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BRM

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IN THIS EPISODE...

Discover the vast cityscape of 'Copenhagen Fields', then take a guided tour of a signal box on the Severn Valley Railway. Plus, we catch up with Hornby to see progress on its soon-to-be released models and find out how different exhibition layouts are operated by asking their owners. So, grab a drink, sit back and enjoy.



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PLAY

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On this month's DVD:
Copenhagen Fields (OO), signal box tour, interview with Hornby.



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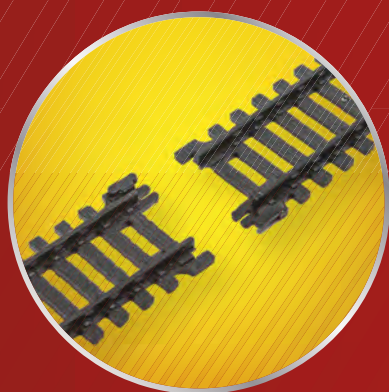


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Daniel's shop isn't just well-stocked, it's expanding fast.

If railway modelling is largely the preserve of gentlemen of a certain age and model shops are apparently a dying breed, nobody thought to tell Daniel Bunn of DB Models. Not only is this chap remarkably fresh-faced, he's just opened a model shop in his own right on our very own doorstep. This pleasingly local development is all part of his grander, market-conquering plans, and I don't doubt that he'll give them his best shot. In the meantime, his outlet is a veritable Aladdin's Cave of railway modelling goodies and his online presence is expanding rapidly – watch out for him, major players.

Similarly ambitious, it was a genuine pleasure to meet with Neil and Lacey Mason of the Little Layout Company recently. If you have seen them out and about, that's because they're going places – literally and figuratively. Their usual business is building layouts (of all sizes) for others to enjoy and exhibit, but we're pleased to feature one that Neil and his colleagues have built for their own pleasure – see 'Stylson Park' on page 74 and look out for our exclusive interview next month.

Back in the present, you have no doubt noticed the somewhat blurred image on our front cover. Your eyes aren't deceiving you and our printing press hasn't gone awry, for this month we're

The Little Layout Company's name isn't a full representation of its business. They had some quite big layouts in progress when we visited!



giving you a tour of the Pendon Museum in three dimensions. Our free supplement takes in the amazing buildings, glorious landscapes and minutely observed details of the famed 'Vale Scene', and we're giving you a pair of 3D specs into the bargain.

Finally, this is our January edition, which, due to a quirk of the publishing calendar, comes out in December. In view of that, I'm calling this the Christmas issue. We're not quite at the stage of leaving mince pies out for Santa just yet, but Howard and I dream about what we'd like to find in our stockings on the big day, Andy York conveys a Christmas modelling message and we learn about the importance of Santa Specials in the Tail Lamp. Otherwise, and on behalf of us all at BRM Towers, I'd like to wish you a very Happy Christmas and a productive New Year. With that, it's business as usual, with another packed, diverse and, above all, useful magazine. So let's get on with it and we'll see you on the other side ■



MANAGING EDITOR | Andy McVittie

BRM

BRM FEBRUARY ISSUE ON
SALE JANUARY 4 - SEE P139

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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NEWSTRADE DISTRIBUTION

Tom Brown 01778 391135

ISSN 0968-0764

PRINTING

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

Ideas for contributions should be sent in outline form to the Editor for consideration. Please clearly mark all material with your name and address, and include sufficient postage if you require material to be returned. Views expressed by contributors are not necessarily those of the Editor or Publisher. From time to time Warners lend reputable companies the names and addresses of readers who have responded to offers, services and competitions organised by BRM.

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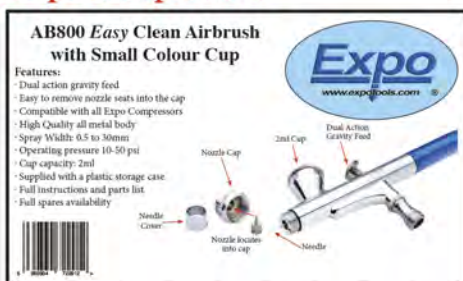
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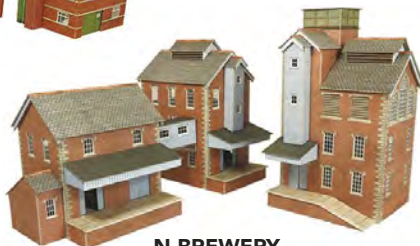
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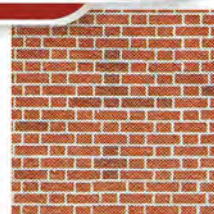
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GMC-PM4 SEEP Motor Latching Mechanism £6.50

GMC-PM10 Solenoid Point Motor

GMC-BPPM10 Solenoid Point Motor (5) £29.95
Designed with easy installation in mind, this motor features a built-in reversible mounting plate (with adjustment slots and holes), robust, plated metalwork and fibreglass PCBs for longer life. The magnetic coils are high efficiency for reliable operation. Also has easy to use "solder-free" screw terminals. Includes mounting screws and a throw-bar extension.



GMC-PM100 Digital Solenoid Point Motor £18.95
All the features of the PM10 but with an inbuilt DCC decoder to make wiring even easier.



GMC-PM200 Surface Mount Point Motor £9.95
GMC-BPPM200 Surface Mnt Point Motor(S) £44.95
Designed with easy installation in mind, PM20 is placed parallel to your point-work and operates equally well orientated either way. PM20 works well with all popular modelling scales, and with the leading brands of track in the UK. The magnetic coils are high-efficiency for reliable operation. PM20 also has a plug-in harness that is very easy to use. Mounting screws are included.



PM200 Digital Surface Mount Point Motor £22.95
All the features of the PM20 but with an inbuilt DCC decoder to make wiring even easier.

TRACK

ELECTRONIC HIGH FREQUENCY TRACK CLEANERS FOR DC (ANALOGUE) USE ONLY

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

AXLE-HUNG TRACK CLEANING PADS

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

TRACK TESTER

- GM52 Model Scale Track Tester £4.95

OO SCALE FLEXIBLE TRACK

- GM90 900mm N/Silver Bk Flexi Track (100) £315
- GM93 900mm N/Silver Bk Flexi Track (24) £29.95
- GM94 900mm N/Silver Bm Flexi Track (24) £315
- GM97 900mm N/Silver Bm Flexi Track (100) £315
- GM19 Code 100 (OO) Rail Joiners (24) £2.95

OO SCALE TRACK ACCESSORIES

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



- GM55 OO Lit Buffer Stop £7.25
- GM56 OO Buffer Stop Lights (Pack of 2) £7.95
- GM13 Pair of Leads (Joiners/Bare Wire) £4.95
- GM66 Hobby Type Track Pins 10mm £2.75
- GM67 Extra Long Track Pins 15mm £2.75

N SCALE FLEXIBLE TRACK

- GM96 900mm N/Silver Bk Flexi Track (24) £64.95
- GM18 Code 80 (N) Rail Joiners (24) £2.95

N SCALE TRACK ACCESSORIES

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

OO GREY BALLASTED UNDERLAY SYSTEM



- GM114 OO/HO Granite Ballast (500g) £3.75
- GM117 OO/HO Granite Ballast (200g) £2.65
- GM200 Flexible Ballasted Underlay (5m) £23.95
- GM240 Point & Crossing Ballasting Kit £8.25

OO BROWN BALLASTED UNDERLAY SYSTEM

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

N GREY BALLASTED UNDERLAY SYSTEM

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

N BROWN BALLASTED UNDERLAY SYSTEM

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

OO SCALE CORK TRACKBED SYSTEM



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

N SCALE CORK TRACKBED SYSTEM

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

SCENICS

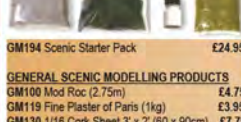


GM194 Scenic Starter Pack £24.95



- GM100 Mod Roc (2.75m) £4.75
- GM119 Fine Plaster of Paris (1kg) £3.95
- GM130 1/16 Cork Sheet 3' x 2' (80 x 90cm) £17.75
- GM131 1/8 Cork Sheet 3' x 2' (80 x 90cm) £17.75
- GM167 Balsa Bundle 50 x 76 x 229mm £2.95
- GM168 Balsa Bundle 75 x 150 x 450mm £11.95

GRASS & GRAVEL MATS



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

MEADOW MATS

- GM140 Meadow Mat - Spring 6mm Grass £7.75
- GM141 Meadow Mat - Meadow 6mm Grass £7.75
- GM142 Meadow Mat - Spring 12mm Grass £12.75
- GM143 Meadow Mat-Meadow 12mm Grass £12.75
- GM147 Meadow Mat - Beige 6mm Grass £9.75
- GM148 Meadow Mat - Beige 12mm Grass £12.75

STATIC GRASS SYSTEM



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

BUDGET SCATTERS

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

LICHENS & HEDGES



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

FOILAGE

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

STANDARD TREES

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

VALUE TREE ASSORTMENTS

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

BULK TREES

- GM200 Deciduous Trees (25) £22.95
- GM121 Mixed Trees (25) £22.95
- GM122 Fir Trees (25) £22.95
- GM123 Small Fir Trees (50) £19.95
- GM124 Deciduous Trees (25) £22.95
- GM125 Spruce Trees (25) £22.95

MAKE YOUR OWN TREES

- GM195 Sealcam for Tree Making £19.95
- GM156 Light Green Scenic Leaves (50g) £4.15
- GM157 Mid Green Scenic Leaves (50g) £4.15
- GM158 Dark Green Scenic Leaves (50g) £4.15

FLOWERS



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

PLANTS

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

GRASS STRIPS/TUFTS

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

BRICKWORK

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

BACKSCENES

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



- GM704 Large Village Backscene £7.95
- GM705 Large Cloudy Sky Backscene £7.95
- GM706 Large Industrial Backscene £7.95
- GM707 Large Housebacks Backscene £7.95
- GM708 Large Pretty UK Town Backscene £7.95
- GM751 Small Valley Backscene £4.95
- GM752 Small Countryside Backscene £4.95
- GM753 Small Open Field Backscene £4.95
- GM754 Small Village Backscene £4.95



- GM755 Small Cloudy Sky Backscene £4.95
- GM756 Small Industrial Backscene £4.95
- GM757 Small Housebacks Backscene £4.95
- GM758 Small Pretty UK Town Backscene £4.95

OO SCALE WIDE ROAD SYSTEM

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

OOH SCALE VEHICLE LIGHTING KITS

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

N SCALE ROAD SYSTEM

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

ROADSIDE CRASH BARRIERS

- GM381 OO Scale £6.95
- GM396 N Scale £6.95



- GM451 Wooden Fencing 300mm Length £5.95
- GM452 Lattice Fencing 300mm Length £5.95
- GM453 Garden Shed Kit

Rail Head Treatment Train

OO
GAUGE



©Train Photos

Introduced in the early 2000s, Rail Head Treatment Trains (RHTT) are a fleet of 50 flat wagons with specialist modules mounted to them. With a very wide variety of Train Operating Companies providing "top n tail" traction for 20 daily "circuits" across the entire UK network, water modules clear leaves off the rails and sandite modules reduce wheel slippage during autumn & winter seasons.

H4-RHTT-001



'Sandite' with 2 wagons and sandite modules - £118

Due
Nov '18

H4-RHTT-002



'Water Jet' with 2 wagons and water jetting modules - £118

Due
Nov '18

H4-RHTT-003



Additional 'Water' wagon with 3 water modules - £59

Due
Nov '18

H4-RHTT-004



'Sandite' with 2 wagons and sandite modules - weathered - £126

Due
Nov '18

H4-RHTT-005



'Water Jet' with 2 wagons and water jetting modules - weathered - £126

Due
Nov '18

H4-RHTT-006



Additional 'Water' wagon with 3 water modules - weathered - £63

Due
Nov '18

To keep up to date on all the latest news regarding this project, visit:

www.hattons.co.uk/RHTT

Hatton's Model Railways, 17 Montague Road, Widnes, WA8 8FZ

0151 733 3655

www.hattons.co.uk

FEA Intermodal Wagon

00
GAUGE

Delivered between 2004 & 2007, single unit FEA wagons have seen use as intermodal container wagons as well as on infrastructure traffic carrying track panels and general materials. They see widespread use, behind any locomotives in the GBRf & Freightliner fleets.



H4-FEAE-001 FEA-E wagon 6410xx in Freightliner green

002
003
004

Pre-order for £32 each

Due
Nov '18



H4-FEAE-005 FEA-E wagon 641015 in Freightliner green with track panel carriers

Pre-order for £50 each

Due
Nov '18



H4-FEAS-001 FEA-S wagon 6406xx in GBRf blue

002
003
004

Pre-order for £32 each

Due
Nov '18



H4-FEAS-005 FEA-S wagon 6409xx in GBRf/Metronet yellow with track panel carriers

006

Pre-order for £59 each

Due
Nov '18



H4-FEAS-007 FEA-S wagon 640931 in TransPlant yellow

Pre-order for £32 each

Due
Nov '18

To keep up to date on all the latest news regarding this project, visit:

www.hattons.co.uk/FEA

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Hatton's Exclusives

All Available To Pre-order Now

Hatton's OO Gauge Exclusives

SECR P Class 0-6-0T

Pre-order for £99

Due in Stock: December 2017

www.hattons.co.uk/pclass

Produced exclusively by Hatton's



H4-P-001 - 178 in SECR full lined green (with brass)

H4-P-002 - 753 in SECR full lined green (with brass)

H4-P-003 - 754 in SECR grey

H4-P-004 - A326 in SR lined Maunsell green with Maunsell lettering

H4-P-005 - 1550 in SR black with Egyptian lettering

H4-P-006 - 1558 in SE black with sunshine lettering

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

H4-P-008 - 31823 in BR black with late crest

H4-P-009 - "Plunger II" in Bowdler Paper Mill green

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

H4-P-011 - 27 "Primrose" in Bluebell Railway lined black (1960s)



H4-P-012 - 323 "Bluebell" in Bluebell Railway lined blue (2010s)

Andrew Barclay 14" & 16" 0-4-0ST

Pre-order for £99

Due in Stock: Q1 2018

www.hattons.co.uk/barclay

Produced exclusively by Hatton's



H4-AB14-001 - 14" 2047 "700" in BR black with early crest

H4-AB14-002 - 14" 2047 "700" in GWR green with substitution number

H4-AB14-003 - 14" 2134 "Coronation" in lined green

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

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



H4-AB14-006 - 14" 2088 "Little Bedford" in Arton Lane Power Station blue with wasp stripes

H4-AB14-007 - 14" 1827 "No.1" in Burnley Corporation Gas Department blue

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

H4-AB18-001 - 16" 2244 "No.10" in NCB lined black

H4-AB18-002 - 16" 2043 "No.6" in NCB green

H4-AB18-003 - 16" 2226 "Katie" in lined maroon

H4-AB18-004 - 16" 1854 in CPC UK blue

ICI Hopper Wagons

Pre-order for £24 (Pristine) or £25 (Weathered)

Due: Mid 2018 www.hattons.co.uk/ici

Produced in partnership with Oxford Rail



20 versions available covering the lifespan of the wagons from 1936 to 1997, with multiple tooling variations.

Beilhack ZZA Snowplough

Pre-order for £43

Due: Q1 2018 www.hattons.co.uk/beilhack

Produced exclusively by Hatton's



12 versions available covering both the ex-class 40 and ex-class 45 versions of the ploughs.

Class 121 'Bubble Car'

Pre-order for £129.95

Due: Late 2017 www.hattons.co.uk/hattonsbubble

Seven exclusive liveries produced with Dapol



Hatton's O Gauge Exclusives

Class A3 4-6-2

Pre-order for £750

Due in stock Q3 2018

www.hattons.co.uk/recordbreakers

Produced in partnership with Heljan



Unstreamlined Corridor Tender Variants:

H7-A3-001 2750 "Papyrus" in LNER grass green

H7-A3-002 4472 "Flying Scotsman" in LNER grass green

H7-A3-003 60108 "Flying Scotsman" in BR green with late crest

Unstreamlined Non-Corridor Tender Variants:

H7-A3-004 2745 "Captain Cutler" in LNER black

H7-A3-005 60072 "Sunstar" in BR Express blue

H7-A3-006 60035 "Windsor Lad" in BR green with early crest

H7-A3-008 60077 "The White Knight" in BR green with late crest



Class A4 4-6-2

Pre-order for £750

Due in stock Q3 2018

www.hattons.co.uk/recordbreakers

Produced in partnership with Heljan



Streamlined Corridor Tender Variants:

H7-A4-001 2508 "Silver Link" in LNER silver

H7-A4-002 4404 "Bibb" in LNER garter blue

H7-A4-003 60012 "Commonwealth of Australia" in BR green with early crest

Streamlined Non-Corridor Tender Variants:

H7-A4-004 4408 "Mallard" in LNER garter blue (1938 condition)

H7-A4-005 4408 "Mallard" in LNER garter blue (as preserved)

H7-A4-006 60008 "Dwight D. Eisenhower" in BR green with late crest

Unstreamlined Corridor Tender Variants:

H7-A4-007 4489 "Dominion of Canada" in LNER garter blue

with steel numbers/letters

H7-A4-008 60007 "Sir Nigel Gresley" in BR express blue

H7-A4-009 60008 "Union of South Africa" in BR green with late crest

Warwell Wagons

Pre-order for £85

Due in stock Q1 2018

www.hattons.co.uk/ogaugeww

Produced exclusively by Hatton's



Diamond Frame Bogies:

H7-WW-701 - MS.1 in WD livery (GWR registered)

H7-WW-702 - WW.55 in WD livery (LMS registered)

H7-WW-703 - WD livery (LNER registered)

H7-WW-704 - MODA80580 in MOD 1970s olive

H7-WW-705 - M800333 in BR grey

H7-WW-706 - M300329 in BR brown

H7-WW-707 - ADRW86501 in BR Engineers yellow

Gloucester GPS Bogies:

H7-WW-708 - MODA80511 in MOD 1970s olive

H7-WW-709 - MODA80537 in MOD 1980s olive

H7-WW-710 - MODA80536 in MOD 2000s olive



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Class 1532 Johnson 1P 0-4-4T
Pre-order for £111 (estimated)



31-740 1273 in Midland Railway crimson lake
31-741 1303 in LMS black
31-742 56072 in BR black with early emblem

Class H2 'Atlantic' 4-4-2
Pre-order for £152.96
Due in stock Q1 2018



31-920 2426 'St Alban's Head' in SR olive green
31-921 32424 'Beachy Head' in BR black with early emblem

Class 20/3

Pre-order for £129 (estimated)



35-125 20306 in Direct Rail Services blue
35-126 20311 in Harry Needle Railroad Company orange
35-127 20312 in Direct Rail Services compass blue

Class 414 2-HAP EMU

Pre-order for £186.96 (estimated)



31-390 6081 in BR green
31-391 6082 in BR blue & grey
31-392 4322 in Network SouthEast livery

SECR 60' Birdcage Coaches

Pre-Order for £55.21

Due in stock Q4 2017 (BR Crimson Out Now)



39-600 Brake Composite SECR Dark Lake
39-601 Brake Composite SR Olive Green
39-610 Composite SECR Dark Lake
39-611 Composite SR Olive Green
39-620 Brake 3rd SECR Dark Lake
39-621 Brake 3rd SR Olive Green

Warflat Bogie Flat Wagon

Pre-Order for £42.46

Due in stock Q4 2017



38-725 WD Khaki Drab livery with tank
38-726 WD Bronze Green livery with tank
38-727 BR grey without tank

HORNBY

Pre-order Hornby OO items at: www.hattons.co.uk/hornby2017

Class W4 Peckett 0-4-0ST
Pre-order for £82

Due in stock: Mid to Late 2018



R3615 560 in Peckett Works leaf green with builders lettering
R3640 862 'Niclausse' in Peckett Works leaf green

Wainwright Class H 0-4-4T
Pre-order for £157

Due in stock Dec 2017



R3512 31551 in BR black with late crest - Limited Edition train pack with Push/Pull coaches

Class 87 Electric
Pre-order for £144
Due in stock: Feb 2018



R3580 87036 'Robert Burns' in BR Blue
R3582 87010 'King Arthur' in Intercity Swallow livery

Hitachi IEP Class 800

Pre-order for £319

Due in stock: February 2018



R3514 800004 in GWR green (5-car set)

**Hornby 2018
Announcements
Coming Soon!**

See the latest updates at:
www.hattons.co.uk/hornby2018



Oxford Rail OO Pre-Orders

LNOR N7 0-6-2T
Pre-order for £87



OR76N7001 1002 in Great Eastern Railway livery
OR76N7002 8011 in LNER black
OR76N7003 E2621 in BRITISH RAILWAYS early black

'Toad' Brake Vans

Pre-order for £12.50

Due in stock: Late 2017



GWR diagram AA3 6-wheel brake vans:
OR76TOA001 58933 in GWR grey 'Swindon'
OR76TOA002 58946 in GWR grey 'Bridport'
OR76TOA003 W58956 in BR grey 'Bordesley Junction'
OR76TOA004 W58982 in BR grey 'Wolverhampton'

4-wheel brake vans:

OR76TOB001 17831 in GWR grey 'Paddington'
OR76TOB002 58034 in GWR livery with plated sides - 'Acton'
OR76TOB003 W35717 in BR grey 'Basingstoke'
OR76TOB004 W58448 in BR grey 'Bala'

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OO Gauge (1:76 Scale) Steam locos



H1433 Class 1000 Midland Corn powered 4-4-0 41157 in BR lined black late crest (Bac) (RRP £138.95) **BARGAIN**... £79



1302 Class 1301 0-6-0 1284 in GWR green (Hic).... £104



1323 Class 1304 0-6-0 1357 in BR black early emblem (Hic).... £104



H1406 Class 1405 0-6-0 1406 in GWR United green GWR lettering (DJ).... £99



H1415 Class 1405 0-6-0 1432 in BR lined green late crest - Heavily weathered (DJ).... £99



H1415 Class 1405 0-6-0 1444 in BR lined green early emblem (DJ).... £99



H1406 Class 1405 0-6-0 1479 in BR lined black early emblem (DJ).... £99



31-127 Class 3000 0-6-0 3003 in BR black early emblem (Hic) (RRP £128.95).... **BARGAIN**... £99



31-128 Class 3000 0-6-0 3038 in BR black early emblem - weathered (Bac) (RRP £142.95) **BARGAIN**... £70



R3488 Class 3P Jinty 0-6-0 19 in S&DR blue - Railroad Range (Hic) (RRP £48.99).... **BARGAIN**... £23



R3383TTS Class 4073 Castle 4-6-0 5050 'Earl of St Gerans' in BR Green early emblem - TTS sound fitted (Hic) (RRP £168.99).... **BARGAIN**... £149



R3383TTS Class 4073 Castle 4-6-0 5050 'Earl of St Gerans' in BR Green early emblem - TTS sound fitted (Hic) (RRP £168.99).... **BARGAIN**... £149



R3383TTS Class 4073 Castle 4-6-0 5050 'Earl of St Gerans' in BR Green early emblem - TTS sound fitted (Hic) (RRP £168.99).... **BARGAIN**... £149



R3383TTS Class 4073 Castle 4-6-0 5050 'Earl of St Gerans' in BR Green early emblem - TTS sound fitted (Hic) (RRP £168.99).... **BARGAIN**... £149



R3486 Class 4800 4-6-0 8847 'Helmington Hall' in BR Green late crest - Railroad Range (Hic) (RRP £24.99) **BARGAIN**... £27



R3547 Class 4800 4-6-0 7308 in BR green late crest (Hic).... £144



31-486 Class 4MT Fairburn 2-6-4 tank 5278 LMS black - weathered (Bac) (RRP £134.95).... **BARGAIN**... £89



R3279 Class 4P Coe road 2-6-4 1872 in LMS East Praterender - Railroad Range (Hic) (RRP £64.99).... **BARGAIN**... £45



31-186 Class 5 LNER 2-6-2T 9870 in BR black early emblem (Bac) (RRP £134.95).... **BARGAIN**... £70



R3383TTS Class 5MT Black 3-4-6-0 45116 in BR Lined Black early crest - TTS sound fitted (Hic) **NEW**... £179



R3433 Class 5MT Black 3-4-6-0 45274 in BR black late crest (Hic).... £144



31-1875 Class 50P Jubilee 4-6-0 5588 'Nashua' in LMS crimson lined steam locomotive - DCC sound fitted (Bac) £200.95



R3406 Class 6008 King 4-6-0 6008 'King William IV' in BR Green late crest (Hic) (RRP £181.99).... **BARGAIN**... £149



R3410 Class 6008 King 4-6-0 6025 'King Henry VI' in BR blue early emblem (Hic) (RRP £181.99).... **BARGAIN**... £149



31-428A Class 6008 King 4-6-0 6025 'King Henry VI' in BR blue early emblem (Hic) (RRP £181.99).... **BARGAIN**... £149



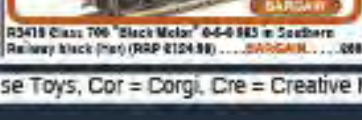
31-435A Class 9400 0-6-0 9404 in GWR green (Bac).... £81.25



31-584 Class 6P Patriot 4-6-0 5530 'Sir Frank Rea' in LMS crimson (Bac) (RRP £164.95).... **BARGAIN**... £149



R3421 Class 706 'Black Molar' 0-6-0 30668 in BR black early emblem (Hic) (RRP £154.99).... **BARGAIN**... £99



R3418 Class 706 'Black Molar' 0-6-0 30668 in BR black early emblem (Hic) (RRP £154.99).... **BARGAIN**... £99



R3558 Class TP Royal Scot 4-6-0 46183 'The Ranger' in BR green late crest (Hic).... £144



R3517 Class TP Royal Scot 4-6-0 47188 'Sodor Highlander' in LMS black - 'The Final Day' special edition (Hic).... £161



R3557 Class TP Royal Scot 4-6-0 47128 'Royal Army Service Corps' in LMS wartime black (Hic).... £144



R3553 Class BP Princess Coronation 4-6-2 4031 'Beckwith of Alford' in LMS crimson late (Hic) **NEW** £161



R3558 Class A1 4-6-0 4472 'Flying Scotsman' in LNER apple green - Railroad Range (Hic) (RRP £168.99).... **BARGAIN**... £99



R3558 Class A1 4-6-0 4472 'Flying Scotsman' in LNER apple green - Railroad Range (Hic) (RRP £168.99).... **BARGAIN**... £99



R3547TTS Class A1 4-6-0 4472 'Flying Scotsman' in LNER Green TTS Sound - Railroad Range (Hic) (RRP £134.99).... **BARGAIN**... £99



31-328A Class A2 4-6-2 60528 'Faint Dancer' in BR lined green late crest (Bac) (RRP £179.95).... **BARGAIN**... £121



R3518 Class A3 4-6-2 700 'Day Croaker' in LNER apple green - 'The Final Day' special edition (Hic).... £161



R3312 Class A3 4-6-2 60662 'Minors' in BR Green early emblem (Hic) (RRP £154.99).... **BARGAIN**... £94



R3368TTS Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest - TTS Sound fitted (Hic).... £167



R3371 Class A4 4-6-2 4466 'Mallard' in LNER garb blue - Railroad Range (Hic).... £74.06



R3441 Class A4 4-6-2 4488 'Sir Marmaduke Wilson' in LNER wartime black (Hic) (RRP £164.99).... **BARGAIN**... £149



R3421 Class 6T 4-6-0 51032 'Steamboat' in BR Lined Black early emblem (Hic) **NEW**... £149



R3338 Class 6T 4-6-0 51316 in BR Apple Green (Hic) (RRP £153.99).... **BARGAIN**... £97



R3485 Class D4MT 4-4-0 82790 'The Colwood' in BR early crest - Railroad Range (Hic) (RRP £24.99).... **BARGAIN**... £29



33-073 Class B4 Brighton tank 0-6-2 579 in LB & SCR unbr (Bac) (RRP £106.95).... **BARGAIN**... £99



R3258 Class J15 0-6-0 4246 in BR black early emblem (Hic).... £162



R3415 Class J15 0-6-0 4247 in BR black early emblem (Hic) (RRP £126.99).... **BARGAIN**... £73



R3252 Class J15 0-6-0 4247 'Lancashire and Yorkshire' (Hic).... £73



R3242A Class K1 3-4-0 60022 in BR black early emblem (Hic) (RRP £126.99).... **BARGAIN**... £92



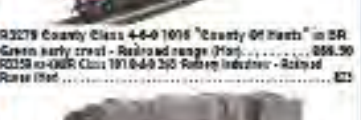
R3580 Class 6T 0-6-0 33632 in BR black late crest (Hic).... £93



R3412 Class 515 4-6-0 30642 in BR black early emblem (Hic) (RRP £154.99).... **BARGAIN**... £99



R3457 Class T9 4-4-0 118 in Southern Railway olive green (Hic) (RRP £148.99).... **BARGAIN**... £99



R3278 County Class 4-6-0 1016 'County of North' in BR Green early crest - Railroad Range (Hic).... £96.30



R3258 in GWR Class 191 0-6-0 310 Pannier industrial - Railroad Range (Hic).... £23



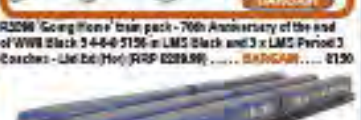
31-358 Standard Class 8P 2-10-0 82186 in BR black late crest & BRP tender - weathered (Bac).... £140.21



R3298 Thomas & Friends - 4-6-0 No.2 Edward the blue engine (Hic) (RRP £92.99).... **BARGAIN**... £99



R3298 Thomas & Friends - 0-6-0 No.6 Percy the small engine (Hic) (RRP £41.99).... **BARGAIN**... £29



R3298 'Going Home' train pack - 70th Anniversary of the end of WW2 black 3-4-0 5136 in LMS black and 3 x LMS Period 3 coaches - Lined (Hic) (RRP £299.99).... **BARGAIN**... £130



31-403 Class 251 Midland Puller in train pack in Puller as number blue - Colebrook Edition (Bac).... £490



R3398 EWS freight train pack Class 67 in EWS and three NMA open wagons (Hic) (RRP £238.99).... **BARGAIN**... £139



EDINGTON JUNCTION

A milk train rolls in from Highbridge, having called at the United Dairies plant at Bason Bridge. The engine is one of the rebuilt Bulldogs. Although goods engines were by now in plain black, the first rebuilds appeared in lined blue. The leading van is built from a trial etch commissioned by one of our group members.

Many layout owners have tales to tell but Edington Junction is very much the story of a group project, explains Club Secretary David Grimwood.

“Do you have a layout?” Not a question I was expecting during my first effort at demonstrating

0 Gauge at a model railway show in 2014. I had taken along some Somerset & Dorset stock to work on, and this attracted the question. I realised at least two exhibition managers were looking for ‘blue period’ S&D layouts for 2016; the 50th anniversary of the S&D’s closure. So I rashly answered “Yes”, hoping my local group (the East Kent 0 Gauge Group – EK0GG for short) could be persuaded to come up with something.

Although the group had collected several layouts, and some members had experience of exhibitions, we were keen to build a new exhibition layout from scratch, but what? Based on ideas shared by members, I came up with Edington Junction, as it included the elements we wanted. Although not in Kent, the station had been in the care of the LSWR

then the Southern, so could be worked as a Southern layout, since many members model the Southern or BR(S).

Layout Design

Opting for a real location saves a lot of discussion. We stuck to the prototype, which included a station with three platforms, a branch line and some sidings. We had to reduce the length of the scenic section to fit into our club room, which sadly meant losing a level crossing and squeezing in a crossover by the platforms.

A chance phone call with an offer of six ready-made 5ft by 2ft 6in boards saved us much time. A trip to a beekeeper’s wooded enclosure at a nearby wildlife park (where else?) and they were ours – flimsier than we had hoped, but with a little strengthening they have given fault-free service, and saved us a lot of time. Our in-house carpenter built

we had to reduce the length of the scenic section to fit into our club room, which sadly meant losing a level crossing and squeezing in a crossover by the platforms

Factfile

Layout name: Edington Junction
Scale/gauge: 7mm/O
Size: 16ft x 2ft 6in operating area
Era/region: 1920s/Somerset
Location: Nr. Faversham, Kent
Layout type: End to end
Power/control: DC
Words: David Grimwood
Photography: Tony Wright



We found no photos of the front of the shelter, so we based it on one at neighbouring Bason Bridge station. The windows are etched and the doors include detailed handles, locks and hinges - sadly out of sight at exhibitions. The fire buckets, notice and other details can be seen, however.



Slide above for more images

Johnson bogie tank No. 52 waits for the Down train to appear before continuing to Highbridge. The lower quadrant signals all operate, using servos. The signal box was a challenge as our photos showed only partial views which needed a lot of interpretation.



the trestles, and off we went.

The group was determined to do the best job we could, so we went for hand-built track, using C&L components and wooden sleepers – a completely new experience for nearly everyone. We opted for 1.5mm sawn ply sleepers, to reduce the amount of ballast needed and therefore the weight. Feeding thousands of chairs on to rail requires patience and myopic eyesight, and despite our best efforts, numerous rails were fitted with chairs upside down or the wrong way round. We thought we had fixed all of these, but there is nothing like running a variety of engines and stock to pinpoint the ones we had missed!

The pointwork provided different challenges, particularly fitting the operating rods to the Fulgurex motors underneath the boards (using ideas from Norman Solomon). However, we feel the end result is well worth the effort, especially the sweeping curves, and was actually easier to build than fiddling with ready-made track. The point motors switch the polarity, and despite misgivings from our in-house electrician, we have had only one failure so far.



A van train sets off for Highbridge (despite the lamps set for a passenger train). The backscene painting hopefully gives an impression of distance.

KEY DETAILS

Stock

Edington made its first public appearance 15 months after work began, running a variety of members' stock. But the S&D anniversary was looming, and as the only S&D modeller in the group, the gauntlet was thrown down. I have never built with exhibiting in mind, and also needed to produce much more stock against tight deadlines. Fortunately, I had already managed to collect a variety of S&DJR kits.

The stock used includes:

2x Fox Walker saddle tanks (Mercian)
2x Johnson 0-4-4T bogie tanks – the mainstay of passenger services (Mercian and JM)
An original 0-6-0 Bulldog (Gibson)
2x rebuilt Bulldogs or 3Fs (JM and JLTRT)
Bachman 4F 0-6-0.

I rebuilt the tender as a Johnson version, and then attempted fitting a smoke unit in the engine,



whereupon the whole thing fell into a heap of bits. So much for 'ready-to-run'!

Other locomotives ready for service include a No.27A, a 2-4-0 rebuilt by the S&D specifically to work the branch, and also a '783' class 4-4-0 and a 'Dazzler' 0-4-0T, neither of which actually ran through Edington. We are often asked about the S&D 7F 2-8-0, although they were too heavy to run trains through Edington. Nonetheless, one will appear soon.

