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## Contents | October 2016

#### LAYOUTS

Phil Greaves built this exhibition layout tribute to the Cambrian Railway and Western Region, set on the Welsh border in the 1960s.

HOOPER'S AGGREGATES Mick House and Andrew Keast set the scene for this busy rail-served quarry in Cornwall, with its diesel traction from the last 20 years.

#### PRACTICAL BRM

TAKE TWO 'TANGOS' Tony Wright investigates what improvements can be made to Heljan's rendition of the Gresley 2-8-0 for his 'Little Bytham' layout.

**PLASTIC MAGIC** John Bristow of Deluxe Materials explains the science behind some of our most commonly-used plastic adhesives.

#### NIMATE YOUR LAYOUT **WILDLIFE**

Phil Parker assembles some of the strangest, yet entertaining layout animations we've seen, ideal for neglected layout corners.

## MAKE A FREELANCE 009 LOCOMOTIVE

Needing to replace a narrow gauge locomotive before a show led Phil Parker to build this simple freelance body on an RTR 9mm gauge chassis.

**BUILD AN ARTITEC KIT** Simple to construct kits with super detail are rare, but Howard Smith tracked one down in the form of an Artitec resin goods warehouse.

#### INSTALL OVERHEAD LINE EQUIPMENT IN N SCALE

Nigel Burkin guides us through the research and options available to fit overhead power lines in N.

#### A WAGON IN EVERY SCALE - PART 8

Concluding his wagon kit building series, Phil Parker builds his largest yet in Gauge 3, offering a better opportunity to study wagon components.

#### **FIT AND PROGRAM** B2A DCC POINT MOTOR

Ben Jones discovers products designed to simplify installing point motors on layouts.

#### FIT SOUND TO A GRAHAM FARISH CLASS 47

John Gymer of YouChoos explains how DCC sound can be installed into the compact Graham Farish Class 47, with a few simple modifications.

#### INTERVIEW

THE MAKERS: TMC Ben Jones visits a North Yorkshire specialist in custom-finished models to see how it is catering for changing tastes and demands.

#### NEWS & REVIEWS

**GOODS INWARDS** A look at this month's 'hot' new arrivals, with the best coverage of the latest products.

O DAPOL SR 'SCHOOLS' 4-4-0 Ben Jones investigates the looks and performance of the latest N scale item from Dapol.

#### DJM LNER/BR HUNSLET **- 'J94' 0-6-0ST**

Close behind the industrial 'Austerity' models comes the main line version of DJM's new Hunslet saddle tank. Andy York takes a detailed look.

**HELJAN CLASS 25** Howard Smith inspects the latest O Gauge ready-to-run diesel from Heljan.

#### FEATURES

#### GREAT CENTRAL LONDON **EXTENSION TRAINS 1948-66**

Robert Carroll offers a detailed insight into typical BR train formations on this famous route, which closed 50 years ago in October.

**TAIL LAMP** findustry Insider' considers the looming shortage of viable prototypes for RTR models and why manufacturers keep on returning to the same few popular subjects.

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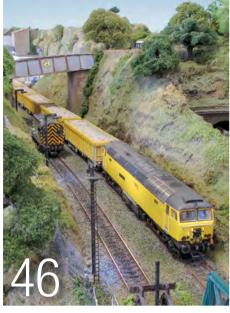


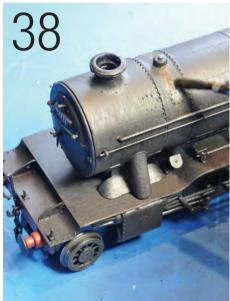




### **DVD Special: 'Liverpool Lime Street' / Making more of Ballast Magic / Lime Street team interview**











## WHAT'S ON THE DVD

In this episode, **Howard Smith** is taken on a virtual reality tour of 'Liverpool Lime Street' by its creators, before discovering more about this project. In the studio, Deluxe Materials' Ballast Magic is used to add foliage and detail wagons.



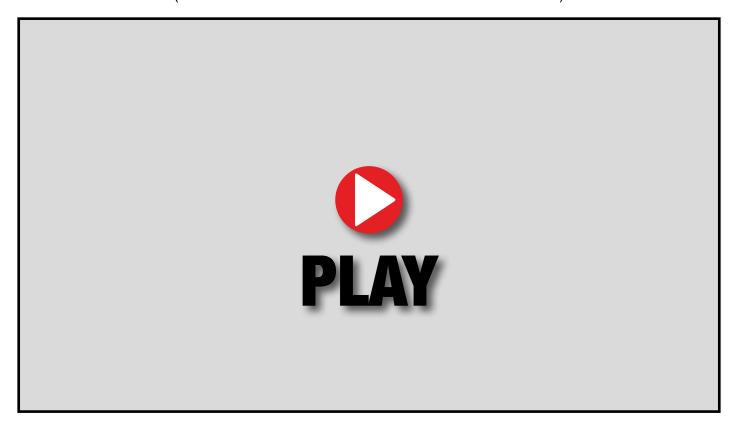
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## lpha

The very Heart of Alpha. Cobalt Alpha interprets commands from ANY momentary switch & turns them into a digital signal.

Cobalt Alpha allows you to connect ANY form of switch from

"Stud and Probe" to a simple push-button. Alpha is of course also ideally suited for Cobalt-S Levers and the sophisticated, "Easy-to-connect" Alpha-Switch-D shown below.

No matter what choice you make for your switches, the wiring is greatly simplified and reduced as Alpha will digitise all of the switch commands, meaning that nothing needs long direct wiring. Because of this your ENTIRE Control panel could then need as little as ONE cable to connect it to the layout.

For quality "Mimic" panels without soldering and no complex wiring if any kind, we recommend that you take a look at Cobalt Alpha and Alpha-Switch-D. It really IS as easy as using LEGO!



## 1-Switch

Cobalt Alpha-Switch-D is a sophisticated but super-easy to install switching system for Mimic panel control of DCC Accessories.

Usable on its own with Accessory decoders that have added switch connections or just combined with Cobalt Alpha itself, it is the SIMPLEST form of Accessory switch wiring you'll find anywhere.

Each switch includes its own indicator LED and connects simply and directly to the control PCB.

Wiring a panel takes no time at all and it really IS as simple as assembling Lego! Full instructions are supplied - we even show you a simple way to create a top quality control panel for them!

The little things really CAN Make a big difference!

A 6-wire curly Cord is often supplied with the appropriate Cobalt Alpha models.

This 6-wire cord is also available as a separate item of course. (The part number is DCD-ACL).

NCE / ROCO users will love it as it can easily replace inconvenient flat cables that are supplied with those DCC system brands as it is much more convenient to use.

Cobalt & Alpha makes the wiring of control panels quick and easy!



DCCconcepts Pty Ltd 3/13 Lionel Street, Naval Base WA 6165 Australia Ph.61 8 9437 2470 Fx. +61 8 9437 2471 www.dccconcepts.com Gaugemaster Controls Ltd are located at Gaugemaster house, Ford Rd, Arundel Ph. +44 1903 884488. Online www.gaugemaster.com



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Most of us would concede that 2016 has been a tough year, for various reasons. Not least of those is the loss of some wonderfully creative people; few would argue that the world was not a better place with the likes of Victoria Wood, David Bowie and Prince in it. You won't have read about it in the news, but last month we also lost another hugely creative and influential figure from the model railway world.

Merl Evans was one of the unsung heroes of model railway manufacturing over the last 40 years. His rare combination of engineering and design skills with a passion for railways produced dozens of models that have given all of us a great deal of pleasure over the years. His first ready-to-run model railway project was the Mainline LNER 'J72' for Palitoy in 1976 (coincidentally also my first model as a child in the early-1980s), but his influence continued until his retirement from Bachmann in 2014.

An enthusiastic railway modeller since childhood, the sight of a copy of the Railway Modeller on his drawing board one lunchtime led to his appointment as the Project Controller for an as-yet unnamed new range of model railways. In due course Merl introduced Mainline Railways at the 1976 Toy Fairs, kickstarting a revolution in RTR standards.

After Palitoy closed its Research & Development Department, Merl moved away from the model railway trade until 1992 when he was invited for an interview at Bachmann by Graham Hubbard. Soon after he was designing all-new models including the Ivatt 2MT 2-6-2T and the Class 158, the success of which helped to prompt a renaissance in detailed model railway products and the fortunate situation we enjoy today. He continued as Bachmann's Head of Research & Development until his retirement.

Reflecting the feelings of many who knew Merl, Bachmann Europe MD David Haarhaus said: "We are all devastated by the loss of dear Merl. He was a fantastic colleague, an eloquent ambassador and more personally a wonderful friend to myself and so many others here at Bachmann. The world is a poorer place without him. Merl was instrumental in the development of the company's large portfolio of OO locomotives and rolling stock for over 20 years. Our heartfelt sympathies go to [Merl's wife] Maureen and his family during this very sad and difficult time."

While he may not have been as high profile as some in our hobby, Merl was well known and respected by many in the industry and always keen to engage with enthusiasts and collectors. As British outline railway modellers, we owe him a great debt and his legacy will live on in the many thousands of models out there for which he was responsible.



MANAGING EDITOR | Ben Jones



OCTOBER 13 - SEE P145

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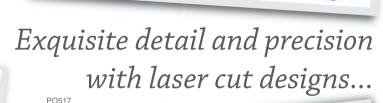


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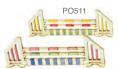
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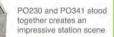
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TC17501 Diagram 175 Brake Corridor Composite in LNER Teak TC17502 Diagram 175 Brake Corridor Composite in LNER Teak TC17503 Diagram 175 Brake Corridor Composite in BR carmine & cream

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carmine & cream

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9001 Metropolitan Bo-Bo electric 9 "John Milton" in ....£107 Metropolitan (Hel) . . . .



R3403 Intercity 125 Anniversary Train Pack Class 43 HST W43002 & W43003 in BR blue & grey - Ltd Ed (Hor) . £192 DMUs



32-905^ Class 108 2-car DMU in BR blue & grey full vellow ends (Bac) (list £139.95)......BARGAIN. yellow ends (Bac) (list £139.95)



32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95)......BARGAIN.



8923 Class 128 DPU 55991 in Royal Mail Letters red (H (list £119.95) BARGAIN £59
8821 Class 128 DPU 55992 Royal Mail Letters red (Hel)
(list £119.95) BARGAIN £59 £59



8993 Class 128 DPU in BR Blue full yellow ends and Midland style fronts M55990 (Hel) (list £119,95)BARGAIN £52 9892 Class 128 DPU in BR Blue small yellow panels and Midland style fronts M55990 (Hel) (list £19,95) BARGAIN . £52 preserved at the NRM (Hor) (list £130.25)BARGAIN .



8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (list £119.95)BARGAIN £69



8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (HeI) (list £119.95)BARGAIN £69





R3351 Class 153 153358 in Northern Rail (Hor)



32-516A Derby Lightweight 2 Car DMU in BR green speed whiskers (Bac). £123.21



R3340 Class 2-HAL 2 Car EMU 2603 in BR green full yellow ends (Hor) (list £130.25) . . . . . . BARGAIN. . .



R3260 Class 2-HAL 2 car EMU 2653 in SR green (Hor) £104



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) £62











31-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £124.95) ......BARGAIN.



31-266 Class 419 Motor Luggage Van (MLV) in BR Southern Region green yellow panel (Bac) (list £104.95)BARGAIN. £64 **Track Maintenance vehicles** 



#### Train sets - analogue





30-130 Military Manoeuvres train set (Bac) NEW. . £144.45



R1155 Pendolino trainset 390004 in Virgin Trains "Alstom Pendolino" branding (Hor).....£130 R9283 Thomas the Tank Engine Train Set (Hor)....£54

Train sets - DCC



R1173 e-Link DCC Western Master train set GWR Class 2721 1173 e-Link DCC Western Master train set GWR Class 2721
parm loco & 3 wagons (Hor) (list £159.99) . BARGAIN.....£99
green (Hor) (list £29.99) . BARGAIN....



R1172 e-Link Majestic train set A1 Pacific Peppercom Class in Experimental blue & BR Class 47 (Hor) (list £299.99)BARGAIN £230 chocolate & cream (Hor) (list £29.99) . .BARGAIN....



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (list 1229.99) BARGAIN £135 R125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 SEADR 0-6-0 SEA



30-049 The Permanent Way train set Digital Sound (Bac)
NEW . . . . £233.70





39-778 ex-LMS 50' inspection saloon DM45029 in EWS maroon and gold (Bac)......£50.96



39-777A ex-LMS 50' Inspection saloon M45030M in BR Blue & Grey (Bac) . . . . . . . . . . . . . . . . . £50.96



39-779 ex-LMS 50' inspection saloon M45035M in BR 
 maroon (Bac).
 £50.96

 R4649 Gresley suburban composite E88097E BR Maroon (Hor) (Hist E40.25)
 BARGAIN
 £26

 R4648 Gresley suburban First Class E81035E BR Maroon (Hor) (Hist E40.25)
 BARGAIN
 £26





R4695 K-Type Pullman Third Class Parlour Brake Car
'Car No.80' (Hor) NEW. £44
39-460A LMS 57' Porthole brake third M26668M in BR crimson & cream-

cream - weathered (Bac) NEW.
R4698 Mk1 BG full brake E80534 BR crimson & cream (Hor)
(list \$20.99)
RARGAIN





R4707 Mk1 BSK brake second corridor E34010 in BR crimson & cream (Hor) (list £29.99). . . . BARGAIN.









R4712 Mk1 CK composite corridor S15913 in BR green (Hor) (list £29.99) .......BARGAIN R4709 Mk1 CK composite corridor W15061 in BR chocolate & 



R4705 Mk1 SK second corridor E24162 in BR crimson & ream (Hor) (list £29.99) . . . .









R4701 Mk1 TSO second open M3947 in BR maroon (Hor)



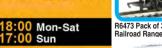
## Hattons Est. 1946

#### Opening hours

Store:09:00 - 17:00 Mon -Sun



Mon-Sat Sun





R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (list £17.99) . . . . BARGAIN. . . . £12 38-504 EZ Command DCC controller - boxed (Bac)£76.46



38-287 Pack of 3 22 ton Presflos in BR bauxite £66.73



R6712A Pack of 3 five-plank open wagons in BR bauxite (Hor) (list £24.99).....BARGAIN £15







Weathered (Dap).....£25.25 4F-027-006 Silver Bullet NACCO/ECC 3387-7898102-8 (Dap)....£23.80



4F-027-007 Silver Bullet NACCO/ECC 3387-7898119-5 
 Weathered (Dap)
 £25.25

 R6767 SR Brake Van 55912 in SR Brown (Hor)
 NEW
 £14



38-105 Triple Pack 34 Tonne PNA Wagons Railtrack 5 Rib Weathered (Bac) NEW . . . . . . . . . £50.96



33-090 Triple Pack 5 Plank China Clay Wagon Flat Hood GWR Brown (Bac). £31.41 R6771 V Tank Wagon 'Mineral Industries Ltd' (Hor) NEW. £21



R6763 ZBA 'Rudd' wagon DB972328 in Departmental grey and yellow Mainline branding (Hor) (list £14.99)BARGAIN. £9 R6711 ZUV Shark brake van DB993748 Mainline blue (Hor) (list £16.75) BARGAIN ...£8



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50) . BARGAIN . . . . £70 36-557 Single (Bac) £14.50 BPDCC27 8 £21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23l x 27w x 10d mm) x 5 (Gau) £71 





**DCC** controllers



DCC accessories R8238 DCC reverse loop control module (Hor) (list £39.99)BARGAIN £12



R8239 Power and Signal Booster - can be used any DCC controlled system (Hor) (list £99.99)...BARGAIN....£2

R8243 Surface Mounted point motor (Hor)..... Lighting equipment CL2 Standard Coach Lighting Strips - Warm White (Tra) . . Accessories SFX10 Steam loco sound capsule (with built battery, speaker & motion

Cables & Wires **Spares** 



**Buildings - railways** PO320 Mainline Station Booking Hall (Met).
44-126 Modern Single Road Servicing Shed (Bac).
PO340 Platform canopy (Met).
PO341 Wall Backed Platform Canopy (Met). £12.50



44-0036 Yard Crane and Loading Gauge (Bac) . . . £29.71 Man-made scenic structure - railwayrelated



 LK-55 76ft Well type turntable (Pec)
 £38

 R083 Buffer Stop (Hor)
 £1.40

 R083 Buffer Stop (Hor)
 £1.40

 LC-100 Catenary system Start-up pack: 12 masts, 12 registration arms, 2 igs and 16-page Shows You How Guide (Pec)
 £99

 R970 Electrically Operated Turntable (Hor)
 £59

 R514 Platform Canopv x 2 (Hor)
 £12



Signals 4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) 4L-001-003 Signal - Motorised, Round post GWR home (Dap) 4L-003-004 Signal - motorised, SR ladder distant (Dap) 4L-003-003 Signal - motorised, SR ladder home (Dap) **Buildings - general** 

44-040 Diesel fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac). . . . £13 Man-made scenic structure - non-railway



Bridges, Tunnels & Walls

People - civil

**36-408 12 x Seated Coach Passengers** (Bac)...... £10.16 **36-047** Locomotive staff x 6 (Bac)......................£6.21

Track - Code 100 Setrack

39-360C Mk2A TSO tourist second open W5316 in BR 39-30C MAZA TSU tourist Section open W9316 in BA Blue & grey ('Bac) ke second open M9495 in BR blue & grey lights (Hor) (ils 125.99) BARGAIN £19 R4612 MAZE BSO brake second open M9499 in BR blue & grey lights (Hor) (ils 125.99) BARGAIN £19





R4613A Mk2E TSO second open W5874 in BR blue & grey (Hor) (list £29.99) BARGAIN. £17
R47028 Mk2= TSO standard open 5787 Virgin Trains redblack- lights (Hor). £31
R4702 Mk2= TSO standard open 5501 Virgin Trains redblack- lights (Hor). £31
R4655 Mk3 DVT driving van trailer 82146 in DB Schenker silver (Hor)
(list £42.99) BARGAIN. £26 £17



R4597 MK3 SLEP Sleeper 10601 in First Great Western
Night Riviera (Hor) (list £28.49).....BARGAIN...£17
R4730 Mk3 TFO trailer first open W41003 in BR blue & grey (Hor)..£8
R4732 Mk3 TSO trailer second open W42003 in BR blue & grey (Hor) £27
R4732A Mk3 TSO trailer second open W42004 in BR blue & grey (Hor)..£27
R4732A Mk3 TSO trailer second open W42004 in BR blue & grey (Hor)..£27
R4667 Mk4 FPM Restaurant Buffet 10328 East Coast (Hor)
(list £28.49)...BARGAIN..£14



.£54



R4663 Pullman First Class Kitchen Car - K-Type Pullman Car (Hor) (list £49.99) BARGAIN £3:



 R46b2 Pullman
 List
 BARGAIN
 £33

 R4660 Pullman Third Class Kitchen Car- K-Type Pullman Car (Hor) (list £49.99)
 BARGAIN
 £33



Wagons 38-030B 100 tonne HHA bogie hopper wagon in Freightliner Heavy I



weathered (Bac).







R6726 21 ton hopper E303821 in BR grey (Hor) . . £9





R6754 6 Plank Wagon 'London Brick Company' (Hor)



38-150A Megapack of 8 80 tonne glw BDA bogie bolster wagon in Loadhau! (Bac) (list £191.60) BARGAIN. ..£112 8-150A Single (Bac) (list £23.95) ... BARGAIN ..£15 38-150A Pack of 4 (Bac) (list £95.60) ... BARGAIN ..£58 4F-020-011 Ale Wagon GWR 38622 (Deap) NEW ... £15.00 Fack Wagon GWR 38622 (Wadhered (Dap) NEW ... £10.50 R6728 BR (ex LMS) Horse box M42367M BR crimson (Hor) (list £19.90) ... BARGAIN ... £12 TIO / ZB BH (ex LMS) Horse box M42367M BR crimson (Hor)
(list £19.99) BARGAIN £12
16759 BR Blue Spot Fish Van - Blue Livery (Hor) (list £12.99)BARGAIN £8.50





38-425 Megapack of 8 Bulk grain bogie hopper in VTG 'Traffic Services' - weathered (Bac) (list £479.60)... BARGAIN.....£370 Services' - weathered (Bac) (list £479.60)... BARGAIN 38-425 Single (Bac) ... BARGAIN 38-425 Pack of 4 (Bac) (list £239.80)... BARGAIN 37-951B Conflat wagon BR bauxite BD container BR crimson . £51.39 . . .£192 . £13.50 





R6723 Drax 102t biomass hopper in Drax 'Swoosh - Produced for Drax power station - Limited to 1000 Available only from Hatton's (Hor) .....£83
R6766 ex-GWR Toad Brake Van W68724 BR Grey (Hor) BARGAIN (list £16.99)



R6682D Extra Long CCT wagon 1274 in LNER teak (Hor)
(list £19.99) £11
38-345A^~ FNA Nuclear Flask Wagon flat floor & round buffers in
standard buff - Flask 9 (Bac) (list £29.95) BARGAIN £17
38-345A^~ Pack of 4 (Bac) (list £119.80) BARGAIN £65
38-345A^~ Megapack of 8 (Bac) (list £239.60) BARGAIN £128
4F-013-023 Gunpowder Van Ferrocrete 262 (Dap) NEW £9.50
4F-013-024 Gunpowder Van Ferrocrete 262 Weathered (Dap) NEW £10.50
R6781 Hornby 2016 PGA wagon - Formerly exclusive to Hornby
Collector's Club (Hor) (list £15)
R6768 LMS Brake Van 730159 in LMS Bauxite (Hor) NEW £14

#### www.hattons.co.uk/nev







SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) . . . . £66 SL-100 Single (Pec) . . . . £3





 SL-99 3 way medium radius point insulfrog (Pec)
 £25

 SL-90 Double sip insulfrog (Pec)
 £31

 SL-87 Left hand curved point electrofrog (Pec)
 £12.50

 SL-E87 Left hand large point electrofrog (Pec)
 £12

 SL-E98 Left hand large point electrofrog (Pec)
 £12

 SL-89 Left hand medium point insulfrog (Pec)
 £12

 SL-99 Left hand medium point (Pec)
 £10



SL-E96 Left hand medium point electrofrog (Pec) ....£10 SL-92 Left hand small point (Pec) .....£9.50



SL-86 Right hand curved point (Pec).
SL-86 Right hand curved point electrofrog (Pec).
SL-88 Right hand large point electrofrog (Pec).
SL-88 Right hand large point insulfrog (Pec).
SL-95 Right hand medium point (Pec). £10





SL-E91 Right hand small point electrofrog (Pec) . . . £9.50 Track - Code 75 Finescale

SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete sleeper flexible track. (Pec)



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) . . . . £72 SL-100F Single (Pec) . . . . . . . £3



SL-E190 Finescale double slip electrofrog (code 75



SL-E189 Finescale left hand large point electrofrog (Pe



SL-E196 Finescale left hand medium point



SL-E188 Finescale right hand large point electrofrog (Pec) . . . . . . . . . . .....£12



SL-E195 Finescale right hand medium point electrofrog (Pec)...

**Track & Points** R605 1st radius double curve (8 make a circle) (Hor) £2.50 ..£15 R605 Circle of 8 (Hor).
R609 3rd radius double curve track (8 make a circle) (Hor).
R609 Circle of 8 (Hor). R8262 Double 4th radius curve (8 make a circle) (Hor).



R601 Box of 24 Doub... R601 Single (Hor). R8072 Lelf Hand Standard Point (Hor) 36-803 Long straight track nickel silver (same as R603) (Bac). 36-603 Box of 10 (Bac) (list C344). BARGAIN R8078 Right hand Express point (Hor). R601 Box of 24 Double Straight (Hor).... £2.25 £16



R8073 Right Hand Standard Point (Hor). 36-873 Right-Hand Standard Point (Bac). R621 Single 970mm length of flexible track (Hor). R621 Pack of 24 (Hor). R600 Box of 24 (Hor).

Track underlay



GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) .....

Buses



76DR002 Duple Roadmaster South Notts (Oxf) NEW . . £13 early emblem (Gra) NEW . . . .



76LRT008 Leyland Royal Tiger



76PD2003 Leyland Titan PD2 12 Southdown (Oxf) . £16.20 76PD2002 Leyland Titan PD2/12 Midland Red (Oxf). . . . . . 24907 Reeve Burgess Minibus "First Cymru" (EFE) NEW.



31514 RM Routemaster London Transport "Shop Linker" (EFE) NEW . . . . . .

Cars



76HI001 Hillman Imp Willow Green (Oxf) NEW £4.95 76DEF014 Land Rover Defender Station Wagon RNLI (Oxf) NEW. £4.95 76RP005 Rover P6 Lunar Grey (Oxf) NEW £4.75 76SR006 Sunbeam Rapier Mkill Moonstone/Morocco Brown (Oxf) NEW £4.75



 
 76VP001 Volvo P1800 Red (Oxf) NEW
 £4

 76VWB007 VW Beetle Gulf Blue (Oxf) NEW
 £4.75

 76GF006 VW Golf GTI Diamond Copper Brown Metallic (Oxf) NEW
 £4.75
 **Commercial vehicles** 

76BD020 Bedford OX Flatbed Trailer British Rail (Oxf).

76DT004 Diamond T Ballast Pickfords (Oxf) NEW £12.60 ND095a Class 7MT Britannia 4-6-2 70000 'Britannia' in BR Green late 76FCG004 Ford Cargo Box Van Royal Mail (Oxf) £10.80 crest and original smoke deflectors (Day) (list £129.95) BARGAIN. £75FT1095 Ford Transit Mt Britannia 4-6-2 70000 "Alfred the Great" in BR 75MB005 Mercedes Actros SSC Fridge Solstor (Breast Cancer - Pink Ribbon Foundation) (Oxf) NEW £25 S-012-008 Class A1X Terrier 0-6-0T 3 'Bodiam' Kent & East Sussex blue (Day). £65





Military ground vehicles

76QLT002 Bedford QLT 49th Infantry Division, UK 1942 (Oxt) NEW . £11
76DT002 Diamond T980 Tank Transporter 1st Canadian Army - Italy £20 1943 (Oxf). £20 **76LAN188022** Land Rover Series 1 88 Canvas 6th Training Regiment RCT (Oxf) **NEW** £4.95



76LAN188021 Land Rover Series 1 88 Hard Back RAF (Oxf) NEW 76MN007 Mini RAF (Oxf) NEW Motorcycles & Scooters 76BSA007 Motorbike/Sidecar Royal Navy (Oxf) NEW . . .

**Public Service vehicles** 
 76FTC007 Ford Transit Connect Garda (Oxt) NEW
 £4.95

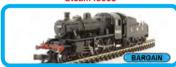
 76FT1004 Ford Transit Mk1 City of Cartisle Fire Service (Oxt) NEW
 £4.95

 76SET50 Metropolitan Police Set (Oxt) NEW
 £12

 76M0006 Morris Oxtord Saltord City Police (Oxt) NEW
 £4.95

**Tools** SL-43 Loco Lift and storage unit (Pec). £11

N Gauge Steam locos



372-627 Class 2MT Ivatt 2-6-0 6404 in LMS black (Gra)



372-535 Class 4MT Standard 2-6-4T 80027 BR lined black



 Standerwick (Oxf) NEW .. £12.90
 372-536 Class 4MT Standard 2-6-4T 80119 BR lined black late crest (Gra) NEW ... £101.9

 28-007-013 Class 57xx Pannier 0-6-0 9744 in British Railways green (Dap) .£6



372-727 Class 5MT Standard 4-6-0 73082 "Camelot" in BR lined black early emblem & BR1B tender (Gra) (list £129.95)BARGAIN £89



371-987 Class 64xx 0-6-0 Pannier Tank 6412 in BR Lined



371-986 Class 64xx 0-6-0 Pannier Tank 6417 in BR Black early emblem (Gra)





£107



76SCT002 Scania Evo6 Car Transporter Quinns (Oxf) 2S-002-002 Class V Schools 4-4-0 30921 "Shrewsbury" in BR Black early emblem (Dap) £120.76



76SCT001 Scanla P Car Transporter Eddie Stobart (Oxf) . £28.50
76SCT001 Scanla P Car Transporter Eddie Stobart (Oxf) . £28.50
76SCF001 Shelvoke & Drewny Freightlifter British Rail (Western) (Oxf) £10
76TX4001 TX4 Tax in black (Oxf) . £3
76WM005 Whitby Mondial Ice Cream Vinces (Oxf) NEW . £5.95
76WM005 Whitby Mondial Ice Cream Vinces (Oxf) NEW . £5.95



2S-002-001 Class V Schools 4-4-0 902 "Wellington" in 



2S-002-004 Class V Schools 4-4-0 910 "Merchant Taylors" in Southern Railway olive green (Dap) . . 1 2S-002-003 Class V Schools 4-4-0 929 "Malvern" in Southern Ra £120.76 

Train packs



370-300 "Landship Train" First World War train pack Class 4F 3848 in Midland Railway black, 3 x bogie bolster wagons in olive green & 3 x Mk1 tanks under tarpaulins (Gra)  $\dots$ £89 **Diesel locos** 



| Ilined black | £101.96 | 2D-012-009 Class 22 diesel loco D6316 in BR green small yellow panels & disc headcodes (Dap) (list £142.89) BARGAIN. . . . £ 371-112 Class 31 3177 in BR Blue (eral) . . . £100. | 271-452 Class 37 3725 in BR Blue (realhered) (Gra) . . . £100. | 371-443 Class 37 D0827 BR Green Centre Headcode (weathered) (Gra) . . £101. | 371-4258 Class 77 D01572 in BR Green Small Yellow Panel (Gra) . . £101. | RGAIN £79 £100.26 £106.21 ered) (Gra) £106.21 el (Gra) £101.96



2D-003-010 Class 52 diesel loco D1062 "Western Courier in BR Blue full yellow ends - weathered (Dap) (list £128.03) .....BARGAIN.



2D-003-006 Class 52 diesel loco D1065 "Western Consort" in BR maroon small yellow panels (Dap) (list £128,03)BARGAIN . . . . £79 371-285 Class 55 Deltic D9007 "Pinza" in BR green (Gra) . . . £93.46



371-358 Class 60 60021 in Colas Rail Freight orange & black (Gra) NEW . . . . . . £103.66



371-357 Class 60 60057 'Adam Smith' in Railfreight coal sector triple grey (Gra) NEW . . . . . £103.66 **HSTs** 

2D-019-003 Class 43 HST Book Set in Intercity Executive - W43126, W43125 & two Mk 3 coaches (Dap).....£135



372-578 Class 6P Rebuilt Royal Scot 4-6-0 6100 'Royal Scot' in LMS Crimson (as preserved) (Gra) . . . . £118.96 20075, 43106 & two Mk 3 coaches (Dap) . . . . . £135



#### UK P&P £4 PER ORDER £2 per single diecast item

#### £7 guaranteed Next Day delivery (Orders before 2pm)



371-511 Class 101 3-car DMU in BR blue & grey (Gra)£118.96



371-876DS Class 108 2 Car DMU in BR blue - DCC sound fitted (Gra) NEW £229.46



371-330 Class 150/1 150128 in First Great Western (Gra) £131.71



371-329 Class 150/2 150247 in BR Super Sprinter weathered (Gra) ....£144.46
2D-021-002 Class 156 2 car DMU 156419 BR provincial Super Sprinter branding (Dap) . £95 371-433 Class 170/4 3 Car DMU 170434 in ScotRail saltaire (Gra) (list £164.95) BARGAIN £100



371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £169.95)......BARGAIN....£99 Coaches



374-991 Bulleid 3-Coach Set BR (SR) Green (Gra)
2P-000-203 Collett Coach BR Brake Composite Margon W6476 £19.89

NEW. £19.82
2P-000-202 Collett Coach BR Brake Composite Maroon W6538 (Dap)
NEW. £19.83
2P-000-003 Collett Coach BR Maroon Composite W7032 (Dap) NEW. £19.89
2P-000-104 Collett Coach BR Second Maroon W1092 (Dap) NEW £19.89
2P-000-105 Collett Coach BR Second Maroon W1092 (Dap) NEW £19.89



2P-012-252 Maunsell SR Lined Green 6 coach set (Dap) £111 Wagons

 2F-038-025
 20T
 Steel Mineral wagon "Margam" (Dap)
 NEW
 £10.50

 2F-034-049
 21T
 Hopper BR
 E289585
 K (Dap)
 NEW
 £9

 2F-034-050
 21T
 Hopper BR
 E289585
 K Weathered (Dap)
 NEW
 £10



2F-019-007 Blue Spot Fish Van (white) E87351 (Dap) NEW £9 Blue Spot Fish Van (white) E87675 (Dap) NEW. 98

Blue Spot Fish Van (white) E87894 (Dap) NEW. 99

Blue Spot Fish Van (white) E87948 (Dap) NEW. 99

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DCC decoders

DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24



36-558A 6-pin 2-function decoder (suitable for OO & N gauge locos and use on analogue track) (Bac)...£15.26
36-558RA 6-pin E-Z Command 90 degree right-angled decoder for GF
Jinly (DC Commandle) (Bac)....£14.54
DCC26 8-pin 4-function 1A (1.5A peak) small OPTI decoder (Gau) ...£13

Spares

2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap) . . . . . . £17





Track - Code 80 Setrack



ST-6 Setrack left hand point insulfrog (Pec) . . . . . £8.50



Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleepper Nickel Silver Flexible track (Pec). SL-300 Single (Pec). SL-2986 Left hand medium point electrofrog (Pec). SL-398 Left hand medium point insulfrog (Pec). SL-298 Right hand medium point electrofrog (Pec). . .£64

Track - Code 55 Finescale





SL-302F Pack of 30 1 Yard of Nickel Silver Flexible Track 

SL-E396F Finescale left hand medium point electrofrog (Pec). SL-E392F Finescale left hand small point electrofrog (Pec) SL-E388F Finescale right hand large point electrofrog (Pec)



SL-E395F Finescale right hand medium point electrofrog (Pec).....



