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2015

**REPORT & PHOTOS** 



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- TACKLE A STARTER KIT IN O GAUGE
- CUT-AND-SHUT CLASS 150/0 CONVERSION
- TONY WRIGHT BUILDS A BRASS 2-6-0 KIT



**PLUS** EXCLUSIVE: DJ MODELS INTERVIEW AEROFILMS NER SNOWPLOUGHS FEBRUARY 2015 | £4.25



# Princess Coronation N Scale Model Locomotives



372-181 Princess Coronation, BR Green E/Emblem, No.46229 'Duchess of Hamilton

pcc 4

372-186 Princess Coronation, BR Express Passenger Blue E/Emblem, No.46226 'Duchess of Norfolk'

- Prototypical non-streamlined body with smoke deflectors
- Powerful (coreless motor) locomotive three axle drive chassis
- Electrical pick up on all driving and tender wheels
- Tender mounted 6 pin DCC decoder socket plus NEM couplings





372-182 Princess Coronation

BR Green L/Crest, No.46235, 'City of Birmingham'

372-183 Princess Coronation

BR Crimson L/Crest, No.46240, 'City of Coventry







372-184 Princess Coronation

BR Crimson L/Crest, No.46245, 'City of London'

372-185 Princess Coronation



BR Black E/Emblem, No. 46236, 'City of Bradford

Era (4) = 1948 - 1956, Era (5) = 1957 - 1966.

teatures 6 pin DCC Socket. Pa prototype that has survived to preservation







DCCconcepts are proud to present Zem Decoders.

Con is a new decoder range with a personality all its own. < and it has an "installability" that is something special.

dozens of light options and functions that are just not suit engineers... Lots of features that are never used, Decoders are all too often designed by engineers to needed, too many wires, just too big to fit easily... The list goes on and on - and it became very clear to us as we talked to modellers around the world that some issues were ignored and that is a problem because all model trains are not the same at all Some prototypes, made to a smaller loading gauge than the USA and parts of Europe, give modellers a real headache when the time comes for them to choose and install a decoder.

We wondered... Why does nobody think about the end user?

them. We looked at need not want... and we enjoyed doing it. The So... we did. We ignored convention, looking across problems not at name we chose just seemed to match our approach so well.

worlds smallest direct plug decoder, a totally universal micro 6-pin, as **Color of Parameter of 7 totally new DCC decoder designs that include the** versatile 21 + 8-pin plus the smallest "Big decoder" there is... Will Buddha has huge power handling but is small in size, It has 6 functions and a 3Amp motor drive, plus 3 different forms of protection.

Zen Decoders all have multiple installation options - so one decoder fits many loco types. The range has choices for every common scale too! Decoders are packed with an all-new Slim and very

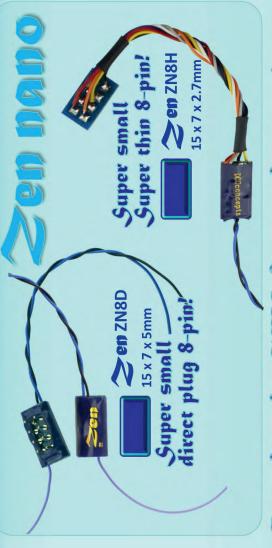
it is also both smaller and thinner than others for easy powerful Stay-Alive" that is four times stronger and yet installation! (also sold separately in packs of 3)

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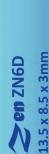


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also includes 6pin to 6 pin & 8 pin to 8pin harness for complete installation flexibility ZN668 is 6P direct &







Sen ZNee8 13.5 x 8.5 x 3mm

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#### **BRM** CONTENTS



24

Three different eras on just one layout. Yes, it is possible. *Graeme Moyes* shares the tale of a layout set in the Scottish Borders.



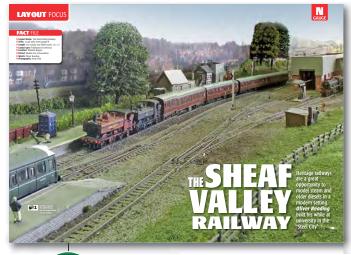
**BRM** talks to **Dave Jones** about DJModels about his current projects and plans for the future.





If you hope to venture into O gauge, but don't want to spend a lot of money, fear not. **Phil Parker** assembles a very reasonably priced kit for beginners.





**52**-

Want ideas for a layout where anyhting goes? Oliver Reading describes how he did just that with his compact N gauge layout representing a heritage line.



**1** LAYOUT: HAZELBANK

Moyes of Stirling & Clackmannan District MRC reveals the story behind this popular 'what might have been' layout set in the Scottish Borders.

HORNBY 2015 NEWS
All the latest news from the Hornby 2015 announcements including an S15 & J50.

#### **40** LAYOUT PICTORIAL: MILTON QUAYS

Set somewhere on the south coast of England, Milton Keynes MRS' showpiece recalls the extensive railway systems that once served our major ports.

#### 46 PRACTICAL BRM: KIT-BUILD WITH CONFIDENCE PART 2

**Phil Parker** continues his introduction to building locomotives with a whitemetal kit aimed at novices.

#### 52 LAYOUT: SHEAF VALLEY

Heritage railways are a great opportunity to model steam and older diesels in a modern setting. **Oliver Reading** built his while at university in the 'Steel City'. BRM INTERVIEW

Ben Jones talks to DJM founder Dave Jones and how he plans to deliver an ambitious programme of new releases.

1 LAYOUT PLANNING

Paul Lunn presents the first episode in his series on layout planning. This time, he uses photographs of Scarborough as his starting point.

68 PRACTICAL BRM: NER SNOWPLOUGHS

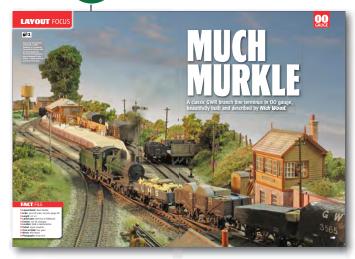
**Doug Hey** tells the story of these impressive vehicles, how they were operated and his 7mm scale models.

72 PRACTICAL BRM: CLASS 150/0
The prototype Class 150/0 'Sprinter' DMU can be created from Farish models. *Nigel Burkin* shows

**78** LAYOUT: MUCH MURKLE
A classic GWR branch line terminus in OO gauge, beautifully built and described by *Nick Wood*.

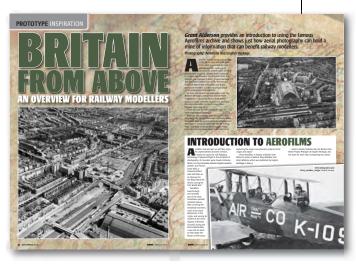
LAYOUT: OLDHAM KING STREET David Hampson and Keith Harrison's layout brings back the sights and sounds of Lancashire in the late-1960s and early-1970s.

The beautifully modelled GWR branch-line terminus 'Much Murkle', caught on a summer evening, is the perfect remedy for winter blues.



Have you ever wondered what your layout would really look like from 'up there'? Grant Alderson introduces a handy online resource for modellers.







Even when a new RTR model of a class is imminent, a kit can still offer something different and satisfying, as Tony Wright explains.



Ben Jones reviews the LNER 'K1' from Hornby, released in time to see the beginning of 2015. So, how does this 'post-design clever' model measure up?



PRACTICAL BRM: K1 KITBUILD Even when a new RTR model of a class is imminent, a kit can still offer something different and

satisfying, as Tony Wright explains. PROTOTYPE INSPIRATION:

Grant Alderson provides an introduction to using the famous Aerofilms archive and the potential benefits of aerial photographys for railway modellers.

WHAT'S NEW? it's hard to topple the news from Warley last month, but we still have wagons from Tower/Lionheart Trains, samples of Kernow's forthcoming O2 and a potential F5 project to look forward to!

**REVIEWS** 

A Dellner Class 57 and Midland Brake van from Farish, plus an O gauge GUV from Heljan. And, we also take a look at some handy items for your layout.

DIARY DATES All the big events for the coming weeks, from meetings and talks to exhibitions and toy fairs.

NEXT MONTH Find out what exciting features we've got planned for the March issue of BRM.

TAIL LAMP A regular column from our 'industry insider', giving a new informed view of the model railway trade.

#### **DON'T** MISS OUT

March 2015 issue of

is published on February 12.

**TURN TO PAGE 119 FOR MORE** DETAILS **ABOUT THE NEXT** ISSUE

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**HELJAN GUV** See page 112



On this month's DVD, we visit take an in-depth look at six of the best layouts, all seen at the London Festival of Railway Modelling. So, make yourself a tea, sit back and enjoy!

# WHAT'S ON THE DVD

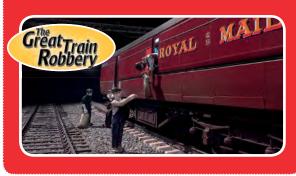








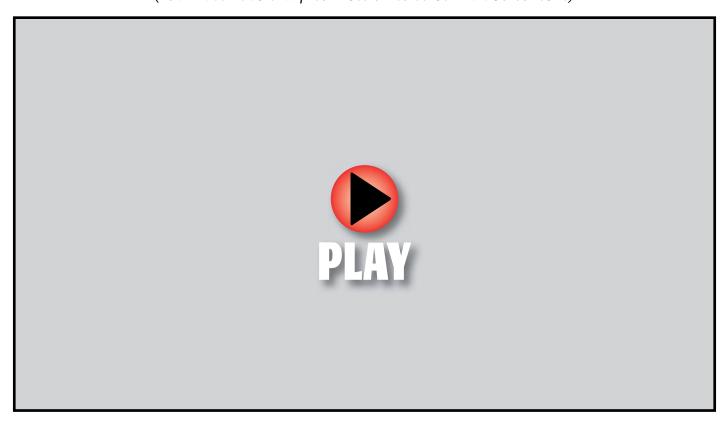






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# WELCOME

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appy New Year to all **BRM** readers and advertisers. I hope that Christmas brought you plenty of modelling goodies to enjoy this year.

For the second month on the trot, Hornby has been making the news for the right reasons. While much of the 2015 range was revealed at the NEC in November (see January **BRM**), a few more pleasant surprises were waiting for us at the Margate press preview last month. The most impressive aspect was not the announcements themselves, but just how advanced many of the items were. Although the company's supply problems are not over, all-new items are proving easier to develop and manufacture at the new factories than existing tooling transferred from Hornby's previous Chinese suppliers.

As you'll see on page 110, the new Peppercorn K1 2-6-0 matches the high standards we came to expect from 'red box' products. The J15, D16/3 and 700 Class due over the next three to four months also look like evidence of a strong return to

form.

If Hornby's predictions are correct, we'll also see the much-requested Maunsell S15 (right) this year and, a personal favourite of mine, the LNER J50 0-6-0T, both of which are at the tooling stage. Before that, an impressive new family of 'K Type' Pullman Cars should arrive in May. Hornby's reputation for producing stunning Pullmans is well deserved and, once they've sorted out the decoration, these superb new vehicles should do

From the existing items, the first-ever UK outline train set with DCC sound is a significant development, and a bargain at £299.99. The selection of repaints and new numbers/names is steady, bringing back essential locomotives and liveries such as a BR 'Black Five' and a BR green A3. The set of four LNER silver-grey A4s is arguably the high point, celebrating the 80th anniversary of these - and I use the word sparingly - iconic locomotives.

Modern traction is once again the poor relation, seeing no new tooling (if we exclude the Class 71 due in 2016) and a fairly limited range of new liveries. Issues with getting certain items produced may be to blame - in which case holding back is a sensible move to avoid delays and frustration - but diesel and electric era modellers will hope for more attention in 2016.

Hornby says its focus for this year is 'delivery' which will be a relief to customers and the retail trade alike. Sales & Brand Director Nat Southworth says: "We have had a challenging few years with our delivery, and during this time the gap between supply and demand has widened. This bodes well for the
Hornby range as we expect to see growth
in the market for our products as we increase
our production volumes. Allied with this we must
significantly improve our communication to satisfy a
voracious appetite for all the details of the product,
and if there are any expected changes.

"During the year we will be looking to increase our interaction with our supporters, and continue to work hard to enable them to have a greater understanding of our future developments."

It's heartening to see these factors being recognised by the new team at Margate. Although relationships with the trade and its 'supporters' are still far from perfect, acknowledging that the issues exist is a step in right direction. But, if the company keep its promises and delivers a steady flow of quality new models in 2015, the recent fixation with factories, suppliers and communication strategies should quickly melt away. After all, we're in this hobby to build model railways, not to argue about commercial decisions and Chinese industrial policy. **BRM** 



# BRM

nothing to diminish that.

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Available in 00 and N scale in either red brick or stone styles. A detailed kit both inside and out with fine laser cut components.

00 Red Brick / PO331 / £15.99 N Red Brick / PN931 / £10.99 00 Stone / PO332 / £15.99 N Stone / PN932 / £10.99

#### RAILWAY



#### **Stone Wayside Station**

One for Great Western fans, but will sit well in any small town or rural location.

00 / PO238 / £16.99 N / PN138 / £9.50



#### **Wayside Station Shelter**

Designed to sit alongside PO238 Wayside Station 00 / PO239 / £11.99 N / PN139 / £9.50



#### **GWR Signal Box**

Die cut card kit featuring fine laser cut components. Can be built either brick or stone. 00 / PO330 / £14.99

#### TOWN & COUNTRY



#### **Semi-Detached Houses**

A pair of inter-war Voysey stylehouses. 00 / PO266 / £12.50 N / PN166 / £8.50 (2pairs in this kit)

#### Low Relief Cinema

Cinema and two shops. Ideal for high street backdrop scene. 00 / PO206 / £9.20 N / PN170 / £6.50

#### **TOWN & COUNTRY**



#### **Service Station**

Small garage facility with showroom, service bays and petrol pumps. Features plastic components. Cars not included.

00 / PO281 / £13.99



#### **Platform Kit**

Can be built to any shape: curved, straight, islands, bays. 00 Red Brick / PO216 / £10.75 N Red Brick / PN110 / £8.25 00 Stone / PO235 / £10.75 N Stone / PN135 / £8.25

#### MINI KIT



#### **Platform Underpass**

Two stairways that disappear in to an imaginary subway.

00 / PO400 / £6.50 N / PN816 / £5.50

#### RAILWAY



#### N Scale version (4 bays)



#### **Platform Canopy**

A detailed laser cut canopy, ideal for all platforms. Add more kits to extend the length or width. Important: Requires use of Ultra Fine Glue Applicators.

00 / PO340 / £14.99 N / PN940 / £16.50





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**Retaining Wall** 

A sectional wall easily extended with more kits. Features laser cut capping stones for a clean and crisp look. N Codes: PN144 Stone - PN145 Brick £8.99 00 Codes PO244 Brick - PO245 Stone £11.99

Three new style kits nade to go together to create all kinds of split level scenes without the need for lots of custom building.



Designed to be used with the retaining walls. Can be made double or single track over the top. N Codes: PN146 Brick - PN147 Stone £11.99 00 Codes PO246 Brick - PO247 Stone £13.99

#### **Tapered Retaining Walls**

A pair of sloping walls designed to stand either end of retaining walls. Can also be built to make a ramped roadway up to the bridge height. N Codes: PN148 Brick - PN149 Stone £8.99

00 Codes PO248 Brick - PO249 Stone £12.99

Note: Two tapered walls kits are needed to make a ramp for either side of the bridge as shown here.

#### ALL THREE KITS AVAILABLE IN **BRICK OR STONE STYLES**



#### **TOWN & COUNTRY**



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#### MIDI KIT



#### **Wooden Pavilion**

A sports or cricket clubhouse. Ideal for the edge of a village green. 00 / PO410 / £6.50



Pack contains three table with umbrellas. Note: Umbrella poles not included. Made from paper clips. Only in 00. 00 / PO510 / £5.50

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A covered bridge detailed inside and out. Includes extra lower steps for non platform height.

00 / PO236 / £10.35 N / PN136 / £9.50

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extend the bridge over more tracks.



# **BACHMANN 2014 NEW ITEMS**

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31-088 9028 in BR black early emblem 31-089 3214 in GWR green with shirtbutton monogram Patriot Class 4-6-0

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31-528A 60529 "Pearl Driver" in BR lined green with late crest 31-531 60536 "Trimbush" in BR lined green with early emblem (Prices estimated - we will notify you if price rises & offer option to cancel)

Class 6959 Modified Hall Pre-order for £110.46



31-780 6988 'Swithland Hall' in BR lined green with late crest & Hawksworth tender

31-781 7903 'Foremarke Hall' in BR lined black with early emblem and Hawksworth tender

31-782 6965 "Thirlestaine Hall" BR green with late crest - weathered 31-783 7904 "Fountains Hall" BR black early emblem - weathered

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Standard class 3MT tank Pre-order for £84.96



31-981 82021 in BR lined black with early emblem

Class 3F Fowler Jinty 0-6-0 tank



32-227B 3741 in LMS black £62.86 32-235 47673 in BR black with late crest - weathered £69.66

> **Class 5 L&YR 2-4-2T** Pre-order for £73.91



31-168 10713 in LMS crimson 31-169 50795 in BR lined black with early emblem Class 45xx Prairie 2-6-2 tank Pre-order for £72.21



32-131 Prairie tank 4539 in Great Western green

Class 4MT Fairburn 2-6-4 tank



32-880 2278 in LMS black - weathered £93.50 32-881 42105 BR lined black early emblem - weathered £93.50 32-882 42062 BR lined black late crest £85.00 (Prices estimated - we will notify you if price rises & offer option to cancel)

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32-115B 08818 in BR blue with wasp stripes - weathered £72.21 32-119 08907 in DB Schenker red 32-120 13287 in BR plain green early emblem

#### **Princess Coronation Class 4-6-2** Pre-order for £127.46



372-185 46236 "City of Bradford" BR black with early emblem 372-186 46226 "Duchess of Norfolk" in BR Express Passenger blue with early emblem

Class 3F Fowler Jinty 0-6-0 tank Pre-order for £63.71



372-210 7524 in LMS black 372-210A 7309 in LMS black 372-211A 47314 in BR black with early emblem 372-212A 47500 in BR black with late crest

> N Class 2-6-0 Pre-order for £110.46



372-933 810 in SECR grey

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#### Class 20 Diesel



371-033 D8011 in BR green with small yellow panel - weathered £93.46 371-034 20132 in BR Railfreight Red Stripe £84.96

> Class 03 Diesel Pre-order for £70.13



371-063 D23863 in BR green with wasp stripes weathered 371-064 03170 in BR blue with wasp stripes & air tanks weathered

> Class 101 2-car DMU Pre-order £114.71



371-504 in BR green 371-505 in BR Network South East

#### Class 171/7 2-car DMU Pre-order for £110.46



371-430A 171727 Southern

#### **GWR Railcar** Pre-order for £93.50



371-628 W22W in BR Brunswick green with speed whiskers 371-629 20 in GWR chocolate & cream with shirt button emblem (Prices estimated - we will notify you if price rises & offer option to cancel)

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#### Class 90 Electric Pre-order for £119.00



32-610 90023 in Intercity Swallow with 21-pin socket 32-611 90037 in Railfeight Distribution with 21-pin socket 32-612 90042 in Freightliner Powerhaul with 21-pin socket to cancel)

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32-408 25286 in BR blue with domino headcode

#### Class 171/7 2-car DMU Pre-order for £110.50



32-468 171727 Southern (Prices estimated - we will notify you if price rises & offer option to cancel)

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32-469 170521 Cross Country weathered (Prices estimated - we will notify you if price rises & offer option

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34-227 Corridor brakend in LMS crimson £23.76 34-254 ex-LMS composite in BR departmental olive green weathered £24.61

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39-231 BCK brake composite corridor departmental yellow 39-186 BG full brake departmental olive green - weathered £29.71 (Running numbers TBA)

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Lightly Weathered
H1402 58xx 5814 in GWR unlined green Great Western
H1403 48xx 4871 in GWR unlined green Shirtbutton
H1405 48xx 4807 in GWR wartime black G W R H1407 58xx 5802 in GWR unlined green G W R H1411 58xx 5801 in BR unlined green GWR

Heavily Weathered H1412 14xx 1474 in BR unlined black early emblem H1415 14xx 1432 BR lined green late crest Due Q4 2015 - Q1 2016 www.ehattons.com/j94

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Lightly Weathered
J9403 J94 68012 in BR black late crest
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HK06 6025 "King Henry III" in BR ultramarine blue HK07 6027 "King Richard I" in BR/GWR lined green HK08 6028 "King George VI" in BR lined blue with early crest



HK09 6023 "King Edward II" in BR lined blue with early crest HK10 6009 "King Charles II" in BR lined green with early crest HK11 6017 "King Edward IV" in BR lined green with late crest
HK12 6026 "King John" in BR lined green with late crest
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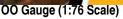
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266209 Beyer Garratt 2-6-0 0-6-2 47975 BR "Lion on wheel" emblems on cabsides & standard numbers of wheel" emblems on cabsides & standard numbers on tanks 1950-55. Pristine (Hel) ......£199





266208 Beyer Garratt 2-6-0 0-6-2 47996 BR early emblems on cabsides & numbers on tanks 1949-56. Heavily 39. Pristine (Hel). £199
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31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac). £118.96 31-932DC Class 1000 Midland Compound 4-4-0 40934 in BRI lined black early emblem. DCC On Board (Bac). £135.96



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac). . . . . . £118.96



R3106 Class 2800 2-8-0 steam loco 2807 in GWR as ..£120



32-828A Class 2MT Ivatt 2-6-0 46526 in BR lined green £93.46 late crest - weathered (Bac)



31-128^ Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (list £139.95)BARGAIN . . . 31-727 Class 3700 City 4-4-0 3439 "City Of London" GWR Green £106.21 R3006 Class 3800 2-8-0 3864 in BR weathered black early emblem. (Hor) £106



31-626A Class 3F 0-6-0 43257 in BR black early . £76.46



31-628DC Class 3F 0-6-0 43620 in BR black late crest - weathered. DCC On Board (Bac)....£101.96 32-129A Class 45xx Prairie tank 2-6-2 4545 BR black early emblem (Bac). £7221





31-881 Class 4F 0-6-0 43875 in BR I and Johnson/Deeley tender (Bac). 0-6-0 43875 in BR black early emblem . £76.46



31-167DC Class 5 L&YR 2-4-2T 50795 in BR lined black early emblem (weathered). DCC Fitted (Bac) BARGAIN. (list £115.45)



31-187 Class 5XP Jubilee 4-6-0 5664 'Nelson' in LMS crimson (Bac) NEW. £1



31-213DS Class 6P Patriot 4-6-0 45504 "Royal Signals" in BR green late crest. DCC Sound Fitted (Bac) (list £268) ...BAR 31-013 Class 7F 2-8-0 S&DJR 53808 BR black late cres s 7F 2-8-0 S&DJR 53808 BR black late crest & Deel



R3245TTS Class A1 Peppercorn 4-6-2 "Tornado"" in BR Blue (as running on mainline) - TTS Sound (Hor) .  $\mathfrak{L}143.70$ 





31-529 Class A2 4-6-2 60534 "Irish Elegance" in BR lined green early emblem (Bac) (list £149.95)BARGAIN.....£92



R3280 Class A4 4-6-2 4496 "Golden Shuttle" in LNER Garter blue - Railroad range (Hor)....£71.30 31-964 Class A4 4-6-2 60004 "William Whitelaw" BR lined green late



31-965 Class A4 4-6-2 60021 "Wild Swan" in BR lined green early emblem (Bac) (list £129.40)BARGAIN....£92



 
 crest - DCC Fitted (Railroad Range) (Hor)
 £86

 31-715 Class B1 1123 in LNER lined green (Bac)
 £84.96

 31-714 Class B1 61250 'A. Harold Bibby' BR lined black early emblem (Bac)
 £84.96
 errolem (Bac). 584.96 R2922X (Lass B17/6 Sandringham 4-6-0 61650 "Grimsby Town" in BR late crest DOC Fitted (Hor). £125 31-146 Class D11/1 44-0 62663 'Prince Albert' BR black early emblem (Bac). £101.96







W. £106.21 3CR 9J) 64311 BR black early emblem (Bac) £76.46 ison (GCR 9J) 64325 BR black late crest. DCC £91.76 LNER black (Bac) N





R3189 Class L1 2-6-4 9003 in LNER apple green (Hor)£104



32-154A Class N 2-6-0 31404 in BR lined black late crest BARGAIN...£189 weathered (Bac)....£106.21



R3010X Class N15 King Arthur SR E771 "Sir Sagramore" in Southern green DCC Fitted (Hor) NEW.....£134







32-955 Standard class 4MT 2-6-0 76109 in BR lined black urd Class 5MT 73109 in BR lined black early emblem and \_\_\_\_\_\_\_£106.21



32-261 WD Austerity 2-8-0 90441 in BR black early 

Train packs

**Diesel locos** 







1406^ Class 14 "Teddy Bear" British Steel '45' (Ex British BARGAIN £75

16 North British diesel D8400 BR green grey roof. Ltd Ed 1000 Juses 16 Norm British diesel D8400 BH green grey roof. Ltd Ed of 750 pcs (Hel) ... £107 1605 Class 16 North British diesel D8405 BR green small yellow warning panels. Weathered. Ltd Ed of 750 (general release) (Hel) ... £115



1717 Class 17 diesel D8606 green full yellow ends (Hel)£87



MM0208 Class 201 no 208 "River Lagan" NIR blue (Mur



MM0209 Class 201 no 209 "River Foyle" in NIR Blue



R3188 Class N2 0-6-2T 69589 BR black late crest (Hor) £75 2320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles - gloss (Hel) (list £129.95)BARGAIN . £69





2322 Class 23 Baby Deltic D5905 green headcode discs and no frost grilles (HeI) (list £129.95) .BARGAIN. . . . £69



2310^ Class 23 Baby Deltic D5907 in BR Green small yellow ends - gloss finish. (Hel) (list £119.95)BARGAIN £72



2323 Class 23 Baby Deltic D5909 green headcode discs and no frost grilles - weathered (Hel)
((list £139.95). BARGAIN. £69
2300 Class 23 Baby Deltic diesel D5900 in BR Green Small Yellow Panels and 4 character headcode. (Hel) (list £119.95)BARGAIN. £72
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2724 Class 27 BRCW Sulzer diesel D5353 in BR .£69 green (Hel) (list £99.95) .



2723 Class 27 BRCW Sulzer diesel D5361 in BR green small yellow panels (Hel) (list £99.95). .BARGAIN. . . .



2709 Class 27 BRCW Sulzer diesel D5389 in BR blue small yellow panels (HeI) (list £99.95). .BARGAIN. . . . £69



2800^~ Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. (Hel) (list £125)....BARGAIN.....£80



el) **£89** 



2807<sup>^</sup> Class 28 Co-Bo Diesel D5711 in Full BR Green modified windows. (Hel) (list £125) ...BARGAIN. 2810^ Class 28 Co-Bo Diesel D5714 Full BR Green - modified .£89 n - modified w . BARGAIN . (Hel) (list £125) £89



2803<sup>^</sup> Class 28 Co-Bo Diesel D5718 BR Green Small .. £57



3433 Class 33/0 diesel 33002 "Sea King" in Engineers yellow & grey (as preserved at the South Devon Railway) (Hel). 3432 Class 33/0 diesel 33059 in BR blue full yellow ends (Hel) . . . . .

3413 Class 33/0 diesel D6530 in BR green experimental yellow panels 3413 Class 33/0 diesel D6577 in early BR green (Hel).
3411 Class 33/0 diesel D6577 in early BR green (Hel) NEW.



3518 Class 35 Hymek D7062 in BR green small yellow







32-480DS Class 40 D211 'Mauretania' in BR green indicator discs. DCC Sound on board (Bac)

31-65BUC Claiss 4/10 L/17 (1997)

31-655 Class 4/73 47301 'Centurion' BR Railfreight grey red stripe (Bac) 593.46

32-816 Class 4/73 47365 Diamond Jubies BR Railfreight Distribution (Bac) 593.46

32-817 Class 4/77 47745 'Royal London Society For The Blind' RES red &



32-815 Class 47/8 47834 'Fire Fly' BR Intercity

Swallow (Bac) £9 40-003-005 Class 52 D1072 "Western Glory" BR blue full yellow panel (Dap) 40-003-007 Class 52 diesel D1012 "Western Firebrand" in BR marod small yellow panels (Dap).



4D-003-011 Class 52 diesel loco D1002 "Western Explorer" in BR green small yellow panels (Dap).... 4D-003-009 Class 52 diesel loco D1021 "Western Cavalier" in BR bl yellow ends (Dap).



4D-003-008 Class 52 diesel loco D1023 "Western Fusiler" in BR maroon small yellow panels (Dap) . . . . . £109



4D-003-012 Class 52 diesel loco D1026 "Western

4U-UU3-U12 Class 52 cliesel loco D1026 "Western Centurion" BR blue full yellow ends - weathered (Dap) £113 32-5298 Class 55 Delito D9011 in BR two-tone green. Weathered (advertised earlier as 'pristine', (Bac). 929.46 5822 Class 58 58000 Failtreight Redstripe Livery, (He). £125 5822 Class 58 58000 in EWS Livery (He). £125 5823 Class 58 58000 Failtreight Redstripe Livery Orange Cantrail \$1500 Fittine (Hell). \$125 5823 Class 58 58000 Failtreight Redstripe Livery Orange Cantrail \$1500 Fittine (Hell). \$125 5825 Class 58 58000 Failtreight Redstripe Livery Orange Cantrail \$1500 Fittine (Hell). \$125 5825 Class 58 58000 Failtreight Redstripe Livery Orange Cantrail \$1500 Fittine (Hell). \$1500 Fittine (Hell). . .£125



5821 Class 58 58045 Railfreight Coal Livery (Hel)....£125 (list £129.95) .....



32-725X Class 66 66050 'EWS Energy' in EWS - limited edition etched nameplates (Bac)....£129.95 32-734A Class 66 diesel 66101 in DB Schenker - weathered (Bac) £97.71





32-736 Class 66 diesel 66846 in Colas Rail (Bac). £93.46 32-980 Class 66/9 66/731 "InterhubGB" in GBRI Europorte (Bac). £93.46 R3268 Class 67 67003 in Arriva Trains Wales (Hor). £128.90 31-5870C Class 70 PowerHaul diesel 70004 Freightliner . DCC On Board (Bac). £112.50



31-995 Class D/16 LMS 10000 in BR Brunswick green 



£75



4011 - English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95).....BARGAIN...



Lion Diesel loco D0260 in white 5 gold stripes (Hel) **DMUs** 



32-285 Class 101 2 Car DMU in BR green speed whisker



32-913^ Class 108 3 Car DMU in BR green speed whiskers "Middlesbrough" (Bac) (list £169.95)...BARGAIN....£82 8920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (Hel)..£94



8923 Class 128 DPU 55991 in Royal Mail Letters red (Hel) £94



8940 Class 128 DPU Blue full yellow ends and flush fronts M55993 (Hel) (list £119.95) . . . . . BARGAIN. . .



8942 Class 128 DPU in BR blue - weathered M55995 (Hell



£94 £94





roof domes and yellow gangway door covers (Hel) (list £119.95). BARGAIN. £69 \$892 Class 128 DPU W55992 in BR blue yellow ends & no branding Scooby Doo' - weathered (Hel) £100 heads and vacuum in BR blue (Dap). £50 heads and vacuum in BR blue (Dap). £52









8704 Railbus W&M E79962 in green large yellow panel weathered. (Hel) (list £129.95) . . . . . . BARGAIN . . . . £ 



8800 Railcar W79975 in BR light green speed whiskers & semi-gloss finish (Hel) . .

**EMUs** R3184 1960 Brighton Belle Pullman Train Pack Umber and cream (Hor), £176.10



R3258 Class 2-BIL 2 car EMU in BR blue (Hor) ...£120.70 R3259 Class 2-BIL 2 car EMU BR blue - As preserved at the NRM (Hor). £120.70



R3290 Class 2-HAL 2 car EMU in BR green small yellow ends (Hor) . . . . . £120.70



R3260 Class 2-HAL 2 car EMU in SR green (Hor) . £120.70 R3162AX Class 401 2-BIL 2-car EMU 2142 in BR green DCC Fitted (Hor) £114



R3162A Class 401 2-BIL 2-car EMU 2142 in BR green DCC Ready (Hor) Track Maintenance vehicles



B859NRY2 MRA side-tipping ballast train. 5 car unit & generator vehicle. Network Rail yellow new running number. Pristine (B859A) (Dap). . . . . . . £118





B800 Non-motorised OO Track Cleaner motorised





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lasser Tamper track maintenance machin (motorised) (Bac) ...

Track cleaning fluid B805 100ml of track cleaning fluid for the B800 Track cleaner (Dap) . . £7 Train sets - analogue



R1167 Flying Scotsman Set 3 x LNER coaches (loco has 3-pole motor) (Hor) . . . . . . . £120



30-077 Midnight Metropolitan 32-217 style London Transport maroon pannier (different number to 30-076

version) (Bac) £89.24
30-160 Rural Commuter set Class 105 2 car DMU BR green small yellow panels (Bac) £84.99 wagons & Brake van (Bac). 30-007 Starter set "Jack the Saddle Tank" (Bac).



30-170 Thames Clyde Express Midland Compound 1000, 2 x corridor composite & 3rd brake coach in LMS (Bac) . £148.71 30-105 The Midland Marvel Midland 3F 3522 in LMS , brake van it LMS grey & 2 x 8-plank wagons (Bac) . . . . . . £106.21



30-080 The Western Wanderer Class 57xx Pannier 3650 in GWR shirtbutton green and GWR Toad brake van & shunters truck in GWR gr (Bac) . . . . . £84.96

Train sets - DCC

30-042 DCC starter train set 0-6-0 Saddle Tank loop & 0-6-0 Junior Diesel Shunter, 2 wagons, brake van & 36-500 controller (Bac) . £127.49 R1173 e-Link DCC Western Master train set GWR Class 2721 steam lood & 3 wagons (Hor) . £120



& 3 wagons - DCC control (Hor)

Coaches



R4635A Arriva Trains Wales MK3 TSO second class (Hor)



R4635 Arriva Trains Wales MK3 TSO second class (Hor NEW. £26.40 R4635B Arriva Trains Wales MK3 TSO second class (Hor) NEW. £26.40 R4633 BR blue & grev MK3 TF first class lights (Hor)



R4615 BR blue & grey MK2E BSO brake second open (Hor) NEW £23.10



R4612 BR blue & grey MK2E BSO brake second open lights (Hor) NEW . . . . £27.80



R4614 BR blue & grey MK2E FO first open (Hor) NEW £23.10



R4611 BR blue & grey MK2E FO first open lights (Hor



R4613 BR blue & grey MK2E TSO tourist second



R4610 BR blue & grey MK2E TSO tourist second open £27.80



R4606 BR blue Ex-LMS 50' full brake (Hor) NEW . £33.30 

R4499 BB Hawksworth (Post 1953) Flast Usass III LIN INGUISTAN 92 (BIS 153.99) BB Hawksworth (Post 1953) Gangway Passenger Brake in BR Maroon (Hor) (list 538.99) BBARGAIN 522 (R4134 BB Hawksworth: (Post 1953) 1st / 3rd Brake in BR Maroon (Hor) (list 540.25) BBARGAIN 521 (Ist 540

R4406A BR Hawksworth: (Per 1953) Brake 3rd. (Hot) (itis 140.25).

R4634 BR InterCity blue & grey MK3 TS second class lights (Hot). 232.90 A4619 BR Marcon MK1 BG full brake/parcels coach (Hot) . 223.10 R4621 BR marcon MK1 SO second open - Railroad range (Hot) . 218.50 A4621 BR marcon MK1 SO second open - Railroad range (Hot) . 218.50 A4621 BR marcon MK1 TSO tourist second open - Railroad range (Hot) £18.50 A4621 BR marcon MK1 TSO tourist second open - Railroad range (Hot) £18.50 A4621 BR marcon MK1 TSO tourist second open - Railroad range (Hot) £18.50 A4621 BR marcon MK1 TSO tourist second open - Railroad range (Hot) £18.50 A4621 BR marcon MK1 TSO tourist second open - Railroad range (Hot) £18.50 A4621 BR marcon MK1 TSO tourist second open - Railroad range (Hot) £18.50 A4621 BR marcon MK1 TSO tourist second open - Railroad range (Hot) £18.50 A4621 BR MK1 BG Full Brake Marcon - weathered (Bac) . 229.71 39-1250 BR MK1 CK Composite Corridor Naroon Weathered (Bac) . 229.01 39-275 BR MK1 GUV Royal Mail (Bac) . 228.01



39-425 Pack of 4 BR Mk1 POS Post Office Sorting Van in BR Blue & Grey. (Bac) (list £155.80)...BARGAIN....£8 39-425 Single (Bac) (list £38.95)...BARGAIN...£2



39-435^ Pack of 4 BR Mk1 POS Post Office Sorting Van in

Royal Mail Travelling Post Office Red.	(Bac)
(list £155.80)	.BARGAIN£89
39-435^ Single (Bac) (list £38.95)	BARGAIN£25
39-263 BR Mk1 RMB miniature buffet car in (BR)WR	
39-029E BR Mk1 SK Second Corridor chocolate	
39-500 BR Mk1 SLF Sleeper Car in maroon (Bac	) £33
39-500 Pack of 4 (Bac) (list £155.80)	BARGAIN£122
39-503 BR Mk1 SLSTP Sleeper Car in blue & gre	
39-503 Pack of 4 (Bac) (list £155.80)	
39-502 BR Mk1 SLSTP Sleeper Car in maroon (E	Bac) £33
39-502 Pack of 4 (Bac) (list £155.80)	
39-054C BR Mk1 SO Second Open (WR) Chocolate	
39-052G BR Mk1 SO Second Open Crimson & C	ream (Bac) £28.01
39-058 BR Mk1 SO Second Open Network South	
39-381 BR MK2A BSO brake open 2nd Intercity to	olue/grey SC9424 (Bac)
(list £25.95)	
39-363 BR Mk2A TSO Tourist Second Open Network	
39-400 BR MK2S BFK brake corridor 1st blue gre	
(list £25.95)	BARGAIN£12



R4521B Gresley (Non Vestibuled) suburban composite in BR maroon (Hor). £37.30 E458 A479 Pullman 3rd Class Parlour Car 'Car No. 34' - 37-356 13 ton steel sand tippler wagon in Departmental R4592 InterCity 125 Executive MK3 buffet (Hor). £26.40 Matchboard type (Hor) (list £49.99). BARGAIN. £25 olive green (Bac) NEW £10.16



R4593 InterCity 125 Executive MK3 TGS (Hor) NEW £26.40
R4631 Intercity 125 Executive MK3 TF first class (Hor). £26.40
R4631 Intercity 125 Executive MK3 TF first class (Hor). £26.40
R4632 Intercity 125 Executive MK3 TS second class (Hor). £26.40
R4632 Intercity 125 Executive MK3 TS second class (Hor). £26.40
R4632 Intercity 125 Executive MK3 TS second class (Hor). £26.40



R4618 Intercity MK2E BSO brake second open (Hor) R4624 Intercity MK2E BSO brake second open - Railroad range (Hor). £21.30



R4617 Intercity MK2E FO first open (Hor) NEW ... £23.10
R4623 Intercity MK2E FO first open - Railroad range (Hor) ... £21.30 18423 Interroll WiRCE FO first open - Railroad range (Hor) 22.1.30
39-455 LMS S7 if Portinol Comfort is in BR crimson & cream (Bac). 23.38
39-450 LMS S7 if Portinole Comfort is in BR crimson & cream (Bac). 23.38
39-450 Pack of 4 (Bac) (list £159.30) Expression of Cream (Bac). 23.38
39-470 LMS 60 if Portinole Comfor Brake 1st BR Crimson & Cream (Bac). 23.39
470 LMS 60 if Portinole Comfor Brake 1st BR Crimson & Cream (Bac). 23.39



39-465 LMS 60 ft Porthole Corridor Composite in BR 



34-326A Period III 50ft parcels van in BR crimson &



34-330 Period III 50ft parcels van in BR departmenta black 'Electrification' (Bac) NEW.



34-331 Period III 50ft, Ex-LMS PIII BG Van Tartan £21.21



R4480 Pullman 1st Class Kitchen Car 'Minerva' - Matchboard type (Hor) (list £49.99) . . . .BARGAIN.



. .£20





BARGAIN ... £12 bbled) suburban 3rd class brake LNER teak (Hor) £39 Matchboard type (Hor) (list £49.99) ... BARGAIN ... £25 R4486 Pullman 3rd Class Kitchen 'Car No. 61' - Flush Sided (Hor) (list £51.49) ... BARGAIN ... £25







R4577A Thompson non-corridor brake third in BR maroon (Hor) NEW.....