Coaches are a mixture of 4-wheelers based on S&D drawings using Slaters kits; six-wheelers from Connoisseur, Blacksmith and Slaters; and Blacksmith bogie coaches. Wagons are from ABS, Slaters and Parkside plus some S&D items from Furness and Powsides. The stock is mostly fitted with the Dingham coupling system, which transforms shunting at exhibitions, once the operators learn to trust it!

The layout is stored in a lean-to attached to the hall where we meet, and is prone to extreme changes in heat and humidity. Track joints have suffered, and we have since wired each piece of rail to the power source, rather than relying on connections across track joints. We also had problems with sections shorting out, until we realised that the switch rails on the points can move with temperature changes. These were quickly corrected with a pair of pliers during a show and later by filling the isolation gap with a sliver of filler or plastic.

Buildings and Scenery

There are not many photos predating 1954, when the branch and signal box was dismantled, but help from our group's architect and other S&D modellers enabled us to include all of the buildings, built to scale. Different members volunteered to scratch-build them, which was a new experience for nearly everyone, and we are pleased with the consistency and detail of the result. The track layout was completed before we had finished our research of the buildings, which has led to some very tight clearances as the signal box was larger than we had realised, so we have had to omit the point rodding.

The superb working signals were also a 'first' for the builder. We initially had some fun with signals flapping randomly up and down, which was finally cured by fitting suppressors in the engines, and shortening and insulating the wiring to the servos.

After watching the DVD by Barry

numerous rails were fitted with chairs upside down or the wrong way round. We thought we had fixed all of these, but there is nothing like running a variety of engines and stock to pinpoint the ones we had missed!



Norman on scenery, we followed slavishly his methods and guidance, even down to using 'Doncaster Green' for the grass. We invited a tree modeller from a local military modelling group to one of our meetings to demonstrate his methods, and were thrilled when he donated some of his own work to the layout, including a fallen tree which attracts attention at exhibitions.

The track was glued down and painted, before the cork ballast of varying hues was spread and glued (but not painted), and the cress added. The choice of warm lighting complements the colours of the scenery, giving a pleasing sunny appearance.

Operation

Initially, I drew up an operating plan based on the 1924 timetables. We were constrained by the capacity of the fiddle yards, particularly the one that had to cope with the branch trains. Following the actual timetable proved too complicated to operate at an exhibition, so a simpler routine was adopted.

We have kept one delightful prototypical procedure though. The branch train arrived and crossed into the Down platform. With the shunt signal off, the engine ran round the train, shunting the carriages into the bay platform. Passenger trains in each direction then arrive to cross in the station. It must have been a bizarre sight to have three trains in this remote wayside station at the same time!

Photo DAVID GENTLE



the layout is stored in a lean-to attached to the hall where we meet, and is prone to extreme changes in heat and humidity. Track joints have suffered, and we've since wired each piece of rail to the power source



The area surrounding the station is low-lying and flat, creating a challenge for creating a back-scene as we had to resist adding buildings, street scenes, hills, bridges and the usual tricks, but the end result captures the lonely feel of the place.



The branch train from Bridgwater arrived in the Down platform, where the engine ran round to shunt the carriages into the bay platform to the right of the signal box. However, a late running goods train needs to clear the line first, hauled by a Fox Walker saddle tank, originally acquired in 1874 to bank heavy freights over the Mendips, but by the 1920s serving on lighter duties.



A Johnson bogie tank turns on to the branch line to Bridgwater, with the unique Somerset & Dorset headcode indicating it to be a passenger working. The stock is fitted with Dingham couplings to facilitate automatic coupling and uncoupling, which can be very effective and useful at exhibitions.



Once the through trains had left, the branch train would return to Bridgwater. However it is great fun to be able to set the branch and Up trains off together, replicating the races that drivers indulged in on the real thing. The whole routine always seems to surprise and entertain onlookers.

To allow the fiddle yard operators to sort out the next round of passenger trains, a single goods train will arrive and be shunted, which can be quite convoluted because of the track layout. On occasion, whoever is operating is tempted to vary the pattern (usually when I have gone off for a coffee), and within minutes the whole layout is in gridlock!

Following a demonstration session, we were thrilled to receive some trees from the expert, including this fallen one, which always attracts attention at shows. The line in front of it is the branch, curving into the distance past a siding and PW hut.



Fiddle yards

We wanted to have a large sector plate at each end, long enough to hold complete trains, plus a small sector plate for dealing with the engines. The idea is that a train arrives, the engine detached and run on to the small sector plate, which allows it to run back along a vacant track to a storage siding. The tracks are aligned and powered by small sliding bolts.

However, we have found two major problems with the system. Firstly, the fiddle yards have turned out to be very heavy. There are a limited number of group members able to heave them in and out of the van, or to stack them in our club store. Secondly, the bolt system has proved fiddly to work, the bolts being small and stiff. We also sometimes forget to check they are all unbolted before swinging the sector plate, which does not do the trackwork a lot of good.

We now have plans to replace both fiddle yards with traversers with the aim of easing and simplifying operation, as well as saving on finger nails. Reducing the overall weight remains a challenge while maintaining the robust structure needed for transporting to and from exhibitions.

And finally

So yes, we do now have a layout! Our members responded to the original challenge with enthusiasm, throwing themselves into completely new (to them) tasks of track-laying, signal building, scenic work and even exhibiting. This enabled the layout to be finished in time for the S&D anniversary year, during which it was shown at five exhibitions, including one in Edington village itself. With more shows already booked, we are keen to put it to good use and we welcome invitations. ■



A rake of six-wheelers rattles in behind one of the five M Class 0-6-0 engines delivered in 1902, diverted from a Midland Railway order. No.75 here was the last to be rebuilt into a 3F at the end of 1924, so still in its original guise. Together with an earlier batch, these engines became known as Bulldogs with a reputation for hard work and reliability.



Slide below for more images

Meet the modellers



This has been a group effort! Top image from left to right, Roger (buildings), John (drawings etched details such as canopy supports), John (buildings and track), Ross (track), Paul (signals), Barry (points), Ron (track), Maurice (checking details against photos) and David (dogbody). Others involved included Jim (carpentry), David (wiring) and Roy (track). My own modelling history began with a Christmas present of a Triang TT train set and baseboard. As a teenager, I collected whatever I could from stockists and joined the 3mm Society, quickly appreciating the benefits of belonging to a group. Once married, money was short so everything was sold, but I was given some 4mm items in part exchange. This led to renewed interest in starting layouts, hand building track and collecting stock. Years later, while on holiday, I thought I'd give 0 Gauge a try. Recalling the benefits of joining a local group, I signed up to EK0GG and I have never looked back.

What we think

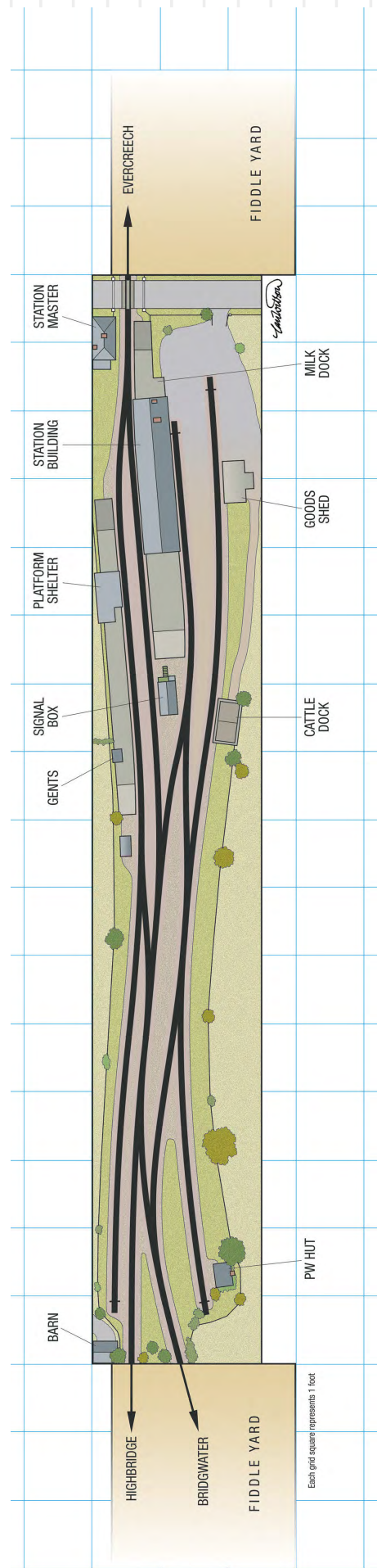


A fine and well-researched effort from David and his EK0GG colleagues, their group photographs attesting to their collaborative industry. Tony Wright has captured the layout well, and I was struck by the trackplan. Straightforward in many ways, it is nevertheless ripe with operating potential. It's great that they invited a military modeller to help out with the trees too.

What other lessons can we learn from different modelling disciplines, I wonder? **Andy McVittie, Managing Editor**

Trackplan

EDINGTON JUNCTION



Alpha Central



It just does NOT get any easier than this!

Cobalt Alpha Central is literally a complete and ready-to-use digital control panel for 12 points... in a box!

It's so simple instructions could read "Unpack-Plug in-Change points"

Alpha Central can be connected directly to any model NCE system - however the other brands are not forgotten. Alpha central will work well with any DCC system at all if used in combination with the very clever Alpha-Box, with the combination adding 5A of clean power AND full digital accessory control to the most basic of starter sets. With Alpha-Box it improves the power & performance of basic systems such as Prodigy & Prodigy Express. They also add the luxury of almost wire-free manual control-panel operation to systems from EZ Command to Z21 or ECoS.

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.

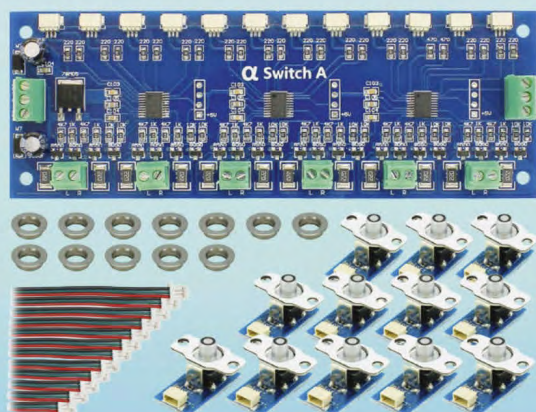
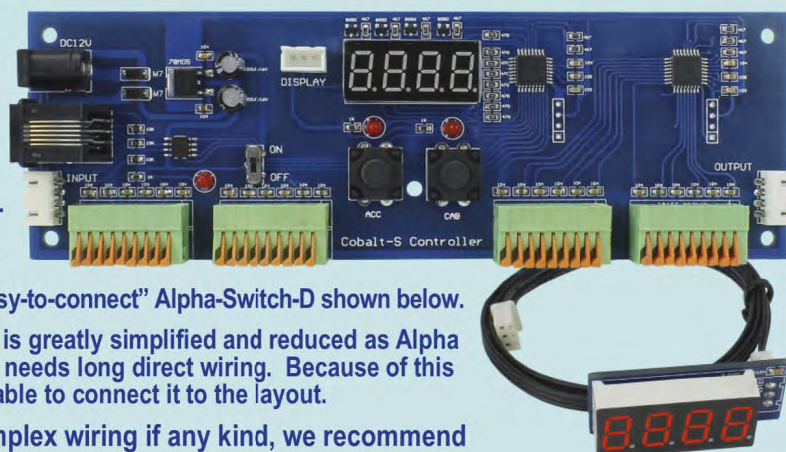
Alpha

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

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

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

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



Alpha-Switch-D

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

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

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

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

The little things really CAN Make a big difference!



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

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

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

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

DCC thinking outside the square
concepts



HORNBY JUNIOR TRAIN SET

Many of us will have started with a basic set from Hornby, and this set is aimed squarely at the toy market. Indeed, with its plastic track, battery-powered loco, cardboard buildings and box art emphasising play value, this is unashamedly a toy. As such, Hornby aims to sell these to outlets that wouldn't usually be interested in a traditional set. With luck, by the time you read this, piles will be found in supermarkets and garden centres placing the brand name in front of people who might not know it, or at least haven't thought about it for years.

In the box there is a circuit of clip-together plastic track that looks quite a lot like the stuff we use on "real" model railways. The train is a three-car Voyager lookalike painted in an Express livery. More recognisable liveries will be offered in the future, but it was initially important that the Hornby brand was prominent on the box.

Scenery is also included, with a cardboard station that clips together without the need for glue, and a tunnel built the same way. Also there are a couple of plastic trees, four catenary masts and a pair of signals that give away the Italian origins of this set. Assembly is straightforward – make up the tunnel, clip the track together and feed it through this and add the other scenic items. A cross-headed screwdriver opens a box for two AA batteries. Just put the train on the track, simple hook and loop couplings join the carriages, press the left hand button on the top and off it goes. I wonder how much play value the set really offers, though.

You might consider that there are plenty of really cheap toy train sets around that offer the same entertainment but Hornby has a trick up its sleeve – youngsters can run their train on a normal OO layout. Visit granddad and you can take your own train.

This is a really good idea. To test it out I took the train to my local club to give it a run

Two years after its announcement, the first of the Hornby Junior range of train sets has finally launched. But will it run on Grandad's OO Gauge track? Phil Parker finds out...

on some scale OO layouts. Initial impressions were good. The power car bumped a bit on complex pointwork but generally behaved itself. Sadly, adding the coaches was a bit of a disaster. These have no real weight and, as soon as they encountered anything other than plain track, they leapt off the rails.

Closer inspection of the wheels shows that the unpowered ones are very coarse and the distance between the backs is 13.6mm. That's 1mm narrower than Hornby's own metal wheels. It might not seem a lot, but on finer tracks it's enough to derail the featherweight vehicles. Some Code 100 is a little more tolerant in this respect, so all may be OK there. I'd suggest that the first run is watched closely.

Overall, this is a fun toy, but unless the range increases to rival Marklin 'MyWorld' the entertainment seems somewhat limited. That said, it's a brave move from our most traditional manufacturer, which will place the Hornby name on a few more Christmas lists. Expect discounting when these sets appear in mainstream stores this festive season. ■



Factfile

Layout name: Hornby Junior Train set
Price: RRP £39.99
Words and photography: Phil Parker



The German Alternative

An obvious competitor to the Hornby set is the Marklin MyWorld ICE Battery-Powered Sound Starter Set. This contains a sturdy plastic track, a five-car battery-powered HO size ICE train and a remote control.

The train is well built and perfectly capable of withstanding rough play. Four wheeled vehicles are easy to place on the track and each has a reasonable amount of weight. Coupling is with magnets and it's controlled via an infra-red handset. Forward and backward, different speeds and even sounds are operated from this. Best of all, this is part of a full range including buildings, operating accessories, more rolling stock and a wide selection of track.

The only downside is the price – £59.95. Is there £20 more play value? That's for buyers to decide, but having seen children trying this system out, it might well be that the German set has the edge at the moment.

Thanks to Green Scene for the loan of this set.



Running on finescale track

Disappointed that the set didn't like the Code 75 trackwork, I set out to see if changing the wheels was possible. The powered wheels didn't seem to be a problem, just the unpowered axles. Initially I thought I could just unclip the plastic axles and replace them with metal ones. Sadly, the axles are very long – coming to the faces of the open axleboxes. Standard metal wheels just slopped around and fell out.

Opening out the axle holes with a 2mm drill bit allowed a set of Gibson top-hat brass bearings to slot in. Now the replacement wheelsets fit fine. The only problem is that the model is fitted with 10.5mm diameter wheels so you'll need to find a supplier of Romford wheels to match them. That's going to cost around £40 to convert the entire set. And while you are at it, you might add some weight to the unpowered vehicles.



Power bogie

The drive system is ingenious. Hidden behind the bogie sideframes is a single, non-swivelling powered wheelset. Traction tyres ensure plenty of speed.



Wheels

Nearest – A Junior Set wheelset. Behind – Standard Hornby metal wheels. This shows the difference in profiles. The metal wheels are a couple of millimetres larger than the plastic ones, so aren't a direct replacement. ■



Accessories

Four "Power poles", two trees and two signals are included with the set.



Control

Press the left vent to switch it on. Press again to switch it off.



Inside

Taking the top off the power car requires a small cross-head screwdriver.

This is an exciting new direction for Hornby. It will be interesting to see how the range develops.
www.hornby.com

Test Run 1, 2 and 3

The model is taken for a spin on one of the OO layouts under construction at the Leamington & Warwick MRS



SPECIAL FEATURE



Battery fitting

A small cross-headed screwdriver is required to open up the battery box under the powered car. It holds two AA batteries



Inside the box

Opening the box, the set is well presented.



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

SIX SHEDS LONG!

Rusper Model Railway Club operates a OO gauge analogue model railway based on British Railways practice between 1948 and 1964. Our railway travels through six garden sheds on an allotment site in south London. Each shed has a layout with tracks and removable panels at the end of each shed. The tracks are connected with portable external sections, which are packed away in each shed with their supporting legs. Our operating meetings are monthly on a Sunday, in all weathers – the external sections have covers to protect from rain, snow and leaves on the line. The club owns 80-odd steam and diesel locomotives and DMU units, and at the meetings we operate the railway to a timetable based on real time. There are ten stations, seven of which have goods yards, and trains are signalled between stations using bell codes based on BR practice. The timetables are quite intensive with trains every two or three minutes. It keeps us 'on the ball', although operating gets easier as members stay at one station for several sessions and become familiar with the bell codes and track layout. There are 12 rostered passenger trains including Pullmans, fast and local services and six set goods trains.



In addition, at the start of each operating session, coloured pins are used for pick-up goods wagons, which must be shunted as necessary between other services. Visitors and new members are welcome.

www.ruspermrc.co.uk



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LAYOUT IN ACTION!**
Visit www.brm.ag/RusperMRC



BLOWN AWAY

I've just finished reading the November issue of **BRM**. Congratulations on the brilliant content, particularly the featured layouts - a great mix of scales, subject matter and methods of approach on construction. Above all, the layouts contained that essential but often elusive atmosphere.

As a fan of urban and industrial layouts, I was naturally drawn to Staly Vegas on the front cover. Initially, I assumed it was OO gauge, but when I found out it was actually N gauge I was blown away! The builder, Richard Stott is to be congratulated on achieving an utterly convincing depiction of the drab, smoke-laden feel of the industrial North. The effect is rarely achieved in any scale, but doing so in N gauge is nothing short of brilliant.

His approach to using a very limited palette when painting and weathering is absolutely right in my opinion. We often see bright colours used which destroy any attempt at recreating a believable and realistic scene. N gauge has the ability to depict the 'railway in the landscape' effect very well because of its diminutive size.

Richard appears keen on the diorama style of layout of which I'm also an advocate. N gauge is often regarded as less relevant to create convincing model scenes, but 'Staly Vegas' puts that assumption in its rightful place!

Richard Boden, Lincoln



GOD'S WONDERFUL RAILWAY

I have been a big fan of the GWR since about 1950 when my father first let me into his garden shed model railway aged four. It was a joint GWR/SR 4mm layout. He often took me to Paddington, and to the Central Hall, Westminster to see model railways and in the 1950s we holidayed in Devon and Cornwall. I've noticed over the years how many people model superb GWR branch lines, with many 57XX, 'Pannier' tanks, 45XX and 55XX 'Prairies', 0-6-0 'Collet Goods', 56XX and 66XX 0-6-2s, 'Dean Goods' and GWR Railbuses plus a few Manors. I enjoy all of these, but would very much like to see the magnificent GWR 'Kings', 'Castles', 'Stars', 'Saints', 'Counties' and 'Halls' with named express trains, like I witnessed in the 1950s and 1960s.

It used to be the case that manufacturers gave more support to RTR GWR locomotives than any other company, but now all the 'Big Four' and BR get equal coverage. Mainline GWR and/or BR Western Region don't figure much in many of the model railway magazines nor at exhibitions - such a shame!

David Quarrie, York

Your opinion

Readers – do you agree or disagree with David? Share your thoughts about GWR/BR Western Region layouts and stock. Send your emails to the address above.



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INSTALLING POINT RODDING FROM A SIGNAL BOX

Kevin Phare looked at the branch line on his 'Little Muddle' layout and wondered how easy it would be to install point rodding retrospectively. Well, let's find out...

Once a thought enters my brain box it bounces around and starts to formulate into a plan. Then it seems to gather its own momentum, regardless of what I'm thinking my next move will be.

After checking through the odds and ends boxes, I realised that I had more than enough of both Wills sets – SS89 Point Rodding Kit and SS90 Point Rodding Kit to fit out the station area. Once it was clear that no extra materials would be needed, the next course of action was to start planning... ■

many modellers will ballast and then fit the point rodding on top. I think this is incorrect, as you can't get the rods level or straight

Shopping list

- Wills SS89 and SS90 point rodding kits
- Lifecolor roof dirt, weathered black
- Vallejo medium grey, oil and grease

See more of 'Little Muddle' in the October issue of BRM
www.brmm.ag/LMuddle

1»



This was my fourth attempt to arrive at a satisfactory solution. You can imagine what the outcome might have been if I had just started on my first plan.

Point Rodding Preparation

A word of advice before you start – always have a clear idea of what you're doing before diving in. A little thought now can save a lot of problems later on.

The other consideration is how the point rodding would have been installed in real life. For instance, I model GWR, which had a clear design ethos and manuals detailing their ways of working. I'm the first to admit that I've taken a few liberties here, but I hope the end result looks realistic.

As an example of a suggested process, the previous rodding installation at Encombe Town was different, so I took a photograph of the area in question and sketched various options until I arrived at one that looked correct. There are six points and a double slip on Little Muddle, so I decided that the three

points in the goods yard would remain under manual operation of the Yard Master and the remainder would be controlled by a signalman in a platform-sited signal box. I installed a Facing Point Lock (FPL) on the leading point into the station. I'm not sure if this would have been done here, as it was normally used on main lines where trains were moving at in excess of 30 mph.

I also searched online for a small platform-mounted signal box and found some plans on a railway forum. I have no idea where this box was sited, but it met my requirements so I worked out a scale plan and set it out on the platform for an overview.

With the planning done and clear idea in my mind of how to proceed it just left the easy bit – transferring and installing it on the layout.

2»



A slip of paper marks where I need to cut the platform front for the rods to go underneath to the signal box.

3»



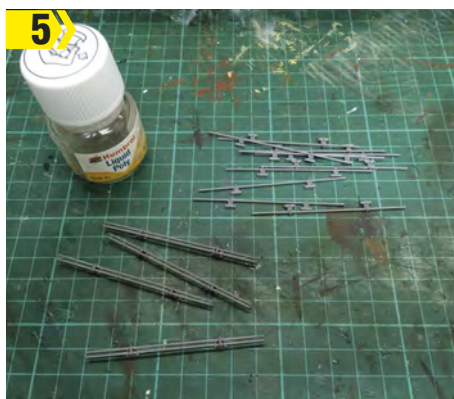
The ballast was scraped away back down to the cork underlay, any sections of walkways and platform edges removed and the areas cleaned up and levelled to give a clear run for the rodding. With the clearance work done the next stage is making the rod access hole through the platform front. This was marked out and holes drilled to allow cutting and shaping with a sharp knife.

4»



The hole was trimmed and painted black to put everything under the platform in shadow. The edges were lined to look like wood and a MRS Victorian brick lintel fitted over the top to make it look prototypical. Unfortunately I forgot to take a picture of this stage, as I just went straight onto the next one, but you can see the end result in a later picture. Now we start the point rodding itself.

5»



I construct as much as I can off the layout, as you can work so much easier and quicker on the work bench. I always use liquid poly glue in this type of work because it flows into all the cracks and crevices. I have cut the rods off the sprues, trimmed any excess and started to assemble the double run. Real point rodding is generally level and straight for efficient operation, so this would be my main aim here.

6»



When gluing rodding together to form banks I used my long nose pliers to line the rollers up so they could set in line correctly.

PRACTICAL BRM



I have seen other modellers do this, so I can't lay claim to it being my idea, but to assist in strengthening and lining up the rods I use thin strips of plastic fixed to the underside of each rod joint.



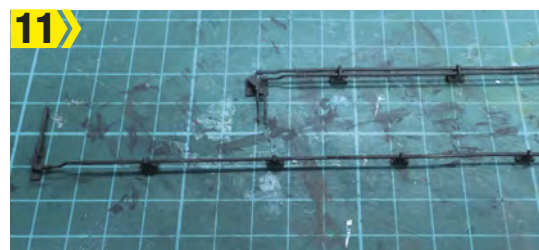
This technique enables relatively long runs to be constructed in line, but handle with care as they are not very strong.



Under each roller base I also fitted a spacer to ensure that they sat in the ballast and not under it. It's easier to add more ballast than it is to take it away.



The FPL linking being built and ready for installation. The control arm is fitted in situ, as it needs to go under the track. Also note the plastic base under the off track adjustment link. I have noticed on numerous real installations that metal or wood bases were used to support fittings in the ballast.



This is a typical set of rods and linkages, but I've painted them in a base coat ready for installation.



This picture shows the FPL and control rod in place with the second linkage moving the switch blade itself so for these types of installations the point is actually controlled by two levers.



Progress on sections of rodding being fitted to the track. The items in the field have been moved out of the way so that I don't knock or damage them.

The rodding is fixed alongside the track and I used drop down rods to get under the permanent way walkway. To achieve equal distance between the rods and the track, which I mentioned was high on my list of priorities, I used a 'tick strip'. This is a piece of card with the distance mark on an edge in pencil, which can be held between the track and the rods to ensure the same distance along its length. This is, and will always be, the most accurate way to transfer a measurement that needs to be repeated.



Pictures showing rodding to leading station point, all fitted level and parallel with the track.



This series of pictures build on the above, and show various areas of the rodding being fitted. The final picture shows the completed platform front, which I forgot to include earlier!

Ballasting

With all the point rodding fitted and painted, ballasting could commence.

No matter which article you read, exhibition you go to, or fellow modeller you speak to, ballasting has a reputation of being a repetitive process that we must overcome.

I still use the old fashioned way of laying the ballast dry, then spray it with a fine mist – I have an excellent spray bottle given to me by my granddaughter from her Princess bead play kit – then with a syringe filled with 50/50 PVA water mix with a dash of washing up liquid added. I apply over the new ballast and leave it to set before hoovering up any excess.



Painting

I thought I would keep the painting as a separate issue, as I will not rely on just a single coat of paint to finish. Too many good models are spoilt by not going that extra mile to add the bit that is most noticeable – the painting and weathering.

To achieve the results shown here is not as much effort as you might think. First, I painted everything in Lifecolor 'Roof Dirt'. Strange, you may say, but after much experiment I found it gave a dark, dirty and used look with little effort. Between the rollers I painted a wash of Vallejo medium grey paint – I varied the number of applications to give an uneven finish along the length. Then, Lifecolor weathered black was dry-brushed on and around the rollers and finished with a Vallejo oil and grease applied sparingly to the rollers, linkages, connectors and drop arms.

The result leaves the feel of a well-used set of rodding. I am very happy that I decided to fit the rodding, as it seems to make sense on the station layout and its operation. I know this won't be everyone's cup of tea; it is fiddly and there will be times when you'll feel like taking up knitting. However, when it's finished it improves the layout and makes it look prototypical.



Kevin Phare scratch builds a signal box in the **BRM** November issue www.brm.ag/Lmudbox



ASHBOURNE (MIDLAND)

It's not very often that a layout is built twice by the same person, but Nick Palette missed his little layout so much that he constructed it all over again.

Jinty 3F 47629 arrives at Ashbourne with the daily freight. In the foreground is the coal merchant's Morris Minor van - a common vehicle of the age!



I first built Ashbourne (Midland) back in 2009/10 and got it to a reasonable state of completion, but then something else came along and hijacked my interest, so I sold it to help finance a new project - 'Tremore' (see RMWeb layout challenge 2010). Time moves on and Tremore spent five years on the exhibition circuit, and it has since been sold.

I had always liked the way I had devised Ashbourne, though, and often wondered why I had sold it. I had a hankering for another small layout after wrestling with American O scale, so I revisited the idea. However, this time I built it in a mirror image of the original.

Background

The town of Ashbourne in Derbyshire was served by the LNWR from the north and the North Staffs from the south west, the two companies meeting in Ashbourne station.

Given the town's proximity to Derby, just over 13 miles away, it has always surprised me that the Midland didn't build a branch line between them. There are two possible routes judging by the map - a pretty direct route via Mackworth and Brailsford, or a longer route from east from the Duffield to Wirksworth branch. My layout assumes the former direct route. I also assumed that the branch survived into BR days and even saw the transition from steam to diesel, but was closed in the mid-1960s by the good doctor!

The Layout

The whole layout, including the off-stage sector plate, is a little over 6ft long. I say a little, as the main structure is 6ft long but the removable sector plate hangs over the end by a couple of inches. This is very convenient for exhibitions, since the layout is largely in one piece and is therefore easy to transport and set up.

it is tempting to introduce lots of variety with different types of wagon, but the railway was pretty mundane back then, with lots of the same wagons



Factfile

Layout name: Ashbourne (Midland)
Scale/gauge: 4mm/00
Size: 6ft x 1ft
Era/region: Early 1960s
Location: Derbyshire
Layout type: Terminus with sidings
Power/control: Lenz DCC
Words: Nick Palette
Photography: Andy York

LAYOUT FOCUS

The local passenger train from Derby arriving at Ashbourne. On this occasion, it is formed of a Derby 2-car DMU (later class 108) in BR green livery with 'whiskers'.



Construction follows the conventional techniques, with a timber and plywood baseboard and cork tiles as track underlay. Peco code 75 track and points are used and the points are operated by piano wires under the baseboard. These reach across the width of the layout (all 1ft of it!), so it can be operated from either the front or back.

Originally, the wires would bear on micro switches to change the frog polarity, but I have recently fitted a Tam Valley frog juicer to handle this task. The layout comprises a typical small terminus station with a main platform, run round loop and a couple of sidings. It is fed from a three track sector table that pivots at the centre on a 5mm bolt. I have tried most forms of fiddle yard/storage with varying degrees of success, so I am pleased to say that this has worked reasonably well over time. However, it does suffer from temperature and humidity changes at shows.





Slide below for more images

The layout took about six months to build to a pretty complete state. I have been fortunate in having been able to arrange my own working time, which has allowed me more time to work on modelling projects.

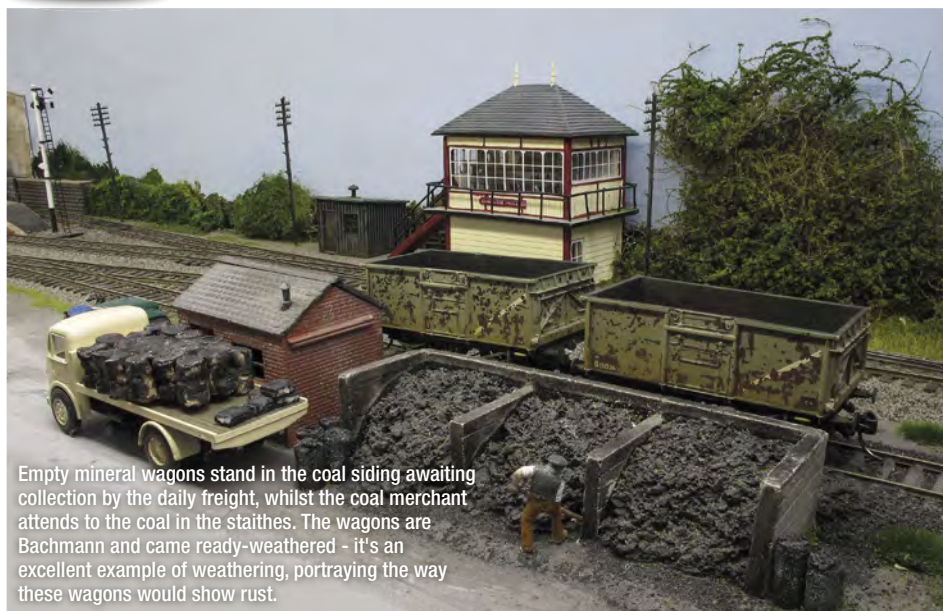
Operation

I like to replicate the prototype in the operation of my layouts. Let's consider Ashbourne for the period in which it is set. During the early 1960s car ownership was on the rise and the future of rural branch lines was uncertain. At this time, there would probably have been an hourly, or maybe two hourly service to and from Derby, with variations at the weekend. There would have been one daily freight that would have worked the sidings at stations up and down the branch. At an exhibition, that suggests that the DMU comes in and out each hour or so, and the freight arrives once and shunts before returning. I don't think that would satisfy many visitors to a show, especially if they are watching the layout between trains!

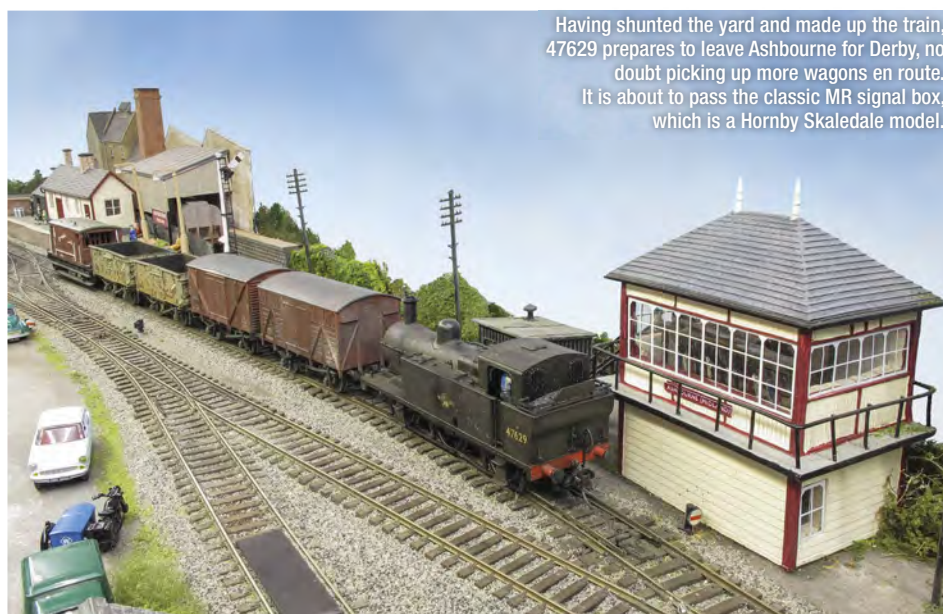
In order to keep exhibition visitors happy I need to stretch reality a little. Therefore, I use a two car Class 108 DMU and a Jinty with two coaches for passenger service, plus another Jinty and a selection of wagons for freight service, and I run a sequence of three trains. This takes about 35 minutes to complete and then repeats. Judging by observations at shows, it is unusual for people to stay in front of a layout for longer than about 15 – 20 minutes, although they will often come back again.