SL-E383F Finescale scissors crossover electrofrog (Pec) £58 **Buses** 

NNR001 New Routemaster London General (Oxf) NEW. **Commercial vehicles** NBP005 Bedford Luton Van Slumberland (Oxf) NEW Military ground vehicles

NAEC017 AEC Matador 2nd Batt. Gordon Highlanders (Oxf) NEW . £6.45 NTIL003 Austin Tilly 11th African Div (Oxf) NEW . . . . . . . . . . . £4.25

O Gauge (1:43 Scale) **Diesel locos** 



2553 Class 25/1 in BR blue (unnumbered) (Hel) NEW £470
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2551 Class 25/1 BR green small yellow warning panels (Hel) NEW ... £470
2551 Class 25/1 BR green small yellow warning panels (Hel) £550

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back £MF (Hat) . £13
202 Class 42 Warship D892 75/28 PR marriors mall yellow panels (Hel) £550

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back £MF (Hat) . £13
252 Class 53 1200 °Falcon' in BR Blue full yellow ends (Hel) . £550

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back £MF (Hat) . £13
253 Class 53 1200 °Falcon' in BR Blue full yellow ends (Hel) . £550

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back £MF (Hat) . £13

5350 Class 53 D0280 'Falcon' in original lime green cast crest (HeI) .£550 6001 Class 60 diesel in Loadhaul (Supplied un-numbered separate waterslide numbers, sector emblems and, a selection of separate watersiloe runners, south annual separate watersiloe in Railfreight triple grey (Supplied un-numbere separate watersilde numbers, sector emblems and, a selection of

DMUs

8891 AC Cars Railbus W79977 in BR dark green small vellow panels (Hel) £400



42-199 Oakworth Station building (Gra) NEW . . . . £28.01 4911 BR Mk1 SO 2nd open in maroon (Hel) . . . . . . £250 Wagons

 7F-051-022 5 Plank Edward R Cole (Dap)
 S37.75

 7F-051-022W 5 Plank Edward R Cole Weathered (Dap)
 S37.75

 4378 Engineers grey/yellow DB993116 - Dogfish (Hel)
 £79



SL-70BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec).... SL-70BH Single (Pec) .... SL-62BH Left hard point bullhead rail and electrofrog (Pec) ... SL-E79BH Bight hand point bullhead rail and electrofrog (Pec) ... SL-E79BH Right hand point bullhead rail and electrofrog (Pec) ... £73

Cars

43AH1004 Austin-Healey 100 BN1 Black Red - Closed (Orf) NEW . . . £18.60 VA09519 Corgi 60th - Ford Escort Mk1 Mexico, Diamond White (Cor) £13 VA08580 Corgi 60th - Morns Minor 1000, rilgitway Yellow (Cor) NEW £13 VA11016 Ford Escort Mk3 XR3, Caspian Blue (Cor) NEW . . £22 VA11113 Land Rover Series 1 80′, 1st Battalion, The Gloucestershire Regiment, Korea, 1951 (Cor) NEW . . £22 VA05408 Morris Oxford Series VI, Deep Pink (Cor) NEW . . . £22



43RRP5001 Rolls Royce Phantom V James Young Navy Silver (Oxf) NEW

43MIN023 Tartan Red/Union Jack Austin Mini (Oxf) NEV
VA14005 Vauxhall Carlton 2.6Li, West Mercia Constabulary (

Commercial vehicles
43WM006 Whitby Mondial Ice Cream Smiths Ice Cream (Oxt) NEW . .£12

**Any or Multiple Scales** Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller 
 Transformer (Gau)
 £30

 DS Double power controller brake simulator (Gau)
 £119



**Analogue point control** Discharge Unit (Gau).

DCC decoders





 DCR-8PIN-HarnessMini Box of 10 8-pin (harness) 2-function

 1.1Amp small & thin decoder back EMF (Hat)
 £98

 DCR-8PIN-HarnessMini Single (Hat)
 £11

 DCR-8PIN-HarnessMini Box of 5 (Hat)
 £56

 36-53 8-pin 4-function 0.754 decoder back EMF (Bac)
 £15.50



DCC accessory decoders



 COaches
 DCD-ADS8FX COBALT Solenoid Accessory Decoder (8

 4910 BR Mk1 SO 2nd open in carmine & oream (Hel) (list \$225)BARGAIN \$250
 Cutput) (DCC)
 £56

 4913 BR Mk1 SO 2nd open in choclate & cream (Hel)
 £250
 Cutput)
 CDCD-ADS8FX COBALT Solenoid Accessory Decoder (8

**DCC** controllers



50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU). £509 DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau). £99



DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau).....£124 **DCC** accessories



points (Gau) NEW £5.50 BPDCC80 Pack of three DCC autofrog polarity reversal switches - for electrofrog points (Gau) NEW £14.50 **Point motors** 

DCP-CB12IP Cobalt ip slow-action analogue point motor - pack of 12 (DCC) £146
DCP-CB1DIP Cobalt ip slow-action digital point motor \* 1 (DCC) . . . . £17



PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec). £34 PL-10E Single (Pec). £6 PM-2 Seep point motor (Gau)



PM-1 Seep point motor accessory switch (Gau) . . . . £4
PL-11 Side/surface mounted point motor (Pec) . . . . £7.50



**Switches & Levers** PECO LEGIRICS 

PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3
DCP-CBS Cobalt S - Lever all accessories - unpainted x 1 (DCC) £16



DCP-CBS12 Cobalt S - Lever all accessories - unpainted 

**Electronic components** 

DCD-PWR Cobalt Alpha Power 5 amp power supply for DC or DCC use (DCC). £70 Track underlay GM130 Cork sheet - 1/16 thickness 3' x 2' (600 x 900mm) approx (Gau). . £5.50

Railway publications
R8144 RailMaster PC Model Railway Control System on DVD (Hor)
(list £69.99) BARGAIN £5 **Tools** 

# Headlights



## Showstopping images from the world of model railways



### AYOUT | BR (W) LATE 1950s/EARLY 1960s | OO Gauge

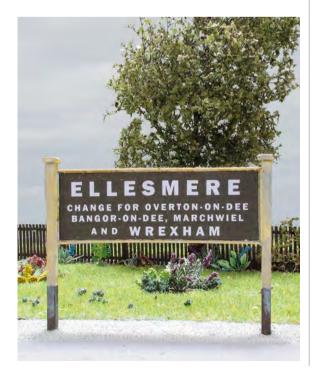
A fondness for the Cambrian Railway and need of a new exhibition layout led Phil Greaves to build this tribute to the Western Region set in the 1960s.

fter 14 years on the exhibition circuit, my layout 'Rhyd-y-Clafdy' had become very tired, bruised and battered. It was becoming obvious that I needed a replacement, to be built with the help of my close friend, Ian Downing. The new layout had to be based on the Cambrian section and and set in the 1950s/60s because that is where our interest lies, and we had built up a collection of appropriate locomotives and rolling stock.

No consideration was given to going for DCC because of the cost of converting so many locomotives. Ellesmere was chosen because we wanted to model somewhere real that also offered more operational interest than 'Rhyd-y-Clafdy'. Ian obtained a copy of the 1:2500 Ordnance Survey map of the area (see page 29) and the site at Ellesmere appeared quite compact with road overbridges at either end - ideal for scenic breaks.

Ellesmere was on the Cambrian Railway 'main line' between Oswestry and Whitchurch. At Whitchurch it connected with the Crewe-Shrewsbury line. Although technically a main line, services were distinctly local, mainly from Whitchurch to Oswestry and Welshpool with some trains having a long wait at Oswestry.

There was a daily through service to Aberystwyth and one to Llanidloes, but the highlight was the 'mail' - including vans for Liverpool and Manchester -leaving Aberystwyth for Whitchurch in the evening and returning in the early hours. Even so, the through services were combined with Shrewsbury portions



#### FACT FILE

SCALE/GAUGE: 4mm:1ft scale, 16.5mm gauge 00 SIZE: 16ft by 4ft

ERA/REGION: Early-1960s, BR Western Region

LOCATION: North Shropshire

LAYOUT TYPE: End-to-end POWER & CONTROL:

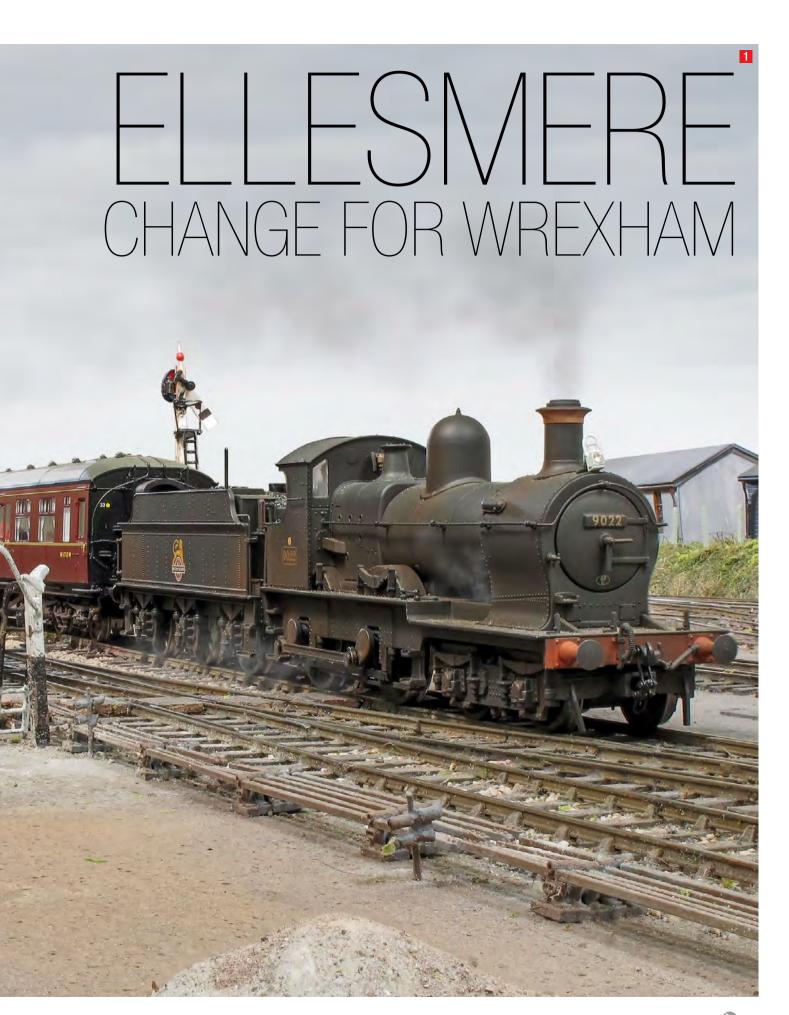
12V DC analogue WORDS: Phil Greaves PHOTOGRAPHY:

Andy York



RIGHT: Ex-GWR 'Dukedog' 4-4-0 No. 9022 of Oswestry approaches Ellesmere with a Whitchurch-Oswestry train.

LEFT: The running-in board on the Down platform would appear to exaggerate the importance of the Wrexham branch. It never carried many passengers and closed to passengers during the Second World War to accommodate the extra goods traffic on the line. It finally closed in September 1962, apart from the northern end, which stayed open for freight into the 1980s



### LAYOUT | BR (W) LATE 1950s/EARLY 1960s | OO Gauge





ABOVE: The 4.15pm to Crewe must be a few minutes late, as the 4,20pm Wrexham autotrain has already departed.

LEFT: The turntable on the Up side at Ellesmere was taken out of use in the mid-1950s. The Permanent Way department now has a presence there as witnessed by the various bits and pieces and the new hut.

We decided that the layout was to fit into two cars to avoid the complication and cost of van hire. It was decided to fit the scenic section onto four 4ft baseboards which could be boxed in pairs.

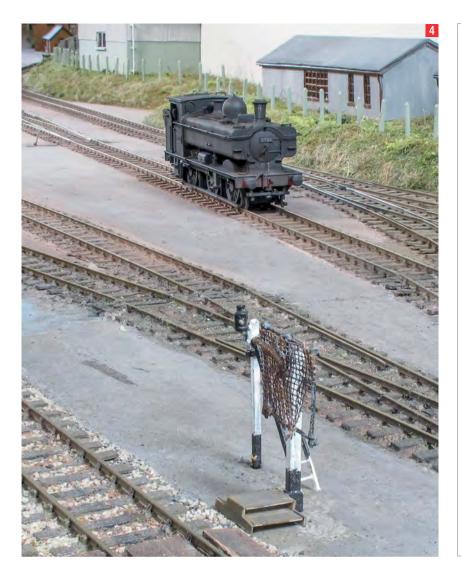
which split at Welshpool so most trains at Ellesmere consisted of between two and four coaches. On summer Saturdays there was a through working from Manchester to Aberystwyth.

There was a branch to Wrexham just to the west of Ellesmere and this was worked by an autotrain which connected with most 'main line' trains but had to be shunted out of the way when two trains were due. There were two goods trains each day on the Wrexham branch and two between Whitchurch and Oswestry, the afternoon one spending several hours shunting and attaching milk tanks to the Aberystwyth to Crewe passenger train. On occasions there was enough milk traffic to justify a separate Ellesmere to Crewe milk train. There were also 'pilot' shunts to Elson Siding, a mile west of the station. These would provide the increased operational interest that we wanted.

#### **PROTOTYPE** MODELLING

Any attempt to model a real place has to be a compromise and in fact can only really be 'based on' the prototype. Unless the railway is still *in situ* and we want to model it as it is today, we have to rely on whatever evidence is available. We visited Ellesmere and discovered the intact, if rather forlorn, station

Download the **BRM** digital edition at www.pocketmags. com/BRM to see more of images of this layout.



## lask the expert

Modelling a prototype location means the buildings have to look authentic. What was required to produce an exact scale copy of the station buildings at . Ellesmere?

We realised that the layout would be a non-starter if we could not make a decent job of the station building. It was a large building, intended as the headquarters of the Oswestry & Whitchurch Railway and the construction of this building was extremely daunting. Because the building still exists it was possible to take detailed photographs and measurements. Construction followed typical sctratchbuilding practices using 6mm foamboard covered in South Eastern finecast plastic card brickwork, following advice and ideas in Ken Ball's books and articles. I must admit though that I am no longer a fan of foamboard! The cast iron canopy supports were designed on a PC by Ivor Higham of Warrington Model Railway Club and laser-cut by a company in Germany. Six months later, on completion of the building the decision was made whether to continue with the layout or not.



building and the bridges at either end of the site. However, nothing else remains so more research was needed. An internet search came up with 'Disused Stations' and a useful collection of photographs of Ellesmere. Since construction started more books have appeared containing appropriate images, for example Derek Lowe's The Cambrian Main Line (Book Law/ Foxline), Oswestry to Whitchurch from the 'Country Railway Routes' series by Vic Mitchell and Keith Smith (Middleton Press) and The Wrexham & Ellesmere Railway by Stanley Jenkins and John Strange (Oakwood Press). All have proved to be invaluable.

David Saunders of Ellesmere Model Railway Club provided a CD with images of Ellesmere, including an aerial photograph of the area from 1956. However, most photographs are of trains and certain areas of the site are not covered at all. Even these caused some headscratching with changes in track layout including removal of the turntable, modification of bridges, updated signals and alterations to the goods yard.

We decided that the layout was to fit into two cars to avoid the complication and cost of van hire. Thus it was decided to fit the scenic section of the layout onto four 4ft baseboards which could be boxed in pairs. Google Maps was used to work out a scale as well as the 1:2,500 ABOVE: A very grimy '57XX' No. 5726 pauses while shunting the goods yard. In the foreground is tablet exchange equipment for single line working.

scale map of the area and the plan only needed to be shortened by about 18in to fit into a 16ft space. This was achieved by shortening the goods yard, although it is still plenty long enough.

The station had short platforms that couldn't be compressed, but otherwise the track layout is pretty much to scale, even if some points had to be repositioned slightly to avoid baseboard joints. The baseboards needed to be 3ft wide to accomodate everything but widen to 4ft at the Whitchurch end where there was a Smithfield Cattle market.

Having 3ft baseboards can cause problems when reaching over to put derailed vehicles back on the track and restricts the height of the backscene so that operators can reach over when they need to.

#### **RICH** HISTORY

The layout had to be built in a garage with little room to move. Bikes, freezers, washing machine, a tumble drier and other household clutter meant I could only work on two boards at a time. Baseboard construction used traditional 3in by 1in and 2in by 1in timber frames with 5mm ply tops. They are joined by wooden dowels for alignment and 6mm bolts and wingnuts. Ray Elwin of Warrington MRC built the baseboards and saved me a

## LAYOUT | BR (W) LATE 1950s/EARLY 1960s | OO Gauge



lot of time. Ray also built my control panel, for which I am most grateful.

The whole baseboard surface was covered in 1/8th in cork sheet, painted with a base coat of dark grey emulsion. The trackplan was drawn full size on greaseproof paper so that adjustments could be made. I tried to keep a minimum curve radius of 6ft in the goods yard and used C&L templates for the points, although these had to be adapted to suit individual locations. The railway through Ellesmere was mostly straight, but with a gentle curve through the station. I gave this a radius of roughly 25ft using a long piece of string as a measure.

Track is SMP flexible bullhead rail with hand-built points on soldered copperclad sleepers. I wanted to use C&L components throughout but decided it was going to be too expensive for the 14 points required. This was a daunting task as my previous layout only had four points to build. Most of the goods yard points are close together and use wire-in-tube operation but three points at the Whitchurch end are powered by Tortoise motors to save operators having to walk backwards and forwards; an issue on the previous layout.

Ballast is from Geoscenics using fine 2mm scale granules in a variety of shades mixed together depending on the location and photographic evidence. It was fixed using watered-down PVA glue applied with an eyedropper. The sidings on the Up side had rails mounted on concrete blocks with steel stretcher bars instead of sleepers - regular Cambrian Railway practice. This effect was attempted by cutting and painting the sleepers to look like concrete blocks with fine plastic strips glued between to represent the stretcher bars.

ABOVE: Having arrived at 7.33am with a short goods from Whitchurch, 'Collett Goods' No. 2268 has deposited its brake van by the loading dock and shunts the vard. It will also do a shunt to Elson Siding, before departing for Oswestry at 9.40am.

#### **BUILDING BRIDGES**

The two overbridges were photographed and measured on site and built using the same techniques as the station building. Originally they were very similar but it appears that around 1960, Elson Road bridge at the Oswestry end was widened and strengthened. It now has an unusual camber on the road but it was decided not to attempt to copy this aspect of the rebuilding.

None of the other buildings exist today but similar structures can still be found on the old Cambrian system. The goods shed is based on those at Bettisfield

# **TRACKPLAN** TO WHITCHURCH Each grid square represents 1 foot

(now a dwelling) and Llanfyllin (a workshop) whilst the signalbox is similar to that still standing at Pwllheli, a typical Dutton 'box used on the Cambrian.

Where possible photographs and measurements were taken and bricks were counted, bricks generally measuring 9in by 3½in including the cement. Derek Lowe's book on the Cambrian main line had images of the weighbridge office and stable which helped, although the measurements are guesswork as are those for the Up platform shelter and various other small sheds and huts.

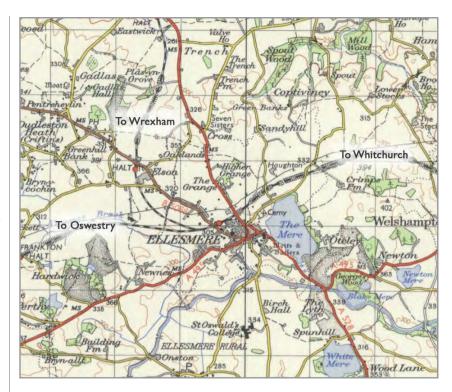
The footbridge is rebuilt from a Hornby kit whilst the water tower is by Ratio. The workshops at the back of the layout are based on photographs but had to be turned through 90 degrees to fit on the baseboards.

Trees are made from Greenscene's sea moss with leaves fixed with hairspray. The 6 ton yard crane was constructed using plastic card and some bits from a whitemetal kit. It is based on plans found in the preview edition of the Great Western Journal which was obtained from eBay.

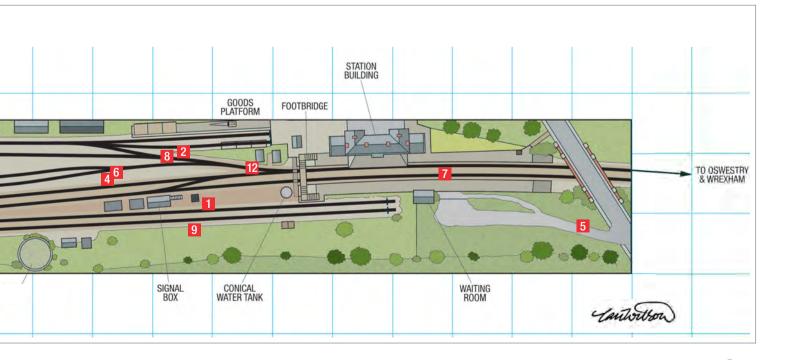
A very poor quality photograph (date unknown) shows a milk loading gantry but apparently this had gone by the late-1940s. However, I decided to include a representation of it as a point of interest, although the design is pretty much my own.

At present, the non-working signals are a mixture of Ratio and MSE parts. It is intended to have working signals and (bravely for me) I have entered new territory by investing in four servos, a Megapoints controller and a suitable transformer. We'll see how that goes!

The Up home signal was on a short steel post while the Down home/inner home was on a wooden post (although it appears to have been replaced with a steel post in the early-1960s). The Up starter signal was an offset bracket signal which included a shunt signal for the Up side headshunt. Lots of GWR photographs and diagrams were consulted for this one but I have not yet



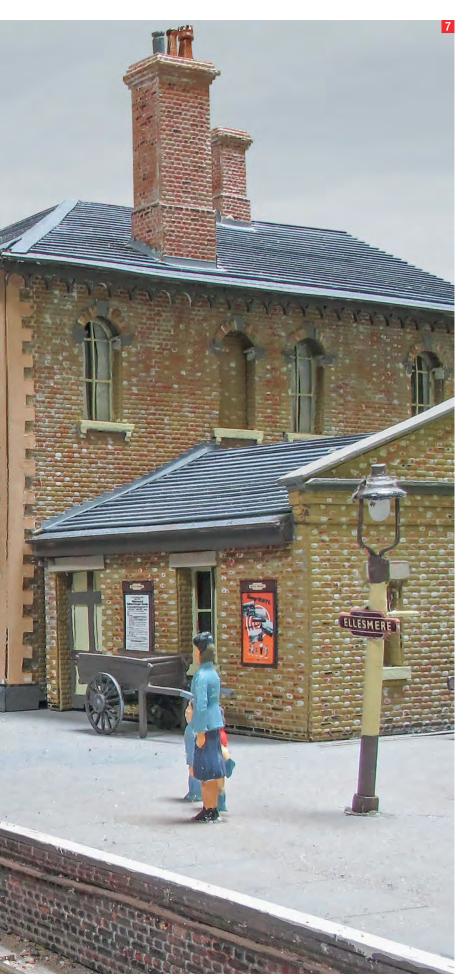
We obtained a copy of the 1:2500 Ordnance Survey map of the area and the site at Ellesmere appeared quite compact with road overbridges at either end - ideal for scenic breaks.



## LAYOUT | BR (W) LATE 1950s/EARLY 1960s | OO Gauge



Find out more about the 'Ellesmere' layout project at www.rmweb.co.uk



found any that fit the bill so it is cobbled together in an attempt to look right.

On the far side of the road bridge at the Whitchurch end was a tall signal post, which I assume would have had a repeater lower down and I may add this later. Non-working shunt signals controlling the crossover and access in and out of the goods yard are again a mixture of Ratio and Model Signal Engineering parts.

Point rodding is the Wills kit, which although overscale, looks pretty convincing. If I did it again, I would be tempted to try 3-D printed components from ModelU, which also supplied the supports for the Cambrian platform benches. Again photographs have been used to make this feature as much like Ellesmere as possible. Token exchange equipment is from Mainly Trains. I even started putting in signal wire posts (made from brass wire) but gave up on the actual signal wires!

Surrounding landscape is fabricated from expanded polystyrene covered in hanging basket liner and various scatter materials. For the time being the backscene will have to be plain until I can find some way of including elements of the real Ellesmere skyline. Unfortunately it is pretty flat and there are no vantage points from which to take photographs of the town and surrounding area.

## llask the expert

I'm struggling to find a coupling system that is robust, reliable and discreet, but still practical for regular coupling and uncoupling of wagons. What system do you use?

All the shunting activity requires the ability to couple Aand uncouple a lot of freight stock. It was planned to use Alex Jackson type couplings and electromagnets were installed from the outset. However, I did try Kadees as a temporary measure for an initial exhibition at Ellesmere town hall in September 2015. I found these bring their own set of issues; NEM socket heights, whether to use Kadee No. 17, 18 or 19s and how to convert stock without NEM sockets. The uncouplers are an eyesore and I don't like the look of the coupilngs themselves but I have since decided to use them on coaching stock to facilitate close coupling. By the second outing at Rainhill exhibition in March 2016 I had fitted quite a lot of freight stock with Alex Jackson couplings. But as these work best with EM gauge, I am now going to fit Sprat & Winkle couplings which will use the already installed electromagnets.



## AYOUT | BR (W) LATE 1950s/EARLY 1960s | OO Gauge



Like most places, Ellesmere has changed considerably since the 1960s; there are far more trees and a housing estate has been built on the site of the cattle market. However, Google Earth has been useful for looking at images of Ellesmere.

#### **STORAGE YARDS**

It was decided that the layout had to have fiddleyards at each end to enable the whole thing to be transported in two cars. There had to be enough length to fit four-coach trains. The Whitchurch end only needed three roads because most trains ran out and back from Oswestry, so Peco Code 100 track and two points were used on a 5ft baseboard. At the other end it was decided to try a traverser.

This was built using heavy-duty drawer runners, the top of which were attached to a sub-frame on which the traverser was mounted. The bottom of the drawer runners were attached to the main framework below.

This proved to be a most challenging task. The main problem was the amount of sag in the drawer runners when extended. This was eventually solved by insertion of a piece of 3in by 1in timber underneath the fiddleyard board to give extra support where the tracks had to line up. Home-made sliding brass bolts align the track and make the necessary electrical connections. This arrangement has allowed for a total of nine 4ft 6in long roads and has actually worked far better than I expected.

#### **AUTHENTIC TRAINS**

Having tried to make the layout as realistic as possible it is important to me to operate it as realistically as possible. Therefore, the layout has to use the correct classes correctly numbered as Oswestry-based locomotives where appropriate - and rolling stock. How fortunate that the manufacturers have provided us with everything we need, and having modelled the Cambrian before we already have more than enough!





Great Western machines include 'Manors', '43XX' 2-6-0s, 'Collett Goods' 0-6-0s and '57XX' and '74XX' pannier tanks. I thought I would have to convert a Bachmann '64XX' to a '74XX' until I discovered that No. 6404 was at Oswestry for a while in 1959.

Similarly 'Rhyd-y-Clafdy' had a couple of 'Small Prairies' which I didn't think I would be able to use until I found out that No. 4578 was at Oswestry for a while in 1958, and I found a photograph of it working the Wrexham autotrain. BR Standard 4MTs of both the tender and tank variety were seen, and in later days LMS Ivatt 2MT 2-6-0s were also common.

Coaching stock was frequently a mix of ex-GWR Collett and Hawksworth vehicles with LMS Stanier designs, generally in rakes of two to four coaches. BR Mk 1s did not usually appear.

A modified Hornby auto trailer has been operating the Wrexham autotrain and has now been joined by a Bachmann BR(W)Hawksworth auto trailer.





ABOVE: The goods shed seen from the from yard side. The smaller shed was used to store animal feeds for delivery to local farmers. In the distance an ex-GWR pannier tank is shunting the yard.

**ABOVE RIGHT:** A solitary cattle wagon stands by the cattle dock adjacent to Ellesmere's Smithfield livestock market.

LEFT: At 5.25pm the autotrain has arrived from Wrexham hauled by 0-4-2T No. 1438. Having offloaded its passengers it is pulling up to the signalbox before reversing into the Down platform for departure at 5.50pm. Passengers will have to wait 20 minutes for a connection to Whitchurch and nearly an hour for one to Oswestry.

BELOW: No. 7802 Bradley Manor stands alongside No. 1438 under the modified Hornby footbridge. Milk tanks are being attached to the rear of its train while the '14XX' is waiting to propel its autocoach back to Wrexham.

We operate to a sequence based on the working timetable; it's important to me to run as realistically as possible. That's not to the liking of everybody but makes for far more interesting operating.

Typically, the autotrain arrives in the Up platform but has to be shunted out of the way for main line trains to pass before it reverses into the Down platform and departs back to Wrexham. Oswestry to Wrexham goods trains have to reverse, the locomotive running round its train, shunting into the yard to place the brake van at the other end before a return departure.

One interesting bit of operation sees an early morning Pannier-hauled passenger train from Wrexham arriving in the Up platform behind a main line train whilst a Down train also stops. After the main line trains have departed the Pannier has to run round its train before departing back to Wrexham.

The locomotive off the afternoon goods from Whitchurch spent about four hours shunting the yard. This also included attaching milk tanks to the Up Aberystwyth-Crewe, requiring no fewer than nine movements. The Elson Siding shunt saw wagons propelled up the Wrexham line for the best part of a mile.

Five years on there's still work to do, including the backscene, working signals and finalising the couplings at least, but the layout has been tested at two exhibitions and operates better than expected at this stage. More exhibitions are on the horizon including Wigan, the National Festival of Railway Modelling in Peterborough and Stafford over the coming months.

I'll finish by saying a big thank you to my wife, Laura, for her patience when bits of scenery are found in the tumble drier or I'm using the dining table as a workbench, and close friends Ian Downing and Ian Chapman, for all their interest, assistance, encouragement, patience and help at exhibitions.



### LETTERS | Q&A | PROJECTS

# INBOX



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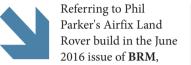
#### **TELEPHONE**

01778 392059

#### WEBSITE

www.world-of-railways.co.uk





back in the very early 1960s I was working for the British Railways Board (BRB) model unit which ran its 'O' gauge model railway.

We were asked to build a model to illustrate how the new proposal for a Channel Tunnel would look. Nobody knew what it would look like at the Ashford end and we only had ten weeks to get it done! A day or so from the press announcement someone asked: "What is the centre tunnel for?"

"Maintenance" was our answer.

"Well, put a maintenance vehicle there then."

The gentleman making this observation was a Board member, so action had to be taken. Added to the





STAR LETTER
WINS A YEAR'S
SUBSCRIPTION TO BRM!

many jobs I had to get done, I had to find an Airfix RAF Ground Crew kit, remove the Land Rover parts, assemble, paint, and place it in the centre tunnel mouth.

I'd never seen so much press at a launch day before. I was home in time to watch the BBC Six O' Clock News. The opening shot was of the Channel Tunnel entrance, trains going in and out and in the centre the little Airfix Land Rover I had assembled.

Soon after, this model, complete with its Land Rover, was put in a BR General Utility Van (GUV) and shipped to Geneva for the money men to look at.

I still have that little Land Rover! It is surprising what one small article can bring back from the vault that is your brain!

Gordon Holmes, by e-mail

## (EEP IT HONEST

I should like to say how much I agree with John Stubbington's letter in the August issue of **BRM**. One must admire Andy's skill with Photoshop but what he had done was akin to fashion magazines aimed at impressionable

young women in which attractive models are digitally manipulated into unachievable versions of womanhood. Do railway modellers want to see examples of layout building that were not achieved in the first place? Models of the calibre of 'Penmaenpool' stand in their own right and must be applauded, but enhancing lesser layouts to look better than they really are should not.

Removing dust and cobwebs is OK, but 'enhancing' them to that degree isn't. There are other model railway magazines that take this enhancement even further and their images look obviously false and I do not buy them.

I believe most railway modellers are seeking to create their own version of reality - often as they remember it at some stage of their life. Some go to great lengths to get everything right. Some play trains. It is a broad church. But please do not let us, and **BRM**, lose touch with reality. And please let us see honest representations of layouts featured in the magazine.

Colin Tanner, Strontian, Scotland

#### **WEB CHAT**

Heljan's O gauge Class 25 released this month has received mixed views on **RMweb** in recent weeks. Here are some of the comments.

I have a few Heljan models with errors and I'm OK with that but in this instance I would go for a JLTRT '25' as the error is too basic.

delticfan

l've had time to dig out the scale drawings. The cab front either side of the nose door is supposed to curve away. It looks like the Heljan model has a completly flat front end around the door (below the windows). To see what I mean, look at the bottom of the cab above the bufferbeam. I'm still hoping this is an optical illusion.

Heljan really needs to do better research - especially when so many of us point out these problems. It seems nothing is ever done with the original basic shape once [tooling

is] produced. deltic17

Your forum for sharing information, questions, praise, grumbles, projects, layouts and your thoughts on the hobby then and now.

# ENCOURAGING NEW MODELLERS

Twickenham & District MRC, is constantly trying to recruit new members and to that end we hold an annual Open Day. When publicising the event we use the model media hoping to attract established modellers and newbies keen to develop their skills.

Our Open Day features our 'high-end' layouts, but we're also trying to reach out to a great untapped market - those who aren't even newbies and are ignorant of our great hobby.

There are thousands of newly retired people looking for a new hobby who don't know anything about our hobby, don't read **BRM** or forums, but do read the local newspaper.

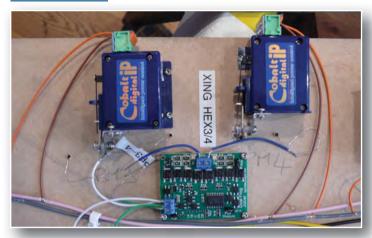
We approached the *Richmond & Twickenham Times* suggesting they run a regular 'Hobby of the Month' feature. The first one features model railways and ties in with our Open Day in July.

The objective is to attract new people to the hobby rather than new members to the club. We're offering a DCC starter train set as a prize complete with cheesy publicity photograph (see below!), the idea being to lure local people into our clubroom to show how the hobby has developed. In the short term it might not attract P4 modellers, but it could gain the hobby some new recruits who otherwise would have taken up bowls or gardening! If you're in the area, come down to visit us and see whether our approach has worked.

