

FREE DVD • THE WORLDS END (00) • SEVERN VALLEY CAB RIDE
• GARDEN SHED INDUSTRY • DIORAMA MASTERCLASS

BRITISH RAILWAY MODELLING

BRM

DECEMBER 2017

**WOODMORES
SCRAPYARD**



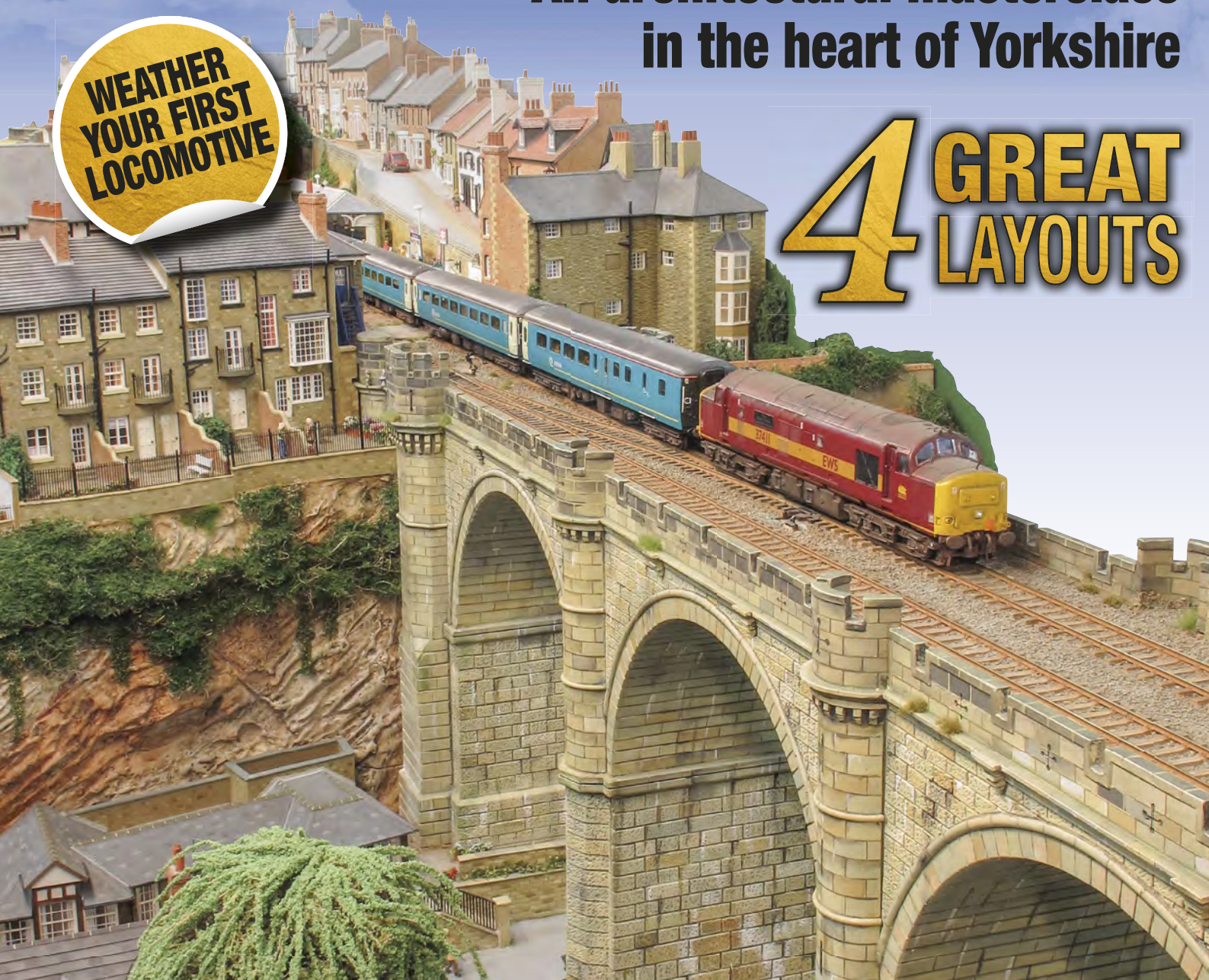
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THE WORLDS END

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■ Install a TTS sound decoder

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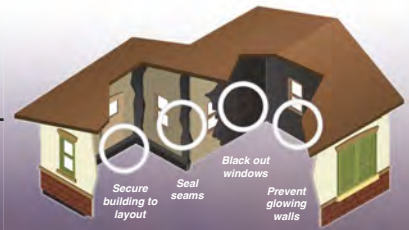
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- Quickest way to add lights to any project
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- Keep light inside a building
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DISCOUNT 'O' GAUGE

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R.T.R in unpainted brass/factory painted

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| GWR/BR Railcar 19-33..... | £550.00 |
| GWR/BR Parcels Railcar No.34..... | £550.00 |
| GWR 1361 Early black chassis..... | £525.00 |
| GWR/BR 1361 Late black chassis..... | £525.00 |
| LY/LMS/BR Pug black..... | £450.00 |
| LNER/BR J39 0-6-0 black..... | £925.00 |
| GWR/BR 8750 Pannier black chassis..... | £525.00 |

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| | |
|--------------------------------|---------------|
| L&Y/LMS/BR Pug 0-4-0T..... | from £525.00 |
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| GWR/BR 8750 Pannier tank..... | from £695.00 |
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| B.R. V2 2-6-2..... | £1640.00 |

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| GTR19 LMS/BR non-streamlined Duchess..... | £415.00 |
| GTR20 LMS/BR Princess..... | £415.00 |
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| GTR24 LMS/BR Original Patriot..... | £355.00 |
| GTR25 LMS/BR Rebuilt Patriot..... | £355.00 |
| GTR28 LMS/BR 2P 4-4-0..... | £315.00 |
| GTR36 LBSO/BR H2 Atlantic..... | £370.00 |
| GTR44 LNW/LMS/BR Coal Tank 0-6-2T..... | £240.00 |
| GTR50 LNER/BR Beyer Garratt 2-8-8-2..... | £620.00 |
| GTR53 LMS/BR 8F 2-8-0 & rivetted tender..... | £355.00 |
| GTR61 LBSO/BR H1 Atlantic..... | £370.00 |
| FT3 LNER/BR B16/1 4-6-0..... | £355.00 |
| FT9 LNER/BR G6/BTP 0-4-4T..... | £215.00 |

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| JKL11 LMS/BR Long Fire Box Black Fly..... | £355.00 |

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| GW2 GWR/BR 14cx Autotank..... | £175.00 |

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|---------------------------------------------|---------|
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| TC3 Andrew Barclay 0-4-0 Steam Shunter..... | £240.00 |

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| TC6 LMS/BR Sir William Stainer..... | £550.00 |
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| K300 B.R. Standard 84cx 2-6-2T..... | £362.00 |
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| K302 LMS/BR Ivatt 2-6-2T..... | £362.00 |
| K303 LMS/BR Fairburn 2-6-4T..... | £362.00 |
| K310A LNER/BR A3 with Corridor tender..... | £595.00 |
| K317B BR Britannia with BR1/1A tender..... | £595.00 |
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| K326 B.R. Class 03 complete kit..... | £415.00 |
| K336 LNER/BR B.R. Peppercorn A2..... | £562.00 |
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| K340 B.R. Class 14 complete kit..... | £415.00 |
| K344 NEW LNER/BR Hunt Class 4-4-0..... | £499.00 |
| K345 NEW LNER/BR Thompson A2/1..... | £584.00 |

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| | |
|----------------------------------------------|--------|
| LK704 Wooden lineside hut kit..... | £19.00 |
| LK705 Brick lineside hut..... | £19.00 |
| LK709 Ground Level Signal Box..... | £27.25 |
| LK735 GWR Yard Crane..... | £20.50 |
| LK741 GWR spear fencing..... | £10.50 |
| LK 742 GWR spear fencing ramps..... | £10.50 |
| LK743 Field fencing and gates..... | £9.45 |
| LK745 Telegraph Poles (4)..... | £6.00 |
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| LK762 MR/NER station seats (4)..... | £7.90 |
| LK763 SR/BR Station seats..... | £7.90 |
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| LK790 GWR home or distant signal..... | £17.75 |

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|----------------------------------------|--------|
| 7062 B.R. 12ton Vanwide..... | £38.00 |
| 7063 B.R. Standard Van..... | £38.00 |
| 7064 B.R. 12ton Standard/Flat Van..... | £38.00 |
| 7065 B.R. Meat Van..... | £38.00 |
| 7066 B.R. Insulated Van..... | £38.00 |
| 7067 B.R. 13 ton conflait 'A'..... | £34.00 |
| 7069 B.R. Lowfrt Wagon..... | £34.00 |
| 7070 B.R. 12 ton Palvan..... | £38.00 |
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| W604 GWR 4 plank open..... | £32.50 |
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| W608 BR 27 ton Iron Ore wagon..... | £39.75 |
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| | |
|---------------------------------------------|--------|
| SLE786BH Curved R/H Point..... | £52.25 |
| SLE787BH Curved L/H Point..... | £52.25 |
| SL700BH 12 yards flexitrack..... | £76.95 |
| SLE791BH Right Hand Point..... | £41.95 |
| SLE792BH Left Hand Point..... | £41.95 |
| SLE797BH Y Point..... | £41.95 |
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| | |
|-----------------------------------|---------|
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H.M.R.S. TRANSFERS

| | |
|--------------------------------------------------|--------|
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| H2 L.M.S. yellow loco and coach..... | £20.00 |
| H2A L.M.S. black style/Crew loco..... | £20.00 |
| H3 L.M.S. loco lining..... | £20.00 |
| H3A L.M.S. coach lining..... | £20.00 |
| H4 L.N.E.R. green loco and coach..... | £20.00 |
| H4A L.N.E.R. black loco and Gill Sands..... | £20.00 |
| H5 L.N.E.R. loco lining..... | £20.00 |
| H6 L.M.S. goods wagon lettering..... | £18.50 |
| H7 G.W.R. loco and coach lettering..... | £20.00 |
| H8 G.W.R. loco and coach lining..... | £20.00 |
| H9 S.R. Maunsell loco and coach lettering..... | £20.00 |
| H10 S.R. Bulleid loco and coach lettering..... | £20.00 |
| H11 G.W.R. goods wagon lettering..... | £18.50 |
| H12 L.N.E.R. goods wagon lettering..... | £18.50 |
| H13 S.R. goods wagon lettering..... | £18.50 |
| H14 BR steam loco and coach lettering..... | £20.00 |
| H15 BR blue diesel and coach lettering..... | £18.50 |
| H16 LNW/R/WCJS loco coach & wgn..... | £21.00 |
| H17 LTSR/MR/S/D/LY/MCR gds lettering..... | £20.00 |
| H18 N.E.R. loco and coach lettering..... | £21.00 |
| H20 CB/NB/GSWR/HR/GNSR wgn lettering..... | £20.00 |
| H21 S.R. mixed traffic/L.N.W.R. loco lining..... | £20.00 |
| H24 MR/SDJR/LTSR/MGN loco & coach..... | £21.00 |
| H25 B.R. pre-TOPS wagon numbers etc..... | £18.50 |
| H26 B.R. pre-TOPS wgn instructions etc..... | £18.50 |
| H31 Pullman crests, names and numbers..... | £21.00 |
| H32 Pullman lining..... | £18.50 |
| H40 G.N.R. coach lettering..... | £21.00 |

PARKSIDE WAGON KITS

| | |
|--------------------------------------------|--------|
| PS14 BR Grampus Ballast wagon..... | £32.85 |
| PS15 BR 21 Ton Mineral wagon..... | £32.85 |
| PS16 LNER Loco Coal wagon..... | £32.85 |
| PS17 BR 12 ton Pipe wagon..... | £32.85 |
| PS23 GWR/BR 13 ton open wagon..... | £32.85 |
| PS24 GWR/BR 12 ton unfitted van..... | £32.85 |
| PS25 BR 24.5 ton mineral wagon..... | £32.85 |
| PS26 GWR/BR 12 ton fitted van..... | £32.85 |
| PS27 GWR/BR 12 ton open with tarp bar..... | £32.85 |
| PS28 GWR/BR 12 ton plywood van..... | £32.85 |
| PS29 GWR/BR Fruit van..... | £32.85 |
| PS30 BR 16 ton mineral wagon..... | £32.85 |
| PS31 BR 16 ton slope sided mineral..... | £32.85 |
| PS32 BR 16 ton mineral (ex SNCF)..... | £32.85 |
| PS33 BR 8 Plank wooden mineral..... | £32.85 |
| PS42 LMS/BR 12 ton open wagon..... | £32.85 |
| PS45 LNER/BR 12 ton goods van..... | £32.85 |
| PS46 LNER/BR 12 ton fruit van..... | £32.85 |
| PS49 GWR/BR Mica van..... | £32.85 |
| PS100 SR/BR Banana van..... | £32.85 |
| PS101 SR/BR Meat van..... | £32.85 |
| PS104 BR 21 ton coal hopper..... | £32.85 |
| PS106 SR/BR Cattle truck..... | £32.85 |
| PS112 GWR/BR Gunpowder van..... | £32.85 |
| PS114 LMS/BR Banana van..... | £32.85 |
| PS115 LNER/BR Brake Van..... | £38.75 |

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| 47047 Hampton Hill Platelayers Hut..... | £19.95 |
| 47203 Low Relief Corner Shop..... | £19.95 |
| 47004 Provender Store..... | £30.00 |
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SO second open
FK first corridor
BG gangwayed brake (parcels)
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Maroon, yellow panel D869 'Zest'
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Maroon, yellow front D815 'Druid'
Ltd Ed, Maroon, yellow front un-numbered
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BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

- See 'The Worlds End' in action
- Discover how laser-cut kits are made in a garden shed
- We take a diesel cab ride on The Severn Valley
- Michael Russell on what make a great diorama



**TELL US WHAT YOU
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MONTH'S DVD**

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AND GET INVOLVED IN
THE CONVERSATION.



WATCH THE VIDEO HERE
(You must have a wifi connection to stream video content)



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The Worlds End (00), Severn Valley railway cab ride and much more



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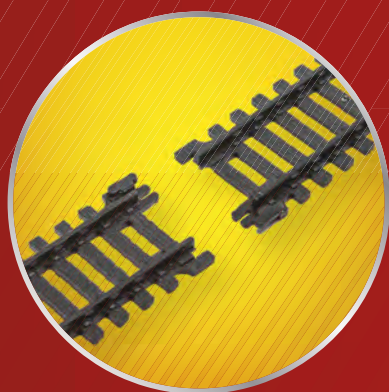


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The model railway market is a friendly place and I generally get on well with any modellers who I meet, although none has gone so far as giving me things. That all changed recently, with the arrival of a 1/72 scale vintage Airfix Spitfire kit. Its former owner thought I'd find a better home for it. Given its scale, I think it would suit one of our 'Cakebox Challenge' dioramas – turn to page 36 to see Phil Parker's latest effort, and keep an eye out for my own in the January issue. My thanks to Mr. Robert Wooler in the meantime.

I've also been sent a portion of a very old Meccano Magazine. The yellowed pages and earnest articles suggest it's from the early 1930s. It's a fascinating read nonetheless, with features about 'Talking Pictures' and the then recently opened Ford Motor Works in Dagenham. It's hard to imagine a time when boys might have been interested to read about the 'celebrated banker' Rt. Hon. Reginald McKenna, but a sadly incomplete piece about Hornby turntables (see pic) shows that the railway modelling hobby hasn't changed all that much over the decades.

Keeping with the vintage theme, I was recently clearing out my father's house when I came across a bottle of Adnams 'Rail Ale' dating from 1979. Dad had put this and several other souvenir beers aside for posterity. Not all had survived quite as well as this bottle, and none of the liquid seems to have escaped. Heck only knows what it's going to taste like after nearly 40 years, but it's a great piece of railway memorabilia with a silhouette of Southwold Railway's Sharp Stewart No.1 on the

label. I don't know if the loco has been produced commercially, but it's been scratch-built a couple of times – see http://brmmag/sharp_stewart for a great example in 16mm scale.

Moving on, and an apology to anyone who entered our Western Power Distribution competition recently. The URL provided, which appeared to work at the time, promptly broke. I don't know if this internet thing will ever catch on, but we've had another go – see www.brmmag/westernpowercomp for your chance to win one of two pairs of exclusive Western Power-branded vehicles.

Further on, and I was shocked to hear about the theft of 81 wagons and three coaches built in 2mm fine scale by the late Bill Blackburn, this crime having taken place outside our recent Peterborough show. All items are marked on the underside with a yellow dot. If you see them, or hear of their whereabouts, please let me know.

Finally, a note of respect to the recently departed David Shepherd CBE. Principally a wildlife painter, whose artworks you're bound to recognise even if his name is not familiar, Shepherd also created some fabulous pictures of steam age locomotives – many with just as much brooding presence as his signature big cat and bull elephant portraits. It's a sad loss, but it was a life evidently very well lived.

On that note, on with the show... ■



EDITOR | Andy McVittie

BRM

BRM JANUARY ISSUE ON SALE
DECEMBER 7 - SEE P136

BRITISH RAILWAY MODELLING

is published by Warners Group Publications plc
T 01778 392059 E BRM@warnersgroup.co.uk

SUBSCRIPTION ENQUIRIES

T 01778 392002

DIGITAL EDITION ENQUIRIES

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I NEWSTRADE DISTRIBUTION
Tom Brown 01778 391135
ISSN 0968-0764

PRINTING

Warners (Midlands) plc, The Maltings,
West Street, Bourne, Lincolnshire PE10 9PH

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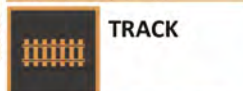
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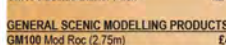
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GM804 B/Twist Gas Lamp GWR Stone (3) £13.95
GM805 B/Twist Gas Lamp Grey Undercoat (3) £13.95
GM806 Taper Post Gas Lamp Soft Black (3) £13.95
GM807 Taper Post Gas Lamp BR/SR Gm (3) £13.95
GM808 T/Post Gas Lamps LMS Maroon (3) £13.95
GM809 T/Post Gas Lamps GWR Stone (3) £13.95
GM810 T/Post Gas Lamp Grey Undercoat (3) £13.95
GM811 Taper Post Oil Lamp Soft Black (3) £13.95
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GM813 Taper Post Oil Lamp LMS Maroon (3) £13.95
GM814 Taper Post Oil Lamp GWR Stone (3) £13.95
GM815 T/Post Oil Lamp Grey Undercoat (3) £13.95
GM816 Swan Neck Lamp Soft Black (3) £13.95
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OO SCALE VALUE PACKS LAMPS & LIGHTING

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

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GM858 Taper Post Gas Lamp LMS Maroon £32.95
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GM861 Taper Post Oil Lamp Soft Black £32.95
GM862 Taper Post Oil Lamp BR/BR Green £32.95
GM863 Taper Post Oil Lamp LMS Maroon £32.95
GM864 Taper Post Oil Lamp GWR Stone £32.95
GM865 Taper Post Oil Lamp Grey Undercoat £32.95
GM866 Swan Neck Lamp Soft Black £32.95
GM867 Swan Neck Lamp BR/BR Green £32.95
GM868 Swan Neck Lamp LMS Maroon £32.95
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LIGHTING ACCESSORIES

GM895 Light Control PCB - LED/Lamp (2) £6.95
GM896 Light Control PCB - LED/Lamp (5) £12.95
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GM898 Mini Light Control PCB - Lamp (10) £4.95
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GM686 15W No 8 Tip £3.95
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GM688 25W No 7 Tip £3.95
GM689 25W No 8 Tip £3.95
GM690 40W No 6 Tip £3.95

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GM600 A2 Size £15.95
GM601 A3 Size £10.95
GM602 A4 Size £5.95
GM603 A5 Size £3.95

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GM695 Non Acid Safety Flux £4.95
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GM505 Mini-Toggle DPDT (Cioff) £3.15
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BPGM506 Mini-Toggle DPDT (25) £42.95
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BPGM508 Mini-Toggle SPST (25) £34.95
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BPGM516 Push to Make Red (25) £9.95
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GM11GR Wire Grey 7 x 0.2mm (10m) £2.15
GM11OW Wire Orange 7 x 0.2mm (10m) £2.15
GM11P Wire Pink 7 x 0.2mm (10m) £2.15
GM11PP Wire Purple 7 x 0.2mm (10m) £2.15
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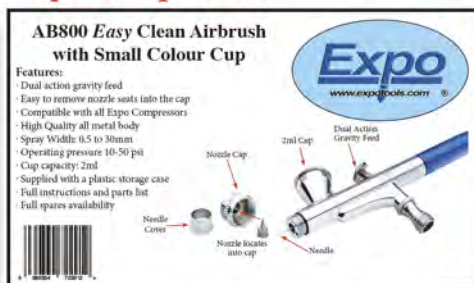
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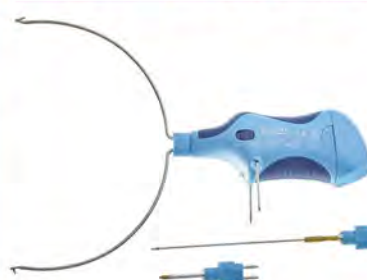


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H4-P-007 - 31027 in BR black with early emblem

H4-P-008 - 31323 in BR black with late crest

H4-P-009 - "Pioneer II" in Bowaters Paper Mill green

H4-P-010 - "Pride of Sussex" in Robertsbridge Flour Mill green

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H4-AB14-004 - 14" 1863 in Caledonian Railway lined blue

H4-AB14-005 - 14" 2134 WTT in lined green



H4-AB14-006 - 14" 2069 "Little Barford" in Acton Lane Power Station blue with wasp stripes

H4-AB14-007 - 14" 1927 'No.1' in Burnley Corporation Gas Department blue

H4-AB14-008 - 14" 2134 'No.3' in Fina lined blue

H4-AB16-001 - 16" 2244 'No.10' in NCB lined black

H4-AB16-002 - 16" 2043 'No.6' in NCB green

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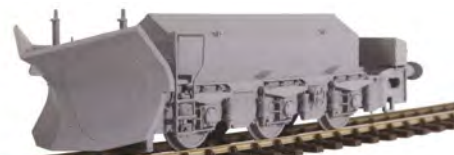
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Unstreamlined Corridor Tender Variants:

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H7-A3-007 60103 "Flying Scotsman" in BR green with late crest

Unstreamlined Non-Corridor Tender Variants:

H7-A3-003 2745 "Captain Cuttle" in LNER black

H7-A3-004 60072 "Sunstar" in BR Express blue

H7-A3-005 60035 "Windsor Lad" in BR green with early crest

H7-A3-006 60077 "The White Knight" in BR green with late crest



Class A4 4-6-2

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Streamlined Corridor Tender Variants:

H7-A4-001 2509 "Silver Link" in LNER silver

H7-A4-005 4464 "Bittern" in LNER garter blue

H7-A4-007 60012 "Commonwealth of Australia" in BR green with early crest

Streamlined Non-Corridor Tender Variants:

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H7-A4-003 4468 "Mallard" in LNER garter blue (as preserved)

H7-A4-009 60008 "Dwight D Eisenhower" in BR green with late crest

Unstreamlined Corridor Tender Variants:

H7-A4-004 4489 "Dominion of Canada" in LNER garter blue with steel numbers/letters

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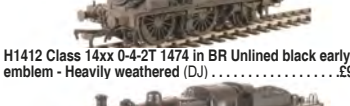
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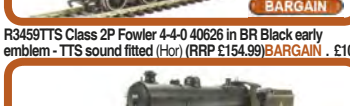
1324 Class 1366 0-6-OST 1368 in BR black late crest (Hel) ... £124



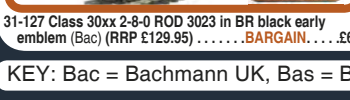
1321 Class 1366 0-6-OST 1369 Great Western green - as preserved (Hel) ... £124



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31-169 Class 5 L&YR 2-4-2T 50705 in BR black early emblem (Bac) (RRP £109.95) ... £79



R3463 Class 52xx 2-8-0 5231 BR Black early emblem (Hor) (RRP £139.99) ... £83



R3453 Class 5MT Black 5 4-6-0 45274 in BR Black late crest (Hor) **NEW** ... £144



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R3409 Class 6000 King 4-6-0 6002 "King William IV" in BR Green late crest (Hor) (RRP £181.99) ... £109



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R3410 Class 6000 King 4-6-0 6025 "King Henry III" in BR Blue early emblem (Hor) (RRP £181.99) **BARGAIN** ... £109



31-635A Class 64xx 0-6-OST pannier tank 6424 in GWR green (Bac) ... £81.55



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R3420 Class 700 "Black Motor" 0-6-0 30346 in BR Black late crest (Hor) (RRP £124.99) ... £69



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R3533 Class J94 0-6-0ST "Lord Phil" in lined green - as preserved (Hor).....£72

R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99).....**BARGAIN**.....£82R3531 Class M7 0-4-4T 30129 in BR black late crest (Hor).....£131
32-166 Class N 2-6-0 1406 in Southern Railway black (Bac).....£131.71
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R3527 Class N15 "King Arthur" 4-6-0 742 "Camelot" in Southern Railway wartime black (Hor).....£149

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35-051 LNWR 0-6-2T Webb Coal tank 7841 in LMS black (Bac).....£101.96
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R3569 Class 71 E5005 in BR blue (Hor) NEW £144

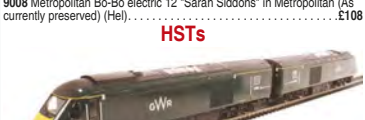
0071-004HAT Class 71 E5013 in BR Blue full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) £139.95



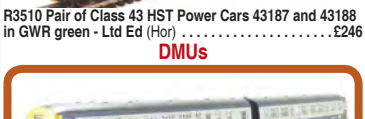
0071-002HAT Class 71 E5015 in BR Southern Region light green full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) £139.95



R3568 Class 71 E5018 in BR green (Hor) NEW £144



31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (RRP £139.95) BARGAIN £79



31-679 Class 85 (AL5) Bo-Bo Electric E3095 BR Electric Blue small yellow panel (Bac) (RRP £139.95) BARGAIN £89

9008 Metropolitan Bo-Bo electric 12 'Sarah Siddons' in Metropolitan (As currently preserved) (Hel) £108



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32-287 Class 101 2 Car DMU in BR blue & grey 'Cambridge/Norwich' (Bac) (RRP £159.95) BARGAIN £99



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32-290DS Class 101 2 car DMU in Network SouthEast with passenger figures and DCC sound (Bac) £229.46



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4D-015-005 Class 122 Gloucester RCW 'Bubblecar' single car DMU SC55007 in BR green small yellow panels (Dap) £123.25

8920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (Hel) (RRP £119.95) BARGAIN £59



8921 Class 128 DPU 55992 in Royal Mail Letters red (Hel) (RRP £119.95) BARGAIN £59



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



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32-515A Derby Lightweight 2 Car DMU in BR green half yellow ends (Bac) £123.21



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (RRP £130.25) BARGAIN £62



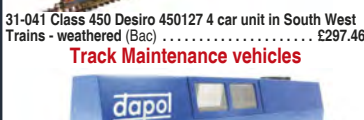
R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (RRP £149.99) BARGAIN £62



31-426B Class 411 4CEP EMU 7122 in BR Green yellow warning panels (Bac) £240



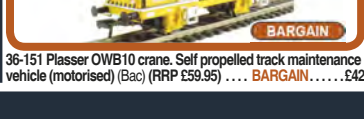
31-040 Class 450 Desiro 450073 4 car unit in South West Trains (Bac) £271.96



31-041 Class 450 Desiro 450127 4 car unit in South West Trains - weathered (Bac) £297.46



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £64



36-151 Plasser OWB10 crane. Self propelled track maintenance vehicle (motorised) (Bac) (RRP £59.95) BARGAIN £42

Train sets - analogue



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) BARGAIN £45



R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor) £130



R1215 Hornby Junior Train Set - 'Express Train' - battery powered (Hor) £34



R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches (Hor) £131



R1155 Pendolino trainset Class 390 390004 in Virgin Trains 'Alstom Pendolino' branding (Hor) £150



R1210 Santa's Express - Christmas starter train set (Hor) NEW £47

Train sets - DCC



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £262.99) BARGAIN £170



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £209.99) BARGAIN £130



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99) BARGAIN £199

Coaches



R4792 58' Maunsell Rebuilt (Ex-LSWR 48') eight compartment brake third 2638 in SR malachite green (Hor) £38



R4746A 58' Maunsell Rebuilt (Ex-LSWR 48') eight compartment brake third S2646S in BR maroon (Hor) £38



R4795 58' Maunsell Rebuilt (Ex-LSWR 48') nine compartment all third 320 in SR malachite green (Hor) £38



R4749A 58' Maunsell Rebuilt (Ex-LSWR 48') nine compartment third class S280S in BR maroon (Hor) £38



R4794 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake composite 6403 in SR malachite green (Hor) £38

Opening Hours

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

07:30 - 18:30 Mon - Sat
09:00 - 17:00 Sun


Hatton's Est. 1946
MODEL RAILWAYS

R4748A 58' Maunsell Rebuilt (Ex-LSWR 48) six compartment brake composite S6405S in BR maroon (Hor)£38
R4793 58' Maunsell Rebuilt (Ex-LSWR 48) six compartment brake third 2626 in SR malachite green (Hor)£38
R4747A 58' Maunsell Rebuilt (Ex-LSWR 48) six compartment brake third S2627S in BR maroon (Hor)£38

39-602 60' ex-SECR Birdcage brake third lavatory S3500S in BR crimson (Bac)£50.96

39-426 BR MK1 POS Post Office Sorting Van BR Blue & Grey (+ Nets) (Bac) (RRP £59.95)£40
R4761 Collet corridor composite (left hand) 6530 GWR chocolate and cream (Hor) £38
R4790 GWR A30 autocock 191 in GWR chocolate and cream (Hor) £28

R4696 K-Type Pullman First Class Kitchen Car 'Joan' (Hor)£44

39-455 LMS 57 ft Porthole Corridor 1st in BR crimson & cream (Bac) (RRP £39.95)£29

39-470 LMS 60 ft Porthole Corridor Brake 1st in BR Crimson & Cream (Bac) (RRP £39.95)£25
39-475 LMS 60 ft Porthole Open Vestibule 1st BR in crimson & cream (Bac) (RRP £39.95)£29
R4769 Maunsell corridor third 1224 in SR olive green (Hor)£38

R4777 Mk1 BSO brake second open W9353 in BR blue and grey (Hor) NEW£34

R4778 Mk1 FO first open W3123 in BR blue and grey (Hor) NEW £34
39-277 Mk1 GUV general utility van E86380 in BR blue (Bac)£33.96

R4775 Mk1 SO second open W4804 in BR blue and grey (Hor) NEW£34

R4776 Mk1 TSO tourist second open W5025 in BR blue and grey (Hor) NEW£34
R4635 Mk3 TSO second open 12177 Arriva Trains Wales (Hor) (RRP £29.49)£20
39-330 SR PMV parcels van S1151S in BR green black ends (Bac)£28.01

38-700 12 Ton pipe wagon BR bauxite (Early) (Bac) (RRP £23.95)£14
4F-012-015 12-ton ventilated van 'Carricks' (Dap) NEW£9.50
4F-012-016 12-ton ventilated van 'Carricks' - weathered (Dap) NEW£10.50
37-225H 16 Ton steel mineral wagon top flap doors BR grey - weathered (Bac)£14.04
4F-030-017 16-ton steel mineral wagon M620230 in BR grey (Dap) NEW£9.50
4F-030-018 16-ton steel mineral wagon M620230 BR grey - weathered (Dap) NEW£10.50
R6819 21 ton mineral wagon 'Avon Tyres, Melksham' (Hor) NEW£10
R6818 21 ton mineral wagon 'P. & J.P.' (Hor) NEW£10
4F-018-023 4-wheel salt van '103' (Dap) NEW£9.50
4F-018-024 4-wheel salt van '103' - weathered (Dap) NEW£10.50

37-601B 46T VGA sliding wall van in Railfreight red & grey - weathered (Bac)£22.06

4F-031-029 6 wheel milk tanker 'Co-Operative Dairies' (Dap) NEW£13
4F-031-030 6 wheel milk tanker 'Co-Operative Dairies' - weathered (Dap) NEW£14
37-326C 90 Tonne JGA Bogie Hopper in RMC - weathered (Bac)£36.51

R6367 Coal train pack - pack of 3 open wagons in EWS - Railroad Range (Hor) (RRP £19.99)£14
R6796 HAA coal hopper 356318 in Trainload Coal - Railroad Range (Hor)£8

37-365 Pack of 3 13 ton steel sand tippler wagon in Taunton Concrete - weathered (Bac) (RRP £41.95) BARGAIN£28

R6890 Pack of three HFA coal hopper wagons in BR railfreight yellow cradle and 'Barry Depot' branding - Railroad Range (Hor)£21
R6816 Six plank open wagon 'Crynant Colliery, Neath' (Hor) NEW£13

R6814 Six plank open wagon 'Huntley and Palmers Ltd, Reading' (Hor) NEW£13
R6817 Six plank open wagon 'J.W. Casden and Co, Vauxhall' (Hor) NEW£13
R6815 Six plank open wagon 'Jeaves Kasner, Middlesex' (Hor) NEW£13

H4-WW-013 Warwell wagon 50t diamond frame bogies ADRW96501 in BR engineers yellow (Hat)£33
H4-WW-011 Warwell wagon 50t diamond frame bogies DM748343 in BR grey bolster deck conversion (Hat)£33
H4-WW-010 Warwell wagon 50t diamond frame bogies DW160819 in BR brown steel/rail carriers - weathered (Hat)£37
H4-WW-008 Warwell wagon 50t diamond frame bogies KDE314159 in BR black S&T branding and steel/rail carriers (Hat)£33
H4-WW-020 Warwell wagon 50t Gloucester GPS bogies MODA95524 in MOD 2000s olive - weathered (Hat)£37

H4-WW-018 Warwell wagon 50t Gloucester GPS bogies MODA95536 in MOD 2000s olive (Hat)£33

H4-WW-019 Warwell wagon 50t Gloucester GPS bogies MODA95582 in MOD 2000s olive (Hat)£33

H4-WW-019 Warwell wagon 50t Gloucester GPS bogies MODA95582 in MOD 2000s olive (Hat)£33

H4-WW-019 Warwell wagon 50t Gloucester GPS bogies MODA95582 in MOD 2000s olive (Hat)£33

R8012 HM2000 High output power & speed controller, mains supply. (Hor)£87

R8214 DCC Elite unit digital controller (Hor)£205
R8213 DCC Select unit (boxed) (Hor)£90

R8243 Surface Mounted point motor (Hor)£8
R044 Passing contact lever frame switch (for point motors) (Hor)£9
PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec)£5.50

SL-110 Finescale rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec)£2.20
19KADEE NEM362 Kadee coupling - Long (10.76mm) - Pack of four (Kad)£5
18KADEE NEM362 Kadee coupling - Medium (8.63mm) - Pack of four (Kad)£5

SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec)£2.20
19KADEE NEM362 Kadee coupling - Long (10.76mm) - Pack of four (Kad)£5
18KADEE NEM362 Kadee coupling - Medium (8.63mm) - Pack of four (Kad)£5

Buildings - railways

44-067 Art Deco Platform End Building - use 2 of these 44-065 (Bac)£24.61

44-072 Depot Crane (Bac) (RRP £43.95) BARGAIN£21

44-017 Modern servicing depot - Scenecraft range (Bac)£84.96

44-0033 Two Lane Engine Shed (Bac)£84.96
Man-made scenic structure - railway-related

LK-46 2 Field Gates, 2 stiles & 1 wicket gate (Pec) (RRP £4.15) BARGAIN£2

LK-55 76ft Well type turntable (Pec)£39

R070 Electrically Operated Turntable (Hor)£64
R537 Lineside Fencing (Hor)£7
R514 Platform Canopy x 2 (Hor)£12

Signals

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap)£22
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap)£22
4L-003-003 Signal - motorised, SR ladder home (Dap)£25

Buildings - general

44-040 Diesel depot fueling point - Scenecraft range (162 x 37 x 56mm) (Bac) £13
44-285 Low Relief Block of flats (Bac) (RRP £62.95) BARGAIN£36
SSM322 Modern Industrial unit / distribution depot - plastic kit (Vil) NEW£22
95504 Single brick flower bed (Anc) NEW£5.50

Bridges, Tunnels & Walls

R8008 Grand suspension bridge (Hor)£39

Grass, Ground, Lichen, Hedges & Foliage
PSG-103 Autumn grass, static grass 1mm - 30g bag (Pec) NEW£3.20
PSG-106 Dead Grass grass, static grass 1mm - 30g bag (Pec) NEW£3.20
PSG-54 Pack of 100 4mm spring grass tufts (Pec) NEW£3.50
PSG-66 Pack of 100 6mm autumn grass tufts (Pec) NEW£4.50
PSG-65 Pack of 100 6mm patchy grass tufts (Pec) NEW£4.50
PSG-64 Pack of 100 6mm spring grass tufts (Pec) NEW£4.50
PSG-76 Pack of 10mm autumn grass tufts (Pec) NEW£5.50
PSG-75 Pack of 10mm patchy grass tufts (Pec) NEW£5.50
PSG-74 Pack of 10mm spring grass tufts (Pec) NEW£5.50
PSG-77 Pack of 10mm wild meadow grass tufts (Pec) NEW£5.50
PSG-105 Patchy grass, static grass 1mm - 30g bag (Pec) NEW£3.20
PSG-212 Scorchard grass, static grass 2mm - 30g bag (Pec) NEW£3.20
PSG-005 Snow scatter 0.5mm - 30g bag (Pec) NEW£3.20
PSG-213 Snow scatter 2.0mm - 30g bag (Pec) NEW£3.20
PSG-211 Spring alpine, static grass 2mm - 30g bag (Pec) NEW£3.20
PSG-101 Spring grass, static grass 1mm - 30g bag (Pec) NEW£3.20
PSG-415 Summer alpine, static grass 2mm - 30g bag (Pec) NEW£2.80
PSG-214 Summer flowers, static grass 2mm - 30g bag (Pec) NEW£3.20
PSG-104 Winter grass, static grass 1mm - 30g bag (Pec) NEW£3.20

People - civil

36-408 12 x Seated Coach Passengers (Bac)£11.50

36-407 1950s Train Crew x 6 (Bac)£8.46
5300Peco Cricket team figures - pack of 15 wickets (Pec) NEW£25

Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulfrog (Pec) £14
ST-226 Setrack No.2 radius double curve (Pec)£2.50
ST-241 Setrack No.2 radius left handed point insulfrog (Pec)£9
ST-240 Setrack No.2 radius right handed point insulfrog (Pec)£9
ST-204 Setrack Quad Straight (670mm) (Pec)£3.50
ST-204 Box of 24 (Pec)£76

Track - Code 100 Streamline

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

SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec)£70
SL-102 Single (Pec)£3

SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec)£70
SL-102 Single (Pec)£3