On the subject of freight service, my recollection from the time is that the typical branch freight train of the period was quite plain, mainly being made up of coal wagons. Other freight was carried in vans, some pre-nationalisation types, but most likely the BR standard plank or plywood types. Other types of freight would have been dealt with in the appropriate wagon as and when required, which is what I portray on the layout. It is tempting to introduce lots of variety with different types of wagon, but the railway was pretty mundane back then, with lots of the same wagons. A prototypical freight would be 15 mineral wagons and a brake van, not one of every type of wagon in the catalogue.

As far as Ashbourne is concerned the freight normally consists of two vans, two coal wagons and a brake van. Not much, you might think, but it can still take 20-25 minutes of shunting to complete delivery and collection to and from the correct sidings.



Empty mineral wagons stand in the coal siding awaiting collection by the daily freight, whilst the coal merchant attends to the coal in the staithe. The wagons are Bachmann and came ready-weathered - it's an excellent example of weathering, portraying the way these wagons would show rust.



Having shunted the yard and made up the train, 47629 prepares to leave Ashbourne for Derby, no doubt picking up more wagons en route. It is about to pass the classic MR signal box, which is a Hornby Skaledale model.



Another view of the coal yard showing the lorry loading up for delivery to local households.





With more work still in prospect, 47629 returns with yet another rake of wagons.

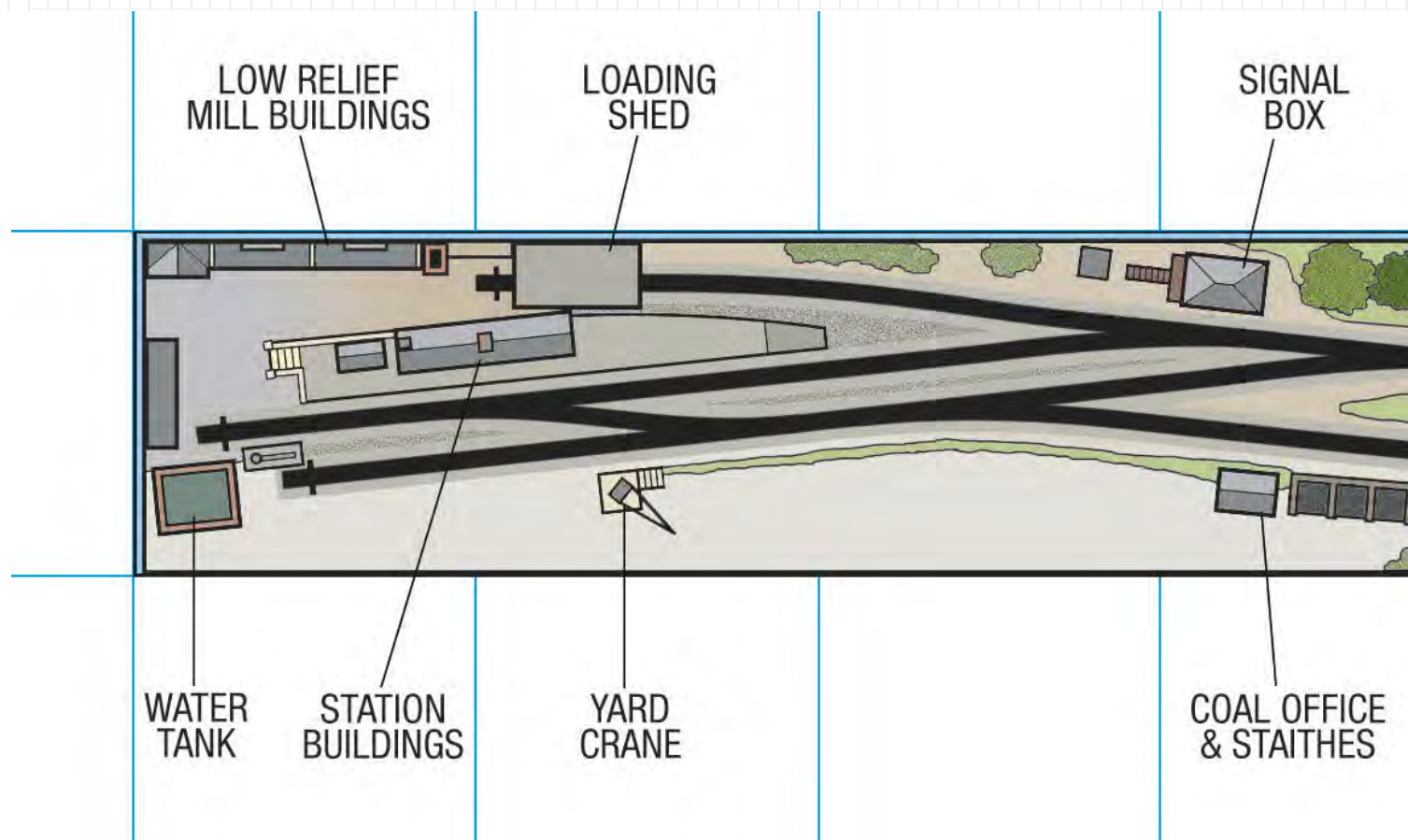
Couplings

Kadee couplings are standard on my layouts. For me it started over 30 years ago when I first fitted some Kadee number 5 couplings to an American box car, and they have been with me ever since. A common question I get is regarding the ease of fitting them. Now that Kadee have a number of NEM-type couplings of various lengths (Nos. 17, 18, 19 and 20) in their range, it is just a simple matter of replacing the existing coupler. However, it is important to bear in mind that the coupler height is quite critical, so investment in a Kadee height gauge (No. 205) is worth it.

It wasn't always plain sailing, as many of my wagons are early models and had coupler boxes that were too high. A solution was to use the US No. 5 and its coupler box, and either glue or screw them directly to the wagon floor.

Trackplan

ASHBOURNE (MIDLAND)



Uncoupling can be as simple as twiddling a bamboo skewer between the couplings, or to use of one of a series of magnets either between the rails or under the track. I use a combination of both. The advantage of the magnets is that it is hands-free, but the disadvantage is that you are limited as to where you can uncouple. The advantage of the hand tool is that you can uncouple anywhere, although there is the risk of accidentally derailing the stock.

Appearance

Having mentioned the mundane appearance of trains in the period, the variety comes in the appearance of those mundane wagons. Each wagon, whilst of the same type, would appear different due to the weathering. Their appearance would range from the almost new (it didn't take long for something to weather once it had been released from overhaul/repaint), to downright shabby.

Again, I feel that a degree of weathering is important – the railway was (and still is) a dirty place. This adds to the realism and the variety when using a limited number of vehicles.

I feel weathering is an important aspect as far as the rest of the layout is concerned too. Look at the track the next time you stand on a station platform. The rails are dirty – not rusty – although rust is more likely on little-used tracks and sidings. The ballast isn't very uniform in colour, but tends to blend once weathered. Look at buildings – weathering in the form of streaks where water has run down a wall, moss growing on a roof, etc. Roads are not wholly grey, with patches from works and resurfacing, cracks where the tarmac has split, etc. Grass is not a uniform green; apart from a prize lawn or bowling green. Unfortunately, there is a tendency to make trees too small. This might be partly due to what's available off the shelf.

A fully-grown oak tree can reach 80 feet – that's around 12ins in 4mm scale.

Having said that, I don't have any particularly tall trees on this layout, as I felt they would overcrowd it, but the ones that are there are probably taller than your average ready to run item. However, I like to think I have encompassed the other aspects in regard to the appearance of this layout. ■

Meet the Modeller



I have been a modeller for over 50 years and, as that time has progressed, I like to think that each new layout has shown some improvement. Previous British layouts include Tremore and Lochnagar, both of which featured

on RMWeb. Current layouts being exhibited include: Astley - BR(WR), Heath Green BR(SR) and Neuburg (East German DR).

What we think...



Nick's compact project is really achievable modelling – anyone could get to grips with modelling like this using proprietary track, stock, buildings and scenic products. It's a small plan that would keep a layout owner busy for many

hours, with the many operational challenges in its four foot length!



SECTOR PLATE
FIDDLE YARD

Anthony Brown

Cake Box Challenge

One month into the **BRM** Cakebox Challenge and there are more than 60 cakebox projects being shared on RMweb. Here are two that caught our eye this month.

Entry Name: 'Long Walk Home'

Modeller: Kevin Phare

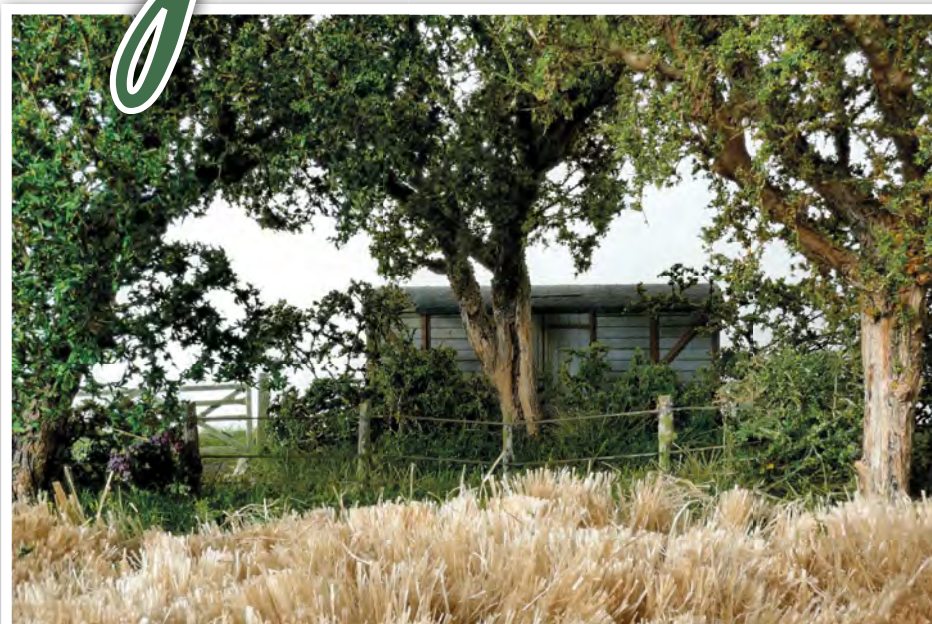
Scale: 4mm:1ft



"The base has been started with the initial finish. That's the easy bit now for the scenic build up..."



"Static grass applied - three tones were used, randomly mixed to give colour variation. The glue is still wet, hence the white areas. This is the first pass as there will be other scenic touches needed to further enhance."



"After my escapades of this morning I found my way blocked by a gate. I couldn't move it as it was held in place with a large stone. I then heard someone walking down the lane so I gave up, but I'll get around to the other side one day."

RMweb
"This is simply stunning. What a lovely model... It just makes me want to wander down that lane and investigate the van"

RMweb
"The scene is superb and thanks for mentioning the link to the American supplier of sagebrush."



"This time I just boldly walked down the lane in the direction of someone using some form of cutting implement to trim the cornfield. Well, when I arrived there wasn't much to see, just an old railway wagon in a field."

Entry Name: 'Canal Side'

Modeller: Paul Wright

Scale: 4mm:1ft

I've decided to give this challenge a go. I cut a piece of MDF to 8in x 8in and made a small mock-up of my idea - a canal scene with rail siding. The canal boat will be half-relief coming from underneath the bridge, with a small mill/warehouse next to the siding. The warehouse is a modified Scalescenes kit, with Wills slate roof tiles and down pipes added. I'm a big fan of cardboard kits but like to kit bash.

RMweb

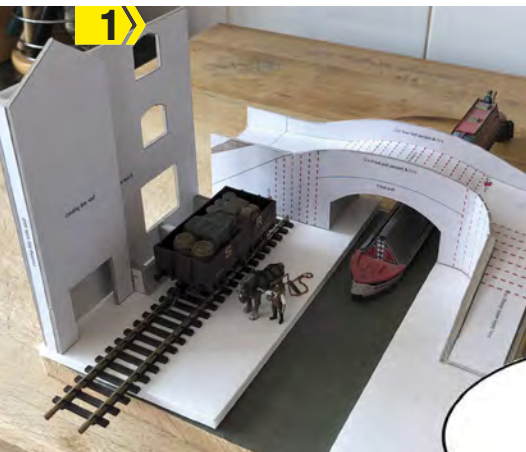
Thank you all for the likes and encouraging comments.



"Granite sets weathered and warehouse/mill almost finished."



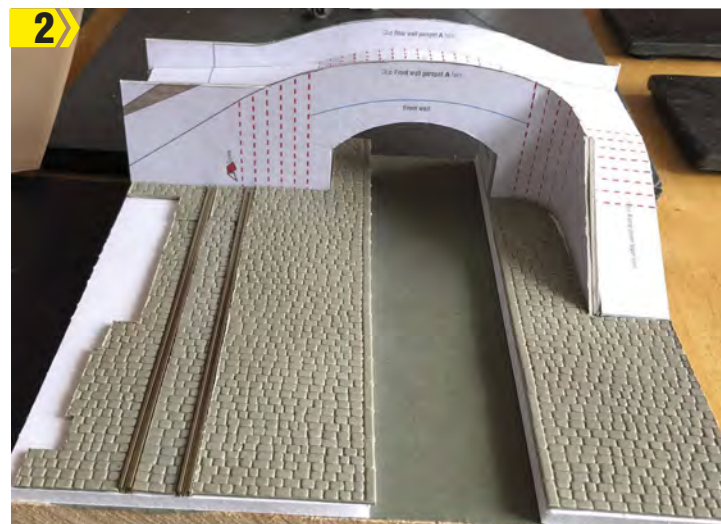
"Have added some greenery to the scene, there is one thing about canals - weeds, grass and plants grow everywhere!"



"Laid the track, decided to glue the rails directly to the foam board, need to weather the tracks, then use Wills granite sets to infill."

RMweb

It looks brilliant!
What a nice little scene



"Wills granite sets cut to size and track weathered. Need to weather sets."

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Jonathan Grant's excellent 'Hudson Road' layout is set a century ago, reminding us that this was a time of war and suffering, so very different to the comforts and luxuries that we now have.

CHRISTMAS PAST AND PRESENTS

The Festive Season is a time of giving, receiving and, says Andy York would have it, being happy with Thomas socks and making modelling resolutions that you're going to stick to...

As Christmas approaches we often think back to Christmases gone and how these have been formative in our hobbies – a first train set, receiving a long yearned-for present for the layout and, in turn, a time to pass on our love of the hobby to a new generation. As we move on in years we can only hope for a tastefully chosen book in tune with our specific interests, rather than socks with Thomas on them – as someone once gave me! That does make me sound rather ungrateful, which reminds me that we are approaching the time of year when the main manufacturers prepare to make their annual announcements. On RMweb it's guaranteed that within a few minutes of the announcement someone will come along

and proclaim "there's nothing in it for me this year". I wonder if such people emptied their stockings on the lounge floor on Christmas morning they'd frown as a satsuma and a bag of chocolate coins tumbled across the carpet. I just laughed off the Thomas socks, so maybe everyone should just be thankful that we do have new products coming to the market, even if it's not always what we might have wished for.

Many years ago I asked Santa for an electric train set. In my mind this would take the form of a Triang-Hornby AL1 and maybe a stretch of Minic motorway. What I got was a board with hand-built track, a Jinty and a few wagons. I later came to realise that this was what Mum and Dad could afford. Dad didn't have a layout, but it didn't stop him

working out how to build the track. More time went into the creation of that oval, but that was my introduction to the hobby.

Hopefully our readers do get some time over the holiday period to get some modelling in. As New Year arrives, maybe it's also time to make some resolutions – perhaps a year to do something that you've feared tackling, or to finish a long delayed project. After all, they've got to be more achievable and enjoyable than losing weight and resolving to run a marathon.

We hope that your Christmases are merry. Challenge yourself to move your modelling on in 2018, and temper any disappointment if you haven't got what you wished for. Most of all, pass on the gift of this hobby to someone else too if you get the chance. ■

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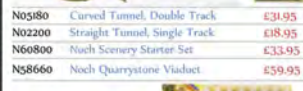


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STAMFORD EAST



Great layouts don't need to grow old, even if their builders eventually do. Robin Fox talks about owning, exhibiting and updating the late Trevor Webster's detailed model of this aristocratic branch line.

Welcome to 'Stamford East', an N Gauge layout built by Trevor Webster. Trevor was a cabinet maker by trade, eventually becoming County Agent for Nottinghamshire and leaving there to take up a similar position with Grand Metropolitan Hotels. In his younger days he represented England at rowing. In addition to his railway models Trevor also made a

number of very high quality dolls houses, at least one of which is now in Hollywood, USA. Trevor's expertise was in model buildings, winning a number of N Gauge Society trophies over the years. His other layouts include 'Parnhams Maltings' (winner of the N Gauge Society best small layout trophy) 'Parnhams' and 'Whatton Parva'. Trevor sadly passed away in February 2017 at the age of 81.

Factfile

Layout name: Stamford East
 Scale/gauge: 2mm/N
 Size: 10ft x 2ft 8ins
 Era/region: 1960s/East Coast Main Line
 Location: Lincolnshire
 Layout type: Branch line to terminus
 Power/control: DC
 Words: Robin Fox
 Photography: Andy York

Taken from the far bank of the River Welland, a B1 waits to depart with a rake of Gresley coaches.



I first met Trevor at Wigan show in 2013, where he was exhibiting 'Stamford East', and I saw there was a 'for sale' notice on the layout. After watching it for some time I began to appreciate the exquisiteness of the buildings and the effort that had been put into making them. I had nowhere to put another layout, and thought it would be out of my price bracket, but I enquired anyway and bought 'Stamford East' for the price of three or four N Gauge engines. It was an absolute bargain!

Stamford East was the terminus of a single line branch from Essendine on the East Coast Main Line (ECML). Originally

I had nowhere to put another layout, and thought it would be out of my price bracket, but I enquired anyway and bought Stamford East for the price of three or four N Gauge engines

the builders of the ECML wanted to put it through Stamford but, as was so often the case, the local land owner, the Marquis of Exeter, objected and the ECML was put through Peterborough instead. The Marquis soon realised his mistake, as the fortunes of Stamford declined while Peterborough's increased, so he funded the line to be built. This is why the station house at Stamford East is so ornate, because it is built in the same architectural style as his country pile, Burghley House, which is on the outskirts of the town. The line was operated by the GNR. Passenger services ran until 1957 when they were transferred to Stamford Town, but goods services continued well into the 1960s. All that remains today are the station house and the goods shed, which, with some modern buildings in between, are both now part of a sheltered housing complex.

Trevor ran the layout set in the 1960s and I have continued with that scenario. In real life there was only one passenger train, usually

a C12 or N5 tank engine with two coaches, which ran up and down to Essendine all day, but that would be pretty boring for exhibition audiences, so I run a variety of services including a through train from London (a B1 with four Gresley coaches) and a train from the adjoining Midland line (an Ivatt 2MT with four Stanier coaches), DMUs and a selection of freight trains.

The trackplan is an exact replica of the real thing in the station area until the signal box is passed, then modellers' licence is used. Trevor used Peco electro magnets to uncouple and shunt. I was not having a lot of success fitting the metal arms to my wagon couplings, so I have opted for the Dapol couplings instead and now use two 3mm square magnets stuck together to make one rectangular magnet. The operator has to be pretty accurate in placing the vehicles he wants to uncouple over the magnets, but it does work (sometimes!) and looks pretty impressive from the audience point of view.



Did the barn conversion craze really start in Stamford?

the Marquis soon realised his mistake, as the fortunes of Stamford declined while Peterborough's increased, so he funded the line to be built. This is why the station house at Stamford East is so ornate



An unidentified Class 08 shunter busies itself with vans in the goods shed. A J39 awaits departure from the cattle dock while the DMU shuttle to Essendine leaves from platform 1.



KEY DETAILS



Buildings

As I didn't make them I cannot go into details of their construction, but every single one is a model of a real building in Stamford. The buildings, apart from the railway buildings, are taken from all over the town and therefore the way they are placed on the layout is purely fictitious. In fact, the main street on the layout is where the railway that still exists, the Midland Peterborough to Leicester line, should be. However, the way Trevor has grouped them makes for a very convincing scenario.



LAYOUT FOCUS

The DMU shuttle passes the farmworkers cottages, which are based on the real life almshouses near Stamford Town station.



The layout is 10ft long and for storage and for transport purposes splits into two 5ft boards. When I acquired it all points were operated by the 'wire in the tube' method. There was a conventional fiddle yard on the board furthest away from the station behind the backscene. The wires for the points on the scenic side of the layout used to pass underneath the fiddle yard, which had eight roads, but the traditional fan of pointwork at the fiddle yard entrance meant that some of the roads were very short. The decision was made to replace the fiddle yard with an eight road traverser, so now all roads were of equal length. They were also halved electrically to make it possible to accommodate up to 16 trains. However, because the traverser has to slide in and out it was no longer possible to have the wire in the tube points, so the points on this board had to be electrified. This, in turn, led to the whole layout being rewired with a new control panel and a facility to have two operators working at the same time.



The engine shed with its unusual roof-mounted water tank

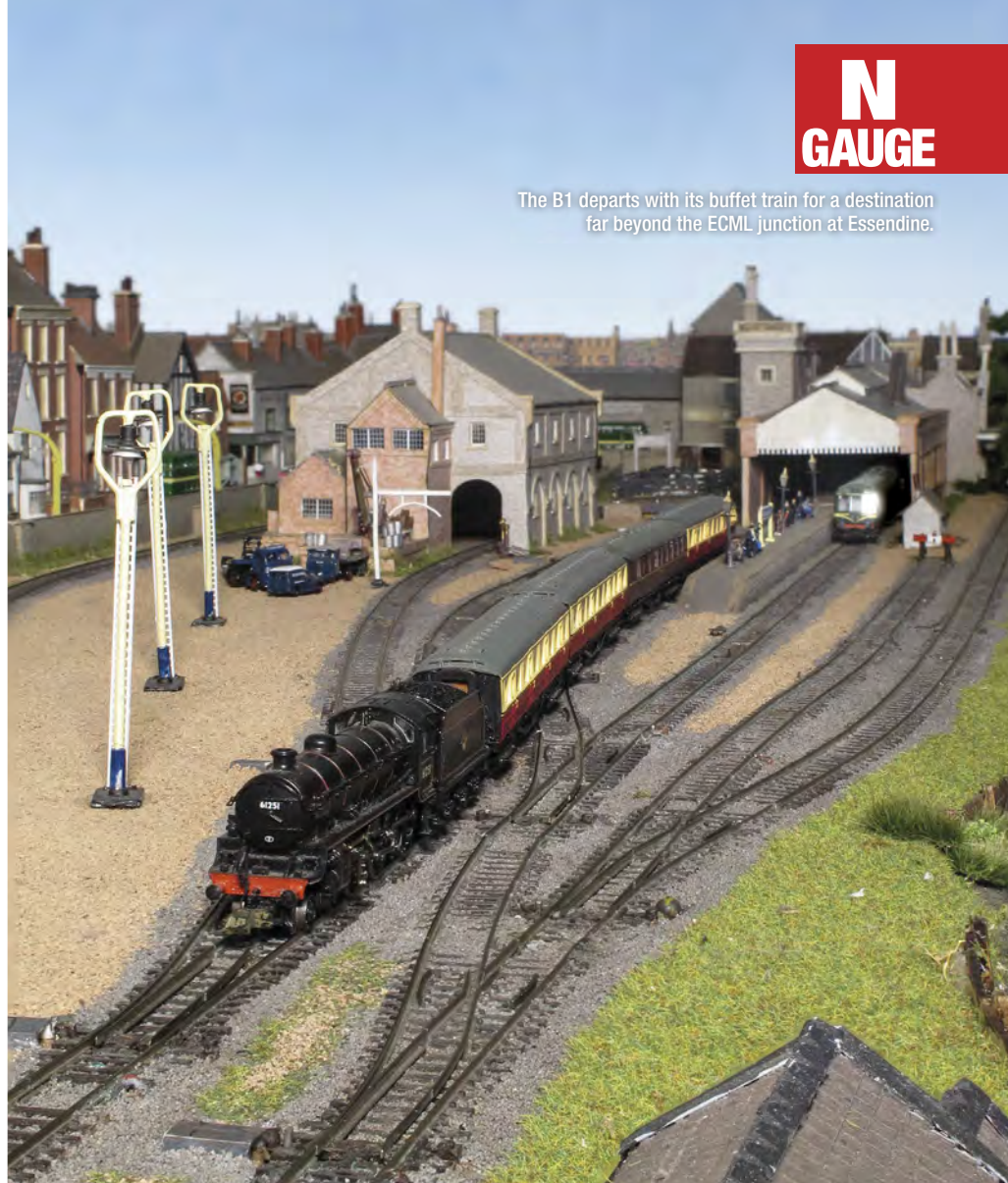
The B1 departs with its buffet train for a destination far beyond the ECML junction at Essendine.



With the points now electrified it meant one didn't have to have a 10ft arm span to get to the wire in the tube levers!

One clever feature my electrical advisor came up with for the traverser was that when trains were arriving/departing from roads one and two the other six roads had exposed ends. As such, if an operator inadvertently pressed the wrong switch and energised the road, the train would career off onto the floor. At the other end of the traverser a micro switch was fitted to every road so, as the traverser was slid in and out, only the two roads whose micro switches were pressed against a permanently fixed wooden block could be energised. Obviously, these two roads were the ones that were currently lined up with the exit tracks.

In terms of improving the layout, it will be noticed that there are no signals. I have had great difficulty in obtaining a signalling plan but, on the day I started to write this article, a new book I had ordered "Great Northern



A rare visitor in the form of a B17 arrives at Stamford East.



Another shot of the B17 as it passes the engine shed.

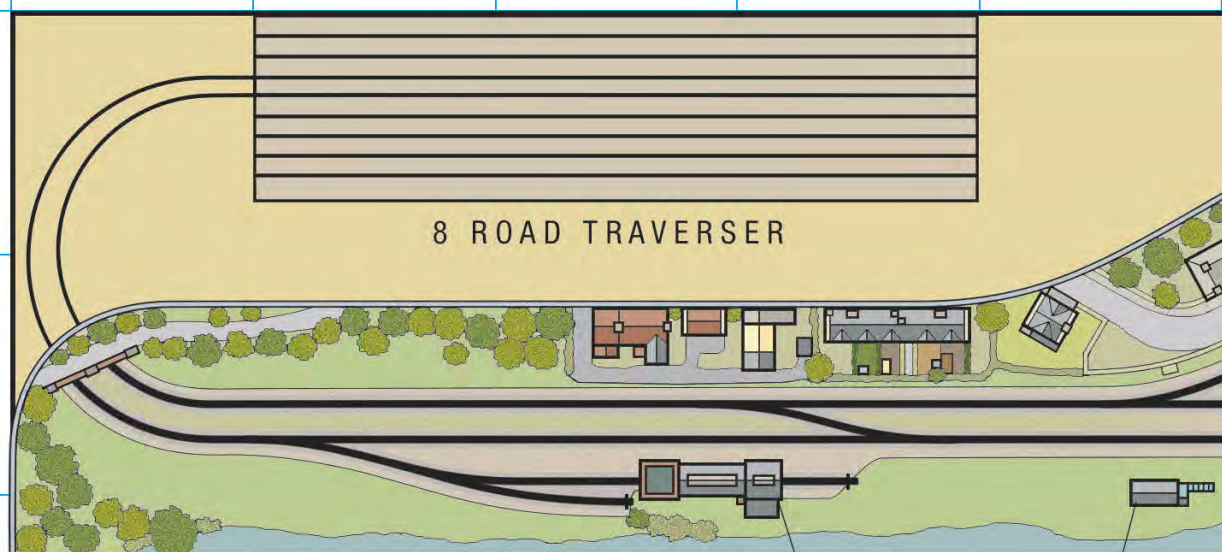


Branches from Stamford” by Peter Paye arrived in the post. In it are all the signalling diagrams from the line’s construction, right through to closure. It is intended to use the Dapol working semaphore signals with modified mechanisms using miniature servos controlled by the excellent Megapoints system. If we get it right, it will not only make the signals go up and down but will also give them that characteristic bounce as they return to danger.

My thanks go to Gill Webster (Trevor’s widow) for letting me have all his research. Les Richardson, for his information on Trevor’s early life, Aron Moran and Dave Douglas of the Manchester Model Railway Society for their invaluable help with the rewiring, construction of the traverser and new control panel, all the many people who have been my 2nd man at exhibitions and my long suffering wife Pauline who lets me go to all these shows – maybe she just wants a quiet weekend!. ■

Trackplan

STAMFORD EAST



Lawton

Each grid square represents 1 foot

ENGINE SHED

SIGNAL BOX



Slide below for more images

Meet the modeller



I have been interested in all things transport for as long as I can remember. The barbers I attended as a small boy overlooked the railway line and I used to keep turning my head while having my hair cut every time a train went by, much to the barber's frustration. I lost count of the number of times I was thrown out of the bus depot, which also backed on to the railway, making it an excellent location for both bus and train spotting. My first train set was a Tri-ang Princess Elizabeth, two coaches and an oval of the grey plastic track, and things developed from there. There was the usual interlude for teenage pursuits, and age 40 I married Pauline and started an N gauge layout in the loft. Pauline enrolled me in the Manchester Model Railway Society as a birthday present and I have never looked back. I currently own three layouts – a permanent one in the loft, 'Abbotsford' and 'Stamford East'. All are N Gauge and are set in the early 1960s. I love exhibiting and since 2010 I have done well over 20 shows each with 'Abbotsford' and 'Stamford East'. If anyone is interested in booking either layout I can be contacted at rpfox@btinternet.com.

A class 31 arrives with the morning mails and parcels.

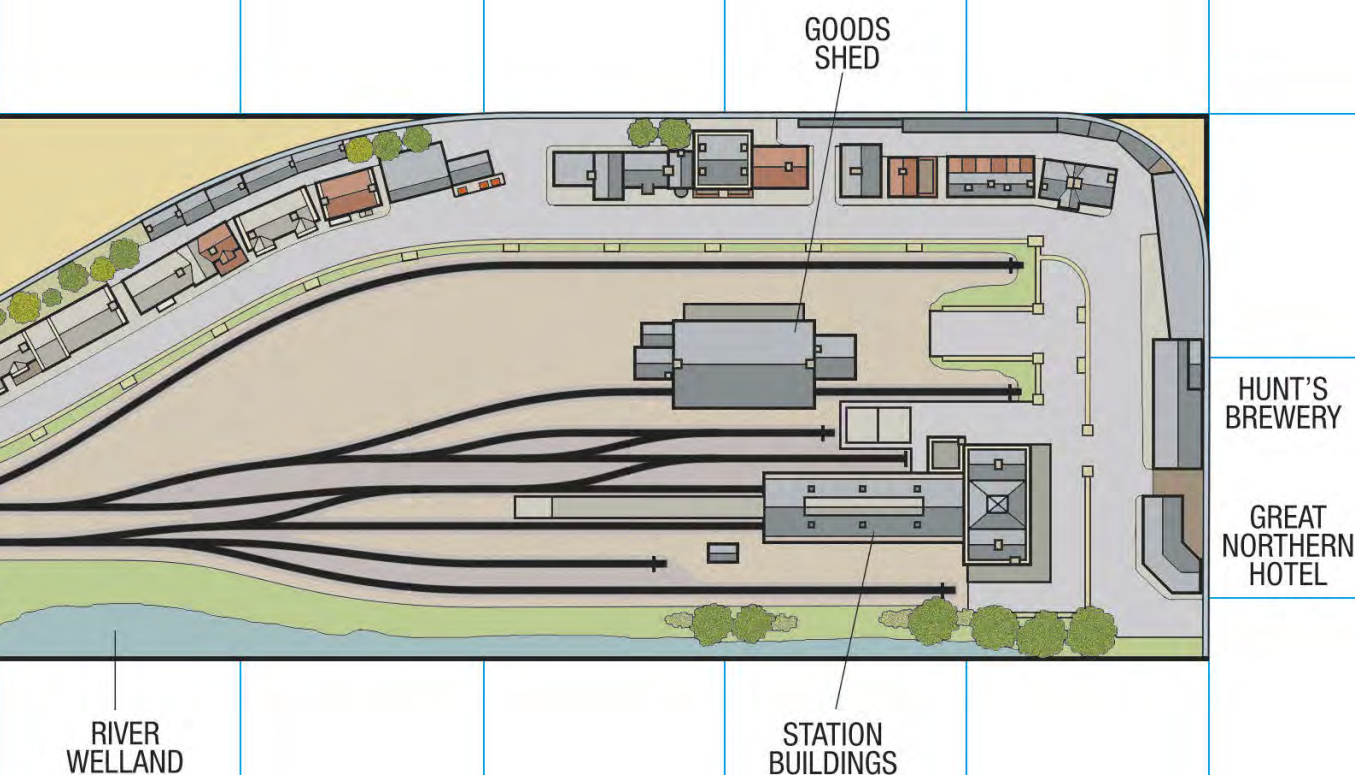


What we think...



Stamford East is a fascinating prototype; lovely architecture in a market town terminus with plenty of operational interest. Robin makes the most of this with interesting workings in a 'what might have been' scenario surrounded by copies of the town's buildings.

Andy York, RMWeb Editor





INTRODUCING 'DIDSBURY GREEN'

Phil Parker starts work on the latest **BRM** project layout, which is built with a rather special exhibition in mind.

I've had some interesting exhibition invitations over the years. These have seen me taking models to breweries, warehouses, exhibition centres and schools. Mostly, I just load the layout, stock and a spare operator in the car and set off on Friday evening hoping for a pleasant weekend away.

My latest invite is much the same, except that the journey will be longer than usual. Jason Shron from Rapido got in touch with **BRM** and said, "Rapido is sponsoring the 'Great British Train Show' in April 2018. This is the largest British train show in North America."

A few minutes on the web reveals that this takes place at the Jim Archdekin Recreation Centre in Brampton, Canada. I certainly wouldn't be able to drive to this one. Worse, I didn't think any of my existing layouts would fit on an aeroplane very well.

Jason suggested that we build a small layout and cover the construction in **BRM**. Fair enough, it will leave me space for some souvenirs and he's promised me a trip to the VIA Rail maintenance depot.

Anyway, I need to build a new model and it has to be portable. I'd built an N gauge

model to fit inside a plastic box back in November 2016, so my first thought was to locate a similar container big enough for a OO gauge model. The largest and strongest box I could find was 111cm x 22.5cm. Small, but I felt practical for a micro layout.