■ Paul Stapleton, Twickenham & District MRC



# QIA DOUBLE SLIP WIRING FOR DCC



Can you advise on the correct method for wiring a Peco electrofrog Code 75 double slip when using DCC? I'm using DCCconcepts 'Cobalt iP Digital' point motors, but the built-in frog switching on each motor only caters for two routes, whereas there are three routes possible from each end of the slip. How can I solve this and achieve reliable running in all directions?

#### ■ Norman Barnett, Chester

A While Peco's Code 100 double slips are insulfrog and relatively simple to wire, in Code 75 there's no alternative to the electrofrog version. This brings a number of advantages for performance of short-wheelbase locomotives and units, but requires extra work for DCC users.

Underneath the slip are four wire leads, one attached under each 'frog' and two in the middle of the slip, under the crossing section. If you're using point motors with built-in frog polarity switching, such as DCCconcepts' 'Cobalt iP Digital', invest in a Tam Valley Depot 'Hex Dual Frog Juicer' (www.tamvalleydepot.com). This device can be configured to work as an automatic polarity reverser for two frogs, a diamond crossing, a reversing loop, turntable or triangle and is very simple to set up. The instruction sheet shows how to configure the device to operate a crossing, which is effectively what we're doing here.

Current UK price for a 'Hex Dual Frog Juicer' is around £26.00. I bought mine from Digitrains in Lincoln. The investment will be quickly repaid by the time and effort it saves. (BJ)

W www.digitrains.co.uk

## YOUR LETTERS | Q&A | PROJECTS

Much as I like Heljan's OO gauge Class 05 diesel shunter, the later version modelled is the wrong type for my planned Isle of Wight layout. Can you tell me if anyone produces an RTR or kit model of the earlier design with lower cab and smaller wheels?

■ Doug Reynolds, Whitehaven

Heljan has hinted that if there's sufficient demand in the future it will Aconsider producing the earlier version of the Class 05 (11136-143/161-176, later D2550-73), as delivered to the Eastern Region, as it has with other models including its Class 26s and 'Baby Deltics'.

However, in the meantime, Silver Fox Models can supply resin body kits for low-cab Class 05s that are designed to fit on a Bachmann Class 03/04 chassis. The photograph below left shows one of these models built and painted by Phil *Lewis. Currently, the kit costs £43.50 (plus chassis, to be sourced separately)* or fully-finished RTR versions in BR black, green or blue are available to order for £115.00. See www.silverfoxmodels.co.uk for more information.

The locomotive transferred to the Isle of Wight to work engineers trains was D2554 (pictured below right at Shanklin in May 1970), which later became the only Class 05 to gain BR blue livery and a TOPS number (05001, later 97803). It is the only surviving example of the first batch and now resides at the Isle of Wight Steam Railway. (BJ)





### **READER LAYOUT**



Having spent several years modelling in N gauge, I decided to return to OO gauge, the scale in which I started modelling many years ago. As space was limited, I've constructed several minimum-space 'micro' layouts, based on my favourite theme of industrial shunting in the BR blue era. My latest offering is 'Piper's Yard', completely freelance, and

based around S. Piper; a fictitious manufacturer of rubber hoses for industry, reliant on rail transport for the delivery of raw materials and the distribution of finished products. Operation is fairly basic, without a strict timetable and it took me four months to build. It measures 4ft by 1ft and made its exhibition debut at Locomotion's 'Model Mania' event in March 2015. It has given me much enjoyment, from both a constructional and operational point of view. Andrew Cockburn, Co. Durham

I'm looking for some small and unusual, but plausible, lineside accessories suitable for my current scene layout. I don't want something overly unusual that couldn't be justified, nor do I want anything that is too familiar like a platelayers' hut. What could you recommend?

■ Tim Cooper, by e-mail

**Howard Smith writes:** *Lineside clutter depends on the* era you model, but the 1970s to 2000s offered the best variety, primarily because so little of it was tidied away following engineering jobs. From used track panels and discarded components, to part-filled ballast bags and old equipment cabinets. If the track is adjacent to a road with heavy traffic, there's often lineside litter to be seen too. Not all of it needs to be man-made - don't forget the odd buddleia shrub too. Something you don't see often enough on models is cable drums, but KS Laser Designs (www.kslaser.com) produces a good representation of those you'll see lineside or on wagons during engineering works. I tested its O scale version (KS51-02-03) which retails at £7.00. A OO version exists too, priced at £5.55, see its website for more information.

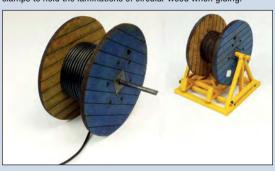


The KS Laser Designs kit contains more components than you might expect, but assembly takes just minutes with a quick drying PVA glue from Busch and Roket Rapid superglue from Deluxe Materials.





Tool-wise you'll need very little. I only used a pair of miniature 'C' clamps to hold the laminations of circular wood when gluing.



The new Hulls & Wooden Decks liquid pigment set from Lifecolor I used to paint this kit is also ideal for wooden-planked wagons. Compare this 71/2ft cable drum to the 00 gauge version adjacent.

# QA SHUNTING TRACTOR





Having read recent articles about the moving cyclist from Magnorail and the Faller car system in BRM, would it be possible to use such a mechanism to 'power' a shunting tractor?

If the rail track was placed over the chain track, for part of a siding entering a shed or warehouse, the tractor could be driven up to the wagon and move it around. Not all of the circle of chain would be used, but it might add another feature to a layout?

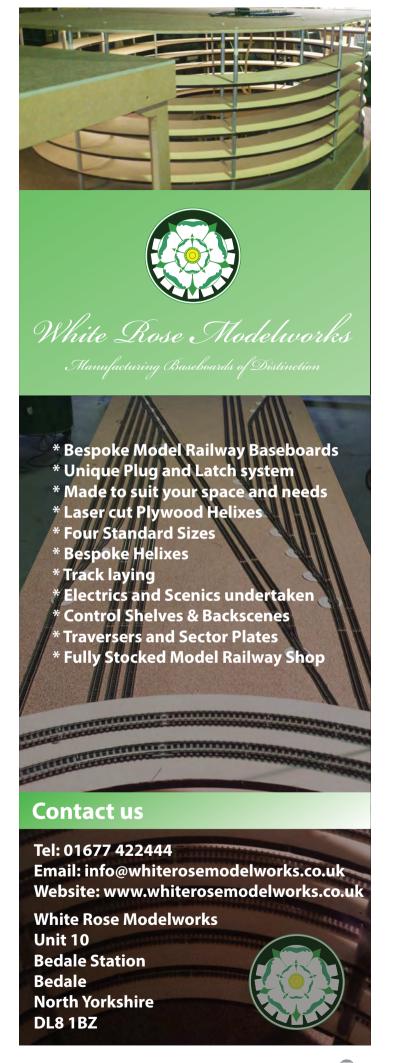
■ Stuart Hilton, by e-mail

A Moving road vehicles are possible with the Magnorail and Faller systems. Magnorail makes specific sliders for the purpose, each one being a flat metal plate with a pin sticking up from the front to locate in a hole under the vehicle. The magnet under the road will pick this up and pull the model along. Unfortunately, there are a couple of problems with the idea for shunting tractors.

Firstly, the roadway on both systems is limited in depth to around 0.5mm. I used plastic sheet nearly twice that and sometimes the magnet wasn't strong enough. Since these are rare-earth magnets, more powerful options aren't easily available. Larger magnets won't fit in the chain either. This means they won't move over anything as thick as a piece of track at 4mm which is a problem.

Secondly, the tractor also needs to reverse. Both systems only control the front of vehicles. When the vehicle reverses, the back end is likely to swing out and steer where you don't want it.

So is a working shunting tractor impossible? I don't think so, but the solution might be very unsophisticated. If you fix a nail under the front of your tractor, it could be moved around by a powerful magnet under the baseboard attached to a long stick. Control will take practice and you'll have to contend all the stuff under the board but it might work. (PP)



## PRACTICAL BRM I DETAILING I OO Gauge

Tony Wright investigates what improvements can be made to Heljan's recently released Gresley 'O2' 2-8-0.

#### **SUPPLIERS**

I Heljan 00 gauge 02 2-8-0

W www.heljan.dk I Romford/Markits

**W** www.markits.com **T** 01923 249711

I Masterpiece Footplate

T 01428 727341
I Springside lamps and fire irons

**W** www.springsidemodels.

I Pacific Models

**W** www.pacificmodels. co.uk

I Geoff Haynes' painting and weathering service

E geoffmhaynes@aol.com

eljan's OO gauge model of the Gresley O2 2-8-0 was received with great interest earlier this year. This is the first time any model of this type has been available ready-to-run, previously kit or scratchbuilding were the only options for obtaining a model of these powerful three-cylinder mineral locomotives, nicknamed 'Tangos'. I wrote a history of the class which was published along with the Editor's review in the March 2016 issue of BRM, so will not repeat it here, other than to state that the original design was Great Northern Railway (GNR) in origin, with later builds carrying on into the Second World War. There were several sub-divisions, including O2/1, O2/2, O2/3 and O2/4. Just to clarify, the O2/1 was the original GNR design, built to the generous GNR loading gauge, the O2/2s were built to the lower LNER composite loading gauge but still with GNR cab and tender and the O2/3s were built with side-window cabs and Group Standard (GS) tenders, both slab-sided and flared. The O2/1s were later fitted with side-window cabs and reduced boiler mountings. All the O2/1s and O2/2s had right-hand drive and the O2/3s left-hand drive. Confusion can occur with the designation O2/4, which covered those locomotives later-fitted with B1 boilers. No matter what sub-division of the class they started off as, when fitted with the 100A boiler, all were designated O2/4.

To begin with, Heljan has released the O2/3 and its O2/4 variation, complete with both styles of GS tender. LNER period, very early BR, later BR and last BR versions have been supplied. Though a very accurate model at source, as with any RTR offering it can be altered and improved; surely that is what railway modelling, as a constructional hobby, is all about. My starting points were an O2/3 and an O2/4 from the range, both with flared tenders. Since I helped in the development of this model, I have to declare an interest. As a starting point it is excellent, but there's always room for a bit of personalisation, as I hope the following photographs show.

These modified RTR locomotives fit in very well with the motive power on 'Little Bytham'. I also have four kit-built 'Tangos', but none of them is much better than this pair. With a few additional bits and pieces and a couple of evenings' work, you too can personalise a very good RTR starting point. I thoroughly recommend it.

For anyone interested, both of these models will be forming part of my display at the National Festival of Railway Modelling in Peterborough on October 15/16, where I'll be demonstrating 4mm locomotive building/modifying techniques.



# TANGOS

# PRACTICAL BRM I DETAILING I OO Gauge



02/3 No. 63952 as supplied. It is representative of post-1957 condition, with the second BR crest on the tender and rear coal division plate moved forwards.



Take care when renumbering, consulting reliable sources for correct combinations. Numbers are removed with a fresh Swann-Morton blade.



No matter how careful you are, marks are always left. It isn't a problem however - distressed areas disappear behind the new numerals.



HMRS Pressfix replacement numbers (top) are smaller than the printed numerals. The HMRS ones are dead right (scale 10in), compared with Heljan's (scale 12in).



The new cabside numbers seen close-up. The greater amount of space around them is more natural than the space around Heljan's over-sized numbers.



A GNR-height chimney was fitted to a BR 02. Heljan has moulded the base on to the smokebox, allowing different tops to be fitted. I carefully cut the lot off with my Xurons.



Xuron cutters won't remove all of the chimney. A coarse file was used to take the stump back to the smokebox surface. Care was needed not to mark the plastic.



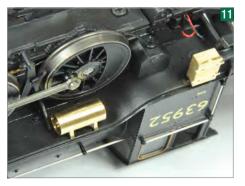
Finer files, wet-and-dry paper and a fibreglass burnishing brush are used to clean up. Avoid forming a depression at the top of the smokebox, damaging the snifting valve plate.



A correct turned brass chimney was provided by Markits. I positioned it by eye and applied the tiniest amount of runny superglue to the bottom lip, adjusting as necessary.



My modified model was to be fitted with AWS equipment, so a magnet protection 'bang plate' was made from brass, soldered to a brass pin and fixed with superglue.



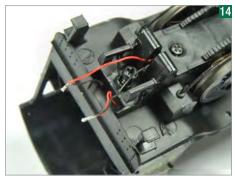
An AWS battery box and air cylinder were also provided by Markits. Heljan's counterparts are a bit on the puny side. The brass items were fixed with superglue.



The AWS conduit on the offside footplate valance was fashioned from 15Amp fuse wire, fixed with superglue. The locomotive body remains attached to the chassis.



Once all the modifications were done, the smokebox and handrails were painted matt black. It then went off to Geoff Haynes for weathering.



The second machine, an 02/4, doesn't need tender pickups, so I cut the leads between locomotive and tender, connecting red pick-up wires to black motor wires.



To obviate any chance of the soldered joints touching, I sleeved each one with small-bore rubber tubing. From the side, these look like tender-locomotive feeds.



The 02 footplate and the boiler cab are separate and must be removed in stages. The substantial metal top holds the motor in place.



Pacific Models offers smokebox 'plates for the 02s, every number, in with curly-tailed '6's and '9's and true Gill Sans. The edges are coloured with a black marker.



I used a dry-brush weathering technique, applying limited amounts of enamel paint via a sable brush and 'dragging' it in place in a vertical motion.



When the weathering is dry, further dribbles were applied using the sable using a mixture of matt black, greys and browns. Excess is removed with thinners.



No. 63976 in service on 'Little Bytham'. It should have a Retford (36E) shedplate, so the Grantham one will go, and 'Doncaster' will be removed from the bufferbeam.

# I In the works

was given a set of spare Heljan 'Tango' components, including a Great Northern cab for the forthcoming (as yet unreleased) O2/2. I dismantled another O2/3, fitted the cab, a shorter chimney, made a new, squared-off, front bufferbeam and converted it to right-hand drive, also making a spare Nu-Cast GNR tender to go with it. This is really no more than an exercise because the central footplate section sits too high. O2/2s (and O2/1s) had short-travel valves, resulting in a lower central footplate than on the later O2/3s, which had long-travel valves. See March 2016 **BRM** for a full history of the Gresley O2s and their many variations, as well as some superb archive photographs of the class at work, and on shed, in the BR period.



#### THE SCIENCE OF MODEL RAILWAYS

# PLASTIC MAGIC

John Bristow of Deluxe Materials explains the science behind plastic adhesives and what makes them work effectively.

he definition of an adhesive is "any substance applied to the surfaces of materials that binds them together and resists separation." So how do they work? In this short article we go inside and simplify the chemistry and physics of adhesives for plastics.

Cyanoacrylate and solvent glues are the main types of adhesives used for bonding plastics in model railways and other hobbies. We'll look at cyanoacrylate adhesives another time, but here we explain how solvent adhesives for plastics work. They can be broadly classified as two types:

- 1. Pure Solvent type super thin, fast setting and for tight joints
- 2. Solvent/plastic polymer solution type. More viscous, slow setting and gap filling (see page 44).

Both types work by a method of 'diffusive adhesion', described in Figures 1 to 4. Diffusive adhesion is the merging of plastics, at the point of contact, by diffusion of one plastic into another. This will occur when the polymer molecules of both materials are mobile and soluble in each other. This process is assisted by solvents that dissolve the plastic materials and assist the

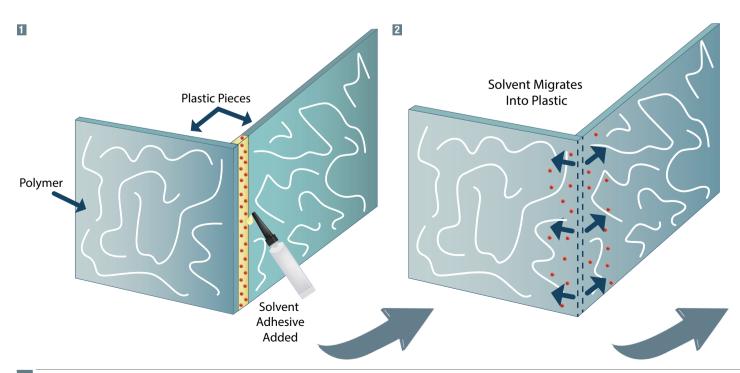
diffusion process. Thus plastic adhesives can be readily formulated from powerful polar solvent materials such as acetone or similar.

With Type 1 pure solvent, adhesion occurs through the inter-penetration of the plastic polymer chains at the interface due to mutual diffusion across the interface followed by subsequent release of the solvent. This results in the rapid formation of a strong bond that resembles a welding process.

Deluxe Materials has developed two such Type 1 super thin adhesives; 'Plastic Magic' is a super-thin grade that is non-harmful and produces invisible bonds in a multitude of plastics. 'Roket Plastic Glue' is also super-thin, but slower to set, giving more working time. This glue is also safer, almost odourless, non-flammable and is supplied with a super-fine non-clog applicator that allows application of the tiniest drop. Solvent-based glues do not work where the plastic polymer is not soluble in the solvent (for example polythene/ polypropylene) or if the plastic is highly cross-linked, for example polyurethanes or epoxies. For such plastics, cyano glues (such as 'Roket Hot Glue') are best employed. Surface treatments such as our 'Tricky Stick' primer allow cyano glues to bond particularly difficult

#### SAFETY PRECAUTIONS

Many solvent-based adhesives contain flammable solvents which require precautions for safe handling. In addition, many organic solvents are regulated due to environmental concerns with emissions. Always read labels before use and for advice on disposal.



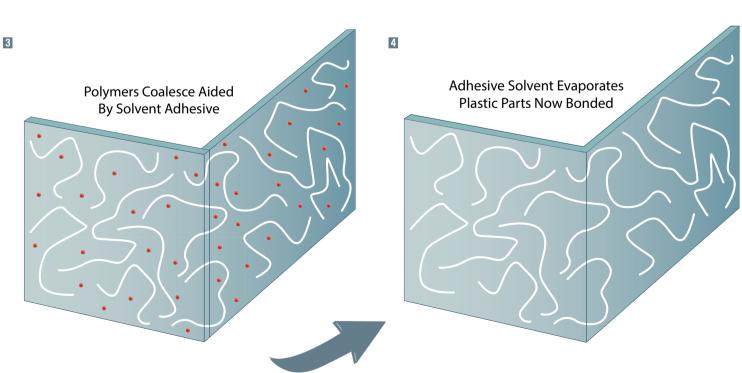
shiny plastics and rubbers such as polythene and vinyl.

At Deluxe Materials we are able to ensure purity of our adhesives and as neither of these glues contain dissolved polymer they will not block the tips we employ on our Pin Flow and Roket Plastic glue bottles (see below). Just remember to keep your glue clean and not to use a different brush with the same bottle.

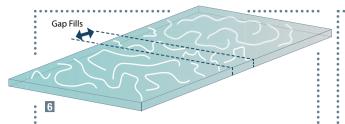
We hope you find this article useful and learn more about our ability as chemists to formulate advanced adhesives for plastics alongside our passion for developing and marketing them.







#### HOW IT WORKS LADHESIVES



Solvent has evaporated, leaving the polymer contained in the glue to fill the gap (dotted line).

# Il specialist glues

Being able to bond clear plastic windows and canopies is a common but challenging task. For this purpose, Deluxe Materials has also developed a novel plastic glue - 'Glue 'n' Glaze'. This is a

water-based, clear-drying polymer that has gap-filling ability. It also employs trace solvent technology to assist with plastic adhesion. Watch a video of it in action by scanning the QR code with your smartphone or tablet.

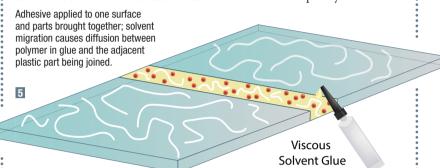


# **II polymer** solution

Type 2 solvent/plastic polymer solution type adhesives are normally used to give a longer working time, gap filing ability or where invisible joints are not necessarily required.

These glue solutions work in the same way by solvent migration and diffusion of the plastic material as shown in Figures 5 (below) and 6 (left). Deluxe Materials has a glue of this type – 'Plastic Kit Glue'.

Bonds can be made immediately after the adhesive application or after some solvent has evaporated but before the adhesive has dried to the point where it will no longer wet the surface (open time). Waiting for some evaporation prior to bonding (set time) increases the initial strength of the adhesive bond and allows assemblies to be bonded more quickly.



# Ichoose the right glue

To assist with the selection of the right type of plastic glue for your needs, we have prepared a selector chart. We've also produced a short video about our range of plastic glues, which can be viewed on our Deluxe Materials YouTube channel. Visit <a href="https://www.bit.ly/2bnUbH9">www.bit.ly/2bnUbH9</a>



	Adhesive Performance							Plastic to bond					
Brand of glue	Set Time/ secs	Invisible glue line	Adjustable joint as it sets	Sets clear	Gap filling ability	For clear glazing	Water clean up	•	ABS, Styrene, Plastic card, Butyrate.	PVC	Polycarbonate / Lexan	Acrylic	Resin (polyure thane or epoxy)
Plastic Magic	1-5	Yes	No	Yes	No				Yes	Yes	Yes	Yes	
Roket Plastic Glue	10	Yes	Yes	Yes	No		Yes		Yes				
Plastic Kit glue	5-10		Yes	Yes	Yes	No			Yes				
Roket Hot Rapid Max	1-20	Yes	No	Yes	Yes (Max)	No			Yes				Yes
Roket Odourless	20/30			Yes	Yes	Yes			Yes	Yes			Yes
Glue n Glaze	60mins		Yes	Yes	Yes	Best	Yes		Yes	Yes	Yes		Yes
Speed Epoxy II	5 mins	No		Yes	Yes High strength								Yes

# PRACTICAL BRM | GLUE | Any scale

ost of us have a favourite brand of modelling glue, a particular tube or shape of bottle. We tend to be reluctant to change if we like and trust a product - it's so easy to stick with a brand without seeing what else is available. Every once in a while though, it does no harm to try out others, especially when they've changed and offer better methods of application.

Deluxe Materials has established itself as a supporter of all kinds of modelling, offering consumables to modellers and constantly seeks to improve its range, adding new products each year. It's latest items are no different, all designed to make gluing a neater, easier and less wasteful process. Let's take a closer look.

#### SHOPPING LIST

I Plastic Magic 40ml AD77 I Glue Brush AC25 I Pin Point Syringe Kit AC8

#### CONTACT

**DELUXE MATERIALS** 

T 01529 455 034 W www.deluxematerials.co.uk



Howard Smith tests Deluxe Materials' latest offerings, designed to make gluing our models easier.





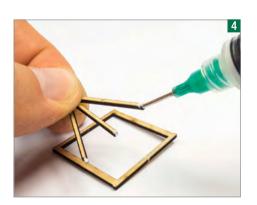
Deluxe Materials' Plastic Magic has a new, more stable square 40ml bottle, reducing the chance of spillages on the workbench. Its low evaporation reduces odours too.



Gluing plastic modelling kits is simple using the two brushes supplied. Both reach down to the last drop of glue, so there's no waste unlike tubes of glue.



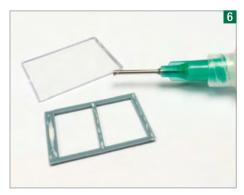
If you don't use Plastic Magic, but still like the idea of a small dedicated glue brush, Glue Brushes are available separately for application of all solvent-based glues.



Building intricate laser-cut wooden kits can be tricky and requires precise gluing. For this, the Pin Point Syringe Kit is ideal for water-based glues such as Aliphatic Resin.

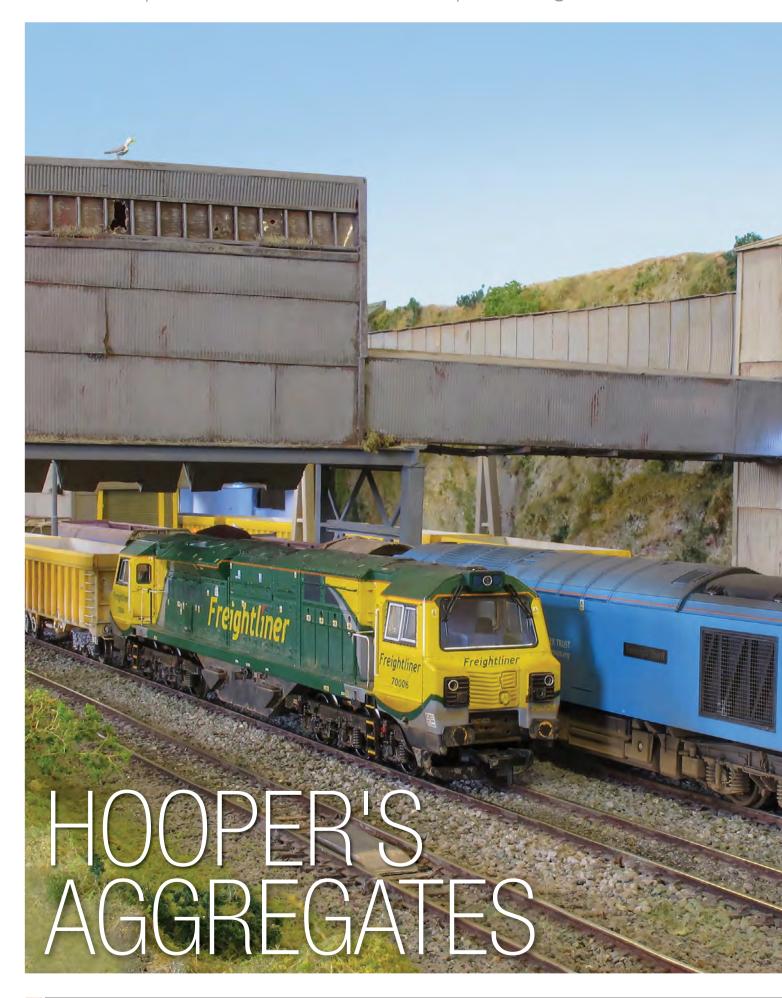


Each pack contains two 50ml syringes with three needle diameters to ensure a precise and easy application of glue. When finished, they can be cleaned for re-use.



For applying 'Tacky Glue' from Deluxe Materials to hold glazing in place, the syringes leave a transparent finish without waste. See its website for more information.

# LAYOUT | NR WESTERN ZONE 2000s | OO Gauge





Mick House and Andrew Keast set the scene for this busy rail-served quarry in Cornwall, which sees a variety of diesel traction from the last 20 years.

#### FACT FILE

I SCALE/GAUGE: 4mm:1ft

scale, 16.5mm gauge 00 SIZE: 40ft 6in by 3ft ERA/REGION: Late-1990s to present day. Network Rail Western Zone LOCATION: East Cornwall POWER & CONTROL: 12V DC analogue I LAYOUT TYPE: Fiddleyard to Quarry WORDS: Andrew Keast / Mick House PHOTOGRAPHY:

Andy York

ake your imagination for a walk from the 'Three Bridges' pub to the station in the lovely East Cornwall village of Ponsowteir - Three Bridges in Cornish. It's a hot and sunny late summer afternoon; your pasty and pint of Cornish bitter have gone down a treat and you are set for an afternoon of railway photography.

The location is a hot spot for enthusiasts as the local quarry, Hooper's Aggregates, sends thousands of tonnes of stone out by rail to destinations far and wide. There is also a small Traction Maintenance Depot (TMD) and refuelling point, as well as the local passenger traffic to keep things interesting.

Special trains to the seaside resorts add to the fun and bring in a range of interesting stock including the 'Night Riviera' and railtours with rare traction. If you're lucky you might see china clay trains, nuclear flasks, diesel fuel deliveries and an odd bit of on-track plant thrown in for good measure.

Just as you start dreaming of the cream tea that you are going to enjoy later, you hear the rumble of a Class 60 coming off the quarry with loaded Autoballasters for Eastleigh Yard. What a perfect day this is turning out

#### **RICH HISTORY**

Hooper's Aggregate's has a rich history. In 1917, at the age of 21,

Albert Hooper Junior became the owner of a large plot of Cornish land. It was rich in minerals and close to the railserved village of Ponsowteir. Keen to exploit this, he started supplying aggregates for road building armed only with black powder, hammers, bars, picks, shovels and a horse and cart. It took a long time to get going and for the first year and a half it was all manual labour.

As soon as he had the money he started to mechanise and the business went from strength to strength. He slowly expanded and started to supply the railway companies too. Leap forward 93 years and Kate is the first female member of the Hooper clan to participate in the business, in charge of the day-to-day running of the quarry. A new conveyer has just been installed, running into the back of the old loading plant.

The business is now very busy with large movements of stone with estimates predicting the quarry will last another 20 years at the present rate of extraction. If adjacent land is made available, quarrying could continue for a further 20 years beyond that.

Freightliner 70006 and DBS 60074 stand with empty wagons waiting for their next duties under the derelict loading hoppers once fed from the quarry behind. The new conveyer is visible behind the hoppers.

# LAYOUT | NR WESTERN ZONE 2000s | OO Gauge



'Hooper's Aggregates' is a fictitious exhibition layout built by Redruth Model Railway Club using a 'modular approach'. This, in effect, means that sections of layouts with different features are added and removed but there is always a commonality of era, baseboard construction, wiring and lighting.

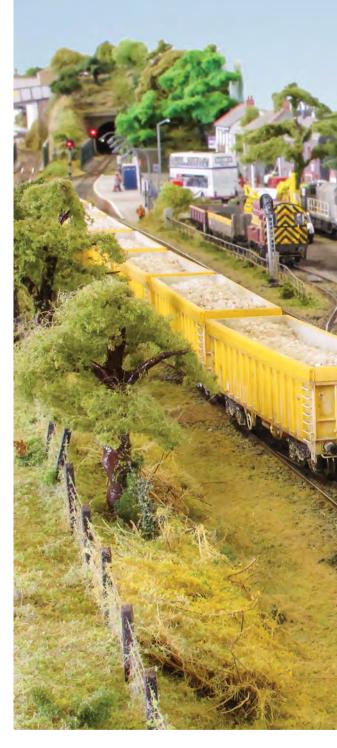
'Hooper's Aggregates' can become 'Stratton Clay Dries' by exchanging baseboards so that the quarry is replaced with a china clay works. This approach means that we don't get bored and always have more modules under consideration. Control is DC analogue and the layout is sectioned so that we can have five trains running at once.

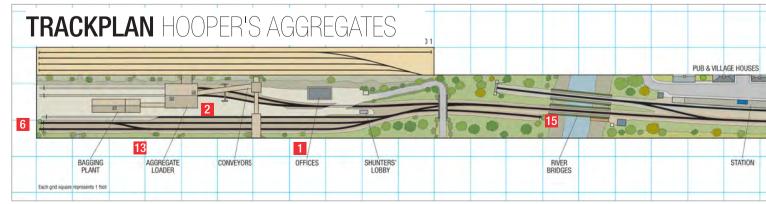
#### **CORNISH** LANDSCAPE

We utilise car body filler spread onto polystyrene formers as the base for all scenery, including the quarry sides. The formers are cut and glued, shaped using a hot knife, hot air gun and soldering iron, then covered by a layer of filler. This is then sanded and coloured with acrylics before flock and foliage is added with PVA glue and spray mount. Whilst the filler is heavy, we have found it to be robust and flexible, and more able to take the knocks of life on the exhibition circuit.

ABOVE: Behind one of the quarry's many mechanical shovels is 57312, drawing gently forward to load IOA ballast boxes on No. 2 track under the convever.

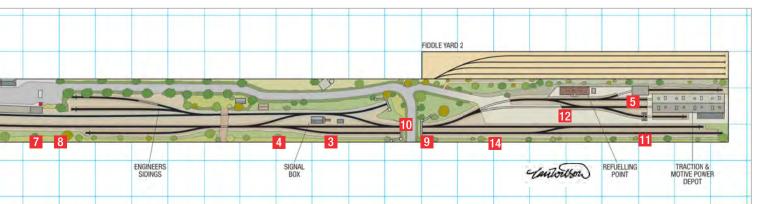
RIGHT: As an ambulance heads to the road accident, 66623 hauls a loaded bulk ballast train past the engineers' sidings. This view also shows some of the many hand-made trees and fences on the layout.





Discover more about the railways of the county by joining the Cornwall Railway Society at www.comwallrailwaysociety.org.uk





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See this layout in action at the Festival of British Railway Modelling in Doncaster on February 11/12 2017. Event info at www.world-of-railways.co.uk





**OPPOSITE PAGE:** A nuclear flask train from Devonport naval base is 'top and tailed' by a pair of DRS Class 37s. In the background lies a derelict Cornish engine house made from car body

LEFT: On shed for routine maintenance are 47569 and 37419. The mobile electric floor jacks are ready for the next job.

BELOW LEFT: A mystery locomotive has arrived by low-loader and waits to be moved into the depot.

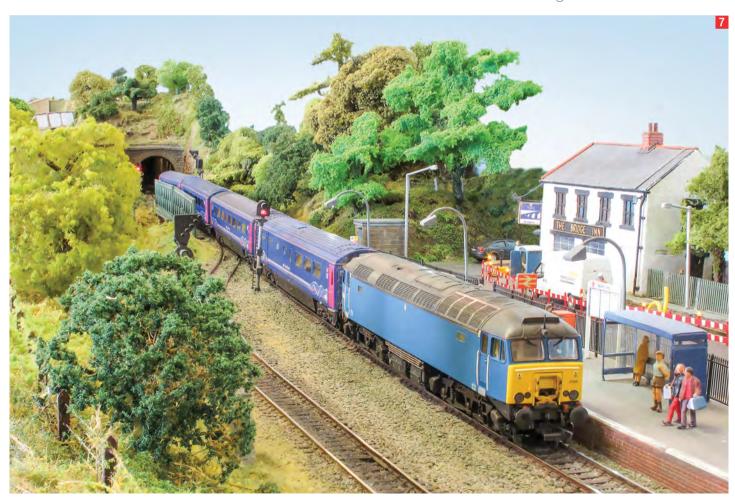
**BOTTOM:** Deputising for an FGW '57/6', hired-in 57313 powers the summer Saturday locomotive-hauled extra into Ponsowteir.