Wagons



33-179A Pack of 4 10 ton salt wagon in	n ICI/Fleetwood
Salt (Bac) (list £46)	.BARGAIN£34
33-179A Single (Bac)	£9.78
38-476 12 ton non-ventilated van corrugated ends BF	R bauxite (late) (Bac)£11.86
38-476 Pack of 4 (Bac) (list £55.80)	BARGAIN£42



38-701 12 Ton Pipe Wagon BR Bauxite (Late) (Bac)



38-702 12 Ton Pipe Wagon BR Engineers Olive



38-162 12 ton planked ventilated van in Departmental



38-072 12 ton Southern 2+2 planked ventilated van in Express Dairies Eggs (Bac) NEW.....£11.86



38-084 12 ton Southern 2+2 planked ventilated van in SR small logo (Bac) NEW. £11.86 37-731A 12 ton ventilated van in BR WR) grey (Bac) . £11.86 37-731A 12 ton ventilated van in BR WR) grey (Bac) . £14.86 37-731A Pack of 4 (Bac) (list £55.80) . BARGAIN . £42





R4482 Pullman 3rd Class Brake 'Car No. 65' Matchboard type (Hor) (list £49.99) ... BARGAIN ... £25 M487 Pullman 3rd Class Brake Car Car No. 65' Flush Sided. (Hor) (list £49.99) ... BARGAIN ... £25 M5487 Pullman 3rd Class Brake Car Car No. 63' - Flush Sided. (Hor) (list £49.98) ... BARGAIN ... £25 M6988980 of 8 (Bac) (list £116) ... BARGAIN ... £74



38-327^- Megapack of 8 13 Ton high sided steel open wagon smooth sides in BR bauxite (early) (Bac) ((list £116) ... BARGAIN ... \$8-327^- Single (Bac) (list £14.50) ... BARGAIN ... £ 38-327^- Pack of 4 (Bac) (list £58) ... BARGAIN ... £





#### Opening Hours

Shop 8am to 6pm Mon to Sat 10am to 4pm 5

Phones 7am to 9pm Mon to Thu 8am to 6pm Fri & Sat am to 5pm Sun





37-253B 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac) . . . . . £11.01



33-307 20 ton Toad brake van in BR bauxite (Bac) NEW £10.37



33-308 20 ton Toad brake van in BR grey -
weathered (Bac) NEW.         £10.88           38-402A 25 ton Pill Box brake van in BR bauxite (Bac).         £20.36
38-402A 25 ton Pill Box brake van in BR bauxite (Bac)£20.36
38-401A 25 ton Pill Box brake van in BR grey - weathered (Bac) £21.21
33-825G 25 Ton Queen Mary brake van in BR bauxite (Bac) £16.11
37-931 3 plank wagon in BR Departmental olive green (Bac) £9.31
37-933 3 plank wagon in LMS grey (Bac)
R6606 3 x HAA MGR coal wagons (Railroad range) (Hor) £19
R6606 Box of 12 (Hor) (list £249)
33-928B 30 Ton bogie bolster in BR grey grey steel girders (Bac) .£12.71
33-929B 30 Ton Bogie Bolster in BR grey Steel Pipes (Bac) £12.71
38-041B 31 Tonne ŎBA open wagon in Railfreight (Bac) £16.53
38-041B Pack of 4 (Bac) (list £77.80)
38-041B Megapack of 8 (Bac) (list £155.60) BARGAIN £116
38-058^ 31 tonne OCA dropside open wagon in EWS - weathered (Bac)
(list £21.95)
38-058^ Pack of 4 (Bac) (list £87.80)
38-058^ Megapack of 8 (Bac) (list £175.60) BARGAIN £76
38-120B 35 Ton VAA box van sliding door Railfreight red & grey -
weathered (Bac)
38-120B Pack of 4 (Bac) (list £95.60)
38-126A 35 Ton VBB box van sliding door in BR bauxite -
weathered (Bac) (list £23.95)
38-126A Megapack of 8 (Bac) (list £191.60)
30-120A Wegapack of a (Dac) (list £191.00) DANGAIN £130
To Different



38-130A Megapack of 8 40 Tonne YGH Sealion bogie Solvan Megapaca VI of a Chine Fath Sealon Doyle hopper wagon in olive green - weathered (Bac) (list 2263.60). BARGAIN . £194 38-130A Single (Bac) £28 38-130A Pack of 4 (Bac) (list £131.80) BARGAIN £102 .....£28 .BARGAIN .... £102



33-902 45 ton bogie well wagon in BR Departmental

DIACK (DAC)
33-879A 45 Ton bogie well wagon in LNER grey boiler load (Bac) £12.7
33-879A Pack of 4 (Bac) (list £59.80) BARGAIN £4
33-879A Megapack of 8 (Bac) (list £119.60) BARGAIN £8
37-582C 45 fon TTA tank in Shell black (Bac) £13.5
38-064 45 tonne glw MEA open box wagon in EWS - weathered (Bac) £13.5
37-036 5 plank wagon steel floor in Tarbitumac (Bac) £
37-036 Pack of 4 (Bac) (list £37.60)
38-151A^ 80 Tonne glw BDA bogié bolster wagon in Railfreight (Bac)
(list £21.80)
38-151A^ Pack of 4 (Bac) (list £87.20)
38-151A^ Megapack of 8 (Bac) (list £174.40) BARGAIN £10
38-352A BAA steel carrier steel coils in Railfreight red & black (Bac) £22.0
R6682 Extra long CCT Van A in LNER (Hor)£20.3



38-345A^- Megapack of 8 FNA Nuclear Flask Wagon flat floor & round buffers in standard buff - Flask 9 (Bac) (list £240.80). BARGAIN £128 83-345A^- Single (Bac) (list £30.10). BARGAIN £17 38-345A^- Pack of 4 (Bac) (list £120.40) BARGAIN £65



38-346A<sup>^</sup> Megapack of 8 FNA nuclear flask wagon 38-346A^ Megapack of 8 FNA nuclear nask wagon sloping floor, changeover valve & round buffers in standard Buff - Flask 21 (Bac) (list £240.80)BARGAIN£130 38-346A^ Single (Bac) (list £2010) ... BARGAIN £18 88-346A^ Pack of 4 (Bac) (list £2010) ... BARGAIN £68 decoder (Hor) ... £76 44-0015 Post-war station canopy (238 x 122 x R6366 Fuel wagon pack win Shell, Texaco & Total tankers (Hor) ... £18 8249 Single (Hor) ... £14 42mm) (Bac) NEW ...



 37-378 16 ton pressed end door steel mineral wagon in BR grey (Bac) NEW.
 £10.16

R6625 GWR Mogo Van (Hor) NEW
£10



38-679 - GWR Shunters Truck BR Black 'Margam Jn'
Weathered (Bac) (list £18.95) ... BARGAIN ... £14
37-313 Intermodal boge wagon 2x 4-dif containers in Maersk (Bac) ... £24-ds
Bhispec656d\* 10A Network Rail bogie ballast wagon. 70 5992 039-3.
Hatton's Limited edition of 500 ... Prisine (Day) (list £19.95)BARGAIN ... £12
Bhispec656d\* 10A Network Rail bogie ballast wagon. 70 5992 045-3.
Hatton's Limited edition of 500 ... Prisine (Day) (list £19.95)BARGAIN ... £12
Bhispec656d\* 10A Network Rail bogie ballast wagon. 70 5992 077-1.
Hatton's Limited edition of 500 ... Prisine (Day) (list £19.95)BARGAIN ... £12
38-250 Pack of 4 (Bac) (list £199.90) ... BARGAIN ... £140
38-240\* MBA Megabox high-sided bogie box wagon in EWS (with
buffers) (Bac) (list £25.20) ... BARGAIN ... £16
38-240\* Pack of 4 (Bac) (list £100.90) ... BARGAIN ... £19
38-242\* MBA Megabox high-sided bogie box wagon in EWS - weathered
(without buffers) (Bac) (list £27) ... BARGAIN ... £14
38-242\* MBA Megabox high-sided bogie box wagon in EWS - weathered
(without buffers) (Bac) (list £27) ... BARGAIN ... £14
38-242\* Pack of 4 (Bac) (list £108) ... BARGAIN ... £14
38-242\* Pack of 4 (Bac) (list £19.95) ... BARGAIN ... £14
38-340\* OTA (ex-VDA) timber carrier lumber load in BR Railfreight (Bac) ... £27
38-300 Pack of 4 (Bac) (list £199.80) ... BARGAIN ... £14







37-982 Pack of 3 Conflat wagons in BR bauxite BD containers in BR crimson - weathered (Bac) . . . . . £36.51 **Analogue controllers** 

36-560 Plug in 0.7 Amp transformer seperate speed controller, track es & power clip (Bac) . £25.54 **DCC** decoders

苦思

36-554 21-pin 3-function 2-sided 1A decoder back EMF



 DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp

 direct plug decoder back EMF (Hat)
 £110

 DCR-21PIN-Direct Single (Hat)
 £12

 DCR-21PIN-Direct Box of 5 (Hat)
 £57







DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105
DCR-8PIN-Direct Single (Hat)£13
DCR-8PIN-Direct Box of 5 (Hat)
DCD-Z218 ZEN 218 21 & 8-pin 4-function 1.1A Decoder Stay Alive
(22x16x4mm) (DCC)£25
DCD-Z218-5 ZEN 218 21 & 8-pin 4-function 1.1A Decoder Stay Alive
(22x16x4mm) (5 Pack) (DCC)
DCD-Z360 ZEN 360 8-pin Direct 4-function 1.1A Decoder Stay Alive
(14.2x12.5x3.5mm) (DCC) £25
DCD-ZN6D-5 ZEN 6-pin Direct 2-function 1.1A Decoder Stay Alive
(13.5x8.5x3mm) (5 Pack) (DCC) £100
DCC accessory decoders



R8247 DCC accessory decoder (for points and DCC controllers

R8235 DCC Select Walkabout R8236 RJ12 connecting lead (Hor)....£63

R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) . . . . . . . . £68



DML-GWRSWVP 6 upright platofrm lamps and 2 swan-neck wall lamps GWR (DCC)



CL2 Standard Coach Lighting Strips - Warm White (Tra)£17 Cables & Wires PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) . . . . . . . £6

Spares 

Wheel sets R8097 Metal 3 hole disc wagon wheels on axles (10 axles) (Hor). . . £6.50 **Buildings - railways** 

DUIGINGS - railways
P0213 2 Road Red Brisk Engine Shed & Workshop Bulding (Card Kit) (Met) . £13
44-086\* Ash Plant (based on Carnforth, Lancashire) (Bac)

\$\text{CARCAIN}\$
\$\te









44-0013 Post-war system-built station (205 x 85 x

Man-made scenic structure - railway-related

44-0007 2 curved platforms - second radius (Bac) NEW £21.21



**Signals** 



36-500 EZ Command DCC controller - boxed (Bac) £75.18 Point motors

Point motors

DCP-CB12 Cobalt slow-action analogue point motor x 12 (DCC) ... £135 (ex-OCSIGN4) (Dap) ... £22 (4-002-002 Signal - Motorised, Square post LMS distant upper quadrant (ex-OCSIGN4) (Dap) ... £22 (ex-OCSIGN4) (Dap) ... £23 (ex-OCSIGN4) (Dap) ... £23 (ex-OCSIGN4) (Dap) ... £24 (ex-OCSIGN4) (Dap) ... £25 (ex-OCSIGN4) Buildings - general



44-244 Low relief accountants (80 x 24 x 115mm) (Bac)





44-257 Low relief Victorian school (249 x 39 x 





44-0006 Wooden village hall (160 x 96 x 70mm) (Bac) £38 21 Man-made scenic structure - non-railway

**Bridges, Tunnels & Walls** 



44-0017 Double-track overroad bridge (Bac) NEW . £42.46 



#### for new releases





 PO247 Railway Bridge in Stone (Met)
 NEW
 £13

 537 Retaining Walls x 2 (350mm long) (Rat)
 £7



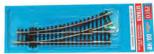
PO248 Tapered Retaining Wall in Red Brick (Met) NEW £12



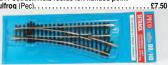
PO249 Tapered Retaining Wall in Stone (Met) NEW . . .£12 People - civil 36-407 1950s Train Crew x 6 (Bac) .

36-047 Locomotive staff x 6 (Bac)	£6.2
36-046 Shopping figures x 6 (Bac)	.£6.
36-045 Station passengers sitting x 6 (Bac)	£6.
36-044 Station passengers standing x 6 (Bac)	£6.
36-043 Station staff x 6 (Bac)	
Track - Code 100 Setrack	

\$T-245 Setrack curved double radius left handed point insulfrog (Pec)£12 \$T-244 Setrack curved double radius right handed point insulfrog (Pec) ...£12 \$T-201 Setrack double straight (Pec) ...£175 \$T-226 Setrack No.2 radius double curve (Pec) ...£2.30



ST-241 Setrack No.2 radius left handed point



ST-240 Setrack No.2 radius right handed point insulfrog (Pec). ST-231 Setrack No.3 radius double curve (Pec)... ST-235 Setrack No.4 Radius Standard Curve. No \*d



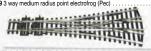
ST-204 Box of 24 Setrack Quad Straight (Pec) . . . . £68 ST-204 Single (Pec) . . . . . . £3

Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100
Wooden-sleeper nickel silver flexible track (Pec) . . . £64
SL-100 Single (Pec) . . . . £2.80









SL-E96 Left hand medium point electrofrog (Pec) £
SL-E92 Left hand small point electrofrog (Pec)
SL-94 Long crossing insulfrog (Pec) £8.5
SL-86 Right hand curved point (Pec) £10.5
SL-E86 Right hand curved point electrofrog (Pec)£1
SL-E88 Right hand large point electrofrog (Pec) £1
SL-88 Right hand large point insulfrog (Pec) £1
SL-95 Right hand medium point (Pec)
SL-E95 Right hand medium point electrofrog (Pec)
SL-E91 Right hand small point electrofrog (Pec)

Track - Code 75 FineScale Streamline

PECO STREAMUNE HO/OO SCALE TRACKAGE SYSTEM

SL-102F Pack of 25 1 yard (91.5cm) length of finescale Nickle Silver concrete-sleeper flexible track. (Pec). . . . £64 SL-102F Single (Pec). . . . £3





William Milliam Committee of the Committ
joordiensus
SL-E190 Finescale double slip electrofrog (code 75
Rail) (Pec)       £3         SL-E198 Finescale large Y point electrofrog (Pec)       £1         SL-E187 Finescale left hand curved point electrofrog (Pec)       £1

SL-E187 Finescale left hand curved point electrofrog (Pec)
SL-E189 Finescale left hand large point electrofrog (Pec).
SL-E192 Finescale left hand small point electrofrog (Pec)
SL-E186 Finescale right hand curved point electrofrog (Pec)
SL-E187 Finescale right hand large point electrofrog (Pec).
SL-E191 Finescale right hand small point electrofrog (Pec). Track & Points

£3.50 ...£79 £2.50 ength of Semi-Flexible Track (Hor) HBUS 1st radius double curve (6 make a circle) (Hor).

RBOS Cricle of 8 (Hor).

RBOT 2nd radius double curve track (8 make a circle) (Hor).

RBOT 2nd radius double curve track (8 make a circle) (Hor).

RBOS 3rd radius double curve track (8 make a circle) (Hor).

RBOS Cricle of 8 (Hor).

RBOS Cricle of 8 (Hor).

RBOS Cricle of 5 (Hor). R601 Double Straight (Hor) £
R601 Box of 24 (Hor) . £
R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 
 R8222 Extension Pack B. Contains 1 x H8U7s, 2x H6U0, 4 x H6U7, 1

 R806, 1 x R083 (Hor)

 R8223 Extension Pack C. Contains 1 x R8073, 2 x R600, 4 x R607, 1

 R806 (Hor)

 R910 Fishplates/rail joiners x 12 (Hor)

 R940 Fishplates/rail joiners x 12 (Hor)

 R8074 Left hand curved point (Hor)
 £14

 R8077 Left hand Express point (Hor)
 .£21 . .£21 €7 £14.40





36-603 Single (Bac)
R8075 Right hand curved point (Hor).
R8078 Right Hand Standard Point (Hor)
R610 Short Straight (Hor).
R600 Standard Straight (Hor)
R500 Box of 24 (Hor).
ST-100 Starter Track Set (Pec) £14.40 Track underlay



GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau)
SL-59 Roll of foam track underlay sleep er indentation. Suitable for S
and Streamline 5m long (16 4") (Pec)
R339 Roll of track foam underlay Approx: 4880mm (16ft) (Hor)
Railway publications
36-2014 Bachmann Branchline 2014 25th Anniversary Catalogue (Bac). Buses



B111B Bristol Lodekka SR Closed Door Crosville (C24) (Bas)
B111C Bristol Lodekka SR Csd Door Crosville (C44) (Bas)
38118 Bristol VRT 'Eastern National' (EFE).



38115 Bristol VRT -"Western S.M.T" (EFE) . . . . . . . £26



76COM004 Commer Commando Billy Smarts (Oxf) NEW £12
OM41609B Crossley DD42 Stockport, 16 Stockport Stepping Hill (Cor)
NEW £30



OM41609A Crossley DD42 Stockport, 47 Stockport Crossley Rd (Cor) NEW 18015EFE Daimler Fleetline - "Nottingham City transport" (EFE) NEV



B011bs Leyland Leopard Duple Dominant II 'Grey Green (circa 1976-1991) (Bas) (list £16.99) ...BARGAIN.....£1



B007 Leyland Leopard/Duple Dominant 2 dual purpose coach 'Maidstone & District' (circa 1979 - 1994) (Bas) ......BARGAIN.....£10 (list £16.99)....



B008 Levland Leopard/Duple Dominant 2 express coach 



14902 Leyland National Mkll Short - "Ribble NBC" (EFE) 
 NEW
 £26

 29704 Leyland Olympian "Bristol N.B.C." (EFE)
 £24

 16136 Leyland PD2 Highbridge "C.I.E. Southern Ireland" (EFE)
 £32



76LRT004 Leyland Royal Tiger "Maidstone & District" (Oxf)
76LRT005 Leyland Royal Tiger Cumberland (Oxf)
27317EFE Leyland TD1 - "Cork City transport" (EFE) NEW





OM45123A MCW Metrobus MkI Leicester, 88 Eyres Monsell (Cor) NEV



£30



MRL-01~ MCW Metrorider midibus. (London) Final "WestLink Buses" (Bri) (list £26).....BARGAIN..



20649 Plaxton Pointer Dart "Arriva South London" (EFE



31708 RMC Routemaster Coach - Green Line (EFE) NEW£26



R804BRI~ Scania 113 Alexander d/deck bus "Borehamwood Travel Service" (Bri) (list £33)BARGAIN£9



R803^~ Scania Alexander R d/deck bus "Maidstone Boro'l ine" (Bri) (list £36) BARGAIN



N6301~ Scania Metropolitan d/deck bus "Whippet Coaches" (Bri) (list £31)......BARGAIN.



R904^~ Volvo Olympian/Alexander d/deck bus in red & white "Westlink London(Route 57)" (Bri) (list £33) . . . **BARGAIN** 



UK4010~ Volvo Olympian/Alexander Royale d/deck bi "S. Gloucester Bus & Coach UWE Service" (Cre) 



76WFL001 Weymann Fanfare Leyland Southdown (Oxf)£12 OM46707B Wright Eclipse 2 Petuaria Express, X55 Hull City Centre (Cor) . £30





OM46501A Wright Eclipse Gemini 2 "Metro Line, 52 Willesden Bus Garage" NEW TOOLING (Cor) NEW. . <u>EW.</u>...£32



OM41227A Wright Eclipse Gemini, First Glasgow, 75 



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

£7 guaranteed Next Day delivery



EM76510~ Jensen Jen-Helecs articulated mechanical

DA06 Karrier Bantam Dropside "Bradford Corporation" (Bas) (list £6.99)......BARGAIN.

DA02 Karrier Bantam Flatbed - "RAF - Nicosia"

(Stone) (Bas) (list £6.99)...

£9 99

. £4









EM76650~ Morris J Estate Works Bus "Taylor Engineering Ltd.". (Poc) (list £3.99) ...BARGAIN. 



DA14 Karrier Bantam Artic Van "National Carriers" (Bas) (list £6.99) . . . . . . . . . . . . £4



TS-X2~ Thorneycroft sturdy artic flatbed in blue (Bas) (list £6)... .BARGAIN.....£2



76DSC004 Dingo Scout Car 8th Kings Royal Irish . . . . £4.95 **Public Service vehicles** 



(list £4).... £1.30



.....£20 76BED006 Bedford J1 Ambulance Army Medical Services (Oxf) NEW .....









OM46505A Wright Eclipse Gemini2, Go Ahead Northern



76ATL004 Austin Atlantic Convertible Ming Blue (Oxf)
NEW ... £4.45
76MN001- Austin Mini - Tartan Red Union Jack roof. (Oxf) ... £2.20
EM76843- Austin FX3 Taxi in black (Poc)
BARGAIN ... £2.50
EM76509- Jen-Tug & Articulated trailer 'British Railways'
Fleet No. YE 3082 N (Poc) (list £6.99) ... BARGAIN ... £5
Casting) (Bas) (list £6.99) ... BARGAIN ... £5





76FF004 Ford Fiesta





76XF003 Jaguar XF Saloon Cashmere (Oxf) NEW... £4.75





76FRE003 Land Rover Freelander Mauritius Blue (Oxf)



76JSS005 SS Jaguar 2.5 Saloon in suede green (Oxf) Commercial vehicles



DA22 AEC Mammoth major tanker "Smith & Robinson" (Bas) (list £7.99).....BARGAIN.





£4



lewcastle (Cor) NEW......£32 DA13 Albion HD57 8w Flat - 'Tees Side Carriers' (Bas)







DG202003~ Austin J2 van "Royal Mail". Non limited (Cor



76BMC003 BMC Car Transporter & Two Minis 'BMC Competitions Dept' (Oxf)



D-90 Bristol 8w Flatbed - "Somerset Wire Company" (BRS) (Bas) (list £6.99)





DA26 Bristol HG Van BRS Bradford parcels (Bas) (list £7.99). BARGAIN.
76BUR004 Burrell Scenic Showmans Locomotive 'Dragon - Anderton &
Rowland' (Oxf) .£5





CR3003~ Car Set 3 Ford Anglia 105E, Morris Minor 1000 & 









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ST-17 N Setrack No3 radius double curve (8 form a circle).
298.5mm/11.75" radius (Pec) £1.75
ST-15 No.2 radius double curve (Pec) £1.25
ST-5 Setrack right hand point insulfrog (Pec) £8
379-450 Straight Track 174mm (Gra)£1
379-450 Pack of 12 (Gra)£10
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SL-300 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible
track (Pec)£2.60
SL-300 Pack of 25 (Pec)
SL-396 Left hand medium point insulfrog (Pec)£8
SL-E395 Right hand medium point electrofrog (Pec) £8
SL-395 Right hand medium point insulfrog (Pec) £8

Track - Code 55 Finescale Streamline



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickle Silver flexible track (Pec)
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SL-E387F Finescale curved double radius left hand point 



27 44 17 16 18 1 100 18 18
SL-E390F Finescale double slip electrofrog (Pec) £31
SL-E389F Finescale left hand large point electrofrog (Pec) £9.50
SL-E396F Finescale left hand medium point electrofrog (Pec) £8.50
SL-E392F Finescale left hand small point electrofrog (Pec) £8
SL-E388F Finescale right hand large point electrofrog (Pec) £9.50
SL-E395F Finescale right hand medium point electrofrog (Pec) £8.50
SL-E383F Finescale scissors crossover electrofrog (Pec) £52
Track underlay

GM201 Flexible grey ba ted N gauge underlay real granite stone (Gau) . £18 Ruses



NAN006 Leyland Atlantean Park Royal 'Maidstone & District' (1992-1995) (Bas) NEW..... ......83......



NAN004 Leyland Atlantean Park Royal 'Ribble NBC



NAN005 Leyland Atlantean Park Royal 'Tyne & Wear .....£8.99 PTE/Northern' (1980-1995) (Bas) NEW



NB003bs Leyland Leopard Duple Dominant II Coach - 'Ribble - NBC' (Circa 1978 - 1993) (Bas) NEW ..... £7.99 Commercial vehicles



N037 AEC Matador flatbed & drawbar trailer 'Pickfords (circa 1950-1960) (Bas) NEW





NP010 Albion CX Boxvan - Chocolate & Cream (1950-..£4



NP009 Albion CX Flatbed - Chocolate & Cream (1947-1957) (Bas) NEW



	N040 Foden DG & Drawbar Low Loader 'British Railways'
	(Circa 1949 - 1957) (Bas) NEW
)	NSCA004 Scania Curtainside Knights of Old (Oxf) £11
)	NSCA003 Scania Highine Tipper 'lan S Roger - The Forgie Norseman' (Oxf) £11

#### HO Gauge (1:87 Scale)

Point motors

DCP-CB12 Cobalt slow-action analogue point motor x 12 (DCC) £
DCP-CB6 Cobalt slow-action analogue point motor x 6 (DCC)
Lighting equipment

DML-GWRSWVP 6 upright platofrm lamps and 2 swan-neck wall lamps -GWR (DCC) . £69.95

**Spares** GM50 OO/HO gauge loco wheel cleaner (Gau)

#### 009 Narrow Gauge

**Buildings - railways** 



44-0016 Narrow gauge station (Bac) NEW . . . . . £50.96

#### O Gauge (1:43 Scale)

Steam locos



4051 Class 40 1Co-Co1 BR blue full vellow ends (HeI)£500



4050 Class 40 1Co-Co1 in BR green small yellow panels (Hel)

panels (Hel) £500
Wagons
7F-031-002 6-wheel milk tanker in 'CWS' red (Dap)         £62           7F-031-001 6-wheel milk tanker in 'Express Dairies' (Dap)         £62           7F-031-000 6-wheel milk tanker in 'United Dairies' (Dap)         £62           7F-071-003 7-plank wagon 'Edinburgh' (Dap)         £35
Point motors
DCP-CB12 Cobalt slow-action analogue point motor x 12 (DCC) £135 DCP-CB6 Cobalt slow-action analogue point motor x 6 (DCC) £75

#### Track - Code 124 Bullhead Streamline









A13701A BMW (E30) 325i Motorsport Convertible,
Iacau Blue RHD (Cor) NEW         £19           3JAGV12001 Jaguar V12 in light blue (Oxf)         £18
Commercial vehicles



43WM004 Whitby Mondial Ice Cream Van
'Dimascios' (Oxf) NEW £13
Public Service vehicles
Fublic Service verilcles

43AHT005 Austin Heavy Twelve in black 'Wiltshire Police' (Oxf) NEW £18

#### G Scale

l	i rain sets - analogue	
	90087B Thomas' Christmas Delivery train set brass track (Thomas the	D
	Tank range) (Bac)	x
	Track & Points	D
١	10610 Straight track 1200mm long (LGB) £23	P
ı	10610 Box of 6 (LGB)£124	Р

#### Any or Multiple Scales

**Analogue controllers** ke simulator (Gau) . . . . . . . £119





Q Quadruple 4 circuit power controller (Gau) £130 W Walkabout circuit controller (Gau) £21	9
Analogue power supplies	

M1 Transformer Output 2 x 16v AC 1A (Gau)	37
Analogue point control	
CDU Capacitor Discharge Unit (Gau)£	11
PCU1 Electronic points control unit (Gau)	90

#### DCC decoders



BL99031C J39 0-6-0 Freight loco 64816 in BR black late crest (Bas)
(list £589.99)

Diesel locos

Diesel locos

DCR-8PIN-2SAX Box of 10 8-pin (harness) 2-function
1.1Amp small & thin decoder back EMF (Hat)
DCR-8PIN-2SAX Single (Hat)
DCR-8PIN-2SAX Box of 5 (Hat) .£99 .£11 .£50



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function
1.1Amp decoder back EMF (Hat)£94
DCR-8PIN-Harness Single (Hat)£10
DCR-8PIN-Harness Box of 5 (Hat) £48



36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50 10231-01 8-pin 3-function 1-sided 1/1.8A decoder (Outputs A, B & C) (Len) .£18 10331-01 8-pin 4-function 1-sided 1.1A Silver decoder (Len) . . . . . £24

#### DCC accessory decoders DCD-ADSFX COBALT ip Accessory Decoder (8 Way) (DCC)......£41 DCD-ADS2FX COBALT Solenoid Accessory Decoder (2 Output) (DCC) ...£17

#### DCC controllers



DCC02 Prodigy "Advance 2" starter DCC controller 



DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau).....£1 Point motors

N032 AEC Monarch flatbed & drawbar trailer 'Wynns Heavy Haulage' (circa 1946-1956) (Bas) NEW. £8

43ASV001 Austin Seven RN Van in Primrose (Oxf) . £12

EVEN FOR THE PROPERTY OF THE PROPERTY



£25

PL-11 Side mounted point motor (Pec) Switches & Levers	£7
DI 10 Assesses Contrat for Estimate Assessed mater DI 10 (Day)	00.50



OCP-CBS12 Cobalt S - Lever all accessories - unpainted
( 12 (DCC) £165
DCP-CBS6 Cobalt S - Lever all accessories - unpainted x 6 (DCC) £90
PL-26B Passing Contact Switch - Black Lever (Pec) £4.50
PL-26R Passing Contact Switch - Red Lever (Pec) £4.50
PL-26W Passing Contact Switch - White Lever (Pec) £4.50
Electronic components
TLU Tension lock uncoupler (Gau) £9

	Electronic components
	TLU Tension lock uncoupler (Gau) £9
	Accessories
	SL-14 Track Fixing Pins (Pec) £1.2
	Cables & Wires
	PL-34 Pre-wired Wiring Loom for use PL-10 and PL-10E motors (Pec) £3.50
	Track underlay
	JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav) £
	Tools
١	XU2175B Flexible track cutters (XURON) (Gau) £1: PL-71 Loco servicing kit - servicing cradle, infills, Powerlube, brush &
	scraper (Pec)£1



PVC7008 Multi-Angle Bench Vice (Mod) NEW . . . . £19.96



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#### for more details



BS-HO-01 HO/OO Scale Ballast Spreader (Pro)..... . £11

#### N Gauge





372-625 Class 2MT Ivatt 2-6-0 46521 in BR lined green

weathered (Gra). £97.71
2S-007-008 Class 57xx Pannier #5764 GWR green 'Great Western'

lettering (Dap). 2507-012 Class 57xx Parnier 0-6-0 5764 in Great Western green (Dap). 251 25-007-013 Class 57xx Parnier 0-6-0 9744 in British Railways green (Dap) 252-007-0130 Class 57xx Parnier 0-6-0 9744 British Railways green DCC fitted (Dap). 



372-480 Class 6P Jubilee 4-6-0 5664 'Nelson' in LMS

£87

| India (Dap) | 25 | 25-013-001 Class 9F 2-10-0 92088 BR black late crest & BR1C tender (Dap) | 27 | 25-013-002 D Class 9F 2-10-0 92225 in BR black late crest & BR1G tender, DCo fitted (Dap) | 210-0 92225 in BR black late crest & BR1G tender, DCC fitted (Dap) | 210-0 9225 in BR black late crest & BR1G tender, DCC fitted (Dap) | 210-0 9225 in BR black late crest & BR1G tender (BR1G) | 372-802 Class A1 4-6-2 60147 "North Eastern" in BR green early emblem (Gra) (list £144.40) | BARGAIN | 211 | 10129GD Class A3 steam loco 2744 "Grand Parade" LNER apple green. DCC fitted (Dap) | 2122



ND129D Class A3 steam loco 4472 'Flying Scotsman'

LNER Green (Dap) ....£105 ND079e Class B17 4-6-0 61655 'Middlesbrough' in BR green late crest 



372-725^ Standard Class 5MT 4-6-0 73068 in BR lined green late crest & BR1C tender (Gra) (list £124.95). ...BARGAIN.



372-727<sup>^</sup> Standard Class 5MT 4-6-0 73082 "Camelot" in (list £124.95). £84



372-726^ Standard Class 5MT 4-6-0 73158 in BR lined black late crest BR1B tender (Gra) (list £124.95)BARGAIN . . . £79



2D-012-007 Class 22 diesel loco in BR blue & 6 milk



372-953 Class 14 diesel D9526 BR green wasp stripes - weathered (Gra). £72.08 371-031 Class 20 diesel 20192 in BR blue indicator box (Gra) . . . £84.96



2D-012-003^ Class 22 diesel loco D6319 in BR green small yellow panels (Dap) (list £136.89)BARGAIN.....£99



371-085 Class 25/1 diesel D5188 in BR green (Gra) £84.96 371-086 Class 25/1 diesel D5222 in BR green, weathered (Gra) ... £93.46 371-088 Class 25/2 diesel 25231 in BR blue, weathered (Gra) ... £93.46 371-086 Class 25/1 diesel D5222 in BR green, weathered (Gra) 371-088 Class 25/2 diesel 25231 in BR blue, weathered (Gra)...



371-087 Class 25/2 diesel 25245 in BR blue (Gra) . £84.96 ND145J Class 26 diesel loco D5326 BR green (not blue as previously





371-165 Class 37/4 diesel 37407 'Loch Long' in BR blue



371-169 Class 37/4 diesel 37409 in DRS (Gra) NEW £89.21



371-168 Class 37/5 diesel 37506 Railfreight Red £89.21 Stripe (Gra) NEW. .



371-167 Class 37/5 diesel 37514 in Railfreight Metal

Sector (Gra) NEW. £89.21 2D-003-003 Class 52 diesel loco D1045 "Western Viscount" in BR mar full yellow ends - weathered (Dap). 2D-003-009 Class 52 diesel loco D1045 "Western Viscount" in BR mar full yellow ends - weathered (Dap). 2D-003-003 Class 52 diesel loco D1056 "Western Sultan" in BR maroc



371-285 Class 55 diesel "Deltic" D9007 'Pinza' in BR

green (Gra) . £93.46
20-004-007 Class 56 diesel 56090 BR blue large logo (Doncaster bult) (Dap) £101
371-385 Class 60 diesel 6011 in DB Schenker (Gra) . . . £93.46
371-384 Class 66 diesel 66209 in EWS - weathered (Gra) . . . £99.41

**Electric locos** 

NDU99m\* Class 86 Bt-96 belectine 86401 Network South East new style panto (Dap) (list £17.89). BARGAIN £59 NDU992\* Class 86 electric Freightliner Power Haul new style panto (Dap) (list £17.89). BARGAIN £59 ND147 Class 86 Twin pack Network Rail 86901 & 86902 (1x powered loco 1x dummy loco) (Dap) (list £124.95). BARGAIN £69



| 2-007 Class 22 diesel loco in BR blue & 6 milk | ND122G Class 43 HST Book Set in Cross Country | Prains (Dap) | Trains (Dap) | Country | Trains (Dap) | Country | Co

ND122e Class 43 HST Book Set in Grand Central Livery (new version

**DMUs** 



371-741^ Class 251 Blue Pullman 6 car Midland set Nanking blue full yellow ends. (Gra) (list £269.95) BARGAIN....£171 EMUS

372-677 Class 411 4 CEP 4 car EMU in BR blue & grey (Gra) . . . £137.02 Coaches

TOWN THE STATES OF THE STATES 



ND 145J Class 26 diesel loco D5326 BR green (not blue as previously announced) (Dap).

185 announced) (Dap).

186 announced) (Dap).

187 announced) (Dap).

187 announced) (Dap).

188 announced) (Dap).

189 announced) (Dap).

199 announced) (Dap).

199



371-166 Class 37/4 diesel 37406 'The Saltire Society' in Railfreight Distribution (Gra) NEW £89.21 (Late) (Gra) (list £11.95) BARGAIN £5.50



.. £89.21 377-980~ 12 Ton Eastern Ventilated Van Corrugated Ends BR Early Bauxite (Gra) (list £11.95). ...BARGAIN. .. £5.50



377-976 12 Ton Eastern Ventilated Van Planked Ends BR Early Bauxite (Gra) (list £9.50)....



377-952~ 13 Ton High Sided Steel Open Wagon (Smooth Sides) BR Bauxite (Early) (Gra) (Ilist £8.50)BARGAIN . . . £5 377-953 13 Ton High Sided Steel Open Wagon (Smooth Sides) BR Bawate (Late) (Gra) . . . £7

NEW





374-787 BR 4 Wheel CCT Van BR Blue (Gra) NEW . £16.96



...£134 NEW.....



374-788 BR 4 Wheel CCT Van Express Parcels Red Star (Gra) NEW



374-786 BR 4 Wheel CCT Van Tartan Arrow (Gra) NEW£16.96



373-236 Bulk grain bogie hopper wagon 'Polybulk' (Gra) NEW £33.96



373-237 Bulk grain bogie hopper wagon 'Traffic Services £33.96



373-235 Bulk grain bogie hopper wagon 'Traffic Services' - weathered (Gra) NEW. 377-765 Covered Hopper Wagon BR Bauxite (Gra) NEW. 377-767 Covered Hopper Wagon British Industrial Sand Bauxite 8 



377-935^- Triple pack PCA metalair bulk powder wagon grey - weathered (Gra) (list £36.95)....BARGAIN....£20



DCC23 6-pin 2-function 1A (2A peak) decoder (suitable 

Point motors

DCP-CB12 Cobalt slow-action analogue point motor x 12 (DCC) ... £135
DCP-CB6 Cobalt slow-action analogue point motor x 6 (DCC) .... £75
Lighting equipment

NC040a Light Bar coach lighting unit for modern coaches/multiple units (Class 156/MkIII 'Plug&Play') (Dap). £8 Cables & Wires

PL-82 Power feed joiners - Code 55/80 (x4 pairs) (Pec) . . . . **Spares** 





SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec). £1.50

Buildings - railways

Danaingo railwayo	
42-083 Carriage Shed (Gra.) (list £34.95)BARGAIN	£16
42-129 Fuel Storage Tank (56 x 28 x 31mm) (Gra)	£19.51
42-187 Great Central Signal Box (75 x 31 x 54mm) (Gra)	£27.16
42-139 Shunters Mess Room (65 x 44 x 32mm) (Gra)	£25.46
Man-made scenic structure - railway-rela	ated
NB-55 Turntable Kit, well type, deck length 151mm (Pec)	£12
Signals	
21 -002-001 Signal - Motorised   MS home upper quadrant (ex-	

NSIGN3) (Dap) **Buildings - general** 42-131 Static Caravan (80 x 25 x 18mm) (Gra)

**Bridges, Tunnels & Walls** PN144 Retaining Wall (Stone) (Met) Track - Code 80 Setrack

# **LAYOUT** FOCUS







As trains return to the Waverley Route, Graeme Moyes of Stirling & Clackmannan District MRC reveals the story behind this popular 'what might have been' layout set in the Scottish Borders.



# The premise of the layout is that the Waverley Route survived the cuts in 1969 to serve Hazelbank Quarry.

azelbank is a quarry is located between
Fountain Hall and Stow on the Borders
Rail route. Better known as the
'Waverley Route', the former North
British Railway line to Carlisle is currently
being rebuilt by Network Rail from Millerhill, east of
Edinburgh, as far as Tweedbank. However, the premise
of my layout is that the Waverley Route didn't close in

Borders Quarry at this point.

Although it was my initial intention that the layout orth be run purely in BR Blue guise, as my stock levels increased. it also became possible to represent it. as

increased, it also became possible to represent it, as it appears here, in 1993 guise. However, it tends only to be exhibited in this period on request. Privately, I tend to spend most of my time running 'Hazelbank' in my favourite 1970s and 1980s period.

January 1969, but survived the cuts to serve Hazelbank

Many of my fellow members in the Stirling & Clackmannan District MRC fondly relate to BR Blue diesel days, if only, in some cases, as childhood

memories. However, I believe myself to be very fortunate to be surrounded by many 'like-minded' individuals who enjoy a mutual interest and obtain the same pleasure from operating the layout in this period as I do.

Currently the majority of our layouts, which are either owned privately by members of the S&CDMRC, or by the club itself, are of the end-to-end variety. Whilst these layouts are all

Left The sidings at the quarry railhead are busy enough to keep a BR Class 08 shunter and the local Sentinel industrial busy. Here, the '08' draws loaded 'Dogfish' ballast hoppers away from the loading dock.

stocked with DCC sound-fitted locomotives, space limitations restrict the opportunities to take full advantage of the locomotives and units in 'thrash' mode. Our end-to-end layouts are, we feel, more suited to exhibiting their finely detailed rolling stock and scenery to full advantage or for enjoying the locomotives' sounds in tickover mode.

#### **OPERATIONS**

The quarry itself is located at the centre of the scenic area. It is partly overgrown now and shows the exhausted and fully excavated area of the quarry lying dormant and out of use. Imagination is required to acknowledge that the stone arriving at the crushing plant is transferred by conveyor belt from a new 'live' area of the quarry situated off-scene.

The quarry yard has four sidings with a headshunt. One siding serves the crushing plant from which stone is loaded directly into waiting ballast wagons, while the two adjacent sidings serve a 1960s-built loading bank loosely modelled on that at Carstairs on the West Coast Main Line. From the platform, aggregate is loaded by machine from a stockpile, arriving from the crushing plant via a conveyor belt. The conveyor also drops stone into a collector drum from where it is loaded as required into road vehicles for onward transportation to construction sites in the area.



### **LAYOUT** FOCUS



#### **EY DETAILS** SCALE LENGTH TRAINS

'Hazelbank' was devised in order to give our extensive fleet of locomotives and stock a muchneeded long-running facility whilst allowing us to run scale-length prototypical trains. Long freights can run here with ease and can incorporate anything up to 40 wagons. Accurate length passenger rakes consisting of 11 or more coaches also appear, with one of our longer passenger rakes being our InterCity sleeper/Motorail set (pictured below), which includes Mk 1 GUVs, a Mk 1 generator van and Mk 3 sleepers. We also run an earlier style train with three or more 1970s era Motorail flats, built by Mark Pearson, on the rear.



Trains are loaded and shunted using Claytons, Class 08s, a Class 20 or the quarry's Sentinel diesels, depending upon the era being operated. Wagons are shunted together and hauled around to the headshunt, before being pushed back into the loop in readiness for arrival of a main line locomotive.

The other short siding situated at the end of the ballast loading bank is used in conjunction with a loading ramp for transferring quarry machinery onto 'Lowmac' wagons for movement by rail. This facility receives regular visits of various Permanent Way vehicles, wagons and yellow On-Track Plant (OTP) built by James Reid.

On the main line passing the quarry yard, there are Up and Down passenger loops into which slower traffic can be staged. Passenger traffic is a mixture of era-specific DMUs or Sprinters on local Edinburgh to Carlisle services. Earlier eras see mostly Sulzerhauled trains on the majority of those same services. Slower Class 2 trains often have to make way for locomotive-hauled express services and the occasional diverted ECML or WCML workings hauled by a mixture of Class 47s, Peaks and Deltics.



Watch the Hazelbank video in the Digital Edition of **BRM!** www.pocketmags.com/BRM

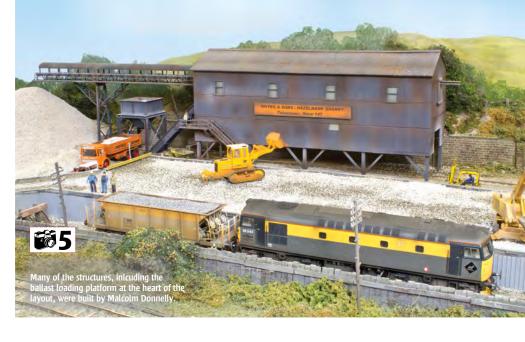
28 www.RMweb.co.uk BRM | February 2015

In its early days, the prototype High Speed Train was even tested over the route and following the demise of the Class 55s in the early 1980s, HSTs became a common sight on diverted ECML services. The line is also heavily used by cross-border freight including coal trains originating from the Fife and Lothian coalfields heading south to English coal-fired power stations and returning northbound empties.

A slight rising gradient towards the centre of the layout requires locomotives working both north-and southbound trains to work pretty hard to crest the summit. This results in some fabulous sound effects emanating from our fleet of sound fitted locomotives.

#### **LANDSCAPES**

The scenery on the layout was masterfully created by Malcolm Donnelly. Malcolm was also responsible for both the very fine hand-built North British Railway style signalbox and the ballast loading platform. The signalman at Hazelbank Sidings 'box is responsible for the operation of an array of motorised Ratio upper quadrant signals and points for the sidings, the main line and associated loops. BR never spent much on re-signalling the route, so, as with other secured lines such as the Glasgow & South Western and the Settle-Carlisle line,



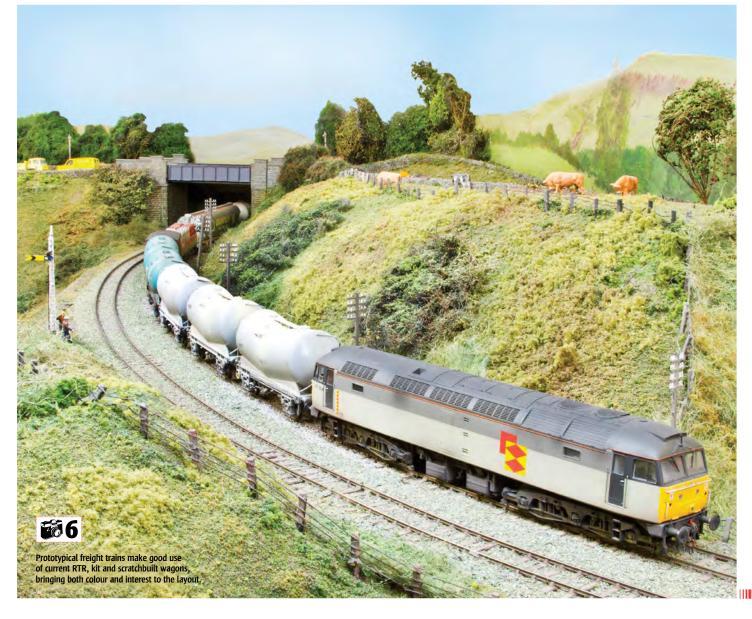
traditional semaphore signals still abound today.