Whatever I build has got to be sturdy. I can't take a proper tool kit to the show and the journey is likely to be more arduous than most. The first step is a proper baseboard, so I contacted Justin Noble at ScaleModelScenery, who agreed to make a board as an experiment. He raised a problem that I hadn't considered, though – import restrictions. Canadians are rightly protective of their timber industry, so untreated wood could be an issue. MDF doesn't suffer from the same problem, so that's what the board is made from.

My plan is that most of the model will be pretty conventional, so this will be a useful guide for anyone thinking about building their own layout. Just do what I do, only bigger. And don't worry if you can't make it to Canada to see the model, as I'll be taking it along to our Doncaster and Alexandra Palace shows in 2018. ■

Top tip

For micro layouts, planning is everything!

Useful links

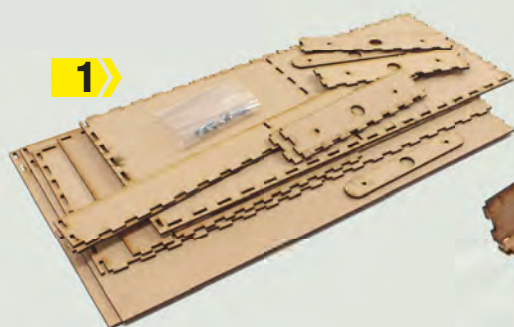
Rapido Trains
www.rapidotrains.com

Scale Model Scenery
www.scalemodels scenery.co.uk
Baseboards (Note: These particular boards are an experiment and therefore not in the normal range, but others are)

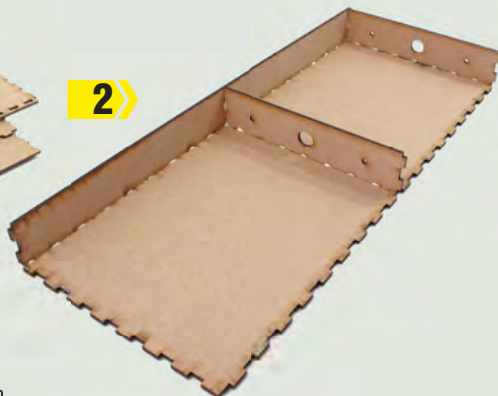
AnyRail
www.anyrail.com
Layout design software

Eileens Emporium
www.eileensempporium.com
Olfa and Xuron cutters

Really Useful Boxes
www.reallyusefulproducts.co.uk
The layout fits into their 77 litre box



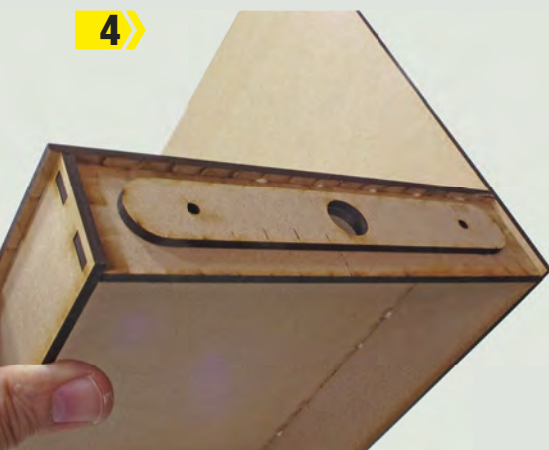
1» The baseboards arrive laser-cut in 4mm thick Medium Density Fibreboard (MDF). The kit includes the nuts and bolts required to join them together. All the builder has to supply is the glue. I'm using PVA.



2» The instructions advise performing a "dry run" at assembly. It's certainly a good idea, as the kit is designed so that the parts can only go together the correct way around. Break out the glue too hastily and it's easy to put it in the wrong place.



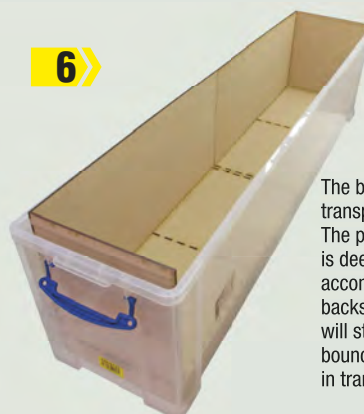
3» Holding the corners while the glue dries is easy with a set of magnetic clamps like these from the Prores range. An alternative would be masking tape, although this might not hold the parts at right angles.



4» A pair of spacers need to be fixed in place where the boards are joined. Line up the holes carefully – the larger hole in the centre allows wiring to pass through the cross-pieces. Identical holes are provided the length of the board.



5» Clamps hold everything in place and allow me to align the top and back surfaces perfectly. I could have used the supplied bolts, although I wasn't as careful lining up the holes as I should have been.



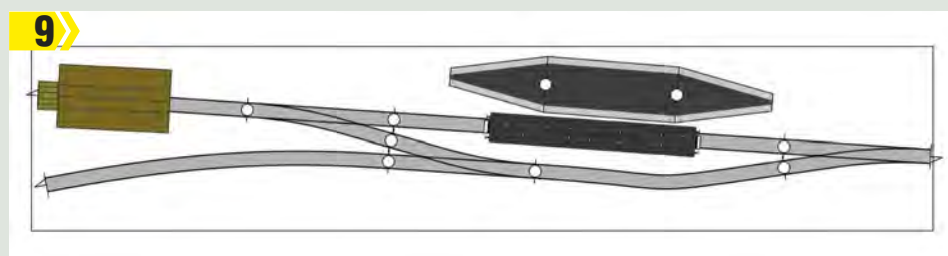
6» The boards fit in the transport box perfectly. The plastic box lid is deep enough to accommodate the backscene, and it will stop the board bouncing up and down in transit.



7» Being able to look along the layout is always popular at exhibitions so using a small jigsaw, I'm opening a big hole up in one of the end panels. At the other end, a smaller hole is opened up for the track to pass through.



8» Scenic work involves quite a bit of liquid, paint and glue. This shouldn't be a problem, but I'm painting the base and back with varnish to seal the surface.



9» There isn't going to be much space for track or scenery. Playing around with the free AnyRail6 software, I eventually came up with a practical plan. To fit everything in, I'm using the tightest points available; sadly not in the Peco Bullhead rail range, but I can use Code 75 track.

I wouldn't be able to drive to this one. Worse, I don't think any of my existing layouts would fit on an aeroplane very well

Expert Tip



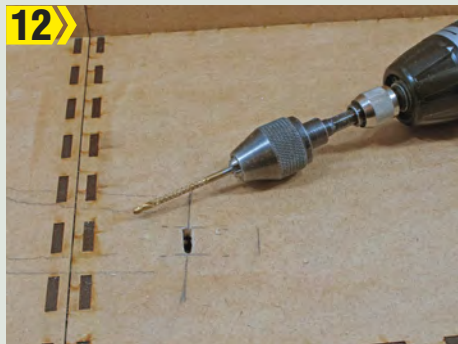
As flexi track bends, the ends will need trimming to allow them to be connected to the next section or point. Xuron track cutters do an excellent job. Snip with the flat side towards the rail you'll use and the cut is perfect for sliding on fishplates. It's possible to cut tiny lengths of rail too, so the ends of the line can be nice and tidy.

10»



Laying out the plan, things didn't look quite as tight. Having the main buildings to hand is a big help. A rather battered autocow coach proves that it should be possible to run around the train with it sat in the platform.

12»



I'm also putting slots in under the tie bars in case a future owner wishes to use different point motors or even no motors. A saw drill bit makes the hole and then is waggled up and down to create the slots.

13»



MDF resists track pins unless a pilot hole is drilled part way through for each one. Double-sided carpet tape grips the track until ballasting takes place. It needs a dust-free board to stick properly, so vacuum any sawdust away first.

15»



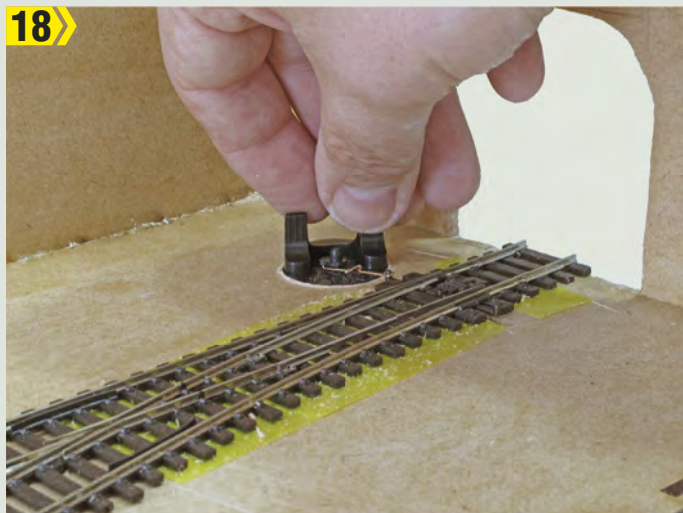
A 1 1/8th inch hole is then made using a saw. It's essential to use the correct size, a metric equivalent will not do. Care is needed here and the hole is very close to the point and, even on thin MDF, needs to be made with a power drill.

16»



The point motors are a friction fit in the baseboard, so I made some extra plates with holes to double the thickness, simply gluing them under the board.

18»



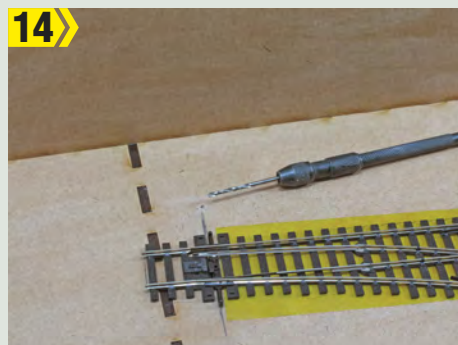
A handle is included in each pack, so the body can be rotated from the top of the board.

11»



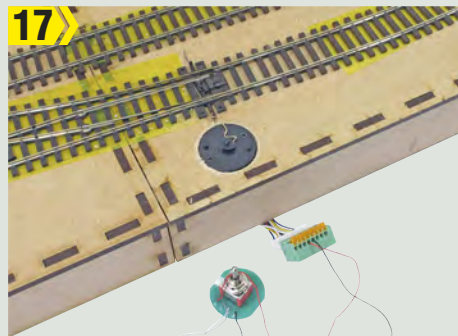
Tracklaying begins with a modification to the Peco points. Experience has taught me that relying on contact between the switch and stock rails for electrical switching isn't a good idea. Far better to let the point motor do this, so it's vital to remove the links on the back of the rails.

14»



Rapido point motors are installed beside each turnout. Firstly, drill a pilot hole an inch away from the nearest rail and in line with the tie bar. The size of hole doesn't matter, so I'm using a 2mm drill bit that can be pushed through by hand.

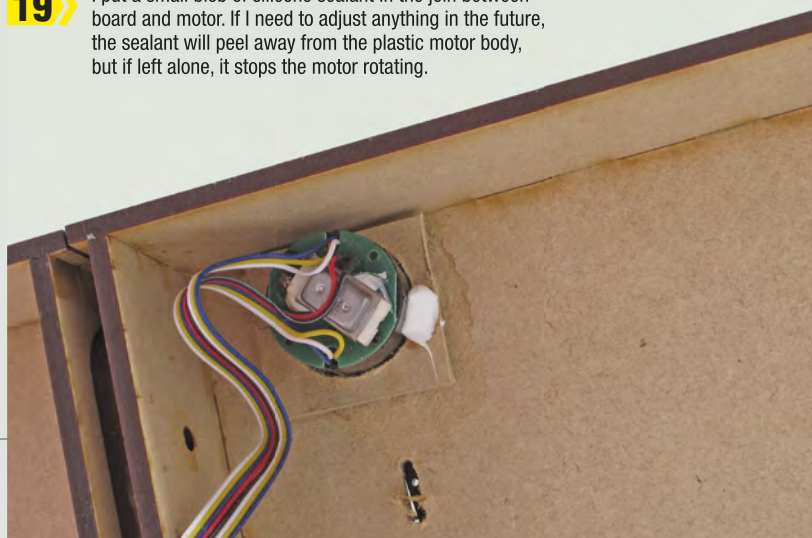
17»



Each motor is inserted into the hole and linked to the tie bar with a length of wire bent up for the job. A Z-shape in the bend provides a shock absorber if the throw of the motor doesn't match the point.

19»

I put a small blob of silicone sealant in the join between board and motor. If I need to adjust anything in the future, the sealant will peel away from the plastic motor body, but if left alone, it stops the motor rotating.



Station Building

This model was first covered in the May 2015 issue of **BRM**, along with a similar refurbishment of a Triang signal box.

1»



Cut from 1mm thick plastic sheet, the paving slabs are 12mm by 8mm. Sticking them with superglue individually to the platform edge allows the line to follow the curve.

5»



Windows are glazed with Mico Mark Krystal Clear. Pop a drop on a small screwdriver and waggle it until it forms a skin. Leave the window horizontal while it dries.

8»



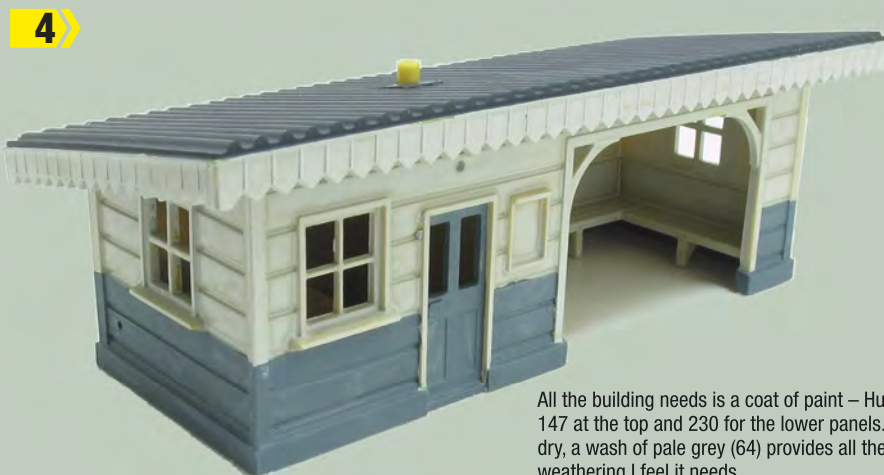
The bricks are painted with a mortar shade and coloured with brown pencil crayons. A dusting with weathering powders completes the job.

2»



A platform surface is made from wall filler spread thickly with a knife, so it is slightly higher than the edge stones. Leave this to dry overnight.

4»



3»



Smooth flush with the edge stones using medium sandpaper on a block. It's a messy job so have a vacuum cleaner handy. The colour used is Phoenix Precision 'faded tarmac'.

6»



Self-adhesive posters are provided with the set, although they are too large for the noticeboard. News ones are made from white sticky labels with the text no more than pencil scribbles.

7»



Slaters embossed brick Plastikard is fixed along the front of the platform using a mild solvent glue, although superglue would work just as well.

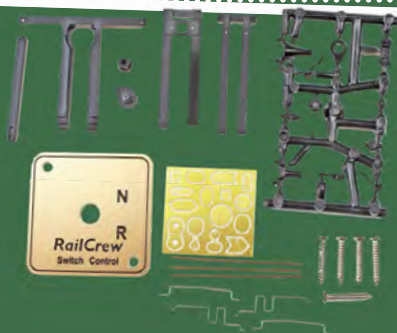
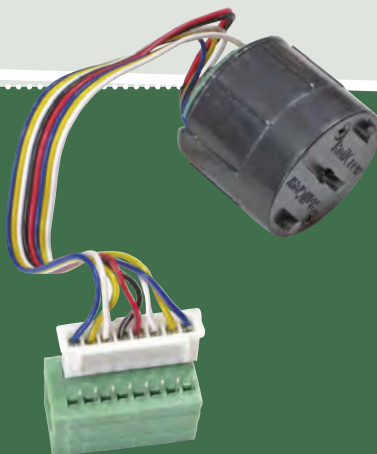
9»



Fencing is carefully cut free from the moulded clips and fitted into 3mm diameter holes drilled into the back edge of the platform.

Railcrew Switch Machines

Rapido asked me to use their new "Switch Machine" point motors. Since I've not seen them used before, it seemed an interesting part of the project. They are definitely aimed at Canadian modellers, but that doesn't mean that UK enthusiasts can't give them a go.



Each motor is housed in a plastic drum with a "throw bar" poking out of one end. A plastic cam is fitted on this and connected to the point tie bar using a length of wire. The motor is pre-wired with connections for polarity switching and operated accessories. 12V DC is required to operate the unit, and is controlled by a pre-wired toggle switch. Push-fit connections allow modellers to wire this up easily.

Each motor arrives with a pack of plastic parts to make up many different designs of "tell tale" switch stand post, which is fitted in Canada to show drivers which way a turnout is set before they cross it. Two designs of connecting wire are also included but, as these aren't designed for Peco points, I bent my own out of the plain versions also included.

Finally, there is a neat panel mount for the operating toggle switch and a clear plastic cover to sit on top of the motor.

Engine Shed

Download the April digital edition of BRM
www.brmm.ag/BRMdigi

CK14 OO SINGLE ROAD ENGINE SHED

this kit contains

- Injection moulded materials sheets for roofs and walls
- Injection moulded detail parts
- Instructions, drawings and templates

In addition to the usual assembly steps, completion of this kit will also require the use of the hand tools necessary to cut, drill and finish plastic sheet materials around 1.5mm (0.060") thick. Track, scenic materials, paint and adhesives are not included.



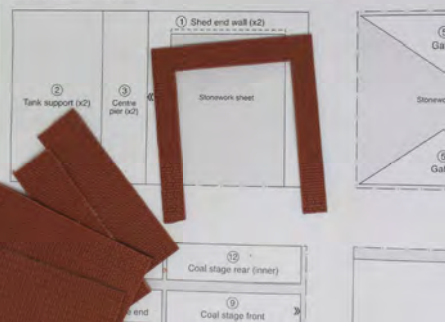
5 050881 157404



A much fuller version of this build appears in April 2017 issue of BRM.

1»

CK14 TEMPLATES



Following the plan provided, many of the parts have to be cut out. I've chosen to build my model in brick rather than the stone intended by the manufacturer.

2»



The hardest job is cutting neat curves for the tops of the windows. A circle cutter is the least difficult way of achieving this and the Olfa model I'm using is widely available.

3»



Brick arches are included in the kit and help cover up any less than perfect cutting around the window tops. They are available separately too for scratch-builders.

4»



Rather than trying to chamfer the walls, I butt joint them and then scribe the brick courses once the glue has hardened using an Olfa plastic cutter.

5»



Painting starts with a coat of Humbrol 121 (Pale stone), which is left to dry overnight and then coloured with pencil crayons. Lots of weathering powders follow.



CLICK HERE TO DISCOVER MORE

Barbara Martin



No, I DO NOT believe that qualifies as hand luggage sir

Back issues of BRM are available from www.pocketmags.com/british-railway-modelling-magazine





STRUCTURES FOR KINETON

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[www.brmm.ag/
Kineton](http://www.brmm.ag/Kineton)

Mike Collins, Exhibition Manager of Leamington and Warwick Model Railway Society updates us with progress on the club's 2mm finescale layout.

We last reported on the development of our new finescale layout 'Kineton', a station of the former Stratford & Midland Junction Railway, in December 2016 **BRM**. The bare baseboards and prototype demonstration

items were displayed at the club exhibition in March 2017 and it was surprisingly well received, many commenting that they enjoyed seeing an exhibit that was 'work in progress' - a long way from being the finished product.

Development is behind schedule because the team objective is to produce a high-quality model. We've not compromised on development time by being bound to a specific end date. Quality of the final product has been all important and, as a result, we

have rejected and re-worked items to achieve our objective.

'Kineton' appeared at the Warley National Exhibition last month and will appear on the exhibition circuit, including at **BRM** shows. We're continuing this 'show and tell' approach at appearances in 2018, encouraging interaction with the public.

Research has been an important part of the project and the team continue to investigate the latest technologies and develop innovative ways of applying these to the railway modelling hobby. We're experimenting with a new range of industrial LED lighting that we can tune for light intensity and colour mix to give optimum lighting, regardless of venue lighting conditions.

While those modifying the baseboards, building track and the basic landscape continued to learn and correct errors, those members working on buildings were experiencing the mixed blessings of having real buildings to model, rather than generic items.

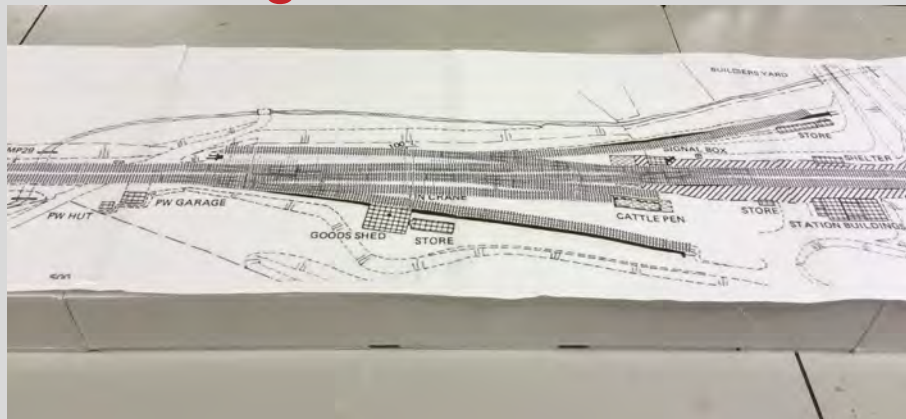
The decision to model an actual location, Kineton in Warwickshire, on the former Stratford & Midland Junction Railway, brings with it the joys of having real buildings to model, rather than generic items. The entire site is now an industrial estate, however, many historic photographs of the station are available which can be used for reference, although pictures of parts of the buildings and structures have yet to be found.

An advantage of modelling a rural station is that there are a relatively small number of buildings and structures to build. To plan what was needed, the largest scale plans that could be found; in this case from the National Railway Museum (NRM) at York as prints from microfilmed originals, alongside photographs, enabled the identification of the buildings and structures that would be required.

A list of just over a dozen buildings, of varying importance, and slightly fewer structures, as well as minor items such as lights, signals and fences was drawn up. Of these, only two items exist today – the road bridge that is filled in underneath with rubble from demolished buildings, and one end of the culvert under the yard with the stream flowing from it.

The greatest effort to build accurate replicas was concentrated on the primary railway buildings such as the station building, the signal box, and the linked goods shed and provender store.

Calculating dimensions



Some of the dimensions were obtained by scaling large scale plans. The copies of the BR plans from the 1950s were prints from the microfilms, meaning that the original scales could not be guaranteed to have been maintained accurately. Fortunately, there was one key dimension on the plans that made it possible to calculate the scale of the originals. By measuring and scaling, a reasonable approximation of the sizes of the buildings was obtained. This was done by counting items of a known size such as bricks, valancing, and window panes.



Initially, the scanned photograph was scaled up to feature a section of wall. The contrast was adjusted to highlight the mortar lines. Most period photos are monochrome, and for this task any that were in colour had the colour removed to make the task easier. As bricks were counted, a coloured mark was made on each one counted, with a dash on each tenth brick, in case of losing count. Most buildings after 1850 were built with a side facing of a brick 9in long x 3in high and an end facing 4.5in wide or 229mm x 76mm x 114mm including the allowance for mortar.



As photographs were often taken at odd angles and focussed on trains and people, it can be hard to count bricks towards the back of a photo, and this is where station valancing was found to be useful. Valancing planks are generally painted in white or cream, and have distinctive repeating shapes that show up more clearly on photos. A good clear section was found, where valancing could be seen clearly against brickwork, and the width of the planks was calculated by comparison with a number of bricks.



While scaling up photographs we found that the valancing planks which appeared to have semi-circular ends were just square ends with the corners sawn off. In N gauge this difference is too small to reproduce manually, but could be incorporated in the laser-cut drawings.

Window panes tend to be a common size within each floor of a building, and to be evenly spaced. Using this helped particularly with buildings where perspective in the photographs was an issue.

PROJECT LAYOUT I KINETON



Using the estimated plan dimensions, templates for the main buildings and the platforms were cut in MDF. These allowed the team preparing and building the track to ensure that clearances were adequate. As a result, the positions of several points were slightly adjusted on the full-size design, prior to track construction, to achieve the clearance required between the through line and diverging sidings at the platform ends.



Two separate layers of MDF used for the platforms, will allow the platform surfaces, together with attached buildings and details, to be removable. This means that a baseboard joint under the platforms can be effectively concealed and the two platforms surfaces, with their attached fragile details, can be transported in a separate custom-built carrying case, rather than on the baseboards. This approach may also be applied to the station yard (directly adjacent to the station building) and platform in order to hide even more of the baseboard join. To disguise the edges of this removable piece they are designed to lie along scenic features, such as the foot of an embankment.

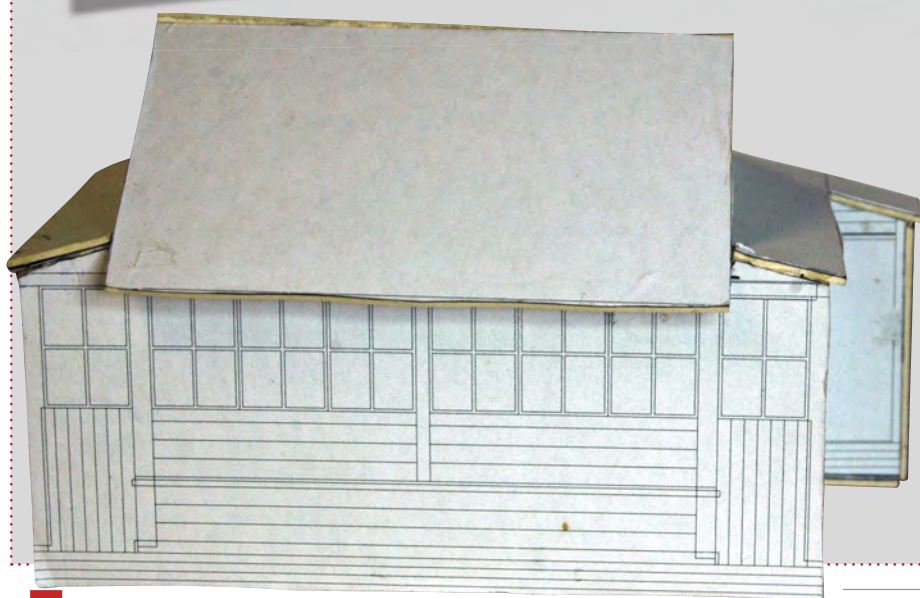


A few years after the closure of Kineton to passenger traffic in 1952, the platform fronts were cut back to allow larger locomotives, particularly from the former GWR to haul heavy goods services along the line. One modelling option being discussed is to produce a second set of platform surfaces showing the station in this era. This would allow us to exhibit using different rolling stock showing the line as it was in the 1960s.

The baseboards and prototype demonstration items were displayed at the club exhibition in March 2017 and it was surprisingly well received

Preparing mock-ups

Although the layout construction team had templates of the buildings to work around, we prepared cardboard mock-ups of the principal buildings. These were compared with photographs to ensure the proportions looked right, but also to ensure that difficult-to-measure areas such as roof intersections had been calculated correctly. In some cases, windows were just drawn on, in others they were cut out. The mock-ups were structural only, with no attempts to texture or colour the surfaces.





In the case of the signal box, two sources were found for the design. An article in the January 1964 Model Railway News magazine in the club library contained drawings of Ettington box, (the next station along the line), which was built to the same design, and these provided an excellent reference for Kineton box. However, Kineton box had been extended to accommodate a larger lever frame, and although there were many photographs of it, no drawings have yet been found showing the dimensions of the extensions; so the photographs were used to modify the drawings. The modified structure is still very small and fiddly, so a larger 1:48 scale version was built from the drawings to show up possible problem areas. This was found to be well worthwhile in getting the drawings right, and in ensuring that the building would go together correctly.

Other structures



A variety of media are being used to construct the buildings. The default material is cardboard, with the addition of etched brass and laser-cut parts. In general, the use of embossed plastic sheets and plastic kits has been avoided as, in general, their surface textures are too coarse. Crisp accurate cutting is essential in N gauge and other small scales, so etched brass window frames have been used where they are available in suitable sizes.

Where appropriate proprietary items have been used for the structures other than buildings. Photographs show the types of fencing used in different areas around the station, the type of loading gauge and milepost used.

The ground plan showed two narrow structures in-line with each other in the up yard: one a corridor clerestory-bodied coach mounted on brick piers. Checking its length allowed us to select a suitable brass kit, and comparison of its length with the other building suggested that the shorter one is the right length for a 12T van body, similarly mounted. This will be converted from an existing model.

A major feature, and the only significant item still standing in the immediate station area, is the Warwick Road which crosses over the line adjacent to the station via a brick-built bridge, seen in the distance of the picture, left. Examination of plans, photographs and walking over the area, showed that it's not perpendicular to the railway line, and that the wing walls aren't symmetrical. The road runs on a variable gradient, and by comparing spot-heights on Ordnance survey maps and interpolating the points where gradients change it was possible to prepare a profile for the road as it crosses the baseboard.

The road and bridge surfaces were constructed from a single piece of flexible plywood, grooved underneath to allow gradient changes and supported above the baseboard surface on wooden blocks.

Like the buildings, cardboard mock-ups of the bridge walls were prepared and adjusted, trimming until the angles looked correct before the final walls were cut, brick-papered, and attached to the plywood structure.

The road-bridge illustrates the philosophy that has been followed while preparing the buildings and structures for this layout. We've had to make the best estimates of the prototype that we can manage, based on remains, photographs, and other documents, and then construct prototypes to match those estimates, adjusting where necessary to look right. The deadlines for building this model have meant it's not possible to research every last detail, but the resulting models should reflect the prototype and look as realistic as possible. ■



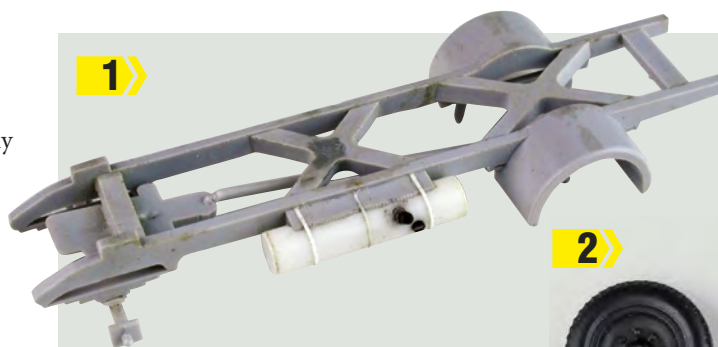


How to...

BUILD A COOPER CRAFT AEC MONARCH LORRY

A stalwart of 1930s haulage, an AEC Monarch could add much authenticity to your period layout. Michael Russell sourced a bargain kit as a way forward.

The Cooper Craft kit of the AEC Monarch Lorry has sold in large quantities over the years – over 140,000, I understand. The kit has obviously been a success, but it can be improved with a few simple changes. The following instructions assume that you are working with an unbuilt kit, although it's possible to rectify a completed model if you are careful and are willing to embark on some re-construction and a paint touch up. You should follow the kit instructions supplied by the manufacturer, except where I have indicated otherwise. The finished model is hardly a definitive build of the Monarch lorry, but I think it's a big improvement on the version built 'from the box'. ■



I decided to replace the moulded fuel tanks with my own. One side was filed off completely and the other cut down so that I could add a piece of 4.8mm diameter tube as a replacement. Punch 5mm holes from 0.25mm plastic sheet and glue these either end. Add a filler pipe and some strapping.

2»



The appearance of the lorry is greatly enhanced when larger diameter wheels are fitted. Seen left is the original, to the right, one I have modified. Note the tyre tread showing through the filler.

3»



The wheel is upgraded by fitting two bands of 0.25mm plastic card and holding in place with a clamp until dry – a clothes peg works well. Add one band and wait for the glue to set before completing the second. Add filler to conceal any gaps and file smooth when dry.

6»



To add wheel treads, cut four pieces 0.25mm in width from 0.25mm plastic card for each tyre and stick these on using the same method as that used to increase the wheel diameter.

9»



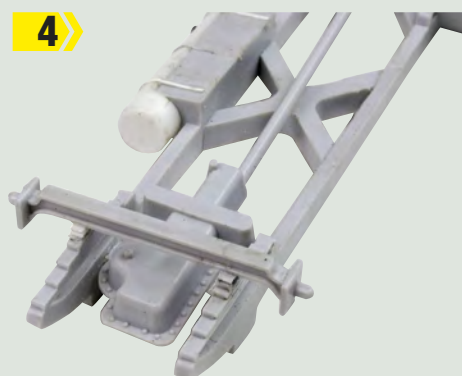
These are the sub-assemblies that I identified for painting. For any kit, you can work these out by looking for areas that will be hard to reach when assembled. Once dry, they can be fitted together as per the instructions supplied with the kit.

12»



Use 0.33mm brass wire to form a starting handle and windscreen wipers. Use a chemical blackening process on these so that you don't need to paint them.

4»



To allow for the increase in wheel diameter, the suspension must be raised up. Add two small squares of 0.25mm plastic sheet under each axle mounting point. Here the raised front axle is depicted.

7»



I altered the body shape by adding a piece of 0.25mm plastic card to the windscreen opening. Hide the seam with a small strip of beading cut from the same width of plastic sheet.

10»



I made a new windscreen from clear styrene sheet and fixed it using Glue 'n' Glaze. Use the original kit supplied item as a template. I filed the other glazing pieces from the kit to achieve a flush fit, which looks much better.

5»



Raise the rear axle in the same way and at the same time file down the lower inner edge of each mud guard to accommodate the larger wheels. You won't need to remove much material. The cab mud guards also need altering in this way.

8»



Build the body as per the instructions for your variant of the kit. I brushed any wooden areas with a brass wire brush to enhance the grain effect.

11»



Glue the wheels to the chassis and leave to dry upside down for a least 24 hours before righting.

Top Tips

- In this kit, I glued the windows in place with PVA and also the cab roof and truck body. The main reason for this was to avoid damaging the clear plastic components.
- Clear plastic items are easily scratched, especially if they've been rattling around inside your scrap box for a while. I gave the windscreen a coat of floor polish to hide the worst of these.
- Kits aren't necessarily accurate and may contain compromises. Do some research and don't be afraid to change the build or make improvements as you see fit.

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BRITISH MODEL RAILWAY AWARDS 2017



Hornby's Peckett was just one of five award winners for Hornby. Whether they do better in 2017 remains to be seen.



The blunt profile of Dapol's Class 08, which won last year's O Gauge category.

