |
|-----------------------------------------|--------|
| GMKD01 House                            | £4.35  |
| GMKD02 Shop                             | £4.35  |
| GMKD03 Bungalow                         | £3.60  |
| GMKD04 Church with Porch                | £5.95  |
| GMKD05 House/Shop Unit with Glazing     | £6.75  |
| GMKD06 Two Shop Unit with Glazing       | £6.75  |
| GMKD07 Four House Unit                  | £6.75  |
| GMKD08 Country Station                  | £8.75  |
| GMKD09 Station Buildings                | £5.35  |
| GMKD10 Island Platform with Flat Canopy | £8.25  |
| GMKD11 Flat Canopy                      | £5.95  |
| GMKD12 Small Signal Box                 | £4.45  |
| GMKD13B Farm Rail Fencing Brown         | £3.10  |
| GMKD13W Farm Rail Fencing White         | £3.10  |
| GMKD14 Telegraph Poles                  | £3.10  |
| GMKD15 Windows Doors & Gutters          | £4.35  |
| GMKD16 Platforms (2)                    | £2.85  |
| GMKD17 Platform Ramps (2)               | £2.85  |
| GMKD18 Station Yard Huts                | £3.35  |
| GMKD19 Neighbourhood Office             | £4.35  |
| GMKD20 Coal Office                      | £3.35  |
| GMKD21 Level Crossing/Keepers Cottage   | £3.35  |
| GMKD22 Four Greenhouses                 | £3.10  |
| GMKD23 Two Domestic Garages             | £3.10  |
| GMKD24 Water Tower                      | £3.85  |
| GMKD25 Corner Shop                      | £4.65  |
| GMKD26 Corner Shop                      | £4.65  |
| GMKD27 Three Storey Townhouse           | £5.95  |
| GMKD28 Three Storey Town Shop           | £5.95  |
| GMKD29 Modern Office                    | £7.95  |
| GMKD30 Modern Station Waiting Room      | £5.75  |
| GMKD31 Station Masters House            | £6.45  |
| GMKD32 Pair Pre War Semi Det. Houses    | £7.25  |
| GMKD33 Boilerhouse & Chimney            | £6.45  |
| GMKD34 Stable Block                     | £3.85  |
| GMKD35 Cow Shed                         | £3.60  |
| GMKD36 Barn                             | £5.95  |
| GMKD37 Farm House                       | £7.50  |
| GMKD38 Steel Footbridge                 | £7.50  |
| GMKD39 Modern Industrial Unit           | £5.95  |
| GMKD40 Modern Fire Station              | £7.25  |
| GMKD41 Platforms Wide (2)               | £3.35  |
| GMKD42 Platform Ramps Wide (2)          | £2.85  |
| GMKD43 Goods Shed                       | £7.75  |
| GMKD100 Town Station                    | £16.95 |
| GMKD1001 Old Factory with Chimney       | £19.95 |

### N GAUGE LASER CUT KITS

The same as the ultra detailed OO equivalents (GM451/GM452/GM453) - pack sizes vary from the 4mm versions though  
GMKD51 Wooden Fencing £5.25  
GMKD52 Lattice Fencing £5.25  
GMKD53 Garden Sheds (2) £5.50

### N GAUGE VALUE KIT SETS

|                       |        |
|-----------------------|--------|
| GMKD2000 Station Set  | £14.95 |
| GMKD2001 Town Set     | £12.95 |
| GMKD2002 Suburban Set | £14.95 |
| GMKD2003 Farm Set     | £16.95 |

## LIGHTING

### OO SCALE LAMPS & LIGHTING

Fine 4mm scale lamps with prototypical post extensions and light control PCBs

|                                                |        |
|------------------------------------------------|--------|
| GM801 Barley Twist Gas Lamp Soft Black (3)     | £12.95 |
| GM802 Barley Twist Gas Lamp BR/SR Green (3)    | £12.95 |
| GM803 Barley Twist Gas Lamp LMS Maroon (3)     | £12.95 |
| GM804 Barley Twist Gas Lamp GWR Stone (3)      | £12.95 |
| GM805 Barley Twist Gas Lamp Grey Undercoat (3) | £12.95 |
| GM806 Taper Post Gas Lamp Soft Black (3)       | £12.95 |
| GM807 Taper Post Gas Lamp BR/SR Grn (3)        | £12.95 |
| GM808 Taper Post Gas Lamp LMS Maroon (3)       | £12.95 |
| GM809 Taper Post Gas Lamp GWR Stone (3)        | £12.95 |
| GM810 Taper Post Gas Lamp Grey Undercoat (3)   | £12.95 |
| GM811 Taper Post Oil Lamp Soft Black (3)       | £12.95 |
| GM812 Taper Post Oil Lamp BR/SR Green (3)      | £12.95 |
| GM813 Taper Post Oil Lamp LMS Maroon (3)       | £12.95 |
| GM814 Taper Post Oil Lamp GWR Stone (3)        | £12.95 |
| GM815 Taper Post Oil Lamp Grey Undercoat (3)   | £12.95 |
| GM816 Swan Neck Lamp Soft Black (3)            | £12.95 |
| GM817 Swan Neck Lamp BR/SR Green (3)           | £12.95 |
| GM818 Swan Neck Lamp LMS Maroon (3)            | £12.95 |
| GM819 Swan Neck Lamp GWR Stone (3)             | £12.95 |
| GM820 W/Mounted Swan Neck Lamp Soft Black (2)  | £12.95 |
| GM821 W/Mounted Swan Neck SR/BR Grn (2)        | £12.95 |
| GM822 W/Mounted Swan Neck LMS Maroon (2)       | £12.95 |
| GM823 W/Mounted Swan Neck GWR Stone (2)        | £12.95 |
| GM824 W/Mounted Gas Lamp Soft Black (2)        | £12.95 |
| GM825 W/Mounted Gas Lamp BR/SR Grn (2)         | £12.95 |
| GM826 W/Mounted Gas Lamp LMS Maroon (2)        | £12.95 |
| GM827 W/Mounted Gas Lamp Undercoat (2)         | £12.95 |
| GM828 W/Mounted Gas Lamp GWR Stone (2)         | £12.95 |
| GM829 Modern Sgl Head Adjustable Lamp (4)      | £14.95 |
| GM830 Modern Dbl Head Adjustable Lamp (3)      | £12.95 |

### OO SCALE VALUE PACKS LAMPS & LIGHTING

Typically 6 x lamps, plus two matching wall lamps with prototypical post extensions as well as 6 prototype white LEDs for building interiors and all required light control PCBs.

|                                            |        |
|--------------------------------------------|--------|
| GM851 Barley Twist Gas Lamp Soft Black     | £29.95 |
| GM852 Barley Twist Gas Lamp BR/SR Green    | £29.95 |
| GM853 Barley Twist Gas Lamp LMS Maroon     | £29.95 |
| GM854 Barley Twist Gas Lamp GWR Stone      | £29.95 |
| GM855 Barley Twist Gas Lamp Grey Undercoat | £29.95 |
| GM856 Taper Post Gas Lamp Soft Black       | £29.95 |
| GM857 Taper Post Gas Lamp BR/SR Green      | £29.95 |
| GM858 Taper Post Gas Lamp LMS Maroon       | £29.95 |
| GM859 Taper Post Gas Lamp GWR Stone        | £29.95 |
| GM860 Taper Post Gas Lamp Undercoat        | £29.95 |
| GM861 Taper Post Oil Lamp Soft Black       | £29.95 |
| GM862 Taper Post Oil Lamp BR/SR Green      | £29.95 |
| GM863 Taper Post Oil Lamp LMS Maroon       | £29.95 |
| GM864 Taper Post Oil Lamp GWR Stone        | £29.95 |
| GM865 Taper Post Oil Lamp Grey Undercoat   | £29.95 |
| GM866 Swan Neck Lamp Soft Black            | £29.95 |
| GM867 Swan Neck Lamp BR/SR Green           | £29.95 |
| GM868 Swan Neck Lamp LMS Maroon            | £29.95 |
| GM869 Swan Neck Lamp GWR Stone             | £29.95 |
| GM870 Modern Sgl Head Adjustable Height    | £29.95 |
| GM871 Modern Dbl Head Adjustable Height    | £29.95 |

### LIGHTING ACCESSORIES

|                                          |        |
|------------------------------------------|--------|
| GM895 Light Control PCB - LED/Lamp (2)   | £6.95  |
| GM896 Light Control PCB - LED/Lamp (5)   | £12.95 |
| GM897 Mini Light Control PCB - LED (10)  | £4.95  |
| GM898 Mini Light Control PCB - Lamp (10) | £4.95  |
| GM899 Spare Bulbs for Lamps (5)          | £3.95  |

### TOOLS

#### MODEL RAILWAY MAINTENANCE

|                                     |        |
|-------------------------------------|--------|
| GM50 OO/HO Locomotive Wheel Cleaner | £39.95 |
| GM47 N Gauge Wheel Cleaner          | £34.95 |
| GM51 Spare Pads for GM50            | £17.95 |
| GM49 Spare Pads for GM47            | £17.95 |
| GM59 N Scale Wheel Cleaner          | £15.95 |

### GENERAL MODELLING TOOLS

|                                                |        |
|------------------------------------------------|--------|
| GM26 Track Rubber                              | £3.15  |
| GM27 Jumbo Track Rubber                        | £5.75  |
| GM600 A2 Cutting Mat                           | £14.95 |
| GM601 A3 Cutting Mat                           | £9.95  |
| GM602 A4 Cutting Mat                           | £4.95  |
| GM603 A5 Cutting Mat                           | £2.95  |
| GM604 Round Nose Pliers                        | £6.95  |
| GM605 Flat Nose Pliers                         | £6.95  |
| GM606 Side Cutters                             | £6.95  |
| GM607 Half Round Pliers                        | £6.95  |
| GM608 Bent Nose Pliers                         | £6.95  |
| GM609 S/Steel Tweezers (4)                     | £5.95  |
| GM610 Double Ended Pin Vice                    | £5.95  |
| GM611 Sawset 1 w/ Scalpel Handle               | £9.95  |
| GM612 Hole Saw & Arbor for Point Motor Fitting | £3.50  |
| GM613 Trim-away Knife                          | £3.75  |
| GM614 S/S Scalpel & Blades                     | £5.50  |
| GM615 Plastic Scalpel & Blades                 | £5.95  |
| GM617 Pick-Up Tool                             | £6.50  |
| GM618 Magnifier Tweezers                       | £3.95  |
| GM621 Locking forceps Curved                   | £6.95  |
| GM622 Hot Wire Cutter for Scenic Modelling     | £19.95 |
| GM623 Wires for Hot Wire Cutter (5)            | £4.95  |
| GM624 Swivel Top Pin Vice                      | £6.75  |
| GM625 Tweezer Reverse Action                   | £4.50  |
| GM626 Straight Tweezer Reverse Action          | £4.50  |
| GM627 Blunt End Tweezer Reverse Action         | £4.50  |
| GM629 Cutting Discs (10)                       | £4.50  |
| GM630 Screw Top Mandrels (3)                   | £4.50  |
| GM631 Slitting Discs (10) & Mandrel            | £5.25  |
| GM632 Budget Needle File Set                   | £6.95  |
| GM633 Glass Fibre Pencil 4mm                   | £4.75  |
| GM634 4mm GF-Fibre Refills (10)                | £7.50  |
| GM635 2mm Glass Fibre Pencil                   | £9.95  |
| GM636 2mm GF-Fibre Refills (5)                 | £6.75  |
| GM638 Cutting Broaches 0.6-2.0                 | £15.95 |
| GM640 Archimedean Drill Stock                  | £5.95  |
| GM641 HSS Jobbs Drills 0.5 (5)                 | £3.95  |
| GM642 HSS Jobbs Drills 0.8 (5)                 | £3.95  |
| GM643 HSS Jobbs Drills 1.0 (5)                 | £3.95  |
| GM644 HSS Jobbs Drills 1.2 (5)                 | £3.95  |
| GM645 HSS Jobbs Drills 1.5 (5)                 | £3.95  |
| GM646 HSS Jobbs Drills 1.8 (5)                 | £3.95  |
| GM647 HSS Jobbs Drills 2.0 (5)                 | £3.95  |
| GM648 Microbore Drills 0.3-1.6                 | £10.95 |
| GM649 Microbore HSS Twist Drill Bits 61-80     | £10.95 |
| GM650 HSS Jobbs Drills 0.3 (5)                 | £3.95  |
| GM651 HSS Jobbs Drills 0.4 (5)                 | £3.95  |
| GM652 HSS Jobbs Drills 0.6 (5)                 | £3.95  |
| GM653 HSS Jobbs Drills 0.7 (5)                 | £3.95  |
| GM654 HSS Jobbs Drills 0.9 (5)                 | £3.95  |
| GM655 Spare Blades for GM654                   | £2.75  |
| GM660 Pin n Place Twin Pack                    | £8.95  |
| GM664 Economy Sprue/Plastic Cutter             | £4.75  |
| GM666 Clip On Magnifying Eye Glass             | £6.75  |
| GM669 Pin Pusher with Depth Stop               | £10.95 |
| GM670 Deluxe Paintbrush Set                    | £12.95 |
| GM671 Soft Grip Knife Set with Blades          | £15.50 |
| GM672 Value Model Railway Drill                | £9.95  |
| GM673 Mains Powered Value Drill                | £16.95 |
| GM674 Mains Powered Value Drill                | £16.95 |
| GM675 Model Railway Screwdriver Set            | £4.95  |
| GM676 Masking Tape 6mm x 18m (2)               | £2.75  |
| GM677 Masking Tape 18mm x 18m (1)              | £2.65  |

### RAZOR SAWS

|                           |        |
|---------------------------|--------|
| GM671 4 in 1 Saw Set      | £19.95 |
| GM672 Razor Saw Superline | £11.75 |
| GM673 Razor Saw Fine      | £11.75 |
| GM674 Razor Saw Medium    | £11.95 |
| GM675 Aluminium Mitre Box | £16.50 |
| GM676 Fine Woodruff Saw   | £11.95 |
| GM678 Flush Cutting Saw   | £15.75 |
| GM679 Universal Razor Saw | £12.75 |

### SOLDERING STATION

|                                  |        |
|----------------------------------|--------|
| GM661 Complete Soldering Station | £29.95 |
| GM662 GM661 Spare Tip            | £2.95  |

### SOLDERING IRONS & BITS

|                               |        |
|-------------------------------|--------|
| GM680 15W 230V Soldering Iron | £16.95 |
| GM681 25W 230V Soldering Iron | £17.95 |
| GM682 40W 230V Soldering Iron | £19.95 |
| GM683 15W No.8 Tip            | £3.95  |
| GM684 15W No.8 Tip            | £3.95  |
| GM685 25W No.8 Tip            | £3.95  |
| GM686 25W No.7 Tip            | £3.95  |
| GM687 25W No.7 Tip            | £3.95  |
| GM688 40W No.8 Tip            | £3.95  |
| GM689 40W No.7 Tip            | £3.95  |
| GM690 40W No.8 Tip            | £3.95  |
| GM691 40W No.7 Tip            | £3.95  |
| GM692 40W No.8 Tip            | £3.95  |

### SOLDERING ACCESSORIES

|                                       |       |
|---------------------------------------|-------|
| GM01 Low Melt Solder 70 degrees (20g) | £4.25 |
| GM02 Solder 180 degrees (20g)         | £3.95 |
| GM03 White Metal Flux                 | £5.95 |
| GM04 Brass Flux                       | £5.95 |
| GM05 Non Acid Safety Flux             | £6.25 |
| GM06 Solder Wire 145 Degrees          | £4.85 |

### SWITCHES

|                                 |       |
|---------------------------------|-------|
| GM501 Slide Switch DPDT         | £1.70 |
| GM502 Slide Switch DPDT (C/Off) | £1.70 |
| GM503 Toggle Switch SPST        | £2.35 |
| GM504 Toggle Switch DPDT        | £2.65 |
| GM505 Mini-Toggle DPDT (C/Off)  | £3.15 |

### GM506 Mini-Toggle DPDT

|                                           |        |
|-------------------------------------------|--------|
| GM507 Mini-Toggle SPST                    | £2.45  |
| GM508 Mini-Toggle SPDT                    | £2.45  |
| GM509 Mini-Toggle SPDT (C/Off)            | £2.45  |
| GM510 Mini-Toggle for Point Motors        | £2.70  |
| GM511 Mini-Toggle for G Point Motors      | £3.65  |
| GM512 Push to Break Black (5)             | £5.95  |
| GM513 Push to Make Black (5)              | £2.85  |
| GM514 Push to Make Blue (5)               | £2.85  |
| GM515 Push to Make Green (5)              | £2.85  |
| GM516 Push to Make Red (5)                | £2.85  |
| GM517 Push to Make White (5)              | £2.85  |
| GM518 Push to Make Yellow (5)             | £2.85  |
| GM519 Rotary Switch 1 Pole 12 Way         | £2.85  |
| GM520 Rotary Switch 2 Pole 6 Way          | £3.75  |
| GM521 Rotary Switch 3 Pole 4 Way          | £3.75  |
| GM522 Rotary Switch 4 Pole 3 Way          | £3.75  |
| BPGM501 Slide Switch DPDT (25)            | £12.95 |
| BPGM502 Slide Switch DPDT (C/Off) (25)    | £12.95 |
| BPGM503 Toggle Switch SPST (25)           | £34.95 |
| BPGM504 Toggle Switch DPDT (25)           | £42.95 |
| BPGM505 Mini-Toggle DPDT (25)             | £44.95 |
| BPGM506 Mini-Toggle DPDT (25)             | £42.95 |
| BPGM507 Mini-Toggle SPST (25)             | £34.95 |
| BPGM508 Mini-Toggle SPDT (25)             | £39.95 |
| BPGM509 Mini-Toggle SPDT (C/Off) (25)     | £39.95 |
| BPGM510 Mini-Toggle for Point Motors (25) | £44.95 |
| BPGM511 Push to Make Black (25)           | £9.95  |
| BPGM512 Push to Make Blue (25)            | £9.95  |
| BPGM513 Push to Make Green (25)           | £9.95  |
| BPGM514 Push to Make Red (25)             | £9.95  |
| BPGM515 Push to Make White (25)           | £9.95  |
| BPGM516 Push to Make Yellow (25)          | £9.95  |