We chose to model a Cornish modern era layout as a number of our members are interested in the real railway in Cornwall, with many also being members of the Cornwall Railway Society (see info panel). We like to model what we have seen and photographed and have found that at exhibitions our layouts always generate interest, with discussions about fondlyremembered holidays. We draw inspiration from a number of great layouts, including 'Tonbridge West Yard', 'Diesels in the Duchy' (December 2013 BRM) and 'New Bryford' (June 2014 BRM) and seeing them always makes us want to raise our game.

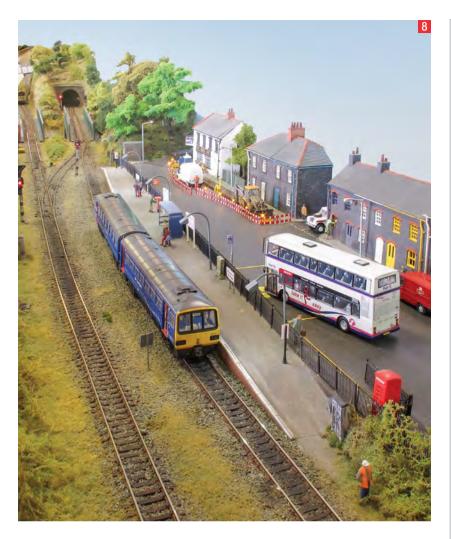
As 'Hooper's' is a club layout, we deliberately chose to model many features with standard items that all members can easily obtain, such as weathered proprietary stock (some modified), Peco track, Woodland Scenics and Gaugemaster controllers and uncouplers.

All couplings utilise the standard hook and bar to accommodate the majority of members' stock and we overlook their bulky appearance in the cause of

We draw inspiration from a number of great layouts, including 'Tonbridge West Yard', 'Diesels in the Duchy' and 'New Bryford'; seeing them always makes us want to raise our game.



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user-friendliness. They work well most of the time but derailments are sometimes caused by couplings jamming off-centre, 'sticky' coupling cams on Hornby locomotives and drooping coupling bars. We have modified some stock to attach couplings to bogies (manufacturers please note!), cams have been filed smooth and lubricated, and we try our best to fix our droops with superglue!

#### **WORKING FEATURES**

Our buildings are mainly scratchbuilt and are based on photographs of the real thing. The layout is fully signalled using Eckon multi-aspect colour lights and has much lighting in and around buildings and on many vehicles. These are mostly scratchbuilt utilising cheaply-sourced LEDs.

There are many cameos to be seen, such as the road traffic accident complete with Sea King helicopter looking for a place to land, Network Rail staff painting the bridges, the newly arrived locomotive being unloaded and the EWS Class 66 undergoing engine repairs. The highlight for many is the working stone loader which allows prototypical operation, with a continual procession of loaded trains being sent both east and west and corresponding empties arriving for filling. These have to be fitted around the local passenger services and other non-stone



**ABOVE:** Just in time to connect with the local First bus service, FGW 'Pacer' 143618 screeches to a halt. Behind, through the village, mains gas renewals cause disruption.

**RIGHT:** Just arrived in a rake of wagons is an S Kits JIA Tiger china clay wagon. Behind, a Hornby Class 60 and fuel wagons sit on the approach roads to the shed.

# II ask the expert

You mention the working ballast loader. How does it work and what equipment was required to make it deliver the aggregate at a steady rate?

When they were conceived, the prototypes of the loader were of the conveyor type, made from a section of inner tube from a child's bicycle running around tapered rollers. Problems with this slipping off the rollers caused us to think again. The conveyor is now constructed from a piece of plastic electrical conduit sitting in a frame made from aluminium bars with threaded holes.

The conduit is then able to slide back and forth within the frame and is driven by a vibrating motor from a ladies massage device. The concept comes from the shaker tables that were used in Cornish tin production. The loader sits on the rear of the backscene above one of our fiddleyards and projects through to the front of the layout inside a scratchbuilt loading building. Incorporated inside this building is a moveable arm mounted on the end of the conveyor that traverses two tracks, allowing loading to take place on either.

The building contains lighting and a miniature CCTV camera linked to a TV monitor that is visible to the operator. This facilitates accurate loading and minimises the risk of spills. Slots around and under the tracks allow excess material from the loader to be collected. The stone is aquatic gravel that has been prewashed to eliminate dust. This was selected after trials with standard ballast materials led to excessive dust accumulating on the track and wheels. From start to finish the whole thing took about seven months to develop.









If you like classic diesels and electrics, see our sister magazine TRACTION - more information at www.world-of-railways.co.uk





**CLOCKWISE FROM LEFT:**A sports car has lost control on a bend, narrowly missing Redruth Model Railway Club's van. Emergency services are on the scene, including a Sea King Mk IV helicopter of 771 Squadron from RNAS Culdrose (inset).

EWS 66135 undergoes piston replacement on shed.

MRA side-tipper set 051 has had its generator swapped, a fairly common occurrence.

Pallets of locomotive parts have arrived for the depot in a ZDA open wagon.

The outdoor depot store features a scratchbuilt pallet rack, behind which is 09006 with two TEA fuel tanks.







## AYOUT | NR WESTERN ZONE 2000s | OO Gauge

traffic. Keeping everything moving requires much concentration from operators, especially as the signals should be correctly set - anyone who allows a SPAD (Signal Passed at Danger) has the misfortune of buying a round of drinks later in the day!

We run a broad range of favourite trains and locomotives but have a particular soft spot for china clay trains, anything in Network Rail yellow and everything that runs or ran in Cornwall. Large logo blue 37425 can be seen having a last bash on the 'clays'. Our Hornby CDAs have been modified with tarpaulin winding gear and drainage cut-outs.

The DRS nuclear flask train is based on one which runs occasionally from Devonport to Sellafield and includes modified support coaches and a rare French model of a heavy duty flask wagon.

Preserved D1015 Western Champion has been modified with a high-intensity headlight for main line operation and can be seen on hire to GB Railfreight.



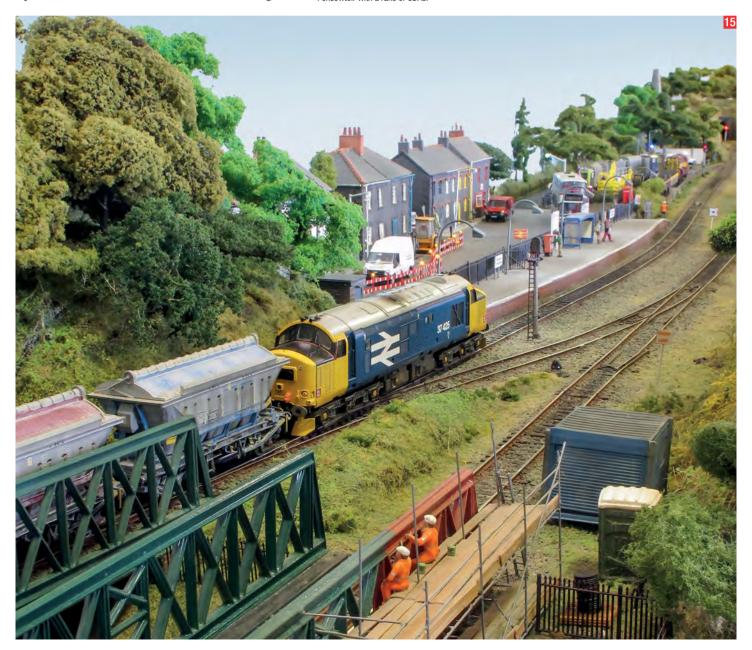


ABOVE LEFT: The bagging plant is scratchbuilt with a wooden frame and corrugated plastic card shell, plus LED lighting.

ABOVE RIGHT: Our TSL Polybulk hopper is a modified Jouef model, pre-dating the Bachmann version.

BELOW: 37425 passes Ponsowteir with a rake of CDAs. The booked FGW sleeper locomotive has failed again and a debranded ex-Arriva Class 57 has been hired in.

Redruth Club members greatly enjoy exhibiting 'Hooper's Aggregates' and are happy to visit destinations far from home to share our passion and to learn from the many great models that we see. Come and see our little bit of Cornwall at the Festival of British Railway Modelling in Doncaster on February 11/12 2017.





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# PRACTICAL BRM I WORKING ACCESSORIES I HO/OO Scale

Phil Parker assembles some of the strangest, yet most entertaining animated features we've seen, ideal for adding entertainment to layouts.

#### **SHOPPING LIST**

#### **KIT & MATERIALS**

I Busch 5483 Moles in holes kit £36.00

I Busch 5482 Pond with Swans £36.00

entertainment.

The first was nicknamed the

'Whack a Mole' in the office, after

surface are three molehills, but look

closely and you'll see moles poking

their noses out of the tops of each.

The actions appear natural as the

the seaside arcade game. On the

#### CONTACT

#### **GOLDEN VALLEY HOBBIES**

W www.goldenvalley hobbies.com

erman firm Busch kit to move the swans around, produces some fascinating using high-powered magnets that animated kits which can move under the water surface, be easily integrated into a layout pulling them along. Once installed, to provide a secondary form of I can see it giving many hours of operation without adjustments.

> While an HO scale mole and swan are small, the mechanisms aren't. An AC motor rotates a disk with raised cams to move the moles up and down, or a disk with magnets for the swans, you can't use DC as it just makes a clicking sound.

gluing together. Construction of both is virtually identical, so I haven't repeated the process.

Many exhibition layouts include animals for visitors to spot. How much better would they be if the wildlife moves?

Don't miss the extras menu of this month's BRM DVD, to see the moles in action.

These dioramas are a bit of fun, but isn't this what the hobby is all about?



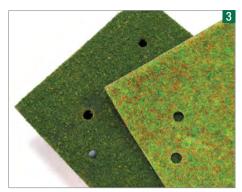
Look in the extras of this month's **BRM** DVD to see Phil Parker's mole diorama in action.



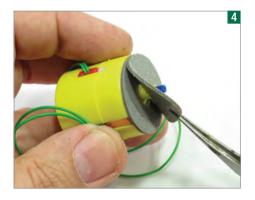
There are lots of laser-cut MDF parts to make the under-board mechanism. The plastic moles and hills are seen bottom right.



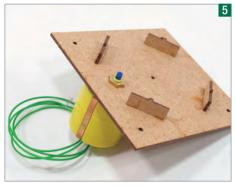
PVA or Deluxe Materials' Super 'Phatic glue is ideal for assembly. A small spot where parts touch holds everything together within a few seconds.



The German self-adhesive grass seen right looks too luminous. Fixing Woodland Scenics blended turf in place with PVA looks better.



A couple of self-adhesive felt rings fit to the top of the motor, providing sound insulation when fixed to the board.



This board supports the mechanism inside the main box. Bolting the motor in place finger tight seems sufficient for reliable working.



A circular plate with raised cams elevates the moles. The cams are released from their card supports and hand bent to shape.



Under the disk, a large white gear is fixed with superglue. Orange plastic pins ensure it lines up with the central hole. A clear plastic gear fits to the motor without glue.



The mechanism can now be tested. The motor uses 16V AC - using DC will make it click, but not rotate and could cause damage.



Moles are cast in pre-blackened heavy brass for weight. They should be a smooth fit in the plastic molehills, if not, pass a file over each briefly to loosen.



A 5mm drill bit opens out the holes in the top board, or at least clears any stray flock and glue away, allowing the molehills to be installed easily.



Non-working plastic moles and molehills are also included in the kit. Add these away from the top of the mechanism if required.

## **I expert** tip

place permanently.

hilst the working units need to be buried into the scenery, it would be wise to allow for their removal, just in case you need to maintain or repair the mechanisms. My recommendation is to cut a suitable square hole in the relevant baseboard and support the box in place. Then spray the joins with hair lacquer and sprinkle with matching flock The spray will hold the grass but not fix the box in



# OPERATIONS | BR EASTERN/LONDON MIDLAND | 1948-1966

# GCR LONDON EXTENSION TRAINS 1948-1966

Robert Carroll provides a detailed guide to the fascinating range of passenger trains that worked this route and how they can be modelled.

eptember 2016 marks the 50th anniversary of the closure of the former Great Central Railway 'London Extension' as a through route between London Marylebone and Sheffield (Victoria). The 'London Extension' ended at Quainton Road in Buckinghamshire, where it joined the Metropolitan Railway and became a joint GCR/Met line. The GC regained its own metals for the final run into its London terminus at Marylebone, opened in 1899. Early in the 20th century, a second route into the capital became available via the Great Western & Great Central (GW&GC) Joint line through High Wycombe, which bypassed the congested section shared with the Metropolitan.

Connections to other lines south of Nottingham were few, but one notable link was from Woodford & Hinton (Woodford Halse in BR days) to the GWR at Banbury. The GCR became part of the London & North Eastern Railway in 1923. On Nationalisation in 1948, the 'London Extension' became part of the Eastern Region (ER). After a period in the 1950s when it was part of the London Midland Region (LMR) but operated by the ER, the LMR gained full control of the route in 1958. Marylebone and the GW&GC Joint were at one time part of the Western Region (WR).

This article looks at the passenger services over the 'London Extension' from Nationalisation in 1948 to closure as a through route and considers the modelling possibilities. Example train formations are included in the accompanying tables.

#### **LONDON FXPRESSES**

At Nationalisation, there were three daytime expresses each way between Marylebone and Manchester London Road (now Piccadilly), running via the Woodhead route between Sheffield Victoria and Manchester. In addition, 'The Master Cutler' ran between Sheffield and Marylebone and was very much the line's premier train, the title having been bestowed

B1 No. 61131 at Nottingham Victoria in 1961 with the summer Saturday Newcastle-Swansea. The stock is a mix of Mk I and Gresley designs, with several still in crimson and cream five years after BR discontinued its application.



on an existing service in October 1947. These trains were formed largely of LNER stock of Gresley design, with the 'Cutler' having a full set of later Gresley enddoor stock without individual doors to compartments. Motive power was initially a Thomson B1 4-6-0. In May 1948, a through service between Bradford Exchange and Marylebone was restored after wartime curtailment and given the title 'The South Yorkshireman'. This train brought the new post-war Thompson stock to the line. The 'South Yorkshireman' divided at Sheffield, with a shorter formation running north thereof. From the winter 1950 timetable, the catering cars ran only south of Sheffield.

Early in BR days, Gresley A3 'Pacifics' returned to the GC and became regular performers on the



most important trains. Expresses usually changed locomotives at Leicester Central. The A3s disappeared in 1957 and BR Standard 5MT 4-6-0s and ex-LMS 'Black Fives' worked alongside B1s and V2 2-6-2s. BR 9F 2-10-0s made occasional appearances on expresses, particularly on summer Saturdays, including occasionally on 'The South Yorkshireman'. In September 1958, the 'Master Cutler' title was transferred to a King's Cross-Sheffield Victoria Pullman Car train, although the GC train continued to run untitled. At the start of the 1960s, the rundown of the line began in earnest when all daytime London expresses were withdrawn, their final day being January 2, 1960. Just before the end of express working, English Electric Type 4 diesels (Class 40) appeared on a few

On May 12 1948, ex-LNER B1 No. 1105 heads a set of Gresley end-door stock forming the down 'Master Cutler' near Seer Green on the GW&GC Joint line.



# OPERATIONS | BR EASTERN/LONDON MIDLAND | 1948-1966



BR 5MT No. 73010 heads the southbound 'South Yorkshireman' through Beighton on the outskirts of Sheffield). The formation on October 24 1959 was BSK, CK, RF, SO added at Sheffield; BSK, SK, CK, CK, BCK (from Bradford Exchange) as listed in the LMR marshalling book effective September 15 1959, including the additional SK in the Saturday train. All stock is BR Mk I, except for the Gresley Diagram 10C Restaurant First and the post-war Thompson SO, used partly for dining.

services at the northern end of the line, on weekend fill-in turns between workings to King's Cross on the new Pullman services.

The formation and appearance of the expresses changed over time. In 1949, the 'Master Cutler' became one of the first trains to receive the new BR carriage livery of crimson lake with cream upper panels, often



Ex-GCR 'Improved Director' (LNER D11/1) No. 62663 *Prince Albert* on a local train at Nottingham Victoria in the 1950s. The leading carriage is a Gresley non-gangwayed Composite Lavatory (CL).

hauled by an A3 in the new BR express lined blue. The 'Cutler' briefly lost its Gresley catering cars in favour of a new Bulleid 'Tavern Car' pair in the summer of 1949. Strong adverse reaction to the almost windowless restaurant car soon led to its replacement by a Gresley carriage (still in varnished teak). The Tavern Car kitchen-buffet was removed in the autumn of 1949. Thereafter, the catering cars in the London expresses were almost invariably Gresley Restaurant Firsts, most commonly the Diagram 10C variant, although full restaurant services were replaced by a buffet on some Manchester trains, usually provided from restaurant cars. The Restaurant Firsts were normally accompanied by a Gresley Open Third, used for dining in full or in part, although the 'Master Cutler' and sometimes 'The South Yorkshireman' included a Pantry Third, essentially a Restaurant Third with a small pantry for the preparation of light refreshments.

In the late-1940s and early-1950s, 'The South Yorkshireman' included a semi-open First, with First Class (FC) compartments at one end and an open section for FC dining at the other. Later, Thompson First Opens, Third Opens and Pantry Thirds appeared but there is no evidence of any Thompson Restaurant Firsts being used on the line.

Ex-LNER 'Tourist' buffet cars were used in the early-1950s on some Manchester trains, for example the 12.15 pm Marylebone-Manchester, and a Gresley restaurant car rebuilt to include a buffet as well as a kitchen

MATTABLE 1: EXA	AMPLE I	FORMATIONS					
4.50pm Marylebone-Bradford Exchange 'The South Yorkshireman'	1949-50	BCK(t), CK(t), RTP(g), RF(g), Semi-FO(g), BCK(t) (Bradford Exchange); 2xTK(t), BCK(t) (Sheffield Victoria)					
6.15pm Marylebone-Sheffield 'The Master Cutler'	1950	BTK, TK(MSO), 3 x TK, CK, RTP, RF, FO, FK, FK(SX), BCK (Gresley end-door stock)					
8.15am Swansea-York	1950	WR set: BTK, TK, FK, RC, 3 x TK, BTK NER set: BTK, TK, FK, RU, TO, 3 x TK, BTK					
7.35am Leicester-Manchester	1951	Twin-BTK-TK(g), 2xCK(t), 2xTK(g), Twin-BTK-TK(g)					
10.0am Marylebone-Manchester	1952	BTK(g), CK(t), FK(t), RF(buffet service only), TO, 2 x TK(t), BTK(g), TK(g)(MFSO), TK(g)(SO)					
10.35am (Sunday) Swansea-Sheffield	1953-54	BTK, CK, TK, BTK (ER/WR stock alternately); 2 x TK, BG (WR stock)					
9.25am Nottingham-Leicester local	1954	BT, CL, BT, BZ					
6.20am Nottingham-Marylebone (Ord)	1954-55	BTK(g), CK(t), TK(t), BTK(g), 3 x BG					
10.20am Hastings/10.42am Eastbourne-Sheffield summer Saturdays	1956	BSK, CK, SK, BSK (Hastings); BSK, SK, CK, 2 x SK, BSK (Eastbourne) (ER stock)					
6.18pm (SX)/6.15pm (SO) Marylebone-Sheffield 'The Master Cutler'	1956-57	BSK*, TSO*, 2xSK*, RSP(g), RF(g), FO(t)(SO), Twin-FO(g)(SX), BCK*					
4.50pm Marylebone-Bradford Exchange 'The South Yorkshireman'	1958-59	BCK*, CK*(MFSO)(A), CK*, 2xSK*, BSK* (Bradford Exchange); SO(t), RF(g), CK*, BSK* (Sheffield Victoria) (A) = applies to 1/11/1958 and from 1/5/1959					
12.15pm Marylebone-Manchester	1959	BSK*, CK*, FK*, RF(g), TSO*, SK*, BSK, 2xSK(FSO), SK(SO)					
9.25pm Dover-Newcastle Car-Sleeper (summer, Thursdays only)	1960	Up to 12 'motor car trucks', 2 x SLS, BSK, SK, SLS NER stock, maximum formation listed but actual formation dependent on demand					
1.35am (MX) Marylebone- Nottingham Newspapers	1960-61	4 x BG (Nottingham); BCK (ex-LMS), 3 x BG (Leicester)					
10.15pm (FO)/ 11.10pm (SO) Marylebone-Glasgow St Enoch 'Starlight Special'	1961	BSK, 4 x SK, CAF, 5 x SK, BSK (LMR stock, usually LMS-design)					
6.15pm Marylebone-Woodford Halse	1961	BS, 4 x S, BS (Marylebone suburban set)					
9.40pm (SX)/10.25pm (SO) Swindon- York (formation from Banbury)	1962-63	SX: 2 x BG, BG(FX), 2 x BG, BSK, CK, BSK, BG; Attach rear at Leicester: 2 x BG Saturdays: 3 x BG, BSK, CK, BSK, BG ER/WR stock alternate days					
10.50am Bournemouth West-York	1963-64	BSK*, TSO*, RMB*, TSO*, CK*, BSK* (York); CK*, BSK* (Sheffield). SR and NER stock alternately, RB in NER set instead of RMB.					
14.38 Marylebone-Nottingham 'semi-fast'	1965	BSK*, CK*, SK*, BSK*, BG(SX)					
21.55 (SX) Marylebone-Manchester Piccadilly Formation from 13/6/66	1966	BG (Edinburgh), BG (York) [both detached at Nottingham]; BG (Sheffield); BG (Aylesbury-Manchester) 2 x BG, BSK, CK, 2 x BG (Manchester); BG (Liverpool); BG (Nottingham); BG (Leicester) Attach front at Nottingham next to Manchester BGs: 2 x BG (Manchester) Attach rear at Nottingham: BG (Liverpool)					
KEY: (g) = Gresley, (t) = Thompson, *	= Mk1. (FSO) = Fri	days and Saturdays only, $(SO)/(SX) = Saturdays$ only/excepted, $(FO)/(FX) = Fridays$ only/excepted, $(MFSO)$					

**KEY:** (g) = Gresley, (t) = Thompson, \* = Mk1, (FSO) = Fridays and Saturdays only, (SO)/(SX) = Saturdays only/excepted, (FO)/(FX) = Fridays only/excepted, (MFSO) = Mondays, Fridays and Saturdays only, (MSO) = Mondays and Saturdays only. Third Class became Second on June 3, 1956.

BCK	Brake Composite Corridor	RC/RU	Restaurant Car/Unclassed
BG	Bogie brake van gangwayed	RF	Restaurant First with kitchen
BT/BS	Brake Third/Second (non-gangwayed)	RMB	Restaurant Miniature Buffet (Second Open with buffet area)
BTK/BSK	Brake Third/Second corridor	RTP/RSP	Pantry Third/Second
BZ	Brake van 6-wheel	Semi-FO	Semi-open First
CAF	Cafeteria Car	SLS	Sleeper Second
CCT	Covered Carriage Truck	T/S	Third/Second (non-gangwayed)
CK	Composite Corridor	TK/SK	Third/Second Corridor
CL	Composite Lavatory (non-gangwayed)	TO/SO	Third/Second Open (2+1 seats)
FK	First Corridor	TTO/TSO	Third/Second Open (2+2 seats)
FO	First Open	Twin-FO	Twin-First Open articulated (ex-Coronation)
GUV	General Utility Van	Twin-BTK-TK	Twin-Brake Third/Third corridor (Gresley steel-panelled)
RB	Restaurant Buffet		



# OPERATIONS | BR EASTERN/LONDON MIDLAND | 1948-1966



V2 No. 60831 calls at Chesterfield Central with a Leicester-Manchester express in the 1950s. The leading carriages are a Gresley steel-panelled articulated twin, followed by a side-door Gresley and a Thompson, with another twin bringing up the rear. The Chesterfield loop closed in 1963.

appeared briefly in 'The South Yorkshireman' in 1954.

Thompson stock began to appear in other expresses from the late-1940s, although the retention of Gresley catering cars made for mixed formations. Further variety was added by the introduction to the GC of the new BR Standard Mk I carriages, which first appeared in the 'Master Cutler' in 1952. A touch of class was added by the transfer to the line of an articulated twin First built for the LNER 'Coronation' streamliner (E1713/14E). It appeared in 'The South Yorkshireman' in 1954 then moved to the 'Cutler' - it was not usually included on Saturdays. It was transferred away when

BELOW: Filthy Fairburn 2-6-4T No. 42251 passes Aylesbury South 'box on the 1.34 pm Marylebone-Brackley, on February 10 1962. The leading carriage is a Thompson four-compartment Brake Second, followed by an LMS non-gangwayed Second and an LMS Corridor Composite.



the train's title was withdrawn. From the mid-1950s, Mk Is appeared more widely and by the time the expresses were withdrawn, they were formed largely of such stock, but still with catering cars of LNER design. From 1956, BR maroon began to replace crimson and cream. Some expresses were as short as seven carriages but were often strengthened on Fridays and Saturdays and could load to 13 or more. Strengthening carriages were often of the older Gresley design with doors to each compartment.

#### **CROSS-COUNTRY DAYTIME**

As far back as pre-Grouping days, cross-country expresses via the link to Banbury had been a regular feature of the 'London Extension'. In BR days, the main routes were Bournemouth-York/Newcastle and Swansea-Sheffield/Newcastle. The latter was reduced gradually and finally disappeared in the early-1960s but the Bournemouth train survived until the final day of the line as a through route in 1966.

One set of stock for the Swansea train was usually provided by the North Eastern Region (NER) and the other set by the WR. For the Bournemouth train, one set was ER/NER and the other Southern Region (SR). These trains brought stock of GWR and SR design to the line, often still in pre-Nationalisation liveries in the early BR years. Ex-GWR 'Hall' 4-6-0s appeared on these services as well as B1s, V2s and A3s, amongst other types. In its final decade, the SR set on the Bournemouth train carried that region's green livery.



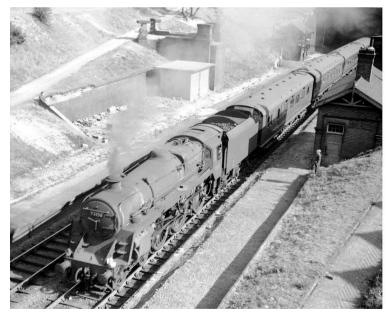
Stanier 'Black Five' No. 44920 approaches Brackley Central with the 1638 Marylebone-Nottingham in 1966. The goods yard has already been lifted. By now, four coach sets were the standard formation - in this case BSK, CK, SK, BSK.

Stock of pre-Nationalisation design had largely given way to Mk Is in the Bournemouth trains by the early-1960s, including Mk I catering cars. A few carriages in the new BR blue/grey livery appeared in the NER set for the Bournemouth-Newcastle train in its final weeks. For several winters in the early-1960s, the Bournemouth train was replaced by a DMU running between York and Banbury, year-round through services then being restored. Bournemouth trains were hauled over the 'London Extension' from 1962 by English Electric Type 3 (later Class 37) or Brush Type 4 (Class 47) diesels.

#### **OTHER SERVICES**

There were other expresses between Leicester Central and Manchester, which often included Gresley steel-panelled gangwayed articulated twins but lacked catering facilities, and local and stopping services along the line, the latter often referred to as 'Ords'. Stock generally remained of pre-Nationalisation design, with non-gangwayed stock being used on many short-distance local services. Nottingham had a well-developed suburban service.

Although LNER designs were more common in the early BR years, the LMR influence brought ex-LMS stock, both gangwayed and non-gangwayed, to the line in the 1950s. A wide variety of motive power could be seen, including ex-GCR types such as 'Director' 4-4-0s, J11 0-6-0s and A5 4-6-2 tanks, along with other ex-LNER types such as B16s, J6s, K2s, K3s and Thompson



Standard 5MT 4-6-0 No. 73158 heads a train of Southern Region stock through the closed Carrington station in Nottingham in August 1962. Behind the locomotive is a Maunsell 'Nondescript' saloon followed by two mid-1930s Maunsell Second Opens.

B1s and L1 tanks. Later, ex-LMS types such as Ivatt 4MT 2-6-0s appeared too. At the southern end of the route, some outer suburban services from Marylebone were extended to Brackley or Woodford Halse. In the early-1960s, four-car Derby suburban DMUs (later Class 115) appeared on some of these workings.



# OPERATIONS | BR EASTERN/LONDON MIDLAND | 1948-1966



On May 9 1964, EE Type 3 D6732 heads a Hull-Wembley Rugby League Challenge Cup final special south of Rugby. The stock is a mix of Gresleys and Mk Is including a miniature buffet (RMB). Hull Kingston Rovers fans would be disappointed as their team lost 13-5 to Widnes.

Most local trains along the 'London Extension' were withdrawn in 1963, when many of the remaining smaller stations were closed. A few locals survived between Rugby and Nottingham until 1966, by then often formed of gangwayed stock of LMS design and hauled by 'Black Fives' running tender-first in one direction. When the line closed as a through route, a token DMU service ran over the surviving section



'Jubilee' No. 45597 *Barbados* heads south at Newton Road between Lutterworth and Rugby on a late-running car-sleeper train. The leading vehicles are Mk I CCTs and GUVs, often used for carrying cars at the time.

between Rugby and Nottingham until complete closure in May 1969.

#### **OVERNIGHT** TRAINS

A longstanding overnight service was that between Swindon and Sheffield/York, usually two trains each way, largely for mail and parcels traffic, but also carrying passengers. An ex-GWR 'Castle' was diagrammed for one of these trains as far as Leicester in 1950 but 'Halls' were more common. Other types seen included B17, B1 and 'Black Five' 4-6-0s. These trains survived until the final day of the line as a through route. One set of stock was provided by the NER and the other by the WR. Latterly, the Swindon trains were worked as far as Leicester by WR 'Hymek' diesel-hydraulics (Class 35) with Class 37s working north from there.

In addition to the Swindon-Sheffield/York trains, overnight trains included the 'Starlight Specials' which ran on Fridays and Saturdays in the summer between Marylebone and Scotland from 1953 until 1962. These were usually formed of stock of LNER or LMS design, with a Cafeteria car (an early form of self-service catering car rebuilt in the early-1950s from pre-Nationalisation or pre-Grouping stock). Towards the end of the 'Starlight Specials', Mk I miniature buffets (RMBs) appeared in some trains.

Marylebone played host to diverted West Coast sleeping car services in the mid-1960s whilst Euston station was being rebuilt in readiness for electrification. Overnight car-sleeper services used the 'London Extension' in the late-1950s and early-1960s. These included trains between Dover and Newcastle and between Marylebone and Glasgow. Cars were accommodated in covered vans, originally ex-LNER CCTs and ex-LMS motor car vans, later Mk I CCTs and GUVs. Another service which survived until the line's final day was an overnight Marylebone-Manchester train, which included passenger accommodation but was principally for mail and parcels traffic. An overnight newspaper train from Marylebone to Nottingham also survived until the end.

#### **HOLIDAY TRAINS**

Until they were curtailed in the 1960s, many additional summer services ran via the 'London Extension' carrying holidaymakers to the south coast, some via Banbury such as the Bradford-Poole train and others using the GW&GC Joint to reach holiday resorts such as Hastings or Ramsgate via the West London Line. These often used stock of pre-Nationalisation designs, including SR Maunsell stock, GWR designs and LMS Stanier stock. Holiday periods also saw relief trains running between Marylebone and Nottingham or Sheffield to supplement the regular expresses.

Situated alongside the link between Neasden and the GW&GC Joint at Northolt Junction, Wembley Stadium was a source of much special traffic in connection with major sporting events such as the FA Cup and Rugby League Challenge Cup finals. As with the holiday trains, these extras could bring a wide variety of motive power and stock to the line.

#### **RAPID** RUNDOWN

Following the withdrawal of the daytime expresses in 1960, a service of three semi-fast trains each way was introduced between Marylebone and Nottingham. These were usually formed of Mk I stock without catering facilities. Initially formed of six-coach sets, they were later reduced to four. The 5.15pm from Nottingham was latterly a longer formation as it was used to return the passenger stock from the overnight newspaper train.

In 1963, the morning train from Marylebone and its return working were turned over to a Marylebone suburban DMU. Other workings remained steamhauled, apart from occasional diesel substitutions, including by the pioneer Derby/Sulzer Type 2 D5000 on the final day. Run-down rebuilt 'Royal Scot' 4-6-0s and 'Britannia' 4-6-2s appeared towards the end of their lives, as did B1s and V2s, but 'Black Fives' dominated in the final few years.

#### **MODELLING POSSIBILITIES**

Many of the major types of locomotive seen on the 'London Extension' in BR days have been modelled ready-to-run in OO and N gauge in recent years. Notable exceptions include the A5 4-6-2T, K2 'Mogul' and J6 0-6-0. Hornby has produced models of the older Gresley stock with doors to each compartment along with both Gresley and Thompson non-gangwayed stock similar to that which worked in the Nottingham



No. 45262 passing Bradenham village near Saunderton on the GW&GC Joint line on July 21 1962. This may be the Hastings/Eastbourne-Sheffield (Victoria) summer Saturday train, which ran for the first time in the 1962 summer on this date. The stock is a mix of Gresley and Thompson designs.

area. Bachmann will shortly release new OO models of Thompson gangwayed stock and already produces a wide range of Mk I types.

For cross-country services, Hornby has produced GWR Hawksworth and older Collett 'bow end' stock, and Bachmann has reissued models of the later Collett 'Sunshine' stock, a type often seen on the line in the 1950s. SR Maunsell and Bulleid stock is produced by Hornby and Bachmann respectively.

Hornby and Bachmann have both produced LMS gangwayed stock (three varieties) and Hornby also now produces LMS non-gangwayed stock. The most significant omissions are the later Gresley end-door stock, as used on London expresses in the early BR years, any type of gangwayed Gresley Brake Third/ Second and pre-Nationalisation catering car types. To model one of the London expresses accurately, it is necessary to turn to kits or rebuilding RTR stock with new sides in order to have a Gresley Restaurant First and either a Gresley or Thompson First Open or Second/Third Open. The Mailcoach model of the LNER articulated twin-First could be adapted to represent the BR period by omitting the lower valances and fashioning an additional door at the inner end of one side of each half of the twin.