It is the end of the year and time to pass your judgment on what have been the best products of the last 12 months from the hobby's many manufacturers across the popular scales. It's also a chance for you to vote for your favourite retailer; it's not just about price, but for excelling in giving good service. You can vote for what you feel has been the best exhibition this year too, and there will be a list of great layouts from you to choose from.

Winning a BMRA is important to all recipients, but manufacturers take a special interest and are hopeful that a key release will find favour in terms of your opinion, and not just in terms of sales. Last year saw a welcome resurgence from Hornby. Will that be sustained this year, or will the plaudits go to new entrants in the market?

We have certainly seen some diverse and appealing products this year, so which will you pick? To register your votes head to rmweb.co.uk in the New Year. The poll runs until mid-January and we'll publish the results in the March 2018 issue of **BRM** – our 25th anniversary! ■



Liverpool Lime Street was your favourite layout last year, but which will you choose for the 2017 award?

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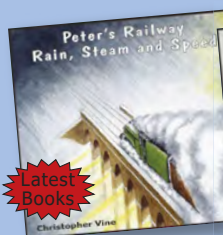
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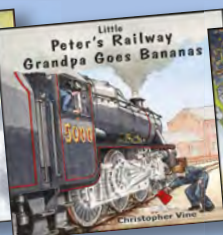


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CHRISTMAS DREAMS

If money was no object, what would Andy and Howard want in their Christmas stockings?



Andy McVittie



I have recently bought and built a Severn Models brass farmhouse kit. It was fun to build, although a slight bodge if I'm completely honest. With grander ambitions in mind, I'm adding plain jaw needlenose pliers and clamping tweezers to my Christmas list. No more iffy corners or gluey fingerprints for me.

www.severnmodels.com • www.expotoools.com



An easy one, since I've already bought it (don't tell Mrs McV!) – a pre-owned but pristine copy of 'Each a Glimpse' by Colin T Gifford. His dramatic railway photography might not be to everyone's taste, but I think the way that he has captured the last days of steam is just lovely. With the change, I'd have 'A year in the Life of the Great Western' by Tim Bryan. It's a great story to tell. Whether it converts me to steam, rather than grimy diesels remains to be seen, though.

www.amazon.co.uk



Don't hate me, but I'm going to ask Father Christmas for a selection of T gauge bits. This will all make sense when you see my festive (and entirely unserious) cakebox diorama - assuming I get it finished in time, but I think my budget will stretch to the motorised body, coach and track that I need.

www.tgauge.com

Money no object

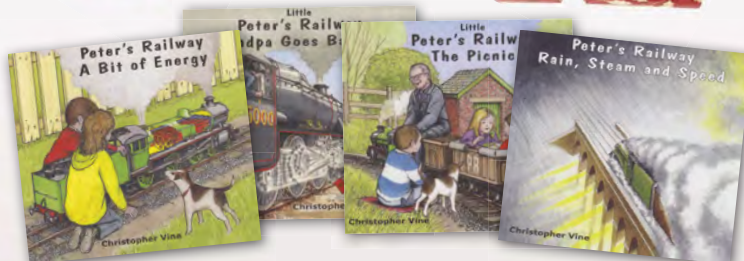


Okay, it's a bit of a cheat, but if I had the money to spend I'd buy Paul Rolley's 'Vopak Terminal' (BRM June 17), which was one of three layouts that really grabbed my attention early on in my BRM career. Paul has been looking for a buyer, one having dropped out recently, but heck knows where I'd put it.

www.brmm.ag/rmwwebvopak



Howard Smith



With great illustrations, innovative storylines and a whole series of books to choose from, the Peter's Railway series of books written by Christopher Vine make great Christmas gifts for children from age 3+ and 6+. Who as a child wouldn't want a 7.25in gauge line running along the bottom of the garden, through fields and back again? Christopher's books share the adventures of Peter, this line and his model railway, whilst introducing children to the basics of science and engineering in a fun and very digestible way.

www.petersrailway.com



Perfect for hidden sidings and tunnels, Ten Commandments' new small OO gauge wagon with two weighted cleaning pads can be added to one of your trains and used occasionally to keep your track in 'tip top' shape. Not only does it significantly reduce – if not completely eradicate – cleaning, it's also very useful for those hard-to-reach areas of the layout, like tunnels and hidden sidings. Once pads are dirty, they can be peeled off and replaced from the sheet provided.

www.tencommandmentsmodels.co.uk



Wagon kits! Ideal for building over the Christmas period, no matter what scale you model from N to O, you can easily acquire enough to make a nice little rake in this price bracket and hone your plastic model construction skills.

www.peco-uk.com • www.cambrianmodels.co.uk

www.dapol.co.uk • www.slatersplastikard.com

Money no object



Well, if money is no object, what about this gigantic new 1:43 O gauge Victoria bridge, representing the two GWR bridges on the Severn Valley Railway – Albert Edward (double track) and Victoria (single track at Arley)? Even excluding its abutments, it measures a whopping 1400mm in length. All of brass construction with more than 4000 brass parts, each is hand-built to order by FM in Seoul, South Korea and will set you back a cool £5500.

www.loveless.co.uk



BR blue 08288 *Lacey* propels a kit-built translator coach converted from an old Bachmann Mk 1. Naming the locomotive after my wife miraculously sealed its purchase.

STYLSON PARK

Small by name, but larger in terms of their ambitions, the Little Layout Company usually builds layouts for other people, but here's one they've made for their own pleasure.

As with any business, promoting your product is key. In this industry the ideal place to do this is at model railway exhibitions. We wanted to build the best show layout we could, hence 'Stylson Park'.

Foremost among our aims when building a show layout is to keep the build achievable for members of the public and to inspire them to recreate similar scenes. As far as 'Stylson Park' is concerned, it needed to be compact and in-keeping with our Little Layout Company brand, although, at only 9ft x 16in, this is the largest show layout we have built for ourselves to date.

We were influenced by a layout named 'Oldshaw' which had elements we like such

NEXT MONTH...
We take a guided tour of Little Layout Company's workshop

Factfile

Layout name: Stylson Park
Scale/gauge: 4mm:1ft / 00 Gauge
Size: 9ft x 1ft 4in
Era/region: 1990-2000s
Location: Deeping St. James
Layout type: End to end
Power/control: DCC
Words: Neil Mason
Photographs: Howard Smith

as a station, a canal, greenery and industrial buildings; everything I wanted to capture.

A MULTI-TIERED APPROACH

I designed 'Stylson' to be set on three levels - a lower level canal and embankment, the railway crossing and the high level being made up of large industrial buildings.

The main scenic board was built in two sections, the lower with a canal was built first, then the higher track section built separately. This allowed the canal section to be built with Deluxe Materials Aqua Magic, and left to set while the track was laid and wired on the upper section.

We wanted the track to look as realistic as possible, so hand-built points were



Railfreight 31105 shunts the scrap wagons out of the headshunt at 'Stylson' past the scratchbuilt old Mill. The headshunt can usually accommodate four two-axle or two bogie wagons.

constructed to B6 templates using copper clad sleepers and DCC Concepts' Legacy track. To give the track a realistic finish we used Legacy N gauge ballast and weathered it with an airbrush.

The upper section is 4in deep, this meant that housing the Cobalt point motors was easy as they would be hidden away but still easily accessible through inspection holes in the lower board.

The point motors are operated through a DCC Concepts Alpha LED push button system - a fantastic system; that's easily fitted and easy to maintain.

Our colleague James Styles is our scratch-built architectural expert.

LET THERE BE LIGHT

Lighting is really important on a layout, which is why we use LEDs as they last longer and don't get hot. Different coloured LEDs can be used depending on what part of the layout is being lit or what era you are working in. For 'Stylson' I used a fluorescent strip light with a blueish tinge. I would always recommend temporarily placing the



The multi storey car park was originally a faller kit but heavily modified to fit as a low relief building and fitted with blue LED lighting .





Adding a fuel point on my layouts is a must, as it adds to variety of stock and movements. A resprayed Heljan Class 47 in engineers livery takes a break from track work further down the line.

LED on the layout to check the spread of light before fixing it permanently.

The embankment is my favourite part of the layout as it breaks up the northern grime with lush greenery. The embankment was created using a base layer of 2mm static grass in several layers, then adding taller grasses with spray mount in the areas required. Further foliage and shrubbery was added for realism - I especially like the overgrown look.

I like to add pockets of detail on our layouts; such as a fuel point with lots of grime, barrels and pallets. The station was also packed with lots of station details like passengers and signage.

ATTENTION GRABBING

Keeping the public's interest in a layout is essential for any exhibition. This is why we are proud of all the details we are able to add on our "Little Layouts". Running the layout is good fun and we use a variety of stock ranging from Class 128s, two-car DMUs for the passenger and parcels stock and a large variety of freight stock from Class 08s, 20s, 37s, 47s and 56s. All the stock is ready to run



Adding detail and small cameos is important when building an exhibition layout. The smallest of scenes can capture the viewer's imagination.



Slide below for more images

and has been fitted with DCC sound and weathered by Paul Wright, our resident DCC and weathering professional. The fiddle yard is only 2ft and has a single line which makes manoeuvres interesting with lots of light locomotive moves to the fuel point between small passenger services.

AROUND THE CORNER

This has been an enjoyable layout to build and has combined all the skills of everyone involved with The Little Layout Company. Our next step is to add realistic signalling, more detail and build rolling stock for upcoming shows throughout 2018. ■

James Styles' building techniques



I make the buildings following a tried and tested approach, making them out of anything I have laying around, however I tend to stay clear of paper and cardboard because they're likely to be damaged by damp or water.

Plastic is the best material for making stronger and more resilient buildings.

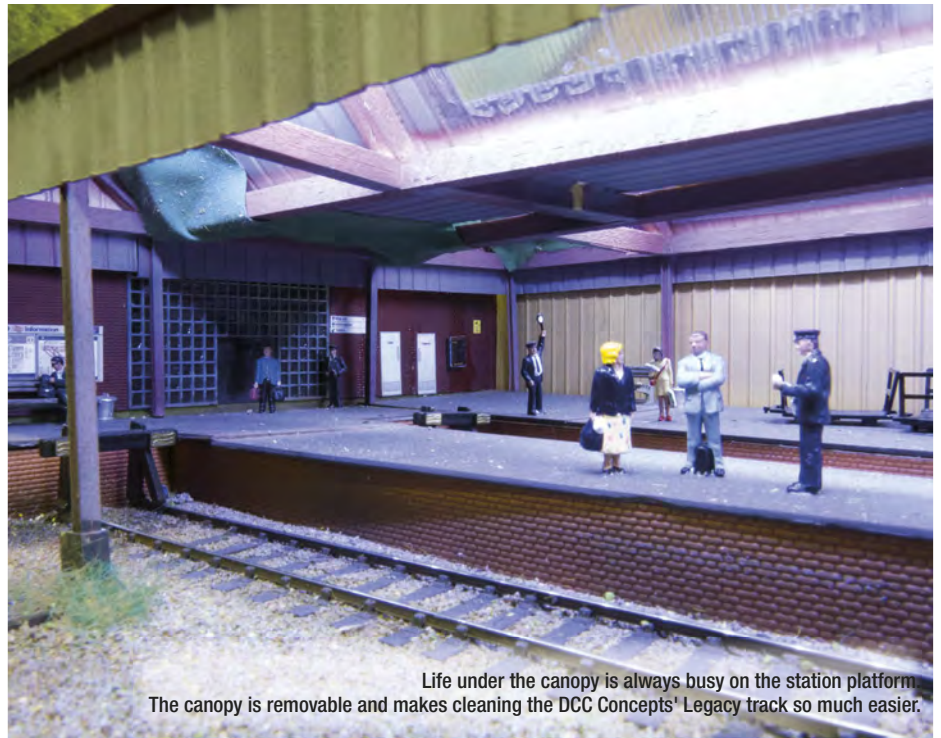
The basic structure of the bridge and derelict mill was made from foamboard.

Once happy with size and clearance I covered them with embossed Plastikard sheet.

The structure is sprayed with red primer and weathered with an airbrush. The derelict mill took a little more work because I wanted the roof to look unloved.

Here I got really creative and asked my wife to keep all the glossy junk mail, using it to make each roof tile.

The windows were laser-cut and made to look dirty with weathering powers. If you want to add graffiti you can buy downloadable graffiti art, but I like to be creative and paint my own with acrylics and a fine brush.



Life under the canopy is always busy on the station platform. The canopy is removable and makes cleaning the DCC Concepts' Legacy track so much easier.



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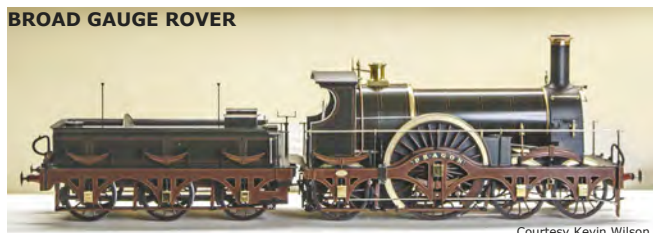
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DAPOL L&SWR B4 LIVERY SAMPLES

Dapol has taken delivery of livery samples of its London and South Western Railway 0-4-0 tank locomotives. The five mainstream liveries of 30089 in BR black with early crest, 30096 in BR black with late crest, No. 90 *Caen* in lined brown, Normandy in black and No. 88 in Southern black with green lining are to be complemented by Dapol Collector's Club exclusive No.91 in LS&WR green.

The 25 compact locomotives (five of which were built later by Drummond to a similar design and merged with the B4 Class) were built by the LSWR at Nine Elms between 1891 and 1893 and saw use on Southern branchlines and docks with tight track radii. Notable users included the Poole Quay Line, Hamworthy Freight Branch and Southampton Docks.

Largely replaced with larger 0-6-0T 'USA' dock tanks at Southampton Docks, most locomotives would endure a career of 50 years, the last until 1959.

Dapol's design team are currently scrutinising the models ahead of approval, with final delivery expected in 2018. Progress as it develops on the project can be found on Dapol's website under its 'product development' page, or by searching for 'LSWR B4'.

W www.dapol.co.uk



30089 in BR black with early crest



No. 90 Caen in lined brown



Dapol Collector's Club exclusive No.91 in LS&WR green.



NOCH ONLINE SHOP – NOW IN ENGLISH

German model railway scenery manufacturer Noch launched its new website this month, now translated into English. Over 1500 products can now be ordered directly from the manufacturer. The extensive catalogue of products ranges from terrain structuring, bridges and viaducts, walls and facades, model figures, trees and vegetation, water products, structure kits and vehicles. Noch is promising special offers to make it possible to get significantly reduced products and new items at competitive prices.

W www.shop.noch.com



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KERNOW MODEL RAIL CENTRE EXCLUSIVES UPDATE

Witnessed on Kernow Model Rail's stand at the National Festival of Railway Modelling at Peterborough last month was a selection of its latest model commissions. It's easy to lose track with the number of different models being produced exclusively to the model shop and their progress to date, so we've condensed its models into this easy-to-digest visual update. Visit Kernow's website to place pre-orders and see its latest arrivals.

W www.kernowmodelrailcentre.com



D6xx – First Engineering Prototype – arrival date TBC (four livery variations) £169.99, £294.99 DCC Sound-fitted



Bulleid Diesel locomotive – Production, leaving China, expected December/January. Turn to page 92 to read our review of this model.



Mk3 Sleepers in GWR livery – Painted Sample, expected February/March 2018



GWR 1361 0-6-0PT locomotive (grey) – Production, leaving China, expected December/January (five livery variations) £124.99

GWR 1363 0-6-0PT locomotive (preserved) – Production, leaving China, expected December/January £124.99



BR 34T YCV 'Turbot' wagon – Painted Sample – expected end 2017 (8 livery variations + Two wagon packs, each with four wags) £29.99, £99.96 four-pack

LOCOMOTION'S 'PRINCESS'



Locomotion Models has commissioned an exclusive variant of Hornby's LMS 4-6-2 'Coronation Class' to depict the National Collection's No. 46229 Duchess of Hamilton. Decorated in BR lined maroon with a gloss finish to a limited run of 250, the models are DCC ready, fitted with Hornby's 8-pin socket.

The LMS Princess Coronations were the West Coast's equivalent of the LNER A4s, with the streamlined engines painted in striking blue and silver livery to haul the Coronation Scot service from London to Scotland.

The streamlined locomotives lost their casing to match those built without. Duchess of Hamilton was constructed with streamlined casing in 1938, until it was removed during a works overhaul in December 1947. Priced at £189.00, orders for the exclusive models are being taken.

W www.locomotionmodels.com

A SLICE OF ENGLAND AND SCOTLAND – IN ROTTERDAM



Miniworld Rotterdam opened its doors to the public ten years ago in the heart of the city. Now covering more than 600m², just a five-minute walk from Centraal Station, the attraction is developing a new zone dedicated to England and Scotland.

Marc van Buren, director of Miniworld Rotterdam, began the attraction when he made a model of his grandparent's farm in Oostvoorne. Miniworld now attracts over 700,000 visitors annually and has won the 'Best outing of South Holland' award three times.

Under construction since September 2014, the new 140m² spacious zone will feature instantly recognisable areas of landscape stretching from the white cliffs of Dover, through the sloping hills of mid-England to the Scottish Highlands. The latest addition is set to be a four-dimensional anthology spanning Celtic legends and neolithic monuments, the turbulent middle ages and industrial revolution through to the present day.

Baseboard construction is already largely complete, with spectacular viaducts, bridges and characteristic railway lines such as the Settle & Carlisle and Kyle of Lochalsh. The construction area is open to the public, allowing progress on this very large project to be witnessed. Visit its website to see more details and plan your trip.

W www.miniworldrotterdam.com

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HORNBY R3555 BR 4-6-2 'PRINCESS CORONATION' 46256 SIR WILLIAM A. STANIER F.R.S.

The penultimate 'Princess Coronation' to be built, costing an estimated £21,411, No. 6256 was built to Stanier's design, but modified - as with last Class member No. 6257 - by George Ivatt. Named in honour of its original designer, it was also the last 'Princess Coronation' to be built under the LMS. This locomotive saw a re-design to the front edge of the tender, which was now fitted with Timken roller bearings. The bearings raised the mileage between general overhauls from 70,000 to 100,000. A larger superheating area, redesigned rear frame and cast steel trailing truck, rocking grate, hopper ashpan and re-designed cab-sides were all characteristic of these later locomotives, which Hornby has captured to good effect. Part of the last class members to be withdrawn in October of 1964, the locomotive would spend some time at Crewe North before being scrapped at John Cashmore's in December of that year. Also available as early-built single chimney variant No. 6231 *Duchess of Atholl* in LMS crimson (R3553) and 46235 *City of Birmingham* in BR green with TTS Sound (R3509TTS). See Locomotion Models exclusive - page 84.

Price RRP £189.99

W www.hornby.com

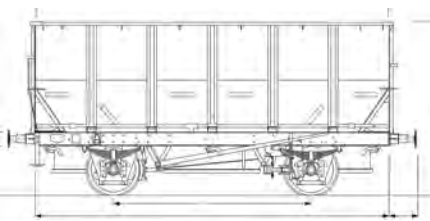
DJ MODELS 24.5T HUO COKE HOPPER

N/00

Announced earlier this month on our forums at RMweb and already at the CAD/CAM stage of development by DJ Models are N and OO gauge models of a 24T HUO coke hopper. Using crowdfunding to gauge interest, a detailed hopper and chassis is promised, with one livery for each scale. Also to be made available in multipacks of four, with livery variations. See its website for more information.

Price £18.95 (OO), £17.95 (N)

W www.djmodels.co.uk



BACHMANN 16T MINERAL WAGONS THREE-PACK WEATHERED

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Bachmann has now produced a triple pack of BR 16T mineral wagons in early BR livery, factory weathered, with a set of three stone loads. Made from resin, the stone loads are painted with a foam backing, allowing them to be positioned to vary the height of the load. Numbers B120883, B133964 and B150600 are represented.



Price £56.95

W www.bachmann.co.uk

N



GRAHAM FARISH 377-903 BAA STEEL WAGON IN BR BROWN

Ready to populate your steel trains with a variety of liveries? Arriving with Graham Farish stockists this month are models two new liveries of its 24T BAA bogie steel carriers. Pictured is BAA 900102 in BR Brown livery, with five cradles and three coils of rolled steel. Also available in BR Railfreight livery with red ends and cradles with a black chassis and bogies, suitable for modellers of the post-1982 period. Application of decals on both is exceptional with complex lettering and Railfreight insignia clearly legible.

Price RRP £30.95

W www.bachmann.co.uk

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HORNBY R3538 WAINWRIGHT 'H' CLASS 0-4-4T SECR

Receiving rave reviews on forums, Hornby's new South Eastern and Chatham Railway 0-4-4T 'H' Class is making its way to model shops and customers who pre-ordered. Featuring a highly intricate livery in SECR green, with polished brass dome, the model is soon to be made available in BR black as 31551 (R3539) with late crest. Pre-orders sold-out on its website, however the locomotive could still be pre-ordered as part of a train pack (R3512), paired with two SR green Maunsell coaches Nos. 1318 and 6681 as this issue went to press.

Price RRP £119.99

W www.hornby.com



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at the following shows..



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Doncaster Exhibition Centre, Doncaster, DN2 6BB

10th–11th February 2018

The Festival of British Railway Modelling returns to Doncaster for its 22nd year with another premier event for hobby enthusiasts, novices and families to enjoy.

Visitors can enjoy browsing over 30-handpicked layouts with a 'Best of British' theme and purchasing must-have items in a variety of major scales and gauges from over 80 quality traders.

There will be expert demonstrations, popular with modellers, giving you an opportunity to learn about new techniques or ask any questions you might have.

This show is a must for every railway enthusiast whether you're looking to stock up on essentials for your hobby or enjoy a family day out.

Model Rail Scotland

SECC, Glasgow, G3 8YW

23rd–25th February 2018

Model Rail Scotland is the biggest model railway event held in Scotland and is a must for every model railway enthusiast.

The 2018 event will see 50+ layouts, 150 exhibitor stands, gauge societies, demonstrations, a free exhibition guide and so much more!

Model Rail Scotland



The London Festival of Railway Modelling

Alexandra Palace, London, N22 7AY

24th–25th March 2018

London Festival of Railway Modelling is a must for every railway enthusiast and a fantastic family day out for all.

Aside from the awe-inspiring venue, visitors can enjoy over 40 hand-picked layouts from around the globe and in excess of 100 exhibitors to browse and purchase from. The vast selection of trade stands covers those 'must-have' items to 'specialist' items in rarer scales and gauges.

Keep up to date with all the latest Hornby News and Shows programme at www.hornby.com/events

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HARBURN HAMLET HN613 AND HN614 RAISED FLOWER BEDS

These raised stone flower beds make colourful additions to your platforms, village centres or waysides. Pre-painted to display a variety of colourful summertime hues with weathered stonework, HN614 has a built-in seat with a wood effect finish.

Price £7.50 each

W www.harburnhobbies.co.uk

ECONAMI SOUNDTRAXX ECO-100 DCC DECODER

Perhaps less familiar to British modellers is the range of sound decoders from US digital accessory manufacturer, Soundtraxx. In stock with Gaugemaster is its smallest sound decoder, ideal for models where internal space for a decoder is at a premium. Measuring 27mm x 10.5mm x 5mm, it has a 1A stall current, four 100mA function outputs and can operate on DC and DCC layouts.

Best of all, this, its UK diesel version has six pre-loaded prime mover sounds. Choose from Class 20, 31, 37, 47, 66/67 or Derby 'Lightweight' DMU sounds by altering CV settings. Speaker not included. For full specification, visit the Gaugemaster website.

Price RRP £81.95

W www.gaugemaster.com

N/00



PROSES PTC-001 EASY CLEAN TRACK CLEANER

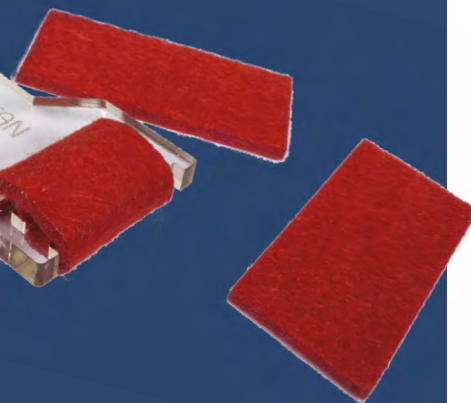
Keeping your track pristine and clean is a breeze with this clear perspex track cleaning tool that holds interchangeable long-lasting felt pieces, which are available separately (PTC-002, £1.95 for pack of five).

Ideal for using with your favourite track cleaning fluid, you'll avoid scratching the surface of rails as with a track rubber which attracts dirt, or depositing loose fibres and fluff between rail joints and check rails as with a cloth or rag.

Price £6.95

W www.bachmann.co.uk

N/00



GAUGEMASTER GM226 2MM LH AND GM240 3MM RH TURNOUT CORK UNDERLAY

Pushed for time on a layout build? Adding cork underneath track on a layout has become as traditional as adding scenery. Gaugemaster stocks pre-cut cork items in 2 and 3mm thicknesses, designed for left, right and 'Y' points, plus sections for curves and straights. For the complete list of variants in this extensive range of cork underlay products, see its website.

Price GM226 £4.35, GM240 £4.65

W www.gaugemaster.com

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SPARMAX GP-850 SPRAY GUN

The trouble when weathering the scenery on your layout is the amount of paint that can be held in the cup of a standard airbrush. Here's a larger airbrush, ideal for big modelling tasks such as spraying large amounts of track or applying a scenery base colour to your layout. It features a 125cc gravity-fed fluid cup and dual-action trigger with two air caps providing a 3-50mm round or 25-63mm oval spray pattern. Requires a minimum 1.2cfm supply of air.

Price £99.00

W www.airbrushes.com



LANGLEY MODELS L28 SEAGULLS

Hold on to your fish and chips! Add some pesky coastal food snatchers to liven up the scene with this pack of 10 assorted seagulls from Langley Models. Cast in white metal and unpainted, you'll find a variety of poses inside each pack, seven flying (including one diving) and three standing. Also available in OO scale (ref. F143) as a pack of 12 and N scale (ref. A65) as a pack of eight.

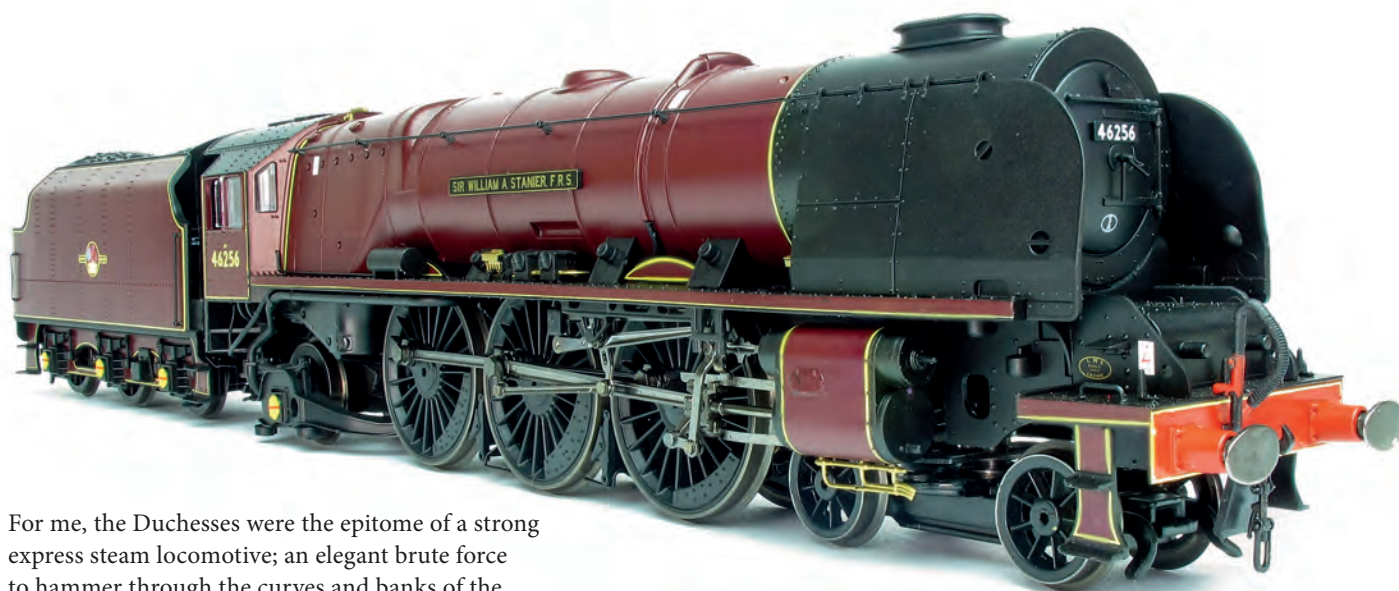
Price N £3.30, OO £4.75, O £6.30

W www.langley-models.co.uk

N/00/0



HORNBY PRINCESS CORONATION CLASS 4-6-2



For me, the Duchesses were the epitome of a strong express steam locomotive; an elegant brute force to hammer through the curves and banks of the West Coast route to slay Shap and best Beattock. As a boy I was enthralled by O.S. Nock's account of 'Coronation' flying down Madeley bank and setting the British steam speed record in 1937 – what might have been achieved if it had the benefit of a long, virtually straight, steady downhill run? To validate that viewpoint, it should also be noted that *Duchess of Abercorn* demonstrated the highest officially recorded power output of any steam locomotive in Britain.

Anyway, enough of baiting East Coast enthusiasts! Hornby's model of *Sir William A. Stanier F.R.S.* represents the final form of this class of locomotive, with Ivatt's modifications of Stanier's design that improved maintenance aspects and is one of just two locomotives of this style – something which Hornby should be commended for tackling in the tooling permutations for this class. The main physical differentiators of these two locomotives are the split-level framing ahead of the cylinders, the modified rear frames and trailing truck, the shortened cab-sides and the use of roller-bearing axleboxes.

No. 6256 was the LMS's final 'Pacific', entering service in December 1947 (the final class member 46257 'City of Salford' entered service in 1948), but has been finished in 'late-crest' BR maroon livery with yellow lining and electrification warning flashes dating it to post-1960.

Hornby's all-new model was announced in November 2016 and, in less than a year, the first releases have hit the shelves with this model and *Duchess of Atholl* in LMS maroon livery the first to appear, and *City of Birmingham* coming soon.

Sales have been brisk, with some retailers selling all their stock within a few days. It was evident that this model would be something rather special, and the finished model is a visually superb representation of the real locomotive.

With the additional fitted detail, the Ivatt-modified 'Duchess' is a fine looking product.

The maroon paint has a depth of finish that is a world apart from previous paint jobs on their Duchesses. The lining is excellent too, and the definition of printing of the nameplate, brightwork and build plates is flawless. Thin brass smoke deflectors always look better on a model, but, at normal viewing distances, Hornby's plastic rendition is pretty good. A detail that has captivated me is the representation of the seam and rivets on the top of the boiler cladding, which is a far cry from the days when we excused two halves of a body meeting at the top as a boiler cladding joint. Hornby are masters of attractive cab decoration and this extends to printing on the tender on this model. The tender's coal load is removable to reveal a representation of the steam coal pusher.

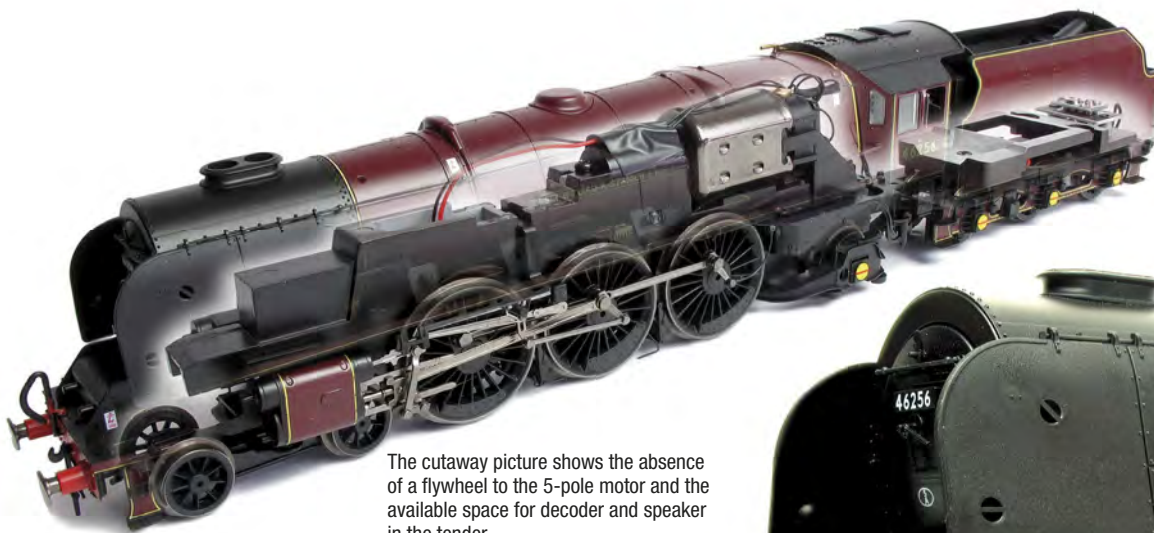
Ivatt's modified trailing axle truck looks the part, although it is fixed with no swing to it and the model comes with a flangeless wheelset fitted. The accessory pack includes a flanged trailing axle wheelset for those whose curves are sufficiently relaxed to accommodate this. The model has an adjustable drawbar to bring the tender closer to the locomotive. Well, it would if this didn't mean that the drawbar then fouls on the electrical connecting plug and socket from the

FACT FILE

MANUFACTURER Hornby
CATALOGUE REF R3555
 BR 4-6-2 *Sir William A. Stanier F.R.S.*
 Princess Coronation Class (Modified) Late BR Red
PRICE RRP £189.99
WORDS AND PHOTOGRAPHS
 Andy York

On the rolling road there was evidence of some eccentric movement from the rear driving axle.





The cutaway picture shows the absence of a flywheel to the 5-pole motor and the available space for decoder and speaker in the tender.

locomotive to the tender. The modeller should then accept that they have to drill out and shorten the linkage to their own needs.

Other aspects have left me a touch disappointed and the model showed some evidence of a heavy landing at some point. The front pony truck's wheels would not make contact with the rail surface necessitating adjustment of the metal tongue that provides the lateral slot for the bogie to pivot and move sideways. The crosshead had become dislocated from the sliders to the rear of the cylinder, which needed to be re-seated, and there was a little lumpiness to the running on the rolling road, as the wheels seem to be running off-centre on the rear driving axle. The body also seemed to be loose to the chassis at the front and even after inspection and re-assembly I can't see where the front of the chassis secures to the body.