At one end of the layout lies the meandering Gala Water with a magnificent bridge spanning the river. The slow-flowing dark brown water of the Gala is a haven for salmon and a fisherman can be seen casting his hook and sinker in search of a bite, whilst his dog attempts to do some fishing of his own. The high banks above the bridge's south end are a favourite spot for railway photographers

keen to capture the array of trains traversing it. The bridge is a very near copy of one located near the real Hazelbank with the road overbridge beyond used only under 'modellers' licence' to provide a scenic break.

#### THE FLEET

We have an extensive fleet of locomotives and rolling stock at our disposal, giving us the option

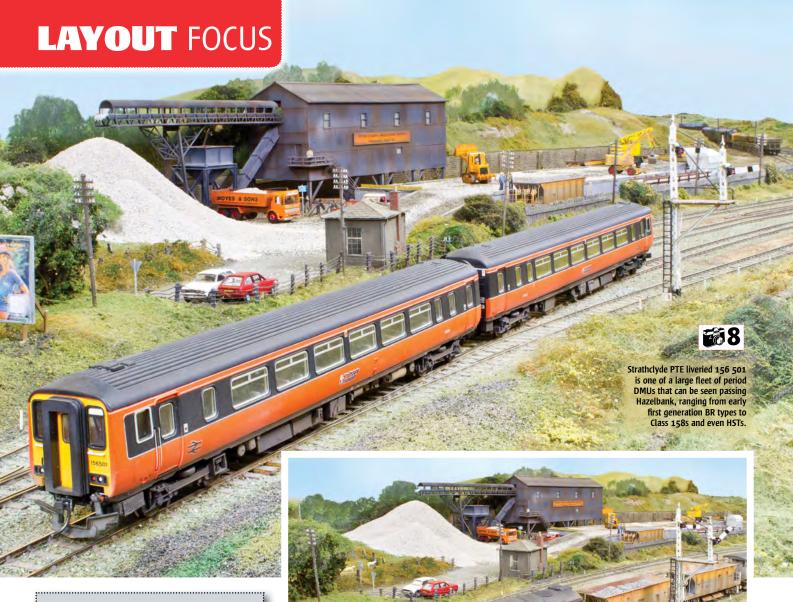


BRM | February 2015 www.model-railways-live.co.uk 29

# LAYOUT FOCUS







#### **SEE HAZELBANK IN ACTION**

Hazelbank is appearing next at Model Rail Scotland at the SECC, Glasgow on the 21st-23rd February 2015, followed by an appearance at DEMU Showcase 2015 at Burton-on-Trent Town Hall and The National Brewery Centre on the 30th/31st May 2015.

#### **KEY DETAILS** SIGNALLING & CONTROL

The layout is fully DCC controlled using Lenz handsets operated via an Expressnet system, allowing operators to move freely around the well of the layout as required. The layout's DCC control system has also received a full reliability modification by James Reid.

This involved fitting droppers from every individual length of rail, thereby eliminating any reliance on rail joiners to carry the current. He also installed insulated fishplates at all common crossings allowing for polarity switching through microswitches on all point motors. Point blades were also electrically connected to the



relevant stock rail to eliminate short circuits from out-of-gauge wheelsets. James, a retired BR track engineer, was also the designer and modeller for the refurbishment of all signals on the layout. The original signal arms were removed and exchanged for etched replacement arms sourced from MSE. These were beautifully hand-painted by James before being fitted with a fine wire soldered to them to form the pivot pin. Replacement lamps were also added, carved from spare Ratio posts, they have small diameter brass tubing added as new pivots, and superglued into position on the existing posts.

32 www.RMweb.co.uk BRM | February 2015

to run the layout in several periods. Although much of the stock is of ready-to-run origin, Andrew Donnelly and Simon Barratt have been dually responsible for every locomotive, coach, wagon, multiple unit and vehicle in the fleet being very skillfully refurbished. Many have received new Shawplan etched roof fans and grilles and have their bodysides and bogies modified before being resprayed, renumbered, detailed and fitted with Smiths screw link couplings and a full complement of air and/or vacuum pipes at both ends. Finally, everything is weathered all to differing degrees of grubbiness.

In terms of locomotives, the fleet covers almost everything required for a 1970s through to 1990s Scottish-based layout. The fleet consists of upwards of 130 locomotives and DMUs covering all the eras we run. Our Type 2s are Bachmann Class 24s and 25s, and a large number of Heljan Class 26s and 27s. There are examples of most long-lived BR classes in our extensive fleet, from Bachmann Class 37s, Heljan '47s', Hornby '50s', Bachmann '55s', Hornby '56s' and '60s' as well as a fleet of 25kV AC Class 85, 86 and 87 electrics which are regularly spotted being hauled by diesel traction on diversions from the WCML.

Sound decoders are fitted to the whole fleet, the

largest proportion of which are supplied by Bryan Robertson at Howes, who has given us a lot of help and even programmed some 'specials' for us. Sound installation has, in the main, been carried out by Simon and in nearly every case, larger speakers and back boxes have been fitted. The addition of the 'bass reflex' speakers to traction such as Deltics and Class 6os can and does provide a remarkable improvement in sound quality. However, in others, especially the Class 20s, it can result in the sound being 'over muffled' and losing its top end.

We have a large DMU fleet, including Classes 101, 104, 105, 107, 108, 116, 117, 120, 122, 126, 128, prototype 150/0, 150/2, 156, 158 on hand, as well as prototype and production HSTs. Some are the excellent RTR models from Bachmann and Hornby, whilst others are DC Kits examples, running on Replica chassis or in the case of the '104', bits of Hornby, whitemetal and a Bachmann 108 chassis under the centre car. Again, all are sound fitted and although in many cases the sound is a mélange of generic first generation DMUs, with tweaks to the speakers and varying horns on the uploads. Our full-length HST set has two sound decoders from Legomanbiffo which are cleverly twinned, in that the dummy power car responds

to throttle inputs in exactly the same way as the motored PC does

Coaching stock is completely renumbered, detailed and weathered. Lots of superb Bachmann Mk 1s and pressure ventilated Mk 2s form the bulk of the carriage fleet with a few Mk 2 'air-cons', Mk 3 sleeping cars and HST trailers making up the remainder.

On the disc-braked rakes we have fitted Colin Craig's excellent brake disc etches, whilst the coaches are coupled with a variety of systems. The Bachmann 'bent pipe' type is used on our Mk 1s and Mk 2s as it is neat, reliable and keeps them close together. Three links are always employed at the outer ends of fixed rakes in order to couple up with locomotives. Likewise the parcels rakes, which are often have a variety of types, have three links throughout in order to mix the rakes as required.

'Hazelbank' has a vast array of freight trains on its books ranging from a mid-1970s vacuum-braked train of 40 little brown vans, to early-1990s FNA nuclear flask wagons and a full rake of 36 HAA coal hoppers. We run all of our wagons with Smiths three-links or Instanter couplings, except for a small complement of ballast and stone wagons, which run with Kadees allowing for hands-free operation at the front of the layout. **BRM** 

# Every locomotive, coach and wagon in the fleet has been very skilfully refurbished, resprayed and weathered.





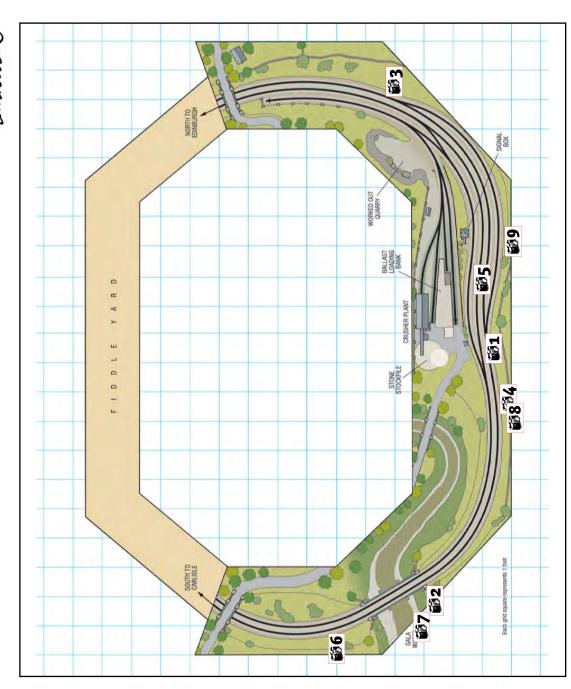
# VOUT OF THE MONTH



# FACT FILE GRAEME MOYES

Blue from the early, through to the late-1980s. It took me until about eight years ago to rekindle my modelling ambitions in a serious way and it has been my intention ever since to model in Edinburgh before taking me to Buxton MPD on the London Secondman and Driver. My career began at Haymarket TMD As a career railwayman since the age of 16, I have always Midland Region. My fondest memories are of all things BR and traction I have worked on during my 32 years as a had an interest in modelling the many different trains my beloved BR Blue era.







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**Closing date: February 28, 2015** "Minimum term of 1 year" Whilst stocks last.



# S15 & J50 ADDED TO 2015 RANGE

Maunsell S15 4-6-0, LNER J50 0-6-0T and an all-new family of 'K Type' Pullman Cars head this year's programme of around 270 new items from Hornby. The two locomotives and Pullmans join the previously announced GWR 'King', LMS non-gangwayed coaches, LMS horsebox and BR 21t hopper (see January BRM) for release in 2015, as well as the LSWR Adams 'Radial' 4-4-2T and BR Class 71 electric already revealed for 2016 production.

The much-requested S15 and J50 are at the tooling stage, and early 3-D rendered samples were on display. The Southern 4-6-0 will be offered with Maunsell or Urie cabs and up to six authentic cab/tender variations, including flat-



The rod-driven version of the Sentinel o-4-o diesel makes its debut in Wabtec black, one of three new liveries.



Silver Link, one of four silver-grey LNER 'Pacifics' to be included in the 2015 range to mark the 80th anniversary of the A4s.

sided or flared bogie tenders, six-wheel and the ex-Schools Class type. SR and BR early/late liveries will be offered (RRP £134.99 each) and Hornby is hoping to deliver the first batch as early as June/July.

Slightly behind will be the distinctive LNER J50, which is expected in October/November with an RRP of £79.99. LNER and two BR black versions are planned.

Continuing Hornby's reputation for producing high-quality Pullman Cars, five new 'K Type' vehicles are promised, based on 3-D laser-scans of the prototype. Brake Third, Parlour Third, Kitchen Third, Parlour First and Kitchen First models are based on the types used on East Coast Main Line services until the early-1960s - the first time this variant has been offered in RTR form (RRP £49.99 each). All are at

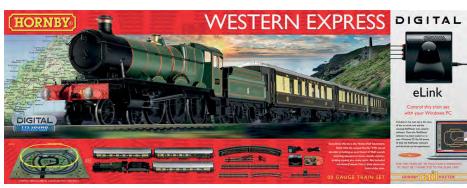
the decoration stage of their development and could arrive as early as May. The models on display were in an incorrect version of Pullman umber/cream but this will be rectified before production starts.

Other highlights of the 2015 range include a limited edition collection of all four LNER silvergrey A4s – *Silver Link, Quicksilver, Silver Fox* and *Silver King* – to mark the 80th anniversary of their introduction (800pcs of each) and train packs to mark the 75th anniversary of the Dunkirk evacuation of 1940 (SR 700 Class and three Maunsell coaches), the 70th anniversary of the end of the Second World War (LMS Black Five and three Period III coaches) and the 50th anniversary of Sir Winston Churchill's funeral train (Bulleid BB No. 34051, SR coffin van and two Pullman Cars).

Three new train sets include 'Master of the Glens' containing LNER P2 No. 2001 *Cock o' the North* and three Railroad teak coaches and 'Western Express', Hornby's first DCC sound train set featuring GWR Ketley Hall with TTS sound, an e-Link command unit and three Railroad Pullman Cars, all for £299.99.

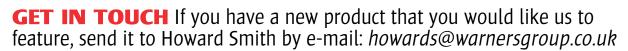
Aside from the Class 71, no all-new modern traction models were announced for 2015/16. Although this sector of the market is widely regarded as saturated, Hornby hinted at possible new D&E models in development for the future.

For a full list of the new items and prices for 2015, see the tables on this page and overleaf and for many more images of the models, see the BRM Digital Edition and www.rmweb.co.uk BRM



A new TTS sound train set is promised, featuring GWR Ketley Hall and three Railroad Pullman Cars for under £300.

36 www.RMweb.co.uk BRM | February 2015







# **STEAM LOCOMOTIVES**

Class - BR (Early)

R3327

Code	Description	RRP
R3299	Going Home' 70th Anniversary of the end of	
,_,,	WWII Train Pack Limited Edition	£289.99
R3300	BR 4-6-2 Winston Churchill Battle of Britain	
	Class - Late BR Funeral Train Pack Limited Edition	£239.99
R3302	1940: Return from Dunkirk' 75th Anniversary Train	5,,,,
	Pack Limited Edition	£249.99
R3306	LNER 4-6-2 Silver Link A4 Class - The Silver Jubilees	£144.99
R3307	LNER 4-6-2 <i>Quicksilver</i> A4 Class - The Silver Jubilees	£144.99
R3308	LNER 4-6-2 Silver King A4 Class - The Silver Jubilees	£144.99
R3309	LNER 4-6-2 Silver Fox A4 Class - The Silver Jubilees	£249.99
R3312	BR 4-6-2 Minoru A3 Class BR 1955	£154.99
R3336	LNER 4-6-2 Flying Scotsman A3 Class NRM	£169.99
R3310	BR 4-6-2 Bude West Country Class - BR (Late)	£139.99
R3318	BR 4-6-0 Gilwell Park B17/6 Class - BR (Early)	£131.99
R3330	GWR 4-6-0 King George V 6000 Class	£159.99
R3331	GWR 4-6-0 King James I 6000 Class	£159.99
R3332	BR 4-6-0 King Edward VIII 6000 Class, BR (Late)	£159.99
R3370TTS	BR 4-6-0 King Richard II 6000 Class, BR (Early)	
	with TTS Sound	£179.99
R3323	BR 4-6-0 Black 5 Class	£134.99
R3301	BR 4-6-0 Earl of Mount Edgcumbe 4073 Castle	



SR 4-6-0 Maunsell S15 Class - SR black





Code R3328 R3329 R3305 R3303 R3311 R3315 R3316 R3304 R3313	Description BR 4-6-0 Maunsell S15 Class, BR (Early) BR 4-6-0 Maunsell S15 Class, BR (Late) BR 2-6-0 K1 Class - BR (Early), Weathered BR 4-4-0 D16/3 Class - BR (Early), Weathered BR 4-4-0 Westminster Schools Class - BR (Early) BR 4-4-0 Fowler 2P Class - BR (Late) S&DJR 4-4-0 Fowler 2P Class BR 0-6-0T 700 Class - BR (Early), Weathered LMS 0-6-0 4F Class - LMS Unlined	£134.99 £134.99 £129.99 £109.99 £134.99 £99.99 £109.99 £109.99
	• • • • • • • • • • • • • • • • • • • •	2
R3304	BR 0-6-0T 700 Class - BR (Early), Weathered	£109.99
R3313	LMS 0-6-0 4F Class - LMS Unlined	£99.99
R3314	BR 0-6-0 4F Class - BR (Early)	£99.99
R3333	BR 4-4-2T Adams Radial BR (Early)	£119.99
R3334	BR 4-4-2T Adams Radial BR (Late)	£119.99
R3335	LSWR 4-4-2T Adams Radial	£119.99
R3324	LNER 0-6-0T J50 Class	£79.99
R3325	BR 0-6-0T J50 Class, BR (Early)	£79.99
R3326	BR 0-6-0T J50 Class, BR (Late)	£79.99
R3320	BR 4-6-2 <i>Golden Eagle</i> A4 Class, BR green (Early)	£144.99

BRM February 2015 www.model-railways-live.co.uk

£144.99

£134.99

37

# **HORNBY 2015**

# **DIESEL AND ELECTRIC TRACTION**





R3343





R3353	R3350

Code	Description	RRP	Code	Description	RRP
R3348	EWS Bo-Bo Class 67 67016	£139.99	R3353	Sentinel 4wDH Balfour Beatty	£55.99
R3349	EWS Bo-Bo Class 67 67024	£139.99	R3354	Sentinel o-4-o 'Barabel'	£55.99
R3345	Freightliner 'Powerhaul' Co-Co Class 66	£69.99	R3355	Sentinel o-4-o 'Wabtec'	£55.99
R3350	DB Schenker traffic red Class 90 90029	£69.99	R3351	Northern Rail blue Class 153 railcar	£89.99
R3365	East Coast Trains Bo-Bo Class 91 91120	£89.99	R3352	FGW Class 153 railcar	£89.99
R3346	DB Schenker Co-Co Class 92 92009 Marco Polo	£79.99	R3340	BR 2-HAL 2 Car EMU Pack, BR Green, Yellow Front	£130.25
R3347	EWS grey (large vinyl logos) Co-Co Class 92 92019	£79.99	R3341	BR 2-HAL 2 Car EMU Pack, BR Blue	£130.25
R3344	Network Rail yellow Class 31 31285	£162.25	R3215	Eurostar Class 373 4-car Train Pack -	
R3342	BR blue Class o8 o-6-oDE	£119.99		new e320 refurbished livery	£169.99
R3343	FGW blue Class 08 0-6-0DE, 08822	£119.99			



# WAGONS

Code	Description	RRP
R6705	BR Railfreight HAA MGR Red Frame Wagon	£23.99
R6706	BR Railfreight HAA MGR Red Frame Wagon Graffiti	£23.99
R6707	BR Railfreight HAA MGR Wagon Triple Pack	£69.99
R6675	BR 21 Ton Hopper Wagon 'B413756'	£14.99
R6676	BR 21 Ton Hopper Wagon 'E306626'	£14.99
R6677	BR 21 Ton Hopper Wagon 'E270706'	£14.99
R6691	BR 21 Ton Hopper Wagon Triple Pack	£44.99
R6708	BR Railfreight CDA Red Frame china clay w-agon	£24.99
R6717	Hornby Wagon 2015 Conflat and Container	£9.99
R6682B	LNER Extra Long CCT Van '1247'	£13.49
R6682C	LNER Extra Long CCT Van '1238'	£13.49
R6683B	BR Extra Long CCT Van 'E1319E'	£13.49
R6683C	BR Extra Long CCT Van 'E1279E'	£13.49
R6692	BR Blue Spot Fish Van 'E87085'	£10.95
R6692A	BR Blue Spot Fish Van 'E87086'	£10.95
R6692B	BR Blue Spot Fish Van 'E87087'	£10.95
R6713	BR Vent Van Bauxite Triple Pack	£27.99
R6713A	BR Vent Van Bauxite Triple Pack	£27.99
R6678	LMS Horse Box '42513'	£19.99
R6678A	LMS Horse Box '42409'	£19.99
R6679	BR Horse Box 'M42369'	£19.99
R6679A	BR Horse Box 'M42178'	£19.99
R6696	Coltness Iron Co 4-Plank Wagon	£10.95
R6697	East Walbottle Coal Co. Ltd 4-Plank Wagon	£10.95
R6698	Derbyshire County Council 4-Plank Wagon	£10.95
R6699	Arenig Granite Co. Ltd 5-Plank Wagon	£10.95
R6700	J. James & Co 5-Plank Wagon	£10.95
R6701	Logan & Sons 5-Plank Wagon	£10.95
R6702	Scottish Gas Board 7-Plank Wagon	£10.95
R6703	G.T. Parker & Sons 7-Plank Wagon	£10.95





38 www.RMweb.co.uk BRM | February 2015

## **COACHES**



R4616

		-
Code	Description	RRP
R4580	Eurostar Class 373 Blue Livery Divisible Centre Saloons Coach Pack (new livery)	£29.99
R4660	Pullman Third Class Kitchen Car- K-Type Pullman Car	£49.99
R4661	Pullman Third Class Parlour Car - K-Type Pullman Car	£49.99
R4662	Pullman Third Class Brake Parlour Car - K-Type Pullman Car	£49.99
R4663	Pullman First Class Kitchen Car - K-Type Pullman Car	£49.99
R4664	Pullman First Class Parlour Car- K-Type Pullman Car	£49.99
R4656	LMS Non-Corridor 57' Composite Coach	£40.25
R4657	LMS Non-Corridor 57' Third Class Coach	£40.25
R4677	LMS Non-Corridor 57' Third Class Brake Coach	£40.25
R4677A	LMS Non-Corridor 57' Third Class Brake Coach	£40.25
R4669	GWR Clerestory Third Class Coach	£21.99
R4670	GWR Clerestory Brake	£21.99
R4651	BR Thompson Suburban (Lavatory) Composite Coach, Maroon	£40.25
R4652	BR Thompson Suburban Third Class Coach, Maroon	£40.25
R4653	BR Thompson Suburban Third Class Brake Coach, Maroon	£40.25
R4648	BR Gresley Suburban First Class Coach, Maroon	£40.25
R4649	BR Gresley Suburban Composite Coach, Maroon	£40.25
R4650	BR Gresley Suburban Third Class Brake Coach, Maroon	£40.25
R4675	BR Gresley Suburban Third Class Coach, Maroon	£40.25
R4658	BR Non-Corridor 57' Composite Coach	£40.25
R4659	BR Non-Corridor 57' Third Class Coach	£40.25
R4678	BR Non-Corridor 57' Third Class Brake Coach	£40.25
R4678A	BR Non-Corridor 57' Third Class Brake Coach	£40.25
R4621A	BR Mk 1 Tourist Second Open Coach, Maroon BR Mk 1 Second Open Coach, Maroon	£24.99
R4643A R4647	BR Mk 1 Second Open Coach, Maroon  BR Mk 1 Coach, Heavily Weathered, Graffiti, Maroon	£24.99
R4619A	BR Mk 1 Parcels Coach, Maroon	£24.99
R4642A	BR Mk 1 Parcels Coach, Chocolate & Cream	£24.99 £24.99
R4644A	BR Mk 1 Tourist Second Open Coach, Chocolate & Cream	£24.99
R4620A	BR Mk 1 Second Open Coach Carmine & Cream	£24.99
R4646	BR Mk 1 Parcels Coach 'Express Parcels'	£24.99
R4616A	BR Mk 2e Standard Open Coach	£24.99
R4617A	BR Mk 2e First Class Open Coach	£24.99
R4618A	BR Mk 2e Standard Open Brake Coach	£24.99
R4610A	BR Mk 2e Standard Open Coach, BR Blue & Grey, Working Lights	£29.99
R4611A	BR Mk 2e First Class Open Coach, BR Blue & Grey, Working Lights	£29.99
R4612A	BR Mk 2e Standard Open Brake Coach, BR Blue & Grey, Working Lights	£29.99
R4613A	BR Mk 2e Standard Open Coach, BR Blue & Grey	£29.99
R4614A	BR Mk 2e First Class Open Coach, BR Blue & Grey	£29.99
R4615A	BR Mk 2e Standard Open Brake Coach, BR Blue & Grey	£29.99
R4369B	FGW Mk 3 1st Coach	£28.49
R4369C	FGW Mk 3 1st Coach	£28.49
R4370C	FGW Mk 3 Standard Open Coach	£28.49
R4370D	FGW Mk 3 Standard Open Coach	£28.49
R4370E	FGW Mk 3 Standard Open Coach	£28.49
R4370G	FGW Mk 3 Standard Open Coach	£28.49
R4371A	FGW Mk 3 Buffet	£28.49
R4654	FGW Mk 3 TGS	£28.49
R4665	East Coast Trains Mk 4 First Class Coach	£28.49
R4665A	East Coast Trains Mk 4 First Class Coach	£28.49
R4666	East Coast Trains Mk 4 Standard Open Coach	£28.49
R4666A	East Coast Trains Mk 4 Standard Open Coach	£28.49
R4666B	East Coast Trains Mk 4 Standard Open Coach	£28.49
R4666C	East Coast Trains Mk 4 Standard Open Coach	£28.49
R4667	East Coast Trains Mk 4 Buffet	£28.49
R4668	East Coast Trains Mk 4 DVT	£28.49
R4655	DB Schenker silver DVT 82146	£42.99
R4676	BR Mk3 InterCity Coach Pack x 3	£99.99

# IN BRIEF.



## **HALLS' EN ROUTE**

Hornby has confirmed that the much-delayed GWR 'Hall' 4-6-0s will be shipping to the UK in January. Both standard and Railroad versions are being produced, with red No. 5972 *Olton Hall* (pictured) representing the latter. BR late crest green No. 4965 *Rood Ashton Hall* and GWR *Pitchford Hall* (in train pack with three Mk 1s) complete the initial batch.

## NO NEWS ON N GAUGE - YET

Contrary to strong rumours, Hornby did not announce any further N gauge products to follow the Arnold-branded 'Brighton Belle' EMU (January **BRM**). However, the company is looking to extend its 1:148 scale offering and is likely to make an announcement later - possibly at the Nuremberg Toyfair in late-January, where Hornby's international brands unveil their new ranges each year. According to Hornby, any new N gauge models are likely to be based on existing OO products, as with the '5-BEL'.

## KING' BY SUMMER 2015?

Development of the GWR 'King' 4-6-0 is proceeding apace as Hornby aims for a summer 2015 release. The model is now said to be 'in tooling' and engineering prototypes should arrive soon. Four versions are planned; GWR No. 6000 *King George V* and *King James I*, BR late crest *King Edward VIII* and TTS sound-fitted *King Richard II* in early BR livery. The latter will feature generic fourcylinder steam sounds with class-specific whistle and other sounds. Standard DCC Ready models have an RRP of £159.99, while the TTS model costs an extra £20.

## • '71' DESIGN WORK COMPLETE

Although it is not expected to be released until February/March 2016, design work is reported to be complete on Hornby's Southern Region Class 71 electric. The project now moves to the tooling stage, after which we should see the first engineering prototypes.

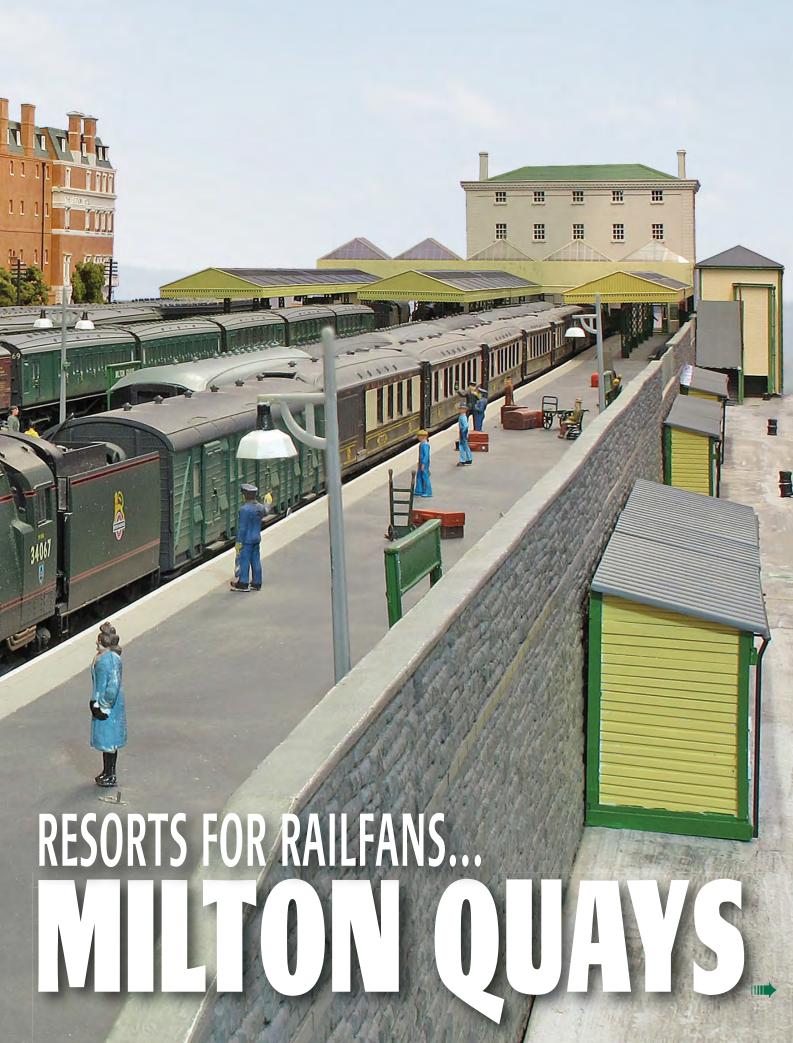


39

BRM | February 2015 www.model-railways-live.co.uk

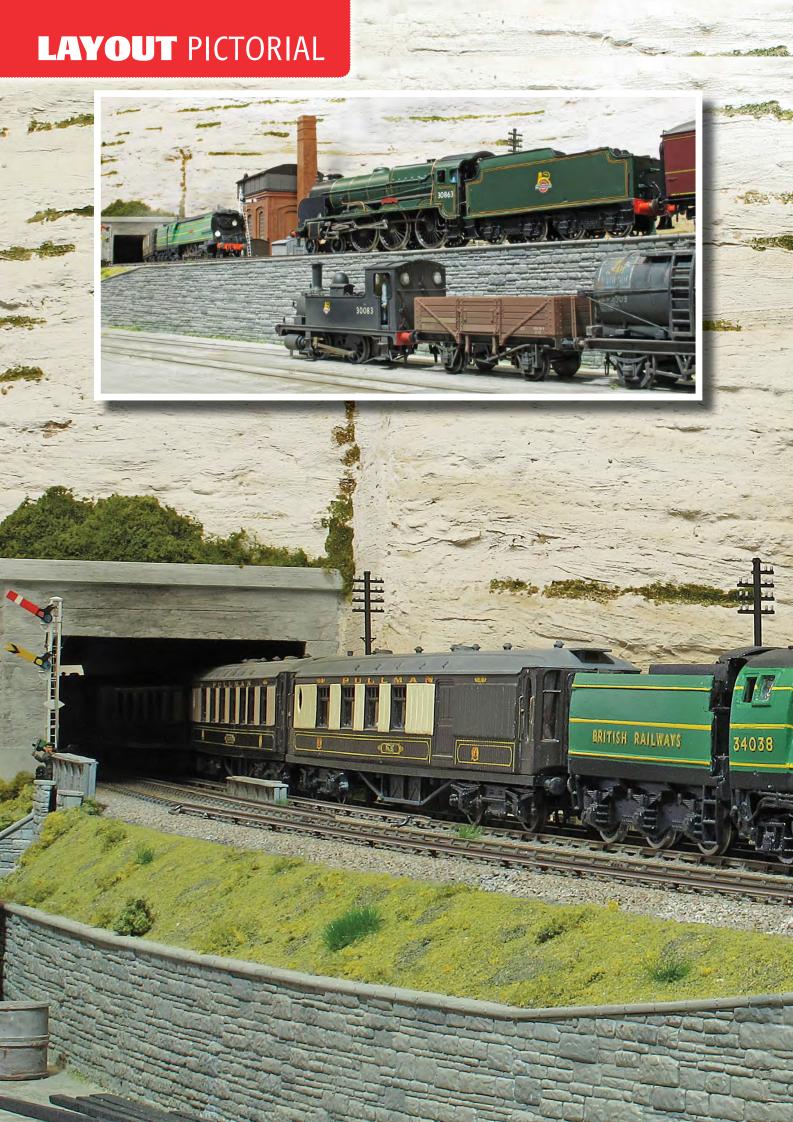


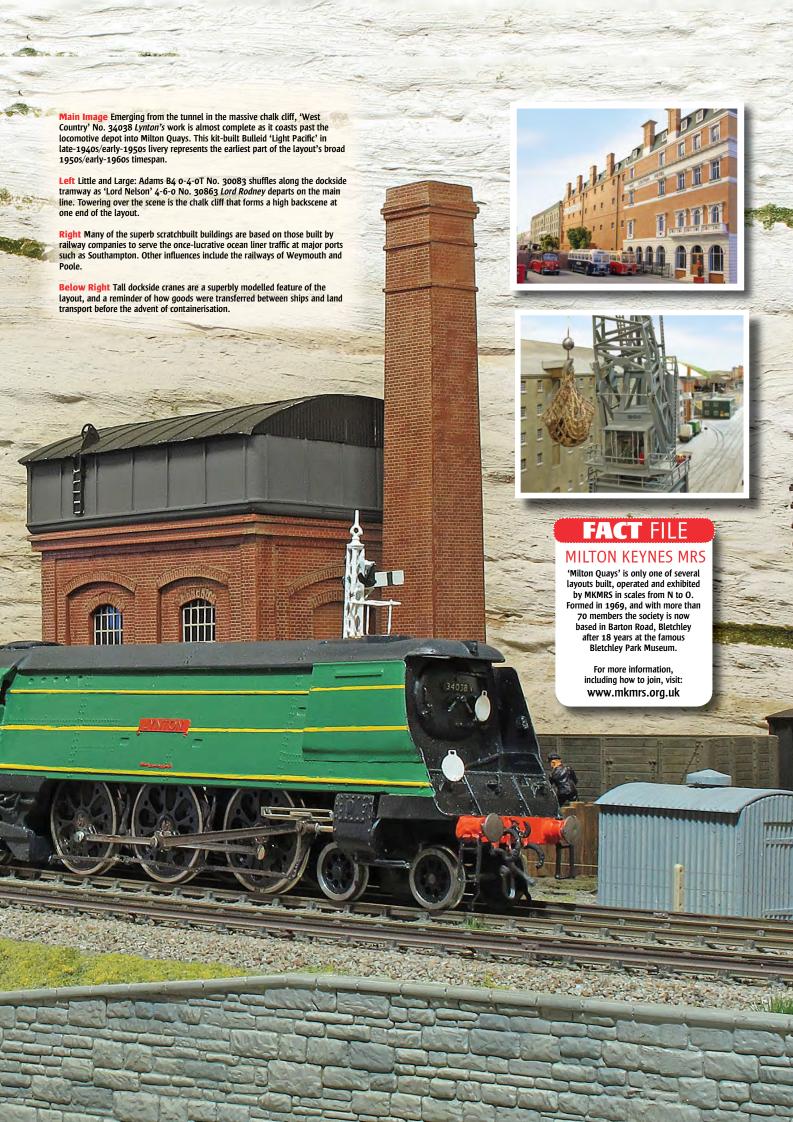












# PRACTICAL

HOW TO...

# TH CONFIDEN

**Phil Parker** continues his introduction to building locomotives with a whitemetal kit aimed at novices.

n this hobby, there's very little to beat the proud feeling of seeing a locomotive you've built working on a layout. Most modellers will tell you, "Oh, I couldn't do that." but in truth they can, the trick is to pick the right kit.

Several manufactures offer starter kits in their range. These are normally 0-4-0 shunters without complex valve gear. Price-wise, you will be able to find cheaper kits but the slightly bigger bill reflects the extra development that goes in to making such a model as easy to build as possible. Don't listen to anyone who suggests the best starting point is an ancient kit because it's cheap – there are some real horrors out there that will put anyone off kitbuilding for life!

O gauge is proving ever more popular thanks to models such as the Ixion Hudswell, Clarke o-6-oST and Fowler o-4-o diesel



Inside the box there are some very large castings, a length of brass channel for the chassis, wheels, motor and gears plus lots of separately packed detail parts. In the bottom

partly because the prices aren't a great deal higher than top-end models in N or OO, but also because you seem to get so much more for your money. With this in mind, we've chosen Tower Models' starter kit for the Yorkshire Engine Co. 0-4-0DH that became BR Class 02.

This kit is well presented in a good strong box. Reviews always used to comment favourably if the box was big enough for the finished locomotive – this is big enough for two. All the parts are cast in whitemetal resulting in a model weighing just over 1kg. The chassis is based on a U-section brass channel to which all the mechanical components are bolted. The only soldering the modeller really has to do is for the wiring.

you will find lengths of wire and clear plastic sheet. tempting modellers away from smaller scales.

# STEP-BY-STEP **GUIDE**

Tower Models claims

and the purchaser can be

the kit is foolproof

assured they will

end up with a

for their time

and money.

Everything

the axles.

working model

required for the model is included

apart from paint and

glue. Many kits require the

builder to go and find a motor,

wheels and gears but here these

are in the box as well as the vital Allen key to fix the wheels on to

Instructions are mostly clear

exploded diagrams which are easy to

follow. This isn't a complex model and more

experienced modellers may wish to add extra

detail to personalise their locomotive. But, built



The instructions state "Remove any machine burrs from the chassis". This just means making sure the axle holes are clear of any residue. A small round file will be fine for this but if you have a countersink drill bit. it's even easier to rotate this in each hole. Check the bearings fit and run a little superglue around the edge to hold them in place.

# TOOLS REQUIRED

6" flat file | Selection of needle files | Emery paper | Selection of small drill bits, 0.7mm, 1mm, 1.1mm, 1.2mm Pin vice Small crosshead screwdriver Heavy knite Craft knite Small pointed pliers • Glue or solder Paints - Humbrol acrylics RC401 - Black, RC405 - BR Green, RC406 - Bufferbeam red, RC407 - BR Yellow, RC417 - Off white Spray primer

# **SHOPPING LIST**

- Tower Collection Class 02 Diesel Shunter Starter Kit, £225.00
- W www.tower-models.com T 01253 623797
- Fox Transfers BR Green livery diesel shunter pack, £19.17 W www.fox-transfers.co.uk

T 01530 245618

46 www.RMweb.co.uk





Test fit the wheels to the axles. The supplied Allen key is used to turn the retaining screws in the middle. Put this somewhere safe as it's easy to lose. Wheels should be 'quartered'; in other words the crank pins on an axle are set at 90 degrees (one quarter turn) from each other.



Crank pins are made up by screwing a bolt through the back of the wheel, then slipping the brass bush over this. Retain the lot with a washer and small nut. These last two are removed while fitting the connecting rods but it's worth keeping them on for the moment.



Connecting rods are etched nickel silver and require cutting from the fret with a large knife and then the bosses fitting to the ends. Solder or superglue will work for this.

TURN OVER FOR FURTHER STEPS



# **PRACTICAL**

# PAINTING 'WASP' STRIPES

Black and yellow 'wasp' warning stripes on the ends of shunting locomotives strike fear into even experienced painters. Any untidy work will stand out on the finished model, although some judicious heavy weathering can sometimes help. For the '02', I tried two different methods.



On the back I carefully marked out the stripes and painted them with acrylic paint. A plastic card template the width of a strip helped and I ran a bow pen along this to give me a sharp edge. The middle of the stripe was filled in with a brush. Acrylic paint is excellent for this work as it dries very quickly allowing rapid touch-up where mistakes have been made. Two hours and only a little bad language saw this end complete.

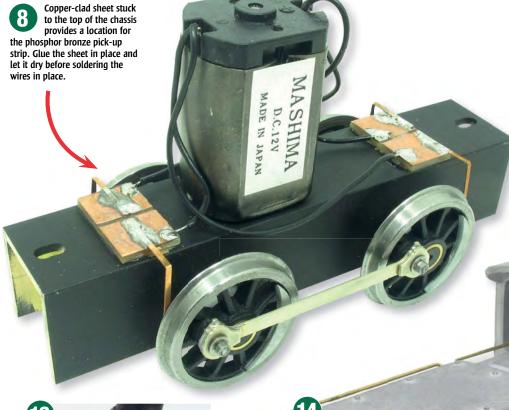
On the nose, some Fox Transfers stripes were cut to size and carefully applied. Once in position, the transfer sitting on the

radiator was trimmed away with a sharp knife. The transfer was carefully prodded in to position. Next the black side stripes were applied separately. This worked pretty well with the transfers moulding around the curved nose very neatly.





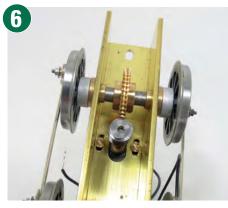
With the rods fitted, the chassis should run smoothly with no binding. If it doesn't, check the wheels rotate freely and that the rods are a slightly loose fit on the crank pins. The tolerances are generous enough that you are unlikely to encounter any problems but if you do, check your assembly before enlarging any holes.





There are lots of holes to be drilled for handrails. All are marked with little dimples in the casting and should be opened out with a 0.7mm drill. This can bind in the metal but a little spit on the bit will lubricate it.

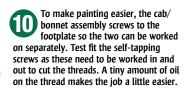




The motor is screwed in to the chassis and the gears should touch but not be forced hard into each other. Test the chassis under power at this point and make sure it works freely. I find a couple of long wires with crocodile clips on the end helpful – clip one end to the motor and the other to one side of a handy bit of track.

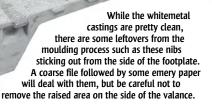
7

If all is working well, take the chassis apart and paint it. I primed the metal with some car aerosol primer and then painted it with Humbrol acrylic black. Blu-tak pushed into the bearings keeps the paint away from where it isn't wanted.





An easily missed detail is the small whitemetal pieces for the central bars in the side windows. Take time to ensure they are right in the middle and vertical in the window.





# **BR CLASS 02**

Built by the Yorkshire Engine Co. in 1960, the locomotives that eventually became TOPS Class 02 were intended to replace the ex-LYR Pugs in the dockyards and goods yards of Liverpool and Manchester. To make life easier for staff in confined spaces, access to the cab was via an American style verandah rather than side doors. The locomotives were well regarded by crews; being powerful but light



enough and with a short wheelbase that allowed them to go anywhere. Many similar locomotives were built by YEC for industrial use.

Four survived long enough to gain TOPS numbers although only 02 001/003/004 actually carried them. Most of the class was sold out of service to industry and seven were eventually preserved (D2853/54/58/60/66-68).

D2860 was placed in store in 1970 with the intention of preserving it officially. Restored by Thomas Hill at Kilnhurst, it entered the National Collection as the NRM's museum pilot at York. The locomotive has been repainted several times and the livery has seen various minor changes during this time. Today, it has largely been replaced by more powerful Class 08 0-6-0s, but can still be seen in the museum — or parked outside between shunting duties.

Handrails are bent out of 0.7mm brass wire and superglued in place. It would make sense to leave the vertical ones on the nose and the ones on the cab back off at this stage to make painting the wasp stripes easier. I wish I had...

TURN OVER FOR FURTHER STEPS

BRM | February 2015 www.model-railways-live.co.uk 49



# **GLUE OR SOLDER?**

As the kit uses chunky whitemetal castings, there is nothing to stop the modeller glueing it together. I have several similar locomotives assembled with superglue (I prefer Zap-a-Gap green from model shops) that are nearly two decades old and show no sign of falling apart.