### WIRE

|                                         |       |
|-----------------------------------------|-------|
| GM09RB Twinned Wire Red/Black (10m)     | £4.95 |
| GM10 Wire Red/Black/Green (10m of each) | £5.95 |
| GM11BK Wire Black 7 x 0.2mm (10m)       | £2.15 |
| GM11BL Wire Blue 7 x 0.2mm (10m)        | £2.15 |
| GM11BN Wire Brown 7 x 0.2mm (10m)       | £2.15 |
| GM11GN Wire Green 7 x 0.2mm (10m)       | £2.15 |
| GM11GR Wire Grey 7 x 0.2mm (10m)        | £2.15 |
| GM11OR Wire Orange 7 x 0.2mm (10m)      | £2.15 |
| GM11P Wire Pink 7 x 0.2mm (10m)         | £2.15 |
| GM11PP Wire Purple 7 x 0.2mm (10m)      | £2.15 |
| GM11R Wire Red 7 x 0.2mm (10m)          | £2.15 |
| GM11W Wire White 7 x 0.2mm (10m)        | £2.15 |
| GM11Y Wire Yellow 7 x 0.2mm (10m)       | £2.15 |
| BPGM11BK Black Wire 7 x 0.2mm (100m)    | £7.95 |
| BPGM11BL Blue Wire 7 x 0.2mm (100m)     | £7.95 |
| BPGM11BN Brown Wire 7 x 0.2mm (100m)    | £7.95 |
| BPGM11GN Green Wire 7 x 0.2mm (100m)    | £7.95 |
| BPGM11GR Grey Wire 7 x 0.2mm (100m)     | £7.95 |
| BPGM11OR Orange Wire 7 x 0.2mm (100m)   | £7.95 |
| BPGM11P Pink Wire 7 x 0.2mm (100m)      | £7.95 |
| BPGM11R Red Wire 7 x 0.2mm (100m)       | £7.95 |
| BPGM11W White Wire 7 x 0.2mm (100m)     | £7.95 |
| BPGM11Y Yellow Wire 7 x 0.2mm (100m)    | £7.95 |

### GENERAL ELECTRICAL ACCESSORIES

|                                            |        |
|--------------------------------------------|--------|
| GM12 Pair Connecting Leads (Pin/Bare Wire) | £4.65  |
| GM13 Crimped Pin Terminals (6)             | £2.95  |
| GM15 Ring Terminals (6)                    | £1.95  |
| GM16 Pair Connecting Leads (Pin/Pin)       | £4.95  |
| GM28 Crocodile Clips Red/Black Pair        | £1.75  |
| GM29 Knob for Rotary Switches & Pots       | £2.85  |
| GM40 1.5a Resistor                         | £4.95  |
| GM41 Thermal Cut-Out 1 Amp                 | £3.95  |
| GM42 Thermal Cut-Out 2.5 Amp               | £3.95  |
| GM75 PS6 6-Way Din Plug/Socket             | £3.15  |
| GM77 12-Way Poly Terminal Block            | £11.75 |
| GM89 Pack of 5 Amp Fuses (5)               | £1.95  |

### LIGHTING

|                                                                                     |                               |
|-------------------------------------------------------------------------------------|-------------------------------|
| £12.95                                                                              | GM69 Universal Razor Saw      |
| £4.95                                                                               |                               |
| £4.95                                                                               |                               |
| £3.95                                                                               |                               |
| <b>SOLDERING STATION</b>                                                            |                               |
|  |                               |
|                                                                                     | GM66                          |
|                                                                                     | Compl                         |
|                                                                                     | £29.95                        |
|                                                                                     | GM66                          |
|                                                                                     | £2.95                         |
| <b>SOLDERING IRONS &amp; BITS</b>                                                   |                               |
|                                                                                     | GM680 15W 230V Soldering Iron |
|                                                                                     | GM681 25W 230V Soldering Iron |
|                                                                                     | GM682 40W 230V Soldering Iron |
|                                                                                     | GM685 15W No.6 Tip            |
|                                                                                     | GM686 15W No.8 Tip            |
|                                                                                     | GM687 25W No.6 Tip            |
|                                                                                     | GM688 25W No.7 Tip            |
|                                                                                     | GM689 25W No.8 Tip            |
|                                                                                     | GM690 40W No.6 Tip            |
|  |                               |
| £39.95                                                                              |                               |
| £34.95                                                                              |                               |



# Bachmann 20t grain hopper wagons

Bachmann's popular OO gauge 20t grain hopper wagon is reissued in four new livery schemes. **By Nigel Burkin.**

**C**overed hopper wagons are popular with modellers, particularly the standard BR grain hopper, which has sold well for Bachmann since its release in 2015. The second issue of the model has been released in four different livery schemes: weathered and rusted standard BR freight grey (38-600A); weathered and rusted late BR bauxite brown (38-602A); Bass Brewing red (38-603) and Worthington grey (38-604). They are all based on the BR diagram 1/271 20t unfitted and welded grain hopper wagon, which was a development of the LMS riveted design.

Unfitted BR grain wagons were built in four batches by BR Derby and Pressed Steel between 1951 and 1959; the 1959 batch being fitted with a through vacuum pipe and painted in BR bauxite brown livery. They were numbered B885000-B885509 for the unfitted wagons and B885610-B885709 for the unfitted

but through vacuum piped wagons. A number of private owner wagons were built to the same basic design with some small detail differences. During the life of the wagons, they were coded CGO and fitted with roller bearing or 'Hybox' axle boxes, which replaced the more primitive oil axle boxes.

The 1959-built wagons equipped with through vacuum pipe were adapted for further use on hydrated lime traffic in the late 1970s which involved replacing the sliding roof hatches with round filler hatches and lids together with a new walkway angled across the top of the hopper. A primitive form of air-assisted discharge was also fitted to the wagons. This presents an additional traffic for which the models could be used and a further variation of the model for Bachmann to produce in the future.

The unfitted and through-vacuum piped wagons should not be confused with the 1960-build of vacuum braked grain hopper

Right: No. B885068 represents a Derby-built BR wagon, which would have been constructed around 1951. The wagons were unfitted and finished in BR freight grey livery.

Below: Two factory-weathered models are available including one finished in BR freight grey livery as an unfitted wagon (shown) and one as a through vacuum-piped wagon in weathered BR bauxite brown livery.

wagons, which were different in design to those modelled by Bachmann in having a longer wheelbase underframe and eight-shoe brakes, even though the body was the same type.

All of the BR welded and unfitted grain wagons were removed from traffic by the early 1980s as more modern air-braked wagons were introduced. Several have been preserved including No. B885280 on the Buckinghamshire Railway and several former Bass private owner wagons may be found at the Midland Railway Centre – both welded and riveted designs.







#### Model details:

Standard BR and private owner unfitted, welded 20t grain hopper wagon (Diagram 1/271).

#### Manufacturer:

Bachmann Europe Plc.

#### Scale:

4mm (1:76) scale, OO gauge.

#### Era:

1951-1959 until the early 1980s.

#### Web:

[www.bachmann.co.uk](http://www.bachmann.co.uk)

#### Suggested retail prices:

38-600A Weathered BR grey: £27.95.  
38-602A Weathered BR bauxite: £27.95.  
38-603 Bass red PO wagon: £26.50.  
38-604 Worthington grey PO wagon: £26.50.

#### Body shell

The shape of the hopper body is well represented by the model and features a separate moulded hopper top allowing the modelling of several versions of the wagon. Detail differences include the tell-tale strip along the top of the flat side of the hopper which separates pressed steel-built wagons from those constructed at Derby works together with private owner wagons featuring an additional roof walk. It is conceivable that a new top could be tooled to create a model representing the hydrated lime wagons at some point in the future.

The welded ribs and other moulded details are well-defined and crisp, with some delicate tooling apparent in places. Four of the outer ribs have been reinforced at the base with a narrow web of plastic where they are angled to meet the underframe. This is an understandable compromise to prevent the ribs from breaking during assembly and handling. Keen modellers may remove the web of plastic if desired or paint it black or dark grey to disguise its appearance.

#### Underframe

A high level of detail has been applied to the underframe as well as the wagon body. The lower section of the hopper is moulded as part of the underframe complete with discharge hatch and wheel, fitted to one side only on the BR wagons – the side with the hopper access hatch. Separate details include footsteps, brake shoes and brake levers – all neatly applied and sufficiently durable for normal handling. Metal wheels are supplied together with standard OO gauge tension lock couplings plugged into NEM-362 coupling pockets. ▶



The Bachmann models feature a body assembled from several sub-assemblies including different hopper tops allowing details relevant to specific wagons to be incorporated in the model.

Livery painting and markings is smoothly applied together with a dusting to brake dust and rust patches.

Loading hatches and roof walk details as applied to the BR version of the model.





# New Model reviews



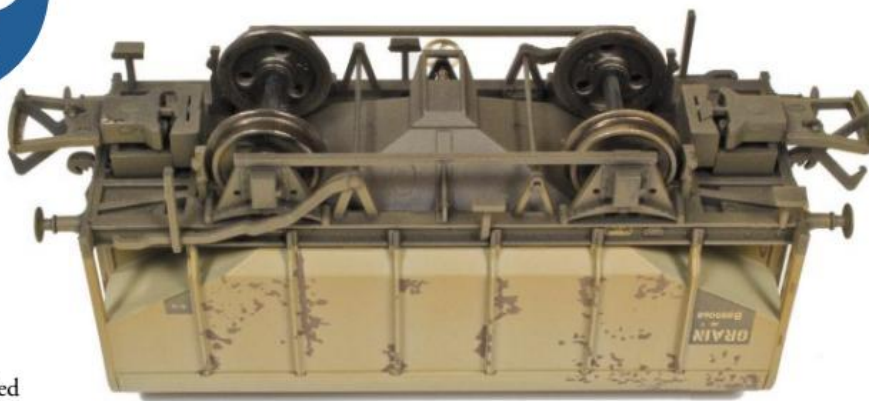
The model rolls freely on its wheels and will operate around first radius curves and over all proprietary OO gauge track systems.

## Paint colours and finish:

Livery colours have been applied neatly to the models including some finely printed details. Weathering on the BR version is convincing with its dark brown rust patches and even covering of brake dust. The dust colour has been applied to the underframe, wheels and couplings too.

## Conclusion:

The first batch of grain hopper wagons was a big success for Bachmann and most of them sold out in a very short time. The model's prototype specific details and accuracy has made it popular with modellers and it is expected that this second issue will be as popular. To have such an iconic but numerous wagon prototype available as an off-the-shelf model opens up numerous opportunities for modelling railways in eastern England, particularly East Anglia and on traffic flows to breweries and other facilities that handled rail-borne grain traffic. ■



Above: The underframe is fitted accurately modelled with four-shoe brakes, hopper base with separate hatch detail, hopper discharge wheel (one side on BR wagons) and bracing.

Below: Dark brown rust patching representing old rust patches has become a standard on many of Bachmann's OO gauge factory-weathered models.

The Bachmann models feature a body assembled from several sub-assemblies including different hopper tops and roof walk assemblies to match both BR-operated and private owner wagons.

## News in brief

### 'I should have worn me blessed wellies...'

If you want to bring some comedy and life to your layout, then this highly detailed water tower from Dapol will do the trick. During overflow a driver berates his fireman with 'Blooming trainees. Too slow. Too slow!' or 'There's waters spilling all over the place' among others, and 'Grab the token, we're off!' once filling has been completed. Expected in the first half of 2017 the model is available in a static version for £25 or operating for £50. The tower is 12v DC/AC or DCC operation and the sound effects can be switched off.

### New rolling stock for Hattons

Hattons has announced two new rolling stock items: the first being Ministry of Defence 50t bogie well wagon, or Warwell, which will appear in both 4mm and 7mm.

In OO gauge, 20 models are planned, these covering the 74-year lifespan of the wagons from their 1940s as-built War Department condition with diamond frame bogies through to today's version with Gloucester GPS bogies. Due for release in late 2017, pristine wagons are priced £33 with weathered versions at £37.

Ten versions of 7mm model Warwells are planned in a variety of liveries, priced £85 and expected late 2017.





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# Pannier tank locomotive

First released in 2015, the Bachmann OO gauge GWR 64xx Class Pannier Tank has proven to be a very popular model. Work-worn No. 6419 from the second issue is reviewed by **Nigel Burkin**.

**F**orty Great Western Railway (GWR) 64xx Class 0-6-0PT locomotives designed by Charles Collett were introduced in 1932, primarily for passenger duties on branch lines and stopping train services. They were fitted with screw reversing rather than lever reversing and equipped with the remote-control equipment required for push-pull operation with 'auto coaches'.

Small 4ft-7½ driving wheels gave the locomotives good acceleration and the ability to tackle steeply graded lines, making them a popular choice for passenger duties in the Welsh valleys and the south-west of England. Some time researching photographs of the class soon revealed that they were not routinely employed on freight and shunting

duties – the screw reversing mechanism may have made such operations more awkward.

Several body styles are apparent on the GWR 64xx Class. The first 30 locomotives had a curve at the join between the rear face of the cab and bunker together with an overhanging lip to the cab roof. The remainder were different in having a squared-off cab to bunker join and no overhang to the roof. Other small detail differences existed between various locomotives including location of lubricators; the existence (or otherwise) of top feed pipes (1943 onwards) and the shape of body footsteps. Whistle

shields were not fitted from new, appearing around the late 1930s. Photographs also suggest that they varied in size until a large version was made standard.

Around three quarters was allocated to South Wales sheds such as Newport, Aberdare, Merthyr, Pontypool and Abercynon where their small driving wheels made them suitable for the steeply graded Valleys lines. The remainder were scattered among sheds in England as far afield as Wolverhampton, Stourbridge Junction and Plymouth.

Allocations varied over time as dictated by operational demands resulting in the class being used on branch traffic over the GWR and BR Western Region offering the modeller a great deal of scope in incorporating them into a layout theme. For an idea where they would have run see the Shakespeare Express feature on page 34.

Push-pull operations with one or more auto coaches makes an interesting layout feature and the GWR 64xx Class were equipped for such duties from new. The identifying feature is a box on the bufferbeam, which covers the electrical connections for the bell communication system. The locomotive could be sandwiched between two or more coaches and 'controlled' from the auto coach cab.

This style of operation has the benefit of not having to run the locomotive around its train at each terminus making auto coach working ideal for branch line work.



Above: No. 6419 is finished in lined BR green, faded and weathered with soot and grime.

Left: The review sample represents No. 6419 as allocated to Newport in BR (WR) days and finished in the typically work-worn condition of the time.



Handrails are represented with fine metal wire and tiny separate handrail knobs.

From metal handrails to a plethora of separately fitted details, the model has a very fine look to it. Further simple detailing can be done by the modeller and could include a bucket, loco lamps and fireman's tools.



**Model details:**  
GWR 64xx Class  
Pannier Tank.

**Manufacturer:**  
Bachmann Europe  
Plc.

**Catalogue numbers:**  
31-635A – No. 6424  
in GWR green.  
31-636A – No. 6422  
BR black with early  
crest.  
31-638 – No. 6419  
weathered BR green  
with late crest.

**Scale:**  
British OO gauge,  
1:76 scale to run  
on 16.5mm gauge  
track.

**Era:**  
1932 to early  
1960s.

**Web:**  
www.bachmann.  
co.uk

**Suggested retail price:**  
31-635A and 31-  
636A - £99.95.  
31-638 - £105.95.



Three locomotives were preserved, which is not a bad record for a numerically small class and all are appropriately located on heritage railways in Wales or the south-west of England. No. 6412 is documented as residing on the South Devon Railway; No. 6430 on the Llangollen Railway and No. 6435 may be found on the Bodmin and Wenford Railway. All three locomotives have been overhauled in recent years and are fully operational.

#### The model

Bachmann released its GWR 64xx Class locomotive in March 2015 to generally wide acclaim from modellers. The body format represents the first 30 locomotives with the bunker to cab curve and cab roof overhang. The first models sold out fairly rapidly, encouraging the company to issue three more models including a grimed and faded BR green locomotive typical of the class in late condition. First impressions are of a finely detailed model with a whole host of fine details and locomotive-specific details.

The review sample represents No. 6419 as allocated to Newport in BR (WR) days when the class was nearing the end of its life. The weathered finish of soot, grime and faded lined BR green paint imparts a very different character to the model compared with the pristine versions. All three of the second release will be a great match to the forthcoming Bachmann OO gauge auto coach model due for release in early 2017.

#### Engine body

Bachmann has captured the character of the locomotive extremely well and has enhanced its lovely proportions with some very refined detail. From metal handrails to a plethora of separately fitted details, the model has a very fine look to it. It is interesting to observe that the work-worn finish brings out the fine detail and shows how well the individual plastic body sub assemblies fit together. Noteworthy is the fine grille detail in the rear cab windows and subtle rivet detail on the water tanks and coal bunker. Exposed plastic sections are very fine and narrow, including potentially vulnerable features such as footsteps and lamp brackets.



A hint of the detailed cab and boiler back plate can be glimpsed in this photograph of the locomotive running bunker-first. There are no exposed wires showing in the cab.

## News in brief

### Wishlist poll 2016 results

THE results of the annual Wishlist survey have now been published by RMWeb. Top five steam locomotives in OO gauge are: BR Standard Class 2 2-6-0, SR U 2-6-0, Manor 4-6-0, BR Standard Class 3 2-6-0 and USATC S-160 2-8-0.

Top five N gauge wished-for locomotives are: LSWR/SR N15 King Arthur 4-6-0, LMS Stanier 8F 2-8-0, SR Lord Nelson 4-6-0, BR Standard Class 4 4-6-0 and SR Merchant Navy – rebuilt 4-6-2.

Coincidentally both number one models are both on the Great Central Railway says *Heritage Railway's* Brian Sharpe.

No. 78018 British Railways Standard Class 2 which was built at Darlington in 1953, and No. 30777 *Sir Lamiel* SR King Arthur Class 4-6-0 was built at North British Locomotives Works, Glasgow in 1925.

Taking note of recent Wishlist Poll results, Hornby has declared the First Open (FO) and Brake Second Open (BSO) for production. The First Open will be to diagram 73, which was the last and most numerous batch to be built. This particular FO batch was once produced by Replica Railways.

The Brake Second Open has never appeared as a ready-to-run model despite the type's widespread use. In another first for Hornby's retooled Mk.1s, the BR blue/grey livery will appear for the first time on the BSO and FO as will BR maroon. Both types are already at the pre-production stage.



## Key Features

- ▶ Five-pole motor.
- ▶ 6-pin DCC socket.
- ▶ All driving wheels are powered.
- ▶ All-wheel current collection.
- ▶ NEM-362 coupling pockets.
- ▶ Fine driving wheels with separate spokes.
- ▶ Fine wire handrails and handrail knobs.
- ▶ Separate fittings including top feed pipe and coal bunker brackets.
- ▶ Detailed and painted cab and boiler back plate.
- ▶ In line brake shoes and hangers.
- ▶ Loco-specific details.
- ▶ Finished in work-worn BR green livery.
- ▶ Weighs 200g.
- ▶ Model is compatible with NMRA DCC systems and will run on all oo gauge track systems.



## Chassis detail, wheels and valve gear

Gone are the days of chunky coupling rods – the metal ones fitted to the model are correctly tapered and fine in section. Brake shoes and hangers are neatly fitted in line with the wheel treads and they are as close to the wheel treads as possible without interfering with running. Details include sand boxes and separately applied sand pipes leading to the front driving wheels but with sufficient clearance to avoid fouling them.