On test on the track the lumpiness is not as evident, although it needs a bit of power to start moving and is not as smooth as recent Hornby releases. Looking inside the model it's evident that there's no flywheel to the 5-pole motor, which makes me think that this model is from one of Hornby's factories which uses slightly different practices. The performance is good, capably drawing a rake of 13 Mk. 1 coaches and, once that pony truck issue was sorted, is very smooth through all pointwork.

DCC PROVISION

An 8-pin decoder socket is mounted within the rear of the tender. The tender body is removed by taking out the two screws and hinging it back. I feared something was going to break and sought to mitigate this with some probing of a fine blade, but the clips did give in the end and it seemed to be acceptable on subsequent attempts. Space is provided for a speaker and we can look forward to the TTS sound version of *City of Birmingham*.

OPINION

I wanted to fall in love with this model and above the waist it is probably the best R-T-R OO model I have encountered, although the aspects noted left me with a tinge of frustration. I make these comments not to criticise Hornby or their factory, but to pass on my observations in the hope that they may help others if they encounter any similar issues. ■



It should be possible to fit the front steps and allow sufficient movement on all but the sharpest of curves.

The smoke deflectors have a reasonable degree of finesse to them considering they are plastic parts.



datafile

i BASICS

Manufacturer: Hornby Hobbies

Catalogue Refs:

R3555 BR 4-6-2 *Sir William A. Stanier F.R.S. Princess Coronation Class (Modified) Late BR Red*

RRP: £189.99

Gauge/scale: 16.5mm gauge, 1:76 scale OO

Era: 5

Company/Operator: BR(M)

Region: London Midland

Weight: 440g

Body: Plastic

Chassis: Die-cast metal and plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM mounted tension lock

Accessories: langed trailing axle wheelset, buffer-beam detailing, brake rodding, steps and drain cocks.

⚡ ELECTRICAL/MECHANICAL

Power System: 12V DC

Motor: 5 Pole Skew Wound

DCC Provision: 8-pin socket

Pick-ups: Wiper contacts to rear surface of wheels.

Lighting (exterior): n/a

Flywheel: None

Traction tyres: n/a

🔧 SERVICING

Body Removal: Remove drawbar screw

Lubrication: See accompanying instructions

Packaging: Plastic trays within cardboard outer

Instructions: Exploded diagram sheet for maintenance

Spares/warranty: www.hornby.com



This month saw the arrival of Dapol's Midland 3F 'Jinty' with stockists. Kindly sent for review by the manufacturer was No. 7480 in LMS plain black with gold lettering, but we've also had access to assess the model posing as 47501 in British Railways black and as No. 23 in Somerset and Dorset Joint Railway blue. The model is also available as 47673 in British Railways black with late crest and in LMS black as No. 16554.

An attractive model from Dapol. Key characteristics of a Fowler-designed Midland locomotive, particularly the cab and smokebox door arrangement, are captured well.

Representing a build from a batch of 50 locomotives at Vulcan Foundry in 1928 (Nos. 7478 to 7516), LMS No. 7480 displays its build plate of 4182, the correct date and clearly legible Vulcan Foundry Limited, Newton-Le-Willows, Lancashire.

FINAL DESIGN

A total of 422 of the Henry Fowler-designed Midland 3F Class locomotives were built by W. G. Bagnall, Wm. Beardmore & Co., Hunslet Engine Co., LMS Horwich Works, North British Locomotive Co. and Vulcan Foundry between 1924 and 1931. Gaining the nickname 'Jinty', the Class was the last development of the Midland Railway's six-coupled tank locomotives.

TICKING ALL THE BOXES

Ready-to-run four and six-coupled locomotives are proving popular in O gauge. Dapol has chosen a safe prototype – many a modeller is tempted by a small locomotive, be it diesel or steam. This compact model is to LMS and BR-era modellers what its GWR 0-6-0 'Pannier' is to GWR and BR (WR) modellers, satisfying a clear demand. Couple its RRP – priced comfortably under £200 for non-DCC sound versions with some stockists – and this model of a versatile prototype starts to look really attractive. Its previous Class 08 diesel shunters sold out, some finding new homes with OO gauge modellers, all in an era of rising prices and with new batches of these underway, Dapol clearly knows what buyers are demanding.

AFFORDABLE QUALITY

Producing a well-designed model with an impressive specification to a competitive price is a challenge for



any manufacturer with exchange rate fluctuations, but here Dapol has succeeded. A die-cast chassis helps contribute to the 680g overall weight of this model. Atop sits a detailed injection-moulded body, complemented not by plastic, but turned brass buffers, safety valves, whistle and chimney. Don't expect working inside motion between the frames at this price point, however, Dapol has recognised this quite visible area of the model and has moulded a representation of the Stephenson slide valves.

Certainly, no corner is cut in terms of interior cab detail, with an exceptional level of decoration applied to the backhead of minimalist design. Boiler and vacuum brake pressure dials benefit from the application of decals with visible black needle and numbers. The regulator, handbrake and reverser are painted a vibrant red colour on this example, however wouldn't have lasted as such for long when in service. I'd suggest toning these down even if applying a light overall weathering on the model.

The advantage of the open Fowler cab to modellers is that a crew can be easily positioned. Nevertheless, Dapol has made the centre section of the cab roof removable, securely held with four clips. This blessing allows the cab interior to be weathered accurately.

FACT FILE

I MANUFACTURER Dapol
I CATALOGUE REF K7S-026-007 0-6-0 'Jinty' early black livery, push-pull fitted No.7480
I PRICE RRP £225.00 (£400 DCC Sound-fitted)
I WORDS Howard Smith
I PHOTOGRAPHS Andy York



To be found on the Midland Railway at Butterley in S&DJR 'Prussian blue' as No. 23, Dapol's model in this guise could be placed as a visiting locomotive on a contemporary layout.

The red handbrake stands out well, but could probably benefit from a light weathering.

Equally brilliant at this price point is the firebox flicker effect which when tested on DC power illuminated at approximately half power. Removing the four body screws to the underside of the model allows access to the internal PCB. It's here you'll find a switch allowing the firebox flicker to be disabled in DC or DCC modes. Removing the DCC blanking plate on DC models allows a 21-pin DCC decoder to be installed if desired, with provision for a bass-enhanced speaker. Dapol suggests DCC Supplies 100898, 100790 and 103541 as suitable candidates. However, the boiler provides ample room for most OO gauge-orientated speakers, leaving a vast choice.



GOOD DESIGN

A noticeable effort has been made to deliver a model that can withstand handling. The steps front and rear are cast with the chassis - areas which are easily knocked. If the turned brass parts part company, at least they should remain in one piece. Handrails and lateral brake tie-rods are metal too.

The sandboxes supplied on our sample weren't glued square and clearance between them and the coupling rods is tight, but at least they're to scale. The buffers are lightly sprung. I'd argue too lightly sprung, however upon mentioning this to Dapol they confirmed the springs used are the same as those in its GWR 0-6-0PT. Our sample presented intermittent problems with two buffers sticking in the housings because of the taper at the end of the shank acting as a wedge. Running a file around the rear of the buffer head will solve the problem if you encounter it.

All said and done, this model represents great value for money and with 22 variants (including DCC-sound versions) from which to choose, there's a livery to suit every modeller from its introduction in 1924 until the last mainline example was withdrawn in 1967. Highly recommended. ■



KERNOW BRITISH RAILWAYS CLASS D16/2



First impressions matter, although Kernow's model has nothing to worry about in this regard.

While we've become used to models taking several years to progress from announcement to release, the development of Kernow Model Rail Centre's Bulleid prototype diesels has been more tortuous than most.

A lack of suitable drawings and a change of supplier halted their progress for some time, but since the acquisition of a full set of works drawings in 2016, the models have come on in leaps and bounds. Seven years after they were first mooted we're finally able to review the finished article, the first versions of which are available now from KMRC. Kindly supplied for review is the first model to arrive; which appropriately depicts the first of the trio, No. 10202, in original early-1950s condition. Further editions will cover both 10201 and its twin 1,600hp sister in BR black/silver, with BR green models to follow later. The first production batch is en route from China and should be available soon after this edition of **BRM** is published.

KMRC's research and suite of tooling also includes the third of the Bulleid prototypes, 2,000hp 10203, which was completed four years after its sisters and featured several external detail differences. This version will follow later – see KMRC's website for more information.

As is usual with prototype locomotives, 10201-203 underwent various modifications during their career and KMRC has incorporated the major external differences, such as the crew gangways/communication doors retro-fitted to 10201/202, across the three machines. Detail variations are appropriate to period and livery, based on archive photographs and works drawings.

The satin black paint provides an ominous presence, but it's the metallic silver that really catches the eye.



First Impressions

KMRC's familiar packaging contains a history/instruction sheet and parts list, and a securely packed model that immediately encourages you to investigate further. My first impression was of a solidly-built model with substantial weight and a high quality finish. The body is a pleasing satin black, but it's the silver that really catches the eye. Metallic paint often looks wrong on scale models, but KMRC's factory has done a superb job, avoiding the pitfalls of applying paint that is too grey or too toy-like.

The silver waistband is printed, rather than the raised beading of the original, but it's well done. Running numbers are printed in white on all four cabsides and really cry out for etched replacements.

Other features that draw attention include a moulded representation of the English Electric (EE) power unit through the large engine room droplight windows and the distinctive Bulleid-Firth-Brown 'Boxpok' wheels – smaller versions of those used on Bulleid's 'Pacifics' and 'Q1' 0-6-0s.

FACT FILE

I MANUFACTURER Kernow Model Rail Centre
I CATALOGUE REF K2701
 BR early emblem black/silver 1-Co-Co-1 diesel 10201
I PRICE £169.95
I SCALE/GAUGE 4mm:1ft scale, 16.5mm gauge OO
I AVAILABILITY Exclusive to KMRC
I WORDS Ben Jones
I PHOTOGRAPHS Andy York



As above, so below, and Kernow is to be commended for the detail on the four-axle bogies.

Further investigation reveals commendable attention to detail throughout, from the extensively detailed four-axle bogies to the etched metal roof fan grille at the No. 1 end. A number of separate components are fitted; correct flat-profile steel handrails, windscreen wipers, sandboxes and sandpipes, SR pattern headcode discs and bufferbeam hoses all help to confirm a sense that this is a high-quality model. A full set of white route indicator discs and black folded discs is provided.

However, it's the outstanding overall shape that really makes this an excellent model. KMRC has captured the characteristic Bulleid look and shape of the body very effectively, especially around the cab front 'face'.

Under the Body

Our sample was a smooth and powerful runner, hauling 14 coaches with ease on level track. That solid performance comes from a five-pole motor within a heavy die-cast chassis, linked via drive shafts and gear towers to all six powered wheels. As with the prototype, the outer axles are unpowered pony trucks. Smooth running is also assisted by the arrangement of the bogies, which have a pivoted 'floating' inner bogie within the frames. This provides plenty of lateral and vertical movement to cope with uneven and tightly curved track. The axles themselves also have significant lateral play on their inside bearings, which should allow conversion to 'EM' or 'P4'.

A 21-pin DCC decoder socket is mounted on the printed circuit board (PCB) atop the chassis, along with a welcome innovation - for UK models at least. An in-built capacitor stores electrical energy to ensure that the headcode and marker lights stay on when power is interrupted by track dirt or dead spots.

As a final bonus, all models come with a factory-fitted 8ohm 4W, 28mm round speaker as standard. This is compatible with all established brands of sound decoder, for example the ESU LokSound V4.0, but



Kernow has paid close attention to even minor details, and this model easily justifies the time and effort invested during research and development.

sound-fitted models can also be ordered from KMRC for £294.99.

This is a tremendous model of a charismatic design that had a major influence on BR's first generation diesel fleet. KMRC should be commended for its tenacious pursuit of the project over several years and for producing a model that is a fitting tribute to Bulleid's ground-breaking design. ■



DAPOL GWR AUTOCOACH



A fine model and one that will complement Dapol's new GWR 0-6-0 'Panniers' to make a compact train of just 660mm possible - great for small layouts, or if room is tight, displaying on a mantelpiece.

Since the merger of Lionheart Models with Dapol last year, ready to run models produced by the former company are being re-introduced under the Dapol brand in its distinctive blue packaging. First to see light of day was its Collet-designed GWR/BR suburban coaches, models which trickled through to retailers last year. New liveries for these have been announced, expected to be released early 2018.

This month saw the release of its O gauge GWR/BR Autocoach – a wise move and ideal for western region fans seeking a short train consist. It can be paired with its newly-released GWR 64XX 0-6-0PT 'Panniers', all of which were auto-fitted, or its forthcoming 45XX 2-6-2T 'Prairie', some of which were fitted with auto gear in 1953.

At 625g, largely aided by the cast metal bogies and solid metal chassis, the coach feels solid – more akin to the weight of a brass model. Its heft extends beyond the underframe with an upper plastic body that doesn't creak when handled. The glazing feels solid and is glued well, despite its ever-so-slight prismatic appearance, noticeable on only the larger windows, it won't drop inside the coach if carelessly handled.

Removing the model from its box requires nimble fingers - its tapered ends, curved roof and fragile underframe tie bars make access difficult. The latter are bent from wire, held place with plastic supports.

The clarity of detail across the model is commendable. The underframe rivet detail is surprisingly good with end steps moulded as one item for added strength. The central side-mounted steps are moulded in plastic, framed with brass handrails. These are seen around the rest of the model bent to intricate shapes, contributing to its air of "finesse". The collection of these around both ends of the vehicle is impressive, not least because of their quantity, but also their shape, which is perfectly parallel with the front of the coach, curving to form a parallel with the coach sides.

Interior detail is good – you'll find an injection-moulded representation of the softly-sprung seating, some of which is perpendicular to direction of



Pickups on the wheels are very discreet, being taken from the pinpoints of the axles. Wires run from these through a hole in the bogie which doesn't affect its mobility.

FACT FILE

MANUFACTURER Dapol
CATALOGUE REF 7P-004-003 GWR Autocoach No.37
 Chocolate and Cream livery with Shirtbutton emblem
PRICE RRP £200.00 (£250.00 light bar / DCC ready, £273.00 light bar / DCC-fitted, £375.00 light bar / DCC sound-fitted)

WORDS AND PHOTOGRAPHS
 Howard Smith

travel. A representation of the crude internal wooden panelling has been thought through, in addition to the compartment doors. It's quite sufficient for what can be seen through the windows, perhaps lacking only in passengers – a job easily achieved because of the sliding roof design which gives complete interior access. In the driving compartment you'll find a handbrake and if you look really carefully you'll notice a regulator. It's painted cream on this sample, and I'll admit to having to turn the model upside down to see it, but it's there. The only downside to the interior is the large – but necessary for DCC Sound – moulded speaker enclosure. It's a shame that non-DCC sound models have the same space occupied by the enclosure, however, it's not beyond the most basic of modelling to remove if really desired.

The interior panelling is trumped only by that on the exterior, the most visible on the model. Dapol has made a fine job. The rounded inset curves mirror closely the bodyside curvature – very elaborate, very



End detail is what elevates this model to the next level. Moulded raised detail, where applicable is exceptional, but separate additions like the bell, handrails and lamp brackets are well modelled. Dapol's coaches are based on numbers 36 - 41 built during 1907 to Lot 1126.

Great Western. The ten roof-mounted gas lights, each with eight bolts on their moulded gas supply add more interest to the roof line, which also has 14 accurate ventilators, each with quite perceptible vents.

Underframe detail is more than adequate. A pair of underfloor vacuum tanks, vacuum cylinder and beautifully casted metal bogies heighten the quality of this model above standard plastic injection-moulded items. Wheels are finely detailed with a correct domed appearance and some of the finest flanges I've seen on an RTR product. The appearance of these visually is similar to Scale 7 standards, albeit the difference in back-to-backs and very nice they are, although painting them a satin black to match the bogie sideframes would be a wise first move to customise the model. All-wheel pickups are fitted enabling the easy retro-fitting of interior lighting in this non-lit version if required.

When all said and done, this model makes a great addition to the increasing availability of RTR models in O gauge. For DCC sound-fitted versions, pressing F6 triggers the speech "Right away Mr Matthews". This, interspersed with a guard's whistle, the slam of a door, a gong and many others is sure to raise a smile when operating – even on the most compact of layouts. Value for money? Yes, most certainly! ■



The side handrails foul on the steps. They can be bent carefully with pliers to a more accurate shape, but it's better to trim the excess plastic from the step and re-fit to do the job properly.

datafile

i BASICS

Manufacturer: Dapol

Catalogue Refs:

7P-004-003 GWR Autocoach No.37 Chocolate and Cream livery with Shirtbutton emblem

RRP: RRP £200.00 (£250.00 light bar / DCC ready, £273.00 light bar / DCC-fitted, £375.00 light bar / DCC sound-fitted)

Gauge/scale: O gauge / 1:43

Era: 2/3

Company/Operator: GWR

Region: GWR / BR(W)

Weight: 625g

Body: Injection-moulded plastic

Chassis: Die-cast metal

Minimum Curve Radius: N/A

Wheel Profile: Finescale

Couplings: screw-link

⚡ ELECTRICAL/MECHANICAL

Power System: N/A

Motor: N/A

DCC Provision: Yes

Pick-ups: Bogie axle bearings

Lighting (exterior): if fitted

Flywheel: N/A

Traction: N/A

🔧 SERVICING

Body Removal: Push down and slide roof from body

Lubrication: Wheel bearings accessible without body removal

Packaging: Polystyrene tray within cardboard outer

Instructions: Exploded diagram sheet for maintenance

Spares/warranty: www.dapol.co.uk



HORNBY MK 1 BRAKE SECOND OPEN AND FIRST OPEN COACHES



Hornby has been introducing all-new Mk. 1 coaches over the last couple of years, and it was with some interest that models of the Brake Standard Open and First Open were announced late in 2016 to join its CK, BSK and SK variants. The main point of interest was that these variations in the ubiquitous design haven't been offered as OO RTR products for some time and aren't within Bachmann's range of coaches.

The new design of Mk. 1 coaches was announced in 2013 and were first targeted as Railroad brand coaches with simpler mouldings and easy assembly, and also as 'main range' products with a higher standard of decoration. The same design philosophy applies to these new models, so there is continuity of appearance. The shape of the models is well-regarded and there's a good approach to near-flush glazing, although there is a little curvature evident at the edges of each window area.

Disassembling the coach by prising open the body sides shows just how straightforward the models are, with everything bar the corridor connectors being moulded detail. Similarly, the chassis is a simple construction, with battery boxes and brake cylinders added as additional parts. The bogies, BR1 for the 1959 Gloucester-built BSO and Commonwealth for the 1963 Swindon-built FO, are simple but well-defined renditions. None of that is a criticism, as the detail is well executed and accurate. The downside comes when later variations are considered. The models have end steps up to the roof and a step plate above the corridor connection, and features which were removed as electrification spread. Therefore, these blue and grey liveried models have the anathema of end steps at the same time as electrification flashes.

Roof-strip moulding has been a criticism of various Mk. 1 models, being frequently too pronounced or even completely omitted. Hornby's models are no exception, as I feel the transverse moulding on the roof is too prominent.

This year sees a range of BR corporate era Western Region numbered Mk. 1 coaches with a TSO, SO, BSK, BCK, SK and BG. I can't definitively say that the blue is too dark, but it feels it, and certainly is darker in comparison to comparable ranges. The grey looks

Variations in BR blue. Hornby's efforts to the left, Bachmann's, a lighter shade, to the right. Coaches spent most of their lives outside and their paintwork was prone to fading.

to have a hint of green to it rather than being a pure grey. I would say the white lining is marginally finer than Bachmann's, but lacks the same density or clarity. Unfortunately, the yellow classification lining on the First Open is a little messy at the ends and even onto the edge of the rain strip.



Remove end steps to roof if modelling post-electrification period.

OPINION

Manufacturers have a reasonable right to make profit margins to stay viable, but the pricing of the Mk. 1 coaches now sits at an RRP of £41.99. There are certainly other coaches in Hornby's range for just a few pounds extra that offer more finesse and better value; as does their main competitor at current RRP's. ■

datafile

Basics

Manufacturer: Hornby Hobbies

Catalogue Refs:

R4777 BR Mk1 Coach Brake Second Open 'W9353', Blue & Grey Livery, R4778 BR Mk1 Coach First Open 'W3123', Blue & Grey Livery

RRP: £41.99

Gauge/scale: 16.5mm gauge, 1:76 scale OO

Era: 5 to 8

Company/Operator: BR

Region: All

Weight: 135g

Body: Plastic

Chassis: Plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM mounted rapido-type

Accessories: none

FACT FILE

I MANUFACTURER Hornby
I CATALOGUE REF R4777
 BR Mk1 Coach Brake Second Open 'W9353', Blue & Grey Livery, R4778 BR Mk1 Coach First Open 'W3123', Blue & Grey Livery
I PRICE RRP £41.99
I WORDS AND PHOTOGRAPHS Andy York



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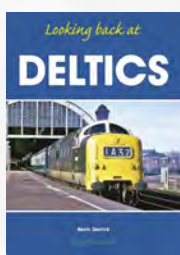




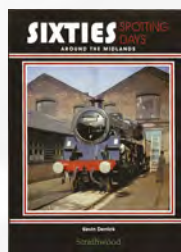
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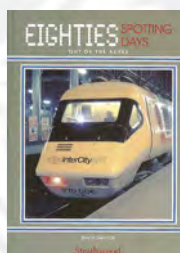
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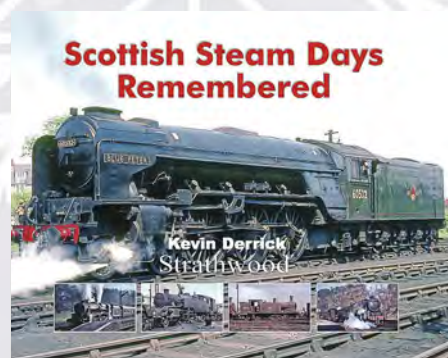
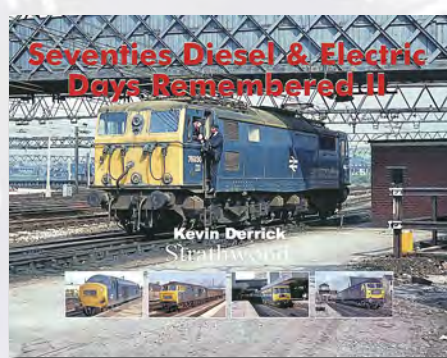
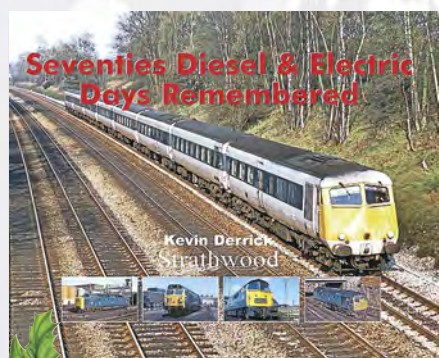
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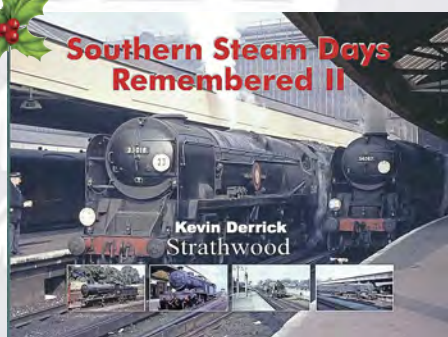
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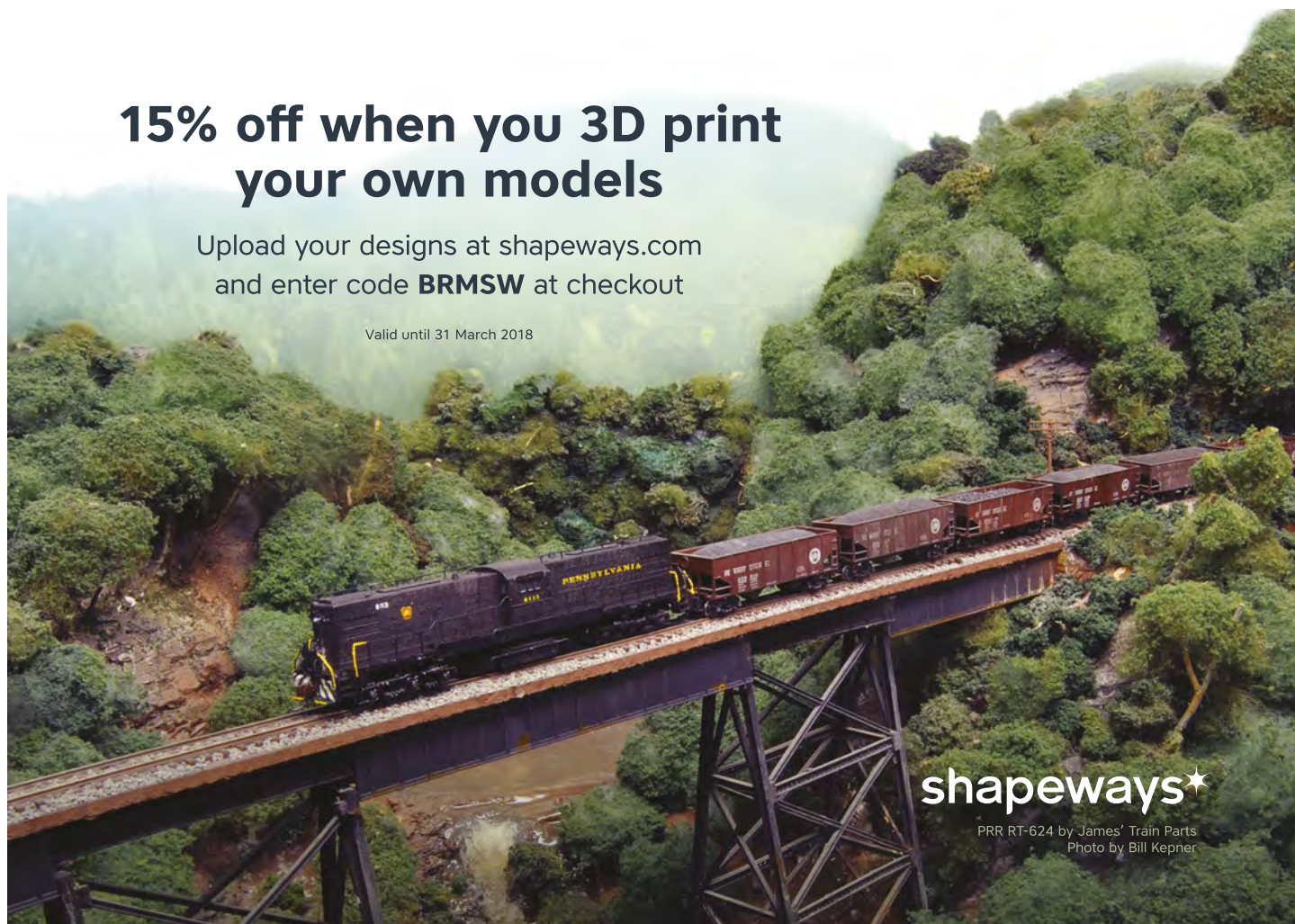


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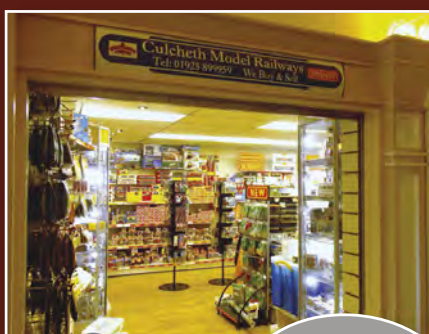
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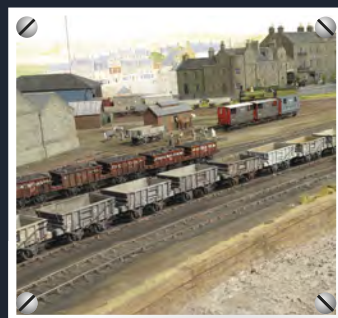
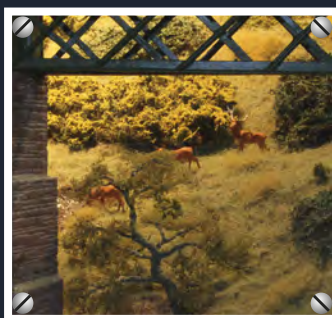
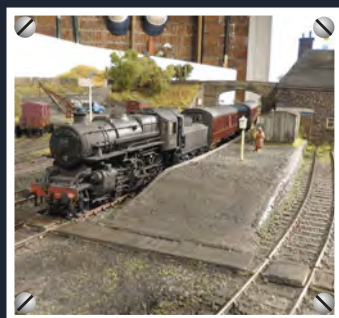
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Fri 23th: 10.30am - 6.00pm 🚂 **Sat 24th:** 10.00am - 6.00pm 🚂 **Sun 25th:** 10.30am - 5.00pm.

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EVENTS

EXHIBITIONS

JANUARY 06 - JANUARY 07

Wessex Association of Model Railway Clubs 2018 Exhibition

Market Yard, Justice Lane, Frome, Somerset BA11 1BE

Opening Times: Saturday 1000 - 1630
Sunday 1000 - 1600 **Prices:** Adult £6.00

JANUARY 28

Bristol 7mm Exhibition

U.W.E. Exhibition Centre, Bristol

Opening Times: Sunday 1000 - 1600
Prices: Adult Advance £7.00

T: 01823 480097

FEBRUARY 10 - FEBRUARY 11

The Festival of British Railway Modelling

The Exhibition Centre, Doncaster Racecourse, Doncaster, South Yorkshire DN2 6BB

Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1630

Prices: BRM Subscriber £7.00

Adult £8.00 Child £4.50 (5-16)

Family £27.00

(2+3) **T:** 0844 581 9900

MARCH 24 - MARCH 25

The London Festival of Railway Modelling

Alexandra Palace, London N22 7AY

Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1630

Prices: BRM Subscriber £10.00 Adult

£11.00 Child £6.00 (5-16) Family £36.00

(2+3) **T:** 0800 385 0058

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 March issue is February 1st

 Suitable for disabled visitors.

TRAIN & TOY FAIRS

DECEMBER 29

Model Toy & Train Fair - Worcester

Perdiswell Leisure Centre, Bilford Road, Worcester, WR3 8DX

Opening Times: Friday 1030 - 1400

Prices: Entry £2.00

Accompanied Children Under 16 Free

T: 01270 652773 Tony Oakes

01 JANUARY 2018

Bridgnorth Toy & Train Fair

Leisure Centre, High Town, Bridgnorth, Shropshire WV16 4ER

Opening Times: Monday 1st Jan 1030 - 1500

Prices: Admission £2.00

T: 01270 652773 Tony Oakes

Julie & John Webb - Toy & Train

Collectors Fair - Newark

The George Stephenson Exhibition Hall, Newark & Notts Showground, Winthorpe, Newark, Notts NG24 7NY

Opening Times: Monday 1000 - 1430

Prices: Adult £4.00 Senior £3.50

First Child £3.00

Under 5 Free

T: 01522 880383

JANUARY 10

Joe Lock Toy & Train Fairs - Hertford

SRichards Hale School, Hale Road, Hertford SG13 8EN

Opening Times: Wed 1900 - 2100

Prices: Admission £1.00

T: 07866 641215

JANUARY 17

Joe Lock Toy & Train Fairs - Selsdon

St John's Community Hall, Upper Selsdon Road Selsdon, Croydon, London CR2 8DD

Opening Times: Wed 1800 - 2000

Prices: Admission £1.00

T: 07866 641215

JANUARY 21

Ray Heard Train & Toy Fair - Exeter

Matford Centre, Matford Park Road, Matford Business Park Marsh Barton Trading Estate, Exeter, Devon EX2 8EF

Opening Times: Sunday 1000 - 1530

Prices: Admission £2.00

T: 01823 480097

Barry Stockton Model Train & Toy

Collectors Fair - Haydock Park

Racecourse The Exhibition Centre, Haydock Park Racecourse, Warrington Road, Newton-le-Willows, Merseyside WA12 0HQ

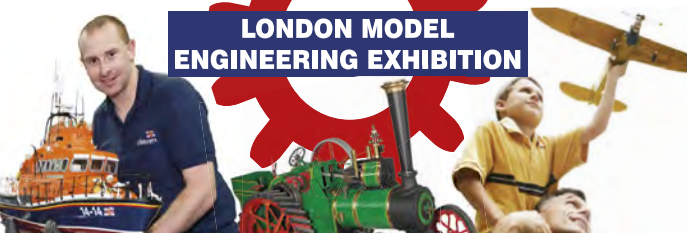
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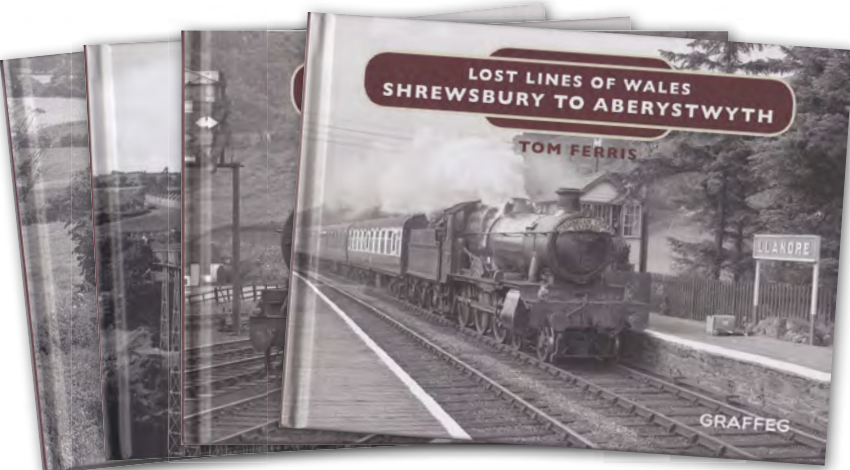
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Squires will be exhibiting at the following shows in 2018 – Diary updated as bookings are confirmed.