Another option is two-part epoxy resin which will provide a very strong bond. It's not as convenient as superglue as you need to keep mixing up batches as you work. Applied thickly it can ooze out of the joints and needs to be cleaned up before it sets — use sparingly for the best effect.

Soldering castings together is the fastest method and not nearly as scary as many people think. I've demonstrated this technique on this month's free DVD programme. My model is soldered but if you don't feel confident then there is nothing wrong with using glue.





After painting, glazing is fitted inside the cab. Canopy glue is ideal for this as it doesn't fog the plastic and dries clear. The model would be greatly improved by cutting out individual bits of thick plastic to fit in the frames to give flush glazing.



The coupling hook pokes through the bufferbeam. A spring is fitted over the shank and retained with a washer and split pin. This is a fiddly job where an extra pair of hands could be useful.

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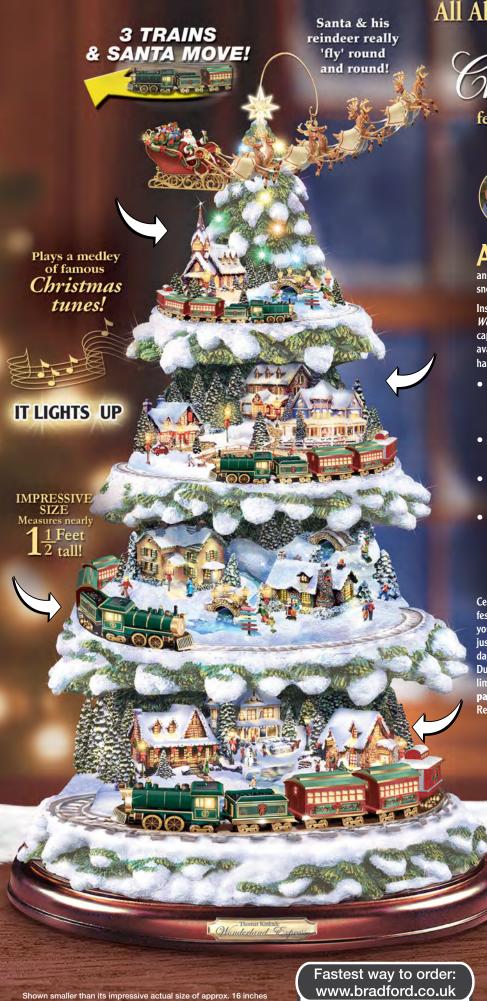


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# WATCH

Phil demonstrating how to solder whitemetal on this month's DVD!





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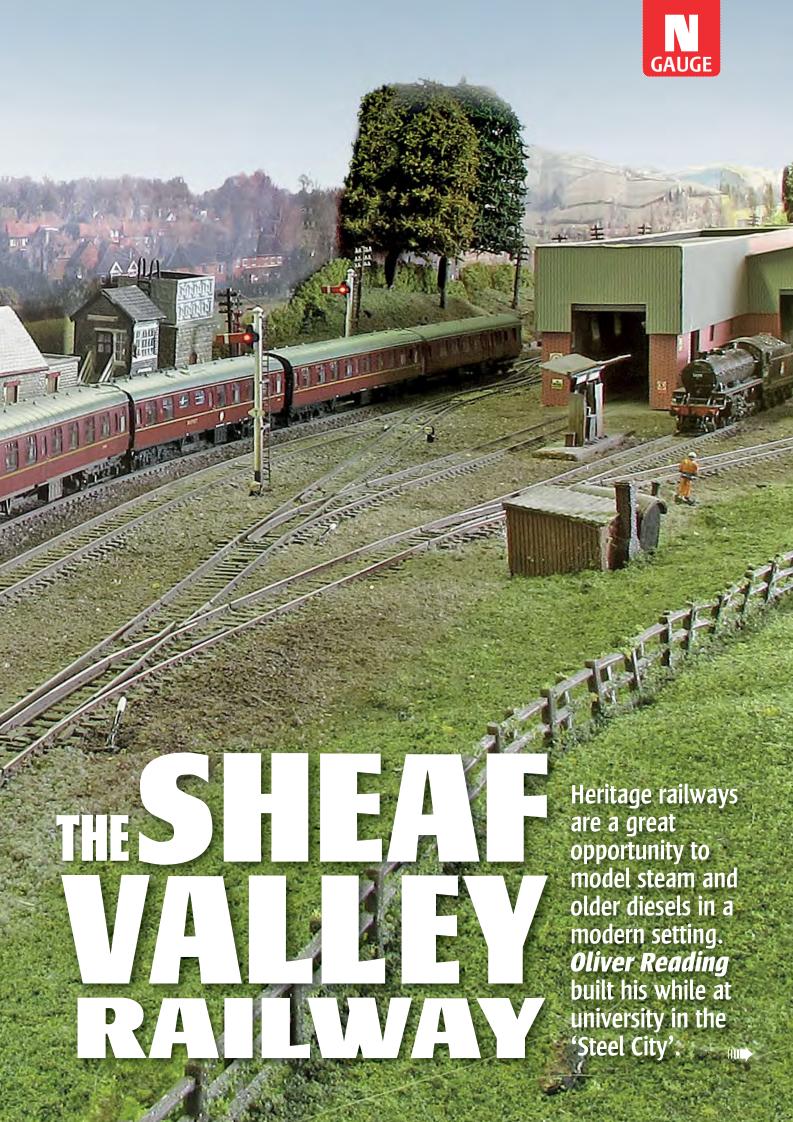
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he Sheaf Valley Railway is a small preserved railway based somewhere outside Sheffield. It has been restored on a former line that began along the Hope Valley and ended in the Dore area of the 'Steel City'. It is, of course, a work of fiction but it's nice to have a back story - let's go back to the beginning.

Most 18-year-olds go to University with a crate full of beer and leave with a degree. I, on the other hand, turned up to my shared flat with a box full of N gauge stock, a 4' by 1' piece baseboard and left with a layout!

My task was to prove that a layout was possible in the confined space University accommodation provides. I had a few ideas of what I wanted to include on this board, but the main plan was to build something that I could exhibit and would provide plenty of operational potential.

After playing around by placing various bits of track and stock on the board to see what I could get away with, I found I was able to get a small terminus station along with several sidings that would become a locomotive depot. My plan was to get the feel of a preserved railway by having a station restored to its

former glory next to a more modern looking depot building.

Within a few months I had worked out that I could fit another 4' baseboard, along with a 3' fiddle yard board without it taking over the entire flat. I decided that this extension would allow me to include a Carriage & Wagon (C&W) Works along with a couple of sidings in which to store unrestored items of stock.

So, during my Christmas break I had these two extra boards made up and the construction continued. Over the next couple of months the layout started to take shape. All track on the layout is Peco Code 55 with Electrofrog points, controlled via Peco point motors and accessory switches operated via the 'probe and stud' method.

The platforms are constructed from a Metcalfe kit, and originally used a Ratio GWR Station building. The landscape was created by carving polystyrene to shape, coating it in plaster bandage and then applying scatter over a basecoat of earth colour.

## **EXHIBITING**

Whilst this construction was underway, I managed to get a booking for its first exhibition, at Bakewell in June 2011. All of a sudden, there was a deadline

to meet. This is where I made a huge mistake; I lost the construction pace which resulted in the last few weeks before the show being a frantic rush.

A few errors crept in, which meant whilst the first outing was enjoyable, the layout couldn't be used to its full potential. The main reason for this was that the ballast had only been laid two days before the show.

I was using Woodland Scenics fine ballast glued with diluted PVA, but in my rush I didn't take enough care around some of the points and thus took the yard out of commission for the show. Even with this issue the layout was well received and was even invited to another show - at Glossop in September 2011.

During the time between the shows work was undertaken to fix the yard and thus the second exhibition showed the layout to its full potential. The third show, took place at New Mills & District MRC's Chapel-en-le-Frith show in February 2012. At both shows I noticed a few parts of the layout which I was unhappy with, so I decided to make a few changes.

Less than two months before the show I started on my changes, but this somehow turned into a complete rebuild! My original plan was to simply reballast the station and yard, but I found it was easier

54 www.RMweb.co.uk BRM | Februry 2015





An unrestored GWR o-6-oPT and tender await their turn in the workshop.

# KEY DETAILS SIGNALS

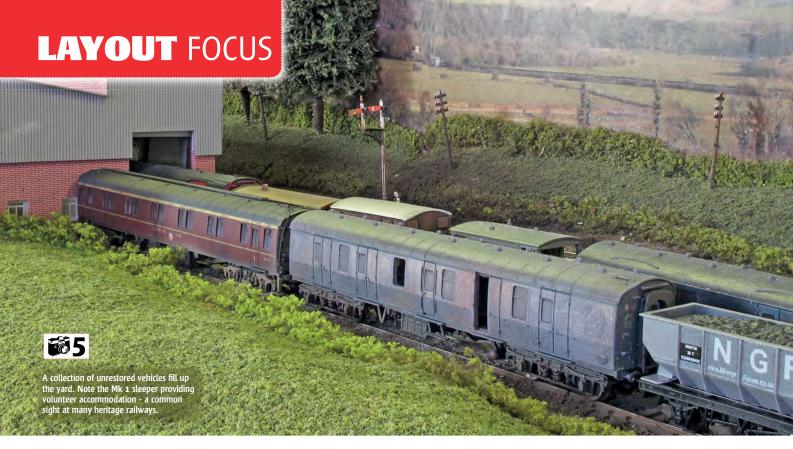
Three of the four signals (Platform 1 Starter, Platform 2 Starter and the Advanced Starter) are motorised examples from Dapol. Remote uncoupling is provided by the Dapol Easi-shunt Knuckle Couplings.



to lift the track completely. This set me wondering how I could improve the trackplan and several alterations were made.

I moved the crossover on the station approach to allow the loop to accommodate a four-coach train – one more than before. This was followed by a reduction in the locomotive depot from four roads to three, making the layout less cramped. Whilst the changes were being made I chose to add magnets to allow remote uncoupling using the Dapol Easi-Shunt couplers. Once again I made the mistake of ballasting too close to the show, but this time I used Hornby fine grey ballast and the layout went to Chapel with all areas working.

I was much happier with the new and improved layout but a new problem arose - the fiddle yard was too small! The original had been built to the space available in my flat and now that I had left Uni and was living in my own place I was able to extend. The original was 3' by 6" and featured three roads, the longest of which could just hold three coaches and a locomotive. This gave me a few issues when operating at shows. Given the next show on the cards was The International N Gauge Show in September 2012, something had to be done.



The current yard is over twice the size at 4' by 1', which allows for a greater range of train formations. The usual fleet is three passenger trains, the longest of which is four coaches in length, and two demonstration freights. There are also a number of shorter lines which hold DMUs, autotrains and an inspection saloon. The only other changes made to the layout since is the installation of Dapol working semaphore signals and changing the station building to a detailed Scenecraft model more suited to the layout's supposed Midland Railway background.

## **ANYTHING GOES - ALMOST**

The big advantage of modelling a preserved railway is that you can run whatever stock you like; so a GWR pannier tank hauling LNER teak coaches looks right at home next to a BR Blue Class 27 on a demonstration milk train. I do impose some rules into what stock I run though. I will only run

locomotives on the layout that really are preserved. If a class was never preserved then a model of it will not be seen (So no Dapol NBL Type 2s or Graham Farish J39s for me). Most have been renumbered to represent preserved locomotives, but where this hasn't been done the excuse we give is that the locomotive has been re-numbered as a long-scrapped classmate for a Gala. I have not yet got around to re-numbering the coaching stock as preserved examples, but it's on the 'to do' list.

All locomotives have been fitted with Dapol Easi-Shunt knuckle couplings to allow remote uncoupling. Coaching stock sets have a knuckle coupler on each end with alternate couplings inbetween replaced with a short NEM coupling. The result is very close-coupled stock that is aesthetically pleasing.

All locomotives on the layout have been converted to DCC. Most run with Gaugemaster

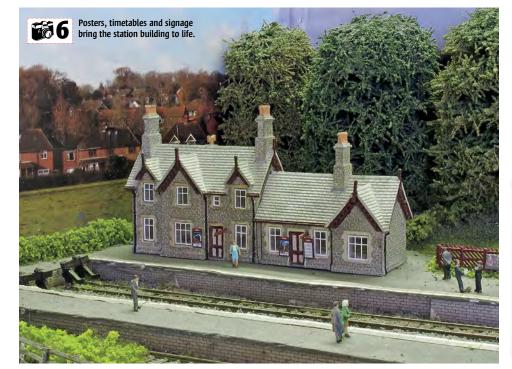
decoders, with the notable exception being my Graham Farish WD 2-8-0 No. 90733, which has been fitted with sound. This always generates interest at shows as sound in N Gauge is still not that common.

On several occasions the layout has played host to Pete McChrystal's fantastic fleet of DCC sound diesels - his Class 24 was simply superb. Sadly Pete passed away towards the end of 2013 and the layout has been dedicated to his memory ever since.

What next for The 'other SVR'? It is due to appear at several big shows throughout 2015 and bookings are now being taken for 2016. Part of me would like to add another 4ft of scenic section to give the stock a bit more of a run, but the layout only just fits in my car as it is! The control panel is due for a re-wire before the 2015 season to finally accommodate the trackplan changes made during the rebuild. This always provides a bit of fun when training a new operator on the layout!

Just over four years after construction began, the layout has 15 exhibitions under its belt, and a fair few more to come, and it still provides enjoyment to both operator and viewer. Special thanks must go to Dave Holmes, my regular second operator, for all the help he has given me in exhibiting the layout. Thanks also to Matt Dawson for his excellent weathering, and to all the members of the N Gauge Forum for the support and help they have provided.

Final thanks to Telford Railway Modellers Group for providing Sheaf with a new home. Right, it's time to go and do some modelling - the next show is getting closer every day! **BRM** 



# SEE IT IN ACTION...

The Sheaf Valley Railway is due to appear at the following shows in 2015;

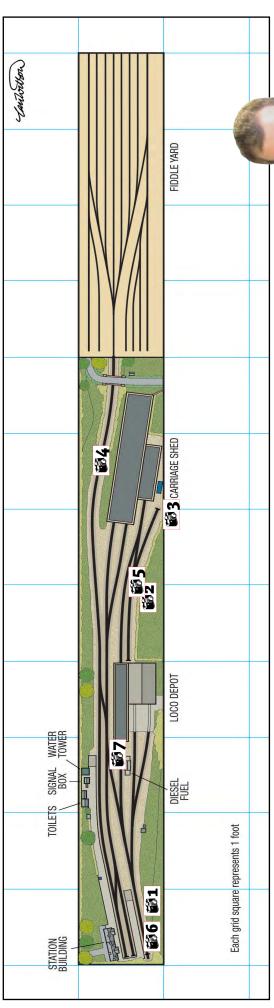
- Model Rail Scotland, Glasgow 20th-22nd February
- Basingstoke MRE 14th/15th March
- ▶ The International N Gauge Show -12th/13th September
- The National Festival of Railway Modelling, Peterborough - 17th/18th October
- Warley National Model Railway Exhibition, Birmingham - 28/29th November

56 www.RMweb.co.uk BRM | February 2015

The big advantage of modelling a preserved railway is that you can run whatever stock you like; so a GWR pannier tank hauling LNER teak coaches looks right at home next to a BR Blue Class 27 on a demonstration milk train.









# How did you get started in model

Hornby 00 Flying Scotsman, when I was aged five. I made the choice to go N in 2006 at the age of 14. I also have an interest in full size railways and have spent many hours 've always had an interest in railways which I obtained from my Grandad, Barry Reading. My first model was a travelling the network.

# Which other layouts have inspired you?

There are many fantastic layouts out there but three of my top layouts are Bodmin, Banbury, and the currently under construction model of Ropley, all of which are in N gauge.

# How do you fit your railway modelling into your life?

team that is behind 'Stokesay' (BRM project layout). I am I am a member of Telford Railway Modellers Group and attend meetings when I can. Here I am also part of the knowledge and full of excellent discussion and layouts. also a member of N Gauge Forum which is a wealth of

# your modelling where do you look for When you encounter a problem in solutions?

N Gauge Forum. The answer is usually somewhere on When a problem occurs my first point of call is the

# How do you prefer to buy models? The majority of my locomotives are purchased

What developments would you like from my preferred supplier, Rails of Sheffield, but then I did work for them for over 2 years! I do occasionally pick items up from exhibitions. to see in the hobby?

British outline N gauge, and if someone wants to make a I would like to see DCC Sound available ready-to-run for model of City of Truro then put me at the top of the list



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# BRM MEETS... DJ MODELS

With the company's first models due for release within weeks, **BRM** talks to DJM founder *Dave Jones* and how he plans to deliver an ambitious, and growing, programme of new projects.

efore going solo in 2013, Dave Jones was best known as Product Development Manager for Dapol. He was responsible for the design of numerous models in his seven years at the Welsh firm, including the 'Western' in both N and OO gauge, 'Terrier', GWR 28XX, B17, A3/A4 models in N as well as special commissions such as the Beattie Well Tank for Kernow Model Rail Centre, Sentinel Y1/Y3 and Class 22 Diesel.

A great deal has happened in the 18 months since he left Dapol, and barely a month has passed without DJ Models making headlines in the model railway press. However, the real test will come in a few weeks when his first production models reach the public. With this in mind, it seemed like the perfect time to get some background into the company and its operations.

# BJ: How did you get started in the model railway trade?

**DJ:** "I was asked by [former Dapol MD] George Smith to take a look at the completed N gauge Class 73s in InterCity and EWS liveries in 2006. Having spotted some errors and suggesting that they also fitted flywheels, it obviously struck a chord with George. He subsequently asked my opinion of what the following locomotive should be and I suggested a Class 66, which was subsequently produced the following year. I was then asked for another follow-up - the Virgin Voyager - and was invited to China twice in six weeks to oversee production prior to the surprise Warley release that year."

# BJ: What made you decide to strike out on your own?

**DJ**: "Sometimes you just get the feeling that you've done enough, and you can go no further. George had retired, and I felt I had so much more to offer and, as I often joke at presentations, actually make money for myself by producing my own models and being responsible for everything, not just design."

# BJ: What influences your decisions on new products?

**DJ:** "This is a real 'black art' to be honest. Firstly it needs someone with model railway and real life railway experience. Anything less won't do, although as we've seen, those that don't have the 'feeling' tend

to be transient rather than longer term. Fortunately, I have always had the knack of being able to read the market with regard to what people want, whether it's a new model or a new feature, such as DCC in N gauge or low friction mechanisms; all pretty much standard in N gauge nowadays.

"I keep my ear to the ground, read the forums and believe that you have to 'own' the product mentally to really be able to live it and know it. That sounds terribly 'tree hugger' doesn't it? But really it sums it up."

# BJ: When do you expect to see the models you've announced, such as the Hunslet 'Austerity'?

**DJ:** "The OO gauge 'Austerity' should be on its way from China around the time this article reaches print, and I shall use the cashflow from that to push forward the Class 17 and J94 in N with the 'Baby Deltic' coming after that.

I've always said that the OO 'Austerity' would be first as it is the one locomotive that will bankroll the

"Having said that, I've put a lot of my own money into this and my cashflow got stunted somewhat with the 20% production cost increases from China last May. I didn't want to put up my prices, so I absorbed the rises through reduced return for each model sold. This is something I will do for as long as possible.

"The list of other outstanding items

reduced return for each model sold.
This is something I will do for as long as possible.

"The list of other outstanding items will remain 'dateless' I'm afraid. One of the biggest issues I find is announcing something, and promising delivery dates. This is fraught with even more problems nowadays than it was, so I don't do it. However as each model progresses and I have updates I'll send all magazines and forums a press

release and

also update

the timeline

page of my

website."

# BJ: Is it difficult balancing the development of so many new model projects?

**DJ:** "Not at all. In fact if I had another 10-15 special commissions for new models I'd be more than happy as I have ample production and design capacity in China, and I am only about 20% occupied throughout the day at the moment."

# BJ: How do you react to suggestions that DJ Models has announced too many new projects before its first models have been completed?

**DJ:** "It's a valid comment, and until I build confidence in the people that suggest such things, it won't go away. However, every locomotive announced so far is in various stages of development and will progress faster as models from the original announcements start selling. Once people start seeing a throughput of models then such suggestions should diminish.

"It's worth remembering that the first tranche of models apart from the O gauge Hunslet 'Austerity' and Class 23 are ready for tooling, so I need to have something to be working on.

"However, with these comments in mind, I have said that although I will work on these announced models and release them, I will refrain from announcing anything more for two years until the 'to do list' is smaller. Rest assured that I have six more locomotives I'm working on for after



# Announcing models and promising delivery dates is fraught with problems - so I don't do it.

those two years. They will have to remain nameless for now, but they'll be ready for announcement when we've delivered what has been promised."

# BJ: Why did you decide to try the Kickstarter route for funding new models? What advantages does it have for DJM and the customer?

**DJ:** "Crowdsourcing is a fantastic idea, but is it fraught with difficulties. The main one is the reticence of the British public to pay up front for something that may be 12-18 months away. If modellers can just get their heads around that then it will open the floodgates for practically anyone to produce models that they thought would never appear.

"Deciding to go down this route is one purely of being able to produce, with my surplus capacity, something quickly rather than wait until I can afford it in a couple of years."

## BJ: What are the disadvantages?

**DJ:** "Very few really. Set-up costs have to be carefully considered as Kickstarter takes a 10% fee for running it, plus tax and importation have to be considered. The main problem would be one of monies being held for a timeframe with no real way (through Kickstarter) of getting your money back, although your credit card should insure the loss if it's over £100.00. These were the thoughts that made me decide to ask Kernow Model Rail Centre if it would like to help. I have a great working relationship with Chris and his team.

"With my Class 71 project (see previous page), all payments are by credit card and are refundable at any time if requested by the subscriber, even up to the day before dispatch of their model. Funds to run the design, CAD/CAM, tooling and reward are all released when those milestones are reached. This makes the Class 71 a very safe crowdsourced project which will soon bear fruit. By the time this interview goes out, the '71' will have gone through its CAD/CAM design stage." [keep a look out for it in **BRM** and on **RMweb**]

# BJ: Does the smaller size of the British N gauge market make it more difficult to justify investment for products in this scale?

**DJ:** "Yes it does, but as an N gauge modeller myself I'm being altruistic with the gauge and will continue supporting it.

"I do believe that sales of N gauge to the public (as opposed to from manufacturers to retailers) is far lower than is readily known, and this reflects on stock being available for longer than used to be expected. I also believe that the pool of models still to be done that will sell enough models to break

even diminishes each year. There will be a tipping point in a few years' time where new models of subject 'X' become unviable due to the projected return on costs before profit."

# BJ: In your opinion, what influences purchasing habits the most; quality or price?

**DJ:** "I think both but I'd add the word reputation to the mix as well. Forums can cut a model down terribly if it's poor or unreliable. It's very important that it's accurate and reliable straight from the box, and this is central to the DJ Models ethos."

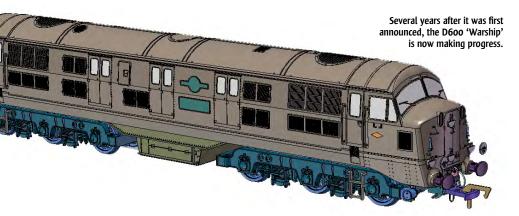


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# **BRM** INTERVIEW

# The situation in 00 is crazy... there simply isn't enough room out there for so many companies producing the same models





# BJ: How do you view the British model railway trade at the moment?

**DJ:** "I think the situation in OO gauge, with new models announced almost every week is crazy and there simply isn't enough room out there for so many companies producing the same models. This is very damaging and could literally destroy a company overnight due to the amount these models cost to produce."

# BJ: Will DJM be affected by the same supply issues that have disrupted more established manufacturers in recent years?

**DJ:** "The only issue I have is cashflow, and I keep buying my lotto ticket each week to try and free up projects quicker for tooling and production!

"Other than that, no. I have ample production capacity and two factories in China with the option on another two if I want them, again with ample spare capacity."

# BJ: How do you see it developing over the next five years?

**DJ:** "I see a drastic slowing up in production from all manufacturers as China costs continue to increase and bite everyone hard. There is also the same problem occurring in OO as in N, in that the choice of viable models still to be produced and sell enough to break even will get smaller.

"Wise heads are all looking to other countries for production should costs rise too much, and a shift away from China to other less wealthy countries wouldn't surprise me at all."

# BJ: What innovations/features would you like to bring British modellers through DJM products?

**DJ:** "I've already put my name in the frame to check every locomotive under the DJModels brand personally in the UK before it goes to the customer. This, and designing in further reliability with coreless motors, UK-designed and specified PCB boards is the direction I'm taking. I think that rather like our German cousins we have a right to expect a purchase to work perfectly straight from the box, and that's what I intend to achieve."

# BJ: If you could produce one item (regardless of demand and cost), what would it be?

**DJ:** "Easy, I'd love to produce the LNER Quad-Art set (any backers out there?). That would be my 'Western' in that I'd love to produce the ultimate model but in coaches. Failing that a scale OO gauge LNER 'Silver Jubilee' or 'Coronation' streamliner set complete with lots of gorgeous features."

## BJ: What does the future hold for DJM?

**DJ:** "Well, that's an interesting question. When I started I said that I'd only do two or three models per year, and now I have a list as long as my arm of DJM and special commissions. However this probably won't be sustainable long-term and I'd rather slow up in a few years back down to my original target.

"However, as a director from a major manufacturer was videoing my presentation at the RMWeb Live show at Coventry recently (yes really!), I wonder if I might be perceived as a threat or asset to them and subsequently get absorbed?" **BRM** 





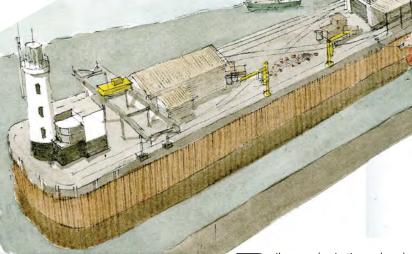
See more at: www.oxforddiecast.co.uk



# SIDE TRACIC



Inspiration from a non-railway location.



FACT FILE



# Who is Paul A. Lunn?

Paul A. Lunn has been writing about layout design and planning for 30 years. His name, and his work, will be familiar to many through his various articles and publications such as the Peco Trackplans books. He's passionate about railway modelling and believes that well thought-out layout design, in appearance and operation, brings

greater enjoyment and a longer lasting encounter with the hobby. His inclusive approach is aimed at all ages, all skill levels and his interactive clinic, hands-on layout planning and design skills are a regular, and popular, feature at exhibitions.

Like many of us, Paul has been designing layouts from childhood, though more recently has become well known for his work in a number of magazines, books and in the last few months his first DVD with fellow modeller Paul Marshall-Potter. He has assisted numerous clubs and individuals, locally in his hometown of Chesterfield, around the United Kingdom and as far afield as New Zealand.

In his new bi-monthly column for BRM he unpicks the subject of Layout Planning and Design, using a hints and tips approach that will appeal to modellers in all scales and across every region and era.

His intention is that it will be a resource that builds up regularly over the coming months, providing a chance to access Paul's skills, share design problems/issues and look for effective solutions through the magazine and at Warner's exhibitions during 2015.

Ben Jones, Managing Editor, BRM

ailway modernisation and gradual changes make it increasingly difficult, sometimes impossible, to fully assess the appearance of a particular railway location. I'm sure most of us resort to books, magazines or film for that inspiring view but personally I always find they leave me wanting; what happens left and right, off-camera, and what was happening behind the photographer?

In my experience there's no substitute for an extensive site survey, but if there's no site, what can you do?

Over the coming issues we'll be looking at a number of creative research methods that help address this situation including; 'Past in the Present', 'Composite Pecian' and in this first outing, 'Fictibus Pecian'

On my regular photographic surveys I've come across some fabulous locations that would make equally superb layouts. Some had only one problem, they had nothing to do with the railway! Let me show you what I mean. Here is the harbour at Scarborough; it never had a railway but look at the space between warehouses and the quayside, you can almost see the inset track!

Check the larger 3-D illustration and the full railborne interpretation comes to life. It's not Scarborough any more but it is an attractive design and one, like many others, where the prototype can be observed first-hand.

Of course, the beauty of a fictional design means that you get to choose what runs on it; steam or diesel eras, or stick to the present day with modern locomotives and industrial shunters hired in from Harry Needle. I'd go for early diesels and have sourced images of Drewry 0-4-oDM 12589 at Barrow Hill and Class 08 13079 at Locomotion in Shildon as a source of inspiration. Preserved railways usually have a few vintage diesels on hand for us to examine.

To keep with my chosen period I'd probably search out some images of quay and dockside buildings from the 1950s and substitute them for some of the modern structures at Scarborough, though I include a number of photographs from the current scene so you can see how they've influenced my overall design. I've purposely avoided including a separate trackplan, but have indicated one possibility on the 3-D illustration. My hope is that you'll manipulate my creative, broad-brush idea into something that suits you.





Staging is a really important part of railway modelling. You could construct this arrangement in one scale with a, photo-generated, colour background or alternately force the perspective; the layout, centre, in OO gauge, foreground rooftops in O and the backscene in N. Obviously with this latter arrangement you'll have to control what the observer sees, probably with near eye-level viewing!

# PAUL A. LUNN'S NEW BI-MONTHLY LAYOUT PLANNING AND DESIGN TUTORIAL









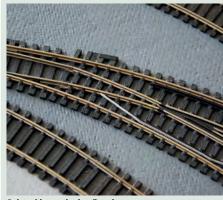




# 2 TRACK TECH

# Making the most of rigid geometry curved points.

The value of points between second and third radius, rigid geometry curves or a siding from a curve is an essential design tool, particularly on small layouts, where space on the straight is at a premium. It's therefore unfortunate that curved points have been the subject of much discussion over the years with many comments raising concern about derailments, rather than praise. But, with a little work there's no reason why they can't provide reliable operation.



Point with test check-rail packer

## **Point Issues and Possible Solutions**

- Narped moulding can create a shallow 'banana' shape, with a high mid-point, when viewed along the point. Remove the problem with additional fixing to pull the offending section back down to the baseboard
- ▶ Unusually long frogs, with considerable gaps, compared to the standard straight point results in some wheels dropping into the gap. This is a difficult one to resolve and there are a number of solutions; use a different point (see below) or only operate longer wheelbase locomotives not ideal
- Lead-in tracks out of alignment with the point: the solution here is straightforward, always ensure your lead-in tracks are in-line. Get down to eye-level and check before final fixing
- ▶ Ballasting, particularly foam, can give rise to unwanted movement. Use hard, fixed surfaces wherever possible
- Uneven baseboards: as with your track, always work to an accurate standard with baseboard construction so the board surface is extremely flat
- ▶ The effect of momentum, in relationship to speed, when changing from straight to curved track can often cause derailments. Like the real railway, slow down as you approach the point
- Potential wear over time, particularly in second-hand units, at the frog 'V' can go unnoticed. Replace worn points as soon as you recognise excessive wear
- Underweight pony trucks, badly gauged or ill-fitting wheels and older oversized flanges. Add weight, use a gauging tool and replace old locomotives or chassis for modern ones respectively
- Underweight stock: add a reasonable amount of weight to any problematic stock.

## **Expert Tips**

- ▶ Slightly elevate the outside of the outer curve by trial and error, only a very small amount at a time
- Pack out check rails (as shown in the photograph. Please note I have used Microstrip but would probably recommend a metal shim as a more robust solution) to reduce side play. Trial and error again is the way forward I'm afraid
- Most problems seem to arise from the single track, toe end as trains attempt to negotiate either of the two curves.

## If all else fails...

- Re-plan your layout and remove the curved points altogether
- Where you need to diverge outwards swap for the more gentle radii of a 'Y' point, adjusting the neighbouring curved track to suit



Here's a section of my six year old's beginner layout. We had an immense problem with a particular long wheelbase locomotive which, after considerable assessment, proved to be a manufacturing design fault from the outset. Despite repeated attempts to resolve its performance over curved points we had to resort to a complete rethink. Our solution was to replace it with a 'Y' point, an improvement in radii from 438mm to 859.6mm, problem solved! No track cutting was involved at this curved end of the layout. The inside circuit is first radius, the outside circuit, up to the 'Y' and beyond, is second radius with the changes creating a gap for the island platform station to the rear.

My comments on curved points are not a definitive list, let me know your thoughts and I'll share anything new in a future article

I'd love to hear from manufacturers about the design of their points; how they were influenced by flanges and unpredictable back-to-back measurements and if there's a possibility of a revised version or modification kit for todays' more exacting needs?



BRM | February 2015 www.model-railways-live.co.uk 65

# INSIDE TRACK

# 3 MAKING A DIFFERENCE

# What's your focal point?

Wherever possible, and especially on fictional layouts, where there is less creative restraint, one should try to factor in an unusual or eyecatching scenic feature. Whether at home or for exhibition, how will your layout stand out from the rest? Here's a focal point, from the Chesterfield to Sheffield main line, just ready to make that difference.

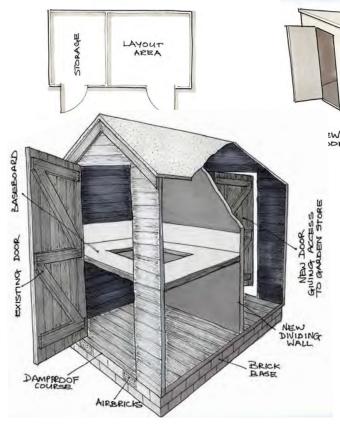






There's a wealth of modelling detail in these accompanying photographs. Note the overall structure comprising of two, varying height abutment walls with '1' girder cross members, at 90 degrees, and a skewed plate girder bridge on top. The engineering arrangement says it's all to do with span and weight, visually it's just a really pleasing and unusual structure. It's relatively straightforward to model something similar with Plastruct, Peco Vari-Girder and Wills sheet. Note the various textures; brick and stone, weather-wom surfaces and vegetation creeping out from numerous crevices. Undoubtedly more than just a bridge - ready to make a difference to your layout?

# 4 THE PERMANENT WAY



# More than just a garden shed...

Got an existing garden shed or thinking of buying a new one? Here's a novel, and relatively easy conversion dividing the interior into two separate sections; one for modelling and the other for storage.

Start by assessing your needs in terms of space. For example, in a 10' x 6' shed you could have two areas of 6' x 5', or conversely 6' x 7' for the layout and just 3' x 6' for the garden stuff - I like the sound of that better! Obviously you can have any permutation that adds up to the overall dimensions, but remember you'll lose a little bit for the thickness of the new wall and the shed framing too. It's essential to frame out the new dividing wall for additional strength to the roof and walls, before opening up a new doorway, then clad the new wall once both doorways are fully operational. Remember, as a general rule to smaller sheds, you'll only be able to put a new door in the end of an Apex shed and in the higher long side of a Pent shed due to clearance at the eaves.

## **GARDEN SHEDS - FOR AND AGAINST**

## Advantages

- Ideally suited to small designs
- Easier to take with you when you move house
- Variety of size and type available
- Provides a dedicated space
- Relatively low cost when measured against a house extension or loft conversion
- Structure could be made to look like a railway signalbox!

## **Disadvantages and Solutions**

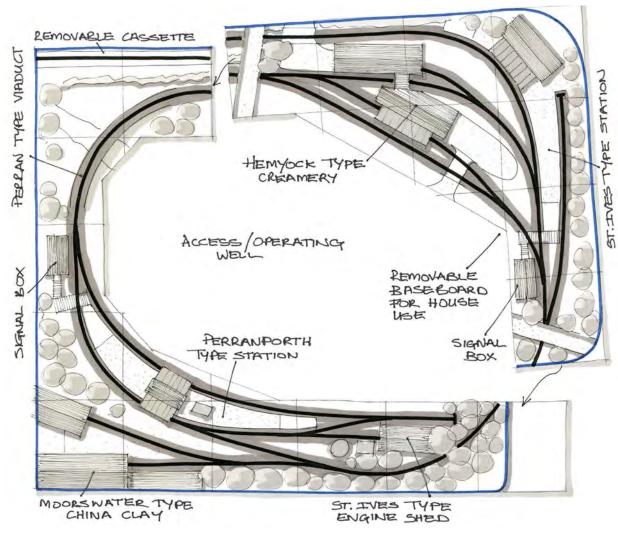
- High maintenance; wood preservative, roofing felt replacement and remedial repairs. Make sure you have easy access all-round for maintenance. Use a good quality, long-lasting wood treatment, polyester roofing felt or rubberised sheet with a life span of at least 15 to 20 years.
- Variations in temperature can have a dramatic effect on the structure, your models and operational comfort. Try to locate your shed in a slightly shaded position, ensure you provide effective heating and ventilation
- There's a limit on how large a structure you can have in a small or average sized garden so why not go for a smaller gauge layout?
- Outbuildings of any kind are prone to burglary.
   Choose a security shed with narrow gaps

- between vertical upright framing, and effective locking and alarm system. Consider a sectional concrete structure with burglar-proof roofing sheets
- Having to turn out from the house on a cold wet winters' night might reduce your enthusiasm for modelling. Include safe heating with an auto-timer inside the shed, or make part's of the layout removable so they can be taken into the house for working on or operating during the winter months
- Installation costs likely to be as much as shed purchase price (see tips)

## **Expert Tips**

- Look for upmarket sheds constructed from thicker wood
- Choose a shed with good height at the eaves, so you won't be working with a bent back
- Sheds sited nearer the main house will require less work and expenditure on electricity supply and will be more easily accessible, particularly through the winter
- Build on a proper foundation/footing with damp proof course and airbricks
- Avoid siting a shed where it will catch too much sunlight or dampness and subsequent moss from overhanging trees

66 www.RMweb.co.uk BRM | Februry 2015



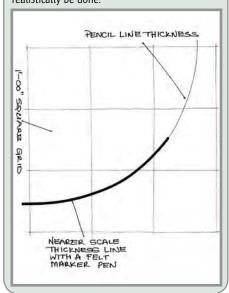
When you've converted your new or existing shed it's time to look for a suitable layout design.

Here's a simple, prototypically inspired, starter layout, occupying a 6' x 5' space in a 10' x 6' Apex shed. It has the additional benefit in that part of the layout, a self-contained 4' x 4' 'L' shape, can be taken into the house, through the new or existing doorway, right, if space permits, during the winter months.

# **DRAWING TIP 1**

## Scale track on your rough plans!

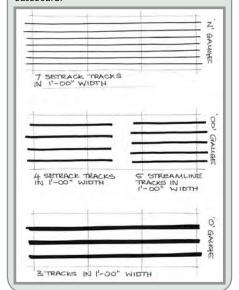
Designing a layout on paper, for me, has no equal. That said it's very easy to get either too many or too few tracks into a particular space, mainly because pen/pencil thickness is rarely scale width. I use different thickness markers for each of the three main scales; none are exact but they give me a better idea of what can realistically be done.



# **DRAWING TIP 2**

## Tracks to the foot.

Working out how many tracks you can get in a width of 1', for your chosen scale, is a really useful consideration when drawing up rough layout designs. In OO Setrack it's four to the foot, five for Streamline, three in O and seven in N Setrack. Please note these may vary slightly depending on space from track to edge of grid/baseboard!





## **MYTH BUSTING**



# Setrack N and OO - Two scales, spot the difference

I often get asked if a OO gauge Setrack trackplan can be replicated exactly in N and vice versa. The simple answer is no. There are two main reasons; the two systems have some different components but most importantly they don't share the same geometry. In OO Setrack, a Peco straight point has a second radius curve of 438mm, whereas in N it's based on the 228mm first radius curve.

BRM | February 2015 www.model-railways-live.co.uk 67



# NORTH EASTERN RAILWAY NORTH EASTERN NORTH EA

**Doug Hey** tells the story of these impressive vehicles, how they were operated and his 7mm scale models. *Photography by the author.* 

erhaps more than any other pre-Grouping railway, the North Eastern Railway suffered from heavy falls of snow disrupting its trans-Pennine routes. The NER needed a fleet of 24 heavy-duty snowploughs to clear a way through deep snowdrifts which from time to time accumulated on its more exposed sections of line, including the route over Stainmore Summit reaching 1,370' above sea level (see page 71). The 'ploughs were provided with a stove for heating and cooking, coal and firewood bunker, tool locker, food in case of being stranded in drifts and basic crew accommodation in the cabin. Weights varied between 20 and 27 tons for the six-wheelers, and



68 www.RMweb.co.uk



between 15 and 18 tons for four-wheeled 'ploughs. The vehicles consisted of a large ploughshare sloping upwards at about 30 degrees from the horizontal. This was bisected by a prow designed to throw the snow to either side of the line. At the rear was the cabin containing equipment and crew accommodation.

Most of the 'ploughs were single-ended sixwheelers, usually made of wood, although four were of steel construction. Two four-wheeled wooden 'ploughs were built for use on the Rosedale branch. Another four-wheeled wooden 'plough was double-ended with retractable buffing gear at both ends. It was rebuilt from the NER's only shunting truck in 1907. In all there were 12 varieties.

In 1949 the Southern Region of BR built two double-ended 'ploughs identical to the latter NER vehicle at Ashford. Some of the NER snowploughs lasted until the late-1960s. British Transport Films' 'Snowdrift at Bleath Gill' (watch the video at www. brmm.ag/bleathsnowdrift) shows how they could blast through a 15' deep drift at over 40mph.

The 'ploughs were usually worked in pairs facing outwards with the locomotive(s) in between. Sometimes three or four locomotives might be used when conditions were desperate. One of the NER 'ploughs has been restored and is displayed at Locomotion in Shildon. I believe two others are also being restored at preserved railways.

## THE MODELS

On one of our UK 7mm layouts, 'Ravensbeck', we had a pair of model snowploughs scratchbuilt by Nigel Paine. They were good models and graced the layout for many years. In the months preceding my move to New Zealand I sought to get a model 'plough produced by Prolix Models, which had just opened in premises adjoining our clubrooms at Keighley. Keith Crowther, who operated the business, used a

type of resin construction I had never seen before. Blocks of material were machined to shape by a computer controlled router and the casting was done by special machine.

It was an elaborate procedure and really too involved for producing a handful of model kits, but Keith was committed and had all the equipment to do it. His original intention was to produce coach kits in resin sections which could be joined in various ways to make different coaches. I had seen this approach from another potential manufacturer and it was not successful because the joined pieces tended not to lie straight and true. Before he started on his coach project I suggested that an NER snowplough would be a simpler project with which to start. The complex shape of the nose was very difficult to produce accurately by any other method so he would be able to put his mark on the hobby immediately. Being close to a large group of NER modellers he would also have customers willing to order in advance. As one of the NER 'ploughs had been newly restored for the NRM he had a subject he could measure and photograph as much as he

> So, having convinced him to go for it, he set to preparing a model of restored six-wheel snowplough

Both unpainted

(left).

bodies, showing the 'mods' to No. 13

No.12 and I kept an interested and enthusiastic watch on the production. The Computer Aided Design 'ghost' drawing is one of several Keith produced, from which the router was controlled. Six NER six-wheeled ploughs had an open balcony at the rear

NER No. 13, finished and painted, complete with modified rear balcony.

The NER ploughs could blast through a 15' deep drift at over 40mph.

BRM | February 2015 www.model-railways-live.co.uk 69



and I was keen for Keith to produce one of these in addition to No. 12.