The wheels are of the correct diameter and with the correct number of spokes, which are sharply defined, and with clear space between them. Running tests revealed that the wheels were correctly assembled with no signs of wobble at any speed. The use of NEM-362 coupling pockets should also be noted as being an important feature of this and other

Above: The chassis is detailed with brake hangers and brake blocks correctly aligned with the wheel treads together with sand boxes and sand pipes.

Below: The fireman has taken the opportunity to do a little cleaning on this locomotive. The numberplate has been cleaned of grime and the front cab windows given a wipe.

Bachmann models. The pockets allow for the exchange of NEM-362 compatible couplings to suit particular operations; a subject which will be covered in a future issue.

## Electronics

In common with all new Bachmann models, a DCC socket is incorporated in the circuit board for simple DCC conversion – fitted with a blanking plug to allow operation on DC (analogue) layouts. In the case of the GWR 64xx Class model, a 6-pin socket is employed allowing the use of smaller decoders normally associated with N gauge models. The motor draws little current allowing decoders as small as 0.5 amps to be used. Electrical pick-up is made through all six wheels and consists of a shaped phosphor bronze wiper acting on the rear of the wheel tyre.

## Drive mechanism and performance

The motor drives a single axle through spur and worm gears, relying on the coupling rods to transmit the power to all six driving wheels. Approximately an hour of running-in time is recommended before the model is put into use on the layout (30 minutes each way).

During running-in turns, the model ran faultlessly and smoothly in both directions and with no appreciable wobble in its action found in some six-coupled locomotive models. The slow speed control will allow modellers to thoroughly enjoy the locomotive (and soon to be available auto coaches) as it runs over a layout – there's no point in rushing operations!





## News in brief

### Janus 0-6-0 gets production approval

Following the arrival of the final livery sample, the first of Golden Valley Hobbies' Janus 0-6-0 industrial shunters has been approved for production; it's a National Coal Board example, finished as No.6 Roger H. Bennett.

The Yorkshire Engine Company Janus was an 0-6-0 diesel-electric shunting locomotive built between 1956 and 1965 that weighed 48 tons and had a maximum speed of 23mph. The two Rolls-Royce engines gave a total power output of 400hp. There were two traction motors, each being powered by one generator, simplifying the electrical system. 102 Janus 0-6-0DEs were built: mostly for the British steel industry. In 2008, 23 were still in industrial service, and seven had entered preservation.

The OO gauge model of the Janus is being produced for Golden Valley Hobbies by Oxford Rail and will be available in the UK from February with both DCC ready and DCC sound versions available. The other three launch liveries are expected to follow shortly.

Golden Valley has also advised that the current prices of £89.99 and £199.99 for sound are likely to increase before release owing to ongoing exchange rate fluctuations.

For more details visit [www.goldenvalleyhobbies.com](http://www.goldenvalleyhobbies.com)



### Paint colours and finish

The model's sharp, crisp moulding and detailing is greatly enhanced by the faded work-worn condition, which has added character to the model. It is worth noting that the consistency of the worn finish has been applied to the chassis, wheels and coupling rods too and to good effect, making the overall appearance of the model unique. One of the disadvantages of factory 'weathered' models is the difficulty in renumbering them without leaving a bare patch in the grimy finish, which may be awkward to restore. With GWR locomotives of this type, renumbering is simply a case of adding new cab-side numberplates and changing the smokebox door number too, with minimal removal of the grime. Etched numberplates are available as an after-market product and may be used to cover the printed ones, which incidentally, have been cleaned by the engine crew together with the front cab windows!

Above: No. 6412 at Hood Bridge on the South Devon Railway.  
BRIAN SHARPE.

Below: The level of detail in this small model is noteworthy, including the rear cab window grilles, cab detailing, separately painted dials on the cab interior and brackets fitted to the coal bunker.

### Overall

I suspect that the work-worn edition of this model will be extremely popular and will make a fine match with the forthcoming unlined maroon auto coach model: the perfect train for small and compact layouts. The consistency of finish and greater subtlety being put into factory-weathered editions by Bachmann has made this model a very attractive one. The old approach of simply blasting a model with some dirty brown paint is now becoming a thing of the past as subtle shades of grime together with careful dulling down of beautifully applied liveries is making factory-weathered models particularly desirable, especially with newcomers to the hobby. Here is a ready-made work-worn engine ready for the layout – it leaves little for the modeller to do except add a crew, some engine tools, a bucket or two and some locomotive lamps as a simple detailing project! ■





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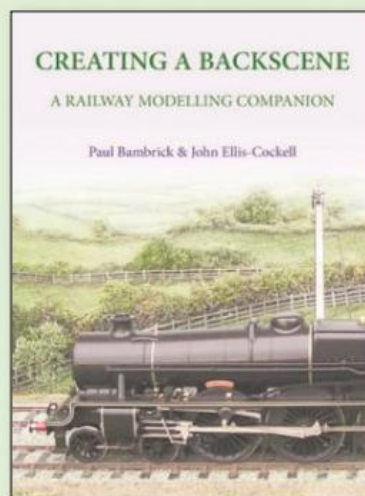
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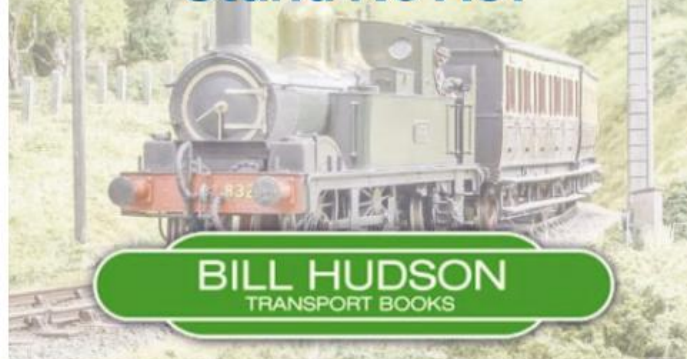
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## Get your track fix



No. 5423 Sir Sam Fay is seen in steam leaving Worksop in 1926 with a Cleethorpes to Manchester train in this issue of *The Railway Magazine* from 1998.

Just two former Great Central Railway locomotives were fitted for oil-burning. One was the Robinson-designed 'Class 1' 4-6-0, which became LNER Class B2 No. 5423 Sir Sam Fay and is seen leaving Worksop in 1926 with a Cleethorpes-Manchester train. Picture: NRM

different to previous oil-firing attempts insofar as the four main burners and pilot

to a gas form, which has resulted in a ten per cent fuel saving.





# An east coast leviathan

Immingham Docks may just be the biggest port you've never heard of, even locals aren't always aware of its importance, scale or size of its past and present operation. That's why railway modellers at the Immingham Museum and Heritage Centre decided to model it, and it's a pretty amazing sight, as **Sarah Palmer** went to find out.

**T**hroughout its 100-year history, railways have played an important part in the development of the port of Immingham. It was built by the Great Central Railway, at a cost of £2,599,000; its second biggest investment after the construction of the extension line from Sheffield to London in 1899.

The aim of the model railway of the port of Immingham in the Immingham Museum and Heritage Centre on Lincolnshire's north-east coast is to show the importance of railways to the port's 100 years of history. The centrepiece of the model is Immingham loco shed (40B) showing what it was like from 1912 to 1958, while the locomotives and stock date from the port's inception to present day.

Looking at a paper map on the wall, Immingham's network of tracks look not so much like railway lines, but fibres in a muscle or tendon. And the muscle analogy doesn't seem so silly when you realise how much coal traffic and motive power these tracks sent round the country.

It was in order to inform locals and visitors of the importance of Immingham Docks that volunteers set to work to build the model railway.

"We started with maps and photos for research and had the maps enlarged so that they matched the size of the OO models," says John Trevitt as he shows me round this impressive model railway.

Fortunately the volunteers have since started work on a new 30ft x 5ft N gauge model of Barnetby to Wrawby Junction, so John is able to demonstrate how they began work on the first model.

"On the Barnetby model we used cheap flush doors as our boards, topped with Sundeala boarding, but the insulation from

underneath laminate flooring is also good. It's a very simple structure, you just need to align the doors, which does take time. The whole thing is painted with grey undercoat to seal it. However, on the Immingham model we used professionally-made 8ft x 4ft boards.

"We put our wiring on the surface and use 10-15mm copper tape to power the track work, which carries 15 amps. Every single piece of track is connected to the copper tape on the surface with single-core copper wire."

John explains that a belt-and-braces approach is taken for railway models for the museum as it's a public display and so doesn't want to be out of action when visitors come to see it.

"When laying the track work we continually test each section for alignment and smooth running," says John. "We also used wire in tube to control the points. To change the polarity of the points we thought of using micro switches but they require considerable wiring and can be prone to failure." He goes on to explain that they use hex frog juicers from the US instead of micro switches. These are not in fact something from Harry Potter, but auto polarity switchers for up to six points each.

"We like these because they are very simple to wire. They are a bit expensive though," says John, "but they're great for speed and simplicity and they're robust."

All this means the only wiring under the board are single-strand wires from each frog to the HFJs.

Robustness is another important factor when dealing with constantly on display model railways. "The models need to be accurately built and time-consuming preparation is vital," John explains.

"When attaching the track we lightly pin it down using steel rulers, tracksetter gauges and spacers and then, using a dropper, lightly glue with PVA. We then remove

**LEFT:** A model of Sir Sam Fay sits on the 12-track layout.



# Get your track fix



A fine collection of model locomotives, some of which were hand built by Steve Barnfield.



The nameplate from Sir Sam Fay went under the hammer in 2012.



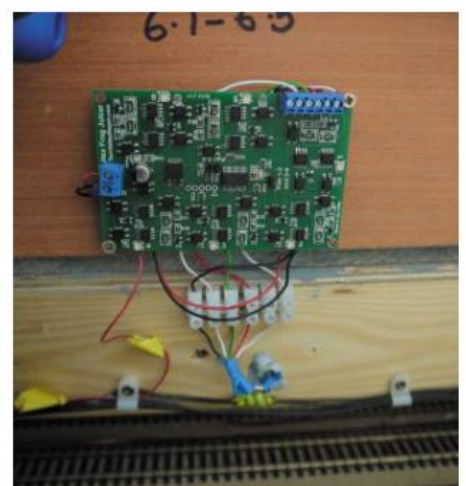
This illustrates how the modellers use copper tape to good effect in their layouts.



John believes that this 12-track shed might be the biggest model shed in the country.



The coal tower still stands at Immingham as can be seen in this modern-day shot. BRIAN SHARPE



A hex frog juicer is not something from a Harry Potter book.





This painting on the wall of the museum shows just how impressive the deep-water port of Immingham was in its day.

► the pins and double check for alignment and smooth running. Even at this stage it's possible to realign quite easily if necessary. Once everything is correct, we proceed with ballasting and more permanent gluing.

"With the new Barnetby to Wrawby Junction model, we want to show how important rail is to this area today. It is one of, if not the, busiest freight junctions in the UK.

### It's all in the numbers

"The model railway is a big attraction for the museum. With over 2000 visitors a year, we like to say that it appeals to children of all ages," says John.

He also believes that the Immingham model has the biggest model loco shed in the UK – a veritable 'cathedral of steam'. Measuring 4ft x 2ft, it's not just the size of the 12-track shed

that's impressive. Most visitors apparently react in the way I did when I walked in and say simply 'wow'. The Immingham model took volunteers Richard Laurence, Richard Morris, John Tindall, Mike Hartley, Steve Richards, Martin Reed, Alex Loadman, Brian Bell and John Trevitt five years to build.

There is 1000ft of Peco Code75 track in this OO gauge layout which measures 42ft x 4ft with a helix at each end to make an underboard oval. There are 80 Peco electrofrog points, 75 locos (12 with sound) and 300 wagons and coaches. It is controlled by a ZTC 611 with three handheld remote controls. All the points are controlled by 2mm brass tubes with 1mm brass rods. With HFJs switching polarity, this means the only wiring under the boards is that from the 80 frogs to the switches.

The new Barnetby N gauge model measures more than 30ft x 5ft and uses Peco Code55 track and electrofrog points.

### About Immingham Docks

In 2012 the port of Immingham celebrated its centenary. When it was founded as a deep-water port, there were just 55 cottages along the banks of the Humber with around 240 inhabitants. Its near-neighbour Grimsby had the docks and fishing industry, but the tidal range of the Humber provided only four hours a day of deep water into Grimsby's docks. The deep-water channel of the estuary touched the shore at Immingham giving 24-hour access to the docks. The port's main trade was the export of coal from the Yorks, Notts and Derby coalfield serviced by the GCR. The docks were designed by Sir John Wolf Barry ►



# Get your track fix



This postcard shows Immingham harbourside bustling with activity. ROBIN JONES COLLECTION.

► & Partners and built by contractors Price, Wills & Reeve of Edinburgh, and equipped by Rowlandson and Ball. The completed project had 170 miles of sidings capable of holding 11,600 wagons and was able to export 56,000 tons of coal each day with impeccable GCR rail connections.

"It's the biggest port you've never heard of, so visitors here, even people who live in Immingham are surprised by the scale of the railway system serving the port and, indeed, the scale of the model," says John.

Immingham Docks were the jewel in the crown of the GCR and changed railway history," says Robin Jones editor of *Heritage Railway* magazine. "It remains one of the Great Central Railway's success stories."

"But the story continues today," says John, "and, unusually for a museum, we want to tell that story as well."

Today Immingham is the busiest port in

the country for tonnage and the number of freight trains serving it. The main imports are oil, iron ore, steel, cars and containers. While coal traffic is declining rapidly, it is matched by a dramatic increase in biomass traffic. In addition, with river and in-dock deep-water facilities and easy access to the major trade routes, Immingham Docks are less than 24 hours from Europe with a market of 170 million people.

## Who was Sam Fay?

Sir Sam Fay seems to be something of a hero of Immingham Docks, and indeed the volunteers of the museum. He was general manager of the GCR and was unexpectedly knighted in 1912 by King George V on the occasion of the royal opening of the docks. Sam was a great



SIR SAM FAY,  
General Manager, Great Central Railway.



This shot demonstrates just how straight the track is.

visionary and after visiting America to see their railfreight operations, he was instrumental in helping to design the efficient new docks at Immingham using gravity feed to load coal on to the ships. He was also responsible for introducing modern marketing and advertising techniques to not only promote GCR, but also Immingham Docks as evidenced

by the wonderful publicity material now displayed by the museum.

He was not averse to promoting himself as can be seen by his 1906 picture in *Vanity Fair*. A full-size reproduction of this (Sam was only 5ft 3in tall!) can also be seen at the museum. ■

■ For more information including opening times visit [www.imminghammuseum.org](http://www.imminghammuseum.org) or telephone 01469 577066.



SECTION OF SIDING ACCOMMODATION AT IMMINGHAM DOCK.





# RM MODELLING LISTINGS DECEMBER 2016-JANUARY 2017

Compiled by Jon Longman. Send details of your events to [spalmer@mortons.co.uk](mailto:spalmer@mortons.co.uk)

## DECEMBER 3

**LMS Running Day.** Brighton Toy and Model Museum. 52/55 Trafalgar Street, Brighton, West Sussex BN1 4EB. [www.brightontoyandmodelmuseum.co.uk](http://www.brightontoyandmodelmuseum.co.uk). 10.30am-5pm. Adult £10, child £5. O gauge layouts feature LMS West Coast Main Line theme.

## DECEMBER 3/4

**Manchester Model Railway Society Christmas Show.** Barnes Wallis Building, University of Manchester, Altrincham Street, Manchester M1 7JA. [www.mmrs.co.uk](http://www.mmrs.co.uk). 10am-5.30pm Sat, 10am-4.30pm Sun. Adult £8, accompanied child free. 20 layouts include Crimson Road (OO), Dewsbury Midland (OO), The World's End (OO), Elcot Road (P4) and Portcullin (P4).

## DECEMBER 4

**Gainsborough Model Railway Society.** Florence Terrace, Gainsborough, Lincs DN21 1BE. [www.gainsboroughmodelrailway.co.uk](http://www.gainsboroughmodelrailway.co.uk). 1.30-6pm Sun. Adult £4, concession £3, child £3, family £10. (O) The East Coast Main Line from King's Cross to Leeds Central.

## DECEMBER 10/11

**Poynton Model Show.** The Model Show, Poynton Leisure Centre, Yew Tree Lane, Poynton, Stockport, Cheshire SK12 1PU. [www.themodelshow.co.uk](http://www.themodelshow.co.uk). 10am-5pm Sat, 10am-4.30pm Sun. Adult £5.75, accompanied child (U14) free, child aged 14-18 £3.75. Ten layouts include Burshaw North Western (N) and Glasgow Queen Street (EM).

## DECEMBER 10

**Garden of England Modelfest.** Angel Centre,

Angel Lane, Tonbridge, Kent TN9 1SF. [www.gardenofenglandmodelfest.co.uk](http://www.gardenofenglandmodelfest.co.uk). 10.30am-4.30pm Sat. Adult £5, accompanied (U14) free. Ten layouts and model displays.

## DECEMBER 10

**Heywood Model Railway Group Open Day.** [www.hmrg.co.uk](http://www.hmrg.co.uk). 10am-5pm Sat, 10am-4.30pm Sun. Admission by donation. Club layouts.

## DECEMBER 10/11

**Gresley and Wychnor MRG Mince Pie Open Weekend.** Gresley Social Centre, Park Street, Church Gresley, Swadlincote, Derbyshire DE11 9QE. Contact: [p.bayleighbigh@btinternet.com](mailto:p.bayleighbigh@btinternet.com). Layouts and demonstrations.

## DECEMBER 11

**Bexley Model Railway Show.** Selkent Model Railway Club, Welling School, Welling, Kent DA16 1QU. [www.modelrailwayexhibition.com](http://www.modelrailwayexhibition.com). 10am-4pm Sun. Adult £6, concession £5, accompanied child £5, family £15. Advance ticket reductions available. 17 layouts.

## DECEMBER 11

**Wisbech Model Railway Club Open Day.** St Peter's Church Hall, Wisbech, Cambs. 10am-4pm Sun. Admission free. Three club layouts and displays.

## DECEMBER 17

**Hillingdon Railway Modellers' Test Track Open Day.** Yiewsley Baptist Church Hall, 74 Colham Avenue, Yiewsley, Hillingdon, Middlesex UB7 8HF. [hillingdonrailwaymodellers.co.uk](http://hillingdonrailwaymodellers.co.uk). 10am-4pm Sat. Admission £4. O, OO and N test tracks.

## DECEMBER 27

**Keighley Model Railway Club Christmas Open Day.** KMRC Club Rooms, Knowle Mill, South Street, Keighley, West Yorkshire BD21 1SY. [www.keighley-mrc.org.uk](http://www.keighley-mrc.org.uk). 10am-4pm Tuesday. Adult £3.50, child £2.50. Club layouts.