In N gauge, the possibilities are more limited but Graham Farish offers a good range of BR Mk Is, ex-LMS Stanier Period IIIs, WR Hawksworth and SR Bulleid vehicles, while Dapol can provide ex-LNER Gresley stock and a buffet car, ex-GWR Collett coaches and Maunsell vehicles. For other vehicles not available RTR, Ultima Kits is a good source of 2mm:1ft scale coaching stock with a wide range of pre-BR designs available. ■

#### THANKS TO

John Marsh and Andrew Teale of Shipley MRS and to Mark Jenkins and Brian Kirby for their assistance compiling this article.

## PRACTICAL BRM I SCRATCHBUILDING I 009 Gauge

#### MAKE A ...

# -FLANCE LOCOMOTIVE

Needing to replace a narrow gauge locomotive before a show led Phil Parker to build this simple freelance body on an RTR chassis.

#### SHOPPING US

#### **TOOLS & MATERIALS**

I Chassis - TU-KOPPEL A -Tsugawa Yokou #14036 I 0.5mm and 0.75mm plastic sheet 12.5mm, 5mm and 13mm plastic tube Assorted pack of Plastic

I 0.45mm brass wire I Craft knife

I 6 inch steel rule I Pair of compasses

I Tweezers

I Abrasive sticks Soldering iron (for clock

I Plastic cement I Liquid plastic glue I Superglue

nline shopping can be dangerous. Having spotted an interesting RTR chassis for less than £30, I thought it might be the solution to my OO9 motive power problem.

The project layout 'Owen's Bridge' featured in the November 2014 issue of BRM will be at the Warley NEC show on November 26/27. Unfortunately, its original locomotive had worn out, so I needed a replacement.

A few mouse clicks were followed by a week of waiting for a plastic box to arrive from Japan. Once opened, inside was the smallest chassis I'd ever seen.

On track it ran surprisingly well. The miniature motor won't last long if run above 9V and should be run at half power for realistic operation. It just needed a body.

The wheels are only 5.5mm in diameter, a scale 1ft 4in and suitable prototypes are thin on the ground. I found a couple of possibilities that might be adaptable, my favourite, a Bagnall called Jack. Large, square tanks are easy to build and photographs of models found online had a purposeful look.

Work started on the drawing board with a rough design to see if adjusting the body to fit the chassis would work. The result is shorter

than I would like, but it had a nice look

Freelancing like this is pretty much par for the course for those with narrow gauge interests. Many OO9 gauge locomotives are little more than N gauge models with wider bodies and taller chimneys.

The body can be made from metal or, far easier to work with, plastic sheet. Cutting and gluing requires no more tools than for an Airfix kit. Modelling this way is also ridiculously cheap as you only need small amounts of material. Buying all the sheet and tube for less than £10 will leave you with enough for at least a dozen bodies.

#### OSBORN'S MODELS

T 01237 423 453 W www.osbornsmodels. com

# 13-D Printing

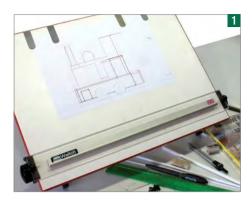
I decided to make the body from plastic sheet instead of 3-D printing for a few reasons. Unless you order a costly print, layers will show as part of the process or the powder the model is made from. To overcome this on more cost-effective prints, lots of sanding or thick paint needs to be applied to fill gaps. Both techniques reduce the amount of visibly fine detail.

I also enjoy making things with my hands. Messing around with plastic sheet and a tube of glue appeals to me more than a computer with 3-D CAD software.

In years to come, I'm sure a printer will become part of my modelling kit, in the same way etching and casting have been useful additions to the modelling armoury.



See this model in action on 'Owen's Bridge' at the Warley NEC Show on November 26/27. Visit www.thewarleyshow.co.uk to book advance tickets.



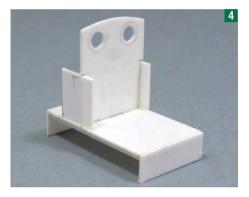
I like to start design work with a pencil and paper. The drawing is five times life size on an A4 sheet. Return to it with fresh eyes a few days later to see if it looks right.



A suitable scale figure is a vital tool - if it doesn't fit in the cab, you know it's wrong. The diminutive chassis shows up well and our driver can see over the motor.



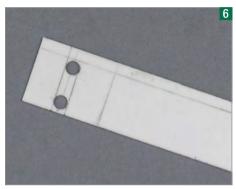
The footplate and bufferbeams are made from 0.75mm plastic sheet. Valances should be thin strips but 1mm square section is easier to use.



The cab front spectacle plates are marked with a compass, before holes are drilled with a succession of bits, gradually getting larger.



The Bagnall tanks are an inverted saddle under the smokebox. The boiler is a slice of tube. Use sandpaper on a wooden block to evenly sand the base flat.



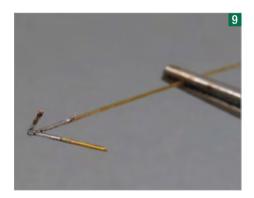
The upper cab sides are cut from a single sheet. Drilling holes for the curves at the top and bottom is easier than trying to cut the tight curves with a knife.



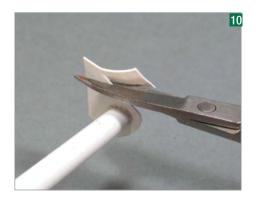
A plastic locomotive is too light to run reliably, so I'm adding lead in the boiler and filling the coal bunkers with weight. Drops of runny superglue are used to secure.



Drilling the centre of the smokebox door for a dressmaking pin makes handling it easier. The pin is gripped in a pin vice to sand the door to a slightly domed shape.



I'm trying to make as much of this model myself, so soldering 0.45mm brass wire is a quick way to represent the smokebox door handles.



Both chimney and dome start life as plastic tube, filed to the same profile as the boiler. Plastic is stuck to form the base of the skirt. Filler is added and filed back.



Hiding the motor is a half-height cab back and brass 0.45mm brass wire handrails. The hole in the cab back allows long tools to be used for cleaning out the fire.



Underneath, the chassis is held with a strip of plastic at the front and rectangles at the back. Now complete, just paint it carefully in your favourite livery.

#### HOW TO BUILD..

# A RESIN WAREHOUSE

Simple to construct kits with fine detail are rare, but Howard Smith tracked down a quality resin goods warehouse from Dutch firm Artitec.

#### **SHOPPING** LIST

#### **KIT & MATERIALS**

I Artitec 14.104 goods depot € 25.70 I Comart 810015 weathering set I Lifecolor LP01, LP02, LP03 weathering sets

#### **TOOLS/ADHESIVES**

I Craft knife
I Roket cyano glue gel
I Needle file

#### CONTACT

#### **Artitec**

**T** 01274 594119 **W** www.artitec.nl

#### Airbrushes.com

W www.airbrushes.com

he Dutch firm Artitec has been on my radar for some time. Its ever expanding selection of resin products in 1:160 and 1:87 scales usually makes a return visit to its website worthwhile.

Although the majority of my modelling falls into neither of the two scales, I can still appreciate a good model. Artitec kits are easy to assemble - ideal for beginners - yet don't look basic or crude when completed. Its what sets them apart from many a resin kit created by small firms operating from garden sheds or garages.

For those building card kits in OO and N, this range is worth a serious look to upgrade the odd item on your layyout. Little extra effort is required to build them compared to card kits and

with such detail and relief in the mouldings, they look much better. Seeing them online was tempting, but I needed to find out what they are like to build.

When choosing Artitec kits for a British layout you'll still need to select carefully - most of its boats are continental outline and its HO buildings are underscale for OO, but by carefully by placing them to the rear of a layout, you can create forced perspective and the discrepancy will go unnoticed.

Amongst its many gems, Artitec offers this N scale kit of a goods depot that can be justified on British layouts. Superbly cast

in resin without air bubbles - a problem that still plagues many resin kits - five sheets are supplied with a sheet of transparent printed glazing for the windows. All the builder requires to assemble this building with a footprint of 130mm by 60mm is glue.

The finished model speaks for itself, there's no need for extra detail which is rare for many a kit, especially in N. The guttering, exterior lights, chimneys and roof lights are integral with the moulds.

Artitec offers a great range of interesting kits, to see more, including a great selection of layout accessories, visit its website.

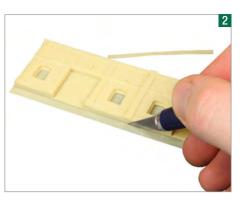


Building this kit is very simple. In fact, it took longer to paint than build. I used a combination of three weathering sets from Lifecolor.

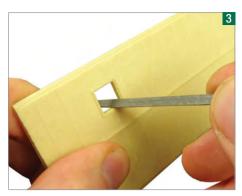




A minimum of components to glue and very clear pictorial instructions make this kit simple and a pleasure to assemble.



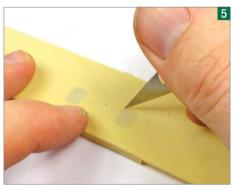
The components are held together on resin sheets in groups of five or more. Each needs to be freed by cutting around the component edges with a sharp knife.



Passing a small needle file over the edges of each component will tidy them and give the glue a better key than smooth resin.



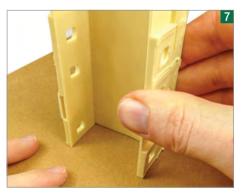
To cut out the roof light apertures, rather than cut in one go, I'm cutting from each corner towards the centre of each side, preventing the blade from damaging the sides.



For the smaller side windows, it's easier to cut most of the material out from the rear. The translucent nature of the resin helps locate the edges.



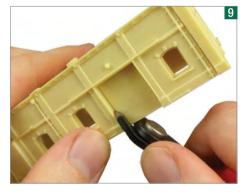
I'm using Cyano glue gel - a gap filling thick superglue - from Deluxe Materials. Its thick consistency allows for the odd imperfection around edges to bond correctly.



To be sure that the ends fit into place without problems, I'm sanding the glued sides and roof on a sheet of Harris F2 grit sandpaper. This ensures all are of an equal length.



The foreman's office is a simple addition. Three sides, a roof and chimney are easily glued into place. You could glue it to the rear wall for variety.



I decided to model some of the warehouse doors open. The resin wall behind each is removed with snips, then tidied with a file - a small saw would also work.



Using the same superglue - the only one required for this build - seven square angles are glued avoiding door and window apertures to strengthen the structure.



Starting from the top, a wash of light grey from Lifecolor seeps into gaps, showing detail and areas which can later be picked out. Avoid painting it a single colour.



Painting starts to bring the detail on this building to life. Once the doors and windows are painted this makes a great layout addition that I can fully recommend.

HOW TO...

# INSTALL OVERHEAD LINE EQUIPMENT





Visit RMweb.co.uk and search 'overhead electrification' for related topics, photographs and modelling advice.

In this two-part article Nigel Burkin looks at the practicalities of modelling 25kV AC overhead line equipment (OHLE) in N scale.

he challenge of modelling Overhead Line Equipment (OHLE) together with an interest in the railways of the West Midlands prompted me to look seriously at an N gauge layout inspired by the electrified Grand Junction Railway between Walsall and Wolverhampton via Bescot. 'Dudley Heath', an N gauge BRM project layout was the result, equipped with representations of West Coast Main Line Mark 1-series OHLE.

I knew installing the OHLE would be a timeconsuming task because of the variety of portals needed. Fortunately, the etched brass kits for 1960s West Coast Main Line (Mark 1-series) electrification produced by N-Brass Locos suited the layout admirably.

#### **OHLE PRACTICALITIES**

During the planning stage, I had to give serious thought to factors which would impact operations, maintenance and layout portability after the OHLE was complete.

By its very nature, N scale OHLE is delicate and easily damaged. Enough strength to withstand regular layout handling may result in an overscale appearance.



LEFT: A layout inspired by the Grand Junction Railway through the 'Black Country' has to be equipped with overhead line equipment and more specifically, 25kV AC Mark 1-series portals and masts. It's an added dimension that allows a wider variety of stock to be operated.

**BELOW:** Dapol was the first to offer a range of masts for modelling British AC electric lines. The cantilever masts are well thought out with screw and wing nut fixings. The model represents a Mark-3a series mast.



#### PRACTICAL BRM LINFRASTRUCTURE LN Scale

#### 10 OHLE FACTORS TO CONSIDER

- 1) Clearances are important. Check that there is enough space under bridges and station buildings to accommodate the OHLE with a locomotive pantograph in the raised position.
- 2) Track cleaning and maintenance may be made more complicated by the installation of OHLE, especially if modelling the wires.
- 3) Wiring in N gauge will be significantly over-scale, even if 0.2mm diameter guitar wire is used for its strength and resilience. Many N gauge modellers choose to omit wires completely.
- 4) When locating portals and masts, check the underside of the baseboard top to see that you are intending to drill into clear space and not through the top of a turnout motor or DCC accessory!
- 5) What pantographs do you plan to use? Contact between pantographs and wiring in N gauge is difficult to achieve and many modellers run unsprung 'pan' heads below the level of the register arms (and wires).
- 6) Unlike real OHLE, the register arms of N gauge OHLE will not allow 'lift' of the wires as the pantograph passes underneath!
- 7) Scale spacing (spans) of portals and masts might appear to be too much for a model railway. Selective compression of mast spacing may further improve the appearance of N gauge OHLE, especially if the wires are not modelled.
- 8) How will you span the joins in the baseboards of portable layouts if planning to fit wires?
- 9) Avoid fixing the portals and masts to the layout if there are no plans to fit wires. It will make maintenance and repair easier if the portals can be removed.
- 10) Removable portals should be numbered and their position marked on a layout diagram so they can be returned in the correct order.

RIGHT: A one size fits all sprung pantograph is fitted to the Graham Farish Class 87, 90 and 350 EMU, but isn't representative of pantographs commonly used on British outline stock.

CENTRE RIGHT: Dapol designed a useful screw fitting for its pantograph range making them easy to swap or adapt to fit other models as demonstrated by the use of a Brecknell-Willis 'pan' on a Graham Farish Class 350 EMU.

BELOW RIGHT: Dapol offers unsprung models of Stone Faiveley and Brecknell-Willis pantographs on its Class 86, also sold as spares to update models or use as kit-building aids. The Stone Faiveley type is shown here.

BELOW: Masking tape was used to position register arm assemblies on 'Dudley Heath'. Wider three-track portals were used to span the station platforms as well as the twin-track main line - a common practice on the railway.

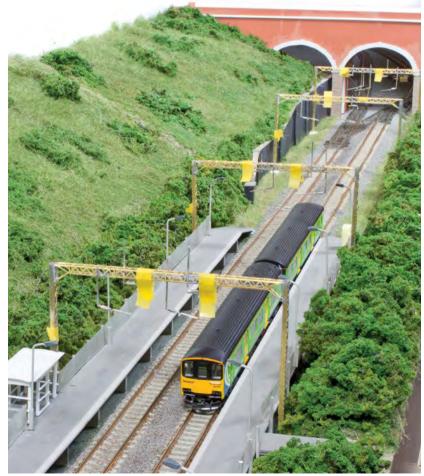






It is unlikely that wires will be strong enough to support direct pantograph head contact without being overscale. For this reason, the jury is still out with respect to adding catenary wires. Furthermore, modellers of all scales have to give thought about how wires span baseboard joints on portable layouts. The temptation to use brass or nickel-silver wire should be resisted because it is prone to kinking at the slightest touch. In OO gauge, 0.2mm diameter guitar string resists kinking, with a degree of resilience. However, it is too heavy for N scale.

Having installed portals across the permanent way, practical issues present themselves including track cleaning, maintenance and re-railing rolling stock. Portals get in the way and wiring makes cleaning and maintenance more complicated. If there are no plans to string wires along the line, it is worth making portals





removable to make layout maintenance easier. Fit each one with a small number plate, attached to the rear leg so they can be returned to the layout in the correct order. Damage to a portal is easier to repair if it can be removed and repaired at the workbench.

British 25kV AC OHLE is a fascinating subject and these notes simply scratch the surface. The best advice I can offer is to study as many photographs as you can for your intended railway - there are distinct detail differences between systems depending on which line you study and all are worth investigating.

#### **MOTIVE POWER**

'Dudley Heath' now plays host to an unbranded Central Trains/Silverlink Class 350 'Desiro' from Graham Farish. Dapol Class 86s have a home on the layout, working freight, empty stock and mail traffic. Older models of AC electric locomotives include the Graham Farish Class 87 and 90, both of which are in need of updating and making more accessible for DCC users.

Special mention must go to CJM Models for its efforts to fill gaps in the AC locomotive fleet by offering bespoke N gauge models of the Class 89 and 92 with a reputation for excellent performance.

For those who can't wait for ready-to-run AC EMUs, a variety of conversions suitable for West Midlands themed layouts are available from Electra Railway Graphics, including Class 304, 310, 312 and 323. A partnership between Electra Railway Graphics and N-Train is working on complete kits of Class 313, 314, 319 and 325 AC EMUs.

Perhaps the most exciting development in recent times is the advent of Revolution Trains which crowdfunds models hitherto ignored by mainstream manufacturers. The first will be a Class 390 Virgin Pendolino which should be released in late-2016. After that will be Class 320/321 EMUs, which are

suitable for a number of AC electric routes, including Euston-Birmingham New Street, Great Eastern Lines, Strathclyde (Class 320) and West Yorkshire.

#### **SCALE PANTOGRAPHS**

Graham Farish models are equipped with a one-sizefits-all pantograph which has a pretty powerful spring - too powerful to be of any real use. Dapol offers two pantographs in N scale: a Brecknell-Willis high-speed type and a Stone Faiveley 'bicycle frame' design. They are unsprung allowing them to be posed in a raised position ideal for running below the height of the lowest register arm assembly. The Revolution Class 390 will also be equipped with an unsprung pantograph which will work in a similar manner.

When using pantographs in this manner, a standard height for all register arms has to be determined, allowing for height restrictions such as overbridges. You can simplify matters by making a styrene height gauge to sit on the track under each portal to test register arms for height. A similar gauge can be used to set pantographs at the desired operating height.

In part two I'll look at the practical construction and installation of the N-Brass OHLE to 'Dudley Heath' in

**ABOVE:** The double junction at Rescot inspired a similar junction on 'Dudley Heath'. A twin-track lightweight portal could be used.

# ask the expert

I don't see many layouts based on overhead electric railways; why aren't they more common and what are the advantages and disadvantages of modelling this widespread feature?

Large areas of the rail network are electrified at 25kV AC, dating from the 1960s to many lines of unique character employing different designs of support masts, portals and overhead wiring that can become a real signature feature of a layout.

It is the huge variety of mast and portal designs that may be the crux of the matter for mainstream manufacturers' attempts to create a British-outline OHLE system in any scale. Dapol dipped its toe in the water with single cantilever masts in OO and N, suitable for Mark 3a high-speed catenary. The confusion between types was highlighted when Dapol proposed a series of portals of differing series, few of which would be mixed on a line.

The most comprehensive OHLE range available is the Mark 1 system produced as kits in OO and N gauge by N-Brass Locomotives. The comprehensive range includes register arm assemblies, insulators, pulley wheel assemblies and masts etched in brass and nickelsilver. They need a fair commitment in construction time with high-strength adhesive or soldering to complete the assembly. Despite its comprehensive coverage, there is scope for kit-bashing and adding extra details. Furthermore, many of the components can be used as scratchbuilding aids for newer equipment together with H-section brass from either Albion Alloys or K&S Metals.

In N gauge, the range of products beyond the Dapol masts and the N-Brass Locomotives range is not at all comprehensive and some tricks are required to customise Mark 1 portals or produce something representing the Mark 3 series. H-section brass rod, 0.45mm and

0.7mm diameter nickelsilver wire together with 10BA brass screws or other screws with wide threads can be used to create a fair representation of OHLE. Soldered construction is advised for strength, especially if you intend to transport your layout to exhibitions!



#### PART EIGHT

# A WAGON IN EVERY SCALE



Concluding his wagon building series, Phil Parker builds the largest yet, in a scale where construction methods are similar to full size vehicles.

or the final project in this series, we've reached the largest modelling scale.
Beyond this, work is best described as model engineering.

This Gauge 3 wagon at 27cm in length can be built on most people's modelling boards. You don't need any specialist tools, just knives, files and drills, though they are occasionally slightly larger than those OO gauge modellers use.

Many of the components in this scale are the same as those found on a prototype wagon, sometimes even the same material. On smaller scales solebars, W-irons, V-hangers and axleboxes are a single moulding. In this scale, we

find steel W-irons that bolt to the chassis like the real thing. It's educational and tempts the builder to pay closer attention to prototype wagons.

Williams Models describe the range of Flexi-kits from which I chose this model as 'good value'. At £70 including wheels, this sounds fair enough to me. To achieve this, the parts are hand moulded, there's no internal detail or floor and the brake gear is simplified.

If you need a train of wagons behind your locomotive, these are a more economical way of achieving this. If you prefer a more detailed model with a single piece body, a Standard range is available from the same company at a higher price.

I've added detail to the model, nothing too difficult, just a floor and the internal detail for the sides. As well as saving money, it proved to be really enjoyable. Handling such a chunky model is a pleasure and parts are easy to see. Mind you, there are still 14BA nuts and bolts which require care if they aren't to disappear into the depths of the workbench.

There are two or three Gauge 3 layouts on the exhibition circuit - it's worth keeping an eye out at the larger shows to see them. Most prefer to use this scale in the garden where robustness of construction trumps fiddly detail.

#### SHOPPING LIS

I RCH 1923 7-plank end door wagon 'Flexi-kit'

#### **TOOLS**

I Craft knife
I Needle files
I Coarse 6in file
I Powered screwdriver
fitted with a chuck
I Drill bits up to 4mm
diameter
I Countersink bit

#### CONTACT

I Superglue

I Epoxy glue

WILLIAMS MODELS
W williamsmodels.co.uk

Building this wagon kit in Gauge 3 is an eye-opener. You need to study real wagons much more closely for detail. Components are far larger and there's no opportunity to hide errors - they're visible for all to see.



Visit the Gauge 3 Society website for links to suppliers and manufacturers www.gauge3.org.uk



Components of the kit laid out. Parts include cast resin and laser-cut steel for W-irons, V-hangers and brake levers and cast phosphor-bronze for the axleboxes.



The chassis needs excessive cleaning to remove surplus resin around the frames. With a dust mask, use a coarse file to carefully carve away the soft material.



Dimples on the sides indicate where the 3mm diameter holes are to be drilled to bolt the W-irons in place. A minidrill makes short work of this.



The holts have countersunk heads which need to be flush with the surface. Rather than a modelling tool, I'm using one from the DIY toolbox, such is the size of the job.



Cosmetic cast whitemetal springs fit to the steel W-irons with superglue. The holes in the steel are opened out with a reamer for the pegs to fit through.



Alignment guides are provided in the chassis, but follow the instructions to check all the centre slots are vertical before gluing and bolting each W-iron in place.



Cosmetic solebar sides are trimmed to length and fixed with superglue. Check that the moulded bolt heads align with the W-irons.



Buffer bodies are glued in place. Those with raised tops fit at the end of the wagon with the opening door to retain the floor when the wagon is tipped for emptying.



A 4.2mm drill is suggested for cleaning and drilling out the axleboxes. This seems to work well enough for the axles to rotate freely.

# RCH wagons



In the early days of railway development, wagon design was a 'free for all'. Each constructor had its own idea of what was required and railway companies found themselves trying to run trains made of varying, incompatible and unreliable

To cure this, the Railway Clearing House (RCH) issued minimum standards for private owner wagons in 1887, largely around the design of buffers, couplings and brakes in a bid to improve safety. These were further tightened in 1909, forming the basis for the standard coal wagon that formed the backbone of the British fleet for years to come.

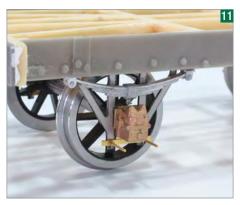
As long as a design met the minimum criteria, wagon builders could vary the finer design points to suit themselves, proving a minefield for the modeller. John Haynes' superb reference The 4mm Coal Wagon (Wild Swan 1999) contains an excellent photo of a Wood & Co wagon showing the vertical strapping by the side doors curving at the bottom to meet the diagonal. Our kit depicts a slightly different design like the wagon shown opposite.

End door design and chassis details varied too, so if you're concerned about finer details, find a photograph of the wagon you're modelling.

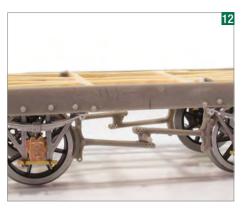
# PRACTICAL BRM I WAGON BUILDING I Gauge 3



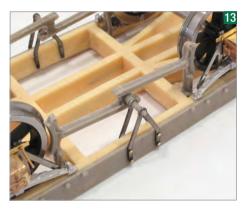
Spigots left from the moulding process are cut with a junior hacksaw and finished with a file. Slots where the axlebox slide are cleaned with a needle file.



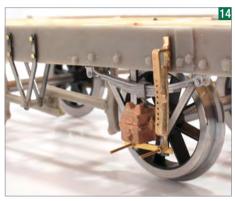
Springing is via small coils that fit into a hole on top of the axlebox and spigot on the bottom of each cosmetic spring. Retaining straps are bolted in place underneath.



Brakes are a single piece casting. I've drilled out the holes to improve the look. Check that the shoes are centred on the wheels when the springs are slightly compressed.



V-hangers hook over the brake casting and are fixed to the solebar with superglue and dressmaking pins to represent bolts.



Cast brass brake lever guides are fitted to the solebar by drilling holes for the spigots on the back. The metal is soft enough to tweak it into place.



Brake levers are supplied flat and have to be bent to shape. A guide is provided in the instructions, but small pliers are required for the bends at the handle end.



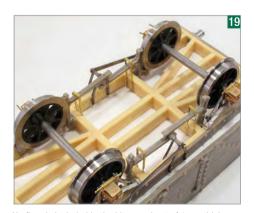
Safety loops are etched from thin brass and glued to the chassis frame, looping around the brakes.



No planking detail is provided inside the wagon so it has to be copied from the outside. A few strokes using an Olfa cutter makes nice clean lines.



Plastic strips fixed with brushable superglue replicate the internal ironwork to match that on the outside. Plastic rod chopped into slivers is glued in place for bolts.



No floor is included in the kit so a sheet of 1mm thick plastic is cut to fit, then scribed to show 29 planks running across the wagon.



The roller bar is made from more 2mm rod fixed across the top of the opening end. Slices of tube and short lengths of strip make up the hinges.



The end door bar protrudes through, so the strap has to be extended. You could also add very fine chain to hold retaining pins.



Side door springs, commonly called door bangers are bent to shape from etched brass and fitted to the solebar below the rectangular plate on the side doors.



Buffers are test fitted but not bolted in until after painting. The axleboxes, springs and wheels will be removed as



After spraying, some pin-holes on the castings are visible, but weathering will hide them. Black ironwork is brush painted using photographs for reference.

## applying transfers



In this scale, applying transfers is akin to wallpapering. Cut the sheet down to the main letters and soak

in clean warm water to release the backing paper. Don't let it float free - application is easier if it's still on the paper.



Paint the side with Microscale Micro Set and apply the transfer carefully, pushing it into place.

Pat it down then apply several coats of Micro Sol. This will soften the carrier film and draw it over raised detail. It needs to be left overnight to do its work without disturbance. The film will soften and can easily tear if overworked.



This large wagon needs a lot of paint. An aerosol can is

Yellow over its Grey Primer.

the fastest way to apply it. I'm using Halfords' Ford Signal



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# THE MAKERS THE MODEL CENTRE

Custom-finished RTR models are increasingly popular with modellers. Ben Jones visits one of the pioneers in this field to see how it is catering for changing tastes and demands.

igh on the North Yorkshire Moors, not far from Goathland - famous as 'Aidensfield' in the TV series Heartbeat - stands the unlikely base of a thriving model railway business. TMC (The Model Centre) was born out of the Trafford Model Centre retail chain, which became part of the ModelZone group, and quickly established its own niche as a supplier of custom-finished models. Today, that remit has expanded to include DCC and sound installation, limited edition and exclusive commissions, weathering, renumbering and renaming of ready-to-run (RTR) models, not to mention a raft of holiday cottages!

It's a typical British summer day on the moors when I visit Hill Farm. As I dash for shelter from the car to the shop, only two sounds disturb the peace; the 'pee-whit'

BELOW: Alex Yates (left), his father Chris and Minnie the spaniel. Behind, rolling stock, locomotives, buildings, accessories and special commissions are stored ready for despatch.

call of lapwings and the Royal Mail van arriving to collect sacks of outgoing parcels. Several times a day, a more exciting sound breaks the silence - NYMR steam locomotives working hard to overcome the fierce gradient through Beck Hole up to Goathland. I'll have to wait until later to enjoy that experience though!

Inside it's busy and warm and the kettle is on. TMC founder Chris Yates and his son Alex, who joined the business in 2009, find a corner where we won't get in the way of the 'day job' and we chat over a brew and some very nice biscuits.

I've known Chris since the mid-1990s, when he was Hornby's sales manager for Yorkshire, but I start by asking how a lad from Doncaster got started in the model railway trade.

"My interest in railways started at school, when I was in the trainspotting club and travelled all over the UK. I'm dyslexic, and I was easily bored at school. I used to make model kits in art class and even window displays for our local model shop, DC Evans. I left school at 15 and got a job there in the mid-1970s.

"After a few years there", he continues, "I got the chance to join Hornby as a trainee sales rep in 1977, and was promoted to be its rep for Yorkshire a year later. Repping is a lonely experience, but I loved my flash new car and ended up staying with them until the late-1990s, when I left to set up Trafford Model Centre.

"I started TMC here at Beck Hole in August 2007, after I left ModelZone. It's remote, but I believed that the power of the internet would help us to overcome that.

"To start with, the showroom doubled as the games room for the holiday cottages and caravans, so we were the only model railway shop with a pool table!"

From the outset, TMC promoted custom finish models as its 'USP' (unique selling point). How did this come about?

"We started that with TMC/ModelZone back at Tockwith, but when ModelZone decided it wanted to focus on other things, the people who'd been there with me said they wanted to carry on. They'd built up a base of loyal customers and become really skilled at custom finishing RTR models.

We want people to be really happy with their purchase. If they're enjoying it day after day for years, we can't put a price on that.



#### **FAMILY BUSINESS**

At 25 years old, Alex Yates is unusual in a model railway trade dominated by the over-50s. Interrupting him for a moment, I ask how he came to be involved in the business.



### INTERVIEW I THE MAKERS I TMC



LEFT: It's not just new items that get the custom finish treatment - plenty of treasured older models come in for weathering, renumbering, DCC and sound too.

"I left school in 2009 and helped out temporarily while I was considering my career options. But, I quickly found that I was very good at e-tailing [electronic retail]."

Chris interjects for a moment: "He likes what he's doing and has transformed the business."

"When I started I had no interest in railways", Alex admits, "but it has developed. I'm good at solving problems, finding solutions and improving systems."

"I've developed the e-commerce side of the business through outlets such as eBay, but that route is expensive for a business like ours with low margins. We'd rather tell people that it's 10% cheaper if they buy straight from our website."



"We used to quote six to eight weeks waiting time for custom finish models" adds Chris, "but that's now down to two to three weeks as we've employed more people, and that in turn has led to more business.

"If people are staying in our cottages, we can even turn things around in a couple of days if necessary. There's a big crossover between cottage guests and an interest in railways."

That fact is borne out during my visit, when at least three customers come in to flex their credit cards - one over from the Isle of Man (avoiding TT week!), one from Devon and another visiting from 'down south'.

"A high proportion of our sales is repeat business. People try you, and if they like it, they come back," adds Chris. "Around 99% of our business is mail order, so it didn't really matter where we were. But, the North Yorkshire Moors Railway brings some visitors - especially when *Flying Scotsman* was here earlier in the year!

"A lot of your knowledge comes from customers too. One of our regulars back from the Tockwith days, Martin Burchmore, now helps us to research and develop our exclusive models."

This raises another side of TMC's business that has grown significantly in recent years - limited editions. How did it get started?

Chris, in full flow now, continues: "We wanted to offer something that wasn't available from anyone else. We worked with Bachmann because they were prepared to discuss exclusive commssions, whereas we couldn't even get a Hornby account to begin with, let alone talk about limited editions.

"The Scenecraft 'Birch Hall Inn' pub [TMC's local in Beck Hole] was our first commission, and it arrived during a snowstorm in winter 2008. I was worried about getting the cartons inside before all the boxes got wet!

"Over the next few years we then went on to produce Goathland station, garage, Esk Valley cottages and even got a license from Yorkshire Television to produce a model of the 'Aidensfield Arms'. That was phenomenally successful. People bought the models because of their love for the area, and for *Heartbeat*, which ran from 1991 to 2010 and was filmed extensively at Hill Farm.

"The next logical step after the buildings was exclusive models of rolling stock items we knew we could sell, both as they were and with our custom finishes. We've done various Bachmann OO gauge tank wagons, shunters, runners, mineral wagons, and of course our BR Mk 1 horseboxes. Latest to arrive are Bird's Eye 'Conflats' and the re-tooled BR ice blue 'Covhops' for sugar traffic. We've got loads of other ideas in the pipeline, some really exciting projects. Next will be a Bachmann 9F, which we think is one of its best models, often in short supply. We're doing a run of this model with a BR1G tender (see next month's **BRM**) because it gives us lots of options for customising, particularly heavy weathering."

#### **DIGITAL OPTIONS**

With more and more modellers now using DCC, how has that aspect affected TMC's output?

"More than 50% of what we sell now also has DCC and/or sound fitted. We don't just fit what we have in stock; we source the best available sound for each model, whether that's from YouChoos, Legomanbiffo, Howes, South West Digital or whoever."

Chris continues: "Sound has been around for more than a decade now, and while they often used to be fairly generic steam or diesel sounds, we can even provide customised sounds as well as custom decoration if that's what the customer asks for. I wouldn't be happy to sell anything that I wouldn't want to buy myself," says Chris.

TMC has clearly found itself a niche in 'added value' services. Was it a case of being in the right place at the right time, or did they see it happening?

"There's been no masterplan in what we've achieved. You could say fate brought us here to Hill Farm. Leaving ModelZone and buying the TMC name back was the first step, and from there it just grew and grew.

"This industry is changing - it's more about technology and how we embrace it that is important for the future. It's also led by customers and what they want; if people want to do their own weathering, we'd always encourage them to have a go, but we can help if they don't want to take the risks.