As it transpired the balcony 'plough kit was never produced so in addition to my kit for No.12, I obtained a spare nose casting so that I could produce a balcony 'plough made of plastic card, but utilising the nose casting for this very difficult area. Having obtained my kit and spare casting I left Keith to sell his kits and pursue his coach project whilst I had to concentrate on organising my emigration to New Zealand.

My snowplough bits stayed in store in NZ whilst I concentrated on building a layout based on Whitby. After around six years, I finally got

Below The nose would be difficult to scratchbuild, but was suited to resin kit production.

Design (CAD) 3-D rendering used to produce the Prolix resin kit.

around to building them, starting with No. 12.

Computer Aided

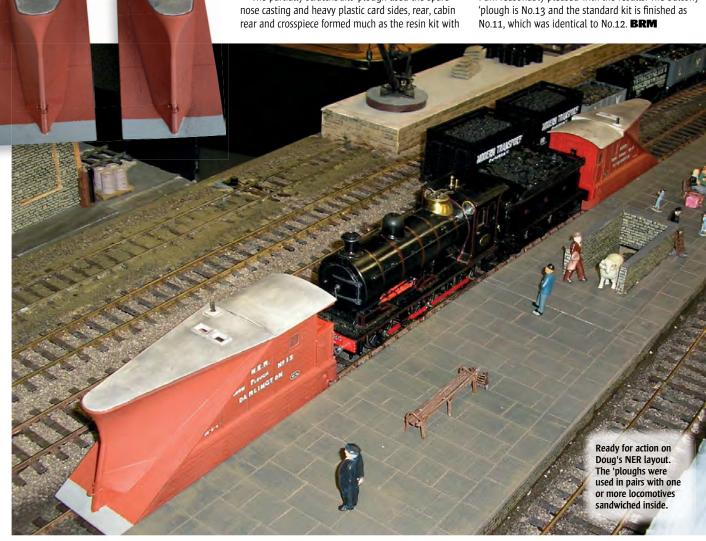
The 7mm Prolix kit is very simple, comprising the nose casting, left and right hand sides which include built-in chassis, a rear end, a crosspiece to fit at the top of the nose casting and a piece of plastic card for the cabin roof. All parts were superglued together.

The partially scratchbuilt 'plough used the spare nose casting and heavy plastic card sides, rear, cabin planking scribed in using a vernier height gauge.

A mixture of superglue and styrene solvents was used to assemble the body, buffers and handrails, which were fitted later.

Keith produced a superb kit that captured the double curvature of the prow beautifully. I know of no other way this could have been produced in this scale, except by using boatbuilding methods of individual planks over shaped frames. Railway modellers are not known for their skills at boat building!

I finished the painting of the 'ploughs at home and I am reasonably pleased with the results. The balcony 'plough is No.13 and the standard kit is finished as



70 www.RMweb.co.uk BRM | February 2015

# WORKING THE 'PLOUGHS'

■o give readers an idea of what was involved in snowploughing here is an account of the work in the 1880s.

On 5th March 1886 a severe snowstorm blocked the main line north of Newcastle. Investigation in the files of the Morpeth Herald by C.B. Foster brought to light certain interesting details: for instance, an up express was stuck overnight in a snowdrift at Forest Hall and eventually reached Newcastle the next morning, some 12 hours late.

On the Down line a snowplough train became embedded in a snowdrift near Cramlington on Tuesday morning and it was Thursday morning before it could be released. Another snowplough train with five locomotives set out from Gateshead in charge of the Assistant Locomotive Superintendent, Wilson Worsdell, with some 50 men aboard to dig away the snow. They soon encountered a snowdrift 1 1/2 miles long and 14' deep and after forcing their way through, they came to a cutting filled with compacted snow and were brought to a standstill. There was nothing for it but to dig their way out and Mr. Worsdell records that for 38 hours they were stranded without food or water. Eventually they were able to send a locomotive to Alnwick, where all available food was purchased and rapidly taken back to the hungry men.

On 15th March 1888 another blizzard blocked the north main line and the 10.00am 'Scotsman' from King's Cross was brought to a stand at Longhirst, 20 miles north of Newcastle. The 10.35am from King's Cross got as far as Morpeth but, because of the stranded train ahead, it was decided to return to Newcastle.

It is not known if the two locomotives were turned at Morpeth but they set off back for Newcastle, only to come to a stand at Plessey due to shortage of steam. They managed to struggle on for a further 3 3/4 miles but became snowbound again at Annitsford running, of course on the Up line. By this time the snowploughs were back at Newcastle, having spent the day clearing lines around Consett, and they left Newcastle about 10.00pm, again with Mr Worsdell in charge. This time a journalist friend travelled with him in the leading 'plough. They



In the famous winter of 1947, PW men clear the line manually at Stainmore Summit, 1,370' above sea level (the metal summit sign is just visible top right). A pair of J21 0-6-os simmer between the two former North Eastern Railway snowploughs that are carving a path through the deep drifts. KEN HOOLE STUDY CENTRE

managed to reach Annitsford and pulled alongside the stranded train which, it was decided, should be released before the 'ploughs went on to relieve the Down 'Scotsman'. Consequently the 'plough train returned 'wrong road' to Killingworth to enable it to cross over to the Up line to 'plough in the Down direction towards the stranded train at Annitsford. Unfortunately, due to an error of judgement, the 'plough train with its four locomotives, did not stop in time and the leading ploughshare was forced under the front locomotive of the stranded train, lifting it on to the roof of the 'plough. The cabin was crushed, trapping the occupants, and it came to rest

against the leading locomotive of the snowplough train. Mr. Worsdell was severely injured and his friend who was trapped beneath the stove in the 'plough, died from his injuries shortly afterwards.

In spite of this mishap the NER proceeded with the building of further large snowploughs and another two were ordered on 15th November 1888. Eventually 24 were built between 1887 and 1909.

For much more on NER Snowploughs, see the superb new North Eastern Railway Association book Railway Snowploughs in the North East by David & Claire Williamson (ISBN 978-1-873513-88-0, £12.95 from NERA and all good railway bookshops).



The completed kit-built No. 11 (left) and partially scratchbuilt No. 13 (right), shown side-by-side for comparison.

# PRACTICAL

Now 30 years old, the prototype Class 150/0 'Sprinter' DMU can be created from the Graham Farish models using cutand-shut techniques. *Nigel Burkin* shows how he completed his three-car model.

**HOW TO** MODEL THE...

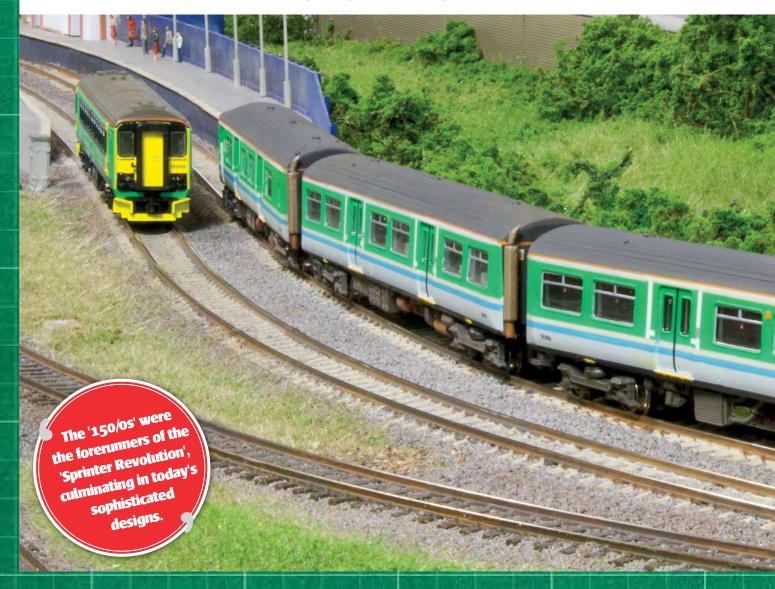
# PROTOTYPE CLASS 150 IN N GAUGE

ne of the most complex N gauge projects I have undertaken to date is a cut-and-shut conversion to create a model of a Class 150/0 unit. It seemed appropriate to attempt this model in 2014, marking the 30th anniversary of the introduction of 150 001/002.

The two Class 150/os were the forerunner of second generation Class 15x diesel multiple units, culminating in the highly sophisticated designs of

today. Deemed to be more cost effective and more practical than the heavy duty Class 210 DEMU prototypes, they were in effect, the birth of the 'Sprinter Revolution' of the mid to late-1980s.

All Class 150 cars, including the two prototype centre cars, are powered with two driven axles per car. The fuel tank, engine, radiator, exhaust silencer and battery box together with other equipment is fitted to the underframe. BSI couplings, incorporating brake and electrical connections, are standard and



72 www.RMweb.co.uk



One of the two Class 150/1s is sacrificed to provide the parts to make a new centre car, a process known as cut-and-shut. A Class 150/2 could also be used, with the sliding cab door mouldings saved for the DMS and DMSL.

## **BASE MODEL**

Bachmann offers models of both the Class 150/1 and gangwayed Class 150/2 in N and OO gauge. It is the Class 150/1 that provides the basis for this three-car conversion in both OO and N gauge. I combined two Graham Farish Class 150/1s to create a model of 150 001. It is possible to use a combination of the Class 150/1 and Class 150/2 too, with the advantage of gaining the sliding cab doors of the '150/2' which could be cut from the bodyshells used to make the centre car. They can be grafted into the DMS and DMSL bodyshells in place of the slam cab doors specific to the Class 150/1.

The model is finished in Centro colours, appropriate to its long period of service in the West Midlands. I looked at the possibility of modelling 150 002 but could not find sufficient information to model the now redundant roof ventilators acquired when converted to the air-conditioned, 90mph Class 154. Interestingly enough, the centre car was rarely used in the Class 154 trials and was not fitted with air conditioning.

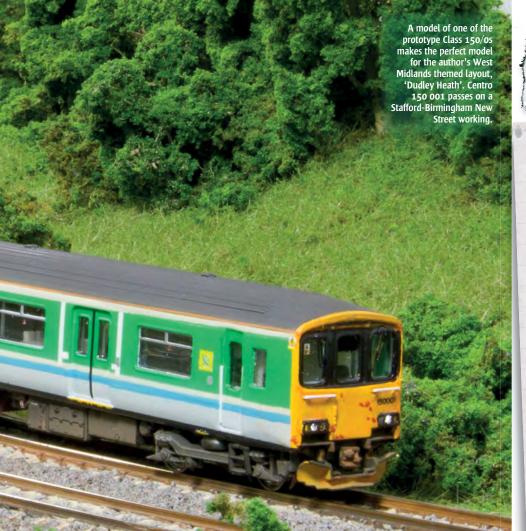
no side buffers are fitted. Two different engine and transmission packages were evaluated; 150 001 had Cummins power units coupled to a Voith hydraulic transmission whilst 150 002 was equipped with Rolls-Royce engines coupled to a Self Changing Gears (SCG) automatic gearbox and cardan drive shaft. The latter was less reliable and 150 002 was reconfigured for further evaluation work in the development of the 90mph 'Sprinter Express' Class 158. In the process, it became the sole Class 154 for several years.

Such was the success of the concept that 50 Class 150/1s were built in 1985/86, quickly followed by 85 Class 150/2s in 1986/87. They entered traffic ahead of schedule and led to the withdrawal of many ageing first generation BR DMUs.

The key feature that distinguishes Class 150/0s from production units is the powered MS centre car, of which only two were constructed. When Class 150s dominated local services in the West Midlands PTE area, some Class 150/1 units were strengthened to three cars by marshalling a Class 150/2 vehicle into the set. The reformed sets were classified as '150/0s' but should not be confused with the prototype units. Both Class 150/os remain in traffic, with First Great Western, usually on the Reading-Basingstoke line. Prior to that. they spent many years in the West Midlands working for Regional Railways, Central Trains and briefly for London Midland in the Centro PTE area. BRM

# TOOLS REQUIRED

- Pin vice Twist drills
- Needle files Swann Morton modelling knife and sharp blades Grade 1200
- wet and dry paper Steel ruler Engineers square
- Fine tip black marker pen
- Fine tooth razor saw
- Mitre box for use with a razor saw Fine paintbrush for applying solvent cement



# Materials

■ 10 by 20thou styrene strip (Evergreen or Slater's) • 10 by 10thou styrene strip (Evergreen or Slater's) 20thou styrene card 10thou acetate glazing Squadron putty filler ■ PlastiZap CA glue for difficult plastics Plastic Weld solvent cement Grey or white general purpose primer for plastics (Halfords) Phoenix Precision Paints P206 Centro green P207 Regional Railways/Centro grey • P153 Regional Railways light blue P154 Regional Railway dark blue P960 Frame dirt | P962 Roof dirt | P983 Aluminium ■ P975 Satin black ■ PV62 Gloss varnish ■ PV82 Matt varnish ■ Tamiya masking tape Size 00, 0, 1 and 2 sable paint brushes. Bow pen for lining Custom N gauge 'Centro' transfers by Railtec Models. Fox Transfers sheet F2220/1 Regional Railways lining sheet.

# PRACTICAL

# METHODS

■he conversion is a cut-and-shut project where one of the two Class 150/1 models is sacrificed for bodies to create the centre car. The project is a relatively complex one involving the need for accurate cutting using a fine tooth razor saw, or accurate filing if you prefer to saw beyond the cutting line to leave excess material and then file it away. Accuracy is critical in assembling the centre car body so it is straight in all planes and with no misalignment or twisting at the join.

I made the cut using the moulded line between a pair of sliding doors as a quide, a method I attribute to Andrew Donnelly, of 'Airthrey Park' fame, who has successfully modelled a three-car Class 150/0 in OO gauge (look out for it in the March issue of **BRM**). A natural join such as door lines makes it easier to hide the physical joint between body sections of any cut-and-shut project during reassembly and was particularly helpful when assembling the centre car of my Class 150/0.

An added advantage is not having to precisely measure where the cut should be made in each bodyshell, which would be the case if you decided to cut each one exactly in half. Cuts are determined by the door position which should leave 1/2 of the length of one body as determined by the door position and 2/2 of the other. When assembled, the centre car will be the correct length. When using a '150/2' for the centre car, don't forget to recover the cab doors before discarding the end of the bodies with the cabs.

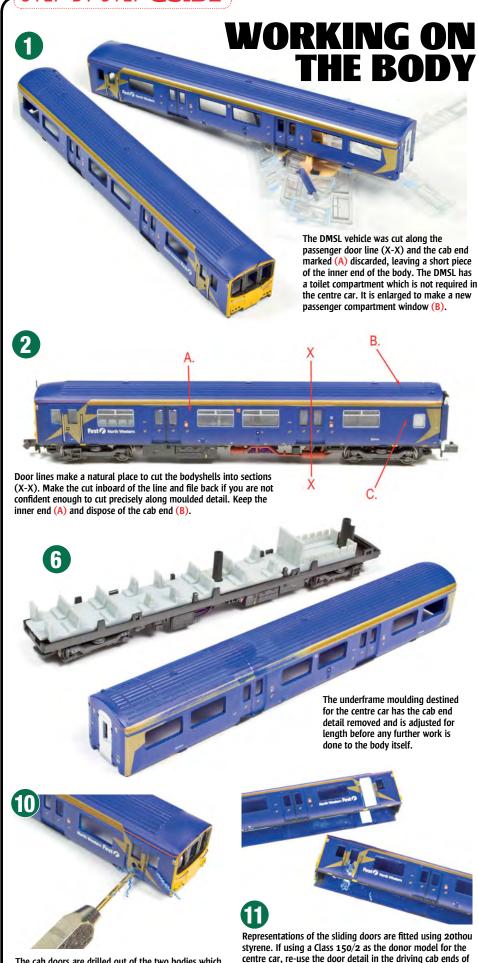
One of the problems of using two Class 150/1 models is that no matter how you cut the bodyshells for the centre car, an unwanted toilet compartment window is incorporated, together with the associated roof detail. The inward opening slam door fitted to Class 150/1 is not appropriate and has to be cut out and replaced on the bodyshells being used as the outer driving cars.

One of the two underframes is no longer needed and I chose to save the powered one as a spare for a future project. One motorised chassis was found to have sufficient power for a three-car set. The spare interior moulding was cut into sections and used to detail the centre car. Finally, a full repaint has to be factored in too, together with locating the appropriate transfers.

# DOWNLOAD

Nigel's article on detailing an N gauge Class 37/0 in the digital edition of the new BRM Annual at www.pocketmags.com

STEP-BY-STEP **GUIDE** 



with Squadron putty filler.

The cab doors are drilled out of the two bodies which

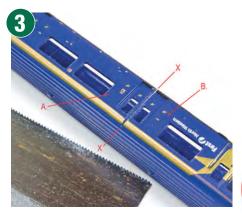
will form the outer driving cars of the unit - the DMS

the discarded body sections. The handrail recesses are filled

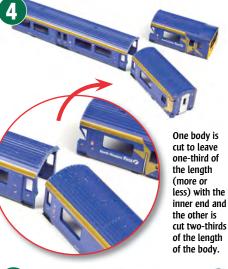


Above Motor Second 55400 is one of two prototype centre cars. The livery is the final version of the Centro scheme; 150 001 was photographed at Stourbridge Junction in June 2007.

Left There are detail differences between the DMS and DMSL of a Class 150/0 and a Class 150/1 even though the cab front looks the same. The driving cab has powered sliding doors instead of an inward opening slam door as fitted to the production Class 150/1. Note the rust damage on the front of the unit.

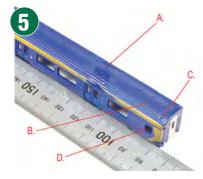


Door lines make a natural place to cut the bodyshells into sections (X-X). Make the cut inboard of the line and file back if you are not confident enough to cut precisely along moulded detail. Keep the inner end (A) and dispose of the cab end (B).





The toilet window is not required in the centre car. The size and position of a passenger compartment window is drawn into place using a marker pen.



When the centre car sections are joined together, they should result in a body of the correct length. Most of the joint is disguised by the door lines but will need some finishing along the roof (A). Avoid a twist in the new body when joining it together and use a ruler during assembly to keep it straight. Toilet roof hatch (B); ventilator detail (C) and the window (D) are not present on a Class 150/o centre car.



The roof hatch detail is carefully rubbed away with grade 1200 'wet and dry' paper to leave as much of the roof rib moulding as possible. The gaps in the ribs are filled with 10thou square styrene strip.



A 2mm drill and scalpel blade is used to open out the window. A moulded glazing unit is used to check the required size when finishing the opening.



The completed centre car body is primed with a plastic primer after all filling and modifications are undertaken.



The underframe is test fitted once again, this time with the spare seating mouldings used to remove the tip-up seats fitted to the cab end of the underframe.

NEXT: PAINTING, FINISHING, DETAILING AND GLAZING

BRM | February 2015 www.model-railways-live.co.uk 75



# PAINTING & FINISHING

STEP-BY-STEP **GUIDE** 

Painting commenced with removal of the factory applied livery and priming with white plastic primer to find any faults in the body which will need attention before starting work on the livery itself.

The bodies were treated to an application of Centro grey first, the colour being perfect as an undercoat. The cab ends were painted yellow after masking the factory application of black paint in the cab window recess.

entro green, which was a variation on Regional Railways livery, is tricky to apply, requiring a fine touch with the lining. I wanted to keep the factory-applied black paint in the cab window recesses, so this was masked off first. The bodies were primed with white plastic primer to check for any rough areas, particularly where the centre car was joined. I also look to see if there is any trace of the original printing showing through the paintwork. Phoenix Precision enamel paints were used for the top coats. At

# DETAILING & GLAZING

he models were reassembled in more or less the reverse order they were dismantled, with particular care taken with the fitting of the lighting units. When working on the models, note how the glazing units have body clip recesses. Assemble the glazing so the clip recesses match the clips in the underframe mouldings. Glazing pieces from the cut-and-shut centre car were cut and fitted to match the underframe clips as far as possible. Small external details can be added next, including the exhausts, gangways and cab door handrails. The obstruction guards and front end couplings

Above Lining is done by hand using a lining pen to draw in the paint edges. It is filled in using a size 000 brush starting with the rail white band and finishing with the blue band.

are fitted to the outer cars, the guards being painted yellow.

A six-pin decoder was installed in both the DMS and the DMSL. The wiring of the unpowered DMS vehicle is the same as the DMSL, which means that both show the same lighting when used on

> a DCC layout, no matter which direction of travel is selected.

To ensure the trailing vehicle displays red tail lights, the decoder in the unpowered vehicle must have its operating direction reversed in CV29. Performance of the unit can be improved by slackening the bogies slightly and adding 15g or so of ballast to the unpowered cars. Further care was taken to ensure all three cars sat level and in line with each other. Test running on 'Dudley Heath' was successful after such adjustments were undertaken together with wheel cleaning and adjustment of the couplings.

As conversion projects go, it was a success and 150001 fits the West Midlands layout theme very well.

On reflection, I would make a number of changes to the way I tackled this conversion. I would consider using a Class 150/1 and 150/2 combination and would definitely use lining transfers rather than trying to paint this detail by hand.

Left The masking is removed whilst the paint is still soft to prevent a ridge of paint developing.

least 24 hours is left between coats before masking is applied in preparation for the next coat of paint.

A coat of Centro grey was applied all over the bodies as an undercoat. Warning panel yellow was then applied to the cab fronts before masking for Centro green, with care taken to push the tape into door recesses to avoid bleed on to the grey paint. Masking is removed as soon as possible after each coat to avoid the chance of tape adhesive being transferred to the paint surface. Masking was applied once again, this time to the sides of the bodies so the roof could be coated in roof dirt paint.

Lining was done by hand, by drawing in the outer margin of each stripe before filling in with a fine sable paint brush. Whilst this technique works well in 4mm scale, I found it tricky in 2mm scale, and will use lining transfers in the future (Fox Transfers pack F2220/1). The white stripe was painted first after carefully measuring its position on each of the six bodysides. This is critical so the lining will match up on all vehicles when it is finally assembled. The blue is slightly darker than Regional Railways light blue. I mixed RR light blue with a touch of dark blue to deepen the shade before application.

Orange cantrail lining applied with a lining pen

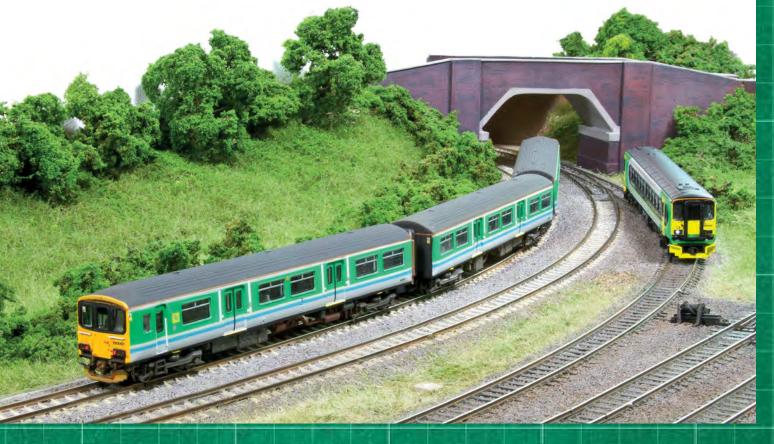


and waterslide transfers by Railtec Models completed the picture. The transfers are a bespoke sheet produced for the project including made-up vehicle number sets. I requested number sets and details for a second Centro Class 150, two-car 150 132 to be printed on the same sheet. To prevent silvering around the transfers, the sides of the bodies were coated with gloss varnish before the transfers were applied. Enamel satin varnish was used as a sealer to protect the transfers and to eliminate the shine on the model.





The Class 150/o will form the basis of local services on the layout and will work alongside Class 150/1 units to be painted in the same livery. When ordering bespoke transfers for such a livery, request all of the logos and number sets you are likely to need for any similar trains and have them printed all at the same time.

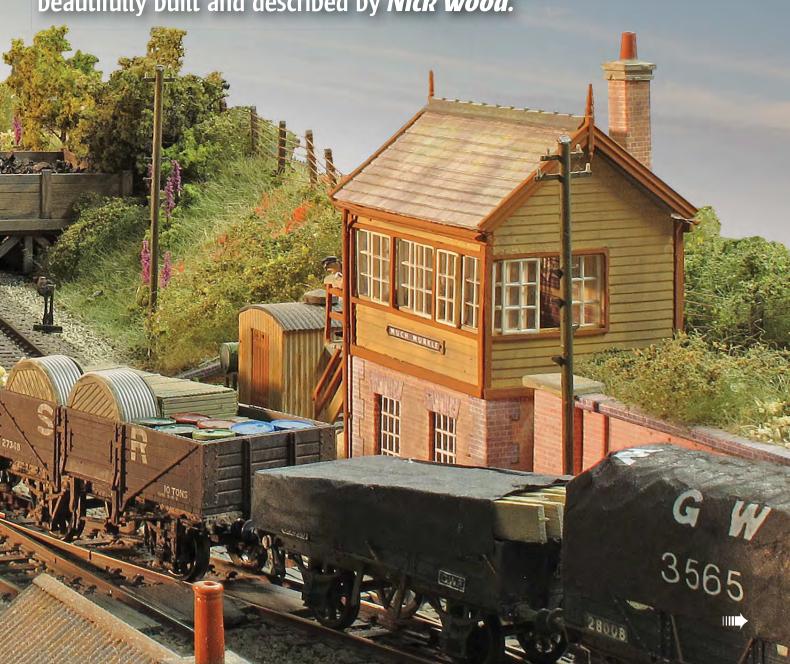


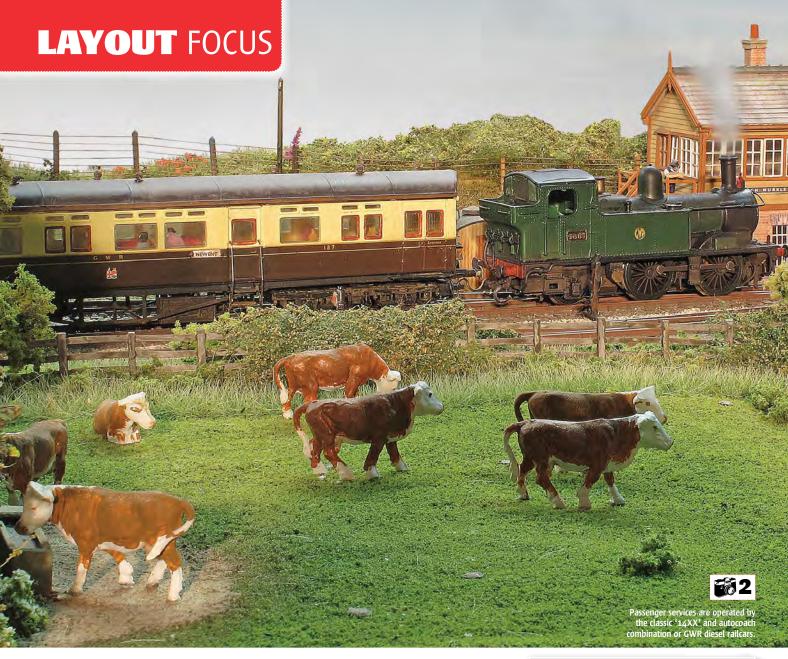
BRM February 2015 www.model-railways-live.co.uk 77





A classic GWR branch line terminus in OO gauge, beautifully built and described by *Nick Wood*.





f we all followed our roots and early influences, my modest train set would have O gauge trackwork and blue diesels running on former Great Central metals, rather than Pannier Tanks on the Great Western.

I spent my first 24 years living in North Lincolnshire. I went to school in Gainsborough where in the late-1960s and early-1970s we spotted Brush Type 2s and 4s and EE Type 3s and their tatty freights running on the line at the top of the school fields. I didn't have a model railway at all as a child and was always more interested in models than the real thing.

I avidly read old copies of Railway Modeller many times over, which in those days seemed to be full of Great Western layouts both large and small. I remember that Reverend Teddy Boston's 'Oulton Priors' was a particular favourite of mine at the time but I also loved the smaller layouts like the Tyling Branch and even non-GWR layouts like 'Marthwaite' and 'Charmout'.

Eventually in my early twenties I joined Gainsborough Model Railway Society with its huge O gauge layout depicting King's Cross to Leeds. Here was a layout that operated prototypically with signalboxes, bell codes and timetables, but was scenically under-developed at the time. I got involved helping to operate Leeds terminus and building wagon kits.

I enjoyed this very much but the lack of realistic scenery was always a disappointment. My involvement at Gainsborough MRS was to be cut short by the contraction of the steel industry at Scunthorpe, where I worked at the time, resulting in me moving to new employment in Berkshire.

## **IGNITING THE FLAME**

I, like many others I suspect, have dabbled with railway modelling since my childhood days, gradually building up a collection of unrelated items and doing nothing much of any consequence with them. A few false starts along the way, and of course, all abandoned at an early stage because they were too ambitious and poorly planned. For many years after getting married, I lost interest and left my collection untouched in boxes in the loft and cellar.

Something would occasionally spark my interest again, and I would seek out the modelling armchair only for the embers to die. Eventually though, after a spur of the moment visit to the Trainwest exhibition, the spark ignited a flame. I saw Dave Spencer's 'Penrhos', which truly inspired me. Here was a layout of modest size, built with Peco track and proprietary stock, but built to a high scenic standard. I felt something similar would be achievable with the proper planning.

It was featured in the modelling press that same month and I bought the magazine, which became my reference point for some time. This all cumulated in charging my desire once again to build my own small layout, to a standard I would be happy with, and that would bring back those memories of browsing through old copies of RM and dreaming of that 'one day'.

## **GREENERY**

I have had many positive comments about the scenery and get asked lots of questions at exhibitions relating to the materials and methods used to create the groundcover. There is nothing particularly special in the materials used, which come from mainstream suppliers advertised in the modelling press or seen at exhibitions. Different flocks, scatters, static grass and fine foliage are used in various shades but I avoid bright and garish colours. All are applied with PVA glue.

Perhaps what actually interests most people is how these are blended into a believable scene. Some might think that you need the eve of an artist to

these are blended into a believable scene. Some might think that you need the eye of an artist to achieve this but I don't consider that I possess that particular quality.

I made a visit to Herefordshire at the time of year I wanted to represent and just looked at meadows, trees, hedgerows, lanes and field fencing and gates whilst I was there. I took many photographs and made notes. I also searched the internet for photographs to give me ideas. It was then a question of choosing different materials that I could use and build up in layers to create a believable representation. The only regret I have is that I didn't make provision to drop the contours below the trackbed at some point, as this would have greatly improved the visual impact and photographic opportunities.

80 www.RMweb.co.uk BRM | Februry 2015



# **LAYOUT** FOCUS

# I firmly believe that anyone starting out can achieve the standard that I have, providing they are prepared to ask for help, seek constructive criticism and listen to what is offered.

After searching for a suitable location and making the decision that it was going to be in Herefordshire, I created a back story to justify its existence and the types of traffic that would be seen. The community of Much Murkle is west of Newent at the end of an eight mile branch. It is predominantly agricultural, requiring mainly general goods and livestock traffic. Rancoutt's Cider has a loading dock to transport its produce by rail to London, the Midlands and beyond. Much Murkle quarry is further down the line and mineral trains have to reverse at the terminus as there is no run-round facility at the quarry sidings.

## **CREATING THE SPACE**

I was keen to create a spacious feeling, a tall order given the variety of trains required and the size

available. A lot of thought was given to how this could be achieved. A trackplan was developed that is very simple but catered for all of the movements required and left plenty of scope for scenic development. The key to achieving this feeling of space was to avoid straight sections of track wherever possible and the use of cassettes to minimise the space taken up by the fiddle yard.

I resisted the temptation to include an engine shed at the terminus. The siding space could be better used for a cattle and milk dock which otherwise would have to be located elsewhere. On most small layouts I see, the shed has a locomotive standing outside that rarely moves, adding little operating interest to the layout. My shed is therefore located off-scene creating the occasional light engine movements.

Consequently there are only eight points on 'Much Murkle'. It can be operated in a realistic and very rewarding manner but unwary operators can get themselves in a complete mess by not thinking out their shunting moves in advance. It keeps two operators very busy at exhibitions and actually works best with three.

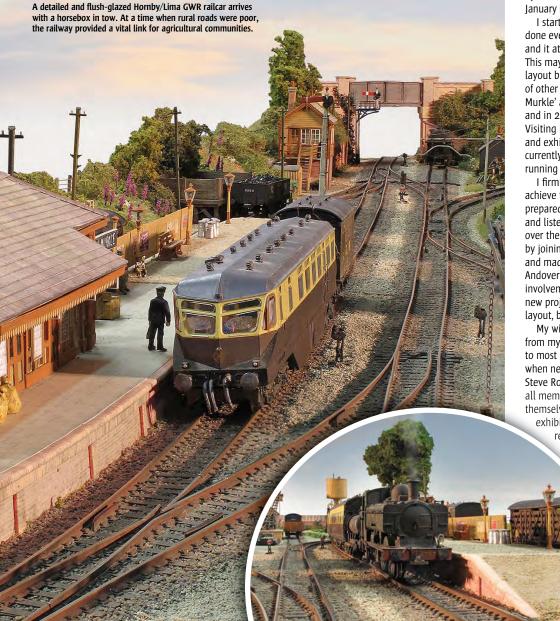
Like the trackplan, the electrics were kept simple. The layout is wired for DC control and split into four electrical sections. I have a highly prized KPC handheld controller, which has very fine control. These are no longer available so I reserve it for exhibition running, using a Gaugemaster 'HH' hand-held controller at home. The points are controlled using the 'Big Bang Theory'; traditional stud and probe, a capacitor discharge unit and Peco solenoid motors. DG autocouplers are operated by electromagnets under the track and activated by push-button switches whilst the signals are controlled by Fawn Electronics' 'Little Jemmy' motors (see January **BRM**).

I started building 'Much Murkle' in 2008. I have done everything myself from the baseboards upwards and it attended its first exhibition in October 2013. This may seem like a long time to build a small layout but my modelling competes with a number of other interests for my spare time. Together, 'Much Murkle' and I have now attended five exhibitions and in 2014, we had the honour of winning 'Best Visiting Layout' at the Sutton Coldfield show in April and exhibiting at RMweb Live last September. We currently have bookings for nine more exhibitions running into 2017.

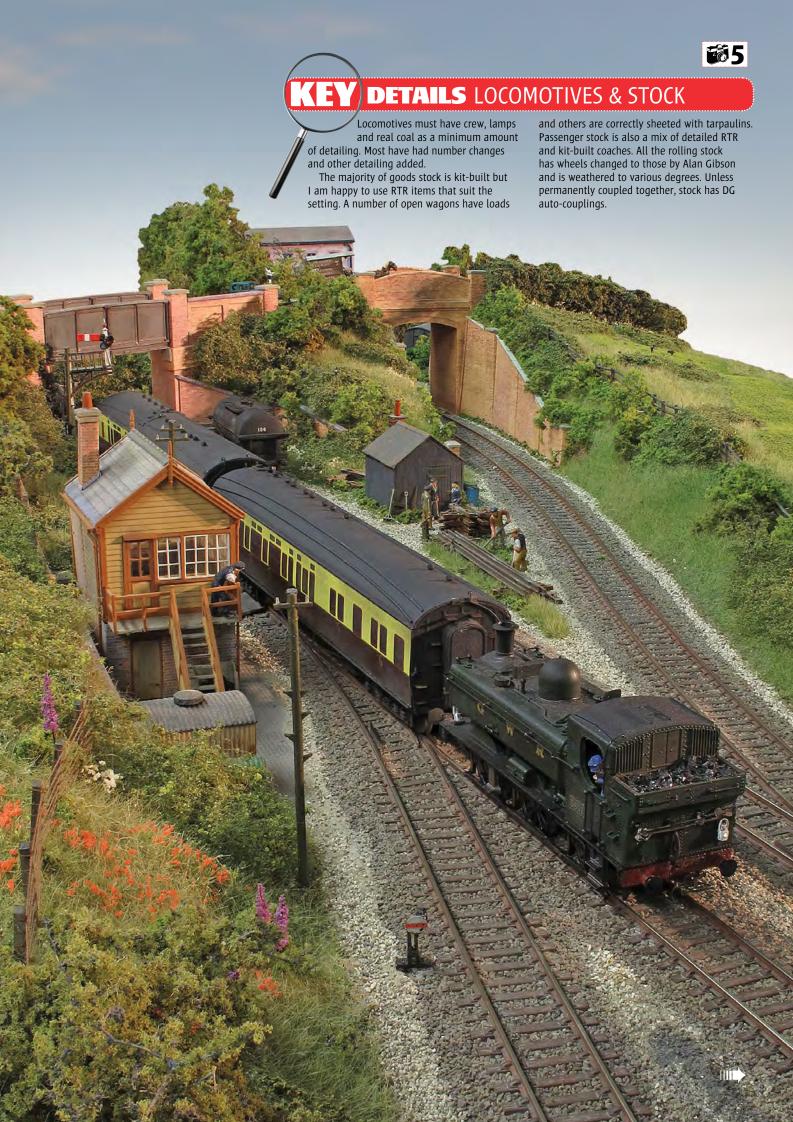
I firmly believe that anyone starting out can achieve the standard that I have, providing they are prepared to ask for help, seek constructive criticism and listen to what is offered. I have learnt so much over the last few years and received encouragement by joining forums such as **RMweb**, YMR and MRG and made many friends along the way. Joining Andover Model Railway Club has expanded my involvement with exhibitions and has given me a new project to work on - building another exhibition layout, but that is another story...

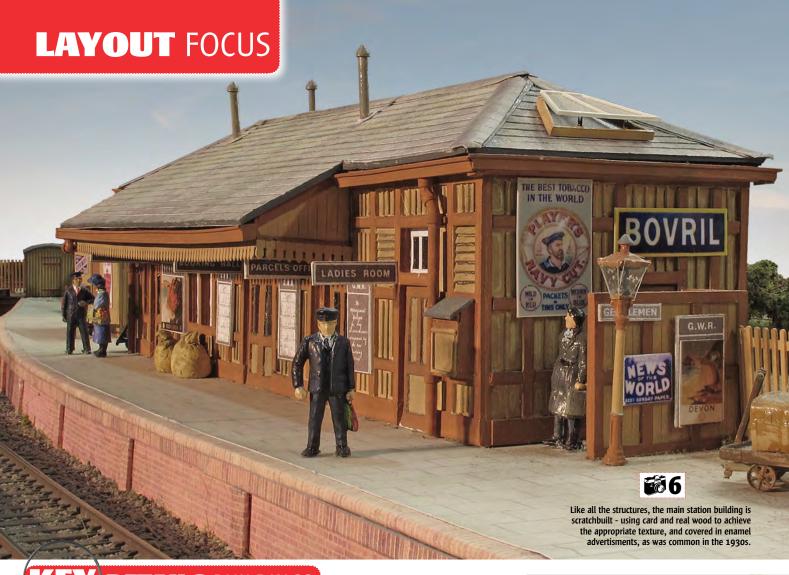
My wife Janet puts up with the mess in our home from my modelling activities and accompanies me to most exhibitions, helping to set up and operate when needed. Friends, Mike Hughes, Paul Leonard, Steve Rogerson, Andrew Fendick and Kevin Pugh, all members of Andover MRC generously make themselves available to take 'Much Murkle' out to exhibitions at weekends. I appreciate all the help I receive and would like to say, a BIG thank you

to you all! **BRM** 



Left A '57XX' pannier tank waits for departure time with a gas tank coupled ahead of the single coach. Note the carefully weathered and painted permanent way - a great demonstration of what can be achieved with Code 100 track.

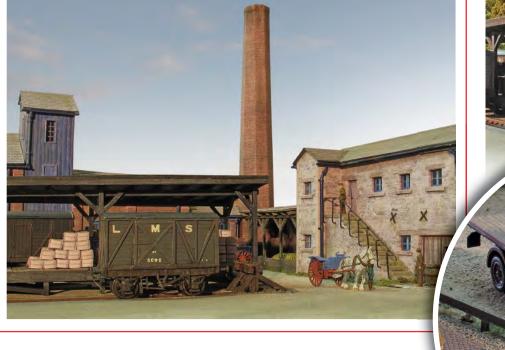




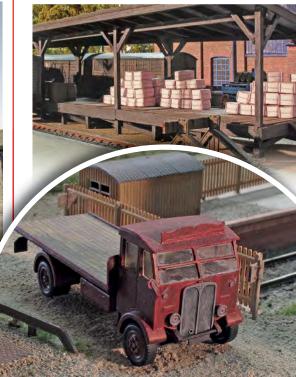
# **EY DETAILS** BUILDINGS

All the major buildings and structures are scratchbuilt using a variety of materials. Card and Scalescenes textures have been used extensively as I enjoy working in this medium but styrene sheet and real wood, free, courtesy of a caffeine addiction, has also been utilised.

I enjoy creating cameo scenes but didn't want to over populate 'Much Murkle'. Figures are placed in small groups that in most scenes are conversing, perhaps that should be gossiping in some cases, or going about their daily work. The cameos are not just confined to the little people; the animals, goods, luggage and parcels have all been placed with the same care and thought applied. The principle I tried to apply was that if there were no trains on the layout the scene should not look out of place.





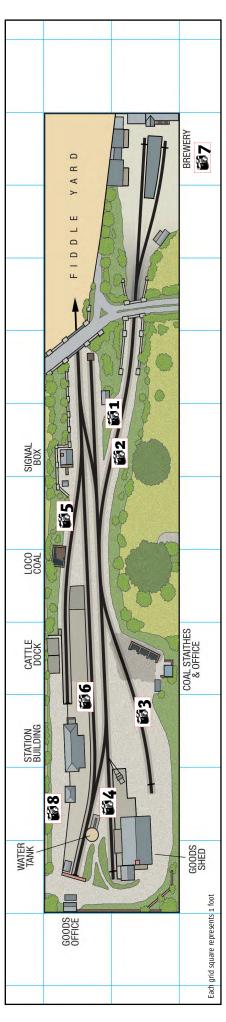






# LAYOUT OF THE MONTH







# How did you get started in the hobby?

I'm not really what you would call a railway enthusiast, although I did some spotting when I was younger. I am more interested in the history of railways. My main interest is in making things and creating a well-presented and believable setting. I get a real thrill out of exhibiting and do enjoy operating, but most of the time I prefer others to run my railway whilst I answer questions at the front of house.

# What factors inspired 'Much Murkle'?

Although a GWR branch line appealed, I wanted to avoid the West Country as a setting, as it has been done many times before. I found a photograph on the internet of a consignment of cider bound for the USA after the end of prohibition. It was about to be dispatched by rail from a covered timber loading dock at Bulmers in Hereford behind a GWR 'Atbara' 4-4-0. I thought that this would make a good scene to hide the fiddle yard. Other searches

turned up old photographs of cider-making facilities in Herefordshire including Weston's at Much Marde. These photographs showed that the buildings were quite distinct and were invaluable in designing a representation of a cider-making facility that would stand up to some scrutiny. A visit to the area including Weston's Cider confirmed that it would be ideal for my setting.