Jan 13/14 - BOGNOR REGIS M/Railway Exh, Felpham Community College Felpham Way, Felpham, Bognor Regis, W.Sussex **P022 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 17 - TONBRIDGE M/R Ex, Angel Centre, Tonbridge, Kent, **TN9 1SF** 10-5 www.tonbridgemrc.com
Feb 18 - SHUTTLEWORTH Scale Model Exhibition Day The Shuttleworth Collection, Shuttleworth (Old Warden) Aerodrome, Nr. Biggleswade, Bedfordshire **SG18 9EP** Sun 9.30 - 4pm
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 **Coming to Glasgow?**
Why not try Saturday? or Sunday?? The show is less busy - see much more of the layouts AND a lot easier to get to our stand! :-)
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 10/11 - BASINGSTOKE Model Railway Exhibition, Aldworth Science College (formerly Richard Aldworth School), Western Way, Basingstoke, **RG22 6HA** Sat 10-5, Sun 10-4
Mar 17 - ABINGDON ABRAIL 2018 Model Railway Exhibition, White Horse Leisure & Tennis Centre, Audlett Drive, Abingdon, Oxon, **OX14 3PJ**. Saturday 10 - 5pm.
Mar 17/18 PERTH GREEN Model Railway Exhibition, Perth Green Community Centre, Inverness Road, Jarrow, Tyne and Wear, NE32 4AQ Sat 10-5. Sun 10-4.
Mar 31 - April 2 - YORK Model Railway Show, The Knavesmire Stand, Racecourse Road, York. Y023 1EX. Saturday & Sunday 10 - 5, Monday 10 - 4.30. Coming to York Show? Why not try Sunday?? or Monday??? The show is less busy - See more of the layouts AND a lot easier to get to our stand!! :-) **Plenty of FREE Parking**
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 - DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, **DN4 7PD**. Sat 10 - 4.00.
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 - BEXHILL Model Railway Exhibition, St. Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex, **TN40 1SE** Sat 10 - 5pm ***Plenty of FREE Car Parking on site!***
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
Sept 1/2 - TELFORD GUILDEX 2018, O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**, Saturday 10 - 5, Sunday 10 - 4.
Sept 22/23 - HALIFAX M/R Ex, North Bridge Leisure Centre, Halifax, **HX1 1XH** Sat/Sun 10 - 5.
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!!!! :-)
Oct 13/14 - ALDERSHOT Farnham MRC 44th Exhibition, Alderwood Leisure Centre, Tongham Road, Aldershot, Hants. **GU12 4AS**. Sat 10-5, Sun 10 - 4.30. www.farnhammrc.co.uk
Nov 3/4 - ANGMERING W.Sussex Area Group N Gauge Society "All Scales Model Railway Exhibition", The Angmering School, Greenwood Drive, Station Rd, Angmering, **BN16 4HH**, Sat 10-5 Sun 10-4 *Now 2 Day Show - Short Walk Angmering Station - Features various scales not just N Gauge!!!!**

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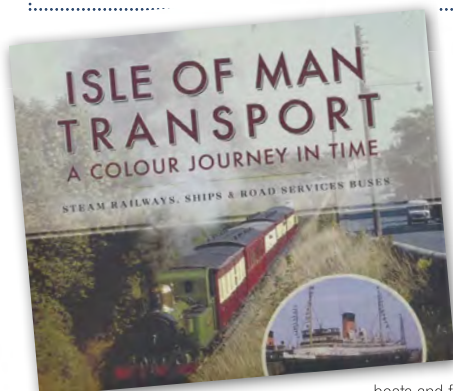
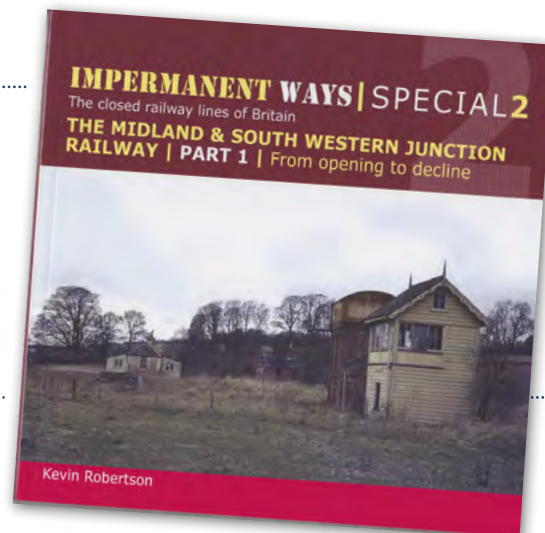
IMPERMANENT WAYS SPECIAL TWO, THE CLOSED RAILWAY LINES OF BRITAIN - THE MIDLAND & SOUTH WESTERN JUNCTION RAILWAY PART 1

Kevin Robertson – Crecy

The first of a two-part series, the second of which is due for publication in January 2018, this book traces the fascinating cross-country line linking Cheltenham to Andover. The line fell into the hands of the GWR upon grouping and little was done by the new owners to invest in the system or develop traffic flows on what should have been a useful north-south route. This first volume provides a résumé of the sometimes turbulent history of the line and focuses on the decades leading up to closure in 1961. Amongst the previously unpublished photographs covering not just rolling stock, but highly-modellable structures, is an interesting section on permanent way hand carts and Wickham Trolleys.

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ISLE OF MAN TRANSPORT

- A COLOUR JOURNEY IN TIME

Martin Jenkins & Charles Roberts – Pen & Sword

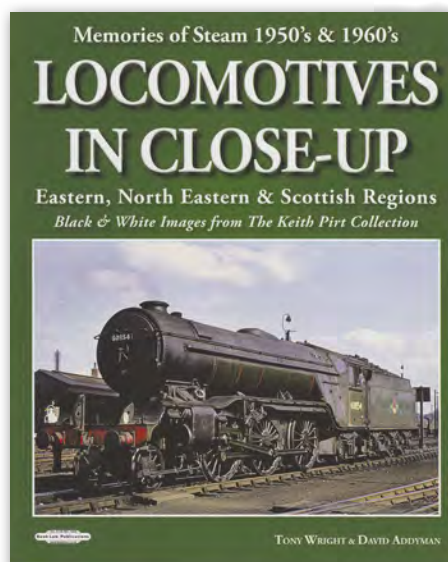
A fantastic selection of colour photographs treating the railways, ships & road services on the Isle of Man from 1953-1979. You'll discover most of the vessels operated during the period by the Isle of Man Steam Packet Company and The Ramsey Steamship Company. Passenger

boats and freighters aren't ignored either, all of which play a vital part in connecting this Island to the mainland. Using photographs of the late John McCann, the book is a comprehensive guide to Island traffic and goes way beyond a 'picture book' with highly informative captions throughout.

Of particular interest is the illustrated chart of public transport services on page six. This is a must-have book if you are interested in the Island, or are planning an Isle of Man layout.

Price £25

W www.pen-and-sword.co.uk



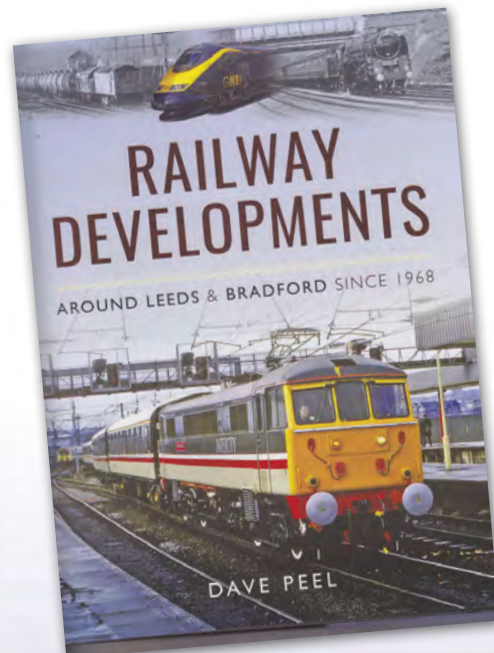
LOCOMOTIVES IN CLOSE UP - EASTERN, NORTH EASTERN & SCOTTISH REGIONS

Tony Wright & David Addyman – Book Law Publications

Concentrating largely on locomotives from the Southern Area of the LNER, a mixed-bag of tractive effort captured through the lens of the late Keith Pirt has been compiled into this 96-page paperback. Assisted by connoisseur of NE locomotives, David Addyman, Tony Wright's analysis of each photograph makes note of class member variations and thus, is an ideal book for the modeller's workbench and those who seek extra - perhaps 'non-standard' detail.

Price £19.99

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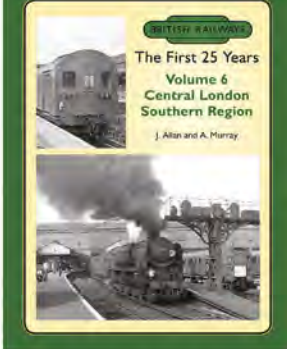
RAILWAY DEVELOPMENTS AROUND LEEDS & BRADFORD SINCE 1968

Dave Peel – Pen and Sword

Using the author's photographs, Dave Peel traces the story of the railways on the Leeds/Bradford area from the beginning of dieselisation to the present day. Pen and Sword has gained a reputation for publishing informative books, illustrated with quality photographs - this latest title doesn't disappoint, with 300 photographs and meaty text with informative tales to tell of the lines around the area. Learn why Leeds station was rebuilt twice in a period of 35 years and see the many steam-era buildings in various states of decay. A dedicated section covers stations and halts on the WYPTE Metro system. Recommended.

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BRITISH RAILWAYS
The First 25 Years
Volume 6:
Central London
Southern Region
J. Allan & A. Murray

BRITISH RAILWAYS
The First 25 Years
Volume 6:
Central London
Southern Region
J. Allan & A. Murray

The sixth volume in this series depicting the first 25 years of British Railways, covers the Southern Region lines in central London, from the terminus stations to the edge of the area bounded by the South London Line, around four miles out. We visit the three principal motive power depots serving the stations, Nine Elms, Stewarts Lane and Bricklayers Arms, before finishing with an extensive spotting session at Clapham Junction. This was the most complex and high density network of lines in the country and this is reflected in the photographs selected. Four pre-Grouping railways were responsible for the construction of this network: The London, Chatham & Dover Railway and the South Eastern Railway, who merged their operations in 1899 to form the South Eastern & Chatham Railway, the London & South Western Railway and the London, Brighton & South Coast Railway; all were absorbed into the Southern Railway in the 1923 Grouping. Change was slow after Nationalisation until the 1955 Modernisation Plan began a process of extending third rail electrification, firstly on the Kent Coast lines and then in the late-1960s to the Bournemouth line from Waterloo, which saw the final elimination of steam. The Southern Region had two very distinctive modern traction designs, the Birmingham Railway Carriage & Wagon Company diesel-electric Type '3's and the electro-diesels. There was a slow evolution of the standard EMU and it was only in 1972 that the first prototypes with sliding doors appeared. Unlike earlier volumes, to assist understanding, we have included detailed 1950s maps of the location of the principal stations and depots, showing how they fit into the capital's streets and the way they inter-connect. Platform layouts are also provided for each of the termini. As usual, the photographs span the early British Railways era through to the pre-TOPS diesels, although the emphasis is on that interesting transitional period of the late 1950s and early 1960s. 208 pages, 215mm x 275mm, laminated board covers. ISBN 9781911038 29 0.

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THE LIVERIES OF THE PRE-GROUPING RAILWAYS
VOLUME ONE
WALES AND THE WEST OF ENGLAND
NIGEL J.L. DIGBY



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VOLUME ONE
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The standard gauge railways in existence before the Grouping of 1923 have never been more popular. The colours their locomotives and rolling stock were painted is therefore of increasing importance. To illustrate a series of magazine articles published in 1994-2006, the author produced dozens of paintings. These volumes will bring together for the first time the original paintings with new text, photos and colour patches in an endeavour to present as accurate a view as possible of this fascinating period in railway history. This volume also features a survey of painting methods and materials. 96 pages, 215mm x 275mm, laminated card covers. ISBN 9781911038 28 3.

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AUSTRIAN NARROW GAUGE TWILIGHT
Adrian S. Garner



AUSTRIAN NARROW GAUGE TWILIGHT
Adrian S. Garner

This book takes a tour around many of the narrow gauge railways in Austria whilst they were still being used as part of the local transport system. Most of the photographs depict the lines as they were some forty to fifty years ago and capture, with some nostalgia, their friendly nature just before their decline. Luckily many of the lines have been preserved or continue to flourish following modernisation but the era depicted in this book has been lost and can only be remembered through photographs. 136 pages, 215mm x 275mm, laminated card covers. ISBN 9781911038 30 6.

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THE TAUNTON TO BARNSTAPLE LINE
A HISTORY OF THE DEVON & SOMERSET RAILWAY
VOLUME 2:
THE ROUTE, STATIONS AND SIGNALLING
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THE TAUNTON TO BARNSTAPLE LINE
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GLoucester MIDLAND LINES
Part 1: NORTH
Neil Parkhouse



GLoucester MIDLAND LINES
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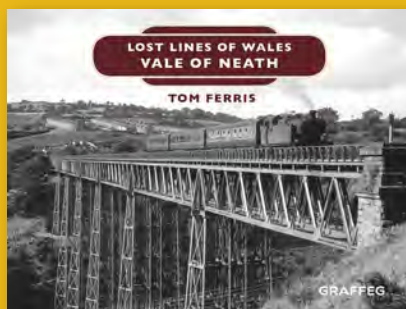
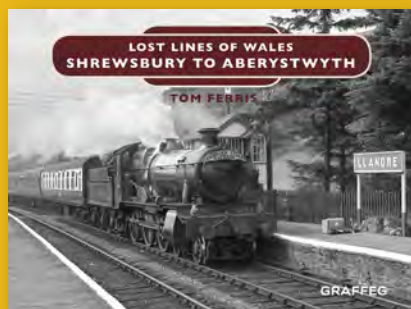
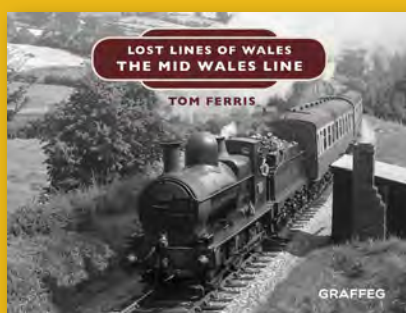
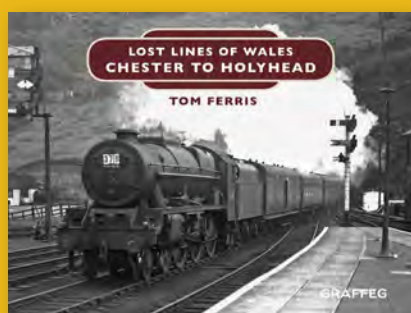
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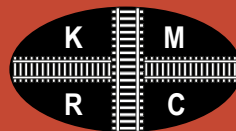
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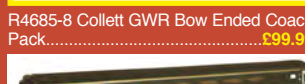
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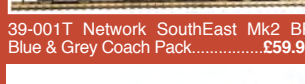
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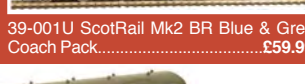
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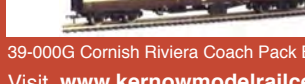
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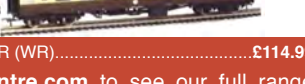
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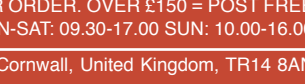
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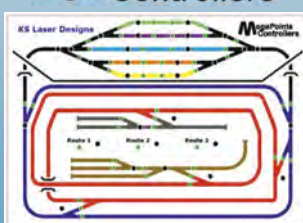
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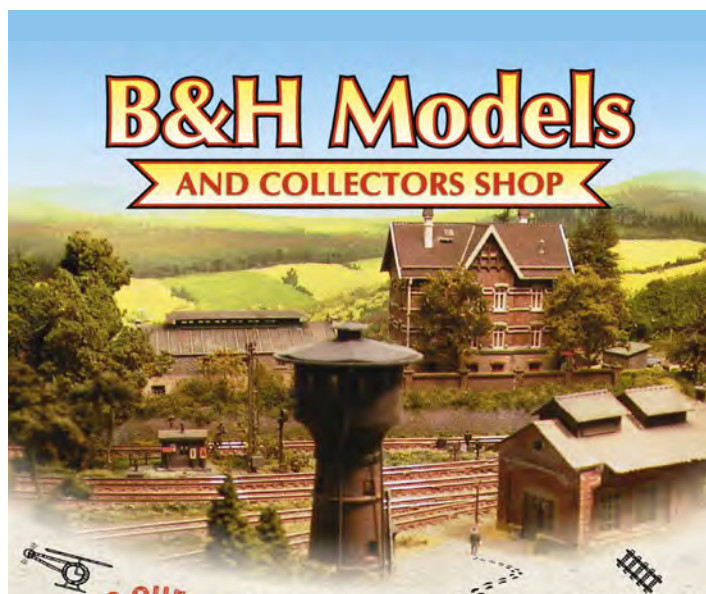


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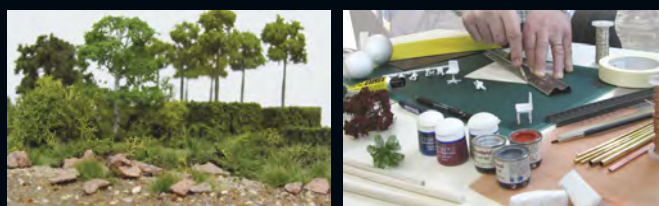
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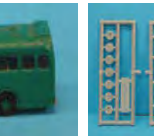
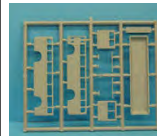
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BRM meets... THE COLLECTOR



Michael Foster's collection of British tin toy trains is compiled in four great books, although there's more in his back catalogue, as Andy McVittie discovers.

We receive a fair few publications each month at BRM Towers, but Michael Foster's books stand out easily among the many titles covering vintage railways, cherished prototypes and such. Colourful, well-researched and plainly the products of a very ardent collector, his titles are a rich resource for tin toy enthusiasts and just for general nostalgia, and are all the better for their breezy editorial style. Michael and I had corresponded a little, when the idea to meet up was hatched. What drove him to collect so exhaustively, I wondered...

AM: First things first, then – where did it all begin?

MF: Like many people I had a Chad Valley train set as a boy. I've always liked

trains, though. In a pram in the 1940s I can remember watching the old LMS steam engines go by. My grandfather had a season ticket from Sutton park station to Birmingham New Street. I remember going down to the platform to see him off. I was later a train spotter – the joy of waving at the driver, and he would sound his whistle and wave back. It was absolute magic! The real collecting started after I got married. I went up to the attic of my wife's parents' house and found an old engine 'George V'. I hadn't really seen big O Gauge engines before, and this was a toy that her father had owned since 1919. And then there was the Bob Denny shop in Long Eaton. Whenever I used to

go around the country on business, I got to know little shops like this and I used to call in – basically as a form of relaxation. I'd seen a Princess for sale for £10. This was quite a lot of money, but somebody had already



put a deposit on it. I'd fallen in love with the engine, though, but I found another one at a shop in Brighton. So then I started buying Hornby O Gauge. I was really just collecting at this stage, because I thought they were such wonderful toys.

AM: So how did this love of trains turn into the writing of books? In particular, what prompted you to write your first book, 'The History of Hornby Dublo Trains, 1938-1964'?

MF: Well, O Gauge in the early 1970s became too expensive for me. However, some friends of my parents gave me a whole wad of mid 50s-early 60s Hornby OO catalogues. I looked at them, and I saw there were different names and numbers, so I listed a few of them. I had in mind to maybe write a history of Hornby Dublo, like a collectors' guide. So four friends and I set about trying to identify every single Hornby Dublo product. This would have been in the early 70s. I was in sales and marketing at the time, driving all over the country, which was very handy because I could stop when I got tired and call in at a local shop or a collector in order to look at a particular model. It was important for us that we actually saw all the products going into our book, so this process took about seven years. At this point I became ill and I had a four month convalescence. I used to wake up each day and get all my papers and research on the table, and that's how I ended up writing the Hornby Dublo book, which was published in 1980. Basically, I wrote the book that I wanted to read, and it has since sold over 54,000 copies.

AM: What was it about the collecting that really appealed to you, as opposed to the running of trains or the building of layouts?

MF: Collecting is about two things – pride and envy. You have pride in what you've collected yourself, and envy of your friends who have got something that you covet. It's about the appreciation of skill too. Dublo, for me, was the best in terms of strength and reliability.

AM: How did you go from Hornby Dublo to British tin toy trains?

MF: I try to live within my income, and I was always interested in what I could find 'under the table' at the toy fairs I used to go to. In other words, there was Hornby and Bassett-Lowke costing hundreds on top of the table, but underneath you had all these colourful, bright and more affordable tin

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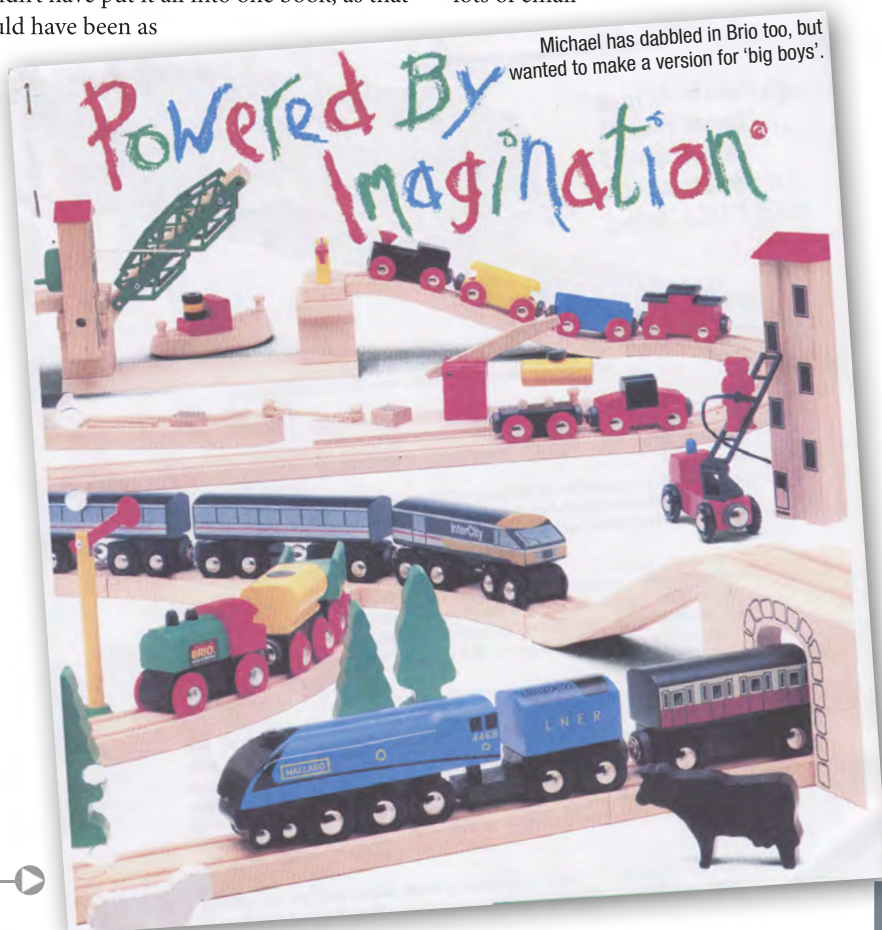
toy trains. As I saw more of these things, I started collecting them. Over the years I'd also collected, or was given, all the Chad Valley, Mettoy and most of the Brimtoy trade catalogues. This way I could see what I had and what was missing, and slowly it all started coming together. It was always my intention to try, for the first time, to write a history of all the British toy trains. I couldn't have put it all into one book, as that would have been as

thick as a church bible!

AM: Three of the four books are already in print, with a fourth on the way soon. How long does it take to produce each one?

MF: Well, Michael Bowes, who took the photographs, and I started from scratch, but we get on like a house on fire. We only had three or four meetings here, although lots of email

Michael has dabbled in Brio too, but wanted to make a version for 'big boys'.



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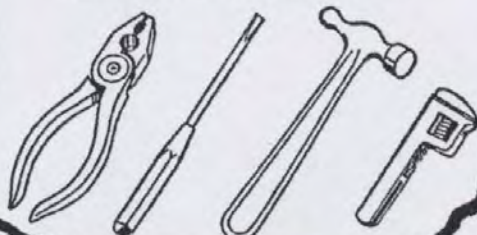
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correspondence. He takes my script and lays the book out then takes all the photographs. Each book takes about a year to put together. I'm currently working on book four, which includes the final bits about Brimtoy and Mettoy, but also what I call the 'one-hit wonders', which is all the companies that only made one product.

AM: Given your journey so far, and with book four on the horizon, what are you going to do next?

MF: I've been developing little Brio engines, again for toys that I'd like to own, but I also wanted to make a version for 'big boys'. ETS makes these powered chassis units, which I install — I have an engine here that is almost

105 years old, but it's been brought back to life because it's got a brand new 2017 power unit beneath. Basically, people send me their old engines, and I sit there like a Swiss watchmaker fitting new chassis and engines into almost anything. Using battery power, instead of clockwork, you can get up to three hours of running.

AM: Is this the end of your publishing ambitions, then?

MF: Well, once I finish book four, there's a possibility of a book five, which will be edited by Nicholas Oddy, who also edits the Train Collectors Society magazine. This will feature Bar Knight, which was a Scottish manufacturer of O Gauge, and also what he calls the 'Birmingham piddlers', which is the brass steam engines of 100 years ago and more.

AM: You have recently auctioned the collections you had amassed for books one and two, but was there anything that you just couldn't bear to part with?

MF: Yes, I've kept a couple of Chad Valley engines. There's also this lovely little die-cast toy that you can see at the end of book one — 'Harry Hayseed', which is basically like a navvy with a single tooth on a pump-trolley. I've fitted magnets so that it is pushed forward by an engine — there's no obvious connection, but the faster the engine goes the faster he pumps. It often has me in hysterics!

AM: Was it always your intention to self-publish your books, rather than approach one of the specialist publishers??

MF: Well, I've approached large and small publishers, but not one of them was interested. Printing and publishing has changed so much in recent years, and I think a lot of people perhaps overestimate the market, printing 2000 copies to sell just 600 and the rest are remaindered. In publishing the books ourselves we've sold over 750 copies of book one so far, and I've only got four copies left of the entire run. The books themselves are not meant to be heavy industrial tomes, they're to give facts and put some flesh on the bones. The models really speak for themselves — you could almost read the books like comics, and understand the history through looking at the pictures.

AM: Apologies for asking what is probably an obvious question, but what would you say is the 'crown jewel' in your entire collection?



This unassuming Mettoy 0-4-0 is the pride of Michael Foster's collection, although it has great sentimental value too.

MF: I think the Hornby Princess is a stunning and iconic model, but I've got a little Mettoy engine that was only made in 1951. It's a light blue 0-4-0 West Country engine. To me it's the prettiest little toy engine. My dear friend Roger Brown used to be the development director at Corgi, and Mettoy was part of their range. He had this in his collection, and I yearned for it. Then I worked with him on a project – I can't remember what it was now, but he thanked me for my help and gave it to me. So it has great sentimental value for me, and it is a mark of our friendship. I'm hoping that this model will be on the cover of book four.

AM: You plainly have enough in your collection to fill four, and maybe even five books. I've got to ask, how do you store it all?

MF: I used to have everything in six foot long trays, which was fine when I was young and fit. I had about ten of these, but I came to a stage where illness meant I couldn't move them around. So I ordered 200 of these smaller boxes. They are all numbered, which means that I can sort them more

easily. Space really is an issue, though, which is why we have sold the collections from books one and two.

AM: We've seen your collection through your books, but are you going to display it anywhere too?

MF: I have done, once or twice, but it's a lot of work – too much for me. Also, there are too many to display at once, so the books really are the best way to see the collection. I'm not into Twitter or Facebook, or using the internet as a means of displaying the collection. I suppose it could be done, but it's a question of time, as I do also have a life outside of model railways!

AM: Finally, in all your experience as a collector, what advice would you give to others looking to start collecting too?

MF: Enthusiasm for whatever you're collecting is important. In school you're never taught the most important lessons in life – one is a degree in enthusiasm and, above all, you've got to have a Masters in a sense of humour. It doesn't matter what your specialisation is, if you haven't got

enthusiasm for it you're like a flat battery. And when things go wrong, as they can and they will, sometimes the only way you can get over it is with a sense of humour.

And on that light-hearted note, we concluded our chat. Michael's own enthusiasm for collecting has carried him this far, but it appears that he isn't finished with British toy trains just yet. Book four will arrive early in 2018, with volume five a distinct possibility. In the meantime, it transpired that he's also amassed a collection of jigsaws too, which is large enough that he's inadvertently bought doubles in the past. My suggestion that he might explore that as a future project raised a chuckle, but I honestly wouldn't put it past him!

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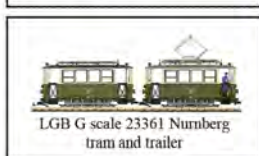
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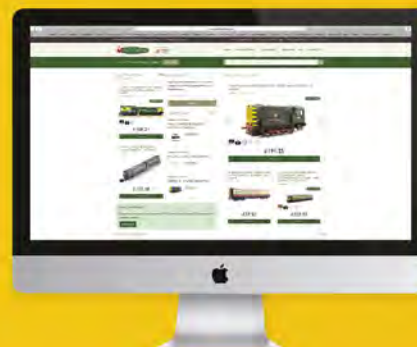


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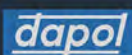
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TAIL LAMP

Santa's on his way, and he's stopping on the Isle of Man...

Santa trains are a vital part of many preserved railway schedules.

Volunteer Secretary Alex Brindley explains how they work on one of the smallest lines – the ¾ mile long Groudle Glen Railway.

7am is just too early to be cramming yourself into a tiny steam locomotive cab to light the fire. Sensible people will still be in their beds, especially two weeks before Christmas on an island in the middle of the Irish Sea offering less than tropical weather at this time of year. So why do we do it?

Partly for the money. Our two weekends of festive services, followed by the Boxing Day mince pie specials, are an essential part of the income that keeps our little line alive. All those passengers help pay for the maintenance of locomotives, rolling stock, track and buildings.

Just as important, this is the time of year when we entertain the locals. Much of our regular passengers are holidaymakers, something that has been the case since the railway opened in 1896. Groudle Glen was one of the most popular attractions on the island and the decision to build the railway was as much to provide another entertainment to add to the dance bands, fortune tellers and playground as to provide transport to the zoo built in the cliffs.

In the winter, there are very few holidaymakers, but families want something suitably festive for the kids. Where better to provide it than in the most beautiful spot on the island?

All this doesn't happen by accident. For a start we need at least 22 staff each day, and since we are all volunteers that means prising people from their Christmas shopping and persuading them to troop down the Glen and be full of Christmas spirit. Family and friends are coerced into helping out too. It takes a special type of person to don an elf costume and appear in public, and an even more special one to do it year after year!

Work starts up to five weeks before the big day. In the gap between the normal running season and December, we'll try to spruce things up a little bit.



Paintwork is touched up and repairs carried out, fairy lights appear, tinsel is put up and our stations find themselves renamed. Lehn Coan becomes 'Santa's Halt' and Lime Kiln Halt finds itself the 'North Pole Halt'. Then it is time to stock up on mince pies. Over the five operating days we go through 3500 of them.

Our first season was in 1984 and traffic numbers have grown every year, we'll now see over 4000 passengers, a growth of over 1000% since we started. Ticket sales alone show why this matters to us.

New last year was another clever bit of marketing – a selfie photo frame. People pose behind the big festive frame and we post the photos on our Facebook page. They put them up on their own pages, sending the happy Groudle message across the world. It's a simple thing, but everyone loves it.

Not everything goes to plan, of course. 2012 wasn't a good year, with torrential rain ahead of the first weekend flooding the track and even spinning the ornamental 'Little Isobella' wheel half way up the Glen. We got through, of course. Santa's helpers kept everyone entertained and our drivers kept

the trains moving, even though slippery rails didn't make life easy.

This Christmas magic provides the final reason we do this every year – it's great fun. Okay, the early morning starts to prepare a steam locomotive might seem hard, but at least it's warm. We top and tail trains to save time at each end of the line and sometimes we have to use our electric locomotive on one end. The driver might have an easier start, but there's no fire to keep him or her toasty while they work. We have to supply them with plenty of tea for that!

Christmas is a special time of year at the Groudle Glen railway and we do our best to make it even more special for the hundreds of families who come to visit us.

Our shop does a good trade in railway gifts and I know there is at least one member of the **BRM** team who loves his Groudle Glen mug. However, the smiles on everyone's faces are priceless.

If you fancy visiting the Groudle Glen Railway, tickets can be bought on the day, online at www.ggr.org.uk or at the Groudle Glen Railway Facebook page where photographs are posted during the event. ■

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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 Flyer 68010 Chiltern Late Modified/DCC/DCC & Sound
- 4D-022-012/D/S - Class 68 Chiltern 68015 Chiltern Early Service/DCC/DCC & Sound

Also released this month in OO Gauge:

- 4F-016-110 - Banana Van - Fyffes Yellow B240735
- 4F-016-111 - Banana Van - Fyffes Yellow B240735 Wthd
- 4F-017-023 - Lime Wagon - Richard Briggs 190
- 4F-017-024 - Lime Wagon - Richard Briggs 190 Wthd
- 4F-037-005 - Conflat & Container - SR K584
- 4F-037-006 - Conflat & Container - SR K584 Wthd
- 4F-071-150 - 7 Plank - Blue Circle 176
- 4F-071-151 - 7 Plank - Blue Circle 176 Wthd
- 4F-027-009 - Silver Bullet - Nacco 3387 7898 070-0 Wthd
- 4F-027-010 - Silver Bullet - Nacco 3780 7898 072-9
- 4F-027-011 - Silver Bullet - Nacco 3780 7898 118-0 Wthd
- 4F-027-012 - Silver Bullet - Nacco 3780 7898 042-2 Wthd

Class 68



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- 2D-022-001/D/S - Class 68 Intrepid 68002 DRS/DCC/DCC & Sound
- 2D-022-002/D/S - Class 68 Defiant 68005 DRS/DCC/DCC & Sound
- 2D-022-003/D/S - Class 68 Oxford Flyer 68010 Chiltern/DCC/DCC & Sound
- 2D-022-004/D/S - Class 68 68014 Chiltern/DCC/DCC & Sound
- 2D-022-005/D/S - Class 68 Daring 68006 Scotrail/DCC/DCC & Sound
- 2D-022-006/D/S - Class 68 Valiant 68007 Scotrail/DCC/DCC & Sound
- 2D-022-007/D/S - Class 68 Evolution 68001 DRS/DCC/DCC & Sound

NEW!

Class 142



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- 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

Also released this month in N Gauge:

- 2F-036-037 - Bulk Grain Hopper - SGD 18
- 2F-036-038 - Bulk Grain Hopper - SGD 18 Weathered
- 2F-038-047 - 20T Steel Mineral - BR 315750
- 2F-038-048 - 20T Steel Mineral - BR 315750 Weathered

NEW!



This is a 1st Decorated Sample Copyright Dapol Ltd.