"You can buy all the best gear but it doesn't make you Picasso. Our guys are talented - we've attracted some real geniuses. There's no mystique to it though; customers can come and watch how we do things, within reason!

"We're constantly upping the quality, and that's important because there's plenty of competition out there now. We have to keep one step ahead. Competition drives everything and benefits the consumer.

"We want people to be really happy with their purchase. If they're enjoying it day after day for years, we can't put a price on that."

How have the supply problems of the last couple of years affected their ability to deliver what people want?

"We carry a lot of stock," says Chris, something a visit to this 'Aladdin's Cave' of a shop will confirm, "so it hasn't been too bad. "However, Hornby has some terrific products and is a highly regarded brand, but is slow to learn from its mistakes. I think that it has been misfiring for so long now that it has been overtaken



We wanted to offer something that wasn't available elsewhere. We work with Bachmann because they're prepared to discuss exclusive commssions.

ABOVE: Special commissions are popular with many model shops looking to stay ahead of the competition. Having started with Scenecraft items, TMC has progressed to rolling stock and locomotives.

BELOW: TMC's latest commisson is the BR ice blue 'Covhop' Sugar hoppers from Bachmann, seen here in weathered condition. Pristine versions are also available. by its competitors. Hopefully the latest management changes will see Hornby engaging more purposefully with retailers than it has done in recent times."

Do Chris and Alex see the trend for custom-finished, fully-featured models continuing, or maybe even becoming the norm?

"I do see a long-term future," says Chris. "With so much investment recently, advances in technology and processes, there's no reason why we can't continue to be healthy going forward. We've punched above our weight and it's taken us by surprise, but I'm optimistic. There are so many knowledgeable and enthusiastic people in this business, and in the wider trade, we can't allow that to go to waste.

"It's not a get-rich-quick industry. We don't do it for the money," adds Alex. "We do it because we have pride in what we do and a passion for the subject. It's a great industry to work in.

Chris continues: "I love coming into work every day. It's exciting."

On that positive note, it's time to wander down the lane to watch Standard 4MT No. 76079 blasting up the grade towards Goathland, followed by a pint of Black Sheep and

a ham buttie in the Birch Hall Inn.

On the drive home, I reflect on how our hobby is changing, and how companies like TMC are catering for the demands of today's modellers.

When time and confidence to undertake modelling tasks are apparently in short supply, the ability to have models delivered exactly as you want them, and concentrate precious hobby time on other tasks, is clearly welcomed by many of us. It might not be popular with those who prefer to do it all themselves, but the racks of models awaiting attention speak for themselves.



#### HOW TO...

# FIT AND PROGRAM A DCC POINT MOTOR

Fitting point motors used to mean lots of time-consuming wiring and soldering, but as **Ben Jones** discovers, there are now products to simplify this process.

ne of the most significant differences between a 'train set' and a more advanced more railway is (in most cases) the step up from manually operated points to electrically switched, remotely driven motors.

There are many options available to the modeller working towards this end, from traditional solenoid motors activated by electromagnets to servos and various designs of geared points machines, sometimes known as 'stall motors'. Whichever type you employ, the electrical connections required to power the motors, change the frog polarity of 'live frog' points, link to switches, control panels and mimic diagrams can lead to a veritable 'rat's nest' of wires for every motor - and if you're using Digital Command Control (DCC), you'll need to factor in an accessory decoder to send instructions to the motor. To the uninitiated, it can be a daunting prospect and, for many of us, a 'necessary evil' before getting to the fun bits of building a layout.

But, as we'll discover over the next few months, there are ways to reduce the complexity of your wiring, keep soldering to a minimum and achieve a working layout quickly, without losing any of the functions possible with more traditional control methods. In fact, the more adventurous layout builder will be able to achieve more using products now coming on to the market, and planned for the near future.

We'll come to the control panel and more advanced functions later, but we're starting at the beginning by installing two of the most common types of point motor. Next month, we'll show to how to quickly and easily adapt solenoid motors for DCC operation, but we'll start with what is, arguably, the simplest and quickest way route to DCC point operation.

DCCconcepts' 'Cobalt' motors have evolved through several generations, with different versions now offered for analogue and digital control. The Cobalt iP Digital variant (iP is short for 'Intelligent Power') has an integrated accessory decoder; installation is no different to other motors of this type and setup is suprisingly simple, especially once you've mastered the first one.



#### SHOPPING LIST

#### KIT

I DCCconcepts DCP-CB1DIP Cobalt iP Digital Point Motor, RRP £19.95 each or 12 pack RRP £199.95 I Rapid Electronics GW10900 16/0.2 wire 100m reel, various colours, £8.37ea

#### CONTACTS

#### **DCCCONCEPTS**

Stockists nationwide or **W** www.gaugemaster.com

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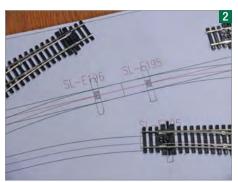
W www.dccconcepts.com

#### RAPID ELECTRONICS

W www.rapidonline.com



Each 'Cobalt' motor is supplied with everything needed for installation - a double-sided, self-adhesive foam pad to hold it in place, screws and point fulcrum bar.



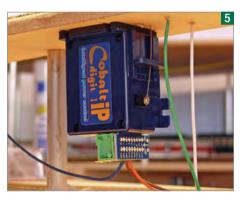
Mark out where your point will sit and drill a slot in your baseboard so the wire can comfortably fit through the board to the hole on the point.



This motor is fitted with a 90deg adaptor to reduce its depth below the board. Test fit to ensure the mechanism can move freely, then fix permanently with screws.



Every Cobalt motor has clearly marked push-fit terminals. I only need three wires - two to the power bus, one to the point frog (blue), switching polarity as required.



Connect the motor to your power or accessory bus - the orange and brown wires shown here. The blue wire is linked to the point frog. No soldering is needed.



Move the switch on the motor to 'SET' and program the motor with a unique address. I'm using an NCE PowerCab, but most DCC systems have a similar process.



Press 'Select Acc' and key in the desired number – in this case '301'. Press ENTER. Press '1' to select 'N(0N)' and toggle back and forth a few times to set the address.



Slide the switch back to 'RUN' and the address should be set to your required address. Ensure all your connections are securely fixed.



Press '1' to select 'N(ON)' again and your motor should burst into life. Press it again to change back, and check for possible obstructions.



Run a train across the point. If it shorts when it hits the frog, swap the two wires to the power/accessory bus over at the terminals under the motor.

# lask the expert

Can I use these motors and this wiring method for more complicated points such as double slips and three-way points?

Absolutely. Treat both types as two separate points; the Peco Code 75 Electrofrog three-way has three factory-fitted feed wires (one for each frog) - the wire closest to the 'toe' of the point goes to the nearest point motor frog terminal, while the other two can be combined and fed to the motor closest to the 'heel'.



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We really wanted maximum cross-brand compatibility so Alpha-box is very versatile ... as a result it's perhaps best described as the "Swiss Army Knife" of DCC power boosters because it offers so much more than ANY other power booster you can buy anywhere.

Alpha-Box has inputs at track power and command bus level plus a powerful 5 amp output that's well protected by fast acting short circuit overload protection. As a result it is the perfect upgrade for ALL brands of DCC start set from Bachmann EZ command to other trainset DCC controllers as well as those from more specialised brands.

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#### HOW TO.

# FIT SOUND TO A FARISH CLASS 47

#### SHOPPING L

I YouChoos Class 47 sounds on Zimo MX649N YouChoos Limo6 speaker

#### **TOOLS**

I Quality soldering iron with fine tip

I Dremel-type tool with tungsten carbide cutting disc

I Hand files (to neaten chassis cuts and create aperture in fuel tank) I Small Philips screwdriver (for circuit board screws) I Wire cutters/strippers

I Super-glue
I Electrical tape
I Black paint

nstalling DCC Sound into an N Gauge diesel can seem daunting.

Interestingly, for many modellers it's not the grinding of the chassis

or modifying the plastic that's the stumbling block - many of us do this on a regular basis when making structures for our layouts. What seems to concern most

In the past, installing DCC sound into a Graham Farish Class 47 involved removing the factory circuit board, hardwiring a decoder and reworking the lighting. That was before the arrival of Zimo's MX649N 6-pin

modellers are the electronics.

direct plug decoder, which will fit comfortably in many a treasured diesel.

John Gymer of YouChoos explains how DCC sound can be installed

into the compact Graham Farish Class 47, with simple modifications.

This only leaves the location of a speaker to consider and modifying the chassis of this model to fit one is relatively simple. The installation can hardly be deemed 'plug-and-play' because of the modifications to house the speaker, but it's a project that should appeal to more modellers as it's now more accessible to those with limited knowledge in electronics.

Most people are now familiar with small SugarCube speakers. For this project, I'm using a Limo

speaker. It uses the same robust materials as the SugarCube, but has a footprint of 16mm by 9mm instead of 15mm by 11mm. It is also slightly thinner, making it easier to locate. YouChoos has six versions of the Limo in 6mm, 7mm and 9mm sizes with flattop or curved-top variants.

Apart from electrical short-circuits via speakers, a common cause of decoder failure is pinched or stripped wires touching something live. Plan wire routes carefully, creating channels for the wires to sit in, rather than squashing everything into the shape you want.

## CONTACT

YOUCHOOS

**T** 08447 725 052 **W** *www.youchoos.co.uk* 

Installing DCC sound into an N gauge 'Brush' was once impossible. Luckily, advances in technology and miniaturisation of components now make this a small job that most modellers can undertake.





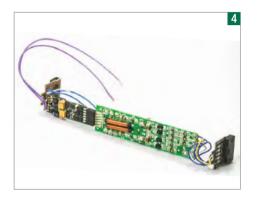
The fuel tank provides the perfect depth for the speaker, but grinding the chassis to accommodate it is a messy job. Separating the parts prevents the spread of metal dust.



Using a tungsten-carbide disc, part of the chassis is removed. The half nearest the camera has been done. Neaten with a hand file when finished.



A shallow channel is made down one side of the chassis block to run the wires from the Zimo MX649N decoder to the speaker.



The MX649N has long pins, which need trimming by 2mm for the decoder to be a snug fit. The purple wires run to the speaker.



Carefully file out the opening lengthways in the fuel tank for the Limo 6mm speaker. A snug fit is a good idea as it'll hold its position better when the glue dries.



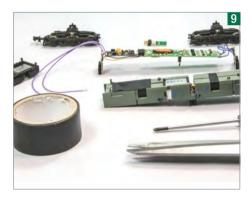
Test-fit until you're happy. The speaker enclosure shouldn't sit lower than the fuel tank. If you haven't enough room, remove more of the chassis that sits above it.



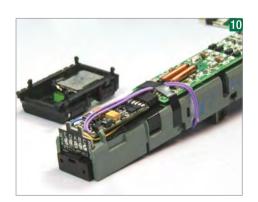
Before permanently gluing into place, take the speaker out and bend the electrical tags down so they don't sit proud of the speaker base.



Fix the speaker into place with superglue. Ensure contact is made between the plastic of the fuel tank and the enclosure, avoiding metal parts.



Clean the chassis of metal dust and reassemble. Add a length of electrical tape over the chassis where the decoder sits to avoid shorting.



Neatly secure the speaker wires into the pre-cut channel with a small offcut of electrical tape. As well as being neater, this will minimise the risk of decoder failure.

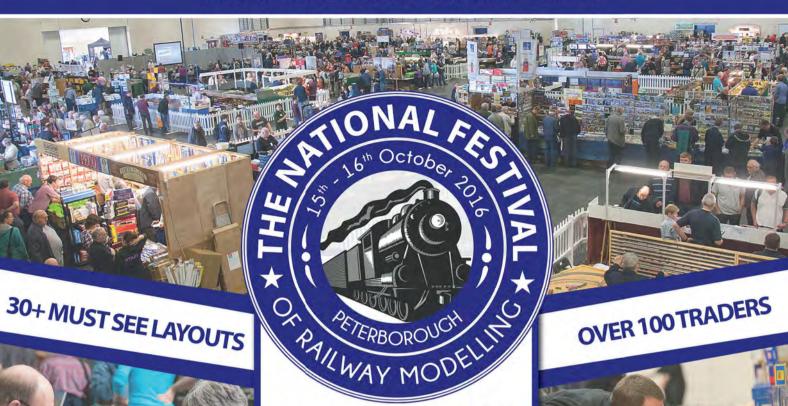


Insulate the chassis where the speaker fits to avoid shorting. This is the most common cause of sound decoder failures.



Tidy up loose wires with electrical tape and test motion, sound and lights. Paint the green speaker enclosure matt black to disguise it. Reassemble and enjoy.

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Right: Graham Farish Class 55 Deltic no: 55 012 Crepello. One of Finsbury Park's famous race horses. Full re-spray with white window surrounds, rename, renumber, weathered with Airbrush, oil paints, pigments, resin and

Also front pipework and shackle fitted, double wiper marks applied by **GC** Weathering



Bachmann OO gauge 31-657 Class 47/7 47715 'Havmarket' in BR Network Southeast Revised Livery given a light weathering by GC Weathering



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# SCOMMISSIONS



#### See more...

For more on the Hatton's/Heljan Gresley Record Breakers project, go to www.rmweb.co.uk Hatton's Model Railways is making a spectacular entrance into the O gauge market with exclusive readyto-run models of Sir Nigel Gresley's legendary A3 and A4 'Pacifics', and a family of LNER teak coaches.

Heljan is working with the Merseyside retailer to develop the models, which will cover the several stages of the LNER, BR and post-preservation careers of these iconic locomotives. Seven A3s and nine A4s are planned, with three types of Gresley teak coach - a Diagram 175 Brake Composite,

Diagram 186 Third Open and

each will be offered in

LNER varnished

teak, BR

crimson/

cream

Diagram 115 seven compartment

Corridor Third. Two versions of

with locomotives priced at £750.00 each and the carriages at £249.00 each. Specifications include finescale wheels, DCC

and BR lined maroon. Quantities will be limited,

decoder socket, speaker enclosure in the tender, screw-link and dummy buckeye couplings, detailed cab interiors, a five-pole motor, hinged smokebox door hatch on the A4, open frames with a cosmetic representation of the inside motion on the A3, sprung front bogies and buffers, etched metal nameplates, shedplates and smokebox door numberplates (where appropriate) plus much more.

Delivery of the models is expected in mid-2018, with the coaches to follow towards the end of that year. For full details of each model, visit

> RMweb. We'll bring you more on this project as it develops.

'Record Breakers' forum thread on

Hattons' website (see below) or see the

W www.ehattons.com/ recordbreakers







# LIONHEART/DAPOL MERGE - AND UNVEIL '57XX' IN O



Dapol and Lionheart Trains have merged, significantly expanding the Chirk company's offering in O gauge.

Lionheart's ready-to-run GWR '64XX/74XX' 0-6-0PT, GWR Auto Trailer, BR 16t mineral wagons, 14t Air Ministry tank wagons, 7-plank and 8-plank open wagons and the new 'B Set' coaches will now be marketed as part of the Dapol range. However, Lionheart will continue to manufacture handmade, highly-specified O gauge models under its own brand. Richard Webster will continue to work across both companies and oversee all Lionheart development.

Joel Bright of Dapol said; "This is a marvellous opportunity for both companies to cement their existing close relationship and benefit from our core skills and areas of expertise. Under Richard's expert eye we hope to develop and improve the Dapol ranges in O, OO and N and at the same time use Dapol's size and distribution to make O gauge more affordable and accessible."

Dapol has also announced the addition of a GWR '57XX' 0-6-0PT to its O gauge range, along with several new versions of the ex-Lionheart '64XX/74XX' and GWR Auto Trailer. The classic GWR general purpose pannier tank will be released in five versions - two GWR green, BR black with the early emblem or late crest and London Transport red (see above). Features will include authentic detail variations for each livery, sprung buffers and couplings, firebox flicker LED, plus sound and DCC decoder-fitted options. Prices will start at just £235.00.

Prices on the ex-Lionheart models will be significantly reduced from earlier releases, with the '64XX/74XX' dropping by 24% to £400.00 and the Auto Trailers falling by 42% to an RRP of £200.00. Five versions of each are planned, covering the main GWR and BR liveries. More ex-Lionheart releases are expected shortly from Dapol.

W www.dapol.co.uk



## FIRST LOOK: HELJAN 7MM SCALE 'PEAK'



Heljan has released the first images of its forthcoming ready-to-run O gauge Class 45 diesel. The Derby-built Sulzer Type 4 is due for release in mid-2017. Three versions are planned, BR green with a small yellow warning panel and BR blue for general release and an original plain BR green special edition for Tower Models. All will be unnumbered/unnamed and based

on the split-centre headcode variant. RRP currently stands at £699.00, although significant discounts will be available from various stockists. Tower Models is also offering custom-finished models with numbers, names and weathering applied to order.

W www.heljan.dk

## DJM PROPOSES CLASS 92



Class 92 electric locomotives in N and OO are the latest proposal from DJ Models. Last month's plan to 'crowdfund' a Class 86 or 87 has been dropped in favour of the dual-voltage locomotives built to work through the Channel Tunnel. RfD and SNCF grey, DB Schenker traffic red and GBRf/Europorte versions are proposed in each scale, plus DCC and sound options. Development would be funded by customers paying 'up front' for the models in three stages. Visit the DJM website to register your interest and see more on the proposed specifications.

W www.djmodels.co.uk

Freightliner and Dapol are joining forces to honour Britain's war dead for the centenary of the First World War armistice and to raise money to help ex-servicemen and women.

Under the scheme entitled 'Project Railway Honour', Freightliner is to name one of its Class 66 diesel and Dapol will produce an N scale model of the locomotive in its new guise. For every model sold, a donation will be made to the Army Benevolent Fund.

Talks are at an advanced stage with two other railway companies so that, in total, three locomotives will be named and three different models will eventually be offered. Following the example of the London & North Western, London, Brighton & South Coast and Great Central railways after 1918, the locomotives are to be named Patriot, Remembrance and Valour.

The project is the brainchild of Corporal Gareth Atkinson, a serving soldier and railway modeller. Gareth said: "I wanted to find a way to commemorate those men who left their protected jobs on the railway to face the horrors of the trenches, and raise money for charities to help those service personnel today that need help."

W www.projectrailwayhonour.com

expected at Swansea Model

Railway Exhibition at the city's National Waterfront Museum on October 1/2. The free show coincides with the museum's 'Wales by Rail' exhibition. Guests will include Oxford Rail. W http://srmg.org. uk/2016-show/

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Southern Railway 'A1X' 0-6-0Ts have

been produced by Dapol exclusively for DCC Supplies. The O gauge locomotives depict SR wartime black No. 2662 and are priced from £225.00. Delivery is expected shortly. W www.dccsupplies. com

high-quality British and overseas

lavouts have been confirmed for WYCRAIL '16, taking place in High Wycombe on November 5. The annual exhibition is now in its 44th year and firmly established as one of the largest and best supported one-day model railway exhibitions in the South East of England.

W www.hwdmrs.org.uk

versions of the Golden Valley 'Janus'

industrial diesel will now be offered with a DCC sound option. NCB, BP and Port of London models are priced at £89.99 (DCC Ready) or £199.99 with DCC sound.

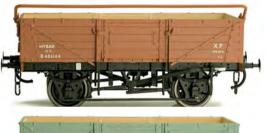
W www.goldenvalley hobbies.com

### **NEWS I PRODUCT ANNOUNCEMENTS**

# DAPOL CLASS 59 BREAKS COVER



Dapol's 00 gauge Class 59 recently made its debut appearance, in the form of a first engineering prototype (EP). Various tweaks and improvements are being made before development moves on to the next stage. This model depicts the '59/1' or '59/2' variant, but the Foster Yeoman '59/0' with central headlight cluster will also be offered.









Decorated samples of Dapol's forthcoming family of 0 gauge standard BR 10ft wheelbase wagons are now in the UK for approval. Shown here are the five-plank 'Hybar' with sheet rail, unfitted five-plank open, planked 12t ventilated van (a plywood version will also be offered) and a 10t insulated van in BR white.



Following the success of the OO gauge HIA bogie hoppers, Dapol is also close to releasing another impressive modern freight vehicle used by Freightliner Heavy Haul – the MJA twin bogie box wagons, used for bulk stone traffic. These will be sold in twin packs with an authentic coupling bar between the two wagons.

The Gloucester RCW Class 122 railcar is also now at the EP stage, with a number of modifications and improvements being identified before it goes into production. However, even in unpainted form, the level of detail and accurate shape look promising.



# NEW MODELS

### **BACHMANN PROGRESS REPORT**

1











6 5



#### BACHMANN 31-962 BR LATE CREST STANIER 'MOGUL'

> This long-awaited Stanier 2-6-0 is expected to be the next major locomotive release in OO gauge from Bachmann. According to the Barwell company, the first batch should now reach the UK in February 2017. Three models are in development - LMS black No. 2965, BR early emblem No. 42969 and BR late crest No. 42968. Detail variations will include riveted and flush Fowler tenders, AWS equipment where appropriate and a highly detailed cab interior. A 21-pin DCC decoder socket will be fitted in the tender.

Price RRP £149.95 W www.bachmann.co.uk

#### BACHMANN 31-590/591 REVISED CLASS 70 'POWERHAUL' DIESELS

Scheduled for release in May 2017 are the revised versions of the 00 gauge Class 70 diesel with additional bodyside air intakes. Freightliner and Colas Railfreight liveries will be offered. This undecorated engineering prototype (EP) shows the prominent extra intake fitted after the locomotives suffered overheating issues. Standard features include multi-function lighting control, a 21-pin DCC decoder interface, all-wheel drive and pick-up and provision for DCC sound.

Price RRP £154.95 W www.bachmann.co.uk

#### BACHMANN SOUTH EASTERN & CHATHAM 'BIRDCAGE' STOCK

Machmann's August press update gave us a first opportunity to see EPs of the SECR 60ft 'Birdcage' stock in OO gauge. Shown here is the Brake Third, which will be complemented by a Brake Composite and a First/Third Composite. The models will be offered in pre-1923 SECR 'Dark Lake' and 1950s BR vermillion. A shortage of reference material and the complex nature of the prototype has made development of the models difficult, but the first batch should be available in May 2017.

Price RRP £59.95 W www.bachmann.co.uk

#### BACHMANN 38-725/726/727 WD 'WARFLAT' WAGON

Manother eagerlyanticipated model seen for the first time was the OO gauge 'Warflat' armoured vehicle carrier. Based on the variant used during and after the Second World War, Bachmann's model is expected to make its debut in April 2017. It will be offered in War Department khaki drab and WD bronze green loaded with a tank. or in 1950s/60s BR grey without a load. Particularly impressive is the vehicle end detail, complete with screw iacks for supporting the wagon during loading.

Price FTBA W www.bachmann.co.uk

#### BACHMANN LNWR WEBB 'COAL TANK' 0-6-2T

≥ Also now at the EP stage is the London & North Western Railway (LNWR) 'Coal Tank' 0-6-2T announced in summer 2014. First releases are expected in February 2017, depicting preserved LNWR plain black No. 1054, LMS black No. 7841 and BR plain black No. 58900 with the 1950s early emblem. Detail variations will include Ross or Ramsbottom safety valves, steam-heat hoses and LNWR or LMS lamp irons. This will be the first all-new 00 gauge Bachmann model to feature a 'Next18' DCC decoder interface.

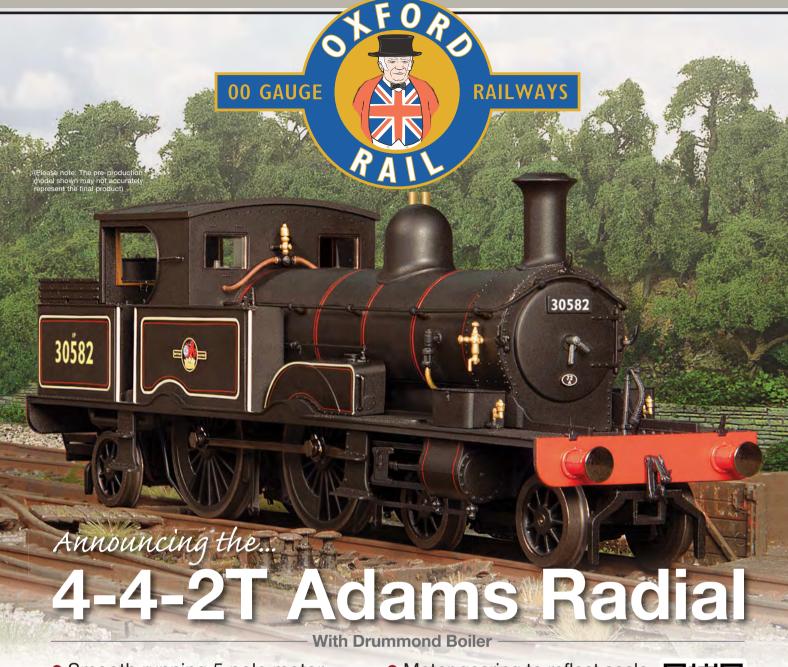
Price RRP £114.95 W www.bachmann.co.uk

#### GRAHAM FARISH WR HAWKSWORTH AUTOCOACH

≥ New developments in N scale were relatively few in the update, but aside from an impressive sound-fitted version of the new GWR 'Castle' 4-6-0, the main new item was the latest EP of the Hawksworth auto-trailer. Now due for release in January 2017, this companion for the recent '64XX' 0-6-0PT will be produced in BR plain crimson, 1950s crimson/ cream and BR lined maroon. Although built to a GWR design, these vehicles were delivered after Nationalisation and did not carry GWR livery.

Price RRP £34.95 W www.bachmann.co.uk





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Prices Quick Ballaster £14.99, Dougal £4.99. See website for other scales. T 01981 241 237

W www.goldenvalleyhobbies.com

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#### 4 BUSCH N GAUGE MERCEDES-BENZ SPRINTER VAN TWIN-PACK

≥ Ideal for adding to N scale models of the current scene, adjacent to a warehouse, parked at the roadside or *en route*, this pair of plastic 1:160 scale vehicles sport the liveries of delivery firms DPD and GLS. Also available in as twin packs in UPS and TNT colours. Visit the website to see more.

**Price £13.60** T 01981 241 237

W www.goldenvalleyhobbies.com

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W www.sankeyscenics.co.uk

#### 6 NOCH 71905 MODEL LANDSCAPING **GUIDEBOOK**

■ Covering all the basics of model railway construction, this new guide from Noch with practical tips is ideal for beginners to the hobby.

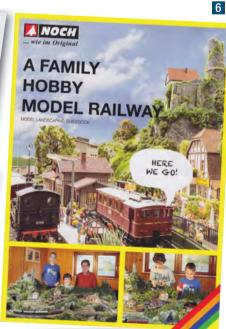
**Price £11.50** 

W www.gaugemaster.com T 01903 884488

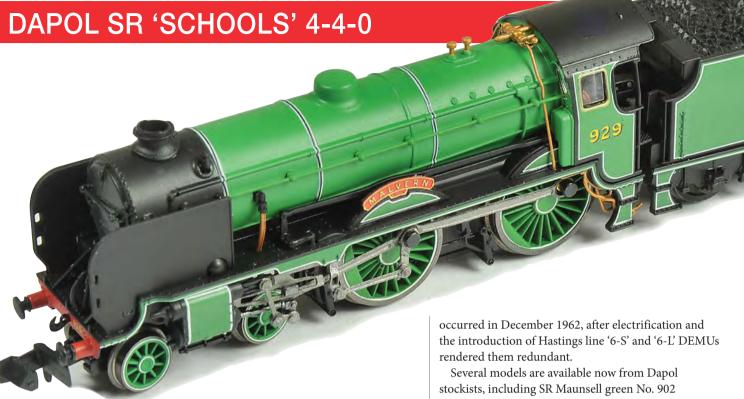








# REVIEWS I SR/BR 1930-1961 I N Gauge



It's often said that necessity is the mother of invention, but rarely can dire need and a combination of parts borrowed from other classes have led to such a capable and handsome machine.

Richard Maunsell's 'V' class express passenger 4-4-0 was built to provide modern, powerful traction for main lines between London, Kent and Sussex, which were compromised by various civil engineering limitations in the 1930s.

Victorian and Edwardian locomotives inherited from the South Eastern & Chatham Railway (SECR) were unable to cope with the increasingly heavy traffic to the Medway towns, Hastings and Kentish ports. To meet this challenging specification, Maunsell designed a locomotive that combined a shortened 'Lord Nelson' boiler mated to a 'King Arthur' round-topped firebox, plus 6ft 7in driving wheels and front bogie from the 'LN' and a Maunsell 6w tender, similar to that paired with the 'N' 2-6-0. Although heavily influenced by the 'Nelson', the 4-4-0 had only three cylinders.

The result was the last 4-4-0 class built for a British railway company (and the second last in Europe), but also the most powerful 4-4-0 ever built in Europe. Between 1930 and 1935, three batches were built at Eastleigh Works, totalling 40 locomotives numbered 900-39. All were named after English public schools, generating excellent publicity for the SR around the country. Widely regarded as Maunsell's finest work, and one of the Southern's best designs, they proved to be fast, powerful and popular with crews, remaining in front line service until 1961. Final withdrawal

Wellington, malachite green No. 929 Malvern (pictured),

No. 905 Tonbridge in SR pre-war lined malachite green, BR mixed traffic lined black

> No. 30921 Shrewsbury and BR late crest lined green No. 30926 Repton. Osborn's Models in Bideford can also supply an exclusive SR green model of No. 925 Cheltenham, one of the three surviving 'Schools'.

Numerous small detail variations occurred across the three batches of locomotives, and various modifications were made over the years to further improve the type's performance. As ever, this requires vigilance from model designers and

manufacturers to ensure the combinations of detail and livery are accurate.

SR malachite green No. 929 features a lipped chimney with capuchon, smoke deflectors, clack valves to the rear of the smokebox, one either side of the chimney and cabside windows in the lower position, along with two tool boxes on the front of the tender. The tender has spoked, rather than disc wheels.

In terms of overall looks, Dapol has done well to capture the character of Maunsell's design. The front end correctly features a conical smokebox door and distinctive line of rivet heads around the outside of the front plate, while the boiler and firebox shape and detail is also good. The smoke deflectors are a little too thick and would be better served by etched metal parts. That carefully shaped cab, tightly wrapped around the firebox to keep within the Hastings line loading gauge isn't quite as convincing though. For us, the cab side/ roof transition is a little too low, with the knock-on effect that the cabside windows and spectacle plates (the windows on the front of the cab) also sit lower than





the prototype. Separate details include etched metal nameplates, the whistle and associated pipework atop the firebox, reversing lever, vacuum-brake pipes, brake rigging and ejector pipework under the footplate. Our sample was neatly put together with excellent fit of parts.

Below the running plate, the wheels have greenpainted plastic centres with blackened metal tyres, along with attractive fluted coupling and connecting rods. Although made in plastic rather than stamped metal, these components are slender and well proportioned.

Dapol's standard mechanical arrangement for tender locomotives has been employed. A five-pole motor in the tender powers the four driving wheels via a flexible

## FACT FILE

I MANUFACTURER Dapol I MODEL 2S-002-001 Southern lined malachite green 'V' Class 4-4-0 SCALE/GAUGE 1:148 scale, 9mm gauge N I PRICE RRP £142.05 I AVAILABILITY Dapol stockists I REVIEW Ben Jones I PHOTOGRAPHS

Tony Wright

reasonably reliable and the drive shaft is all but invisible when the model is at work on a layout.

Current collection comes via Dapol's friction-free, pin-point pick-ups on all three tender axles. A six-pin DCC decoder interface is also provided, and is easily reached by unclipping the tender top. All models are available with a factory-fitted decoder option. A selection of alternative couplings, footsteps, fire irons and even a hex nut driver for dismantling the motion is provided in the separate bag of parts.

It's fair to say that Dapol hasn't always hit the mark with its decoration. The 'Schools' also lags behind some of its competitors in this regard, although they're an improvement on some previous products. We'll leave readers to make their own mind up about the accuracy

of the shades of green (a subject of much debate at the best of times), but we will say that the

> base colours and lining are well applied. The same can't quite be said for the smaller printed details such as tender and cabside lettering/numerals, which take the edge off what is otherwise a reasonably good model.

Price-wise, the 'Schools' is on a par with other medium-sized steam locomotives in N scale, but while it has a number of factors in its favour, it doesn't quite have the finesse of similar products from Dapol's direct competitor in

British N scale.

It's good to see this exceptional class receiving the attention it deserves in N. Dapol's model provides an excellent companion for the company's highly regarded Maunsell coaches. It also plugs a hole in the 1:148 scale SR locomotive fleet, which hasn't quite received the same attention as other railways/regions in recent years. With this model, the 'Merchant Navy', 'N' 2-6-0 and Bulleid coaches, plus Dapol's own Q1, M7 and 'Terrier', the situation is looking rosier for anyone modelling Southern lines in N.





# GOODS WARDS REVIEWS I SR/SOUTHERN REGION 1946-67 I OO Gauge

# BACHMANN SR 'USA' 0-6-0T

#### FACT FILE

| MANUFACTURER Bachmann Branchline I MODEL

Model Rail MR-109 BR late crest black 'USA' 0-6-0T No. 30067

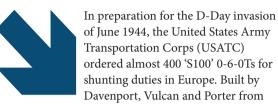
I PRICE £124.95 + P&P I AVAILABILITY Exclusive to Model Rail magazine

I REVIEW Ben Jones I PHOTOGRAPHS Ben Jones

Motive Power: DJM Hunslet 'Austerity' 0-6-0ST, Dapol SR 'B4' 0-4-0ST (due 2017), Heljan Class 07 0-6-0DE (due 2017), Kernow Adams O2 0-4-4T, Hornby M7 0-4-4T

Rolling stock: SR/BR goods vans and open wagons, Dapol SR/BR banana vans, SR/BR green coaching stock and parcels vans

Built in the USA for wartime duties, some of these chunky shunting tanks found a home on the extensive railway system in Southampton Docks. Ben Jones assesses this long-awaited exclusive commission.



early-1942 onwards, they were shipped to England in 1943 and stored until required. Once hostilities were over, the 'S100s' could be found across Europe, seeing further service in France, Italy, Austria, Yugoslavia, and Greece. Others were shipped as far afield as China, Iraq, Iran and Israel, while in the UK many were stored at Newbury Racecourse awaiting disposal.