# What other layouts do you admire?

Setting aside those layouts of yesteryear which influenced me greatly, my favourites in recent times are all small layouts but quite diverse in their theme such as; Giles Favell's 'The End Of The Line' (coming next month in **BRN**); Geoff Forster's 'Penhydd' (sadly no longer); Paul Marshall-Potter's 'Albion Yard'; and finally 'Penrhos' built by Dave Spencer but now in the hands of Ian Perrin (lucky chap!). The common denominator is their well thought out plan, operation and excellent scenic treatments.

# How do you fit railway modelling into your life?

I am fortunate that I am self-employed and work from home most of the time. Although the work can be full-time, in reality there are slack periods that I can often fill with my hobby. I usually have a project on the go, ready to pick up when I have a spare few

# Where do you look for solutions to modelling problems?

For years I did most of my modelling alone, relying on magazines and books. When I started 'Much Murkle' I joined a number of internet forums which have been invaluable. It seems someone will always have a suggestion or an answer to overcome a problem. I recently joined Andover Model Railway Club and benefit enormously from being able to talk over problems with experienced modellers face-to-

# Do you have any preferred suppliers?

I have used many small suppliers for kits and detailing parts and all have been very helpful. I would single out Scalescenes as being one of my favoured suppliers as I have really enjoyed using John Wiffen's textures and construction methods for scratchbuilding the structures on 'Much Murkle'.

# What developments would you like to see in the hobby?

The hobby is moving forward technically in so many ways, 3-D printing, laser-cutting, automated and digital control, and ever-improving sound systems to name a few, all of which is very exciting. Whilst I marvel at all of these things, I would selfishly like to see Bachmann or Hornby produce some new GWR secondary coaching stock to replace the 30+ year old offerings on which we still rely (*You're not alone in that! - Ed.*).

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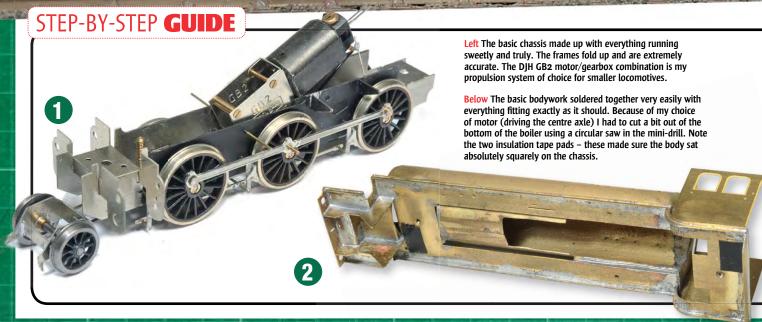


Even when a new RTR model of a class is imminent, a kit can still offer something

HOW TO...

# BUILD A DMR KIT





ready-to-run (RTR) announcement results in the duplication of a kit for the same prototype. In fairness, in some cases, the kits might have been on the market for a long time, or might be difficult to obtain. With regard to Hornby's forthcoming release of a Peppercorn K1 2-6-0, there was a Nu-Cast kit years ago and the subject of this build, the DMR kit. These kits are not currently in production, but there must be many kits lying in cupboards just waiting to be built, so this piece has relevance.

lmost without exception, every new

What you get from DMR is a high-quality etched brass/nickel silver kit with turned brass and lost wax brass/whitemetal castings. Wheels and a suitable motor/gearbox have to be sourced separately. My choice was the appropriate-sized Markits set (20mm drivers, plus 12mm and 14mm carrying wheels) and a DJH GB2 motor/gearbox.

As usual, before construction began, suitable

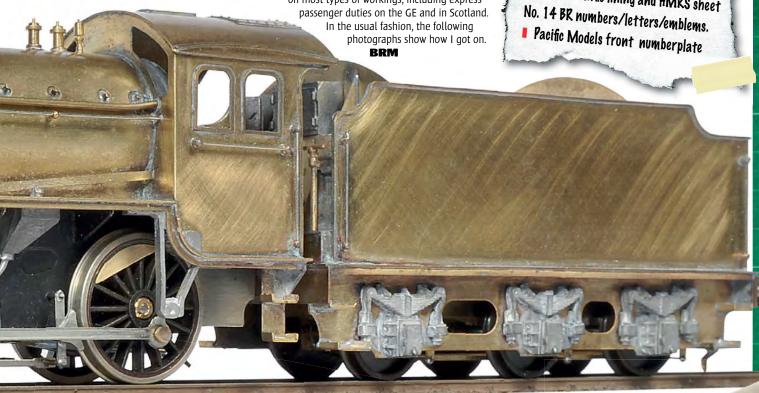
prototype source material was acquired. This included the RCTS Locomotives of the LNER 'green books', Yeadon's Register of LNER Locomotives, several pictorial volumes and my own collection of photographs.

The class of 70 was entirely built by BR and was largely based on Thompson's conversion of a Gresley three-cylinder K4 into the unique two-cylinder K1/1. As Peppercorn's only non-'Pacific' design, these go-anywhere machines were extremely successful, operating mainly on the ex-Great Eastern and ex-North Eastern systems, with just a few in Scotland and latterly on the ex-GN/GC. One, No. 62005, is preserved and has been a regular main line performer over the last four decades. There were a few detail differences amongst the locomotives including various BR brandings, number styles, patches on the firebox top, position of rear coal division plate on the tender and electric lighting which was removed from a few towards the end. They could be seen on most types of workings, including express

passenger duties on the GE and in Scotland. In the usual fashion, the following

**TOOLS REQUIRED** 

- Temperature-controlled soldering iron 145 and low-melt solder and phosphoric
- acid flux Fine files and scrapers
- Engineer's small square Snipe-nosed, round-nosed & flat pliers (with 'blind' jaws) • Tweezers• Pin-vice & small drill
- bits Fibreglass pencil Xuron cutters Range of broaches Sharp craft-
- knife/scalpel Small screwdrivers
- Various adhesives epoxy/super-glue, PVA, etc. 45mm nickel silver wire and PCB strip for pick-ups. • Modelmasters BR mixed traffic lining and HMRS sheet





Above Cab roof on, cab window beading installed and the continuous handrail in place. It's important that stages are carefully followed to ensure that most soldering, if possible, takes place from the inside.

Right Further taking up the theme of internal soldering, getting at the back of the handrail pillars and the end of the vacuum exhaust ejector with the iron would be impossible if I'd fixed the smokebox door in place at an

BRM | February 2015 www.model-railways-live.co.uk 89

# PRACTICAL BY REPORT OF THE PRACTICAL BY REPORT O

# **SUPPLIERS**

- **▶ Wheels:** Markits, **T**: 01923 249711
- www.markits.com
- Motor/gearbox: DJH GB2, T: 01207 500050 W www.djhmodelloco.co.uk
- Transfers: HMRS W www.hmrs.org.uk
- Numberplates: Pacific Models, Sheet 4BRE06, £4.50. T 01476 550002
- www.pacificmodels.co.uk

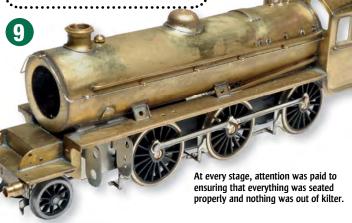
# STEP-BY-STEP **GUIDE**



Some soldering has to be done externally, such as the cab roof rainstrips. The trick was to use as little solder as possible and flood everything with flux.



Even then, external solder has to be removed - most easily to begin with using the tip of a craft knife. It's a pity spectacle beading was not included as part of the kit.





With every tender locomotive I build, I erect the two parts at the same time. This ensures mutual compatibility and ease of adjustment, if necessary, at an early stage. The tender sides and rear folded up together as one unit, perfectly. The handrails have been soldered in place before the top was attached.



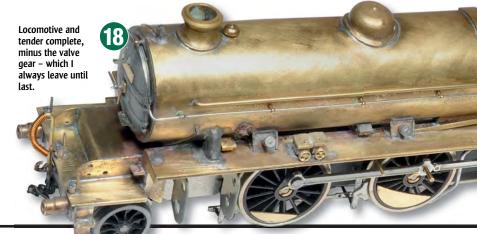
Since all my models run with a coal load, I see little point in wasting time making up the self-trimming interior. A piece of sheet lead was substituted, fixed in with low-melt solder. The lead also acts as ballast.



With just a few bits to go on, the basic tender work was completed very easily. Note how I've tinned the frames to allow the soldering-on of the axleboxes later.



The cab interior components were made up and are ready to be fixed in place. The lifting fallplate is a very good idea.



90 www.RMweb.co.uk BRM | February 2015

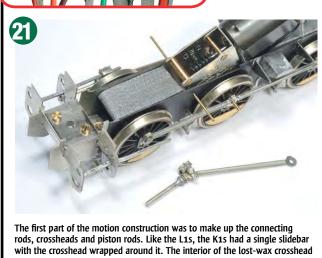


BRM | February 2015 www.model-railways-live.co.uk 91

# **PRACTICAL**

# STEP-BY-STEP **GUIDE**

Right Cylinders made up and attached to the frames by bolts, and the motion made up ready to be attached. I always use brass pins to fix the gear together; so much easier than 'fighting' with rivets.



was badly contaminated with flash, and took hours to sort out. I first drilled through then filed out the inner 'square' with the smallest of needle files. Not

are pretty tight for OO gauge, so those working in EM (18mm gauge) will

have to do some modifications, I feel.

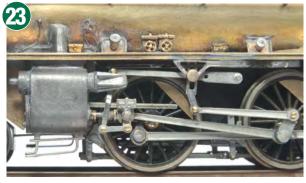




See this model and some of Tony Wright's other Locomotives at The Festival Of **British Railway** Modelling in Doncaster on February 7 & 8.

a job to repeat!

HEFESTIVAL OF DONCASTER

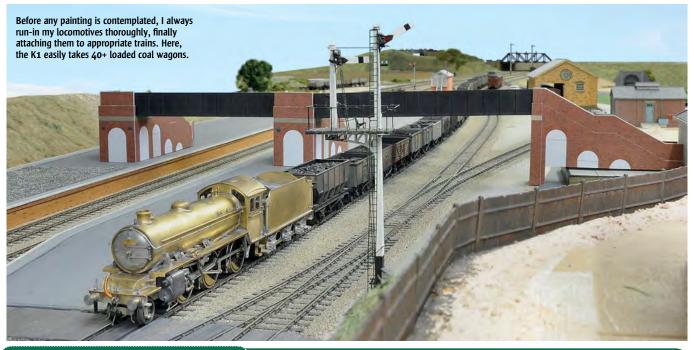


A close-up of the nearside crosshead assembly and gear. The pivot for the expansion link is quite substantial on the real thing, so I beefed this one up with a Romford crankpin washer, filling the hole with solder.





92 www.RMweb.co.uk BRM | February 2015



# **PAINTING & FINISHING**



Painting was accomplished using Halfords satin black acrylic car spray, with lining by Modelmaster products and numerals/branding from the HMRS BR sheet. The front numberplate is from lan Wilson's Pacific Models range. The valance lining has yet to be applied (no curve on the transfer sheet matches the curve on the footplate, so I'll have to devise a solution). A shedplate is yet to be fitted. No. 62070 was allocated to March from new until the autumn of 1958, thence

to Stratford, then back to March until ending its days at Retford, where I saw it. Since my model represents the summer of 1958, I surmised that the locomotive has just been shopped at Doncaster, has the 'wrongfacing' lion on the offside and retains the 'blister' on the firebox. However, this assumption might be wrong, especially with regard to the blister still being present. No doubt, the definitive photograph will appear after this is published. The model is due to be weathered by

Tom Foster, whose work in that area is outstanding. Final thoughts - an excellent kit, very easy to assemble and a great pleasure to make. The only problem concerned the contaminated crossheads, and they might defeat the beginner. It's a pity the kit is no longer available, though, as mentioned, many must lie in drawers or cupboards waiting for the iron. Though Hornby's forthcoming K1 will be excellent, nothing can beat making something for yourself.



BRM | February 2015 www.model-railways-live.co.uk 93

# AN OVERVIEW FOR RAILWAY MODELLERS

# **Grant Alderson** provides an introduction to using the famous Aerofilms archive and shows just how aerial photography can hold a mine of information that can benefit railway modellers.

Photography: Aerofilms and English Heritage

erofilms started aerial photography in the UK in 1919 and since then it has been responsible for most published prints, including, in recent years, several books of aerial photographs featuring railways. Public access to its images was, however, not straightforward but that has now changed. In 2007, English Heritage and The Royal Commissions on the Ancient and Historical Monuments of Scotland and Wales purchased Aerofilms' 1.2 million oblique-angle aerial photographs and negatives.

In 2010, the partners received grants from the National Heritage Lottery Fund and the Foyle Foundation to set-up the 'Britain from Above' project to repair, conserve, digitise and catalogue the most vulnerable 95,000 of these (taken between 1919 and 1953).

These can now be freely browsed online at www.britainfromabove.org.uk

Although the examples illustrating this article will principally interest modellers recreating scenes from years gone by, several of the benefits outlined also apply to using the 'Birds Eye' feature of Bing Maps (available online at www.bing.com/maps). Currently this only covers larger towns and cities.



# **INTRODUCTION TO AEROFILMS**

erofilms Ltd was born on 9th May 1919. An unprecedented business venture, it hoped to marry the still fledgling technology of powered flight to the discipline of photography. Its founders were Claude Grahame-White, an internationally-famous English aviation

pioneer, and Francis Lewis Wills, a trained architect who had flown as an observer for the Royal Naval Air Service during the First World War."

"Aerofilms lived through and recorded one of the most tumultuous periods in British history. After surviving the worldwide economic crash of the Great Depression in the 1930s, and serving its country at the direct request of Winston Churchill during the Second World War, it was still on hand to help shape the Britain of the future,

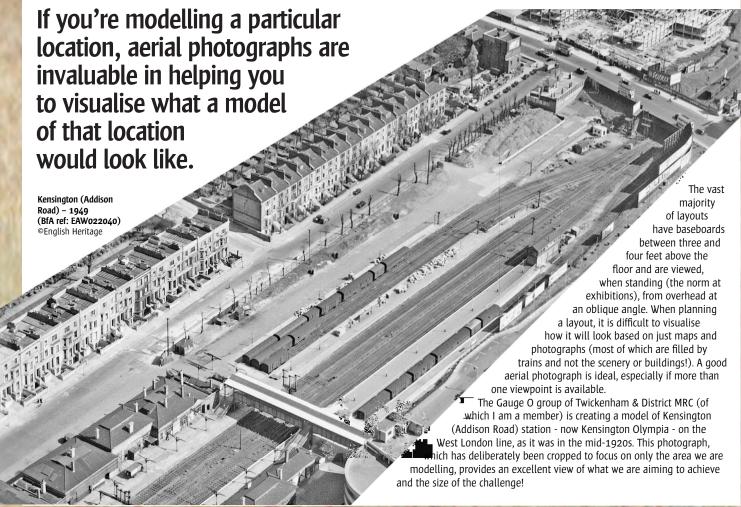
capturing the major reconstruction projects of the 1940s and 1950s."

(From Aerofilms: A History of Britain from Above by James Crawford, Katy Whitaker and Allan Williams which was published by English Heritage in 2014.) I wish to thank Charlotte Hill, the Britain from Above Project Manager at English Heritage, and her team for their help in preparing this article.



BRM | February 2015





# **EXCELLENT FOR ROOF DETAIL**

Kensington Addison Road, West London Joint Railways -1921 (BfA ref: EPW006523) ©English Heritage

Because most model railways are 'looked down on' (pardon the pun), it is especially important to get roof and chimney detail correct. Many ordinary images are unable to show this in sufficient detail. This rather extreme example provides detail for the roofs of station buildings, canopies, footbridge, gents' toilets and local houses (the last two are completely hidden from ground photographs) at Addison Road.

Comparison with the 1949 view shows the importance of finding images close to the period being modelled. During the London Blitz the station was hit by four bombs (in September-October 1940); all of the canopies were demolished and never replaced.



96 www.RMweb.co.uk BRM | February 2015

# VIEWS OF BUILDINGS NOT NORMALLY PHOTOGRAPHED



The majority of railway photographs are taken from station platforms or lineside locations overlooking a railway. Goods yards were 'out of bounds' and there are relatively few views of them. This image reveals very useful details of the non-railway side of buildings, especially of windows and doors, which may not be available from any other source.

# SHOWS THE AMOUNT AND TYPES OF ROLLING STOCK

Chippenham - GWR - 1934 (BfA ref: EPW045773) ©English Heritage



Most railway photographers had a preference for passenger trains and photographs of goods trains were nearly always limited to front three-quarter views of the locomotive and the first few wagons. This shot emphasises the amount of freight that was carried by railways before the development of motorways and trunk roads during the last 50 years. There are 90 wagons and vans in this view of a medium sized station goods yard and this does not include a coal sidings.

It also shows buildings that would form an attractive backscene and provides a quide to the heights of trees at the time of the photograph.

BRM | February 2015 www.model-railways-live.co.uk 97

# REVEALING ACTIVITY AROUND THE RAILWAY

Bridport - GWR - 1928 (BfA ref: EPW024041) ©English Heritage



In complete contrast to the two previous photographs, of Warminster and Chippenham, which show hardly any activity, this goods yard scene is positively bustling with a dozen or so horses and carts and lorries loading/unloading and coming or going (a couple more horses than lorries). It is worth noting that there is no evidence of shunting whilst all this is going on.

# **LIMITATIONS**





learly, the benefits referred to above, only apply if aerial photographs exist of the location being modelled. Although 95,000 aerial images is a huge resource, the coverage is not equally spread across Britain. Aerofilms did not set out to systematically cover all areas. As a commercial enterprise, it photographed locations it was commissioned to take, such as industrial

plants or places of interest. For example, over 100 refer to ICI (Imperial Chemical Industries) whilst there about 50 that include Hampton Court Palace. It also took aerial photographs for sale to libraries and printers of postcards.

So, for modellers creating layouts of small rural stations, the chances of finding an aerial photo are very slim. For example, there are no views of

Wiveliscombe, GWR - 1930 (BfA ref: EPW033414) ©English Heritage

any of the 15 stations (or even their villages) on the Wensleydale branch in North Yorkshire.

Conversely, the chances of finding photographs of small coastal termini are very good; of ten seaside towns, all but two have photographs in the Aerofilms archive and all of these include at least one view of the station.

Clarity - Most Aerofilms images were not taken with a station as the principal focus and it might be in the background. Although many towns and cities owe their development to the coming of the railway and grew around their stations, in many rural areas a station would often be a mile or more from the village after which it was named. The detail that can be obtained from a part of photograph depends on the area it occupies and the distance from the front of the shot.

In this view of Wiveliscombe (on the secondary route from Taunton to Barnstaple) the station occupies only about 3% of the negative and is in the background so the amount of detail obtained by zooming-in is limited. However, it provides an overview of the stations potential for creating a layout and may reveal something not shown in any standard photographs. It also emphasises the importance of goods traffic in the 1930s.

Given the advantages of aerial photographs for modellers, it is disappointing that many stations are not available on the 'Britain from Above' website. However, only a small proportion of modellers create accurate

models of specific stations, or other railway scenes, at a particular time period. Judging by layouts in the model railway press, quite a lot of modellers produce layouts 'based on' or 'typical of', for example, 'a Great Western branch terminus' or 'a line through a northern industrial town'. They can 'pick and mix' scenes from appropriate locations that were photographed by Aerofilms.

# HOW TO USE...

# THE 'BRITAIN FROM ABOVE' SITE

o make full use of the site, register by clicking the 'Sign in - Register' link on the home page (www.britainfromabove.org.uk). All that is involved is entering your name, email address and a password.

This gives access to three levels of 'zooming', that are not otherwise available and, if you know the location in one of the photographs, to add to the information displayed with it.

When looking for photographs of an area (for example a branch line), rather than a specific place, click the 'Browse' link in the top menu bar. This opens a map of Britain and you can zoom-in on a location by repeatedly 'double-clicking' on the map until it is

clear whether or not images are available (shown by small 'flags').

A single right-click on a flag provides information about its photograph, including a thumbnail image. If there are multiple flags/photographs this allows you to quickly eliminate ones you don't wish to look at.

Right-click '(open in new tab)' in the flag information box to see the photograph without losing your place on the map.

The page for each image has a link to allow you to download a 300 dots per inch (dpi) digital copy of the image for £9.90, including VAT.

The site also includes details of how to order prints in a variety of sizes.



# MEET THE BRM EXPERTS

WHAT THEY'VE BEEN UP TO THIS MONTH



## **BEN JONES**

I've been testing a few products from suppliers on both sides of the Atlantic for a diorama. You'll be able to see it in the next issue of **BRM**. I also had a good look at Hornby's K1 and compared it to Tony Wright's kit-built model on page 88.



## **ANDY YORK**

The holidays are a chance to put the work related stuff to one side and get a couple of personal projects done.

Hopefully I'll have made a small dent in the stash of 'one day' kits or tried some new tools out that keep whispering to me.



## PHIL PARKER

Prompted by Oxfordrail and Hornby, I've finished building an Adams Radial using a K's whitemetal kit. The next project on my workbench is a NuCast GWR steam railcar.

Let's see if I can beat the RTR versions of these!



## **HOWARD SMITH**

It was time for a clear out of parts surplus to requirements and unfinished projects. Some things were at the very bottom of my 'to-do' list and were never going to run on my layout.

At least some of them have now gone to good homes to be finished!

# GOT A MODELLING QUESTION? BRM'S EXPERTS CAN HELP!

IF YOU HAVE A MODELLING
QUESTION YOU WOULD LIKE
ANSWERED, PLEASE E-MAIL
brm@warnersgroup.co.uk AND
INCLUDE 'Q&A' IN THE SUBJECT BOX



Top advice from our modelling experts



## **MAKING WEEDS**

If you want to start making your own weeds too, this is quite easy. Take some Woodland Scenics Field Grass, twist it together, apply a blob of superglue to the centre and allow to harden. Cut the grass at the twisted centre point; spray each end with cheap hairspray and dip into Woodland Scenics Blended Turf. Once dry, give it another light spray and dip into a pot of Flower Soft Ultra Fine foam granules for whichever colour flowers you'd like the weeds to sprout. Stab a hole into your hedgerow and plant the glued end of the weeds into place.



QA

1'd like to create more realistic looking hedges in my country areas than the

products I see in the model shop; how can I do this? **Humphrey Park, Manchester** 

**Andy York replies:** All of the products used to make this more realistic looking hedgerow on 'Black Country Blues' are readily available in most model shops. Javis produces a spiky but linear hedgerow and this is an ideal starting point. Embed sprigs of Woodland Scenics Fine Leaf Foliage to break up the uniformity and increase the apparent variety of species found in a typical country hedgerow. The hedge should be sited a little way in from the roadside - take a look at some local examples to get an idea of the depth and height of the verge before it reaches the base of the hedge. The bank sloping from the roadside verge up to the base of the hedge can include static grass fibres for longer grass growth (use 10mm+ fibres). Brambles can be created by teasing out some Woodland Scenics Poly Fibre; spray on some cheap hairspray and sprinkle a little Woodland Scenics Blended Turf for the fine leaves. The end result should look a little more like it's grown there rather than just being stuck on which is what I hope you're looking for.

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# **WHAT COACHES DO I NEED?**



I have a OO gauge Western Region branch terminus layout set just after Nationalisation and I am a bit confused as to what

passenger coaches to use and which manufacturer produces them. Can you help?

Mike Naris, by e-mail

**Ben Jones says:** The type of stock depends on what sort of branch line you have and where it is set on the WR, but the most essential types you should consider are:

- \* Hornby ex-GWR autocoach to work with Hornby '14XX' 0-4-2T or Bachmann '45XX' 2-6-2T
- \* Hornby ex-GWR 'B Set' coaches (always ran in pairs) can work with any small to medium GWR locomotive
- \* Bachmann Hawksworth autocoach (due out in 2015)
- to work with '14XX' or Bachmann '45XX' or '64XX' o-6-0PT when it is released in April/May 2015

Neither the autocoach nor the 'B Set' coaches were included in Hornby's 2014 range, but there are plenty of secondhand models around, either from Hornby or their original source, Airfix.

Bachmann's 57ft Mk 1 non-gangwayed (often referred to as 'suburban') coaches were also used by the WR from the mid-1950s, although that may be too late for a layout set just after Nationalisation in 1948. Other WR coaching stock is available, but is more

suited to main line operations in the period you model. However, as some lines had through portions off main line expresses from Paddington (for example St. Ives and Falmouth) you could always include a short set of Hornby Hawksworth coaches or Bachmann Collett stock in ex-GWR chocolate/cream or BR crimson/cream. You should also to be able to pick up secondhand examples of all the above at reasonable prices - except the Hawksworth autocoach which hasn't been released yet.

Finally, should you wish to broaden out your fleet, there are numerous kit-built options from suppliers such as Comet Models and Blacksmith covering a very wide range of prototypes.

For an excellent example of a GWR branch line terminus using detailed and repainted RTR stock, see 'Much Murkle' on page 78.



An autocoach powered by a '14XX' is the classic GWR/ Western Region branch line passenger train, but there are other options, both RTR and in kit form. This kitbuilt vehicle is part of the 'Westford' exhibition layout fleet. **BRIM** 



# GWR RAILCAR IMPROVEMENT



I have recently retired and I have decided to go back to model railways, something I gave up some 25 years ago.

I'd like to run my layout using DCC and I would like to convert my two Lima GWR Railcars to DCC.

I have spoken to a couple of friends about this and they have said there would be enough room in the railcars to put in a chip. Do you think it would be possible to re-engine and fit new bogies to them too? I don't really want to get rid of them as there doesn't seem to be any manufacturer on the horizon thinking about producing this type of railcar in the future.

I would value your comments and advice. Regards, Brian Rose

**Howard Smith says:** Hello Brian, Dapol announced some time ago that it was to produce a GWR 'Flying Banana' railcar in OO gauge. The model was anticipated to be released towards the end of 2014. Whether or not this will now go ahead is uncertain, only time will tell.

If you are prepared to 'sit it out' so to speak and save yourself the time of a conversion then look out for it when/if it arrives, however, if you are after a model 'pronto' and are prepared to go through with a conversion then there are a few things you may want to consider first.

Ultimately, the Lima model is now showing signs of its age and modifying any model usually entails two things - both time and expense. So, before modifying the model, ask yourself what level of detail you are prepared to accept – the glazing on the model is certainly of Lima ilk and it generally lacks the 'finesse' of more recent models.

You'll find that you can only modify older models so much, before you realise that it might not have cost a great deal more to buy a brand new one (should a newer equivalent model exist). Both re-motorising and fitting a DCC chip to a model are two of the most expensive improvements on an RTR model.

If you still want to go ahead, there are many DCC chips on the market and one should be available for your budget. I'm sure there is enough room in the railcar to fit a chip, but are you hoping for sound too? If so, a little 'hacking' of the plastic may be required to fit a speaker.

To re-motor the model, take a look at the products offered by Hollywood Foundry. You can choose the most appropriate mechanism from its website. This manufacturer's products are aimed specifically at the sort of task you have in mind.

W: www.hollywoodfoundry.com





# READERS?

# On his recent trip to Australia, *Phil Parker* visited a number of fine British outline model railways.

magine space was no problem? What sort of layout would you build? I had the chance to find out recently when invited to speak at the British Railway Modellers of Australia convention in Adelaide. As part of the event, visitors were taken on a tour of local members layouts and they were certainly very different from the sort of models we see in the UK.

In Australia, the average house enjoys an area of 214 square metres compared to just 76 in the UK. It's a big country and all the major population centres are a long way apart. Over there, people think nothing of driving 200km to have lunch with each other.

Because of this, exhibitions are few and far between - literally. While all the major cities enjoy at least one

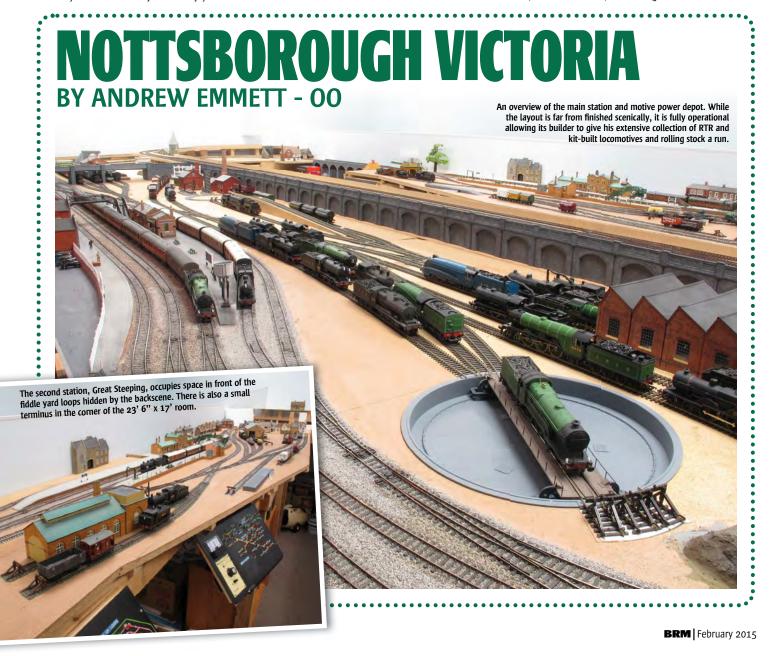
show a year, there's less of a tradition of people putting a layout in the back of the car and taking it to the other end of the country to show it off several times a year. Most people flew in for the convention but one visitor had driven for two and a half days to get there.

The result is that instead of building theatre style presentations for exhibition use or to fill the side of a spare bedroom wall, they build railway systems. Layouts have several stations and operators pass trains to each other using bell codes, following a pre-arranged schedule. If enough people are available, some layouts include a motive power depot so locomotives can be changed when they arrive at a major station. It all adds to both the realism and the

The layouts I visited were with only one exception, using traditional DC wiring and mostly are the work of Peter Crawshaw. If complex electrical systems worry you, at least in the UK we're unlikely to find a venomous snake in amongst the cables because the layout owner left the shed door open!

Obviously these sessions include an important social side. Operators visit each layout in turn for operating sessions. Every control panel seems to have a 'stubbie' holder for a can of cold beer, essential when the layout shed can reach temperatures of 50°C during the day.

Thanks to Andrew Emmett and the Adelaide section of the British Railway Modellers of Australia (www.brma.asn.au) for making me so welcome.



# Australian Special!

AVONLEA, HORTON AND WEST ASHTON

BY COLIN WATTS - O



combination of some excellent model shops and mail order services mean that UK products are readily available 'Down Under' even though delivery times can be lengthy. The main station at Kempton is a tribute to well-used Superquick buildings and Airfix platform canopies and shows just how effective these can be. The crowd enjoying the layout tour can be seen squeezed in – although there is normally good access around the models, this is sufficient for the usual operators.

Despite the size of the layouts and corresponding locomotive studs, much kit-built

stock is in use.

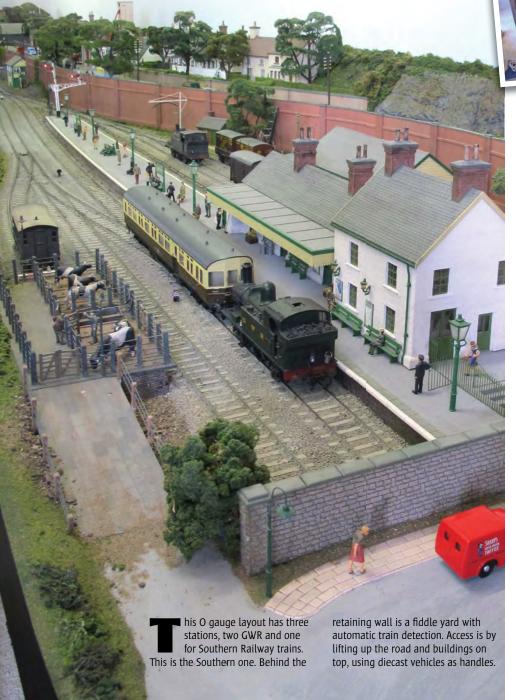


# **WRITE TO**

Readers' Layouts, BRM, The Maltings, West Street, Bourne **PE10 9PH** 

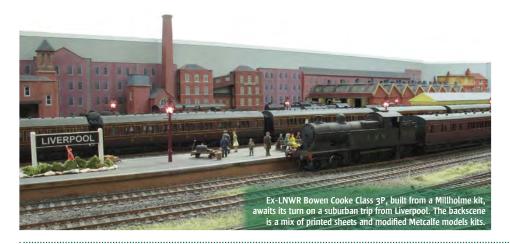
# **OR EMAIL**

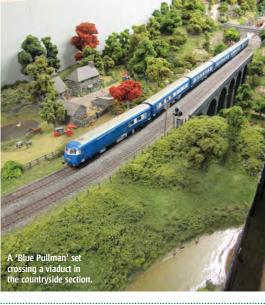
brm@warnersgroup.co.uk and title your email **Readers Layouts** 

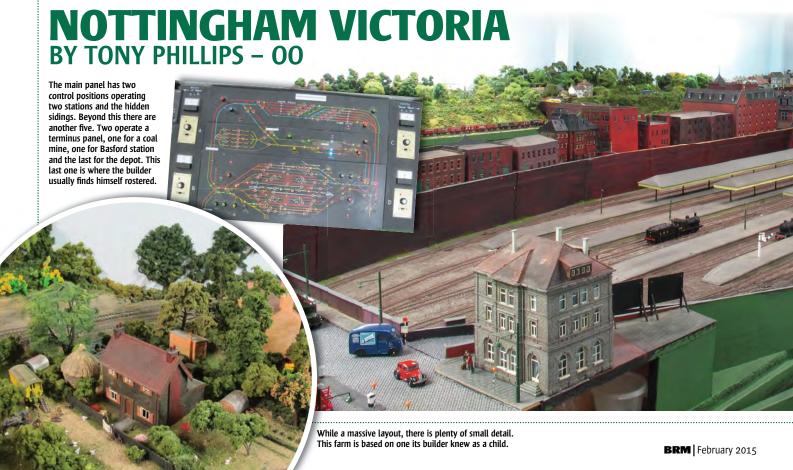


# BRM READERS? LAYOURBRM READERS? LAYOURBRM READERS? LAYOURBRM READERS? LAYOURBRM READERS? LAYOURBRM READERS? LAYOURBRM READERS?

BOLTON JUNCTION RAILWAY
BY MALCOLM ROGERS - 00







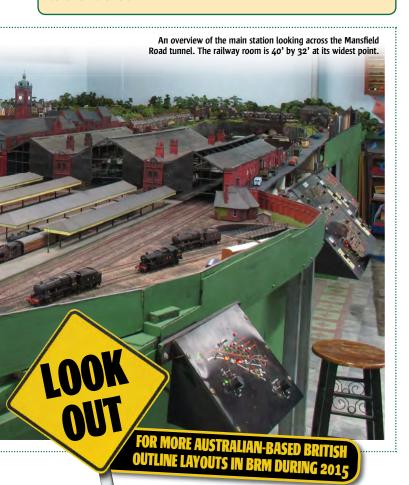


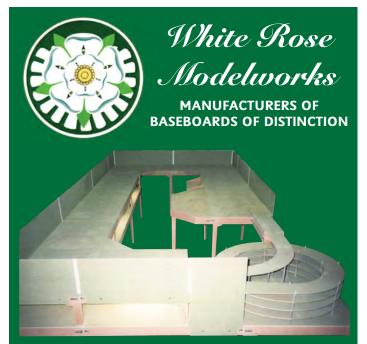


# **LONDON ROAD**BY ALAN HARRISON - 00

he main station building has the Gothic look of St Pancras and many other British stations but it's actually a Walther's plastic kit of a Milwaukee style station in HO scale.

You certainly need plenty of space to do justice to a main line MPD like this but it has to share the railway room with its owner's extensive Northern Soul record collection. With this background, it's hardly surprising we have a gritty scene from the north.





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# WHAT'S NEW?

News and Events from the model railway trade

# KERNOW WARSHIP - PROGRESS AT LAST!

ornish model retailer and manufacturer Kernow Model Rail Centre has released CAD images of its forthcoming North British D600 'Warship' diesel-hydraulic. The news follows the announcement in August last year when a completed model was sent to Hong Kong to allow the design work to begin. Kernow Model Rail is taking orders for the models, priced at £149.99 (£139.99 for pre-orders) with an expected delivery date in late-2015.

Read more about the progress on this model and the Adams 0-4-4T O2 Class on Kernow's website.

T 01209 714 099

W www.kernowmodelrailcentre.com



# TRANSPORT TREASURES

If you are looking for some quality wall art, look no further than britishtransporttreasures.com, a new website specialising in railway poster and booklet memorabilia. The content, all copyright expired from of out of print books and ephemra, can be downloaded for users to print. New items are added each month. Prices start from £1 for a leaflet to £5 for a 200-page book. For each download purchased, a donation of 5p will be made to "HELP FOR HEROES".

www.britishtransporttreasures.com

# **DIARY DATES**

7///8

15

28/2-1/3

# Things to **SEE & DO** in February

# THE FESTIVAL OF BRITISH RAILWAY MODELLING

Returning to Doncaster Racecourse on 7th & 8th February, the ultimate day for modellers is back. Opening times Sat 1000 - 17.00, Sun 1000 - 16.30. The BRM Village returns for 2015.

A Doncaster Exhibition Centre, Ledger Way, Doncaster, North Yorkshire DN2 6BB T 01778 391 123

# ALSRM NORTHERN SHOW (MANCHESTER)

Former Scale 0 Rail Bolton re-located to a new venue with greater space and easier to use facilities. Over 18 layouts present with 30 traders showcasing Gauge 0, 1, 2 and 3. Open 1030 – 1600.

A Woodhouse Park Lifestyle Centre, Portway, Wythenshawe, Manchester, Lancashire M22 1QW T 01953 850 800

# PRESTON & DISTRICT MRS - ANNUAL EXHIBITION

Some of the best layouts in the country in the North West of England with something for all age groups. Open: Sat 1000 – 1700, Sun 1000 – 1600.

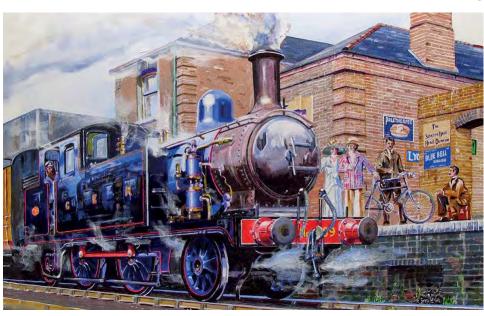
A Sports Hall, Preston College, Fulwood Campus, St. Vincents Road, Fulwood, Preston, Lancashire PR2 8UR

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106 www.RMweb.co.uk BRM | February 2015

**GET IN TOUCH** If you have a new product that you would like us to feature, send it to Howard Smith by e-mail: howards@warnersgroup.co.uk





# **HOLDEN 2-4-2T F5**

A survey is taking place to assess the demand for an RTR Holden F5 Class model in OO gauge.

Members of the public can express their interest in a model by casting their vote on an online poll that also covers options from liveries to shed allocations and even DCC options.

Initial production costs of the Eastern Region prototype are currently being evaluated by DJModels.

#### HELP SHAPE THE FUTURE OF THIS PROIECT

For your chance to vote and take part in the online model survey, visit www.surveymonkey.com/s/YRKGHS3

If the project is given a green light and production costs are covered, the profits will be used to raise funds for the new-build Holden F5 project (www.holdenf5.co.uk).

# TOWER DELIVERS THE GOODS



e BRM digital edition. Download your copy at: In conjunction with Lionheart Models, the first RTR 8-plank PO wagons by co.uk/digital Tower Models are now on-sale. With six liveries currently available, Tower is offering

the wagons at £40.00 each or £225 for any six. The wagons have a die-cast metal floor for extra stability, sprung buffers and finescale wheels. **W www.tower-models.com** 

#### LINCOLN & DISTRICT MRC EXHIBITION

Lincoln and District MRCs first event at a major venue. Over 25 confirmed layouts in most scales, representing both British and Continental prototypes, plus trade, free parking and wheelchair friendly access. Open Sat 1000 - 1700, Sun 1000 - 1630

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W ladmrc.wix.com/ladmrc

## **BIGGER AND BETTER AT ALLY PALLY 2015**

The 2015 London Festival of Railway Modelling at Alexandra Palace is just around the corner on March 28-29. London's biggest model railway show welcomes a huge range of layouts from around the globe including Europe and America - with over 40 on display, there's something for everybody. Pre-booking for the event is now open, so book today to save money and receive early entry.

www.model-railways-live.co.uk



#### SPECIALIST SUPPLIERS

# 3 NEW PRODUCTS THIS MONTH...

#### **MODELLING MATS FROM PINNACLE**

Specialist weathering powder and model accessory supplier Pinnacle has released three different mats for modellers. The soldering mat (ref: T901) at £3.75 is manufactured from a heat-resistant, ceramic fibre material that can withstand temperatures up to 1,240°C. Pins can be used in the mats to secure items in place freeing hands for other tasks.

Two cutting mats, priced at £4.75 (ref: T902) measuring 247mm x 197mm and £12.75 measuring 397mm x 297mm (ref: T903) are also new.

T 0121 4452 741 W www.model-supplies.org.uk

#### **DART GOES EDWARDIAN**



Dart Castings has announced the addition of three new whitemetal figures in 1:76 (OO) scale. An Edwardian lady (MCV36) with rolled umbrella under her arm and market trader (MLV37) with money belt are each priced at £1.65. An angler (MLV38),

sat fishing with a basket at his feet is priced at £1.85. Full details can be found on the Dart Castings website.

A Dart Castings, 17 Hurst Close, Staplehurst, Tonbridge, Kent TN12 0BX T 01580 892 917 W www.dartcastings.com

#### LOADING DOCKS FROM SKYTREX

Skytrex 2013 Ltd has added two sleeperbuilt loading docks to



its 7mm range of layout accessories. The cast items depict raised loading bays built from sleepers on bricks. The first, measures  $58mm \times 120mm$  (ref: 7/361) and is priced at £10.00, the second, at £25.00 (7/361A) comprises three of the above sections.

The docks are modular, measuring 29mm in height when assembled and are supplied with steps.

T 01509 213789 W www.ogauge.co.uk

## WIN FREE ENTRY TO DONCASTER SHOW

We are giving a lucky reader the chance to win a pair of tickets to the Festival of British Railway Modelling at Doncaster Racecourse on February 7th/8th.

With over 30 layouts and 80 traders and expert demonstrations there will be plenty for everyone to see and do across the weekend.

Enter our competition on our website now for your chance to win a pair of tickets.

W www.brmm.ag/LMEEcomp

# **UTA SPOIL WAGON**

rovincial Wagons has launched a kit of the last British steam-hauled wagons in OO gauge. The Northern Ireland Railways spoil wagons were built in the mid-1960s by Cravens for the Magheramorne spoil contract, which ran from 1966 to 1970 during the construction of the M2 Motorway running north out of Belfast.

The kit contains all parts and chains and even transfers for different wagon numbers.