SL-99 3 way medium radius point - insulfrog (Pec) £26
SL-90 Double slip - insulfrog (Pec)£32

SL-E96 Left hand medium point - electrofrog (Pec)£10
SL-96 Left hand medium point - insulfrog (Pec)£10

SL-E92 Left hand small point - electrofrog (Pec)£9.50
SL-92 Left hand small point - insulfrog (Pec)£9.50
SL-E88 Right hand large point - electrofrog (Pec)£12

SL-E95 Right hand medium point - electrofrog (Pec)£10
SL-95 Right hand medium point - insulfrog (Pec)£10

SL-E91 Right hand small point - electrofrog (Pec)£9.50
SL-91 Right hand small point - insulfrog (Pec)£9.50

Track - Code 75 Finescale

SL-108F Box of 25 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec)£100
SL-108F Single (Pec)£4.50

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

SL-E190 Finescale double slip - electrofrog (Pec)£37

SL-E187 Finescale left hand curved point - electrofrog (Pec) £13
SL-E189 Finescale left hand large point - electrofrog (Pec)£12.50
SL-E196 Finescale left hand medium point - electrofrog (Pec)£11.50
SL-E192 Finescale left hand small point - electrofrog (Pec)£10

SL-E186 Finescale right hand curved point - electrofrog (Pec)£13
SL-E188 Finescale right hand large point - electrofrog (Pec)£12.50
SL-E195 Finescale right hand medium point - electrofrog (Pec)£11.50
SL-E191 Finescale right hand small point - electrofrog (Pec)£10

Track & Points

R605 1st radius double curve (8 make a circle) (Hor)£2.40
R605 Circle of 8 (Hor)£15
R607 2nd radius double curve track (8 make a circle) (Hor)£2.25
R607 Circle of 8 (Hor)£18
R609 3rd radius double curve track (8 make a circle) (Hor)£2.60
R609 Circle of 8 (Hor)£20
R8262 Double 4th radius curve (8 make a circle) (Hor)£3

R601 Box of 24 Double Straight (Hor)£47
R601 Single (Hor)£12.50
R8074 Left hand curved point (Hor)£14

R8072 Left Hand Standard Point (Hor)£9
R603 Long Straight - 670mm (Hor)£3
36-603 Long straight track nickel silver (same as R603) (Bac)£3
36-603 Box of 10 (Bac) (RRP £35)£24.80

R8073 Right Hand Standard Point (Hor)£9
R621 Pack of 24 (Hor)£3
R621 Single (Hor)£3

R600 Box of 24 Standard Straight (Hor)£31
R600 Single (Hor)£1.35

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www.hattons.co.uk/new

for all new releases

Buses

16801 Alexander fleetline flush in white, blue & orange 'Travel de Courcey' (EFE) (RRP £19.95) **BARGAIN** £8



76BI001 Beadle Integral East Kent (Oxf) £15.50

NEW



76MW6003 Bristol MW6G - Eastern Counties National Bus Company (Oxf) **NEW** £15
18016 Daimler Fleetline - 'Belfast Corporation' - 2015 New Year special (EFE) **NEW** £21.50
76IR6001 Irizar i6 Translink Goldline (Oxf) £19.50



15808 Leyland PD1 'East Kent' - '66, Ramsgate Harbour' (EFE) £29.71



76PD2005 Leyland PD2/12 Edinburgh (Oxf) £17



OM46618B New Routemaster - Stagecoach, 15 Trafalgar Square (Cor) £33
OM46618A New Routemaster - Stagecoach, 8 Bow Church (Cor) £33

NEW



76SB001 Saro Bus Ribble (Oxf) **NEW** £15.50

Cars

76SET43 5 Piece Aston Martin Set (Oxf) **NEW** £20
76FC003 Ford Galaxy Tango Red (Oxf) **NEW** £4.50
76JFE001 Jaguar Formula E (Oxf) **NEW** £4.50

NEW



OR76ROR002 Land Rover Defender 110 posable rail wheels - 'Network Rail' - non-motorised (Oxf) **NEW** £6.50
76RCL001 Range Rover Classic Lincoln Green (Oxf) £4.50
76RRP3001 Rolls Royce Phantom III Black (Oxf) **NEW** £6
76RRP5001 Rolls Royce Phantom V Navy/Silver (Oxf) **NEW** £6
76TS002 Triumph Stag Java Green (Oxf) **NEW** £4.50

Commercial vehicles

SP064 Austin K8 3 Way Van Achille Serre 1/76 Scale (Oxf) **NEW** £4.50
76CWT001 Commer Walk Thru British Railways (Green) (Oxf) **NEW** £8.50
76SCT005 Eddie Stobart Car Transporter - Christina Frances (Oxf) **NEW** £27
76FT026 Ford Transit LWB High Network Rail Speed Camera (Oxf) **NEW** £5



76FBB003 Fowler BB1 Ploughing Engine No.15436 Princess Mary (Oxf) £14

NEW



OR76ROR003 Land Rover Defender 110 posable rail wheels - 'British Rail' - non-motorised (Oxf) **NEW** £6.50
OR76ROR001 Land Rover Defender 110 posable rail wheels - 'Railtrack' - non-motorised (Oxf) **NEW** £6.50
76LR2AS001 Land Rover Series IIA SWB Hard Top Royal Mail (PO Recovery) (Oxf) **NEW** £5
76MB006 Mercedes Actros GSC Curtainside Sparks Transport (Oxf) £21



76SCT003 Scania Car Transporter Woodside Motorfreight Ltd (Oxf) £29
76SHL01FT Scania Highline Flatbed Trailer Ian Craig Haulage Ltd (Oxf) **NEW** £21
76SHP004 Sherpa Van Pickfords (Oxf) **NEW** £5.50
76VOL4004 Volvo FH4 (G) Tipper Wains Transport (Oxf) **NEW** £19
76WM006 Whitby Mondial Ice Cream Smiths (Oxf) **NEW** £5.50

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76CHT002 Churchill Tank MkIII 1st Canadian Army Bgd Depepe 1942 (Oxf) **NEW** £11



76CHT001 Churchill Tank MkIII Kingforce - Major King (Oxf) £11
76LRL002 Land Rover 1/2 Ton Lightweight Military Police (Oxf) **NEW** £5
76LRFCC002 Land Rover FC GS Berlin Brigade (Oxf) **NEW** £8.50

Public Service vehicles

76AUS004 Austin 1300 Metropolitan Police (Oxf) **NEW** £4.50
76ACF005 Austin Cambridge Farnham Hertfordshire Police (Black) (Oxf) **NEW** £4.50
76SFE009 Scania CP28 Pump Ladder Kent Fire & Rescue Service (Oxf) **NEW** £15
76SHP003 Sherpa Van Metropolitan Police (Oxf) **NEW** £5.50

N Gauge

Steam locos

372-628 Class 2MT Ivatt 2-6-0 46443 in BR lined black late crest (Gra) **NEW** £106.21
372-629 Class 2MT Ivatt 2-6-0 46460 in BR lined black early emblem - weathered (Gra) **NEW** £114.71



372-031 Class 4073 Castle 4-6-0 5041 'Tiverton Castle' in BR green early emblem (Gra) £118.96



372-030 Class 4073 Castle 4-6-0 5044 'Earl of Dunraven' in GWR lined green (Gra) £118.96



372-032 Class 4073 Castle 4-6-0 5070 'Sir Daniel Gooch' in BR lined green late crest (Gra) £118.96



371-987 Class 64xx 0-6-0 Pannier Tank 6412 in BR Lined Green late crest (Gra) £80.71
371-985 Class 64xx 0-6-0 Pannier Tank 6407 in GWR (Gra) £80.71
29-017-004D Class 7MT Britannia 4-6-2 70021 'Morning Star' in BR green late crest, DCC Fitted (Dap) £119



372-800B Class A1 4-6-2 60163 'Tornado' in BR Express blue (as preserved) (Gra) £144.46



BARGAIN

372-385 Class A2 4-6-2 525 'A H Peppercorn' LNER Apple green (Gra) (RRP £169.95) **BARGAIN** £94



BARGAIN

372-387 Class A2 4-6-2 60527 'Sun Chariot' in BR lined green late crest (Gra) (RRP £169.95) **BARGAIN** £94



BARGAIN

2S-008-011 Class A4 4-6-2 2512 'Silver Fox' in LNER grey valances (Dap) £128.83
2S-008-011D Class A4 4-6-2 2512 'Silver Fox' in LNER grey valances - DCC Fitted (Dap) **NEW** £150.57
2S-008-008 Class A4 4-6-2 4468 'Mallard' LNER center blue valances (Dap) £128.83



BARGAIN

372-079 Class B1 4-6-0 1040 'Roedeer' in LNER lined black (Gra) (RRP £129.95) **BARGAIN** £84



BARGAIN

2S-011-001 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green four Gresley teak coaches - light bars fitted (Dap) £198.90



2S-011-005 Class A3 4-6-2 4472 'Flying Scotsman' in LNER apple green (as preserved) four Gresley teak coaches in maroon - light bar fitted (Dap) £198.90



BARGAIN

370-400 Longmoor Military Railway Train Pack WD Austerity 2-8-0 No.400 'Sir Guy Williams' & 3 x Mk1 suburban brake end coaches in LMR blue (Gra) (RRP £139.95) **BARGAIN** £99

Diesel locos



371-037 Class 20 20205 in BR blue - as preserved (Gra) £101.96
371-036 Class 20 20227 in London Underground (Gra) £101.96
371-035 Class 20 Twin Pack 20904 'Nancy' & 20906 Hunslet-Barclay Livery (Gra) £178.08



371-457 Class 37/0 D6714 in BR green small yellow panel and split headcode boxes (Gra) £103.66
371-170 Class 37/4 37422 'Robert F. Fairlie' in Regional Railways (Gra) £103.66
371-180 Class 40 D211 'Mauretania' in BR green (Gra) **NEW** £118.96



BARGAIN

371-605 Class 42 Warship 810 'Cockade' in BR Blue - weathered (Gra) (RRP £124.95) **BARGAIN** £72



DMUs

371-504 Class 101 2-car DMU in BR green small yellow panel (Gra) £144.46



371-875D Class 108 2 Car DMU in BR blue - DCC sound fitted (Gra) £229.46



371-880 Class 108 2 Car DMU in BR Green half yellow ends (Gra) £144.46
2D-009-000 Class 121 single car DMU 'Bubble car' W55022 in BR green small yellow warning panel (Dap) £114

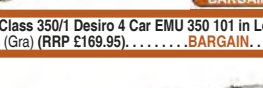


371-329 Class 150/2 150247 in BR Super Sprinter - weathered (Gra) £144.46



EMUs

371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (RRP £169.95) **BARGAIN** £89



BARGAIN

371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (RRP £169.95) **BARGAIN** £89



BARGAIN

Train sets - analogue



GMKS005 'The Race to the North' starter train set - Class A4 4-6-2 and four gresley teak coaches (Gau) £240



370-130 'The Night Mail' train set Class 47 and Mk1 post coaches (Gra) £169.96



Coaches



2P-012-252 Pack of six Maunsell coaches in SR olive green (Dap) £116

Wagons

2F-013-057 4-wheel Gunpowder van 'Spillers' (Dap) **NEW** £8.50
2F-013-058 4-wheel Gunpowder van 'Spillers' - weathered (Dap) **NEW** £9.50
NR-P100 Butterley Steel Type Coal Wagon 'Charringtons' in Red (Pec) **NEW** £7



2F-044-001 Pair of FEA-B Spine Wagons 640707 & 640708 in Freightliner (Dap) £31.04
2F-044-003 Pair of FEA-B Spine Wagons 640719 & 640720 Freightliner (Dap) £31.04
2F-044-002 Pair of FEA-B Spine Wagons 640721 & 640722 Freightliner (Dap) £31.04



Spares

2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap) £20



SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

Track - Code 80 Setrack
ST-11 Double straight track (Pec) £1.50
ST-6 Setrack left hand point insulfrog (Pec) £8.50
ST-5 Setrack right hand point insulfrog (Pec) £8.50
ST-300 Starter Track Set (Pec) £46

Track - Code 80 Streamline

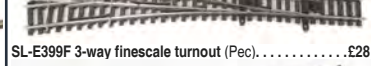


SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
SL-300 Single (Pec) £3
SL-E396 Left hand medium point electrofrog (Pec) £9
SL-396 Left hand medium point insulfrog (Pec) £9.50

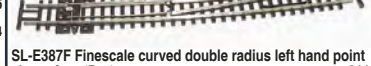


SL-E395 Right hand medium point electrofrog (Pec) £9
SL-395 Right hand medium point insulfrog (Pec) £9.50

Track - Code 55 Finescale



SL-E399F 3-way finescale turnout (Pec) £28



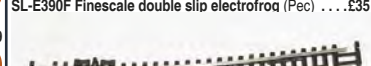
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11



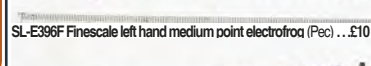
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11



SL-E390F Finescale double slip electrofrog (Pec) £35



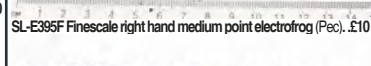
SL-E396F Finescale left hand medium point electrofrog (Pec) £10



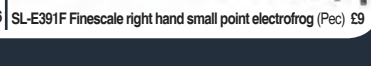
SL-E392F Finescale left hand small point electrofrog (Pec) £9
SL-E388F Finescale right hand large point electrofrog (Pec) £11



SL-E395F Finescale right hand medium point electrofrog (Pec) £10



SL-E391F Finescale right hand small point electrofrog (Pec) £9





**UK P&P £4 per order
£2 per single diecast item
£7 guaranteed Next Day delivery
(Orders before 2pm)**



SL-E383F Finescale scissors crossover electrofrog (Pec) £61

Buses

NSET003 5 Piece N Gauge Set Southdown (Ox) NEW £27

Cars

NCOR3001 Cortina MkIII Gold (Ox) NEW £3.50

NMBG001 MGB Roadster Taran Red (Ox) NEW £3.50

NNMN001 New Mini Chilli Red (Ox) NEW £4

Commercial vehicles

NAEC014 AEC Matador Wrecker Southdown (Ox) NEW £6

NMB002 Mercedes Actros Curtainside Pollock (Ox) £11.50

NSHL01CT Scania Highline D-TEC Combitrailer - Container Eddie Stobart (Ox) NEW £11.50

Farming & Construction

NFARM003 Baler (Ox) NEW £4

Military ground vehicles

NDSC001 Daimler Dingo 23rd Armoured Brigade (Ox) NEW £4

O Gauge (1:43 Scale)

Steam locos

NEW



7S-026-002 Class 3F 'Jinty' 0-6-0T 16554 in late LMS black (Dap) NEW £191.25

NEW



7S-026-001 Class 3F 'Jinty' 0-6-0T 16564 in early LMS black (Dap) NEW £191.25

NEW



7S-026-003 Class 3F 'Jinty' 0-6-0T 23 in S&DJR prussian blue (Dap) NEW £191.25

NEW



7S-026-005 Class 3F 'Jinty' 0-6-0T 47501 in BR black 'BRITISH RAILWAYS' lettering (Dap) NEW £191.25

NEW



7S-026-004 Class 3F 'Jinty' 0-6-0T 47673 in BR black late crest (Dap) NEW £191.25

NEW



7S-026-007 Class 3F 'Jinty' 0-6-0T 7480 in LMS black - Push/pull fitted (Dap) NEW £191.25

7S-026-006U Class 3F 'Jinty' 0-6-0T in BR black 'BRITISH RAILWAYS' lettering - unnumbered (Dap) NEW £191.25

7S-026-004U Class 3F 'Jinty' 0-6-0T BR black late crest - unnumbered (Dap) NEW £191.25

7S-026-001U Class 3F 'Jinty' 0-6-0T early LMS black - unnumbered (Dap) NEW £191.25

7S-026-002U Class 3F 'Jinty' 0-6-0T late LMS black - unnumbered (Dap) NEW £191.25

7S-026-003U Class 3F 'Jinty' 0-6-0T S&DJR prussian blue - unnumbered (Dap) NEW £191.25



7S-010-011 Class A1X Terrier 0-6-0T 32636 in BR black late crest (Dap) £191.25

Diesel locos



2590 Class 05 shunter in BR green no yellow ends (Hel) £315



2591 Class 05 shunter in BR green wasp stripes (late version) (Hel) £315



2596 Class 05 shunter in industrial maroon wasp stripes on bufferbeam (Hel) £315



2595 Class 05 shunter in NCB National Coal Board green red detailing and wasp stripes (Hel) £315



7D-008-011D Class 08 shunter 08173 in BR blue (without ladder) - DCC sound fitted (Dap) NEW £340



7D-008-009 Class 08 shunter D3002 in BR green late crest and wasp stripes (Dap) £191.25



7D-008-009D Class 08 shunter D3002 in BR green late crest and wasp stripes - DCC sound fitted (Dap) £340

7D-008-002 Class 08 shunter D3045 in BR blue with wasp stripes (Dap) £189

7D-008-010D Class 08 shunter D3316 in BR blue (without ladder) - DCC sound fitted (Dap) NEW £340



2551 Class 25/1 in BR green small yellow warning panels (unnumbered) (Hel) £470



3713 Class 37/0 in BR large logo blue centre headcode box (unnumbered) (Hel) £470



6002 Class 60 diesel in EWS (Supplied un-numbered separate waterslide numbers, sector emblems and, a selection of nameplates.) (Hel) £499

Wagons



7F-056-007 12-ton van planked sides B755186 in BR bauxite (Dap) £42.46

7F-056-006 12-ton van plywood sides B775624 in BR bauxite (Dap) £42.46

7F-053-005 5-plank open wagon Diagram 44 B485971 BR bauxite (Dap) £38.25

Track - Code 124 Bullhead Streamline

SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £75

SL-700BH Single (Pec) £6.50



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £41



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £41

ST-U750 Setrack second radius Unifrog right hand point (Pec) £43

43JAGV12005 Jaguar V12 E Type Coupe Ascot Fawn (Ox) NEW £20

BS-O-01 O Scale Ballast Spreader (Pro) NEW £18.50

Cars

Tools

G Scale

Train sets - analogue



90068 Thomas Annie & Clarabel train set (loco moving eyes & Steel Track) Thomas the Tank range (Bac) £249

Any or Multiple Scales

Analogue controllers



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

Analogue point control

CDU Capacitor Discharge Unit (Gau) £11

DCC decoders



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



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (RRP £92.50) BARGAIN £70

36-557 Single (Bac) £15.73

36-568 6 pin DCC decoder Back EMF and Railcom (Bac) £24.60

BPDC27 5 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 251 x 27w x 10d mm) x 5 (Gau) £71

36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50

R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £92

R8249 Single (Hor) £16

36-568 6 pin DCC decoder Back EMF and Railcom (Bac) £24.60

BPDC27 5 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 251 x 27w x 10d mm) x 5 (Gau) £71

36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50

R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £92

R8249 Single (Hor) £16

36-568 6 pin DCC decoder Back EMF and Railcom (Bac) £24.60

BPDC27 5 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 251 x 27w x 10d mm) x 5 (Gau) £71

36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50

R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £92

R8249 Single (Hor) £16

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36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50



52000 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £635



524-042 NCE Power Cab 2 Amp DCC controller (NCE) £140



DCC02 Prodigy "Advance 2" starter DCC controller package (Gau) £220



DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £129

DCC51 Prodigy Wireless Conversion Set (Gau) £200



DCC13 Wireless Walkaround unit for the Prodigy Advance 2 DCC system (DCC03) (Gau) £159

DCC accessories



DCD-AEC Cobalt Alpha Central Integrated 12 Way Digital Switch (DCC) £110

BPDC80 Pack of three DCC autofrog polarity reversal switches - for electrofrog points (Gau) £14

Point motors

DCP-CB12IP Cobalt ip slow-action analogue point motor - pack of 12 (DCC) £155

DCP-CB6IP Cobalt ip slow-action analogue point motor - pack of 6 (DCC) £90



DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC) £160

DCP-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC) £90

DCP-CBSS-2 Cobalt SS surface mounted point motors controller - pack of 2 (DCC) £44



PL-10 Bag of 6 Point Motor (Switch Machine) (Pec) £34

PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34

PL-10E Single (Pec) £6

PM-1 Seep point motor accessory switch (Gau) £4.50



PL-11 Side/surface mounted point motor (Pec) £7.50



HAT-PM-01 Pack of 6 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £35

HAT-PM-01 Single (Hat) £6.50

Switches & Levers

PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3



DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 (DCC) £165

PL-26B Passing Contact Switch - Black Lever (Pec) £5.50

Railway publications

RailwayModellerAnnual2018 Railway Modeller 2018 Annual - 120 pages (Pec) NEW £6.99

RailwayModeller1711 Railway Modeller Magazine - November 2017 issue (Pec) NEW £4.40

Tools

XU2175B Flexible track cutters (XURON) (Gau) £15

DCD-R186B Rolling Road - Active (Powered) Set - 6 Way - For OO, N, HO, TT Gauge - See Description (ex DCP101) (DCC) £31



A Class 142026 'Pacer' crosses paths with 37 411 *Ty Hafan*.

THE WORLDS END

With its impressive viaduct centrepiece, realistic buildings, raging civil war cameo and contemporary setting, Peter Goss' layout is packed full of amazing details, and the closer you look the more there is to see.



Learn more...

OO
GAUGE

the viaduct could be a model by itself at five feet long, and if a small model railway of Knaresborough were built at home, the viaduct would almost certainly be omitted due to space and height restrictions

This, my third model railway project, The Worlds End, visits North Yorkshire and the town of Knaresborough at the turn of the twenty first century. The model trains featured represent those running through the station over the last 15 years.

The layout developed from around 2008 along the lines of copying an everyday scene with perhaps an historical leaning. My original thoughts were for a simple design that hopefully hadn't been done before. I wanted to imagine the whole thing from the outset before breaking it down into smaller bite-sized components. It was to be an architecturally interesting arrangement with a high standard of model buildings.

Martin Welch's book, 'The Art of Weathering' and 'Architectural Modelling' by Dave Rowe inspired my painting and modelling techniques, which I then adapted. However, it was an earlier visit to a model railway show (probably York) that set me off down the model railway path in the first place.

Modelling considerations

I believe most railway modellers would not entertain Knaresborough as a viable modelling subject, as it has limited operating potential, particularly for the shunting and goods train enthusiast. The terrain, if built to scale, could possibly be too demanding and time-consuming to construct, and the viaduct could be a model by itself at five feet long.

These negatives were completely opposite to my positive thoughts, and only reinforced my idea for a comprehensively detailed architectural model of a market townscape with a railway running through it.

My model of the Knaresborough viaduct to scale could extend over one complete specially extended and dropped baseboard. A quick estimation based on street maps showed the viaduct and station to be around nine feet long (684 real feet in length).

Ground level differentials could be anywhere up to at least a scale 2 feet high which represents 152 real feet height. The viaduct is 90 odd feet high to start with.

The egg shape of the layout came about by default. I let the building arrangement design dictate the layout shape, rather than fitting to a prescriptive regular arrangement. The narrow town scene on the left, the deep river gorge and viaduct centered and the wide wooded countryside and castle to the right making a balanced visual contrast.

Building arrangement

Several buildings were drawn up on the computer, with street scenes assembled and layout plans developed. Train sets were listed, time-lined and discussed with my railway enthusiast friend Stephen before construction commenced.

The model buildings included a row taken from Finkle Street, which were mirrored to fit behind the station. Other buildings were chosen from further into the town, including the Blind Jack pub cluster of three large buildings and a corner building from Market Place, the single storey small shop over the tunnel mouth and buildings from High Street, the Raw Gap building cluster, the small timber-framed rented building at the base of viaduct and Mother Shipton's office building.

Paint what you see – not what you think you see

I believe in copying real life wherever possible, so steps can be taken to enhance detailing just by looking. Brickwork can be carefully painted and detailed following colour photographs. An illusion I use is to paint false shadows at door and window reveals, using Humbrol 67 tank grey before fitting any windows. I got this idea after looking at photographs and realising that colour is not always what it seems – for instance, dirt is not black unless it is coal. As such, I dry brush dirt or wash as darker

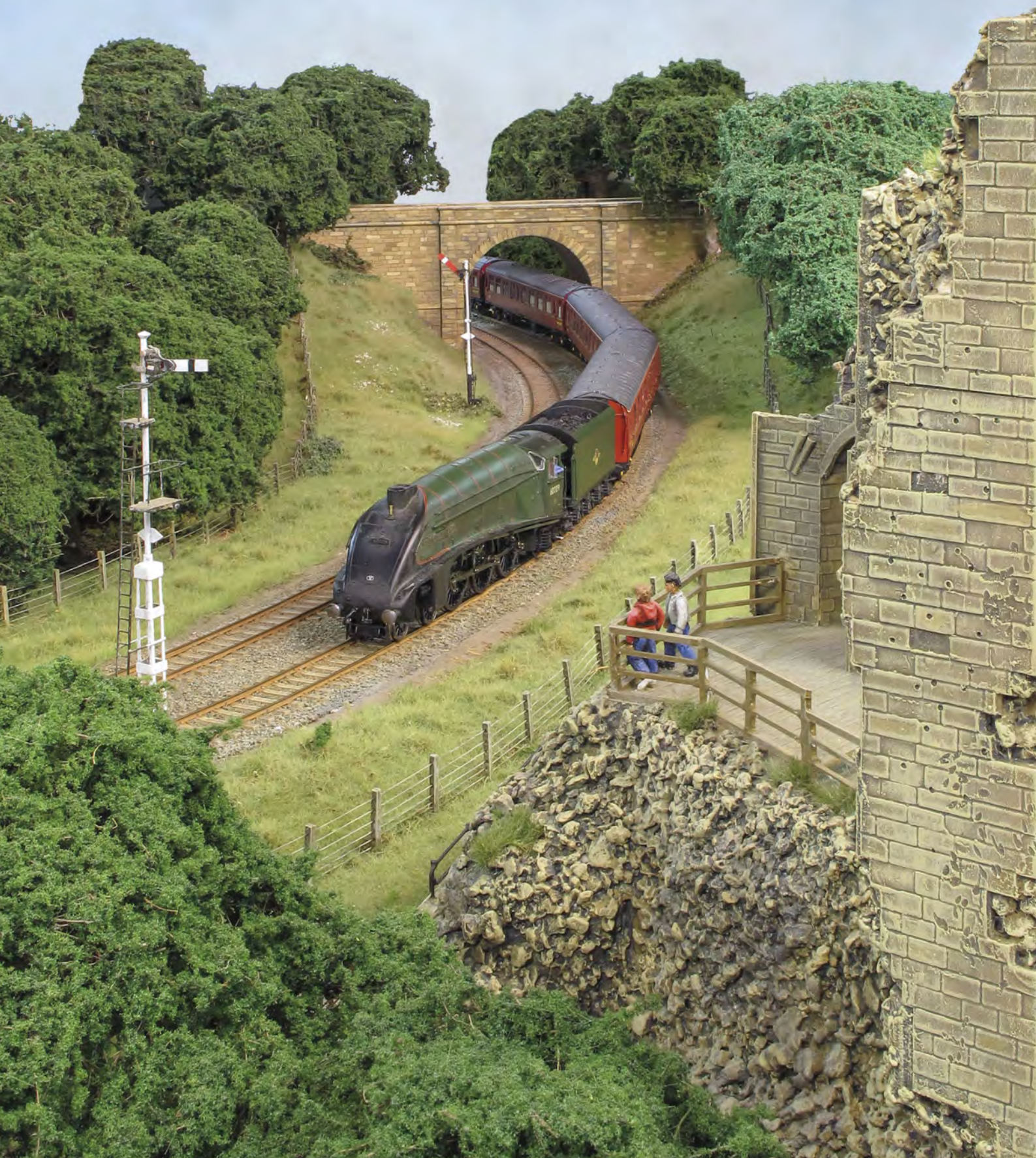


Factfile

Layout name: The Worlds End
Scale/gauge: 4mm/00
Size: 19ft x 11ft operating area
Era/region: Modern, North Yorkshire
Layout type: Continuous run
Words: Peter Goss
Photography: Andy York



4-6-2 A4 No. 60009 *Union of South Africa* speeds past the ruins of Knaresborough Castle - just one among many grand sights.



shades of grey very subtly. For The Worlds End and the previous 'Rowlands Castle' and 'Etton' layouts I kept to lighter tones on purpose. Comments have often been made at shows on how light my modelling is.

Buildings crispness

Keeping the Plastikard and card-based building structures crisp is very important – keep those corners tight and at right angles with no gaps please. After constructing a building corner solidly from inside, lightly scrape the external corner carefully with a sharp knife or fine emery paper held on a little wood block. This technique blends the corner into one sharp edge before maybe applying a little plastic weld with a paint brush to seal the corner externally ready for painting.

Gaps at the bottom of a building is also a big one for me. After gluing a building into

place, fill any remaining gaps with a little PVA and apply some litter or ground cover. Alternatively, I sometimes bury the building into a small ground recess. This helps hide any gaps in the first place.

Camera details

Take close-up pictures of your model and look at the details on screen. It needs to be

clean. No matter how well it is painted, if the modelling is not square and tidy it will never look right as untidy right angles and corners tend to jump out. Taking time to carefully construct and detail items before painting pays dividends. This applies to rolling stock as well as buildings. In these days of high resolution, cameras make pictures three or four times larger than life, which doesn't

all my trains are full of passengers, even if they are all sat on one side of the train. Locomotives all have drivers as well. Using model humans brings to life any scene, without a doubt



Even in model form, this pub garden really does look good enough to drink in.

help. Using magnifiers to construct and paint means that when viewed normally the models can look much tidier.

Highlighting

Take a look at the clothes someone nearby is wearing. The shirt or jacket will have a base colour, but look again. The crevices are darker and the parts facing the sun are much lighter. Re-creating this effect is a huge factor and, once grasped, can be applied to buildings, wagons and anything with raised details. The viaduct parapet wall stonework, for example. Painted in various stone shades from light stone to dark grey, the parapet coping stone is then edged with a small brush using a light cream colour. This is not noticed initially but when pointed out becomes obvious.

Viaduct

The viaduct took around 18 months to construct. It has solid wood uprights with a chipboard track deck that was then clad in double thickness mount board with plain

Plastikard 'stones' constructed as complete sub-models that fitted together around the solid timber. The underside of the arches was the last thing to build. Painting was carried out at sub-assembly stage before filling gaps and paint blending on completion.

River Nidd

I used acrylic water effect paste from Green Scenes, which is brushed on to an acetate sheet, then swept into ripples with a wooden coffee stir stick. The paste itself dries clear and glossy. The underside of the acetate was painted a green/blue colour to start with before being stuck down with acrylic grab adhesive. The boats and other details were glued down with before the water ripples arrived.

Figures

I couldn't find suitable modern-style figures for the layout, so I consulted with a wargames equipment designer and we decided to start our own range. The figures used are from our own range of 'Pete Goss

Figures'. All were cleaned up of any flash and casting pegs. The bottoms of the feet were filed flat so that the figures would almost stand up on their own. I drilled and superglued short lengths of 0.5mm brass wire to one foot, or if legs were too fine, to the bottom of a coat flush with a leg. This is used for locating the figure in a wood block while the paint is drying and acts as a dowel to help keep the figure in position on the layout.

All the figures were sprayed with Halfords white etch primer, and painting was carried out using Humbrol acrylic colours. Faces were detailed with eye and mouth lines, and all were given slightly rosy cheeks. Games Workshop thin acrylic washes were applied using brown for creams, fawns, browns, reds; and black wash. Once dry, all colours were highlighted or dry-brushed with lighter shades before enamel matt varnishing. The figures are then glued into position.

The Sealed Knot battle cameo

The model battle scene was created using

Perhaps a touch cleaner than the prototype, this version of Knaresborough's viaduct is nevertheless a stunning reproduction of the real thing.



A Civil War battle rages, although only for the entertainment of watching tourists. Peter has used his military modelling skills to great effect here.



LAYOUT FOCUS

plastic wargames figures. All figures had their weapons removed, as they would be liable for paint falling off, then they were fitted with new pikes and muskets. The pikes are brass wire with one end bashed flat and filed to a point. Muskets are scratch-built out of plastic card. The hands of all figures were re-made out of Milliput so that they grip the weapons. Photographs were used to obtain authentic figure clustering.

Northern Belle

The 'Northern Belle' train was made up entirely out of second-hand stock, apart from the lead locomotive which was new but in a different livery. The coaches were all completely stripped down and Shawplan details and flush glazing added together with a good re-spray in 50/50 mix GW wagon brown/BR Maroon to give the distinctive plum colour. Hundreds of transfers were added before applying a few sprays of gloss/satin mixed Humbrol varnish.



The River Nidd makes for a restful counterpoint to the mammoth viaduct overhead and the busy scenes elsewhere on the layout.

The Class 67 enjoyed a number of nicknames, including 'Cyclops', for obvious reasons.



Couplings were all removed and replaced with a horizontal swinging hook brass wire from one bogie fitting down into a hole on towards the outer end of the next bogie. Nothing more was required. This gives a solid movement to the train with no play in couplings whatsoever.

The Scarborough Spa Express

All my trains are full of passengers and locomotives all have drivers. Model humans bring life to any scene, without a doubt, but also bring perspective and reality into view. People hanging out of open carriage windows is another trait I use to great effect. Huge amounts of comments relate to this at shows making it all worth-while.

The proprietary Bachmann and Hornby stock SSE coaches are re-sprayed in a 10/90 mix of BR maroon/signal red to get the WCR maroon colour. Only 10% maroon is required as it quickly kills the 90% signal red dead. This maintains the brightness of the red colour quite nicely. Couplings are similar to Northern Belle stock but used to a greater advantage as the Bachmann coaches have telescoping couplings which can still be used with a brass wire hook and hole arrangement. On a straight run the coaches are visually very tightly coupled.

Would I like to build it all again?

It took a lot of time and effort but I think it was definitely worth it. The effect is exactly how I imagined it would turn out. We are now at the limit of stock capacity and running sequencing at shows, so there is no more to do on the model other than to just enjoy and maintain it. It is too big to erect at home, so I just rely on invitations to shows to put it up. I don't think I could build another large project like this just on my own, though, and I will need more hired help for the next project! ■



The very pub the whole layout is named after. Yes, we thought it was missing an apostrophe too, but that really is how it's written.



MEET THE MODELLER



I have only been railway modelling for the last 20 years or so in earnest. Prior to that I was mainly involved in other interests, including some aspects of military modelling, hence the military connections on my model railway projects.

Previous model railway layouts; 1) 'Etton' – a 1960s rural setting based on an imaginary single line branch connection running through the Yorkshire Wolds in East Yorkshire. An end-to-end station to fiddle layout, which was not initially intended to be exhibited as it was a self-indulgent project. The layout was eventually extended by eight feet at the station end to include a detailed village scene covering a second fiddle yard. 2) 'Rowlands Castle' – a much larger project, continuous double track run based on a South Hampshire village scene during the World War II 1944 D-Day build up. This layout now resides in Rowlands Castle village itself and can be viewed during the summer months at Stanstead House for the next year or so.



What we think...

I'm the first to admit that I am still learning the railway modelling ropes, but such expertise is not required to be blown away by The Worlds End. Its substantial centrepiece grabbed my attention from the outset, and made this layout an obvious choice for this month's cover, but the more you look at it the more there is to see. His realistic rendition of Knaresborough looks good enough to live in, and there are so many little scenes to discover therein. I'm also impressed that Peter has decided to design and manufacture his own figurines. With all of that, and much more besides, does it really matter that the trains run in a basic oval? I don't think so.

How to...

BUILD AN OVERGROWN FENCE

'Little Muddle' (**BRM** October 2017) is filled with scenic details. Here, its owner Kevin Phare explains how he built a fence to complete an area that just didn't feel right...

The purpose of this guide is to show how I built a fence into an existing area of 'Little Muddle' that had been landscaped. Like many layouts, things never stay the same, and often areas change as different and better ideas come into the mind of the builder. I had already thought I had finished this rough grassed area a while ago when I realised that something didn't look quite right. At the same time ModelRailwayScenery.com came out with their four strand fence posts. I acquired pack LX58 – 00 which contained posts only allowing me to use my preferred method of stranding a model fence with lightweight fishing line. Pack LX56 – 00 comes complete with a reel of wire if you need it. ■



This shows the location of where the fence was needed. This area is uneven and has a gentle slope down from the track to the edge of the board. This meant the fencing would need to follow the contour, hence my preference for fishing line as it's more flexible than wire. I had to clear some vegetation and trees out of the way in order to ease installation. Most of the removed material was stored and reused again upon completion.



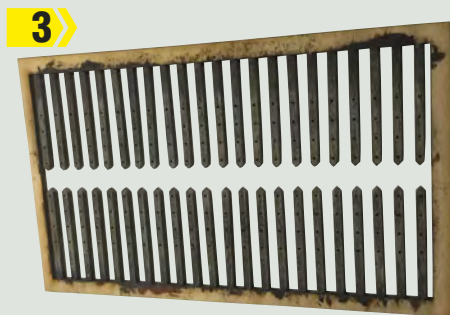
I drilled a row of 2mm holes at 24mm centres along the line of the fence route and marked their location with cocktail sticks. For ease of marking out and drilling I made a card spacer of 24mm, which allowed me to drill one hole, insert a cocktail stick then offer up the spacer to drill the next hole and so on. The purpose of these sticks was to show the line of the fence to ensure it looked correct and make sure I didn't lose the holes in the undergrowth!



It's a good idea to do a dry run as posts one and three (L to R) are sitting proud. They were pushed further down into the hole until they lined up better with the adjoining posts.



I painted the wires with a mixture of Vallejo Model Color 'Oily Steel' and 'Bright Rust' paint mixed very crudely, so when applied I got varying level of colour finishes. Where the wires pass through the posts a wash of Lifecolor 'Rail Track Dirt' was applied to give additional weathering. I also added diagonal braces made from balsa wood, fitted exactly as you would see on a real fence installation.



In this instance, as I was fitting these posts into an already finished landscape, I decided to paint the posts on the fret first. The posts are laser-cut, so no work was needed to them prior to painting. The painting process might not be to everyone's liking as it involved at least five different paint finishes to get the effect I was after, which was of an old but functional fence.

I used Lifecolor's 'Weathered Wood' paint set, starting with a base coat painted over all the posts, then two further coats applied sparingly by drybrush technique with a final overall wash of the light shade colour. When dry, I went back over with a drybrush finish of the light shade to further highlight raised areas. Finally I applied a wash of 'Roof Dirt' from the Lifecolor 'Rail Weathering' paint set, mainly concentrated at the base. Next, the posts were dry fixed into the holes and the top fence wire line fitted.



The fishing line has been weighed down with mini clamps to put the line under limited tension and so straighten out any kinks. I find that fishing line is easy to work with when threading along the line of posts and has the advantage that it can be stretched.



In case you are wondering where the clear area suddenly came from I decided to remove the creamery building, as it was getting in the way of the pictures - plus I kept knocking it! All four fencing wires have now been fitted, each one weighed down with mini clamps and, when happy, both the posts and the line are glued in place with ordinary super glue. I used a fine glue tip to ensure the glue was applied sparingly at the point where the line passed through the posts. A 4lb fishing line is used and a very useful pair of tweezers is ideal for feeding the line through the fence posts.