## DECEMBER 27/28

**Gainsborough Model Railway Society Open Days.** Florence Terrace, Gainsborough, Lincs DN21 1BE. [www.gainsboroughmodelrailway.co.uk](http://www.gainsboroughmodelrailway.co.uk). 1.30pm-6pm Tuesday and Wednesday. Adult £4, concession £3, child £3, family £10. (O) The East Coast Main Line from King's Cross to Leeds Central.

## DECEMBER 29/30

**Taunton Model Railway Group open days.** Platform One, Bishops Lydeard station, West Somerset Railway, Bishops Lydeard, Somerset TA4 3RU. [www.bathgreenpark.co.uk](http://www.bathgreenpark.co.uk). 10.30am-4pm Thurs. 10.30am-4.30pm Friday. Adult £1.50, child 75p. Bath Green Park station and Tamerig layouts.

## DECEMBER 30

**Wimborne Railway Society open day.** United Reformed Church, Chapel Lane, Wimborne BA21 1PP. [www.wimrail.org.uk](http://www.wimrail.org.uk). 10am-2pm Friday. Adult £2.50, accompanied child 50p. Club layouts.

## DECEMBER 31

**West Camel Model Railway Society Christmas Show.** Davis Hall, West Camel, Yeovil, Somerset BA22 7QX. Society contact: [lgoose261@btinternet.com](mailto:lgoose261@btinternet.com). 10am-3.30pm Sat. Adult £3, child (11-16) £1, child U11 free.

## JANUARY 7

**Marlow, Maidenhead & District Model Railway Club Exhibition.** Cox Green Community Centre, Highfield Lane, Maidenhead SL6 3AX. [www.mmdmrc.org.uk](http://www.mmdmrc.org.uk). 10am-5pm Sat. Adult £4.50, child £2, family £10. Layouts and demonstrations.

## JANUARY 7/8

**ScoutRail 2017.** Exeter Hall, Oxford Road, Kidlington, Oxon OX5 1AB. [scoutrail.org.uk](http://scoutrail.org.uk). 10am-4.30pm Sat and Sun. Adult £3.50, concession £2.50, child £1.50. Layouts.

## JANUARY 14

**Bridport & District Model Railway Club Exhibition.** Beaminster Public Hall, Fleet Street, Beaminster, Dorset DT8 3EF. 10am-4pm Sat. Adult £3, child £1. Layouts.

## JANUARY 14

**Heywood Model Railway Group.** Unit 3, Park Works, River Street, Heywood, Oldham OL10 4AB. [www.hmrg.co.uk](http://www.hmrg.co.uk). 10am-4pm Sat. Admission by donation. Layouts.

## JANUARY 14/15

**Pratts Bottom Model Railway Exhibition.** Village Hall, Norsted Lane, Rushmoor Hill, Pratts Bottom, Orpington, Kent BR6 7PQ. [www.orpingtonmodelrail.org.uk](http://www.orpingtonmodelrail.org.uk). 10am-5pm Sat. Adult £4.50, child £2, family £10. Layouts and demonstrations.

## JANUARY 14/15

**Bognor Regis Model Railway Club Exhibition.** Felpham Community College, Felpham Way, Felpham, Bognor Regis PO22 8EL. [www.brmrc.org.uk](http://www.brmrc.org.uk). 10am-5pm Sat, 10am-4.30pm Sun. Adult £5, child £3. Layouts.

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# Building a dream in steam

**Sarah Palmer** talks to author Chris Vine, about model steam locomotives...

Chris Vine's first book published in 2006 and entitled *How Not To Paint A Locomotive*, tells the story of the successes and disasters of painting *Bongo* – an eighth-scale model of an LNER B1 steam locomotive. Here Chris talks about his books based around Peter's Railway, and his love of making model engines.

## What started your interest in building miniature steam engines?

I had always been interested in making things but then I had a friend at school whose dad owned a farm. He had built a 7¼in gauge railway that ran across some fields. I was instantly hooked.

The original engine on the line was really just a steam trolley, with a vertical boiler and two cylinders and chain drive from the crankshaft to the wheels. However, I always wanted to build a larger engine for the line.

It took me quite some years to get a workshop that could do this, but *Bongo* is the

result. An eighth-scale model of an LNER B1 locomotive, weighing around a third of a ton.

## What do you think is the long-lasting appeal for people who set up and maintain railways in model form?

When I give talks to schools, I always ask if the children like railways and, in particular, steam trains. The answer is always a hall full of children shouting "Yes". But when I ask them why they like them, they are quiet for a while until the answers start flooding back: "They look nice." "They go very fast." "They take you on holiday." "I like the smell..."

I then add a few of my own: They smell wonderful! You can see all of the works on the outside of a steam engine. There is a sense of power and awe when a steam engine charges past. There is something of the sense of the steam engine being alive – hot, moving parts that are breathing. Fanny Kemble, a famous actress of her day was taken for a run

on *Rocket* at Rainhill and wrote about the machine's "flying white breath".

As for building model railways, that is another question again. There is something very beautiful about a model railway; the engines and carriages, these days, are like little pieces of jewellery. Also, people seem to be pre-programmed to enjoy making things with their hands.

## Why do you think it's important to engage children with railways and engineering at a young age?

I think it is very important to engage children in wanting to be creative and, in particular, to enjoy making things. When you buy something, the enjoyment is short-lived – and expensive! However, the enjoyment derived from making something is a much longer-lasting affair. Making model railways is something that any youngster can get involved in at whatever level they like.



Chris riding at speed on *Bongo*.





This side-on shot really shows the beauty of Chris's eighth-scale model of an LNER B1 locomotive.

You can go from simply setting up a train set on a table to any level or scale of modelling.

#### What benefits do you think that modelling railways has?

A bit similar to the previous question. The benefits are a good hobby, learning to make things. Maybe even as a way to start learning about engineering and electricity and even, today, computing.

#### If someone wanted to start their own model railway layout how would you recommend that they begin?

I can talk about what I have learned with two small boys, so I think the most important thing is to get them a track which works properly, i.e. nailed down. Then at least they can "play trains". It is great when they start putting down track on their own, but I have

found that there is a constant tendency to try to make super-complicated layouts, especially with flyovers etc. The trouble is that, while being exciting, they often don't really work!

#### One of your books is entitled *Now and Then*, what do you think is the eternal appeal of steam even to those who aren't old enough to remember it?

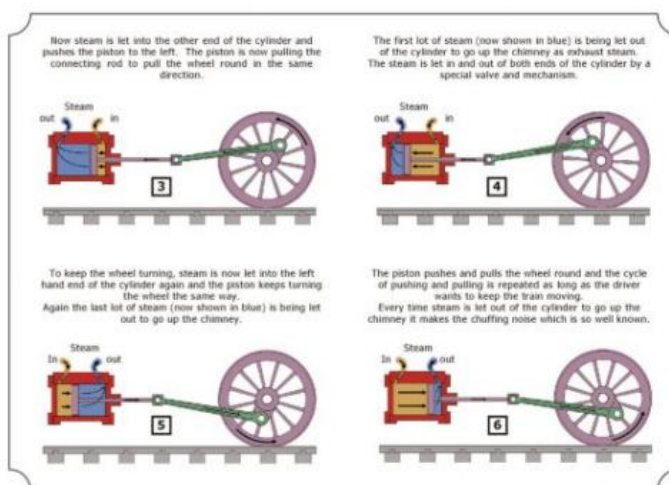
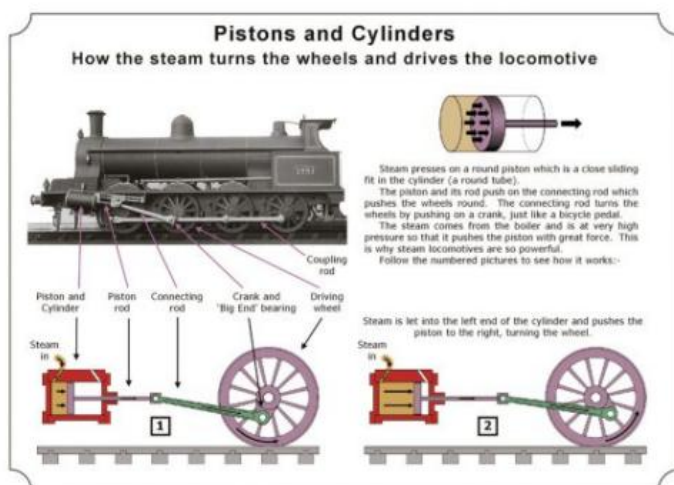
The idea of the book *Now and Then* was to tell a completely true story from the old days (on the G&SWR), but set it alongside modern practice. It is difficult to know why youngsters are interested in steam trains, apart from the fact that they are exposed to them in so many TV programmes and children's books. What I am trying to do is to provide something a little older and more realistic. I hope that the fascination will then last with steam trains for many years.

## Have you set up a model railway with your children or grandchildren?

If so, we'd love to hear from you. Email [spalmer@mortons.co.uk](mailto:spalmer@mortons.co.uk), visit our Facebook page at [www.facebook.com/RailwayMagazineModelling](http://www.facebook.com/RailwayMagazineModelling) or post your pictures on Instagram with the hashtag #RMMLayoutswelove

#### What motivated you to start writing the *Peter's Railway* series?

The idea for writing the *Peter's Railway* series started some 15 years before the first book came out. It was a simple desire to write about building a miniature railway (across a farm) from the perspective of a youngster who was fascinated by engineering. Then, when my little boy was born, I realised that I had to get on and do something about it. That was back in 2008. The trouble I had, when writing the first book, was that I wanted to tell the story, but at the same time explain about the engineering behind it. The problem is that when you explain things in the middle of a story, it rather gets in the way and spoils things. That was when I had the idea of putting simple technical pages at the ends of chapters. It has always surprised me that no one else seems to have done this before. ▶



Chris's books tell a story at the same time as explaining how the technology works.

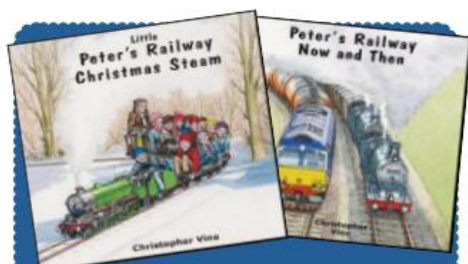


# Author interview

## Do you visit many other miniature or model railways, if so which is a favourite?

I seem to spend half my life on the road these days. Between visiting schools, full-size and miniature railways, there doesn't ever seem to be enough time to write more books! Of the favourite miniature railways, the Romney Hythe and Dymchurch is always a winner, especially since I grew up only a few miles away, although it isn't really a model railway.

Of the 7¼in gauge railways, I love the SMET (Scottish Model Engineering Trust) between Stirling and Perth. I also love the railway across the friend's farm in Kent.



We have three signed copies of Christmas Steam and one signed hardback from Peter's Railway to give away to four readers....



A full-size LNER B1 4-6-0 No. 61306 Mayflower departs from Hellifield in Yorkshire. BRIAN SHARPE.

## WIN one of four Peter's Railway books

*The Railway Magazine guide to Modelling* has got together with Chris Vine, author of the Peter's Railway series to give away four signed copies of his books. How (Not) to Paint a Locomotive was Chris's first book, detailing his exploits and success and failures when painting *Bongo* – an eighth-scale model of an LNER B1 steam locomotive. Published in 2006, it is still selling and is just about to be printed for the fourth time.

Ten years later and a full series of books based around *Bongo*, who is called *Fiery Fox* in the Peter's Railway books has been written.

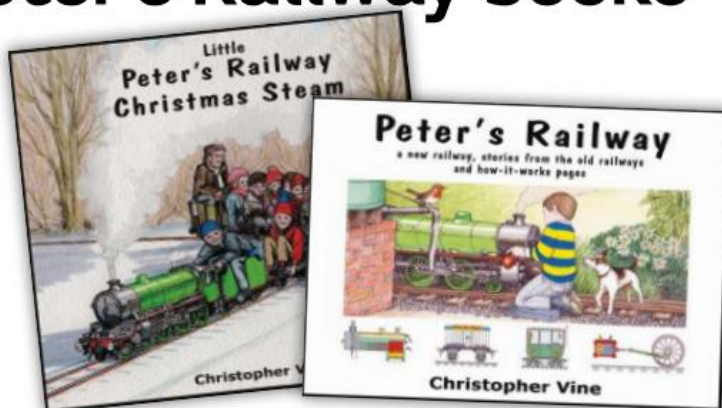
We have three copies of Little Peter's Railway Christmas Steam to give away. This 32-page paperback is aimed at readers between three and six years old and tells a gentle tale where

Peter saves Christmas with a Santa Special train. There's also a signed 96-page how-to hardback, worth £11.99. Many technical ideas are explored, with the steam engine and railway being explained in special pages at the ends of chapters. There are 14 pages of simple but accurate technical drawings to explain, add interest and answer questions.

For more information on the books visit [petersrailway.com](http://petersrailway.com)

To be in with a chance of winning one of these books, email your contact details to [spalmer@mortons.co.uk](mailto:spalmer@mortons.co.uk) or post your entry to: *The Railway Magazine Guide to Modelling*, Mortons Media Group Ltd, Media Centre, Morton Way, Horncastle, LN9 6JR.

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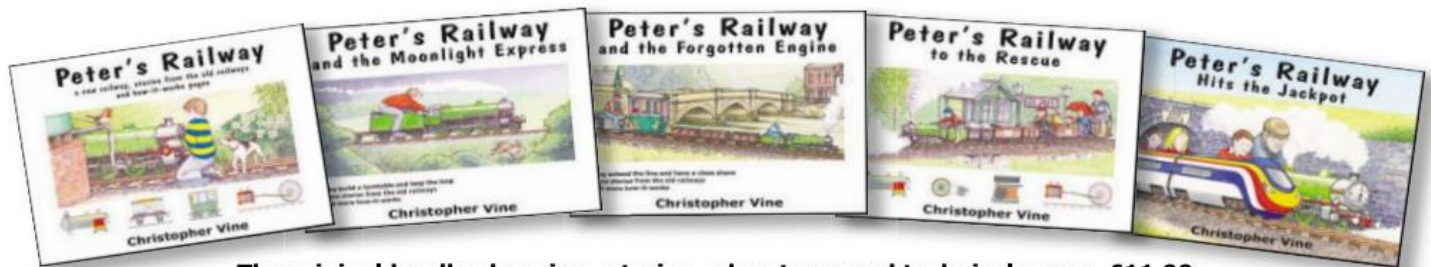
# Peter's Railway

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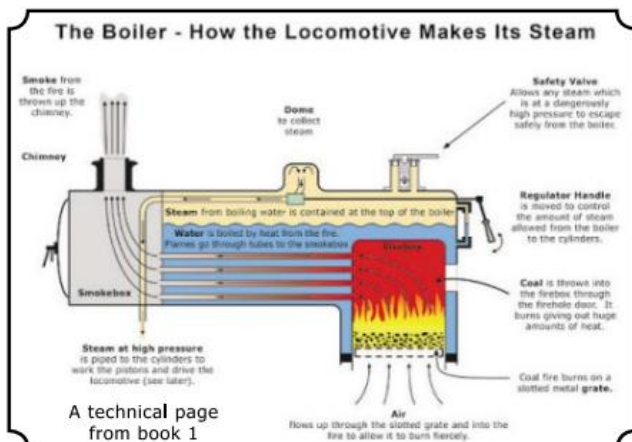
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A technical page from book 1

"Keep the books coming, they are exactly right for little boys and girls with curious minds !" Sue M.

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### AUTHOR AND ENGINEER

As a Chartered Engineer who trained at Rolls Royce, Chris wanted to share his love and knowledge of railways, science and engineering: Peter's Railway is the result.

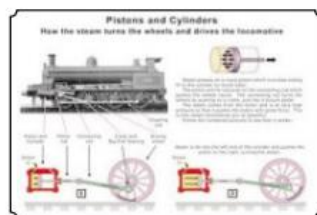
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Story



Technical



History



Adventure





GWR 4-6-0 No. 4965 *Rood Ashton Hall* passes Blunts Green north of Henley-in-Arden with Vintage Trains' summer Sunday twice-daily 'Shakespeare Express' on June 30, 2013. MARTIN CREESE

## Re-create a Warwickshire icon

**Sarah Palmer** and **Tony Stratford** investigate some different ideas and routes you could take after doing some research into a classic railtour and the classic Cotswold countryside it travels across.

On summer Sundays you'll catch sight of drifts of smoke swirling across the Warwickshire countryside as the 'Shakespeare Express' makes its round trips from Birmingham Snow Hill to Stratford-upon-Avon taking in names redolent of a bygone era, such as Whitlocks End, Danzey and Henley-in-Arden. This is the part of the world that formed the Bard as the countryside he grew up in shaped his works and his words.

Bachmann released its 'Shakespeare Express' special collectors' edition set in 2015, and it includes GWR Hall class No. 4965 *Rood Ashton Hall* and is based on this classic Vintage Trains' excursion, which offers passengers 50 miles of main line steam travel and has been running since 1999.

Who will this train pack appeal to? "As a set it could provide some steam on a modern, existing layout, particularly if you have a West Midlands or Birmingham set up, with modern locos such as Bachmann's EWS Class 66s or Class 150 DMU in Centro livery," says Gary Boyd-Hope of *The Railway Magazine*, with a nice touch added with the Stratford-

upon-Avon open-top bus that comes with the set.

The 'Shakespeare Express' runs along a former GWR line built in the beautiful Cotswold countryside. It was a late-starter in railway terms being primarily built between 1900 and 1906 to improve through services from Birmingham to Bristol and the West Country via the North Warwickshire line that ran from Birmingham to Stratford and the Honeybourne line running south from Stratford to Cheltenham. The line gave the GWR an advantage in competing with the Midland Railway and its Birmingham to Bristol route.

As well as holidaymakers, the line also carried fruit from the farming areas of the Cotswolds and the Vale of Evesham. It was relatively short-lived as it closed to local passenger traffic in 1960.