Pannier

- 7S-007-001/D - Class 57xx Pannier BR Black Early Emblem 5717/DCC & Sound
- 7S-007-001U/UD - Class 57xx Pannier BR Black Early Emblem Unnumbered/DCC & Sound
- 7S-007-002/D - Class 57xx Pannier Great Western Green 5700/DCC & Sound
- 7S-007-002U/UD - Class 57xx Pannier Great Western Green Unnumbered/DCC & Sound
- 7S-007-003/D - Class 57xx Pannier GWR Green 9659/DCC & Sound
- 7S-007-003U/UD - Class 57xx Pannier GWR Green Unnumbered/DCC & Sound
- 7S-007-004/D - Class 57xx Pannier L94 London Transport/DCC & Sound
- 7S-007-005/D - Class 57xx Pannier BR Black Late Crest 3716/DCC & Sound
- 7S-007-005U/UD - Class 57xx Pannier BR Black Late Crest Unnumbered/DCC & Sound
- 7S-007-006/D - Class 57xx Pannier L92 London Transport/DCC & Sound

Also released this month in O Gauge:

- 7F-031-005 - 6 Wheel Milk Tanker - St Ivel
- 7F-071-019 - 7 Plank - Napier 27
- 7F-071-019W - 7 Plank - Napier 27 Weathered
- 7F-080-031 - 8 Plank - Sheepbridge 42
- 7F-080-031W - 8 Plank - Sheepbridge 42 Weathered

Exclusive to Dapol

Imperium 1 - Imperium 21 Pin MTC
6 Function Decoder OO & O Scale

Product Scale Key

O Gauge

OO Gauge

N Gauge

All product release dates correct at time of going to press

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Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

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Sun **9am-5pm**

Shop opening times
Mon to Sun **9am-5pm**

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
SECR Birdcage Coaches	hattons.co.uk/bc	£55.21	Mar 2014							
Warflat Bogie Flat wagon	hattons.co.uk/warflat	£42.46	Mar 2013							
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	£123.21	Jul 2014							
Class H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	£152.96	Mar 2013							
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
O Gauge 50t Warwell Wagon	hattons.co.uk/OGaugeWW	£85	Oct 2016							
ICI Hopper Wagon	hattons.co.uk/ici	from £24	Mar 2015							
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							
Rail Head Treatment Train (RHTT)	hattons.co.uk/RHTT	from £118	Nov 2017							
FEA Intermodal Wagons	hattons.co.uk/FEA	from £32	Nov 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class H Wainwright 0-4-4T	hattons.co.uk/hclass	from £90	Sep 2016							
Class 8P Princess Coronation 4-6-2	hattons.co.uk/duchess	from £161	Nov 2016							
Hltachi IEP Class 800	hattons.co.uk/IEP800	from £229.50	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
YEC Janus 0-6-0 Shunter	hattons.co.uk/janus	from £84	Nov 2015							
4 & 6-wheel Toad Brake van	hattons.co.uk/oxtoad	£12.50	Sep 2016							
Mk3 Coaches	hattons.co.uk/oxmk3	£29	Jan 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.

You can view extended lists, preorder & comment on all of these projects at

www.hattons.co.uk/projectupdates

Information correct at the time of going to press on 14/11/17.

Pendon in 3D



How to claim your FREE DVD glasses

To fully appreciate Pendon in 3D you require a pair of 3D glasses. Simply click on the website link below and fill-in the online form. We'll then send you a pair of 3D glasses free of charge.

Click here to get your 3D glasses



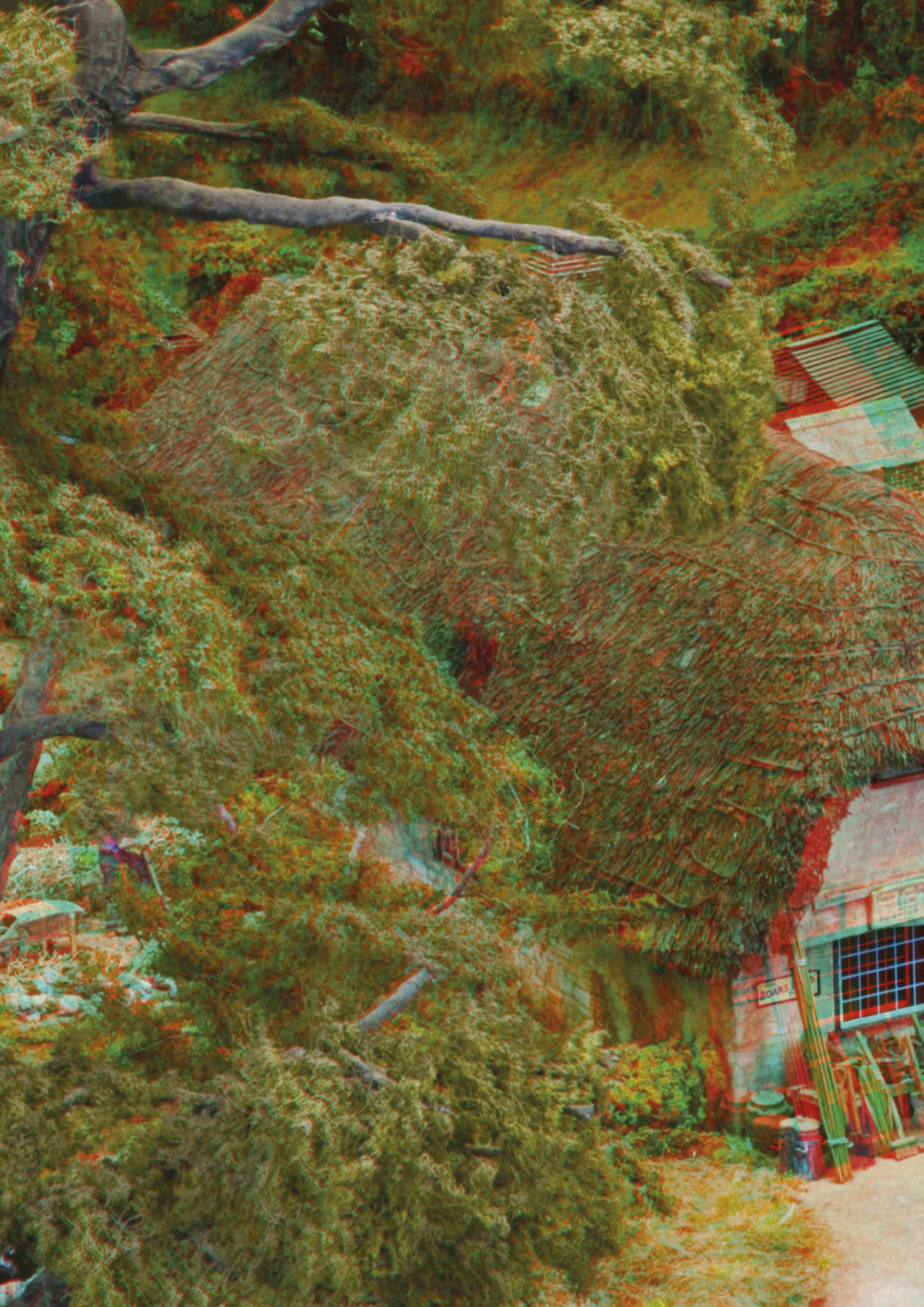
Pendon Parva Railway Station

This GWR station on the London to Bristol and Oxford main lines is served by an original design footbridge and surrounded by goods yard, sidings and other railway buildings. Adjacent is a hotel, houses and a coal merchants. The model is based on Culham Railway Station in Oxfordshire on the London to Oxford main line and is still in use today, although the Grade II listed Brunel-designed building is now used for non-railways purposes.

Technical: 85mm f/16 0.4 sec, 20 images/stack, 35mm baseline, ISO 400

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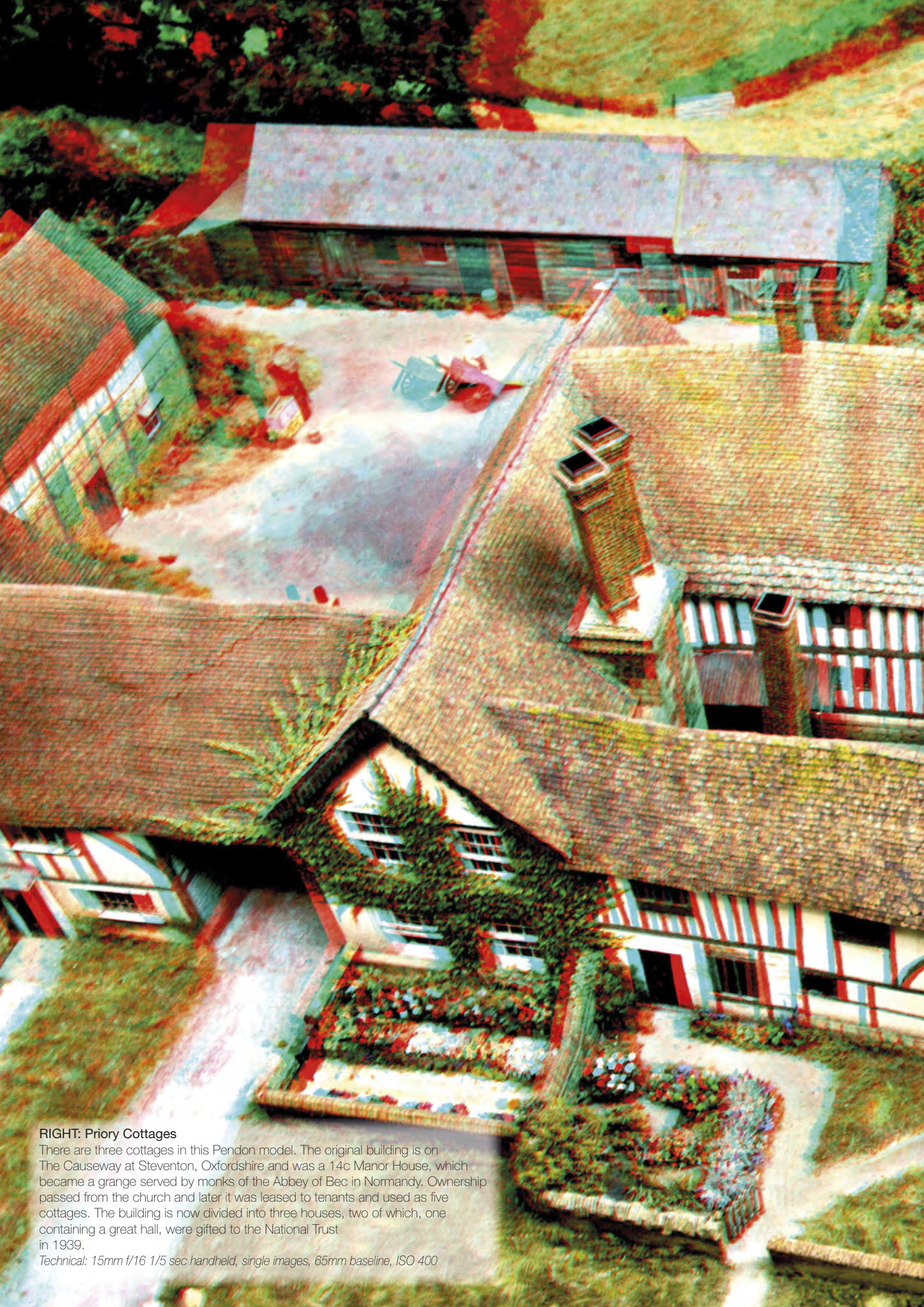




The Grocer's Shop

The shop, with its barn close by, is well established in the village. The prototype is on the main street in Upper Wanborough in Wiltshire. With possibly 16c origins, the building has long corridors which may at one time have been used for spinning lengths of rope. It has also been an inn known as 'The Ship'.

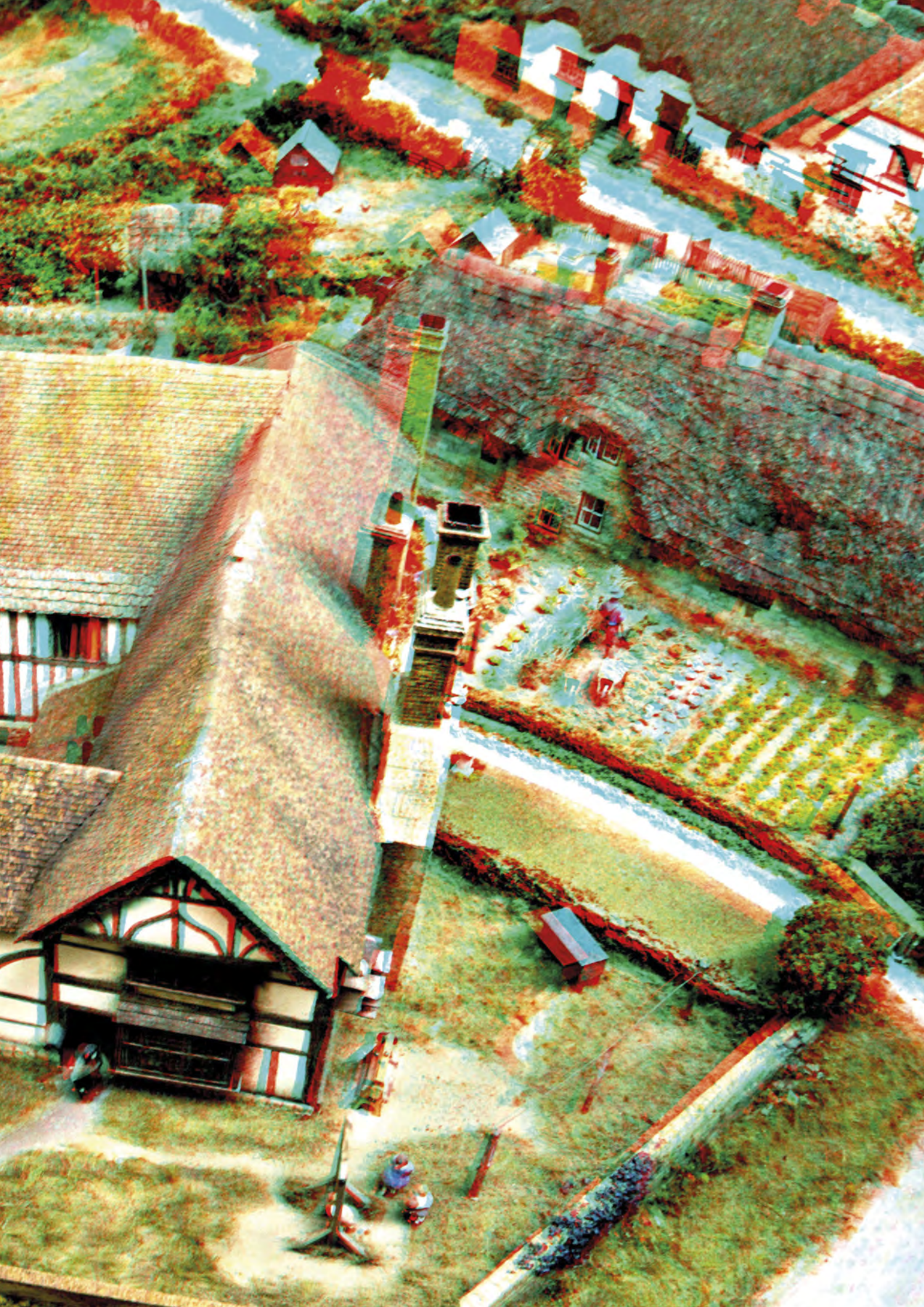
Technical: 50mm f/22 0.3 sec, 20
images/stack, 10mm baseline, ISO 400



RIGHT: Priory Cottages

There are three cottages in this Pendon model. The original building is on The Causeway at Steventon, Oxfordshire and was a 14c Manor House, which became a grange served by monks of the Abbey of Bec in Normandy. Ownership passed from the church and later it was leased to tenants and used as five cottages. The building is now divided into three houses, two of which, one containing a great hall, were gifted to the National Trust in 1939.

Technical: 15mm f/16 1/5 sec handheld, single images, 65mm baseline, ISO 400







Express Passing

The Hereford to Paddington Express is in the charge of GWR Star Class 4-6-0 four cylinder locomotive, 4069 *Westminster Abbey*. The class was designed by George Jackson Churchward and 73 were built at Swindon between 1906 and 1923, with 4069 being one of the last produced in January of that year. Originally *Margam Abbey*, its name was changed to *Westminster Abbey*. In 1939 it was rebuilt as a Castle Class and re-numbered 5089, surviving in this form until withdrawal in 1964.

Technical: 65mm f/22 0.3 sec, 12 images/stack, 15mm baseline, ISO 400



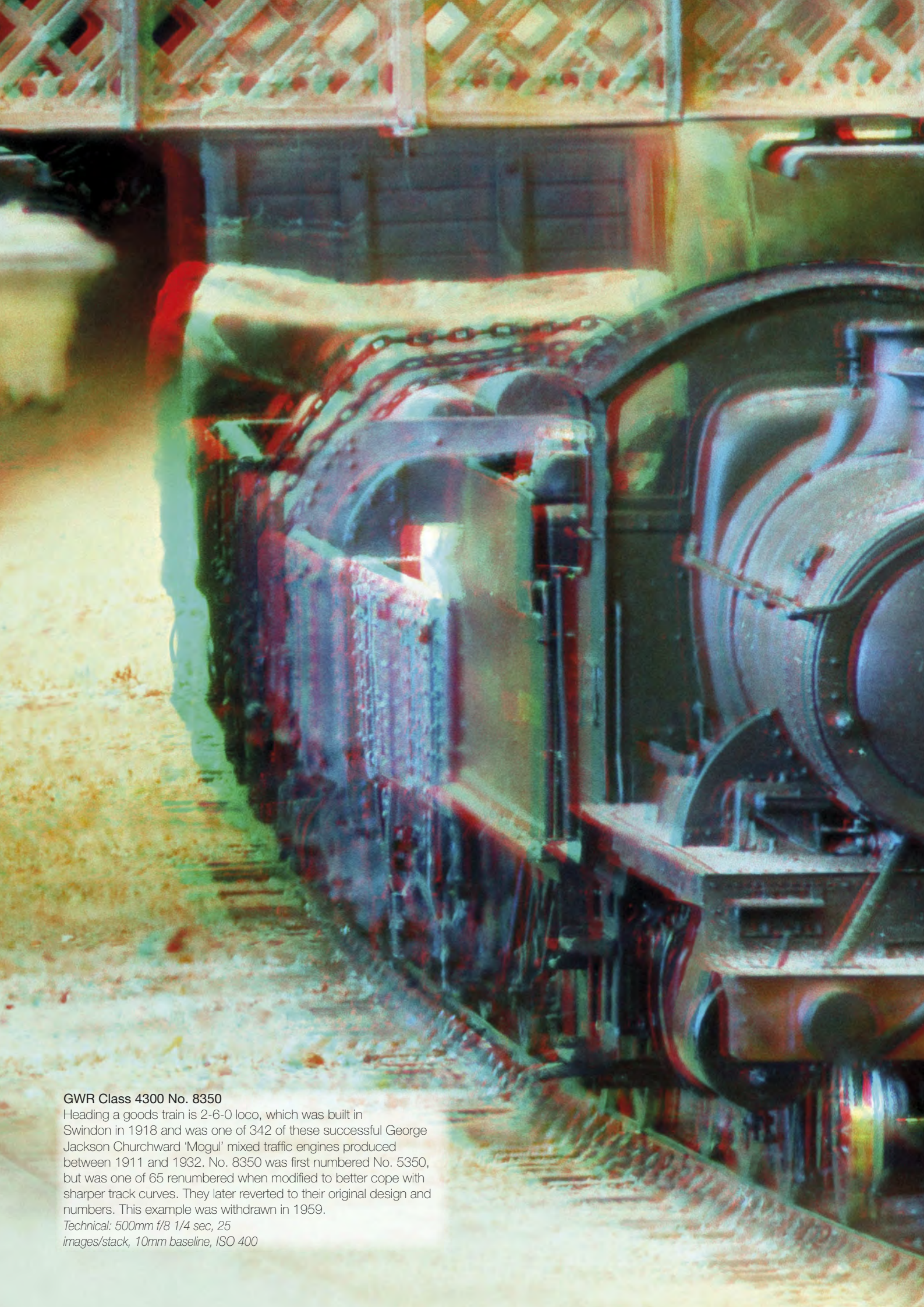
Duck's Stores

Duck's, formerly Croft's and Wickens' Stores, has proudly served the village since the 19c. This model, made by Stephen Williams and completed in 2012, has, like all Pendon models, been painstakingly constructed; for instance, the extensive roofs have approximately 31,000 tiles, each one individually painted and carefully weathered. The prototype is still a village store (Hendred Stores) in East Hendred, Oxfordshire. It was originally built as a Yeoman Farmhouse in c1550 with a crooked timber frame and herringboned bricks.

*Technical: 50mm f/16 1/4 sec, 8
images/stack, 15mm baseline, ISO 400*



ROBERT DUCK
PERY GROCERY BAKERY
VISION & HOUSEHOLD STORES



GWR Class 4300 No. 8350

Heading a goods train is 2-6-0 loco, which was built in Swindon in 1918 and was one of 342 of these successful George Jackson Churchward 'Mogul' mixed traffic engines produced between 1911 and 1932. No. 8350 was first numbered No. 5350, but was one of 65 renumbered when modified to better cope with sharper track curves. They later reverted to their original design and numbers. This example was withdrawn in 1959.

Technical: 500mm f/8 1/4 sec, 25 images/stack, 10mm baseline, ISO 400



PASSENGER
RAILWAY
BRIDGE

PENDON PARVA
JUNCTION FOR THE
OXFORD LINE

1350



The Harrow Inn

The Harrow Inn is busy with people arriving on foot, by car and cycle, with drinkers outside enjoying the good weather. The pub, still busy today, is the largest in Wanborough, Wiltshire. It has long traded as an inn and parts of the Grade II listed building date back to 1747.

Technical: 85mm f/16 1/6 sec, 28

images/stack, 30mm baseline, ISO 400





ERNEST F. CUTTING

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The Bullnose Morris

A Morris 'Bullnose' Oxford four seat tourer sits proudly on its artillery wheels, whilst the owner takes refreshment in the Harrow Inn. Variants of this model were made at the Morris factory in Oxford from 1913 to 1926; it was a successful model with in excess of 150,000 produced.

Technical: 85mm+12mm ext f/16 1/6 sec, 25 images/stack, 10mm baseline, ISO 400

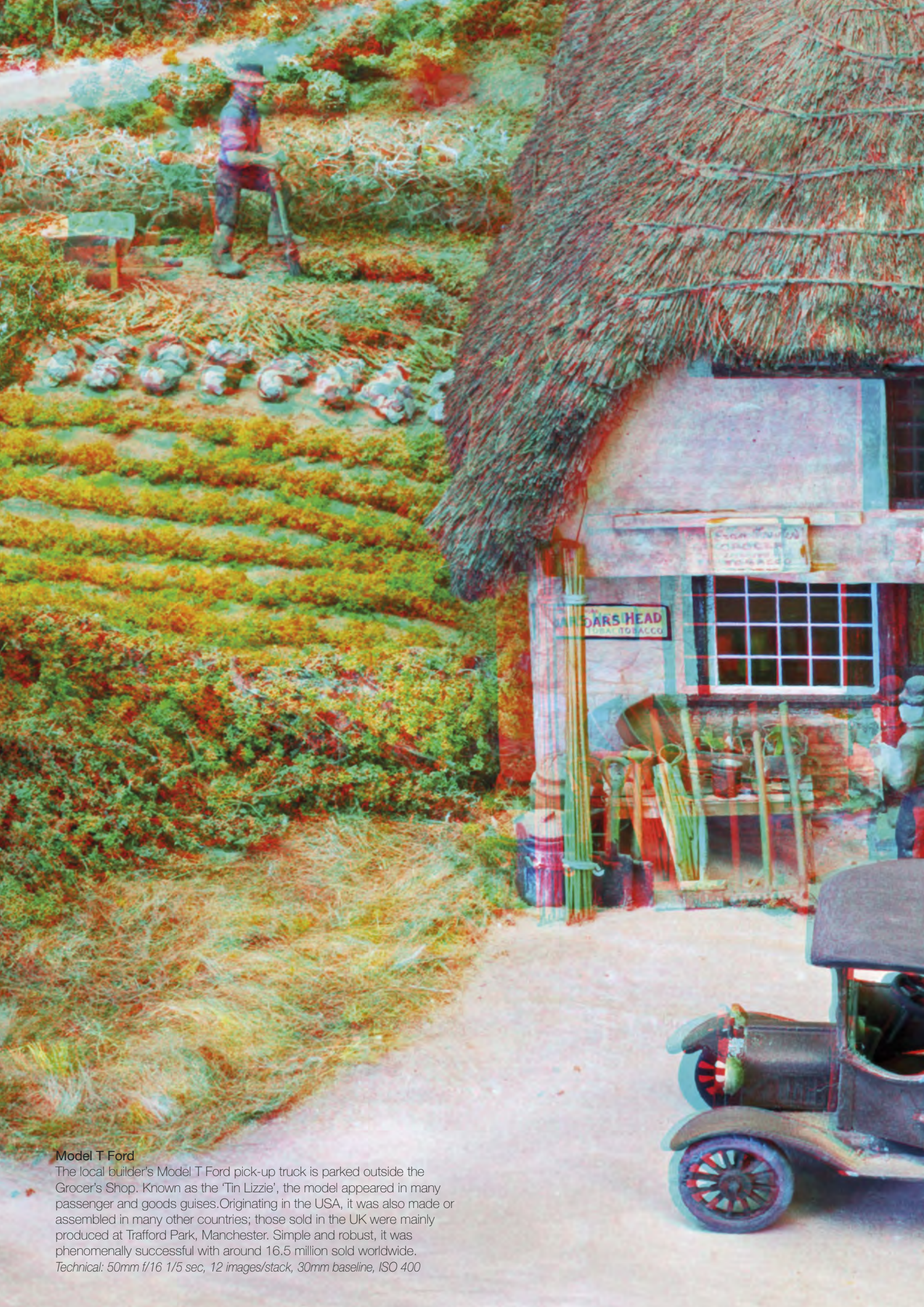




The Tiler

Here he is, working away re-tiling at Finch Hill in The City. The owner can be seen chatting away to a neighbour by his front gate: "Not all new tiles, of course, got to make do and mend. After all, it's only a shed - even if it has got to be weatherproof."

Technical: 50mm f/16 0.4 sec, 5 images/stack, 35mm baseline, ISO 400



Model T Ford

The local builder's Model T Ford pick-up truck is parked outside the Grocer's Shop. Known as the 'Tin Lizzie', the model appeared in many passenger and goods guises. Originating in the USA, it was also made or assembled in many other countries; those sold in the UK were mainly produced at Trafford Park, Manchester. Simple and robust, it was phenomenally successful with around 16.5 million sold worldwide.

Technical: 50mm f/16 1/5 sec, 12 images/stack, 30mm baseline, ISO 400





MARSH LANE CROSSING

The
Carpenters
Arms



The Carpenter's Arms

The pub is adjacent to the Marsh Lane crossing on the main GWR London to Oxford railway line and to a now abandoned canal. The original is in South Marston, Wiltshire. A Georgian building, it was a beer house that Arkell's Kingsdown Brewery bought in 1881. It is close to the London to Bristol railway line. Both pub and railway are successfully trading today.

Technical: 85mm f/16 0.4 sec, 26 images/stack, 15mm baseline, ISO 400





How do they do that?

Pendon models are set in the 1930s and this was the decade in which Viewmaster stereoscopic viewers first appeared. After WW2 these viewers became a desirable toy and were to be found in many households in the UK and elsewhere. We have produced some View-Master reels of Pendon scenes for museum visitors to see.

But we didn't stop there. 3D photos can also be printed and viewed using the glasses provided with BRM.

Taking the photos

Taking a stereo photograph of a real-life scene is relatively simple: you take two photographs 60-75mm apart - this being the normal range of separation of the human eyes. However, taking a stereo photograph of a 1:76 scale model scene is rather more complicated.

Taking a photograph of a scale model that looks 'real' means placing a camera in the scene as if it was being held by a miniature person with an eye separation of 1mm (i.e. at 1/76th scale). Since this isn't feasible, we used a digital camera mounted on a rail and tripod outside the perimeter of the diorama so that the camera could be moved sideways by a known distance. As the camera is further away than the model person would be, you compensate by increasing the baseline, typically to between 10 and 35 mm, always making sure that the resulting image is easy for the viewer's brain to make into a 3D image.

At close distances the depth of focus of the photo can be very small. Whereas for a normal photograph it might be acceptable for the subject to be in sharp focus and the background to be out of focus, for most stereographs this is not the case. One solution is to take a large number of photographs while varying the point of sharp focus. Typically, 10 to 20 photographs at each baseline location are needed to cover the scene depth. Each set of images is then merged using software to create a single image that is sharp throughout the depth of the scene.

In practice, the camera is positioned in four or five different locations to cover baseline variables, and we may need to take up to 100 photographs to produce a final stereo pair! It makes production of the stereographs a time-consuming business.

The end results

The display prints in the magazine are anaglyph stereographs that are viewed using coloured glasses, in this case red and cyan, with the red filter over the left eye. The image is processed and printed such that the left eye will only see the left image and the right eye will only see the right image, thus helping the brain to fuse the images into a single stereoscopic image. We hope you like the results!

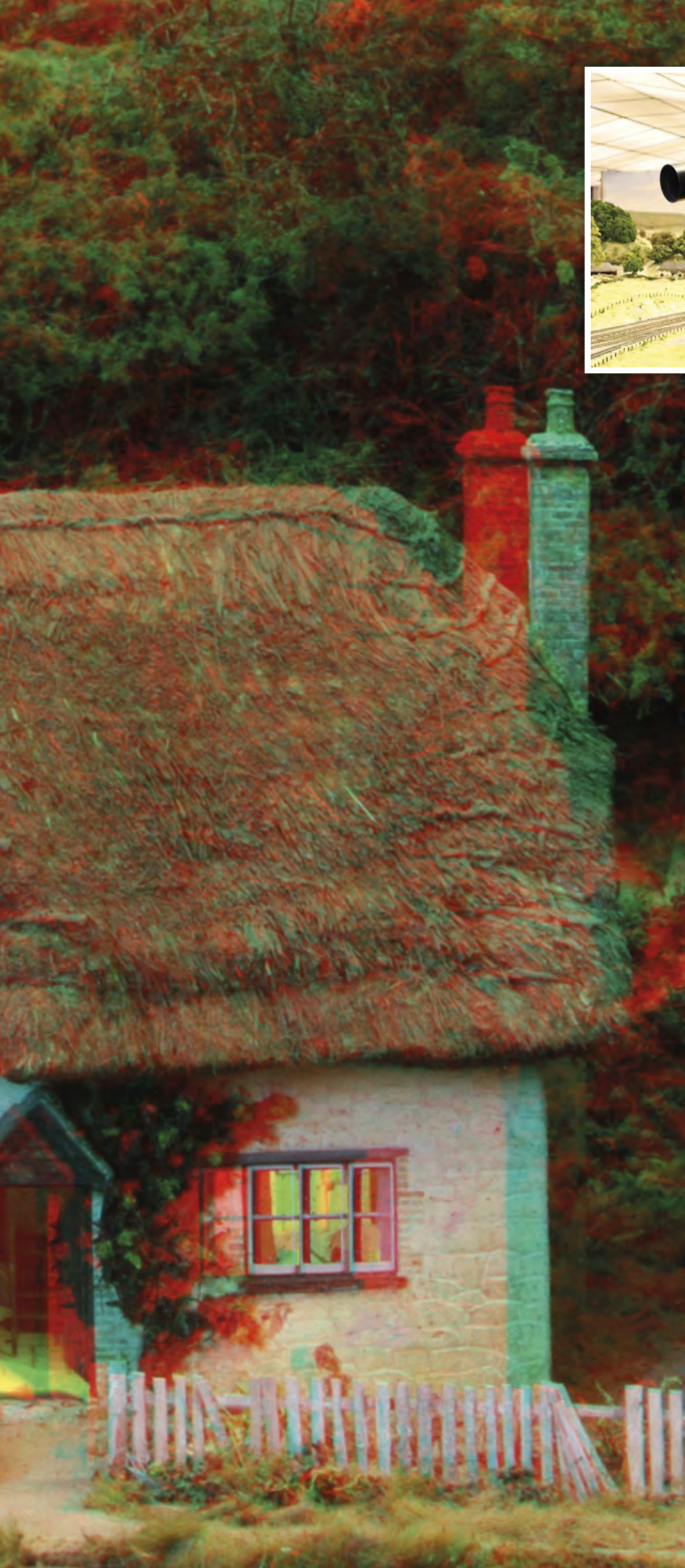
Martin Ray, Pendon Museum

Spring Cottages

With their cob walls and thatched roofs, the 18c cottages sit in the quiet of the evening, with a lamp lit in one of the living rooms. Spring Cottage, now an enlarged house, is in an area known as The City in Bishopstone, Wiltshire. It sits near a spring known as William's Well, the source of much of the village's water supply until 1932.

Technical: 45mm f/22 0.4 sec, single images, 70mm baseline, ISO 400





The photographer - Paul Ellis

Paul's first photography used a 1930s Kodak folding camera with 120 roll film. His first attempt at stereo photography was a pair of photographs of an Alaskan glacier taken one pace apart with a 35mm camera in 1970. Since then he has regularly taken stereo photographs for his own interest but none have been published... until now. The stereographs of the Vale Scene at Pendon are the first 3D photographs of scale models that Paul has ever taken and he developed a special methodology for the purpose. The stereo pairs were shot using a Canon 40D DSLR camera mounted on a rail. Software used was Helicon Remote for automated focus stacks, Helicon Focus to merge the image stacks and StereoPhoto Maker to produce the anaglyph stereographs.

Want to know more about Pendon?

The museum can be found at:
Pendon Museum, Long Wittenham,
Abingdon, Oxfordshire, OX14 4QD.
Tel: 01865 407365
Visit the Pendon website at
www.pendonmuseum.com

ON NEXT MONTH'S FREE DVD

We'll be going behind the scenes at Pendon Museum, meeting some of the world's finest model makers and getting exclusive access to one of the world's most impressive model railways.

Upper Mill

Upper Mill and the Miller's House are reflected in the tranquil mill pond. Outside is a GWR 'Express Cartage' Thomeycroft truck collecting the miller's sacks. The mill, situated in Kingstone Winslow, Ashbury, Oxfordshire was in use as a mill until the 1940s. It is now a Grade II listed house. When being modernised in 1964 a builder's stone plaque bearing the carving 'I&W I&N 1792' was discovered.

Technical: 50mm f/22 0.5 sec, single images, 35mm baseline, ISO 400