The finished fence. I have added ivy, lavender, bushes and grass tufts to make the area look more unkempt and overgrown.



How to...

INSTALL TTS SOUND

Adding sound on a budget to your existing locomotive fleet is now possible thanks to this new range of sound decoders from Hornby.

An advantage of installing DCC on a layout is the possibility it offers for sound. Unfortunately for DCC users, installing DCC sound has always been expensive. Browsing the online catalogues of model shops and online retailers will also reveal the somewhat limited range of sound decoders available to us as modellers. There have only ever been three or so large DCC sound manufacturers producing UK-specific DCC sound decoders, and whilst the range of sounds for these decoders increases through third parties – and even model manufacturers – it isn't driving down costs to those still on the fence about DCC sound.

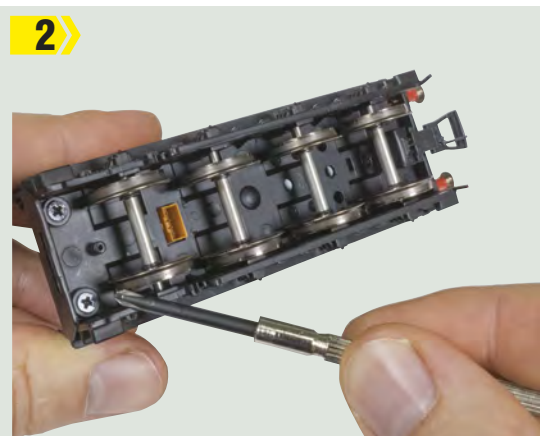
Interesting then that Hornby, a firm late to adopt DCC sound in its models, chooses not to use decoders from another manufacturer, but produce its own range. Branded 'Twin Track Sound' (TTS), this range of decoders offers an entry-point to DCC sound without breaking the bank.

An ability to play two sound channels – that's two different sounds at once to you and I – plus 19 controllable spot sounds (subject to the chosen decoder) makes this decoder quite sufficient for everyday needs. A continuous current rating of 800mA makes the range suitable for large OO gauge express locomotives and smaller O gauge shunting locomotives too if carefully driven. What's more, a controllable 100mA auxiliary function output can power whatever you like – a firebox flickering light for instance?

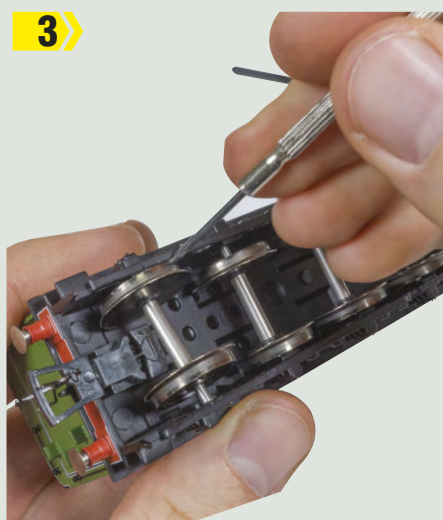
Keen to investigate the range of sounds pre-set on a TTS Sound decoder, I chose to install one in Bachmann's A1 60117 *Tornado* (ref. 32-560). Here's how easy it is. ■



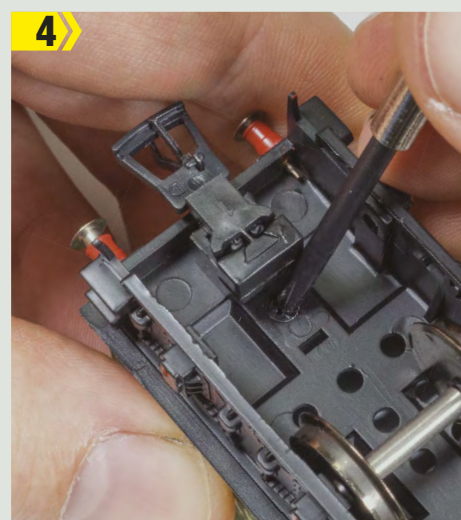
There's little to differentiate between decoders inside the packaging, and not much on the outside either – just a sticky label with 'Tornado A1' on this example. Other sound decoders, including diesel sounds are available and the range is likely to expand.



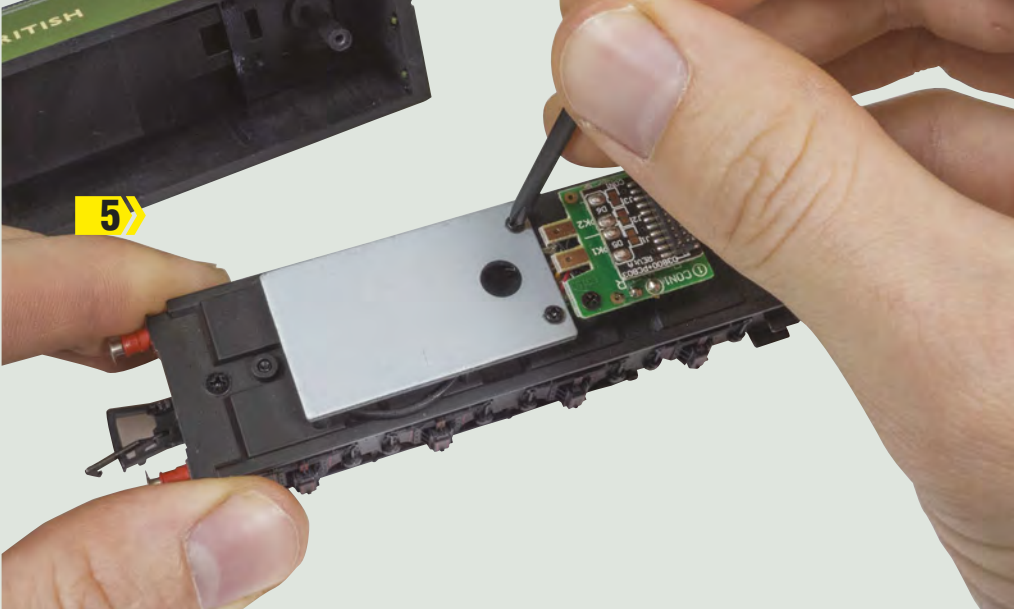
Sound is best installed in the tender of Bachmann's 4-6-2 A1 *Tornado*, which is largely empty with a pre-drilled area for a speaker and 21-pin decoder socket. Access is via three screws, two of which are located at the front of the tender.



Access to the rearmost screw requires an axle to be removed. Gently prise the axle from its axleboxes, one side at a time using a flat-headed screwdriver.



Tucked away behind the now removed axle is the final screw, easy to remove with a small Philips screwdriver. A set of precision small screwdrivers is a necessity when modelling, so invest in some if you haven't a set already.



5»

A metal weight plate must be removed to access the hole for the speaker underneath. Just two screws to remove here.



7»

Hornby's TTS Sound Decoders are supplied with an 8-pin harness, which isn't compatible with the 21-pin decoder socket. If this case arises, much like the cables at the back of your TV, you'll need an adapter. For this scenario, a Bachmann E-Z Command adaptor is used (ref. 36-559), which fits over the 21-pins, offering an 8-pin socket adjacent.



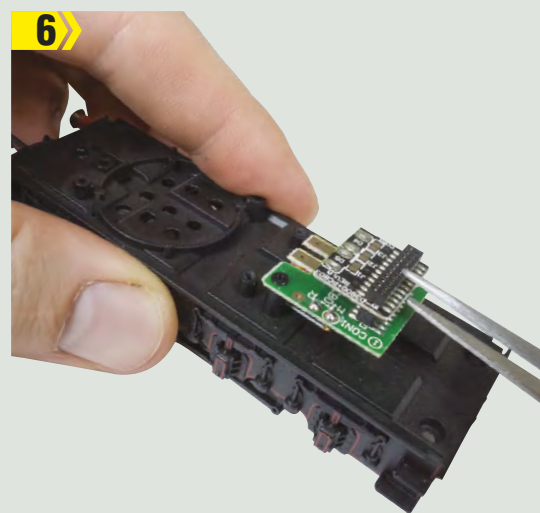
10»

Removing the plastic casing around the speaker enables it to fit snugly into the moulded plastic surround of the tender chassis. Avoid using superglue to fix as it's likely to be destructive if you need to remove the speaker. A flexible multi-purpose adhesive is a better option – apply a small amount.



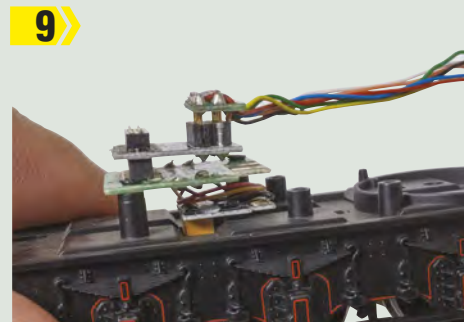
8»

An 8-pin decoder can easily be installed incorrectly, creating running problems. Identify pins 1 to 8. On this plug, a small number '1' identifies pin 1 to the bottom right.



6»

A 21-pin decoder blanking plug (black chip) must be removed from the 21-pin decoder socket (green chip) to install a decoder. Blanking plugs (supplied pre-fitted to DCC-ready locomotives) allow the models to operate on 12V analogue (DC) power, without a decoder.



9»

Ensure that the blobs of solder on the decoder socket adapter don't touch contacts on the circuit board below when pushing the decoder into place. Electrical insulation tape can be wrapped around to be safe if your plug is a little loose.

at last an entry to DCC sound without breaking the bank

11»

Reassemble the body onto the chassis, returning screws and the axle and installation is complete! On test, the sounds were much better than expected from a sound decoder at this price point.



INBOX

Star
Letter

Q&A
LETTERS
PROJECTS

GOING FREELANCE

Rokeby is my freelance 009 gauge layout with a scenic area of 5ft x 2ft and two fiddle yards creating an L-shaped end-to-end layout. It has a station and yard facilities, including an engine and carriage shed. A transfer shed links to a short run of standard gauge track, adding extra operational interest.

I've set the scene in 1948, a time of post-war growth for the railway, supporting regular trains for both freight and passengers. On the standard gauge it's a time of change with the changeover from LMS to British Railways.

The layout sits on a plywood base with an MDF support structure. Power is standard DC, with hand-held controllers linked to a control panel which divides the layout into sections so that a number of locomotives can be used at the same time. LEDs show the operator which bits of the layout are live at any moment. Hidden magnets provide automatic uncoupling, hopefully reducing the need for "hand of God" moments.

A mixture of kit-built and scratch-built buildings are on display, with some transformed to look different. A Wills greenhouse forms the basis of the signal box and a heavily modified Ratio Timber Merchants is now in use as the transfer shed. The station building is a laser-cut kit from LCUT Creative with a detailed interior.

Dornaplas cottages form the backscene, many of which have interior features and lighting. A front-scene made from Dapol Engine shed parts represents the factory of Rokeby Marine & Industrial Gears and makes for some interesting "through the window" views of the layout.

Rolling stock is largely kit-built, including items collected over a number of years. With the ever-improving range of RTR items for 009 gauge, a number of these have joined the roster and their reliability is particularly useful when attending exhibitions.

Rokeby is booked to appear at the Bedfordshire & Buckinghamshire Narrow Gauge Modellers' Open day in May 2018 and at the Bressingham Narrow Gauge show later in June.

Pete Blay





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Cake Box Challenge

Challenged by the BRM team to make use of the DJ Models N gauge Mermaid, I had to do a bit of lateral thinking. It occurred to me that one place you might find a single wagon is on a preserved railway. They don't need, or wish to maintain long rakes of wagons. A single vehicle would be fine for modest length lines.

A wagon being loaded is the perfect subject for a cakebox diorama. Little space is required, but we have the chance to replicate an incredibly common scene, although one that rarely appears on a model railway.

I'm assuming that my preserved line simply has ballast dumped in a yard and it's loaded into the wagon with an old JCB. The PW gang have some facilities, but nothing grand. They started with a concrete hut, but pretty quickly outgrew this and now enjoy a couple of old shipping containers for storage of tools and equipment.

This isn't a modern scene – the Scammell Routeman could still be found in the 1980s, but they wouldn't be running it around with a load of stone. This is probably a small company that will operate the lorry until the cost of repairs outweighs its value.

You'd think that the Cakebox Challenge would be perfect for N gauge. Smaller scales should allow more space for modelling, after all, but even in 2mm there's not much room. That just makes it more fun, though. ■

Know your prototype

Lorry fans will notice that I made a mistake when I assembled the Scammell. Only when I checked the operating dates online did I spot this in a photo. While easy enough to correct, if I'd spent a bit more time getting to know the prototype before breaking out the superglue, I'd have saved myself a job.



1»



I want more depth to the scenery, so the starting point is a piece of 50mm thick polystyrene. This originally came from a builders merchant, but something similar could be salvaged from packaging.

Shopping List

Lytchett Manor Models

www.lytchettmanor.co.uk

N407 – JCB Excavator

N174 – Tool Hut

N47 – Road Mending Gang

N206 – Scammell Routeman 8 Wheel Tipper

C=Rail Bulkainers

DJ Models

www.djmodels.co.uk

ZJO / ZJV 'Mermaid' N gauge Ballast wagon

2»

Placing all the elements on the board, I'm able to draw the edges of the embankments. This isn't a large space to work with and there was a little shuffling around before I found a layout I was happy with.





Chopping out the ground levels with a knife is messy but easy. The trick is to cut several lines vertically across the area to be removed, then work horizontally to take out the polystyrene and smooth off the vertical edges.



Achieving a flat surface for the track is near impossible. It's easier just to set a piece of wood in the polystyrene. The very thin sheet I used warped badly once the water and glue started to flow.



Surfaces need to be pretty smooth to be realistic, so I skim the model with DIY wall filler sanding between the coats. Even a depression of a couple of millimetres represents a pothole a foot deep in real life.



I stipple different shades of emulsion paint on the road using bits of sponge. Working with three colours – grey, beige and brown – while they are wet allows them to blend together.



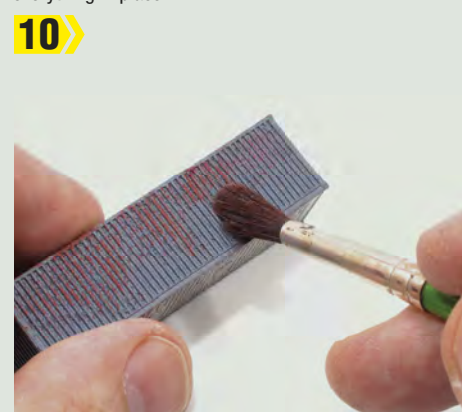
After ballasting, the track ends sticking over the edges of the board are cut back with a slitting disk. I've set the track at quite an angle, so the cut runs across several sleepers. Doing this once the ballast has set holds everything in place.



While everything dries, I move on to building the containers. Simple boxes, the top and bottom both have moulded hatches and the instructions say these should be filed away from the underside.



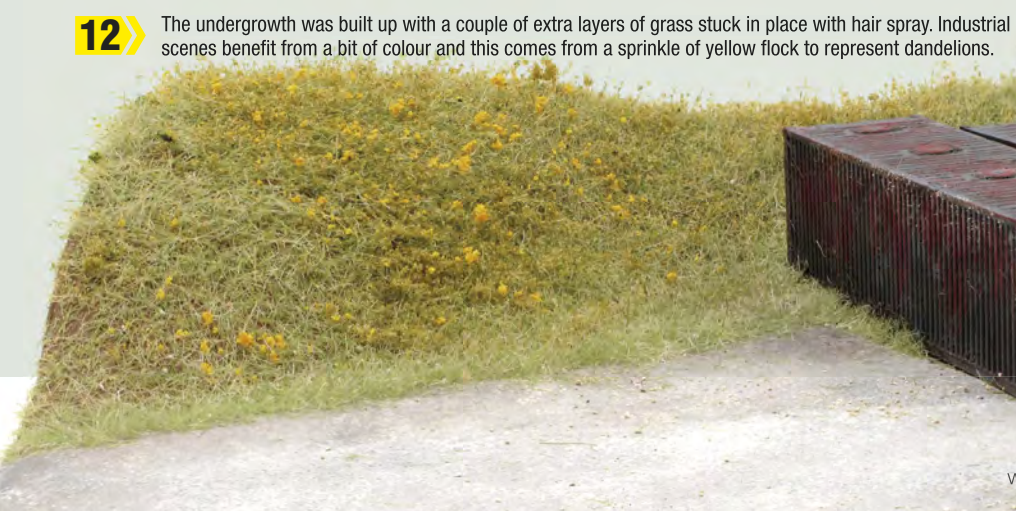
Painted a suitable rust coloured paint, I've used red oxide car primer. Weathering starts with a coat of hair lacquer all over the model. Left to dry for 20 minutes, this is followed by a coat of blue enamel.



Once the paint is dry, a damp, stiff brush is scrubbed up and down the model. This lifts some of the blue paint exposing the rust colour underneath, as though the paint has chipped away in the weather.

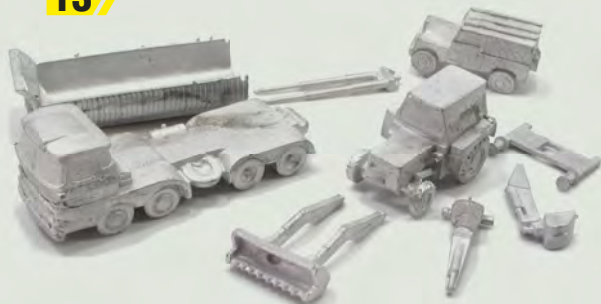


Glued in place, the grass can be applied – a few seconds with a Greenscene Flockit! tool does the job. A puffer bottle would be nearly as quick on a model this small.



The undergrowth was built up with a couple of extra layers of grass stuck in place with hair spray. Industrial scenes benefit from a bit of colour and this comes from a sprinkle of yellow flock to represent dandelions.

13»



All the road vehicles are white metal kits. A tiny amount of flash had to be cleaned away and a few moulding runners removed from smaller components, but they are pretty much ready to assemble.

14»



Superglue is perfect for assembling the parts. I haven't attached the digger front bucket as I want to set this into the ballast at the end. Priming with a car aerosol isn't essential because these models won't be handled much.

15»



I was reminded that JCB wheels and buckets used to be bright red. Painting is simple enough with enamels or acrylics but a solid colour is chosen for the windows. I've gone for Railmatch Weathered Black as it's less stark than normal matt black.

16»



A DJM Mermaid straight from the box. This model was the inspiration for this scene, but it starts off far too clean.

17»



Since this is a non-operative model, we don't need the couplings so the first job is to pull the hooks out. Then the draft boxes are removed with some small wire cutters. Dry brushing with dark grey and rust colours is augmented once dry with a thin wash of dark brown paint.

18»



A road mending gang provided some suitable figures and wheelbarrows to complete the scene. N gauge people are fiddly to paint, but sticking them into some Blu-Tak on a lolly stick makes handling them a lot easier.

The finished product in closer detail. In smaller scales, such as N, it's wise to ensure that the ground cover is not too coarse.



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A row of locos in various stages of dismemberment. Note the inside motion on the schools class. I have had to take some liberties with the number of smoke and flue tubes in the boilers. The boiler to the left has had the ashpan removed revealing the foundation ring on the firebox.



WOODMORES SCRAPYARD (REVISITED)

Michael Russell's bleak diorama recalls the forlorn but grimly compelling scenes at scrapyards such as Woodhams and John Cashmore Ltd.

Of all the eras of the steam age, probably the most disturbing was the mass withdrawal and scrapping that took place during the 1960s. Scrapping of redundant locomotives was nothing new, but it was never as obvious or public until the final few years. Most enthusiasts don't want to be reminded of that era, but I think if we're honest, we'd admit that it holds a morbid fascination. It's the same part of the human psyche that makes us 'rubberneck' when there's a crash on the motorway.

The cutting up process reveals parts of locomotives that we don't usually see and the order of the dismemberment can reveal the locomotive in all kinds of grotesque poses that are quite un-natural to the railway observer. Even photographs of locomotives being built are different and, whilst

PRACTICAL BRM

How to...

MODEL A SCRAPYARD LOCOMOTIVE

Need to fill an awkward corner of your layout? Michael Russell has just the solution with his comprehensive guide to modelling a locomotive being scrapped.

I can't say to use old models used as templates to portray a scene of a locomotive being scrapped is a scrapyard. Scrapyard depictions are quite common, but I can't recall having seen many locomotives shown in the process of being cut up. By modelling this, you'll have the chance to model areas rarely tackled, for example, the inside of a steam locomotive. You're unlikely to find all the detail parts, so you'll need to be confident enough to modify existing parts or scratch build them. Fortunately, the Dapol locomotive kits give you a starting point for steam locomotives, with little cutting and without needing up a valuable model. Although the range of locomotives in the range is limited, those

most often photographed in scrapyards at the end of the age of steam are available and a greater range can be portrayed if you're prepared to make more parts from scratch and accept the odd compromise.

Even if you don't plan to make a scrapyard locomotive, these instructions will help you build a better model from any of the Dapol steam locomotive kits and improve your plastic building skills.

Useful References

The photographs in later of numerous working and dismantled Dapol 'Locos' are based on historical photos. A number of high resolution photos have been scanned and I'm sorry to hear that some of the photos are not available. The photos are available on the internet. The photos are available on the internet. The photos are available on the internet.

Top tips

When I set out to make a scrapyard locomotive, I was aware of the need to be realistic. I was aware of the need to be realistic. I was aware of the need to be realistic.

1

Build up the locomotive frames using parts 1A, 1B, 1C & 1D. Remove the wheels from the side frame and the cylinders. The side frame is attached to the side frame and the cylinders. The side frame is attached to the side frame and the cylinders.

2

The boiler from Dapol is replaced by a boiler made from a plastic sheet. The boiler is made from a plastic sheet. The boiler is made from a plastic sheet.

3

Drill holes and file the end of the boiler to the shape of the boiler. The boiler is made from a plastic sheet. The boiler is made from a plastic sheet.

4

Use the running plate, part 14, from the 1911 parts using a saw. Saw the lower half of the boiler and the boiler section.

5

These are the parts that will be assembled. Use the boiler from Dapol and the boiler from Dapol. The boiler is made from a plastic sheet. The boiler is made from a plastic sheet.

6

The boiler is made from a plastic sheet. The boiler is made from a plastic sheet. The boiler is made from a plastic sheet.

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11

The boiler is made from a plastic sheet. The boiler is made from a plastic sheet. The boiler is made from a plastic sheet.

12

The boiler is made from a plastic sheet. The boiler is made from a plastic sheet. The boiler is made from a plastic sheet.

Turn to Page 62 to see how to make your own scrapyard locomotive



See this diorama on your DVD

00
GAUGE

Factfile

Layout name: Woodmores scrapyards revisited
Scale/gauge: 4mm/00
Size: 11in x 20in
Era/region: 1960s
Location: Non-specific
Layout type: Diorama
Power/control: 12VDC for yard lamps
Words and Photography: Michael Russell

Rust in peace



John Cashmore Ltd of Newport, Monmouthshire, Wales certainly wasn't the only scrapyard to break up redundant steam locomotives in the 1960s, however, they are one of the most prominent. The best known feature was the mountain of engine parts that accumulated besides the cutting areas. The scrapyard didn't just scrap locomotives either, but many ships too. Woodham Brothers of Barry Docks, South Wales is unique among British scrapyards because it is best known for saving locomotives rather than for scrapping them. That's not to say that engines weren't scrapped there, but a significant number hung around the yard for many years and well into the era when preservation movements had entered their stride and had the funds to buy them and provide new homes. The simple reason for this was that Woodhams had other items they could scrap instead, such as goods wagons.



interesting, don't have the same impact. Cutting up was carried out in a way that was practical for the scrapman, with absolutely no reverence to the locomotive's proud past. Scrapmen weren't railway enthusiasts and were paid to produce results as expeditiously as possible.

There are two distinct genres of scrapyard locomotive that I've tried to model. The first is of the locomotives abandoned to the elements for many years, like those seen at Woodham Brothers of Barry in Wales. These locomotives suffered the ravages of

most railway enthusiasts don't want to be reminded of that era, but I think if we're honest, we would admit that it holds a morbid fascination



A rebuilt Bulleid Pacific is reduced to a 4-4-0 as the cutting crew proceed with their work. The rebuilds had short lives and it is questionable as to whether British Railways ever recouped the expenditure of doing this work. The scrapyard has a Southern feel about it, but that is because of the choice available in the Dapol range of plastic kits!





Four locos in the last hours of their lives. The smokeboxes are full of ash as there was no point in cleaning these out after the fires had been dropped for the last time. Note the inside big end bearing on the Bulleid pacific and the eccentric for operating the valves – this must be a rebuilt loco as the originals were chain driven.



A partially dismembered Bulleid tender reveals its secrets of construction. The inner struts are designed to strengthen the tank and also to prevent surging. You can see a sectioned Bulleid tender in real life in the National Railway Museum.

the British weather and, unfortunately, the attentions of unauthorised memento seekers. As time passed, the locomotives became more corroded and were reduced to their major component parts. Although tragic, these locomotives have had a second chance as all have now left the yard and should be safe in preservation.

The second genre is of the thousands of locomotives that arrived in private yards which met oblivion within days, weeks or months of arrival. This is the genre that I've concentrated on in this second instalment of 'Woodmores Scrapyard'. Most of these locomotives were scrapped looking as they did in their last days of service before the elements and lack of use had a major impact on their appearance.

Building the model locomotives in this condition has been a slow and laborious process. First, there has been the need to carry out research. Some parts of the locomotives are on view that aren't normally seen, so I've had to source pictures of locomotives in a dismantled condition. However, many locomotive restoration

groups have provided pictorial diaries of their charges being rebuilt. Photographs of scrapyards have also been sourced so that the cutting up process, and in particular the order in which this was carried out, can be accurately portrayed.

Modelling the locomotives has required a lot of scratch-building as there was a requirement to model areas not normally on display and not available off the shelf. It hasn't been an exercise in leaving detail off, although the usual decisions as to what to include when modelling at a smaller scale have had to be made. Additionally, much scrapyard detritus has been modelled and I've endeavoured not to compromise the quality of these items compared to the locomotives. I've resisted the temptation to use older, cruder models as an excuse for portraying scrapyard locomotives.

In order to make the diorama as realistic as possible an overriding need has been to model the unkempt and seemingly chaotic nature of scrapyards. I've tried not to be too neat whilst at the same time following the basic methods that were employed at these

locations. There was a system in place, but items weren't removed with the tools used for servicing and building. Health and Safety legislation wasn't what it is now, neither were environmental considerations. ■

What we think...

Michael once made a throwaway comment about knocking out his modelling projects at a pace. I wondered aloud whether he meant that he'd lovingly 'crafted' them instead, and I've been teasing him about it since! In all seriousness, though, Woodmores really demonstrates the skill and precision of his art. It's an amazing, if somewhat desolate scene. Layouts such as 'Barton Road' (BRM May 17) show how a scrapyard could be worked into your layout, and Michael's practical on page 64 demonstrates how you can make your own scrapyard locomotive. Just the ticket if you have old and broken stock cluttering your fiddleyard.

Andy McVittie,
Managing Editor





How to...

PAINT A DERELICT SHED

Inspired by photographs of abandoned locomotive depots, Howard Smith adds grime to a Heljan shed, creating a distinctly derelict look.

If you watched last month's DVD, you'll have seen me assemble a Heljan O gauge locomotive shed. All that was left for me to do was paint it and add it to the autumnal diorama made for the May 2017 issue. Painting buildings to look clean is easy. Here's a shed that can easily be sprayed with a few rattle cans of your choice, if you're not overly fussed, and the end result would look quite acceptable.

I'm one for a challenge though, and with so many different pots of paint at my disposal it makes sense to try out a few techniques so that if you'd like to copy the effects you see, you'll only need to buy those in question.

Browsing online, I came across photographs of Buxton depot in a very sorry-looking state. Here was a former diesel refuelling depot, now reduced to a state of dereliction and decay not dissimilar to one of the many warehouse chase scenes from the late 1970s and 1980s TV series, *The Professionals*.

Abandoned inspection equipment, stray pallets and component crates were strewn about the floor amongst remnants of side and roof windows. A layer of green mildew now covered exposed areas of brickwork and concrete, whilst scrap metal casually littered doorways now framed by graffiti. Clearly the depot was due for demolition – something that has since occurred, but modelling it in those final stages of its life offers a wealth of modelling challenges as I'll now demonstrate. ■

Shopping List

- LifeColor LC-CS39 Leaking and Stains set
- LifeColor LC-MS12 Easy 3 Leaking and Stains: Damp effect
- LifeColor LC-CS10 LifeColor Dust and Rust
- DCC Concepts Weathering Set Super Value Pack
- Humbrol 64 Light Grey Matt
- Humbrol 11 Silver Metallic

1»

Heljan's Modern Diesel Depot kit (ref.9500) is modular in design. Increase its length with kit 9501, or add alternative end pieces using kit 9502.





Part fit is generally very good, but the plastic components are large with little flex. Being fussy, I'm smoothing the small gaps with Perfect Plastic Putty from Deluxe Materials.



Outside in the fresh air, wearing a face mask, the depot is treated to a spray of Humbrol 64 Light Grey Matt. A whole can was emptied for this and I sprayed over the glazed depot ends, as these are rarely seen.



To create a metallic appearance, the depot was lightly misted from a distance of a metre with a can of Humbrol 11 Silver Metallic. It makes the depot appear 'as new' and can be left like this if that's what you want.



Weathering this building heavily is required to help it blend with the rest of the diorama, so it's out with the paints and weathering powders. I've a selection of enamel, acrylic and powders that I regularly use. Don't mix water-based acrylics with spirit-based enamels.



Toning down the roof of the building starts with a thin coat of Dark Mould from Lifecolor. Think about areas where grime would accumulate, washed down by the rain. Keep your brush strokes vertical, working the paint down the roof sides.



The shed roof has two metal walkways that run the entire length of the structure. Such areas are exposed to the elements most of the time and must be treated differently to the rest of the building. Lifecolor LPW 06 Deep Rust wash creates a subtle rust appearance.



You can leave the building as is if portraying it in working condition, or do as I'm doing here and take it a step further. Lifecolor LPW 08 Eroding Light Rust leaves a lighter, more current rusted appearance around objects such as the base of the uprights.



To make things look really rusty and give an instant matt appearance, Rust weathering powder from DCC Concepts is randomly brushed over the surfaces in an irregular fashion.



The shed roof is treated to the same level of patina, gently working the powders onto the painted surfaces which act as a key. It's important to be subtle here.

Buxton Depot

Buxton TMD was a Traction Maintenance Depot in Derbyshire, situated on the west side of the Buxton line north of Buxton station. Before its closure in the late 1990s, the depot had an allocation of Class 104 and 108 DMUs. Over its lifetime, stabled locomotives included Classes 08, 20, 25, 31, 37, 45 and 47. Classes 101 and 102 DMUs could also be seen at the depot. Between 1994 and 1997 the depot was used as a fuelling point until fuelling facilities were installed at Peak Forest and the allocated locomotives moved to Peak Forest. Having been left abandoned for several years, the site has recently been cleared by DB Schenker.



11»



The glazed windows look new, so a wash of Lifecolor Brown Green acrylic paint is applied over them and left to dry. It forms a filter to make them look dirty and is best applied with long, quick brush strokes.

12»



Side by side, the difference in colour is noticeable, but one coat might not be sufficient coverage over the smooth plastic. Allow at least a day to dry before applying a second coat.

13»



Top Tip

Create a frosted glazing effect by rubbing the glazing with wire wool.

14»



The brickwork is painted with a red acrylic base paint, before DCC Concepts Red Oxide is brushed over the walls with a soft brush. I've yet to find a more realistic colour for red brick.

15»



The glazing has a better appearance if it's glued into place with a glue that dries to a transparent finish. Deluxe Materials' Glue 'n' Glaze is what I have to hand and I find applying it by brush offers better control than using its fine nozzle – each to their own I suppose.

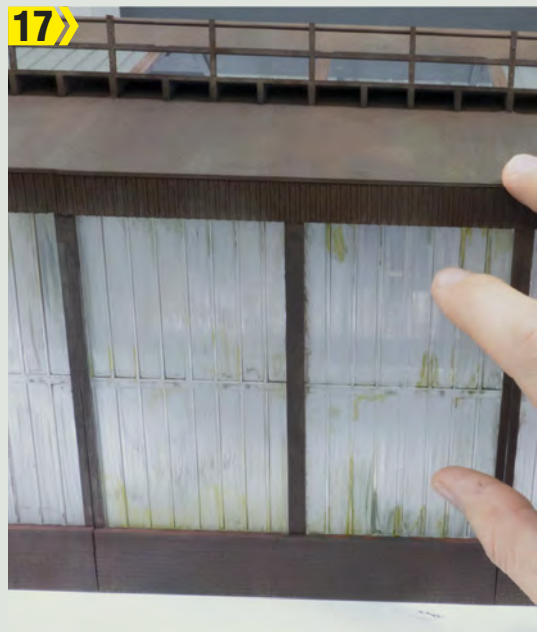
Green mildew and grime is added to the bottom of a few windows in varying amounts to simulate years of damp and staining. A smaller brush suits this task well, allowing paint to be worked into corners.

16»



The glazing only fits one way into each slot, so I double checked each before inserting. The building moved a little when painting because of its size and weight, so occasional twisting of the structure was needed to get a flush fit.

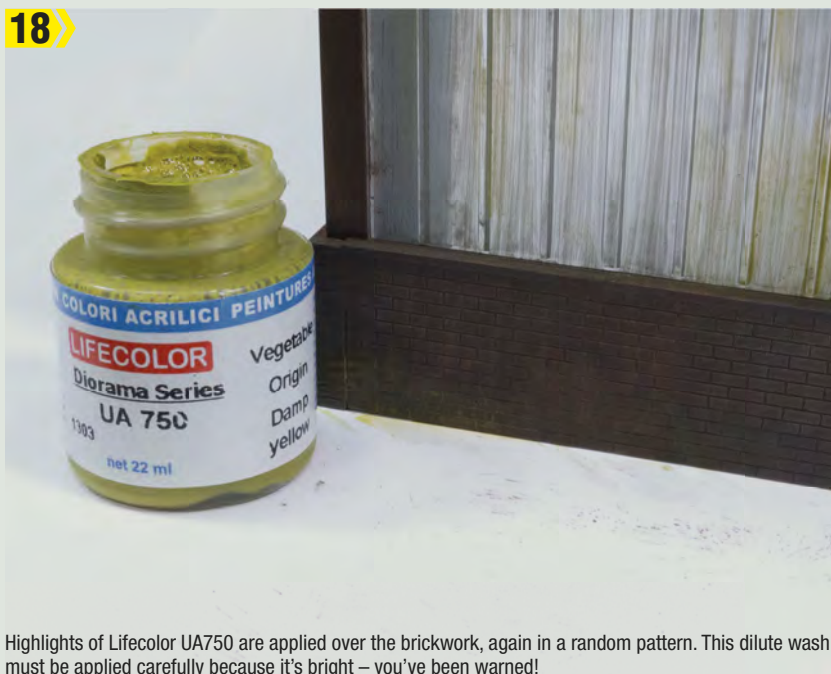
17»



The brickwork whilst red and vibrant is too clean. Toning it down is achieved using a few colours, the first, Lifecolor UA 747 Dirty Green. Work randomly across the brickwork applying it in patches, but concentrate more on the lower brickwork area which is more susceptible to damp.



18



Highlights of Lifecolor UA750 are applied over the brickwork, again in a random pattern. This dilute wash must be applied carefully because it's bright – you've been warned!

19



Ignore the joins in the brickwork here because they'll be hidden with vegetation. If you're looking for a weed and vegetation-free depot, perhaps adding a Plastikard or Redutex brick pattern overlay the full length of the building is a better option.

20



I can't glue the depot into place until its interior is complete, so it's not in its final position just yet. The missing windows will offer a better view of the yet-to-be-added interior detail. This is as dirty and grimy a shed as you're likely to get, but if you don't want yours to look so dirty, just stop part way along the process, it's really that simple.

BALLYCONNELL ROAD

With its idiosyncratic gauge and distinctly circular construction, this Irish scenic layout begs many questions. For Stephen Moor and his pals that's all part of the 'craic'.



Factfile

Layout name: Ballyconnell Road
Scale/gauge: 3mm/15.75mm
Size: 7ft 3in diameter
Region: West coast of Ireland
Location: Kent
Layout type: Circular
Power/control: DC
Words: Stephen Moor
Photography: Tony Wright

in the late 70s there were few etched brass kits in 3mm, but scratch-building was the only way to get a model of what you actually wanted

The facts and the fiction

"Why?" This is the second most popular question asked of us at an exhibition. It comes usually as part of a discussion that started with the infamous "what gauge is it"? Just how do you describe (to a stranger who may have no railway knowledge) that they are currently in Ireland where the track gauge is 5' 3". We are modelling in 3mm scale, so that works out to a layout gauge of 15.75mm. "Why didn't you use 00 gauge track then, it's got to be a lot easier and no one would notice" is a not untypical riposte!

So this is why: Imagine three middle-aged modellers in Kent. Two of them have history in 3mm modelling, largely 12mm gauge, kit builders, scratch builders, track builders and generally happy with progress so far. In exhibiting terms, both had got the T shirts with layouts of their own and were, in the early years of the 21st century, exhibiting 'Linton Cement Works'. This was built by Andrew Shillito and based on his interest in industrial railways, and the cement industry in particular. I would often help, as the layout worked best with two operators. My own West Country branch 'Padmerry' had been

retired after ten years of exhibitions and it was nice to get back behind the control panel. On special occasions Mick Rawlings would also turn out for us and, despite his ancestry being 4mm narrow gauge and also being a little more bonkers, he is our third man.

In truth, what follows is Mick's fault. He and I met as teenagers in the late 60's at our local club, the Erith MRS, which then leaned to the Great Western in EM gauge and a build-it-yourself approach. This was clearly too complicated for us as school kids, but we could still marvel at what was going on and hope that one day we could put some aspects of it to good use.