### First World War

If you're wanting to re-create an area along the stretch of line between Birmingham and Stratford as it was when it was first built then

a secretive First World War scene among rolling fields and woodlands in the Forest of Arden could be a possibility. The disadvantage might be in finding models of locos and carriages from that era, although Oxford Rail is due to release a GWR Dean Goods loco, 00 gauge, DCC Ready in the next couple of months, which was a goods locomotive used across the Great Western network at this time, and Bachman does a First World War ambulance set with figures that includes the *City of Birmingham* No. 3711 in khaki livery. Hornby also made, in 2014, a GWR Troop Train limited-edition pack; mainly available through the second-hand market now. Although later in the period







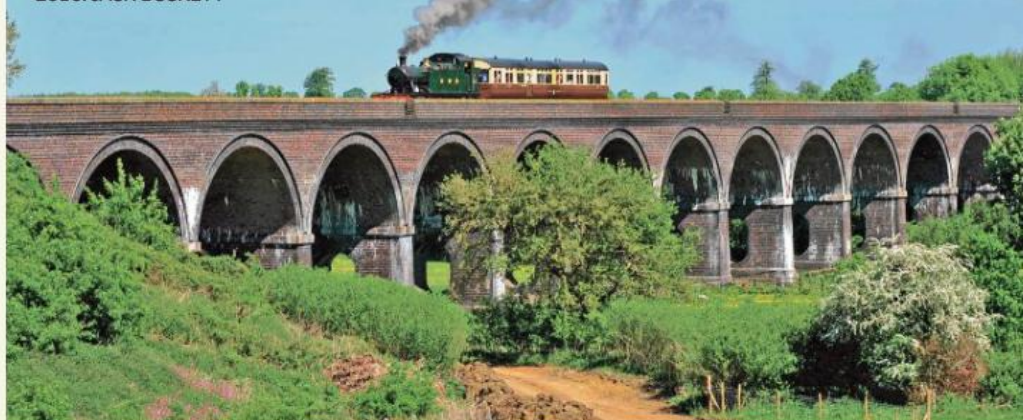
# The Gloucestershire Warwickshire Railway

FOR anyone interested in history then this area of the country is worth investigating, and in terms of railways it's spoiled, for as well as the 'Shakespeare Express', the Gloucestershire Warwickshire Railway runs along another stretch of this former GWR line, in this case from Cheltenham to Toddington. Locomotives include a resident GWR 2800 heavy freight loco built in 1905 and No. 7820 *Dinmore Manor* a mixed-traffic 4-6-0.

The railway offers a 25-mile round trip from Laverton to Cheltenham Racecourse with trains operating mostly between March and October with services in December for Santa specials. It has plans to extend further along the line to Broadway with more than £1-million needed in order to open Broadway station in 2018.

For more information visit [www.gwsr.com](http://www.gwsr.com)

Pressing north again: GWR prairie tank No. 5542 heads over the stupendous Stanway viaduct north of Toddington on May 24, 2010. JACK BOSKETT



Mary Arden's House and Palmer's Farm.  
SHAKESPEARE'S ENGLAND.

Hornby's 2800 2-8-0 goods engine represents a locomotive that left Swindon Works in 1917, but spent more than 40 years in service, being withdrawn in 1959. This class of engine would have been found all over the GWR network doing what it was designed to do; carry coal and power heavy goods trains.

## Post-Grouping era

After the 1923 Grouping the GWR remained pretty much unchanged and locomotive development continued just as it always had. Hornby's 5100 large Prairie No. 5154 in green represents these powerful locomotives, which were used for suburban passenger services as well as taking express trains over popular West Country routes.

Charles Collett's mixed-traffic 4-6-0 Hall class would have been a common sight from the 1930s onwards, until Hawksworth's Modified Halls went into production. Bachmann does a Modified Hall of No. 7904 *Fountains Hall* in weathered BR black, which was built at Swindon in 1949 specifically designed to burn inferior post-Second World War coal.

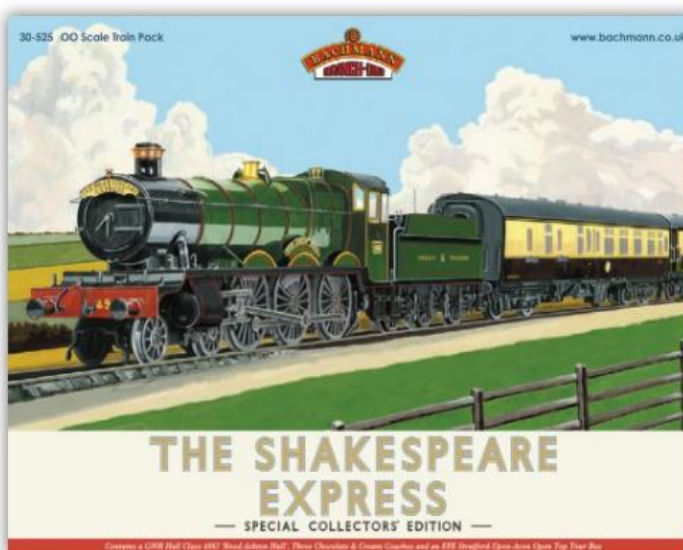
## The Halls

*Rood Ashton Hall* is presented in Bachmann's 'Shakespeare Express' train pack in its Great Western livery with the Hall featuring a three-pole motor and coming DCC-Ready, with an eight-pin decoder socket.

The original Hall class 4-6-0 mixed-traffic locos were built between 1928 and 1943 at Swindon, designed by Charles

Collett. There are 15 locomotives still in preservation, with No. 4965 *Rood Ashton Hall* being the only one currently operational and certified for main line operation. No. 5972 is possibly the most famous Hall thanks to its doubling as the Hogwarts Express in the Harry Potter films, it's now on static display at the Warner Bros' studios

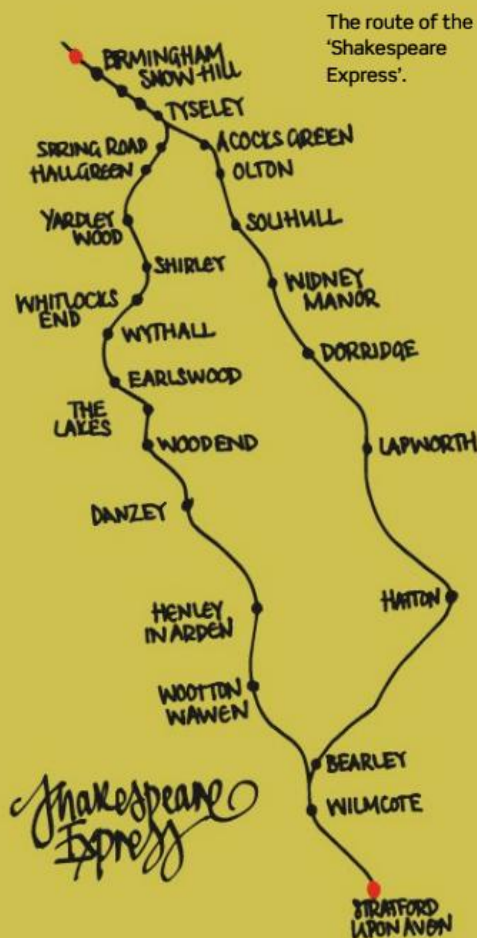
near Watford. The Halls are so well represented in preservation because so many ended their days at the Woodham Bros' scrapyard in Barry, although the almost identical Granges weren't so lucky, with not one being saved. Although you can see *Betton Grange*'s building progress to date at this year's Warley Show (See page 51)



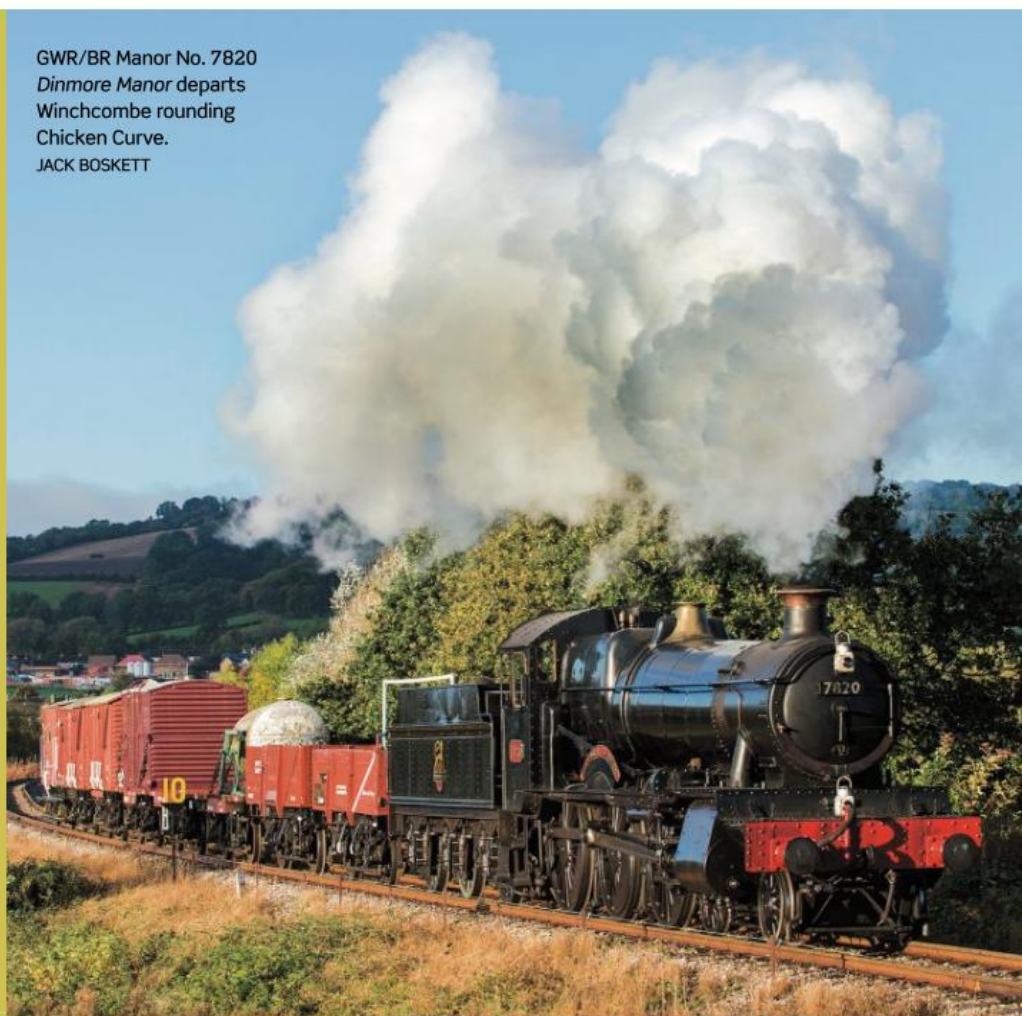
## Did you know?

THE village and hamlets of Danzey Green, Wood End and Wootton Wawen on the line to Stratford-upon-Avon still have regular main line train services, while larger towns such as Dudley, Peterlee and Rushden elsewhere in the country have been without stations for more than 50 years.





GWR/BR Manor No. 7820  
Dinmore Manor departs  
Winchcombe rounding  
Chicken Curve.  
JACK BOSKETT



► Locomotives from this era can be seen on the Gloucestershire Warwickshire Railway, which has No. 7903 *Foremarke Hall* and a 4200 tank engine, of which Hornby does a model in BR black.

New in the early Thirties were the GWR railcars, running for 30 years as successful forerunners to the BR DMUs. Just three survive in preservation today; at Didcot, the NRM in York and on the Kent and East Sussex Railway. Hornby does a 1940s-style railcar in chocolate and cream as well as an express parcels diesel railcar No. 34 both in oo. 4Ground does laserkit sets including both

Hanford Station and a goods shed in GWR style that would provide complementary infrastructure for this set-up.

## The postwar 1950s

The Birmingham to Cheltenham line originally proved very useful for summer holiday traffic eager to escape the industrial townscapes of the Midlands and heading to the West Country via the tourism honey pots of Stratford and Cheltenham. The well known 'Cornishman' express, with its chocolate-and-cream coaches, formed the Wolverhampton to Penzance service via Birmingham, Stratford-

upon-Avon, Cheltenham, Gloucester, Bristol, Taunton, Exeter and Plymouth going for 10 years from 1952 until 1962. Hornby's set; the 'Western Express' featuring three Pullman Coaches and a *Ketley Hall* locomotive would recall this era of postwar travelling holidaymakers.

Alongside holiday traffic 6400 0-6-0PTs would have been providing GWR branch line motive power at this time, designed to deliver more power than the 0-4-2 tank engines on push-pull autotrain workings. Bachmann does an oo DCC Ready model in early BR black livery. ►

## Tyseley

TYSELEY Locomotive Works Visitor Centre is a working engineering restoration centre and home base for Vintage Trains and the 'Shakespeare Express'. It houses a collection of Halls and Castle class locos as well as ex-main line diesels. An open weekend is planned for June 2017.







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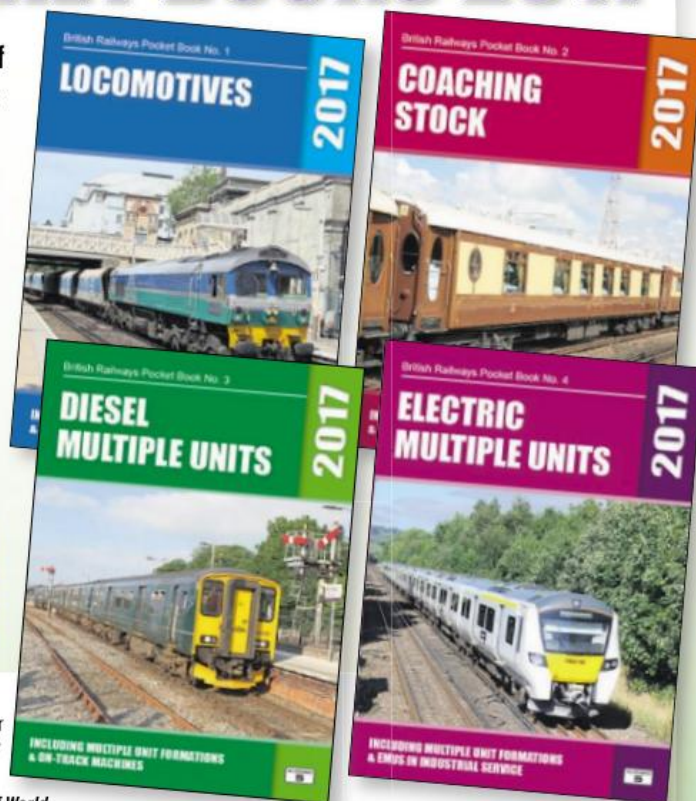
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## It's all in the planning: the joy of research

Before any work is done or models are bought, then it is necessary to find some background information on the location itself and see where that research takes you and also what interests you. This type of research is relevant for whichever area of the country you choose to look at, not just that inspired by the 'Shakespeare Express'.

The growth of the internet has made research much easier than it used to be. Track plans used to be difficult to source, requiring visits to local records offices to access old maps. Today this can be simply done online by accessing the website of the National Library of Scotland at [maps.nls.uk](http://maps.nls.uk) and going to series maps. While this may seem irrelevant for readers in England and Wales, rest assured the relevant maps are being added to the NLS site.

Once inside the series maps section scroll down the page to reach the England & Wales section and click on to the 25in section, which is in the process of being expanded northwards having started a couple of years

back in Kent. You'll be able to find maps from the 19th and 20th centuries giving you some idea of what the lie of the land looked like at various points in history.

Another useful site is Disused Stations. Not every disused or closed station is included at present but the team are regularly adding new ones and updating existing entries. It can be accessed at [www.disused-stations.org.uk](http://www.disused-stations.org.uk) providing a valuable insight into many former stations. Entries often include historical information, maps and photographs, which can be of great use to railway modellers.

The internet is not the only resource worth pursuing. Local libraries often include reference books on local history containing information on local railways and stations. Local record offices are also worth investigating.

Going back online, an area's local newspapers usually reported on major events including those in railway history, however, some may have changed names or ceased publication. Local libraries often have bound copies or microfilm of past

issues. Many newspapers are available from the British Library. While in the past it was possible to obtain a reader's ticket for the National Newspaper Library this facility is now closed. The British Newspaper Archive in London is now being digitised with some issues now being available online.

Specialist publications such as those produced by railway, transport or local publishers are also well worth pursuing. Even long-out-of-print books can be acquired from specialist second-hand booksellers or by searching sites such as eBay.

Shakespeare's Railways: Lines Around Stratford-on-Avon, Then and Now by John Boynton ISBN 09522481X might be worth a look when modelling this area.

Middleton Press has been producing pictorial albums since 1981 and began with local books around its base in Midhurst, Sussex. Having completed all lines on the former Southern Region by 1998, the company then embarked on the former Western Region and gradually moved into the Midlands with expansion into the North

East of England and Southern Scotland in more recent times.

Not all books will be well publicised, particularly those published by individuals or local societies. However, your local bookshop may provide one or two surprises.

Railway magazines often carry articles of interest and a search of indexes is usually required. Our sister title *The Railway Magazine* has a searchable online archive to help with your research and local history societies can be found in many areas.

### Make a visit

One of the best ways of finding out about an area that takes your interest and that you've decided to model is to go and look for yourself. Some former lines that are now in residential or industrial use may not be easily accessible, however, making contact with the owners may prove beneficial.

Get a feel for the subject yourself; a ride on the 'Shakespeare Express' or a trip on the Gloucestershire Warwickshire Railway would be time well spent.



At 125mm in length, the Bachmann OO gauge GWR 64xx Class Pannier Tank is the perfect locomotive for small and compact layout themes and would have been a common sight in this area of the country. Be aware that they were primarily used on passenger duties when planning to introduce one on the layout. NIGEL BURKIN

## Find out more...

WE'VE tried to give a few suggestions for layouts inspired by the 'Shakespeare Express' here. If you're interested in modelling a section of the line from Birmingham to Stratford then here's a few websites which might be of use to further your research:

[www.warwickshirerailways.com](http://www.warwickshirerailways.com) has some excellent images of Bearley station, as well as many others from other stations along the North Warwickshire route, it even has signalling diagram for Wilmcote signalbox.

Peter Tandy's website [petertandy.co.uk/nwl\\_2010.html](http://petertandy.co.uk/nwl_2010.html) has some nostalgic and modern images of the North Warwickshire line, including a fantastic one from 1958 of No. 4973 Sweeney Hall leaving Stratford-upon-Avon full of long-gone railway infrastructure in the background.



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Road Ashton Hall at Wilmcote. BOB SWEET.

## Model village of Bourton-on-the-Water

If you want some inspiration on a typical Cotswolds scene, then visit The Model Village in person or online at [themodelvillage.com](http://themodelvillage.com) to get a feel for the area. The Model Village is a one-ninth scale replica of the heart of the beautiful Cotswold village of Bourton-on-the-Water, containing all the buildings from the Old Water Mill (now the Car Museum) down to the Old New Inn and the ford.

The village was created by a previous landlord of the Old New Inn, taking local craftsmen five years to build, and it was officially opened on the Coronation Day of King George VI and Queen Elizabeth (the late Queen Mother) in 1937.

## 'Shakespeare Express' in action 2017

You can see 'Shakespeare Express' in action from July 16 to September 3, 2017 from Birmingham Snow Hill to Stratford-upon-Avon. Standard class return fares from Stratford cost £17.50, and from Birmingham £25 with tickets for sale on the day subject to availability. Visit [www.vintagetrains.co.uk/the-shakespeare-express](http://www.vintagetrains.co.uk/the-shakespeare-express) for more information.

# Win £100 worth of 4Ground Trackside and Waterways model buildings

4Ground produces quality laser-cut kits for model railways, including both trackside and waterways structures and details to enhance your layout. The kits come with pre-painted parts so the only thing it needs to look the same as the photo is glue.