The peculiar prototype wagons ran in rakes of 20, typically topped-and-tailed by Class WT 2-6-4Ts. They had one sloped and one vertical side. The sloped side was used for loading, whilst the vertical side carried doors allowing the spoil to be emptied at the side of the track. The trains typically ran around six times a day between Magheramorne and the shore of Belfast Lough. Prices start from £25.00 for a single kit to £120



for a pack of five (includes post and packaging). More details can be found on the website.

- E lesliemcallister@aol.com
- A Provincial Wagons, 22 Lansdowne Road, Frimley, Camberley, Surrey GU16 9UW
- www.provincialwagons.com

## ELECTRIFYING TRAINS' GATE STOCK IN O



RTR manufacturer, Electrifying Trains has announced that its next model is to be the SR/BR(S) two-car push-pull 'Gate Stock'.

The model will represent ex-LSWR Sets Nos. 363 and 372-374 which were to be seen on many South Western Division branch lines, from Grouping until withdrawal during the 1960s.

Production runs of each Electrifying Trains release are limited and each hand-built model from etched nickel-silver with cast whitemetal and resin components is supplied with a certificate of authenticity. The coaches comprise of one Trailer

Third and one Driving Brake Composite and are both finished with sprung buffers, screw link couplings, prototypical wheelsets and a choice of liveries, finishes and interior furnishings such as decorated seats, advertisements and fire extinguishers.

The coaches designed to negotiate 3' curves with easy interior access. Prices start at £1,195 excluding delivery. Further interior details such as passengers and a driver are at cost.

- E info@electrifyingtrains.co.uk
- T 02084 405 918
- www.electrifyingtrains.co.uk

# PEEDIE MODELS GOES 3-D

Peedie Models is to offer a 3-D printing service. The Orkney-based company took delivery of a 3-D printer as this issue went to press and expects to offer customers a print service in the New Year.

Paul Tyler, owner of Peedie Models said "We are excited to announce that we will be providing 3-D printing services for all

modellers.

"With the advancement of 3-D printing technology we have taken the next step in the



manufacturing process by investing in a high-end 3-D laser printer.

"Stereo lithography is the industry standard in delivering beautiful, functional parts that plastic extrusion printers just can't match" he said. "Until now, a professional Stereo lithography printer has been far out of reach for the individual designer. We can now produce layers at 100 microns down to 25 microns, or put it another way less than the thickness of a piece of hair."

Peedie Models started trading in November 2012 with the objective of designing and manufacturing a range of products for modellers and produces resin models and accessories for N and OO gauges.

To view the full range and find out more on the 3-D print service on offer, visit the website.

A Peedie Models, Milldam Cottage, Tankerness, Orkney, KW17 2QU T 01856 252 510

www.peediemodels.com

108 www.RMweb.co.uk BRM February 2015

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# HORNBY Ben Jones takes a detailed look at Hornby's impressive new mixed traffic 'Mogul' PEPPERCOR



ver the last few years Hornby has produced several outstanding models of LNER locomotive designs from the post-Gresley period. The B1 4-6-0, O1 2-8-0 and particularly the L1 2-6-4T are among the best items in the Margate company's range. To that family we can now add the Peppercorn K1 2-6-0 - a class delivered after Nationalisation but of unmistakable

Christmas, the 'Mogul' is the first of what we should probably regard as 'post-Design Clever' models from Hornby. Upon lifting the 2-6-0 out of its packaging, it's immediately clear that it has more in common with well-regarded products such as the B1 and L1 than those from the intervening period. Although Hornby's logic in trying to reduce production costs was understandable, we think most will welcome this return to higher standards and greater fidelity.

Reviewed here is No. 62024 in late crest lined black, suitable for the post-1957 period. More specifically, the locomotive has a Gateshead (52A) shedplate on the smokebox door, carried between 6th May 1962

and 28th February 1965 when it was transferred to North Blyth. No. 62024's only other home in its 18-year career was Blaydon, where it resided from delivery in August 1949. Steam survived late in the north-east of England, including this locomotive, which soldiered on until 13th February 1967.

Hornby is also offering the K1 with an early BR emblem as No. 62015. Choice of liveries is somewhat

#### **FACT** FILE

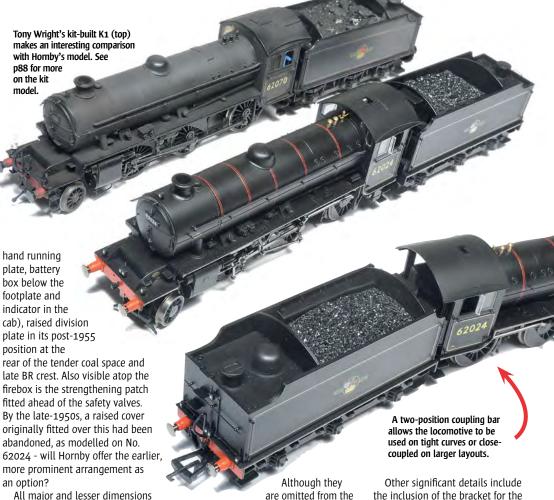
- **▶ MANUFACTURER** Hornby Hobbies
- ▶ MODEL R3243 BR late crest lined black Peppercorn K1 2-6-0 No. 62024
- **PRICE** RRP £129.99
- **AVAILABILITY** Hornby stockists
- **WORDS** Ben Jones
- ▶ PHOTOGRAPHY Tony Wright

option has been added to the 2015 range. One other possibility is the bogus LNER apple green carried by preserved No. (6)2005 in the 1970s/80s.

#### **LOOKS AND DETAIL**

Although the K1s are credited to A.H. Peppercorn, the influence of Edward Thompson is clear in the simple but handsome lines of this 2-6-0, which have been superbly captured by Hornby. This version is in final condition with BR Automatic Warning System equipment fitted (denoted by the reservoir cylinder just in





All major and lesser dimensions check out exactly against the published works drawings. The excellent Group Standard 4,200gal tender is shared with the B1 4-6-0.

The model closely, although not exactly, matches an excellent portrait of an ex-works No. 62024 (Yeadon's Register of LNER Locomotives, Volume 18, p72) taken on 25th April 1963. By this time, overhead line warning flashes had been added to the boiler, tender and frame extensions.

are omitted from the

model, applying them would be a quick and simple job if a post-1961 look is what you're after. Conversely, the model has NBL diamond builders' plates on the smokebox, which were missing from the prototype by the time the Yeadon's image was taken.

Those all-important aspects - the front-end 'face' and chimney are convincingly modelled and bring out the character of the original. It will be interesting to see if provision for any of the other smokebox door arrangements

the inclusion of the bracket for the removed speed recorder beside the rear left hand driving wheel, a separate smokebox door dart and handles, superb separate lubricators, Stones turbo generator and sand fillers on the running plate and wire handrails throughout. Metal components have also been used for the safety valves (but not the whistle), reversing lever and sprung buffers. In contrast to some locomotives of the last couple of years, numerous other small details have been modelled using separate parts, not least the electric lights (non-working) and lamp

#### PEPPERCORN K1 2-6-0

Arthur Peppercorn's K1s were the last in a long line of mixed traffic 2-6-0s that could trace their origins back to Nigel Gresley's first design for the Great Northern Railway in 1912. Based on Thompson's solitary K1/1 prototype, No. 3445 MacCaillin Mor, with modifications, 70 were built by North British between May 1949 and March 1950. They featured a shortened B1 type boiler and various other parts common with B1s and L1 2-6-4Ts.

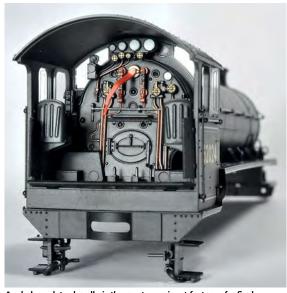
After running-in from Eastfield shed in Glasgow, they were set to work with 30 allocated to the Eastern Region and 40 to the NER. The first 50 were outshopped in lined black with 'BRITISH RAILWAYS' on the tender, while the final 20 received the early BR emblem.

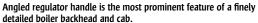
Nos. 62011-020 were briefly allocated to Gorton depot in Manchester, and from February 1952 the Scottish Region received its first five locomotives for the West Highland Line. ER machines worked mainly from March depot, whilst the NER used its K1s on goods and mineral duties from Blaydon, Darlington, Heaton, Gateshead and Stockton.

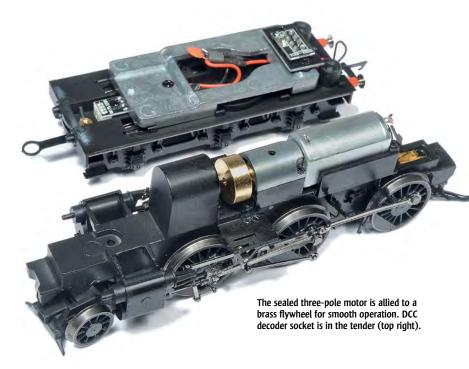
As dieselisation spread, the class was seen further afield, working on ex-Great Central lines from Retford and Frodingham sheds from 1959. Although most commonly employed on unfitted goods and mineral trains, the class was also seen on secondary and even express passenger duties. Stratford depot favoured K1s for summer weekend holiday trains but they could also be found supporting older LNER 2-6-0s on the West Highland and its extension to Mallaig. Famously, the NER used K1s on the Alnmouth-Alnwick line until June 1966, making it one of the last steam-operated branches in the country. Withdrawals took place between December 1962 and December 1967. Fortunately, No. 62005 was saved and has been a



#### **PRODUCT** REVIEW







# LNER expert Tony Wright considers the K1 to be the best OO locomotive release of the last 12 months; it's hard to argue with that conclusion.

cinder guards and the very fine cab interior and boiler backhead. Look out for the angled regulator handle, which cries out for a driver's hand to open it. Just be aware that the lamp brackets and lights on the front bufferbeam are extremely fragile and easy to damage during handling.

Overall, this attention to detail contributes to a model that captures the appearance and character of the K1 very effectively. The story is the same below the running plate, where the wheels, cylinders and brake gear are well-modelled, and complemented by flexible plastic sandpipes and brake

shoes in line with the wheel treads. The relatively small driving wheels mean that more of the frames are visible than usual, but to its credit, Hornby has detailed this area too, with parts of the firebox and numerous rivets visible between the wheels

Decoration is excellent too, especially the BR mixed traffic lining which has all the necessary red, white and grey bands. Cabside numbers are the perfect weight and size and it's good to see beautifully printed, full-colour BR crests return. Smaller details such as the worksplates are also crisply executed. Notably, the smokebox door numberplate correctly has an 'incorrect' style number '6', as per the original.

#### **MIXED TRAFFIC**

As befits a mixed traffic locomotive, we tested the K1 on a range of suitable trains and performance was excellent throughout. After runningin, train weights were gradually increased to a maximum of 35 traditional short-wheelbase wagons

or nine bogie coaches. This should be more than sufficient for most layouts and is comparable to the type of trains handled by

the prototype.

A sealed,
long-life
motor powers
the middle
driving axle,

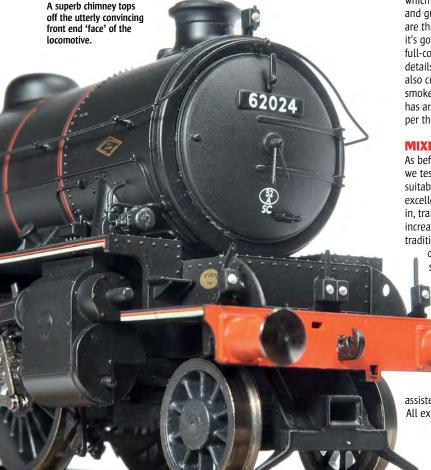
assisted by a small brass flywheel. All except the leading wheels have brass wiper pick-ups. The motor and eight-pin DCC decoder socket (in the tender) are linked by Hornby's standard four-wire jumper lead which is plugged in under the tender. A two-position drawbar, for use on sharp or more generous curves is a subtly executed and useful feature.

Our sample (supplied by Rails of Sheffield) was a very smooth and quiet runner on Peco Code 75 track. Anyone concerned about a repeat of the derailment issues common with the Hornby L1 2-6-4T can rest easy the front pony truck is to a different design and worked faultlessly during our tests. Also worth noting is that the driving axles have brass inside bearings – an unpopular omission on some recent Hornby steam locomotives.

#### A RETURN TO FORM

Until we see a more reliable flow of quality models, it's premature to say that Hornby's problems are over, but the K1 is undoubtedly evidence of a return to form for the Margate company. The Peppercorn 'Mogul' displays all the attention to detail and quality touches we'd come to expect (or take for granted?) from this manufacturer. Our resident LNER locomotive expert, Tony Wright, considers it to be the best OO gauge locomotive released in the last 12 months, and it's hard to argue with his conclusion.

It's good to see that confidence returning and we look forward to more of the same. **BRM** 















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H0\R9233	Oil Tanker Black Wthrd		H0\R8697	Hopper Gantry		H0\R2747	Cls 60 062 BR Sub-Sector		H0\R2713x	
H0\R9234 H0\R9235	7 Plank Open Wagon Red 7 Plank Open Wagon Lt Blue		H0\R8699 H0\R8702	Ruined Castle: Tower		H0\R2640 H0\R2490	Cls 60 066 John Logie Baird Trainload		H0\R2714	4-6-0 Standard Class 7500 BR Early Dcc Ready £131.25
HO\R9238	Vent Van Lt Grey Wthrd		HO\R8702	Retaining Walls - Brick: Slope 1		H0\R2650	Cls 66 709 Joseph Arnold Davies Midite		H0\R2715	4-6-0 Standard Class 75000 Late Br Dcc Ready £131.25
H0\R9239	Vent Van Red Oxide		H0\R8707	Retaining Walls - Brick: Slope 3		H0\R2518	Cls 73 107 'Spitfire' Fragonset		H0\R2716 H0\R2716x	4-6-0 Std Cls 75000 BR Late Weathered£131.25 4-6-0 Std Cls 75000 BR Late Weathered Dcc£148.78
H0\R9036	Signal Box & Water Tower		H0\R8708	Loading Chute		H0\R2766	Cls 73 129 NSE		H0\R2716X	4-6-0 Patriot Prv. W Wood Vc BR£119.95
H0\R9217	Maithwaite Station Booking Hall Resin		H0\R8709	Fuel Oil Tanks		H0\R2655 H0\R2517	Cls 73 235 SW Trains Cls 73 E003 BR Green		H0\R2728	4-6-0 Royal Scot Royal Inniskilling Fusiliers BR ER £122.99
H0\R9218 H0\R9219	Maithwaite Station Platforms Resin		H0\R8711 H0\R8712	Coal Hopper		HO\R2415	Cls 86 235 Intercity Swallow 'Novelty'		H0\R2733	0-4-4 M7 SR Class M7 Dcc Ready 676£109.99
H0\R9220	Signal Box Resin (Thomas)	£23.50	H0\R8715	Sleeper Embankment		H0\R2755	Cls 86 BR Blue (Preserved)		H0\R2742 H0\R2742x	4-4-0 Schools SR (Maunsell Grn) Charterhouse£119.99
H0\R9221	Water Tower Resin		H0\R8716	Country Station - Main Building		H0\R2696	Cls 101 692 Scotrail		HO\R2742X HO\R2743	4-4-0 Schools SR (Maunsell) Charterhouse Dcc £137.49 4-4-0 Schools BR (Early) "Brighton" £128.49
H0\R9222	Double Engine Shed		H0\R8719	Waiting Room - Wood		H0\R2698	Cls 101 BR Blue/Grey		H0\R2744	4-4-0 Schools Late BR "Blundell's"£128.49
H0\R9223 H0\R9242	Goods Yard Crane		H0\R8722 H0\R8724	Coal Drop		H0\R2697 H0\R2769	Cls 101 BR Green 3 Car Dmu			4-4-0 Schools Late Br "Blundell's" Dcc£151.49
H0\R9243	Circus Tent 3		H0\R8726	Ruined Castle: Wall Joints		H0\R2770	Cls 121 BR Blue			4-4-0 Schools SR (Malachite) "Wellington" £128.49
H0\R9245	Windmill (Thomas)		H0\R8727	Skale Oil Petrol Station		H0\R2644	Cls 121 DMB Bubble Car Br (Wr) Choc/Crm		HO\R2745X	4-4-0 Schools SR (Malachite) "Wellington" Dcc £150.49 0-6-0 Aix Terrier Lb & Scr Brighton Collector Ctre £61.49
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HO\R9251	Dryaw Platform Rear with Steps & Fencing		H0\R8733 H0\R8734	Coal Drop Ramp 2		HO\R2809	Cls 142 045 Pacer Regional Railways Yellow Cls 142 Northern		H0\R2806	4-2-2 The Last Single Wheeler LMS Dean£192.75
H0\R9252	Dryaw Platform Ramps & Fencing		H0\R8735	Coal Drop: Shed Base		H0\R2758	Cls 153 323 Arriva Trains Northern	£86.99	H0\R2815	4-4-0 Shools Southern Suburban 1957£220.49
H0\R9257	4-6-2 A4 Spencer Silver + Face		H0\R8736	Coal Drop: Overshoot and Steps		H0\R2512	Cls 156 57430 2 Car Unit Strathclyde Pte		H0\R2857 H0\R2889	4-6-0 5Mt Black 5 BR Lined Black
H0\R9263 H0\R9264	Gt. Waterton Station Footbridge Gt. Waterton Station Platform		HO\R8737 HO\R8749	Gas Works Gas-O-Meter		H0\R2695 H0\R2876	Cls 156 Scotraid		110 112003	- LIMA CLEARANCE WAS 259.99 NOW £35.00
HO\R9266	Blacksmiths Workshop		HO\R8749 HO\R8751	Faulkners Electrical Store - Modern Shop Hislop - Barbers		HO\R2017	4-6-0 B17/4 Man Utd X 3 Lner Tk Coaches		LA\4621	Cls 47 844 Virgin Trains
H0\R9502	Magna Small Waiting Room	£12.99	HO\R8754	Toll House		H0\R2032	4-6-2 A4 BR Grn 'Guillemot' + 3 Mk1 Coaches		LA\4633	Cls 47 369 BR 2 Tone Green/Yellow Cab
H0\R9503	Magna Water Tower		H0\R8757	Container / Builders Office		H0\R2033	4-6-2 Princess Helena LMS Rd + 3 Mk1 Coach		LA\4635 LA\4658	Cls 47 827 Virgin Trains Cls 08 887 Virgin Trains Black Pit Stop
H0\R9504	Magna Signal Box Track Boards		H0\R8758 H0\R8759	St. Mary's Chapel	£13.99	H0\R2044 H0\R2077	4-6-0 B17/4 Liverpool BR Blk + 3 Mk1 Coaches 4-6-0 'King John' + 3 BR Coaches		LA\4636	Cls 08 899 Shunter Midland Mainline Green
H0\R9509 H0\R9512	Concrete Plate Layers Hut		HO\R8765	Car Sales Portacabin		HO\R2077 HO\R2090	4-6-0 Castle 'Llanstephan' + 3 Mk1 Coaches		LA\4685	Cls 47 830 First Great Western Green
H0\R9530	Magna Booking Office	£11.99	H0\R8771	Razor Roof Industrial Building (Loading Door)		H0\R2112	4-6-2 Duchess City Of Bristol + 3 Mk1 Ch Caledo		LA\4688	Cls 47 710 BR Fragonset Livery
H0\R9531	Magna Waiting Room		H0\R8772	Razor Roof Industrial Building		H0\R2146	4-6-2 A3 Flying Scotsman LNER Grn Gold Plate		LA\4855 LA\4872	Cls 92 001 BR Electric Triple Grey 'Victor Hugo' Cls 92 015 BR 3 Grey 'D.h Lawrence'
H0\R9532 H0\R9628	Magna Engine Shed Mining Headstock 2		H0\R8773 H0\R8774	Modern Industrial Building Skaledale Mining Headstock Sub Station		H0\R2147 H0\R2166	4-6-2 A3 Flying Scotsman LNER Collectors Edt. 4-6-0 County BR + 3 MK1 Coaches S. Wales Ex		LA\4872 LA\4873	Cls 92 023 Electric Triple Grey 'Ravel'
HO\R9626	Double Engine Shed		HO\R8775	Skaledale Mining Upper Shaft House		HO\R2168	4-6-2 A3 LNER Grn + 3 Yorks Pullmans (Unlite).		LA\4880	Cls 47 710 Waterman Rail 'Lady Godiva'
H0\R9638	Station Shelter			Lower Shaft House		H0\R2172	4-4-0 Cls 2P Fowler 634 LMS Blk + 3 Coaches		LA\4898	Cls 47 703 BR Fragonset Grey/Red Stripe
	HORNBY SKALEDALE		H0\R8777	Skaledale Mining Winding Engine House		H0\R2174	4-6-0 County Of Northampton BR Blk No.1022		LA\4903 LA\4910	Cls 47 306 Railfreight Distribution 'Sapper'
H0\R8509 H0\R8512	2x Stone Tunnel Portals Single Track 2x Brick Tunnel Portals Double Track		H0\R8778 H0\R8779	Skaledale Mining Headstock Fan House Skaledale Headstock Compressor House		H0\R2186b H0\R2204	0-6-0 Tank J13/52 GNR Green No. 1226 4-6-2 Merchant Navy BR Green 'Bibby Line'		LA\4910 LA\4923	Cls 47 517 BR Large Logo Bluw Andrew Carnegie
HO\R8526	Granite Wall Pack 1 - 8 Straights & 4 Corners	£11.99	HO\R8781	Hubbards Hills Monument		HO\R2204	4-6-2 Bob 92 Squadron BR Green 34081		LA\4924	Cls 60 093 BR Transrail Grey 'Jack Stirk'
H0\R8542	Holly Farm 2 Storey Workshop & Store		H0\R8782	Farm House		H0\R2234	4-6-0 'King William Iv' BR Green No. 6002		LA\4932	Cls 37 906 Transrail 3 Grey Star Of The East
H0\R8544	Stone Tunnel Portals Side Walls		H0\R8783	Farm Out House		H0\R2249	2-8-0 8F LMS Blk Weathered No.8042 S/Detail.		LA\4940	Cls 31 185 Railfreight Triple Grey Coal
H0\R8545 H0\R8547	Brick Tunnel Portals Side Walls		H0\R8784 H0\R8785	Farm Stables Dutch Barn Farm Tractor / Plough Shed		H0\R2258 H0\R2322	4-6-0 5Mt Black 5 BR E/E Weathered No.44781 4-6-0 5Mt Black 5 BR Black E/C No. 44668		LA\4946 LA\4960	Cls 31 411 BR Blue
HO\R8548	Highfields Windmill		HO\R8786	Windmill		HO\R2328b			LA\4967	Cls 31 130 Railfreight Coal Sector
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H0\R8562 H0\R8563	Derelict House		HO\R8986 HO\R8989	Brick Garage (Up and Over Door) Vintage Airfield Control Tower		H0\R2372 H0\R2391	4-6-0 Castle Trematon 'Royal Duchy' + 3 Coact 4-6-0 County Of Caernarvon GWR Grn No 1010		LA\5066 LA\5083	Cls 20 14 Hail Freight Services Grey Cls 42 D828 BR Blue 'Magnificent'
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HO\R8575	War Memorial			Cls 20 128 Btr		H0\R2403	4-6-0 Grange 'Derwent' BR Green No. 6862		LA\5127 LA\5171	Cls 42 D814 BR Blue 'Dragon' Cls 47 846 Great Western Green 'THOr'
H0\R8577 H0\R8578	Recycling Bins (4)			Cls 20 227 BR Large Arrow		H0\R2424 H0\R2426	4-6-0 Castle BR Grn No. 5074 Hampden Castle 4-6-2 Princess Elizabeth BR Blk HOrnby 50Th		LA\5171 LA\5192	Cls 47 D1957 BR Blue
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HO\R8585	Lamp HutPlatelayers Hut		H0\R2753 H0\R2420	Cls 31 296 BR Sub-Sector		H0\R2456 H0\R2459	4-6-0 Patriot BR Green No. 45542 Weathered 4-6-0 Castle GWR Green No. 5075 'Wellington'.		LA\5236 VI\V2015	Cls 31 283 BR Blue Large Running Numberw Cls 37 423 Sir Murray Morrison Intercity Mainline
H0\R8586 H0\R8587	Platelayers Hut			Cls 31 BR Ala-Ala Br Green Cls 35 D7067 Hymek BR Blue Weathered		HO\R2459 HO\R2461	4-6-0 Castle GWR Green No. 50/5 'Wellington'. 4-6-0 County Of Devon BR Green E/Emblem		VI\V2015 VI\V2018	Cls 37 416 Royal Scotsman Maroon Yel Front
	-			-						



# RISH DE

raham Farish has introduced a revised version of its impressive Class 57 diesel, featuring retractable Dellner couplers and a new 'DCC Ready' chassis.

In 2002-05, Virgin West Coast took delivery of 16 former Class 47s, re-engineered and modernised with General Motors engines and modern electronics. Intended for rescuing failed Class 390 Pendolino EMUs and hauling them away from electrified lines during engineering work, the locomotives were given 'Thunderbirds' themed names.

All were retro-fitted with retractable Dellner automatic couplers, allowing them to haul compatible VT units more

However, it quickly became clear that VT had more '57s' than it needed and much of the fleet was first sub-leased and later dispersed to other operators, including Arriva Trains Wales, Network Rail, DRS and West Coast Railways. The locomotive featured here is 57309 Pride of Crewe, now leased to DRS and used on a variety of duties, ranging from nuclear waste trains to passenger

charters. Unlike some other '57/3s', it retains its Dellner couplers. Graham Farish is also producing Network Rail yellow 57312, one of five locomotives taken on by NR for snow train and third-rail EMU rescue duties and modified with Tightlock auto-couplers.

The intricate new cab front arrangement has been well captured, with separate injection moulded parts for the hinged support bracket and the coupler arm/head. The hydraulic rams for raising and lowering the coupler are moulded either side.

this superb model will add a high-

quality conclusion to your steam era

Numerous other separately fitted parts help to make this an excellent example of what can be achieved with modern N gauge diesels. The etched stainless steel radiator grilles are particularly effective. Also impressive is the application of the complex DRS livery, right down to the tiny instruction notices along the lower edge of the bodyside.

Previous Graham Farish Class 57s had a 'DCC Friendly' chassis with a printed circuit board design for easier decoder installation, but these latest

# RAHAM FARISH

irst released in OO gauge in ■2014, this Midland Railway 20t brake van is now available to N gauge modellers too. Shown here is the LMS grey version with lookout duckets either side of the van. As in 00, the model is available with or without duckets and with shallow or deep openings on the verandah ends.

It's a fine model of a prototype that saw widespread service between the 1920s and 1960s, with some surviving in departmental use into the 1970s. Although of MR origin, it was adopted by the LMS as its first standard brake van after 1923 and built in large numbers by the new company. This

model is suitable for 1920s to 1940s operation and is complemented by an LMS brown version without duckets. A BR unfitted grey vehicle without duckets is also available.

The attractive LMS grey livery has been well executed and tops off what is an excellent addition to the N gauge goods wagon fleet. Fine details include the separately fitted brake gear, stepboards and vacuum brake pipes, plus turned metal buffer heads and brake shoes in line with the wheel treads.

Whether you model the LMS/LMR or not,

MANUFACTURER Graham

Farish by Bachmann

**FACT** FILE

- MODEL 377-750 LMS grey (ex-MR) 20t goods brake van No. 2045
- PRICE RRP £15.95
- **SUPPLIER** Graham Farish stockists
- **WORDS** Ben Jones
- PHOTOGRAPHS Tony Wright



114 www.RMweb.co.uk **BRM** February 2015



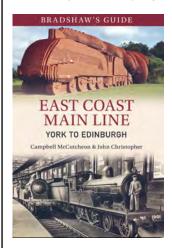
models have been upgraded with a sixpin DCC decoder socket. As before, the '57' has directional LED head and tail lights, all-wheel pick-up and drive and Rapido type couplers in NEM pockets.

With good looks, fine detail and excellent performance, plus that useful 'plug and play' DCC upgrade, this is another superb contemporary diesel locomotive for N gauge modellers. And, compared to some other recent N diesels, the RRP of just under £110 looks reasonable for what it delivers.

#### **FACT** FILE

- ▶ MANUFACTURER Graham Farish by Bachmann
- ▶ MODEL 371-657 DRS 'Compass' livery Class 57/3 diesel 57309 Pride of Crewe
- **▶ PRICE** RRP £109.95
- **SUPPLIER** Graham Farish stockists
- **WORDS** Ben Jones
- ▶ PHOTOGRAPHS Tony Wright

# BRADSHAW'S GUIDE TO THE ECML



ichael Portillo and the BBC are behind the resurgence of interest in Bradshaw's notable publications, the last of which was published in June 1961, long after Bradshaw's death in 1853. Closure of the publisher ended its association with transport which had begun in the canal age.

The 1863 Guide has been reprinted in various forms as a result of the television series reawakening interest. This version is somewhat different from the facsimile reprints which retain the charm and innocence

of the originals.

Although it uses the original text, it appears in a modern typeface and to those who know the original layout, one column text needs some getting used to.

Where this book differs from the original is that it includes images of many of the locations described in the text. Three maps are included but the book would have benefitted from a clearer example showing the area covered with the relevant rail lines, rather than the almost impossible to read Yorkshire and Northumberland maps and the 1946 map issued by the LNER to commemorate the centenary of the North British Railway, the builders of the line north of Berwick.

#### FACT FILE

- ▶ TITLE East Coast Main Line
- York to Edinburgh , Campbell McCutcheon & John Christopher
- **▶ PRICE** £14.99
- **AVAILABILITY** All good railway bookshops and Amberley Press
- **REVIEW**

Dennis Lovett

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BRM | February 2015 www.model-railways-live.co.uk 115

#### **PRODUCT** REVIEW



# FILIAN BR GUV

ack in 2010, Heljan released a range of ready-to-run Mk 1 coaches. Now, it's time for its latest vehicle – a General Utility Vehicle (GUV) to join the ranks.

The GUVs were built between 1956 and 1960 for the transport of goods, parcels and road vehicles. They usually ran in parcels trains and to a lesser extent in passenger trains and even with DMUs. And, with over 900 built they were seen nationwide.

The vehicles' design employed a similar underframe design to the Mk 1s being built at the time, but differed in having flat sides for maximum route availability. The ends of the vehicles had two doors plus a flap dropping onto the buffers to

#### FACT FILE

- MANUFACTURER Heljan A/S, Denmark
- **SCALE/GAUGE** 7mm:1ft scale, 32mm gauge 0
- ▶ PRODUCT HJ4960 BR GUV
- **▶ PRICE** RRP £325.00
- **REVIEW** Howard Smith
- ▶ PHOTOGRAPHY Tony Wright

# **Howard Smith** looks at another good choice of rolling stock by Heljan. But, is it value for money?

form a platform between vehicles - the top two doors were hinged, opening sideways to give full end access. It was a clever concept, allowing cars or vans to be loaded at one end of the train and unloaded at the other - if the internal parcel shelves were removed - an ideal setup for Motorail services.

The last vehicles, albeit modified with roller shutter doors and plated over ends, were used by EWS on postal traffic until services ended in 2004 - a career span of over 40 years and proof of the design's success. A few vehicles remain in departmental service, although they are often heavily modified.

#### **A VAN FOR ALL SEASONS**

Kindly supplied by Tower Models for review is this BR GUV in maroon, a livery exclusive to the shop. The other liveries produced by Heljan are late-1980s Parcels red, BR blue, BR blue with 'Express Parcels' branding and BR(S) green. The packaging is very similar to that found in the OO gauge market, merely scaled up - a plastic case with sleeve holds the vehicle firmly inside a card box.

Once out of the box, the detail on this model can be fully appreciated. GUV sides may be flat, but by no means do they have a minimalist appearance or lack detail. Quite the contrary, and Heljan has done a very good job at representing them.

The sides of this model measure up correctly and the locations of both windows and doors are spot on. I'm pleased to see the chalk panels have rivet detail - something that can only really be achieved in this scale due to size. As for the lettering, it's neat and precise, more so than the lining which on this sample vehicle suffers from the occasional minor 'wobble'. As per usual,

you will have to number these vehicles yourself, or find someone who can. Tower Models offer such a numbering service.

The doorsteps that don't protrude quite enough underneath the doors, but depending on which era you model, you may not even need these. GUVs that transported BRUTE trolleys (BR Universal Trolley Equipment) had their doorsteps removed due to the damage caused when the trolleys ran over them. In addition, the vents with fine louvres shouldn't be inset, but given the level at which they are, a set of commissioned etch overlays could resolve both this and the issue with the steps.

The superbly moulded door hinges, stops, handles and window bars are the perfect final touches and the grab handles are also very intricate and well done.

Turning to the roof, the most

I particularly admire the drop door supports and lamp brackets, all of which are separately fitted.

7

116 www.RMweb.co.uk BRM February 2015

The livery application on the sample vehicle (bar the odd wobble in the lining) is good, but more importantly, everything is in the correct location.

All numbers and letters are neat and can be clearly read.

Obvious area that is incorrect is its shape. GUV roofs have a distinctive compound curve - the radius of the curve reduces before it joins the sides. I think Heljan has slipped up here in giving it a constant radius roof - it's a mistake that stands out. The shell roof

The lettering, hinges, handles and stops on the sides are all wonderfully moulded.

ventilators are correctly positioned, but the size of the rain strips and panel joints is questionable.

Luckily, the end detail of these GUVs is fantastic. Adorned with accurate sprung buffers and working screw-link couplings, they should 'buff up' with ease to any existing item of rolling stock. Heljan has even gone to the

trouble of having real chain fitted to the

ends, rather than choosing to mould it.

The support strapping is also
correct - although a little deep in
parts - but fully present nevertheless.
It's nice to see such attention to detail
on an RTR product. I particularly
admire the drop door supports
and lamp brackets, all of which are
separately fitted.

The underframe shares many similar components with the previous Mk 1 coaches, so the detail is to the same standard. The dynamo has a moulded impression of a belt, by no means a requirement on any RTR model, but Heljan has gone to the trouble of fitting it. It's a nice touch.

Heljan's BR1 bogies aren't the most accurate on the market in this scale with chunky frames, axle centres too high in the boxes and overly generous quantities of tyre tread. But, they are underneath these models just as they were with the Mk 1 passenger coaches. Depending on the numerous conversions of GUVs, you could substitute these for some aftermarket Commonwealth or B4 bogies if you so wish.

#### **VERDICT**

So, has Heljan succeeded in making a good model? The short answer is yes, but I don't believe this is going to be the definitive GUV in this scale. Personally, I'd want a correct roof profile given the price - it's quite a big thorn in the side of this model. That said, for £250

(via Tower Models) or £240 each for four or more, it's still the only way to get your hands on an RTR model of this prototype in O gauge. And, if you compare this price tag with that of buying a kit and having it built, painted and lined, it puts this new proposition from the Danes into perspective. Not bad. **BRM** 



The underframe of the model. A little daylight can be seen between the trussing and chassis. The battery boxes hang a little too low, but not enough to offend the eye.



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R2652	CL66	£51.95
R2755	CL86 BR Les Ross	£43.95
R2803XS	CL31 BR	£163.99
R2900XS	CL31 Railfreight	£179.45
R2977XS	CL08 BR	£158.50
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R3052	CL56 Richard Trevithick	£98.45
R3141	CL60 Tata Steel	£117.45
R3136	Network Rail Class 73	£53.45
R3135	GBRF Class 92	£61.25
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R3178	NCB Sentinel	£44.95
R3180	Tarmac Sentinel	£44.95
R3183	Class 67 Arriva	£107.45
R3283	Bagwall Shunter	£25.75

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R660	Elevated Track Side Walls	£16.4
R909	Track Supports	£6.4
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£2.95

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Set of Three

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R3268 Class 67 Arriva	£122.90
R3010X N15 SR	£133.95
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R394	Hydraulic Buffer	£3.95
R600	Straight	£1.30
R601	Double Straight	£1.95
R604	Curve 1st Rad	£1.75
R605	Double Curve 1st Rad	£2.05
R606	Curve 2nd Rad	£1.70
R607	Double Curve 2nd Rad	£2.20
R608	Curve 3rd Rad	£2.10
R609	Double Curve 3rd Rad	£1.95
R610	Short Straight	£1.15
R614	LH Diamond Crossing	£9.25
R615	RH Diamond Crossing	£9.25
R617	Uncoupling Ramp	£2.30
R618	Double Isolating Rail	£6.95
R620	Railer Uncoupler	£4.25
R628	Half Curve 3rd Rad	£1.70
R643	Half Curve 2nd Rad	£1.40
R3134	Northern Belle Train Pack	£117.00
R8026	Power Track	£3.75
R8072	LH Point	£8.45
R8073	RH Point	£8.45
R8074	LH Curved Point	£14.25
R8075	RH Curved Point	£14.25
R8076	Y Point	£10.25
R9077	LH Evergee Point	£12 05

-001	Robinson BR Late Crest	£94.99
-002	Robinson BR Early Crest	£94.99
-003	Robinson LNER	£94.99
-086	GWR 3200 Class BR Black	£98.50
-087	DC Earl Class GWR	£110.95
-117DC	4MT BR Black	£79.45
-118	4MT BR Green Late	£69.20
-127	CL3000 BR ROD	£118.45
-128	BR ROD Weathered	£105.45
-135	Lady of the Lake	£100.25
-136DC	D11/2	£115.90
-213DS	Patriot BR Late	£201.45
-261	WD Austerity	£110.40
-284	Royal Scot Ranger	
-319	J11 BR Early	£76.45
-350	Class A2 Sugar Palm	£107.99
550	A1Croat Factors	201 45

31-127	CL3000 BR ROD	
31-128	BR ROD Weathered	£105.45
31-135	Lady of the Lake	£100.25
	D11/2	
31-213DS	Patriot BR Late	£201.45
32-261	WD Austerity	£110.40
31-284	Royal Scot Ranger	£56.95
31-319	J11 BR Early	
31-350	Class A2 Sugar Palm	
32-559	A1Great Eastern	
31-462	C Class BR Black	£68.95
31-476A	G2A BR Early	£72.95
31-479	G2a BR Black	
31-526	A2 Bachelors Button	
31-527	A2 Tudor Minstrel A/Green	£96.45
31-550B	V2 Green Arrow	
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31-565	V2 BR Green	£85.70
31-626A	Class 3F BR	£71.25
31-627A	Class 3F LMS	
31-628DC		
31-931	LMS Compound	
31-933	BR Compound Late Crest	
31-932DC	BR Compound	
31-965	A4 Wild Swan BR	
31-979	Standard BR 3MT	
32-130	Class 45xx BR Green Late	
32-140	CL4575 Prairie BR Green	
32-209	Pannier BR	
32-231	Fowler BR Black	
32-260DC	WD Austerity	
32-500	5MT Class BR - 73068	
32-550A	A1 Tornado Apple Green	
32-550B	Tornado BR Green	
32-509	BR 5MT Early Crest	
32-954	4MT BR Early	
32-955	4MT BR Late	
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R3114A B	1 BR Late	£118.95
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R2679	A1/A1X Terrier GWR	£40.00
R2744	Schools Blundells BR	£84.95
R2827	Cheltenham Schools	£94.45
R2840	M7 SR	£79.25
R2843	Schools Dulwich SR	£94.45
R2916	CL2800 GWR	£93.45
R2917	2800 Class BR	£103.99
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R3015	Prince Arthur BR	£103.50
R3016A	Standard 4MT BR Black	£109.00
R3017	BR Patriot	£108.50
R3088	LNER Class 01	£97.45
R3100	NRM Flying Scotsman Blac	k. <b>£111.99</b>
R3025	J94 LNER	£55.45
R3206	BR Blue Tornado	£98.45

R083	Buffer Stop	£1.35
R207	Track Fixing Pins	£2.50
R394	Hydraulic Buffer	£3.95
R600	Straight	£1.30
R601	Double Straight	£1.95
R604	Curve 1st Rad	£1.75
R605	Double Curve 1st Rad	£2.05
R606	Curve 2nd Rad	£1.70
R607	Double Curve 2nd Rad	£2.20
R608	Curve 3rd Rad	£2.10
R609	Double Curve 3rd Rad	£1.95
R610	Short Straight	£1.15
R614	LH Diamond Crossing	£9.25
R615	RH Diamond Crossing	£9.25
R617	Uncoupling Ramp	£2.30
R618	Double Isolating Rail	£6.95
R620	Railer Uncoupler	£4.25
R628	Half Curve 3rd Rad	£1.70
R643	Half Curve 2nd Rad	£1.40
R3134	Northern Belle Train Pack	£117.00
R8026	Power Track	£3.75
R8072	LH Point	£8.45
R8073	RH Point	£8.45
R8074	LH Curved Point	£14.25
R8075	RH Curved Point	£14.25
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CL121

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R2508A

R2576

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Diary Dates entries are published free of charge to bona fide model railway clubs and societies.

#### PLEASE SEND FULL DETAILS OF FORTHCOMING EVENTS TO

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MODEL RAILWAYS LIVE

Closing date for the April issue is 1st February 2015

Suitable for disabled visitors.



The Festival of British Railway Modelling will be held in 2015 on February 7 & 8 at Doncaster Racecourse. For more details on this show, see page 22.

#### **EXHIBITIONS**

#### SATURDAY JANUARY 10 TO SUNDAY JANUARY 11

#### Basingstoke and North Hants MRS

Bassett Lowke Train Show, Tewin Memorial Hall Lower Green, Welwyn, Hertfordshire AL60JX **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1700 **Prices:** £3.00 adult, £1.00 child **Tel:** 01438 717 323 **Web:** www.bnhmrs.hampshire.org.uk

#### SATURDAY JANUARY 10 TO SUNDAY JANUARY 11

#### Chiltern Model Railway Association (CMRA) 2015 St Albans Model Railway Exhibition

Arena, Civic Centre, St Albans **Saturday:** 1000 - 18.00 **Sunday:** 1000 - 1700, **Tel:** 01727 844 488

#### SATURDAY JANUARY 10 TO SUNDAY JANUARY 11

Orpington and District MRS, The Pratts
Bottom Model Railway Show, Pratts Bottom
Village Hall Norsted Lane, Rushmore Hill,
Orpington, Kent BR6 7PQ Saturday: 1000 1700 Sunday: 1000 - 1700 Prices: £3.50
adult, £1.50 child Tel: 07733 461 477
Email: odmrsinfo@btinternet.com
Web: www.orpingtonmodelrail.org.uk

#### **SATURDAY JANUARY 17**

#### Bridport & District Model Railway Exhibition Beaminster Public Hall, Fleet Street, Beaminster, Dorset DT8 3EF **Saturday:** 1000 - 1600 **Prices:** £3.00 adult, £1.00 child **Contact:** Bob Ahrens **Tel:** 01308 861 754

Email: robert@rahrens.wanadoo.co.uk

#### SATURDAY JANUARY 17 TO SUNDAY JANUARY 18

Kilmarnock & District 33rd Model Railway Exhibition, Volunteer Rooms, 19 High Street, Irvine KA12 0BA Scotland Saturday: 1000 - 1700 Sunday: 1200 - 1600 Prices: £4.00 adult, £3.00 concessions, £12.00 family (2 + 2) Web: www.kilmarnockmrc.com

#### SATURDAY FEBRUARY 21

Club's 34th
Annual Exhibition, The Angel Centre, Angel
Lane, Tonbridge, Kent TN4 0SU Saturday:
1000 - 1700 Prices: £6.00 adult, £1.00 child
(10 -16yrs) Contact: Roy Prentice Tel: 01892
527 199 Email: royprentice@live.co.uk
Web: www.tonbridgemrc.com

#### **SUNDAY JANUARY 18**

SNCF Society Model Rail Show & Winter Rendezvous Sunday: 1000 - 1700 Prices: £4.00 adult, £1.50 child Contact: Roger Allen **Email:** roger.allen1@btinternet. com **Web:** www.sncfsociety.org.uk

#### SATURDAY JANUARY 24 TO SUNDAY JANUARY 25

Erith Model Railway Society Model Railway Exhibition, The Business Academy Bexley Yarnton Way, Erith, Kent DA18 4DW Saturday: 1000 - 1700 Sunday: 1000 - 1600 Prices: £7.00 adult, £3.00 child, £6.00 concessions, £18.00 family (2 + 2) Web: www.erithmrs.modelshops.co.uk

#### SATURDAY JANUARY 24 TO SUNDAY JANUARY 25

Normanton & Pontefract Railway Modellers Society, Pontefract Model Railway Exhibition NEW College, Park Lane, Pontefract, West Yorkshire WF8 4QR Saturday: 1000 - 1700 Sunday: 1000 - 1630 Prices: £5.00 adult Web: www.nprms.org.uk

#### SATURDAY JANUARY 24 TO SUNDAY JANUARY 25

Southampton MRS Southhampton Model Railway Exhibition Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire S050 5ZA Saturday: 1000 - 1700 Sunday: 1000 - 1630 Prices: £7.00 adult, £3.00 child, £6.00 OAP, £17.00 family (2 + 2) Web: www. southamptonmodelrailwaysociety.wordpress.com

120 www.RMweb.co.uk BRM February 2015



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#### Squires will be exhibiting at the following shows in 2015 – Diary updated as bookings are confirmed.