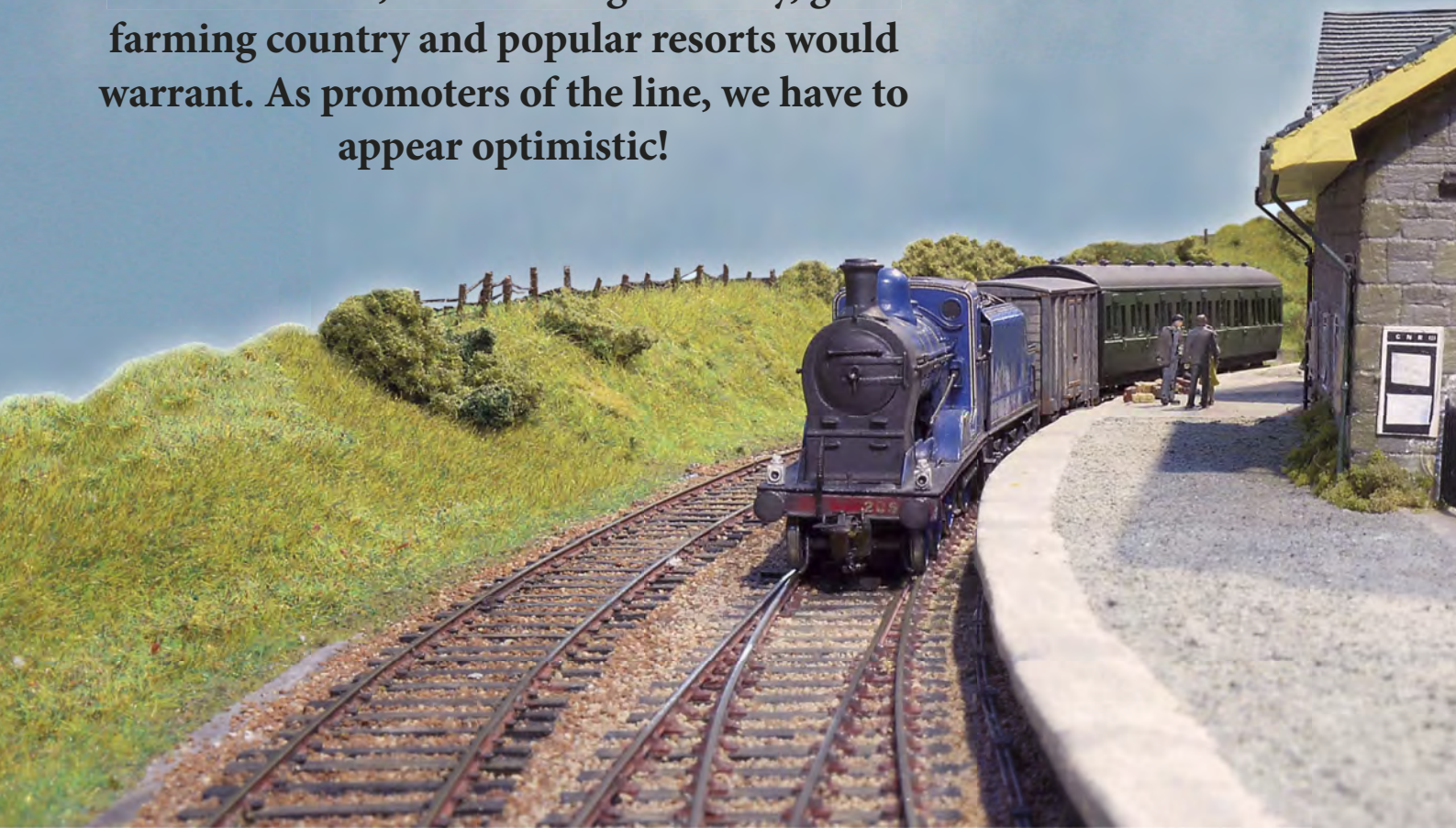
At that time the only obvious benefit of 4mm scale over 3mm was the availability of ready-to-run 00 at any model or toy shop. In 3mm there were sources of rtr Triang, some whitemetal kits and the 3mm Society was developing a loco kit. Erith had taught me how to make track EM gauge style, which proved perfectly okay for bullhead 12mm gauge track. I had also met Andrew Shillito, who was already a prolific scratch-builder of locomotives. In the late 70s there were



GNR 'UG' No. 149 creeps along the 'up loop' hoping the starter will be pulled off, following the passage of a Sligo-bound express on the main.

The early afternoon mixed train which will soon depart behind GNR 4-4-0 No. 205 *Down* having deposited two vans into the up loop siding. They will be sorted later by the Grange to Sligo pick-up goods.

“we have provided the services that a successful maritime town, local mining industry, good farming country and popular resorts would warrant. As promoters of the line, we have to appear optimistic!”



The UG Class is effectively an 0-6-0 U Class, designed for freight work. Here we see No. 149 on a mixed freight which includes a single bread container just ahead of an ancient oil tanker.

few etched brass kits in 3mm, but scratch-building was the only way to get a model of what you actually wanted. As a result and with Andrew's assistance, I built an ex LSWR T9 from nickel silver and brass, chassis and all. All the taboos broken in one go! I haven't scratchbuilt much since, but there is now nothing in a typical etch kit or scratch aid that scares me.

Mick missed out on this, being into 009 (L&B-based layout 'Martinhoe') and then moving to 3 foot Irish narrow gauge in 4mm and 12mm track gauge. Thus the 3mm Society was of interest to him for track bits, wheels and perhaps wagon chassis. Everything he could ever want was out there and he built some wonderful models and a number of wagons. But he had a secret regret – he had never needed to scratch-build a locomotive. This is the reason Ballyconnell Road happened.

Sometime during 2003 the three of us were staring at Andrew's mantelpiece and the model of a P class standing thereon. The plans had been supplied by Tony



Learn more...

15.75mm GAUGE



U Class 4-4-0 No. 205 *Down* with a short working from Bundoran to Sligo.

Miles of 'Adavoyle' fame. Following a short conversation, we decided on a portable, exhibition-friendly layout using the 15.75mm track gauge. A track plan was soon evolved, based on a typical Irish North Western wayside station on a circular baseboard of about 7ft diameter. The circular idea was pinched from the 1970s 00 layout 'Camelot' built by Keith Gloster. Cunningly, it gives over 15 feet of running line and can be operated by one person. It also provides the ideal base for a Faller road system. It works well, with a road vehicle circumnavigating the layout totally separate from any train operation.

Andrew built the baseboards and legs using ply and planed timber, six curved boards to make the circle which locate using brass dowels and held together by suitcase catches. For transport they pair up, two pairs for one car and one for the other. Andrew also produced a Templotted track plan which was very useful as we had nowhere to set all six baseboards up for construction purposes. I was able to build the track at home on

templates that were identical to those stuck to the baseboards, which themselves might be with one of the other guys. After some experimentation we decided only chaired track would give the right appearance for the main running lines. Ply sleepers, plastic chairs and code 60 bh rail were supplied by the 3mm Society. Tortoise point motors, Seep electro magnets (for B&B couplings) and a bit of wiring and we were ready to go, and the first exhibition was January 2004. We have been at it ever since, aiming to do five or six shows a year.

Signals

We first tried memory wire for signal operation, but couldn't make that work. Next we went to the nice looking Viessmann motors, but they proved too easy to burn out. I believe that was caused by the slightly crude and clunky wire and cranks of our home-made signals putting too much strain on the motor. Just then, servos were invented. Not literally, but their use on model railways was becoming more commonly understood by old duffers like us. Lots of existing wiring carrying 12VDC & 16VAC under the baseboards and the totally unknowledgeable construction and installation seem to cause some exciting signal movements whenever we plug in. It does seem to calm down after a

while and in the end we're just grateful to get them working right through an exhibition.

Motive Power

The trains have developed continuously and the current running list looks like this:

GNR(I) 'P' 4-4-0 no 72.

GNR(I) 'JT' 2-4-2-T no 91.

NCC (Northern Counties Committee/LMS)

"WT" 2-6-4T no 6, converted by Mick from a Worsley Works Fairburn tank kit

GNR(I) "S" 4-4-0 no 170 Errigal, the first of his locos to incorporate cranked axles and working inside motion.

GNR(I) "SG" 0-6-0 no 18, with working inside motion.

GNR(I) "UG" 0-6-0 no 149, a Worsley "scratch aid kit" with working inside motion..

GNR(I) "U" 4-4-0 no 205 Down, a Worsley "scratch aid kit" with working inside motion.

GNR(I) Railbus, converted from a resin cast road bus kit on top of a scratchbuilt chassis

Also, from Andrew:

GSWR (Great Southern & Western Railway) "J15" 0-6-0 no 198, scratchbuilt in nickel silver.

And from me:

GNR(I) Railcar no A, scratchbuilt in nickel silver.



Railcar A with its roof mounted radiator leading the way into Ballyconnell Road. 4-4-0 'PP' No. 72 stands in the 'up loop' in mid shunt. Empty cattle wagons stand by the dock to the right, ready for the following day's market and a non-stop run to Enniskillen to form part of the Belfast Maysfield bound "Enniskillen Shipper" cattle special.





A small feature in the grander scheme of things on Ballyconnell Road. This modest but moving bus nevertheless accounts for many of the questions asked at exhibitions.

Passenger stock is from etched kits provided by Worsley Works and Bill Bedford and constructed by Andrew. Freight stock is all plastic. Some is Parkside or Cambrian kits, where British prototypes offer an easy conversion. Most are from Mick's workbench, but I have provided several, including the unusual bread containers that were popular in this part of Ireland.

The working inside motion referred to on four of Mick's locos is a bit of an eye opener. It seemed like a terrible risk when he first explained his plan, cutting through the axle to insert cranks and all the rest of it.

However, they have never failed on us and the high boilered locos need something in the gap between the frames. I still think he's bonkers and tell him so, but the proof is most definitely in the pudding.

All these elements contribute to the most important part – running the trains. The real Ballyconnell is located on the coast in County Sligo, about midway between Sligo and Bundoran. There was some 19th century talk of extending beyond Bundoran, but nothing came of that until we came along. The line would have passed inland so the station was named 'Road' as a warning to

passengers that alighting a train here was not the end of the journey. The line would have been the tiny twig off a spindly branch off a single-track secondary mainline in a sparsely populated area. For appearances sake we have provided the services that a successful maritime town, local mining industry, good farming country and popular resorts would warrant. As promoters of the line, we have to appear optimistic!

We run on straightforward DC, full cab control managed from a control panel which is laid out, as far as possible, like a signalbox. These controls are incorporated in the 'signalbox diagram', which is the centrepiece of the control panel, while the signal and point control levers are mounted at the top of the panel to represent the lever frame. It is not intended to be a model of a signalbox and there are no block instruments and bell codes, but it does perhaps give a nod toward the spirit of a working 'box.

Andrew is an inveterate layout builder, but not an operator and in recent years has tended to travel less frequently with us while he concentrates on other projects. Mick and I could manage on our own but we decided to press gang another old chum, Laurence Hendry, into the team. He knew nothing of 3mm scale, Irish railways, scratch-building and, to some extent, steam locomotives and train operation of that era. His own preference is blue era BR in 4mm scale, but he has picked up the Ballyconnell vibe surprisingly well and entertainingly talks the 'craic' with the crowds, albeit with a Scottish accent. He is a safe pair of hands when in charge of the layout.

So that's what we do and hopefully explains why. It has been a very refreshing exercise modelling to this level of detail a railway none of knew much about, and the interest shown at exhibitions has been very gratifying. Comments from Irish visitors are particularly interesting and often come with a story or two.

Obviously, you are wondering what the most popular question is that we get asked. It is not even a railway question, but "how does the bus work?" We reckon 90% of all questions relate to that and to us it is just a bit of the scenery! Mind you, we get a chuckle out of some of the theories put forward. More than once we've overheard a discussion from within the crowd describing the incredible engineering beneath the baseboard that enables an unseen magnet to drag a vehicle around the scene.

Some craic, that. ■

What we think...

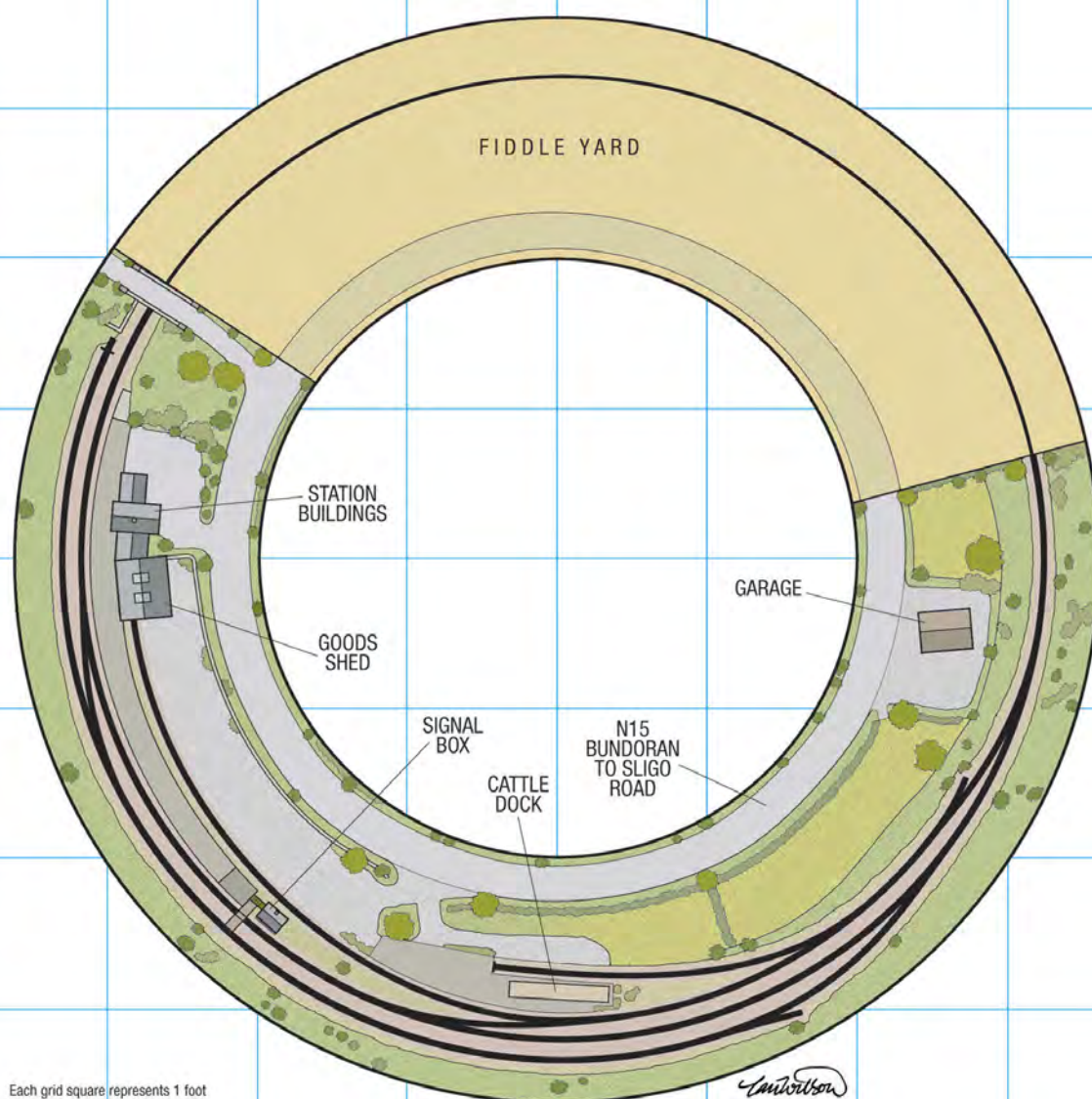
It's something of a novelty, but I'm impressed with the circular construction of this layout - compact in terms of its footprint, but by no means small, with a good third set aside for the fiddle yard. In that respect, I imagine that it works well at exhibitions. The Irish gauge is a pleasing and unusual feature, and I confess that I'm an absolute sucker for moving vehicles!

Andy McVittie, Managing Editor

more than once we've overheard a discussion from within the crowd describing the incredible engineering beneath the baseboard that enables an unseen magnet to drag a vehicle around the scene

Trackplan

BALLYCONNELL ROAD



Each grid square represents 1 foot

DIRTY WASHING



What we used

Humbrol • Enamel 67 – Tank Grey
• Black Wash • Dark Brown Wash
• Dark Brown Weathering Powder
• Rust Weathering Powder • Smoke
Weathering Powder Clearfix

Phil Parker adds an authentic patina to a budget locomotive, using a selection of Humbrol weathering products.

Most model railways can look a bit characterless if everything's too clean. Grime highlights edges and emphasises detail and any layout will look more realistic with a bit of it.

In 1962, Tri-ang commissioned the famous artist Terrance Cuneo to weather a locomotive for its 10th anniversary book using artists' oil paints. Adding dirt to a model is no longer the preserve of the art world and we have access to products that make the job much easier.

For this project, I'm keeping things simple by using items from the Humbrol range which can be found readily, sometimes even on the high street. The weathering powders are especially good as they seem to stick to models really well.

My project model is a simple 0-4-0 locomotive, the lowliest model in the Hornby range. Despite this, it looks pretty good, and very different, with a bit of dirt. There are plenty of these models on second hand stalls so grab one and give it a go. ■



Never start weathering with your best locomotive. This slightly dusty Hornby 0-4-0 is perfect, not least because as a colliery locomotive, the one thing it needs to be is really dirty.



Paint the shiny edges of the wheels a colour to match the wheel centres. Ideally you should prime the metal first, but I find matt black enamel sticks pretty well and if it does chip, touching up is easy.



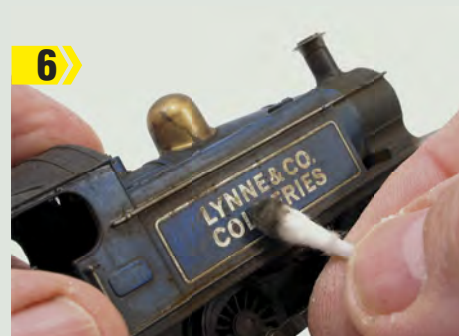
Not an essential step, but I like to dry brush the black parts with No.64, Tank Grey, to highlight the rivets and tone down the white handrails. Use an old brush, pick up paint, then wipe most of it off on a cloth. Then work the brush over the model, and paint will be dragged from the bristles on raised detail.



Dirt gets into the nooks and crannies on a real locomotive, so start with a coat of weathering wash, wiped off with a paper towel to leave residue in all the corners. Wipe downward to simulate the effect of rain washing the dirt away. Use black for the top where soot falls and brown everywhere else.



Scrub weathering powders over all surfaces, especially the footplate. Start with sparing use of rust colour followed by generous amounts of dark brown. Finish with soot on the top surfaces. The powder gets everywhere so put paper down to keep your work area clean.



If you don't like the results, try a damp cotton bud to clean some of the surfaces. If all else fails, remove the body and scrub it in the sink. Obviously don't do this if the model has lights or other electrical details, but the 0-4-0 is as simple as they come and the body will survive a swim.



The finishing touch is to glaze the spectacles plates by waggling a blob of Clearfix in each opening until it forms a skin across the hole.



Which brushes?

I've used a tatty selection of brushes for this project. Washes are applied with a large old brush, too far gone for proper painting. Dry brushing ruins the bristles so another old brush for that job. Finally, Humbrol stipple brushes are perfect for putting on and taking off the weathering powders. The cotton bud is for cleaning up powder that needs to be removed.

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CHRISTMAS DREAMS

With the festive season upon us, Andy and Phil start thinking about what they'd like Santa to bring. The question is, have they been good boys this year...?

Andy York



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www.poppyswoodtech.co.uk

Under £50

'Modelling Heavy Industry – a guide for railway modellers' by Arthur Omrod (£18.99). If I hadn't just read it I would be asking for a copy, not because it's written by a long-standing RMweb member but because it's probably one of the best modelling books I've ever seen. There's plenty of great advice, projects and techniques that are relevant whatever scale you model in.

www.crowood.com



Under £100

£99 will get me one of Hatton's Andrew Barclay 0-4-0Ts (above). Honestly, that is what I would spend my money on right now. But what livery to choose? As a lover of late industrial steam, I think I would plump for 'Little Barford' with its blue livery and full wasp stripe ends.

www.hattons.com

Money no object

After my forays into designing projects for laser cutting in 2017 my big ask of Santa is for an Emblaser laser cutter. It's not too extravagant at around £700, dependent on currency exchange plus import duties from Australia. This buys all the kit to build an A3 bed laser cutter with a 4W laser, which should be good enough for most modelling projects.

www.hattons.com



Phil Parker

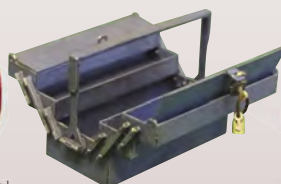


Under £10

The Aoyue 939+ Black Pro Vacuum Pickup Pen is a great way to handle small objects. Grabbing small items using suction, the bent nozzle allows me to grab windows that have fallen inside rolling stock as well as tiny nuts and bolts from the nooks and crannies of my modelling board.

www.pcb-soldering.co.uk

Under £50



Sticking with the tool theme, I'd like some miniature tools from Severn Models and a box to keep them in. Available in various scales, right up to 1:12, making the box so it opens just like the real thing will be a bit of a challenge, but one that will be great fun.

www.severnmodels.co.uk

Under £100

Scraping in just under the limit is Golden Valley Hobbies Yorkshire Engine Co 'Janus' 0-6-0 Diesel Locomotive. My choice would be the Port of London livery as it would fit on my dockside layout. Be warned, though, it won't remain pristine very long. When I play with this Christmas present, I'll be digging out the weathering paints and powders!

www.goldenvalleyhobbies.com

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www.brunelmodels.co.uk





How to...

REPAIR YOUR SCENERY

Time is the enemy of scenic modellers. With it comes damage, dust, dirt and destruction. Howard Smith offers basic tips to keep your scenery as fresh as the day it was created.

A few months ago I built the ultimate beginners layout for a new bookazine: *The BRM Guide to Building Your First Layout*. Since then the project has lingered in our studio to be manoeuvred hastily by our crew between shoots, manhandled between different rooms, stored on its side on more than one occasion and because it's a level surface with clear spaces – you guessed it, used as a dumping ground.

Luckily, it hasn't gathered much dust because the studio's air conditioning keeps air circulating and the dust from building up, but there's no doubt that given long enough it would certainly settle. It's one of the largest problems we face as modellers, and we often see dusty layouts, even on the exhibition circuit. It creeps up on us over time, dulling scenery to a grey hue, whilst the occasional spider decides to make a new home between buildings or a doorway. All too often it's hidden from the naked eye. However, it is soon revealed by a camera.

Freshening up your scenery is simple and should ideally be carried out once a year,

more so if your layout travels to exhibitions – you'd be surprised how fast it can accumulate on the roofs of structures.

Here are a few simple ways you can keep on top of the appearance of your decor. ■

1»

After quite a bit of handling, moving around, bumps, knocks and scrapes, some areas of the scenery on this most basic of model railways needs repairing and refreshing. Areas of bare boards are now exposed.





2

Another area often overlooked on a model railway that has travelled is loose flock. Here, stray grass clumps have landed over the road surfaces. Country tracks might look better for this, but this road in the middle of a town needs cleaning.



3

Cobwebs – another enemy of the modeller are seen so often, even on the best of model railways to feature in our magazine. A brush is the best tool for this job.



4

Using a vacuum cleaner can be harsh on building roofs and flock. Placing an old handkerchief over the end of the nozzle allows you to re-use flock and easily salvage parts.



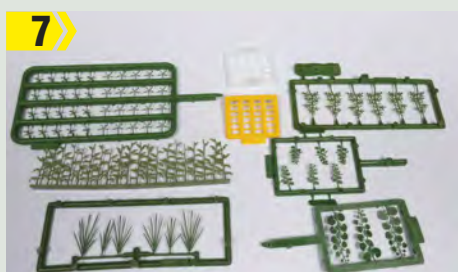
5

You can easily enhance the appearance of your model scenery with this Facelift Set (ref.1272) pack from Busch. Inside are 3D injection-moulded plants, scatters and static grass.



6

All too often scenery can become flat, so repairing it can sometimes be a good excuse to improve its texture. Here, some clump foliage from the Busch Facelift set is added over a thin diluted layer of PVA adhesive.



7

Included inside the pack is a selection of injection-moulded plants, grasses and weeds. Whilst the colours are basic, painting them to appear more realistic isn't beyond basic modelling.



8

Cut out each plant with a craft knife, then twist each leaf through 90 degrees, then twist the stalk through 90 degrees a few times to make the plant more 3D-like in appearance.



9

A multi-purpose adhesive is used when adding the lineside weeds to the layout. The items resemble more reeds, and despite being sold as HO and suitable for OO gauge, they'd be ideal for larger scales too.

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How to...

MODEL A SCRAPYARD LOCOMOTIVE

Need to fill an awkward corner of your layout? Michael Russell has just the solution with his comprehensive guide to modelling a locomotive being scrapped.

It isn't rare to see old models used on layouts to portray a row of condemned locomotives waiting to be towed to a scrapyard. Scrapyard depictions are quite common, but I can't recall having seen many locomotives shown in the process of being cut up. By modelling this, you'll have the chance to model areas rarely tackled, for example, the inside of a steam locomotive.

You're unlikely to find off-the-shelf parts, so you'll need to be confident enough to modify existing parts or scratch-build them. Fortunately, Dapol locomotive kits give you a starting point for steam locomotives, with little outlay and without breaking up a valuable model. Although the range of locomotives in the range is limited, those

most often photographed in scrapyards at the end of the age of steam are available and a greater range can be portrayed if you're prepared to make more parts from scratch and accept the odd compromise.

Even if you don't plan to make a scrapyard locomotive, these instructions will help you build a better model from any of the Dapol steam locomotive kits and improve your plastic kit building skills. ■

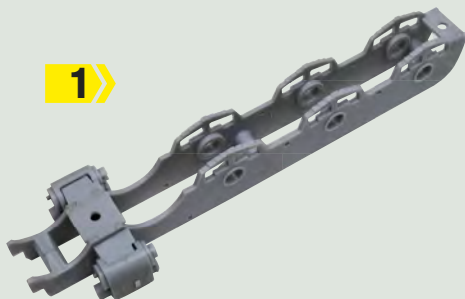
Useful References

The photographs I've taken of numerous working and dismantled Bulleid Pacifics are based at preserved lines. A relatively high proportion have been saved and many are in steam at present. Photographs can be found online and posted by the many groups who work on these locomotives. Pictures of the sectioned locomotive 35029 Ellerman Lines based at the National Railway museum are useful, plus the book *Historic Locomotive Drawings in 4mm Scale* F.J. Roche and *Steam for Scrap* by Nigel Trivena.

Top tips

When, for reasons of strength, you're unable to substitute a thinner piece of Plastikard sheet, thin the edge where it's thickness becomes visible. Around the edges of streamline casing is a good example.

1»



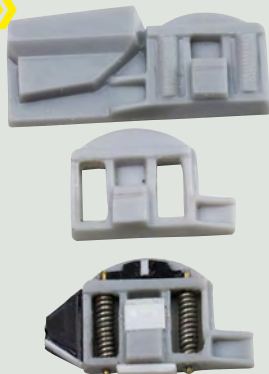
Build up the locomotive frames using parts 1A, 1B, 9 & 10. Remove the webbing behind the slide bars and add the cylinders. The slide bars are separate on the full-size locomotives, so separate them from the cylinder component and reattach them to the frames once the brake rigging is complete. Paint the inside of the frames and areas that will be masked by the wheels when they are put in position.

4»



Cut the running plate, part 14, from the 9F into parts using a razor saw. Save the lower half of the boiler barrel and the centre ashpan.

7»



The trailing truck is made by cutting the ashpan off the original part, then adding detail. The springs are made by winding copper wire around a brass pin.

10»



The boiler is made from parts 14, 15a & 15b found in the Dapol 9F kit. It isn't an exact match for the Bulleid item, but will suffice for our purposes.

2»



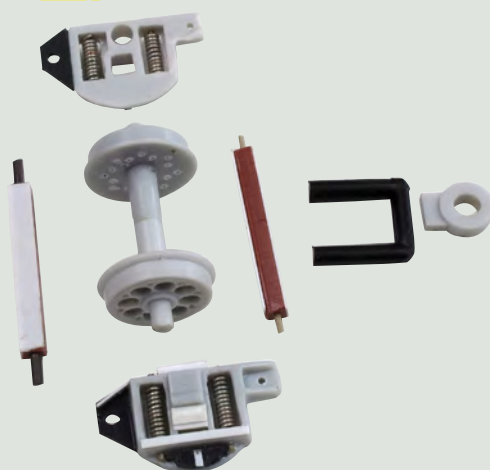
The Bulleid Firth Brown wheels can be dramatically improved by drilling out the holes. Use a 1mm drill for the outer holes and 0.7mm for the inner. This is a tedious job, but the result is worth the effort. The flanges are turned down by placing the wheels in a drill and applying gentle pressure with a file.

5»



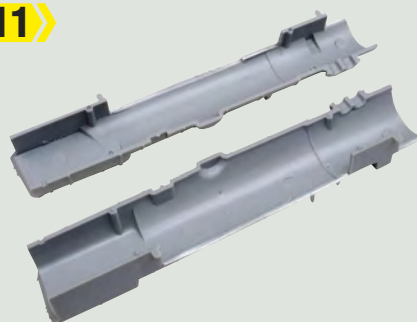
Drill holes and file out the correct shapes in the drag box at the back of the engine. Add the ashpan from the 9F kit.

8»



These are the parts laid out before assembly. New cross members and a pivot shaft have been made from spare plastic sprue. Paint inaccessible areas before final assembly.

11»



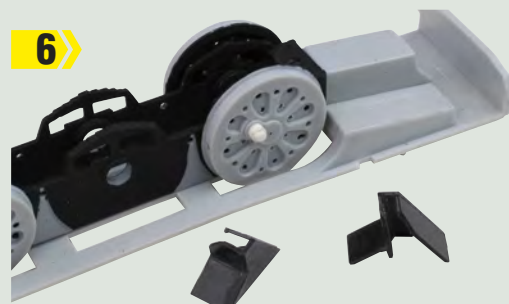
Parts 15a & 15b need some material removing, as shown in the picture. Use a razor saw to cut down the barrel, score along the edge of the boiler, then snap the piece off along the line.

3»



The centre driving wheels have no flanges. Add them using 0.5mm x 0.5mm plastic strip (Evergreen 120). Hold in place using clamps until the glue has set.

6»



Build new left and right outer ashpans from scratch. Ensure they don't foul the rear wheels and tracking truck. These are complicated shapes, so consult pictures of the prototype. Making a paper profile first can help. These components are painted separately and added at the end of the build.

9»



The front bogie is improved by adding springs and hangers – I only added them at the front as the rear ones can't be seen.

12»



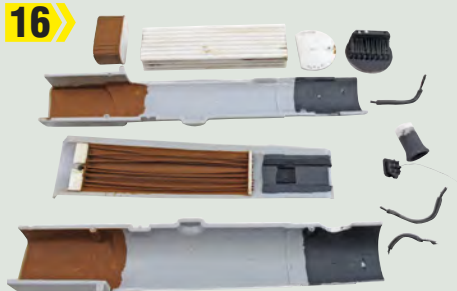
Make blanks for the front tubeplate and the inner firebox front. The former takes its measurements from the boiler and consists of multiple pieces of thin Slaters' Plastikard cut out using a compass cutter and stuck together. The shape of the latter is established by examining the profile of the inside surface of the firebox from the 9F.

13»



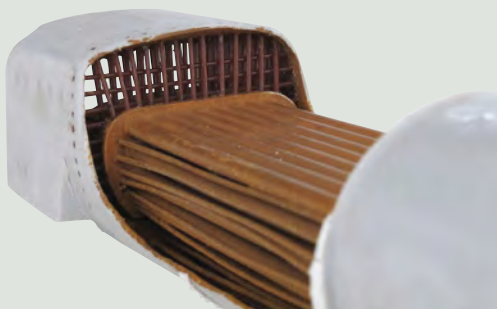
Extend the inner firebox so it forms a box. I made a second front tubeplate to hold the detail that can be seen through the open smokebox door. The superheater elements are made from copper wire - I only made the top row as these mask the lower rows from view.

16»



The main boiler parts laid out before final assembly. I've painted parts that are inaccessible after assembly beforehand. Note the two front tubeplates - one with the smokebox details and one to which the flue tubes are glued. The small tubes in the lower half of the boiler are hardly visible on the finished model, so you may wish to omit them.

19»



Slide plastic rod into place for the stays, then glue and paint.

22»



Paint the flue tubes a base colour, then mask off and flick various shades of rust tones at the area using an old toothbrush.

14»



Stick the front tubeplate in place and add the main steam pipes, which are made from mains electrical cable.

17»



Once the boiler has been glued together, the outer detail is cleaned with a file. The inner firebox with the flue tubes attached are then slid into position and glued.

20»



Box in the lower part of the firebox on the boiler and add material to the bottom half of the firebox moulded into the running plate to facilitate a large contact area for gluing the two parts together.

23»



Add the detailing for the bottom of the boiler. This is a strip of the firebox cladding.

15»



The flue tubes are made from 2mm diameter plastic rod glued into a box shape. To save material I missed out the middle tubes from the bottom three rows.

18»



Mark out the positions for the stays - you will only need to portray 2 or 3 rows. I used the template from an embossing kit to get the spacing I wanted.

21»



Box in the smokebox. This is a complicated shape and you'll need to consult pictures of the real thing. Admittedly, most of this can't be seen as I've modelled the locomotive, but you might want to reveal more.

24»



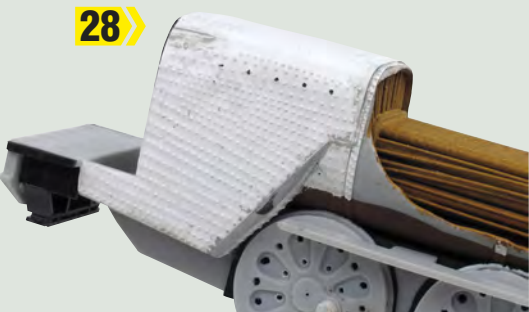
Paint the underside of the boiler and between the frames whilst it is still accessible.

25»



The detail on the boiler backhead should be removed as shown.

28»



Add a detailed wrapper onto the firebox made from 0.13mm Slaters' Plastikard. I made a paper template to get the shape correct to aid cutting the Slaters' Plastikard. Emboss the rivets using a template and a pointed, but blunt implement.

31»



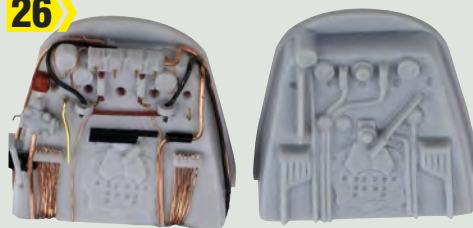
The smokebox door is made by cutting it out of its surround and sanding it down. I made my smokebox front by sanding the door off a duplicate part left over from a second Bulleid kit, but you can also make this item from scratch, cutting out the aperture using a compass cutter and laminating several layers to ease the process.

34»



Attach the cut down cab sides and roof, using filler to hide gaps.

26»



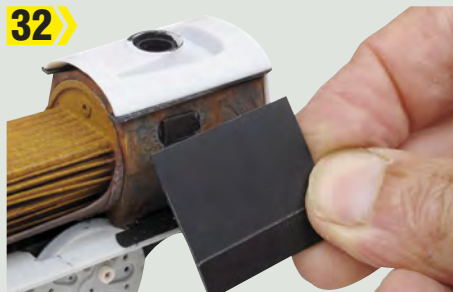
Add the controls back using copper wire and other items made from Slaters' Plastikard and offcuts of sprue. You may choose to simplify this stage and cut down on work by depicting a cab that has been fully or partially stripped by the scrapman.

29»



Fill any gaps between the two halves of the firebox using Slaters' Plastikard and filler. Note that the firebox corners are curved.

32»



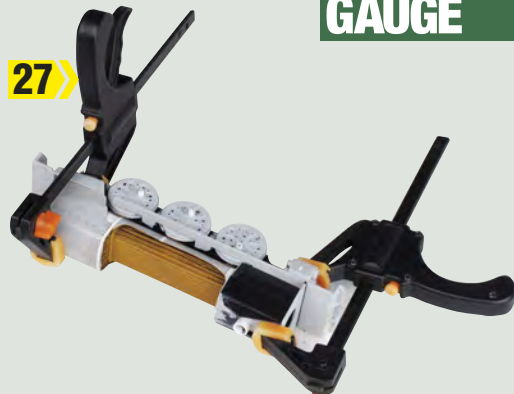
Build up the smokebox outer cladding. Instead of reusing the side cladding, I decided to use Slaters' Plastikard and add a detailed wrapper afterwards, although you could reuse the original parts. Note the score in the Slaters' Plastikard so that it can be bent to the correct profile when being glued.

35»



These are the brake rigging parts laid out. Only the centre items are provided with the kit, so the forward and rear arms and brake blocks must be scratch-built.

27»



Glue the driving wheels in place. Stick the frames to the footplate, then glue the boiler and its backhead. Use clamps to hold in place until dry.

30»



Paint the boiler before it's hidden behind the outer cladding. I used Humbrol Enamel 147, 67 and 70. Use plenty of thinners to blend the colours together.

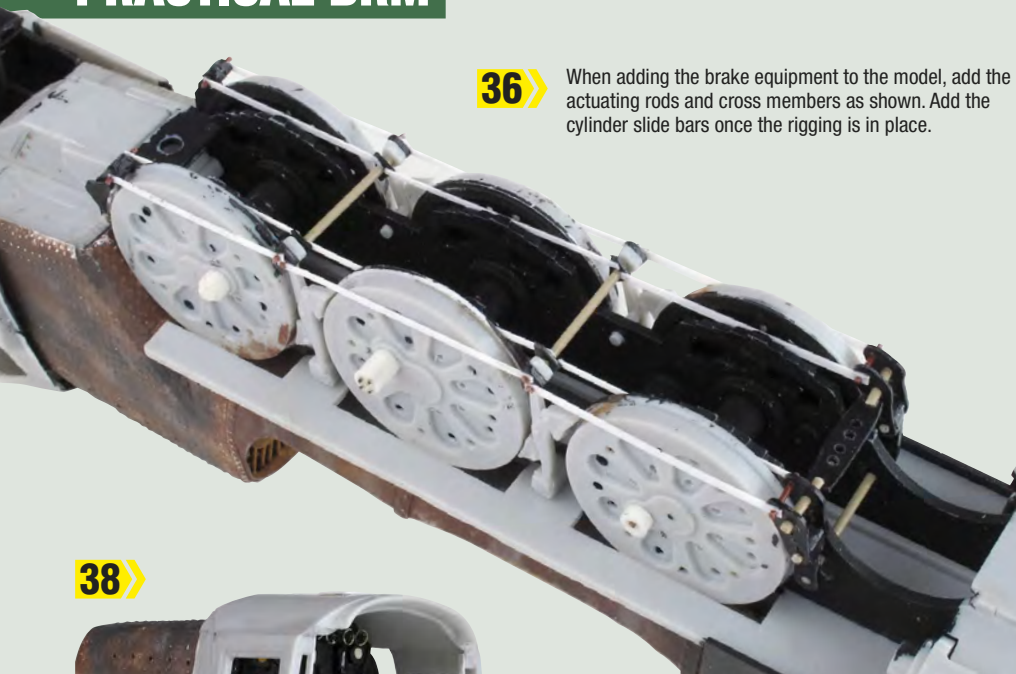
33»



Use a drill and a file to form the smoke clearing opening at the front of the smokebox.

PRACTICAL BRM

36» When adding the brake equipment to the model, add the actuating rods and cross members as shown. Add the cylinder slide bars once the rigging is in place.