We have three 4Ground OO gauge models to give away. Walter and Sons Butchers corner shop is a great addition to any layout, able to be used as a butchers, grocers or general store. It also comes with acetate windows, shopfront photos and printed curtains. Malbrook Junction Signalbox is produced in a Great Western style and complements Hanford Station, also part of this giveaway set.

STATION ROAD  
OO Scale



TRACKSIDE WAY  
OO Scale



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## Encouraging the next generation

What's available for enticing youngsters into the modelling hobby this Christmas when they're ready to move up from a push-along locomotive asks **Sarah Palmer**?

It's no doubt a scene replicated in houses all over the country; our front room was long ago taken over by a wooden track layout. Each morning I have to run the gauntlet of bridges, level crossings and engine sheds. Despite having trodden on *Emily* and tripped over *James* this set-up has brought my son and his friends countless hours of entertainment, notwithstanding the constant arguments about who is going to drive *Stephen* (why *Stephen* is so popular I have no idea!)

Having spent a considerable amount of money on Brio and Big Jigs railways and Thomas locomotives, I'm a bit reluctant to move on, but what is out there when youngsters grow out of this phase of railway construction?

"Getting youngsters into the hobby is certainly a problem that is challenging all the manufacturers," says Dennis Lovett of Bachmann.

"Safety with small hands and fingers is something that needs thinking about when introducing young modellers to the hobby," he advises.

But as a mum of a four-year-old myself, I also know that teaching children to use things carefully and with respect can also give confidence and hopefully prevent accidents... or in the worst scenarios, teach a few lessons.

"I was five when I received my first Tri-ang train set," continues Dennis. "I can remember getting too close to an operating helicopter wagon when the wagon hurled it into the air –

yes it hurt but it also made sure that I didn't get too close again!

"Bachmann produced a range of junior train sets in the past (they are not in the current catalogue) where the loco windows etc had to be modelled as blanks to stop investigative little fingers or screwdrivers being pushed inside them. Such is the legislation these days that most conventional sets say NOT suitable for children under 14 years, so it is hardly surprising that cautious parents will think twice before buying them.

"I had made countless ones, badly, by the time I reached senior school at 11 before progressing on to a balsa wood boat... my one and only attempt lies at the bottom of the Grand Union Canal! Railway modelling





**MAIN:** The packaged set. The packaging was quite minimal for this set, which I liked as children's toys can often come with a lot of unnecessary plastic.

**TOP LEFT:** The controller was easy to use for little fingers, although of the three speeds the train was capable of, it was mostly run at top!

**RIGHT:** Leaves on the line didn't stop this train from running. To test how well it worked on uneven surfaces we set it up outside; it ran just as well on the decking as it had on the wooden floors inside.

seemed a lot more attractive after that experience.

"I am not sure what the legislators would have made of tin plate trains with sharp edges, powerful clockwork springs or the early electric sets that plugged into the electric light socket!"

"These days the best way to encourage young modellers is to start with a set that has robust locomotives and equipment and has been designed for those over 36 months old, Hornby and Marklin being the main supplier at present.

"Youngsters will find ways to make stations out of Lego and use their cars and farm animals to create their own world. It may not be appreciated by scale-conscious modellers but we all have to start somewhere and we need to encourage the next generation of railway modellers right now," says Dennis.

In my own case, I'm a bit reluctant to simply replace my son's wooden Thomas collection with the bigger, battery-operated version from Hornby. Simply because it's just continuing his railway enthusiasm with

more Thomas stuff and isn't moving it in a different direction.

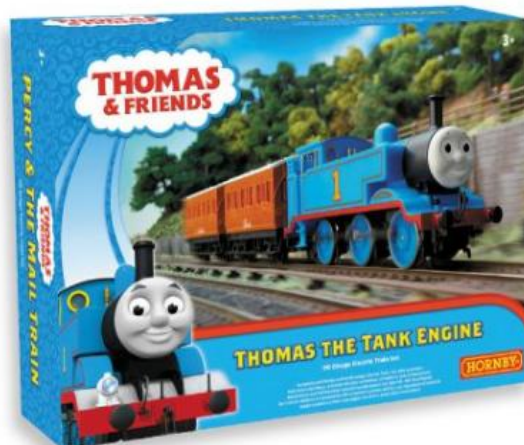
We've taken him on plenty of heritage lines and train trips so I'm fairly sure that his love of tracks and trains will survive leaving Thomas the Tank Engine behind.

So, I was excited to come across Marklin's My World; battery-powered train sets that use plastic track, which can also operate on

a standard OO/HO gauge layout useful if someone else in the family already has a model railway it can be run on. The trains can also run on his wooden track, which will make the transition from one track to the other a lot easier and more cost-effective.

I picked up a boxed ICE Starter Set from Gaugemaster, retailing at £59.95, which included enough track for a large figure of eight, plus batteries for the engine and its four-piece train as well as the remote control.

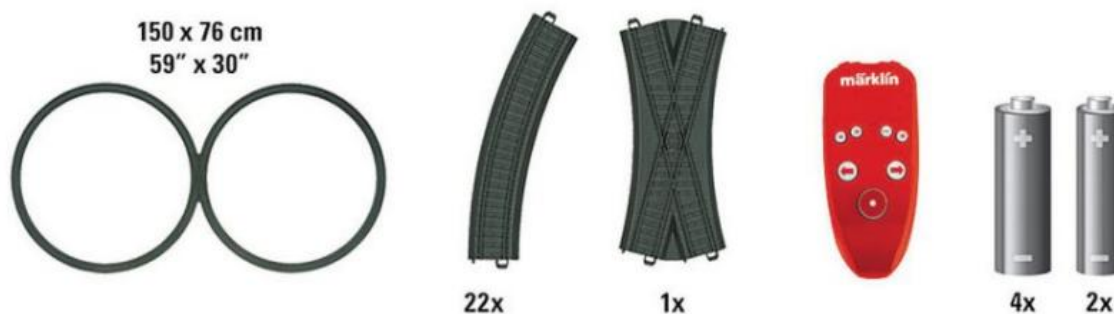
I was impressed with the amount of track, from which two layouts can be achieved; a figure of eight and a wide hourglass. I did wonder whether my little one would tire of watching the locomotive run round this simple layout, seeing how expansive his Big Jigs/Brio one is, but it didn't seem to bother ▶



**LEFT:** Hornby does a Thomas and Friends set in OO gauge, retailing for £64.99. It contains Thomas the Tank Engine with Annie and Clarabel coaches, a third radius starter oval, controller, wall plug transformer and power connecting clip.



# Young modellers



This set-up comes with a £59.95 RRP, but the engines are robust and the kit has everything you'll need to get going straight away.

► him. He improvised with his own station buildings and backgrounds using his wooden blocks to create a bit of variety.

The build quality of the train itself is very robust, it's made up of a permanently coupled unit consisting of a motorised diesel locomotive and a bi-level passenger car with built-in battery holder; in all the train measures 61cm in length. So attached to his new toy was he that the coupled leading loco was taken to bed and was still in one piece in the morning. In terms of catering for younger modellers the train is excellent, it's smooth and streamlined with nothing to break off; the train feels good quality and as though it will withstand the treatment it will receive at the hands of a rough four-year-old.

Thanks to the elongated magnetic coupling the train moved incredibly sinuously around the train, looking very realistic and sleek in its movements. Once fitted together the track provided a very flat base for the train to run



on with no joining gaps. As we have wooden floors they provide a perfect level for train tracks, to test how the track would lay on a less-than-perfect surface we took it outside on the decking but it still ran just as well.

This starter set says that it's suitable for children of three years and above, I'd say that realistically this may be a bit on the low side; my help was certainly needed with connecting and disconnecting the track, plus the care needed to set the train wheels on the track needs a little bit more accuracy than little fingers can provide; so after every derailment I was needed to put the train back on track, otherwise it tends to rattle as it goes round.

My son soon picked up on how to operate the remote control; it has forward and back arrows, which control the direction of the train as well as its speed. There are three rather convincing sound options; one of a station announcer, a horn and doors closing. The leading train also has lights. A big red button brings the whole thing to a stop. The train can also be operated with two frequencies (A/B) allowing for a second battery train.

In terms of batteries the main unit takes four AAs and the controller two AAAs, all of which are provided in the kit. I had to change the batteries in the main unit the following day, but that was after several hours of fairly consistent running, and I then replaced the batteries with rechargeable ones, which I'm happier using. Sometimes I notice a power



The kit contains enough track for a figure of eight or an hourglass. It's all curves though, with no straight bits!

drop when using these, but there was none and play could resume.

All in all it was plenty to keep my son and his friend occupied and both he and I were taken with his new set-up, particularly the build quality. I've become increasingly fed up with toys that break incredibly quickly and want things that will last. A really excellent product, the only caveat would be that at just less than £60 I'd consider purchase only if you know that your youngster will stay interested in railways for the foreseeable; extra trains and railway infrastructure are available including tunnels, a sound station, level crossing, battery-operated signal, freight-loading station and track extension kits. ■

Märklin's My World kits are available through Gaugemaster, visit [www.gaugemaster.com](http://www.gaugemaster.com)

## Are you a young modeller?

We'd love to hear your story if you're a young modeller. Tell us how you got interested in the hobby and what layouts you've created. Email [spalmer@mortons.co.uk](mailto:spalmer@mortons.co.uk)



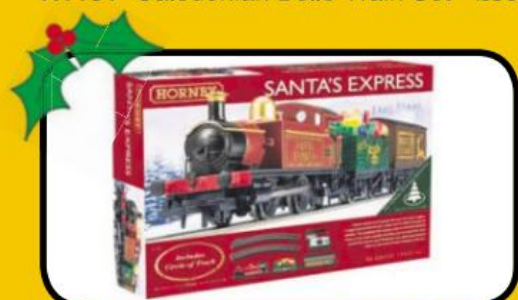
# Christmas Gift Ideas



**R1151 - Caledonian Belle Train Set - £35**



**R1155 - Pendolino Train Set - £150**



**R1185 - Santa's Express Train Set - £44**



**R8221 - Extension Pack A  
(Expand your Train Set) - £13.50**



**R6710 - 20 ton Brake Van in BR  
Civil Engineers livery - £9.50**



**32-816 - Class 47 in BR Railfreight  
Distribution livery - £72**



**TR3507 - 3-4" Sun Kissed Trees (3-pack) £8**



**R3086 - Class A1 'Flying Scotsman' - £55**

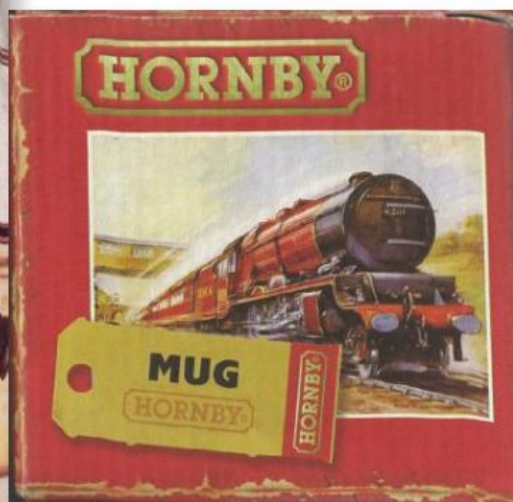


**36-052 - Civil Engineers £6.21**



**CR5003 - 3 piece Mini collection - £5**





# Tracks of Christmas past

**Ian Lamb**, author of *Modelling Railway Stations: A Practical Guide*, offers up a slice of Hornby nostalgia.

**J**P Murray, the founder of Edinburgh's Museum of Childhood, said that he had a "rooted conviction that children are only tolerable after their baths and on their way to bed!"

I hope that I didn't fit that description, growing up perfectly happily in 'Auld Reekie', whether sitting on my home made locomotive (created by my dad out of the scrapped remains from a former LNER guard's van) or jealously waiting my turn to play with my cousin's Hornby O gauge clockwork train set or his eventual Hornby-Dublo OO gauge tank loco and goods train set.

In those days we were fortunate to have a local – real – model railway shop on our doorstep. My routine every Saturday morning was to attend the children's club at the Capitol Cinema and then head round the corner to press my nose against the plate glass window of Harburn Hobbies shop (which is still in Elm Row, Edinburgh) and let my imagination rip at the thought that such a model railway would be mine one day.

That day eventually came in 1954 (aged 13)

when I received a metal Hornby Dublo 2-6-4T plus three tin-plate coaches – as a complete set. It is only recently when mentioning to my elder brother about my forthcoming book on modelling railway stations, that he informed me that he (and my late beloved elder sister) had been asked by our parents if they would forego their Christmas presents in order that I could have a Hornby train set. This is something I was not aware of, which now makes me even more determined to ensure that I do everything I can to make the name of Hornby as revered as it was in my childhood days, and encourage as many people as possible to become involved with model railways.

Over the years I have gradually built up quite a display of layouts plus a large collection of locos and rolling stock. Generally speaking I looked forward to the various exhibitions and manufacturers' road shows to spy the latest models and plan an eventual purchase.

The world of model railways has seen many changes, but Frank Hornby's initial ethos

still holds true today, and that is his belief in attention to detail and capturing the essence of the original thus creating a true miniature.

The beauty of the model railway hobby is that it can be whatever you want it to be, and manufacturers (big and small) plus specific societies and local clubs are all there to make it possible to enjoy your creation to the full. Through ongoing innovation and electronic progress, it is now possible to recreate a journey in miniature as a pleasure in sight and sound. Believe me, the latter literally brings a tear to the eye!

Initial cost of modelling railways can be very expensive, depending on the model chosen, but it is a delightful investment leading to many relaxing happy hours away from the stresses of everyday life.

More from Ian next month as he mixes nostalgia and advice for your modelling hobby.

■ We'd love to hear the stories behind your first train sets.

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**A**FTER an absence of several years, Rail Express can once again offer readers a chance to buy an exclusive model... at a fantastic price.

Launched to the public at the Warley National Model Railway Exhibition, our new limited-edition model is the unmistakable GB Railfreight's No. 66720, a design that came about after the company held a competition for the children of its employees to come up with a locomotive livery.

The winning entry was unveiled in July 2011 and was the handiwork of Emily Goodman, then aged six.

Emily came up with two designs; on one side of the loco is depicted the 'day' and features the sun, birds in flight and an extensive rainbow, while the opposite 'night' side includes the moon, a shooting star and an alien.

Now dubbed the 'rainbow' livery and carried by No. 66720, it remains a colourful sight on today's network.



## The model... and how YOU can get one:

The new 'OO' gauge model has been produced with the help of GB Railfreight using the same drawings from which the full-size vinyls were prepared.

Re-created in exacting detail by Bachmann, the model has required the use of special printing techniques in order to reproduce the complex scheme accurately. This includes printed representations of the bodyside plaques that detail how the livery came about.

With just 512 pieces being produced, this limited-edition

features the usual specification for the Bachmann Class 66, including directional lighting, a 21-pin DCC socket, bufferbeam accessory pack and numerous separate parts.

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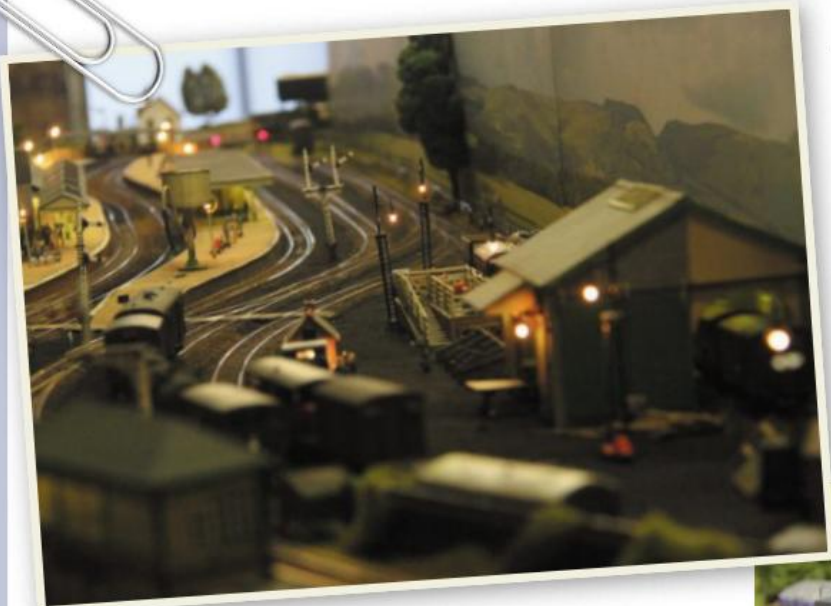
# Layouts

DECEMBER 2016

We Love

We want to dedicate these pages to your inspirational, unusual, well-loved layouts and models whether you're an experienced club or a beginner modeller. So please do get in touch with us or visit our Facebook page to like and share your photographs. Email: [spalmer@mortons.co.uk](mailto:spalmer@mortons.co.uk)

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◀ The Marlow, Maidenhead and District Model Railway Club has a OO layout called Southwick which is set in the late 1950s/early 60s and represents a fictitious junction station and goods yard on the Somerset & Dorset line. The few diesels that did run on the S&D at that time appear on the layout. Somewhere between Evercreech (new) and Templecombe the layout is able to run trains from the Western stretch and the Southern section of the line with the odd Midland engine appearing as a substitute. The station is pure imagination, supposing Templecombe only has an engine shed, with freight being sorted in the yard at Southwick. A third rail has also been added to allow SR EMUs to run.

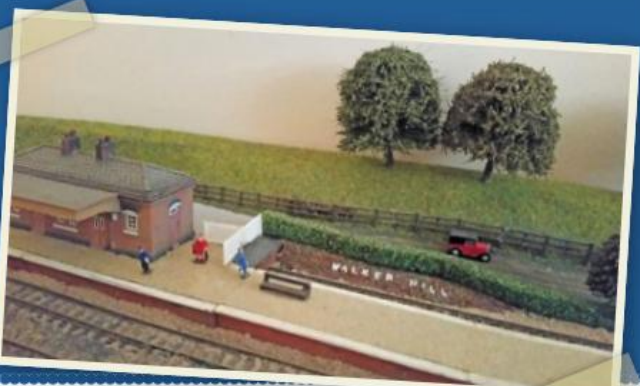
Mostly modified Wills, Ratio and Peco kits. Rolling stock is mostly from Bachmann, Hornby, Heljan and kits by Dapol.



This is Daniel Hillebrandt's N gauge GWR terminus Walker Hill.

It is a small, fictitious layout at just over 5ft x 1ft including fiddle yard and control panel. It was originally built to fit in a caravan (hence its small size) and has been rebuilt over the last few years to show at exhibitions. It features two branch lines, a station with a runround loop, bay platforms sidings and loco shed.

Stock is ready-to-run Great Western locos, carriages and wagons from Dapol, Peco and Graham Farish such as panniers, 14xxs auto coaches and B-Sets along with various wagons most of which have been converted to use Dapol's auto buckeye couplings.