Jan 10/11 BOGNOR REGIS Model Railway Exhibition, Felpham Community College, Felpham Way, Bognor Regis, West Sussex. P022 8EL Sat 10-5, Sun 10-4.30.

Jan 17 - GUILDFORD Astolat Model Railway Exhibition, Guilford County School, Farnham Road, Guildford GU2 4LU Sat 10-5

Jan 17/18 - CALNE Model Railway Exhibition Calne Leisure Centre, White Horse Way, Calne, Wilts SN11 OSP Sat/Sun 10-5

Jan 24/25 - KENDAL Model Railway Exhibition, Lakes Leisure Centre, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5

Jan 25 - BOLTON IPMS MODEL BONANZA, St Joseph's RC High School, Chorley New Rd. Horwich. BL6 6HW 10-4.30

Jan 25 - BRISTOL Bristol 'O' Gauge Group Exhibition University of the West of England (UWE

Bristol), Conference & Exhibition Centre, Filton Road, Bristol, **BS34 80Z** Sun 10-4. **Feb 7/8 - ALTON FEBEX** Model Railway Ex Eggar School, Alton, Hants, **GU34 4EQ** Sat/Sun 10-5. **Feb 14 - NEWBURY** Model Railway Show, St. Bartholomews School, Buckingham Road, Newbury, Berks. RG14 6JP 10 - 4.30

Feb 15 - MANCHESTER ALSRM Northern Show, Woodhouse Park Lifestyle Centre, Portway, Wythenshawe, Manchester, M22 1QW Sunday 10 - 4pm \*New Venue - Free Parking - 16 0 Gauge layouts

Feb 20/21/22 - GLASGOW Model Rail Scotland, SECC, Glasgow, G3 8YW. Fri 10.30 - 6, Sat 9.30 - 6, Sun 9.30 - 5. Coming to Glasgow - why not try Saturday or Sunday?? The show is less busy and a lot easier to get to our stand!!

Feb 20/21/22 - BRIGHTON MODELWORLD 2015 Brighton Centre, Kings Road, Brighton, East

Sussex. BN1 2GR 10 - 5

Feb 28 - ABINGDON ABRAIL 2015 M Railway Exhibition, White Horse Leisure & Tennis Centre,

Audlett Drive, Abingdon, Oxon, **OX14 3PJ**. 10-5 **Feb 28/Mar 1 - PRESTON** Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, **PR2 8UR**. Sat/Sun 10-5.

Mar 7 - KETTERING Gauge '0' Guild Spring Convention Trade Show and Exhibition, Kettering Leisure Centre, Kettering Leisure Village, Thurston Drive, Kettering, NN15 6PB. Sat 10-4.

Mar 8 - SHUTTLEWORTH Scale Model Exhibition Day The Shuttleworth Collection, Shuttleworth (Old Warden) Aerodrome, Nr. Biggleswade, Bedfordshire SG18 9EP Sun 9.30 - 4pm Mar 14/15 - BASINGSTOKE Model Railway Exhibition, Aldworth Science College, Western Wy.

Basingstoke, Hants, RG22 6HA Sat 10-5, Sun 10-4.

Mar 14/15 - HUNTINGDON East Anglian Model Railway Exhibition, The Britten Arena, Wood

Green Animal Charity Centre, Huntingdon, PE29 2NH. Sat 10-5, Sun 10-4.

Mar 21/22 - NOTTINGHAM East Midlands Model Railway Ex Hadden Park High School, Harvey
Rd, Bilborough, Nottingham, NG8 3BB.\*\*Plenty of FREE Parking.\*\* Sat 9.30 - 5.30, Sun 10 - 5.00. Mar 22 - STAFFORD G Scale Society Show, Stafford County Showground, Weston Rd, Stafford,

ST18 0BD. Sun 10 - 5.

April 4 - 6 - YORK Model Railway Show, Knavesmire Stand, Racecourse Rd York. Y023 1EX. Sat/Sun 10-5, Mon 10-4.30

April 11 - NORWICH Model Railway Ex, Hellesdon High School, Norwich NR6 5SB. Sat 10-4.30. April 11/12 - HORSHAM Crawley MRS Exhibition, Tanbridge House School, Farthings Hill,

April 11/12 MELKSHAM 2015 Trainwest Model Railway Exhibition, Christie Miller Sports Centre, Bowerhill Industrial Estate, Melksham, Wiltshire, SN12 6QU, Sat/Sun 10-5

April 25 LEIGH O SCALE NORTHWEST Leigh Sports Village, Sale Way, Leigh, Lancs. WN7 4JY.

April 25/26 - SUTTON COLDFIELD Model Railway Exh, Bishop Walsh School, Wylde Green Rd, Sutton Coldfield, B76 1QT. \*\*Plenty of FREE Parking.\*\* Sat 10 - 5, Sun 10 - 4.30.

May 1/2/3 - THORNBURY Bristol Model Railway Exhibition, Thornbury Leisure Centre, Alveston Hill, Thornbury, near Bristol, BS35 3JB. Fri 1-7, Sat 10 - 6.30, Sun 10 - 5.

May 9 - PORTSMOUTH Victory Model Rail Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, P03 5XT. 10-4.

May 9 - READING Assoc of Larger Scale Railway Modellers Trade Show & Exhibition, River-mead Leisure Centre, Reading. RG1 8EQ. 10-4. May 16 BOGNOR REGIS South Downs 7mm NGA Group Model Railway Exhib, Felpham Com-

munity College, Felpham, Bognor Regis, P022 8EL.

May 16/17 - MIDDLESBOROUGH Model Rail Exhibition, Settlement Community Centre, Union St, Middlesborough, TS1 5NQ. Sat/Sun 10-5.

May 30 - CLECKHEATON GOG Trade Convention & Exhibition, Whitcliffe Sports Centre, Turn-

steads Ave, Cleakheaton, W.Yorks. BD19 3AQ. 10-4. June 6/7 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/

Sun 10-5.

June 27/28- PERTH Model Railway Ex, Dewars Ice Rink, Perth, PH2 0TH. Sat 10-6, Sun 10-5. Aug 1/2 - SQUTHWOLD Waveney Valley Model Railway Exhibition, Saint Felix School, Southwold, IP18 6SD. Sat 10-5, Sun 10-4.30

Sept 5/6 - TELFORD GUILDEX 2015 O Gauge Exhibition & Trade Show, Telford Ex Centre, St. Quentin Gate, Telford, TF3 4JH. Sat 10-5, Sun 10-4.

Sept 26/27 HALIFAX Model Railway Exh, North Bridge Leisure Centre, Halifax, HX1 1XH. Sat/

Oct 3/4 PORTSMOUTH Fareham & District Model Railway Exhibition, 1000 North Harbour, Portsmouth, P06 3EN, Sat/Sun 10-5.

Oct 10/11 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon, DL4 1PQ Sat/

Nov 7 - LANCING West Sussex Area Group N Gauge Society Model Railway Exhibition, Parish Hall, South Street, Lancing, BN15 8AJ. 10–5.

Dec 12/13 - NORTH SHIELDS Railex NE Model Railway Exhibition - Blyth & Tyne Model Railway

Society, Quorum Business Park, Newcastle-upon-Tyne, NE12 8BS. Sat 10-5, Sun 10-4.

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**



The London Festival of Railway Modelling is set to take place at Alexandra Palace on March 28 & 29. For details on how to pre-book, see below.

#### **SUNDAY JANUARY 25**

Bristol O Gauge Group Exhibition UWE Bristol Exhibition Centre Filton Road, Bristol, Avon BS34 8QZ Sunday: 1000 - 1600 Prices: £9.00 adult Web: www.bogg7mmexhibition.com

#### **SUNDAY JANUARY 25**

G Scale Society Kent Group Kent Group G Scale Society - Winter Meet Teynham Village Hall, Belle Friday Close, Teynham, Sittingbourne, Kent ME9 9TU Sunday: 1100 - 1600 Prices: £2.50 adult, £1.00 child Contact: Roger Allen Email: roger.allen1@btinternet.com Web: www.gscalekent.co.uk

#### **SATURDAY JANUARY 31**

#### Sodbury Vale MRC 31st Exhibition

St Mary's Church & Church Hall, Church Road, Yate, Gloucestershire BS37 5BG **Saturday:** 1000 to 1630 **Prices:** £5.00 adult, Children free (under 16yrs), £4.00 OAP, £4.00 concessions **Contact:** Tim Crockford **Tel:** 01454 327 627 **Email:** secretary@sodburyvalemrc.co.uk **Web:** www.sodburyvalemrc.co.uk

#### SATURDAY JANUARY 31 TO SUNDAY FEBRUARY 1

#### Stafford Railway Circle Exhibition,

Stafford County Showground, Weston Road, Stafford, Staffordshire ST18 0BD **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1630 **Prices:** £9.00 adult **Contact:** Colin

Email: colin@vipha.freeserve.com
Web: www.staffordrailwaycircle.org.uk

#### **OPEN DAYS**

#### SATURDAY JANUARY 17

**Ipswich Railway Modellers's Association (IRMA)** 40a Norfolk Road, Ipswich, Suffolk IP4 2HB **Saturday:**1000 - 13.00 **Web:** www.irma.org.uk

#### SATURDAY FEBRUARY 7 TO SUNDAY FEBRUARY 8

Bournemouth Model Railway Exhibition The Hamworthy Club, Magna Road, Wimborne, Dorset BH21 3AP Saturday: 1000 - 1700 Sunday: 1000 - 1600 Prices: £5.00 adult

#### Web: www.bmre.org.uk

#### SATURDAY FEBRUARY 7 TO SUNDAY FEBRUARY 8

The Festival of British Railway Modelling

Doncaster Exhibition Centre, The Racecourse, Doncaster, DN2 6BB **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1630 **Prices:** £9.00 adult, £4.50 child, £27.00 family **Tel:** 01778 391 123 **Web:** www.model-railways-live.co.uk/Exhibitions

#### FRIDAY FEBRUARY 13 TO SATURDAY FEBRUARY 14

#### The Salvation Army South Shields

Warn Street, South Shields, Tyne and Wear NE33 4EB **Friday:** 1300 - 2000 **Saturday:** 1000 - 1700 **Prices:** £3.00 adult, £1.50 child, £7.00 family **Contact:** Stephen Slade **Tel:** 01914 553 710

#### **SATURDAY FEBRUARY 14**

#### **East Beds Model Railway Society**

**Exhibition** Stratton School, Eagle Farm Road, Biggleswade, Bedfordshire SG18 8JB **Saturday:** 1030 - 1700 **Prices:** £5.00 adult, £3.00 child, £4.00 concessions, £13.00 family (2+2) **Contact:** Dick Sulch

Tel: 01626 864 942 Web: www.ebmrs.org.uk

#### **SATURDAY FEBRUARY 14**

G Scale Society, West Midlands Group, Model Railway Exhibition, St. Marys Church Hall, Hobs Meadow, Solihull B92 8PN Saturday: 1000 - 1600 Prices: £3.00 adult, £1.00 child Contact: Mel Tel: 01299 403 548

#### SATURDAY FEBRUARY 14

#### Newbury Model Railway Club Exhibition

St Bartholomew's School Andover Road, Newbury, Berkshire RG14 6JP **Saturday:** 1000 - 1630 **Prices:** £5.00 adult, £2.50 child, £4.40 concessions, £10.00 family **Web:** www.newburymrc.co.uk

#### SATURDAY FEBRUARY 14

Warminster Model Railway and Transport Exhibition, Warminster Leisure Centre Woodcock Road, Warminster, Wiltshire BA12 9DQ Saturday: 1000 - 1700 Prices: £5.00 adult, £2.00 child (-14's yrs), £4.00 0AP, £12.00 family (2+2) Contact: Reg

#### SUNDAY FEBRUARY 15

#### **Bertha James Model Railway Exhibition**

Tudgay (Secretary) Tel: 01985 213 458

Bertha James Day Centre Mason's Hill, Bromley, Kent BR2 9HJ **Sunday:** 1000 - 1700 **Prices:** £4.00 adult, £1.00 child **Contact:** Peter Clark **Tel:** 02084 640 696 **Web:** www.berthajamesmodelrailwayexhibition. weebly.com

#### **SATURDAY FEBRUARY 21**

#### **Risborough and District MRC**

RISEX 2015 Model Railway Exhibition Community Centre, Wades Park, Princes Risborough, Buckinghamshire HP27 9AX **Saturday:** 1000 - 1700 **Prices:** £3.00 adult, £2.00 child **Tel:** 01296 415 107 **Email:** risexmanager@rdmrc.org.uk **Web:** www.rdmrc.org.uk

#### SWAPMFFTS

#### **SATURDAY FERRUARY 21**

Mickleover Model Railway Group St John's Mickleover Model Railway Group Swapmeet Mickleover Community Centre Uttoxeter Road, Mickleover, Derbyshire DE3 0DA Saturday: 1030 -1430 Prices: £2.00 adult Contact: John Kelsey Tel: 01332 512 580 / 07786 260 523 Web: www.mmrg.org.uk

#### **SATURDAY FEBRUARY 21**

Saffron Walden Model Railway Club 2015
Exhibition, United Reformed and Salvation
Army Halls, Abbey Lane, Saffron Walden, Essex
CB10 1AG Saturday: 1000 - 1630
Prices: £3.00 adult, £1.00 child, £2.50 0AP
Contact: Julian Nettle Tel: 01799 521 029
Email: julian.nettle@btopenworld.com

#### **SATURDAY FEBRUARY 21**

#### **Tonbridge Model Railway Club**

The Angel Centre, Vale Road, Tonbridge, Kent TN9 1SF **Saturday:** Prices: £6.00 adult, £1.00 child **Web:** www.tonbridgemrc.com

#### SATURDAY FEBRUARY 21 TO SUNDAY FEBRUARY 22

(EGRM) Ebor Group of Railway Modellers (York) Exhibition, The Memorial Hall, Melrosegate, Heworth Y031 ORL Saturday: 1000 - 1700 Sunday: 1000 - 1600 Prices: £3.00 adult, £1.00 child Contact: Jim Whitehead Tel: 07919 228 825 Email: saltyseadog2984u@hotmail.com

#### SATURDAY FEBRUARY 21 TO SUNDAY FEBRUARY 22

#### New Mills & District Railway Modellers Exhibition Chapel-en-le-Frith High School,

Long Lane, Chapel-en-le-Frith, High Peak, Derbyshire SK23 0TQ **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1630 **Prices:** £5.00 adult, £4.00 concessions, £12.00 family (2 + 2) **Web:** www.nmdrm.co.uk

#### **SUNDAY FEBRUARY 22**

Ilkeston (Woodside) Model Railway Club Exhibition, Trowell Parish Hall, Stapleford Road, Trowell, Nottinghamshire NG9 3QA **Sunday:** 1000 - 1630 **Prices:** £3.00 adult **Contact:** Pete Abbott **Tel:** 01773 712 648

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All information subject to change, correct at time of printing.

#### EVENT **DIARY**

#### **SATURDAY FEBRUARY 28**

#### **Dereham Model Railway Exhibition**

Dereham Memorial Hall, Norwich Street, Dereham, Norfolk NR19 1AD Saturday: 1000 -1600 Prices: £5.00 adult

Tel: 01362 697 628

#### **SATURDAY FEBRUARY 28 TO SUNDAY MARCH 1**

**Lincoln & District MRC Exhibition** Lincoln Showground, Grange-de-Lings, Lincoln LN2 2NA **Saturday** 1000 - 1600 **Sunday** 1000 - 1600 Prices: £6.00 adult £3 child £15 family (2+3) Web: ladmrc.wix.com/ladmrc

#### **SATURDAY MARCH 14 TO SUNDAY MARCH 15**

#### **East Anglian Model Railway Exhibition**

The Britten Arena, Wood Green Animal Charity Centre, Huntingdon PE29 2NH Saturday 1000 - 1700 **Sunday** 1000 - 1600

Prices: £7.00 adult £4 child Web: www.stneotsmrc.com

#### **SATURDAY MARCH 28 TO**

#### **London Festival of Railway Modelling**

Alexandra Palace, London, N22 7AY Saturday: 1000 - 1700 Sunday: 1000 - 16.30

Prices: £12 Adult, £6 Child (5-16) Tel: 01778 391 123

Web: www.model-railways-live.co.uk

#### TRAIN & TOY **FAIRS**

#### **SUNDAY JANUARY 11**

SRP Toy Fairs - Brighton The Grandstand & Paddock Hall Brighton Racecourse, Fresh-Field Road, Brighton, East Sussex BN2 9XZ Sunday: 1000 - 14.00 Prices: £2.00 adult Tel: 07739 998 012 / 01322 662 729 Email: srptoys1@hotmail.co.uk Web: www.srptoyfairs1.co.uk

#### **WEDNESDAY JANUARY 14**

**Burton Upon Trent Toy & Train Fair, Town** Hall, St Georges Square, Burton-on-Trent, Staffordshire DE14 2EB Wednesday: 1630 -2030 Prices: £2.00 family Contact: Malcolm Tel: 07951 072 790 Email: malctow@hotmail. co.uk Web: www.tttf.co.uk

#### **SUNDAY JANUARY 18**

#### **Barry Stockson Train & Toy Collectors Fair**

- Holmes Chapel (1 mile M6 Jun 18) Selkirk Drive, Holmes Chapel CW4 7DZ Sunday: 1030 to 1500 Prices: £2.00 adult, 50p child Contact: Barry Stockton Tel: 01513 343 362 Web: www.barrystocktonfairs.co.uk

#### **SUNDAY JANUARY 18**

#### Ashfield Toy & Train Fair, Festival Hall

Hodgkinson Road, Kirkby-in-Ashfield, Nottinghamshire NG17 7DJ Sunday: 1000 -

#### **MEETINGS & TALKS**

#### **THURSDAY JANUARY 8**

**Lutterworth Railway Society -**Metropolitan 150 United Reformed Church George Street, Lutterworth LE17 4EF Thursday: 1930 Contact: Dave Hanger Tel: 01455 203 307 Web: www lutterworthrailwaysociety.webplus.net

#### **FRIDAY JANUARY 16**

Purbeck Railway Circle - Railway to Portland 1865 - 2015 Harman's Cross Village Hall Friday: 19.00 for 19.30 Contact: Bob Taylor **Email:** gensec@purbeckrailwaycircle. org.uk Web: www.swanagerailway.co.uk

#### **THURSDAY JANUARY 22**

Lutterworth Railway Society - Gauge '0' Guild Films United Reformed Church, George Street, Lutterworth LE17 4EF Thursday: 1930 Contact: Dave Hanger Tel: 01455 203 307 Web: www.lutterworthrailwaysociety. webplus.net

#### **FRIDAY JANUARY 23**

North rail model expo NLRHS - A Very Railway Political Railway Keen House, 4 Calshot Street, London N1 9DA Friday: 1900 Prices: £3.00 adult Contact: Chris Turner

Tel: 01235 511 044

1500 Prices: £2.00 adult Contact: Malc

**Tel:** 07951 072 790 / 01623 722 115

Email: malctow@hotmail.co.uk

**Newton Abbot Toy and Train Fair** 

Newton Abbot Racecourse, Newton Abbot,

Devon TQ12 3AF Sunday: 1000 - 15.00

Prices: £2.00 adult Contact: Ray Heard

**Tel:** 01823 480 097 / 07717 278 420

SRP Toy Fairs - Orpington Crofton Halls,

Sunday: 1000 - 1400 Prices: £2.00 adult

Email: srptoys1@hotmail.co.uk Web: www.

Station Road, Orpington, Kent BR6 8PR

Tel: 07739 998 012 / 01322 662 729

Hoddesdon Toy Fair Sheredes School,

Cock Lane, Hoddesdon, Herts EN11 8JY

Email: joseph.lock105@btinternet.com

Tony Oakes Fairs - Worcester Perdiswell

Worcestershire WR13 8DX Saturday: 1000 -

1400 Prices: £1.50 adult Contact: Tony Oakes

Leisure Centre, Bilford Road, Worcester,

Wednesday: 1900 - 2100 Prices: £1.00 adult

Email: rayheard66@btinternet.com

**SUNDAY JANUARY 18 TO** 

WEDNESDAY JANUARY 21

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Tel: 07866 641 215

Tel: 01270 652 773

**SATURDAY JANUARY 24** 

Web: www.tttf.co.uk

**SUNDAY JANUARY 18** 

#### **MONDAY JANUARY 26**

#### **Nantwich & Market Drayton Railway** Society - Hixon Railway Disaster 1968

King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH Monday: 2000

Contact: John Slynn

Email: johnslynn147@virginmedia.com Web: www.the-gingerbread-line.co.uk

#### **SUNDAY FEBRUARY 1**

Rusper Model Railway Club - Operating Meeting. Rusper Model Railway Club, Pickhurst, Nr Bromley, Kent Contact: Tom Crumplim Web: www.ruspermrc.co.uk

#### **MONDAY FEBRUARY 2**

Mirfield Railway Enthusiasts Society -Ravensthorpe. The Story of a Station. The Navigation Tavern, Station Road, Mirfield, West Yorkshire WF14 8LG Monday: 1930 Contact: Pete Whitworth Tel: 01924 498 451

#### TUESDAY FEBRUARY 3

Southern Electric Group - South Hampshire Branch. 2 Romsey Rd, Eastleigh, Hampshire S050 9FE Tuesday: 1930 Prices: £3.00 adult Contact: John Goodrich Tel: 02380 670 028

#### **TUESDAY FEBRUARY 3**

The Enfield Transport Circle - North Wales Railways First Floor Meeting Room, The Drill Hall Sports Club, Old Park Avenue, Enfield, Middlesex EN2 6PJ **Tuesday:** 2000 - 2230 Prices: £3.00 adult Contact: Roger Elkin Tel: 02083 630 697

Email: rogerelkin@btinternet.com

#### **FRIDAY FEBRUARY 13**

Purbeck Railway Circle - Steam in the Hills Village Hall, Haycraft's Lane, Harman's Cross, Dorset BH19 3EB Friday: 1900 for 1930 Contact: Bob Taylor Email: gensec@purbeckrailwaycircle.org.uk

Web: www.swanagerailway.co.uk

#### **THURSDAY FEBRUARY 19**

#### **Irish Railway Record Society**

IRRS - The (Curious) North Kerry Lane The Exmouth Arms, 1 Starcross Street, London NW1 2HR Thursday: 1900 Email: info@irrs. ie Web: www.irrs.ie

#### **MONDAY FEBRUARY 23**

Nantwich & Market Drayton Railway Society King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH **Monday:** 2000 Contact: John Slynn Web: www.thegingerbread-line.co.uk

#### **SUNDAY JANUARY 25**

SRP Toy Fairs - Rayleigh Sweyne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ Sunday: 1000 - 1400 Prices: £2.00 adult Tel: 07739 998 012 / 01322 662 729 Email: srptoys1@hotmail.co.uk Web: www.srptoyfairs1.co.uk

#### **SATURDAY JANUARY 31**

Nottingham Toy & Train Fair, Bluecoat Academy Aspley Lane, Nottingham, Nottinghamshire NG8 5GY Saturday: 1000 -1400 Prices: £2.00 adult Contact: Malc **Tel:** 07951 072 790 / 01623 722 115 Email: malctow@hotmail.co.uk Web: www.tttf.co.uk

#### **SATURDAY JANUARY 31**

Exeter Toy & Train Fair, The Matford Centre Matford Park Road, Exeter, Devon EX2 8FD Saturday: 1000 - 1500 Prices: £2.00 adult Contact: Ray Heard Tel: 01823 480 097 / 07717 278 420 Email: rayheard66@btinternet.com

#### **SATURDAY JANUARY 31**

#### Tony Oakes Fairs - Stoke-on-Trent

Fenton Community Centre Manor Street, Fenton, Stoke on Trent ST4 2PT Saturday: 1030 -1400 Prices: £1.00 adult Contact: Tony Oakes Tel: 01270 652 773

#### **SUNDAY FEBRUARY 1**

SRP Toy Fairs - Herne Bay The Kings Hall, Beacon Hill, Herne Bay, Kent CT6 5BA Sunday: 1000 - 1400 Prices: £2.00 adult Contact: Gerald Widdowson **Tel:** 07739 992 012 / 01322 662 729 Email: srptoys1@hotmail.co.uk Web: www.srptoyfairs1.co.uk

#### **THURSDAY FEBRUARY 5**

Theydon Bois Toy & Train Fair, Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, Essex CM16 7ER Thursday: 1900 - 2100 Prices: £1.00 adult Contact: Joe Lock Tel: 07866 641 215

#### SATURDAY FEBRUARY 7

Tony Oakes Fairs - Chester Northgate Arena, Victoria Road, Chester, Cheshire CH2 2AU Saturday: 1000 - 1500 Prices: £2.50 adult Contact: Tony Oakes Tel: 01270 652 773

#### **SATURDAY FEBRUARY 7**

**Gateshead Toy and Train Fair Gateshead** Stadium, Neilson Rd NE10 0EF Saturday: 1000 - 1500 Prices: £3 adult Contact: jim Tel: 07504 035 955

#### SUNDAY FEBRUARY 8

SRP Toy Fairs Worthing Charmandean Centre, Forest Road, Worthing BN14 9HS Sunday: Prices: £2.00 adult **Contact:** Gerald Widdowson Tel: 07739 998 012 / 01322 662 729 Email: srptoys1@hotmail.co.uk Web: www.srptoyfairs1.co.uk

#### SUNDAY FERRUARY 15

#### **Barry Stockton Train & Toy Collectors** Fair - Haydock Park Racecourse, Haydock Park

Racecourse, Exhibition Centre, Haydock Park, Merseyside WA12 0HQ Sunday: 1030 - 1500 Prices: £2.00 adult, £0.50 child Contact: Barry Stockton Tel: 01513 343 362

Web: www.barrystocktonfairs.co.uk

#### **SUNDAY FEBRUARY 15**

Tony Oakes Fairs - Kidderminster Gilt Edge Leisure Centre Zortech Avenue, Kidderminster, Worcestershire DY11 7DY Sunday: 1030 -1400 Prices: £1.50 adult Contact: Tony Oakes Tel: 01270 652 773

#### **SATURDAY FEBRUARY 28**

SRP Toy Fairs Crowborough Crowborough Community Centre, Pine Grove, Crowborough, East Sussex TN6 1FE Saturday 1000 - 1400 Prices: £2.00 adult Contact: Gerald Widdowson Tel: 07739 998 012 / 01322 662 729 Email: srptoys1@hotmail.co.uk Web: www.srptoyfairs1.co.uk

#### LISKEARD Supporting RAILWAY MODELS LOSTWITHIEL **TOY FAIR** Station Road, Liskeard, Cornwall PL14 4BX TEL: 01579 349950 Sunday www.liskeardrailwaymodels.co.uk MODEL 22nd February Email: info@liskeardrailwaymodels.co.uk by BACHMANN

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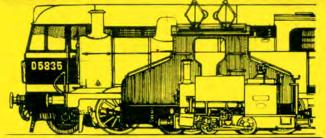
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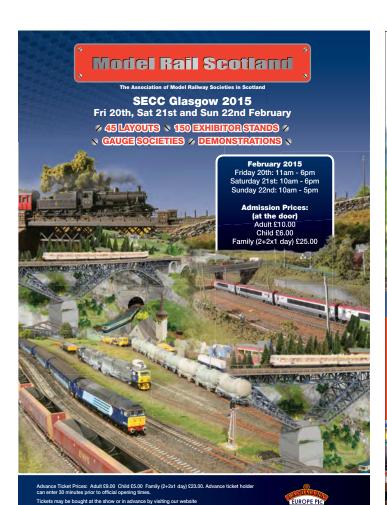


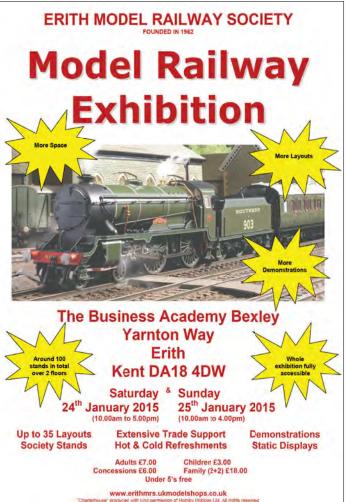




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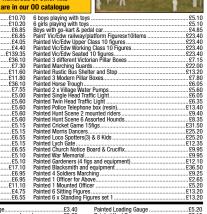
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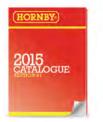
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136 www.RMweb.co.uk BRM | February 2015

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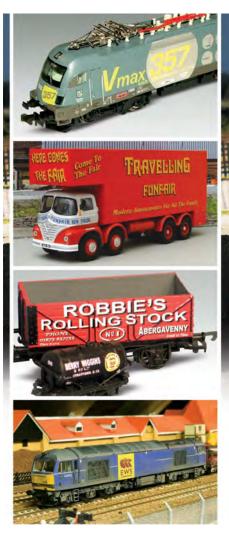
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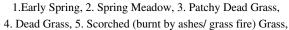


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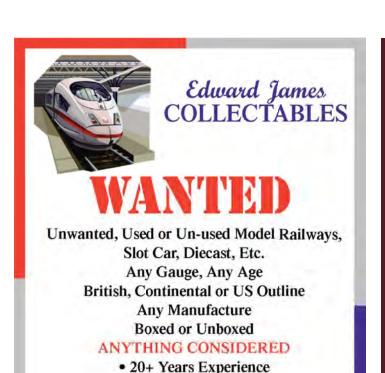
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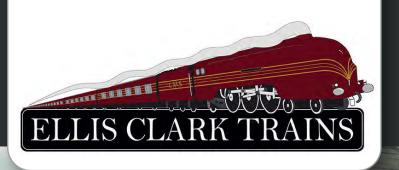
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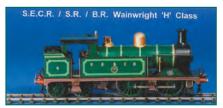
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C Models	141	Hornby Hobbies Limited	164	Rhuddlan Models
tivity Media Limited	141	Howard Scenic Supplies		Ron Lines
Idlestone Models	153	Invertrain Model Railways		Roxey Mouldings
Components	142	Items Mail Order Ltd		Scale Model Scenery Ltd
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po Drills and Tools	.8-9	Morris Models	149	Timber Tracks
press Models		Nick Tozer	158	Time Machine Model Shop
nescalebrass (UK) Ltd	136	Olivia's Trains & Models	145	TMC Custom 132-
ne Tip		Osborn's Models Limited	149	Tony Oakes
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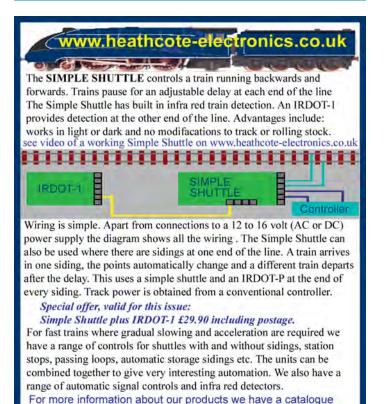
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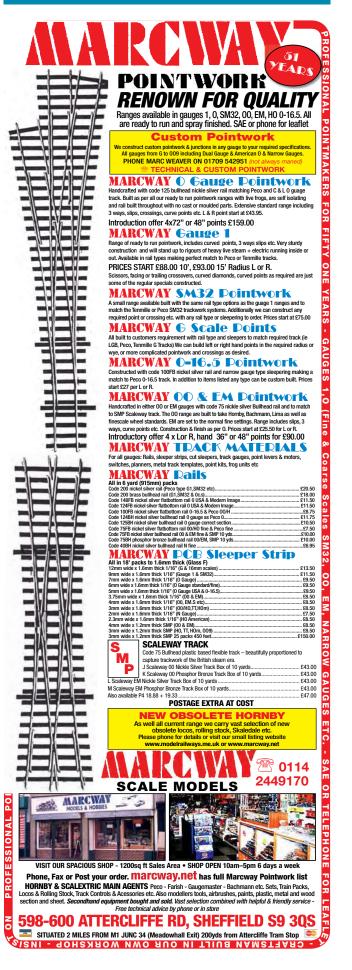


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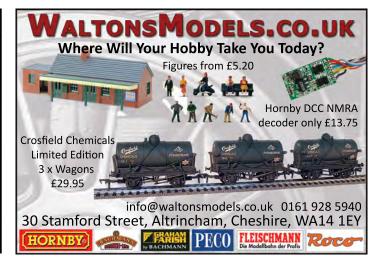
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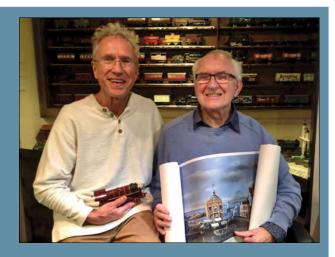
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He discussed the challenges with his friend, Geoff, with whom he had collaborated in web-design projects over a number of years, this being Neil's 'proper job'. Geoff has developed a reputation as an accomplished artist, mainly specialising in technical subjects, including trains but, notably, in historic aviation in which the highly detailed backgrounds play an important part in the story being presented, and he was keen to try his hand at something a bit different.

It was clear that if each backscene were an original painting, it would be very susceptible to damage when being changed. Furthermore, even the largest canvas available would mean that each completed backscene would consist of several separate paintings, leading to a need to disguise a number of joins.

Replaceable printed versions offered a much more satisfactory solution and so Geoff set about painting carefully matched sections, approximately one metre in length, in quick-drying oils. Neil then scanned each painting and 'stitched them together' using image-manipulation software, ready to be printed.

This proved to be a great success for Neil's layouts, but early research had shown that backscenes of this style and quality were not available elsewhere and the decision was taken to move the range forward commercially.

The company is now well established and ships the backscenes across the UK as well as to the US, Europe, the Far East and even Australia and New Zealand. They are sold predominantly through the Quality Backscenes website (www.qualitybackscenes.co.uk) as well as via direct enquiry and from eBay.

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And Geoff and Neil do offer a number of bespoke services, including for those wanting something unique, and - as they point out - the backscenes make wonderful friezes for a playroom ... whatever the age of the child!

(See our review on page 71, July 14 issue)

BRM | February 2015 www.model-railways-live.co.uk 161

## **INDUSTRY** OPINION



he world of model railways is changing. This has not happened overnight, although it may seem like that. Changes have steadily been taking place over the last four or five years - the signs were there if you knew where to look. Hornby was having increasing supply problems while the other main supplier, Bachmann was promising new models, but its backlog was beginning to grow. Enter independent retailers such as Kernow and Hatton's who became frustrated with the fact that they were not obtaining the special editions they were asking for. Understandably, they began to look beyond UK suppliers and turned their gaze to China, the land of the locomotive!

Going independent was not a new thing; several Chinese factories had been dealing with such entrepreneurs for years, but those customers had been mainly in the Southern Hemisphere; Australia to be exact. With some vigour they had commissioned models of homegrown locomotives such as the Eureka Models Beyer-Garratt, but for UK retailers this was new territory. Then, as now, companies such as Dapol, Heljan and Bachmann were ready to provide expertise and, more importantly, the factories to produce such commissions.

In a relatively short time others began to join this rather select group of 'Newbies' including even one or two prominent model railway magazines. And so, while Hornby continued to battle against rising prices, nonexistent and delayed products

and Bachmann staved off price rises and struggled against a backlog, the 'new wave' of independents was able to start releasing models.

Not that the independents found it easy; even they discovered that it was not all plain sailing. There were all manner of niggling problems but they had got the taste and wanted more. Some continued and still do work with Dapol, Heljan and of course Bachmann, organising unique commissions but some of these independents are more adventurous and are now trying to work directly with Chinese manufacturers.

Now, one thing you need to know when dealing with Chinese manufacturers is that they do not understand the word 'No'! This is not a criticism, but a fact. Whatever question you ask, they will always say 'yes'. Now imagine that you show them

a drawing of a wagon you want produced; you ask if they understand what they are looking at, they will, without hesitation, say 'yes'. Ask the same question again, but phrase it differently and they will still say 'yes' but you would note, if you are sharp enough, a hesitation in their reply.

Now, that little hesitation will tell you that they do not understand, therefore explaining the same point several times over is time well spent. Also, when dealing with any manufacturer it is best to be a little sceptical. There was one specific instance when a modeller commissioned the production

of a wagon. When the whole process started he was given a set price and a delivery period of one year. Four years later he is still waiting, despite having paid out at each stage of development. He was assured that the model would appear, but the supplier would then add that, unfortunately, each year there was an unavoidable annual price increase. He is still waiting for his wagons and still unsure of a delivery date. The only thing he knows is that the longer he waits the more expensive the wagon will be!

With such stories abounding within the trade, what any self-respecting commissioner of models requires is someone to take away the worries of design, development and production. All many want to do is come up with the idea and leave the rest to one person, which is where DJ Models came in.

David Jones, formerly of Dapol, pushed, shoved and

cajoled himself into the world of model railway manufacturing and went solo around 18 months ago (see page 60). He has picked up numerous commissions for models over the last year and more will probably join this band of entrepreneurs. It will be interesting to see how the models are received by modellers when they start to appear later this year

So 'the times they are a-changing' but is it for the better or will it all end in tears? It is being said that there are too many models being promised and none delivered, but are the new independents encountering the same problems endured by Bachmann, Hornby, Dapol *et al*? Maybe manufacturing in China is not as simple as some thought four or five years ago; we shall have to wait and see! **BRM** 

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162 www.RMweb.co.uk February 2015



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2P-003-001 - B Set Coach Twin pack BR

2F-031-006 - 6 Wheel Milk Tanker - West Park Dairy

2F-031-007 - 6 Wheel Milk Tanker - MMB

2F-031-008 - 6 Wheel Milk Tanker - Express Dairy Silver

**2F-031-009** - 6 Wheel Milk Tanker - CWS Green **2F-038-017** - 20T Steel Mineral - BR B315783

2F-038-018 - 20T Steel Mineral - BR B315783 Weathered

## OO' releases in January



**4F-031-015** - 6 Wheel Milk Tanker - IMS 36 **4F-031-016** - 6 Wheel Milk Tanker - IMS 36 Weathered Also released this month include;

**4F-013-017** - Gunpowder Van - SR

4F-013-018 - Gunpowder Van - SR Weathered
4P-010-036 - 57 FT Stanier Corridor Brake

BR Carmine & Cream M5566M



**4F-033-100** - 24T Hopper - Cadbury **4F-033-101** - 24T Hopper - Cadbury Weathered

## 'O' releases in January



7F-071-022 - 7 Plank - Black Park Ruabon
7F-071-022W - 7 Plank - Black Park Ruabon Weathered



BLACK PARK RUABON. 324.

7F-071-023 - 7 Plank - Black Park Chirk 7F-071-023W - 7 Plank - Black Park Chirk Weathered



DAPOL \*GOLD\*



## The following retailers carry stocks of all new monthly products

ALTON: Alton Models tel: 01420 542244
ARUNDEL: Gaugemaster tel: 01903 884321

AXMINSTER: Buffers Model Railways tel:01297 35557 AYLSHAM: Bure Valley Railway tel:01263 733858 BARROW IN FURNESS: Crafty Hobbies tel:01229 820759 BIDEFORD: Osborn's Models tel:01237 423453 BRISTOL: Model Railways Direct tel:01275 774224

BURTON-ON-TRENT: The Tutbury Jinny tel:01283 814777
CAMBORNE: Kernow Model Railway Centre tel:01209 714099

CARLISLE: **C & M Models** tel: 01228 514689

CHELTENHAM: Cheltenham Models tel: 01242 523117

HEREFORD: **Hereford Model Shop** tel: 01432 352809

KIDDERMINSTER: **DMB/Footplate Models** tel: 01562 750076

LIVERPOOL: **Hattons** tel: 0151 733 3655 NANTWICH: **Trident Trains** tel: 01270 842400

NORTH LANCING: Morris Models tel: 01903 754850 ROCHESTER: The Signal Box tel: 01634 826370 SHEFFIELD: Rails of Sheffield tel: 01142 551436

STROUD: **ANTICS** tel: 01453 825381

SHEPTON MALLET: East Somerset Models tel: 01749 880651

YORK: Monk Bar Model Shop tel: 01904 659423

## **NEW HORNBY HOBBIES CLUB**







# Join the Hornby Club from only £15

## The Hornby 2015 Club is available in two packages

## **Option 1. Download Membership**

Consists of all member offers on this page - except the card and badge. The three Club magazines to download and a winter edition. £15.

## **Option 2. Postal Membership**

Consists of all member offers on this page - plus you will receive three Club magazines and a winter edition through the post for only £20.

all Hornby products

## The Hornby 2015 Club Exclusive model\*



R 3362 0-6-0T Jinty Class 3F - Weathered

The Hornby Hobbies Club membership package offers the following benefits...

- Three Hornby Club magazines per year, plus a winter edition
- £20 voucher to spend on exclusive club models
- Discounted entry to various UK attractions
- I 0% discount on your selected club brand products
- Club badge and Membership card (postal)
- Online exclusive club pre-order
- Club exclusive forums
- Competitions including chance to win entry to events and brilliant prizes!
- Sneak peeks with the development teams
- Junior section with competitions

- \* This locomotive is only available while stocks last and is not suitable for children under 3 years.
- It contains small parts and functional sharp points and

Handle with care.

Hornby Hobbies Club Package may vary from what is shown above.

Visit www.hornby.com for more information.

For more information go to: www.hornby.com