37» Detail the front of the locomotive with lubricating pipework and the cover that hides access to the middle cylinder and electric lighting equipment. Build a battery box with a few pieces of Slaters' Plastikard and add the bufferbeam and fittings from the kit.



38» To the rear of the locomotive, the frame extension, tender couplings (depicted as being cut) and handrails are added which I've painted with primer.



39» The smoke deflectors are improved if you cut the oversize top section and use it as a template to make new thinner versions from 0.25mm Slaters' Plastikard.

Top tips

Humbrol Liquid Poly is great if you need a fast grab to hold parts in place such as when adding flanges to the centre driving wheels. A slower glue, like Deluxe Materials' Roket Plastic Glue is ideal if you want time to slide parts around such as when fitting the firebox overlays.

Painting and Lining



1» Mask the boiler and spray with black enamel paint. When dry, add more masking to the wheels and cab roof so you can spray the Brunswick green.



2» Add the lining using a bow pen. Apply a thick yellow band first, then add a smaller black line in the centre once the paint is dry. Don't forget to add these to the smoke deflectors. You could also use transfers.

3»

If your finish is matt then add a layer of two of gloss varnish to the cab sides. Now add the transfers. Mine come from the Modelmaster range and were some I had left over from a previous build



Detailing and weathering

1»



Bend up front steps from 0.45mm brass rod and drain cock pipes from 0.31mm brass rod and add these to the front of the locomotive. Solder these if you can, although superglue will do the job.

4»



Use a pencil with a high graphite content to simulate areas of the locomotive where the cutting torch has seen use.

7»



Brush dilute PVA onto the smokebox inner surfaces and, before it is dry, dust with black/grey charcoal to simulate deposits of ash.

Top tips

Dapol's kits are old. The soft plastic makes life easier, but you'll have to spend time filling sink marks and removing flash. Take the time to do this as it makes a big difference to the finish.

2»



Cut windows from clear plastic and add these to the cab sides.

5»



Use a dilute bright rust colour to simulate fresh rust on running services such as the wheel treads.

8»



Mix dilute black acrylic paint and soak tissue in it. When dry, add the tissue to the boiler using tacky PVA to depict boiler lagging. This is a good time to hide mistakes or poor fittings.

3»



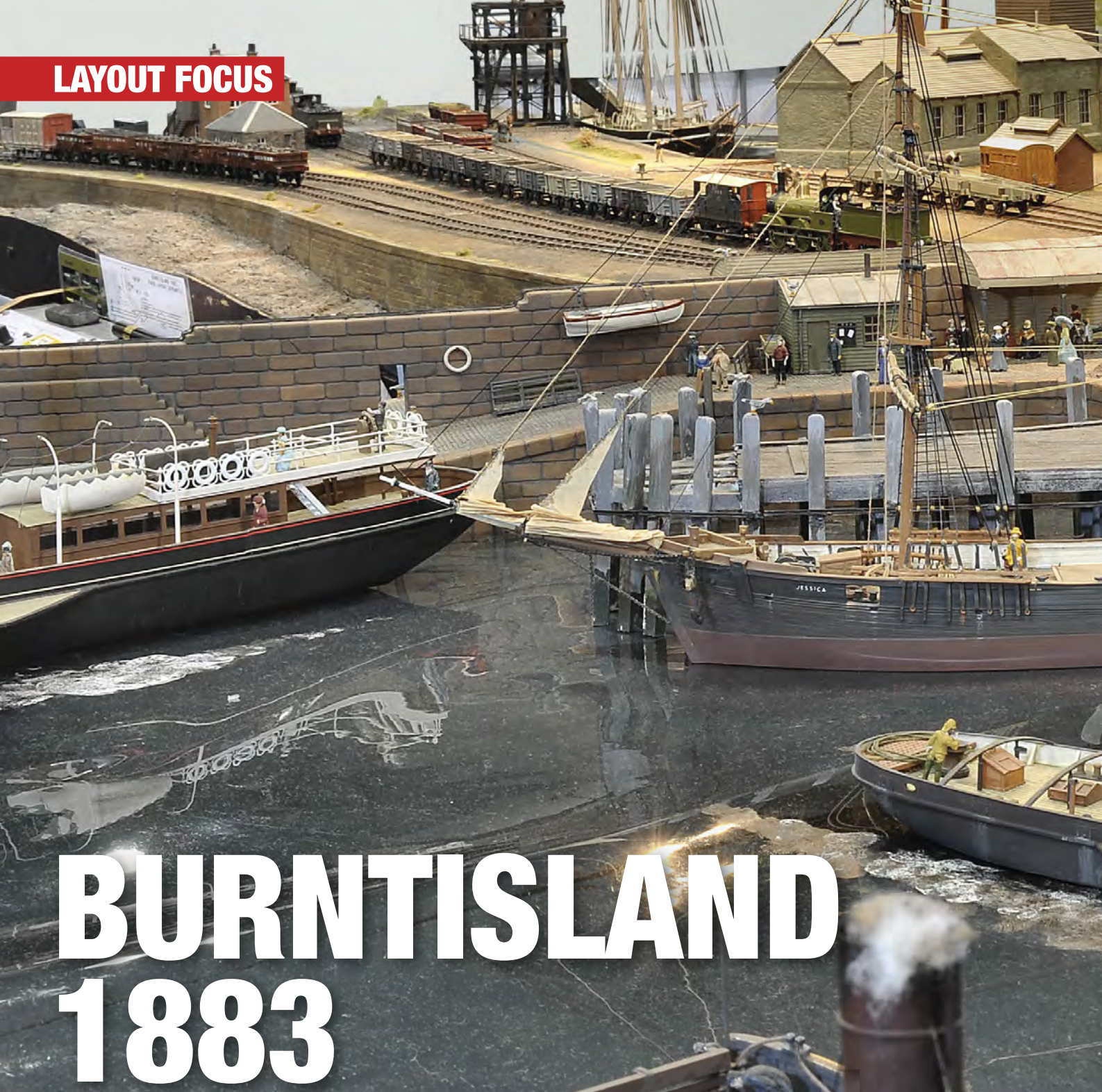
Mask off the inner boiler and start weathering by misting with a dirt colour. I added a rust colour to fittings such as the brake rigging.

6»



Add the front cab windows using Deluxe Materials Glue and Glaze. Once dry, dust with grey charcoal to remove the sheen.





BURNTISLAND 1883

The strictures of a competition inspired the East of Scotland 4mm Group to look into local history and produce a layout that revives a once thriving port.

Setting the Scene

The year is 1883 and the railways of Fife are largely isolated from the national network by the Firths of Forth and Tay. All passenger and goods traffic must transfer from the railway to ferries at the port of Burntisland for the onward journey to Edinburgh and the South. Traffic for the north faces a similar crossing at Tayport. This situation will remain until the Forth Bridge is completed in 1890 and the Tay Bridge is rebuilt. The Tay had been bridged

4 years earlier, but ferries had to be reinstated following the collapse of the Tay Bridge in 1879.

This is the background to 'Burntisland 1883', modelled to P4 standards, with 18.83mm track gauge. The layout was originally built in response to the Scalefour Society's '1883 Challenge', to build a layout in a space of 18.83 sq ft. To reinforce the theme, the model is set in the year 1883 and was originally 18.83 feet long! The competition entry comprised the passenger station, but

Factfile

Layout name: Burntisland 1883
Scale/gauge: 4mm/ft 18.83mm
Size: 33ft x 9ft
Era/region: 19th Century/ Firth of Forth
Location: East Fife
Layout type: Dock sidings
Power/control: Lenz DCC
Words: Bruce Murray
Photography: Tony Wright



The various ships, including ferries, tugs, dredgers and colliers, gather much attention, but these are not the only noteworthy features of this historical layout.

since that time, the layout has been expanded to include representation of all aspects of the port operation.

The layout is designed to match period maps as closely as possible, with selective compression. Our quest for accuracy has included extensive research in local and national archives. The whole model is set against a backscene painted to represent the town of Burntisland in 1883, as deduced from contemporary illustrations.

Baseboards and Track

The track layout was drawn up in Templot, then the baseboards were assembled in lightweight ply construction. Accurate track

alignment is essential in P4 and, to achieve this, baseboard joints are aligned with patternmaker's dowels before being bolted together with hand wheel bolts into captive nuts.

The trackwork was constructed on templates printed from the Templot file and then laid on a bed of 3mm resilient foam. The track was fabricated using the ply and rivet system with cosmetic chairs and steel rail, though more recent work makes greater use of glued chair construction. The latter has been found to be just as strong and more amenable to adjustment. Turnouts have been built with loose heel switches and interlaced sleepers, characteristic of several railway

companies in the 19th Century, particularly the Scottish ones. Turnouts are operated by Tortoise point motors, located under the baseboards.

The Train Ferry

The world's first 'roll on – roll off' train ferry was placed in service between Burntisland and Granton in 1850, under the direction of Thomas Bouch, later to achieve notoriety as the engineer for the first Tay Bridge. The tidal variation between the tracks on the pier and the ferry was accommodated by the 'Flying Bridge', as it was known, moving on a ramped slipway.

Our model of the Bridge was built mainly



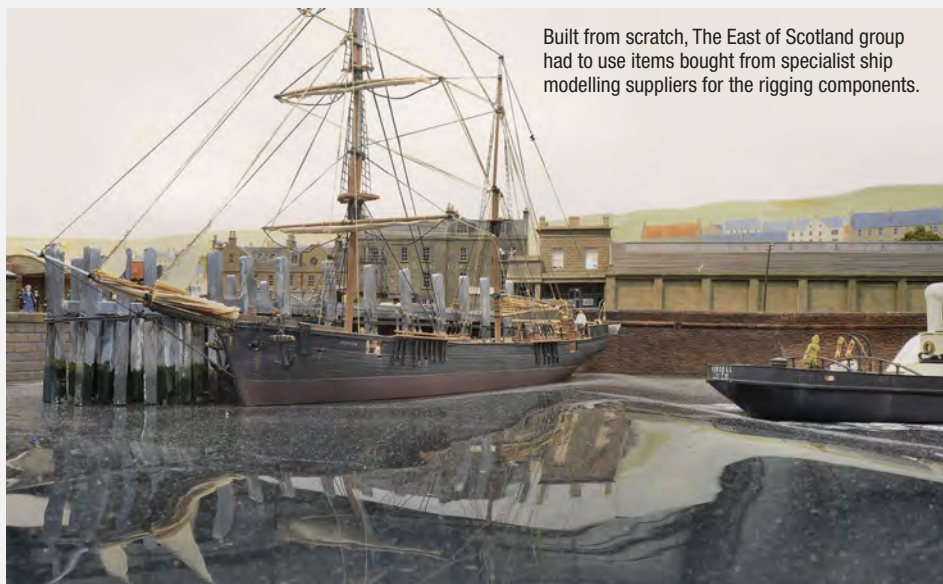
KEY DETAILS

Ships

With a harbour setting, particular attention must be given to the ship models. We have modelled appropriate ships, though available information is very limited and often we have been working with a couple of photographs and a few dimensions. Most spectators are interested in the ferries and the sailing collier, but we also have a fine model tug and a very unusual model of a dredger, both scratchbuilt.

The passenger ferry is 'Thane of Fife'. Whilst not the regular ship, she was an occasional substitute and is small enough to fit the shortened pier. Built on a balsa hull with plastic card and metal detailing, the styles and colours of her passengers are captured from a contemporary painting in Dunfermline Museum.

The train ferry is a model of 'PS Carrier', one of the smaller 'goods boats', as they



Built from scratch, The East of Scotland group had to use items bought from specialist ship modelling suppliers for the rigging components.

were known. The key component of 'Carrier' is the structural deck of printed circuit board sheet, bonded to a hull of shaped balsa. The two sets of rails are soldered to the PCB sheet, spaced so as to form a third track between them, as described in the notes on the Ferry Bridge. Like the 'Thane of Fife', she has paddle wheels made from specially

prepared brass etches.

The schooner 'Solveig' is built from contemporary drawings, mainly of lime stripwood with plastic card detailing. Masts and spars are a mixture of hardwood and brass, with furled sails from carved balsa and rigging components from specialist ship modelling suppliers.



At the height of its industry, Burntisland was a vital and busy portal for the export of Fife coal.

the layout is designed to match period maps as closely as possible, with selective compression. Our quest for accuracy has included extensive research in local and national archives

Although the ships and locomotives are the focuses of attention, the architecture of Burntisland is built to the same impressive standards.



from photographs from Kirkcaldy Museum. The frames were cut from pine glued and pinned together, with a thin plywood deck and rails made from 0.8mm square nickel-silver. The 'drawbridge' was soldered up from etched brass pieces, and can be raised and lowered by a motor under the deck. Details on the upper deck were scratch-built from brass strip and wire. The whole bridge moves up and down the slipway, powered by an under-track cable drum. There are three further cable drums, each separately motorised. These are used in conjunction with gravity to winch wagons on and off the ferry. A peculiarity of the track is that a 'centre road' is available, with wagons running on the check rails of the outer roads, facilitated by a unique piece of point-work at the head of the slipway.

The Coal Hoist

In the 19th century, Burntisland thrived on the export of Fife coal, much of it bound for Scandinavia and the Low Countries. By 1883, four hydraulic coal hoists had been

Star performer at exhibitions, No. 224 earned the nickname 'the Diver' after an accident on the Tay bridge. Here it hauls a rake of coaches in much drier times.



No. 224 is just one of many locomotives going about their business, but still stands out. Further up the line, the number of waiting passengers indicates that Burntisland was not just an industrial port.





installed in the West Dock. Mainly built by Armstrong of Newcastle, the hoists were designed to rapidly fill the new generation of collier ships. The hoists were powered by a hydraulic accumulator, located in an adjacent power house.

Our hoist model was built from original drawings, having a basic structure of brass, with concealed motors raising and lowering the wagon platform and the coal chute. At the top of the lift, the wagon platform is tilted to discharge the load into the ship. The hoist is served by 'full' and 'empty' sidings, with motorised wagon turntables. Wagons are moved on and off the turntables by capstan driven cables, powered by under baseboard motors. They are then pulled to and from the hoist by an under-track magnetic mule with a continuous belt drive.

Locomotives

Almost all the locomotives on display have been scratch built and are a typical NBR mixture. Our stud therefore includes standard locomotives such as No 415, a Wheatley 17" goods; and No 456, a Drummond 18" goods. Alongside these are the 'rebuilt', using parts of older locomotives with new boilers. No. 80A, is a regular performer and our new West Dock pilot is a rebuilt Hawthorn's of Leith 0-4-0. Of special interest are our diminutive two Ferry Pilots. These are an 0-6-0ST design built specifically for use in conjunction with the ferries. However, most of our operators consider 4-4-0 No. 224 to be the star of the show and to be one of our best runners. Recovered from the wreckage of the Tay Bridge in 1879 and rebuilt to give service for a further 25 years, she was forever known as 'The Diver'. Almost all locomotives use Gibson wheels, Mashima motors and High Level gearboxes.

Carriages and Wagons

Carriages are formed into three sets for the purposes of our sequence timetable, with an express and two stopping sets. Most of the carriages are fabricated from brass kits, either

from the former John Boyle range or from our own etches. The kits are supplemented by a small selection of scratch-built vehicles, particularly the models of non passenger coaching stock.

Coal loading operations demand extensive trains of mineral wagons, particularly the outside framed short wheelbase type known locally as 'bogies'. These are built of plastic card or resin. The plastic card models were batch built, partly by Group members in a tutored session. The resin models were cast from a finely detailed master prepared by one of our members. Wheels and axle guards were then added to the individual vehicles.

We have dedicated wagons that are used in conjunction with the coal hoist. These have rope hooks for use with the capstans and a top hinged end door. The wagons also have a discreet trigger that unlatches the door, allowing it to open as the hoist platform is tilted to discharge the load. The hoist wagons are loaded with crushed blast furnace slag rather than coal. This is considerably denser than real coal and flows more readily. However, it is magnetic, causing problems when spilled, and we are looking at alternatives.

Scenic Work

Most of the scenic work has been executed using common modelling methods. Extensive use has been made of DAS modelling clay, applied either to the baseboards or to a board backing then scribed to represent street cobbles and retaining walls. Plaster castings have been used to form the extensive sea and dock walls, though the fine stonework to the passenger pier is formed in plastic card. Recently, we have been finishing ground surfaces with static grass.

The most frequently asked question that we receive concerns the water in the harbour. This is built up on a ply base, painted blue/grey. On top of this are cut-outs of tinted plastic film, corresponding to the shadows of the ships. Finally, a sheet of tinted film is

most spectators are interested in the ferries and the sailing collier, but we also have a fine model tug and a very unusual model of a dredger, both scratchbuilt

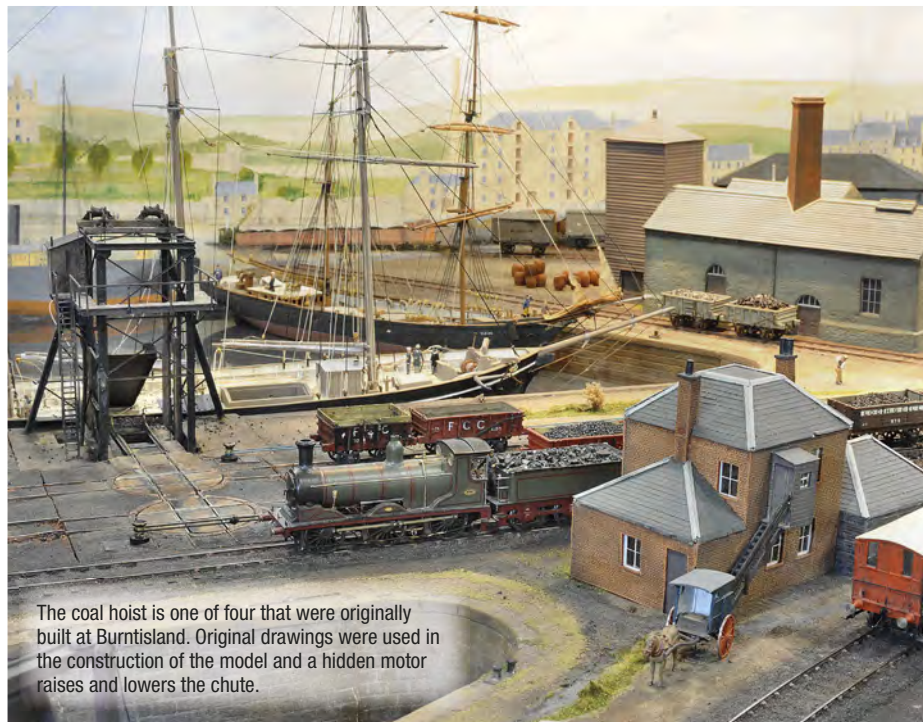
LAYOUT FOCUS

rolled on top. The wakes of the ships paddles are applied with shaving foam, renewed every few hours!

Operation

For exhibition purposes, the trains are operated to a sequence, based on an 1882 Working Timetable. With a fairly small pool of locomotives and stock we cannot represent all movements, so our operating sequence features selections from the timetable and is intended to give a flavour of typical workings. The steady rhythm of the passenger trains is punctuated by the coming and going of the coal and goods trains.

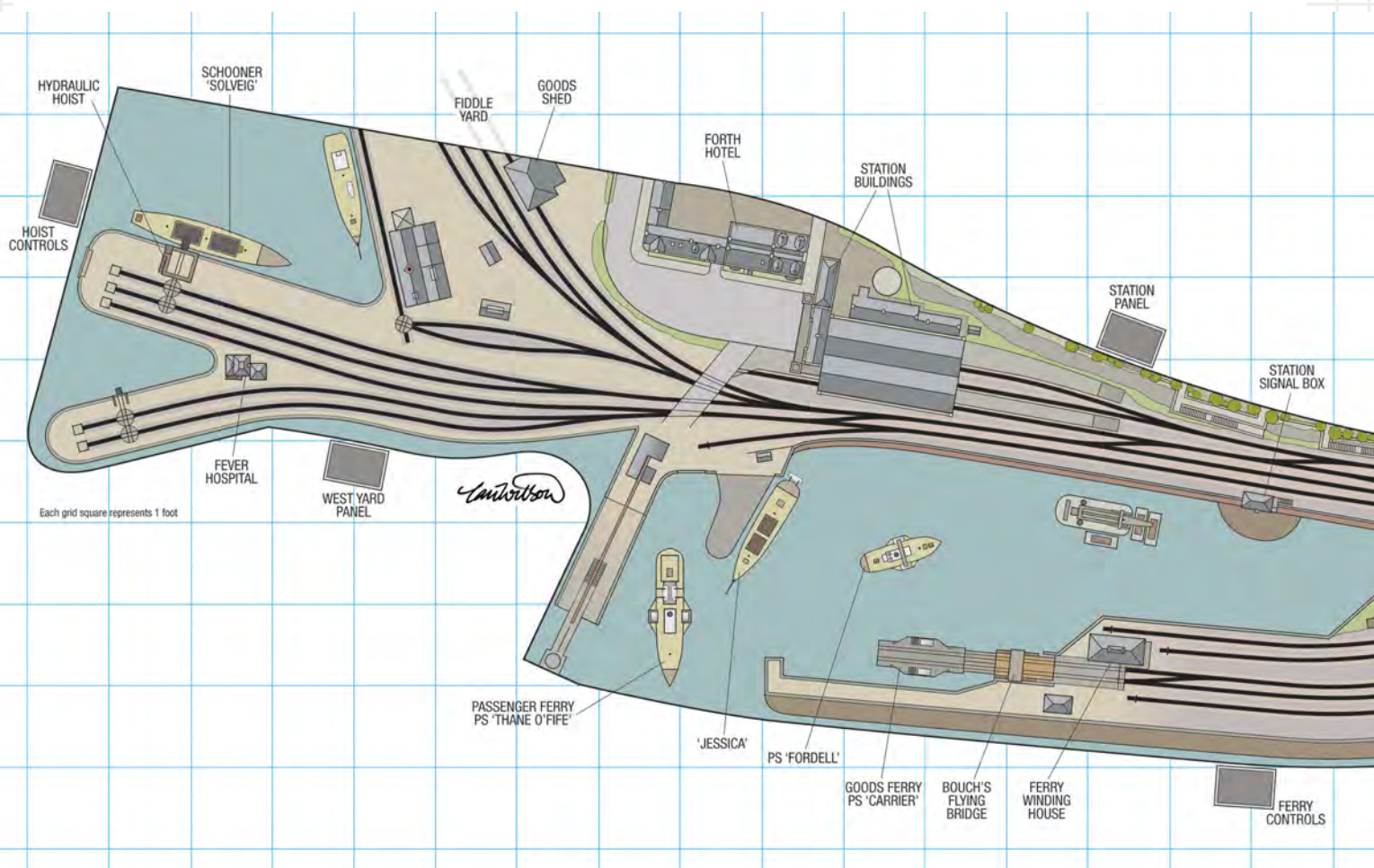
Control is by a Lenz DCC system, with five running panels controlling points and signals and two dedicated panels for the train ferry and coal hoist controls. We have used Alex Jackson couplings, with electromagnetic solenoid uncouplers. Signals are of brass, from MSE and purpose-made etchings, actuated by servo motors located under the layout.



The coal hoist is one of four that were originally built at Burntisland. Original drawings were used in the construction of the model and a hidden motor raises and lowers the chute.

Trackplan

BURNTISLAND 1883



Challenges

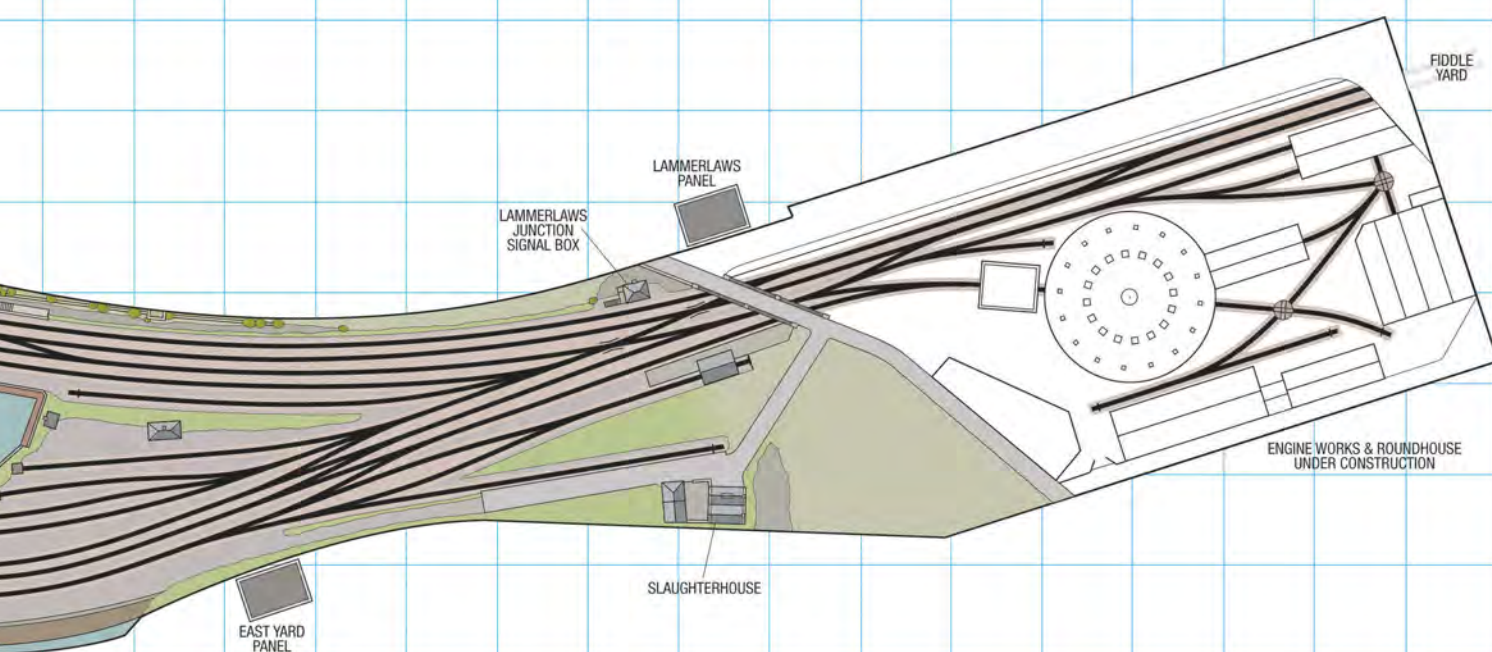
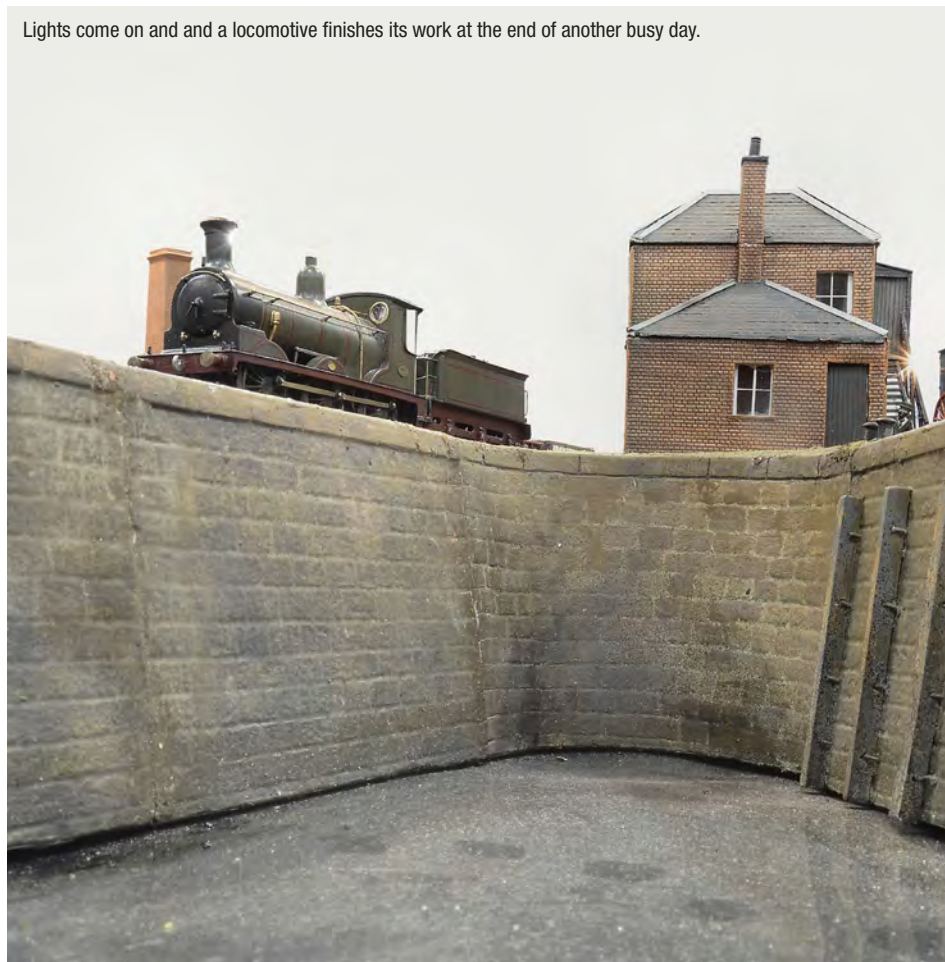
Almost every model on display has been hand built by ourselves. We do not believe that there are many other exhibition layouts that attempt to capture such a scene, set in the Victorian era. The models of the ferry and the coal hoist attract much interest at exhibitions, particularly from 'non railway' spectators.

We do not really feel that the model could have been executed in anything other than P4. Victorian rolling stock is so delicate that coarser wheel standards look incongruous. However, the diminutive dimensions of the locomotives also mean that obtaining the mass required for traction and pick up can be hard to achieve. We do not have a permanent home, and the layout spends much of its time in storage, with only occasional erection for work, training and faultfinding.

The Future

We are presently extending the layout eastwards to include the model of the Burntisland Engine Works. This will complete the scene and will include a model of the large conical roofed Engine Shed and a number of automated features, with scope for public participation. ■

Lights come on and a locomotive finishes its work at the end of another busy day.





HOW ITEMS ARE CAST

Pessimists say we'll be unable to hand build much soon, but Phil Parker believes otherwise, after visiting a casting business with Andy York that continues to use traditional methods alongside modern technology.

A whole new collection of companies are emerging making use of new technologies, one of which is 3D printing. Low cost 3D print works, but the results are frequently pretty poor with rough surfaces and curves rendered as a series of steps.

This doesn't have to be the case as I found at a major exhibition of equipment. It's possible to come close to the quality of injection-moulded items, but you need to spend money on good equipment. At one show, I found myself chatting to Glen Day of Weston Beamor jewellery manufacturers. The firm specialises in bespoke products in precious metals, but they're happy to offer everything from top-quality 3D prints to fully-finished smaller items made as a sideline.

Glen took us on a tour of the workshops a few months ago. We'd originally thought we'd be looking at the 3D printing, but several hours later, we'd been shown the entire lost-wax casting process from start to finish – a fascinating tour.

It might seem a world away from railway modelling, but as you'll see from the workbenches, a lot of the tools and techniques we use today stem from the jewellery industry. Even if you don't plan to make anything yourself, it's interesting to know how small lost-wax cast items are made.

Traditionally, model masters are made by hand by a pattern maker. Sadly, this skill is dying and those still working can rightly charge high prices for their services.

We're seeing more 3D printed items appearing – and the numbers of people with CAD skills are on the rise. The problem is that cheaper printers don't produce results to match injection-moulded items.

However, if you can produce a suitable CAD file, sending it a firm like Weston Beamor who have the skills and equipment to realise it in metal is within the grasp of us all. You don't need to have gold domes on your locomotives, although they'd look nice, they'll cast in brass and other metals too. ■

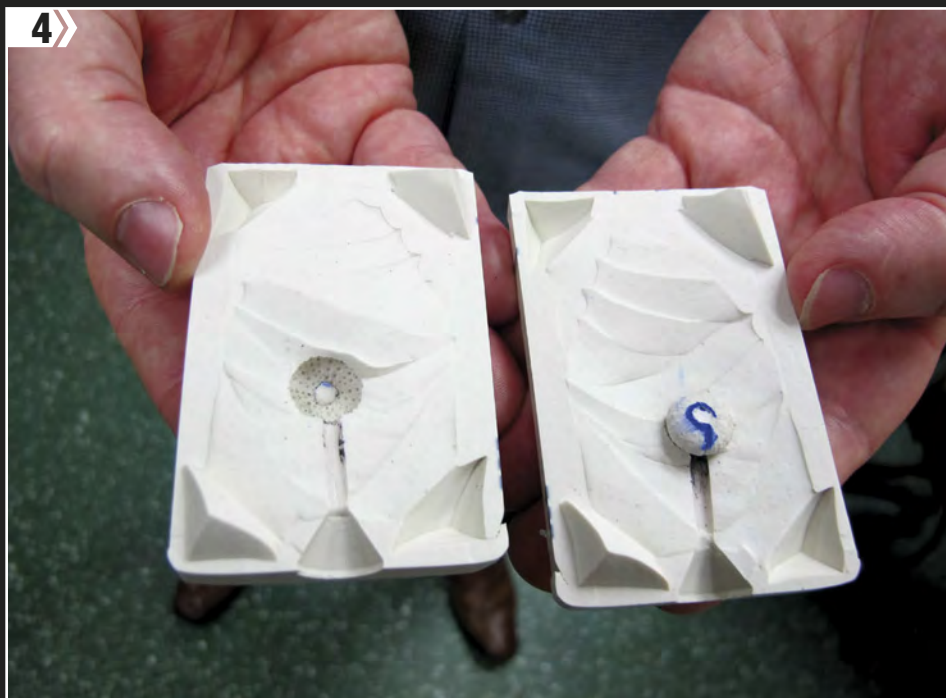
Thanks to Glen and all the friendly staff at Weston Beamor for all their help with this article.



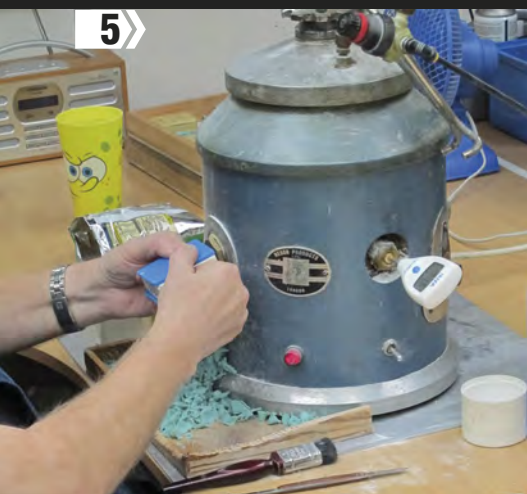
Step 1 is to produce a master. Weston Beamor were one of the first firms in the jewellery industry to make use of 3D printing for this purpose. Equipment prices have dropped and quality has improved but the original machine is still in use for some jobs. This EvisionTec RC3000 is its latest machine. A stereo lithography (SLA) printer, it works by forming the object from resin, set with an ultraviolet laser light. Step 2 - a set of rings printed using SLA.



3» Each item to be cast is removed from the print and fixed to a metal mould support. An operative adds extra supports to provide channels in the mould as required. This ensures the metal will run properly in later stages, you can see these in the bangle at the back.



4» Each mould is made with the master removed by carefully cutting around the edge with a sharp knife. It must be cut in such a way that the two parts of the mould lock back together with jagged areas around the edges.



5» Moulds are filled with hot wax under pressure to produce the master for casting. An added benefit is that if extra runners are required to ensure the mould fills properly, it shows up now before precious metal is involved.



6» The masters are stuck to a central core to form a tree of parts ready for casting. The number, spacing and angle of attachment all play a part in ensuring quality castings. Each part is melted onto the core with a soldering iron.

3D scanning



Most items are designed using computers, but Weston Beamor offer a 3D scanning service. This can be used to reproduce items or, scanning of an engagement ring to ensure the wedding ring sits against it nicely. In this case, the scanned ring is 3D printed as the owner wants the original returned as quickly as possible.

For modeller, this would allow a hand-made master to be converted into a file format for CAD packages without drawing it up from scratch.

SPECIAL FEATURE



7» An alternative to all these steps is to print in wax using this Solidscape printer. Atomised droplets are sprayed from the print head to form the master. It's not a cheap process, the RC90 wax costs around £700 per litre.



9» The wax trees are weighed, then placed in a drum which is filled with a liquid slurry of mould material which sets hard to a chalk-like consistency.



11» Depending on the material being cast, the mould moves to either a vacuum or centrifugal machine. Hot metal is poured in the top and drawn through into the mould. The quantity of metal is carefully calculated from the weight of the wax master.



8» As with SLA, the results show amazing levels of detail. There are several types of wax and surprisingly the prints feel nothing like a candle, more like a slightly soft plastic. You can handle them without any tendency for the material to soften in the heat of your hand.



10» Once dry, each mould moves into an oven where it's heated overnight. The wax melts and drips out, giving the process its name, leaving a void for the casting metal.



Contact:
Weston Beamor
3-8 Vyse Street
Birmingham
B18 6LT
www.westonbeamor.co.uk

Extracting the metal tree from the mould involves dropping the warm mould into cold water to shatter it. The remaining material is removed by hand to leave a silver tree of rings. In kits, we usually receive parts still attached to runners, but for jewellery a little more work is required.

13»



Each item is removed from the tree and half-finished with buffing wheels and carborundum pencils. It's this stage where assembly takes place using solder, followed by setting stones in place.

Everyone operates from a traditional jeweller's workbench. This has several levels plus storage drawers to keep everything to hand. The tongue sticking out is a sacrificial piece of wood to support components being cut or files, this one has seen plenty of use, it would have been a wedge shape when new.

Looking at the tools, there are plenty I recognise from my own collection – lots of files and abrasives for a start. A minidrill is to the left with all the burs neatly racked in front. The workshop was well lit but there is still a desk lamp for extra illumination and everyone wears magnifying lenses.

If you want a basic wooden bench like this, then they are available from jewellery tool suppliers for around £500.

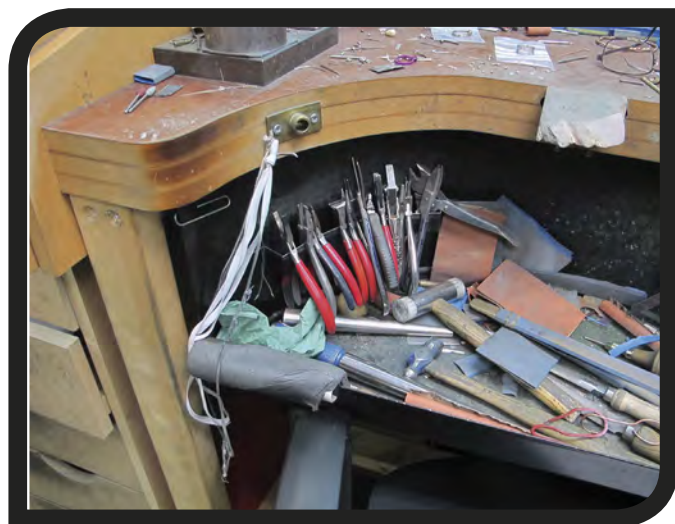
Workbenches

As we toured the Weston Beamor workshops, I was fascinated by the equipment being used. Most of us aren't working all day on projects, unlike the craftsmen here, so I was interested to see how they organised themselves. The spaces are somewhat tidier than my workbench!