▼ We couldn't let a winter issue pass without a garden railway in the snow. This pic of the engine peeking out through a hole in the snow is fantastic! PENTAXSLR, BRAMBLETON SNOW DAY-15, CREATIVE COMMONS/FILIKR



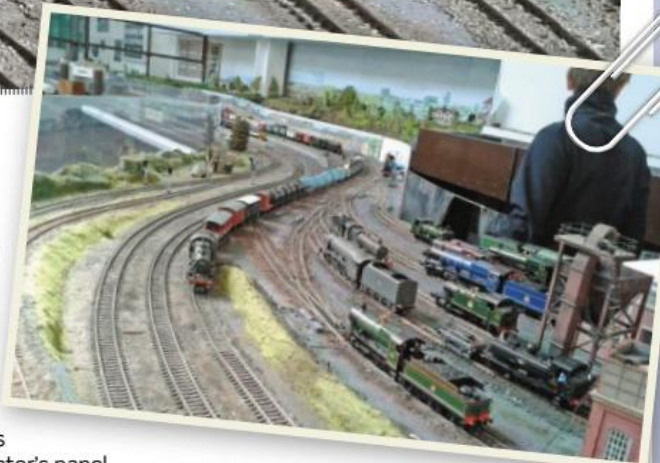




This layout features in the Gauge Museum at Bishops Lydeard station on the West Somerset Railway. The layout was started in early 2000 by a group of WSR volunteers who were interested in creating a project for the youth volunteers on the railway. The layout has been under construction ever since with many changes and improvements to the track layout and scenery. The layout is not based on anywhere, there are operators from Southern, Eastern, Great Western, LMS and even stock from the USA.

The layout is OO gauge mainly made up of Peco nickel silver track. There are three main running loops, two for running passenger (and sometimes goods

trains) through the platforms of the station. The other loop is used for goods traffic, this track has access to the shunting yard where trains can be shunted and sent out and be taken off the main goods loop. There is a shed yard and Branch line also in the track make up. The shed can fit a good 10-12 locos in with room to marshal around as required. Behind the main operator's panel there is a fiddle yard that is out of sight of the visitors where up to four trains per track can be stored and sent round the loops to give visitors other trains to



watch. The layout also has an automatic digital signalling system using colour light signals and inferred detectors in the track to know where the trains on the loops are.

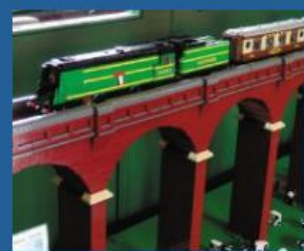


This Southern 4-4-0 crossing a nicely modelled bridge and water beneath. BEN SALTER, RIVER CROSSING, CREATIVE COMMONS/FLIKR

▼ How atmospheric is this image? You can almost smell the smoke and coal dust! BIG-ASHB, STEAM MODEL, CREATIVE COMMONS/FLIKR



Railways don't have to all be OO gauge as this Lego model from the Brickish Association/ Southern Lego Train Club alongside its real-life counterparts on the Bluebell Railway demonstrates. TECHNOANDREW, BLUEBELL2012, CREATIVE COMMONS/FLIKR





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# Get ready for Warley

This is a big month in the railway modelling calendar with Warley show taking place on November 26/27.

If you're new to modelling or a returner then visiting a show or exhibition is a great place to start as you'll find modellers, manufacturers and traders all under one roof wanting to help support your new hobby.

Shows don't come much bigger than Warley with highlights this year including 6880 *Betton Grange* and Vale of Rheidol locomotives Nos. 7 and 9, the trio celebrating the 175th anniversary of the Great Western Railway's Swindon works. The Cleethorpes Light Railway's *Effie* will also be on display as part of the Sir Arthur Heywood collection to celebrate the innovator of the 15in miniature railway 100 years after his death. Also marking an anniversary is the Scalefour Society, which will be showing a number of 'P4' gauge layouts and demonstrations to mark its 40 years. Birmingham Moor Street, as built by the Scalefour Society's West Midlands Area Group will be in attendance.

This not-to-be-missed exhibition for modellers and would-be modellers will be hosting 90 working model railway layouts

to provide inspiration as well as experts in their field on hand to offer demonstrations of techniques.

For those interested in modelling in small spaces there will be a micro layout, to demonstrate some inspirational compact layouts.

In OO gauge, attractions include Fenchurch St Peter from John Norton and George Woodcock, this depicting an East Anglian location in the mid 1960s, and Worthing Model Railway Club's modern day Loftus Road, set in west London. Also from the same part of the capital but rather earlier in its period will be Earl's Court by Terry Tew, while a trio of depot layouts will be on show in the form of Mill Lane TMD (Barry Brocklehurst & Connor Ford), Oil Drum Lane (Terry Robinson) and Penna Lane TMD (Shildon MRC). Also from this latter club will be Allerton Junction, which depicts the East Coast Main Line in recent years.

There will be a considerable manufacturer

presence with Bachmann, Dapol, Heljan, Hornby, Oxford Diecast/Rail, Rapido Trains, Realtrack Models and Revolution Trains all in attendance. A small-suppliers forum also encourages smaller manufacturers to promote themselves.

More than 130 traders, representing the largest model trade gathering in the UK include Book Law Publications, DC Kits, DCC Supplies, Digitrains, Durham Trains of Stanley, Gaugemaster, Golden Valley Hobbies, Invicta Model Rail, Kernow Model Rail Centre, Parkside Dundas, Phoenix Precision Paints, Railtec Models, Replica Railways, Shawplan/Extreme Etchings, South West Digital, Ten Commandments, TTC Diecast and Videoscene/Train Crazy.

The exhibition is open from 9.45am to 6pm on the Saturday and 9.45am to 5pm on the Sunday. Advance ticket holders are allowed entry from 9.15am. The Sunday is recommended as it's more comfortable for visitors.

## Further outing for Elcot Road

OUR sister title *Rail Express Modeller* has been marking the anniversary of Network SouthEast at selected exhibitions with a display of models and literature. This varied collection will be getting one further outing at Warley.

Forming the centrepiece of stand A39 will be the magazine's former project layout Elcot Road, the 'P4' gauge creation depicting suburban passenger operations in the Croydon area in 1988 alongside a coal concentration depot. Also on display will be a collection of 4mm scale models in the red, white and blue colours along with as much NSE literature as possible.

Adjoining the display area will be the *Rail Express* trade stand which, in addition to the usual magazines, bookazines and binders, will be selling the limited-edition model of GBRf's No. 66720.

The former project layout of Elcot Road. GARETH BAYER







## ***Patriot* model to go on sale at Warley**

FREIGHTLINER and Dapol have joined forces to honour Britain's war dead for the 100th anniversary of the Armistice and to raise money for armed forces charities. In a ceremony at Freightliner's new locomotive depot at Basford, Crewe, 66418 was officially named *Patriot* at a special service on November 12. Dapol has produced a limited-edition model of this locomotive with all proceeds from sales going to the ABF, The Soldier's Charity. It will be available for sale for the first time at Warley.

Entitled Project Railway Honour the scheme was created by Cpl Gareth Atkinson to raise funds and awareness while commemorating the historic sacrifices made by railwaymen during times of war.

Revolution Trains, which has also been involved with the project will be hosting Gareth and Project Railway Honour on its stand at the Warley exhibition.

It is hoped that two further railway companies will rename their locomotives *Valour* and *Remembrance* with iconic nameplates cast from the brass casings of spent ammunition that has been brought back from military operations overseas. Detailed scale models of the same locomotives will also be created with a donation made for each sale to forces-related charities.

**For more information visit  
[www.projectrailwayhonour.com](http://www.projectrailwayhonour.com)**







## Visit a show if you want to learn about the hobby

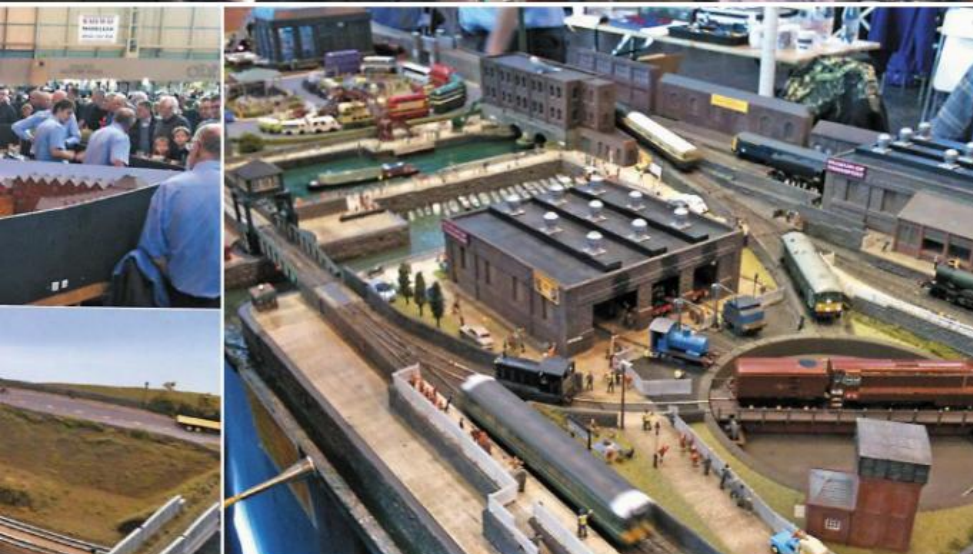
The demonstrator area at Warley features a 'Shows You How' section designed for beginners to the hobby, showing construction of baseboards, flexible track laying, and simple electrics together with demonstrations from experienced modellers where everyone, from the novice to the long-standing modeller can learn new techniques and take inspiration.

There will be around 25 demonstrators showing their skills and instructing modellers of all levels of ability. There will also be opportunities to 'have a go' with a number of hands-on demonstrations covering a wide variety of modelling skills. A multi-gauge test track will enable models to be tested, whether bought at the show or brought from home for testing.

"We get a lot of visitors to the Bachmann exhibition stand, which attends a good number of the larger model railway exhibitions," says Dennis Lovett of Bachmann.

"In an exhibition hall I can point people in the direction of layouts, traders and demonstrators as well as explaining what Bachmann as a company can provide for them though our Bachmann Branchline (OO) and Graham Farish ranges (N gauge).

"When at an exhibition such as Warley, find out as much as you can about scales, gauges and costs before jumping in. You may be surprised at my answer working for a major model railway manufacturer but there is nothing worse than someone spending a lot of money on the wrong items and becoming disillusioned with the hobby before they have really started. It is, therefore, better to spend time thinking it through beforehand."



**MAIN:** Crowds at the UK's biggest model railway show. BOB SWEET





Betton Grange, when completed will become the 81st Grange. QUENTIN MCGUINNESS

# GWR 4-6-0 No. 6880 *Betton Grange*

**Quentin McGuinness**, a trustee of the railway and chairman of the Betton Grange Project outlines its history as the loco goes on display at Warley

"THE group that restored the railway's GWR 2-6-2T No. 5199 was inspired by the building of *Tornado* and realised it could also do new-builds. Because we are a GWR-focused business, we wanted to build examples of the missing classes that hadn't been preserved. A Grange class was the favourite engine to build, and so a company was formed in 2003 and made a start," explains Quentin McGuinness.

"We are now at the stage in the rebuild of being about three years from completion. The chassis has been built and wheels fitted; we've got a boiler from a Hall class 4-6-0 which the

GWS didn't want to keep, and 90% of the components including all of the motion.

"We are on the home straight now, and it's mostly assembly rather than sourcing or making components."

Construction of the Grange class locomotives began at Swindon works in 1936 and was completed in 1939, and 80 examples were built, though it is likely that many more would have been built but for the onset of the Second World War.

At first sight the Granges might appear to be nothing more than smaller-wheeled versions of the Hall class. However, there

were subtle differences between the two that would set them apart. They were superbly free running, delivered power impressively when attacking steep gradients with heavy loads and were regarded as the 'enginemans' engine'.

However, by the early 1960s Granges began to be scrapped, the first to be withdrawn was No. 6801 *Aylburton Grange*, in 1960.

The final four in traffic, Nos. 6847, 6848, 6849 and 6872 lasted until the end of Western steam in December 1965. Like most of the steam locomotives withdrawn for scrap during the 1960s, the Granges had many miles of useful life left in them.





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# Is modelling right for me?

Each month we'll ask an expert for their advice for an aspiring or returning modeller. This month we talk to **Simon Kohler**.

**I**f you want to really find out about railway modelling, Simon Kohler, whose experience in the models and hobby industry spans more than 50 years, is the man to ask.

Working in the Model Shop, Northampton, first gave him insight into the hobby industry and having answered an advertisement for a sales representative for Hammant & Morgan, his 35 years of working for Hornby Hobbies Ltd commenced.

During those years Simon worked mainly in Hornby's marketing department and was involved in the development of both Hornby Railways and Scalextric. He was also heavily involved in the introduction of Hornby's 'Live Steam' plus additions to the Hornby railways brand development, which included the introduction of the resin building range of Skaledale, Scale Scenics and several other highly successful subcategories.

Simon retired from Hornby in the spring of 2014 and created KOHLERcoms focusing on assisting model and hobby companies with their licensing, product development, advertising and promotional needs.

**Q** I want to get involved with modelling but I'm reluctant to buy models before I know if I'll like it, or if I can afford it. What ways can I try before I buy?

The best way to see if the great hobby of model railways is for you would be locating your nearest model railway club and popping along on one of their club nights. You will find that most club members will be willing to help and discuss things with you as well as

letting you 'have a go'. Your local model shop should be able to let you know of any clubs in your area. Also, I would recommend that you visit as many model railway exhibitions as you can. Many exhibitions are advertised in the model press. Some can be very large like the Warley Show (see page 51) where all the great and the good of the model railway industry can be seen, including many of the leading manufacturers. There are of course smaller exhibitions held up and down the country which can be equally interesting and where those exhibiting will have more time to answer your questions.

Whichever way you decide to find out more about this fascinating hobby, my key advice is take your time, study the model railway magazines. You will find that the hobby has many facets and I would guess at least one of them will convince you that railway modelling is a great pastime.

**Q** How much time would I need to devote to this hobby?

The simple answer to this question is as much as you like. There are some modellers who will spend every spare minute working on their model railway while there are others who will spend the odd spare moment. How much time is spent is really down to each individual. Remember, modelling railways is a hobby, a pastime. Of course, it is tempting to forget this in the excitement of having purchased track and locomotives but try to resist the acknowledged impatience and remember to take your time, it is not a race! ▶

**LEFT:** Much of the joy of model railways comes from the thinking, planning and dreaming, before turning them into reality. DAVID SHORT, BEKONSCOT MODEL VILLAGE, CREATIVE COMMONS/FLIKR.







Simon recommends visiting as many model railway exhibitions as you can. See our diary dates page for what's on over the next couple of months.  
ZULQUAR CHEEMA, MODEL\_RAILWAY\_13\_10\_0162, CREATIVE COMMONS/FLIKR.

**Q I only live in a small house, I won't have enough space will I?**

There is always space for a model railway. Not every layout is built on an 8ft x 4ft or larger board. Not every layout has numerous tail-chasing circuits i.e. continuous ovals. An interesting oo scale end-to-end layout can be created on a 3ft x 1ft sheet of wood; I have even seen smaller layouts. My advice if space is an issue is to decide where you would like to situate the layout and then decide how much space you have and work with that. There are plenty of books and pamphlets available showing different sizes of layouts to suit most spaces. On the other hand, design software is available such as Hornby's Trackmaster, which will allow you to experiment with layout designs in a given area. Whichever way you choose, once again I stress take your time.

**Q This is a hobby for male nerds isn't it?**

No, not at all, there are many captains of industry who are keen model railway

enthusiasts. One of the main reasons why model railways are so popular is because there is no real demographic. From whatever walk of life, the main thing all modellers have in common is a passion for model railways. Of course, you will find in all hobbies those who have turned their passion into an art form, but by and large they tend to be in the minority.

The key thing to remember, along with taking your time, is that it is your hobby and you can decide what you want to obtain from it. Model railways are meant to be fun and not a drama.

When I see golfers losing their temper I do wonder if increasing their blood pressure to the maximum is why they first decided to take up golf – or was it to relax? Model railways are the same.

Of course, at times the hobby can be frustrating but if you hit a snag, stop what you are doing, walk away, have a cup of tea and once you have calmed down go back and sort out the situation.

**Q How do I find inspiration for choosing engines and a layout?**

Many of those who enter the hobby tend to be inspired by what they saw when they were young. For me, it was BR steam on the old LNER tracks but for others of a less mature age it could be the BR blue diesel period of the mid-1960s and 1970s. There are those, of course, who wish to run a 'preserved line' in which case their choice of models can be as eclectic as they wish. However, before completely deciding, once again visit as many model railway exhibitions as you can, search the internet, and look through books and magazines as most will show layouts of all shapes and sizes and content. Once again, take your time.

**Q What gauge would you recommend for a beginner?**

Now this can be a bit of a loaded question. The most common scale in the UK is oo or 1:76. This scale offers the greater number



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# Ask the experts



**ABOVE:** Simon has many decades of experience in model railways.

**ABOVE RIGHT:** Pete Waterman at the Gotherington landslip on the Gloucestershire Warwickshire Railway. He is a keen model railway enthusiast. JACK BOSKETT

**RIGHT:** Remember, modelling railways is a hobby, not a race, nor a source of stress or too much hard work. BARNEY MOSS, POLICEMAN, CREATIVE COMMONS/FLIKR



► and variety of locomotives, rolling stock and accessories. It is a scale that in my opinion suits all ages from youngsters right through to those who have retired. N gauge 1:148 (UK) is smaller and therefore a greater amount of track can be included on a given baseboard than that of OO, however, in my opinion it is not suitable for youngsters under nine or 10, neither do I feel it is ideal for many of those of a certain age who are perhaps not as dexterous as they were. It has also been my own personal experience that while trying to place the locomotives on the track, as well as coupling up the rolling stock I was forever having to remove and then replace my spectacles. All rather tedious.

On the other end of the spectrum we have O gauge, which is 1:48 scale and roughly twice as large as OO. By its very nature more space is required for a reasonable layout and there is less variety with regards to locomotives and rolling stock than OO and N. For many it is a question of what is right for them but I would suggest, and this is very personal, go for OO.

## Q Will I need electric or woodworking skills?

A little knowledge of both would be useful but not imperative. Again, there are some very useful pamphlets available that cover off-baseboard building and simple electrics. Once again I must stress that creating a model railway layout is not a race and part of the fun is to learn techniques and skills along the way. Building a baseboard is relatively simple and can be achieved with a minimum amount of tools – a small saw, drill, screwdriver and a little patience. As for wiring, I would wager that the first circuit of track laid would be a simple oval with a siding or two. If that is the case then just two wires from your DC controller will do the trick. After that and

as the layout increases in size so the logic of wiring each circuit will fall into place. Of course, if you go immediately into DCC then you may require a little more thinking time but once again there are plenty of books, magazines and internet advice available.