A handful were sold to the National Coal Board (NCB) in north-east England, Longmoor Military Railway and the Austin Motor Co. but the most important British customer was the Southern Railway, which acquired 15 (including one for spare parts) for shunting in and around Southampton Docks.

Extensive modifications were undertaken at Eastleigh Works in 1947/48 before the 14 'USA Tanks', numbered 61-74 by the SR (BR Nos. 30061-074) entered service. Further alterations and improvements proved necessary over the next two decades, during which time the class became synonymous with operations at Southampton Docks. As well as goods traffic, the powerful little tanks handled passenger trains to and from the ocean liner terminal. In later years, a few were transferred to departmental duties at Redbridge, Meldon Quarry, Lancing Works and Ashford Chart Leacon. A few lingered on until the end of SR steam in July 1967,



with four surviving in preservation at the Worth Valley, Bluebell and Kent & East Sussex Railways.

There have been several HO scale models of 'S100s' over the years, but the British variant has only been offered in kit form until now. Some years ago, our friends over at Model Rail magazine commissioned an exclusive OO gauge 'USA' tank from Bachmann and those models are now available to the public. Kindly loaned for review was BR black No. 30067 with the late crest and Southampton Docks (71I) shedplate. No fewer than ten versions have been produced, depicting USATC, Southern, NCB, Longmoor blue, BR black, BR(S) green locomotives and even post-preservation No. 72 in KWVR brown/black/silver.

#### **COMPLEX** DETAIL

For such a numerically small class, the 'USA' tanks present a formidable challenge to modelmakers, displaying a wide range of detail variations and



# **NEW MODEL**



in-service modifications. Across the ten models. tooling changes accommodate both original open style (USATC, LMR and NCB models) and SR enclosed cabs, different smokebox door, handrail, lamp bracket, footstep and lubricator arrangements as well as three types of buffers and a range of smaller differences that will be apparent to 'Yankee Tank' aficionados.

No. 30067 shown here is in final BR condition with improvised grab rails and extra step plates welded to the front of the water tanks, SR cab and extended footsteps and tiny printed notices to the left of the cab doors warning shunting staff that they are 'out of gauge' when riding on the steps. The detailing pack also includes representations of the additional front bufferbeam flap added in later years for safety reasons. Two parts have been provided, allowing it to be modelled in vertical or horizontal position. Brake rigging and bufferbeam hoses are also provided in the pack.

Standard features include NEM coupler pockets, all-wheel pick-up and a six-pin DCC decoder interface on the chassis ahead of the motor. Buffers have turned metal heads, but are unsprung. There's no flywheel, but the motor drives smoothly and reliably to the middle axle. Our sample ran beautifully under DC analogue control. Extensive use of metal in the chassis and for the cab steps, gives the model plenty of weight (202g) and decent haulage power for a locomotive of this size.

'Austerity' designs, by definition, lack the frills and purely aesthetic touches associated with most British steam locomotives. In model terms, this leaves the modelmaker with fewer places to hide necessary components such as motors and gearboxes. The 'USA' is particularly tricky in this respect, but Bachmann has done well to capture its unique character, including prominent features such as the 'daylight' under the boiler and the open front end revealing the cylinder block. It's not a pretty locomotive in the conventional sense but, much like Bulleid's wartime Q1 0-6-0, it has a quirky appeal that extends well beyond Southern devotees.

The functional design also means that there's plenty of separately fitted detail evident all over the model,

from lamp brackets and wire handrails to steam pipes under the water tanks, controls on the boiler backhead and boiler fittings. As always, care is required when handling the model - I found that it was easy to bend the whistle mounted on one side of the dome.

Decoration of the model is to Bachmann's usual high standard, with crisply printed details such as the multicoloured BR crest and an accurate rendition of the BR Gill Sans cabside numbers. Evidence suggests that the USATC, BR(S) green (below), LMR blue and Worth Valley versions are finished to a similar standard.

The release of this model around the same time as DJModels' Hunslet 'J94' 0-6-0ST offers a good opportunity to compare the different approaches two suppliers have taken to two wartime austerity locomotive designs built to do the same job. While also designed to cater for many detail variations, DJM's Hunslet is a simpler subject, lacking the intricate outside motion and external complexities of its American cousin, and is priced around £25 less. However, it falls well short of the 'USA' in terms of quality of design, build and decoration. Despite a lengthy and sometimes tortuous gestation, the end result is a superb model of a quirky prototype, full of character and with a unique charm thanks to its North American heritage.



# REVIEWS I BR NER/LMR 1948-67 I OO Gauge



Close behind the industrial 'Austerity' models comes the main line version of DJM's new Hunslet saddle tank. Andy York takes a detailed look.



The J94's origins lie in proven industrial designs and wartime economies. Robert Riddles was tasked with designing a shunting locomotive to support the war effort at home and overseas. A rugged and simple

design was sought and so the standard Hunslet 18in inside cylinder industrial 0-6-0ST was chosen as the basis for this 'Austerity' project. The amount of steel required was reduced where possible resulting in the distinctive dished cast-iron wheel centres and cast-iron slide valves. Fortunately, they also seemed to retain efficiency whilst burning poor quality coal.

Between 1943 and 1947, 377 'Austerities' were built for the War Department (WD) by Hunslet (153), Andrew Barclay (15), W.G. Bagnall (52), Hudswell, Clarke (50), Robert Stephenson & Hawthorns (90) and Vulcan Foundry (50). Many carried out duties on the home front in docks and military depots, in mainland Europe after D-Day and in North Africa, whilst some were loaned to the Ministry of Fuel and Power for working at opencast mining sites.

The LNER also acquired 75 locomotives, which began service in June and July 1946 and were designated as J94s. Forty of these had already been in service with the WD or stored in the south of England after construction, with the balance built by Andrew Barclay. Initially they were allocated to sheds around the north-east of England for yard shunting and local trip work but under British Railways ownership some were transferred to other areas, including King's Cross

#### FACT FILE

I MODEL DJModels 00J94-001 BR early emblem black J94 0-6-0ST No. 68023 with extended coal bunker

I PRICE RRP £95.50 I AVAILABILITY DJM stackists

WORDS & PHOTOGRAPHS Andy York

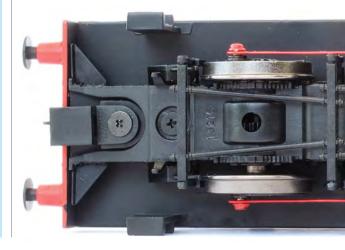
## LIKE THIS?

Motive Power: Hornby R3424-26 LNER/BR Q6 0-8-0, R3418 BR K1 2-6-0, R3446 NE Thompson O1 2-8-0, Bachmann BR V1/V3 2-6-2T

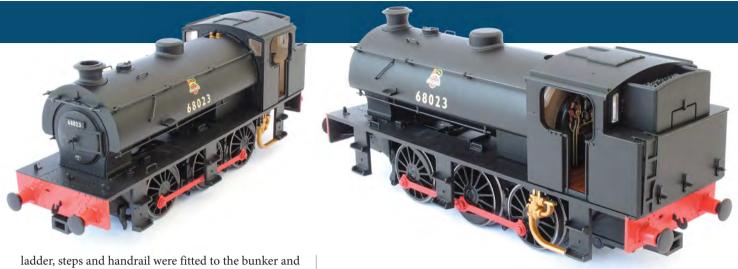
Rolling Stock: Bachmann/Hornby BR 16t mineral wagons, Hornby/Bachmann ex-PO 5/7/8-plank coal wagons, Hornby R6731/33 BR 20t coke wagon, Hornby BR 20t coal hopper, Bachmann BR bogie bolster/well wagons

and Hornsey, Birkenhead, Bidston, Wrexham and Brymbo and perhaps most famously the Cromford & High Peak Railway in Derbyshire. The latter areas were tough working environments with steep gradients and tight curves where the 4F power classification of the J94 proved useful.

Main line J94s were, and still are, most distinguishable from the majority of Hunslet 'Austerities' by the provision of a centre set of steps over the middle driving wheels. Additionally, J94s had driver cab doors and LNER standard lamp irons. A few of the class, including examples for the CHPR, had an extension added to the top of the conventional bunker. This necessitated a change from the round spectacle plates at the rear of the cab to a more rectangular form. This modification increased coal capacity from 21/4 tons to 3 tons whilst a



# NEW MODELS



it is in this form that the DJM model is presented.

No. 68023 was renumbered by BR on July 7, 1949 by adding 60,000 to its LNER number and was withdrawn in May 1965. The locomotive was allocated to Newport (Co. Durham), Thornaby, West Hartlepool and Darlington during BR days and the model features a Darlington (51A) shedplate on the smokebox door.

In BR service, J94s should have cab doors fitted and these will need to be added to the model if you want them to appear in a closed position. However, the majority of photographs of them on shed or at work show the doors open. It's worth noting that the real No. 68023 had a grab handrail hanging from the bottom of the tank side towards the front which does not appear to have been included on the model. I would have also liked to have seen a cosmetic three-link coupling included but this is an easy aftermarket part to source.

As noted by Ben Jones in the review of the Hatton's exclusive Hunslet 'Austerity' models in BRM August there are elements of the model which could have been finer, particularly the ejector piping beneath the cab. I can recommend the replacement castings from RT Models, which has been on the market for a few years. The plain black livery has a quality feel to it and the early emblem and straw-coloured numbering is neatly rendered. The smokebox-door numberplate has the number in correct Gill Sans typeface and, as previously mentioned, a 51A shedplate printed onto the lower part of the door.



For many years, North Eastern Region subjects have been somewhat overlooked, but this J94 is a good companion for Hornby's new Q6 0-8-0 and Peppercorn K1 'Mogul'. It's not a perfect rendition, but it will look the part fussing around in a goods yard or colliery sidings alongside larger main line freight classes. Several other versions of the Hunslet 'Austerity' are due shortly - see 'Goods Inwards' for details. ■

## datafile

#### BASICS

Manufacturer: DJModels Catalogue Ref: OOJ94-001

Locomotive ID: 68023 BR Early Crest Black with tall coal

RRP: £95.50

Gauge/scale: 16.5mm gauge, 1:76 scale OO Era: 4 1948-56 British Railways Early Crest

Company/Operator: BR Region: North Eastern Region

Weight: 137g **Body:** Plastic

Chassis: Die-cast metal and plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25 110 Couplings: Tension-lock

Accessories: Brake hose fittings, fire-iron set

#### ELECTRICAL/MECHANICAL

Power System: 12V DC

Motor: Coreless motor drive to all wheels

DCC Provision: 6-pin socket housed behind smokebox door which is magnetically attached.

#### **SERVICING**

Body Removal: See instruction sheet

Lubrication: Lightly oil axle bearings and gear train through

access points.

Packaging: Foam tray within cardboard outer

Instructions: Leaflet included with maintenance and

decoder fitting instructions

Spares/warranty: Contact djmodels.co.uk

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# REVIEWS I BR 1961-87 I O Gauge





Popularly nicknamed 'Rats' by enthusiasts, the Class 25s evolved from the original Derby/Sulzer mixed traffic Type 2 design, which became Class 24. The transition from Class 24s to 25s affected the internals of

the locomotives more than their exteriors, with D5151 onwards receiving uprated Sulzer 6LDA28 power units, fitted with charge air coolers, boosting power output by 90hp. This took power output to 1,250hp at 750rpm. Top speed was also increased from 75mph to 90mph, making the '25s' much more useful for passenger work. The Class 24/25 story is a complicated one, and I can heartily recommend a visit to *www.derbysulzers.com* for a detailed summary of how they evolved.



This model has travelled across three countries, handled by many people. As such, small detail parts were found loose in the box. Build quality is an easy blame for poor handling and yet, from experience, finer bufferbeam parts on Heljan models need little provocation to part company, despite careful handling. Luckily, all can usually be glued back.



#### FACT FILE

I MANUFACTURER Heljan A/S. Denmark

I MODEL BR Sulzer Type 2 (Class 25) Bo-Bo diesel I PRICE RRP £599.00

I AVAILABILITY Heljan stockists

I **REVIEW** Howard Smith I **PHOTOGRAPHS**Tony Wright

Between April 1961 and May 1967, 327 Class 25s were built at Derby, Darlington and Beyer, Peacock in Manchester, eventually being divided under TOPS into Class 25/0, 25/1 and 25/3 sub-classes, these denoting further alterations to engine power output, traction motors used and bodywork style. Nonetheless, variations between members of each sub-class are a minefield as improvements were carried out from new to later builds, some earlier builds receiving them as upgrades, others not. As always - study photographs.

The Class 25's extra power and higher top speed made them more versatile, seeing widespread service from Cornwall to the Far North of Scotland, and from North Wales to the north-east of England, but they were particularly associated with the London Midland Region, especially in their early and final years.

Withdrawals commenced in the late-1970s, in limited numbers, those with severe damage or defects being first, but were ramped up considerably throughout the 1980s, based on engine hours and servicing, until the last, 25042, was withdrawn in March 1987.

Heljan's model is based on the Class 25/1 sub-class, and is available in BR green with small yellow warning panels, BR green with full yellow ends, BR blue with yellow ends, or as depicted here, in BR green without warning panels - a version exclusive to Tower Models of Blackpool, who kindly sent this item for review.

A heavyweight model at 3kg, two large 5-pole motors make use of cardan shafts to transfer power discreetly to a gear tower above each bogie and performance is



## **HELJAN BR/SULZER CLASS 25 DIESEL**

8E | 5



smooth from the box. In typical Heljan fashion, further enhancements include a rotating roof fan powered by a separate motor and worm drive, working directional marker lights/headcode panel and adequate space to install DCC sound - a must for manufacturers producing RTR models in O gauge in 2016.

The most visible external difference between the 57 members of the '25/1' sub-class and the first 25 locomotives (Class 25/0) was the addition of air horns either side of the headcode boxes and omission of bufferbeam cowlings. Unfortunately, the headcode box side supports on this model which meet the roof are recessed too far back, exaggerating the length of the circular airhorn cowlings either side.

Causing some mixed views online, the largest niggle concerns the cab front shape, which is too flat and lacks the subtle tapering away either side of the central communication doors. The overly flat appearance will require surgery to correct.

As expected, the sprung screw link couplings work and a high level of detail is evident throughout - the cab interior detail and bogie pipework in particular is spectacular. The model depicted here isn't from the final batch, so the handrails below the front cab windows should be green and the BR emblem crown on the bodysides is too pink. Tower Models informed me that both errors have been corrected for the final production run, due shortly.

These minor livery points aside, the rest of the livery application is outstanding with pipework running the

full length of the body picked out in orange. Bogie air pipes travelling to the sanding equipment

are painted white, fuel and water gauge dials are wonderfully picked out too and a clear representation of the Derby Works builders plate sits beneath the side windows at the driver's side of each cab. Locomotives are sold unnumbered, although Tower can supply custom-finished models with the number and finish of your choice.

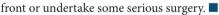
Through the ever-so-slightly prismatic cab glazing sits an interior that stands scrutiny on closer inspection. The elevated cab controls are prominent through the side windows leaving little room for error. Throttle, locomotive and train brake are painted metallic silver making them stand out. On the cab bulkhead perch individually painted bells, pipes and fire equipment.

A rivet-counter I'm not, but credit to Heljan, it has made a good attempt at these around the model. The small indents around the windowframes contrast the larger bodyside rivets around the boiler filler hatch. Dotted around roof panels, cab doors and bodyside boiler access steps appropriately are a nice collection of the 'little dots' too. There was once a time when this

was only possible by adding etches.

Be aware that in BR blue livery, most Class 25/1s had their nose access doors plated over, requiring further adaptation by modellers of the 1970s-period onwards.

Until recently there were only three ways to obtain a Class 25/1 in this scale - an etched kit, multi-media kit, or, for the brave, a scratchbuild. This welcome RTR rendition of the Sulzer Type 2 hits the market at a competitive price for its level of detail, and will undoubtedly be popular, but buyers will have to live with the incorrect shape of the cab





## > NEW MODELS

1 2





3

4





5 6



#### BACHMANN 32-560 **BR LINED APPLE** GREEN A1 NO. 60117

> The latest version of the popular Peppercorn A1 is now available from Bachmann, representing Doncaster-built No. 60117 (snap-head rivets) as it first appeared in October 1948. The correct double stovepipe chimney is fitted, it's shedded correctly at 35B (Grantham) and both the front numberplate and cabside numbers have the 'incorrect' style of curly '6'. The model is correct for October 1948 until June 1950 (when it went to Copley Hill) after which it was repainted blue and named Bois Roussel just one month later.

**Price** £179.95 W www.bachmann.co.uk

#### BACHMANN 38-554 MIDLAND RAILWAY 20T GOODS BRAKE VAN

■ Bachmann's superb Midland Railway goods brake van is now available for the first time in pre-1923 MR grey livery. Displaying excellent fine printing and decoration, the model is presented without guards' lookout duckets and with the deeper openings on the end verandahs. Finished as No. 623, the model is an ideal companion for Bachmann's recent MR black 4F as well as the early LMS 1F 0-6-0T and Midland/ LMS 3F 0-6-0. Suitable for pre- and immediately post-Grouping layouts.

Price RRP £27.95 W www.bachmann.co.uk

#### 00 WORKS GNR(I) BLUE 'U' CLASS 4-4-0 NO. 205 DOWN

≥ 00 Works' maiden venture into Irish 5ft 3in gauge subjects depicts the pretty little Great Northern 'U' class passenger 4-4-0. Two versions have been produced, No. 205 Down in the GNR's gorgeous lined blue livery and No. 49 in Ulster Transport Authority black. Like all OO Works models, it is more akin to a professionally built kit model than a conventional RTR product. Fit and finish of our sample was good, if not quite to the best RTR standards now being achieved. These models are not 'DCC Ready'.

Price £265.00 + P&P W www.ooworks.co.uk

#### FTG MODELS PACK OF FIVE NETWORK RAIL SPA WAGONS

> For its second run of SPA steel carriers, independent supplier FTG Models has produced a pack of five wagons acquired by Network Rail for engineering work. Although the prototype wagons have not seen a great deal of use with NR, the company's attractive livery sits well on these OO gauge models and should appeal to many modellers of the contemporary scene. All five models are individually numbered (460049/056/059/060/ 063). Production quantities are limited.

Price £105.00 inc. P&P W www.ftgmodels.com

#### BACHMANN/TMC 44-172Z OVER-RAIL **SIGNALBOX**

> Just arriving in the UK is this distinctive 1:76 scale over-rail brick/wood signalbox from the Bachmann Scenecraft range. Exclusive to TMC, it is inspired by similar 'boxes at Paddock Wood in Kent and Prospect Hill in Whitby. For an extra £4.00 (or £10 fitted), TMC can design and print bespoke nameboards to order. Designed for locations where extra height was required for good visibility and to save space, over-rail 'boxes were once seen all over the UK. TMC's model features soot staining above the track space and removable roof.

Price £69.95 + P&P W www.rmweb.co.uk

#### DJM/KERNOW LONGMOOR BLUE 'AUSTERITY' 0-6-0ST

> Ever-popular with modellers and collectors, the Longmoor Military Railway continues to be a good source of subjects for limited edition items. Latest to arrive is Kernow Model Rail Centre's OO gauge model of LMR blue Hunslet 'Austerity' 0-6-0ST No. 196 Errol Lonsdale. Produced by DJ Models, this version features etched metal nameplates and a set of etched fire irons. More than 80% of the 200 models have been presold and delivery expected in mid-September.

Price £109.99 W www.kernowmodelrail centre.com



Everything in the shop to turn a Train Set into a Model Railway.

## FINESCALEBRASS

Limited special offer a fully finished 12V R.T.R gauge 1 (1/32nd) LMS or BR liveried Jubilee locomotive & 4000 gallon tender for less than the price of an O gauge model. The model measures  $630 \text{mm} \times 130 \text{mm} \times 90 \text{mm}$ 



OR76 CATOO2 Brown Bauxite



R4644 BR choc/cream TSO

Constructed from brass & stainless steel with helical gearbox, lined, cab detailed, wheels blackened, named & numbered from stock or to your choice (long fire box only)

> £1850.00 fully finished, Radio control £400.00, showcase £180.00 Prices include VAT, insured delivery, no extra charge for credit cards

Finescalebrass (UK) Ltd, Unit 5, Matrix Court, LEEDS, LS11 5WB. TEL 01132761759 EMAIL john@finescalebrass.co.uk Check our website for other models, www.finescalebrass.co.uk

#### **EVENT DIARY I OCTOBER 2016**



#### **EVENTS**

#### **SEPTEMBER 29**

Prospective Members Evening Cublington Road, Aston Abbotts, Aylesbury, Buckinghamshire HP22 4ND Opening Times: Thursday 1900 - 2200 Prices: Free entry

T: 01196 668341/07541 241714

#### **OCTOBER 15 - OCTOBER 16**

Dundee Model Railway Club's Hobbies Extravaganza & Swapmeet

Mains Loan, Dundee, Angus DD4 7AA Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1630

Prices: Adult £4.50 Concessions/Child £3.50 Family £12.00 Under 5s free! T: 01382 644342

W: www.dundeemrc.talktalk.net

#### **OCTOBER 28 - OCTOBER 30**

**Bluebell Railway Giants of Steam** 

**Event** Sheffield Park Station & Horsted Keynes Station. Sheffield Park Station East Sussex, TN22 3QL

**Opening Times:** Friday, Saturday & Sunday 1000 - 1700

**Prices:** See website for offers and further details. Early bird discounts available on line.

T: 01825 720800

W: www.bluebell-railway.com

#### **CONTACT** US

DIARY DATES BRM, The Maltings, West Street, Bourne, Lincolnshire. PE10 9PH

#### WEBSITE

Enter your event on our website at www.world-of-railways.co.uk

Closing date for the November issue is September 12

Suitable for disabled visitors.

Whilst every effort has been made to ensure the accuracy of the information supplied herein, BRM magazine cannot be held responsible for any errors or omissions. Gold (paid for) listings are always included.

Diary Dates entries are published free of charge to bona fide model railway clubs and societies.

#### **EXHIBITIONS**

#### SEPTEMBER 17

Mid Essex MRC 39th Annual Exhibition Opening Times: Saturday 1000 - 1700 Prices: Adult £5.00 Child £3.00

Mid Essex Model Railway Club

Exhibition Alexander Lane, Shenfield, Brentwood, Essex CM15 8RY Opening Times: Saturday 1000 - 1700

**Culm Valley Model Railway Exhibition**Gables Road, Willand, Cullompton, Devon
EX15 2PL

Opening Times: Saturday 1000 - 1630 Prices: Adult £4.00 Child £1.50 T: 01884 840369

#### **Erne Model Railway Club Annual**

Exhibition Lisnaskea, Co Fermanagh, Northern Ireland BT920JH Opening Times: Saturday 1000 - 1700 Prices: Adult £4.00 Senior/Child £3.00 Family Ticket £10.00 (2+2)

#### **Wadebridge Model Railway Show**

T: 028 6632 9050

Gonvenna Hill, Wadebridge, Cornwall PL27 6BU

Opening Times: Saturday 1000 - 1700 Prices: Adult £3.50 Concession £3.00 Children £2.00 Family £10.00

#### **SEPTEMBER 17 - SEPTEMBER 18**

Ayr Model Rail Exhibition

Opening Times: Saturday 100 - 1700 Sunday 1000 - 1600 Prices: Adult £5.00 Child £3.00 Family £12.00 (2+2)

T: 01292 520495

W: www.ayrmrg.co.uk

#### 43rd Redditch Model Railway Exhibition

Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1630 Prices: Adult £5.00 Children £3.00 Senior Citizens £4.50 Families £14.00 (2+2) T: 01527 540289

#### Blackpool & North Fylde Model Railway Club Annual Exhibition

**Opening Times:** Saturday 1000 - 1700 Sunday 1000 - 1600

**Prices:** Adult £5.50 Senior £5.00 Junior (accompanied by Adult) Free Unaccompanied Junior £2.50 (5-15)

#### Dartford Model Railway Exhibition 2016 Groop Street Groop Road Dartford

**2016** Green Street Green Road, Dartford, Kent DA1 1QE

**Opening Times:** Saturday 1000 - 1700 Sunday 1000 - 1600

Prices: Adult £5.00 Concession £4.50 Child £2.50 (5-16) Child Under 5 Free Family £13.00 (2+2) T: 07736 560956

#### The EM Gauge Society expoEM North

Kingsway Park, Urmston, Manchester, Lancashire M41 7FJ

**Opening Times:** Saturday 1030 - 1730 Sunday 1000 - 1630

Prices: Members £7.00 Visitors £8.00

#### **SEPTEMBER 18**

Haywards Heath Model Railway Exhibition Pasture Hill Road, Haywards Heath, West Sussex RH16 1LY Opening Times: Sunday 1000 - 1700

#### **One Model Railway Club Exhibition**

School Street, Needham Market Community Centre, Ipswich, Suffolk IP6 8BB

Opening Times: Sunday 1030 - 1600 Prices: Adult £4.00 Concession/Children £3.50 Family £10.00 (2+2) T: 01394 274929

#### **G Scale Society Kent Group Autumn**

Indoor Meet Norsted Lane, Pratts Bottom, Orpington, Kent BR6 7PQ Opening Times: Sunday 1100 - 1600 Prices: Adult £2.50 Child £1.00

#### **SEPTEMBER 24**

**BA14 6EW** 

H.R.C.A Vintage Model Railway Show Opening Times: Saturday 1030 - 1600 Prices: Adult £3.00 HRCA members £2.00 acc. children under 16 are free. T: 01297 21872

#### West Wiltshire Model Railway Exhibition & Open Day Church Street, Steeple Ashton, Trowbridge, Wiltshire

Opening Times: Saturday 1000 - 1630 Prices: Adult £3.50 Child £1.00 Family £8.00

Enfield Whitewebbs Railway Modellers Exhibition Whitewebbs Road, Enfield, Middlesex EN2 9HW

Opening Times: Saturday 1030 - 1700 Prices: Adult £5.00 Child £3.00 (over 11) Family £13.00 (2+2) T: 020 8508 1938

Plymstock Community Centre Model Railway Show Broadway Car Park, Plymstock, Plymouth, Devon PL9 9GH Opening Times: Saturday 1030 - 1600 Prices: Adult £2.50 Senior £2.00 Child £1.00 (5-14 inc.) T: 01752 361687

Lodden Vale Model Railway Club Model Railway Exhibition Church Road, Earley, Reading, Berkshire RG6 1EY Opening Times: Saturday 1000 - 1630 Prices: Adult £4.00 Child £2.00 Family £9.00 (2+2)

T: 0118 9882035

Tri-an Society Model Railway
Exhibition Ashton on Mersey, Sale,

Cheshire M33 5QG

Opening Times: Saturday 1030 - 1630 Prices: Adult £3.50

Child £2.00

#### SEPTEMBER 24 - SEPTEMBER 25

**Elsecar Garden Railway Show** Wath Road, Elsecar, Barnsley, South Yorkshire S74 8HJ

Opening Times: Saturday 1000 - 1630

Sunday 1000 - 1600

**Prices:** Adult £4.00 Accompanied Under 16 Free

#### **Worthing Model Railway Club**

**Exhibition** The Boulevard, Worthing, West Sussex BN13 1LA

Opening Times: Saturday 1000 - 1700

Sunday 1000 - 1600 Prices: Adult £5.00 Child Free

#### Halifax Model Railway Club Exhibition

North Bridge, Halifax, West Yorkshire HX3 6TE

**Opening Times:** Saturday 1000 - 1700 Sunday 1000 - 1630

Prices: Adult £6.00 Child £3.00 unless accompanied Free

T: 01422 371489

#### Scalefour Model Railway Exhibition

Harvey Road, Aylesbury, Buckinghamshire HP21 9PP

Prices: Adult £9.00 2 Day Ticket Members £6.00 (Partners and children free)

#### **Forest Modellers Model Railway**

**Exhibition** Lydney, Please select a town, Gloucestershire GL15 5DZ

**Opening Times:** Saturday 1100 - 1700 Sunday 1000 - 1600

Prices: Adult £5.00 Concession £4.50 Child Under 16 £2.50 Family £13.00

T: 01594 837473

Boston Model Railway Society Model Railway Exhibition Hall Lane, Stickney, Boston, Lincolnshire PE22 8BG

**Opening Times:** Saturday 1000 - 1700 Sunday 1000 - 1600

Prices: Adult £3.00 Concession £2.00 Child £1.00 Family £7.00

T: 07958 137122

#### OCTOBER 1

Broadland Model Railway Club Exhibition Norwich Road, Aylsham, Norwich, Norfolk NR11 6JG Opening Times: Saturday 1000 - 1600

## **UK TOY & MODEL AUCTIONS**

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#### OUR NEXT AUCTION IS ON Monday, 17th October, 2016

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Catalogues £3.50 including postage available from:

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CATALOGUE AND MORE INFORMATION ON OUR WEBSITE

www.uktoyauctions.com



#### GIANTS OF STEAM EVENT 28 - 30 OCTOBER 2016

10.00am - 5.00pm Displays at both Horsted Keynes and Sheffield Park Stations

Come along, enjoy a steam train ride and explore each of our stations and exhibitions.

There will be an intensive train service throughout the weekend between Sheffield Park, Horsted Keynes, Kingscote & East Grinstead.

A free vintage bus service is planned from Brighton and Lewes to Sheffield Park on Sunday 30th October 2016.

Book early bird tickets at special prices on line.

See www.bluebell-railway.com for more details or contact the Customer Service Team on 01825 720800

### **SQUIRES MODEL & CRAFT TOOLS**

100 London Rd, Bognor Regis, West Sussex PO21 1DD Tel 01243 842424, Fax 01243 842525

Email <u>sales@squirestools.com</u> <u>www.squirestools.com</u>

#### Squires will be exhibiting at the following shows in 2016 – Diary updated as bookings are confirmed.

Sept 17 - CRAWLEY Seaboard Southern American Model Railroad Show, Charis Centre, West Green Drive, Crawley, W/Sussex. RH11 7EL Sat 10-5
Sept 17/18 - AYR Model Railway Exhibition, The Citadel Leisure Centre, Ayr. KA7 1JB. FREE

car parking.\* Sat 10-5/Sun 10-4

Sept 24/25 - HALIFAX M/Railway Ex, North Bridge Leisure Centre, Halifax, HX1 1XH. Sat/Sun 10-5. Sept 24/25 - WORTHING Model Railway Exhibition, Durrington High School, The Boulevard, Durrington, Worthing, BN13 1LA Sat 10-5, Sun 10-4 \*\*Plenty of FREE parking\*\*

Oct 1/2 - SWANSEA Model Railway Exhibition, presented by Swansea Railway Modellers Group, The National Waterfront Museum, Oystermouth Road, Maritime Quarter, Swansea SA1 3RD. Sat 10-5, Sun 10-4. \*\*Free Entry to Museum & Exhibition - Yes Free Entry!\*\*
Oct 1/2 - FAREHAM Fareham & District Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hants, P016 7JU. Sat 10-5.30, Sun 10-4.30. \*\*50th Anniversary\*\* Oct 1/2 - FOLKESTONE Folkestone, Hythe & District Model Railway Exhibition, The Leas

Oct 8/9 - ALDERSHOL Tokstolie, The & Disturbed Visit Model Railway Exhibition, Connaught Leisure Centre, Tongham Road, Aldershot, Hants. GU12 4AS. Sat 10-5, Sun 10 - 4.30
Oct 8/9 - CROYDON Model Railway Society Exhibition, Warlingham School, Tithepit Shaw Lane, Warlingham. CR6 9YB. Sat 10-5, Sun 10-4.00

Oct 8/9 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10-5 \*\*Free Car Parking & Free Entry to Museum & Exhibition - Yes that's Free Entry!! \*\*:-) Oct 15/16 - DUNDEE M/Railway Show. Sports Centre, Mains Loan, Dundee, DD4 7AA Sat/Sun 10-5 Oct 15/16 - UCKFIELD M/Railway Exh, Uckfield Civic Centre, Uckfield. TN22 1AE Sat/Sun 10-5 Oct 15/16 - CARDIFF M/Railway Ex, Ysgol Gyfun Gymraeg Glantaf (Former Glantaff High School), Bridge Rd, Landaf North, Cardiff, CF14 2JL Sat 10-5/Sun 10-4.

Oct 22 - CHICHESTER M/Railway Ex, Boy's H/Sch, Kingsham Rd, Chichester, PO19 8AE. 10-5.
Oct 29/30 - STOCKPORT Hazel Grove & District MRS Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire, SK7 5JX Sat 10 -5, Sun 10-4. \*50th Certife, 3acsons Larie, hazer Grove, stockport, christine, 3rd, 3ac 16-5, 3th 16-4. Son Anniversary - larger show with an extra hall - plenty of FREE parking\* - www.hgdmrs.org.uk Oct 29/30 - ABERDEEN M/R Exh RGU, Garthdee, Aberdeen, AB10 7GE Sat 10-6/Sun 10-4. Oct 29/30 - LEEDS Model Railway Exhibition, The Grammar School, Alwoodley Gates, Harrogate Rd, Leeds, LS17 8GS Sat 10-5/Sun 10-4.30

Nov 5 - HIGH WYCOMBE - WYCRAIL 16 Model Railway Exhibition, Cressex Community School, Cressex Road, High Wycombe Bucks HP12 4UD. Saturday 10 -5

Nov 5 - ANGMERING W.Sussex Area Group N Gauge Society M/R Exh, The Angmering Sch, Greenwood Dr, Station Rd, Angmering, BN16 4HH, Sat 10-5 \*Close Angmering station\*
Nov 5/6 CREWE - Alsager Model Railway Exhibition, Legend Conference & Leisure Centre, Bentley Motors Ltd. Sunnybank Road, Crewe, Cheshire, CW2 8WD, Sat 10-4.30, Sun 10-4
Nov 12/13 - TELFORD IPMS SCALE MODEL WORLD 2016 The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Sat 10 - 6, Sun 10 - 4.00 Free Entry for IPMS Members. Nov 12/13 - SPALDING Model Railway Exhibition, Springfields Event Centre, Camelgate,

Spalding, PE12 6ET, Saturday 10 - 5pm, / Sunday 9.30am - 4.30pm.