Workbench 1

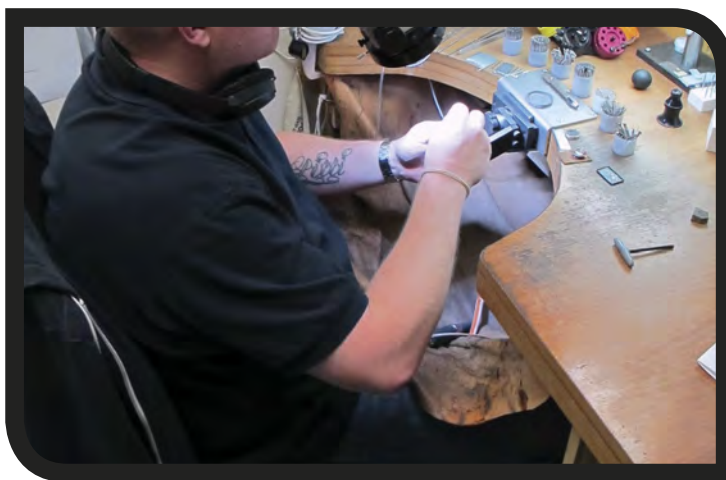


Workbench 2



Pliers and cutting tools aren't scattered around but carefully placed in racks. These could be made easily with metal strip screwed to a wall near the bench. The tray is set at a height so anyone sitting at the bench will be touching it with their body, improving the chances of anything dropped being caught.

Workbench 3



Dropping items on the floor might be a minor annoyance to us, but when you're setting tiny precious stones it's a potentially a serious issue. Scrabbling around on the floor for a diamond isn't the best way to spend time. A large piece of pigskin fixed below the bench is the traditional solution to this problem, when you sit at the bench, it rests on your lap like a napkin and catches everything.

PS Caledonia approaches Gourock Railway Pier whilst en route for Dunoon; with sponsons plated-in and flying bridge deck, she tended to have the appearance of a turbine steamer – June 1967.



RAILWAY STEAMERS

Coastal and waterway-based layouts are better with boats. Clive Baker looks back at some fine vessels – the pride of many railway companies.

Inspiration on the station platform

Whilst awaiting departure from Wolverhampton High Level station one evening, I became fascinated with a magnificent large scale model displayed in a glass showcase on the platform, of one of the many steam ships that operated on numerous railway-owned ferry routes.

The railway companies took great pride in their vessels and it became common practise to commission models for display at stations throughout the network. In later years, I spent a very pleasant afternoon admiring a collection of such models, representing the full range of 'steamers', as they were frequently described, at Oakhill Manor in Somerset.

A model railway layout that I built during the 1960s featured a small dockside with harbour and rail interchange. Gracing the waterfront, a small paddle steamer awaited the arrival of the branch train to convey passengers and goods to an offshore island. Inspired by the showcase masterpieces, but scratch-built with balsa wood hull and styrene sheet superstructure, its deck fittings such as engine room vents, capstans and buoyancy aids, were procured from a model shop in the west of Birmingham New Street station.

Although the railway maritime fleets became the responsibility of the British Transport Commission (BTC) at the time of Nationalisation in 1948, Clyde services continued to be managed by the Caledonian Steam Packet Company (CSPC). In this article I will feature the tonnage of just a small number of the vast BTC maritime network.

Crossing the Clyde

The Gourock-Dunoon service crossing the Clyde estuary to serve the Cowal peninsula and situated at the heart of early steam ship development became a car ferry route circa 1953/54. During World War II (WWII), a foot-passenger service dating from the early 19th century had been maintained by TSS Queen Mary II.

Opening in 1835, followed by re-building in 1895 with classic Victorian styling, Dunoon Pier became a popular destination for Glaswegians in search of a day away from their urban homes. Travelling by the Glasgow and South Western Railway route to Gourock Railway Pier, they would transfer to one of the many paddle and later turbine steamers to cross the Clyde to reach this holiday resort that, due to its isolated

TSS Queen Mary II approaches Dunoon Pier from the south. With five years of Clyde cruising remaining, she retired in 1977 and moved to a static role on the Thames where her two funnels were restored, before returning to the Clyde in 2016 – July 1972.



location, owed its popularity to joint rail and maritime operations.

PS Caledonia built by William Denny of Dumbarton for the CSPC in 1934 called en route for Dunoon; with a gross tonnage of 623 and a capacity of 1300 passengers. This paddler broke new ground in design, two features being a cruiser stern and totally enclosed paddle wheels.

TSS Queen Mary II then came alongside whilst in transit between Glasgow Broomielaw and the Kyles of Bute via Dunoon. I didn't appreciate her blue livery, which was worn by all BTC vessels at that time. CSPC vessels did, however, retain the buff-coloured funnel instead of red with British Rail symbol carried by English-based vessels. This fine turbine steamer, originally constructed by William Denny in 1933, with an original gross tonnage of 871, for Williamson-Buchanan Steamers had joined the CSPC fleet by 1943. In 1956 whilst being converted to oil burning, her two funnels were replaced by one single stack and a covered bridge deck installed.

Aptly following the departure of the two fine steam ships, the motor vessel Cowal came into view. Part of a modernisation scheme, introduced in 1953/54 to serve the Cowal Peninsula and the Isles of Bute and Arran, three 568/9 gross ton, twin screw motor ships powered by British Polar engines and with a speed of 14 knots, paved the way for drive-on/drive-off ferry services. All being equipped with port and starboard lift ramps, they could load and

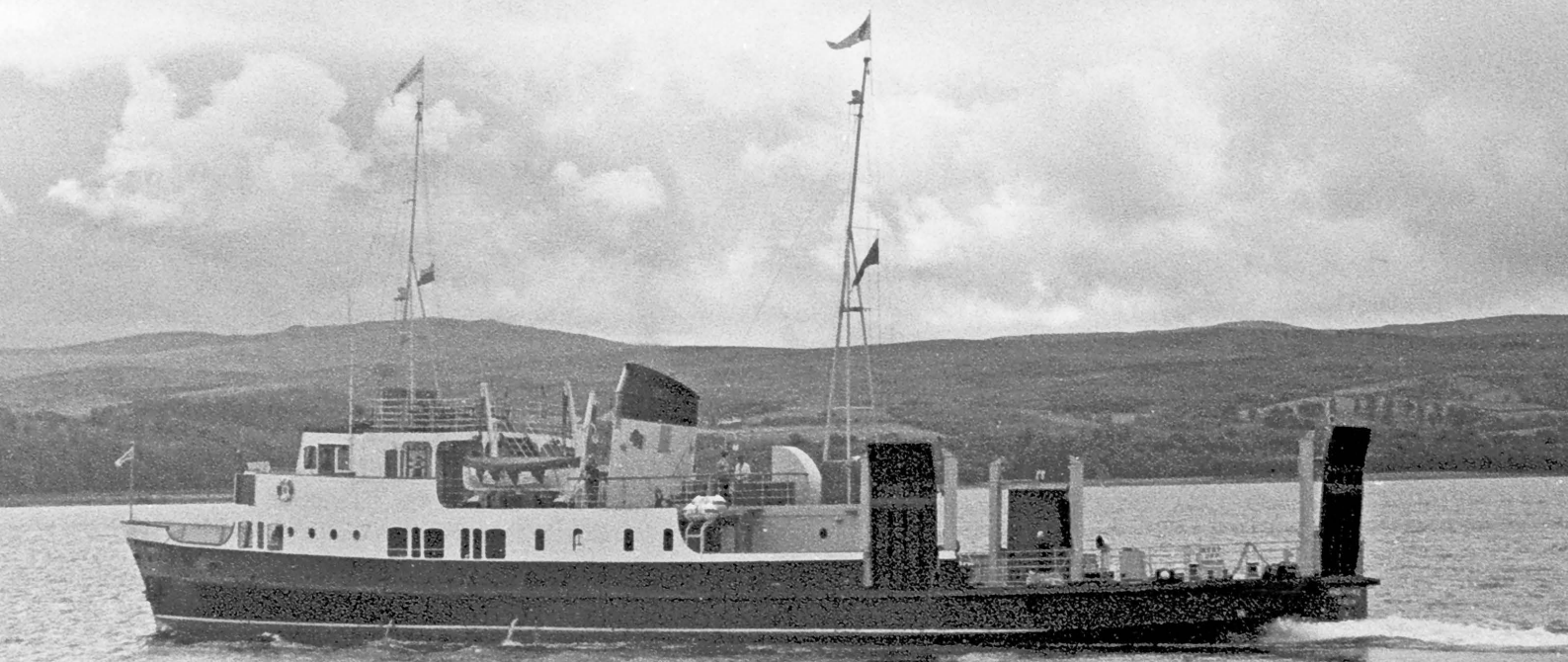
unload vehicles at any pier at any state of the tide.

A later visit to the Cowal Peninsula revealed a much-changed picture. Dunoon had become a gateway to the West Highlands, hence the ferry service required intensifying with a regular two-ship service. With new ramps constructed at both Gourock Railway Pier and at Dunoon, and further improvements yet to be completed at Dunoon, two ships having served the CSPC fleet since the mid fifties had received modifications during the previous winter to satisfy the new requirements.

Whilst crossing from Gourock with car on board MV Maid of Cumbrae, these modifications presented themselves. One of four similar ships built in 1953, each with a gross 508 tonnage, this maid built by the Ardrrossan Dockyard had been hurriedly stripped of much of her rear superstructure to accommodate stern and side loading ramps, giving space for 15 cars but cutting her passenger capacity to 310. Photographs of Maid of Cumbrae and sister ship Maid of Argyle illustrate the before and after conditions.

To handle larger commercial traffic including coaches as well as cars, MV Glen Sannox, built by Ailsa Shipbuilding Company in 1957 with 1107 gross tonnage had originally served the Isle of Arran station and Rothesay. The third ship to bear the name, she had accommodation for 40 cars and 1000 passengers. Already modified with a stern ramp, she proved

PROTOTYPE INSPIRATION



MV Maid of Cumbræ, shortly after conversion to a car ferry, leaves Dunoon pier en route for Gourock – July 1972.

ideal to share the Dunoon duties. With high superstructure rising towards her bows, she created quite a contrast to the Maid, dominating the scene when alongside Dunoon Pier.

Obviously a stopgap measure, Glen Sannox was replaced in March 1974 by the new MV Jupiter. Maid of Cumbræ continued on the route until replaced by MV Juno in December 1974. Glen Sannox holds the record for being the longest serving vessel when sold for further service in the Red Sea by her owners who, by 1989 through various mergers, had become Caledonian Macbrayne. Maid of Cumbræ outlived her three sisters on Clyde duties when sold in 1978 for further service between the Greek islands.

Before heading south, one very famous railway steamer warrants a mention. During my 1972 visit, I witnessed PS Waverley continuing to handle excursion work. Considered by some as a strange choice of propulsion for the London, North Eastern Railway's latest vessel, when commissioned in 1947, Waverley continued in the tradition of carrying a name associated with the works of Sir Walter Scott and had very similar lines to an earlier LNER paddle steamer, Jeanie Deanes of 1931, that continued in service until 1964.

The Humber Crossing

Many years before the opening of the

MV Maid of Skelmorlie, in original condition, lands at Dunoon Pier from Craigendoran. Dwarfing the Maid, MV Glen Sannox is moored to the left – July 1972.



A busy scene at Dunoon pier as passengers bound for Gourock board MV Glen Sannox. Work on new vehicle landing equipment is evident to the left of the picture – July 1972.



Humber road bridge, the Lincolnshire village of New Holland and the South Yorkshire seaport of Hull became linked by a ferry service. Passengers travelling between Grimsby and Barton-on-Humber to Hull by the Great Grimsby and Sheffield Junction Railway (later the Great Central Railway) (GCR) would transfer to a ferry for their onward journey. Because of this route's inevitable demise, three classic coal-burning paddle steamers enjoyed an extended innings.

Crossing the Humber estuary presented a contrasting experience to that of the Clyde; where flat surroundings required ferries with very shallow drafts. The three 'Castles' would give intending passengers the experience of a step back in time.

During the post WWII period the Humber vessels continued to burn coal. I took great pleasure in noting the hiss of steam as the safety valves lifted. As the motor vehicles disembarked, they would be followed by a procession of wheeled tubs laden with red-hot ash and clinker.

PS Wingfield and PS Tattershall Castles entered service in 1934, replacing earlier ex GCR paddle steamers. Supplied to the LNER by William Gray & Company of West Hartlepool with a gross tonnage of 556, they could accommodate up to 20 cars or a herd of cattle on the rear deck. Foot passengers were also carried.

The third ferry, Lincoln Castle, joined the fleet in 1940. Similar in design, but with a greater gross tonnage of 598, the later ship came from the yard of A & J Inglis of



PS Waverley, the last sea-going paddle steamer, approaches Dunoon pier, passing Cloch Point lighthouse in the distance, on the Ayrshire coast – July 1972.

Glasgow. Due to her boilers being forward of the paddle-shaft, the bridge deck could be further forward, allowing space for a main mast and giving a different side profile to that of the earlier two vessels.

On arrival at New Holland for a second time and to take a voyage to Hull in September 1972, the writing could be seen on the wall. Tattershall Castle's blue and grey paintwork giving a clearly neglected impression with her British Rail insignia removed from her funnel, had clearly reached the end of commercial service.

Whilst crossing the Humber that day aboard Wingfield Castle, the later Lincoln Castle could be seen in the distance. These vessels had a very workaday feel. Hailing

from the same shipyard as the Waverley, Lincoln Castle and consorts were never classed as sea-going, but were designed for working the shallow estuary.

The two earlier Castles were retired in 1972 and 1974, leaving the 1940 vessel to continue the service until 1978. The motor-electric paddle ferry, Farringford, built for the Southern Railway in 1947 to work the Lymington-Yarmouth-Isle of Wight service continued the Humber crossing until completion of the suspension bridge in 1981 – thus ending a ferry route dating back to 1814 and pre-dating the railway era.

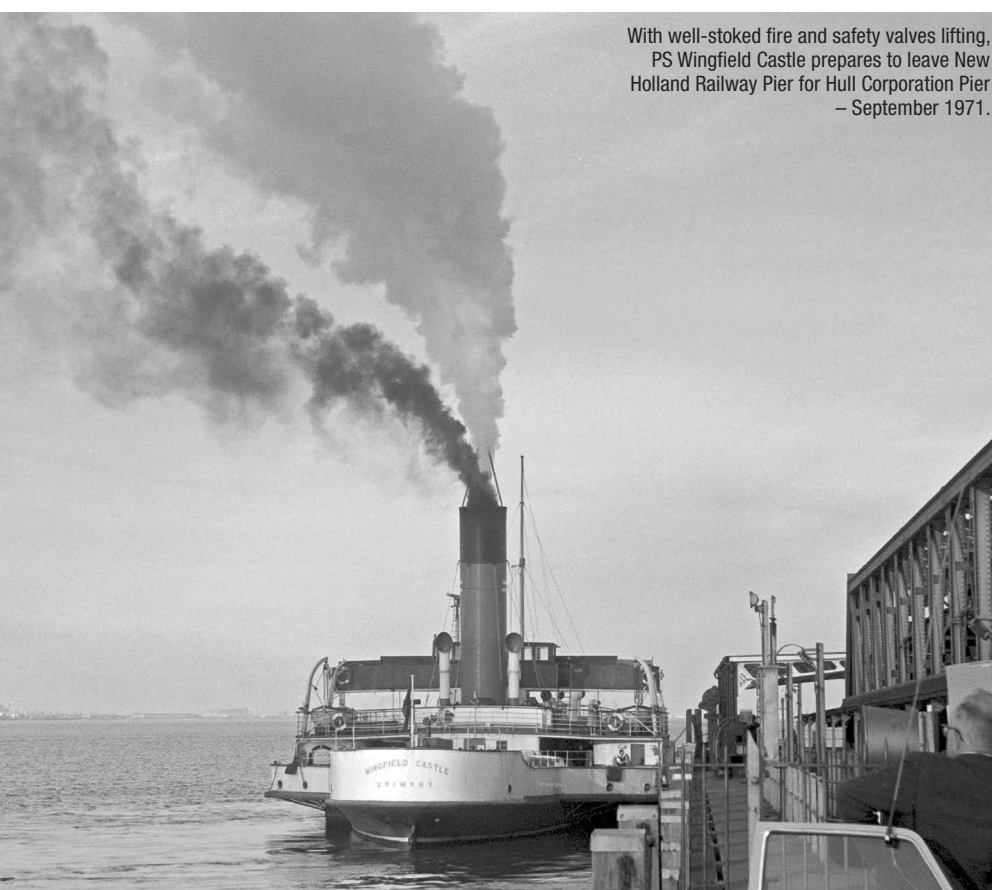
Solent services

The Isle of Wight continues to create a need for two ferry services, which before privatisation in 1984 were railway-owned.

Direct interchanges at Portsmouth Harbour station and Ryde Pierhead have remained available for foot passengers since the London and South Western Railway Company (LSWR) and the London Brighton and South Coast Railway (LB&SCR) jointly acquired the route in 1880.

A ferry service between Lymington and Yarmouth has existed since 1830; wooden hulled paddle steamers, often towing barges laden with cargo and vehicles, being synonymous with this route prior to purchase by the LSWR in 1884.

Prior to WWII, paddles steamers survived as the preferred source of propulsion; their excellent manoeuvrability at piers making them the obvious choice when the Southern Railway (SR) ordered new tonnage following the Grouping of 1923. Sisters Whippingham and Southsea



With well-stoked fire and safety valves lifting, PS Wingfield Castle prepares to leave New Holland Railway Pier for Hull Corporation Pier – September 1971.

PROTOTYPE INSPIRATION

PS Wingfield Castle en route for Hull. Note the mainmast, not originally fitted, bracketed to the funnel – September 1971.



arrived in 1930. With a gross tonnage of 825, they retain the distinction of being the largest passenger-only vessels on the Portsmouth-Ryde service. Irreparably damaged by a mine in WWII, Southsea did not return to peacetime duties.

The final pair of paddle steamers commissioned by the SR appeared to be identical. Sandown 684 gross tons and Ryde 566 gross tons survived WWII as minesweepers and anti-aircraft ships. In 1944 PS Ryde sailed to Normandy as part of the D-Day Landings. She was ordered to run aground on Omaha Beach and limped back to England, eventually returning to her pre-war duties.

PS Sandown ceased her working life on the Solent in 1965 and was scrapped the following year. Withdrawn in 1969, PS Ryde's retirement is a sad story.

To modernise the Portsmouth-based fleet, the William Denny yard won the contract to build three motor ships with Sulzer-powered twin-screw propulsion. Southsea and Brading were followed by the slightly faster Shanklyn in 1951.

Shanklyn left the south coast for the Bristol Channel in 1980. Renamed Prince Ivanhoe, she handled excursion duties, but sank off the Gower coast in August 1981 after

PS Lincoln Castle heads for New Holland with a full complement of passengers and cars. Note the position of her bridge deck and funnel being further forward to that of the earlier ships, allowing space for a mainmast.



colliding with a submerged object. Brading submitted to the breaker's yard in 1987 after yielding spare parts to keep her sister ship in working order. Southsea spent some years at Southampton before being towed away in 2005 to Danish breakers.

Not exactly 'Steamers'

Although the motor vessels that replaced

the paddle and turbine steamers continued to be known as 'steamers', particularly in Scotland, it would be difficult to give the Solent car ferries that title.

To briefly consider these vessels that ply two sea routes, I will concentrate on MV Lymington, which is the precursor of all but one of succeeding vehicular ferries crossing the Solent.

To transport a motor vehicle to Yarmouth, a vehicle would be loaded on a barge and towed along the Lymington River and across the Solent by one of the paddle steamers. PS Solent and PS Freshwater, with gross tonnage of 161 and 264 respectively, come to mind.

To negotiate the twists and turns of the river, the newly introduced Voith Schneider propulsion system proved to be the solution for MV Lymington. Built by William Denny, at 275 gross tons, the new ferry could carry 20 cars and 400 passengers at a top speed of 9 knots.

Following the end of hostilities the SR opted for a diesel electric powered paddle vessel, the Farringford. With a capacity for 36 cars and 812 passengers, she retained her claim to be the largest ferry on the route until her departure for the Humber in 1973.

Back to the model

From a modeller's perspective, an interchange between rail and water-borne travel always makes an interesting feature. The first vessel to appear on one of my own layouts was the harbour tugboat 'Long Beach'. It received some modification to Anglicise its appearance, although there is a photographic record of two such prototypes being shipped into Cardiff docks during WWII.

When considering a suitable model ship, one should bear in mind just how much space even one of the smaller vessels would occupy. Taking 4mm scale as a yardstick, a model of P.S. Freshwater (not illustrated) would measure 636mm and one of Maid of Cumbrae, 660mm. However the 2mm scale modeller would only require a space of 514mm to model M.V. Glen Sannox, the largest featured vessel.

Returning to the disappearance of the excellent platform showcase model ships that first prompted me to enthuse about railway steamers; when passing through the White Link ferry terminal at Lymington pier, one cannot fail to miss one example of this once common publicity exercise. There, encased in glass, is a superb working model of M.V. Cenred, built to 1/50th scale by Captain Paul Nixon. He must be thanked for keeping a fine tradition alive. ■

Bibliography

'Steamers of British Railways' by W. Paul Clegg & John S. Styring

'Steamers of the Clyde' by George Stromier and John Nicholson



PS Ryde, then the only remaining paddle steamer in the Portsmouth based BTC fleet leaves Portsmouth Harbour to collect Sunday day-trippers from Ryde – July 1966.



TSMV Brading, sister vessel to Southsea, makes her way to the Portsmouth Harbour pier through choppy water, whilst returning a large number of holiday-makers to their mainland homes. Note the top passenger deck, added in later years to all three vessels, originally only serving as a shelter to the upper deck.



MV Lymington performs relief duties on the Portsmouth/Fishbourne route; due to MV Fishbourne, one of the second generation of car ferries, being temporarily laid-up with fowling to a propulsion unit, this precursor of the Solent car ferry has made a hasty passage from her home port – August 1962. Photograph by the late E. A. Baker.

NEW SHOWROOM AT RAILS OPENING SOON

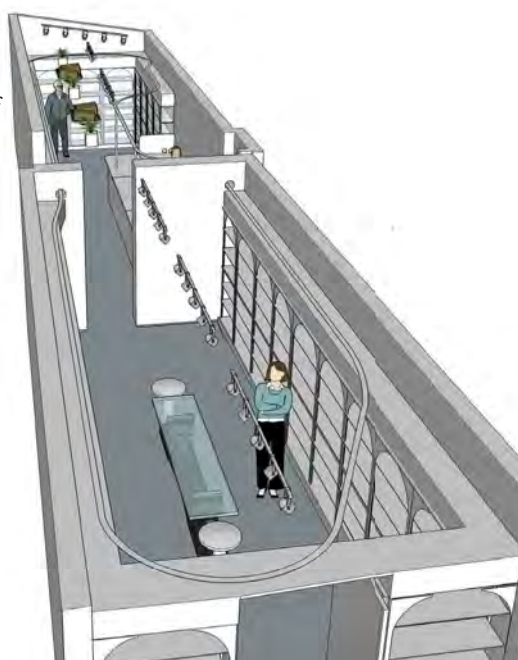
Rails of Sheffield is building a new state-of-the-art showroom at its model shop in 21-29 Chesterfield Road, Sheffield. Expected to open ahead of Christmas 2017, the dedicated space will offer visitors to the spacious premises an area to discuss, relax and enthuse about models. Its custom-built laser-cut steel and glass cabinets will enable the shop to display some of the rarest items from its impressive back catalogue of model collections spanning decades. More than 40 seasonal dioramas are to be put on show.

Adam Davies at Rails of Sheffield said "We can't wait to make use of the space, having such a wealth of rare and interesting items collected over many years, we finally have the opportunity to showcase them for the enjoyment of visitors."

Progress on the new visitor centre is on schedule. Design features make reference to the local area, including authentic drystone walling and upturned wagon buffers as seats.

Online sales play a major part of the model shop's business. "We didn't want to neglect the traditional 'through the door' model shop customer who often travels between 50 and 70 miles to visit us" continued Adam. "This new space will see full-size locomotive parts, suspension bridges, tunnels and over 30 linear metres of diorama, with something for everyone that can only be viewed by visiting us. Visitors can enjoy a cup of coffee or tea with us too and chat about any aspect of modelling for help or advice."

The new dedicated space forms part of a wider re-structuring of Rails of Sheffield's business that recently saw the launch of Rails Holdings Ltd, which is dedicated to producing Limited Edition exclusives for the model shop and new branding on models. Brian Greenwood, Chairman of Rails Limited added "The business at Rails has expanded and evolved so rapidly, but it's worthwhile making an effort to maintain a physical engagement with customers, to hear their thoughts, but also share the model treasures of Rails that until now have been hidden away. This new visitor centre is sure to be a talking point for those who come to see us. We also wanted to create an environment that would encourage



new people to join the hobby and make it interesting and engaging for children too"

In other news, Rails of Sheffield recently became corporate members of the National Railway Museum, forming a partnership to allow the production of models that would otherwise be uneconomical. See its website for updates on the showroom and its model exclusives.

W www.railsofsheffield.com

DIORAMA BASEBOARDS

A custom-designed range of compact modular baseboard kits is now in stock at Scalemodelscenery. Sent through before this issue went to press are two A4 sample packs, measuring 200mm x 200mm with backscene (ref.BB006) and 200mm x 200mm with corner backscene (ref.BB007). The laser-cut boards employ 'tab and slot' construction techniques to guarantee accuracy and a speedy build.

A useful space underneath each board enables a small battery to be hidden, while the backscene is ready to support the background of your choice. The single-backed small diorama baseboard (BB006) is priced at £6.00, with more sizes available online.

W www.scalemodelscenery.co.uk



CLASS 50 EXCLUSIVE

Model shop and online retailer, DCC Supplies, has announced an N gauge special commission – a Class 50 diesel-electric in Civil Engineers livery, with expressions of interest now being taken. The models to be produced by Dapol will represent 50015 Valiant in its final livery before withdrawal.

One of the last Class 50s to be withdrawn on June 6, 1992, 50015 was the only member of its class to carry the distinctive livery. Although Laira-based it was often to be found hauling railtours far from home as well as ballast trains. Production of the model is expected during Q3 2018 and will use the all-new electronics and mechanical designs developed for Dapol's Class 68 N Gauge model.

Placing an expression of interest will ensure availability of a model, without the need to commit to purchase. DCC Supplies will contact customers before arrival of the models to confirm reservations and collect deposits.

Key features of the new model include a 5-pole 'next generation' motor, all-wheel pickup and all-wheel drive via a re-worked 'smooth drive' low-maintenance mechanism.



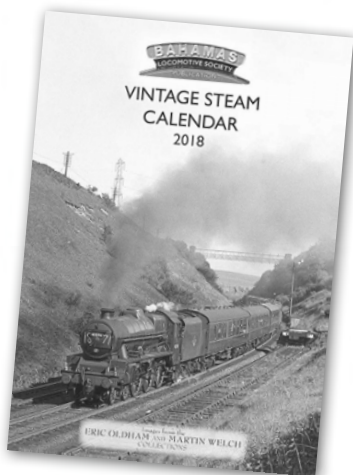
A DCC-sound version is to be made available, whilst non-sound models will be supplied with a Next-18 decoder socket, with DCC-controlled independent directional front/rear and main light controls.

The locomotive will be supplied with RP 25 wheels, printed nameplates, a removable

self-centring close coupling mechanism with NEM pockets, standard NEM couplers and an accessory bag with etched nameplates and detailed buffer beam fittings. Place your expression of interest by visiting DCC Supplies' website.

W www.dccsupplies.com

2018 CALENDAR



A 2018 calendar has been issued by the Bahamas Locomotive Society, custodians of 4-6-0 'Jubilee' No. 45596 Bahamas. The society celebrated its 50th anniversary in June this year and is making good progress on the current overhaul of its locomotive. The calendar can be obtained from the societies' shop adjacent to the Keighley and Worth Valley's Ingrow West station or by post. Full details can be found on its website.

W www.bahamas45596.co.uk

CHRISTMAS CARDS



The Welshpool & Llanfair Light Railway has issued a Christmas card for 2017, based on a painting commissioned by railway artist Jonathan Clay. Depicting the railway's Beyer Peacock 0-6-0T No. 822 'The Earl' alongside a standard gauge Pannier tank, the cards are available from packs of five costing £4.00 to packs of 50 at £19.30. See its website for other cards available from previous years...

W www.wllr.org.uk

DIGITAL TASTER DAY

A digital taster day will be hosted by Great Eastern Models at its Norwich premises on Friday December 1. In association with Train Tech and Coastal DCC, Great Eastern Model Railways of 199 Plumstead Road will offer visitors to the model shop advice on all aspects of DCC, free of charge between 10am and 3pm. Gaugemaster and Bachmann will be in attendance with layouts to showcase their digital products and the benefits of going digital.

Workshops and demonstrations will run throughout the day with refreshments. Places are free, but registering your interest with the shop in advance is recommended.

W www.greasternmodels.co.uk



ARRIVING THIS MONTH

R4801 BR Ex-LMS Suburban Non-Corridor Third Class Brake Coach 'M20736M', Crimson
ETA 6 December 17



R3566
BR 4-6-2 'Nederland Line' 35014 Merchant Navy Class (Re-built) Early BR
ETA 13 December 17



R4802
LMS 68' Dining/Restaurant Car '238, Crimson Lake
ETA 6 December 17



R3564
BR 2-8-0 '48045' 8F Class, with Fowler Tender - Late BR
ETA 2 December 17



R4803
LMS Corridor 1st Class '1041', Crimson Lake
ETA 6 December 17



R3565
LMS 2-8-0 '8035' 8F Class
ETA 2 December 17



R4804
LMS Corridor 3rd Class '1745', Crimson Lake
ETA 6 December 17



R3494
RailRoad BR 4-6-0 '45025' 'Black 5' Class 5MT
ETA 6 December 17



R4805
LMS Corridor Brake 3rd Class '5726', Crimson Lake
ETA 6 December 17



R3590
Railroad BR Class 55 'The King's Own Scottish Borderer'
ETA 13 December 17



R4801A
BR Ex-LMS Suburban Non-Corridor Third Class Brake Coach 'M20737M', Crimson
ETA 6 December 17

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or call us on **01843 233525**

Dates shown are for guidance only and subject to change. Prices correct at time of going to press.

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BACHMANN LNER 4-4-0 CLASS D11/2 NO. 6401 JAMES FITZJAMES

Built largely to the same specification as the original Great Central Railway Class 11F designed by John Robinson - later D11 - the second batch of D11 locomotives were built five years later under the LNER, with a reduced loading gauge and smaller boiler mountings for hauling semi-fast express passenger trains in Scotland. Becoming Class D11/2 to distinguish these later LNER-built locomotives from the original GCR batch, other visible differences to the outside of the locomotives include the revised chimney, dome and running plate. Regular visitors on the rails of the Cheshire Lines Committee in the late 1940 and 1950s, the locomotives were regulars on express trains between Manchester Central and Liverpool Central and semi-fast trains from Manchester Central via Northwich to Chester Northgate.

Price RRP £169.95

W www.bachmann.co.uk

GRAHAM FARISH 377-345 BR 'CONFLAT'

N

Numbered B737725, this 13 Ton BR 'Conflat' in BR bauxite livery is supplied with an unventilated London Midland Region 'Speedfreight' container. Accuracy and detail of the printed letters is astounding, with legible container No. BA 4322 B. Ideal for placing in mixed-freight, Speedfreight or Condor trains.

Price £15.95

W www.bachmann.co.uk



HORNBY R3576 4WDH SENTINEL DIESEL SHUNTER

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Hornby's popular 4wdH 'Sentinel' diesel shunter sees a return in the livery of Barrington Light Railway at Rugby Cement's plant in Cambridgeshire. Wearing an overall green livery, locomotive '19' was manufactured in 1966 and operated on the line through to the exchange sidings at Foxton. It could be wise to buy one of these models sooner rather than later, however, as it appears this product will see price rises if recently revised Hornby pricing is indicative of future iterations of this model.

Price £64.99

W www.hornby.com



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GRAHAM FARISH 377-725A SPA WAGON RAILFREIGHT RED WITH STEEL COILS

A common sight in mixed freight trains from their widespread introduction in 1979 moving to convey steel coil in block trains during the 1980s and 1990s, a surprising number of SPA wagons remain in use with DB Schenker, with some repainted in Network Rail yellow. Those in use with DB Schenker have seen little in the way of bodywork maintenance, with running gear seeing replacement as necessary, indicating their lifespan is quickly drawing to a close. Carrying running number 460842, the coils on the model can be removed if required. Graham Farish has also released the model in Network Rail yellow (377-731).

Price RRP £23.95

W www.bachmann.co.uk

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HORNBY R4778 MK. 1 OPEN FIRST W3123

New to the Hornby range, this BR Mk. 1 FO (First Open) employs new tooling and represents a post-1961 built vehicle, seeing service on the Western Region of British Rail. Also new to the range, developed at the same time as this coach is a Mk. 1 BSO, with running number W9353. Both coaches are available in BR maroon livery too for those running layouts set firmly in the Steam-era.

Price RRP £41.99

W www.hornby.com

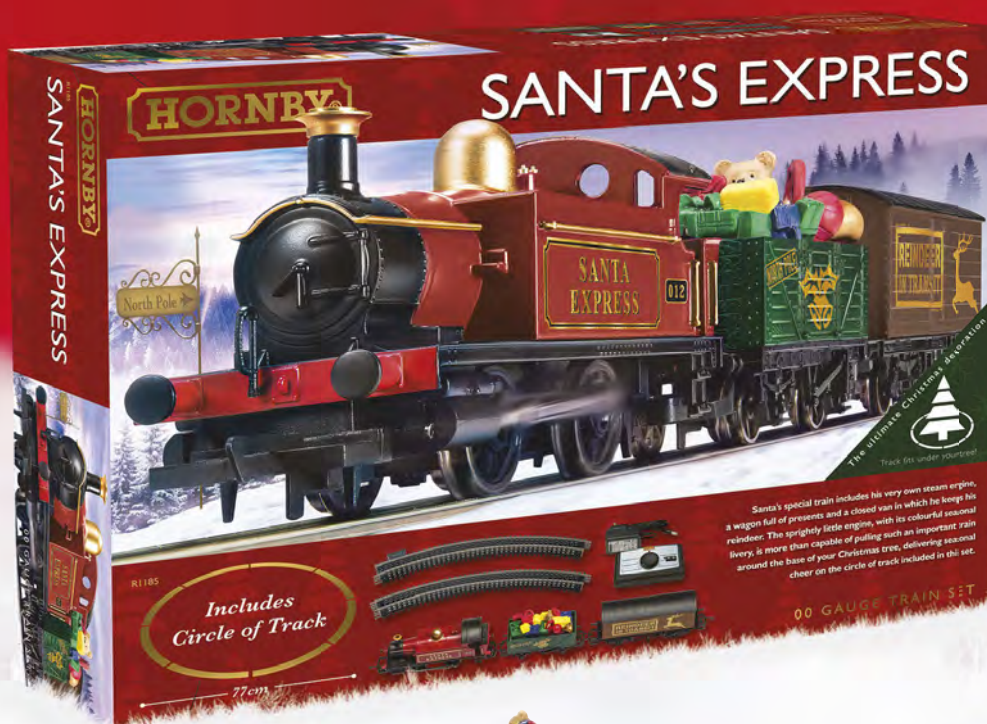


THE ULTIMATE CHRISTMAS SET

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R1210



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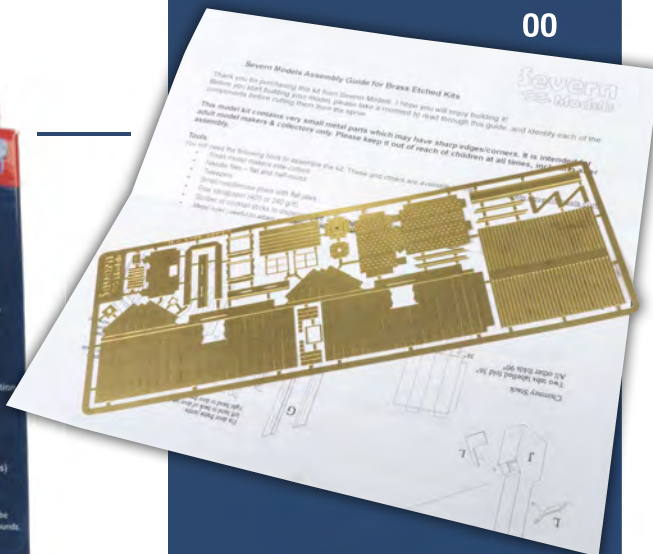
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W www.wizardmodels.ltd

HORNBY TTS SOUND DECODERS

Freshly arrived with Hornby stockists is the new range of standalone DCC Sound decoders from the manufacturer. Previously only available pre-fitted to selected locomotives, this month saw the widespread introduction of its first ten decoders from a range set to increase in size over the coming months. To cover diesel sounds at present are Class 31, 37, 47, 60 and 67 sound decoders, whilst steam is catered for by an A1 *Tornado*, A1& A3, A4, 'King' and 'Castle'. See how easily these chips are fitted on page 32.

Price RRP £41.99
W www.hornby.com



SEVERN MODELS PLATELAYERS HUT KIT D2

If you'd like to cut your teeth at building your first etched brass kit, this small platelayers hut from etched detail and kit specialist, Severn Models, could be just the ticket. Easily assembled using a minimum of tools, it's ideally suited to lineside locations.

Price £13.00
W www.severnmodels.com

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Prices £19.95
W www.gaugemaster.com

NOCH 15885 GOLFERS

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Price £10.95
W www.gaugemaster.com

HO/00



TOWN AND COUNTRY SCENICS RUST-IT!

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Price £14.99 per pot
W www.squirestools.com



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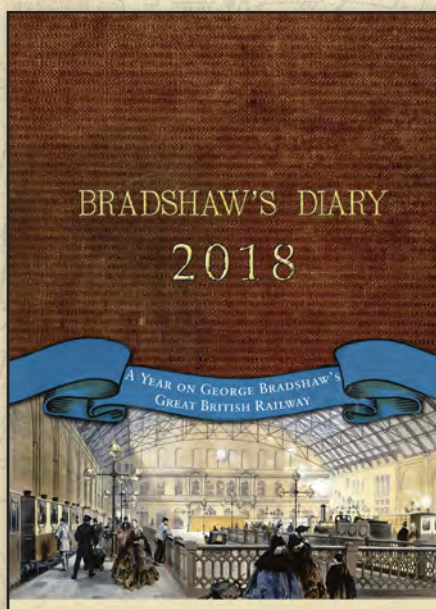
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Multiple Alpha-Central units can be linked together to control up 2000+ Accessories and addressing your Accessory decoders becomes incredibly simple once you have installed Cobalt Alpha in ANY of its forms as your DCC control interface.