That can be said for most aspects of creating a model railway. The internet is a great source of inspiration and advice. The joy of model railways is not just watching trains run around a layout, it is in the thinking and planning, which turns your dreams and aspirations into reality.

Finally, please remember my mantra: Take your time, it is not a race, but above all enjoy each and every part of building your model railway. ■



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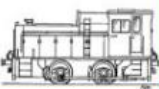


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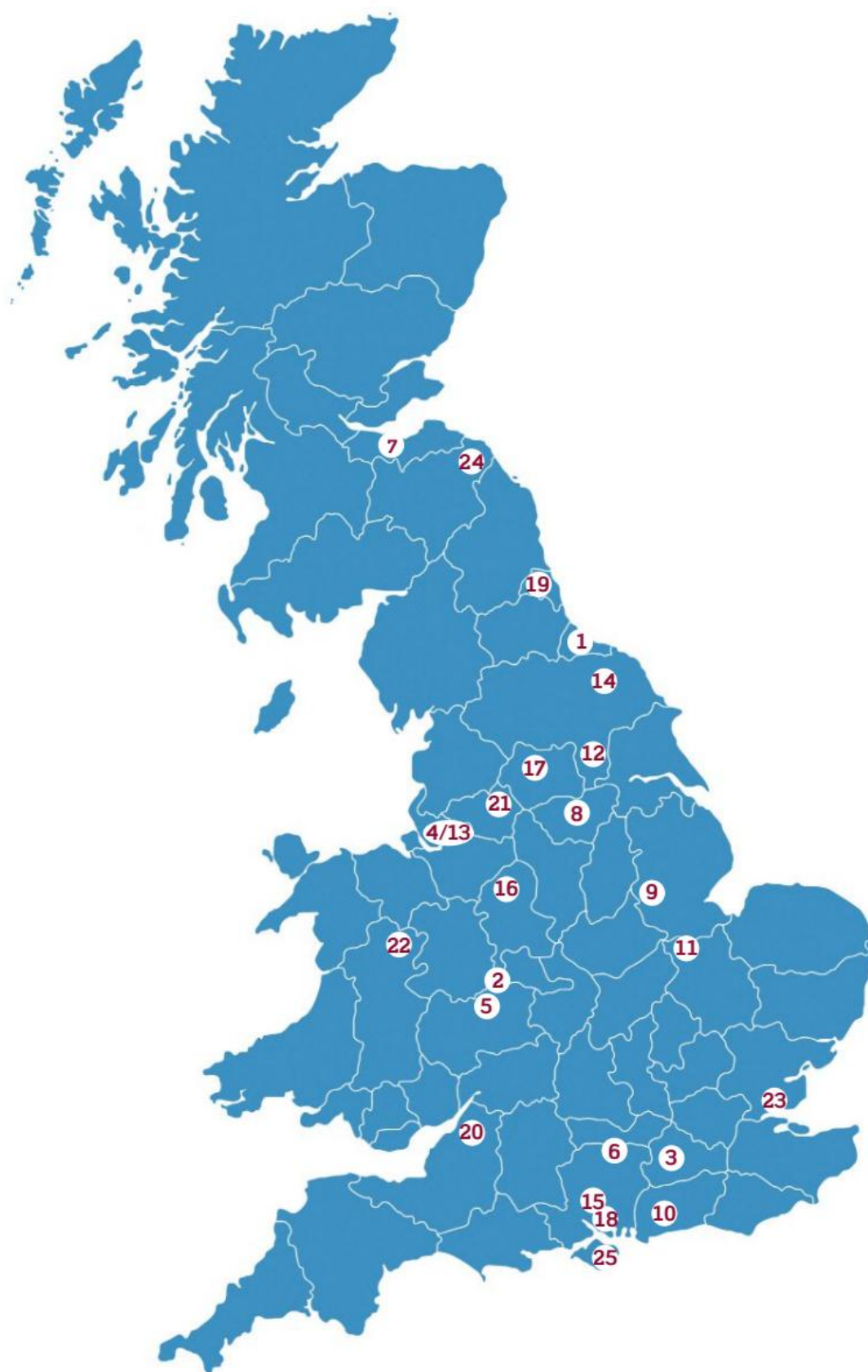
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# What is the difference between DCC and DC 12v analogue?

Traditionally, model railway users fed power to the tracks to move their trains, meaning that if there's no power to the track then the train will not move. This is known as analogue operation.

If you've been to your local model shop you'll have come across the phrase DCC, or Digital Command Control, this system means that multiple engines can move independently of each other on the same circuit so that 'real railway' moves can be achieved.

A digital controller is connected to the track and supplies both power and the digital control signals. The controller sends these signals through the track, and to the locomotive where it is then interpreted by a small on board digital chip, known as a decoder. The decoder then powers the locomotive, switches on the lights or even sounds the horn. Put simply, you control the locomotive and not the track, so it's much more representative of real-life running.

Since Bachmann introduced the first DCC-friendly locomotive 10 years ago, the technology has continued to improve with decoders becoming smaller and having more functions. Locomotives and rolling stock that are DCC compliant are sometimes referred to as DCC Ready or carry a symbol showing



that the model requires a 6PIN, 8PIN, NEXT 18 or 21PIN decoder. Such models have an appropriate DCC socket fitted and DCC users will need to remove the blanking plug and fit the appropriate decoder in its place.

Other locomotives without sockets built in will require a decoder to be hard-wired into the existing motor, usually by soldering. For those who do not have the confidence to do such things, there are a number of DCC specialists who offer advice on DCC systems and will have a DCC decoder fitting facility. Some locomotives or multiple units come with decoders fitted (often referred to as DCC ON BOARD) and some with speakers and a sound decoder fitted (DCC SOUND).



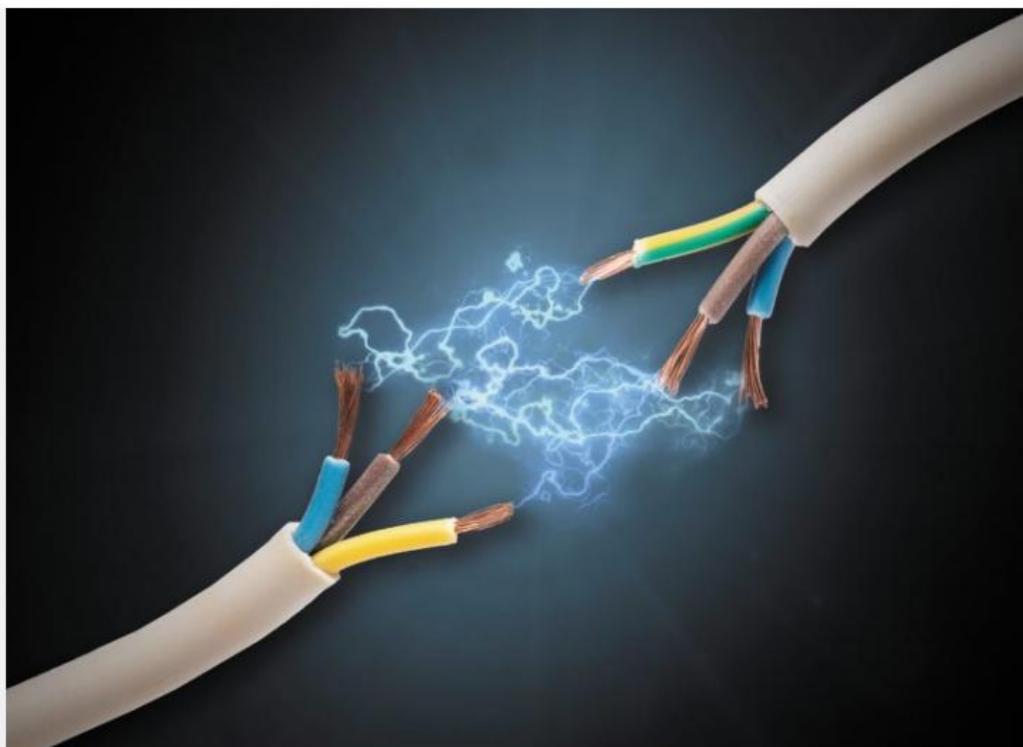
CREDIT: NIGEL BURKIN

Analogue users who buy models with DCC sockets fitted do not need to do anything as the blanking plug ensures that they are suitable for analogue use. If an analogue user decides to convert to DCC at a later stage then they are able to do so.

**Q** Apart from gauges, are all tracks and layouts the same? i.e. power, wiring sounds and controllers?

Since the late 1960s, most model railway manufacturers have produced models to run on 12v DC operating on just two rails. Before then there were a number of different systems using 2-rail, 3-rail (Hornby Dublo) and 4-rail systems (Trix). After the demise of Hornby Dublo in 1964 and Trix in 1970, manufacturers in the UK have used 2-rail systems.

This is also true in many other countries you are likely to visit and may wish to buy models from. However, in Germany many remain loyal to the AC stud rail system (a form of 3-rail operation) where studs are located in the middle of the sleepers and the locomotive picks up power by using a centre shoe. Marklin is the main user of this system but many other manufacturers serving the German and/or Marklin users sometimes offer an AC version of their existing 2-rail models. Make sure if purchasing abroad in mainland Europe (particularly in Germany) that you purchase a model that can run on a 2-rail system.







**Q** I'm looking to return to model railways and am wondering where the best place is to set up a layout?

Unless you are extremely fortunate, then space will determine where you build your model railway. Spare bedrooms, lofts, garages, garden sheds and gardens are mainly utilised. Some modellers don't have their own layouts, preferring to operate their trains on club layouts or in conjunction with friends who may have space available to build a layout. Pecorama in Devon has an exhibition centre showing model railway layouts constructed in all of these locations and if you are in the area a visit is recommended – see [www.pecorama.co.uk](http://www.pecorama.co.uk)

If using an outbuilding of any sort then you will need to ensure that it is insulated and ventilated. Such buildings get cold in winter and hot in summer. Electricians will need to be installed to meet the necessary standards. The same scenario applies to lofts.

Often the space available determines the scale or gauge that can be accommodated. Over the years, houses have become smaller and this has led to a rise in the popularity of the smaller scales such as N gauge.

Gardens offer more of a challenge. They will require some engineering work to be carried out to accommodate the track bed (if at ground level) or construction work if located above ground level. Outdoor layouts tend to favour the larger scales such as O, 1 or G (for garden) although there have been a number of OO scale layouts built over the years. Such layouts require a lot of



maintenance and also preparation before running commences, such as the removal of twigs or leaves from the line.

Where you build your line will depend on your own individual circumstances. Space can be found for small layouts in most homes, in the past a number of OO9 layouts were incorporated into coffee tables or old-style wooden television sets from which the insides had been removed.

## Got a daft question?

Then please email [spalmer@mortons.co.uk](mailto:spalmer@mortons.co.uk) or send letters to

*The Railway Magazine Guide to Modelling*,  
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Please include your name, address and email in all correspondence.

**Q** What are the differences between the gauges?

Scales and gauges are a complicated subject. In general, over the years, the scales have got smaller with the introduction of new technology. Gauge 3 is the largest recognised scale ( $\frac{1}{24}$ th) in model railways in the UK which runs on rails that are  $2\frac{1}{2}$ in apart (63.5mm). The smallest commercially produced trains for the British market are those in T Gauge ( $\frac{1}{450}$ th) which operates on tracks that are 3mm apart. The most popular scales in use today are OO with a track gauge of 16.5mm and N gauge with a track gauge of 9mm. For more information on scales and gauges see our feature next month.

**Q** Do models come with painted livery or are they a base for you to put your own paint/transfers on?

Each manufacturer offers a number of liveries in its range. These are often changed to coincide with the manufacturers' annual catalogue being published. In all cases they are fully finished models carrying crests or logos, running numbers, nameplates (if appropriate) and shed plates (which reveal the home depot responsible for its maintenance and work allocation).

In the past, there have been models released which carry the full livery but not the running number which was left to the purchaser to apply using supplied transfers or by sourcing different ones from transfer/decal suppliers. However, such models were usually linked with poor sales and there are currently no manufacturers of British outline ready-to-run models offering this facility.

In America, a number of companies provide undecorated models allowing the purchaser to apply their own transfers/decals for the railroad of their choice. The use of freelance names to create a fictitious railroad company was popular but this never really caught on in the UK.

Perhaps the best-known example is that created by Rev Wilbert Awdry on the Island of Sodor, the home of Thomas and his friends. No such island exists but Awdry, during a visit to the Isle of Man, realised that the Bishop was Bishop of Sodor & Man, Sodor being an ancient name for the Hebrides. Although Sodor was created during the development of his books, Awdry for many years exhibited his own Thomas layout at many model railway exhibitions and since it was made into a television series in the mid-1980s, it has been available in model form from Hornby and other manufacturers.

**RIGHT:** Creating fictitious railway companies has always been more popular in the US than here, but one example was Rev Awdry's on the Island of Sodor.





# Places *to visit*

## Brighton Toy and Model Museum

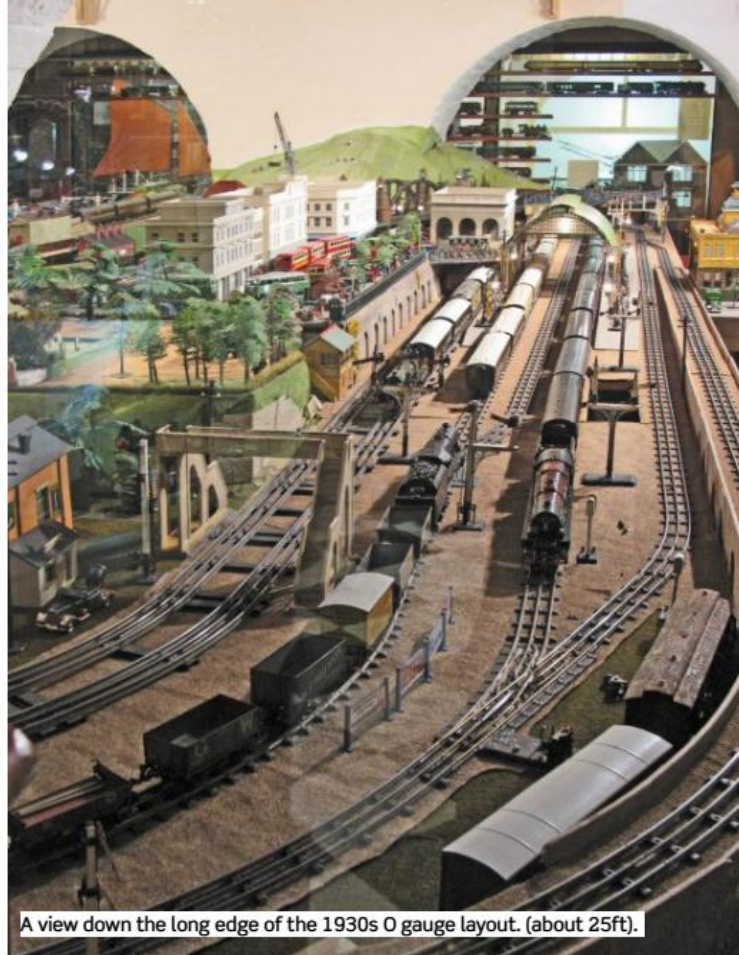
**C**elebrating its 25th year in 2016, Brighton Toy and Model Museum can be found underneath Brighton Railway Station, set into the arches below the station forecourt. It was opened in 1991 by founding members including director Chris Littledale who had dreamed of a place to display the toys, models and trains he had collected since he was at school.

From rather inauspicious beginnings the museum has gone from a shoestring operation to a

place high on the list of Brighton's tourist attractions and has been widely featured in various television documentaries.

The museum features a priceless model train collection including an extensive working 1930s 3-rail O gauge layout featuring authentic period trackside accessories and collectables.

Spanning the area at the rear of the museum is an intricately detailed working O gauge model layout based partially on the Sussex countryside. ■



A view down the long edge of the 1930s O gauge layout. (about 25ft).



**TOP:** Hornby, County of Bedford (1930s). *Bing for Bassett Lowke, City of Bath* (circa 1920) pulling *Bing for Bassett Lowke* 1921 series coaches.  
**ABOVE:** across to the Marklin canopy with various vintage stock.

### What period is the O gauge layout?

It has no specific era but is set during the age of steam.

### What length of track work do you have?

It's hard to be accurate but probably around 60 metres.

### How long did it take to build?

It was mostly completed in one year but it's still being added to.

### How many models?

Ooh literally hundreds.

### What's your favourite thing?

Its reflection of railway history. It is without doubt our jewel in the crown.

### What do visitors comment on?

The atmosphere it creates in the museum and its beautiful condition.

### When did work begin?

This incarnation was built in 1991 for the opening of the museum 25 years ago.

### Have you had any famous visitors?

The Duke of Gloucester, Sir William McAlpine and Tony Robinson.

### What problems did you have?

There were many difficulties including dealing with vintage loco mechanisms, track work and electrics.

### How did it start?

The layout was started with a little inspiration, a lot of track and an equal amount of determination.

### Describe the layout in three words:

Unique, vintage, masterpiece.

To find out more about Brighton Toy and Model Museum: Telephone: 01273 749 494 Visit: [www.brightontoymuseum.co.uk](http://www.brightontoymuseum.co.uk)



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| 31-680   | Class 45 #45036 BR Blue Split Centre Head Code                                          | £95.95  |
| 31-764   | Class 57 305 Northern 'Proton' Northern Belle Diesel Loco                               | £127.45 |
| 31-781B  | Class 37 041 BR Blue Split Headcode Diesel Locomotive                                   | £110.45 |
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| 31-788   | Class 37 284 BR Blue Centre Panel Headcode Diesel Locomotive                            | £110.45 |
| 31-858   | BR Standard Class 9F 92189 BR Black L/Crest IF Tender Wthrd                             | £140.21 |
| 31-880   | Fairburn 2-6-4 Tank 2278 LMS Black Weathered                                            | £103.95 |
| 31-881   | Fairburn 2-6-4 Tank 42105 BR Lined Black E/Emblem Weathered                             | £110.46 |
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Colour coding:

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DCC Fitted/Sound

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| Decoder with Speaker | GWR Pannier 57xx, GWR Manor 78xx, BR/LMS Mogul, 4MT Tank, Jubilee, BR/LMS Fairburn, Ivatt Class 4, 3F Jinty, Bulleid Pacific |        |
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| DCCSFT               | Fitting service for all OO gauge Steam Classes                                                                               | £25.00 |
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All sound decoders are available with either 8 or 21 pin connectors, several of the steam decoders are suitable for use in other locomotives. See our website for more details.

|       |                                                        |         |
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| 3525 | Heljan 3525 Class 35 7011 in blue with full yellow ends               | £99.50  |
| 2590 | Heljan 2590 Hunslet Class 05 BR Plain Green Unnumbered                | £310.00 |
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| 2D-001-000  | Class 33/0 #33030 BR Blue                                             | £108.50 |
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| 2D-001-001  | Class 33/0 #D6571 BR Green No Yellow Warning Panel                    | £108.50 |
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