Nov 18 - 20 - WAKEFIELD 55th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, WF2 8TY Fri 5.30-9. Sat 10-6. Sun 10-5.

Nov 19/20 - WORKINGTON Model Rail Show, University of Cumbria, Energus Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, CA14 4JW. Sat 10-5, Sun 10-4.

Nov 26/27 - BIRMINGHAM - Warley National Model Railway Exhibition Hall 5, NEC Birmingham **B40 1NT Coming to Warley?** - Why not come on the Sunday?? - the show is much guieter!!! See more of the layouts and a lot easier to get to our stand!! **Centre Piece Locomotive Attraction Sponsored by Squires** 

Dec 3 - ISLINGTON - The Toy Soldier Show London, Islington Business Design Centre, 52
Upper Street, London, N1 0QH Sat 10.30-4pm www.guidelinepublications.co.uk - for info.
Dec 4 - ISLINGTON - The London Plastic Modelling Show "Mind The Gap", The Islington
Business Design Centre, 52 Upper Street, London, N1 0QH Sunday 10.30 - 4pm www.guidelinepublications.co.uk

#### **EXHIBITIONS & SHOWS IN 2017**

Jan 14/15 - BOGNOR REGIS M/Railway Exh, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex P022 8EL Sat 10-5, Sun 1-4.30 \*\*Free Parking\*\*
Jan 21/22 - CALNE MODEL RAILWAY EXHIBITION Calne Leisure Centre, White Horse Way,
Calne, Wilts. SN11 0SP Free parking, Sat/Sun 10-5 - \*\*Enlarged Show for 2017\*\* Jan 22 BRISTOL Bristol 'O' Gauge Group Exhibition University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, BS35 8QZ. Sunday 10 - 4pm Jan 22 GUILDFORD Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, GU2 7AD. Sun 10 - 5 www.astolatmrc.com Jan 28/29 KENDAL M/R Exhibition Leisure Cen, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5 Feb 18 - TONBRIDGE Model Railway Exhibition, The Angel Centre, Tonbridge, Kent, TN9

1SF, Sat 10-5pm. www.tonbridgemrc.com
Feb 19 - MANCHESTER ALSRM O Gauge Show, Woodhouse Park Lifestyle Centre, Portway,
Wythenshawe, Manchester, M22 1QW 10-4. Free Parking, Test Track, 16 '0' Gauge layouts. \*Free entry ALSRM Members

Feb 24 - 26 - GLASGOW Model Rail Scotland, Scottish Exhibition Centre, Glasgow, G3

8YW. Friday 10.30 - 6, Saturday 9.30 - 6, Sunday 9.30 - 5.

Mar 4/5 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, PR2 8UR. Sat/Sun 10 - 5pm.

Mar 11/12 - HUNTINGDON East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, PE29 2NH Sat 10-5, Sun 10-4 \*FREE Parking\*

#### New Tools Shop Extension Opening Soon.

New Printed Mail Order Catalogue to be published soon – reserve your copy now. Exhibition Invitations always welcomed.

#### **EVENT DIARY LOCTOBER 2016**

Bradford Model Railway Club Show St. Pauls Avenue, Bradford, West Yorkshire

Opening Times: Saturday 1000 - 1630 Prices: Adult/Concession £3.00 Under 16s Free

T: 07815 073721

**Daventry Model Railway Club Annual Exhibition** Ashby Road, Daventry, Northamptonshire NN11 00F Opening Times: Saturday 1000 - 1700 Prices: Adult £5.00 OAP £4.50 Young Person (6-17) £2.40 Under 6 Free Family £10.00 (2+2)

**Sudbury Model Railway Club** 

**Exhibition** Market Hill, Sudbury, Suffolk CO10 2EA

Opening Times: Saturday 1000 - 1630 Prices: Adult £4.00 Concession £3.00 Child £2.00

T: 01787 461224

#### OCTOBER 1 - OCTOBER 2

**Folkestone Model Railway Club** Model Railway Exhibition The Leas. Folkestone, Kent CT20 2DZ

Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1700

Prices: Adult £6.50 Senior £5.00 Child £3.00 Family £15.00

Fareham Model Railway 50th Anniversary Exhibition Park Lane, Fareham, Hampshire P016 7JU Opening Times: Saturday 1000 - 1730

Sunday 1000 - 1630 Prices: Adult £6.00 Accompanied Children Under 16 Free

#### OCTORER 8

**Sheffield Model Railway Society Annual Model Railway Exhibition** 

Venue on Prince of Wales Road, Sheffield, Yorkshire S94ER

Opening Times: Saturday 1000 - 1700 Prices: Adult £4.00 5-16 £2.00 Under 5s Free

T: 01709 555578

**Thetford & District Model Railway** Society 40th Anniversary Model Railway Show Staniforth Road, Thetford, Norfolk IP24 3LH

Opening Times: Saturday 1000 - 1600 Prices: Adult £4.00 Child Free T: 01842 765890

West Wilts '0' Gauge Show Coppice Street, Shaftesbury, Dorset SP7 8PF Opening Times: Saturday 1000 - 1630 Prices: Adult £2.00 Concession/Children £1.50 T: 0780 515807

**Dorking & District Model Railway Club** Annual Exhibition 270, High Street, Dorking, Surrey RH4 1QT

Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600

Prices: Adult £4.00 Senior £2.50 Children £1.50 Family £8.00 T: 07810 514070

**Shildon Model Railway Club Exhibition** 

Dale Road Trading Estate Dale Road, Shildon, Co Durham DL42RE T: 01325 310899

#### OCTOBER 8 - OCTOBER 9

**Corby & District Model Railway** Society - Model Railway

Exhibition Beanfield Avenue, Corby, Northamptonshire NN18 0EH Opening Times: Saturday 1000 - 1700

Sunday 1100 - 1630 Prices: Adult £4.00 Concession £3.00

Child £2.00 Family £10.00 (2+2)

Wilmington (Dartford) 20th Model Railway Exhibition 2, High Road,

Dartford, Kent DA2 7EG

Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1630

Prices: Adult £5.00 Concession/Children £4.00 Family £13.00 (2+2) Under 5s free T: 01322 220561

W: www.stmichaelswilmington.org.uk

**Croydon Model Railway Society** 

**Exhibition** Tithepit Shaw Lane, Warlingham, Surrey CR6 9YB

Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600

Prices: Adult £6.00 Child £2.00 (5-15) Adult £6.00 Concessions £5.00 Child £2.00 (5-15)

T: 020 8657 2292

#### OCTOBER 9

**Keighley Model Railway Club 7mm** Festival South Street, Keighley, West Yorkshire BD21 1SY Opening Times: Sunday 1000 - 1630 Prices: Adult £4.00 Child £2.50 T: 01535 601775

#### OCTOBER 13 - OCTOBER 16

Midlands Model Engineering Exhibition, Learnington Spa, Warwickshire CV31 1XN Opening Times: Thursday 1000 - 1700

Friday 1000 - 1700 Saturday 1000 1700 Sunday 1000 - 1600 Prices: Adult £10.00 Senior £9.00 Child £4.00

Book Online £1.00 cheaper per ticket T: 01926 614101

#### OCTOBER 15

**Plym Valley Railway Association** Model Railway Show Stray Park, Yealmpton, Plymouth, Devon PL8 2HF Opening Times: Saturday 1000 - 1630 Prices: Adult £2.50 Senior Citizens £2.00 Child 5-16 £1.00 T: 01752 880668

#### **Tring & District Model Railway Club Exhibition**

Aylesbury Road, Wing, Leighton Buzzard, Bedfordshire LU7 OPD

Opening Times: Saturday 1030 - 1630 Prices: Adult £5.00 Child £3.50 Family £12.20 (2+3)

T: 01442 824350

#### **OCTOBER 15 - OCTOBER 16**

32nd Uckfield Model Railway

Exhibition Civic Approach, Uckfield, East Sussex TN22 1AE

Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1700

Prices: Adult £6.00 Senior Citizens £5.00 (over 65) Children £4.00 (5-14) Under 5s free Up to two children (5 - 14) accompanied by a paying adult/Senior. T: 01903 745759

#### **Cardiff Model Railway 30th Exhibition**

Bridge Road, Llandaff North, Cardiff, Glamorgan CF14 2JL

Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600

Prices: Adult £5.00 Children Under 12

#### The National Festival of Railway

Modelling Oundle Road, Alwalton, Peterborough, Cambridgeshire PE2 6XE Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600

Prices: Advance Price: BRM Subscriber £8.00 Non-subscriber £9.00 Door: Adult £10.00 Child £5.00 T: 0844 5810816

#### **Uckfield Model Railway 32nd**

**Exhibition** Civic Centre, Uckfield, East Sussex TN22 1AE

Opening Times: Saturday 1000 - 1700

Sunday 1000 - 1700

Prices: Adult £6.00 OAP £5.00 Children Free Must be Accompanied by one of the above.

T: 01903 745759

#### **OCTOBER 22 - 23**

#### **Hartlepool Model Railway Show**

Hartlepool College of Further Education, Stockton Street, Hartlepool, TS24 7LB Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600

Prices: Adult £6.00 Child £4.00 OAP £5.00 Under 5 Free Family (2 + 3) £18.00

#### **OCTOBER 29 - 30**

#### Aberdeen MRC Exhibition

RGU Sport, Garthdee Road, Garthdee. Aberdeen AB10 7GE

Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600

Prices: Adults £5, Concessions £4 Children & Students £2.50 Family £12.50

Leeds Model Railway Society Leeds Grammar School, Alwoodley Gates, Harrogate Road, Leeds LS17 8GS Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1630

Prices: Adults £7.00 Up to 3 children free with paying adult

#### Wirral 2016 Model Rail Exhibition

Mosslands School, Mosslands Drive, Wallasey, Wirral, CH45 8PJ Opening Times: Saturday 1000 - 1700 Prices: Adult £5.00, Children up to 15 £2.00 Under 5s Free

#### **MEETINGS & TALKS**

#### **SEPTEMBER 26**

Nantwich & Market Drayton Railway Society - Talk Shrewsbury Road, Market Drayton, Shropshire TF93EH Opening Times: Monday 2000

Plymouth Railway Circle Talk Home Park Avenue, Plymouth, Devon PL3 4PG Opening Times: Monday 1930 Prices: Members £1.00 Visitors £2.00

#### OCTOBER 3

#### **Mirfield Railway Enthuiasts Society**

- Talk, Station Road, Mirfield, West Yorkshire WF14 8NL

Opening Times: Monday 1930

The Enfield Transport Circle Talk The Drill Hall Sports Club, Old Park Avenue, Enfield, Middlesex EN2 6PJ Opening Times: Tuesday 1000 - 2230

Prices: £3.00 T: 020 8363 0697

#### **OCTOBER 10**

**Southern Electric Group Sussex** Branch - Talk Southwick Street. Southwick, Brighton, East Sussex BN42 4TE Opening Times: Monday 1930 2200

#### OCTOBER 10

Plymouth Railway Circle - Talk Home Park Avenue, Plymouth, Devon PL3 4PG Opening Times: Monday 1930 Prices: Members £1.00 Visitors £2.00

#### **OPEN DAYS**

#### **SEPTEMBER 18**

**Chichester & District Soc of Model Engineers - Steam on Sunday** Blackberry Lane, Chichester, West Sussex P019 7FS

Opening Times: Sunday 1400 - 1700 T: 01243 773451

#### SEPTEMBER 17 - SEPTEMBER 18

**Coventry Model Railway Club Annual** Open Weekend Leicester Row, Coventry, Warwickshire CV1 4LH

Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600

Prices: Adult £2.00 Child U14 Accompanied Free

#### **SEPTEMBER 24 - SEPTEMBER 25**

**Spalding Model Railway Club Open** Weekend Knight Street, Pinchbeck, Spalding, Lincolnshire PE11 3RB Opening Times: Saturday 1000 - 1600 Sunday 1000 - 1600

#### OCTOBER 2

**Gainsborough Model Railway** Society - Open Day Florence Terrace, Gainsborough, Lincolnshire DN21 1BE

## **Hartlepool Model** Railway Show

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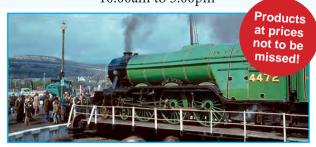
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## **Model events** at Locomotio

The National Railways Museum, Shildon DL4 1PQ 10.00am to 5.00pm



Steam Gala Sat & Sun 17th & 18th September 2016

**Shildon Model Railway Exhibition** 8th & 9th October 2016

Toy & Train Fair 19th & 20th November 2016

Nearest Railways Station - Shildon 100 yds. On Arriva Bus Routes Disable Access Free Entry and Free Parking Diecast Model Railways Collectables For event and trading information

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#### **EVENT DIARY LOCTOBER 2016**

Opening Times: Sunday 1330 - 1800 Prices: Adult £4.00 Senior Citizens/ Children £3.00 Family (2+2) £10.00 T: 01427 615367

#### OCTOBER 8

**Falmouth Society Of Railway** Modellers Open Day Kimberley Place. Falmouth, Cornwall TR11 3QL Opening Times: Saturday 1000 - 1600

#### OCTOBER 9

Wyre Forest Model Railway Club Open Day 101, Comberton Hill, Kidderminster, Worcestershire DY10 1QH

Opening Times: Sunday 1100 - 1600 Prices: Free Admission T: 01902 843760

#### OCTOBER 15

Risborough & District Model Railway Club Open Day Wades Park, Stratton Road, Princes Risborough, Buckinghamshire HP27 9AX Opening Times: Saturday 1100 - 1600 Prices: Admission Free T: 01296 415107

#### **OTHER EVENTS**

#### SEPTEMBER 17 - SEPTEMBER 18

The Nationals Railways Museum - Steam Gala Shildon, Shildon, Co Durham DL4 1PQ T: 01535 642367

#### OCTOBER 2

**Romiley Methodist Railway Modellers** in Conjunction with Rotary Club of Poynton Park Lane, Poynton, Stockport, Cheshire SK12 1RB

Opening Times: Saturday 1000 - 1630 **Prices:** Donations to Stockport Francis House Hospice

#### OCTOBER 13

**Mick Moignard Presents: DCC** 4, Calshot Street, London, Middlesex N1 9DA Opening Times: Thursday 0700 **Prices:** MRC Members Free Donation £3.00 suggested for Guests T: 0207 837 2542 W: themodelrailwayclub.org

#### **OCTOBER 17**

**UK Toy & Model Auctions** Parkgate Road, Ledsham, Ellesmere Port, Cheshire CH66 9PB

Opening Times: Monday - Viewing 0930 Auction 1130

T: 01513343362 / 01270652773

#### **TRAIN & TOY FAIRS**

#### **SEPTEMBER 18**

SRP Toy Fairs - Bexhill-on-Sea Gunters Lane, Bexhill-on-Sea, East Sussex TN39 4FD Opening Times: Sunday 1000 - 1400 Prices: Adult £2.00 T: 0773 9998012

Ray Heard Train & Toy Fair - Newton Abbot Racecourse Newton Road, Kingsteignton, Newton Abbot, Devon TQ12 3AF

Opening Times: Sunday 1000 - 1530 Prices: Adult £2.00 T: 01823 480097

#### **SEPTEMBER 22**

Joe Lock Toy & Train Fair - Theydon Bois Coppice Row, Theydon Bois, Epping, Essex CM16 7ER

Opening Times: Thursday 1900 - 2100 Prices: £1.00 T: 07866 641215

#### **SEPTEMBER 23**

Townsend Toy & Train Fair - Alfreton Church Street, Alfreton DE55 7BD Opening Times: Friday 1900 - 2100 Prices: £2.00 T: 07951 072790

#### SEPTEMBER 24

Tony Oakes Train Fair - Stoke-on-Trent Manor Street, Stoke-on-Trent, Staffordshire ST4 2PT Opening Times: Saturday 1030 - 1400 Prices: £1.00 T: 01270 652773

**DerbyTrains Only Swap Meet** Uttoxeter Road, Mickleover, Derby DE3 9GE Prices: Adult £1.00 T: 07798 858532/01773 297407

#### **SEPTEMBER 25**

Jim Corr Carlisle Model Transport Collectors Fair Rosehill, Rosehill Industrial Estate, Carlisle, CA1 2RS Opening Times: Sunday 1030 - 1500 Prices: Adult £3.00 Senior /Child £2.00 Early Entry £5.00

SRP Train & Toy Fair - Herne Bay Beacon Hill, Herne Bay, Kent CT6 6BA Opening Times: Sunday 1000 - 1400 Prices: Adult £2.00 T: 0773 9998012

Tony Oakes Train Fair - Kidderminster Zortech Avenue, Kidderminster, Worcestershire DY11 7DY Opening Times: Sunday 1030 - 1400 Prices: £1.50 T: 01270 652773

#### **SEPTEMBER 27**

SRP Toy Fairs - Tonbridge Angel Lane, Tonbridge, Kent TN9 1SF Opening Times: Tuesday 1800 - 2000 Prices: Adult £1.50 T: 0773 9998012

#### OCTORER 1

Tony Oakes Train Fair - Chester (new venue) Plas Newton Lane, Chester, Cheshire CH2 1PR Opening Times: Saturday 1030 - 1430 Prices: £2.00 T: 01270 652773

#### OCTOBER 2

SRP Toy Fair - Colchester School Road, Langham, Colchester, Essex CO4 5PA Opening Times: Sunday 1000 - 1400 Prices: Adult £2.00 T: 0773 9998012

SRP Tov & Train Fairs - Langham School Road, Langham, Colchester, Essex CO4 5PA T: 0773 9998012

#### **OCTOBER 5**

Joe Lock Toy & Train Fair - Selsdon Upper Selsdon Road, Selsdon, Croydon, London, Greater London CR2 8DD Opening Times: Weds 1830 - 2030 Prices: £1.00 T: 07866 641215

#### **OCTOBER 8**

SRP Train & Toy Fairs - Hawkinge Heron Forstal Avenue, Hawkinge, Folkestone, Kent CT18 7FP Opening Times: Saturday 1000 - 1400 Prices: Adult £2.00 T: 0773 9998012

Townsend Toy & Train Fair -Nottingham Aspley Lane, Nottingham, Nottinghamshire NG8 5GY Opening Times: Saturday 1000 - 1400 Prices: £2.00

#### OCTOBER 9

T: 07951 072790

Tony Oakes Train & Toy Fair -Droitwich Briar Mill, Droitwich, Worcestershire WR9 0RZ T: 01270 652773

#### J & J Fairs Ltd - Lincolnshire Showground Lincolnshire Show Ground, Grange-de-Lings, Lincoln, Lincolnshire

LN2 2NA Opening Times: Sunday 1000 - 1430 Prices: Adult £2.50 Senior £2.00 1st Child £1.50

T: 01522 880383 SRP Toy Fair - Rayleigh Sir Walter

Raleigh Drive, Rayleigh, Essex SS6 9BZ Opening Times: Sunday 1000 - 1400 Prices: Adult £2.00 T: 0773 9998012

Barry Stockton Fair -Train & Toy Collectors Fair - Haydock

Park Havdock Park Racecourse. Newton-le-Willows, Merseyside WA12 OHQ

Opening Times: Sunday 1030 - 1500 Prices: Adult £2.00 Child £0.50 T: 0151 334 3362

#### OCTOBER 15

Jim Corr Toy & Train Fair - Gateshead Neilson Road, Gateshead, Tyne and Wear

**Opening Times:** Saturday 1000 - 1500 Prices: Adult £3.00 Senior £2.00 Child £2.00

#### OCTOBER 16

SRP Toy Fairs - Worthing Forest Road, Worthing, West Sussex BN14 9HS Opening Times: Sunday 1000 - 1400 Prices: Adult £2.00 T: 07739 998012

#### OCTOBER 22

J and J Fairs - Brentwood Doddinghurst Road, Pilgrims Hatch. Brentwood, Essex CM15 9NN Opening Times: Saturday 1000 - 1430 Prices: Adult £3.00 Senior £2.50 1st child £2

T: 01522 880383

#### **OCTOBER 22 - OCTOBER 23** Rail Ex Taunton Stapleford Road,

Taunton, Somerset TA2 6AD **Opening Times:** Saturday 1000 - 1700 Sunday 1000 - 1600 Prices: Adult £6.50 Senior £5.50 Child £3.50 (5-16) Child (Under 5) Free Family £15.00 (2+2)

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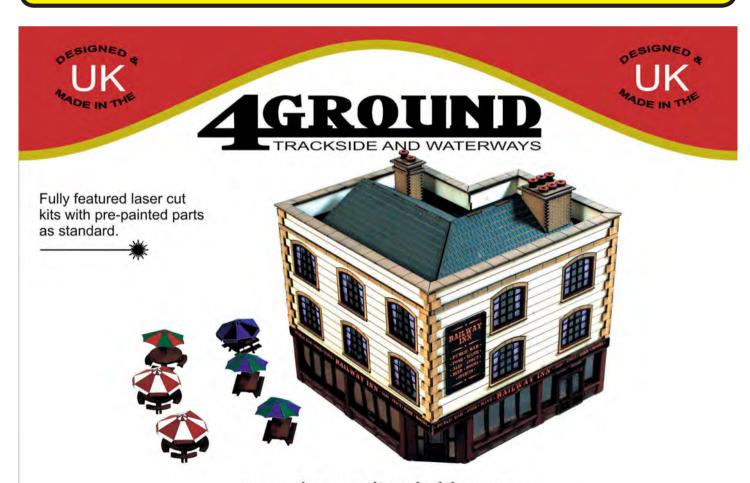
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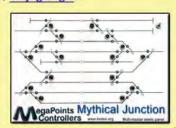
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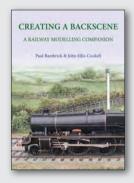
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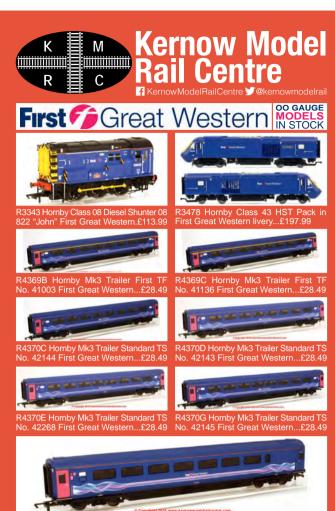
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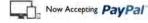


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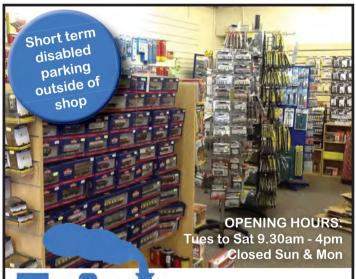
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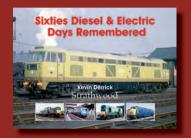
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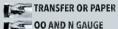


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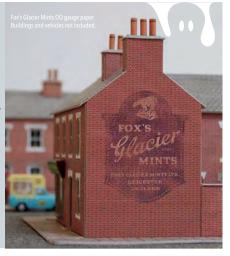
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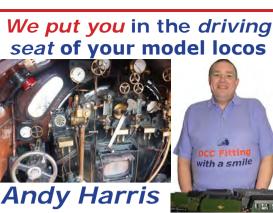
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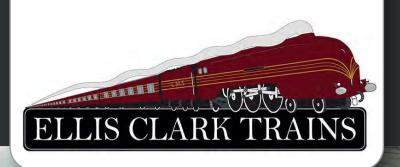
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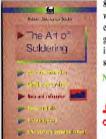
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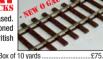
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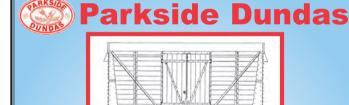
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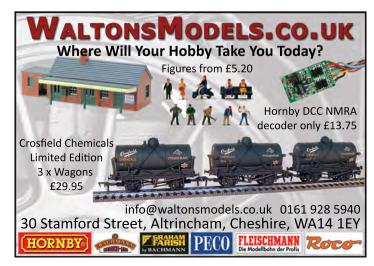
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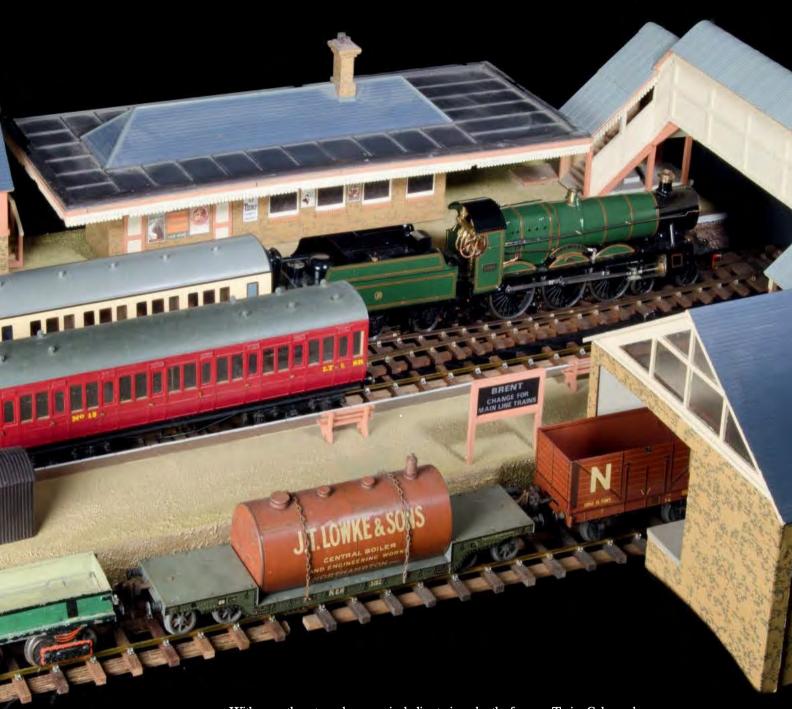
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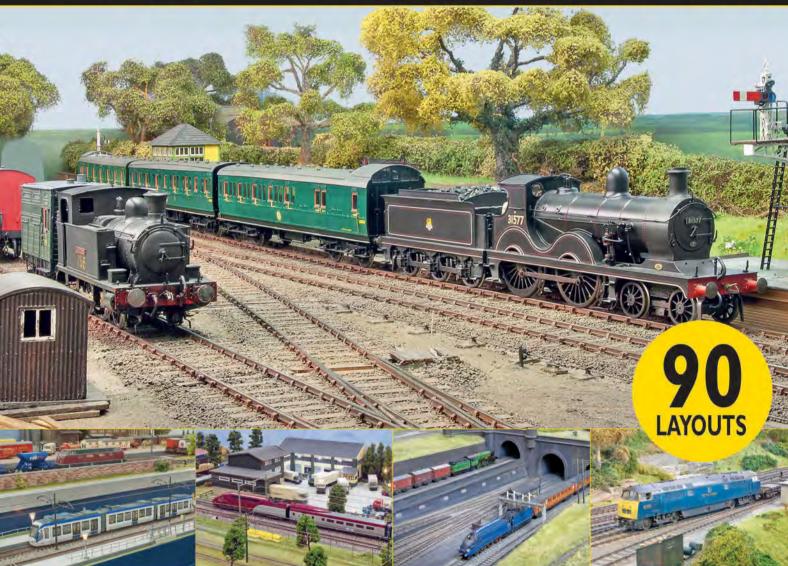
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#### OPINION LINDUSTRY INSIDER

'Industry Insider' predicts a looming shortage of viable locomotive prototypes deemed as 'safe' choices by manufacturers.



I always find this time of year quite fascinating in the world of model railways. As the trees shed their leaves and the nights draw in I start to wonder when we will begin to hear the first rumours of new models to be announced over the forthcoming months.

There's no shortage of rumours posted on RMweb. Usually along the lines of a friend of a friend happened to be in their model shop and overheard a company representative let slip of a new launch. Whenever I read such things I am sceptical and question whether any front line representative is privileged to such information. Of course, I have been wrong in the past, but taking into account the current industry, I doubt it.

Bachmann has stated it is focusing on models already promised. Would it really want to increase its backlog? Possibly. And, despite its difficult situation, I would not be surprised if Hornby invests in at least a couple of new locomotives and a coach or two, if only to confirm it is fighting back.

Most major players these days tend to make announcements when they are ready, not at a specific time of year, but the Warley Show seems an exception for launching new creations.

In spite of this, am I the only one who thinks manufacturers are coming dangerously close to running out of viable subject matter, especially where locomotives are concerned? I am aware of a list highlighting locomotives which apparently still need to be produced. For many modellers, such items are the missing link, but how many will be bought if produced?

It has been well documented that the sales of locomotives have gradually reduced over the years and even more so when the new models being produced have a limited attraction. Not everyone wants a 'Black Motor' or even an Ivatt 2MT and how many will be scrabbling for Locomotion's Stirling Single? I'm sure each and every one is popular in its own way, but an 'A3' or 'A4' they are not. Undoubtedly, all will sell, but not in the quantities we've seen in the past. If you doubt me, check the websites of larger retailers to see how many of the much-heralded Hornby Adams 'Radials' or 'Kings' are being sold at better than discounted prices. And Hornby items aren't the only ones sticking.

> Demand for different variants of recently released models is falling, something accountants have to consider when financially backing any new models. Tooling has to be paid for - why else was the Heljan O2 'Tango' the price it was and what can you buy it for now?

And consider this, of all the models that the internet experts believe still need to be produced, why has Dapol invested in an all-singing, all-dancing 'A4'? Would it be that it sees longevity in such an investment? It will not only pay for itself within a couple of years, but unquestionably continue to sell, long after demand for a Stirling Single has

faded into history.

My prediction is that Dapol's next 'Black Label' models will be stunning interpretations of Gresley's 'A1' and 'A3'. The problem it faces after that is choosing a third offering, an LMS 'Duchess' perhaps?

If you're not a Gresley fan then you might disagree, but also consider which two locomotives Hatton's has announced for its new O gauge range? I rest my case.





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25-011-001 - A1 Flying Scotamen 4472 LIVER Apple Green + 4 Teak Coaches Light Bar Fitt 29-011-001 - A1 Flying Scotsman 4472 LNER Apple Green + 4 Teak Coaches Light Bar Fitted DCC 28-011-002 - A10 Flying Scotsman 103 Wartime Black NE 25-011-0020 - A10 Flying Scotsman 103 Wartime Black NE DCC 25-011-003 - A3 Flying Scotsman 50103 BR Express Blue Early Crest

25-011-0030 - A3 Flying Scotsman 60103 BR Express Blue Early Crest DCC 25-011-004 - A3 Flying Scotsman 60103 BR Green E/C + 4 C & CM Coaches Light Ber Fitt 29-011-0040 - A3 Flying Scotsman 60103 BR Green E/C + 4 C & CM Coeches Light Ber Fitted DCC 28-011-005 - A3 Flying Scotsman 4472 LNER Apple Green + 4 Maroon Coaches Light Bar Fitted 25-011-0050 - A3 Flying Scotsman 4472 LNER Apple Green + 4 Marcon Coaches Light Bar Fitted DC







F-031-035 - 6 Wheel Milk Tanker - UD



4F-052-026 - 5 Plank IB - Thomas 4 We







All product release dates correct at time of going to press

#### Also released this month include:

7F-071-025 - 7 Plank - Gloucester CO-OP 47 7F-071-025W - 7 Plank - Gloucester CO-OP 47 Weathered

7F-071-026 - 7 Plank - Dursley Coal 1 7F-071-026W - 7 Plank - Dursley Coal 1

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Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

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Phone opening times

Shop opening times

Mon to Sat 7:30am-6pm Mon to Sun 9am-5pm

Sun 9am-5pm

VACUI MA (A)	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Wickham trolley car	hattons.co.uk/wtc	£67.96	Mar 2013							
Stanier Mogul 2-6-0	hattons.co.uk/5p4f	£127.46	Mar 2013							
Class 450	hattons.co.uk/cl450	£254.96-£271.96	Mar 2015							
LNWR Webb coal tank	hattons.co.uk/wct	£97.71	Sep 2014							
Birdcage Coaches	hattons.co.uk/bc	£50.96	Mar 2014							
Class 414 2-HAP	hattons.co.uk/cl414	£119.50 (EST)	Mar 2016			·				

Class 117, Class 121, Class 24/1, J72, 6P, V2, 3F, J39, K3, 94xx, H2 Atlantic - view these projects at www.hattons.co.uk/projectupdates

dapol	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 68	hattons.co.uk/c68	£118.00 (EST)	April 2014							
Class 121/122	hattons.co.uk/dapolbubble	£103-134.95	Dec 2012							

Class B4, IDA flat, Turbot, GWR Railcar, Class 59 - view these projects at www.hattons.co.uk/projectupdates

D	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	Released
J94	hattons.co.uk/j94	£82.00-£99.00	Aug 2014						
Golden Arrow Class 71s	hattons.co.uk/goldenarrow	£139.95	Jun 2016						
14xx	hattons.co.uk/14xx	£99.00	Sep 2014						
Hatton's King	hattons.co.uk/king	£169.00- £179.00	Aug 2014						

<b>ELIA</b>	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 1361/1366	hattons.co.uk/1361	£124	Nov 2013							
4-wheel A & B Tanks	hattons.co.uk/heltank	£20.50-£76	Nov 2015							
Hatton's O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

Class 4700, Class 07 shunter- view these projects at www.hattons.co.uk/projectupdates

(HORNBY)	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 71	hattons.co.uk/c71	£127.50	Nov 2014							
Hornby Adams Radial	hattons.co.uk/horar	£111.10	Dec 2014							
SR Maunsell Coaches	hattons.co.uk/exsrmaun	£39.99	Jun 2015							
Peckett 0-4-0	hattons.co.uk/peckett	£70.00	Oct 2015							
Class B12 Holden	hattons.co.uk/B12	£123.00	Nov 2015							
Merchant Navy	hattons.co.uk/mn	£144.00-£162.00	Mar 2015					·		

view these projects at www.hattons.co.uk/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Dean Goods	hattons.co.uk/oxdg	£95	Jan 2016							
Hatton's ICI hopper	hattons.co.uk/ici	£24.00 / £25.00	Mar 2015							
Carflat Car Carrying Wagon	hattons.co.uk/carflat	£25.00	May 2016							
Mk3 Coach	hattons.co.uk/oxmk3	TBC	Jan 2016							

Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

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