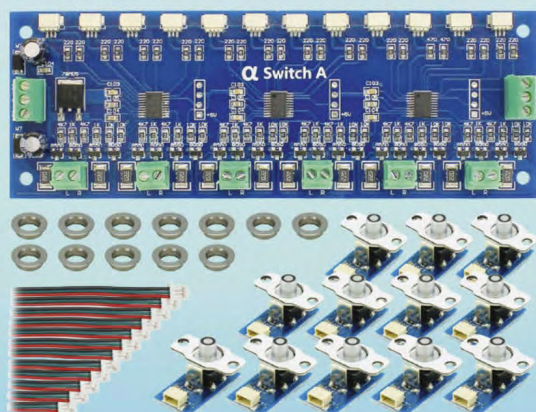
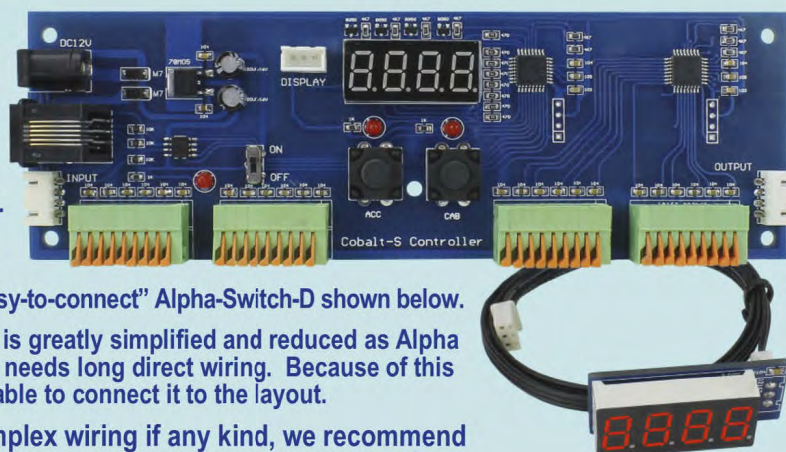
Alpha

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

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

The little things really CAN Make a big difference!



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

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

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

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

DCC thinking outside the square
concepts

KERNOW MODEL RAIL CENTRE GWR 1361 CLASS 0-6-0ST



Kernow's first three models span the Big Four to late British Railways crest eras.

As modellers, we've never had so much choice in ready-to-run locomotives. Within the same year two manufacturers came to produce models of a small class of five locomotives dating from 1910, which largely only ever appeared in Devon and Cornwall.

There is no denying that the real locomotives are an appealing prototype; fairly diminutive with the aged appearance of a tall chimney and saddle tanks, a short wheelbase and outside valve gear. Initially intended for working short goods trains on the Cornwall Minerals Railway network they found a long life at the southern edge of that network, working dockyards around Plymouth, the workshops at Newton Abbot shed and a short period on the Weymouth tramway to the docks.

Kernow's model captures the look of the prototype and has tooling variations to portray different locomotives at different points in their life, catering for long and short chimneys and toolboxes. Heljan's model reviewed in the April 2017 issue of BRM is a one size fits all. The Kernow model in many respects looks finer, particularly with joints around the dome and chimney, but a couple of issues have been noted. To ensure there's no fouling of the wheels and flanges on the underside of the footplate there are recesses which manifest themselves as 1mm high arches above the footplate; they're not splashes, but give the appearance of a small splash. The minimal clearances in that area mean the alternatives would have been to have undersized wheels or raise the footplate, both of which could have more significantly impacted upon the appearance. Chris Trerise, proprietor of Kernow Model Rail Centre, accepts the issue should have been identified earlier but it was a detail overlooked at the CAD and EP stage. A smaller issue, which can be resolved by the modeller are the cab steps, set about 1.5mm too far to the rear of the locomotive. It's the buyer's choice to decide whether these issues are of significance.



The 6-pin decoder socket is mounted on a circuit board, which fits tightly inside the smokebox. The door is held fast with small magnets.

The paint finish, decoration and finish of the models are excellent with the brass cabside numberplates looking particularly pleasing, a big improvement over the mainstream manufacturers who print such detail. Initially I thought the GWR lettering on 1364 looked squashed in height on the saddle tank sides, but comparison with photographs shows it to be correct.

In BR black, 1362 with the early crest features an 83B (Taunton) shedplate on the smokebox door placing it in the 1952-57 timeframe when it worked Bridgwater's docks. 1361 is modelled with the late BR crest and an 83D (Laira) shedplate indicating a 1958-60 period before it was re-allocated to Weymouth. 1363 is modelled in GW livery with the shirtbutton logo as recently worn in preservation, the 1363 restoration team at the Great Western Society at Didcot assisted with research and Kernow Model Rail is donating £5 from the sale of each model of 1363 to the cause. Detailing packs for the models include bufferbeam

FACT FILE

MANUFACTURER Kernow Model Railway Centre
CATALOGUE REF K2201
 Class number 1361 in BR Black livery with late crest and pristine finish
 K2202 Class number 1362 in BR Black livery with early emblem and pristine finish
 K2204 Class number 1364 in GWR Green livery with GWR lettering and pristine finish
WORDS AND PHOTOGRAPHS Andy York



Above left: The cab interior can be accessed by removing the bunker coal load and unclipping the cab roof.

pipes and hoses, cosmetic screwlink couplings, a set of three lamps and an etched sheet with fire irons and shovels – just the thing to sit on the beautifully formed hooks on the bunker end.

In common with other DJModels-manufactured items, the 1361 tank is powered by a coreless motor within the chassis. On test the model bedded in nicely during the prescribed 30-minute running-in period, initially a little whiney from gear noise but settling down to an acceptable level. The motor drives all three axles through gearing which can be lubricated through holes in the chassis baseplate when required. A by-product of the all-axle drive with DJModels seems to be overly large holes in the connecting rods which can give an eccentric motion around the wheel's pin in motion. Haulage capabilities seem perfectly acceptable with the model easily handling a load of five Mk. 1 coaches or 15 open wagons.

The smokebox door is attached by two small magnets which allow it to be removed to install a 6-pin decoder inserted into the circuit board in the smokebox which is wired through to the bunker for fitting of a small sound speaker. The coal load can be removed from the bunker with the tip of a blade and the cab roof and back can then be removed to fit a model crew on the footplate. The remains of the locomotive body can then be unclipped and removed, but care is necessary to ensure none of the fine detail is damaged.

I am looking forward to seeing the weathered models in due course as this is a strong area for Kernow Model Rail Centre. In the meantime, we have a choice of two models of the 1361 tank, a Heljan model without variations and these models with a couple of minor issues. For me, the Kernow Model Rail Centre version wins with its finesse and finish. ■



datafile

i BASICS

Manufacturer: DJModels for Kernow Model Rail Centre

Catalogue Refs:

K2201 Class number 1361 in BR Black livery with late crest and pristine finish

K2201A Class number 1361 in works photographic grey livery and pristine finish

K2202 Class number 1362 in BR Black livery with early emblem and pristine finish

K2203 Class number 1363 in GWR Green with Shirtbutton emblem and pristine finish

K2204 Class number 1364 in GWR Green livery with GWR lettering and pristine finish

K2205 Class number 1365 in BR Black livery with late crest and weathered finish

RRP: £134.99 Pristine and £144.99 Weathered

Gauge/scale: 16.5mm gauge, 1:76 scale OO

Era: 2 to 5

Company/Operator: GWR, BR(W)

Region: BR(M)

Weight: 142g

Body: Plastic

Chassis: Die-cast metal and plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM mounted tension lock

Accessories: Buffer-beam detailing, lamps and cosmetic screw couplings

⚡ ELECTRICAL/MECHANICAL

Power System: 12V DC

Motor: Coreless motor drive to front axle of trailer

DCC Provision: 6-pin socket

Pick-ups: Contacts to axles

Lighting (exterior): N/A

Drive System: Coreless motor and geared drive to all axles

Flywheel: None

Traction tyres: n/a

🔧 SERVICING

Body Removal: Remove coal load, cab and unclip body

Lubrication: Ready lubricated with access points for gear lubrication.

Packaging: Plastic trays within foam-lined cardboard outer

Instructions: Exploded diagram sheet for maintenance

Spares/warranty: kernowmodelrailcentre.com

HELJAN CLASS 05

The model captures the solidity of the real thing and weighs in close to a kilogramme ensuring good performance.



Heljan has become known for producing models of the larger British diesel prototypes, but this new release sees its direction change in favour of a smaller prototype. Beaten to the post by Dapol at a keen price with its model of the popular Class 08 diesel shunter, Heljan settled on the less-common Class 05 diesel shunter – models of which are now with Heljan stockists in seven different guises.

Built by the Hunslet Engine Company between 1955 and 1961, this smaller Class of just 69 locomotives would see service largely on the Eastern and Scottish Regions of British Railways. The first two batches were delivered as 11136-11143 (later D2550-D2557) and 11161-11176 (later D2558-D2573). Subsequent locomotives were delivered as D2574-D2618.

One Class member, D2554, has spent most of its life on the Isle of Wight and was the only locomotive from the Class to actually receive the Class 05 numbering, becoming 05001 upon its transfer in 1966. As it was deemed suitable for use on the island, it was retained in working order and transferred to the departmental stock in 1981, becoming 97803 where it would operate for a further four years before it was withdrawn and sold to the Isle of Wight Steam Railway where it survives. Three other Class members, D2578, D2587 and D2595 are also preserved.

Unlike the Class 08 diesel-electric shunters, the Class 05 locomotives have a diesel-mechanical setup, whereby power from the 204hp Gardner 8-cylinder engine is transferred to a Hunslet 4-speed gearbox and reversing gearbox. Power is applied to the wheels via a jackshaft and coupling rods.

Upgraded packaging

Having released a model of the Class 05 in OO gauge in August 2015, Heljan had all the research material to hand enabling it to scale up the model to O gauge.

Wipers, handrails, lamps and their brackets, brake pipes and conduits are pleasingly captured.



With an impressive specification, it's nice to see that Heljan has adopted a sturdier stained real wood base onto which the model is attached via two easily removed screws. It is a significant upgrade over the piece of hardboard seen with its previously released Class 45. This base looks so nice you could use it as a display stand inside a glass cabinet. This model sees the return of the sturdy Heljan box too – top marks so far.

Detail on this model abounds, largely helped by the size of its cab windows, which hold no prisoners when it comes to the interior finesse. Two cab seats with moulded upholstery and a handbrake lever aside, the main area of interest inside the cab is the control desk with dual controls – a nice little assortment levers in various positions with moulded round handles, each

FACT FILE

MANUFACTURER Heljan
A/S

CATALOGUE REF

HJ25911 Class 05 in BR
Green with late variant of
chevrons un-numbered

PRICE RRP £395.00

WORDS AND
PHOTOGRAPHS
Howard Smith

picked out in red. Gauges are moulded into the centre console, painted grey without dials, but due to their central location are largely obscured. Between the two seats the raised metal cowl giving access to the final drive is represented. You'll also see window wiper motors, front and rear, plus a discreet LED providing interior light that is mounted centrally to the rear.

Differing details

Comparing the rest of the locomotive to the photographs I've seen, it appears dimensionally accurate in every sense, although be warned when choosing a prototype when numbering. The earlier batch of locomotives allocated to Scotland lack front steps and have larger air cylinders, a different bufferbeam style, lack full-height cab windows and have round instead of the oval buffers as seen here with this London Midland Region variant.

The front nameplate with large 'Hunslet' lettering is beautifully captured above the front grille, behind which, space to allocate a speaker in the cast radiator housing has been provided. As delivered, the model will operate on 12V DC analogue, but converting the model to DCC is made simple by removing four small screws under the cab and two longer screws behind the buffers. Just be careful, as the wire for the cab-lighting is attached to the cab body. Provision is made for a 21-pin DCC decoder. With the size of this model and its likely power consumption, a OO gauge decoder should suffice, helping to keep costs of conversion within reason, but I should add that this has yet to be trialled in the office.

On test

Power is ample for such a small prototype, helped largely by the size of the 5-pole motor and the model's weight, which is approaching 1kg. Power transfer between the motor and rearmost axle is taken care of by the traditional Heljan nylon gears, in this case a tower of five gears and a worm drive. Lighting can be controlled easily by a switch underneath the cab for the internal cab light when running on DC power, whilst running lights show red or white subject to the direction of travel.

Overall, this latest from Heljan is commendable and I can't find anything to fault. I can see many modellers being attracted to the charm of this model, even if their layout doesn't quite fit within the realms of the LMR region. The Class 04 and 08 has already been represented by different manufacturers previously – let's applaud Heljan for choosing a perhaps 'braver' prototype and making such a good effort. ■



The livery application is very good with sharp definition to the wasp stripes and cab window surrounds.



The large windows allow tantalising views of the wealth of detail inside the cab.



datafile

BASICS

Manufacturer: Heljan A/S

Catalogue Refs:

HJ2590 BR plain green un-numbered
HJ2591 BR green with later chevrons un-numbered
HJ2592 BR green with early chevrons un-numbered
HJ2593 BR blue with chevrons un-numbered
HJ2594 CEGB all over yellow with chevrons
HJ2595 NCB green with red detailing and chevrons un-numbered
HJ2596 Industrial maroon with chevrons on buffer beam only un-numbered

RRP: £395.00

Gauge/scale: 32mm gauge, 1:43 scale O

Era: 4 to 8

Company/Operator: BR

Region: Eastern and Scottish

Weight: 876g

Body: Plastic

Chassis: Die-cast metal and plastic

Couplings: Screw-link

Accessories: Buffer-beam detailing, frost grilles, coupling hook and boiler port covers

ELECTRICAL/MECHANICAL

Power System: 12V DC

Motor: 5-pole via gear tower to rear axle

DCC Provision: 21-pin socket

Pick-ups: Contacts to 3 axles

Lighting (exterior): Yes

Lighting (interior): Yes

Flywheel: Yes

Traction tyres: n/a

SERVICING

Body Removal: Unscrew body from chassis

Lubrication: Wheel and motor bearings accessible without body removal

Packaging: Wooden display base inside foam inner within cardboard outer

Instructions: Exploded diagram sheet for maintenance

Spares/warranty: railways@howesmodels.co.uk

KERNOW MODEL RAIL CENTRE LSWR 'GATE STOCK' COACH PACK



Kernow's twin pack of gate stock coaches sport a lovely rendition of BR crimson.

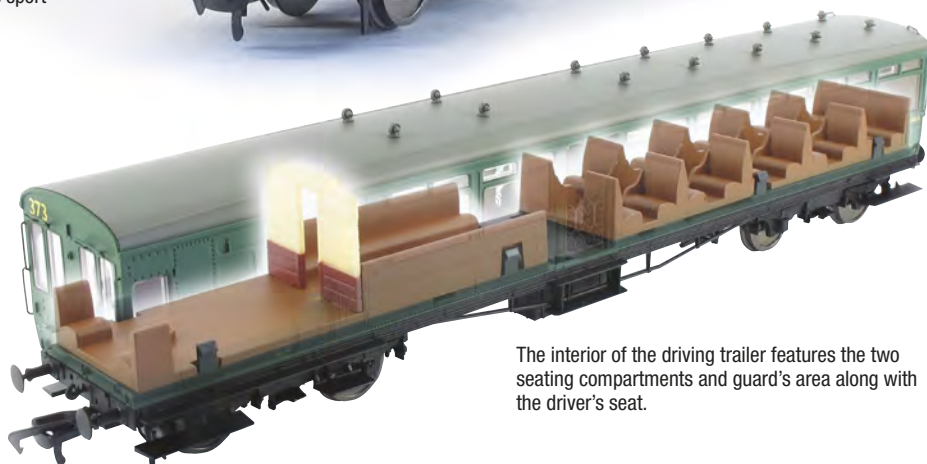
As more of the 'big four' and nationalised coaching stock is produced or re-visited by manufacturers, attention inevitably turns towards the pre-grouping era. We have an increasing number of models whose roots lie in that era, so it's natural that we are starting to see period stock to accompany these popular items.

The first 'gate stock' coaches were produced in 1906 by the London & South Western Railway but the anachronistic and individual styling of the coaches has an origin in H12 and H13 steam railmotors built by the L&SWR with their distinctive central vestibule and iron gates, a style mirrored by the gate stock. Eventually several of the chassis and bodies of the steam railmotors were also rebuilt into gate stock.

Sets of driving brake trailers and open trailers came to be paired together with specific set numbers suitable for branch and local services and were found, during their lives, on branches in Hampshire, Dorset, Devon and Cornwall and on local services, particularly around the Bournemouth and Southampton areas. In total, 31 vehicles were built, but several were destroyed in air raids on Portland in June 1941. Withdrawals continued post-war but several sets lasted well into British Railways service. Sadly, no gate stock lasted into preservation with the last set erroneously scrapped at Newhaven in 1960.

Many variations came into the fleet through their long lives and Kernow Model Rail Centre (KMRC) has produced an expansive selection of tooling to accommodate these. Our review samples include two distinct later-life examples based on 1914-built coaches modified in the 1930s; a crimson-liveried set with panelled sides and a BR Southern Region green set with plated sides which also includes alterations to the driver's side door. Minor variations to the fixtures on the driving trailer's end are also catered for and provide a choice for modellers.

The models are available as pairs, a driving brake trailer to allow for pull-push operation and a matched open third trailer which would sit between the driving trailer and locomotive. The crimson pair is numbered as 363, a set which lasted until late 1958 and the green



The interior of the driving trailer features the two seating compartments and guard's area along with the driver's seat.



The gate stock coaches also come in Malachite Green.

pair as 373, the final survivor until 1960 following years on the Yeovil Junction to Yeovil Town, Wareham to Swanage, Seaton Junction to Seaton and Axminster to Lyme Regis branches.

The gate stock sets make ideal companions to such recent locomotives as Kernow's Adams O2, including the autotrain gear fitted examples and Hornby's M7 0-4-4 tank. Earlier lined and unlined Maunsell green Southern liveried versions of the gate stock are also available from Kernow Model Rail Centre.

The model certainly captures the distinctive styling of the 56ft long coaches with the slightly slab-sided appearance and subtle tumblehome at the bottom of the sides which is an improvement on many previous kits for the coaches. The all-important face of the driving trailer looks good too although, from some angles, it looks like the top of the end windows may be a millimetre too high. The footboards on the bogies look quite deep, they were so on the real coaches

FACT FILE

I MANUFACTURER Kernow
I CATALOGUE REF K1003
 Set number 363 in BR
 Crimson livery
 K1004 Set number 373 in
 BR (SR) Green livery
I PRICE RRP £129.99
I WORDS AND
PHOTOGRAPHS
 Andy York



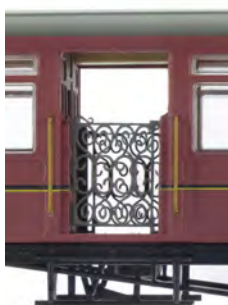
The tooling variations built into the gate stock design produce noticeably different details around the driver's and guard's doors in addition to the coach-side panelling.

looking at photographs, but the model's may be a little deeper because of the narrowing of the bogie sides to cater for 16.5mm gauge track. The moulding of the springs and axleboxes would have benefitted from being a little more prominent. The undersides feature good detail with floor planking, brake cylinders and associated gear and battery boxes for the electric lighting. The large disc wheels with their plain surfaces could certainly do with some weathering to mute the metal finish.

The gangway ends of the coaches are well detailed with moulded panel lines, but the separate fit steps should be more prominent comparing them to photographs. Two different lengths of fixed-bar coupling are included with the sets, the shorter bar really bringing the concertinaed gangways together very well if the curves on your layout are sufficiently relaxed - a nice touch from Kernow. The detail pack includes hosing detail for the trailer ends.

The tones of the crimson and green finishes are excellent with a relatively flat finish, between matt and satin. The lining and printing of the bodyside numbering and lettering is of a high standard, although it's apparent in close-up photographs that the coach data information panels are transfers rather than tampo-printed; this is due to the variety of positioning on different sets and the awkwardness of using different masks to print in these area with their surrounding fine detail.

The most distinctive feature of these coaches is the wrought iron gate to each side of the central vestibule and this has been delicately captured with an etched representation which is surprisingly robust considering its finesse.



On the plated green version of the stock, the rivet heads look a little heavy or pronounced. This may be because they are indentations in the body sides rather than raised detail. There are many complex handrail shapes on this stock, but these have been well captured and must be a taxing production process to get the right curvature and dimensions into the separately-fitted wire parts.

The coach body easily unclips from the chassis to enable fitting of passengers and lighting if so desired and given the open nature of these coaches such attention from the modeller would pay dividends. The glazing is quite flush, there is a little prismatic effect to the toplights due to their small size but this actually works quite well as it is difficult to determine if the toplight is open or closed.

Overall I really like the models. Some areas could be better, but I wouldn't have thought, even just a few years ago, that we'd see pre-grouping coaching stock so easily available. ■

datafile

i BASICS

Manufacturer: DJModels for Kernow Model Rail Centre

Catalogue Refs:

K1001 Set number 374 in SR Lined Maunsell Green livery
K1002 Set number 373 in SR unlined Malachite Green livery

K1003 Set number 363 in BR Crimson livery

K1004 Set number 373 in BR (SR) Green livery

RRP: £129.99

Gauge/scale: 16.5mm gauge, 1:76 scale OO

Era: 2 to 5

Company/Operator: BR(S)

Weight: 120g per coach

Body: Plastic

Chassis: Plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM mounted tension lock

Accessories: Fixed-bar couplings (2 lengths) and bufferbeam detailing

GRAHAM FARISH 1Co-Co1 CLASS 40



FIRST IMPRESSIONS

This all-new tooling of the Farish Class 40 is a huge leap forward from its predecessor which, frankly, was an ugly brute that looked like its nose had run into a brick wall.

The new model captures the shape from all angles so well. The model has been tooled to cater for the three distinct styles of 'nose' featured during the different phases of build of the prototype.

40159, originally D359, was one of the later batches of the class which carried the four-character headcode from new, introduced in September 1961 and allocated to Haymarket shed along with the rest of the D357-D368 where it spent the majority of its working life apart from a spell in 1972/3 at Immingham. The model sports domino headcodes which dates the model to 1977 onwards, a condition which it remained in until the end of its service.

Starting from the bottom the heft of the lengthy 1Co bogies is well captured with cut-outs, a nice relief to the springing and the quite pronounced sandboxes. That's not to say there isn't a finesse to the bolt detailing. The central fuel tanks easily unclip to allow access to the motor bearings for lubrication.

The body appears to have everything in all the right places, although the radiator grilles and roof fan vents are not etched they are very finely moulded. You would swear there is a fan beneath the roof vent grilled but it's just very cleverly designed and reproduced. Depending on the variation of the model there are two different roof types with either a circular boiler port cover, as this model has, or a rectangular cover along with correspondingly accurate access panels in the same area.

The cab windows are neatly edged in black to replicate the rubber surrounds with extremely fine moulded wipers. The small scale necessitates moulding such features as lamp brackets and horn grilles on the nose but the vertical and horizontal handrails are all separate parts.

The livery application is excellent as ever, with Bachmann, a good shade of rail blue and the separate

An all new English Electric Type 4 from Graham Farish replaces their 30-year old model.



The face of the Class 40 looks just right but this larger than scale image highlights the compromises necessary to negotiate typical N gauge layouts.

nose parts masked by the start of the yellow warning panel area for the noses. The cab door handrails are moulded but neatly highlighted with silver as are any necessary parts on the bogies.

DETAILING

Although the bogie ends already have several pipes in place there are more parts for the modeller to fit including vacuum and steam pipes and multiple-working cables and sockets dependent upon the model and a dummy hook. The disc-headcode variant of the model comes with 8 full discs and 16 folded discs, 8 folded up and 8 down. Frost grilles for the radiator vents are included, a superbly fine etch.

TRACK TESTING

Smooth and silent straight from the box the model capably ran over complex pointwork without hesitation collecting current from all of the driving wheels. Haulage capabilities are perfectly adequate

FACT FILE

I MANUFACTURER Graham Farish

I CATALOGUE REF K2201

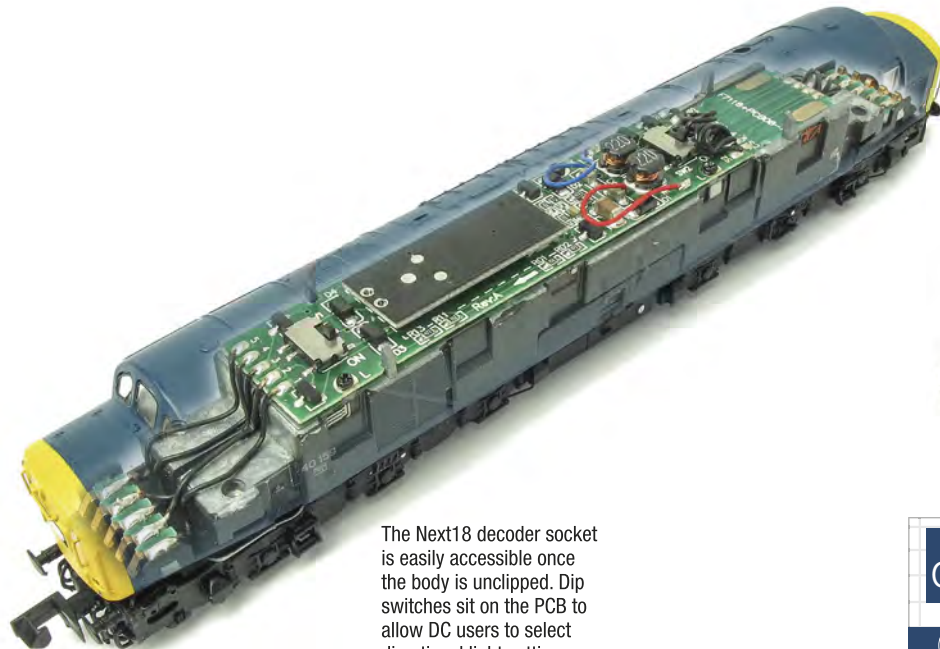
371-182 40159 BR Blue

Centre Head Code Full

Yellow

I WORDS AND PHOTOGRAPHS

Andy York



The Next18 decoder socket is easily accessible once the body is unclipped. Dip switches sit on the PCB to allow DC users to select directional light settings.

too having no problem with 13 coaches around relaxed curves. The long bogies of the Class 40 would present a problem for the model if the gap between the body and bogie were to scale and so there is, understandably, a need for an increased gap to allow unrestricted rotation of the bogies and the freedom to move longitudinally ensures smooth movement over bases and crests of inclines and less than perfect pointwork. This is the sole area where compromise is necessary due to the scale.

Once underway the model comes to life with nicely muted and realistically yellowy headcode illumination, reversing the locomotives sees the directional tail lamps come into use.

INSIDE

The body is removed by unclipping it from each of the clips inside the body behind the cab doors. The Next18 blanking plug sits convenient on the top of the circuit board. There are no wires between the body and chassis with all necessary electrical contacts for the directional headcode and tail lamp lighting managed through contacts and pins.

Turn the body over and we see that a sound speaker is fitted to the model, irrespective of whether it is a DCC sound version or not. For DC users it is possible to turn off the directional lighting for each end of the locomotive using switches marked SW1 and SW2 on the circuit board as appropriate.

OPINION

I will be very interested to hear how the soon to be released DCC sound version captures the distinctive sound of the 'whistlers' but the model certainly satisfies my senses of sight and nostalgia. The lumbering Class 40s were more of a freight locomotive than passenger, but a vital part of capturing the scene of the 1970s in the Midlands, North and Scotland. I've been looking forward to this release since the first EP samples and it certainly does not disappoint.

There are many more permutations of body style, livery and timeframes for Farish to cover in the years ahead for this model from the earliest days in East Anglia through to preservation and mainline specials.

(Above right) The complex shapes of the nose and cab have the right feel, a vast improvement on its predecessor.



datafile

BASICS

Manufacturer: Bachmann Europe PLC

Catalogue Refs:

371-180 D211 'Mauretania' BR Green Indicator Discs Era 5
371-181 D369 BR Green Centre Head Code Small Yellow Panel Era 5-6

371-182 40159 BR Blue Centre Head Code Full Yellow Ends Era 7-8

371-183DS 40141 BR Blue Split Head Code Digital Sound Era 7-8

RRP: £139.95 DCC ready £209.95 Digital Sound

Gauge/scale: 9mm gauge, 1:148 scale N

Era: 5 to 8

Company/Operator: BR)

Region: Midland, Eastern and North Eastern, Scottish

Weight: 110g

Body: Plastic

Chassis: Die-cast metal and plastic

Minimum Curve Radius: 263.5mm (R2)

Wheel Profile: RP25

Couplings: NEM mounted rapido-type

Accessories: Buffer-beam detailing, frost grilles, coupling hook and boiler port covers

ELECTRICAL/MECHANICAL

Power System: 12V DC

Motor: Coreless motor drive to 6 axles

DCC Provision: Next18 socket

Pick-ups: Contacts to 6 axles

Lighting (exterior): Directional headcode and tail lamps

Flywheel: Yes

Traction tyres: n/a

SERVICING

Body Removal: clip body from chassis behind each door

Lubrication: Wheel bearings accessible without body removal, motor bearings accessible by removing clip-on fuel tank.

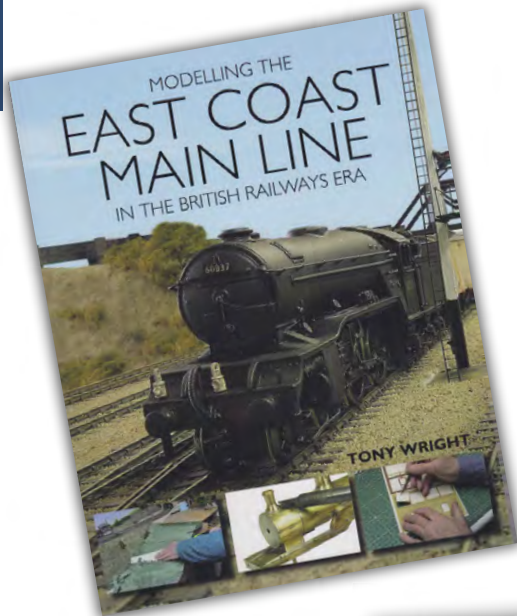
Packaging: Plastic trays within cardboard outer

Instructions: Exploded diagram sheet for maintenance

Spares/warranty: service@bachmann-europe.co.uk

VITAL STATISTICS

| DIMENSIONS | 1:1 | 1:76 | MODEL | +/- |
|--------------------------|---------|--------------|--------|------|
| Length (over headstocks) | 69' 6" | 143mm | 143mm | 0 |
| Height (to vents) | 12' 10" | 26.4mm | 26.5mm | +0.1 |
| Width | 9' 0" | 36mm | 36mm | 0 |
| Wheel diameter | 7' 7" | 7' 7" | 0 | |
| Wheel diameter (leading) | 3' 0" | 6.2mm | 6mm | -0.2 |
| Wheel to Back-to-Backs | | 7.3 to 7.5mm | | |



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Tony Wright – Crowood

Friend of the magazine, former BRM Assistant Editor, locomotive doctor for charitable causes and railway modeller non-pareil... Tony Wright is certainly an accomplished figure within the railway modelling hobby, thus his latest book should make for essential reading. The majority of the title follows the construction of his home layout 'Little Bytham', with chapters covering every aspect of planning, building, populating and running a layout from start to finish. As such, there's plenty here to inform and inspire modellers of all skill levels. Also, as we have come to expect from Tony, the information delivered is clear and well written, and the photography is excellent throughout. Recommended.

Price £19.99

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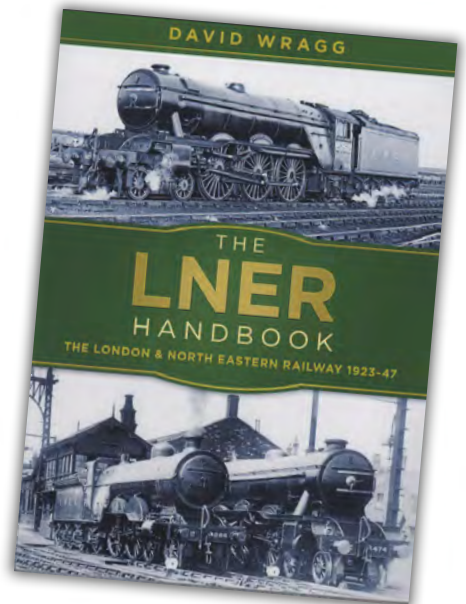
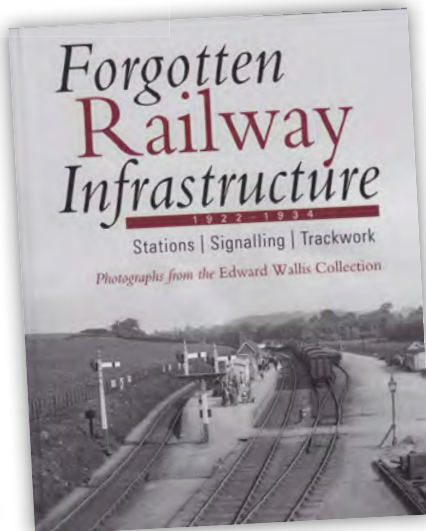
FORGOTTEN RAILWAY INFRASTRUCTURE

Kevin Robertson - Crecy

There's a certain bleakness to the photographs taken by the late Edward Wallis – presumably the consequence of the camera, film stock and developmental technology available at the time, but it's as if the sun hardly shone in any of his images. Wallis travelled the country in his role as signal engineer, capturing the railway network as it was in the years spanning 1922 – 1963. Thus it's a fascinating glimpse at the signals, trackwork, buildings, locomotives and day-to-day running of the Southern, Great Western and some of the smaller railways as they were during this golden age. It's incredible to think that such a valuable archive laid undiscovered for decades, but better it was found late than never.

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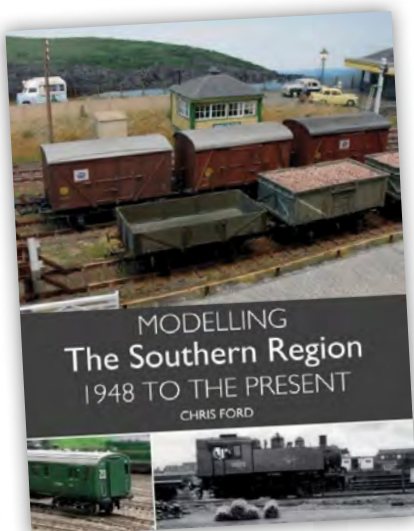
The LNER HANDBOOK

David Wragg - The History Press

Wragg's comprehensive tome, as with others he has written about the LMS, GWR and Southern Railways, is pretty much the last word on this iconic line. Famed for its record-breaking Class A4 'Mallard', the LNER nevertheless enjoyed a somewhat spartan reputation in comparison to its competitors. For all that, this warts and all book also documents some of the most renowned steam, electric and diesel locomotives, the key personnel responsible throughout, wartime service, noted accidents and even the forays into shipping and road transport. In short, if you're looking for an informative but not overlong book about the LNER, this is it.

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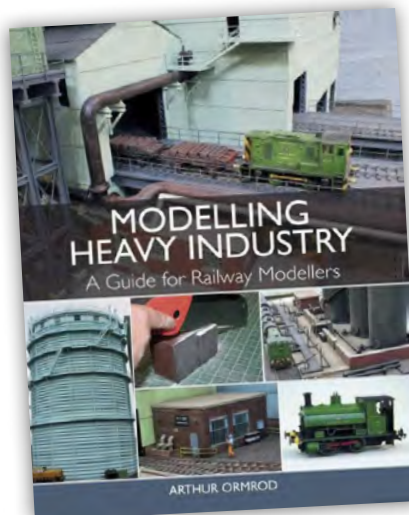
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This book offers an historical overview of the post-war Southern Region of British Railways, before guiding the reader through a series of detailed modelling projects, and illustrating the techniques and equipment required. These projects make use of the best available commercial model-making products and provide an introduction to scratch-building your own lineside items. Each project is supported by a short historical background section and suggestions as to how each project could be further developed. It is perhaps best suited to those considering modelling this area and period for the first time rather than the aficionado.

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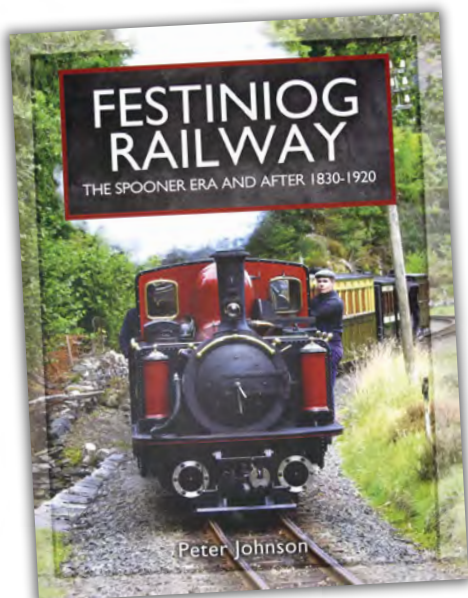
MODELLING HEAVY INDUSTRY - A GUIDE FOR RAILWAY MODELLERS

Arthur Ormrod – Pen and Sword

Ready-to-run models of industrial locomotives are currently trending and modellers are looking toward modelling industrial environments so this book is extremely timely, giving the guidance and inspiration to place these models in their natural environment. Arthur Ormrod, known to many RMweb readers as 'Arthur', has a lifetime's experience within the steel industry and brings his knowledge to this book, which explains the structures and explains how to go about modelling them. Although several of the images could have been a little lighter, this is a great read and is my current 'must have' for the bookshelf. From small adaptations of proprietary resin buildings through to scale models of cooling towers, the projects are to be admired.

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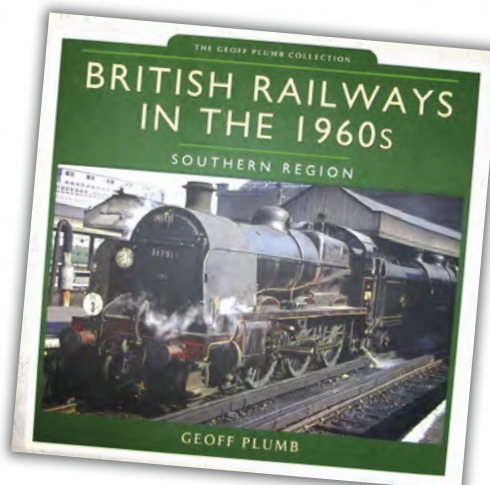
FESTINIOG RAILWAY – THE SPOONER ERA AND AFTER 1830-1920

Peter Johnson – Pen & Sword

While most readers will be familiar with the Festiniog Railway as one of the "Great Little Trains of Wales", its history is less well documented than you might think. Having been involved with the line for nearly 50 years, Peter Johnson has taken up the task and produced this, the first of a two volume set, book covering 1830 to 1920. No mere coffee table publication, inside is a fulsome history, extensively supported with maps and period images. The level of detail is impressive, with appendixes including operating expenses and revenues, plus two sets of route maps from 1869 when the line was expanded and 1899 showing the railway on Ordnance Survey maps. The history has been researched from original documents and the author spent many hours scouring archives, making this as near a definitive work as we are likely to find.

Price £30

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BRITISH RAILWAYS IN THE 1960S – SOUTHERN REGION

Geoff Plumb - Pen & Sword

As steam played out its final act in the 1960s, enthusiasts tried to record its dying days. Over 150 photographs are contained within this book, each reproduced at a size permitting close examination. Extensive captions provide detail of the location and motive power on show. Many of the photos were taken on rail tours, which partly explains the non-representation of Beattie Well Tanks compared to other more numerous classes, but there are plenty of images taken showing normal operation. Weathering fans will find the numerous colour shots invaluable, as they show the level of filth many locomotives were covered in.

Price £25

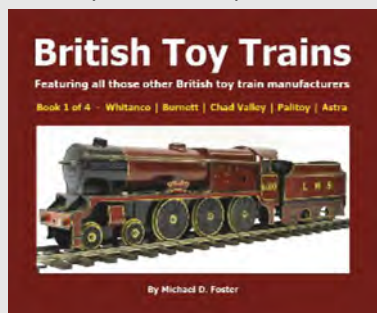
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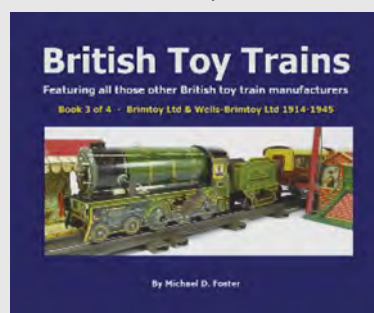
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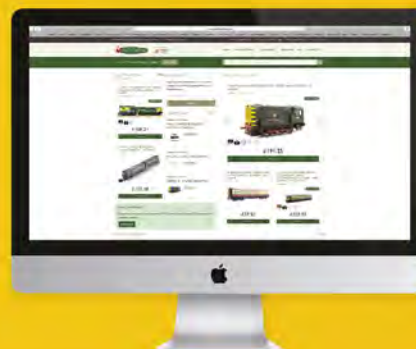


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NEW - 32-738Z Bachmann TMC Limited Edition Class 66

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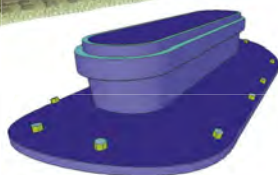
'SILK ROAD' Freight Train from China to London Arrives at TMC

The first freight train travelling between China and the UK arrived on the 18th January 2017 at DB Cargo UK's London Eurohub terminal in Barking. The train is operated by the InterRail Group in Switzerland, on behalf of China Railway subsidiary CRIMT. Various freight railways handle traction along the 12,000 kilometre route; DB Cargo is responsible for the section from Duisburg to London via the Channel Tunnel. The train originated in Yiwu in the eastern Chinese province of Zhejiang. It reached London in around 18 days, making it twice as fast as transport by sea. The train was loaded primarily with textiles and other consumer goods. The 34'x40' containers required are specially approved for the Channel Tunnel. The UK is just the latest destination added to the China-Europe rail link.

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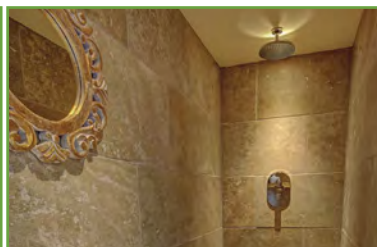
NEW 37-265Z Bachmann OO Gauge Six Pack 16 Ton Mineral Wagons - Our latest pack of six wagons

contains three different variants of the 16T mineral wagon. The pack contains slope sided wagons, wagons without the top flap doors and wagons with pressed end doors, allowing you to create variety in your mineral wagon trains. The steam era vehicles in this pack have been based on photographs of the actual wagons.



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A Celebration
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This large-format photographic volume which includes many images not previously published along with detailed captions, will delight the line's many followers and all those interested in British narrow gauge railways.

ISBN: 978 071103 8738, Hardback, 192 pages, £45



Steam Around Bristol

Gerry Nichols

A superb collection of colour photos taken by the late Mark Warburton, accompanied by detailed captions, showing a feast of steam and early diesel traction on the main lines and branches which served the city and its environs and on the city's complex network of dock lines.

ISBN: 978 190932 8655, Hardback, 128 pages, £24.95

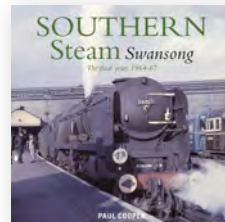


Southern Steam Swansong

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Published to mark the 50th anniversary of the end of Southern Region steam, those last years are vividly brought to life in this superb collection of colour and black and white photos.

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Probably the most detailed examination ever undertaken of the operational aspects of the last year of SR steam containing a wealth of new information and many stunning photos.

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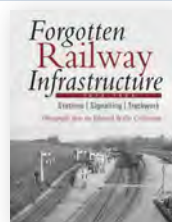


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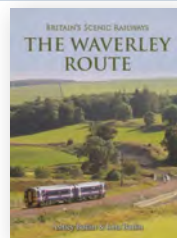


Britain's Scenic Railways: The Waverley Route

Ashley & Iona Butlin

Controversially closed in 1969, the section from Edinburgh to Tweedbank reopened in 2015. This delightful album combines coverage of the old line alongside images of the construction and operation of the revived route.

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The London Railway Atlas

Paul Smith and Paul Jordan

Using beautifully rendered colour maps based on the Railway Clearing House maps of 1921, this is a fascinating portrayal of London's railways through the greatest period of change in their history.

ISBN: 978 190834 7435, Hardback, 128 pages, £21.95



Impermanent Ways Special 2; The Midland South Western Junction Railway, Part 1

Kevin Robertson

The first of two volumes on the last years and the subsequent abandonment of this fascinating cross-country railway. Part 2 is due in January 2018.

ISBN: 978 190932 8716, Paperback, 120 pages, £14.95



Southern Way 40

The latest edition of the journal of record for all those absorbed in the history and heritage of the Southern Railway and the Southern Region of BR.

This issue includes features on smoke deflectors on SR locos, Spithead 1937, tragedy at Bramshott Halt and much else to interest all SR enthusiasts.

ISBN: 978 190932 8631, Paperback, 96 pages, £14.95

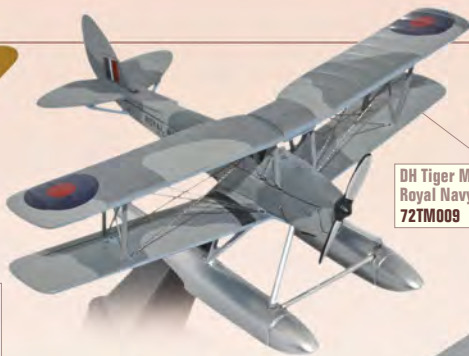


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1:72



Douglas Dauntless
SBD-2 '2B2' VB-2,
USS Lexington CV-2, 1941
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Royal Navy T7187
72TM009 1:72



DH104 Dove G-AROI -
British Eagle 'Eaglet'
72DV004 1:72

1:76



Churchill Tank MkIII - 1st Canadian
Army Brigade, Dieppe, 1942
76CHT002 1:76



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Trailer - Ian Craig Haulage
76SHL01FT 1:76

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Trailer - Wains Transport
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NEW Tooling!



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Farina - Herts Police
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1:148



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EVENTS

EXHIBITIONS

NOVEMBER 11 - NOVEMBER 12

Wincanton Model Rail Exhibition - King Arthurs Community School, West Hill, Wincanton, Somerset BA9 9BX
Opening Times:
 Saturday 1000 - 1700
 Sunday 1000 - 1600
Prices: Adult £5.00 Concession £4.00
 Children (12 & over) £2.00
T: 07970 113270

NOVEMBER 18

St. Andrew's Church Model Railway Extravaganza - St. Andrew's Church, Cheadle Road, Cheadle Hulme, Cheadle, Cheshire SK8 5ET
Opening Times:
 Saturday 1000 - 1500
Prices: Entry Free **T:** 0161 485 2648
www.standrewsheadleholme.org.uk

NOVEMBER 18 - NOVEMBER 19

Thornbury & South Glos Model Railway Club - 50th Anniversary Exhibition The Chantry, Castle Street, Thornbury, Bristol, Glos BS35 1HB
Opening Times:
 Saturday 1000 - 1700
 Sunday 1000 - 1600
Prices: Adult £5.00 Child £2.00
 Family £10.00 **T:** 07515 395330

CONTACT US

DIARY DATES are now ONLINE!

As of the December 2016 issue of BRM, only a select number of Events will be listed within the magazine. For an extensive list of all Diary Dates please visit our website at the address below.

www.brmm.ag/brmevents

WEBSITE

Enter your event on our website
www.world-of-railways.co.uk

Closing date for the January issue is November 1st

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DECEMBER 09

Joe Lock Model Railway Show - Stanstead Abbots Parish Hall, Roydon Road, Stanstead Abbots, Ware, Herts SG12 8HQ
Opening Times:
 Saturday 1030 - 1600
T: 07866 641215

OTHER EVENTS

DECEMBER 01

Great Eastern Model Railways Goes Digital Plumstead Road, Norwich, NR1 4AB
Opening Times: Friday 1000 - 1500
T: 01603 431457

TRAIN & TOY FAIRS

NOVEMBER 18

Ray Heard Train & Toy Fair - Exeter Exeter Matford Centre, Matford Park Road, Matford Business Park Marsh Barton Trading Estate, Exeter EX2 8FD
Opening Times:
 Saturday 1000 - 1530
Prices: Admission £2.00
T: 01823 480097

NOVEMBER 19

Toy & Train Fair - Kidderminster Gilt Edge Leisure Centre, Zortech Avenue, Kidderminster, Worcestershire DY11 7DY
Opening Times:
 Sunday 1030 - 1400
Prices: Admission £1.50
T: 01270 652773 Tony Oakes

NOVEMBER 24

Townsend Toy & Train Fairs - Leisure Centre, Church Street, Alfreton, Derbyshire DE55 7BD
Opening Times: Friday 1900 - 2100
T: 07951 072790

NOVEMBER 26

Barry Stockton Model Train & Toy Collectors Fairs - The Exhibition Centre, Haydock Park Racecourse, Warrington Road, Newton-le-Willows, Merseyside WA12 0HQ
Opening Times: Sunday 1030 - 1430
Prices: Adult £2.00
 Child £0.50
T: 0151 334 3362

Townsend Toy & Train Fairs - Ashfield Festival Hall, Hodgkinson Road, Kirkby-in-Ashfield, Nottinghamshire NG17 7DJ
Opening Times:
 Sunday 1000 - 1400
T: 07951 072790

DECEMBER 02

Toy & Train Fair - Racecourse Ludlow Bromfield, Ludlow, Shrops SY8 2BT
Opening Times:
 Saturday 1030 - 1400
Prices: Admission £2.00
T: 01270 652773 Tony Oakes

Derby Train Only Swapmeet - Our Lady of Lourdes Catholic Church, Uttoxeter Road, Mickleover, DE3 9GE
Opening Times:
 Saturday 1030 - 1400
Prices: Adult £1.00
T: 07798 858532 / 01773 279407

Townsend Toy & Train Fairs - Nottingham Blue Academy, Aspley Lane, Nottingham, Nottinghamshire NG8 5GY
Opening Times:
 Saturday 1000 - 1400
T: 07951 072790

DECEMBER 03

Eastbourne Historic Vehicle Club Toy & Transport Collectors Fair - Polegate Community Centre, Windsor Way, Polegate, East Sussex BN26 6QF
Opening Times: Sunday 1000 - 1400
Prices: Adult £1.50 **T:** 01323 500001

Ray Heard Train & Toy Fair - Newton Abbott Racecourse Newton Abbot Racecourse, Newton Road, Kingsteignton Newton Abbot, Devon TQ12 3AF
Opening Times:
 Sunday 1000 - 1530
Prices: Admission £2.00
T: 01823 480097

Barry Stockton Train & Toy Collectors Fairs - Holmes Chapel Leisure Centre, Selkirk Drive, Holmes Chapel, Crewe, Cheshire CW4 7DZ
Opening Times: Sunday 1030 - 1430
Prices: Adult £2.00 Child £0.50
T: 0151 334 3362

DECEMBER 09

Toy & Train Fair - Chester The Cheshire County Sports Club, Plas Newton Lane, Chester, Cheshire CH2 1PR
Opening Times:
 Saturday 1030 - 1430
Prices: Admission £2.00
T: 01270 652773 Tony Oakes

DECEMBER 13

Joe Lock Toy & Train Fair - Selsdon St John's Community Hall, Selsdon, Croydon, London, CR2 8DD
Opening Times: Wed 1800 - 2000
Prices: Admission £1.00
T: 07866 641215

DECEMBER 13

Townsend Toy & Train Fair - Burton-upon-Trent Town Hall, St Georges Square, Burton-on-Trent, Staffordshire DE14 2EB
Opening Times: Wed 1830 - 2030
T: 07951 072790

DECEMBER 14

Joe Lock Toy & Train Fairs - Theydon Bois Village Hall, Coppice Row, Theydon Bois, Epping, Essex CM16 7ER
Opening Times:
 Thursday 1900 - 2100
Prices: Admission £1.00
T: 07866 641215

DECEMBER 16

Jim Corr Toy & Train Fair - Gateshead Gateshead International Stadium, Neilson Road, Gateshead, Tyne & Wear NE10 0EF
Opening Times:
 Saturday 1000 - 1500
Prices: Adult £3.00 Senior £2.00
 Child £2.00 **T:** 07504035955

DECEMBER 28

Barry Stockton Train & Toy Collectors Fairs - Haydock Park Racecourse The Exhibition Hall, Haydock Park Racecourse, Warrington, Newton-le-Willows, Merseyside WA12 0HQ
Opening Times: Sunday 1030 - 1430
Prices: Adult £2.00 Child £0.50
T: 0151 334 3362

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www.evhc.co.uk Tel: 01323 500001

TOY & TRAIN FAIRS

ALFRETON

Friday 24th November 2017

7pm - 9pm

The Leisure Centre, Church Street, Alfreton DE55 7BD

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Next date: 16th February 2018

NOTTINGHAM

Saturday 2nd December 2017

10am - 2pm

Bluecoat Academy, NG8 5GY
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Free car parking/light refreshments

Next date: 10th February 2018



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ASHFIELD

Sunday 26th November 2017

10am - 2pm

Kirkby-in-Ashfield, Festival Hall, NG17 7DJ

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Next date: Sunday 21st January 2018

BURTON UPON TRENT

Wednesday 13th December 2017

6.30pm - 8.30pm

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Next date: 28th March 2018



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Squires will be exhibiting at the following shows in 2017 -

Diary updated as bookings are confirmed.

Nov 11/12 - SPALDING Model Railway Exhibition, Springfield Event Centre, Camelgate, Spalding, PE12 6ET, Sat 10-5/Sun 9.30-4.30.

Nov 11/12 - TELFORD IPMS SCALE MODEL WORLD 2017 The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Sat 10 - 6, Sun 10 - 4.00 Free Entry for IPMS Members. Coming to IPMS Telford? Why not try Sunday? The show is less busy AND a lot easier to get to our stand!!!! :-)

Nov 17-20 - WAKEFIELD 56th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, WF2 8TY Friday 5.30-9. Saturday 10-5.30. Sunday 10-4.30

Nov 18 - PORTSMOUTH South Hants Model Railway Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hants PO3 5XT. Sat 10-5 ***Plenty of Free Parking***

Nov 18/19 - WORKINGTON Model Rail Show, University of Cumbria, Energen Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, CA14 4JW. Sat 10-5, Sun 10-4.

Nov 25/26 - BIRMINGHAM Warley National Model Railway Exhibition Hall 5, NEC Birmingham 40 1NT. Sat 9.45-6pm, Sun 9.45-5pm.

50th Exhibition Advance Ticket Holders gain entry 9.15am both days.

Dec 2 - CAMDEN LOCK - The Toy Soldier Show, Haverstock School, Camden Lock, London, NW3 8E. Saturday 10.30 - 4pm www.guidelinepublications.co.uk - for more info. **NEW Venue**

Dec 3 - CAMDEN LOCK - The London Plastic Modelling Show "Mind The Gap", Haverstock School, Camden Lock, London, NW3 2BQ Sun 10.30-4pm www.guidelinepublications.co.uk **NEW Venue**

EXHIBITIONS & SHOWS IN 2018

Jan 13/14 - BOGNOR REGIS M/Railway Exh, Felpham Community College Felpham Way, Felpham, Bognor Regis, W.Sussex PO22 8EL Sat 10-5, Sun 10-4.30 **Plenty of Free Parking**

Jan 20/21 - CALNE MODEL RAILWAY EXHIBITION Calne Leisure Centre, White Horse Way, Calne, Wilts. SN11 0SP Free parking, Sat/Sun 10-5 - *Enlarged Show for 2018*

Jan 21 GUILDFORD - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, GU2 7AD. Sunday 10-5. www.astolatmrc.co.uk

Jan 27/28 KENDAL Model Railway Exh Leisure Centre, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5

Jan 28 BRISTOL - Bristol 'O' Gauge Group Exhibition University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, BS34 8QZ. Sunday 10-4.

Jan 28 BOLTON - IPMS MODEL SHOW, The Macron Stadium, Bolton BL6 6SF. 10-4pm.

Feb 3/4 ALTON - FebEx 2018 Alton Model Railway Group Exhibition Eggars School, Anstey Road, Alton, Hants, GU34 4EQ. Saturday 10.30 - 5. Sunday 10.30 - 4.00.

Feb 18 - MANCHESTER ALSRM O Gauge Show, Woodhouse Park Lifestyle Centre, Portway, Wythenshawe, Manchester, M22 1QW 10-4. Free Parking, Test Track, 16 'O' Gauge layouts. *Free entry ALSRM Members*

Feb 23-25 GLASGOW Model Rail Scotland Scottish Exhibition Centre, Glasgow, G3 8YW. Friday 10.30 - 6, Saturday 9.30 - 6, Sunday 9.30 - 5. www.modelrail-scotland.co.uk

Mar 3 - KETTERING Gauge 'O' Guild Spring Show & Exhibition, Kettering Leisure Village, Thurston Drive, Kettering, NN15 6PB. Sat 10-4. *Plenty of FREE parking*

Mar 3/4 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, PR2 8UR. Sat/Sun 10 - 5pm.

Mar 10/11 - KEIGHLEY Model Railway Exhibition, University Academy Keighley (UAK), Green Head Road, Utley, Keighley, BD20 6EB. Sat/Sun 10-5

Mar 10/11 - HUNTINGDON East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, PE29 2NH Sat 10-5, Sun 10-4 *Plenty of FREE Parking*

Mar 17/18 PERTH GREEN Model Railway Exhibition, Perth Green Community Centre, Inverness Road, Jarrold, Tyne and Wear, NE32 4AQ Sat 10-5. Sun 10-4.

Mar 31 - April 2 - YORK Model Railway Show, The Knivesmire Stand, Racecourse Road, York. YO23 1EX. Saturday & Sunday 10 - 5, Monday 10 - 4.30.

April 7 - NORWICH Model Railway Exh, Hellesdon High School, NR6 5SB. Sat 10 - 4.30pm.

April 14/15 CORSHAM Trainwest 2018 Model Railway Exhibition, Springfield Community Campus, Beechfield Road, Corsham, Wilts SN13 9DN Sat/Sun 10 - 5 **Plenty of FREE Parking**

April 14/15 - HORSHAM Crawley MRS Model Railway Exhibition, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, RH12 1SR. Saturday 10-5, Sunday 10-4.30. PLENTY OF FREE PARKING

May 4 - 6 - The 50th Bristol Model Railway Exh The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, BS35 3JB. Friday 1pm - 7pm, Sat 10 - 6.30pm, Sun 10 - 5pm. Coming to Bristol Show? Why not try Saturday?? or Sunday??? The show is less busy

May 12 - READING The Association of Larger Scale Railway Modellers Trade Show and Exhibition, Rivermead Leisure Centre, Reading. RG1 8EQ. Sat 10 - 4.30. *FREE entry to ALSRM Members*

June 2/3 - SHILDON Model Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10 - 5pm. *Free Car Parking & Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!* :-)

June 9/10 - GLASGOW 'O' Gauge Model Railway Exhibition, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow, G43 1NE. Sat 10-4, Sun 11-4. *Free Parking, Close to Railway Stations*

July 28/29 - North Shields RAILEX NORTH EAST, John Spence Community High School, Preston Road, North Shields. Tyne & Wear. NE29 9PU Sat 10-5, Sun 10-4.30.

Aug 4/5 - SOUTHWOLD Waveney Valley Model Railway Exhibition, Saint Felix School Southwold, IP18 6SD Saturday 10 - 5pm Sunday 10-4.30pm. **Plenty of FREE Parking.**

Aug 11/12 - SKIPTON Model Railway Exhibition, Skipton Academy (Formerly Aireville School) Gargrave Road, Skipton, BD23 1UQ, Sat 10 - 5, Sun 10 - 4. www.skiptonrailsoc.org.uk

Oct 6/7 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10-5pm. *Free Car Parking and Free Entry to Museum & Exhibition - Yes that's Free Entry!!!!* :-)

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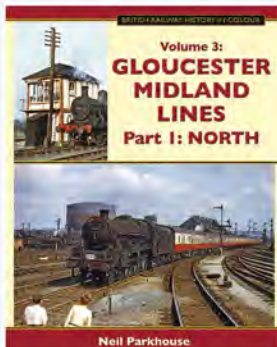
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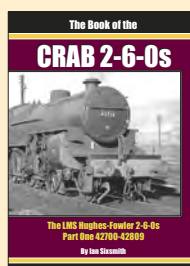
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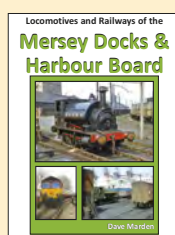
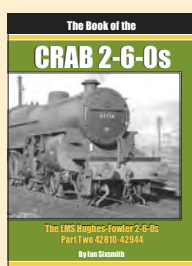
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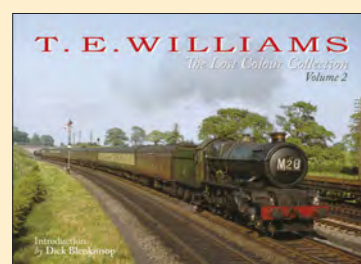
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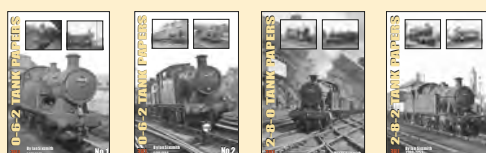
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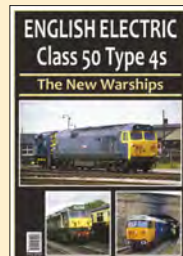
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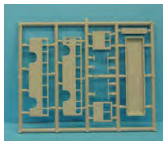
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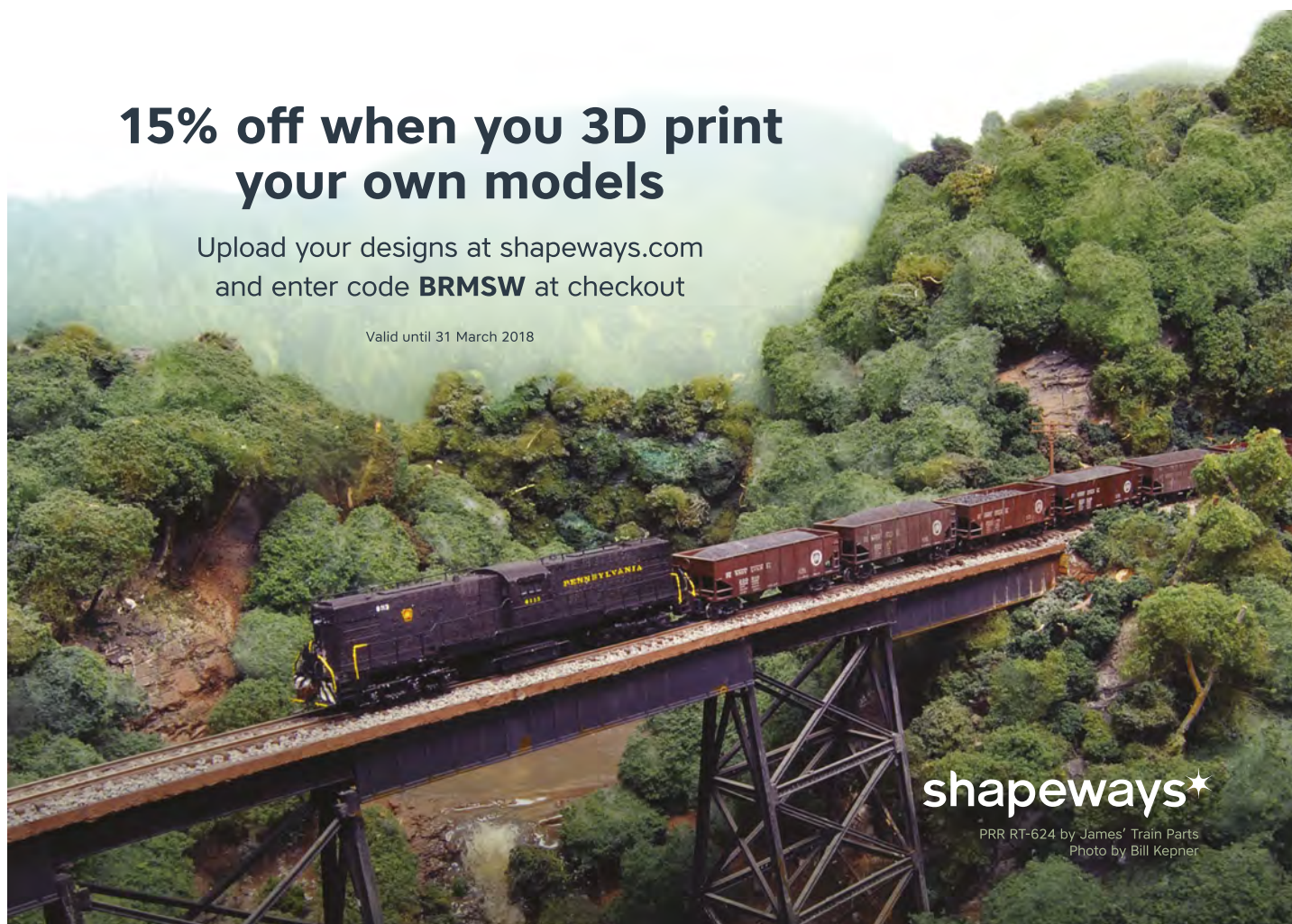
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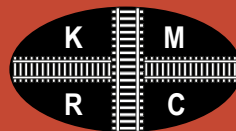
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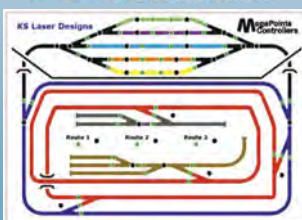
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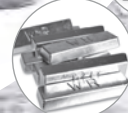
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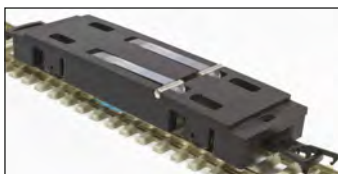
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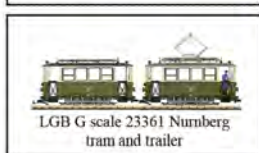
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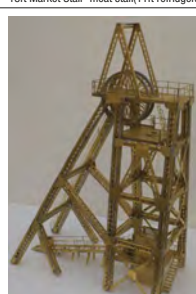
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TAIL LAMP

Writing about cherished locomotives and railways must seem like a dream job. For TRACTION Editor Stephen Rabone it's a daily reality, but what led him to the role?

I can date exactly the day I became a railway enthusiast. It was an August Saturday sixty years ago. My father, who'd been an enthusiast since before the war, decided it was time I took an interest. We headed off from Manchester to Hellifield, a junction station north of Leeds; I can still recall the succession of trains we witnessed and I was totally hooked. Sixty years later I have the privilege of being the Editor of TRACTION magazine. So how did I get here?

Growing up in the 1950s and 1960s, I was surrounded by railways. In those days most trains were steam-powered, although DMUs were a common sight on local trains. I have many treasured memories; journeys behind LMS Compounds in the Peak District and L1 2-6-4 tanks on trains out of London Road. Then there were family holidays on the Cambrian Coast, where I turned my attention to working out how the railway operated.

When I was 13 we moved to Keighley and my fascination with freight train operations started. In 1968 I headed off to see the Bournemouth line electrics, followed by the diesel hydraulics in the West Country and South Wales. Then it was home to Keighley seeing one of the last steam-powered freight trains at Blackburn on the day before the end of BR steam. Then it was off to Scotland to visit all the lines in the Highlands, falling in love with the dramatic scenery in the process. I wasn't your typical 16 year old!

My father used to regale me with his tales of his travels in Germany during 1945 and 1946. I wanted to see Europe for myself, so the next summer I persuaded my parents to let me go on a journey through France, Belgium, Holland and Germany, where I saw an incredible variety of locomotives. The next year I started work for Barclays Bank, but I soon realised that I didn't want to be a banker, so I embarked on a teacher training course; a career that I would follow for the next 40 years.

I also had an interest in models. At first it was a Hornby O Gauge clockwork, but this was replaced by models from the Tri-ang



TT range. During my teens I made the transition into N scale, but model making wasn't a serious interest until my adult years when, despairing at the quality of British N scale models, I started using the more expensive German models.

In the mid-1970s I moved to the North East. It was at this time that I realised that it was possible to make a little extra income by writing and I soon had articles published. One of these led to meeting another enthusiast who suggested that we form a society for those interested in modelling German railways. Then I received a letter from a publisher who'd read my articles and wanted help in producing a new magazine. This led on to a partnership in publishing for many years, which ultimately led to me being asked to become editor of TRACTION.

After many years modelling European railways I decided that it was time to return to modelling British railways and the

railways of the north of England. A layout of the junction station at Wennington, set in the early 1960s, appeared. However, I'd always hankered after replicating Hellifield so, over a period of several years, I built the rolling stock and constructed the layout, which I operated using the early 1960s timetable. Today I model in S Scale, but that's a story for another day.

Having retired from teaching I now have my dream job. The period that TRACTION covers mirrors the time of my own experiences – those fascinating years following the introduction of electric and diesel motive power, with articles and photographs by enthusiasts, railway historians and railway staff. If you haven't seen the magazine yet look out for the 'new-look' January/February issue, which is due out on December 1st.

As I said at the beginning of this article, "How did I get here?" Well, now you know. ■

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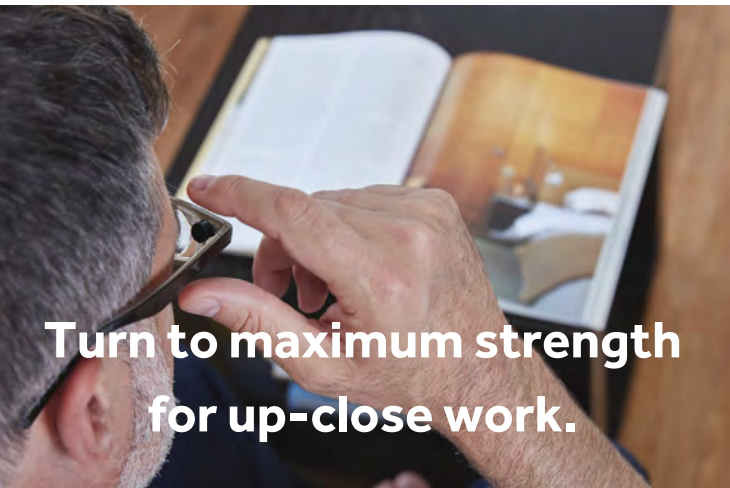
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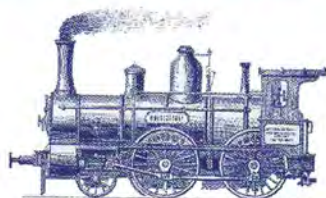
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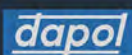
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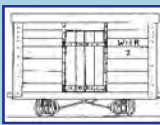


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7S-024-002/D/S - Class 64xx Pannier 6417 GWR Shirtbutton Green/DCC/DCC & Sound
7S-024-003/D/S - Class 64xx Pannier 6435 BR Early Emblem Black/DCC/DCC & Sound
7S-024-004/D/S - Class 64xx Pannier 6439 BR Late Crest Lined Green/DCC/DCC & Sound
7S-025-001/D/S - Class 74xx Pannier 7411 GWR Green/DCC/DCC & Sound
7S-025-002/D/S - Class 74xx Pannier 7444 BR Black Late Crest/DCC/DCC & Sound

- 7P-004-001/D/R/S** - Autocoach GWR Crest Chocolate & Cream N36/Light Bar DCC Fitted/Light Bar DCC Ready/Light Bar DCC Fitted Sound
7P-004-002/D/R/S - Autocoach GWR Twin Cities Crest Chocolate & Cream N41/Light Bar DCC Fitted/Light Bar DCC Ready/Light Bar DCC Fitted Sound
7P-004-003/D/R/S - Autocoach GWR Shirtbutton Chocolate & Cream N37/Light Bar DCC Fitted/Light Bar DCC Ready/Light Bar DCC Fitted Sound
7P-004-004/D/R/S - Autocoach GWR Great Crest Western Chocolate & Cream N40/Light Bar DCC Fitted/Light Bar DCC Ready/Light Bar DCC Fitted Sound
7P-004-005/D/R/S - Autocoach BR Maroon N38/Light Bar DCC Fitted/Light Bar DCC Ready/Light Bar DCC Fitted Sound

Class 68

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- 4D-022-008/D/S** - Class 68 Astute 68003 DRS Early Service/DCC/DCC & Sound
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4D-022-010/D/S - Class 68 Avenger 68008 DRS Late Modified/DCC/DCC & Sound
4D-022-011/D/S - Class 68 Oxford Flier 68010 Chiltern Late Modified/DCC/DCC & Sound
4D-022-012/D/S - Class 68 Chiltern 68015 Chiltern Early Service/DCC/DCC & Sound



Class 142

- ND116A/D** - Class 142 Northern Rail 142065/DCC
ND116B/D - Class 142 Regional Railways 142081/DCC
ND116C/D - Class 142 Northern Spirit 142025/DCC
ND116D/D - Class 142 Arriva Trains Wales 142085/DCC
ND116E/D - Class 142 Tyne & Wear PTE 142021/DCC

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Also released this month:

- 2F-013-061** - Gunpowder Van - SR 62139
2F-013-062 - Gunpowder Van - SR 62139 Weathered
4F-013-031 - Gunpowder Van - GWR W105755
4F-013-032 - Gunpowder Van - GWR W105755 Weathered
4F-016-112 - Banana Van - Jaffa B881910
4F-016-113 - Banana Van - Jaffa B881910 Weathered

- 4F-040-025** - 4 Plank - McLaren 27
4F-040-026 - 4 Plank - McLaren 27 Weathered
4F-052-027 - 5 Plank IB - Streeter Bros 9
4F-052-028 - 5 Plank IB - Streeter Bros 9 Weathered
7F-080-028 - 8 Plank - Rose Smith 8245
7F-080-028W - 8 Plank - Rose Smith 8245 Weathered

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|-----------------------------------------------------------------------------------|------------------------------------------------------------------------|------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| SECR Birdcage Coaches | hattons.co.uk/bc | £55.21 | Mar 2014 | | | | | | | |
| Warflat Bogie Flat wagon | hattons.co.uk/warflat | £42.46 | Mar 2013 | | | | | | | |
| Class H2 Atlantic 4-4-2 | hattons.co.uk/h2atlantic | £152.96 | Mar 2013 | | | | | | | |
| Baldwin Class 10-12-D 4-6-0 | hattons.co.uk/baldwin460 | £123.21 | Jul 2014 | | | | | | | |
| Class 90 | hattons.co.uk/c90 | £119 (EST) | Jul 2014 | | | | | | | |

|  | Link | Price | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------|--------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Class 121/ 122 | hattons.co.uk/dapolbubble | £123.25 | Dec 2012 | | | | | 121 | | 122 |
| GWR Streamlined Railcar | hattons.co.uk/gwrrc | from £123.25 | Jul 2014 | | | | | | | |
| Class 59 | hattons.co.uk/dapol59 | from £124.43 | Oct 2015 | | | | | | | |

|  | Link | Price | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
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| ICI Hopper Wagon | hattons.co.uk/ici | from £24 | Mar 2015 | | | | | | | |
| O Gauge 50t Warwell Wagon | hattons.co.uk/OGaugeWW | £85 | Oct 2016 | | | | | | | |
| SECR P Class 0-6-0T | hattons.co.uk/pclass | £99 | Sep 2017 | | | | | | | |
| Andrew Barclay 14" & 16" 0-4-0ST | hattons.co.uk/barclay | £99 | Sep 2017 | | | | | | | |
| Beilhack ZZA Snowplough | hattons.co.uk/beilhack | £43 | Oct 2016 | | | | | | | |
| O Gauge Class A3/A4 | hattons.co.uk/recordbreakers | £750 | Aug 2016 | | | | | | | |

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| O Gauge Class 05 | hattons.co.uk/hel05 | £315 | May 2016 | | | | | | | |
| Class 07 Shunter | hattons.co.uk/cl07 | from £111 | Jan 2016 | | | | | | | |
| Class 47xx 'Night Owl' 2-8-0 | hattons.co.uk/47xx | £154 | Nov 2014 | | | | | | | |
| O Gauge Class 50 (Refurbished) | hattons.co.uk/hel50 | £600 (EST) | Apr 2017 | | | | | | | |

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| Merchant Navy 4-6-2 | hattons.co.uk/mn | from £153 | Mar 2015 | | | | | | | |
| Class H Wainwright 0-4-4T | hattons.co.uk/hclass | from £90 | Sep 2016 | | | | | | | |
| Hitachi IEP Class 800 | hattons.co.uk/IEP800 | from £229.50 | Nov 2016 | | | | | | | |
| Class 8P Princess Coronation 4-6-2 | hattons.co.uk/duchess | from £161 | Nov 2016 | | | | | | | |
| Class 87 | hattons.co.uk/hornby87 | £144 | Nov 2016 | | | | | | | |

|  | Link | Price | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
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| YEC Janus 0-6-0 Shunter | hattons.co.uk/janus | £84 | Nov 2015 | | | | | | | |
| Mk3 Coaches | hattons.co.uk/oxmk3 | £29 | Jan 2016 | | | | | | | |
| 4 & 6-wheel Toad Brake van | hattons.co.uk/oxtoad | £12.50 | Sep 2016 | | | | | | | |
| GER/LNER Class N7 0-6-2T | hattons.co.uk/oxN7 | £87 | Jan 2017 | | | | | | | |

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

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Information correct at the time of going to press on 23/10/17.